

Low Impact Bridge Program Manual



5/16/2024
Revision 3.2
Atlanta, GA 30308

This document was developed as part of the continuing effort to provide guidance within the Georgia Department of Transportation in fulfilling its mission to provide a safe, efficient, and sustainable transportation system through dedicated teamwork and responsible leadership supporting economic development, environmental sensitivity and improved quality of life. This document is not intended to establish policy within the Department, but to provide guidance in adhering to the policies of the Department.

Your comments, suggestions, and ideas for improvements are welcomed.

Please send comments to:

State Design Policy Engineer
Georgia Department of Transportation
One Georgia Center
600 W. Peachtree Street, 26th Floor
Atlanta, Georgia 30308

DISCLAIMER

The Georgia Department of Transportation maintains this printable document and is solely responsible for ensuring that it is equivalent to the approved Department guidelines.

Revision History

Revision Number	Revision Date	Revision Summary
1.0	N/A	Original
2.0	7/12/17	Converted to standard template
2.1	9/1/17	Appendix D – Updated Survey Requirements chart Appendix E – Added info regarding Design Policy and Support has agreed that a Design Variance will not be required for Standard 9031T (Shoulder Width at Approach Slab)
2.2	2/9/18	Chapter 4 – The inclusion of easement language was added along with revised environmental survey limits. Attach. A – Easement language added to screening forms Attach. B – Early Coordination Letters updated to include links to survey website. Attach E – Guidance added from Design Policy and Support and from Traffic Operations.
2.3	6/8/18	Attach E- Revised note regarding Approach Slab Standards 9017P and 9017Q for LIBP must use 9017P-SD and 9017Q-SD with asphalt overlay on bridges.
2.4	8/23/18	Updated GDOT logo throughout
2.5	11/14/18	Chapter 1 – Deleted information regarding ROW Chapter 4 – Updated information regarding meeting invitation. Added information regarding District Design and/or Preconstruction Chapter 5 – Replaced State Transportation Improvement Program (STIP) with Construction Work Program (CWP) Chapter 6 – Added summarization regarding responsibilities of LIBP team members. Updated project manager responsibilities. Replaced Bridge Hydraulic Engineer with Bridge Office. Added new section District Design Office or Consultant Design Team and Office of Right of Way. Added Geotech Consultant to Office of Materials sections. Addition of NEPA document and removal of Section IV of the form. Attachment A – no longer includes Section IV of the FORM

		<p>Attachment B – updated letters</p> <p>Attachment C - added a new template schedule that includes ROW and PFPR</p> <p>Attachment E – reformatted for easier reading</p>
2.6	1/24/19	<p>Attachment B – Fixed minor typos and updates</p> <p>Attachment C – Updated with latest LIBP template schedules one for No-Effect and the other for Informal Section 7, with either template able to accommodate ROW or easement activities</p> <p>Attachment E – Added a comment regarding the construction / detour time restrictions</p>
2.7	5/7/19	<p>Attachment E - Added description and instructions for types of bridge projects permitted to use Attachment E. Provided guidance for adding an additional project phase/or updated estimates to LIBP projects. Included instructions for pavement markings on asphalt topped bridges versus concrete decks.</p>
2.8	8/30/19	<p>Appendix E – removed Engineer of Record but keep acronym. Added reference to paving limits.</p>
3.0	11/9/23	<p>Updated GDOT branding throughout</p> <p>Chapter 1</p> <p>Added reference to categorical exclusion (CE). Added summarization of updated project delivery methods. Added reference to SFLB. Revised to include previous Chapter 2's purpose</p> <p>Chapter 2 – new chapter</p> <p>Revised section C title to Environmental coordination. Includes reference to NEPA documents. Includes previous Chapter 3</p> <p>Chapter 3</p> <p>This was the previous chapter 4</p> <p>Chapter 4</p> <p>Defined complex hydraulic analysis. Clarified environmental requirements. Renamed to Initial Screening in order to reflect the Program processes</p> <p>Chapter 5</p> <p>New Chapter 5 Selection Meeting was previous section in chapter 4. Created the chapter to reflect the LIBP Process</p>

		<p>Chapter 6</p> <p>Added references to Environmental Guidebooks. New chapter from previous Chapter 4</p> <p>Chapter 7</p> <p>Included references to State Funded Local Bridge Program (SFLB). Provided guidance around STEAP (Screening Tool for Equity Analysis). Added PIP link (public involvement plan). New chapter from previous Chapter 5</p> <p>Chapter 8</p> <p>Previous version Chapter 7. Added FHWA Bridge engineer to program evaluation</p> <p>Note: All Attachments have been changed to appendices</p> <p>Appendix A</p> <p>Provided guidance regarding STEAP (Screening Tool for Equity Analysis). Added PIP link (public involvement plan). Provided updated and detailed roles for each team member. This was previous Chapter 6</p> <p>Appendix B</p> <p>Revised sample coordination letter and forms to provide updated contacts</p> <p>Appendix C</p> <p>Updated LIBP Decision Making Forms I/II/III. Revised project candidate information. Reformatted in order to make more user-friendly. Included reference to NOAA Fisheries. This was the previous Attachment A</p> <p>Appendix D</p> <p>New form for district utility coordination that was not included in previous version</p> <p>Appendix E</p> <p>New appendix E to include design and environmental project overview</p> <p>Appendix F</p> <p>Added SFLB memo for reference only</p> <p>Appendix G</p> <p>Previous Attachment E. Included information about virtual PIOH. Updated links for minor pavement design. Provided updated clarification on design</p>
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		<p>policy and support guidance regarding design slopes and design deviations/variances/exceptions</p> <p>Appendix H</p> <p>New Bridge Office protocol</p> <p>Appendix I</p> <p>Included new appendix to define manual acronyms</p>
3.1	12/13/23	<p>Appendix G</p> <p>Clarified the paving limits for low impact bridge projects located on dirt roads</p>
3.2	5/16/24	<p>Appendix A</p> <p>Added OMAT policy 5525-1 reference</p> <p>Appendix I</p> <p>Changed annual daily traffic to average daily traffic.</p> <p>Added underground storage tank definition</p>

List of Effective Chapters

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Chapter 2. Project Candidate Strategies	3.0	11/9/23
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Chapter 1. Overview

The Georgia Department of Transportation (GDOT) has developed a Low Impact Bridge Program (LIBP) to provide expedited project delivery for these least complicated type bridge replacement projects. The LIBP, hereafter referred to as the Program, has been created with three major principles in mind – safety, stewardship and streamlining.

The safety of the travelling public is of paramount importance. It is the intent of this Program to reduce risk associated with structures that have been closed, load restricted, temporarily shored, and/or supported by temporary bents.

Second only to safety, this Program will foster stewardship of Georgia's environmental and financial resources along with consideration of community impacts. Projects developed under the Program will seek to minimize the effects to the natural environment while providing long-term cost-effective engineering solutions. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement process including planning, design, environmental and construction.

It is understood that as the selection process continues, conflicts may be identified that would prohibit candidates from moving forward in the LIBP. To further assist local governments with the replacement of bridges that do not qualify for the LIBP, GDOT developed the State Funded Local Bridge (SFLB) Program.

To ensure timely project delivery, focused project management skills, forward thinking, and thorough planning to identify issues and resolutions will be required. Careful consideration and proper project selection are critical. Candidates with more time-consuming requirements such as impacts to sensitive environmental resources, Federal Emergency Management Agency (FEMA) regulated streams or complex constructability issues will not be selected for this program.

This document outlines the steps for the plan development process for this Program. Successful candidates for this process will require minimal permits, minor utility impacts, no FEMA coordination, and off-site detours. In addition, they will meet other low-impact characteristics as identified in this document. Candidates that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Programmatic Categorical Exclusion (PCE) or Categorical Exclusion (CE) determination in compliance with the National Environmental Policy Act (NEPA).

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Chapter 2. Project Candidate Strategies

To accomplish expedited design, approval, and construction of a project in the Program, GDOT will implement the following strategies:

A. Practical Design

Particular attention will be paid to preventing scope creep. Minor improvements to other design elements will be considered only when they do not result in significant increases to the physical limits, environmental impacts or costs of the project. Design variances or exceptions will be considered when there is no evidence that the existing condition will result in significant risk to the travelling public.

B. Standard Bridge Plans

The use of GDOT's bridge standards and basic drawings should be the first alternative considered to reduce the engineering effort resulting in both cost and time savings. The use of pre-cast bridge elements will be considered if their use will result in a reduced duration of road closure.

C. Environmental Coordination

NEPA documents under the LIPB will be either PCE or CEs. Please see Environmental Guidebooks to determine document level: <https://www.dot.ga.gov/GDOT/Pages/EnvironmentalProcedures.aspx>.

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Chapter 3. Candidate Screening

Prospective bridges will undergo several evaluations prior to being selected for this Program. In keeping with the streamlined project delivery focus, if at any time during the evaluations of the prospective bridges a criteria listed within this manual cannot be satisfied, please contact the Office of Bridge Design and Maintenance (OBDM) at OBDM@dot.ga.gov as soon as possible.

Initial Considerations

The management of the Program resides within OBDM. Using readily available data from the bridge inventory and other sources, OBDM will identify prospective bridges. To be considered eligible for this Program, each evaluated bridge must be eligible for Federal Funding, but **cannot** include any of the following criteria:

- Locations on the National Highway System
- Locations involving railroad crossings
- Locations at state border lines

In addition, the following seven major river crossings are defined as navigable and thus require coordination with the US Coast Guard (USCG) and **cannot** be involved with any of the bridges being considered:

1. Chattahoochee River
2. Flint River
3. Coosa River
4. Etowah River
5. St. Mary's River
6. Altamaha River
7. Savannah River

Additionally, the criteria below may be used in determining the most viable structures for consideration:

Posting/closing requirements	Channel widths
Annual Daily Traffic (ADT)	Utility attachments
Length of potential off-site detours	Drainage areas
Alignments (horizontal and vertical)	Structure lengths
Temporary shoring	

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Chapter 4. Initial Screening

Initial Screening

Due to constraints on resources, not all bridges will be able to move forward in this Program. Therefore, a subset of the list of bridges initially considered will be chosen to undergo this first screening to determine eligibility. This desktop screening will require the assessment of several items that cannot be easily automated. To the extent practical, each bridge will be evaluated against the items contained in the Field Scoping Meeting (FSM) portion of the Low Impact Bridge Program & State Funded Local Bridge Decision-Making Form (FORM Appendix C). LIBP and SFLB projects will not have a Concept Phase/Report, and Sections I/II/III of the FORM will serve as the replacement. OBDM will seek input from appropriate subject matter experts (SME), and screening results will be included in the Master Screening spreadsheet. In general, each bridge must meet the following conditions or it will be screened out of the Program by OBDM.

1. Hydraulics

- Does not require coordination with the U.S. Coast Guard (USCG) or FEMA for a Conditional Letter of Map Revision (CLOMR). These requirements will likely result in additional delays to the schedule.
- Requires a less than complex hydraulic analysis (i.e., no skew greater than 45 degrees, no multiple openings that require 2D modeling, no tidal conditions, no parallel flow or extreme meandering, no immediate upstream or downstream crossings and avoidance of wide floodplains, especially with overtopping flows).
- A hydraulic opening of the replacement bridge shall be as large as or larger than the existing structure. Exceptional circumstances will be coordinated with the appropriate resource agencies.
- Design variances for clearance may be considered in cases where the existing profile does not provide proper clearance over flood stages for the proposed bridge.
- Detour maps will be prepared for coordination with local governments. Detour maps will be evaluated by OBDM using existing inventory data to determine that all bridges along the proposed route can accommodate truck loads that are equivalent to or exceed the bridge that is under evaluation for the LIBP or SFLB. Roadways will be closed during replacement construction so a reasonable off-site detour route (less than a 12 month closure) must be available. "Reasonableness" will be evaluated based on the input from the local government, school board and emergency management agency.

2. Roadway Design

- Proposed projects (including staging) are restricted to within existing Right of Way (ROW) except where easements are needed for construction of the bridge and installation of roadway safety features.
- In the event of substandard geometry, design variances and/or exceptions may be considered. (See Appendix G Reference Sheet for LIBP and SFLB Designers for supplemental information)

3. Utilities

- Cannot require complex utility relocation or coordination, such as, but not limited to: high relocation costs, major transmission-type utility, required time restrictions (seasonal outages or bat season), asbestos material-type utility, services that are one-way feed, etc.
- Project candidate locations with utility companies that claim prior rights will be evaluated on a case by case basis. If selected to continue in the Program, additional coordination time will be required.

4. Environmental

The list below does not determine NEPA document level. See Environmental Guidebooks for further guidance.

- Cannot involve federal land including, but not limited to, National Park Service, US Forest Service, military bases or US Army Corps of Engineer (USACE).
- Cannot impact a USACE permitted mitigation site.
- Project cannot impact Essential Fish Habitat (EFH) requiring consultation with the National Marine Fisheries Service.
- Cannot require Individual Formal Section 7 consultation under the Endangered Species Act (i.e., projects are not eliminated if there is *Programmatic* Formal Section 7)
- Cannot require individual Formal Section 7 consultation under the Endangered Species Act, however projects are not eliminated if parameters cited in the *Collaborative Programmatic Agreement, Biological Assessment, Biological and Conference Opinion, and Conference Report for Federally Listed and State Protected Bat Species in Georgia* are met.
- Cannot span a Wild and Scenic River.
- Cannot be a Type I project as defined in 23 CFR 772.5 (noise abatement).
- Cannot involve a bridge that has been determined eligible for listing in the National Register of Historic Places (NRHP) as a result of the Georgia Historic Bridge Survey.
- Cannot be located in a historic district listed in the NRHP.
- Cannot adjoin a National Historic Landmark.
- Cannot have air quality issues of concern for Mobile Source Air Toxins (MSAT) or result in a violation of National Ambient Air Quality Standards (NAAQS).

5. Construction

- Cannot have complex constructability issues.
- Cannot require a road closure of more than 12 months (duration of closure).

6. Geotechnical

- Cannot involve known difficult geological issues in the area.

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Chapter 5. Selection Meeting

Candidate Bridge Selection

1. Selection Meeting

After the Initial Desktop Screening is complete, the list of proposed bridges will be evaluated during the Selection Meeting where SMEs from each office will share their findings. OBDM will both evaluate and determine which prospective structures will continue in the program.

Initial Desktop Screening SMEs will be:

Bridge Design
Bridge Hydraulics
Environmental Services
Utilities
Construction
Geotechnical and
District Pre-Construction

As a result of the Selection Meeting, prospective bridges continuing in their evaluation will be considered Candidate Bridges and:

- Be forwarded to relevant Environmental Resource Agencies and FHWA
- Undergo an in-depth second screening with constraints and concerns to be addressed at the Field Scoping Meeting.
- Must receive the support of the local government to continue advancing through this second screening (including the road closure and off-site detour).

2. Local Government and Stakeholder Coordination

The use of off-site detours is key to the timely delivery of these bridge replacement projects. Therefore, early coordination is required to assess support of a detour during the construction phase of the project. After the Selection Meeting, OBDM will finalize a suitable detour route and solicit input from the local government, school system and emergency management agency. GDOT will provide all necessary road closure and detour signage, in addition to maintaining any state route portion of the detour, if applicable. However, any necessary part of the detour route that utilizes locally owned and maintained roads will be the local government's responsibility to maintain during the construction of the bridge. Sample letters soliciting information on potential impacts related to the use of a detour and requesting an official statement of support or opposition are available from OBDM upon request. Any concerns received from the local governments will be addressed and recorded for inclusion in the Environmental Document.

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Chapter 6. Field Scoping Meeting

Field Scoping Meeting

1. Preparing for the Field Scoping Meeting

In preparation for the Field Scoping Meeting, each office listed in this section is required to visit the candidate bridge site in person to collect relevant field data. Each office’s responsibilities are defined below:

Office of Bridge Design and Maintenance

An OBDM representative will collect the following information for each bridge candidate and complete the Preliminary Hydraulics Assessment with the Bridge Hydraulics Group’s assistance: drainage areas, existing plans, maintenance/inspection records, or proximity of other stream crossings. Factors included in determining the complexity of a hydraulic study include area of the basin, navigational waterways, multiple hydraulic openings, tidal influence, distance to receiving waters and abnormal flood conditions. In addition, the OBDM representative will perform local government coordination, complete Section I of the FORM based on the Initial Screening and Section II based on Local Government Support and Detour information.

OBDM will invite the following to attend the Field Scoping Meeting and will do so at least 10-12 weeks in advance to allow all SMEs time to review and prepare. These participants will be considered the Project Team:

Program Delivery	Bridge Hydraulics	TVA (if relevant)
District Roadway Design	Utilities	
Construction	Environmental Services	
Geotechnical Bureau	Location	
Local Government Officials	Resource Agencies as required (USACE, USFWS,	
FHWA	EPD, DNR, GAEPD and SHPO)	

The meeting invitation will include a link to the LIBP Manual, Bridge Inspection Reports, a KMZ link, and a blank Section III of the FORM.

Office of Environmental Services (OES)

Environmental Services will assemble all of the preliminary environmental data relevant to the project candidate. In addition, the environmental team will send out early coordination letters requesting comments from government agencies, resources agencies, tribes, and municipalities in order to gather input. If a tribal government expresses concern during early coordination, the bridge candidate may be eliminated from the Program since the additional coordination required will not meet the Program schedule goals. Early coordination procedures outlined in the GDOT's Environmental Procedures Manual (EPM) will be followed, and property notification letters will be sent to all property owners within the survey limits upon receiving the FSM request.

After property notification letters have been posted, Resource Identification activities can begin. For the purpose of determining field survey requirements, bridge candidate limits should include 75 feet upstream and downstream of the centerline or be the limits of the existing ROW, whichever distance is greater. In addition, the longitudinal survey limits will extend 500 feet from the ends of the existing structure in both directions. If there is an intersecting road within 500 feet of the bridge approaches, in either direction, an additional 200 feet will be surveyed on the intersecting road, within existing ROW. Candidate Bridges will be surveyed for the presence of natural, cultural and community resources (e.g., churches, schools) following standard survey methodological approaches pursuant to GDOT's EPM. For bridge candidates in the Program that are not intended to extend beyond existing ROW and will not require easements, the 100-foot expanded archaeology survey corridor on typical GDOT projects may be waived in some instances. This consideration will be determined based on available design information and consultation with OBDM. Field data will be assessed to ensure that the entire area has been surveyed. After the delineation and classification of all resources is complete, this information will be provided to the Design Engineer for placement on the plans. The project candidate ecologist will notify the Design Engineer of any streams that must be designed for fish passage due to classification or protected species habitat.

The results of the environmental field surveys will be discussed with the Resource Agencies and the evaluation team at the Field Scoping Meeting. Project selection effects including any commitments to achieve the appropriate level of finding also will be discussed at the Field Scoping Meeting. The resource identification as well as the outcome of agency consultations will be recorded in Section III the FORM.

Office of Utilities

The District Utilities Manager or designee will contact and notify all utility owners of candidate bridge projects and discuss any relocations or potential problems. A meeting will be scheduled on site, if deemed necessary.

District Design and/or Preconstruction

The District Design representative will coordinate with OBDM to confirm the existing ROW limits for the bridge candidate to determine any easements or ROW needs.

2. Holding the Field Scoping Meeting

The Project Team will meet on site or virtually to finalize the scope of the project candidate. A Bridge Office Representative will begin the meeting and explain that the intent of the meeting is to identify the benefits versus the risks of the candidate moving forward. All questions will be addressed, and a clear scope of the bridge replacement will be determined.

Relevant sections of the FORM will be discussed, and OBDM will compile these comments to serve as the minutes of the meeting.

OBDM will ensure that all attendees leave the meeting with a clear direction as to what is expected of them with regards to their responsibilities to meet each step of the process and the overall schedule. Areas of responsibility will fall into three distinct categories: utilities, design, and environmental, *with overall project progress lying with the Project Manager (PM) once the project has been programmed.*

Once the Field Scoping Meeting has been completed, the actual work of designing, estimating, assembling contract documents, obtaining NEPA approvals, and acquiring environmental permits for the project will begin.

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Chapter 7. Final Selection - Contents

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Chapter 7. Final Selection

After the Field Scoping Meeting, Candidate Bridges meeting the criteria detailed within this manual along with the conditions listed below will be recommended by OBDM to be placed into the Construction Work Program (CWP) and scheduled for replacement under this Program. When project candidates are requested for programming, they will be referred to as Low Impact Bridge Projects (LIBP) or State Funded Local Bridge Projects (SFLB). The Preconstruction Status Reports (PSRs) will reflect LIBP Projects with the Priority Code “LIBP”, but State Funded Local Bridge Projects will only be identified as a “SFLB” in the Bridge comments section. These projects will adhere to the schedules resulting from the Field Scoping Meeting in accordance with the streamlined provisions of this Program. Candidate Bridges exceeding the environmental thresholds previously defined in this manual will be disqualified from the Program.

In addition, the following impacts will not be permitted:

1. Noise impacts.
2. Residential or commercial displacements, access changes or impairment of existing land functions.
3. Impacts to Prime Farmland.

To ensure that environmental impacts remain below the thresholds specified above. This list is not all inclusive as other conditions may be identified.

- For projects with identified protected species, the construction contract will include Special Provision 107.23 G and/or H. Restrictive work dates may apply if work below the water surface, including pile removal, pile driving and cofferdam construction, will take place within suitable habitat for federally protected aquatic species or if a federally protected species is known to occur within the action area.
- In accordance with Specification 107.23B, construction activities will be performed in such a way as to prevent siltation and to prevent construction waste or debris from falling into the water.
- For all selected federally funded LIBP projects, a STEAP (Screening Tool for Equity Analysis of Projects) Analysis (or equivalent tool) will be completed. If the STEAP Analysis (or equivalent tool) reflects low income and minority populations above state and federal averages, or higher than 50%, public outreach will be carried out in compliance with the PIP (Public Involvement Plan) [PIP link](#).
- Any ground disturbing activities will be prohibited in areas identified as Environmentally Sensitive Areas (ESA) that are delineated by Orange Barrier Fencing and the following note will be included on the plans:

The contractor shall ensure that all construction related activities (easements, staging, vehicular use, construction trailer placement and staging) be restricted to the existing right of way. The contractor shall install orange safety fencing between mainline stations XXX+XX and XXX+XX to ensure that the ESA is not adversely impacted during project construction.

- Maximum number of detour days is dependent on bridge design and location and is coordinated between the Office of Construction and Bridge Design.

- Projects will include Special Provision 108 (Prosecution and Progress) assessing liquidated damages for projects exceeding the road closure duration noted in Special Provision 150.

Chapter 8. Program Evaluation - Contents

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Chapter 8. Program Evaluation

The Bridge Program Manager and Bridge Program Analyst will evaluate the Program's effectiveness by reviewing efficiencies, resource availability, and identifying areas for growth. GDOT will also track project candidates that were eliminated from the Program and identify alternative programs for replacement.

In addition to reviewing the Program, monitoring of the compliance with the associated Interagency Agreements will be undertaken through annual internal reviews to be conducted by GDOT, and joint reviews to be conducted upon request by FHWA and GDOT.

The reporting period will coincide with the state fiscal year (July 1 through June 30) and a report will be produced by the following September 30 and provided to the Chief Engineer and FHWA Bridge Engineer.

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Appendix A. Compiled Responsibilities of Team Members for All Phases

This section summarizes the responsibilities for all Program Team Members. It is each member's responsibility to be familiar with Appendix G of this Manual that provides specific information regarding the design and delivery of a LIBP or SFLB project.

A. Project Manager (PM)/Office of Program Delivery (OPD)

It is the Project Manager's responsibility to:

After Field Scoping Meeting

- Assign PM(s) for selected LIBP or SFLB projects after receiving a request from OBDM with details regarding available resources.
- Request authorization of funds, traffic requests (reduced study and report) through the Office of Planning and activation of template schedules through the Office of Program Control (OPC). The PM will also request any schedule modifications if there are any unforeseen changes to the project.
- Review OMAT Policy 5525-1_UST and request a Phase I ESA (Environmental Site Assessment) for any LIBP or SFLB projects with a ROW phase. Projects that do not have a ROW phase must request an exemption from OMAT
- Follow up with the Utility Office and Engineering Services to confirm the Utility Certification Package is complete and construction funds are authorized.
- Prepare and submit detour report for approval, and advertise the Notice of Detour Approval within 30 days of receiving approval in accordance with GDOT's Plan Development Process (PDP) and state law.
- Deliver the selected LIBP or SFLB projects and coordinate with all SMEs to ensure that the project stays on course.

B. Resource Agencies

USACE, USFWS, EPD, DNR, SHPO

It is each Resource Agency's responsibility to:

Preparing for Field Scoping Meeting

- Provide comments on Candidate Bridges defined by OBDM at least 10 weeks prior to meeting date. Indicate any field conditions that may disqualify a candidate from the Program.

Field Scoping Meeting

- Attend Field Scoping Meeting or visit the site as necessary at another time to gather field data for response to scoping comment requests. If a Resource Agency is unable to attend due to other conflicts, they can submit their comments and concerns via email to OES or OBDM. Time extensions for comments will be considered as necessary.

After Field Scoping Meeting

- Review any written notifications required for any permit authorizations.

C. Office of Bridge Design and Maintenance

It is OBDM's Bridge Program Analyst's responsibility to:

Bridge Office Screening

- Provide a list of bridges from a specific district to the Hydraulics group and a Front Office representative for consideration in the LIBP/SFLB.
- Conduct a meeting within 2 weeks to review Bridge Office comments with Hydraulics/Front Office representative and define candidates that will proceed to the Initial Desktop Screening and Selection meeting. Candidates that were not eligible for LIBP/SFLB should be documented in InspectX.
- Generate a Master Screening Spreadsheet to accompany the Initial Desktop Screening and Selection meeting invite.

Initial Desktop Screening & Selection Meeting

- Prepare and email Initial Desktop Screening Request and Selection Meeting invitation to SME offices identified on Master Screening Spreadsheet.
- Collect SME comments and update a Master Screening Spreadsheet to be reviewed during Selection Meeting.
- Define ROW limits for bridge candidates prior to Meeting.
- Conduct Selection Meeting to review screening results from SMEs.
- Discuss SME comments with OBDM after the meeting to identify candidates for the LIBP or SFLB replacement program. Candidates that were not eligible for LIBP/SFLB should be documented in InspectX.

Preparing for Field Scoping Meeting

- Coordinate with IT to create ProjectWise directories identified by Bridge ID for the candidate bridges.
- Prepare a Field Scoping Meeting invitation and distribute via email to SMEs and Resource Agencies. The invitation should allow for a 10-12 week turnaround time for the field evaluations to be conducted. The invitation will include the following attachments:

LIBP Manual (weblink)

Blank Section III of the FORM

KMZ link

Bridge Inspection Reports

- Identify local government contacts at the Board of Commissioners, the Board of Education, and the Emergency Management Agency to send letters of early detour coordination and to assess overall project candidate support. Any detour concerns received from local entities will be addressed and documented as needed. If detour letter templates are needed, please contact OBDM@dot.ga.gov.

- Confirm completion of Section I and II of the FORM upon receipt of Detour Responses and SME information from Desktop Screening.
- Ensure that the Environmental Considerations portion of Section III of the FORM has been completed using information provided by OES, and the completed FORMS are uploaded to ProjectWise.
- Coordinate with the Hydraulics group to prepare a rough schematic layout of the bridge and existing spans based on field visit and discuss at the Field Scoping Meeting.

It is OBDM's responsibility to:

Field Scoping Meeting

- Select a representative to begin the Field Scoping Meeting and explain that the intent of the meeting is to establish the details and limits of the candidate project. All questions will be addressed and a clear scope of the bridge replacement will be determined. The relevant sections of the FORM will be discussed.
- Establish topographic survey boundaries (See Appendix J).
- Record relevant notes and comments from SMEs and county representatives at the Field Scoping Meeting. These notes will serve as the meeting minutes and will be included in Section III of the FORM.
- Confirm District resource availability for survey and roadway design.
- Ensure that all attendees leave the Field Scoping Meeting with a clear direction as to what is expected of them with regards to their responsibilities to meet each step of the process and overall schedule.

After Field Scoping Meeting

- Request the Hydraulics Group to utilize the prepared schematic layout to draw in the limits of the existing banks and prepare an estimate of the proposed span arrangement showing the proposed locations of the bents. This schematic will be uploaded to ProjectWise and sent to OMAT (or designated on-call services) to begin the Bridge Foundation Investigation (BFI) process.
- Select LIBP or SFLB bridges to proceed based on resources/funding, and the Bridge Program Analyst will notify all SMEs to continue project development. Bridge candidates that are not eligible or on hold for funding will be documented in InspectX.
- Complete Section III of the FORM, including all meeting notes and comments, as well as designation for programming of bridge path. The Bridge Program Analyst will sign and secure signatures from OES and the State Bridge Engineer. The Bridge Office will upload the final signed version of the FORM to ProjectWise
- Coordinate with IT to change ProjectWise directories to PI Numbers.

D. District Design Office or Bridge On-Call Services Consultant Design Team

It is the District Design Office's responsibility to:

Selection Meeting

- Confirm with the counties prior to the meeting existing ROW limits and any complex design issues that would prevent an expedited construction schedule.
- Attend the Selection Meeting and provide feedback on the existing ROW limits and any design concerns.

Field Scoping Meeting

- Confirm the attendance of at least one design representative to be present at the Field Scoping Meeting who can discuss the need for any potential easements or design concerns.

It is the District Design Office's or Bridge On-Call Services Consultant Design Team's responsibility to:

After Project Field Scoping Meeting

- Coordinate with the Bridge Office, the Office of Environmental Services and the ROW office as needed to deliver Preliminary Roadway Plans to the ROW Office to allow ROW activities to begin and submit for Preliminary Field Plan Review (PFPR).

E. Office of Right of Way

The Office of Right of Way will be responsible for the following activities only when easements (LIBP) and ROW (SFLB) are needed or identified during or after the Field Scoping Meeting.

- Coordinate with the District Design or Bridge On-Call Services Consultant engineers to receive ROW plans prior to PFPR so that ROW plan preparation can begin with the delivery of complete Preliminary Roadway Plans.

F. Office of Environmental Services

It is the Office of Environmental Services responsibility to:

Selection Meeting

- Conduct background research within 2 weeks of receiving Initial Desktop Screening and Selection Meeting invitation.
 - Assign ecologist, archaeologist, historian, and NEPA analysts to complete the attached Master Screening Spreadsheet in preparation for the Selection Meeting.
- Attend and present desktop screening results.

Preparing For Field Scoping Meeting

- Notify NEPA to send out Property Notification letters upon receiving FSM invitation from OBDM with bridge candidates identified. After letters are mailed, Resource ID will begin. Prompt notification to each resource group of completion of this activity is requested. Resource groups will have 10-12 weeks to complete field surveys.

- Compile the research collected during initial screening, conduct field surveys/delineations, complete Section III of the FORM in preparation for the Field Scoping Meeting, and upload the Section III and Delineation to ProjectWise (to environmental resource folders).
- Confirm whether any comments from Resource Agencies or FHWA need to be included at the Field Scoping Meeting if they are unable to attend.

Field Scoping Meeting

- Ensure that a representative from each resource group can attend Field Scoping Meeting and present and discuss field survey comments and findings.

After Field Scoping Meeting

- Continue project development after notification from OBDM of the bridges selected to proceed in LIBP or SFLB
- Complete a STEAP (Screening Tool for Equity Analysis of Projects) Analysis (or equivalent tool) for all selected federally funded LIBP projects. If the STEAP Analysis (or equivalent tool) reflects low income and minority populations above state and federal averages, or higher than 50%, public outreach will be carried out in compliance with the PIP (Public Involvement Plan).
[Online PIP link](#)
- Prepare the NEPA document in support of the Preconstruction Notification (PCN) in accordance with the general permit requirements of Section 404 of the Clean Water Act. The State Environmental Administrator or designee will review and submit the PCN to the USACE. The State Environmental Administrator or designee will receive all permit authorizations from the respective agencies and will assist in the PM's review of the final construction plans to ensure that all permit requirements have been addressed in the final plans.
- Ensure that project files include a PCE approved by the State Environmental Administrator, or a CE approved by FHWA.
- Receive a final review of the completed Environmental Commitments Table (ECT) by OES following its approval from the Project Manager and Engineer of Record.

G. Office of Utilities

It is the Office of Utilities' responsibility to:

Selection Meeting

- Complete the Master Screening Spreadsheet within 2 weeks of receiving the Initial Desktop Screening Request and Selection Meeting invitation.
- Ensure that a representative can attend the Selection Meeting and present and discuss comments.

Field Scoping Meeting

- Coordinate directly with utility owners upon receipt of FSM invitation and candidate bridge list. Within the 10-12 week time span defined by the FSM, identify any utilities deemed to be in conflict with the candidate bridges. This will include beginning any planning and verifications that may be necessary.

- Ensure that a representative can attend the FSM and present and discuss findings.

After Field Scoping Meeting

- Coordinate the marking of existing utilities and proposed utility relocations for the selected projects once the final plans begin.

H. Office of Materials and Testing or Bridge On-Call Services Geotech Consultant

It is OMAT's responsibility to:

Selection Meeting

- Identify any potential drilling concerns or known difficult geological issues at the candidate sites within 2 weeks of receiving the Initial Desktop Screening Request and Selection Meeting invitation.
- Ensure that a representative can attend the Selection Meeting and present and discuss findings.

Field Scoping Meeting

- Determine anticipated foundation type, vibration monitoring concerns, and impacts to natural springs or artesian wells within the 10-12 week time span defined by the FSM invitation.
- Ensure that a representative can attend the FSM and present and discuss findings.

It is OMAT's/Bridge On-Call Services Geotech Consultant's responsibility to:

After Field Scoping Meeting

- Use the schematic received from and created by the OBDM Hydraulic representative. The Geotech Bureau employee or Bridge On-Call Services Geotech consultant will begin the BFI process.

Appendix B. Sample Detour Forms

Refer to forms below.



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Georgia Department of Transportation
Bridge Replacement Project
LIBP / SFLB - Detour Impact Form
XXX-XXXX-0, NAME County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us using the information provided in the cover letter.

1. Please quantify the number of impacts anticipated by the off-site detour shown on the attached map.

Daily Number of vehicles _____ Daily Number of Trucks _____
Number of Residences _____ Number of Businesses _____
Detour Length _____

2. Please rate the impact on service if the bridge were closed for up to a year? (Please note that any concerns identified here must be explained in #3 below, in order for the Project Designers to address the concerns)

☐ No Concerns ☐ Moderate Concerns ☐ Major Concerns

3. **If concerns were identified** on #2. please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them? (Separate letters and detour forms have been sent to the County EMA Director and the Superintendent of Schools.)

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

7. Estimated width of existing right-of-way at bridge _____ ft

Form Completed by (Name): _____

(Title): _____

Date: _____

☐

By checking this box, we support the bridge replacement utilizing an offsite detour.



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

DATE

NAME

TITLE

COUNTY Board of Commissioners

STREET ADDRESS

CITY, GA Zip

RE: Request for Comments on GDOT County Bridge Replacement Candidate
ROUTE over CREEK - Bridge ID #: NUMBER

Dear Mr. or Ms. NAME:

The Georgia Department of Transportation (GDOT) has developed a Low Impact Bridge Replacement Program (Program) to provide expedited project delivery for the least complicated bridge replacement projects. As noted in the online Program manual, prospective bridges will go through a tiered evaluation process that takes into account a number of factors.

(<http://www.dot.ga.gov/PartnerSmart/DesignManuals/BridgeandStructure/LIBP%20Manual.pdf>)

The purpose of this letter is to solicit your input concerning the potential impact of the proposed project on the citizens in your community. We propose to close this bridge during its construction and replacement which may take 6 to 9 months. Please find attached a detour map showing the location of the bridge and a proposed detour route.

Since the bridge is on a locally owned and maintained route, it will be the local government's responsibility to maintain any local routes utilized for the detour. The Department will provide all necessary road closure and detour signage, in addition to maintaining any state route portion of the detour.

To allow us to fully evaluate the concerns of all stakeholders, please complete the Detour Form to provide comments and submit to LocalBridges@dot.ga.gov or the email address below by (insert date allow 30 days). Documenting both the beneficial or adverse impacts of the proposed project as it relates to the interest of your citizens is a vital part of the required environmental documentation. Please note that a Detour Form has also been sent to the BOE and the EMA for their feedback. Your timely response is appreciated as there are several other bridges proposed for this fiscal year's cycle.

It is understood that as the project develops, concerns may be identified that would prohibit the project from moving forward in this expedited process. However, please be assured that GDOT is committed to advancing bridges not qualifying for this expedited process through our regular plan development process.

If you have any questions or comments concerning this project, please contact the Office of Bridge Design at LocalBridges@dot.ga.gov. Thank you for your assistance.

Sincerely,

State Bridge Engineer

XXX:XXX

Attachments

cc: Local Grants Administrator
District Engineer

Georgia Department of Transportation
Bridge Replacement Project
LIBP / SFLB - Detour Impact Form
XXX-XXXX-0, NAME County

1. Please rate the impact to Emergency Response services if the bridge were closed for up to a year.

☐ No Impact ☐ Low Impact ☐ Moderate Impact ☐ High Impact

2. If concerns were identified on # 1, please specify what they are, and be as specific as possible (examples: condition of detour routes, located in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for "High Impact" is checked, a response of N/A would not be valid.*

3. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

4. Is there anyone you feel we should contact specifically regarding this project? Please note their name, contact information, and reason we should contact them?

5. Are there any additional comments you have for this project? Are the road names referenced the names the locals would use?

Form Completed by (Name): _____

(Title): _____

Date: _____

☐

By checking this box, we support the bridge replacement utilizing an offsite detour.



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

DATE

NAME

TITLE

COUNTY EMA

STREET ADDRESS

CITY, GA zip

RE: Request for Comments on GDOT County Bridge Replacement Candidate
ROUTE over CREEK – Bridge ID: NUMBER

Dear NAME:

The Georgia Department of Transportation (GDOT) is preparing the planning and environmental studies for the above referenced bridge replacement candidate. We propose to close this bridge during its construction and replacement which may take 6 to 9 months.

The purpose of this letter is to solicit your input concerning the potential impact of the proposed project on the provision of emergency services in the area. A detour map is attached illustrating the proposed route and location of the project.

To allow us to fully evaluate the concerns of all stakeholders, please provide comments to LocalBridges@dot.ga.gov or the email address below by **[insert date, allow 30 days for response]**. Documenting both the beneficial or adverse impacts of the proposed project as it relates to the interest of your agency is a vital part of the required environmental documentation. Your timely response is appreciated as there are several other bridges proposed for this fiscal year's cycle.

If you have any questions or comments concerning this project, please contact the Office of Bridge Design at LocalBridges@dot.ga.gov. Thank you for your assistance.

Sincerely,

State Bridge Engineer

XXX:XXX

Attachment

cc: Local Grants Administrator

Georgia Department of Transportation
Bridge Replacement Project
LIBP / SFLB - Detour Impact Form
XXX-XXXX-0, NAME County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. How many School Buses cross the bridge per day?

Number of Buses _____ Number of Trips _____

2. Please rate the impact on service if the bridge were closed for up to a year? (Please note that any concerns identified here must be explained in #3 below, in order for the Project Designers to address the concerns.)

☐ No Concerns ☐ Moderate Concerns ☐ Major Concerns

3. **If concerns were identified** on # 2, please specify what they are, and be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Form Completed by (Name): _____

(Title): _____

Date: _____

☐

By checking this box, we support the bridge replacement utilizing an offsite detour.



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

DATE

NAME

TITLE

COUNTY Board of Education

STREET ADDRESS

CITY, GA zip

RE: Request for Comments on GDOT County Bridge Replacement Candidate
ROUTE over CREEK – Bridge ID: NUMBER

Dear NAME:

The Georgia Department of Transportation (GDOT) is preparing the planning and environmental studies for the above referenced bridge replacement candidate. We are proposing to close this bridge during its construction and replacement which may take 6 to 9 months.

The purpose of this letter is to solicit your input concerning the potential impact of the proposed project on school bus routes. Please provide the number of daily bus trips across this bridge when submitting your comments. A detour map is attached illustrating the proposed route and project location.

To allow us to fully evaluate the concerns of all stakeholders, please provide comments to LocalBridges@dot.ga.gov or the email address below by **[insert date, allow 30 days for response]**. Documenting both the beneficial or adverse impacts of the proposed project as it relates to the interest of your agency is a vital part of the required environmental documentation. Your timely response is appreciated as there are several other bridges proposed for this fiscal year's cycle.

If you have any questions or comments concerning this project, please contact the Office of Bridge Design at LocalBridges@dot.ga.gov. Thank you for your assistance.

Sincerely,

State Bridge Engineer

XXX:XXX

Attachment

cc: Local Grants Administrator

Appendix C. Sample LIBP Form

Refer to forms below.



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Georgia Department of Transportation | Low Impact Bridge Program (LIBP) Decision-Making Form

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX

I. Project Candidate Information & Initial Considerations**Project Candidate Information**

<i>Project Description:</i> Click here to enter text.	
<i>GDOT District #:</i> Choose an item.	<i>Latitude:</i> Click here to enter text.
<i>ADT:</i> Click here to enter text.	<i>Longitude:</i> Click here to enter text.
<i>NBIS Condition:</i> Click here to enter text.	<i>Bridge Serial #:</i> Click here to enter text.
	<i>Length & Width:</i> Click here to enter text.
<i>Bridge deficiencies:</i> Click here to enter text.	

Project Description: This project proposes the replacement of this bridge XXX-XXXX-0.*This bridge is a candidate for federal funds.***Initial Considerations**

1. Does this bridge involve the railroad?	Choose an item.
2. Does this bridge cross into an adjoining state?	Choose an item.
3. Does this bridge involve a major river crossing/a river under US Coast Guard jurisdiction?	Choose an item.
4. Will this bridge replacement require a Conditional Letter of Map Revision (CLOMR)?	Choose an item.
5. Will this bridge require complex hydraulic analysis?	Choose an item.
6. Will this project candidate require an increase in capacity (i.e., additional travel lanes)?	Choose an item.
7. Will this bridge replacement require complex utility relocations or coordination?	Choose an item.
8. Does this bridge crossing involve any utility companies with prior rights that cannot be accommodated?	Choose an item.
9. Does this bridge adjoin any federal land, including but not limited to the National Park Service, US Forest Service, military bases or US Army Corps of Engineer (USACE) lakes?	Choose an item.
10. Does this project candidate impact a USACE approved mitigation site?	Choose an item.
11. Will this project candidate impact Essential Fish Habitat requiring consultation with the National Marine Fisheries Service?	Choose an item.
12. Is this bridge located in an area with Critical Habitat as defined under the Endangered Species Act?	Choose an item.
13. Does this bridge span a Wild and Scenic River?	Choose an item.

Georgia Department of Transportation | Low Impact Bridge Program (LIBP) Decision-Making Form

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX

14. Is this candidate a Type I project as defined in the noise abatement regulations 23 CFR 772.5(h) (i.e., a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes)?	Choose an item.
15. Does this project candidate involve a bridge that's been determined eligible for listing in the National Register of Historic Places (NRHP) in the Manual it is NRHP as a result of the Georgia Historic Bridge Survey?	Choose an item.
16. Is this bridge located in a NRHP listed historic district?	Choose an item.
17. Does this project candidate adjoin a National Historic Landmark?	Choose an item.
18. Would this project be of concern for Mobile Source Air Toxins (MSAT)?	Choose an item.
19. Will this project result in violations of the National Ambient Air Quality Standards (NAAQS)?	Choose an item.
20. Does this project candidate have complex constructability issues?	Choose an item.
21. Will this project require a road closure of greater than 12 months?	Choose an item.
22. Does this project candidate involve known geological issues in the area that would prevent inclusion in the Program?	Choose an item.
23. Is this bridge a designated evacuation route for a nuclear plant radiation release disaster response plan?	Choose an item.

If the answer to any of the above questions is **yes**, this bridge project candidate is not eligible for the Program. If the answer to every question is **no**, the Office of Bridge Design and Maintenance will solicit local government support for the project candidate.

Section I Preparation & Approval:*Prepared By:*Name
Bridge Office Staff

Date

*Reviewed By:*Name
Environmental Data Reviewed by OES Section Manager or Higher

Date

*Reviewed &
Approved By:*Name
State Bridge Engineer or Assistant State Bridge Engineer

Date

Is this project candidate eligible for advancement through the LIBP process and solicitation of local support?

If No, DO NOT complete remaining sections.

Yes

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX

II. Candidate Bridge Selection**Project Candidate Detour**

Description of detour route: See attached map

1. Gross detour length?	# Minutes	# Miles
2. Approximate net detour length?	# Minutes	# Miles
3. Improvements needed to road on detour?	Choose an item.	

Description of needed road improvements (if yes above): Click here to enter text.

4. Improvements needed to bridge on detour?	Choose an item.
---	-----------------

Description of needed bridge improvements (if yes above): Click here to enter text.

5. Are there any other projects in the area that could impact this detour route?	Choose an item.
--	-----------------

Project # and time frame (if yes above): Click here to enter text.

Local Support

	Title of Supporter	Date of Concurrence
Local Government	Click here to enter text.	Click here to enter a date.
Emergency Services	Click here to enter text.	Click here to enter a date.
School System	Click here to enter text.	Click here to enter a date.

*The project candidate must have support from the local government, board of education **AND** emergency services if it is to be eligible for the Program. If the project candidate has met the Initial Considerations and received local support, the Office of Bridge Design and Maintenance will schedule a Field Scoping Meeting.*

Section II Preparation & Approval:*Prepared By:*

Name
Bridge Office Staff

Date

*Reviewed &
Approved By:*

Name
State Bridge Engineer or Assistant State Bridge Engineer

Date

Is this project candidate eligible for advancement to the Field Scoping Meeting?

If No, DO NOT complete remaining sections.

Yes

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX Program: XXXX

III. Field Scoping Meeting MinutesDate of the Field Scoping Meeting: [Click here to enter a date.](#)

The most current Bridge Inspection Report should be attached at the end of this form.

Construction/Utility Considerations

Utility Type	In Conflict?	Utility Owner	Estimated Time for Adjustment
Overhead Utility Lines	Choose an item.		
Power Transmission Lines	Choose an item.		
Telephone/Cable Lines	Choose an item.		
Fiber Optic	Choose an item.		
Water	Choose an item.		
Sewer	Choose an item.		
Natural Gas	Choose an item.		
Other	Choose an item.		

1. Should work zone pedestrian access be maintained during construction? Reasons:	Choose an item.
2. Is there any future utility construction anticipated in the project area? If yes, schedule will be adjusted accordingly.	Choose an item.
3. Is a Federal Emergency Management Agency (FEMA) buy-out property being impacted?	Choose an item.

Environmental Considerations

1. Waters of the US and buffered state waters at the site

Resource #	Resource type	Concerns

Add rows as needed

- | | |
|--|-----------------|
| 2. If the bridge is located within the Tennessee Valley Authority's Jurisdiction, will a permit be required? If yes, schedule will be adjusted accordingly. | Choose an item. |
| 3. Is a Clean Water Act 404 permit required?

If yes, what type of permit is anticipated?
Project candidates requiring Individual Permits will be removed from the program. | Choose an item. |
| 4. Is a Buffer Variance anticipated? | Choose an item. |
| 5. Known federally listed threatened, endangered, candidate or proposed species populations in area (based on IPaC County listing, early coordination with USFWS and DNR). | |

Georgia Department of Transportation | Low Impact Bridge Program (LIBP) Decision-Making Form

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX Program: XXXX

<i>Species</i>	<i>Habitat present?</i>	<i>Survey season</i>	<i>Expected survey date</i>	<i>Concerns</i>

6. Is Section 7 ESA Informal consultation with U.S. Fish and Wildlife Service anticipated? Choose an item.

7. Is Informal Section 7 ESA consultation with NOAA Fisheries anticipated? Choose an item.

8. Is Individual Formal Section 7 ESA consultation anticipated (i.e., not Programmatic Formal Section 7)? Choose an item.
Project candidates requiring formal consultation are not eligible for the LIBP.

9. Is the project candidate anticipated to have adverse modifications to designated Critical Habitat? Choose an item.
If so, this project candidate is not eligible for the LIBP.

10. Wildlife Habitat: Is there evidence of bird nesting or bats roosting under/within the bridge or culvert? Choose an item.

Comments:

If within project candidate area of potential effect (APE) an adverse effect would occur, project candidate is eligible for LIBP provided that the project includes special provisions to protect nesting areas and/or roosting areas under/within bridges and culverts.

11. Listed, eligible or potentially eligible National Register of Historic Places properties in the area within the APE

<i>Resource Name</i>	<i>Concerns</i>

Add rows as needed

12. Other Resources near the project candidate site (public lands, parks, wildlife refuges, cemeteries)

<i>Resource Type</i>	<i>Name</i>	<i>Concerns</i>

Add rows as needed

13. Have tribal governments expressed any concerns following consultation? Choose an item.
If yes, what is the nature of the concern?

14. Will the project impact a church, community center, or other community facility? Choose an item.
If yes, what is the nature of the impact?

15. Is this project candidate on a Statewide Bicycle Route or a local non-marked bicycle route? Choose an item.

16. Will any public transportation stops or impacts? Choose an item.

17. Any clarification/additional concerns related to the discussions above? Choose an item.
If yes, explain here:

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX Program: XXXX

Geotechnical

1. Are there any historic and/or vibration sensitive structures nearby? Comments:	Choose an item.
2. Are there any known landfills, underground storage tanks, and/or geoenvironmental hazard sites at or within close proximity to the project candidate site? Comments:	Choose an item.
3. Are any impacts anticipated to natural springs or artesian wells? Comments:	Choose an item.
4. Possible foundation type:	

Hydraulics

This Project Candidate does NOT require FEMA Approval

1. Will a state storm water permit be required?	Choose an item.
2. Is there unusual scour potential? If protection is needed, explain here:	Choose an item.
3. Are banks stable? If protection is needed, explain here:	Choose an item.
4. Does stream carry an appreciable amount of large debris?	Choose an item.
5. If bents will be placed in the water, confirm with ecology section the presence of aquatic species and required coordination. Comments:	
6. Superstructure type/drainage:	
7. Number of spans:	
8. Length of spans:	

District Design Office

1. Are there any roadway geometry concerns? Comments:	Choose an item.
2. Are there any potential guardrail and/or slope concerns? Comments:	Choose an item.
3. Are there potential easements needed for construction or roadway safety features? Comments:	Choose an item.

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX Program: XXXX

Attendance

Copy meeting attendance report including office, name, and email in space below:

County: XXXX Structure #: Name: XXX-XXXX-0; XXXX @ XXXX Program: XXXX

ADDITIONAL MEETING NOTES:

Bridge Inspection Report is attached.

Field Scoping Meeting Minutes preparation & approval:

Prepared By:

Name
Bridge Office Staff

Date

Review By:

Name
Environmental Data Reviewed by OES Section Manager or Higher

Date

*Reviewed &
Approved By:*

Name
State Bridge Engineer

Date

Is this bridge candidate eligible for programming in the LIBP or SFLB?
If No, DO NOT complete remaining sections.

Choose an item.

Program Notes

Should this project candidate be programmed as a LIBP, SFLB, or LOCBR?

Choose an item.

Appendix D. Sample LIBP Utilities Form

Refer to forms below.



Intentionally Left Blank

I. Project Candidate Information & Initial Utility Considerations

Project Candidate Information

<i>County:</i> Click here to enter text.	<i>Bridge ID #:</i> Click here to enter text.
<i>Project Description:</i> Click here to enter text.	

**Note: The headings and numbers/letters below are relative to the LIBP Decision-Making Form.*

Initial Considerations

1. Does this bridge involve a railroad?	Choose an item.
2. Will this bridge replacement require complex utility relocations or coordination? If yes, explain:	Choose an item.
3. Does this bridge crossing involve any utility companies with prior rights that cannot be accommodated? If yes, explain:	Choose an item.
4. Does this project have complex constructability issues? If yes, explain:	Choose an item.

*If the answer to any of the above questions is **yes**, this bridge project candidate is not eligible for the Program. If the answer to every question is **no**, the Office of Bridge Design and Maintenance will solicit local government support for the project candidate.*

Section Preparation

Prepared By:

Name

Date

II. Field Scoping Meeting

During Construction/Utility Considerations

<i>Utility Type</i>	<i>In Conflict?</i>	<i>Utility Owner</i>	<i>Estimated Time for Adjustment</i>
Overhead Utility Lines	Choose an item.		
Power Transmission Lines	Choose an item.		
Telephone/Cable Lines	Choose an item.		
Fiber Optic	Choose an item.		
Water	Choose an item.		
Sewer	Choose an item.		
Natural Gas	Choose an item.		
Other	Choose an item.		

1. Is there any future utility construction anticipated in the project area?
If yes, explain:

Choose
an
item.

Additional Comments:

Section Preparation

Prepared By:

Name

Date

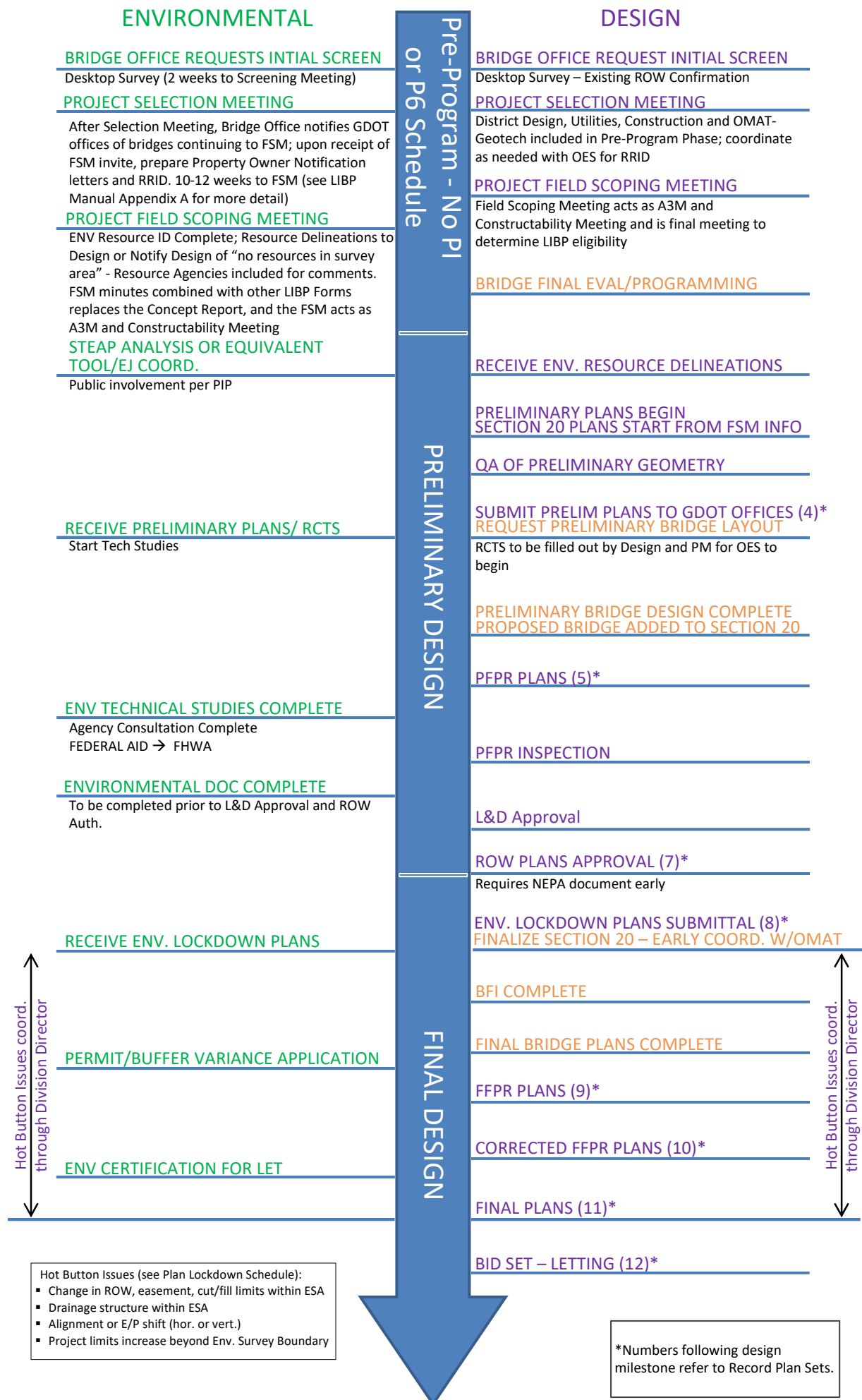
Appendix E. Flowcharts

Refer to forms below.

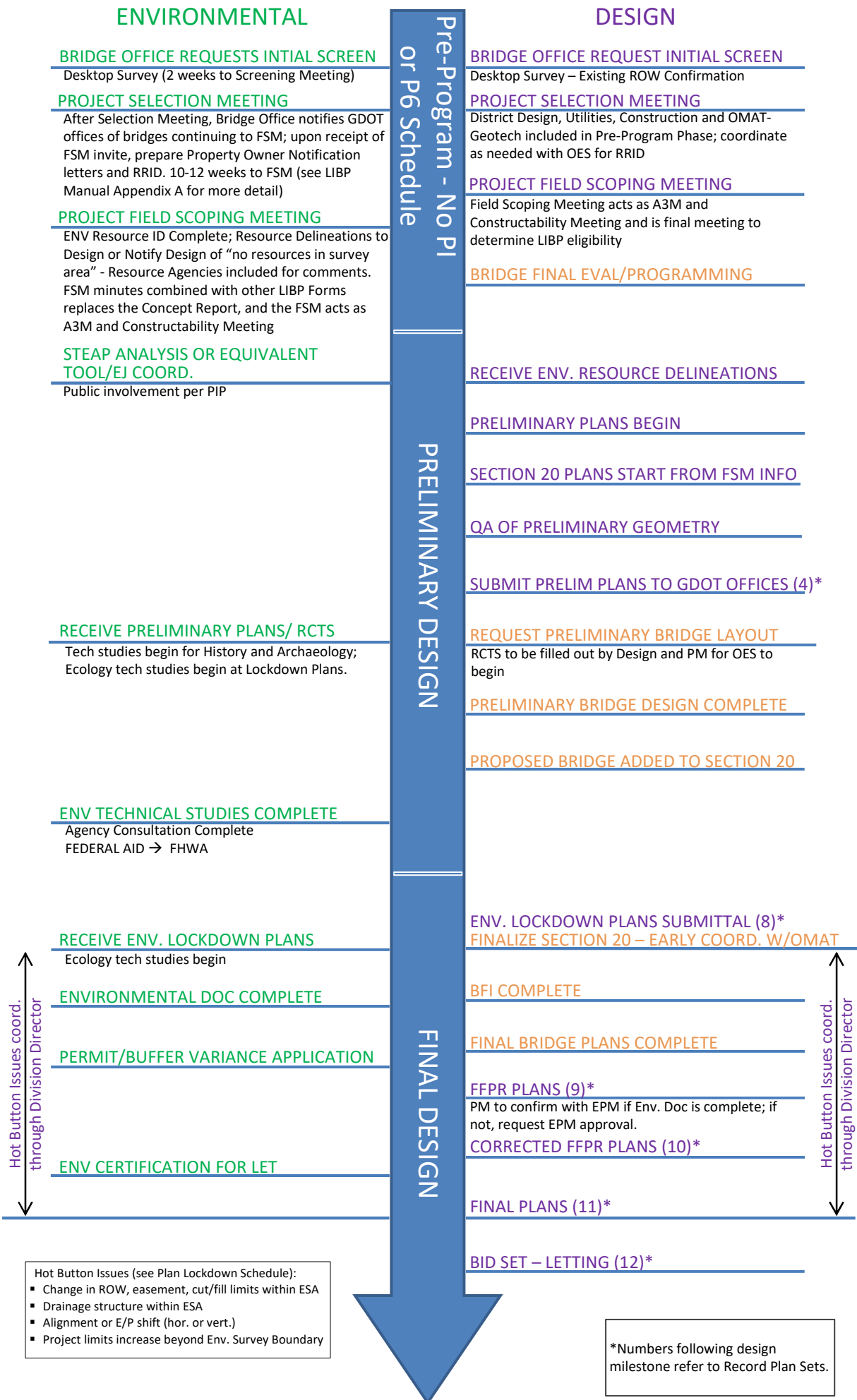


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Appendix E.1 – LIBP W/ROW - Design & Environmental PDP Overview



Appendix E.2 – LIBP – NO ROW - Design & Environmental PDP Overview



Appendix F. State Funded Local Bridge Program Memo

Refer to memo below.



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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE Atlanta, GA

DATE May 25, 2018

FROM 
Margaret B. Pirkle, P.E., Chief Engineer

TO Divisions of Engineering, Construction, Permits/Operations, Program Delivery, P3,
Local Grants and Field Districts, and the Offices of Engineering Services and TIA

SUBJECT **STATE FUNDED LOCAL BRIDGE REPLACEMENT PROGRAM**

The Low Impact Bridge Program (LIBP) was implemented as a mechanism to replace posted, deficient bridges on low volume roadways using a streamlined approach and utilizing federal funds. In an effort to expand the Department's ability to replace locally owned bridges, the Bridge Office is developing a State Funded Local Bridge Replacement Program, similar to the LIBP but utilizing 100% state funds. Likewise, the goal of this program is to replace posted, deficient local bridges with minimal Right-of-Way and environmental impacts using a streamlined approach. This memo outlines the process for this program.

The Bridge Office will evaluate locally owned, posted bridges using the same approach as a LIBP candidate following guidance in the "Low Impact Bridge Program Manual". This includes holding a Project Selection Meeting and subsequently a Project Field Scoping Meeting. In the event that a bridge is not selected to continue in the LIBP after the Project Selection Meeting, a Project Field Scoping Meeting will still be held, but state funds will be used to cover the PE expenses. The minutes from the Project Field Scoping Meeting will be documented using the same forms utilized for LIBP. Using this streamlined process no Concept Report will be necessary for the State Funded Local Bridge Replacement Program.

Off-site detour coordination will take place prior to the Project Field Scoping Meeting. The Bridge Office will seek agreement of the proposed detour route from the Local Government, EMA and School Board. If all entities are in agreement, their responses along with the required detour report posted in the local paper, will serve as the public outreach for these projects. However, off-site detour is not a requirement to be eligible for the State Funded Local Bridge Replacement program; an on-site detour may be utilized when necessary and practicable if Right of Way and environmental impacts remain minimal.

Similar to the LIBP, the LIBP forms (Sections I, II, III and IV) will serve as the environmental analysis for the State Funded Local Bridge Replacement projects. In the absence of FHWA as the lead federal agency, coordination with the USACE will be necessary on projects that require a 404 permit.

Appendix G. Reference Sheet for LIBP & SFLB Designers

This Appendix provides guidance for delivering the following types of projects: (LIBP) bridges and State Funded Local Bridges (SFLB). Use of this Appendix for Design-Build and Tier One Local Bridge Replacement Program (LOCBR) bridges must request permission from OBDM and include concurrence in the approved Concept Report. Lastly, the goal of the LIBP and SFLB Programs are to provide a quality set of plans consistent with a traditional set of PDP plans, using an expedited and compressed preliminary engineering (PE) schedule that incorporates the fewest (lowest) impacts to the environment, local citizens, utilities, construction time and costs.

GENERAL INFORMATION

- LIBP and SFLB projects will not follow the normal progression through the PDP. Several tasks included in the PDP are handled during the pre-programming phase of the project. Therefore, the following PDP activities will be altered or omitted completely from the LIBP and SFLB design process:
 - No Concept Report is required; the Field Scoping Meeting and LIBP FORM (Appendix C), Sections I, II, and III replace the Concept Report.
 - No Pavement Design when ADT < 10,000 (see link below in **DESIGN INFORMATION SECTION**).
 - Traffic Counts will be provided through the Office of Planning with minimal analysis and will be requested by PMs as soon as PE funds are authorized.
 - No PFPR coordination is required unless a Right of Way (ROW) phase is required for construction of the project and installation of roadway safety features. FFPR will be held for all LIBPs and SFLBs (see below in **SCHEDULE INFORMATION**).
 - Utility coordination will be handled in one combined submission rather than two unless prior rights are known and can be accommodated with two submissions (see below in **UTILITIES INFORMATION**).
 - Approval from Engineering Services will not be required to add or update an estimate for a Utility Phase and/or a ROW Phase to LIBP and SFLB projects. The request to add a new phase, or update an estimate, can only be approved by OBDM after confirming need with designer(s) and the Project Manager.
 - Virtual Public Information Open House (PIOH) meetings will be held for all projects identified from STEAP Analysis (or equivalent tool) as Environmental Justice (EJ) areas, and notices will be sent from the Office of Environmental Services (OES) as required (see below in **DESIGN INFORMATION**).
 - Construction and detour closure duration times will be minimized as needed (coordinate with Bridge Office as necessary).

SCHEDULE INFORMATION

- No Schedule Reviews will be held for LIBP or SFLB projects. Template Schedules are available by contacting the Office of Program Control (OPC).

SURVEY INFORMATION

- Limits of topo survey are reduced from a normal Hydraulic Engineering Field Report (HEFR), but a complete HEFR is still required (see Appendix J for LIBP and SFLB survey limits).

UTILITIES INFORMATION

- If Utility Coordination is needed, the schedules will allow for one utility submission rather than the normal two. Submission will be requested during the final roadway design phase and will be 60-90 days duration. If prior rights are a concern, they should be noted at the Selection Meeting and if determined present, will be a 120 day duration.
- Each District shall complete the LIBP Utilities Form (Appendix D) prior to the Field Scoping Meeting and submit to OBDM.

DESIGN INFORMATION

- Traffic counts will be requested by GDOT OPD after PE authorization through the Planning office. Results should be in ProjectWise (PW) by the start of design phase. The Bridge Hydraulics section will use this information to determine shoulder widths on bridges. Furthermore, it establishes the type of AASHTO guidance that can be applied during the design.
- Replacement of a bridge with a culvert will not be considered for LIBPs and SFLBs, regardless of Drainage Area size, as such actions are excluded from the CE Agreement between GDOT and FHWA.
- If required, the MS4 Post-Construction Stormwater Report will be handled by the Bridge Hydraulic Section and will be included with project file. All LIBP and SFLB projects will be exempt as they are off-system bridges and will not require full MS4 analysis.
- Preliminary Section 20 Plans will be initiated by the Bridge Office and provided to the Roadway Designer to be completed.
- The maximum design superelevation (e_d) will be 4%. The maximum superelevation rate will follow the guidance of the Design Policy Manual (DPM) for facility type.
- For projects that meet the Guidelines for Minor Pavement Projects ([Minor Pavement Design link](#)), the Office of Materials Testing created the Guidelines for Minor Pavement Design Tool to assist in this process. The Guidelines for Minor Pavement Design Tool can be downloaded from the GDOT website as a zip folder at [Minor Pavement Design Guidelines link](#) under Design Policy and Guides → Materials. If a full pavement design is needed, the Pavement Branch at OMAT can be contacted to perform the designs for the project.
- Soil Surveys are not typically needed for LIBP projects. However, if serious concerns regarding soil settlement are evident, contact the Geotech Department for evaluation.
- AASHTO guidance should be used to determine roadway widths. The minimum allowed lane width on all bridges will be 10-ft regardless of AASHTO guidance to allow for less than 10-ft. The bridge must have at least one lane dedicated to each direction of travel permitted by the

existing roadway and signage. Roadway widths will tie to existing with an appropriate transition between roadway and bridge lane widths.

- Paving limits on dirt roads will be 150 ft from each end of the proposed bridge structure, to include the approach slabs, and will tie down to match existing gravel section.
- Advance Warning Signs shall be replaced only if they are present at existing bridge and fall within the limits of the project. This includes the W8-13 (Bridge Ices before Road), which is “Not Required” per the MUTCD and will not require a design variance/exception. This shall have no bearing on new signs that are required.
- The Office of Traffic Operations has given permission for LIBP and SFLB projects to forego the use of GDOT Construction Details T-23A EdgeLine Rumble Strips and T-25 Rumble Strip Details for Shoulder, Edgeline and Freeway as detailed in Section 6.5.1 of the GDOT DPM. No design variance will be required for rumble strip omission. However, LIBP and SFLB projects must provide GDOT Construction Detail T-15A Details of Raised Pavement Marker Location on Non-Limited Access Road and T-15C Details of Raised Pavement Markers.
- Item 652 – Paint should be used for all asphalt topped box beams or cored slab bridges. For bridges with traditional beams and concrete decks, Item 657 - Tape, will be required.
- Approach Slab Standard 9017P has been the typical standard used on LIBP and SFLB projects. However, SPECIAL DETAIL sheets LIBP-1 and LIBP-2 (for the 30 ft and 20 ft approach lengths, respectively) have been created to provide a Modified Detail “A” to address the use of asphalt overlay on the approach slabs for LIBP and SFLB projects. Please contact the Bridge Program Analyst at OBDM@dot.ga.gov for access to this standard until the original standards have been updated and approved by FHWA. (Approach slabs 9017M, can still be used for walls tied to a bridge and 9017K if curb and gutter are present.) See bridge standard details for pavement type and depth.
- Off-site detour coordination with local governments is completed prior to programming, and no PIOH is required for detours. Virtual Public Information Open House (PIOH) meetings will be held for all projects identified from STEAP Analysis (or equivalent tool) as Environmental Justice (EJ) areas, and notices will be sent from the Office of Environmental Services (OES). In addition, GDOT OPD will be responsible for the detour ads and approvals. Design will include the provided detour route (from Bridge Office) in the Final Signing and Marking plans.

Design Policy and Support has provided guidance on the following items:

- Design Variance/Exceptions for superelevation/cross-slope on bridge will be considered (if bridge drainage requirements warrant the need). The goal of this is to minimize the existence of hydroplaning hazards.
- Design Variances will not be required for the 6 feet shown for the shoulder width at approach slab on 9031T. A design variance will be required where the paving details are not met.
- Design Deviations for bridges that are: 1. In a horizontal curve with an existing normal crown, 2. Have an ADT of 2000 or less, and 3. Meet the requirements in section 4.4.2 of the *AASHTO Guidelines for Geometric Design of Low-Volume Roads* ($ADT \leq 2000$) will be allowed.

- Design Deviations for 1-ft of free-board in roadside ditches will be allowed for LIBPs and SFLBs.
- For locating Crash Data for Design Variance/Exception submittals, please use the GEARS site. If you need assistance with this, please contact the Bridge Office at OBDM@dot.ga.gov or the following link to establish an account login: [GEARS Login link](#)
- See Also: *AASHTO Guidelines for Geometric Design of Low-Volume Roads (ADT ≤ 2000)* when applicable for additional support and justification for requesting the Design Variance or Exception.

Design Policy and Support has provided the following guidance for **Minimum Scope for Guardrail Installations** and is effective immediately for the Department's Low Impact Bridge Program (LIBP) bridges and State Funded Local (SFLB) Bridges:

During the early planning for LIBP and SFLB projects, designers should make every effort to provide normal shoulder widths and traversable (3:1, 4:1, or flatter) and recoverable (4:1 or flatter) slopes as defined by AASHTO guidance whenever it is practical to do so. In general, recoverable (4:1) slopes are preferred. In cases where normal shoulder widths and traversable and recoverable slopes do not exist on LIBP and SFLB bridge approaches, these projects shall be designed to provide length of need to protect the bridge ends and approaches using minimum guardrail installations. However, guardrail installations should come as close as practical to the requirements present in the GDOT Design Policy Manual and all GDOT Standard Drawings regarding guardrail. In cases where these requirements cannot be met, GDOT Standard Drawings 4000W, 4384, and 4388 apply to LIBP and SFLB with the exceptions below:

- When the existing slope is steeper than 3:1, then the slope of the recovery area behind the guardrail must always be equivalent to or flatter than the existing slope. Under no circumstances will a design variance, design deviation, or design exception be granted for this circumstance.
- No Design Variance will be required for lateral offsets that comply with Figure 11.2 "Guidelines for W-Beam Guardrail Placement for 3R, PM, and Safety and Operational Improvement Projects with Restricted Right of Way and Limited Shoulder Widths" in the GDOT Design Policy Manual.
- The bridge end post should be considered the warranting area/object (reference GDOT STD 4388, detail titled "Guardrail Location at Bridge Ends"). With Type 12A end terminal, no guardrail installations less than the minimum length of T-Beam plus one-section of W-Beam guardrail (25-ft) will be considered. If the design does not meet L(A), as described above, a design variance submittal is required.
 - Designer Note - L(A) should start at the bridge end post. The length needed is found on STD 4388. The end terminal shall be placed outside the L(A) length.
- End Terminals should be Type 12A.
- Designers should establish shoulder grading pads for end-terminals as detailed on GDOT STD 4384 and 4388. However, if the shoulder grading pads detailed on GDOT STD 4384

and 4388 cannot be met, the shoulder grading pads for end-terminals should be no less than those detailed in the figure referencing “Grading for Tangent Guardrail Terminal” (Type 12A terminal) of the AASHTO *Roadside Design Guide*.

- Referring to GDOT STD 4388 and 4000W, designers should make every effort to provide 4:1 slopes adjacent to end-terminals and guardrail. However, in cases where traversable and recoverable slopes do not exist on LIBP and SFLB bridge approaches, no Design Variance will be required for slopes between 4:1 and 2:1. No slopes steeper than 2:1 will be allowed, provided this does not steepen the existing slope beyond the 3:1 limit stated above.
- If the above minimum shoulder and slope dimensions for guardrail installation cannot be met, designers shall establish required easements for the construction of these slopes. It should be noted that all guardrail, end terminals and shoulders shall be placed within the existing right of way.



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Appendix H. District Call for Local Candidates

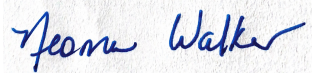
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Interoffice Memo

DATE: September 19, 2023 

FROM: Neoma Walker, P.E., Bridge Program Manager

TO: District Preconstruction Engineers and Planning & Programming Liaisons

SUBJECT: Annual District Call for Local Bridge Candidates

The Office of Bridge Design and Maintenance (OBDM) is responsible for identifying local bridge candidates eligible for replacement within the Low Impact Bridge Program (LIBP) and State Funded Local Bridge Program. It is OBDM's intention to replace bridges that local governments have deemed a priority. Utilizing preexisting relationships and contacts between local entities and District/Area Offices will provide another confirmation that OBDM and the Department are replacing not only eligible bridges, but bridges that meet local needs. OBDM respectfully requests assistance from the District Preconstruction Engineers, the District Planning & Programming Engineers and Area Office contacts as able.

OBDM will provide a query (xml file), to be used within GDOT's 411 InspectX database. This will provide the relevant bridge data needed to both identify potential bridge candidates and discuss options with local government. This query, along with detailed instructions, will be emailed to the District Preconstruction Engineers or provided upon request.

It is important to note that not every bridge candidate will meet final criteria for eligibility in the LIBP or State Funded Local Bridge programs. The following table provides the Annual Call dates for each District to meet with OBDM and discuss findings or local government requests. A reminder for each District will be sent via email approximately two months in advance of the meeting.

District	Annual Call for Local Bridges
6	1 st Monday in January
5	1 st Monday in March
4	1 st Monday in April
3	1 st Monday in June
2	1 st Monday in August
1 & 7	1 st Monday in October

Appendix I. Acronym Glossary

AASHTO	American Association of Highway and Transportation Officials
ADT	Average Daily Traffic
BFI	Bridge Foundation Investigation
CE	Categorical Exclusion
CLOMR	Conditional Letter of Map Revision
CWP	Construction Work Program
DNR	Department of Natural Resources
DPM	Design Policy Manual
ECT	Environmental Commitments Table
EFH	Essential Fish Habitat
EJ	Environmental Justice
EPD	Environmental Protection Division
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FFPR	Final Field Plan Review
FHWA	Federal Highway Administration
FSM	Field Scoping Meeting
GAEPD	Georgia Environmental Protection Division
GDOT	Georgia Department of Transportation
HEFR	Hydraulic Engineering Field Report
IF7	Informal Section 7
LIBP	Low Impact Bridge Program
LOCBR	Local Bridge Replacement Program
MSAT	Mobile Source Air Toxins
MUTCD	Manual on Uniform Traffic Control Devices

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OBDM	Office of Bridge Design and Maintenance
ODPS	Office of Design Policy and Support
OES	Office of Environmental Services
OMAT	Office of Materials and Testing
OPC	Office of Program Control
OPD	Office of Program Delivery
PCE	Programmatic Categorical Exclusion
PCN	Preconstruction Notification
PDP	Plan Development Process
PFPR	Preliminary Field Plan Review
PIOH	Public Information Open House
PIP	Public Involvement Plan
PM	Project Manager
RCTS	Request to Complete Technical Study
ROW	Right of Way
SFLB	State Funded Local Bridge
SHPO	State Historic Preservation Office
SME	Subject Matter Expert
STEAP	Screening Tool for Equity Analysis of Projects (or equivalent tool)
TCB	Tri-Colored Bat
TVA	Tennessee Valley Authority
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard



USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank



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Appendix J. Survey Requirements

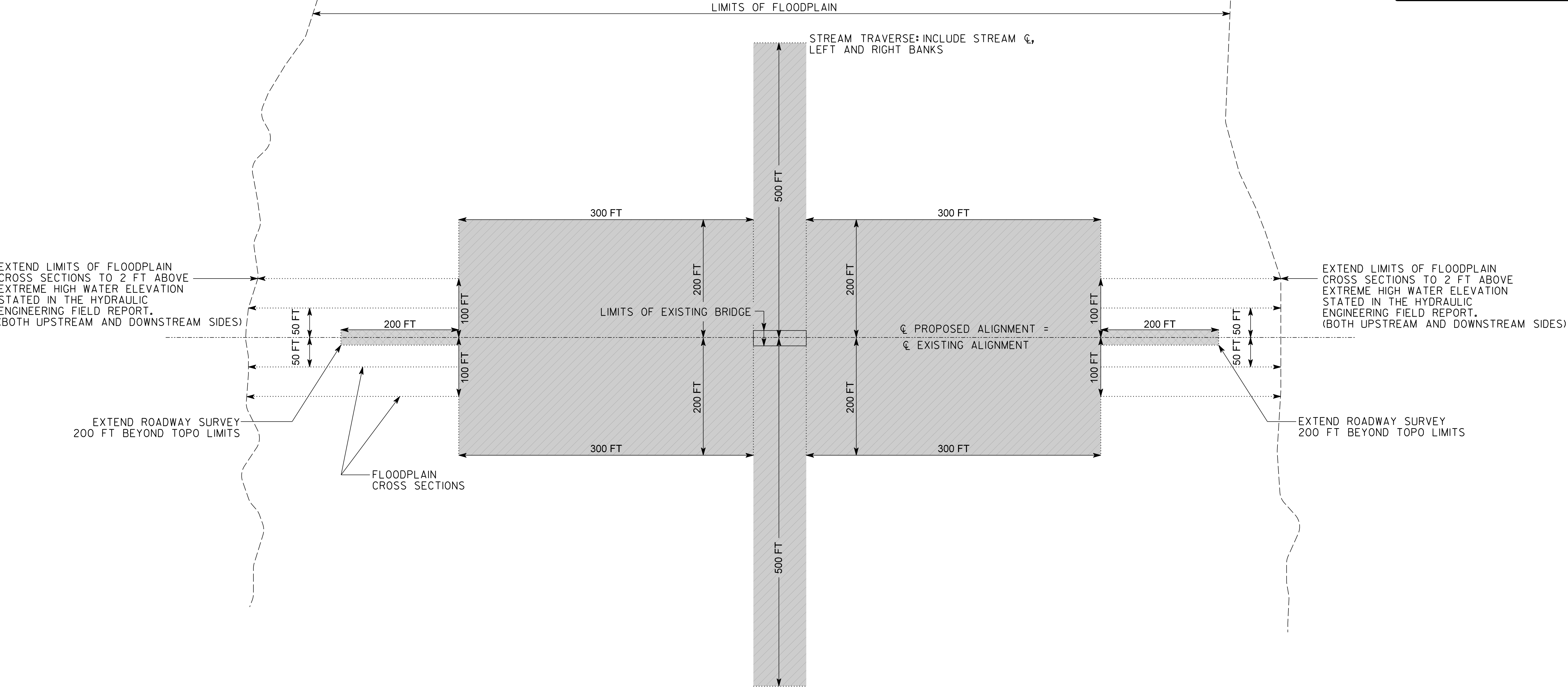
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APPENDIX J
SAMPLE LIBP LIMITS OF SURVEY REQUIREMENTS

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



NOTES

- TOPO COVERAGE - FOR THE AREA FROM 300 FT BEFORE THE BRIDGE TO 300 FT AFTER THE BRIDGE, THE TOPO COVERAGE SHOULD EXTEND 200 FT LEFT AND RIGHT OF THE CENTERLINE. THE TOPO SHOULD BE DETAILED ENOUGH TO DEFINE THE TERRAIN BENEATH ALL STRUCTURES TO INCLUDE ENDROLLS, STREAM BANKS, STREAMBED ELEVATIONS AND OTHER BREAKS IN THE TERRAIN. IF THIS COVERAGE DOES NOT REACH AN ELEVATION OF 2 FT ABOVE THE EXTREME HIGHWATER ELEVATION, EXTEND FLOODPLAIN CROSS SECTIONS 50 AND 100 FT UPSTREAM AND DOWNSTREAM OF CENTERLINE FROM EDGE OF DTM TO AN ELEVATION 2 FT ABOVE EXTREME HIGHWATER.
- STREAM TRAVERSE - A STREAM TRAVERSE IS REQUIRED FOR ALL CROSSINGS AND SHOULD EXTEND 500 FT UPSTREAM AND DOWNSTREAM FROM THE PROPOSED CENTERLINE. CROSS SECTIONS OF THE CHANNEL SHOULD INCLUDE TOP OF STREAM BANK, EDGE OF WATER AND ENOUGH STREAMBED SHOTS TO ACCURATELY DEFINE THE STREAM CHANNEL CROSS SECTION.
- EXISTING BRIDGE - DATA OF THE EXISTING BRIDGE IS REQUIRED AND SHOULD INCLUDE TOP OF DECK SHOTS AT THE BEGINNING AND END OF THE EXISTING BRIDGE AT THE INTERSECTION OF THE BACK FACE PAVING REST OR CENTERLINE OF EACH BENT WITH THE CENTERLINE AND GUTTERLINES. A PROFILE OF THE GROUNDLINE AND ENDROLLS UNDER THE EXISTING BRIDGE IS REQUIRED AND SHOULD INCLUDE A STREAM CROSS SECTION.
- WIDE FLOODPLAINS - FOR SITES WHERE THE FLOODPLAIN IS VERY WIDE AND FLAT, CONTACT THE BRIDGE HYDRAULICS GROUP TO DETERMINE THE LIMITS OF SURVEY COVERAGE.

DATE		REVISIONS		GEORGIA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION-OFFICE OF BRIDGES & STRUCTURES			
				BRIDGE SURVEY LIBP REQUIREMENTS			
BY				DESIGNED	X	CHECKED	STB
				DRAWN	CIK	DESIGN GROUP	STB
				REVIEWED	WMD/DLC	APPROVED	BFR

1 INCH WHEN PRINTED FULL SIZE

STD SURVEY REQMS.DGN