GOAL

PRESENT AN OVERVIEW OF NEEDS AND A SUGGESTED MEANS TO MEET THESE NEEDS

BRIDGE NEEDS ARE A STAND ALONE NEED

- Bridges are a need
- Bridges are the weakest link in our County / Township infrastructure system
- We don't like washboards, potholes and poor roads but we can live with them today.
  - We can't work with low load limit or no bridges

MCHENRY COUNTY

- Complete loss of access to land by vehicle over 8 ton
- Paved road rated at 105,500 with a 14 ton bridge
- Two bridges on each side of this one rated at 40 ton


WEIGHT
LIMIT
10
TONS


WEIGHT
LIMIT
4
TONS

BRIDGE INSPECTIONS

- Bridge inspections are mandatory
  - $3,000 to $5,000 / bridge
  - State spent about $3,000,000 during last inspection

Bottineau County

- 118 Total bridges rated in the county
- 27 bridges rated poor or less
- 31bridges not even in inventory because they have less than a 20’ span

WHERE ARE THESE BRIDGES?

- Forecasted replacement needs 2022 - 2041
  - 5 counties with no bridge replacement needs
  - 25 counties with 1 to 5 bridges in need of rehabilitation or replacement
  - 12 counties with 6 to 19 bridges in need of rehabilitation or replacement
  - 11 counties with 20 or more
    - Highest counties in the study were Morton 66, Walsh 63, Traill 55, Grand Forks 51

WHAT ARE SOME ESTIMATED COSTS

Hydrology Study $7,000 to $15,000

Box Culverts to replace bridges $400,000 to $800,000

Bridge replacement $1 to 1.5 million / bridge

Bridge repair variable

PAST HISTORY OF FUNDING

- Counties have been allocated Federal Funds for bridge work every three to four years
- More recently state appropriated $25 million to counties through ARPA
- Some counties have utilized Prairie Dog Funding to meet needs

PROBLEMS WITH HISTORICAL FUNDING

- Not enough
- Cost share can be prohibitive for some counties
- One shot appropriations
  - Counties unable to do long term planning and studies

CONSIDERATIONS TO HOW MUCH FUNDING

- How much work can be done in biennium
  - Inflation concerns
    - Federal dollars have been increased nationwide to address infrastructure
    - Already employment shortages throughout the US
    - In person meetings with Counties and Engineers have supported their ability to expend $100 million / biennium without causing hyper inflation due to lack of labor and resources
  - Limitations include
    - 3 bridge contractors currently in ND
    - Number of engineers / firms available
    - Time involved to do proper studies – engineering, hydrology, easements, mitigation

WHAT DO WE WANT TO FUND?

- Bridge Replacement
  - New Bridge Construction
  - Replacement with culverts or other structures when possible
- Bridge Repair

COUNTY AND TOWNSHIP BRIDGE NEEDS

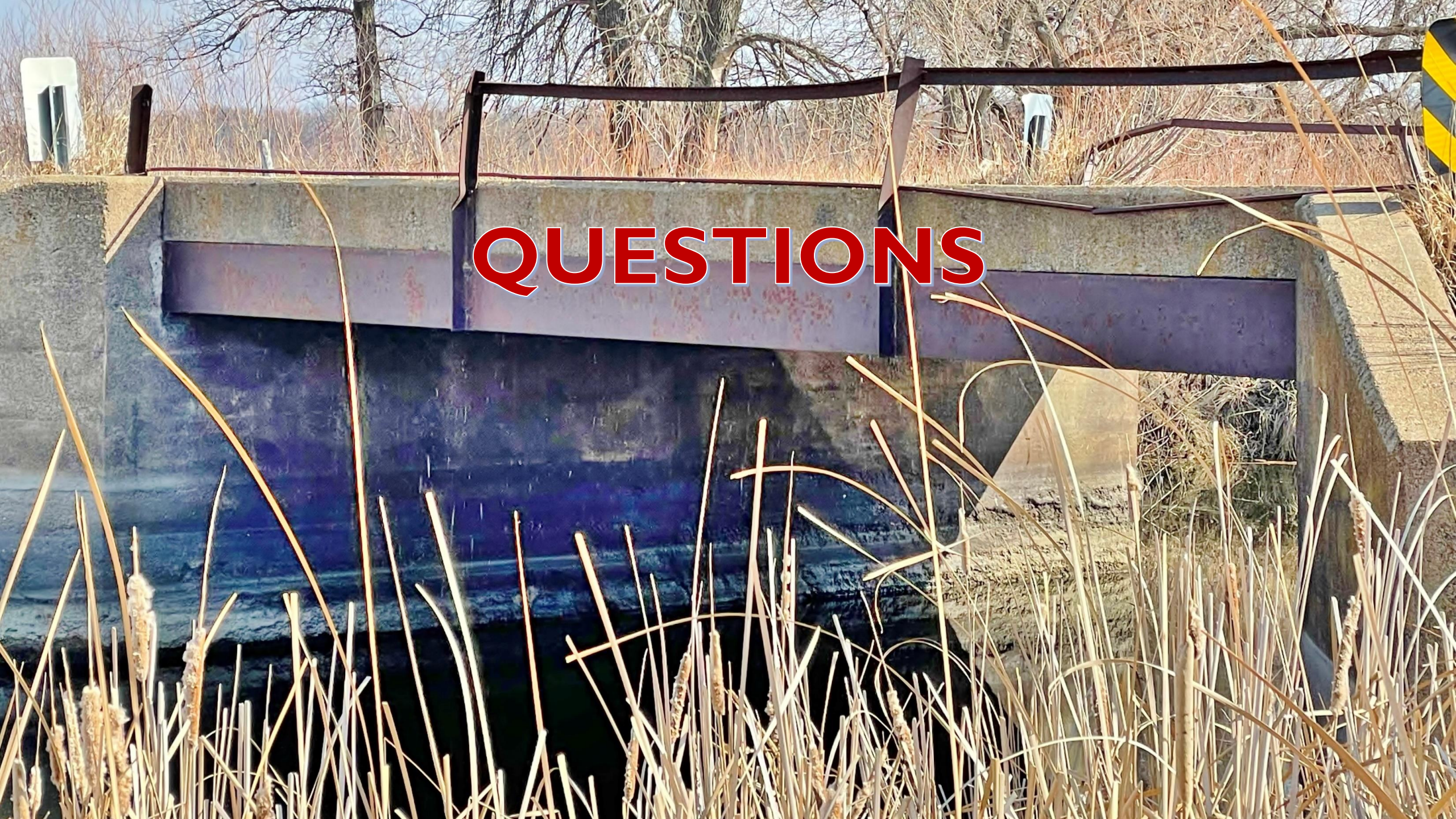
- Upper Great Plains Transportation Institute 20 Year Study
  - Identified $688 million in needed bridge replacements
  - $27 million in preventative maintenance needs
  - Total needs of $715,572,342.40

LEGISLATIVE LANGUAGE

- State funding needs to be zero local match
- Stream over ten years to allow for long term plans and efficiency
- Allocated to each county as a percent of their identified needs in the most recent UGPTI study
  - For counties with fewer bridge needs their appropriation will need to be allocated based on a project cost rather than an annual percent
    - DOT evaluate these needs on a county-by-county basis and grant funding to individual projects

STATE DOT INVOLVEMENT

- Allocate funds to DOT and have them distribute to counties based on formula
  - Advantages
    - Clearing house for allocating to counties with fewer needs
    - Oversight of a statewide benefit
    - Leverage with federal funds to decrease the amount needed from state
  - Potential disadvantages of Federal match
    - Perception of loss of local control
    - Time delay in funds being allocated while waiting for federal match
    - Potential need for local match if Federal funds are used
      - Potential for Federal guidelines being used in allocation formula
        - Ex. 6 mile recommendation


QUESTIONS