

## Chapter Trans 213

## LOCAL BRIDGE PROGRAM

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**Trans 213.01 Purpose.** The purpose of this chapter is to interpret and implement s. 84.18, Stats., relating to the method of determining eligibility for funding the acceleration of the reconstruction or rehabilitation of seriously deteriorating local bridges.

History: Cr. Register, February, 1982, No. 314, eff. 3-1-82.

**Trans 213.02 Definitions.** (1) "Coordinating agency" means the county which coordinates the submission of applications from eligible applicants within the county to the department.

(2) "Eligible applicant" means county, city, village, town or combination thereof.

(3) "Entitlement" means the amount of aids a coordinating agency will be eligible to receive under this section as determined under s. 84.18(5), Stats.

(4) "Bridge" means a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between the undercoping of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes. It may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening.

(5) "Local bridge" means a bridge which is not on the state trunk highway system or on marked routes of the state trunk highway system designated as connecting highways.

(6) "Local bridge project" means a project for the design and construction or rehabilitation of a seriously deteriorating local bridge and minimum approaches.

(7) "Seriously deteriorating local bridge" means a local bridge exhibiting deficiencies that result in a sufficiency rating of less than 40.

(8) "Sufficiency rating" means a relative rating of the condition of a bridge as determined by the department from inventory and inspection data, as defined by the American association of state highway and transportation officials in the *Manual for Maintenance Inspection of Bridges 1978*, 3rd edition 1979, published by the American association of state highway and transportation officials, 444 North Capitol Street, N.W., Washington, D.C. 20001. This manual is on file at the offices of the division of highways and transportation districts, Wisconsin department of transportation, of the secretary of state and of the revisor of statutes.

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Register, December, 1987, No. 384

**Trans 213.03 Administration.** (1) **DETERMINATION OF ELIGIBILITY.** (a) A local bridge which has a current sufficiency rating of less than 40 is eligible for replacement.

(b) A local bridge which has a current sufficiency rating of less than 40 is eligible for rehabilitation.

(2) **APPLICATION.** Application for replacement or rehabilitation funds may be made by any eligible applicant to the county in which it is located. Each county shall establish priorities for proposed projects in the county. Applications for proposed projects shall be submitted to the department annually, upon notification by the department's division of transportation districts.

(3) **DETERMINATION OF ENTITLEMENT.** (a) The annual proportionate share of the funds available to each county shall be the ratio of the estimated cost of replacing those local bridges in the county with sufficiency ratings of less than 40 to the estimated cost of replacing all local bridges in the state with sufficiency ratings of less than 40.

(b) Each county's annual entitlement shall be computed by adding the balance of unused funds from previous years to the annual proportionate share.

(c) The proposed projects shall be ranked according to the ratio of the estimated cost of the proposed project to the entitlement of the county. Projects within each county shall be listed in priority order as submitted by the coordinating agency. The projects shall then be ranked on a state-wide basis such that the proposed projects using the least percentage of a county's entitlement shall be ranked first and progressing to the proposed projects using the greatest percentage of a county's entitlement. Estimated costs of multiple projects in a county shall be accumulated in priority order for ranking purposes.

(d) A bridge which crosses a county line shall be treated as being 50% in each county unless another percentage figure is determined by the department to be more equitable.

(e) Funds shall be assigned to projects in order of rank to the limit of available funds in each fiscal year. The department shall notify the counties of the assigned funding to approved projects.

(f) Assigned funds shall be available for projects for the duration of the fiscal year in which they are assigned. Any project not authorized in the fiscal year for which funds are assigned shall lose approved status and shall be requested in a subsequent year if the county wishes to pursue the project.

(4) **FINANCIAL PARTICIPATION.** The department shall provide 80% of the cost of a local bridge project, which is the same percentage applicable under the federal bridge program administered under 23 U.S.C. 144(f). The remainder of the cost shall be provided by the applicant.

(5) **PROJECT AGREEMENTS.** Each project which is assigned funds under this chapter shall be the subject of a formal agreement between the state and the applicant.

History: Cr. Register, February, 1982, No. 314, eff. 3-1-82.