



Pete Ricketts, Governor

March 9, 2020

## RE: Bridge Inspection Program

### Nebraska Bridge Inspection Program Participants:

NDOT appreciates your hard work and cooperation on our inspection program to keep Nebraska bridges safe for public and stay in compliance with FHWA's NBIS requirements. However, the inspection program has some challenges that need to be addressed.

The Quality Assurance (QA) Evaluation of the Bridge Inspection Program (BIP) is completed for data entered into BrM from April 1, 2018 to April 30, 2019. In addition to meeting with bridge owners to review records, the following items were part of the QA Program in 2019:

- Qualifications of Personnel
- Inspection Frequency
- Inspection Procedures
- Bridge Posting or Closure
- Detour Length Review (Item 19)
- Team Leader Daily Inspection Rates

A total of 352 bridge files were reviewed this year from 15 separate Bridge Owners. The results from this year as well as the previous two years are below.

Review Result	Percent		
	2017	2018	2019
Compliant → All required items are included in file	56%	43%	35%
Non-Compliant → Bridge File is missing two or more required items	23%	29%	30%

This year's Bridge Owners group again saw a significant drop in the number of bridge files that lack required information. A summary of other significant findings during this year's QA program follows:

- If design plans/sketches are not filed in the bridge file, a note shall be included indicating the location of the design plans or lack of it. See attachment for an example.
- Only 87% of the 352 bridges reviewed were inspected within the 24 month inspection interval. It is a near 5-point drop from last cycle and the lowest it has been since 2013.



- Each structure is required to have a standard set of site photos. The photos are intended to show the overall site conditions at the bridge and are only required to be taken once. See attached document for standard bridge photo locations.
- Fracture Critical, and Underwater bridge inspection documentation should be stored in the bridge file. Fracture Critical documentation was found (hard or soft copy) in just over 60% of files requiring this information, a drop of nearly 10 points.
- When inspectors rate NBI item 58, 59, 60 and 62, as 5 (Fair) or less, a note in BrM comment section with a photo of the defect should be included in BrM every inspection cycle. Avoid notes such as “No change” or “Same as last year”. Approximately 1/3 of culverts reviewed and 1/5 of bridge structures reviewed lacked this information where required.
- Detour lengths (Item 19) was reviewed which had large discrepancies between the detour lengths shown in BrM and that calculated using maps. The average difference was over 60%. This item will be checked for a wider variety of owners during the next cycle. Please review and update any detour lengths in your jurisdiction.
- If you chose to keep void/old load rating summary sheets (LRSS), make sure the current/active one is obvious.

Nebraska Department of Transportation and Federal Highway Administration appreciate your cooperation in meeting the requirements of the National Bridge Inspection Standards (NBIS).

This memorandum is being sent to all local Bridge Owners and is intended to provide an update on the Nebraska Bridge Inspection Program. Electronic copies of this and previous BIP memos, BIP Manual and other related correspondence can be found on the NDOT Bridge Division website at the following link: <http://dot.nebraska.gov/business-center/bridge/inspection/>

Sincerely,

Mark Traynowicz, P.E.  
State Bridge Engineer