



FDM 3-20-1 Local Program Bridge Approach Length Eligible for Federal Funding

August 15, 2019

1.1 Introduction

Any county or other unit of local government desiring to include a local bridge in the Local Bridge Program must comply with the Wisconsin Department of Transportation's Bureau of Transit, Local Roads, Rails and Harbors (BTLRRH) Local Bridge Improvement Assistance Program Funding Policy. The policy has been written to help facilitate more projects through the Local Bridge Program by being more efficient with the dollars spent. As a result, this Local Bridge Improvement Assistance Program Funding Policy will define the eligible touchdown points as being no longer than 50 feet from the structure, unless appropriate design data has been provided to justify a longer touchdown point.

This policy is shown in [Attachment 1.1](#). Questions about the policy should be directed to the region Local Program Project Managers (LPPMs).

At program cycle project application review, if approaches are anticipated to be longer than 50 feet, then the sponsor should provide adequate justification in the application. Examples of justification can include, but are not limited to:

- hydrology reports and historical flood data
- safety data
- AADT data
- environmental considerations, or
- other appropriate data points.

Approach lengths, and other bridge geometrics can be altered after the initial application by presenting appropriate design justification at project milestones. Requests for funding increases as a result of the appropriate design justification will require the sponsor to follow the WisDOT Change Management Procedure.

1.2 Touchdown Points on Local Program Bridge Projects

Design local bridge projects in accordance with the appropriate design criteria discussed elsewhere in the FDM and in the Bridge Manual. The point where a proposed bridge approach roadway matches into the existing roadway is the touchdown point and the sum of the lengths from each touchdown point to the bridge abutments is the "approach length".

1.2.1 Roadside Barrier on Local Program Bridges

Design roadside barrier at bridge abutments as described in [FDM 11-45-2](#). It is acceptable for the end of this barrier system to extend beyond the touchdown point.

1.3 Local Program Bridge Design Study Report

The Design Study Report (DSR) for Local Program bridges is found at the [Local Program Procedures and Tools webpage](#). DSR section directions are found in [FDM 11-4](#).

LIST OF ATTACHMENTS

[Attachment 1.1](#) Local Bridge Improvement Assistance Program Funding Policy