

Fiscal Estimate - 2001 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 01-0267/1	Introduction Number AB-252
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Subject
 Regular inspection of bicycle and pedestrian bridges

Fiscal Effect

State:

<input type="checkbox"/> No State Fiscal Effect	<input type="checkbox"/> Increase Existing Revenues	<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<input type="checkbox"/> Indeterminate	<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Increase Existing Appropriations		<input type="checkbox"/> Decrease Costs
<input type="checkbox"/> Decrease Existing Appropriations		
<input type="checkbox"/> Create New Appropriations		

Local:

<input type="checkbox"/> No Local Government Costs	5. Types of Local Government Units Affected	
<input type="checkbox"/> Indeterminate		
1. <input checked="" type="checkbox"/> Increase Costs	3. <input type="checkbox"/> Increase Revenue	<input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Village <input checked="" type="checkbox"/> Cities
<input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory	<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input checked="" type="checkbox"/> Counties <input type="checkbox"/> Others
2. <input type="checkbox"/> Decrease Costs	4. <input type="checkbox"/> Decrease Revenue	<input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Peter Rusch (608) 266-0459	Authorized Signature Carol Buckmaster (608) 267-6979	Date 5/9/01
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Fiscal Estimate Narratives

DOT 5/9/01

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Subject Regular inspection of bicycle and pedestrian bridges		

Assumptions Used in Arriving at Fiscal Estimate

- a) privately owned bridges but for public use are to be included (walkways between buildings, bridges on privately owned golf courses, etc)
- b) length of bridges minimum (highway bridges under 20 feet in length do not have to be inspected for federal bridge inspection program)
- c) culverts are not included (pipes or boxes under the pathways)
- d) there will be a need to create plans for the inventory for structures where none are available

A check of WisDOT records shows the following pedestrian and bicycle trails over highways and railroads:

- 1) 32 state maintained bicycle or pedestrian structures. 6 of the 36 do not have plans.
- 2) 42 locally maintained b & p structures. 23 of the 42 do not have plans in the bridge file.

In addition, there are the following crossings of bike and pedestrian trails by highways listed which are most likely not included, because of length, in the current bridge inspection program:

- 3) 17 state maintained crossings over a bike or ped trail
- 4) 10 locally maintained crossings over a bike or ped trail
- 5) A check with WisDNR has them estimating 900-1100 bridges in their parks and bike trails.
- 6) A conservative estimate is another 500 locally maintained bridges in parks, public golf courses, etc that are not in the highways database.
- 7) There are no databases kept for private bridges. Conservative estimate is probably 100 such bridges. Determining where they all are will be very difficult.

For the actual bridge inspection and inventory, assume 2 hours for each bridge inspection including the travel time for those bridges with plans. The initial inventory will take significantly more time where there are no engineering plans available for the structures. Without plans each bridge member must be measured and the amount of steel and concrete estimated. The measurements can then be used to create a rough sketch and then load calculations made. Several DNR structures are old railroad trestles which will take even longer to inventory. Making the contacts, writing the reports, and tracking down the owners will also take time. A rough estimate is 3 days per bridge for the initial inventory and inspection for those bridges which do not have plans. Bridge inspections must be done by trained professionals.

It appears that a new Trans Rule would also have to be written and approved as well as changes to the bridge and maintenance manuals with one or two staff involved part time over a 6 month period.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2001 Session

Detailed Estimate of Annual Fiscal Effect

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Subject	
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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):	
<p>State one time costs - 1,820 + 5,040 + 4,200 = \$ 11,060 Local one time costs - 3,040 + 44,160 + 640,000 = \$ 687,200 ** ** May be DOT costs One time and annualized cost estimate calculations including DNR and Private structure estimates: Staff costs are assumed to be \$35 per hour for in-house DOT staff and \$80 per hour where consultants are used. State WisDOT fiscal implications: In house staff used 1)26 highway bridges with plans x 2hrs/bridge x \$35/hr = \$1,820 6 highway bridges - no plans x 24hrs/bridge x \$35/hr = \$5,040 Rule preparation and inventory/inspection criteria: 120 hrs x \$35/hr = \$4,200 Annualized on-going inspection costs based on a 4 year cycle of inspection: 32 bridges X 2 hours/bridge x \$35/hour = \$2,240 / 4 = \$560 per year State WisDNR fiscal implications: Consultants used at \$80 per hour. 5) from assumptions 1000 bridges x 16hrs/bridge x \$80/hr = \$1,280,000 Annualized on-going inspection costs based on a 4 year cycle of inspection: 1,000 bridges X 2 hours/bridge x \$80/hour = 160,000 / 4 = \$40,000 per year Local Units of government: Consultants used at \$80 per hour 2)19 highway bridges with plans x 2hr/bridge x \$80/hr = \$3,040 23 highway bridges - no plans x 24hr/bridge x \$80/hr = \$44,160 6) 500 non-highway bridges x 16hr/bridge x \$80/hr = 640,000 Annualized on-going inspection costs based on a 4 year cycle of inspection: 42 highway bridges X 2 hours/bridge x \$80/hour = \$6,720 / 4 = \$1,680 per year 500 other bridges X 2 hours/bridge X \$80/hour = \$80,000 / 4 = \$20,000 per year Privately owned public bridges: Consultants used at \$80 per hour 7) from assumptions 100 bridges x 24hrs/bridge x \$80/hr = \$192,000 Annualized on-going inspection costs based on a 4 year cycle of inspection: 100 bridges X 2 hours/bridge x \$80/hour = \$16,000 / 4 = \$4,000 per year Total Inventory & initial inspection estimate DOT Highway Bridges 6,860 DNR All Bridges 1,280,000 Local Highway Bridges 37,200 Local Other Bridges 640,000 Private All Bridges 192,000 Total Initial Inventory and Inspection 2,156,060 Annualized on-going inspection DOT Highway 560 DNR 40,000 Local Highway 1,680 Local Other 20,000 Private 4,000 Total 66,240</p>	
II. Annualized Costs:	
	Annualized Fiscal Impact on funds from:
	Increased Costs Decreased Costs
A. State Costs by Category	
State Operations - Salaries and Fringes	\$560
(FTE Position Changes)	
State Operations - Other Costs	
Local Assistance	
Aids to Individuals or Organizations	
TOTAL State Costs by Category	\$560 \$
B. State Costs by Source of Funds	
GPR	
FED	
PRO/PRS	
SEG/SEG-S	560
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)	
	Increased Rev Decreased Rev

GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S (\$)			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$560	\$21,680
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By			
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		Carol Buckmaster (608) 267-6979	
Date			5/9/01