

A. OVERVIEW

Standard Work Category: 131 Bridge Inspection. This class of work will involve the performance of bridge inspection necessary to comply with National Bridge Inspection Standards (NBIS).

The selected consultants will provide statewide underwater bridge inspections for approximately 168 local and State bridges, and 8, Missouri River bridges. The work will also include BrM data entry including all SNBI data update and completion of UW inspection reports for all bridges inspected.

Underwater inspections consisting of Level I inspection work will be completed for each bridge, and Level II inspection work for up to 10% of the bridges. Depending on findings, and at the direction of NDOT, additional Level II and Level III inspections may be required. Probing of the channel bottom and areas adjacent to the substructure for sign of scour and deterioration of riprap or other countermeasures will also be performed. Inspections shall be completed during the period July 1, 2027, through October 31, 2027. Element inspection (condition states 1 to 4) is used for all state bridges in addition to all local bridges on the National Highway System (NHS). NBI inspection (condition rating 1 – 9) is used for local bridges not on NHS.

B. QUALIFICATIONS, KNOWLEDGE AND EXPERIENCE

1. The inspection team shall meet the qualifications set forth in the State of Nebraska [Bridge Inspection Program Manual](#) (BIPM).
2. The diving team shall meet the minimum diving qualifications required by the Occupational Safety and Health Administration (OSHA) regulations, Commercial Diving Operations ([29 CFR 1910 Subpart T](#)).
3. Consultant is required to provide a three-person crew (Main Diver, Safety Diver and Team Leader) for each bridge inspection; at least one of the crew members shall be a Nebraska certified inspection Team Leader. Additionally, another Nebraska certified team leader is required to perform the Quality Control (QC) reviews. The QC reviewer can also share inspection responsibility under the inspection team leader.
4. Consultants must have working knowledge of:
 - a. National Highway Institute (NHI) inspection procedures (completed the NHI Course Number 130055 or 130091);
 - b. Current NDOT Bridge Inspection Program Manual;
 - c. AASHTO Manual for Bridge Evaluation (MBE);
 - d. Current attached Programmatic Agreement(s) between the Federal Highway Administration-Nebraska Division and the Nebraska Department of Transportation for Statewide Bridge Inspection.

C. SOFTWARE AND EQUIPMENT REQUIREMENTS

1. Consultant is required to use the NDOT version of the bridge inspection BrM software.
2. Consultant shall provide its own bridge inspection equipment and vehicle(s) for use in completing the bridge inspection services.

3. Reports and documents must be submitted in Microsoft Word, Excel, PDF or other formats as directed by State.

D. EXPECTATIONS AND THE DELIVERABLES

1. Complete inspection of the bridges in a timely manner as scheduled by NDOT. Each bridge is assigned for inspection in one particular month. While the order for inspection is not important, it is very important that all inspection be performed in the assigned month, not sooner or later.
2. Update bridge data in BrM with changes and the conditions observed at each inspection within 30 calendar days from the inspection date.
3. Complete UWI report for each bridge as specified in the BIPM within 90 calendar days from the day of inspection. The UWI report shall include the following segments:
 - a. Cover Sheet
 - b. Table of Content
 - c. Structure Description and Location
 - d. Findings and Conclusions
 - e. Plan View
 - f. Elevation Views of the Submerged Substructures
 - g. Inspection Photos
 - h. Channel X-section Input and Plot - NDOT spreadsheet is used in lieu of sounding at 50', 100' upstream and downstream of the bridge. Channel cross section is required for all inland bridges (not border bridges) including the power canal bridges.
 - i. General Inspection Procedures
 - j. Specific Inspection Procedures
 - k. Dive Log
 - l. Inspection Operation Plan / Risk Assessment
4. For Missouri River bridges, Consultant will utilize necessary technology to perform a survey of the river channel bottom extending approximately 200 ft upstream and downstream of the bridge fascias. The survey data will be presented as a contour map illustrating 1 ft contour intervals.
5. NDOT and consultant determine the most efficient work schedule resulting in least amount of travel.
6. Submittals – With each submittal, the provided submittal table shall be updated and forwarded to NDOT. Files shall be submitted to BrM Multimedia site with an email to NDOT with the Excel submittal table attached. The file naming convention as detailed in BIPM shall be adhered to strictly.
7. Roles and responsibilities are defined as:
 - a. Qualified Team Leader - Manages the field inspection and guarantees good inspection quality and safe inspections, may also dive if needed.

- b. Diver - Dives or wades and reports findings to TL.
 - c. Dive Tender - Help diver and acts as an emergency diver if needed.
 - d. Office Tech - Create the files, preliminary and final report. Prepares Invoices.
 - e. Project Manager - Manages the contract and team leader.
 - f. QC Reviewer - Reviews reports for quality and discusses findings with TL and OT.
8. Anticipated Meetings after consultant selection are:
- a. Project Kickoff Meeting
9. Additional Expectations:
- a. When the condition rating of the substructure is influenced by the condition of the underwater elements, revise the substructure condition in BrM.
 - b. On bridges that the normal water surface is too close to the bottom of the superstructure, inspect the unsubmerged superstructure as well and update BrM accordingly.
 - c. If the condition rating is less than 5, a comment is required to support the reason for the condition rating.
- 10. Consultant shall inform the Inspection Program Manager on any emergency or serious findings immediately.**



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Minor Categorical Exclusion for Bridge Inspection

Under the *Memorandum of Understanding Between Federal Highway Administration, Nebraska Division and the Nebraska Department of Transportation, State Assumption of Responsibility for Categorical Exclusions*, as authorized by 23 USC §326 (herein referred to as the CE MOU and CE Assignment), the Federal Highway Administration (FHWA) has delegated approval authority of certain Categorical Exclusion (CE) actions to the Nebraska Department of Transportation (NDOT).

NDOT has developed this programmatic Minor Categorical Exclusion (MCE) to document review and approval of certain activities listed under 23 CFR 771.117(c) that, based on past experiences with similar actions, do not involve significant environmental impacts to natural, social and economic resources. NDOT has determined that project-specific NEPA documents and technical resource reviews are not required for actions that comply with the terms and conditions of this MCE. Activities addressed by this MCE, which are not part of a larger undertaking, shall be administered in accordance with the following criteria to satisfy NDOT's CE assignment responsibilities.

This MCE for *Bridge Inspection* addresses activities classified under 23 CFR 771.117(c).

Scope of Work – Bridge Inspection

Activities include:

- ☒ Visual inspection of bridge, including the substructure.
- ☒ Collection of physical samples (e.g., paint chips, timber pile cores) from the bridge structure
- ☐ Other (please describe):

NOTE: Soil (void of vegetation and with no evidence of petroleum staining and/or odor) adjacent to substructure components can be removed and replaced using hand tools. Excavations, limited to two feet in depth and within one foot of substructure components, are permitted to verify the condition of the substructure and/or aid in sample collection.

Based on the nature of *Bridge Inspection* activities, NDOT does not anticipate negative impacts to natural, cultural, historic or recreational resources; these activities do not negatively impact air, noise, water quality, hazardous materials, or travel patterns, and do not present any negative cumulative impacts. NDOT has determined that *Bridge Inspection* activities do not affect listed species, historic properties, wetlands or Waters of the U.S., nor do they use Section 4(f) properties. NDOT experience has demonstrated that these types of activities do not generate controversy on environmental grounds.

Application of this MCE is dependent upon adherence with the following commitments. These Commitments shall be included in project-specific "Green-Sheets" and/or project agreement documents.

To avoid impacts to wildlife:

[-tEXHIBIT "?"
BASIC SCOPE OF SERVICES
UNDERWATER BRIDGE INSPECTIONS

Minor Categorical Exclusion for
Bridge Inspection

- During bridge inspections, noise will be kept to a minimum to avoid disturbing nesting or roosting birds.
- Any nest containing eggs or young shall be left undisturbed.
- Any bats found during inspection shall be left undisturbed.

To avoid unanticipated impacts:

- Soil should be replaced in the excavation locations upon completion of the inspection/sample collection.
- The bridge inspection staff and/or contractor shall not stage, store, waste or stockpile materials and equipment in undisturbed locations, or in known/potential wetlands and/or known/potential streams that exhibit a clear "bed and bank" channel. Potential wetland areas consist of any area that is known to pond water, swampy areas or areas supporting known wetland vegetation or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas.
- Staging and/or stockpiling areas for construction supplies, equipment, and vehicles shall be located in areas that are frequently disturbed such as, but not limited to, field entrances, crop fields, abandoned roadway, farmsteads and roads. If this is not possible, the contractor shall coordinate with NDOT Environmental with a site plan showing the desired staging/stockpile location(s), which will be sited in such a way as to avoid impacting protected species.

Individual projects actions approved under this MCE shall be reviewed to ensure unusual circumstances as outlined by 23 CFR 771.117(b) do not exist. If an unusual circumstance is identified, a project-specific NEPA document, in compliance with NDOT's Environmental Procedure Manual (EPM) and Nebraska Categorical Exclusion (NECE) guidelines shall be developed to approve the action.

This MCE is consistent with the Statewide Long Range Plan, the Statewide Transportation Improvement Program (STIP), and applicable Metropolitan or Rural Planning Organizations' Transportation Improvement Programs (TIPs) and Long Range Transportation Plans, and is exempt from regional air quality conformity determinations (40 CFR parts 51 and 93).

Use of this MCE is only allowed if all criteria set forth herein are met.

NDOT Project Specific Verification

Date: 10/24/22

Project Name/Activity: 2023 Statewide NBIS
Underwater Inspection

Project Number: STP-NBIS(136)

Control Number: 00988A

List of Attachments:

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Site Map (if applicable)

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Other (please describe):

- NDOT-73 Project Initiation Request

The above listed project has been determined to comply with the terms and conditions of this MCE and NDOT has verified the following:

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The Project Sponsor has verified the project activities are not part of larger undertaking.

☐

The Project Sponsor has verified that Conservation Commitments listed in this MCE have been included in project Green Sheets and/or appropriate project agreement documents.

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The NDOT NEPA Specialist has verified that no unusual circumstances have been identified.

[-tEXHIBIT "?"
BASIC SCOPE OF SERVICES
UNDERWATER BRIDGE INSPECTIONS

Minor Categorical Exclusion for
Bridge Inspection



The NDOT NEPA Specialist has verified these activities occur entirely within the operational roadway right-of-way and are consistent with 23 CFR 771.117(c)(22).

Project Sponsor:

Seth Brashears

PLEASE PRINT



Signature

10/24/22

Date

This is a stand-alone NEPA determination for this project; no further environmental analysis is required. If there is a change in environmental conditions or scope of work, coordination with NDOT Environmental is required to determine if this determination remains valid.

The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the NEPA. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to 23 U.S.C. §326 and a Memorandum of Understanding dated September 17th, 2021, executed between FHWA and the State.

NDOT NEPA Specialist:

Alison Krohn

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Signature

10/24/22

Date