



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 29, 2014

CIRCULAR LETTER #2014-11

FY 2020 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 2020 increment to the Illinois Major Bridge Program as we develop our FY 2016-2021 proposed Highway Improvement Program.

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 Surface Transportation Program-Bridge (STP-Bridge) funding [this was formerly the Highway Bridge Program (HBP) 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.

July 29, 2014

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. This form has been revised and is also available on the internet at <http://www.dot.il.gov/opp/oppforms.html> under Form OPP 2171.

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 10, 2014**.

Sincerely,



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

LL/tw

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.



Bridge Name: _____ IDOT District: _____ County: _____

Structure Number(s): _____ City: _____

Facility Carried: _____ Facility/Feature Crossed: _____

Owner: _____ Jurisdictional Agreement Required: Yes No

Type of Work: Rehab Replace Date of Last Inspection: _____

Sufficiency Rating (SI&A Sheet): _____ Number of Lanes: _____ Functional Class Value: _____

Load Posted: Yes No List the load posting (if yes): _____

ADT (from SI&A Sheet): _____ ADTT: _____ ADT': _____ ADT Year: _____

(Do not use Future/Projected ADT or AADT counts here. Use the last official recorded counts.)

FY _____ REQUEST (in dollars)			
	Entire Project Cost * (PE, CE, ROW, Utilities, Construction)	Major Bridge Total (CE, Construction)	Major Bridge Request (CE, Construction)
Total Cost			
	Federal Share (80%)		
	Non-Federal Matching (20%)		

*Cost estimate of bridge and bridge approach work to be used in rating factor calculation.

Describe construction activity planned (rehabilitation of substructure, superstructure, deck, main span, etc. or total replacement) below and **attach a current briefing about the entire project.**

Special Consideration:

Contact Person Information

Name: _____ Phone: _____

Street _____ City: _____

E-mail: _____