Great News!

More Funding coming to the Local Bridge Program!

15 years of minimal funding increases

Significant funding increase

Due to Bipartisan Infrastructure Law (BIL)
Local Bridge Program

- Additional Funding From BIL
  - ~$28 million per year
  - FY 22 – FY 26
  - 3 years after each year to obligate funds
- Annual Budget ~$50 million
- 55% INCREASE in Annual Budget
- Ave. $78 million per year – FY 22- 26
- Additional ~$140 million over 5 years – FY 22-26

Local Bridge Program

- Bridge Projects FY 22, FY 23, FY 24 already selected
- FY 22-23 additional funding added to FY 2025 Call for Projects
- FY 24-25 additional funding added to FY 2026 Call for Projects
- FY 26 to FY 2027 Call for Projects
- 3 years to obligate funds – Example FY 22: Obligate funds by Sept. 30, 2024
Local Bridge Program

• **FY 2025 Call** = $50m + $28m+$28m = $106 million
• **FY 2026 Call** = $50m + $28m+$28m = $106 million
• **FY 2027 Call** = $50m + $28m = $78 million

• 110 % increase in funds for FY 25-26
• 55% increase in funds for FY 27

Local Bridge Program

• New Local Bridge Funding
  • $24 M – Bridge Bundle Pilot – FY 23
  • $196 M – Bridge Bundle – FY 22-26
  • ~$140 M – Local Bridge Prog. - FY 22-26

• Local Bridge Program Funding
  • $50 M per year

• Total **New Funding** for Local Bridges
  • $360 M – FY 22-26
Local Bridge Program

• What about current condition of Local Bridges?
• Eliminate all Serious/Critical/Closed bridges?
• What is the estimated cost to eliminate Serious/Critical/Closed bridges?
• Manage Good/Fair/Poor bridges
Local Bridge Condition

2020 Local Agency Bridge Condition

- Good: 43%
- Fair: 6%
- Poor: 8%
- Severe: 43%

Source: 2020 National Bridge Inventory

Local Agency Bridges

Figure 1 shows the local agencies are managing both a larger percentage of good bridges, while also managing a larger percentage of poor and severe bridges. While many state agencies are working to embrace prevention strategies but are prevented by the overarching need of the bridges in the worst conditions.

A bridge in poor condition is a candidate for major rehabilitation or replacement. When the bridge no longer has the strength to resist the loads for which it was designed, the bridge must be posted for lower loads in order to maintain safety. A bridge in severe condition often needs expensive emergency repairs, temporary supports, or shoulder closures. Ultimately, the inability to obtain funding will result in a safety risk to the public and the bridges must be closed.

At the end of 2020, 475 local agency bridges were closed due to their condition.

Local Bridge Condition

Bridge Cycle of Life

Every year, analysts examine the bridge data to determine the extent to which bridges are improved or deteriorated over a 4-year span. This effort tracks how bridges change from between the good, fair, and poor ratings and is referenced as the Bridge Cycle of Life.

Figure 12 shows over 7.8% more bridges have deteriorated than have been improved between 2017-2020.

In simple terms, the deteriorating bridges outpace the ability to repair or replace them.

Bridge Cycle of Life

- 4.7% Improved Condition
- 82.7% Unchanged Condition
- 12.5% Deteriorated Condition

Bridges Declined 7.8%

Source: 2017-2019 Michigan Bridge Inventory

Figure 12
Local Bridge Condition

Local Bridge Program: $50 million budget – FY 2024

- 2021 – 471 Applications - $325 million – over 6 times budget
- Selected 2021 Call:
  - 24 Replacements
  - 61 Rehabilitation/PM
  - 85 Total Bridges
- Less than 15% approval rate
- ~$1.3 Billion estimated cost to eliminate the 400 plus Serious/Critical/Closed Bridges

2022 Call For Applications

Sent out in February to CRA and MML – Call for FY 2025 Construction

**Application Deadline – April 4th, 2022**

Local Bridge Program Website

- Call Letter/Instructions
- Call for Applications - Submission sheet
- Est. Worksheet – Revised (Feb 2022)
- 2021 Selected Projects for FY 2024
2022 Call For Applications

New for FY 2025 Call For Applications

1. Request for Preliminary (calculated) rating points for local agencies bridge inventory
   • Send requests: MDOT-Bridge-Data-Request@michigan.gov
   • Verify all Bridge data is correct
   • Calculated/Voted Points Guidance on website
     • Under – “Requirements” – “Bridge Selection Process”

2. Asset Management Plans
   • Prefer a link be provided to Asset Management plans, if possible, to reduce size of applications
2022 Call For Applications

List of all submitted applications will be posted on Local Bridge Program website

By April 22nd, 2022
Check list to verify all applications were received

2022 Call For Applications

Application limit – Limit 4 Applications
Multiple PM’s still count as 1 Application
  • Bundle for cost effectiveness
  • Good Estimate Range for PM App - $200k-500k
    • PM projects are often underestimated – Be conservative
    • Mob and Traffic are often major $ in PM projects
    • Cost factor for small quantities and contingencies
    • PM projects present higher risks to contractors – Est. accordingly
    • High bids last year for bridge projects
Tips to Increase Chances for Selection

• Look for additional sources of funding
  • STP, Safety, Economic Development, etc.
• Bundling PM applications
  • Similar type of work
  • Location
  • Economy of scale
  • Bundled PM count as 1 application
• Increase Local Agencies funding share
  • $3.5 million add. local match in 2021
• Innovative Design, Prefabricated Bridge Elements
  • Savings in construction
  • Does this site need a conventional bridge?

Application Selection Notice

• Local Bridge Program Funding
  • ½ Local Bridge Funds are federal off-system
  • ½ Local Bridge Funds are State funds
  • Currently an imbalance of on to off-system projects.
  • Federal waiver expired FY 2020
  • Applying for new waiver to exchange some off for on-system funding
• FY 2025 Call for Projects: ~½ of the Selected Applications will be Off-System
Bridge Design Quality Assurance (QA)

- FHWA Review of Local Bridge Designs
  - Result of I-35W bridge collapse in MN - 2007
  - Developed QC/QA Certification for Program Application
  - Independent QC and QA Engineer Check

- FHWA Findings and Next steps
  - Recent review of Local Bridge Designs
  - Found inconsistencies in design assumptions and documentation
  - Missing Design Calculations
  - Provide QC/QA Training
  - Random project selection for QA review
  - Consistency in project QA and documentation

Bridge Design Quality Assurance (QA)

- MDOT hiring 2 consultants for QA
  - Select up to 4 projects per year for Design QA review
  - Assign QA review at Grade Inspection
  - QA review to be concurrent with GI review and final plan development
  - QA corrections, addressing issues will be done prior to final turn in
  - Goal is to not delay the project or miss a letting
  - Communication and Corporation will be key

- LTAP Training – Bridge Design QA
  - LTAP – Host training periodically for QA
  - Bridge Week
Other Items

1. Lead Times for materials
   • Structural Steel – 4-to-6-month lead time for delivery
   • Check with fabricators so adjustments can be made to Progress Clause prior to project turn in.

2. High Bids for Bridge Projects – Both MDOT and Local
   • Feb Letting 10 of 13 projects over 10% of EE
   • March Letting 4 of 4 projects over 10% of EE
   • Overage will be taken from future allocation (FY 2025)

Other Items

1. New Section 106 Programmatic Agreement
   • Executed by end of July 2022
   • Anticipate web training
   • MDOT will review projects rather than SHPO
   • MDOT hiring archeologist and historian
   • Anticipate Jan 2023 – Apps to MDOT not SHPO

2. Formal Tribal consultations will be by MDOT only
   • Locals can have conversations with Tribes

3. MDOT doing some advanced screenings to see if Sec 106 is a risk
   • If cultural resources survey is required, locals will be required to do activity, including hiring consultants
Local Bridge Staff

- **Keith Cooper**: Bridge Program Manager
  - Phone: (517) 331-1395 – Cell Phone
- **Monica Uribe**: Project Development Engineer
  - Phone: (517) 335-4522
- **Tim Barry**: Bridge Staff Engineer
  - Phone: (517) 275-1751 – Cell Phone
- **Pablo Rojas**: Bridge Staff Engineer – Retiring April 30
  - Phone: (517) 275-1770 – Cell Phone
- **Rita Levine**: Bridge/Rural Staff Engineer
  - Phone: (517) 335-4528

Questions?