



Local Program Low-Risk Delivery STP-Rural, STP-Urban, STP-Local, Local Bridge SELECTION CRITERIA FORM

Project Sponsor:		County/City/Village/Town:		Project Field Review Date <small>Click or tap to enter a date.</small>	
Project ID:		Project Location:		Project Description:	
Select Project Type	<input type="checkbox"/> STP-Rural	<input type="checkbox"/> STP-Urban	<input type="checkbox"/> STP-Local	<input type="checkbox"/> Local Bridge	
Local Bridge Specifications	Bridge #:	Existing Bridge Width:		Existing ROW Width:	
Average Daily Traffic (ADT):		ADT Year:		Posted/Statutory Speed Limit(s) (MPH):	

<p>Criteria 1-16 must be met to be eligible for the Local Program Low-Risk Delivery model. Eligible Approved Concept Type (Use engineering judgement):</p> <ul style="list-style-type: none"> ▪ Preservation/Restoration (PSRS) – Example: 2-inch mill & overlay ▪ Resurfacing (RSRF) – Example: Overlay < 2½ inches ▪ Pavement Replacement (PVRPLA) – Example: Full depth pavement replacement ▪ Bridge Rehabilitation (BRRHB) – Example: Deck repairs/overlays, replacing deck/girders ▪ Bridge Replacement (BRRPL) – Example: Full bridge or box culvert replacement 	<p>CRITERION CAN/NOT BE MET or “N/A” IF NOT APPLICABLE</p>
<p>1. Project will utilize the existing facilities, staying within the existing subgrade shoulder points or curb and gutter and may include minimal grading to allow for minor pavement elevation changes or other minor work that may require real estate acquisition in Fee, Permanent Limited Easement, or Temporary Limited Easement to accommodate the above Eligible Approved Concept Types provided the other Selection can still be met. Attach an aerial map showing the proposed project limits.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>2. Regarding bridge projects, existing bridge structure does not cross an active or preserved railroad corridor. Regarding roadway projects with active or preserved at-grade railroad crossings within 1000 feet of the project including sideroads/detour routes, project limits must be coordinated/reviewed by WisDOT Region Railroad Coordinator (RRC). Early coordination with RRC needed to complete coordination/ negotiations with all parties involved to ensure the proposed project does not impact existing rail operations or potential future rail operations in the case of a preserved rail corridor. RRC will also ensure that the project includes properly located advance warning signs for active rail corridors within the project’s limits or detour route. By Code of Federal Regulations, CRF 23, Part 646.214(2-4) projects are required to be certified for adequacy of warning devices.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>3. The project must meet both the historical and archaeological criteria for the Section 106 Screening List (see WisDOT FDM Procedures 26-5-1.1 and 1.2).</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>4. Total ground disturbance will be less than 1 acre and a Wisconsin Pollutant Discharge Elimination System (WPDES) Transportation Construction General Permit (TCGP process guidance) will not be required.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>5. Threatened or endangered species will not be impacted by the project. A completed project screening utilizing the DNR Natural Heritage Inventory (NHI) Public Portal returns an outcome of “No Further Action Necessary” OR “Project Meets No/Low Incidental Take Authorization (ITA)”. Attach the results of the project screening to this document.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>6. No evidence of migratory bird nesting or bat roosting on structures to be replaced or rehabilitated. If present, impacts would be avoided or minimized through approved avoidance and minimization measures. Guidance for determining evidence of bat presence, common avoidance/minimization measures. Guidance for migratory bird avoidance/exclusion measures.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>7. If the project is located within a Metropolitan Planning Area and is in a non-attainment or maintenance area for criteria air pollutants, the proposed project is or will be included in the approved Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prior to letting if the proposed project.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A</p>
<p>8. Based on the estimate of the beam depth of the new structure, the new structure will meet local floodplain requirements.</p>	<p><input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met</p>



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	<input type="checkbox"/> N/A <input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
9. If there are Section 4(f) lands impacted, a Section 4(f) Finding of <i>de minimis</i> Impact per 23 CFR 774.7(b) applies. The Section 4(f) impact may not be associated with a historic property. The Section 4(f) Finding of <i>de minimis</i> Impact must be included in the project environmental documentation (see WisDOT FDM Procedure 20-45-5.6.1). It is important to remember that public involvement must occur before requesting the letter of concurrence from the official with jurisdiction over the Section 4(f) resource. Include a delineation of the entire Section 4(f) resource and the area of potential acquisition on the attached aerial map.	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
10. There are no Section 6(f) or other specially funded (Dingell-Johnson, Pittman-Robertson, Stewardship Funds, Wetland Reserve Program, etc.) resources that will be impacted	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
11. The project does not include any in-water work below the ordinary high water mark (OHWM) for streams designated as Section 10 or Section 9 of the Rivers and Harbors Act related to navigable waters (see WisDOT FDM Procedures 20-50-5.2 and 5.3). Work on structures over Section 9 waters will require coordination with the U.S. Coast Guard. The project does not include any in-water work below the OHWM for waterways designated by DNR as an Outstanding Resource Waters or Exceptional Resource Waters . The project does not cross any state or national wild or scenic river nor is the project within the associated 1000' scenic river corridor.	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
12. Any work to be done or any fill to be placed in wetlands or below the ordinary high water mark (OHWM) of waters of the U.S. shall meet the no pre-construction notification (non-reporting) criteria of the U. S. Army Corps of Engineers , Transportation Regional General Permit for Wisconsin (& Minnesota) and therefore will not require a Pre-Construction Notification (PCN).	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
13. The proposed project does not have temporary or permanent impacts to waters classified as Areas of Special Natural Resources Interest (ASNRI) .	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
14. No federal funding will be used for real estate acquisition.	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
15. No relocations will occur. Right of way acquisition will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended (42 U.S. Code Chapter 61). Pursuant to the Uniform Act , Wisconsin State Statutes Chapter 84 and Chapter 32 must also be followed to maintain project funding eligibility. Include a delineation of the area of potential acquisition on the attached aerial map.	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A
16. The proposed project is not located on tribal reservation lands or lands held in tribal trust. If unsure if such lands are present, the WisDOT Tribal Liaison should be consulted.	<input type="checkbox"/> Criteria met <input type="checkbox"/> Criteria not met <input type="checkbox"/> N/A

Reviewers (Print name, sign for approval)	Approval Signature (Serves as concurrence that subject project meets selection criteria for Local Program Low-Risk Delivery from design through completion of construction*)	
	Print Name:	Signature/Date:
Project Sponsor – County/City Engineer	Print Name:	Signature/Date:
Local Program Project Manager	Print Name:	Signature/Date:
<p>* This is not the environmental document for the proposed project. It is understood that if the proposed project is approved for participation in the Local Program Low-Risk Delivery model, the appropriate environmental document will be prepared and approved. If at any time the above signatories determine the project no longer meets the selection criteria, they will notify the Region LPPM. If it is determined the reason for not meeting all applicable selection criteria cannot be resolved, the project will be removed from the Local Program Low-Risk Delivery and will revert to the typical project development process.</p>		



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