

Touchdown Points and Limits of Participation

General

The sketches below illustrate how the Limits of Participation are determined in various typical situations. The usual method for determining the amount of work that may have Federal or State bridge fund participation is based on replacing the structure with a minimal amount of approach roadway work in accordance with good hydraulic and geometric design practice. However, in some cases, the Limits of Participation may be based on other special considerations, as discussed below.

Special Considerations

Certain bridge replacement projects may require special considerations in determining the Limits of Participation. Such consideration may include special funding sources (e.g., demonstration, discretionary or earmark), safety issues, environmental commitments to avoid sensitive areas, and replacement and / or relocation of historic structures.

Costs associated with accommodation of traffic during construction are also eligible for Federal and State bridge funding, to the extent that the accommodations are reasonable and consistent with normal practice. Traffic accommodations may include temporary crossings, and in some cases, temporary bridges. Costs for traffic accommodations that will remain in place after the bridge is constructed are not eligible.

Approvals for extending the Limits of Participation based on these special considerations must be approved by the Iowa DOT and FHWA. Requests for such approvals should be submitted by the LPA as soon as the need becomes apparent, typically at the preliminary or check plan stage.

Situation 1 – No change in horizontal or vertical alignment

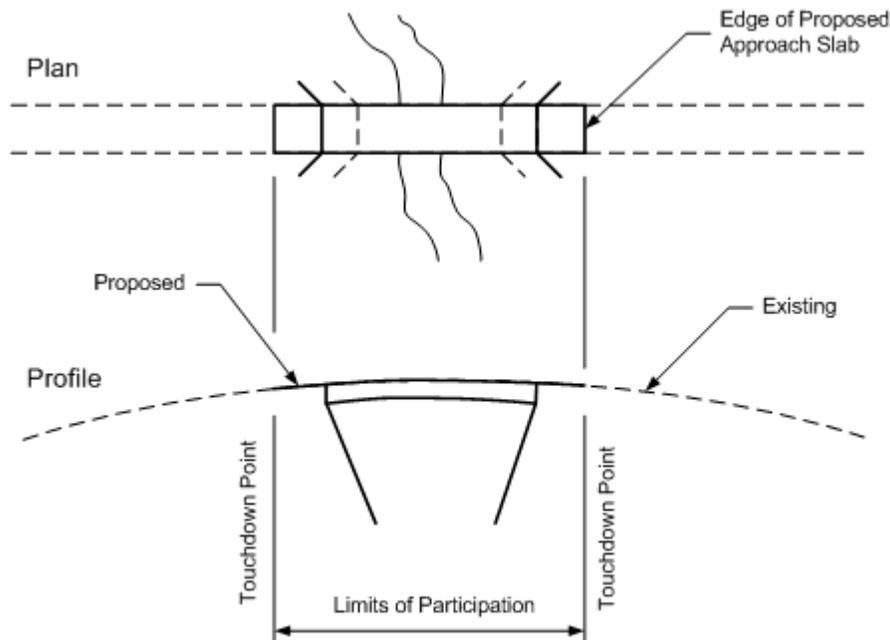


Figure 1

Situation 2 – No change in horizontal alignment, change in vertical alignment

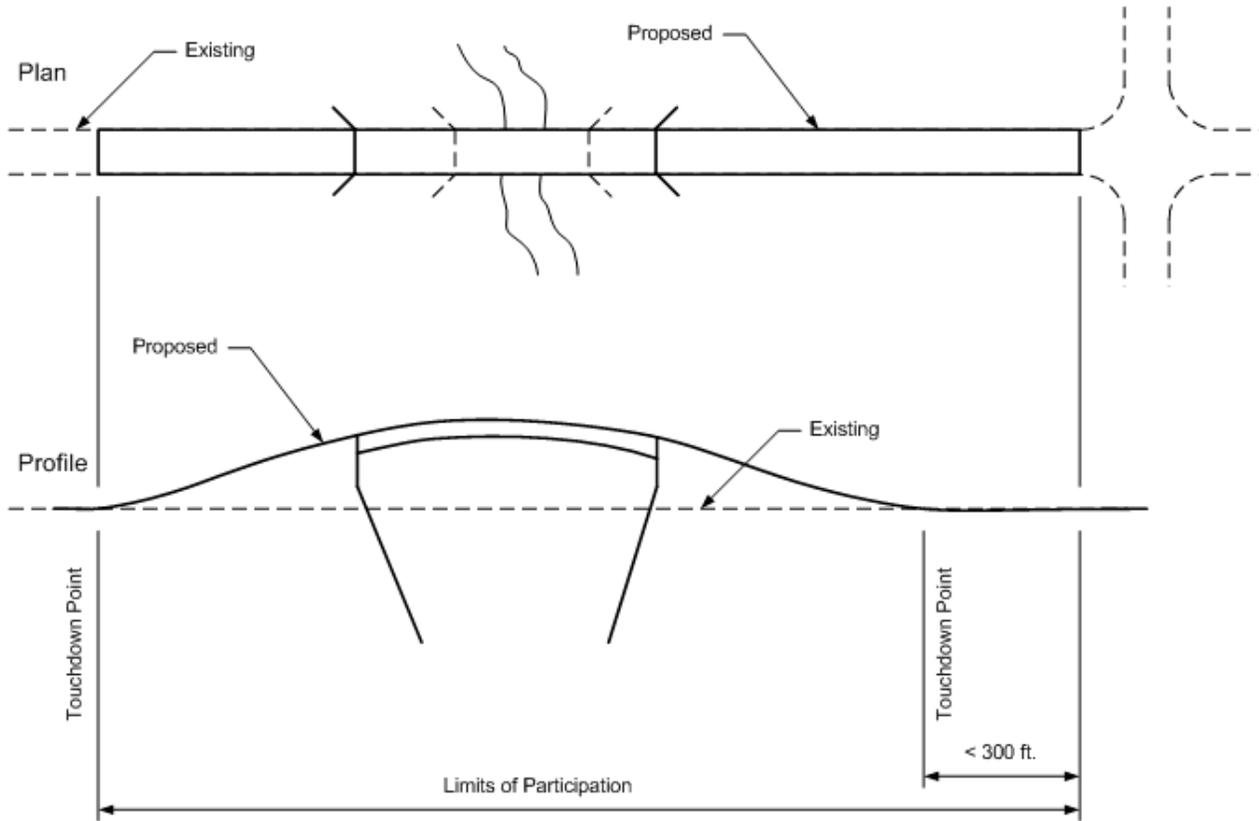


Figure 2A

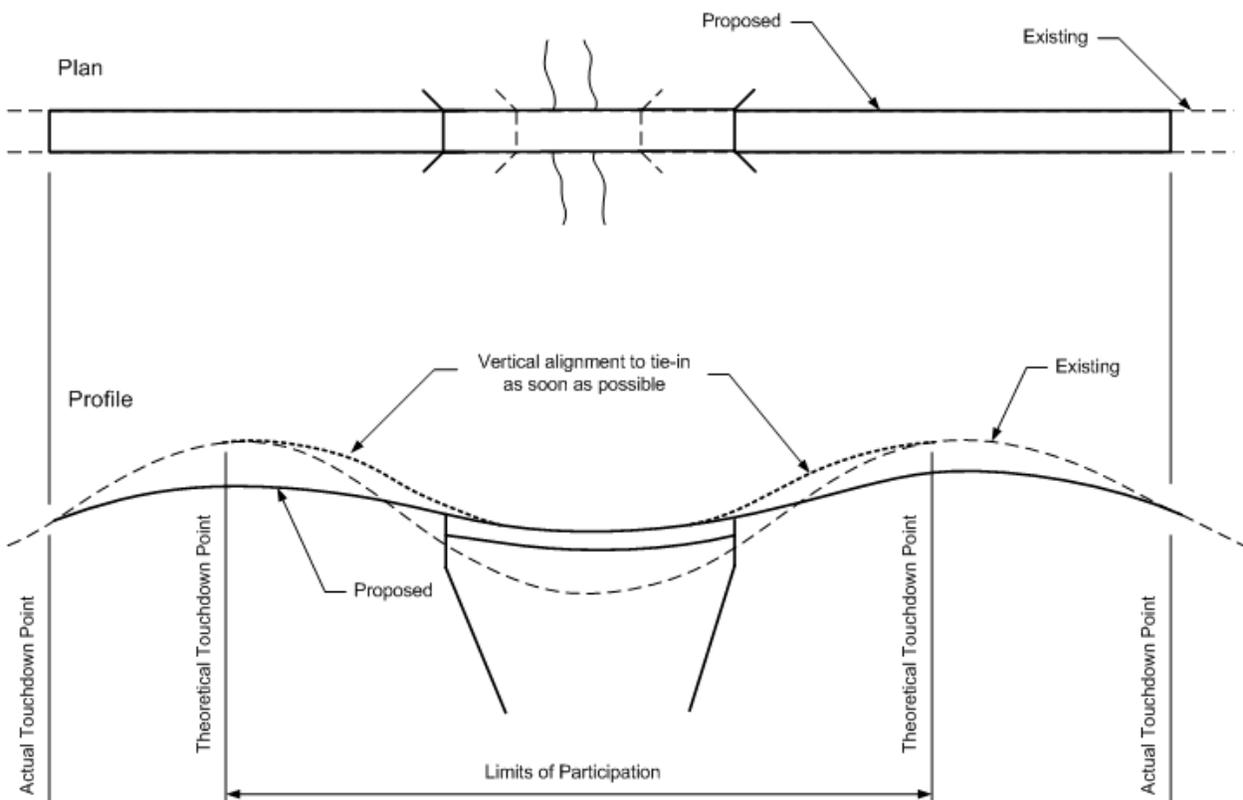


Figure 2B

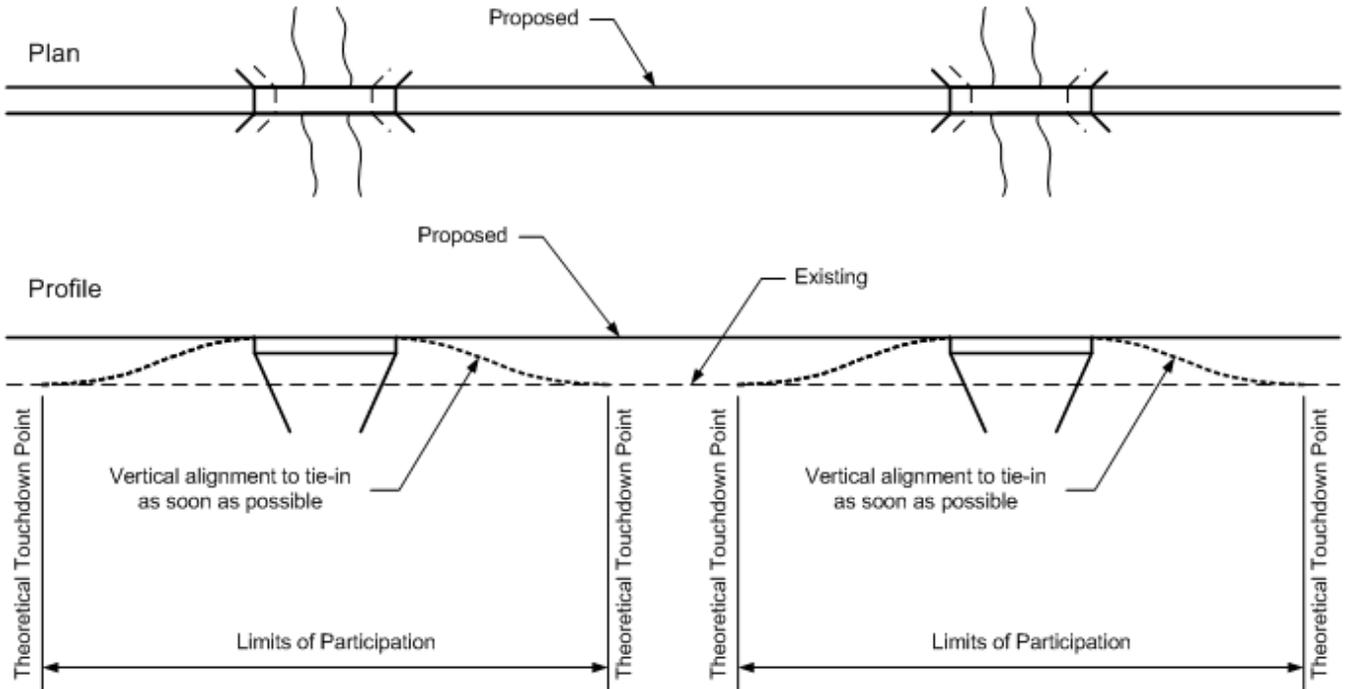


Figure 2C

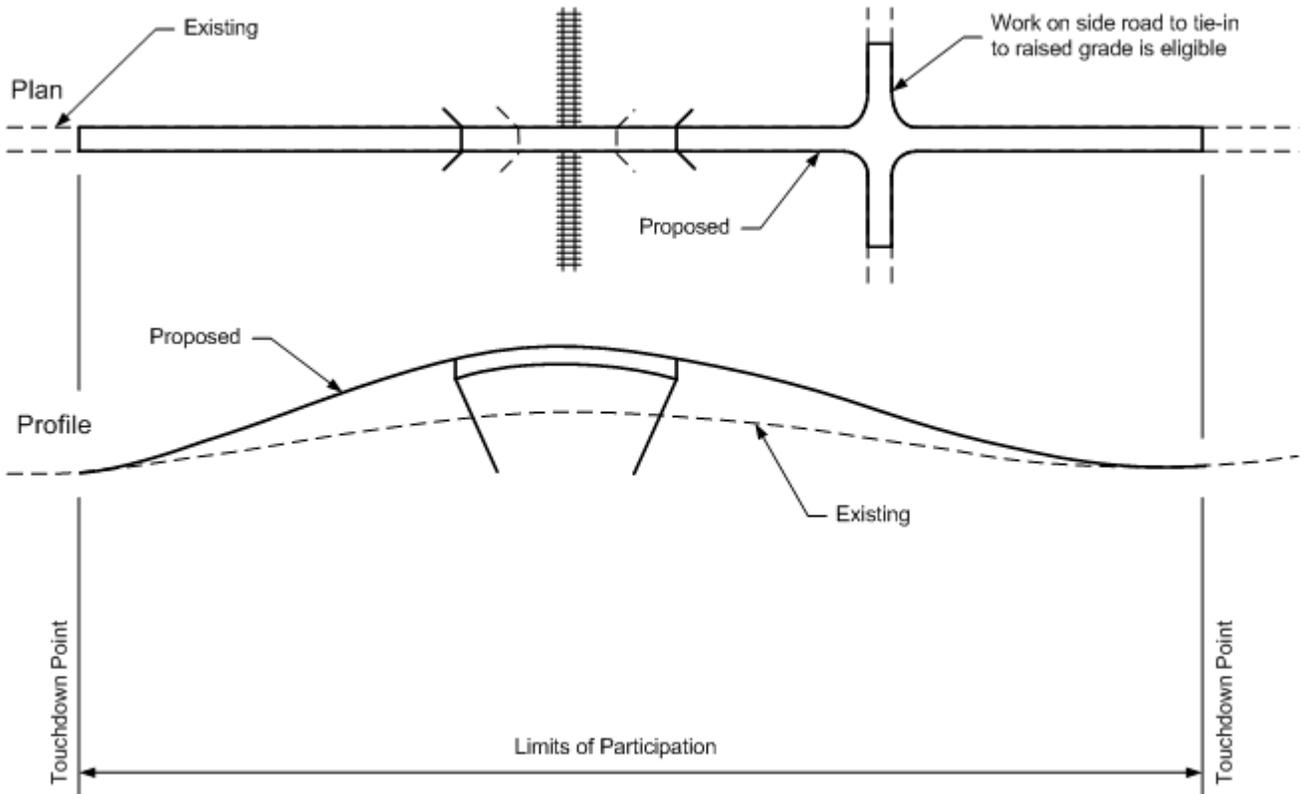


Figure 2D

Situation 3 – Change in horizontal and vertical alignment

Note: The Limits of Participation shown for this situation in the sketches below assume that the new location of the bridge is as close as possible to the existing location as hydraulic and geometric design criteria will allow.

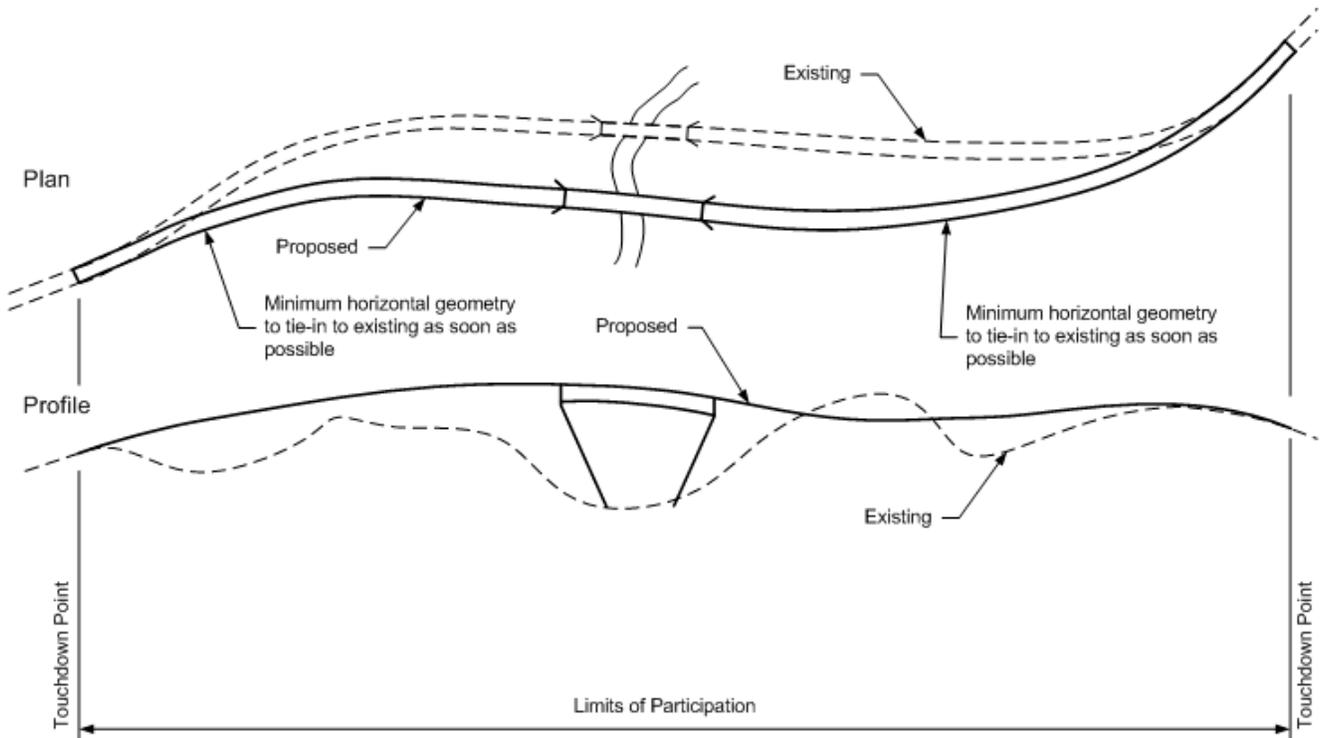


Figure 3A

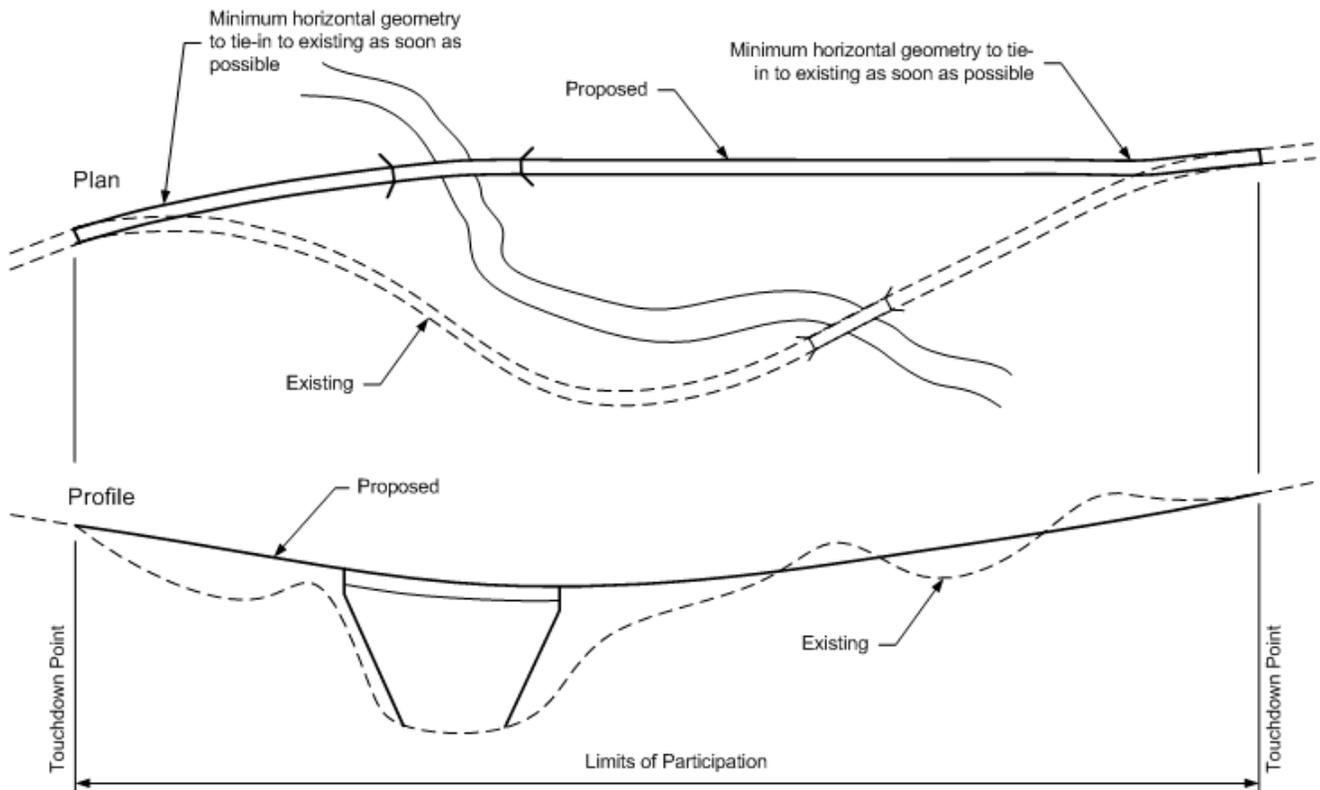


Figure 3B