



WCA
WISCONSIN COUNTIES
ASSOCIATION

WISCONSIN COUNTY
HIGHWAY ASSOCIATION

WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEAGUE
OF WISCONSIN
MUNICIPALITIES

WTA
WISCONSIN TOWNS
ASSOCIATION
Empowering Town Officials

6 – 20 Foot “Small Bridge” - Culvert Program Overview

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Learning Objectives

- Increase understanding of the issues
- Increase understanding of the 6 – 20 foot small bridge/culvert program
 - Inventory Phase (Go Find Them)
 - Assessment Phase (Inspect Condition)
- Ensure towns understand their responsibilities in the inventory phase
- Discuss options to accomplish these responsibilities
 - Consistency
 - Efficiency
 - Future Cost Savings

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Issue Overview: Bridge v. Culvert

- The definition of a bridge is found in the Code of Federal Regulations (CFR)
 - CFR 650.305

A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening

measured along the center of the roadway of more than 20 feet

between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

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Issue Overview: Bridge v. Culvert

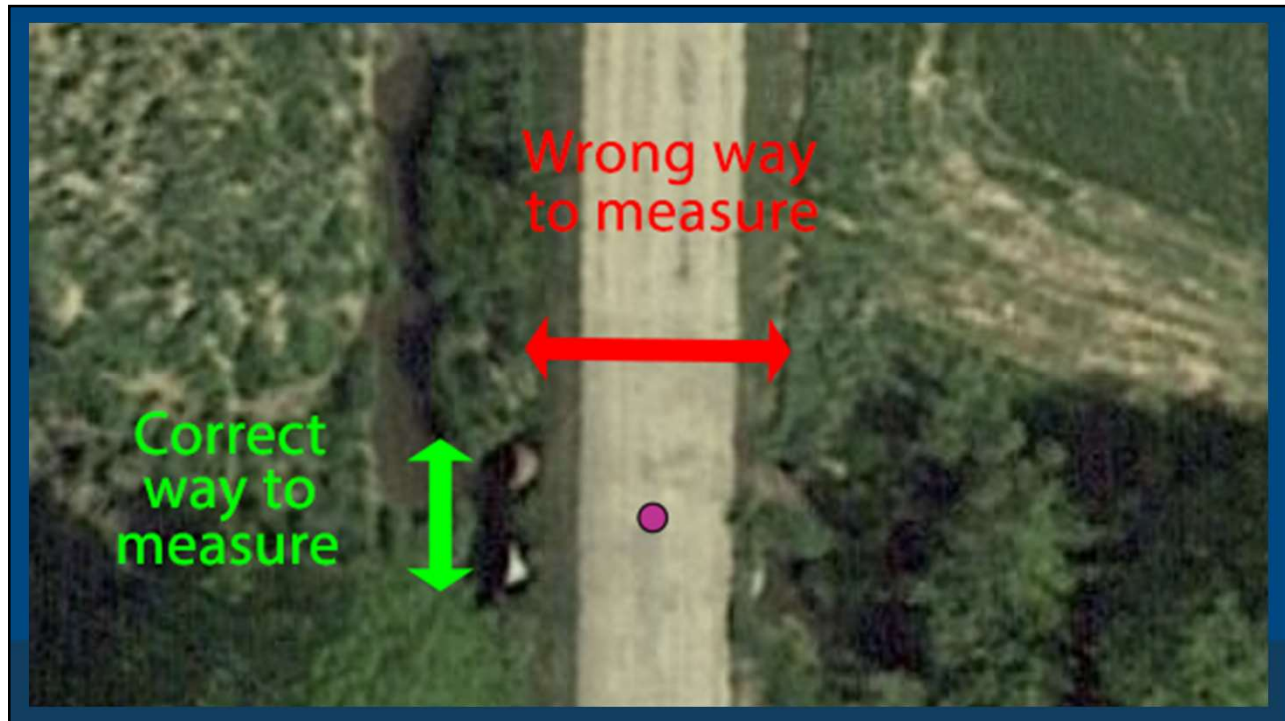


THIS WAY



NOT THIS WAY

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Issue Overview: Bridge v. Culvert

- Bridges...
 - ...must have inventory information collected and stored.
 - ...have requirements to be regularly inspected.
 - ...must have an up-to-date load rating (capacity check).
 - ...are eligible for federal bridge rehab and replacement funding.
- All bridge data (state and local) stored in the Highway Structures Information System (HSIS)

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Issue Overview: Bridge v. Culvert

- Structures under 20ft long are culverts.
 - ...have **NO** inventory requirements.
 - ...have **NO** inspection requirements.
 - ...have **NO** load rating requirements.
 - ...are **NOT** eligible for federal bridge rehabilitation and replacement funding.

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Issue Overview: Bridge v. Culvert

- Bridges and “not bridges” can look and act very similar



- C-21-50
- USH8 over Rat River
- Span = 19'-11"

NOT A BRIDGE



- B-12-818
- STH131 over Branch of Kickapoo River
- Span = 24'-0"

BRIDGE

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Issue Overview: Bridge v. Culvert

- Bridges and “not bridges” can look and act very similar



- C-1-10
- STH13 over Pedestrian Trail
- Span = 15'-0"

NOT A BRIDGE



- B-3-198
- STH25 over Branch of Yellow River
- Span = 2 x 12'-0" = 24'-0"

BRIDGE

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Issue Overview: Bridge v. Culvert

- Small structures can still present issues...

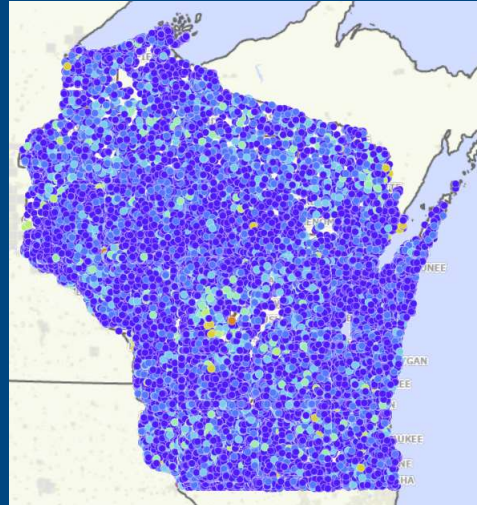


- ...and require funding to repair or replace.

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The Program: Overview

- \$12.5 M in state budget to inventory and assess 6 to 20 foot culverts
- Approximately 25,000 structures that meet criteria



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The Program: Phased Approach

- Phase 1: Inventory
 - GO FIND THEM PHASE – COLLECT BASIC DATA
- Phase 2: Assessment
 - INSPECT FOR CONDITION
 - Load rating - as needed and pending available funds



Towns HAVE Responsibilities



Towns DO NOT HAVE Responsibilities

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Phase 1: Inventory Information

- Town is responsible for finding them and collecting the following information:
 - Name of person collecting information
 - Date of inventory
 - Owner
 - County
 - Municipality
 - Feature on (roadway name/number)
 - Number of lanes on structure
 - Feature under (if known)
 - Location (Latitude / Longitude)
 - Location description (distance from an intersection)
 - Total structure length
 - Structure type (pipe culvert, box culvert, girder bridge, etc.)
 - Structure material (concrete, steel, etc.)
 - Weight limit (if posted)
 - Concerns/photos

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Phase 1: Inventory Information

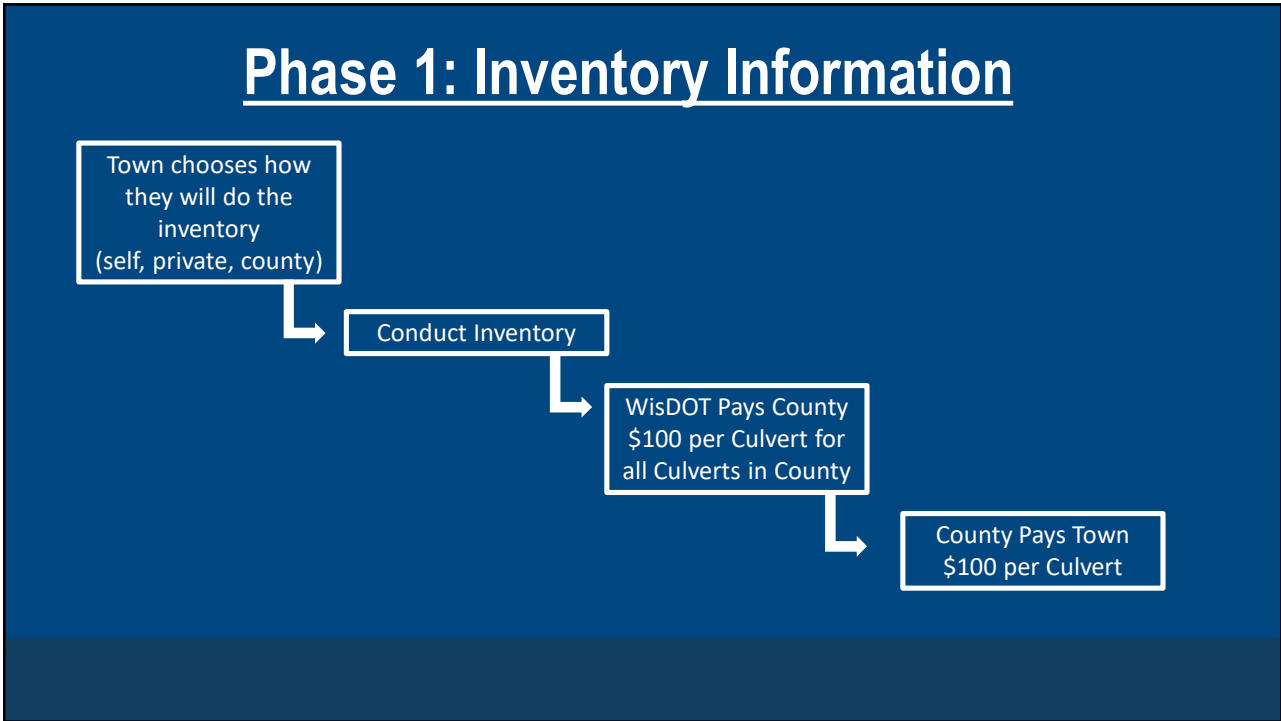
- Towns can:
 - Use a private-sector vendor
 - Use their own staff
 - Use county highway department (if willing)
- ← THE IMPORTANT PART FOR TOWNS
- No qualifications for person collecting this information
 - WisDOT Bureau of Structures to provide direction/training
 - Data provided to WisDOT via the county
 - WisDOT will upload to the Highway Structures Information System (HSIS)

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Phase 1: Inventory Information

- WisDOT will reimburse \$100 per structure
 - WisDOT will reimburse County Highway Commissioners based on the number of structure inventories received for their respective county.
 - The County Highway Commissioners will be responsible for distributing those funds to local owners, as applicable.

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Phase 2: Assessment - Inspection

- Inspections performed by Wisconsin certified bridge inspectors
- Based on National Bridge Inspection (NBI) rating scale (0 – 9)
 - 0 – 2: Severe condition
 - 3 – 4: Poor condition
 - 5 – 6: Fair condition
 - 7 – 9: Good condition

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Phase 2: Assessment - Inspection

- Three options for resourcing the effort:
 - Municipalities with staff certified as bridge inspectors and the capacity to resource the effort may inspect structures in their jurisdiction.
 - Up to half a dozen
 - County Highway Commissioners with county staff certified as bridge inspectors and the capacity to resource the effort will inspect all local structures within their county.
 - Up to 32 counties
 - If the County Highway Commissioner does not have certified bridge inspectors on staff or does not have capacity to resource the effort, private sector certified bridge inspectors will be used.
 - At least 40 counties

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Phase 2: Assessment - Inspection

- WisDOT will reimburse \$350 per structure
 - When either municipal or county inspectors are used, reimbursement will go to the County Highway Commissioner and distributed from there as appropriate.
 - Up to half a dozen cities
 - Up to 32 counties
 - Wisconsin Counties Association (WCA) will coordinate contracts for consultant inspectors. Reimbursement will go to WCA.

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Phase 2: Assessment - Load Rating

- As deemed necessary and pending availability of funds, perform load ratings to ensure safety
- Performed by structural engineers
- Contracting and reimbursement mechanism pending availability of funds

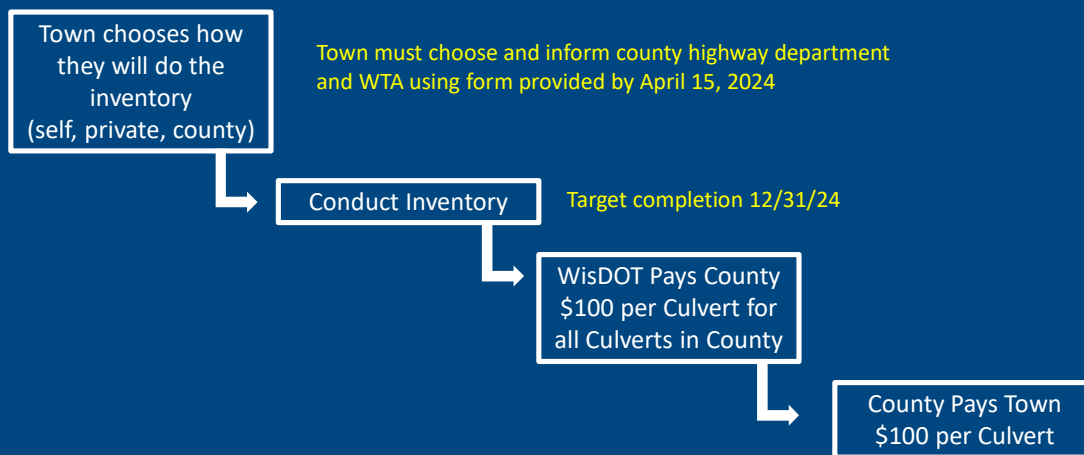
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Target Timelines

1. Towns choose who will conduct inventory and send form to county highway department and WTA (towns) or LWM (villages/cities) by **April 15, 2024**.
 - Use a private-sector vendor
 - Use their own staff
 - Use county highway department (if willing)
2. Target one year for inventory (**complete by 12/31/2024**)
3. Target inspection completion (**12/31/2025**)

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Phase 1: Inventory Timeline



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Looking Ahead

- WTA would like to attempt to obtain some funding for repair and replacement in the 2025-2027 state budget
- That requires as much inventory and inspection data as possible
- Obtaining as much data as possible requires:
 - All towns make their decision by April 15th
 - Data consistency
 - Capturing efficiency by meshing with inspection phase

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Data Consistency and Efficiency

- Consistency
 - Achieved by having the fewest number of people conducting the inventory
 - Recommend towns seriously consider NOT doing it on their own
 - Recommend considering one of 2 Service providers from private sector (Delmore / Paladin)



Paladin Project Management Group LLC


- Efficiency
 - Opportunity to have culvert inventory and inspection occur at same time
 - Recommend that certainly in the 40 counties without certified bridge inspectors on staff that towns use the private sector

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Counties that DO NOT have Inspectors on Staff*

Adams	Forest	Marinette	Price
Barron	Green	Marquette	Racine
Bayfield	Green Lake	Menominee	Richland
Buffalo	Iron	Milwaukee	Rock
Burnett	Jackson	Monroe	Sawyer
Calumet	Kenosha	Oconto	Trempealeau
Crawford	Kewaunee	Oneida	Vernon
Door	Lafayette	Ozaukee	Vilas
Eau Claire	Langlade	Pepin	Walworth
Florence	Lincoln	Polk	Washburn

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Delmore Consulting
Comprehensive Road Management Services



Paladin Project Management Group LLC

- Over 150 years of combined experience working with local governments
- Inventoried over 5,500 culverts
- Certified Bridge Inspectors to increase efficiency - "one stop shop"
- Extensive experience with WisDOT programs & Bridge Management System
- Extensive experience working with Towns across entire state
- Currently the Program Manager for the LRIP Pilot in District 2 & 3
- Exclusively endorsed by WTA to conduct the inventory phase

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Inventory Services



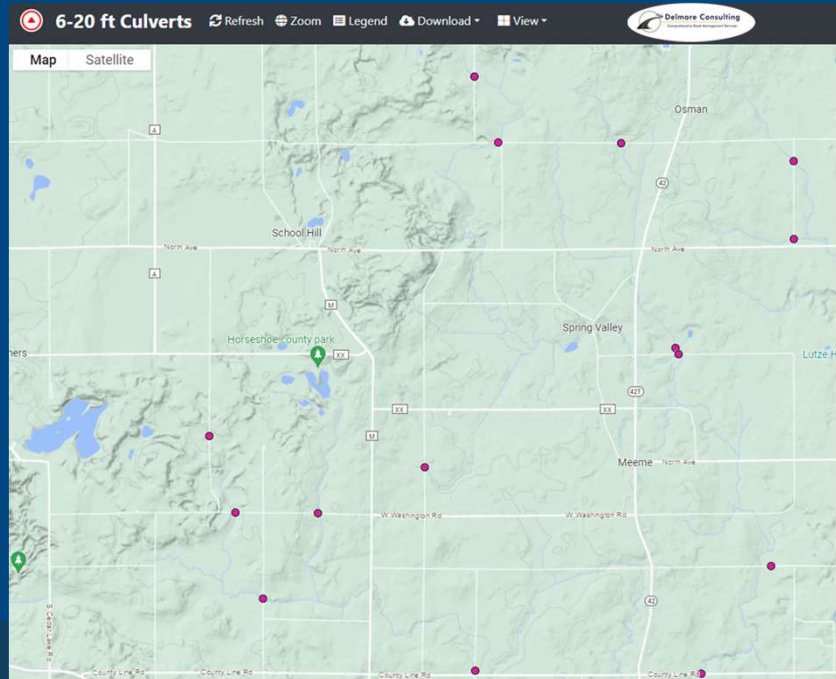
- Required Services we will Provide
 - ✓ Submit required initial paperwork
 - ✓ Locate all structures between 6' and 20'
 - ✓ Collect all 16 data points
 - ✓ Input all data into required software
 - ✓ Convey all data



- Extra Services
 - ✓ Free creation of web accessible customized culvert map

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Exclusive online Map provided to Delmore & Paladin customers



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6-20 ft Examples

- Types of Culvert/Bridge structures that qualify for the 6-20 ft

3 x 24 inch pipes



2 x 36 inch pipes





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- Inventory, collect data, & map culverts under 6'
- PASER rating analysis, including WisDOT electronic submittal
- Sign inventory and condition assessment
- Road maintenance plan
- Bid letting and creation of bid documents
- LRIP grant assistance

✓ Choose any or all and receive 20% off

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6' to 20' Culvert Inventory Services

Towns are required to accomplish an inventory of all culverts spanning 6' to 20' by the end of 2024 and will be 100% reimbursed by WisDOT. You can do it yourself, but why not hire the Delmore Consulting – Paladin, LLC team to do everything for you.


Our Services:

- Locating and collecting all 16 data points for each qualifying culvert
- Loading all data into the required computer software
- Sending in all data

Additional Benefits:

- ✓ All Delmore-Paladin 6' – 20' culvert inventory customers will also receive FREE – web accessible map of these culverts using our mapping software AND...
- ✓ 20% off one-time purchase of any of the following services:
 - Completion of inventory and mapping of culverts under 6'
 - PASER ratings, including WisDOT electronic submittal
 - Sign inventory and condition assessment
 - Road maintenance plan
 - Bid letting and creation of bid documents
 - LRIP grant assistance

SAVE 20%
Call 608-253-4644



See Handouts for this Offer, Work Agreement, and Additional Information

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Thank you!

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