

**RESOLUTION NO. 19- 120**

**BONNER COUNTY  
FY2020 Federal Aid Bridge Grant Application**

**WHEREAS**, the Bonner County Commissioners desire to repair and replace structurally deficient bridges, and;

**WHEREAS**, the Eastriver Loop Bridge over the North Fork of East River is Bonner County's worst rated bridge based on inspections and is categorized as "structurally deficient," and;

**WHEREAS**, the Local Highway Technical Assistance Council (LHTAC) offers a grant program to seek federal aid funding for bridge replacement projects, and;

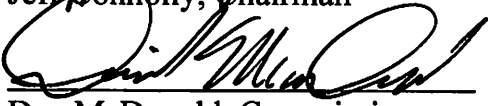
**WHEREAS**, the Bonner County Road & Bridge Department has prepared a grant application to submit this bridge replacement project for consideration,


**NOW, THEREFORE BE IT ORDAINED** by the Board of County Commissioners of Bonner County, Idaho, that the grant submittal for this project be approved and submitted to LHTAC for consideration, which will require \$173,742.50 of matching funds from Bonner County in a future year if awarded (7.34% of total anticipated project cost of \$2,367,064.00).

The foregoing was duly enacted as a Resolution of the Board of County Commissioners of Bonner County, Idaho, on the 17th day of December, 2019.

**BOARD OF BONNER COUNTY COMMISSIONERS**

  
\_\_\_\_\_  
Jeff Connolly, Chairman

  
\_\_\_\_\_  
Dan McDonald, Commissioner

  
\_\_\_\_\_  
Steven Bradshaw, Commissioner

ATTEST: Michael Rosedale

By   
Deputy Clerk



# BONNER COUNTY ROAD & BRIDGE

1500 Hwy 2 Ste 101 • Sandpoint, ID 83864 • Phone: (208) 255-5681 – Fax: (208) 263-9084  
E-mail: roads@co.bonner.id.us

**ROAD &  
BRIDGE  
Item #1**

December 17, 2019

To: Bonner County Commissioners

From: Matt Mulder, PE  
Road and Bridge Staff Engineer

Re: Local Federal Aid Incentive Program: Bridge FY2020 Application & Resolution

With the Board's approval, the Road & Bridge Department would like to pursue a grant application for the *Local Federal Aid Incentive Program: Bridge FY2020 Application*. The application requests \$2,193,321 towards a \$2,367,064 project to replace the Eastriver Loop Bridge over the North Fork of East River. The grant application requires a resolution passed by the Board, which is also attached.

This bridge is Bonner County's worst rated bridge and is labeled "Structurally deficient." It is currently a load restricted single lane bridge. If awarded, the grant would fund a 2-lane replacement bridge approximately 140ft long.

Bonner County submitted a grant application for this same bridge the last three years and ranked well, but below the funding cutoff lines. Having ranked well, we would like to re-apply. Applications for 2020 will be used for selecting 2020 and 2021 awards as LHTAC moves to a biennial selection cycle.

If awarded, the project would be added into the Idaho Transportation Investment Program (ITIP) and would wait until the program assigned it a funding year, likely between FY2021 and FY2027. The County match would not be due until the bridge was assigned a construction year and the design process started.

Distribution: XX  
XX

Originals to Road and Bridge Department  
Application (ITD Form 2435) – Original Signature pg. 7  
Copy to BOCC

A suggested motion would be: **I move the Board of Bonner County Commissioners approve Resolution 19- 170 in support of the Local Federal Aid Incentive Program: Bridge FY2020 Application for the amount of \$2,367,064 and authorize the Chairman to sign the application administratively.**

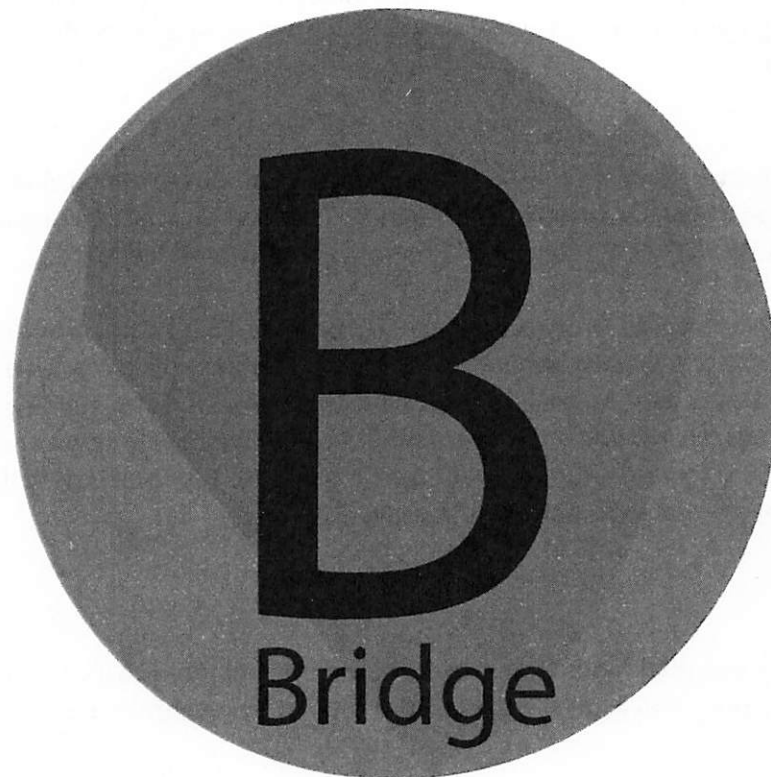
Recommendation Acceptance:  yes  no Jeff Connolly date: 12-17-19  
Commissioner Jeff Connolly, Chairman

## 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](http://www.lhtac.org)



## 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](http://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](mailto: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: North Fork East River Bridge Replacement
2. Local Highway Jurisdiction (name and mailing address): Bonner County  
1500 Hwy 2 Suite 101 Sandpoint ID 83864

\*Contact name: Matt Mulder, PE

Phone: 208-255-5681 Hit 1 for Road & Bridge

Email: matt.mulder@bonnercountyid.gov

\*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)
- Eastrivr Loop Rd, MP 100.260 7.9 miles south and 0.9 miles east of Coolin ID, off of Eastriver Rd

4. Bridge Information:

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

North Fork East River

- b. Existing bridge #: Key#30120, Structure X995090 0.25

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

This bridge is the alternate route for the 2017 Eastriver Rd landslides at MP 10, 11, 11.2 ERF Project:

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? 25 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 Chronic Landslide Detour & Bus Route

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? Cindy Binkerd, HR Instructions

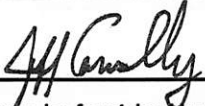


# BRIDGE

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- 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) <b>Bonner County</b>			Date <b>12/4/19</b>		
Project Title (Name of Street or Road) <b>N Fork East River Bridge Replacement</b>		F.A. Route Number <b>N/A</b>	Project Length <b>0.57 miles</b>	Bridge Length <b>140 feet</b>	
Project Limits (Local Landmarks at Each End of the Project) <b>1500 feet to either side of the river bank.</b>					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input checked="" type="checkbox"/> Bridge(s)	<input checked="" type="checkbox"/> Guardrail			
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$	301,000		
Right-of-Way (ITD 1150, Line 2)		\$	0		
Construction (ITD 1150, Line 18)		\$	2,066,064		
Preliminary Engineering By:      Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing	N/A				
Within 2 miles of an Airport	N/A				
Parks (City, County, State or Federal)	18 miles south of Priest Lake State Park				
Environmentally Sensitive Areas	North Fork East River				
Federal Lands (Indian, BLM, etc.)	N/A				
Historical Sites	N/A				
Schools	N/A				
Other	N/A				
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					
<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>	<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>
Number of Lanes	1	2	Roadway Width (Shoulder to Shoulder)	15.3 ft.	28 ft.
Pavement Type	Gravel	Gravel	Right-of-Way Width	60 ft.	60 ft.
Sponsor's Signature 			Title <b>Bonner County Commissioner</b>		
<b>Additional Information to be furnished by the District</b>					
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	12/04/2019
Location		District	
Eastriver Loop Rd, MP 100.260 over the N Fork of East River		1	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
	100.260	100.260	N/A

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE) (5% of line 15 + 16a +16b)		\$ 60,200.00
1b. Preliminary Engineering by Consultant (PEC) (20% of line 15 + 16a +16b)		\$ 240,800.00
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		\$ 39,000.00
5. Drainage and Minor Structures		\$ 12,000.00
6. Pavement and Base		\$ 83,000.00
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals Yes _____ No _____		
8. Bridges/Grade Separation Structures: <input checked="" type="checkbox"/> New Structure Length/Width <u>140/36</u> (see instruction on next page) Location <u>Eastriver Loop Rd, MP 100.260 over the N Fork of East River</u> Repair/Widening/Rehabilitation Length/Width _____ (contact LHTAC to estimate cost) Location _____		\$ 1,159,200.00
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$ 6,000.00
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$ 18,000.00
11. Detours		\$ 12,000.00
12. Landscaping		\$ 2,000.00
13. Mitigation Measures		\$ 65,000.00
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S.)		\$ 48,000.00
15 Cost of Construction (Items 3 through 14)		\$ 1,204,000.00
16a. Mobilization (10 % of Item 15)		\$156,520.00
16b. Contingency (30% of Item 15 + 16a)		\$ 361,200.00
17. Construction Engineer and Inspections (CE&I) (20% of Items 15, 16a and 16b)		\$ 344,344.00
18. Total Construction Cost (15 + 16a + 16b + 17)		\$ 2,066,064.00
19. Total Project Cost ( 1 + 2 + 18)		\$ 2,367,064.00
20. Project Cost Per Mile	N/A	N/A

Prepared By: **Matt Mulder, PE**

## Form 1150 Line 8 – Estimating Bridge and Culvert Costs

### Bridge:

1. Please report your existing bridge length (ft) 122 and width (ft) 18.3. 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) 140.
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) = 36.
4. Multiply line 2 by line 3 to compute the deck area. New bridge deck area = 5040 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 \$ 1,159,200. 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

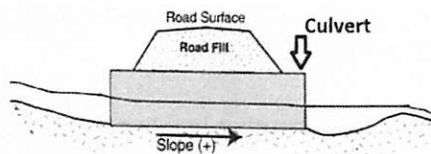
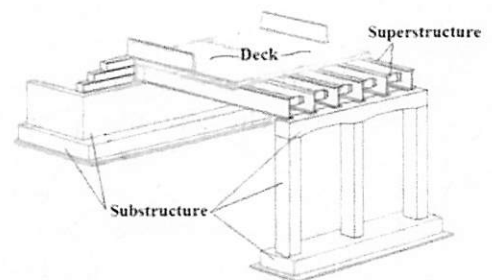
1. Please provide a written response for a and b.
  - a. Description of proposed project (½-page max). A short concise description of what the project entails is critical to compare it to other applications submitted. To score the maximum amount of points, this description should highlight the benefit 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 >>	9	8	7	6	5	4	3	2	1	0
Lowest code controls	Good			Fair			Poor			
Deck <i>(Item 58)</i>	≥ 7			5 or 6			≤ 4			
Superstructure <i>(Item 59)</i>	≥ 7			5 or 6			≤ 4			
Substructure <i>(Item 60)</i>	≥ 7			5 or 6			≤ 4			
Culverts <i>(Item 62)</i>	≥ 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.

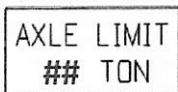
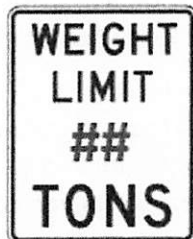
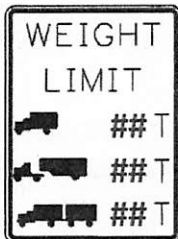
- a. Please report the code for Bridge Posting (70). If this code is 4 or less then vehicle weight on your bridge is restricted.

Idaho Legal trucks are as follows:

Vehicle	
 Single Unit Vehicle	<b>27 tons</b>
 Semi Tractor-Trailer Combination	<b>42 tons</b>
 Truck-Trailer Combination	<b>45 tons</b>

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: Bonner County

Project Name: North Fork East River Bridge Replacement

Total Project Cost: \$2,367,064

	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.			0-20									
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.			0-15									
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.  <div style="border: 1px solid black; padding: 5px; display: inline-block;">                     Condition Deck (58) <u>7 (good)</u>                      Condition Super (59) <u>4 (poor)</u>                      Condition Sub (60) <u>3 (serious)</u> </div> Or <div style="border: 1px solid black; padding: 5px; display: inline-block;">                     Condition Culvert (62 <i>if applicable</i>) _____                 </div>			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) <u>0 &gt; 39.9% bel</u> <i>If (70) is less than 5, fill in the # on the applicable signs.</i> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">                         WEIGHT LIMIT □ TONS                     </div> <div style="border: 1px solid black; padding: 5px;">                         WEIGHT LIMIT  <table style="width: 100%; text-align: center;"> <tr><td>8</td><td>T</td></tr> <tr><td>14</td><td>T</td></tr> <tr><td>18</td><td>T</td></tr> </table> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;">                         AXLE LIMIT  <table style="width: 100%; text-align: center;"> <tr><td>3.2</td><td>TON</td></tr> </table> </div> </div> b. ADT (29) <u>30</u> c. Truck ADT (109) <u>33%</u> d. Detour Length (19) <u>1 miles (see narrative)</u> e. Scour Critical (113) <u>U (Unknown)</u>	8	T	14	T	18	T	3.2	TON			1-5 1-5 1-5 1-5	
8	T											
14	T											
18	T											
3.2	TON											
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? <u>2019</u> <u>LHRIP</u> 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 - <b>1-page max</b> ) 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 <u>\$2,066,064</u> 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			
<p>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.</p> <p>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.</p>	<p>15-20 8-14 0-7</p> <p>11-15 6-10 0-5</p>	<p>Excellent description including agency &amp; financial benefit + safety Adequate description of need/benefit Poor description of need, need/benefit</p> <p>Excellent description of economic/commerce impact and route criticality Adequate economic/commerce impact and route criticality Poor economic/commerce impact and route criticality</p>			
<p>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.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">                 Condition Deck (58)                  Condition Super (59)                  Condition Sub (60)             </td> <td style="text-align: center; vertical-align: middle; padding: 5px;">Or</td> <td style="padding: 5px;">                 Condition Culvert (62)             </td> </tr> </table>	Condition Deck (58) Condition Super (59) Condition Sub (60)	Or	Condition Culvert (62)	<p>1-5 1-5 1-5 or 1-15</p>	<p>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                  or                  Poor scores 15, Fair scores 6, Good scores 1 points</p>
Condition Deck (58) Condition Super (59) Condition Sub (60)	Or	Condition Culvert (62)			
<p>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.</p> <p>a. Bridge Posting (70)                  b. ADT (29)                  c. Truck ADT (109)                  d. Detour Length (19)                  e. Scour Critical (113)</p>	<p>1-5 1-5 1-5 1-5 1-5</p>	<p>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</p>			
<p>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?</p>	<p>5 4 3 2 1</p>	<p>Never                  Over 5 years ago                  3-5 years ago                  1-2 years ago, other than bridge funds                  1-2 years ago, bridge funds</p>			
<p>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 - <b>1-page max</b>) Include up to 3 letters of support for your project.</p>	<p>5-10 4 2-3 0-1</p>	<p>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</p>			
<p>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.</p>	<p>5 3 1</p>	<p>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</p>			
<p>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.</p>	<p>10 5 1</p>	<p>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</p>			

Total Possible 105