

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT OFFICE OF HIGHWAYS		EDSM No: I.1.1.15
<b>ENGINEERING DIRECTIVES AND STANDARDS</b>		
<b>VOLUME</b>	<b>1</b>	<b>Revision Date: 03/24/2014</b>
<b>CHAPTER</b>	<b>1</b>	<b>Effective Date: 03/24/2014</b>
<b>SECTION</b>	<b>1</b>	<b>Subject: UNIFORM BRIDGE RE-RATING POLICY</b>
<b>DIRECTIVE</b>	<b>15</b>	

**1. PURPOSE:**

This directive establishes a policy for determining the need for load capacity re-rating or an engineer's review, of all highway bridges.

**2. SCOPE:**

This directive is applicable to all bridges located on public roads in the State of Louisiana.

**3. POLICY:**

It will be the policy of the Department that all public bridges carrying vehicular traffic in Louisiana shall be re-rated or reviewed by an engineer at a frequency which insures that the current analysis accurately reflects the existing condition of the bridge. The frequency of re-rating due to condition change is dependent upon the condition of the bridge as described in the latest bridge inspection reports and is as follows:

<b>Lowest Structural Condition Rating</b>	<b>Re-Rating/Review Frequency</b>
Inspection Rating 0 - 2	Upon notification of any bridge inspection update and every two (2) years
Inspection Rating 3 - 5	1. Upon notification of a structural condition rating drop. 2. Every ten (10) years
Inspection Rating 6 - 9	No action
Overlay	As part of the design project and upon request
Structural Rehabilitation	As part of the design project and upon request
Timber Structure	Four (4) years or significant changes found during DOTD inspection

**4. PROCEDURE:**

Bridges will be structurally evaluated according to the AASHTO Manual for Bridge Evaluation, LA DOTD Bridge Design and Evaluation Manual, LA DOTD the Policies and Guidelines for Bridge Rating and Evaluation, FHWA Bridge Inspectors Reference Manual, LADOTD EDSM I.1.1.8, EDSM IV.4.1.2, and applicable Bridge Maintenance Directives.

Re-rating shall consist of an engineer's review of the existing bridge rating analysis and bridge inspection report. If the report and analysis do not match the present conditions, a new analysis shall be performed. For non-timber structures, when it is determined that no significant structural load carrying capacity changes have occurred due to the poor condition of the bridge or to new repairs, a re-rating analysis is not required, however documentation of rating review must be provided.

**5. IMPLEMENTATION:**

The State Bridge Rating Engineer shall be responsible for the implementation of this policy to both the state maintained and non-state maintained public bridges.

The bridge rating unit shall be responsible for performing the rating for the on-system non-timber bridges.

The Structures and Facilities Maintenance Engineer shall be responsible for performing the routinely required ratings for timber bridges and timber spans in accordance with this directive and Maintenance Directive No. 7.

For all bridges on public roads which are not located on the state maintained highway system, the corresponding bridge owner shall be responsible to re-rate their bridges and to comply with this EDSM and Maintenance Directive No. 5. Annual certification will be required from the parish bridge owners (as instructed by the DOTD Maintenance Engineer Administrators memorandum to each District Administrator dated September 11, 1991) to satisfy the NBIS/FHWA/LADOTD policy. Parish bridge owners which are noncompliant of this re-rating procedure will be subject to sanctions as outlined in the September 11, 1991 memorandum.

**6. OTHER ISSUANCES AFFECTED:**

All directives, memoranda, or instructions issued heretofore which conflicts with this directive are hereby rescinded. This directive supplements EDSM I.1.1.8, applicable Maintenance Directives and DOTD Structures and Facilities Maintenance Engineer Administrator memorandum dated September 11, 1991.

**7. EFFECTIVE DATE:**

This directive shall be effective immediately upon receipt.



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