Local Federal-aid Program:
Bridge FY20 Application

Idaho Local Highway Jurisdictions

Submittal Deadline (Postmark date via FedEx, UPS or USPS): January 2, 2020
Submittal Deadline (Hand Delivered): January 6, 2020 4:30 p.m. MST

Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
208-344-0565 / 1-800-259-6841
Fax 208-344-0789
www.lhtac.org

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INCLUDED IN THIS PACKET

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1. APPLICATION INFORMATION

1.1 PROGRAM BACKGROUND

There are 4,259 bridges in Idaho. Of these, 2,409 are local bridges owned and operated by the local highway jurisdictions. Most twentieth century bridges were designed for a 50-year life span. 36% of the existing local bridges are 50 years or older. While rehabilitation of older bridges can extend the lifespan of that structure beyond the 50-year design life, the aging of Idaho bridges is of concern. Nearly 10% of local bridges in Idaho are rated structurally deficient. While structurally deficient bridges are not unsafe for the traveling public, the rating indicates that a bridge needs maintenance, rehabilitation, or sometimes replacement. The structural deficiency rating means there is some component of the bridge that may restrict the normal traffic and may limit some of the commercial truck traffic, thereby potentially impacting the movement of goods and emergency vehicles. Traffic will continue to increase with Idaho's projected growth. Increased pressure will be placed on existing bridges in Idaho to support this growing traffic load.

BRIDGE PROGRAM

The LHTAC Federal-aid Bridge Program provides funds for the replacement and rehabilitation of local bridges on the Federal-aid classified system or off-system. The local match requirement is 7.34%. The funds are awarded through the Local Federal-aid Program administered by LHTAC.

Bridge applications will be accepted every other year (2020, 2022, 2024). The prioritized list of application will be used for two years. Only one project application per jurisdiction will be accepted each application cycle. This bridge program was created in past federal highway bills. The current level of funding is based on 2009 funding levels. Due to limited funds, LHTAC will only program $3M or less for construction and construction engineering or provide $3M toward a funding package for a bridge. The local jurisdiction can provide additional funds above and beyond the match requirement for larger projects.

1.2 USE OF FUNDS

Successful applicants are awarded funds for a project based on estimated costs. LHTAC will make every effort to cover cost over-runs; however, the applicant is ultimately responsible for costs exceeding the estimate.

Bridge funds are to be used on bridges. The bridge must be in the National Bridge Inventory (NBI) Database, which requires the bridge be longer than 20 feet and it must carry a public road.

Please note: Guidelines from FHWA mention that no more than 10% of Bridge Funds should be spent on approaches.

1.3 ELIGIBILITY

In order to qualify for Bridge Funds, the project should fall into one of the 3 categories:

- Replacement: Bridge should be in poor condition (deck, superstructure, and/or substructure, or culvert)
- Rehabilitation: Bridge should be in fair or poor condition
- Preserve: Bridge should be in good or fair condition

Rules of thumb to consider:

- If the bridge was constructed before 1980 it was probably not designed for loads in today's vehicle fleet. Sometimes a bridge can be strengthened to handle modern loads but often it becomes uneconomical to do so, making replacement the optimal choice.
- If a bridge is only 1-lane wide and 2-lanes are needed for traffic demands, some bridges can be widened while others are more difficult to widen. Bridges made of beams and girders can sometimes be widened by adding more girders. Trusses often cannot be widened without significant cost.
- In general, the older a bridge is, and/or the worse its condition is in terms of severity or extent on the bridge, replacement is often the most economical choice.
- If a rehabilitation project cost starts to exceed half the cost of replacing the bridge, then it is usually more economical in terms of overall life cycle cost to just replace the bridge.
- Sometimes rehabilitation can be the optimal choice if a problem is isolated or limited to a few key areas or members on a bridge.
- A site visit with an LHTAC representative is encouraged to aid in discussing options for your project.
- It is far cheaper to keep bridges that are currently in good or fair condition at that condition. Currently LHTAC funds are limited in terms of how many preservation projects can be done. Local jurisdictions are encouraged to undertake preservation projects using their own staff and resources.
- Local jurisdictions are encouraged to have an asset management list/program/system to prioritize the conditions of bridges to identify those needing maintenance, preservation, or replacement. LHTAC may be able to provide some limited technical advice through the Idaho Transportation Department in terms of selecting appropriate products and work methods when a local agency wants to undertake its own preservation project.

1.4 SELECTION PROCESS

Applications are available online at www.lhtac.org beginning in October. Local jurisdictions identify the project and gather all required supporting documents to apply. Applications are submitted to LHTAC through a formal project application process due in January. Project applications are reviewed and ranked by LHTAC Staff and Council. A prioritized list of projects is presented to the LHTAC Council for approval in March. Once approved by LHTAC, the prioritized list is submitted to the Idaho Transportation Board for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June. The draft ITIP is open for public comment during the month of July. The Idaho Transportation Board approves the ITIP that fall, usually in the month of September. Approved projects are then "programmed" and begin with project development (design) commencing in the fiscal year shown in the ITIP. Once design is completed, right-of-way acquisition may occur and finally construction occurs in the fiscal year shown in the ITIP.

These applications are read, evaluated, and scored by staff and council members. Every year we receive many applications, so please review the application requirements and submit the information requested. The applicant should be mindful of the scorer's time and efforts to provide the best review and scores as possible.

2. APPLICATION CHECKLIST

2.1 CHECKLIST AND SUBMITTAL DEADLINE

Have you included? (Please do not include the application instructions)

- ☐ 1. LHTAC FY20 Bridge Application Cover Sheet Answer all the questions and organize backup information in the same order as questions are asked so the package is easy to read and easy to score
- ☐ 2. ITD 2435 - Local Federal-aid Project Request Signed by an ELECTED OFFICIAL
- ☐ 3. ITD 1150 - Project Cost Summary Sheet
- ☐ 4. Vicinity Map (See Sample)
- ☐ 5. LHTAC FY20 Bridge Application Score Sheet and supporting documents
- ☐ 6. Include a **written statement** explaining the need for this project as part of your transportation network (**One page maximum-See Sample**)
- ☐ 7. Include **four (4) photos** of the bridge to support your application
- ☐ 8. Resolution (See Sample)
- ☐ 9. Most current Bridge Inspection Report

Only one application can be submitted per jurisdiction.

Applications **cannot** be faxed or emailed.

No spiral bound (or similar) applications will be accepted - please staple or binder clip applications. Remember to submit **2 copies** and the **signed original** complete application package.

SUBMITTAL DEADLINE

- ☐ **Deadline Date:** Completed application must be received by LHTAC's office, located at 3330 Grace Street, Boise, ID 83703, **no later than 4:30 p.m. (MST) on Monday, January 6, 2020 or postmarked dated by Thursday, January 2, 2020**. Include **2 copies** and the **signed original**.

Note: All the above items must be included, or the application will be considered incomplete and rejected. Please contact LHTAC at 1-800-259-6841/208-344-0565 or by email at sellsworth@lhtac.org if you have any questions.

2.2 LHTAC FY20 BRIDGE APPLICATION COVER SHEET INSTRUCTIONS

1. Project Title: The title which you, as the sponsor, give the project. It can be the name of a street or roadway, or it can be a commonly used name of the project location. The Federal Highway Administration also wants the SMA or STC number in the project title (See IPLAN), if functionally classified.

2. Local Highway Jurisdiction: Enter the city or jurisdiction name, mailing address and the CONTACT person who we should call if we have questions regarding the project application.

3. Location of Project: Federal funds may only be used on a bridge carrying a local public roadway. The segment code and SMA or STC number should be used. There will be no classification number for off-system bridges. The Project Termini should be the common ends of the project whether it is at the intersection of crossroads or, for instance a bridge, the common termini beginning and ending should be listed. Provide "logical" termini. If the milepost is determined it should be shown as well. And finally, the length of the project should be listed in miles.

4. Bridge Info:
    A. The name of the crossing should be the common name used.
    B. The existing Bridge Key number is found on the Bridge Inspection Report that you are supplied by the Idaho Transportation Department on an annual or biannual basis. Remember that a "bridge" for this particular program must have a span of greater than 20 feet.

5. Relationship to Other Projects: This section requests information as it relates to other projects in the area; particularly if yours is tying in with another state project or another Local Highway Jurisdiction. Mark the appropriate square. If you know the name of the other project and the year it is to be constructed, providing this important information is necessary and helpful.

6. Speed Limit: Please list the speed limit over this bridge. This is listed on the Bridge Inspection Report.

7. Public safety is an essential service the public expects from your jurisdiction. A bridge that is no longer available as a primary route for first responders will receive additional consideration.

8. Title VI is included in the Americans with Disabilities Act. Federal-aid projects require compliance with this act. The Idaho Transportation Department provides information and training to assist in local jurisdiction plan development.

3. APPLICATION

3.1 LHTAC FY20 BRIDGE APPLICATION COVER SHEET

1. Project Title:_____
2. Local Highway Jurisdiction (name and mailing address): _____

_____

***Contact name:** _____
Phone: _____
Email: _____
***Please list the person from your LHJ we should call if we have any questions on this project application.**

3. Location of Project: (Also attach a Vicinity Map)

4. Bridge Information:

   a. Name of crossing, i.e., over what roadway or waterway does the structure cross?

   b. Existing bridge #: _____

5. Does this project have a possible relationship to other projects? _____ No ____Yes (Describe Below)

   _____

   Phased: ☐ Yes (If yes, indicate the name and year/s of the related)

   Project: _____ Year: _____

   ☐ No

6. What is the speed limit of the roadway over the bridge? _____ MPH

7. Is this an Essential Service Route? _____ No ____Yes (Check all items below that apply)

   Emergency services route to:
   - ___ fire station
   - ___ hospital
   - ___ school
   - ___ postal route
   - ___ garbage route
   - ___ Other _____

8. Does your jurisdiction have a Title VI Plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? _____ No ____Yes
   Who is the point of contact for your plan? _____ **Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

3.1.1 ITD 2435 Local Federal-Aid Project Request

Note: In Applying for a Federal-Aid Project, you are agreeing to follow all of the Federal Requirements which can add substantial time and cost to the development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency)			Date
Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Project Limits (Local Landmarks at Each End of the Project)			

Character of Proposed Work (Mark Appropriate Items)

Excavation	Bicycle Facilities	Utilities	Sidewalk
Drainage	Traffic Control	Landscaping	Seal Coat
Base	Bridge(s)	Guardrail	
Bit. Surface	Curb & Gutter	Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1) $

Right-of-Way (ITD 1150, Line 2) $

Construction (ITD 1150, Line 18) $

Preliminary Engineering By: Sponsor Forces Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

Additional Right-of-Way Required: ☐ None ☐ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☐ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft.	ft.
Pavement Type			Right-of-Way Width	ft.	ft.

Sponsor's Signature	Title

Additional Information to be furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV

3.1.2. ITD 1150 (Revised for LHTAC use) **Project Cost Summary Sheet**
Round Estimate to the Nearest $1,000

Key Number	Project Number		Date
Location			District
Segment Code	Begin Mile Post	End Mile Post	Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE) (5% of line 15 + 16a +16b)		
1b. Preliminary Engineering by Consultant (PEC) (20% of line 15 + 16a +16b)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: Work Materials By State By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure At-Grade Signals Yes No		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____ (see instruction on next page)		
Location _____		
Repair/Widening/Rehabilitation Length/Width _____ (contact LHTAC to estimate cost)		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S.)		
15 Cost of Construction (Items 3 through 14)		
16a. Mobilization (10 % of Item 15)		
16b. Contingency (30% of Item 15 + 16a)		
17. Construction Engineer and Inspections (CE&I) (20% of Items 15, 16a and 16b)		
18. Total Construction Cost (15 + 16a + 16b + 17)		
19. Total Project Cost (1 + 2 + 18)		
20. Project Cost Per Mile	N/A	N/A
Prepared By:		

Form 1150 Line 8 – Estimating Bridge and Culvert Costs

Bridge:

1. Please report your existing bridge length (ft) _____ and width (ft) _____. These are found on your Bridge Inspection Report as Item (49) Structure Length and Item (52) Width Out to Out.
2. The new bridge length should be estimated at 10% longer than existing, rounded up to the nearest 10'. New bridge length (ft) _____.
3. The new bridge should be assumed to be 36' wide (2 lanes + shoulders + shy distances) on all rural roads, unless the applicant can justify a single lane bridge is sufficient (18' wide). If more than 2 lanes are needed, typically this would be in an urban area, then assume 15' width for each vehicle lane as this width accounts for sidewalk and barrier width. New bridge width (ft) = _____.
4. Multiply line 2 by line 3 to compute the deck area. New bridge deck area = _____ square feet.
5. If the bridge length is less than 140' then use the concrete bridge unit cost. If greater than 140' in length then use the steel bridge unit cost.
    a. Concrete girder bridge = $230/square foot of deck area.
    b. Steel girder bridge = $280/square foot of deck area.
6. Compute new bridge cost by multiplying line 4 by the appropriate unit cost in 5a or 5b. Estimated bridge construction cost $_____. Note this figure is for planning purposes only. See disclaimer below.

Culvert:

1. Please report your existing culvert span (ft) _____ and culvert height (ft) _____. These are found on your Bridge Inspection Report.
2. Multiply the numbers in line 1 together to compute your existing culvert opening area in _____ square feet.
    a. Add 10% to this figure and round up to nearest 10 square feet to compute your proposed culvert opening area in _____ square feet.
3. Report your existing culvert length (ft). _____. This is found on your bridge inspection report.
    a. The new culvert should be 10% longer than existing, rounded up to nearest 10' New culvert length (ft) is _____.
4. The unit cost to build culverts is $45/square foot of opening/linear foot of culvert
5. Multiply line 2a, 3a and 4 to compute the estimated culvert construction cost $_____. Note this figure is for planning purposes only. See disclaimer below.

Note: these are estimated new construction costs for only the structure (substructure, superstructure, and deck). It does not include the other roadway items that are listed on the ITD-1150 form.

Disclaimer: This is a planning level estimate only and not the actual cost. The planning level cost estimate is intended to ensure all applicants are calculating costs in a uniform manner for the comparison of evaluating applications. It is by no means an indication of the optimal structure type, material choice, or actual cost. As the project is designed consideration of project specific constraints, environmental factors, and site specific considerations will influence bridge and culvert choices.

Unit cost data source: ITD Bridge Design LRFD Manual, Chapter 16 - Estimating. Article 16.1 Preliminary Structure Cost Estimate and Article A16.1 Exempt Items for Cost Estimate (June 2018).

3.2 LHTAC FY20 BRIDGE APPLICATION QUESTION RATIONALE

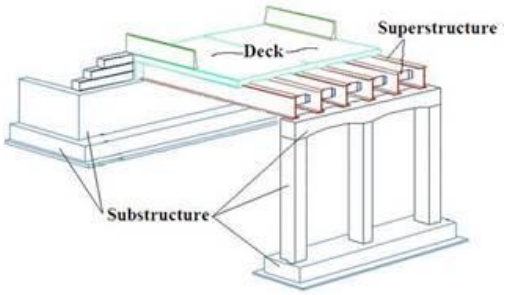
1. Please provide a written response for a and b.
   a. Description of proposed project (½-page max). A short concise description of what the project entails is critical to compare it to other applications submitted. To score the maximum amount of points, this description should highlight the benefit of the project to the community and the LHJ, the condition of the existing bridge, any safety concerns, and if the existing bridge meets the community's needs. Why is this bridge improvement necessary for your jurisdiction?
   b. Description of the economic impact the bridge crossing has in the area (½-page limit). Discuss freight and commerce use and route criticality to the community; such as local industry use, essential public services such as school bus, fire, hospital, etc. Does this crossing provide access to businesses, logging, farming, or other economic generators in your jurisdiction?
2. Items (58, 59, 60, 62) are found on the Bridge Inspection Report and have a code range from zero (0) to nine (9), write the corresponding codes on the application. A code of zero (0) is a failed condition meaning the bridge or culvert is no longer usable. Nine (9) is a pristine brand-new condition with no problems. Numbers between these extremes represent varying degrees of condition. The specified condition are numbers with ratings like 7 Good, 5 Fair, 4 Poor.

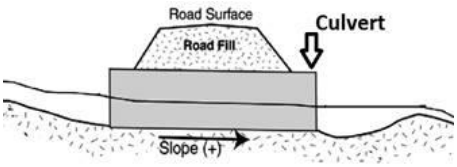
NBI condition codes >> Lowest code controls	9 8 7 Good	6 5 Fair	4 3 2 1 0 Poor
Deck *(Item 58)*	≥7	5 or 6	≤4
Superstructure *(Item 59)*	≥ 7	5 or 6	≤ 4
Substructure *(Item 60)*	≥ 7	5 or 6	≤ 4
Culverts *(Item 62)*	≥ 7	5 or 6	≤ 4

Bridge

Each bridge has three main components that make up its condition.

- Item 58 Deck (the riding surface carrying the vehicles)
- Item 59 Superstructure (the beams, girders, truss, etc.)
- Item 60 Substructure (the foundation supporting the superstructure above)





Culvert

A culvert is composed of 1 single rating to code its condition. Item 62 contains the condition rating for the culvert.

Condition Deck (58)
Condition Superstructure (59)
Condition Substructure (60)
Condition Culvert (62) *If applicable*

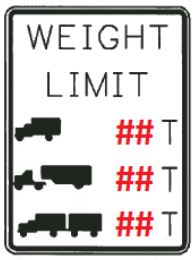
Condition 58-60; 62:
A *bridge* would reference items 58, 59, 60 worth a total of 15 points or a *culvert* would reference item 62 and with up to 15 points possible. You would not find data in both 58-60 **and** 62. You would reference 58-60 **or** 62.

3. These items are found on the lines shown (70, 29, 109, 19, 113) on the Bridge Inspection Report. Write the corresponding code on the application.

    a. Please report the code for Bridge Posting (70). If this code is 4 or less then vehicle weight on your bridge is restricted.

Idaho Legal trucks are as follows:

Vehicle	
Single Unit Vehicle	27 tons
Semi Tractor-Trailer Combination	42 tons
Truck-Trailer Combination	45 tons



This is how Item 70 is coded on bridge inspection reports.

Code	Relationship of Operating Rating to Maximum Legal Load
5	Equal to or above legal loads
4	0.1 - 9.9% below
3	10.0 - 19.9% below
2	20.0 - 29.9% below
1	30.0 - 39.9% below
0	> 39.9% below

Please report the tonnages for the bridge – see the photos of your inspection report and indicate those numbers on the applicable signs *if applicable.*

    b. Please report the Average Daily Traffic (29) on your bridge. LHTAC funding is intended to improve the impact to the most traveled public roads. As a measure of the impact, the Average Daily Traffic (ADT) volume is used to score the application. The larger the volume, the higher the score. LHTAC represents small jurisdictions so the maximum points given are to bridges with 400 ADT or above.

    c. Please report the percentage of Truck ADT (109) on your bridge. This helps identify the measure of economic benefit to your jurisdiction. This is reported as a percentage of ADT noted above. Typical routes carry an average of 10% trucks.

    d. Please report the Detour Length (19) around your bridge if it were to close. Longer detour lengths have increased impact on the public. Maximum points are given to those projects with a detour of 10 miles or more.

    e. Please report the Scour Criticality (113) of your bridge. Scour is the number one cause of bridge failure. Scour critical codes range from 0 to 9. Codes "0, 1, 2, or 3" indicate the bridge is scour critical. Code "9" indicates bridge foundations (including piles) on dry land well above flood water elevations. Code "U" indicates a bridge with unknown foundations. Code "N" indicates a bridge not over waterway.

4. Has your jurisdiction received LHTAC funding previously? There are many needs around the state and the intention is to help spread the projects between jurisdictions. If you have never been funded from these LHTAC programs you will receive maximum points: *Federal-aid Rural, Urban, Urban Transportation Plan, Bridge, or Local Rural Highway Investment Program (LRHIP).*

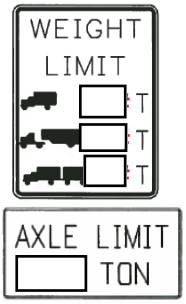
5. The LHTAC Council believes that increased efficiencies come through communication across neighboring jurisdictions and resource sharing. Involvement in a multi-jurisdictional transportation group provides the opportunity to coordinate construction schedules, reduce duplication, and share ideas/resources. Prioritizing projects helps identify those that are most beneficial to the area. Community support is also important. To score the maximum amount of points on this question, the LHJ should be active in a multi-jurisdictional transportation group, provide examples of efficiencies through shared resources, have their project ranked in the top 3, and submit 3 unique letters of support.
6. Site Visit with an LHTAC Engineer. This is to explain the process, help in the application preparation, and help determine the anticipated costs. This is not intended for LHTAC Staff to complete the application, but to help the Sponsor understand and suggest pointers for their application. A site visit needs to be scheduled by the Sponsor. A site visit along with a complete application as shown on the application checklist, including Jurisdiction Project Resolution will score the highest points. Please submit the application and those items listed on the checklist. *Please do not submit the application instructions with your application.*
7. The jurisdiction's plans to fund the estimated construction cost of the project. LHTAC funding is limited and there are large bridge projects on the local highway system. In order to provide as much funding as possible to the many jurisdictions, if your bridge is over the $3 million construction estimate, your jurisdiction is encouraged to identify a plan to cover the project costs. This can be from other programs like STP- Rural, STP-Urban, Freight, public private partnerships or other source of funds. The more the jurisdiction has identified and secured for the project, the more points are awarded.

3.3 LHTAC FY20 BRIDGE APPLICATION SCORE SHEET

Sponsor: _____

Project Name: _____

Total Project Cost: _____

	Y N	Pts Available	LHTAC Use
1a. Provide a ½ page description of the proposed bridge project. Include the benefit of the project to the community and the LHJ, the current condition of the bridge, any safety concerns, and if the existing bridge meets the community's needs. 1b. Provide a ½ page description of the economic impact the bridge crossing has in the area. Discuss freight and commerce use and route criticality to the community.		0-20 0-15	
2. Condition items found on the inspection Bridge Inspection Report. Look for the Item (##) on the report that corresponds to these and report the codes. Condition Deck (58) _____ Condition Super (59) _____ Condition Sub (60) _____ Or Condition Culvert (62 *if applicable*) _____		1-15	
3. Load rating and service items found on the Bridge Inspection Report. Look for the Item (##) that corresponds to these and report the values. a. Bridge Posting (70) _____ *If (70) is less than 5, fill in the # on the applicable signs.*   b. ADT (29) _____ c. Truck ADT (109) _____ d. Detour Length (19) _____ e. Scour Critical (113) _____		1-5 1-5 1-5 1-5 1-5	
4. Has your Local Highway Jurisdiction received LHTAC funding previously? If so, what program and what year did your jurisdiction last receive funding through LHTAC? _____ _____ Year Program		1-5	
5. Are you involved with an active multi-jurisdictional transportation group? (include first page of minutes or attendance for the last 1-2 years of meetings) Was your project ranked in the top 3 projects for your group? List examples of cooperation with other public/private agencies which improve efficiency in maintaining your roads. (List - **1-page max**) Include up to 3 letters of support for your project.		0-10	
6. Has there been a site visit with an LHTAC Engineer? Up to 5 points are given based on application format, completeness, and site visit/coordination with LHTAC staff including Jurisdiction Project Resolution.		1-5	
7. Is there a plan to cover the estimated construction cost? ITD Form-1150 Line 18 _____ If over $3M, provide a ½-page explanation of any partnerships with other agencies or funding sources.		1-10	

Total Possible 105

3.4 LHTAC FY20 BRIDGE APPLICATION RATING CRITERIA

Please use this guide as a reference. Application packages will be scored based on the following scales.

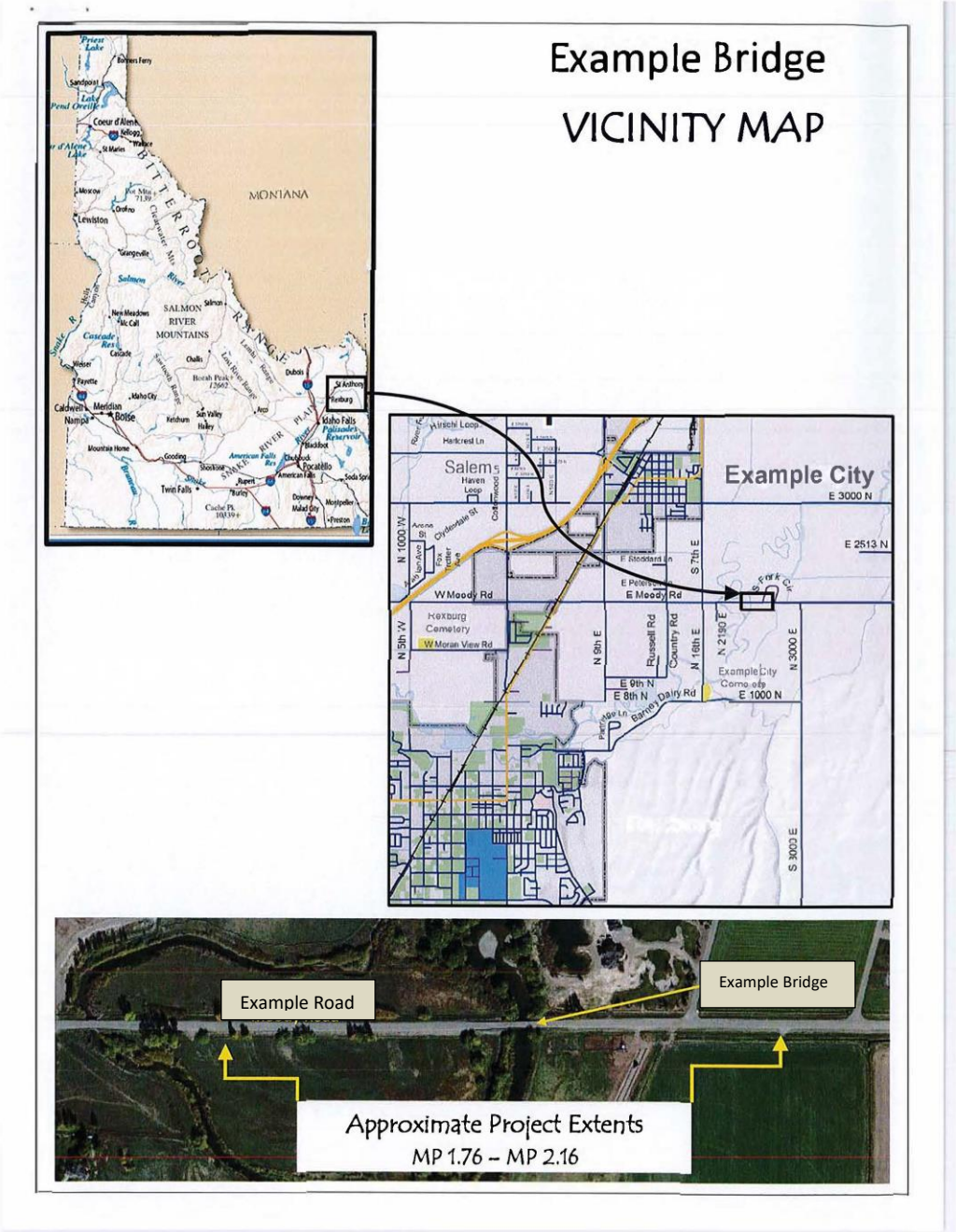
QUESTION	PTS	SUGGESTED SCORING
1a. Provide a ½ page description of the proposed bridge project. Include the benefit of the project to the community and the LHJ, the current condition of the bridge, any safety concerns, and if the existing bridge meets the community's needs. 1b. Provide a ½ page description of the economic impact the bridge crossing has in the area. Discuss freight and commerce use and route criticality to the community.	15-20 8-14 0-7 11-15 6-10 0-5	Excellent description including agency & financial benefit + safety Adequate description of need/benefit Poor description of need, need/benefit Excellent description of economic/commerce impact and route criticality Adequate economic/commerce impact and route criticality Poor economic/commerce impact and route criticality
2. Condition of items found on the Bridge Inspection Report. Look for the Item (##) on the report that corresponds to these and report the codes. Condition Deck (58) Condition Super (59) Condition Sub (60) Or Condition Culvert (62)	1-5 1-5 1-5 or 1-15	Poor scores 5, Fair scores 3, Good worth 1 point Poor scores 5, Fair scores 3, Good worth 1 point Poor scores 5, Fair scores 3, Good worth 1 point Poor scores 15, Fair scores 6, Good scores 1 points
3. Load rating and service items found on the Bridge Inspection Report. Look for the Item (##) on the report that corresponds to these and report the values. a. Bridge Posting (70) b. ADT (29) c. Truck ADT (109) d. Detour Length (19) e. Scour Critical (113)	1-5 1-5 1-5 1-5 1-5	Codes of 0-1 scores 5, Code 2-4 scores 3, Code 5 scores 0 points 400+(5), 300-399(4), 200-299(3), 100-199(2), 0-99(1) 10%+ scores 5, 4-9% scores 3, 0-3% scores 1 point 10+ miles scores 5, 4-9 miles scores 3, 0-3 miles scores 1 point Codes 0-3 scores 5, Codes 4-5 or U scores 3, Codes 6-9 or N scores 1 point
4. Has your Local Highway Jurisdiction received LHTAC funding previously? If so, what program and what year did your jurisdiction last receive funding through LHTAC?	5 4 3 2 1	Never Over 5 years ago 3-5 years ago 1-2 years ago, other than bridge funds 1-2 years ago, bridge funds
5. Are you involved with an active multi-jurisdictional transportation group? (include first page of minutes or attendance for the last 1-2 years of meetings) Was your project ranked in the top 3 projects for your group? List examples of cooperation with other public/private agencies which improve efficiency in maintaining your roads. (List - **1-page max**) Include up to 3 letters of support for your project.	5-10 4 2-3 0-1	Involved w/ multi-group, ranked, share resources, minutes, examples, plus 3 quality letters of support Involved w/ multi-group, ranked, share resources, minutes, examples Involved with multi-group, share resources Involved with multi-group or shared resources
6.Has there been a site visit with an LHTAC Engineer? Up to 5 points are given based on application format, completeness, and site visit/coordination with LHTAC staff including Jurisdiction Project Resolution.	5 3 1	Application in proper order including all documents and site visit Application in proper order but missing some documents or visit Application includes instructions and extra materials
7. Is there a plan to cover the estimated construction cost? ITD Form-1150 Line 18 _____ If over $3M, provide a ½-page explanation of any partnerships with other agencies or funding sources.	10 5 1	Project is under $3M or over $3M with a well-defined funding package in place. Project is over $3M with an idea brought forward about funding as a package Project is over $3M with no other funding or plan set

Total Possible 105

4. SAMPLE DOCUMENTS

4.1 VICINITY MAP FOR BRIDGE PROJECT APPLICATION

Sample Map for Bridge Project Application



4.2 SAMPLE RESOLUTION

CITY, COUNTY OR HIGHWAY DISTRICT
RESOLUTION

EXTRACT FROM THE MINUTES OF A REGULAR OR SPECIAL
MEETING OF THE (COUNCIL OR COMMISSION) OF THE
(CITY, COUNTY, OR HIGHWAY DISTRICT) OF (LOCATION), IDAHO
HELD ON (MONTH DATE, YEAR)

THE FOLLOWING RESOLUTION WAS INTRODUCED BY (COUNCILPERSON OR COMMISSIONER), READ IN FULL, CONSIDERED AND ADOPTED:

RESOLUTION NO. ___ OF THE (CITY, COUNTY, OR HIGHWAY DISTRICT), IDAHO, SUPPORTING THE PROJECT IDENTIFICATION SUBMITTAL FOR THE CONSTRUCTION OF (PROJECT NAME)

TO THE LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC). TOTAL PROJECT COST ESTIMATE IS ($___), WHICH WILL REQUIRE ($___) OF MATCHING FUNDS AVAILABLE FROM (CITY, COUNTY, OR HIGHWAY DISTRICT).

BE IT RESOLVED THAT THE (MAYOR OR CHAIRMAN OF THE COMMISSION) IS HERBY AUTHORIZED AND DIRECTED TO SIGN THE PROJECT APPLICATION PACKET AND SUBMIT TO LHTAC FOR PRIORITIZATION.

PASSED BY THE (COUNCIL OR COMMISSION) AND APPROVED BY THE (COUNCIL OR COMMISSION)
THIS (DATE) DAY OF (MONTH, YEAR).

_____
(MAYOR OR CHAIRMAN OF THE COMMISSION)

ATTEST:
_____, CLERK

CERTIFICATE

I, (NAME), (CITY, COUNTY, OR HIGHWAY DISTRICT), DO HEREBY CERTIFY THAT THE FOREGOING IS A FULL, TRUE AND CORRECT COPY OF THE RESOLUTION NO. ___ ADOPTED AT A REGULAR OR SPECIAL MEETING OF THE _____ HELD ON (DATE) DAY OF (MONTH, YEAR), AND THAT THE SAME IMPRESSED THE OFFICIAL SEAL OF THE (CITY, COUNTY, OR HIGHWAY DISTRICT), THIS DATE) DAY OF (MONTH, YEAR).

_____
SIGNATURE
_____, CLERK
NAME

SAMPLES OF PROPOSED PROJECT DESCRIPTION

SAMPLE #1

1a – Description of proposed project:

This project will replace the poor condition Oliver Street Bridge over the South Fork of the Harvey River in the City of Christensen. The bridge provides the only year-round access to the Five Mile Creek drainage which is home to approximately 100 residences and several businesses including a small mine operation. The bridge carries about 700 vehicles per day.

The existing bridge is in poor condition due to extensive cracking and spalling of the girders and severe abrasion and voids in the concrete abutments. The abutment defects are the result of the high and fast flow from the river during spring runoff. These defects are getting worse as the bridge continues to age. The bridge was built in 1916 and is 102 years old. It was designed and built in an era when loads were much lighter and construction methods were less durable. For example, portions of the abutments are constructed of stacked stone with mortar joints. These joints and stones are failing and there is serious undermining and voids present. These abutments are susceptible to washout during a high flow event and the bridge must be closely monitored during these events.

The bridge railings do not meet safety standards. The railings do not have sufficient strength to redirect an errant vehicle. The bridge does not have approach guardrail and has abrupt blunt ends that may result in a moderate – severe crash. The existing railings are less than 42" tall and do not provide adequate protection for bikes and pedestrians that use the sidewalks.

1b – Description of economic impact and route criticality:

Replacing this bridge will enable essential public services to reach the homes and businesses year-round without a detour. Also, it allows the businesses in the area to ship their goods in an efficient manner rather than having to use partially loaded trucks to meet the current weight restrictions. Also, a new modern bridge will have safety devices such as strong railing and approach warning devices. Finally, a new bridge will not be susceptible to closure and possible washout during a high flow event.

Due to the low design load and the poor condition of the concrete girders, the bridge is weight restricted. It is posted at 20, 28, and 35 tons for single unit trucks, trucks with single trailers, and double trailer trucks respectively. These weight restrictions are problematic for essential services that must access the homes and businesses during an emergency. For example, a pumper firetruck or garbage truck when fully loaded cannot cross this bridge. Further complicating efforts, during the winter months all other routes into this area are closed due to high snow in the mountainous terrain. The only other year-round way around this bridge is to use the gated service road and bike path under the I-90 Christensen viaduct. In an emergency minimizing additional travel time in a detour is critical to reach those in need.

SAMPLE #2

1a – Description of proposed project:

This project will replace the Rogers Road bridge over the North Fork of the Mystery River. This bridge provides access to the recreational areas along the north shore of Mystery Lake. Recreational users include beachgoers, kayakers, bicyclists and fishermen in the summer; hunters in the fall; and snowmobilers, cross country skiers, and snowshoers in the winter months.

The existing bridge is in fair condition with some deterioration on the structural elements of the bridge. There are no plans available for the bridge so the foundation type is unknown. This makes it difficult to estimate the ability of this bridge to withstand damage from a high flow event. Also, the existing bridge has 2 spans with a pier in the center of the river that has a history of snagging debris floating downriver. These debris blockages require frequent removal by maintenance personnel. Sometimes this work puts our staff in precarious situations as they work to remove these blockages. The new bridge will be a longer and higher single span bridge over the river. This will pass debris easier and open the channel up for greater flood passage along with space along the banks for wildlife to pass during lower flows. The new foundation will be designed to withstand damage from high flow events.

The existing crossing is a narrow single lane bridge on an otherwise 2 lane gravel road along the north and east sides of Mystery Lake. The single lane crossing is compounded by poor sightlines on either end of the bridge – making yield decisions difficult for motorists. This project will provide a new 2 lane bridge with sufficient space for multiple users. For example fishermen, will be able to fish the river below while bikes and cars use the roadway/bike lane areas.

This project is compatible with the Mountain County and City of Mountain Top plan to establish a bike route around Mystery Lake. The project will compliment well with the upcoming Federal Lands Access Program project along the western side of Mystery Lake on Cooktop Road. That project is improving the west portion of the bike route planned around Mystery Lake.

1b – Description of economic impact and route criticality:

As mentioned this crossing is a very popular route for recreation and tourism in the local economy. Tourism is one of the largest segments in Mountain County and City of Mountain Top. The existing single lane bridge does not allow for multiple uses and often results in conflict/congestion between differing users. For example, bikes cannot use the bridge at the same time as vehicles. Also, there are curves at both ends obstructing necessary sight distance when determining whether to yield to other users.

The focus of this project is to make this crossing compatible with the frequent recreation and tourism users by addressing the functional deficiencies of the existing bridge - mainly the single lane choke point on this route. The project will also improve the natural environment (that the tourists are seeking) by constructing a larger single span bridge over the river for flood and debris passage as well as wildlife crossing. Finally, this project will open this crossing up to greater tourism on this popular route by providing a sidewalk on the new bridge for fishermen to use and provide space for bikes and cars to simultaneously use the bridge.