



## **KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM PROGRAM GUIDELINES**

### **Program Description**

The Kansas Local Bridge Replacement Program is a state-funded program that provides funds to local public authorities (LPA) to replace or rehabilitate locally-owned, deficient bridges in order to improve overall system throughout the State of Kansas. The goal of the program is to reduce the number of deficient bridges in the state in a cost-effective manner. Funding available under this program targets bridges with span length of 50 feet or less which comprise more than half of all deficient bridges in the state. Program funding amounts are based on the estimated cost of low-cost bridge design options for structures on very low-volume roads (100 vehicles per day or less) with lengths ranging from 20 ft. to 50 ft. Deficient structures which are longer and deficient structures on higher volume roads also qualify for funding under the program, but these will be limited to the same state funding amounts.

### **Eligible Bridges**

In order to receive funding a bridge must be classified as structurally deficient or functionally obsolete based on the latest inspection performed under the procedures of the National Bridge Inspection Program (NBI).

### **Funding**

KDOT will determine the amount of state funds to be made available for the Kansas Local Bridge Improvement Program annually.

The maximum amount of state dollars that will be provided for an individual project is \$120,000. If the LPA determines to permanently close and remove a second deficient bridge on their system, the maximum state dollars for the project will be increased to \$160,000.

“Bankrolling” or accumulation of funds over multiple years in order to fund a larger bridge will not be allowed.

## Rules and Procedures

KDOT will issue a “Call for Projects” announcing the amount of funding available for the Kansas Local Bridge Improvement Program and requesting project applications from LPAs. The LPA shall submit a project application using forms provided by KDOT. Attachment #1 is a sample “Request for Construction Project – Kansas Local Bridge Improvement Program”.

If applications for projects exceed the available funding, an additional selection process based on the technical merits of the projects will be used. This selection process may include, but is not limited to:

- Structurally deficient bridges will receive priority over functionally obsolete structures.
- Condition of the bridge (sufficiency rating)
- Estimated average daily traffic
- Length of adverse travel if bridge were closed
- Will another bridge be closed in conjunction with this project?
- Geographic distribution of projects

Funds may only be reimbursed (90/10 funding) for projects to replace or rehabilitate existing bridges that are either structurally deficient or functionally obsolete based on the latest NBI inspection. The deficient bridge may be replaced with another bridge, a low-water crossing, or other non-bridge length structure, e.g., multiple pipe culverts. The replacement structure design must be structurally and functionally adequate based on NBIP requirements and must be stamped by a professional engineer. A new bridge constructed under this program shall not be scour-critical or fracture-critical.

Eligible work phases include design, construction, and inspection performed under contract. Right-of-way acquisition and utility relocation costs are also eligible. Reimbursement for costs of design, right-of-way acquisition, and utility relocations shall be made only after a project has been let to contract. If the combined costs in these phases exceed 15% of the construction cost, no reimbursement shall be made for amounts exceeding the 15% limit, and those amounts paid by the local agency for costs exceeding 15% will not count toward the required 10% match. No reimbursement will be made for work performed by LPA staff for project administration, engineering, construction or inspection.

When a project is selected for funding, KDOT and the LPA will enter into an agreement for the project. The local agency will develop the project following its own procedures, criteria, and standards. All work performed shall be consistent with Kansas Statutes, applicable regulations, normally accepted engineering practices for the type of work being done, and shall bear the seal of a professional engineer.

If a project is not under contract for construction within 24 months of award, or if the LPA cancels the project based on their own criteria, the LPA will lose the funds for that project.

KDOT will not be actively involved in project development, but will be available for consultation. All projects will be developed and administered by the local agency. Projects must be let to contract. “Force account” is not allowed.

A 10% local match is required for any state funds expended on a project.

### **Payment of State Funds**

State funds (90/10 funding) will be paid to the LPA on a reimbursement basis up to the maximum amount specified in the project agreement. A request for reimbursement may be submitted to KDOT at the completion of the project, or progress payments will be made upon request after letting of the project. Attachment #2 is a sample “Request for Reimbursement – Kansas Local Bridge Improvement Program”.

### **Final Review**

The LPA will notify KDOT Bureau of Local Projects of the completion of a project. KDOT staff may perform a final review of the project to confirm compliance with the terms of the agreement.

### **Questions**

Any questions regarding the Kansas Local Bridge Improvement Program should be directed to the KDOT Bureau of Local Projects at (785) 296-3861 or at KDOT’s toll-free number, 1-877-550-5368. As an alternative you may email us at [lpeplans@ksdot.org](mailto:lpeplans@ksdot.org).