

**Goal**

To implement a Local Bridge Improvement Assistance Pilot Program that streamlines the delivery and or oversight requirements of low risk local bridge projects with an implementation kick-off in July 2019 (SFY20).

**Objective(s)**

Through the identification of low-risk (i.e., low-complexity) local bridge projects already approved in the Local Bridge Improvement Assistance Program, WisDOT will pilot a lower level of oversight and processes through the identification of design and construction reports that can be minimized, eliminated or delegated to the local project sponsor with the intended result of streamlining delivery of local bridge projects that effectively reduce oversight costs.

**Program Funding Criteria**

- Projects must already be approved in the Local Bridge Program
- Available program funding for the Pilot is up to \$5,000,000
- Project must be state funded and have a currently approved State Municipal Agreement
- Program operates in accordance with s.84.18 and trans. 213
- Pilot Program projects remain state Let and retain state oversight
- Projects will remain state funded throughout the life of the project
- Participation in the Pilot is voluntary and must be agreed to by the project sponsor and WisDOT

**Program Delivery Criteria**

- Pilot projects selected will have an equitable distribution statewide
- Projects in the Pilot are off-system (non-NHS) local bridges and do not have federal actions
- Eligible approved concept types could include:
  - Replacement, single span, no piers
  - Deck replacement
  - Deck overlay/rehabilitation
- Projects will have minimal<sup>1</sup> to no environmental impacts
- Projects will have no significant resource concerns
- To maximize the number of bridges improved through the Local Bridge Program, funding eligibility is limited to the minimum project scope necessary for a safe and effective facility. The starting point for determination of the eligible scope is based on the existing facility. The scope of the project may increase based on safety, conformance with applicable minimum federal and state engineering standards, projected traffic needs, or other factors as approved by WisDOT.
- Projects will have minimal to no right of way, utility and railroad impacts
- Local project sponsor and WisDOT local program project manager at onset of project authorization agree to required design and construction plans/reports
- If project complexity and risks increase through the design discovery process, the project may be removed from the Pilot Program and revert to full department oversight requirements

**Initial Steps**

- WisDOT and WCHA mutually agree to projects currently in the local bridge program that are eligible to participate in the pilot
- WisDOT and WCHA mutually agree to the Plans and Reports activities matrix

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<sup>1</sup> Minimal impacts will be determined at the onset of participation in the Pilot Program through WisDOT and project sponsor consultation. Current WisDOT policy requires an engineering justification to exceed 100 feet of approach length for eligible program funding.

## **PILOT**

### **Low Risk Local Bridge Non-NHS (State funded only) Summary of Changes to the Activities Matrix**

WisDOT has worked with and reviewed with FHWA the activities required by federal and state statutes, rules and regulations and has two matrixes identifying applicable regulations (one for federal requirements and one that focuses on state requirements). Emphasis was placed on streamlining opportunities.

For the low risk state funded local bridge non-NHS projects the following is a summary of changes in the activities:

#### **Items not required:**

- pavement design report
- intersection control evaluation report (ICE)
- encroachment report
- request to use 3R standards
- utility status report (USR)
- right of way certification
- soils report

#### **Items not reviewed or approved:**

- storm water report – when required by others
- use of locally furnished materials, when applicable

#### **Items required, allowing increased flexibility on format/methodology**

- plan formatting or method of calculating earthwork computations
- no specific guidance on required soils information for bridge foundation design
- no specific requirements for retaining wall design or overhead sign support design

#### **Items required, some increased flexibility on format**

**Environmental Document** – for Low Risk projects we expect this to be a straight forward process. Use Programmatic Categorical Exclusion (PCE); developing a Low Risk Project Checklist. Given the importance of this document it needs to be reviewed and approved by WisDOT

**Preliminary Bridge Plan Review**– BOS will review to ensure hydraulic calculations meet bridge manual guidance. Keeping this process meets commitment made to DNR.

**Transportation Management Plan (TMP)** for local project in Trans Portal

**DSR** – This document is created at the 60% design stage to document the rationale for preliminary engineering decisions. It would be the one time during the design process for WisDOT to confirm standards are being met and the scope of the project agrees with the initial approved project. For the Low Risk pilot program, we expect to use new simple format that has been created specifically for the pilot. This document would be reviewed and approved by the LPA with concurrence by WisDOT.

**PSE** – Plan, Specifications and Estimate needs to be submitted to WisDOT for review and processing. For the state letting process it is important to be consistent.

**Cooperative Agreement** - to be used for efficiency.

**This pilot is being established to investigate the streamlining and reduction of requirements for the purpose of cost savings. Metrics will be evaluated to determine the success of the pilot and ultimately possibility of expansion of the concepts being tested**