

**State Bridge Program
2008-2011 Construction STIP
Bridge Project Criteria Statewide Summary Report**

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Project Selection Process

The State Bridge Program is a statewide program managed by the Bridge Engineering Section. Candidate projects that will rebuild or extend the service life of an existing bridge (including replacement) are identified through the use of a Bridge Management System, consistent with the Oregon Transportation Commission's (OTC) project eligibility criteria for this program. The project eligibility criteria are a first screen so that additional efforts can be focused to determine which projects will be evaluated further. Projects must satisfy these eligibility criteria, at a minimum, before they are given additional consideration.

For the 2008-2011 STIP development cycle, 1,200 (out of 2,800) bridges were identified as having significant structural or functional needs by the Bridge Management System. The Bridge Engineering Section used an iterative, collaborative process involving engineering and other technical specialists to narrow the initial list to 160 "most needy" bridges. Oversight, assistance and Regional coordination was provided by the ODOT Bridge Leadership Team.

Prioritization factors are established by the OTC to ensure consistent consideration of the relative merits of candidate projects. The project prioritization factors established by the OTC for the State Bridge Program are:

- Support of the Bridge Options Report;
- Support of Oregon Highway Plan policies; and
- Leverage of other funds and benefits.

For the development of the 2008-2011 STIP, particular emphasis was given to selecting projects that were consistent with the "corridor-based" strategy of the Bridge Options Report and were located on the Oregon State Highway Freight System or National Highway System. (The application of each factor to the final candidate projects of the State Bridge Program is addressed below.) Beyond these top priority projects, and within the financial constraints of the program, projects were also selected to address load capacity and safety issues, and other structural and functional needs on the remainder of the system. As a result, 38 projects statewide are recommended to the OTC for inclusion in the 2008-2011 STIP for the State Bridge Program.

Public Involvement Process

The OTC will make the final selections for all projects included in the STIP. The Commission considers the advice and recommendations that it receives from Area

Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs) and regional and statewide advisory groups. ACTs have a primary role of making recommendations to the OTC regarding project selection for projects of local or Regional significance. ACTs may choose to review projects for other STIP programs that have advisory committees or processes in place, including the State Bridge Program which determines project eligibility based on criteria established by the OTC and a management system. The ACT may advise ODOT on any special circumstances or opportunities that apply to these other proposed projects.

The final, financially constrained proposed State Bridge Program for the 2008-2011 STIP was provided to the ODOT ACT representatives during June, 2006. Early draft programs were made available to the Regions through the Bridge Leadership Team in January, 2006. Two regions, Region 1 and Region 5, took advantage of the opportunity for early public involvement.

Bridge projects were included as a part of Region 1's overall early public involvement outreach efforts for the drafting of the 2008-2011 STIP. Region 1 developed and shared candidate bridge lists and bridge program information. Copies of the documents were made available on-line and were also shared at four Region 1 public involvement meetings held in Portland, Hillsboro, Hood River and Oregon City during January and February, 2006.

Region 5 provided Bridge Program Updates to the North East Area Commission on Transportation (NEACT) and the South East Area Commission on Transportation (SEACT) during March, 2006.

All of the Regions have plans to review the proposed 2008-2011 STIP with the ACTs and MPOs, as applicable, within their Regions during the summer of 2006. This schedule is consistent with the STIP development timeline. In addition to the ACT and MPO presentations, public involvement for the 2008-2011 STIP includes a formal public review process which begins with the distribution of the draft STIP document in September, 2006. Final approval of the 2008-2011 STIP by the OTC is anticipated in August, 2007.

Project Eligibility

Project identified through the Bridge Management System: All of the 2008-2011 Construction STIP state bridge program projects were identified through the Bridge Management System.

Project will rebuild or extend the service life of an existing bridge: All of the 2008-2011 Construction STIP state bridge program projects rebuild or extend the service life of an existing bridge.

Project Prioritization

Support of the Bridge Options Report: Half of the 2008-2011 Construction STIP state bridge program projects are located on NHS or the Oregon Highway Freight System

routes, consistent with the “corridor-based” strategy of the Bridge Options Report (BOR). Most of the remainder (an additional 32%) resolve load capacity issues on routes that “feed” the National Highway System or Oregon Highway Freight System. Addressing load capacity issues is also a major component of the BOR. Freight mobility, primarily for bridges this means resolving load capacity and vertical clearance issues, is the largest category of the state bridge program.

Support of OHP policies: The State Bridge Program STIP for 2008-2011 supports the following OHP policies:

- 1A- by applying the state highway classification system to guide program priorities for investment. Some criteria currently in use in the Bridge Management System use different condition thresholds depending on the functional classification of the highway route of a deficient bridge. In general, the State Bridge Program goals favor STIP projects on freight and NHS routes in its investment hierarchy.
- 1B- because the rehabilitation and replacement of state-owned bridges will help maintain the mobility and safety of the highway system, enhance livability and economic competitiveness by extending the useful life of a bridge or reducing the possibility of the failure of a bridge due to deterioration or other unsafe conditions.
- 1C- by concentrating state bridge projects on freight and NHS routes to address load capacity and safety issues, while also giving priority to bridges with structural condition and functional problems on the remainder of the system.
- 1G- by maintaining and improving existing infrastructure.
- 2A- by continued program coordination with Washington State regarding improvements to the bi-state Columbia River bridges.
- 2F- as the replacement and rehabilitation of state-owned bridges improves safety for all users of the highway system.
- 4A- by concentrating state bridge projects on freight and NHS routes and by addressing load capacity issues on these routes and the connecting road system.

Leverage of other funds and benefits: The best opportunities for leverage of other funds that the proposed program of state bridge projects may be able to take advantage of are internal to ODOT. In some cases, selected bridge projects may be combined with other (usually Preservation) projects which can save traffic control, mobilization and other costs that would be incurred if the bridge was bid separately. Bridge projects typically result in community benefits such as public safety and enhanced bicycle and pedestrian access, since the project often includes widening existing bridges or replacement using full shoulder widths. In addition, bridge replacement projects have collateral environmental benefits. New bridges are designed and constructed with greater sensitivity to the riparian habitat than was previously the case with older design and construction considerations. Increasingly, animal habitat features, such as bat boxes, are designed and constructed into the bridge structure itself. With a shift in focus from “worst first” to a “corridor-based” approach, the State Bridge Program is contributing significantly to a reduction in freight movement restrictions, and supporting continued economic development within Oregon.

Conditions of Approval and Other Relevant Information: None