

1997-98 SESSION
COMMITTEE HEARING
RECORDS

Committee Name:

Joint Committee for
Review of
Administrative Rules
(JCR-AR)

Sample:

- Record of Comm. Proceedings
- 97hrAC-EdR_RCP_pt01a
- 97hrAC-EdR_RCP_pt01b
- 97hrAC-EdR_RCP_pt02

➤ Appointments ... Appt

➤

➤ Clearinghouse Rules ... CRule

➤

➤ Committee Hearings ... CH

➤

➤ Committee Reports ... CR

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➤ Executive Sessions ... ES

➤

➤ Hearing Records ... HR

➤

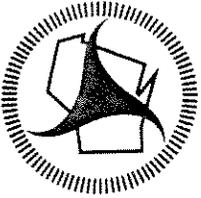
➤ Miscellaneous ... Misc

➤ 97hr_JCR-AR_Misc_pt16

➤ Record of Comm. Proceedings ... RCP

➤

TEAM 212 - BRIDGE INSPECTION



Wisconsin Department of Transportation



Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

OFFICE OF GENERAL COUNSEL
P. O. Box 7910
Madison, WI 53707-7910

November 13, 1998

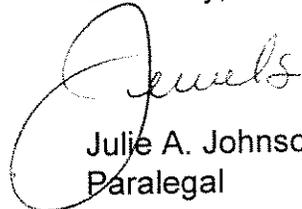
Mr. Gary L. Poulson, Deputy Revisor
Revisor of Statutes Bureau
131 West Wilson Street
Suite 800
Madison, Wisconsin 53703

RE: **STATEMENT OF SCOPE OF PROPOSED RULEMAKING, TRANS 212**

Dear Mr. Poulson:

Enclosed is the Statement of Scope for the proposed amendment of ch. Trans 212. Please publish the Scope Statement in accordance with § 227.135(3), Stats., in the Administrative Register.

Sincerely,


Julie A. Johnson
Paralegal

Enclosures

cc: Richard G. Chandler/DOA State Budget Director
Senator Robert Welch, Co-Chair/JCRAR
Representative Glenn Grothman, Co-Chair/JCRAR
Gene Kussart
Sandy Beaupre
Mike Goetzman
Jim Gruendler
Bruce Karow

STATEMENT OF SCOPE

DESCRIPTION OF THE OBJECTIVE OF THE RULE:

This rule making will amend ch. Trans 212, relating to standards for the inspection of bridges in Wisconsin. The proposed rule making will change the required maximum bridge inspection interval for state trunk highway bridges to be the same as that required by the federal government which is two years for most classes of bridges; update references to division names; and change the required reporting date by local units of government of their inspection reports to allow more time for data entry to federal reporting system.

DESCRIPTION OF EXISTING POLICIES RELEVANT TO THE RULE AND OF NEW POLICIES PROPOSED TO BE INCLUDED IN THE RULE AND AN ANALYSIS OF POLICY ALTERNATIVES:

The Department has implemented a policy of bridge inspection for all highway bridges on the State Trunk System and all local highway systems since 1980. The purpose is now twofold: (1) for ensuring the safety of each structure for the traveling public and (2) for gathering data necessary to implement an effective bridge management system.

The proposed rule making will:

- (1) Eliminate reference to the "division of highways" in the rule language.
- (2) Change the maximum inspection interval for state maintained bridges from "annually" to that maximum interval required by the federal government which is at least every two years with some exceptions for certain classes of structures.
- (3) Change the required reporting date for local bridges by counties from February 1 to January 15 of each odd-numbered year.

Analysis: Rather minor language changes are being suggested but the major impact will be to require inspections of most STH bridges once every two years instead of every year in concert with federal requirements. As the Department continues the development of Corridors 2020 and the Backbone system, many more structures are added to the STH system each year. Current rule language requires each of those new bridges to be inspected on a yearly basis along with all the older bridges. In addition, for bridge management reasons, the inspection has expanded to include more detail about each structure requiring more elements to be individually identified and recorded which has increased the time required for each inspection. However, trained and certified staff available to do the inspections has not appreciably increased during this period. The federal requirement is for an inspection at intervals not to exceed two

years, and the present rule applies this inspection interval to local system bridges. It makes sense for the STH system bridge inspection interval to be the same. That would give the Districts the opportunity to inspect bridges which might be showing distress more often rather than being required to inspect brand new bridges yearly. There is no indication from any of the bridge expertise available at the federal and state level that safety would be compromised by this change.

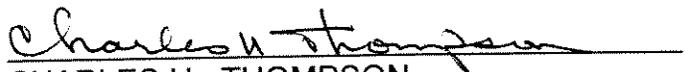
STATUTORY AUTHORITY FOR THE RULE:

Section 84.17(3), Stats., and 23 U.S.C. 144.

ESTIMATES OF THE AMOUNT OF TIME THAT STATE EMPLOYEES WILL SPEND DEVELOPING THE RULE AND OF OTHER RESOURCES NECESSARY TO DEVELOP THE RULE:

An estimate of state employee time would be a maximum of 8 hours.

Signed at Madison, Wisconsin, this 11 day
of November, 1998.



CHARLES H. THOMPSON
Secretary
Wisconsin Department of Transportation