Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 13, 2013

CIRCULAR LETTER #2013- 16

MAJOR BRIDGE PROGRAM

COUNTY ENGINEERS/SUPERINTENDENTS OF HIGHWAYS
METROPOLITAN PLANNING ORGANIZATIONS - DIRECTORS
MUNICIPAL ENGINEERS/PUBLIC WORKS DIRECTORS
CONSULTING ENGINEERS

The department intends to add a FY 2019 increment to the Illinois Major Bridge Program as we develop our FY 2014-2019 proposed Highway Improvement Program. *Please note that funding is dependent on Illinois' commitment to continue the Illinois Major Bridge Program, since there is no dedicated Bridge Program contained within the new federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).*

Local and state major highway bridges that meet all the criteria will be eligible. This is a discretionary program, and all proposed projects must compete statewide based on the following criteria:

- Each candidate project must be a deficient bridge eligible for STP-Bridge funding. Funding is for existing structures that meet STP-Bridge eligibility, not for constructing new structures. In addition, the structure must carry a highway.

- The total project cost for all engineering, utilities, land acquisition, and construction costs, including minimal approach work, must total a minimum of $1,000,000 for local Major Bridge candidates. However, only the construction and construction engineering cost will be eligible for funding from the Major Bridge Program. The federal share is 80 percent of the eligible cost. The local agency is responsible for the 20 percent matching funds and any costs above the approved major bridge funding.

- Any proposed local bridge must be under the jurisdictional responsibility of a county, municipality or township and located on a route with appropriate jurisdictional responsibility. If local agencies are willing to accept a jurisdictional transfer of certain private bridges, such as a highway bridge over a railroad or bridges that are in jurisdictional dispute between the state and local agency, and an agreement can be signed, these bridges may be submitted as candidates. Actual transfer of jurisdiction should be withheld until candidate bridges have been approved for funding.

If you have a candidate project, please work with your District Local Roads Engineer to complete the required Major Bridge fund request form (attached) along with a briefing paper.

Also attached is the rating factor formula (and explanation) that is used in determining the eligibility of a project. Therefore, before submitting your application, you may want to evaluate your project's eligibility with this formula.

The briefing paper should include the following information:

1. Completed major bridge fund request form (attached)

2. Structure number

3. Location and general description of project

4. Proposed improvement and detailed cost estimate
   (Identify costs for each phase of the project.)

5. Source and extent of local participation. (Specify cost estimates for local participation, including estimated railroad cost participation, if applicable.)

6. Preconstruction activity status

7. Tentative letting dates for proposed improvements

8. Load posting, if applicable

9. Current Structure Inspection and Appraisal sheet

10. Explanation of proposed jurisdictional transfer agreement required for eligibility for private bridges

11. Name, address and phone/e-mail address of a contact person

Questions should be directed to your District Local Roads Engineer. We encourage you to submit electronic copies of your applications (either via e-mail or on a CD) to your appropriate district. The districts must receive all program candidates by **September 20, 2013**.

Sincerely,

James K. Klein

James K. Klein, S.E., P.E.
Acting Engineer of Local Roads and Streets

Attachments

RATING FACTOR FORMULA INFORMATION

Only candidate bridges with a computed rating factor (RF) of 100 or less will be eligible for consideration. The following formula will be used in the selection process for ranking candidate bridges:

$$RF = (SR / FC) \times [(TPC / LN) / ADT']$$

Where:

SR = Sufficiency Rating (if less than 1.0, use 1.0).

The sufficiency rating is a numeric value resulting from an FHWA method used to evaluate data by calculating four different factors: Structural Adequacy and Safety, Serviceability and Functional Obsolescence, Essentiality for Public Use and Special Reductions (based on certain limiting features). This value is a percentage indicative of a bridge's sufficiency to remain in service. It is expressed as a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge.

Note: Only those structures carrying a highway receive a sufficiency rating. Structures not carrying a highway are not eligible for Major Bridge funding.

FC = Functional Classification Status

A value of 1.0 is assigned for FC if the bridge route is functionally classified as a local road or local street; FC = 7.

A value of 1.5 is assigned for FC if the bridge route is functionally classified as a collector highway; FC = 5 or 6.

A value of 2.0 is assigned if the bridge route carries a functional classification higher than a collector:

FC = 1 – Interstate or
FC = 2 – Freeway & Expressway or
FC = 3 – Other Principal Arterial or
FC = 4 – Minor Arterial

TPC = Total Project Cost in millions of dollars.

Total Project Cost (TPC) includes preliminary engineering, land acquisition, utilities, hazardous waste mitigation, construction engineering and construction. It is used for calculating the rating factor and must exceed $1 million for project eligibility.

NOTE: Only the construction and construction engineering costs are eligible for funding from the Illinois Major Bridge Program. Any funds expended on a project prior to selection for the Illinois Major Bridge Program are not reimbursable.

LN = Number of Lanes.

For replacement projects, the number of lanes (LN) for the proposed replacement should be used in the rating factor calculation. This element will increase the selection potential for **replacement** candidates when competing with rehabilitation candidates that generally cost much less than bridge replacement projects.

For rehabilitation projects, the number of lanes (LN) equals 1.0.

ADT' = ADT Prime which is the Average Daily Traffic plus Average Daily Truck Traffic (heavy commercial trucks) in thousands.