

RAILROAD BRIDGE MANAGEMENT SELECTION FACTORS

Railroad Operating Co. (code (max 4 char.) or name)	Contact Name	Date
Address	Telephone #	E-Mail Address

	Factor	Multiplier	Count	Value
1 Bridges owned by railroad				
1.1 Known to be zero - STOP - No Need to Continue	BC			
1.2 Known count (total # of bridges)	BC	1		
1.3 Unknown, use route miles	RM	1		
2 Bridge types				
2.1 Steel and Iron 1916 and earlier (# of bridges)	SO	2		
2.2 Steel and Iron after 1916 (# of bridges)	SN	1		
2.3 Feet of Steel and Iron	FS	0.025		
2.4 Steel and Iron Spans > 60 ft (# of spans)	LS	1.5		
2.5 Timber Trestles (# of spans)	TS	0.25		
2.6 Types unknown (Count = Route Miles x 3)	UT	1		
Bridge Population Factor - Sum of all values above = BPF			<u>BPF =</u>	
3 Bridge Management Multipliers				
3.1 Accurate inventory of bridges (see Note 1)				
3.1.1 - Yes	IV	1		
3.1.2 - No	IV	50		
3.2 Regular Inspections (see Note 1)				
3.2.1 - Annual and per condition	RI	1		
3.2.2 - Annual only	RI	1.5		
3.2.3 - Irregular frequency	RI	5		
3.2.4 - None	RI	100		
3.3 Inspection Supervision (see Note 1)				
3.3.1 - By competent engineer	IS	1		
3.3.2 - By non-engineer manager	IS	10		
3.3.3 - No supervision	IS	50		
3.4 Bridge Ratings (see Note 1)				
3.4.1 - Accurate ratings on record	BR	1		
3.4.2 - Some ratings obsolete	BR	2		
3.4.2 - None or insufficient ratings	BR	10		
Note 1 - Place an "x" in the appropriate cell in the COUNT column				
Bridge Management Factor $BMF = IV \times RI \times IS \times EX \times BR$			<u>BMF =</u>	

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4 Railroad Operating Factors				
4.1 Movement of Exceptional Loads (see Note 1)				
4.1.1 - Effectively controlled	EX	1	<input type="text"/>	
4.1.2 - Not effectively controlled	EX	25	<input type="text"/>	
4.2 Maximum Loads (see Note 1)				
4.2.1 - 263,000 lbs	ML	1	<input type="text"/>	
4.2.2 - 286,000 lbs	ML	5	<input type="text"/>	
4.2.3 - 315,000 lbs	ML	15	<input type="text"/>	
4.2.4 - Not Limited	ML	25	<input type="text"/>	
4.3 Traffic Density (see Note 1 - Doesn't apply to 4.3.5)				
4.3.1 - < 1 MGT	TD	1	<input type="text"/>	
4.3.2 - 1 to < 5 MGT	TD	5	<input type="text"/>	
4.3.3 - 5 to < 15 MGT	TD	10	<input type="text"/>	
4.3.4 - > 15 MGT	TD	15	<input type="text"/>	
4.3.5 - Not known, use annual car count / 10,000. (10,000 cars approximates 1 MGT conservatively, considering empty movements).	TD	1	<input type="text"/>	
4.4 Highest Train Speed Limit (see Note 1)				
4.4.1 - 10 mph	TS	1	<input type="text"/>	
4.4.2 - 25 mph	TS	2	<input type="text"/>	
4.4.3 - > 25 mph	TS	3	<input type="text"/>	
4.5 Passenger Operation (see Note 1)				
4.5.1 - Passenger Trains < 2 per year	PX	1	<input type="text"/>	
4.5.2 - Passenger Trains 2 to 104 / yr	PX	20	<input type="text"/>	
4.5.3 - Passenger Trains > 104/yr	PX	100	<input type="text"/>	
4.6 Hazmat (see Note 1)				
4.6.1 - Hazmat prohibited	HZ	1	<input type="text"/>	
4.6.2 - < 5 cars Hazmat per day	HZ	5	<input type="text"/>	
4.6.3 - 5 or more cars Hazmat / day	HZ	20	<input type="text"/>	
4.6.4 - 5 or more TIH per year, add	HZ	25	<input type="text"/>	
4.7 Train Accident Record				
4.7.1 - Bridge-related accident in past 10 years (Count = # Accidents X 1000/years since last event)	BA	1	<input type="text"/>	
4.7.2 - Track-caused accidents past 10 years	TA	5	<input type="text"/>	
4.7.3 - All reportable train accidents in past 10 years including track	AC	5	<input type="text"/>	

Note 1 - Place an "x" in the appropriate cell in the COUNT column

Railroad Operating Factor

$ROF = EX \times ML \times TD \times TS \times PX \times HZ + (BA+TA+AC)$ **ROF =**

Overall Selection Score BPF x BMF x ROF / 100,000 **Score**

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