Local Small Structure Improvement Program (LSSIP) 2026-2027 Program Cycle GUIDELINES

Updated February 2, 2026

2026-2027 LOCAL SMALL STRUCTURE IMPROVEMENT PROGRAM (LSSIP) - GUIDELINES

UPDATED: FEBRUARY 2, 2026

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Program Overview

The following guidelines inform potential applicants about the Local Small Structures Improvement Program (LSSIP). LSSIP is a one-time appropriation authorized as part of the 2025-2027 Wisconsin Biennial Budget (Act 15) and part of Wisconsin State Statute 85.64 (2)(a). This program aims to repair or replace deteriorated small structure crossings. Projects may be funded at up to 90% state cost share.

Program Objective

LSSIP is funded to a $30 million level to reimburse local governments to improve deteriorating small structure crossings, also referred to as culverts. Culverts are defined as structures that are 20 feet or less in span but greater than 6 feet in span. After the improvement is completed, a structure may extend beyond 20 feet.

LSSIP is a reimbursement program in which the State of Wisconsin may pay up to a maximum of 90% of total eligible project costs, with the remainder of the project being funded by the local unit of government.

Application Deadline and Process

LSSIP application materials will be hosted on AccessGov, an online application site. Paper applications that can be completed via form-fillable PDF are available upon request from the Statewide Program Manager. Applications for the LSSIP solicitation round must be submitted prior to **Friday, May 1, 2026, at 5:00 p.m. CST.** Please note, while there is no municipal application limit for structures with a Severe condition rating, (0-2), there is a limit of two (2) applications for structures with a Poor condition rating (3-4). The link to the AccessGov portal and application instructions, can be found on the LSSIP webpage. Information on how to register for AccessGov can be found in Appendix A of this document.

LSSIP General Requirements

The following is a list of general requirements for the LSSIP program.

- All proposed projects must comply with applicable federal, state, and local laws, and program policy. The project roadway width must meet the minimum design standards and include both the traveled way and shoulder pursuant to ch. Trans 204.03 and ch. Trans 205.03(2).
- LSSIP funding is only available for improvements to small structures in counties, cities, villages, and towns.
- A project is not eligible for LSSIP funds if any other federal aid or state aid will be used as a funding source for the project. Ineligible costs, such as costs for utilities or

landscaping, can be funded via other public funding sources (as long as they are not claimed as eligible costs for LSSIP).

- An engineering certification is required for final reimbursement when the total eligible costs are greater than $65,000.
- Project costs must be certified by an engineer as eligible for reimbursement prior to submitting reimbursement requests and itemized invoices to WisDOT.
- All LSSIP projects must have a minimum 10-year design life. The same project location cannot be submitted for LSSIP funding more than once within a 10-year period.
- The amount of paving included in the project should be limited to the minimum safe approach distance to the structure as defined by a certified engineering assessment.
    - The cost of paving the roadway beyond a reasonable approach distance to the structure will be 100% the responsibility of the local sponsor.
- Projects must be built to appropriate standards unless an Exception to Standards has been requested and approved by WisDOT prior to construction pursuant to Trans 206.03(13). Contact the LSSIP Program Manager for more information.
- WisDOT signs and emails an executed State Municipal Project Agreement (SMA) for each approved LSSIP project. The Local Sponsor shall review the SMA. The Local Sponsor must receive a signed SMA from WisDOT prior to reimbursable work/construction starting. Any project work conducted prior to the receipt of a signed SMA from WisDOT is not eligible for reimbursement.
- LSSIP projects are not eligible for change management cost increase requests.
- LSSIP projects must meet the following requirements:
    - LSSIP policy requires that projects must be advertised and proof of a competitive bidding process must be provided at time of project reimbursement. Municipalities are expected to follow all state and federal laws that govern their specific municipality type.
    - Information for LSSIP project let advertising must be submitted to the department no later than seven (7) days prior to the initial publication date in the newspaper. If a municipality chooses to advertise a project in phases, advertising information must be provided for each phase. Additional information on providing advertisement information to the department will be communicated with project awards.
    - LSSIP projects must be let to contract to the lowest responsible bidder. Towns, cities, and villages may not use their own work forces or equipment on a LSSIP project. Counties may do so for 50% of eligible project costs subject to Cost Effectiveness Finding (CEF) restrictions. Please see the Award Requirements section of this document on page 10 for additional information.
- The proposed project must meet the eligibility requirements below:

- Small structures are culverts and are structures underneath the roadway that are 20 feet or less in span but greater than 6 feet in span.
  - WisDOT also expects that some small structures awarded under the LSSIP program will extend beyond 20 feet after the improvement is completed. Newly constructed bridges that extend beyond 20 feet are subject to all statutory bridge requirements. Eligibility is determined by the span of the structure prior to the improvement.
- Small structures that are part of a storm sewer system are **not** eligible for LSSIP.
- The small structure(s) involved in the project must have a condition rating of 4 (poor) or lower as determined by a certified bridge inspector.
- The project sponsor must be the owner of the small structure(s) involved in the project.
- The project sponsor must be a local unit of government.

Structure Condition Rating

The WisDOT Bureau of Structures led inspections of structure condition for small structures that met the criteria for LSSIP. These small structures were given an inspection rating of 0 through 9. Below is a table of the inspection rating, the rating's associated designation, and application amount specifications per municipality.

Structure Rating	Designation	Applications per Municipality
0-2	**Severe**	Unlimited applications for structures designated as "Severe"
3-4	**Poor**	2 applications per municipality for structures designated as "Poor"
5-6	**Fair**	**INELIGIBLE**
7-9	**Good**	**INELIGIBLE**

LSSIP Project Review

WisDOT may review LSSIP projects to ensure compliance with WisDOT policies and statutory requirements. Project reviews may be conducted at any time.

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LSSIP Project Selection Criteria

Below is a breakdown of the ranking criteria used by WisDOT to determine selection.

Project Selection Criteria	Detail
1. Numeric structure condition rating on the Bureau of Structures (BOS) inspection report.	- All eligible structures that received the most severe rating would be awarded before selection proceeds to the next condition rating. - Selection will proceed from 0 onwards.* - Condition rating for specific small structures can be found at HSIS.
2. When reaching a numeric rating where number of structures outstrips remaining available funding, priority will be given to structures located in counties that have not received awards.	- Available funding exists to repair structures with a Severe (0-2) rating. It is anticipated that requests will outstrip available funding in the Poor (3-4) rating.
3. Once all counties with valid applications receive an award, priority will be given to structures on a sole access roadway.	- Sole access roadways are defined for the LSSIP program as a roadway that provides the only area access (i.e. a roadway with no available detour).
4. The next level of priority will be structures that are causing weight restrictions or closures.	- This can be designated by checking "Yes" on the Weight Restrictions and Closures portion of the application.

5. The next level of priority will be given to structures serving a higher functional class of roadway.	- To review functional classification designations, please visit WisDOT's Functional Classification page.
	- Wisconsin Classification Maps:
	  ○ Urban Functional Classification Maps
	  ○ Rural Functional Classification Maps

6. The final level of priority will be given to structures located in municipality types that will receive a low proportion of awards to ensure a more equitable distribution of awards between Counties, Towns, and Cities/Villages.	- An attempt will be made to achieve an equitable distribution of awards between Counties, Towns, and Cities/Villages.
*WisDOT is directed by state statute 85.64 (2)(b) to evaluate the grant applications and if applications do not meet the criteria for being in poor or worse condition, the moneys will revert to the Agriculture Roads Improvement Program.	

LSSIP Project Improvement Types

STRUCTURE REPLACEMENT

Structure replacement is complete removal of the existing deteriorated structure and replacement with a new structure meeting current standards in generally the same location.

STRUCTURE REHABILITATION

Structural rehabilitation can include repair, restoration, or replacement of the components of the existing structure including asphaltic surfacing or concrete overlays, as well as measures taken to correct safety defects.

LSSIP Project Costs

Eligible LSSIP Project Costs

- Items that are an integral part of the rehabilitation or reconstruction of the structure, which may include design, engineering, structure construction and materials, approach grading, base, paving, or other related engineering costs.
- Repairs made to the structure that result in improvement of the structural condition rating.

Ineligible LSSIP Project Costs

- Maintenance costs including patching, single sealcoats, and grading to maintain gravel roads.
- Utility costs including new installation or alterations of sanitary sewers and connections, storm sewer laterals, water, gas, electric, telephone, police or fire alarm facilities, parking meters, street signs, streetlights, and similar utilities.
- The cost to develop improvement plans (2-year plan for towns; 5-year plan for counties, cities, and villages).
- The cost to advertise the project.
- The cost of the title or other associated fees to purchase real estate.
- Other repairs made to the structure that will not result in improvement of the structural condition rating.

Note: There may be exceptions to the list of eligible and ineligible improvements. To confirm eligibility, contact the LSSIP Program Manager for more information.

State Municipal Project Agreement (SMA)

The Local Sponsor must receive a signed SMA from WisDOT prior to reimbursable work/construction starting. Any project work conducted prior to the receipt of a signed SMA from WisDOT is not eligible for reimbursement.

All modifications to an approved project require WisDOT approval prior to requesting reimbursement.

Advertising and Award

Locally Let Advertising Requirements

NOTE: These advertisement requirements only pertain to LSSIP Projects.

- The project recipient/sponsor must receive a signed copy of the SMA from WisDOT prior to incurring reimbursable costs/construction
- The advertised project must either be built to appropriate standards or have an approved Exception to Standards.
- For help developing bid packages, specifications, or advertisements, contact either the CHC, an engineering consultant, or the Wisconsin Local Technical Assistance Program (WI LTAP). LTAP has sample bid documents that can be adapted for individual use. For more information about LTAP and the resources available, visit the LTAP website.
- Many municipality types (including towns) are required to advertise construction projects in a newspaper as a Class 2 notice.
  - ✓ Pursuant to s. 985.07(2), Wis. Stats, "All notices designated as class 2 notices require 2 insertions."
  - ✓ Pursuant to s. 985.01(1m), Wis. Stats, "Insertion" when used to indicate the publication of a legal notice more than one time, means once each week for consecutive weeks, the last of which shall be at least one week before the act or event, unless otherwise specified by law."
  - ✓ Pursuant to s. 990.01(46), Wis. Stats, a "week" is defined as seven consecutive days.
- Advertisement via the internet, telephone, public posting or other means is non-compliant with the statutory requirement.
- An advertisement for LSSIP may pertain either to:
  1) An entire specific improvement project.
  2) One or more logical phases of a specific improvement including, but not limited to design engineering, grading, base, paving, and road finish materials such as hot mix asphalt.

  Note: Once an advertisement has been published for either (1) a complete improvement project, or (2) one or more clearly defined, logical phases of a complete improvement project, it is not permissible for the project recipient to subsequently further split the advertised phase(s) of work between multiple contractors. Award to the lowest bid shall align with the advertised phase(s).

- The advertisement should state that it is an LSSIP project.
- The advertisement should state the date and time in which bids will no longer be accepted.
- The advertisement should identify the location(s) of the project.
- If the county includes local communities in their hot mix or warm mix asphalt paving bid, the bidding documents should specifically identify which project recipient(s) and locations are included in the county contract.
- The advertisement and posting information must be submitted to the department no later than seven (7) days prior to the initial publication date in the newspaper. Additional information on providing advertisement information to the department will be communicated with project awards.

Award Requirements

- The contract must be awarded to the lowest "responsible" bidder. Responsible bidder means a person who is financially responsible and has the capacity and competence to faithfully and responsibly comply with the terms of the public contract.
  - ✓ Negotiated contracts for preliminary engineering (design), feasibility studies and real estate purchases are exempt from the responsible bidder requirement.
  - ✓ Project recipients/sponsors should establish guidelines and criteria for selecting bids prior to bid opening. Once established, bids may be deemed not "responsible" based on project recipient guidelines and criteria. Acceptable reasons for rejection may include bidder qualifications, excessive cost, timing, financial responsibility of the bidder, prior work done by the bidder, or other considerations that may affect the potential project. The reason(s) for rejection should be documented in the board meeting minutes and submitted to WisDOT.
  - ✓ The project recipient/sponsor may readvertise the project if all the submitted bids are considered not "responsible" or if no bids are received.
  - ✓ A bid can be deemed as not "responsive" if the contractor modifies the bid from the original specifications. For example, if the specifications are for hot mix asphalt and the bid received is for cold mix asphalt, the project recipient would deem the bid as not "responsive". If the project recipient decides to change the specifications for the project on or after the bid due date and prior to award, the project must be readvertised to allow all bidders an opportunity to provide revised pricing.
- The county may choose to use their forces and equipment on a LSSIP project. Refer to the Cost Effectiveness Finding (CEF) section of this document on page 11 for more information.

- ✓ Towns, cities or villages may not use their own work force or equipment on LSSIP projects.

- The project recipient/sponsor is responsible to ensure that the improvement has been built to the specifications identified in the SMA. County road standards are found in ch. Trans 205, "County Trunk Highway Standards" (Refer to Appendix B). Town road standards are found in ch. Trans 204, "Existing Town Road Improvement Standards", (Refer to Appendix C). Attachment 1.1 of Chapter 11-20-1 of the Facilities Development Manual (FDM) can also be found in Appendix D of this document.
- Counties, towns, cities and villages must abide by all environmental requirements pursuant to state and federal legislation. Contact information for the environmental liaisons at the Wisconsin Department of Natural Resources is included in Appendix O of the LRIP Guidelines. The liaisons will help scope the project, review the project design, and explain pertinent environmental regulations.

Reimbursement Requests

Eligible LSSIP projects are reimbursable at time of project completion.

Following WisDOT approval and payment authorization, a project recipient/sponsor should expect a reimbursement within 30 business days. Program noncompliance can jeopardize reimbursement.

Additional LSSIP reimbursement information is forthcoming.

Cost Effectiveness Finding (CEF)

A Cost Effectiveness Finding (CEF) is required for LSSIP projects when the county will be completing a portion of the work with their own forces. The county must demonstrate it is cost-effective for them to do the work and that competitive bidding is used for improvements.

- If the county chooses to use their forces and equipment on the project and completes a (CEF), the county must receive approval from the LSSIP Statewide Program Manager prior to bidding. The county should provide documentation to the LSSIP Statewide Program Manager that confirms the work will be cost effective.
- The county must receive approval from the LSSIP Statewide Program Manager on the project **prior** to work being performed.
- In order for the county to receive all of their LSSIP funding for a project, they must let to competitive bid an amount at least equal to 50% of LSSIP funds allocated and award to the lowest "responsible" bidder.

- Right-of-way acquisition, design contracts and in-house engineering may count as part of the costs detailed in the CEF value.
- Ineligible costs:
  - ✓ Right-of-way acquisition services and preliminary engineering may not be counted toward project costs if they are not competitively bid.

LSSIP Program Timeline

The following is a schedule for the 2026-2027 LSSIP program cycles and relevant deadlines.

Schedule	Program Activity
July 2025	State of Wisconsin 2025-2027 biennial budget is approved. WisDOT receives the first biennial year's funds.
February 3, 2026	First LSSIP Application cycle opens. ($30 million funding distribution amount).
5:00pm, May 1, 2026	Deadline to submit an application for the LSSIP project solicitation.
May - June 2026	The LSSIP Statewide Program Manager reviews applications for the LSSIP Program Cycle in accordance with the selection criteria.
July, 2026	WisDOT Secretary awards projects for the LSSIP Application cycle.
July - August 2026 (tentative)	WisDOT sends SMAs to LSSIP awardees for the first LSSIP project solicitation.

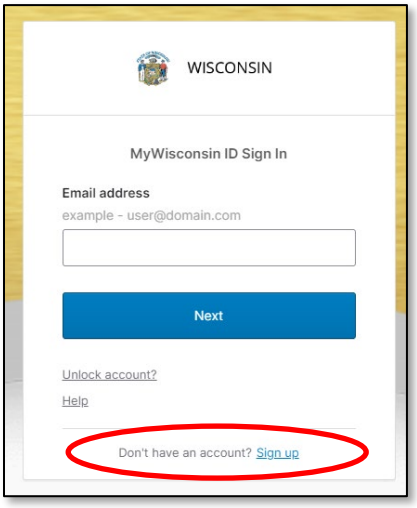
Contact Information

For further questions regarding the Local Small Structures Improvement Program, please contact Izzy Schultze, the LSSIP Statewide Program Manager via email at Isabella.Schultze@dot.wi.gov or via phone at (608) 267-6843.

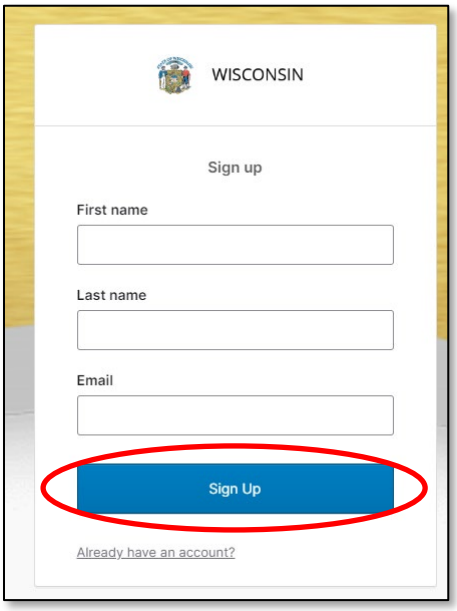
Appendix A: Registering for AccessGov Access

1. To create an AccessGov account, you first must sign up for a MyWisconsinID. When you get to a login screen, select *Public User*.

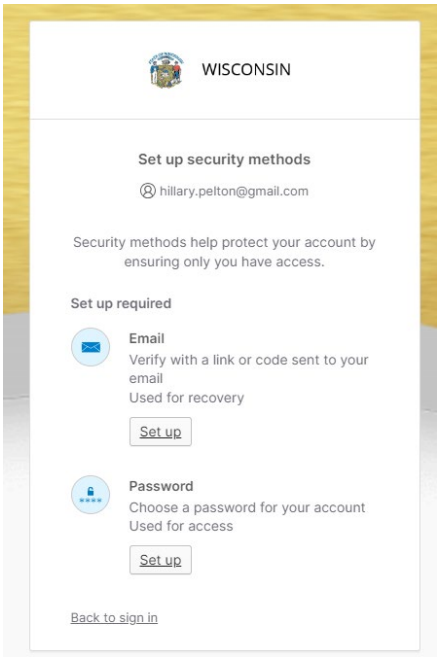
2. Select *Sign Up* at the bottom of the box shown on the next screen



3. Enter your first and last name, as well as your email address, then select *Sign Up*

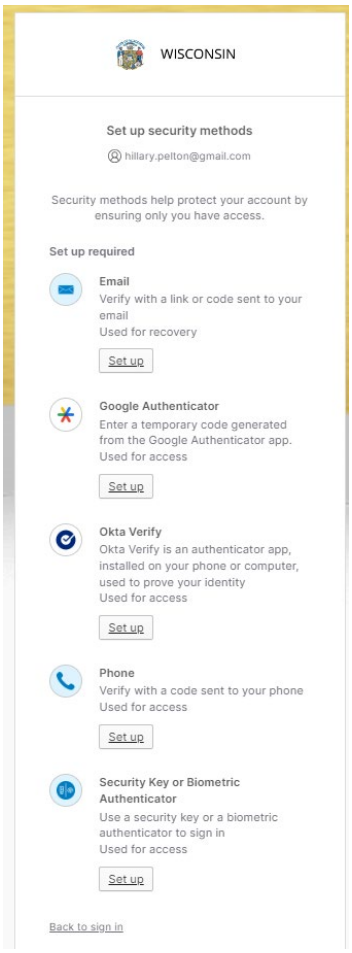


4. Set up both your email verification and password by selecting the *Set Up* buttons beneath each step. Please note – once you complete one step, it will bring you back to this page to complete the next.



5. After you've set up both your email verification and your password, you will be asked to set up security methods. You only need to set up one of these items to proceed. Additional security methods are optional, not required. The phone option is highly recommended.

   Please do not exit this page or select the back button to sign in before setting up at least one option. Your account will not be created if you do not select at least one security method.



6. Once you have set up an additional security method, you can proceed into the application.

Note: you may receive an error message. Don't be concerned, close internet browser and reopen the link to proceed.

Appendix B: WI Chapter Trans 205 County Trunk Highway Standards

Note: Chapter Hy 34 as it existed on December 31, 1986 was repealed and a new chapter Trans 205 was created effective January 1, 1987.

Trans 205.01 Purpose.

(1) Pursuant to s. 84.01 (9) (b), Stats., the department of transportation adopts these rules relating to projects for constructing or reconstructing and relating to processes incidental to building, fabricating or bettering a county trunk highway, but not relating to maintenance of a county trunk highway. Maintenance includes all those measures and activities necessary to preserve a highway, as nearly as possible, in the condition of its construction. Maintenance generally involves no change in horizontal alignment, roadway widths or grade.

(2) Any county trunk highway improvement project, on which construction is started after January 1, 1987, shall follow this chapter.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.02 Definitions. As used in this chapter:

(1) "Average daily traffic" or "ADT" means the average 24-hour traffic volume during a stated period divided by the number of days in that stated period; unless otherwise specified, the stated period is one year.

(2) "Bridge design load" means the maximum vehicle loading that a bridge is designed to accommodate without exceeding the allowable working capacity of any structural member or group or system of structural members.

(3) "Design speed" means the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

(5) "Functional classification" has the meaning set forth in ch. Trans 76.

Note: Chapter Trans 76 was repealed.

(6) "HS20" has the meaning set forth in the American association of state highway and transportation officials (AASHTO) standard specifications for highway bridges, 13th edition 1983, as amended by interim specifications-bridges 1984 and 1985, published by AASHTO.

Note: The AASHTO standard specifications for highway bridges are available from AASHTO, 444 North Capitol Street, N.W., Washington, D.C. 20001. Copies of the relevant portion of the AASHTO standard are on file at the offices of the department of transportation, secretary of state, and legislative reference bureau.

(6m) "Region director" means a Wisconsin department of transportation, division of transportation system development, region office director.

Note: The department of transportation region offices and addresses are as follows:- See PDF for table

(7) "Regional engineer" means a Wisconsin department of transportation division of highways central office design chief road design engineer.

(8) "Rehabilitation" means replacing a major structural element of an existing highway to extend its service life for a substantial period of years and to enhance safety.

(9) "Restoration" means returning an existing highway to an acceptable condition to extend its service life for a substantial period of years and to enhance safety.

(10) "Resurfacing" means installing new or additional layers of surfacing on existing highway pavement to extend its service life for a substantial period of years and to enhance safety.

(11) "Roadway" means the portion of a highway, including shoulders, for vehicular use.

Note: Under this definition, a divided highway has 2 or more roadways.

(12) "Shoulder" means that portion of a roadway that is contiguous to the traveled way and is used primarily for vehicle stopping in an emergency.

(13) "Traveled way" means the portion of the roadway designed for movement of vehicles, exclusive of the shoulders.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87; renum. (7) to (9) to be (11) to (13), cr. (7) to (10), Register, February, 1992, No. 434, eff. 3-1-92; correction in (4) made under s. 13.92 (4) (b) 6., Stats., and renum. (4) to (6m) under s. 13.92 (4) (b) 1., Stats., Register February 2013 No. 686.

Trans 205.03 County trunk highway standards.

(1) The design standards for urban county trunk highway improvement projects shall conform with the applicable department of transportation criteria, and, if applicable, with

the federal criteria for the class of highway involved. The minimum design standards for rural county trunk highway improvement projects shall be as set forth below for each of the rural county trunk highway functional classifications. The functional classification for a particular rural county trunk highway segment shall be that shown for the segment on the most current department of transportation rural functional system map prepared under ch. Trans 76 for local transportation aids purposes or, if applicable, on the most current federal aid system map.

Note: Chapter Trans 76 was repealed.

(2) The rural county trunk highway minimum design standards for each of the rural county trunk highway functional classifications are as shown in the following tables:

- See PDF for table
- See PDF for table
- See PDF for table

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.035 Use of alternative "3R" standards.

(1) The standards in s. Trans 205.03 shall be used for all county trunk highway improvement projects, unless a region director expressly authorizes, in writing, the use of the department's "Design Criteria for Resurfacing, Restoration, and Rehabilitation Projects," also known as "3R" standards, for a resurfacing, restoration, or rehabilitation project on an existing highway located in his or her region.

Note: Examples of improvement projects which may be appropriate for "3R" standards include resurfacing highway pavement; grinding and repairing pavement joints; replacing or recycling pavement; widening lanes and shoulders; replacing bridge elements to correct structural deficiencies; bridge deck overlays; and other related improvements such as minor incidental subgrade work and correction of minor drainage problems.

(2) A region director may not authorize or approve the use of the department's "3R" standards for the construction of a new highway or for the complete reconstruction of an existing highway.

(3) A request to use the department's "3R" standards in lieu of the standards in s. Trans 205.03 may be submitted to a region director only by a county highway commissioner, or by a county highway commissioner's designee.

(4) A region director shall grant or deny a request to use the department's "3R" standards within 90 days after receiving a request.

(5) In determining whether to grant or deny a request to use the department's "3R" standards in lieu of the standards in s. Trans 205.03, a region director shall consider all of the following:

(a) Adequacy of design.

(b) Cost effectiveness.

(c) Safety improvement.

(d) Environmental impact.

(e) Social and economic impact, including dislocation or relocation of property owners.

(6) The rural county trunk highway minimum "3R" standards for roadway dimensions, by functional classification, and usable bridge widths are as shown in the following tables:

- See PDF for table
- See PDF for table
- See PDF for table

Trans 205.04 Exceptions to design standards.

(1) After a region director has decided whether to use either the design standards in s. Trans 205.03 or the alternative "3R" standards in s. Trans 205.035, the regional director may expressly authorize, in writing, exceptions to either of these standards, if federal or state funds are not used for the improvement project.

(2) Exceptions to either the design standards in ss. Trans 205.03 or 205.035 for improvement projects using federal or state funds must be approved in writing by a regional engineer and, when federal funds are used, by the division administrator of the federal highway administration.

(3) In determining whether to authorize exceptions to the construction standards in s. Trans 205.03 or the alternative "3R" standards in s. Trans 205.035, a region director shall consider all of the following:

(a) Adequacy of design.

(b) Cost effectiveness.

(c) Safety improvement.

(d) Environmental impact.

(e) Social and economic impact, including dislocation or relocation of property owners.

Note: "Exceptions to Standards" is located at the department's offices, in the Facilities Development Manual, procedure number 11-1-2.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87; r. and recr. Register, February, 1992, No. 434, eff. 3-1-92; correction in (1), (3) (intro.) made under s. 13.92 (4) (b) 6., Stats., Register February 2013 No. 686; CR 22-048: am. (1) Register July 2023 No. 811, eff. 8-1-23.

Trans 205.05 Project review.

(1) On or before December 1 of each year, each county highway commissioner shall file with the appropriate region director a report for the county certifying that any and all county trunk highway improvement projects for which funds were expended or obligated during that year conformed to the minimum standards established under s. 84.01 (9) (b), Stats. The certification shall be on forms prescribed by the department of transportation. All county trunk highway improvement projects shall be reviewed by the region director for compliance with the standards stated in s. Trans 205.03.

(2) If any county has not complied with the standards, the region director shall notify the county in writing stating the items which are noncomplying. When the noncomplying projects have subsequently been made to comply with the standards, the region director shall certify compliance on forms designated for this purpose by the department of transportation. If on July 1 of any year there are in a county any remaining non-complying projects that have not been made to comply as certified by the region director, those projects shall be reported by the department of transportation to the appropriate legislative committees.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87; corrections in (1), (2) made under s. 13.92 (4) (b) 6., Stats., Register February 2013 No. 686.

Appendix C: WI Chapter Trans 204 Existing Town Road Improvement Standards

Trans 204.01 Purpose. The purpose of this chapter is to establish uniform minimum design standards for the improvement of existing town roads, as required by s. 82.52, Stats.

History: Cr. Register, September, 1992, No. 441, eff. 10-1-92; correction made under s. 13.92 (4) (b) 7., Stats., Register March 2012 No. 675.

Trans 204.02 Definitions. In this chapter:

(1) "Average daily traffic" or "ADT" means the total traffic volume during a stated period divided by the number of days in that stated period; unless otherwise specified, the stated period is one year.

(2) "Bridge rehabilitation" means the preservation or restoration of the structural integrity of an existing bridge as well as work to correct safety defects.

(3) "Bridge replacement" means building a new bridge to replace an existing bridge.

(4) "Design speed" means the maximum safe speed that can be maintained over a specified section of a highway when conditions are so favorable that the design features of the highway govern.

(5) "Improvement" means a town road construction project with a projected design life of at least 10 years.

(6) "Improvement level" means the type of construction improvement. It can range from resurfacing to complete reconstruction of a town road.

(7) "Load posted" means the placement of regulatory signs at a bridge indicating the safe load carrying capacity of the bridge.

(8) "Recondition" means work in addition to resurfacing, and includes pavement widening, shoulder paving, and improvement of an isolated grade, curve, intersection or correction of a sight distance problem to improve safety.

(9) "Reconstruction" means total rebuilding of an existing town road to improve maintainability, safety, geometrics and traffic service.

(10) "Resurfacing" means placing a new surface, exclusive of seal coating, on an existing roadway to provide a better all weather surface, a better riding surface, and to extend or renew the pavement life.

(11) "Roadway" means the portion of a highway, including shoulders, for vehicular use.

(12) "Shoulder" means the portion of a roadway that is contiguous to the traveled way and is used primarily for vehicular stopping in an emergency.

(13) "Traveled way" means the portion of the roadway designed for movement of vehicles exclusive of the shoulders.

(14) "Usable bridge width" means the clear width between curbs or rails, whichever is less.

History: Cr. Register, September, 1992, No. 441, eff. 10-1-92.

Trans 204.03 Town road standards.

(1) The minimum design standards for each of the town road improvement levels are as shown in the following tables:

- See PDF for table
- See PDF for table

Note: Examples of resurfacing and reconditioning improvements which may be appropriate for existing town roads include, but are not limited to, pavement rehabilitation; widening lanes and shoulders; replacing bridge elements to correct structural deficiencies; bridge deck overlays; bridge and culvert replacement; and other related improvements such as minor grading, subgrade work and correction of drainage problems.

(2) The geometry of the town road shall be designed to safely accommodate vehicles traveling at the design speed selected for the road improvement.

(3) The minimum design standards for existing town bridges are as shown in the following table:- See PDF for table

(4) Bridge replacement, rehabilitation or widening is required where a bridge is either load posted or has a usable width that is less than the traveled way width. Bridge replacement or widening should be evaluated if the usable bridge width is less than the values shown in Table C. If widening of the traveled way is planned as part of the town road improvement, the usable bridge width should be compared to the approaches after they are widened to determine whether or not bridge replacement or widening should be evaluated.

(5) The minimum design standards for new bridges on town roads are as shown in ch. Trans 214.

History: Cr. Register, September, 1992, No. 441, eff. 10-1-92.

Trans 204.04 Exceptions to standards. The secretary or the secretary's designee may authorize deviation from the standards in this chapter in special cases in which strict application of the standards is impractical and in which deviation is not contrary to the public interest and safety.

History: Cr. Register, September, 1992, No. 441, eff. 10-1-92.

Appendix D: WisDOT Facilities Development Manual FDM 11-20-1 Attachment 1.1

Urban Streets Roadway Design Criteria for Posted Speed Limits of 40 mph or Less

Functional Class	Design Year ADT Thresholds at Levels of Service C, D & E [1]				Design Basis	Roadway Criteria [9]						
						Travel Lanes			Roadway (Face of Curb to Face of Curb) Width (feet)[4]			
									No Parking[6,7]		Parking [6,7]	
	Scenarios	C[2] LOS 4.0 ADTs (DHVs)	D LOS 5.0 ADTs (DHVs)	Middle E LOS 5.5 ADTs (DHVs)	Urban Design Class [Design Speed] (mph)[3]	No.	Lane Widths (feet)[5]	Median Widths (feet)	Range of Normal Widths[8]	Range of Widths including Bike Accommodations/ Lanes	Range of Normal Widths[8]	Range of Widths including Bike Accommodations/ Lanes
Locals	N/A	Low Volume Residential (0-250 ADT)			1a [20-25]	1	**12**	No	**N/A**	**N/A**	**28**	**N/A**
		Volume not a consideration			1b [25-30(20)]	2	**10-12** (9)	No	**24-28** (22)	32-36 (30)	36-40 (32)	46-56 (44)
Arterials and Collectors	N/A	≤ 4,500 ADT (660 DHV)			2a [30-45]	2	**11-12** (10)	No	**34-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	6,500 (1086) 20,000 (2260)	7,500 (1170) 22,500 (2475)	8,000 (1216) 25,000 (2700)	2b [30-45]	2	**11-12** (10)	No	**34-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	16,000-(1888) 41,000 (4100)	17,500 (2048) 47,000 (4610)	18,000 (2088) 50,500 (4900)	3 [30-45]	4	**11-12** (10)	No	**48-60** (44)	**56-60** (52)	**68-72** (54)	**70-80** (66)
	Worst Best	22,000 (2440) 41,500 (4110)	22,750 (2500) 47,000 (4610)	23,000 (2530) 51,000 (4950)	4 [30-45]	4	**11-12** (10)	**14-30** (6)	**2 @ 26-28** (2 @ 24)	**2 @ 30-32** (2 @ 28)	**2 @ 36-38** (2 @ 29)	**2 @ 37-42** (2 @ 35)
Arterials	Worst Best	35,500 (3660) 68,000 (6390)	37,500 (3790) 76,000 (7070)	38,500 (3850) 81,500 (7580)	5 [30-45]	6	**11-12** (10)	**14-30** (6)	**2 @ 36-40** (2 @34)	**2 @ 41-44** (2 @ 38)	**2 @ 47-50** (2 @ 39)	**2 @ 48-54** (2 @ 45)

Upper values are shown in **bold** and Lower values are shown in parentheses. Use of values below existing roadway dimensions are to be justified by completing environmental process, predictive safety and benefit/cost analyses.

See page 2 of this attachment for superscript notes.

Superscript Notes:

1 ADT thresholds represent typical "Worst" Case and "Best" Case scenarios for Levels of Service (LOS) C, D and middle E. These volumes are based on the 2000 Highway Capacity Manual using the assumptions shown in Attachment 1.4. See Section 1.5, "Travel Lanes" section for guidance on use of "worst" and "best" case thresholds. See FDM 11-5-3 for further guidance on acceptable LOS for Corridors 2030 Routes, Non-Corridors 2030 rural roadways, roadways in small urban areas (Pop. < 50,000), and roadways in Urbanized areas (Pop. > 50,000).

2 LOS C is not obtainable if the traffic signal density is greater than 5 signals per mile.

3 Design Speeds should be 5 mph greater than the posted speeds.

4 Based on 2-foot gutter widths. Gutter widths of 1-foot may be used when appropriate. If 1-foot gutters are used, then the face-to-face widths might differ from values shown in the table.

5 Gutter widths are not included.
Lane widths for Federally Designated Long Truck (i.e. the "National Network" as defined in 23 CFR Part 658) Routes are 12-foot (11-foot minimum), but there shall be at least one 12-foot lane in each direction. Wide curb lanes, as discussed in Section 1.5, "Travel Lanes", meets the 12-foot truck lane criteria.
Lane widths for NHS Routes and Arterials and Collectors that are not Federally Designated Truck Routes are 12-foot (11-foot minimum) if truck and bus volumes exceed an average of 200/lane/day for undivided roadways, and 300/lane/day for divided roadways (e.g., the threshold for urban design class 3 (4-lane undivided) is 4 x 200 = 800 trucks per day; the threshold for urban design class 4 (4-lane divided) is 4 x 300 = 1,200 trucks per day).

6 Two lane Connecting Highways and STHs should have curb to curb widths of 36 feet if no provisions for parking are to be made. Designs that use parking lanes are discouraged.

7 Department policy, in conformance with Federal policy, Wis. Stat. Section 84.01(35) and Connections 2030, that projects must give due consideration to establishing bicycle accommodations and pedestrian facilities on all Modernization and most Rehabilitation Improvement Strategies (Reconstruction and Bridge Replacement Improvement Type) (see FDM 11-1 Attachment 10.1) funded in whole or part from state or federal funds. FDM 11-46 provides guidance on the process and evaluation analyses. In addition, certain bicycle and pedestrian design practices are required when applicable, e.g., curb ramps and bicycle-acceptable grates.

See FDM 11-46 for additional information and guidance on bicycle and pedestrian accommodations and policies.

8 The upper ranges of values include the additional roadway widths between the outside edges of the outside travel lanes and the faces of curbs to provide wide curb lanes as discussed in FDM 11-20-1.5, "Travel Lanes", or to provide for the various urban needs as listed in FDM 11-20-1.6, "Auxiliary and Parking Lanes".

9 See FDM 11-35-1.2.3 for bridge width criteria for urban roadways.