

Smart Flag List

Summary of Override Exceptions for SGR Bridge Factor Scores (July 1, 2023)				
Smart Flag Code	Applicable Factor	Short Description (SMART Portal)	Description of Smart Flag	Required Supporting Documentation (DBE must place supporting documents in the bridge file at the district office, note SGR program can be audited)
IF-1 (Obsolete)	Importance	The intention is to abandon the structure.	If a district intends on abandoning the bridge and ultimately removing the bridge from the S&B Inventory, then the DBE may request that bridge be given an IF of 0.00.	1) Documentation indicating desire to close the bridge. 2) Ideally, a schedule indicating how and when the bridge will be abandoned, and when the bridge will be removed from the S&B Inventory.
IF-2	Importance	Bridge is the only access to a community, hospital, school, military base, police station, fire station, or critical government facility.	The IF can be set to 1.00 if requested and the supporting document shows the following: - If a bridge is on a route that provides the only access (ie. no detour or alternative route) to a community, hospital, school, military base, police station, or critical government facility, or would hinder adequate emergency service access. A community may include a small number of houses or subdivision.	1) Map showing the location of the bridge, facility in questions, and surrounding area and the sole access route and that no detours exist.
IF-3	Importance	For Bridges with ADT < 100 and an acceptable detour exists, the DBE can request the Importance Factor be set to 0.	The IF can be set to 0.00 if requested and the supporting document shows the following: - The Bridge has an ADT < 100 and an acceptable detour exists.	1) ADT < 100 per BrM database, ADT from published information from the Traffic Engineering Division, or updated traffic counts. 2) Map showing an acceptable detour exists.
IF-4	Importance	For bridges on Hurricane Evacuation Route or Primary Evacuation Route, IF can be set to 1.	The IF can be set to 1.00 if the structure is located on State Hurricane Evacuation Route, or Primary Hurricane Evacuation Route. 1-State Hurricane Evacuation Route map can be found on Virginia Department of Emergency Management in the link below: https://vdemgis.maps.arcgis.com/apps/webappviewer/index.html?id=5797524b9a58440c8dbc06816e060492 2- Primary Hurricane Evacuation Route as defined by HB 1560 (2020 Session)	1- Map or portion of the Map from Virginia Department of Emergency Management showing the location of the bridge. 2- Written explanation as per HB 1560 (2020 Session)
DRF-1	Design Redundancy	A fracture critical structure in which a fracture critical element is in Poor condition.	The DRF can be set to 1.00 if requested and the supporting document shows the following: - The Bridge has a Fracture Critical element that is in Poor Condition. For FC, see https://www.fhwa.dot.gov/bridge/120620.cfm ; and Fed Item 92A	1) Inspection Report showing the Fracture Critical element is in Poor condition. 2) Safety Inspection Report, Fracture Critical Bridge Inspection Report, or Special Inspection Report shows that the Fracture Critical element is in Poor Condition.
DRF-2	Design Redundancy	Bridge has a history of vehicular impacts due to low vertical clearance.	The DRF can be set to 1.00 if requested and the supporting document shows the following: - The Fracture Critical element of a bridge has a history of any vehicular impacts due to inadequate vertical clearance. For FC, see https://www.fhwa.dot.gov/bridge/120620.cfm ; and Fed Item 92A	1) Safety Inspection Report, Fracture Critical Bridge Inspection Report, or Special Inspection Report shows evidence of low height hits to the bridge and the Fracture Critical Element is in jeopardy of being hit. 2) Crash Reports showing evidence of the low height hits to the Fracture Critical element or nearby features indicating the Fracture Critical Element is in jeopardy of being hit.
DRF-3	Design Redundancy	Bridge is fracture critical and ADT is less than 1,000.	The FC subfactor score (of the DRF score) can be set to 0.00 if requested and the supporting document shows the following: - If the ADT of a Fracture Critical structure is less than 1,000. For FC, see https://www.fhwa.dot.gov/bridge/120620.cfm ; and Fed Item 92A	1) ADT < 1000 per BrM database, ADT from published information from the Traffic Engineering Division, or updated traffic counts.

SCF-1	Structure Capacity	Bridge requires posting and carries an Interstate or Primary road.	The SCF can be set as follows, if requested and the supporting document shows that the bridge requires a posting: - a minimum SCF of 0.65 for a bridge on the Primary System - a SCF of 1.00 for a bridge on the Interstate System	1) Inspection Report with load rating showing the need to post the bridge.
SCF-2	Structure Capacity	A fracture critical element of a bridge that has significantly deficient vertical clearance.	The SCF can be set as follows, if requested and the supporting document shows that the If the Fracture Critical Element of a bridge has significantly deficient Vertical Clearance versus the Required Vertical Clearance for the Functional Class of the roadway below the bridge: - a minimum SCF of 0.50 for a bridge on the Secondary System - a minimum SCF of 0.75 for a bridge on the Primary System - a SCF of 1.00 for a bridge on the Interstate System For FC, see https://www.fhwa.dot.gov/bridge/120620.cfm ; and Fed Item 92A	1) Inspection Report citing deficient vertical clearance and validated with BrM data.
SCF-3	Structure Capacity	Bridge has a history of accidents attributable to features of the bridge.	The SCF can be set to 1.00 if requested and the supporting document shows the following: - Bridge has a history of accidents attributable to features of the bridge.	1) Crash Reports showing evidence that features of the bridge caused the accidents.
CEF-1 (Superseded by CEF-3)	Cost Effectiveness	Bridge is a parallel bridge on the same route to another bridge that is also eligible for SGR funding (or already has been funded with SGR funding).	Regarding parallel structures on the same route (example: NB and SB bridge on the interstate) in which both are being considered individually for SGR funding. If it is more cost effective to complete the construction of both bridges concurrently and both bridges can be fully funded that funding round, the DBE may request that the lower scoring bridge be given a Cost Effectiveness Factor (CEF) score so that it has an overall CEF score equivalent to the higher scoring dual bridge. If both bridges cannot be fully funded in the current round, then the DBE may request that the dual bridges be skipped as a unit until the next funding round.	1) Statement of intentions 2) Supporting documentation indicating that it is more cost-effective to complete the bridge work on the dual bridges at the same time.
CEF-2	Cost Effectiveness	Bridge currently has legacy Dedicated Bridge Funds and needs SGR funds to fully fund the project.	The CEF can be set to 1.00 if requested and the supporting document shows the following: - If the bridge currently has legacy DBF funds and needs SGR funds to fully fund the project. DBE to review all DBF projects that are eligible for SGR funds, and request adjustments accordingly.	1) Project Pool has DBF funds on the project.
CEF-3	Cost Effectiveness	The bridge project can be combined with other SGR funded bridge projects that will result in significant cost savings through reduced overall mobilization, MOT, or other synergies due to combining projects into one project. Bridges must be parallel/dual bridges, bridges that are part of a single interchange or bridges in immediate sequence no more than 1 mile apart.	The Cost-Effectiveness Factor (CEF) for all the SGR eligible bridges in this group can be set to the CEF of the bridge in the group with the highest CEF if requested and the supporting document shows the following: - The bridge project can be combined with other SGR funded bridge projects that will result in significant cost savings through reduced overall mobilization, MOT, or other synergies due to combining projects into one project. - Bridges meeting this requirement are parallel/dual bridges, bridges in immediate sequence, or bridges that are part of a single interchange. - Sequential bridges shall be on a single route and shall not be more than 1 mile apart for bridges carrying Secondary System roads, 2 miles apart for bridges carrying Primary System roads, and three miles apart for bridges carrying Interstate System roads.	1) Supporting documentation indicating that it is more cost-effective to complete the bridge work on parallel/dual bridges, bridges in immediate sequence, or bridges that are part of a single interchange at the same time. 2) Evidence includes a comparison of the following showing that Option B below had significant cost savings over Option A below: a) The total cost for Project Cost Estimates for individual bridge projects that include the group of bridges. b) A Project Cost Estimate Cost for a project with the group of bridges.