



KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM PROGRAM GUIDELINES 2019

Program Description

The Kansas Local Bridge Improvement 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 meet any of the following criteria:

- 1) classified as structurally deficient based on the latest inspection performed under the procedures of the National Bridge Inspection Program (NBI);
- 2) NBI appraisal rating of 3 or less for Items (previously defined as Functionally Obsolete):
 - 67 (Structural Condition),
 - 68 (Deck Geometry),
 - 69 (Underclearances),
 - 71 (Waterway Adequacy), or
 - 72 (Approach Roadway Alignment).
- 3) load rating requires bridge to be posted with a weight limit of less than legal loads;
- 4) in immediate need of rehabilitation to remain open;
- 5) closed due to structural inadequacies;

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 \$150,000. 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 \$200,000.

“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 all others.
- 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 eligible as defined above. The eligible 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 meet current AASHTO Design 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 Kansas licensed professional engineer. Attachment #2 (also Exhibit A of the project agreement) is a list of specific requirements that must be met under the project agreement.

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. In general, projects must be let to contract. However, the option for the LPA to construct the bridge with their own forces under the “force account” process may be allowed on a case by case basis. If this option is requested, additional information will be requested for KDOT’s consideration. KDOT will have final approval of that decision.

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 #3 is a sample “Request for Reimbursement – Kansas Local Bridge Improvement Program”. Payment of additional funding for closing additional bridge will not be paid until proof has been provided to KDOT of permanent removal or closure of additional bridge.

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 KDOT.LPePlans@ks.gov.

KANSAS DEPARTMENT OF TRANSPORTATION - BUREAU OF LOCAL PROJECTS

KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM APPLICATION

Program Fiscal Year:	2020
Submittal Date:	

1. General Applicant Information:

Name of Local Public Agency (LPA):	
County of Project Location:	
Primary Contact Name and Title: <i>(should be an elected official or employee of LPA)</i>	
Contact Address:	
Phone Number:	
Email Address:	

2(a). Project location and Description:

NBI (15 digit) Structure Number:	
LPA Bridge ID:	
Functional Classification:	
Alternate Route Length (miles):	
Estimated Average Daily Traffic (ADT):	
Percent ADT Comprised of Heavy Trucks: <i>(School buses, tractor trailers, trash trucks, etc.)</i>	
Project Length (miles):	
Is the replacement bridge a Low-Cost Bridge:	
Are multiple KLBIP Applications being submitted? If so, prioritize this application <i>(Example: 1 of 3)</i>	
Does the LPA request the use of a Force Account:	

Answer yes or no to each of the following about the current bridge.

Fracture Critical:		NBI Item 70 is At/Above Legal Loads:	
Shoo-fly detour:		Cribbed:	
On a dead end road: <i>(only one way in and out)</i>		Closed:	

Project Location:

Project Scope and Justification (explain why the bridge is a priority for the LPA):

2(b). Additional Bridge to be permanently closed (to receive up to additional \$50,000):

NBI (15 digit) Structure Number:	
LPA Bridge ID:	
Bridge Location:	

3. Project Cost

Project Cost Estimate			
	<i>Participating</i>	<i>Non-Participating</i>	<i>Total</i>
CE (Inspection)		\$ -	\$ -
Construction Total	\$ -	\$ -	\$ -
Bridge		\$ -	\$ -
Grading		\$ -	\$ -
Preliminary Costs (up to 15% of total project as participating)	\$ -	\$ -	\$ -
Preliminary Engineering		\$ -	\$ -
Right of Way		\$ -	\$ -
Utility Relocation		\$ -	\$ -
Inflation Amount at 4.5% / year	\$ -	\$ -	\$ -
Total Estimated Project Cost	\$ -	\$ -	\$ -

Program Maximum Award: \$	150,000.00
Local Share Percentage: 10%	KDOT Share Percentage: 90%

Local Match (10%)	\$ -
Local Share over the Max	\$ -
Total Local Share	\$ -
Total Requested from KDOT	\$ -

4. Coordination

Coordination Information:
Describe any known KDOT or other projects that may need coordination:

Attachment Checklist:

- a. Project Map

Submit Application with attachments by mail to:

Kansas Department of Transportation
 Bureau of Local Projects
 Eisenhower State Office Building
 700 S.W. Harrison, 3rd Floor West Wing
 Topeka, KS 66603-3745

Completed applications should be emailed to:

KDOT.LPePlans@ks.gov

To confirm receipt, if you do not receive an email response, please follow up with a call to the Bureau of Local Projects at (785) 296-3861.

**KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM
(Structure and Design Requirements)**

- The County will acquire the services of a Professional Engineer, licensed in the state of Kansas to perform the design and analysis of the project. All plans shall have the seal and signature of the licensed engineer in charge of their development.
- Minimum of one (1) geology core sample and analysis report sealed and signed by a qualified licensed professional at each project site.
- Basic Hydraulic Analysis using as a minimum HY-8.
- Item 113 Justification Form (Scour Vulnerability).
- Minimum Allowable Stress Design (ASD) foundation design/construction (Modified Engineering News Record (ENR) Formula for Pile Driving).
- Load and Resistance Factor Design (LRFD) HL-93 Superstructure Design.
- Load and Resistance Factor Rating (LRFR) Superstructure Load Ratings (including Federal Highway Administration (FHWA) mandated “Specialized Hauling Vehicles” and “Emergency Vehicles”) using AASHTO Bridge Design and Rating (BrDR) (or compatible) design/rating model. All bridges shall have a completed KDOT Bureau of Local Projects Load Rating Summary Sheet sealed and signed by a licensed Professional Engineer.
- Within 90 days of completion of construction, a complete inventory inspection, including Load Rating Summary Sheet and Item 113 Justification form, shall be submitted to KDOT Bureau of Local Projects.
- The owner is responsible for acquiring permits and clearances needed for the Project.
- Submission of total project costs to KDOT Bureau of Local Projects upon project completion.

For longer structures, larger channels, higher volume roads, the “minimum” requirements may not suffice. Standard industry practice and sound engineering judgment in accordance with Kansas State Board of Technical Professions should be exercised at all times throughout the design and analysis phases of the Project.

All plans will bear the seal of a Professional Engineer licensed in Kansas.



KANSAS DEPARTMENT OF TRANSPORTATION
Kansas Local Bridge Improvement Program 2019
Request for Reimbursement

City/County: _____

Date of Request: _____

Description of Work and Location: _____

Project Name: _____

Work begin date: _____

Work completed date: _____

The undersigned officer of the city/county states that (1) the following items, quantities and services of work have been completed and incorporated into the Project and (2) a warrant has been issued by the City/County for the expenses included in this request and the City/County is submitting the request for reimbursement for payment issued, and (3) the same have been approved and paid by the City/County. Therefore reimbursement is hereby requested to be paid in accordance with Agreement No. _____.

Firm/Supplier	Invoice No.	Description of Services/Materials	Amount
Total amount request			\$ -

Please attach copies of all invoices.

Print Name _____

Signature _____

CITY OR COUNTY OFFICIAL

TITLE