

**Highway Leadership Team  
System Preservation Strategy Work Plan - Bridge  
January 7, 2011**

- Strategy: Ensure the protection of high value coastal, historic and major river crossings and border structures.

The issue we have is with the high value bridges falling into a condition where rehabilitation is not an option. As it is the intention of ODOT to maintain these bridges indefinitely, there is a desire to keep them at a higher than average structural condition rating. The 2012-2015 STIP will reflect the priority of these bridges. We will monitor funding needs over time and adjust if needed.

<u>Action</u>	<u>Delivery Date</u>
<i>Identify candidate structures</i>	<i>Done</i>
<i>Review List with Bridge Leadership Team</i>	<i>Feb 1, 2011</i>
<i>Develop bridge specific action plans</i>	<i>On-going</i>
<i>Add identifier in Pontis</i>	<i>March 1, 2011</i>
<i>Calculate current value of bridge Key Performance Measure (KPM) for these bridges</i>	<i>March 1, 2011</i>
<i>Incorporate high priority projects in 2014-15 STIP</i>	<i>Feb 1, 2011</i>
<i>Establish initial target performance measure for these bridges</i>	<i>March 1, 2011</i>
<i>Maintain established target performance measure</i>	<i>On-going</i>

- Strategy: Use Practical Design and fund only basic bridges rehabs and rare replacements. Focus bridge program funding on bridge only.

A future operational directive from HLT will be clear that bridge program funding is to be used to address bridge structural, safety, and functional issues in accordance with current standards. Additional items that are consistent with the agencies practical design initiative may be funded, but funds other than the bridge program will be used.

<u>Action</u>	<u>Delivery Date</u>
<i>Practical Design training</i>	<i>On-going</i>
<i>Develop Operational Directive from HLT that directs the agency to focus bridge dollars on bridges.</i>	<i>July 1, 2011</i>

- Strategy: Give priority to maintaining the highest priority freight corridors (OTIA III, Stages 1-3).

Give priority to high speed and high volume freight corridors when selecting bridge STIP projects. These priority facilities are essential to maintain at a higher than average structural condition rating in order to avoid the high economic costs associated with reduced truck freight capacity.

<u>Action</u>	<u>Delivery Date</u>
<i>Identify candidate structures</i>	<i>March 1, 2011</i>
<i>Add identifier in Pontis</i>	<i>March 1, 2011</i>
<i>Calculate current value of bridge KPM for these corridors</i>	<i>March 1, 2011</i>
<i>Establish initial target performance measure for these corridors</i>	<i>March 1, 2011</i>

- Maintain established target performance measure* *On-going*
- Strategy: Develop bridge preventive maintenance (PM) program that will extend the service life of the deck and other structural components.
 

<u>Action</u>	<u>Delivery Date</u>
<i>Seek FHWA approval of ODOT bridge PM program for decks</i>	<i>July 1, 2011</i>
<i>Develop contracting procedures to expand scope of existing MBM Program</i>	<i>July 1, 2011</i>
  
  - Strategy: Continue to raise awareness of the lack of seismic preparation
 

<u>Action</u>	<u>Delivery Date</u>
<i>Present ODOT seismic report findings upon request</i>	<i>On-going</i>
<i>Assist Transportation Development Division in identifying life line routes</i>	<i>December 2011</i>
<i>Develop POPS package for 2012 legislative session</i>	<i>September 2011</i>
  
  - Strategy: Bring (third priority) Structurally Deficient (SD) bridges to Fair condition using a partial rehab scope of work. Bridges which are not high value or located on high priority freight corridors but are SD will be brought to fair condition using as limited a scope as possible that will maintain public safety.
 

<u>Action</u>	<u>Delivery Date</u>
<i>Expand scope of MBM program to incorporate these projects</i>	<i>July 1, 2011</i>
  
  - Strategy: Leverage other programs where possible to do additional bridge preservation on the system. (Same applies to pavements program).
 

*Agency direction to leverage other non-pavement programs to benefit Oregon's pavements will come in the form of an operational directive from HLT.*

<u>Action</u>	<u>Delivery Date</u>
<i>Develop Operational Directive from HLT that directs the agency to focus pavement and bridge dollars on pavements and bridges.</i>	<i>July 1, 2011</i>
  
  - Strategy: Continue use of bridge inspection, health monitoring and improved deterioration prediction methods to anticipate future bridge condition.
 

<u>Action</u>	<u>Delivery Date</u>
<i>Conduct targeted bridge deck survey</i>	<i>July 1, 2012</i>
<i>Continue current levels of bridge inspection and health monitoring</i>	<i>On-going</i>
  
  - Strategy: Ready additional bridge shelf projects.
 

<u>Action</u>	<u>Delivery Date</u>
<i>Include limited first group in 2012-2015 STIP</i>	<i>Feb 1, 2011</i>