

Great Game Huddle Notes October 08, 2019

Today's huddle is a Department Education spotlight on Road & Bridge. Rick Artman introduced the two guest speakers Adam Humphrey and Jim Norgren from the Highway Department. They provided the Huddle with information and statistics on the Bridge Replacement Off-System Program (BRO).

2019 program update (BRO – Off- System Bridge Replacement Project)

BRO is part of the Federal Bridge Program which began in 1970.

The Federal Bridge Program originated from the Silver Bridge over the Ohio River collapse in Point Pleasant, West Virginia. On December 15, 1967 the bridge collapsed. There were 37 cars on it at the time of collapse and 45 people died.

Federal Transportation Bill (FAST Act of 2015) allocates funding to each state for replacing/rehabilitating deficient bridges that are **not** part of the federal-aid highway system. These federal funds are then allocated to individual counties based on the amount of deficient bridge deck area (in square feet) within a given county.

All county bridges located on public roads must be inspected at 2 year intervals, which is a federal requirement. They are assessed an overall "Sufficiency Rating" on a scale of 1% to 100%. These ratings are based on a combination of structural, functional, and public use factors. Bridges with sufficiency ratings less than 50% are considered "deficient" and are eligible to receive federal funding for replacement.

There were a total of 208 bridge evaluations completed during the 2018 inspection cycle in Greene County. A structural rating scale of 0 to 9 is used to evaluate the following individual bridge elements: deck, superstructure, substructure, channel and culvert conditions.

Adam and Jim shared the Greene County Bridge projects completed and cost:

Farm Road 186 at From Road 99	Cost 779,420
Farm Road 141 over Dry Sac	Cost 1,584,000
Farm Road 66 over Little Sac Branch	Cost 442,643
Farm Road 167 over N Dry Sac River	Cost 594,850
Farm Road 102 over Pea Ridge Creek	Cost 619,558
Farm Road 167 over Farmer's Branch	Cost 367,156
Farm Road 76 over Clear Creek	Cost 672,909

The Fast Act Expires on September 2020 and contains a \$7.5 billion rescission that takes effect on July 1, 2020. Unspent fund balances that remained as of Sept. 30, 2019 are subject to this "rescission". If Congress were to pass a new federal transportation bill prior to July 1, 2020 – it is possible that the rescission could become obsolete. MoDOT is considering "restructuring" the BRO program in an effort to reduce unspent fund balances in the future.

