

DRAFT GUIDANCE for ODOT/LPA SIMPLIFIED BRIDGE PROCESS

PURPOSE

This Guidance details the requirements for eligibility and project administration of the ODOT/LPA Simplified Bridge Process for the Ohio Department of Transportation (ODOT). This innovative process expedites the replacement of deficient county and municipal bridges paid for by Federal-aid funds. The goal of this process is to provide a method by which local governments can use Federal funds on smaller deficient single span bridges not typically considered for such funding due to the expense of preliminary engineering costs. At this time, this process is only available for local governments permitted to sell and administer bridge projects through an ODOT Local-let agreement.

The ODOT/LPA Simplified Bridge Process is based on the Selection Criteria, standardized set of construction plans and concurrence between ODOT and the LPA project sponsor. The criteria results in advancing only those projects considered non-complex for both environmental and design. The selection of the bridges is based on concurrence from ODOT and the project sponsor that the criteria can be met and maintained from the scoping of the bridge to completion. The result is the ability to construct the bridge in compliance with FHWA requirements using a streamlined set of plans.

This Guidance and required forms are available for downloading at:
<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/default.aspx>

PROJECT ELIGIBILITY & INITIATION

The subject bridge must meet the Federal definition of a bridge, and the selection criteria to be eligible for this process. In order to be eligible for Federal-aid funds, bridges must be greater than 20 feet in length and be classified structurally deficient or functionally obsolete based on the National Bridge Inspection Standards. The project sponsor needs to follow proper procedures to secure funding from federal sources, ie. MPO, CEAO, ODOT municipal bridge.

Once the LPA Coordinator is notified of the project's funding approval, the LPA Coordinator will schedule a field review with the LPA and the district's multi-disciplinary team in order to scope the project and complete the Selection Screening Criteria. The District's multi-disciplinary team includes the LPA Coordinator, District Bridge Engineer, District Environmental Coordinator, and District LPA Construction Monitor. Following the field review and completion of the scope form, the District representatives and the LPA project sponsor are required to sign and date the Selection Criteria form verifying eligibility or non-eligibility. The criteria-based project selection process has been developed to focus on eliminating bridge replacement projects that are complex in design needs and environmental requirements.

It should be noted that Federal Regulations require that Federally-funded projects conform to the National Environmental Policy Act and all other applicable federal and State environmental laws and regulations. To comply with these laws, projects selected must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors and the appropriate level of environmental documentation completed and approved by the District's Environmental Coordinator. The Clean Water Act Permits (Section 404/401 Waterway permits) and flood plain permit are the responsibility of the project sponsor.

SELECTION CRITERIA

The following selection criteria identifies eligible bridge project for the ODOT/LPA Simplified Bridge Process. The selection criteria include:

- The bridge will meet the requirements in the: ODOT Location & Design Manual(L& D), Ohio Bridge Design Manual, and the appropriate AASHTO Specifications.
- The bridge structure will be replaced on essentially the existing alignment, and existing line and grade.
- No new r/w of any type will be required for the demolition/construction or to construct the bridge.
- Project meets the classification as a Categorical Exclusion as either an Exempt Action or CE Level 1 Action per the *Programmatic Categorical Exclusion Agreement Between The Federal Highway Administration, The Ohio Department Of Transportation, And The Ohio Rail Development Commission*, dated September 13, 2010, or a (c) (22) in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP 21) and the Final Rule issues by FHWA, 23 CFR 771.117 (c).
- Project appears to fall within impacts associated with Ecological MOA / Cultural Resource Programmatic Agreement and NWP#3 and #14.
- The bridge to be removed is not designated as historic or potentially selected.
- There are no section 4(f)/6(f) resources/properties located in the vicinity of the bridge structure.
- The bridge does not cross a "sensitive" mussel stream as listed by USFWS.
- The bridge does not cross a wild or scenic river, Section 10 or Section 9 stream.
- The bridge demolition and replacement/rehab can be completed without any type of work that requires cofferdams, or any other type of temporary in-stream fill.
- The bridge demolition or replacement/rehab does not require any diversion of the stream.
- There are no adjacent wetlands that will be impacted during the bridge demolition or replacement/rehab.
- The bridge demolition or replacement/rehab does not require any rock channel protection or very minimal amounts (less than 25' perpendicular from the proposed deck edge and within existing right-of-way).
- Based on the estimate of the beam depth of the new structure, the new structure meet must local flood plain requirements. The LPA is responsible for obtaining the floodplain permit.
- Bridge structure does not cross a railroad.

The Selection Criteria Sheet is located in Appendix A. The Selection Criteria Sheet is completed by the multi-disciplinary team during the field review and concurrence is reached. **If the team concurs that the project does not meet the Selection Criteria then the project will be designed in accordance with approved ODOT Location & Design Manual(L& D), Ohio Bridge Design Manual, or the appropriate AASHTO Specifications** . If the team concurs that the project meets the Selection Criteria from design to completed construction then the project can be completed using the ODOT/LPA Simplified Bridge Process. The next step in the ODOT/LPA Simplified Bridge Process is the completion of the engineering studies and environmental process.

ENGINEERING STUDIES

Selected projects will require the following studies/information:

- 1) Scour Analysis
- 2) Soil borings
- 3) Hydraulic Analysis

These studies are to be included in the Bid Document as supplemental information. Concurrent with the completion of the environmental studies and completion of the NEPA document the Construction Plan Template will be completed.

CONSTRUCTION PLAN TEMPLATE FOR ODOT/LPA SIMPLIFIED BRIDGE PROJECTS

Selected projects will use the Construction Plan Template for ODOT/LPA Simplified Bridge Projects located in Appendix B. Once the plans are completed the LPA shall apply and obtain the Clean Water Act Permit and floodplain permit. Typically the type of permit applied by the Army Corps of Engineers is Nationwide Permit #3. The appropriate plan notes as a result of environmental coordination will be included in the general note section; the Clean Water Act permit will be included as a special provision.

SUBMISSION OF BID DOCUMENTS/PLAN FILE CONSTRUCTION

The bid document will include the standard ODOT/LPA bid documents in addition to the required Engineering Studies. Once the project is filed and advertised for bid the LPA may schedule a pre-bid meeting and include the ODOT District staff. The pre-bid meeting is optional but recommended.

CONSTRUCTION

A preconstruction meeting is held by the LPA project sponsor and ODOT District staff will be invited to the meeting. The project must maintain compliance with the Selection Criteria during

construction. If the project cannot meet the Selection Criteria during construction then additional coordination will be completed as soon as possible and prior to starting construction activities.

APPENDIX A
SELECTION CRITERIA FORM

ODOT/LPA SIMPLIFIED BRIDGE PROCESS
SELECTION CRITERIA FORM

CRS: _____

PROJECT INFORMATION

FIELD REVIEW DATE ____/____/20____

LPA NAME AND CONTACT INFORMATION: _____

SFN: _____ Existing R/W Width: _____ Existing Bridge Width (roadway): _____

Sufficiency Rating: _____ Structurally Deficient: _____ Functionally Obsolete: _____

Existing Bridge Length: _____ ADT: _____ (20____) AASHTO Low Vol. Rd.(Y/N): _____

SIMPLIFIED BRIDGE PROCESS (SBP) SELECTION CRITERIA:

Criteria 1-11 must be met in order to use the Simplified Bridge Process.

Criteria 12 and 13 determine level of environmental effort and permit level.

1. The bridge structure will be replaced on essentially the existing alignment, profile, and grade.
2. No new r/w of any type will be required for the demolition/construction of the bridge structure. The existing bridge must be in the right-of-way as well as the proposed bridge.
3. The bridge structure does not cross a railroad.
4. The bridge structure to be removed is not designated as historic per Buckeye Assets or the ODOT OES Historic Bridge List.
5. There are no Section 4(f)/6(f) resources/properties located adjacent to the bridge structure. For example, public parks or National Register properties.
6. Based on the estimate of the beam depth of the new structure, the new structure will meet local flood plain requirements. (Floodplain permit is to be provided by the LPA prior to plan file)
7. The bridge does not cross and streams designated as Section 10 or Section 9 waters; does not cross any state or national wild or scenic river or within the associated 1000' scenic river corridor.
8. Wetlands will **not** be impacted during the demolition or replacement of the bridge structure.
9. The bridge demolition or replacement does not require any diversion of the stream.
10. The existing stream channel will not be modified in anyway by the demolition/construction of the bridge structure.
11. The bridge demolition and replacement can be completed without any type of work that requires cofferdams, or any other type of **temporary** in-stream fill. This means no causeways can be constructed.
12. The project will not result in any **work or fill** in the water. This means no rock channel protection or any work below the Ordinary High Water Mark (OHWM can be determined by DEC).
13. The project will require rock channel protection below Ordinary High Water Mark for however less than 200' in any direction from the abutment, and can meet the conditions of Army Corps of Engineers Nationwide Permit #14/#3.

CHECK
HERE
CRITERION
CAN BE MET

CHECK HERE
IF CRITERION
CANNOT BE
MET

No Permit
needed/ plan
note

Permit needed-see
#13

Apply for
Corps Permit

Exceeds permit
limits-Does not
apply for SBP

REVIEWERS

(Please print name and sign for approval)

APPROVAL SIGNATURE-The signature below serves as concurrence that the subject bridge project meets the selection criteria of the Simplified Bridge Process from design through the completion of construction.

Print Name:

Signature and Date:

DISTRICT LPA COORDINATOR

DISTRICT ENVIRONMENTAL
COORDINATOR

DISTRICT BRIDGE ENGINEER

DISTRICT CONSTRUCTION
MONITOR

COUNTY OR CITY ENGINEER
PROJECT SPONSOR

Dispute Resolution: If at any time the above signatories feel the project no longer meets the selection criteria, they will notify the District LPA Coordinator. It is understood that if a project is determined to no longer meet the selection criteria then the NEPA and Clean Water Act Permitting will be reevaluated for completeness.

4/23/14

APPENDIX B
CONSTRUCTION PLAN TEMPLATE