



HARRIS OVERPASS

FACT SHEET: FEDERAL BRIDGE REPLACEMENT FUNDS AND THE HARRIS OVERPASS

Overview

The Harris Overpass qualifies for Federal bridge replacement funds. This fact sheet explains the Federal Highway Bridge Rehabilitation and Replacement Program (HBRRP) in relation to the condition of the Harris Overpass, which carries “O” Street over the Haymarket area and rail yards between 3rd and 9th Streets in Lincoln.

Condition Ratings:

- 0 = Failed
Out of service,
beyond
corrective action
- 1 = Imminent Failure
Closed to traffic
- 2 = Critical
Closure may be
necessary
- 3 = Serious
Localized
structure failures
possible
- 4 = Poor
Advanced
section loss and
deterioration
- 5 = Fair
- 6 = Satisfactory
- 7 = Good
- 8 = Very Good
- 9 = Excellent

Sufficiency Ratings:

- 100 = Perfect
- 50-80 = Rehabilitation
- Below 50 = Replacement

10-Year-Rule:

A bridge that has received a major improvement is ineligible for federal funding for 10 years after the improvement.

Federal Highway Bridge Rehabilitation and Replacement Program (HBRRP)

The HBRRP provides funds to assist states in replacing or rehabilitating deficient highway bridges on any public road – on or off the federal or state highway system*. The program provides a system for bridge rehabilitation or replacement before a structure fails or needs to be closed.

The state participates in the program by maintaining an inventory of all public bridges, which are systematically inspected every two years. Based on the inspection, bridges receive **condition ratings** on major structural components, from 0-9, with 0 signifying bridge failure and 9 signifying excellent condition. **Bridges with ratings of 4 or lower may be eligible for HBRRP aid.**

Those bridges receive another rating – **a sufficiency rating** – to determine the type of funds, if any, for which they are eligible. The sufficiency rating considers three main factors:

- 1) Structural adequacy and safety
- 2) Serviceability and functional obsolescence
- 3) Essentiality for public use

A perfect score would add up to a total of 100 points. Bridges with sufficiency ratings above 80 are not eligible for HBRRP funds. Bridges with ratings between 50 and 80 are eligible for **rehabilitation** funds, and those with ratings below 50 qualify for **replacement** funds. However, new bridges and bridges that have undergone major improvements (regardless of how the new bridge or improvements were funded) are ineligible for HBRRP funds for a period of 10 years after the construction or improvement.

**The Harris Overpass is not on the federal or state highway system. U.S. Highway 34 is routed off “O” Street at 10th Street, and U.S. Highway 6 is routed off West “O” at Sun Valley Boulevard.*

Harris Overpass
Condition Rating = 4

Harris Overpass
Sufficiency Rating = 49.3



Deteriorated bearings.



*Cracks in steel plates,
rusting girders.*



*Deteriorating concrete
piers.*

The Harris Overpass

As of 2003, the condition of the superstructure and substructure of the Harris Overpass were rated values of 4, which is considered to be poor condition and structurally deficient. The Harris Overpass currently has a sufficiency rating of 49.3, which places it in the category of deficient bridges eligible for federal bridge **replacement** funds.

The biennial field inspections of the Harris Overpass indicate a progressive pattern of deterioration over the past decade. The Harris Overpass has been exposed to de-icing salts for nearly 50 years, resulting in significant deterioration and distress to the steel and concrete structural elements.

Past efforts to repair the structure have included expansion joint repair, concrete replacement and repair, and column repair. Those efforts have proven ineffective, and the structure continues to deteriorate at a growing rate.

Some examples of the weakening of the structure include: deteriorated bearings, which no longer allow the bridge to expand and contract properly; deteriorated, disintegrating concrete at many of the supporting pier columns; growing cracks in the steel plates that connect the steel girders to each other; corrosion and rusting of the steel girders; and severe deterioration and corrosion of the approach vaults on each end of the overpass.

Replacement Funding

Actual costs estimates to replace the Harris Overpass have not been determined yet; they will depend on construction phasing considerations, the bridge's actual design, and aesthetic enhancements. There is currently about \$15 million available to replace the bridge. Most of that is through the Federal HBRRP, which is administered by the Nebraska Department of Roads. The Lincoln/Lancaster Railroad Transportation Safety District (RTSD), a local taxing authority, is providing the local match.

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