

2014-2015 Highway Bridge Program Solicitation Form

ODOT Bridge Section is currently in the process of solicitation for the 2014-2015 Highway Bridge Program (HBP) projects, both rehabilitation as well as replacement. The data we are asking you to provide below is information that goes into the Technical Ranking System (TRS) which is used for ranking of need for funds. A portion of the data used in the TRS is from the NBI. We will review the prospectus for any proposed changes and validate changes prior to changing NBI data and using it in the TRS calculation. The A portion of the data, including costs come directly from the prospectus. The final source of data is provided on this form.

While we want to minimize any duplication of data, we are providing you the opportunity to place all factors used in the TRS calculation on one form. This will ensure that all required information is provided, and hopefully minimize confusion surrounding the factors. The required fields are identified with “**REQUIRED**”.

Cost: (This is listed in the Prospectus and is optional to fill in)

The cost should be total funds including the required match for HBP projects. Currently the match in this Highway Bill for Oregon is 89.73% Federal HBP funds with a 10.27% Local match. Please include all phases including Engineering, Right-of-Way, and Construction.

Fire Hall Factor: (This is from the prospectus and is optional to fill in)

Fire Hall Factor is given when $\geq 25\%$ of all fire truck runs from a determined fire station are required to use the applied for bridge. To obtain these points a map including the location of the bridge, and fire station is included.

Functional Classification: (This is listed in the Prospectus and is also NBI data. It is optional to fill in)

Functional Classification is determined by ODOT's Road Inventory and Classification Services. The classification will be one of the following classifications.

Code Description

Rural

- 01 -Principal Arterial - Interstate
- 02 -Principal Arterial - Other
- 06 -Minor Arterial
- 07 -Major Collector
- 08 -Minor Collector
- 09 -Local

Urban

- 11 - Principal Arterial - Interstate
- 12 -Principal Arterial - Other Freeways or Expressways
- 14 -Other Principal Arterial
- 16 - Minor Arterial
- 17 -Collector
- 19 -Local

Detour Length

(This is from the NBI database and is optional to fill in)

Detour length is calculated using the US Department of Transportations Recording and Coding Guide method of calculation. The detour is calculated by determining the detour length and subtracting the length of the primary route containing the bridge being applied for replacement or rehabilitation. Essentially it is the additional length traveled.

Factors to consider when calculating a detour is functional classification (FC); and how the functional classification has to be one within one lower classification to be considered a detour route. *An example would be a Minor Arterial which can not go lower then a Major Collector to be considered a detour.* A bridge that does not contain a detour or a detour longer then 124 miles will be calculated at 124 miles. Other detour length regulations will also apply as stated in the NBIS Recording and Coding Guide.

Timber Element:

(This is from the NBI database and is based on the elements of the bridge and the age. It is optional to fill in)

Timber Element only applies on bridge with either a timber Superstructure or Substructure. For consistency the age of the bridge is used to assign points.

TDF = Timber Deficiency Factor [Maximum 5 points]

If the bridge has a major super or substructure element made of timber, then:

If the bridge is greater than 50 years old, then TDF = 5

If the bridge is from 30 to 50 years old, then TDF prorated between 1 and 5

If the bridge is less than 30 years old, then TDF = 0

Average Daily Traffic - ADT:

(This is from the NBI database and is optional to fill in)

ADT is defined as the average number of vehicles crossing the bridge per day. This number can be changed by submitting current traffic study with the application.

Average Daily Truck Traffic – ADTT:

(This is from the NBI database and is optional to fill in)

ADTT is the **percentage** of traffic that is trucks crossing the bridge per day.

Load Deficiency Factor -LDF:

(This is calculated from the NBI database and is optional to fill in)

LDF = Load Deficiency Factor [Maximum 25 points]

IF ODOT Load Rating less than 5 tons, then LDF = 25

IF ODOT Load Rating from 5 to 40 tons, then LDF prorated between 25 and 5

IF ODOT Load Rating 40 tons or more, then LDF = 0

If a more current load rating is available please submit it with the application.

Sole Access (REQUIRED if points are to be assigned)

The Sole Access multiplier is applied to bridges that are located on a route in which there are no alternate routes available.

Extra Heavy Truck Factor: (REQUIRED if points are to be assigned)

1. Making sure that one load limited structurally deficient bridge is not left remaining on a truck corridor after all of the other bridges have been fixed.
2. Known heavy truck use when bridge is to be used as a detour for a state highway.
3. Provides access to a public or private investment that creates or sustains jobs.

Local Agency Provided Information

Agency:

NBIS Bridge Number:

Estimate Cost: *(Please Include all Phases and Total Cost):*

Fire Hall Factor *(Map and or Letter from Fire Department):*

Functional Classification

Detour Length Miles *(Map Required and Calculated Using NBIS Method);*

Age of the Bridge if Timber Super or Substructure

Average Daily Traffic – ADT *(Traffic Study Required for Change from NBIS):*

Average Daily Truck Traffic – *(ADTT % of Daily Traffic):*

Load Deficiency Factor *(To Change Please Include a Recent Load Rating):*

Sole Access

Extra Heavy Truck Factor *(Documentation Required):*