

## Supporting Statement

### **Innovative Bridge Research and Deployment Program**

#### **Introduction**

This is to request the Office of Management and Budget's (OMB) approved clearance for the information collection entitled, ("INNOVATIVE BRIDGE RESEARCH AND DEPLOYMENT PROGRAM"). This request is for a new information collection.

#### **Part A. Justification.**

##### **1. Circumstances that make collection of information necessary.**

Under the proposed implementation plan of Section 5202(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the Innovative Bridge Research and Deployment (IBRD) Program, the FHWA is soliciting applications and proposals for eligible candidate projects from State Transportation Agencies that specifically address the construction of bridges using innovative materials in the following areas in Fiscal Year 2006.

- A. Bridge Components that are designed for rapid installation.
- B. Accelerated bridge construction technology that reduces traffic and environmental impact and enhances safety.
- C. Combinations of more than one innovative material in a bridge component to best utilize the high performance characteristics of each material.
- D. Innovative bridge designs and construction that result in beneficial features such as shallow superstructures, longer spans, or fewer substructure units.
- E. Innovative applications, which enhance bridge integrity and decrease vulnerability to damage from both natural and man-made hazards.
- F. Bridges that incorporate sensors or embedded instrumentation for continuous monitoring of operational and structural performance.
- G. Bridges that are designed for rapid, cost-effective, expansion, such as the addition of travel lanes.

The purpose of the IBRD Program is to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other structures. For each of fiscal years 2005 through 2009, \$13,100,000 will be available. In FY2006, this amount will be reduced to \$5.1 million for technology deployment portion of the IBRD program after reduction of funds pursuant to various Congressional Acts.

**These projects and associated information collection supports the DOT Strategic Goal of: Safety, Mobility, Economic Growth, Human and Natural Environment, National Security, and Organizational Excellence Goal.**

##### **2. How, by whom and for what purpose is the information used.**

The information to be collected is already existed in various State Transportation agencies. No specific efforts are needed to collect the information. The information FHWA is interested will be provided by the State Transportation Agencies as part of applications or

proposals to be submitted to FHWA. The information will be used by FHWA for the management for FHWA's bridge program.

**3. Extent of automated information collection.**

The information to be collected will be in electronic form. All data to be collected will be sent by FHWA's Division office online (electronic filing and recordkeeping). Therefore, no paper form for application form and reporting will be required.

**4. Efforts to identify duplication.**

Information and data to be collected are unique for each project. No similar information and data are available from the other sources.

**5. Efforts to minimize the burden on small businesses.**

Not Applicable\_

**6. Impact of less frequent collection of information.**

Not Applicable

**7. Special circumstances.**

Collection for information and data are one time only for each project.

**8. Compliance with 5 CFR 1320.8**

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**9. Pavements or gifts to respondents.**

None

**10. Assessment of confidentiality**

Not applicable

**11. Justification for collection of sensitive information**

Not Applicable

**12. Estimate of burden hours for information requested:**

The overall annual burden is estimated to be 100 hours. Respondents are limited to State Transportation Agencies. It is anticipated that FHWA will receive 100 total project applications. Each response will take an estimated one-hour to prepare project application, totaling 100 burden hours for the estimated 100 applications. The estimated hourly wage including overhead costs of the respondents is \$85. Accordingly, the estimated annual salary cost is \$8,500.

**13. Estimate of total annual costs to respondents**

There are no additional costs above those in item 12.

**14. Estimate of cost to the Federal government.**

The estimated annual cost to the Federal Government for this information collection is \$16,818. The Federal Government will incur cost to announce the information collection, to respond to comments, to analyze the information, etc. It is estimated that the Federal government will incur significantly more costs, in terms of labor hours. For review and award of the data, it is anticipated that each reviewer will take one hour to review each proposal. It is anticipated that there will be 2 federal employees on the review panel. Each employee will require 100 hours of review time plus 20 hours of discussion for a total of 120 hours to complete the reviews. With 2 employees spending 120 hours each to review the applications, this equates to 240 labor hours. In addition another 60 hours will be needed for one employee who will make the announcements, handle awards, and handle the maintenance of data. The total labor hour's burden to the Federal government will be 300 labor hours. The staff handling these tasks average to a GS 13- step 5, which has an hourly rate of \$42.15. This gives us a total federal hourly cost with an additional 1/3 overhead cost of \$56.06. This gives us a total federal cost of \$16,818.

**15. Explanation of program changes or adjustments.**

This is a new information collection.

**16. Publication of results of data collection.**

Notice of awards will be published on the FHWA Office of Bridge Technology web site. In addition, all applicants will be notified of the awards via memorandum from the Director of the Office of Bridge Technology.

**17. Approval for not displaying the expiration date of OMB approval.**

Not Applicable

**18. Exceptions to certification statement**

Not Applicable