



KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM GUIDELINES 2024 (Interim for BIL)

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, “poor” bridges in order to improve overall system throughout the State of Kansas. The goal of the program is to reduce the number of poor and load posted bridges in the state in a cost-effective manner. Funding available under this program targets bridges that are not eligible for the “Off-System Bridge Program” or are too large to be adequately funded under that program. Local match requirements are based on the population density of the county.

County Population Density Persons/Sq. Mile	Required Local Match
< 5	0
5 to 10	5%
>10 to 25	10%
>25 to 100	15%
>100 to 500	20%
>500	25%

Eligible Bridges

In order to receive funding a bridge must meet any of the following criteria:

- 1) classified as “poor” 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)
 - 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 will be determined on a case-by-case basis taking in to account the amount of State funds available, the cost estimate of the Construction and Construction Engineering for the proposed bridge, and estimated inflation rates at the time of selection. If the LPA determines to permanently close and remove an additional “poor” bridge(s) on their system, the local required match will be reduced by \$1,000 per linear foot of bridge(s) closed (minimum of \$50,000).

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.

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:

- “Poor”, Load Posted 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
- Does the bridge contain non-redundant steel tension members?

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 contain non-redundant steel tension members.

Eligible work phases include construction, and construction engineering performed under contract. Design, right-of-way acquisition and utility relocation costs are the responsibility of the LPA. No reimbursement will be made for work performed by LPA staff for project administration, engineering, or inspection. Unless requested and approved for the use of a force account, no reimbursement will be made for work performed by LPA staff for project construction.

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 #1 (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 funds will be revoked.

KDOT will not be actively involved in project development but will be available for consultation and must review all final designs prior to letting. 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.

Payment of State Funds

State funds 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. Payment of additional funding for closing additional bridge(s) will not be paid until proof has been provided to KDOT of permanent removal or closure of additional bridge(s).

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 LOCAL BRIDGE IMPROVEMENT PROGRAM FY 2024 (Minimum 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 engineer in charge of their development.
- All bridges shall be designed to carry legal loads without load posting limitations.
- A scour evaluation shall be performed on all bridges to ensure the bridge is not scour critical. Submit the completed Scour Appraisal Form 2023 (found on KART).
- Provide Load and Resistance Factor Rating (LRFR) superstructure load ratings (including Federal Highway Administration (FHWA) mandated Specialized Hauling Vehicles and Emergency Vehicles). The use of AASHTO Bridge Design and Rating (BrDR) software is preferred. All bridges shall have a completed KDOT Bureau of Local Projects Load Rating Summary Sheet (LRSS) sealed and signed by a licensed Professional Engineer.
- The owner is responsible for acquiring all right-of-way, permits, and clearances needed for the Project.
- Within 90 days of completion of construction, submit a complete initial inspection to KDOT Bureau of Local Projects. The initial inspection shall be performed under the supervision of a qualified Bridge Inspection Team Leader.
- Submit total project costs to KDOT Bureau of Local Projects upon project completion. (Includes but is not limited to right-of-way, utility relocation, design, construction, and inspection services costs.)
- Basic hydraulic analysis based on HDS-5 or HEC-18 as appropriate.
- Load and Resistance Factor Design (LRFD) HL-93 superstructure design.
- Use Allowable Stress Design (ASD) as a minimum for foundation design. Use Modified Engineering News Record Formula for Pile Driving.
- Bridges less than 75' in length:
 - Minimum of one geology core sample and analysis report at each bridge site sealed and signed by a qualified licensed professional.
- Bridges greater than or equal to 75' in length:
 - Follow requirements in the KDOT LPA Project Development Manual for geology requirements.
 - A KDOT plan review at the field check stage is required. Geology and planned foundations should be included in the field check plan review set.

Standard industry practice and sound engineering judgment in accordance with the Kansas State Board of Technical Professions shall be exercised at all times throughout the design and analysis phases of the Project.