

September 30, 2025

Bulletin 25.01



Jim Pillen, Governor

SUBJECT Clarification and Update to BIP Cross Section Requirements

Introduction

The intent of this bulletin is to clarify and update the cross section requirements for Bridges over waterways. Information within this bulletin supersedes relevant information within the NDOT Bridge Inspection Program Manual (BIP) in version 8, effective immediately in accordance with the date of this Bulletin.

1) Correction to the BIP Section 4.5.7.3

In alignment with the AASHTO Manual for Bridge Evaluation (MBE) guidance, which allows for a single cross section in historically stable channels and embankments, the language in version 8 of the manual will be revised as follow:

All bridges over waterways shall have at least ~~two~~ **one downstream** cross sections on record. A cross section is required for every Underwater Inspection. The following table applies for additional cross sections based on the channel condition, scour condition, and scour vulnerability. Note the inspector may complete cross sections more frequently, at their discretion.

~~Bridges with out-to-out width (B.G.05) less than 30 feet or length (B.G.02) greater than 300 feet, require cross sections on only the downstream side. All other bridges require cross sections on both the upstream and downstream sides.~~

Channel Condition (B.C.09) or Scour Condition (B.C.11)	Scour Vulnerability (B.AP.03)	Maximum Cross Section Interval	Commentary
6 to 9	0, A or B	NA	Bridge does not require UW Inspection. An initial cross-section is required. No additional cross sections are required unless B.C.09 or B.C.11 decrease, then a cross section is required during the inspection when the change is observed. If B.AP.03 worsens, a cross section is required at the next inspection.
5	0, A, B or E	48	
4	0, E or U	24	At each routine and special inspection.
Any	C, D or U	24	At each routine and special inspection as per the hydraulic POA

2) The Cross Section Field Inspection Form (BR384) has been updated to reflect the requirement that the cross section be taken downstream.

3) Phased approach for incomplete cross sections

If it is not feasible to obtain the required cross sections during the current inspection cycle, Bridge Owners may implement a staggered or phased approach. This should prioritize:

- Bridges identified as scour critical
- Bridges with known or suspected scour conditions
- Bridges with unstable channel characteristics

4) If the bridge foundation is unknown when entering the cross section in BrM, the fields "Bottom Footing Elevation" and "Pile Tip Elevation" may be left blank.

For any bridge that cannot meet the cross section requirements during this inspection cycle, the Bridge Owner must provide an explanation how cross sections will be provided in the future. Please use the Agency Inspection Notes field:

BrM » Bridges » Inspection » Condition

Agency Inspection Notes

Cross section not completed 2025 due to time constraints and lack of observed scour. Cross section will be planned for the 2027 inspection cycle.

Please also direct any questions regarding this bulletin to Wayne Patras. Thank you for your continued commitment to the safety and integrity of Nebraska's bridge infrastructure.



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Attachments: None

Cc: FHWA, Josh Martin, *Nebraska Division Bridge Engineer*