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# Modernisation of bridge structures - apply for funding

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<https://fimportal.de/xzufi-services/6006889/L100022>

Modul	Sachverhalt
Leistungsschlüssel	99012087000000
Leistungsbezeichnung I	Modernisation of bridge structures - apply for funding
Leistungsbezeichnung II	Modernisation of bridge structures - apply for funding
Typisierung	4 - Land: Regelung
Quellredaktion	Baden-Württemberg
Freigabestatus Katalog	unbestimmter Freigabestatus
Freigabestatus Bibliothek	unbestimmter Freigabestatus
Begriffe im Kontext	
Leistungstyp	
Leistungsgruppierung	
Verrichtungskennung	
SDG-Informationsbereich	
Lagen Portalverbund	
Einheitlicher Ansprechpartner	

**Modul**
**Sachverhalt**

Fachlich freigegeben am

Fachlich freigegeben durch

**Handlungsgrundlage**

In the current version, grants are awarded in accordance with

- In accordance with the Landesgemeindeverkehrsfinanzierungsgesetzes (LGVFG) and the Verwaltungsvorschrift des Ministeriums für Verkehr zur Durchführung des Landesgemeindeverkehrsfinanzierungsgesetzes (VwV-LGVFG),
- the regulations of the Landesverwaltungsverfahrensgesetzes (LVwVfG),
- §§ 23 and 44 of the Landeshaushaltsordnung (LHO) as well as Verwaltungsvorschriften des Finanzministeriums zur Landeshaushaltsordnung von Baden-Württemberg (VV-LHO).

Grants are awarded in accordance with the state budget within the framework of the available expenditure and commitment authorisations. You have no legal entitlement to receive the grants.

**Teaser**

By funding bridge structures in accordance with the State Municipal Transport Financing Act (LGVFG), the state supports municipalities in reducing their investment backlog in this safety- and traffic-sensitive area.

Many bridges for which municipalities are responsible are in a dilapidated condition.

Increasing demands on bridge structures are increasing investment costs. In addition to bridges under state and federal construction responsibility, municipal bridge structures play a central role in an efficient road infrastructure network.

The state therefore supports measures to modernise bridge structures on federal, state, district or municipal roads under construction responsibility of the districts

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	or municipalities.
Volltext	<p>By funding bridge structures in accordance with the State Municipal Transport Financing Act (LGVFG), the state supports municipalities in reducing their investment backlog in this safety- and traffic-sensitive area.</p> <p>Many bridges for which municipalities are responsible are in a dilapidated condition.</p> <p>Increasing demands on bridge structures are increasing investment costs. In addition to bridges under state and federal construction responsibility, municipal bridge structures play a central role in an efficient road infrastructure network.</p> <p>The state therefore supports measures to modernise bridge structures on federal, state, district or municipal roads under construction responsibility of the districts or municipalities.</p> <p>According to Section 2 of the LGVFG, the upgrading or partial renewal of bridge structures and the concurrent repair work and replacement construction of bridge structures under the responsibility of the districts or municipalities can be subsidised.</p> <p>Recipients of grants</p> <p>Grants can be awarded to</p> <ul style="list-style-type: none"> <li>• Municipalities</li> <li>• Rural districts</li> <li>• municipal associations, especially special-purpose associations</li> </ul>
Erforderliche Unterlagen	<p>Programme application</p> <p>In order for a bridge modernisation measure to be included in the programme, proof must be provided that the maintenance planning includes all measures to eliminate existing deficits in terms of load-bearing capacity and serviceability.</p> <p>This applies to structures whose load-bearing</p>

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properties have deteriorated due to

- increased traffic loads,
- Ageing of the building fabric,
- Deficits in the original design standards,
- problematic design and material-related parameters such as hollow core slabs, coupling joints or the use of prestressing steels that are at risk of stress corrosion cracking

no longer meet current and future requirements.

For a planned refurbishment/reinforcement of the existing structure, it must be demonstrated that a remaining service life of at least 25 years can be achieved as a criterion for long-term viability.

If a (partial) replacement construction is planned, its economic viability compared to other maintenance measures must be demonstrated on the basis of an economic viability study carried out in accordance with the RI-WI-BRÜ.

### Application

Attach the following to the application for a grant (see point 2.3 of the \*VwV-LGVFG)

- a cost and financing plan and a declaration that the project has not yet begun (number 3.2.1 VV-LHO to § 44),
- a design plan in accordance with HOAI, Lph. 3, which must be prepared in accordance with RE for measures to modernise bridge structures in accordance with number 1.10\* in accordance with RAB-ING (including structural plans and design statics) in compliance with RE-ING and RIZ-ING. The cost calculation must be carried out in accordance with AKVS; for simple measures in accordance with Section A, Number 5.2.4\*, the project sponsor must submit a priced bill of quantities (price comparison list) instead of the AKVS;
- an accompanying landscape conservation plan including a species protection contribution and any

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necessary environmental studies in accordance with RE,

- proof that a safety audit has been carried out in accordance with RSAS (with the exception of safety measures at railway crossings without significant intervention in the road space), including the associated statement,
  - Information on the preparation of the project, in particular on the status of land acquisition, the building permit (development plan, planning approval) and the willingness of third parties to participate (administrative agreements),
  - a valuation report on land acquisition,
  - a planning and construction schedule,
  - a statement that the project takes into account the interests of people with disabilities or mobility impairments with the aim of achieving complete accessibility and complies with the relevant legal provisions of the federal state on accessibility,
  - If municipal disability representatives or disability councils have been appointed, confirmation that they were involved in the project planning must be enclosed. If a local authority does not have disabled persons' representatives or advisory councils, confirmation of the involvement of the relevant associations within the meaning of Section 12 (1) L-BGG must be enclosed instead.
  - In the case of projects for the modernisation of bridge structures on federal, state, district or municipal roads under the responsibility of the districts or municipalities, including cycle path and pedestrian bridges that do not meet the requirements of Section 3 (1) No. 1a LGVFG, the planned bridge modernisation measure must be presented and described for the application for programme inclusion in accordance with the RAB-ING.
- The documents required for this are listed in the Bridges Guideline.

If necessary, the authorising body may request further planning documents or expert opinions.

## Voraussetzungen

Funding must be based on actual traffic requirements

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	<p>and a needs-based expansion standard and the road projects to be funded must be assessed according to the following criteria</p> <ul style="list-style-type: none"> <li>• Costs,</li> <li>• Traffic safety,</li> <li>• Traffic flow,</li> <li>• Improvement of traffic conditions,</li> <li>• Improvement of the quality of life and quality of stay on public roads,</li> <li>• Noise protection,</li> <li>• Air pollution control and</li> <li>• Environmental compatibility</li> </ul> <p>must be assessed by the project developer.</p>
Kosten	none
Verfahrensablauf	<p>Register the project in writing with the responsible office for inclusion in the programme.</p> <p>The responsible body will check eligibility for funding.</p> <p>Only after inclusion in the programme can the project sponsor submit an application for approval and authorisation of the project.</p>
Bearbeitungsdauer	A decision on the complete applications for inclusion in the programme is made on 1 March each year, taking into account the expected funding available.
Frist	by 31 October of the previous year at the latest In justified individual cases, admission to the funding programme is also possible throughout the year.
weiterführende Informationen	
Hinweise	
Rechtsbehelf	Every funding decision is accompanied by information on legal remedies.
Kurztext	

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Ansprechpunkt	
Zuständige Stelle	
Formulare	
Ursprungsportal	