

# BRIDGE PRIORITY SELECTION POLICY

Updated April 5, 2022

## POLICY

The prime policy objective for the Federal Local Bridge Program (LBP) is to replace or rehabilitate structurally deficient and functionally obsolete bridges. Since there is a significant shortfall in the federal, state and local funding available to replace deficient bridges, the uses of LBP funding must be focused in order to accomplish the replacement or rehabilitation of the most critical bridges the most efficient manner possible.

It is recognized that it is not good engineering, nor good economic planning, to replace a bridge with a new bridge that will be functionally obsolete before the end of its structural design life.

LBP funding should be allocated in general categories to match the deficiencies of Oregon's bridges. This should be done by matching the ratios of category allocations to the funding received from FHWA which is based on Oregon's bridge deficiencies. This allocation method should be used to determine funding in each of the following categories:

1. All State Bridges.
2. Local agency bridges with existing areas of 30,000 SF or greater ("Large" bridges).
3. Local agency bridges with existing areas of less than 30,000 SF ("Small" bridges).

"Small" bridges should be further sub-allocated to:

4. Bridges on the Federal-Aid System (Functionally classified Major Collector or greater)
5. Bridges off the Federal-Aid System (Functionally classified Minor Collector or less: R. Min. Col.; R Local; U. Local).

LBP project selection is done through the Local Agency Bridge Selection Committee (LABSC) The LABSC shall use the following criteria when selecting projects and determining eligible expenses of LBP funds:

- I. The "Large" bridge selection and eligibility shall be determined based on criteria developed through the local agencies with "large" bridges. The development of this policy shall be independent of the policies for the "small" bridges.
- II. "Small" bridge rehabilitation projects will be considered on an individual basis, comparing the benefits of the proposed rehabilitation to the priority of "small" bridges being proposed for replacement. A rehabilitation project must have a Sufficiency Rating of at least 80 at the completion of the project.
- III. The "Small" bridge replacement selection should be based primarily on a technical ranking, developed and approved by local agencies. The criteria for the technical ranking shall be based on the federal sufficiency rating but shall be enhanced by additional criteria critical to Oregon local agency bridges. These other criteria enhancements include freight mobility, use benefit, sole access problems and

mobility of fire trucks. (The current Technical Ranking System in the attached Appendix “A.”)

- IV. Exceptions to the technical ranking priority may be made to account for critical situations not covered adequately by the technical ranking system. Examples of exceptions include, but are not limited to:
  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.
- V. All bridges with low traffic volumes shall be analyzed to assure that the benefits of the project exceed the cost of the project.
- VI. Eligible project element expenses for the use of LBP funds on “small” bridges shall be subject to the following criteria:
  1. The highest priority should be for project elements that provide structural capacity for trucks to operate over the bridge.
  2. High priority should also be given to project elements that improve the safe operation of all vehicles and prolong the service life of the structures.
  3. Secondary priority should be given to project elements that are not identified as deficiencies in the FHWA Bridge Sufficiency Rating. Whenever possible funding sources other than LBP should be used for these other project elements. However, if federal or state law requires these elements, and no other funding source is available, then LBP funding may be used (if eligible for LBP funding).
  4. LBP funding should be used to provide additional bridge width, including additional lanes, to bring the bridge into conformance with AASHTO design standards for current traffic volumes. LBP funding may also be used for design features that will allow for anticipated future increases in bridge width.
  5. Additional lanes should only be included in the LBP projects if the roadway on which the bridge is constructed also has the same number of lanes, or if funds have been allocated to construct those lanes in the near future.

**APPLICATION PROCESS**  
**BRIDGE PROGRAM**

1. ODOT shall send applications to each local agency. The Letter with the applications will include the following:
  - a. A notice of the available funding and the time frame the funding will be available.
  - b. The deadline for application submittals.
  - c. A list of the bridges in each agency eligible for LBP funding.
  - d. For each eligible bridge, the NBIS data elements that will be used to calculate the technical ranking priority points.
  - e. A copy of this policy statement, including the Technical Ranking System.
  - f. Application forms.
  - g. Bridge Cost Estimating spreadsheet.
  
2. Each local agency shall submit all bridge projects that they want considered for LBP funding. The application shall include the following information:
  - a. ODOT Project Prospectus, Part 1.
  - b. The cost estimate for the bridge, using an estimating system approved by ODOT.
  - c. Any work being proposed to be done at the same time, but not using LBP funds (Not to be used for “leverage” in setting priority, but to understand the total project).
  - d. If the local agency believes any of the ODOT provided NBIS data elements are incorrect, a statement of what the local agency believes the correct data element should be.
  
3. For small bridges (under 30,000 S.F.) the following additional information shall be included in the application:
  - a. An explanation of any special reasons this project should be given higher priority than will be established by the Technical Ranking System (See Paragraph IV in the above “Policy” section).
  - b. If multiple bridges are being proposed as a single project, an explanation of why,
  - c. If rehabilitation of the bridge is proposed instead of replacement, an estimate of the extended life of the bridge and an analysis showing the Sufficiency Rating of the bridge after the project has been completed.
  - d. If a bridge width is being proposed using the “AASHTO Geometric Design of Very Low Volume Local Roads (ADT < 400),” the basis of the proposed width should be explained.
  - e. Current Load Rating of Bridge. If local agency’s proposed Load Rating is less than that currently provided by ODOT, the local agency must provide the calculations establishing the proposed Load Rating. The calculation must follow ODOT’s Load Rating Guidelines.

- f. Additional verification of the following NBIS Data Elements:
    - Average Annual Daily Traffic (AADT)
    - Detour Length (a map of the detour route is to be included with the application).
      - The detour should represent the total additional travel for a vehicle which would result from closing of the bridge.
      - The detour shall use roads with functional classifications equal to or greater than one functional classification less than the functional classification of the road with the bridge.
      - The detour route must have no alignment or load limitations for non-permit trucks. (If no detour route is available for non-permit trucks, code as a “sole access” road.)
  - g. The following information, currently not in the NBIS data base, shall also be provided.
    - Truck AADT
      - The truck AADT is to indicate the truck traffic if there were no posted load limit on the bridge.
      - Trucks are vehicles with gross vehicle weights greater than 26,000 pounds.
      - Truck ADT will be calculated at a default value of 5% of AADT unless the application includes one of the following:
        - An actual truck count (Example of use: into an industrial park)
        - An analysis of the seasonal truck traffic, converted to an average annual daily traffic. (Example of use: access to agricultural lands)
        - An analysis of multi-year truck traffic, converted into an average annual daily traffic. (Example of use: access to aggregate site or forest lands or to an aggregate site)
    - Is the bridge heavily used by fire trucks? To meet this threshold at least 25% of the responses from a fire station must use the bridge.
    - Is high use needed by overweight permitted trucks, but the bridge is not capable of carrying those trucks? To meet this threshold the agency must submit data to support truck need and structural limitation of the bridge.
4. Upon receipt of the local agency applications, ODOT shall review all application information for accuracy, change the NBIS data as necessary, recalculate the NBIS Sufficiency Ratings, and then calculate the technical ranking priority points for the small bridges. This effort may take several months.

5. ODOT will provide the LABSC with a report containing the following information:
  - a. A summary of the bridges that have been identified with special needs (Section IV in the above POLICY section). The summary will include the basic information for each project, the reasons given by the local agency for special consideration and any comments the ODOT staff consider appropriate for the project.
  - b. A summary of all Large Bridge submittals. The summary will include the basic information for each project and any comments the ODOT staff consider appropriate for the project.
  - c. A spreadsheet showing the calculations of the Technical Ranking System for all of the submitted small bridges, sorted in priority order.
  - d. A statement of the available funding that is to be allocated to the “Small Bridge” and “Large Bridge” programs.
6. The LABSC will meet and select the projects to be funded. This process will include:
  - a. Determination of the funding for Large Bridge projects.
  - b. Determination of the funding priority for rehabilitation projects.
  - c. Determination of priority of projects with special needs outside of the technical ranking system.
  - d. Selection of the Small Bridge projects
7. In making its decisions the LABSC may request additional information and/or analysis from ODOT or the local agencies submitting bridge projects.
8. As of 2019, and the STIP 2018-2021 cycle, the policy regarding design-only projects, where the LABSC awards Preliminary Engineering (PE) funding, will change. If PE funding is granted, and substantial progress is made—for example, 50% design completion—the committee will commit to providing full construction funding within two STIP cycles. If substantial PE progress is not made, construction funding will not be provided. Agencies not wishing to begin PE without award of construction funds should decline a design-only offer so they can resubmit for full funding during the next funding cycle. The committee will actively manage and monitor funds to stay within budgets spanning multiple cycles.
9. On-system bridge projects are not eligible for the bridge approach elements for the LBP, so roadway items are non-reimbursable.
10. Off-system bridge projects are eligible for the minimum roadway approaches.

**APPENDIX “A”**

**TECHINCAL RANKING SYSTEM**

**For SMALL BRIDGES**  
**(Deck Area Under 30,000 S.F.)**

The following formula is to be used for calculating the Priority Points for local agency bridges with deck areas less than 30,000 square feet.

**Priority Points = (SRF + TBF + LDF + UBF) x 0.5 x BNM x FCM**

**Max. Priority Points = (50+5+25+25) x 0.5 x 1.414 x 1.414 = 105 points**

WHERE:

SRF = NBIS Sufficiency Factor = (50 – Sufficiency Rating) [Maximum 50 points]

TBF = 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 TBF = 5

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

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

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

UBF = Use Benefit Factor [Maximum 25 points]

$$UBF = 25 - 0.05 \times \frac{\text{Cost of Bridge Replacement}}{\text{ADT} \times \text{Detour Length}}$$

BNM = Bonus Need Multiplier [Maximum 1.414]

The largest of any of the following

- A. Sole Access, Factor = 1.414
- B. Near Fire Station, Factor = 1.414
- C. High use needed by overweight permitted trucks, but bridge not capable of carrying those trucks, Factor = 1.414
- D. Truck Miles Traveled

Truck Miles Traveled	Factor
<b>4000</b>	1.414
<b>1500</b>	1.300
<b>500</b>	1.200
<b>120</b>	1.100
<b>0</b>	1.000

FCM = Functional Classification Multiplier [Maximum 1.414]

Functional Classification			
Functional Classification		Required Width	Importance Factor
1	Rural Interstate	88	1.414
2	R. Principal Art.	88	1.414
6	R. Min. Art	42	1.414
7	R. Maj. Collector	36	1.300
8	R. Min. Col.	32	1.200
9	R. Local	28	1.000
14	U. Other Prin. Art.	42	1.400
16	U. Min. Art	42	1.400
17	U. Coll.	36	1.250
19	U. Local	32	1.000