

MAP-21 FACT SHEET

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DATE: November 1, 2012

SUBJECT: Bridge and Tunnel Inspection Requirements

PROBLEM STATEMENT:

Map-21 requires the inspection and condition assessment of all tunnels open to public traffic.

RECOMMENDATION:

Caltrans absorb the tunnel inspection program within the units currently performing bridge inspections. Inspection staff is currently canvassing the state inspection bridges and tunnels. This new requirement will possibly change how they inspect the tunnels, the information collected and reporting method, but is otherwise very similar in nature to bridge inspections.

BACKGROUND:

Caltrans has historically done visual safety inspections of all tunnels on the State Highway System as the "owner operator" following the specifications used for bridge inspection. The tunnels have been inventoried and receive structural inspections on regular intervals. Tunnel inspection information has never been part of the National Bridge Inventory and therefore the California tunnel inspection data could not be provided to the FHWA.

Under MAP-21, a new tunnel inspection specification is being developed by FHWA that will govern the specific information that is required to be collected and reported to the FHWA annually. The FHWA expects to publish the tunnel inspection specifications in spring of 2013. Recent presentations from key FHWA staff indicate that the tunnel inspection specifications will be more substantial than the information historically collected by Caltrans inspectors. The new tunnel inspection program will require new databases and new reporting protocols to be implemented in Caltrans.

ALTERNATIVES: None

IMPACT:

Caltrans will need to establish the necessary databases, software and reporting to comply with the new Federal tunnel inspection requirements in MAP-21. Once the new tunnel inspection specification is available, Caltrans inspectors will need appropriate tunnel inspection training in order to implement the new inspection program. Staffing, equipment and operating expense needs will be evaluated once the requirements are made available from FHWA.

PROPOSED IMPLEMENTATION SCHEDULE:

Implementation is required within two years from the date of enactment of MAP-21(October 1, 2014).

Attachment(s)

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SUBJECT: Element Level Inspection and Reporting Requirements

PROBLEM STATEMENT:

Map-21 requires the use of element level inspection for all National Highway System (NHS) bridges..

RECOMMENDATION:

Caltrans will need to begin collecting and reporting bridge element level inspection information in accordance with MAP-21.

BACKGROUND:

Caltrans has been a pioneer in the area of element level inspection dating back to the introduction in the early 90's. Element level inspection has been conducted on all bridges in California since 1994, however this information was never able to be collected in the National Bridge Inventory. In 2011, AASHTO adopted a new element level inspection protocol that differs from the method historically used in California. The new element inspection protocol and reporting of results is now required under MAP-21 for all NHS bridges.

ALTERNATIVES: None

IMPACTS:

Caltrans Structures Maintenance is developing an implementation plan for all bridges statewide. This plan will address training, inspection data migration, software and reporting changes necessary to implement. The current timeline for this inspection change to take place is July 1, 2013. Resources necessary to perform training, migrate inspection data, modify software and reports will need to be secured.

PROPOSED IMPLEMENTATION SCHEDULE:

Collection of the new element level inspection information is scheduled to begin on July 1, 2013. The first reporting of this information to the FHWA will occur in April of 2015.

Attachment(s)

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SUBJECT: Newly Established National Highway System Limits

PROBLEM STATEMENT:

MAP-21 changes the definition of the National Highway System to include the following:

1. The NHS as defined in 1996
2. Other principle arterial routes
3. Other connector highways
4. Strategic Highway network and connectors
5. Intermodal connector routes

Caltrans needs to identify every bridge in the state that carries public traffic on one of these NHS components.

RECOMMENDATION:

Caltrans will need to update our National Bridge Inspection data to incorporate the new NHS definition for all bridges in the State.

BACKGROUND:

MAP-21 extends the limits of the NHS to include all bridges carrying principle arterial routes. Preliminary analysis indicates that this change will add over 3000 bridges to the NHS in California. The new definition makes the 3000+ new NHS bridges eligible for National Highway Performance Program (NHPP) funding and subjects these same bridges to new requirements for asset management systems and performance reporting and penalties.

ALTERNATIVES: None

IMPACTS:

The extent of the impacts of the extension of the NHS is still being evaluated by Caltrans. In the absence of defined performance measures from the FHWA it is difficult to fully assess the impact of this change at this time.

PROPOSED IMPLEMENTATION SCHEDULE:

Significant progress has been made to identify the NHS bridges already. Preliminary results are being checked for accuracy at this time.