



Local Agency Bridge Program (2020) 2021 Bridge Conference

Summary of 2020 (2021?)



Local Bridge Condition

Bridge Conditions – Good and Bad News

■ Bad News (2019 Annual TAMC Report)

- 12.6% of local bridges statewide have worsened
- Only 5.0% improved

■ Local Bridge Condition

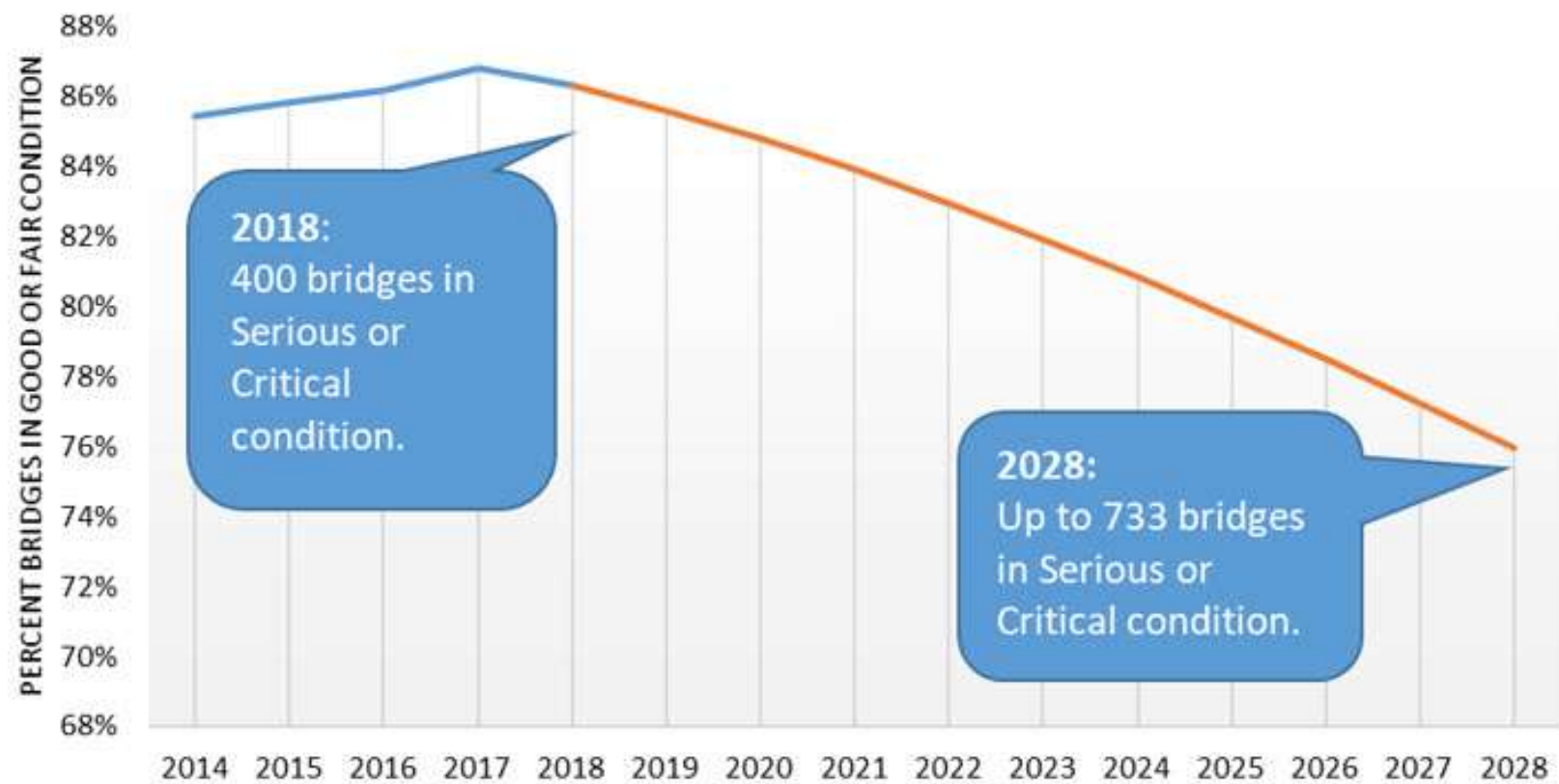
- 44% Fair
- 8% Poor
- 6% Severe



Local Bridge Condition

- Local Bridge Condition
 - 921 Bridges in Poor/Serious/Critical
 - 520 are Poor
 - 401 are Serious/Critical (Severe)
 - 68 bridges across the state are closed
- Forecast for Local Bridge Condition is getting worse

Local Bridge Condition



Local Bridge Condition

The “Large” Bridge Issue

Local Agency Big Bridges

- **373** Per the Local Bridge Program policies

- A Large Bridge is a bridge where the project costs exceed 50% of the allocation for a region in a single year.

- **12** Moveable Bridges

- **143** Complex Bridges

- Arch-deck filled spandrel, Deck Truss, Thru Pony Truss and Thru Arch Truss Bridges

Local Bridge Condition

The “Large” Bridge Issue

Local Agency Big Bridges

\$3-5 M per year

Available for Local Agency Big Bridges

\$58 M per year

Needed for Local Agency Big Bridges

38

Number of LA
Big Bridges in
Poor Condition

\$230 M

Estimated*
Replacement Costs to
Repair Poor Bridges

169

Number of LA
Big Bridges in
Fair Condition

\$838 M

Estimated*
Rehabilitation Costs
to Repair Fair Bridges

166

Number of LA
Big Bridges in
Good Condition

\$688 M

Estimated* Preservation
Costs to Maintain Good
Bridges

Local Bridge Condition

The “Large” Bridge Issue

- “Large” Bridges that exceed 50% of the Regions funding to replace
- Examples:
 - Miller Road – Wayne County - \$50 million
 - W. Spring Lake Road – City of Ferrysburg - \$12 million
 - Grosse Ilse Parkway – Wayne County - \$100 million
 - 11 other local moveable bridges



Local Bridge Condition

Local Bridge Program: \$50 million budget

- 2020 – 426 Applications - \$305 million – 6 times budget
- Selected 2020 Call:
 - 21 Replacements
 - 58 Rehabilitation/PM
 - 79 Total Bridges
- Less than 20% approval rate
- 922 Bridges in Poor/Serious/Critical



2020 Local Bridge Funding

Lower traffic counts due to COVID
reduced Gas Tax revenue

- 3-Year Est Projection down \$7.2 million
- Additional Highway Infrastructure Program (HIP) funds to Michigan \$6.7 million (2020) + \$2.3 million (2021)
- Offset lost revenue in Local Bridge Program



No Long-Term Funding

Still No Long-Term Funding to supplement the 2015 Road funding

- None of the 2015 funding went to LBP
 - No additional funding
 - Lots of proposals
 - Transportation Commission stated “lame duck” session will see new revenue
- Then COVID-19, funding delayed.....



Local Bridge Condition

■ Good News

- Michigan received \$93 million additional funds due to poor bridge condition
- \$24 million will be used for a Local Bridge Bundling Pilot

■ Bridge Bundling Pilot

- All Local Bridges
- 20 bridges selected
- Superstructure Replacements



Local Bridge Condition

- 3 Bridges in the pilot were approved for Local Bridge funds
 - \$3.5 million to return to Bridge Program
 - Back to Region where bridge located
- Governor proposed \$300 M Bridge Bundle
 - Preliminary List of 130 bridges (needs review)
 - County Road Association
 - Bridge Owners
 - LBAB
- Several bridges on list already selected for funds



Local Bridge Condition

Local Bridge Program

- Bridge Bundle Program
 - Reduce Serious/Critical/Closed Bridge
 - Address “Large” local bridges
 - Only way to improve local bridge inventory
 - Goal 90% Good/Fair by ??
- Local Bridge Program
 - Focus more on preserve/maintain



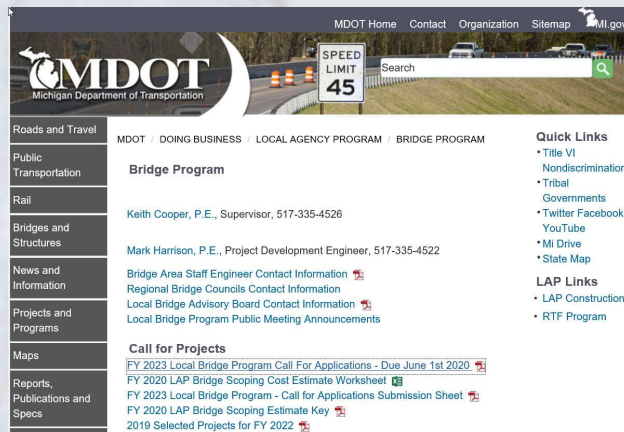
2021 Call For Applications

- Sent out in February to CRA and MML – Call for FY 2024 Construction
- **New Deadline – April 5th, 2021**
- Local Bridge Program Website
 - Call Letter/Instructions
 - Est. Worksheet – Revised (2-1-2021)
 - 2020 Selected Projects for FY 2023



Call For Applications

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



Str #	Structural Adequacy	Bridge App Features	Detour Calc	Detour Voted	Functional Adequacy	Economic Importance	Disc Value	Subtotal Voted	Pre Points	Total Rating Points	Str #	Owner	Facility	Featured Intersection	Type of Work	On/Off	Cost Estimate	Local Match
68			0.00					0		0	68	Alger County	Woodland Road	AuTrain River	Replace	Off	\$1,137,000	
73			1.25					1.25		1.25	73	Alger County	Xivamaki Road	Whitefish River	Replace	Off	\$507,000	
78			0.25					0.25		0.25	78	Alger County	Sand Lake Road	Sand River	Replace	Off	\$510,000	
509								0		0	509	Baraga County	Arnheim Road	Sturgeon River	PM	On	\$390,000	
511			1.50					1.5		1.5	511	Baraga County	Pelkie Road	Silver River	Replace	On	\$1,600,000	
1632			2.00					2		2	1632	Chippewa County	6 Mile Rd	Waiksa River	Replace	On	\$1,138,000	50%
1636			1.50					1.5		1.5	1636	Chippewa County	Mackinac Trail	Pine River	Replace	On	\$3,293,000	250K
1637			1.25					1.25		1.25	1637	Chippewa County	Mackinac Trail	Chub Creek	Replace	On	\$1,117,000	22%
2118			0.75					0.75		0.75	2118	Delta County	County Road 410	Ten Mile Creek	Replace	Off	\$847,000	
2201			1.75					1.75		1.75	2201	Dickinson CRC	County Road 569	Sturgeon River	Replace	On	\$1,400,000	
2202			1.75					1.75		1.75	2202	Dickinson CRC	County Road 569	East Branch of the St	Replace	On	\$650,000	
2987			0					0		0	2987	Gogebic County	Chaney Lake Road	Little Black River	PM	On	\$366,000	
3005			0.50					0.5		0.5	3005	Gogebic County	Mosinee Grade Rd	Black River	Replace	Off	\$976,000	
3011			0.75					0.75		0.75	3011	Gogebic County	Vanderhagen Road	Welch Creek	Replace	Off	\$818,000	
3424			1.25					1.25		1.25	3424	Houghton County	Woodbush Road	Traprock River	Replace	Off	\$693,005	
6530								0		0	6530	Marquette County	CR 601	Michigamme River	PM-Multiple1	On	\$136,250	
6532			1.50					1.5		1.5	6532	Marquette County	CR 456	Chocoley River	Replace	On	\$870,000	
6540								0		0	6540	Marquette County	CR 581	MB of Escanaba River	PM-Multiple1	On	\$32,700	
6544			1.50					1.5		1.5	6544	Marquette County	CR 478	Greenwood Reservoir	Replace	On	\$1,000,000	
6547								0		0	6547	Marquette County	CR 573	Carp River	PM-Multiple1	On	\$59,950	
6567								0		0	6567	Marquette County	CR BH	Chocoley River	PM-Multiple1	Off	\$32,700	
6568								0		0	6568	Marquette County	CR BAE	Chocoley River	PM-Multiple1	Off	\$16,350	

- By April 21st, 2021
- Check list to verify all applications were received

Call For Applications

- Application limit – New - No Limit
- Only Submit What You Can Fund in FY 2024!
 - 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 generous**
 - Mob and Traffic are often major \$ in PM projects
 - Factor in unknowns and small quantities
 - PM projects present higher risks to contractors – Est. accordingly

Tips to Increase Chances for Selection

- Look for additional sources of funding
 - STP, Safety, Economic Development, etc.
- Closed bridges – consider removing bridge and cul-da-sac road.
- Bundling PM applications
- Increase Local Agencies funding share
 - \$4.5 million add. local match in 2020
- Innovative Design, Prefabricated Bridge Elements

Application Selection Notice

- Local Bridge Program Funding
 - 1/2 Local Bridge Funds are federal off-system
 - 1/2 Local Bridge Funds are State funds
 - Currently an imbalance of on to off-system projects.
 - Federal waiver expired FY 2020
- FY 2024 Call for Projects: 1/2 of the Selected Applications will be Off-System

Change To Bridge Application Submission Sheet



Department of
Transportation

Reset Form

LOCAL BRIDGE PROGRAM

CALL FOR APPLICATIONS FUNDING YEAR 2023

NOTE TO USERS: Please be sure that all structure information is correct on your SI&A form in MiBridge before submitting your application. Applications received after May 1, 2020 will not be accepted. For assistance, please call Keith Cooper at (517) 335-4526 or Rita Levine at (517) 335-4528.

Instructions: (This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit paper documents.)

1. Complete the required application information below.

2. Click on ADD APPLICATION DOCS button to add your signed resolution, cost estimate, map showing structure location and detour route, narrative description of project, bridge inspection documents and photos of the structure.

3. When you have finished, click on SAVE AS to keep a copy for each structure you are submitting.

4. Click on SUBMIT to email your application to MDOT-DesignLAP@michigan.gov.

* Multiple structure applications need to be applied for as individual structures and choose "Multiple PM" for "Type of Work".

APPLICATION INFORMATION (REQUIRED)

Agency Name: _____

Structure Number: _____ County: _____ Region: _____

Facility Carried: _____

Feature Intersected: _____

Cost Estimate (Bridge and Approach construction cost): _____

Type of Work: _____ Local Match(If Greater than 5%): _____

(This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit paper documents.)

Add Application Docs

Print Form

Save As

Submit to MDOT

ch construction cost):

Local Match(If Greater than 5%):

or Professional and is not enabled for use in the free Adobe Reader. If you
bmit paper documents.)

Project Reminders

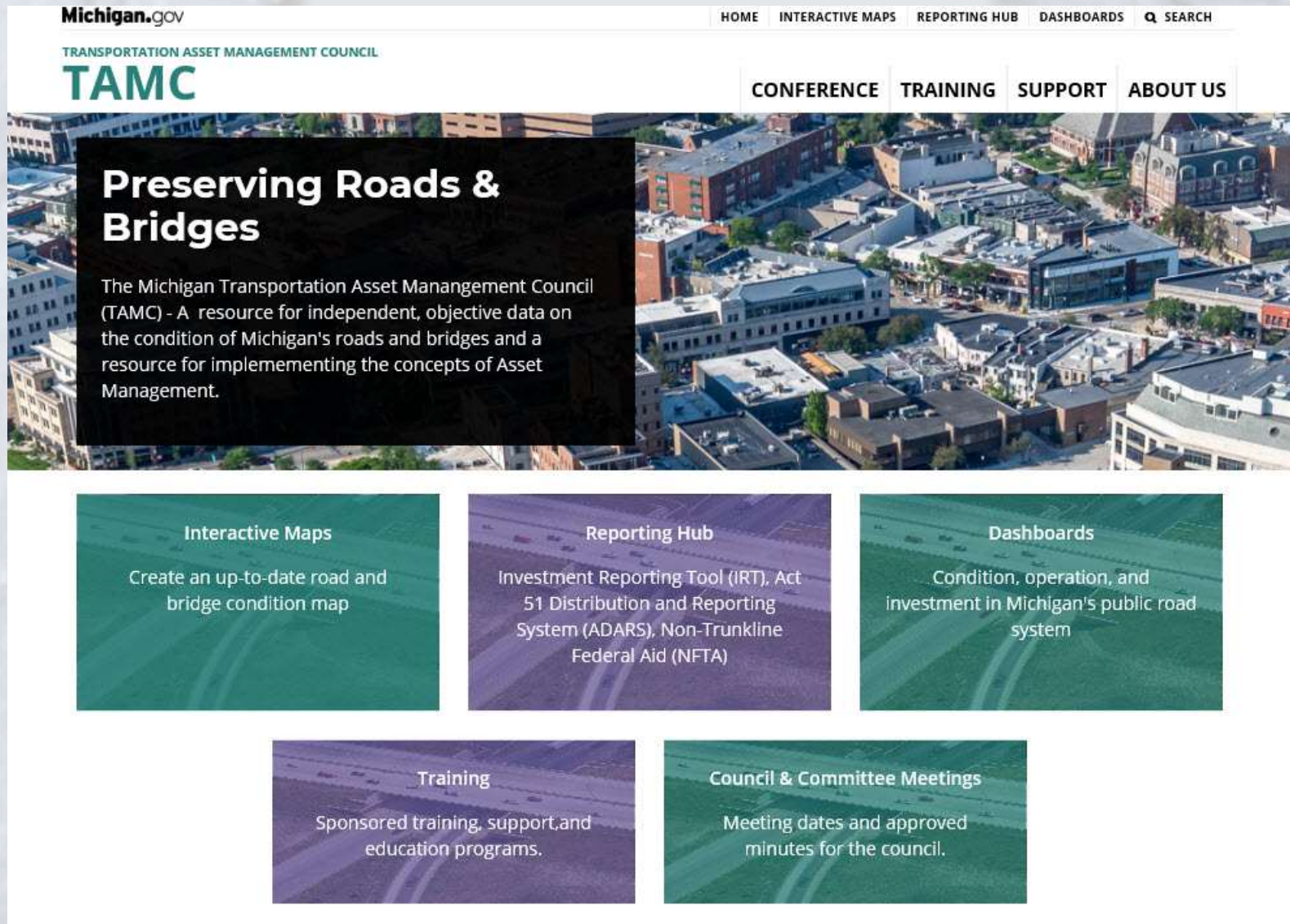
- NEPA Certification
 - National Environmental Policy Act (NEPA) – Form #5323
 - **Recommend 2-6 months prior to Grade Inspection (Plan Review)**
 - Other Items to Avoid Delays
 - Stakeholder Involvement
 - Utility Coordination/Relocate
 - SHPO
 - Permits – MDOT, ROW, US Army Corp, RR, etc.
 - Geotechnical – One boring per new substructure unit – Replacement
- See Project Planning Guide/Instructions



Bridge Asset Management

- Bridge Bundling Asset Management Plans
 - Long Term Goals
 - Development of Asset Management plans for all bridges in the bundling program
 - Operate and Maintain contracts for smaller agencies without bridge expertise
 - Proper maintenance over the life of the bridge
 - Goal of uniform Asset Management Plans for all bridges in Michigan

Bridge Asset Management



Michigan.gov

TRANSPORTATION ASSET MANAGEMENT COUNCIL
TAMC

HOME INTERACTIVE MAPS REPORTING HUB DASHBOARDS SEARCH

CONFERENCE TRAINING SUPPORT ABOUT US

Preserving Roads & Bridges

The Michigan Transportation Asset Management Council (TAMC) - A resource for independent, objective data on the condition of Michigan's roads and bridges and a resource for implementing the concepts of Asset Management.

Interactive Maps

Create an up-to-date road and bridge condition map

Reporting Hub

Investment Reporting Tool (IRT), Act 51 Distribution and Reporting System (ADARS), Non-Trunkline Federal Aid (NFTA)

Dashboards

Condition, operation, and investment in Michigan's public road system

Training

Sponsored training, support, and education programs.

Council & Committee Meetings

Meeting dates and approved minutes for the council.

Bridge Asset Management

Michigan.gov

TAMC ABOUT TAMC



Interactive Map

Download PASER Ratings

Map Options

Street

Aerial

Hybrid

County Outlines

Map Layers



Road Ratings



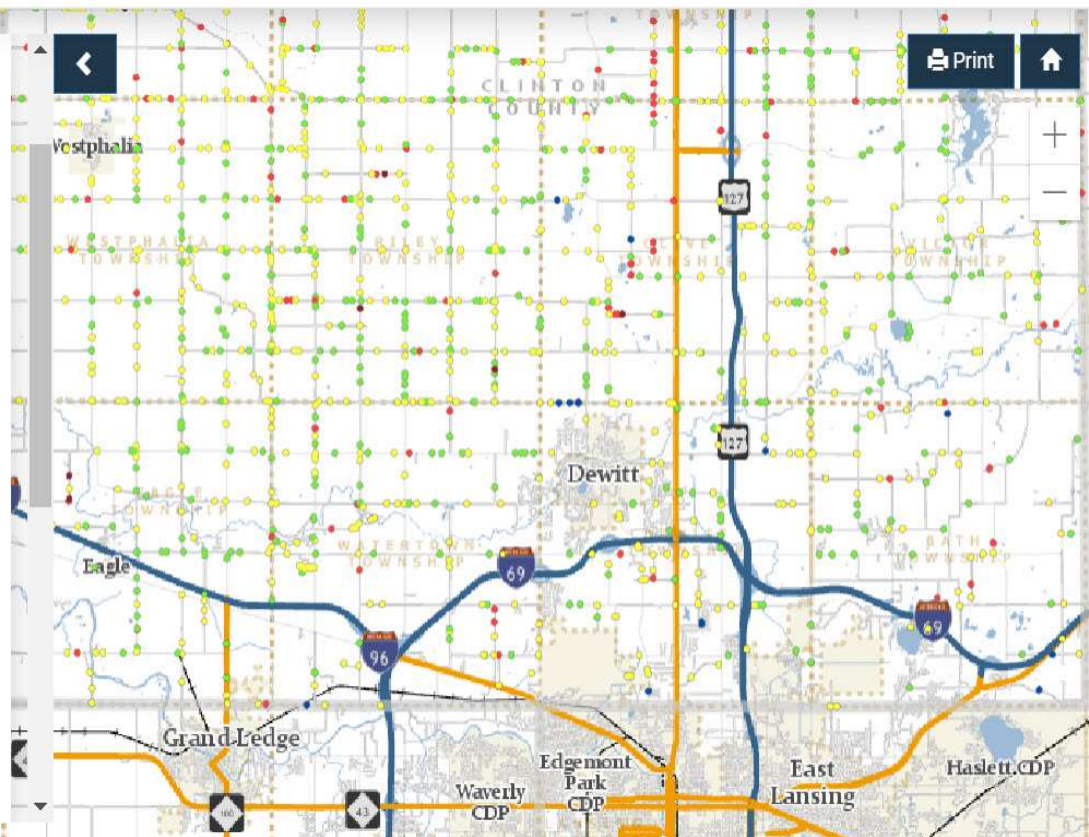
Bridge Ratings



Culverts (Provisional Data)



Legislative and Other Districts



Bridge Asset Management

Michigan.gov

TAMC ABOUT TAMC



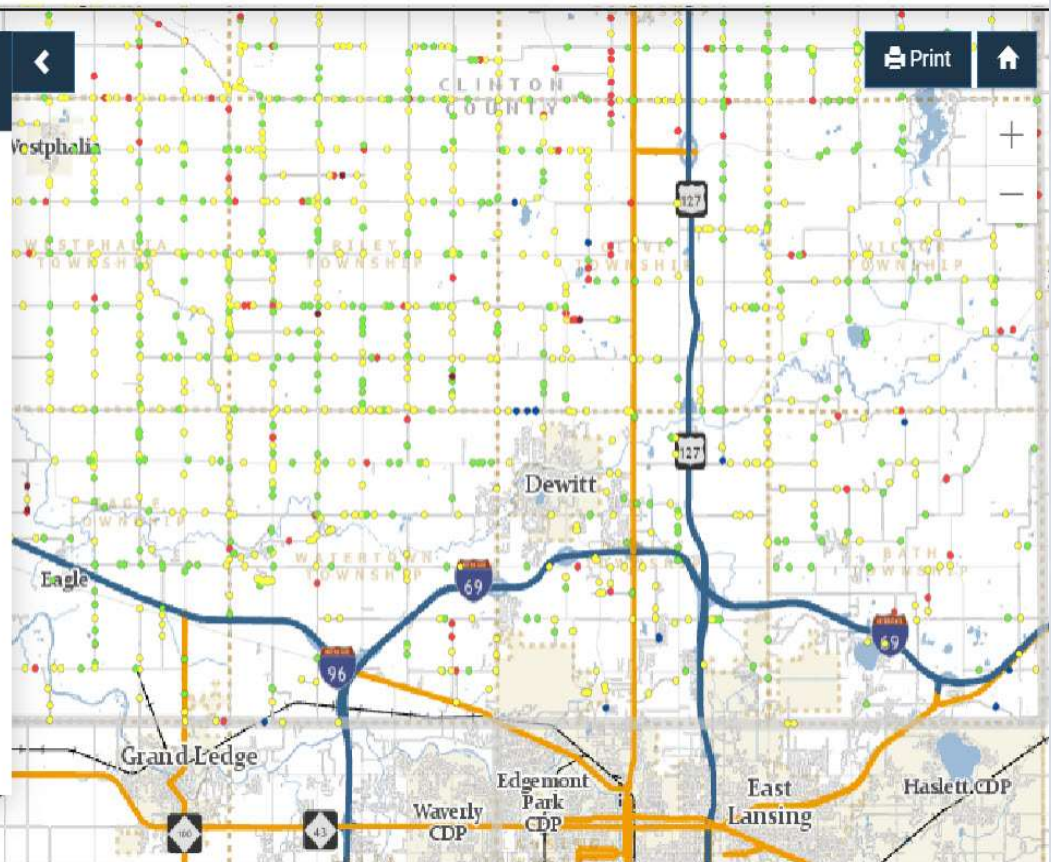
Interactive Map

Download PASER Ratings

< Back

Culvert Information

Location	S Dewitt Rd
Material	Corrugated Steel Pipe
Rating	5-Poor
Rating Date	7/25/2011
Shape	Circular
Length	62



Bridge Asset Management

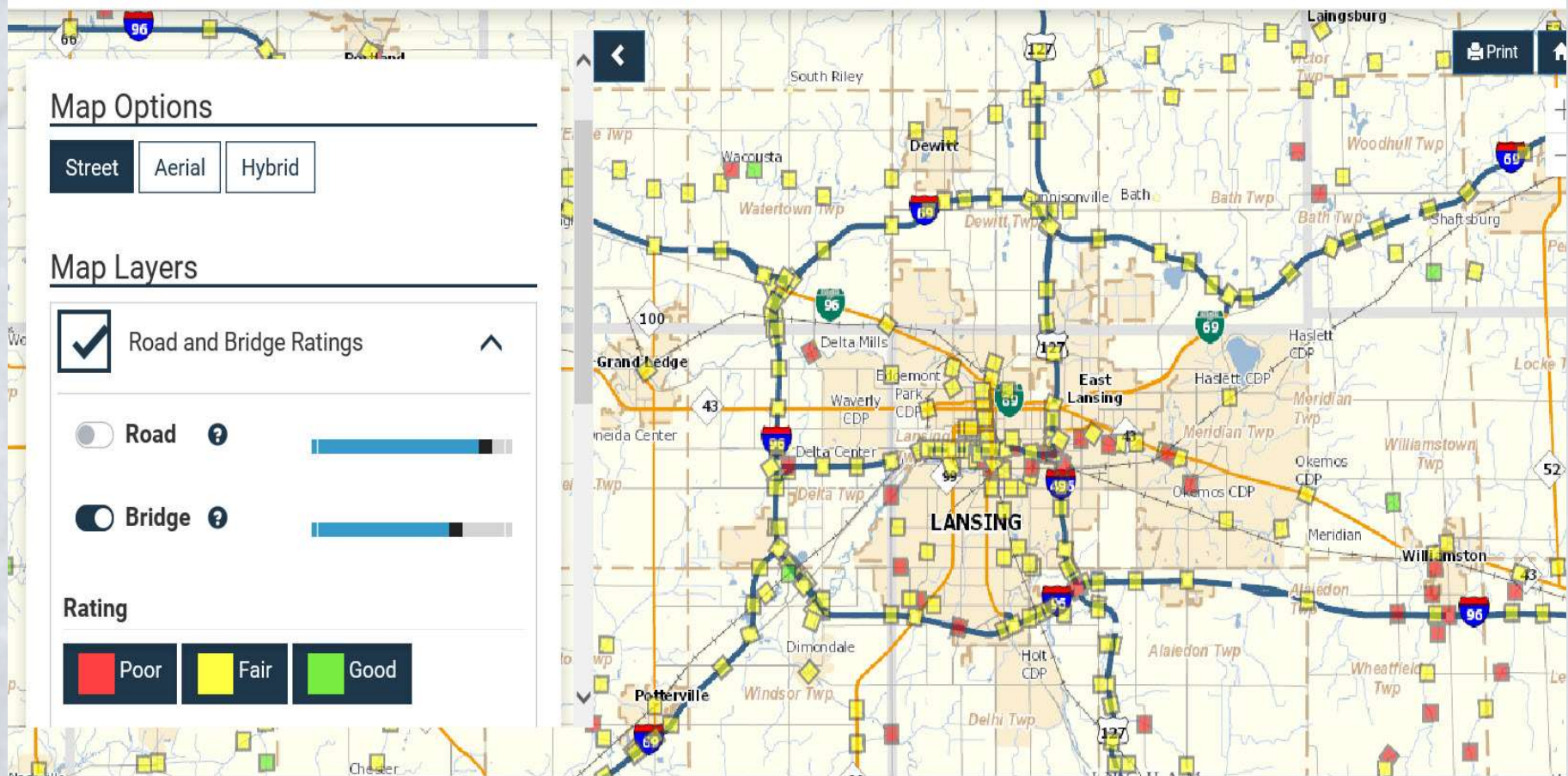
Michigan.gov

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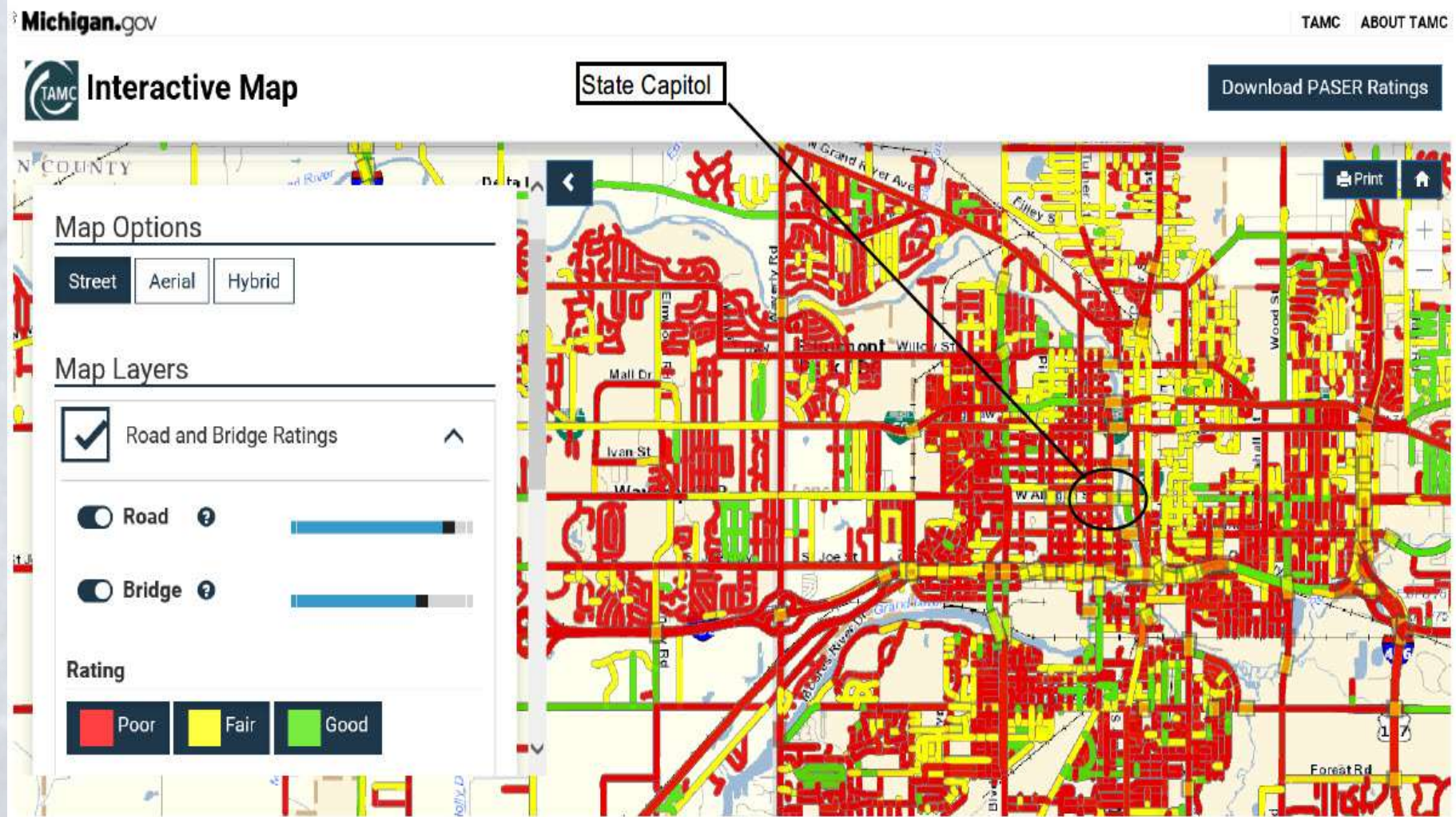


Interactive Map

Download PASER Ratings



Bridge Asset Management



Bridge Asset Management



MICHIGAN'S 2019 Roads & Bridges ANNUAL REPORT



Michigan
Transportation Asset
Management Council

Bridge Asset Management

2019 Local Agency Bridge Condition

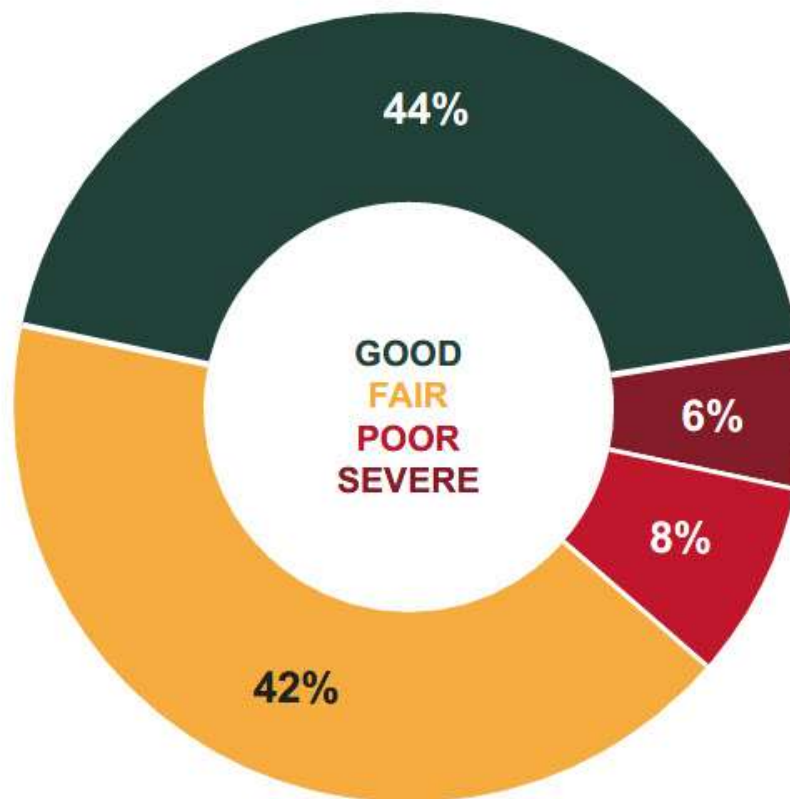


Figure 13

Source: 2019 National Bridge Inventory

Local Agency Bridges

Figure 13 show that local agencies are managing both a larger percentage of good bridges, while also managing a larger percentage of poor and severe bridges. While many local agencies are working to embrace preservation strategies but are prevented by the overwhelming 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 bear 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 bridge must be closed.

At the end of 2019, 58 local agency bridges were closed due to their condition.



Regional Bridge Council Meetings

Local Bridge Program Selection Meetings

Spring Region updates will be e-mail

Refer to Local Bridge Program Website
for Time and Location of Each Regions
Fall Meeting – In Person/Teams/Both?

Bridge Unit Staff

- **Keith Cooper: Bridge Program Manager**
 - Phone: (517) 331-1395 – Cell Phone
- **Monica Uribe: Project Development Engineer**
 - Phone: (517) 335-4522 – **Mark Harrison Retired July 2020**
- **Tim Barry: Bridge Staff Engineer**
 - Phone: (517) 275-1751 – Cell Phone
- **Pablo Rojas: Bridge Staff Engineer**
 - Phone: (517) 275-1770 – Cell Phone
- **Rita Levine: Bridge/Rural Staff Engineer**
 - Phone: (517) 335-4528



Questions?