



Local Program Low Risk Pilot STP-Rural, STP-Urban, Local Bridge SUMMARY

Goal

To implement a Local Program Project Delivery Pilot Program that streamlines the delivery and or oversight requirements of low-risk local road rural, local road urban and local bridge projects in design and or construction beginning in 2020.

Objective(s)

Through the identification of low-risk (i.e., low-complexity) local roadway and local bridge projects already approved in the Surface Transportation Program – Rural (STP-R), Surface Transportation Program – Urban (STP-U), and 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 that effectively reduces WisDOT oversight.

Program Funding Criteria

- Projects must already be approved in the program
- Project funding is up to 80% Federal Funded, minimum 20% Local Funded; MPO STP-U minimum funding 50%
- Project must have an approved State Municipal Agreement
- Program operates in accordance with s.84.18, s.84.03 and trans. 213
- Pilot Program projects are state Let and have state oversight
- Participation in the Pilot is voluntary and must be agreed to by the project sponsor and WisDOT. County management could be considered with townships & municipalities agreement within the same County.

Program Delivery Criteria

- Pilot projects selected will meet program criteria and will try to have an equitable distribution statewide
- Eligible approved concept types:
 - Preservation/Restoration (PSRS) – simple 2” mill & overlay
 - Resurfacing (RSRF) – minimum 2 ½” overlay/slab replacement
 - Pavement Replacement (PVRPLA) – full depth pavement replacement
 - Bridge Rehabilitation (BRRHB) – deck repairs
 - Bridge Replacement (BRRPL) – replace deck, girders, or abutments
- Projects will have minimal¹ to no environmental impacts
- To maximize the number of roadways and bridges improved through the Local Improvement Project Delivery, 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 (ROW), utility and railroad impacts. Any needed ROW should be minimal, simple, and nominal in value (parcels under \$10,000). 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 Sponsor mutually agree to projects submitted for the STP or local bridge program and that meet the eligibility to participate in the pilot. Sponsors will coordinate and organize projects for consideration with its members prior to WisDOT identifying projects.
- Sponsors will communicate and coordinate with its members to mutually agree to the Plans and Reports activities matrix. WisDOT will monitor and update the Plans and Reports activities to ensure adherence to the program requirements.

¹ Minimal impacts will be determined at the onset of participation in the Pilot Program through the Local Program Low Risk Pilot Selection Criteria form. Current WisDOT policy requires an engineering justification to exceed 100 feet of approach length for eligible program funding.

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WisDOT has reviewed with FHWA the activities required by federal and state statute, rule and regulation with emphasis on streamlining opportunities. The following is a summary of activities for low-risk local roadway and local bridge projects:

Items not required for submitting to WisDOT for review:

- pavement design report
- intersection control evaluation report (ICE)
- encroachment report
- request to use 3R standards
- soils report (this does not imply that soil borings/report are not needed for structure plans)
- storm water report – when required by others

Items required, allowing increased flexibility on format/methodology

- plan formatting or method of calculating earthwork computations
- at least one boring at each substructure unit for bridges, and a number for retaining walls depending on length
- typical requirements for retaining wall design or overhead sign support design

Federal required activities

- Americans with Disabilities Act (ADA)
- Davis Bacon Act
- Buy America
- Qualification Based Selection (QBS)
- Uniform Act

Items required, some increased flexibility on format

Environmental Document – The Categorical Exclusion Checklist (CEC) or Programmatic Categorical Exclusion (PCE) will likely be the appropriate environmental document type. The environmental document must be reviewed by WisDOT consistent with the FHWA and WisDOT Stewardship and Oversight Agreement.

Preliminary Structure Plan Review– Bureau of Structures (BOS) will review to ensure hydrologic/hydraulic calculations and structure type, size and location meet bridge manual guidance and requirements. Keeping this process meets commitment made to Department of Natural Resource (DNR).

Final Structure Design and Plan Review – BOS will review some based-on complexity and other criteria.

Right of Way Certification – WisDOT Certification 1 prior to PSE.

Utility Status Report – WisDOT utility status report checklist required.

Railroad Certification – WisDOT railroad certification dated and signed by Region Railroad Coordinator

Transportation Management Plan (TMP) Type 1 for Local Project.

Design Study Report (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. This document would be reviewed and approved by the LPA with concurrence by WisDOT.

Plan, Specification, Estimate (PSE) – PSE needs to be submitted to WisDOT for review and processing. For the state letting process it is important to be consistent and on-time.

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 possibility of expansion.