Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Technical Leadership Center
ODOT Bridge Section MS #4
4040 Fairview Industrial Dr. SE
Salem. OR 97302

FILE CODE:

January 19, 2012

To: All Local Agencies

RE: Request for Local Highway Bridge Program Projects (LHBP)

The Local Agency Bridge Selection Committee (LABSC) is soliciting local bridge projects for funding under the federal Highway Bridge Program (HBP). Only bridges listed in the National Bridge Inventory Standards (NBIS) are eligible. The primary selection criteria will be the Technical Ranking System (TRS). The TRS though is not the sole criteria used by the LABSC for selecting which bridges will be recommended for funding. Any Investment will be strategic in nature to ensure that freight corridors are maintained. The current Bridge Priority Selection Policy is attached. Also attached are lists of all City and County bridges that are eligible for HBP funding. This solicitation we have broke the list down to an On and Off System and if the bridges meet the criteria for replacement and or rehabilitation, or just rehabilitation.

The HBP eligibility list is based on the National Bridge Inventory as of April 2011. If a more recent NBIS inspection, or load rating conducted following ODOT load rating procedures shows that a bridge would now be eligible, please complete the Bridge Prospectus. Bridges will be presented to FHWA on an individual basis to be added to the eligibility list.

The LABSC will complete the selection process and make funding recommendations this autumn for rehabilitation or replacement projects for scoping for 2016-2018.

Your submittal of Candidate Bridges for rehabilitation or replacement is due **April 23, 2012**.

The Local Agency HBP Applications Instructions are attached and include an outline of the format and forms for local agency submittals for HBP funding. This letter, the outline of the format, and forms for local agency submittals for HBP funding are available electronically at:

http://www.oregon.gov/ODOT/HWY/BRIDGE/local_agency.shtml

The guidelines developed in 2004 separate bridges less than 30,000 square feet ("small bridges") for those over 30,000 square feet ("large bridges").

- Small bridges- The TRS will be applied to bridges with decks less than 30,000 square feet.
- Large bridges- The LABSC will determine the ranking system for bridges over 30,000 square feet.

There has been a traditional split in funding for small and large bridges based on the deck area of eligible bridges. Using the latest information, the funding would be divided with 64 percent going to small bridges and 36 percent going to large bridges. There are no pre-determined amounts for county bridges or for city bridges.

The HBP program currently requires a 10.27 percent funding match. Recipients must provide at least 10.27 percent of the project cost. Note that the projects submitted under this request will be funded under a new highway bill that is currently being developed, so details such as the match may change.

The Local Agency Guidelines (LAG) manual provides information and guidance to help local public agencies to access Federal Highway Administration (FHWA) funding for local transportation-related projects. This should be used as a reference for bridge proposals and is available electronically at:

http://www.oregon.gov/ODOT/HWY/LGS/Certification.shtml#LAG_Manual

Listed below are the ODOT Region Local Liaison's.

Region 1	Phone Number
Mahasti Hastings	503-731-8595
Riad Alharith	503-731-8276
Michele Thom	503-731-8279
Tom Weatherford	503-731-8238
Region 2	
Ted Keasey	503-986-6903
Mark Foster	503-986-2650
Michael Starnes	503-986-6920
Region 3	
Scott Adams	541-957-3636
Kelli Sparkman	541-774-6383
Region 4	
Darrell Newton	541-388-6272
Region 5	
Douglas Wright	541-963-1362

Please return your submittal of candidate bridges by **April 23, 2012** to Erick Cain, ODOT Bridge Section, 4040 Fairview Industrial Drive SE, MS#4, Salem, OR 97302.

Bert H Hartman
FOR BRUCE JOHNSON
Bruce V. Johnson, PE
State Bridge Engineer

BVJ/mp

Cc: Darel Capps, Active Transportation Section Manager
Steve Leep, ODOT Program and Funding Services Manager
Cathy Nelson, ODOT Technical Services
Jon Oshel, Association of Oregon Counties
Craig Honeyman, League of Oregon Cities
Michael Bufalino, Freight Mobility Section

Local Agency Owned HBP Eligible Bridges

Project Prospectus, Part 1
Bridge Prospectus - Cost Estimate
Bridge Prospectus – Additional Information
Bridge Prospectus – Requested Changes to NBIS Data
Highway Bridge Program Solicitation Form

A submittal of candidate bridges for funding under HBP must include the following information:

1. A list of the candidate bridges in order of the owner's priority.

2. A completed Project Prospectus, Part I, for each candidate bridge, (two tabs "ProspectusPartI,p1" and "ProspectusPartI,p2") of the LocalBridgeAppForms.xls file make up the Project Prospectus, Part I file. The LocalBridgeAppForms.xls file is available at: http://www.oregon.gov/ODOT/HWY/BRIDGE/local_agency.shtml or http://www.oregon.gov/ODOT/HWY/LGS/ .

3. LAG Project Manual is available as a guideline for more information concerning the selection process as well as filling out the prospectus. http://www.oregon.gov/ODOT/HWY/LGS/Certification.shtml Please note that Cost Estimate fields (gray boxes) on the Project Prospectus, Part I spreadsheets are linked to the Bridge Prospectus Cost Estimate. Completing the Bridge Prospectus Cost Estimate fills in these fields.

4. A Bridge Prospectus Cost Estimate for each candidate bridge. The Bridge Prospectus Cost Estimate furnishes the details of the cost estimate.

   Bridge construction cost summary documents should reflect the costs of construction today. Construction cost data can be obtained from the ODOT Internet cost-estimating page Inter-net address: http://www.oregon.gov/ODOT/HWY/ESTIMATING/index.shtml

5. A Bridge Prospectus – Additional Information form for each candidate bridge. The form ("AdditionalBridgeInfo" tab) is part of the LocalBridgeAppForms.xls file. This form supplies data required for calculation of the final Technical Ranking Score. Please note that "truck" means any vehicle with a gross vehicle weight greater than 26,000 pounds.

   (a) Truck Average Annual Daily Traffic (AADT).

- ◇ Preferred data includes actual truck counts, seasonal traffic data converted to AADT, and multi-year truck traffic usage, converted to AADT.
- ◇ "Existing" Truck AADT is the **percent** of truck traffic that crosses the bridge today.
- ◇ "Proposed" Truck AADT is an estimate of the amount of truck traffic that would cross the bridge if the bridge did not have a posted load limit. In addition, "Proposed" Truck AADT may include an estimate of the amount of truck traffic over the bridge when it provides access to a proposed industrial site or other site where jobs may be created.
- ◇ A default Truck AADT will be calculated using an assumption that trucks are 5 **percent** of AADT, if no data is provided.

(b) Detour map and detour length.

- ◇ A detour represents the additional travel that results, or would result, from closing the bridge or closing the bridge to vehicles above a certain vehicle weight.
- ◇ A detour route must have no alignment or load limitations for non-permit trucks.
- ◇ A detour route must be on a road with a functional class that is no lower than one functional class below that of the road carried by the bridge. For example, the detour route for a bridge carrying a major collector would include roads with a functional class of minor collector and above.

(c) Fire truck usage. Is the candidate bridge heavily used by fire trucks? This is a YES / NO response. A YES response indicates that at least 25 percent of responses from a fire station must use the bridge. Please supply with your application a letter from the Fire station that states at least 25% of the responses utilize this structure. If a letter is not included then the default usage will apply of less then 25 percent.

(d) Regional Freight Corridor Analysis. "Regional freight corridor" means a route that carries freight from a resource site (an industrial site, distribution center, forest, or farm) across this bridge to a state highway.

Local agencies must provide a map that identifies the regional freight corridor carried by the proposed bridge. In addition, local agencies must identify the bridges under their jurisdiction that are on the regional freight corridor by NBIS Bridge Number. Since local roads and streets collect traffic from and distribute traffic to many sites, the map and bridge information must, at minimum, show the route connecting the proposed bridge to a state highway. The

information will be used by the LABSC to ensure that the projects it selects enable freight to move unimpeded by load limitations, to the extent possible.

(e) Special Considerations. Local agencies proposing small bridges (less than 30,000 square feet) may provide additional information for use by the LABSC in the project selection process. Special considerations may address:

- ◇ Whether the subject bridge is one of a multiple bridge proposal that would remove load postings from a route.
- ◇ Whether the subject bridge provides access to an industrial site or other site where jobs may be created.
- ◇ Whether the subject bridge is on a route that serves as an emergency detour route for a state highway.
- ◇ For proposals to rehabilitate a bridge rather than to build a replacement bridge, an estimate of the extended life of the bridge and an analysis showing the Sufficiency Rating of the bridge <u>after</u> the rehabilitation project has been completed.

6. (OPTIONAL) <u>A Bridge Prospectus – Requested Changes to NBIS Data</u> form for every bridge where the local agency supplies updated information for the calculation of the Technical Ranking Score. Any changes will be verified and incorporated into the NBIS and the TRS calculation. The form ("ReqNBISDataRevisions" tab) is part of the LocalBridgeAppForms.xls file.

7. This selection cycle we are also adding an additional form 2014-2015 Highway Bridge Program Solicitation Form to fill out. The purpose of this form is to capture information that is necessary to calculate the Technical Ranking System (TRS), but is not captured in the Project Prospectus.