

LA DOTD BRIDGE MAINTENANCE

DIRECTIVE #3

MAY 1, 1989

Rev. NOVEMBER 30, 2011

MONITORING BRIDGE WITH POSSIBLE OVERTOPPING, SCOUR OR DRIFT PROBLEMS

PURPOSE: To establish a formal policy and procedure for monitoring bridge with known or suspected vulnerability to overtopping, scouring, or drift build up.

SCOPE: This Directive applies to all bridges over waterways on all highways, roads, and streets in the State of Louisiana.

POLICY: All bridges (both On-System and Off-System) with known or potential vulnerability to overtopping, scouring, drift build-up or have been issued a scour critical Plan of Action (POA) in accordance with the NBIS, and shall be closely monitored during times of flood and high water flow until after the flow subsides.

For On-System bridges where known scour exists that may contribute to the possible collapse of the bridge, the bridge shall be closed to traffic until the situation is evaluated and considered stabilized. In cases where drift presents a potential threat to the lateral stability of the bridge, the District shall remove the drift when feasible or close the bridge until the problem has been corrected.

For Off-System bridges where known scour exists that may contribute to the possible collapse of the bridge or where drift presents a potential threat to the lateral stability of the bridge, the local officials shall be notified in accordance with Bridge Maintenance Directive #2.

PROCEDURE: A written procedure shall be developed by each District listing all On-System and Off-System bridges with known or suspected susceptibility to overtopping, scouring, or drift build-up problems. All bridges that have an active POA shall also be included on this list. The plan shall assign the responsibility for monitoring each bridge to a specific DOTD office (i.e. Parish Superintendent, Maintenance Specialist, Project Engineer, Bridge Inspector, etc.). The plan shall be updated at any time there is a bridge that should be added to or removed from the monitoring plan or when there is a change in the DOTD organizational structure that would necessitate an update. The updated plan shall be submitted annually (in December) to the Headquarters Structures & Facilities Maintenance Engineer.

A copy of the plan shall be provided to each District Bridge Inspector and DOTD office with assigned responsibility pursuant to this Directive. Also, a copy of the plan shall be attached to this Directive in the Bridge Maintenance Directives Manual in the District Bridge Inspection office.

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A Plan of Action (POA) has been created for each bridge that is categorized as "Scour Critical" (SI&A Item 113 = 0, 1, 2, or 3) and for those categorized as "Unknown Foundation" (SI&A Item 113 =U). These POA documents are housed on the PONTIS database in each bridge's respective *miscellaneous* folder. Additionally they must be housed in a hard copy folder in each District labeled "Scour Critical POAs" and should be referred to during times of high water or flooding.

Monitoring of these bridges shall include a Special inspection report following high flows where the streambed profile shall be taken and compared with the previous profile on record in the District bridge inspection files to ascertain if additional scouring has occurred. The Special inspection shall be entered into the PONTIS system by the Bridge Inspectors with the current streambed profile information. Inspectors shall complete the form entitled "HIGH-WATER EVENT INSPECTION FORM" to provide official documentation of the required monitoring during and following a high water event in addition to the PONTIS inspection report. The HIGH WATER EVENT INSPECTION FORM shall be attached to the report and a copy submitted to the HQ Bridge Maintenance Section.

RESPONSIBILITY: The DOTD District ADA of Operations shall be responsible for the implementation of this policy.

EFFECTIVE DATE: This policy shall become effective immediately upon receipt.



Recommend Approval
Bridge Inspection Engineer (SEC. 51)



Recommend Approval
Structures and Facilities Administrator (SEC. 51)



Approved
Vincent C. Latino Jr., P.E.
Chief Maintenance Engineer

