

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF ROADS

March 15, 2017



Pete Ricketts, Governor

Dear Nebraska Bridge Owner:

RE: Bridge Inspection Program

The Quality Assurance (QA) Evaluation of the Bridge Inspection Program (BIP) has been completed for data entered into BrM from March 1, 2015 to April 1, 2016. The operations related to the BIP receiving a QA evaluation during 2016 were:

- Qualifications of Personnel
- Inspection Frequency
- Inspection Procedures
- Bridge Posting or Closure
- Owner Records

Last year a new system was implemented by the QA team to track the completeness of Bridge Owner's files. This same system was used again to score owners files. A total of 525 files were reviewed this year at 42 different Bridge Owners. The results from this year and last year (2015) are below.

Review Result	Percent	
	2015	2016
Compliant → All required items are included in file	32% (138 of 478)	30% (159 of 525)
Substantially Compliant → File is missing one required item	28% (121 of 478)	36% (190 of 525)
Non-Compliant → File is missing two or more required items	40% (172 of 478)	34% (176 of 525)

Approximately 2/3 of the files reviewed in 2016 were either compliant or substantially compliant. This is a slight increase over the 60% from last cycle. However, it is difficult to directly compare last year's results with this year's since the data sets contained different owner groups. It is interesting to note that the overall results are similar to last year.

Kyle Schneweis, P.E., Director

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A brief summary of specific findings this year is below:

- **Each file should contain plans for the structure.** This continues to be one of the most commonly missing items from Owners' files. Each file should either contain the plans/sketches for the structure or have a note in the file where they are located. For instance, if the plans are part of a larger project and stored together in a file a note should be placed in the bridge folder to indicate this location. If there are no known plans or sketches a note should be placed in the file to indicate this as well. In all, plans or a note were found in 67% of the files reviewed this year, an increase of 5% from last year.
- **The most current Structure Inventory and Appraisal (SI&A) sheets should be kept in each file.** Similar to last year, approximately 40% of the files sampled during the QA review did not contain the most current SI&A as required. Please review your bridge files to make certain that at a minimum the most current SI&A is included. Some owners are including a marked-up copy of the previous SI&A in the file instead of printing a copy from BrM. This is not considered a final copy. The most current SI&A should be printed directly from BrM and placed in the bridge file at the conclusion of data entry.
- **Fracture critical bridge documentation should be stored in the bridge file with the other bridge documentation.** Only 41% of the files for fracture critical bridges had the latest fracture critical report included, however this was a 7% increase over last year. Fracture critical bridges receive inspections through the statewide program performed by consultants. The bridge files are still required to be updated by the Bridge Owner each year. Many owners receive the fracture critical reports on CD but neglect to either print them or review the inspection information.
- **POA Monitoring Logs should be kept and updated.** This year saw a 19% decline in the number of files containing an up-to-date POA Monitoring Log. This drop-off was after two years of consistent improvement in this item. Please remember that POA Logs should be kept for each scour critical bridge and completed per the POA requirements. Additionally, if there is no event in a given year that requires monitoring, the POA Log can be updated with the text "No events requiring monitoring" or something similar.
- **Owners should update bridge files when structures are replaced.** Several files were reviewed this year for bridges that had been replaced. Most of these files still contain the information related to the previous structure, even if it had been several years since the replacement. When bridges are replaced, site photos, Load Rating Summary Sheets and other required items should be updated in the file. The information relating to the old structure should be removed, archived, or otherwise segregated from current information to avoid confusion.

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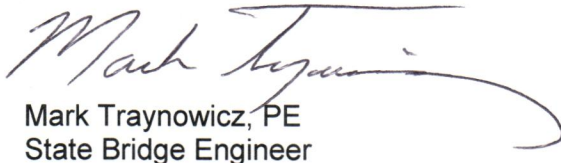


- **Owners and inspectors should review section 4.10.3 of the BIPM for the requirements of special inspections.** Similar to last year, only 50% of bridges requiring a Special Inspection had documentation of the inspection in the file. Special inspections are required when Item 59, 60 or 62 fall to levels outlined in Section 4.10.3. Documentation for the Special Inspection should be similar to the Routine Inspection. NDOR recommends that owners keep a master list of all bridges requiring a special inspection. Additionally the reason for the special inspection should also be recorded. Note that all special inspections required at fracture critical bridges are scheduled and completed by consultants working through NDOR's fracture critical bridge inspection program and not the responsibility of owners.

Nebraska Department of Roads and Federal Highway Administration appreciate your cooperation in meeting the requirements of the National Bridge Inspection Standards.

This memorandum is being sent to all local Bridge Owners and is intended to provide an update on the Nebraska BIP. Electronic copies of this and previous BIP memos, as well as other BIP information, can be found on the NDOR Bridge Division website at <http://www.roads.nebraska.gov/business-center/bridge/>

Sincerely,



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State Bridge Engineer

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