



**BRIDGE ADVISORY**  
**Construction & Technology Division**  
**Bridge Operations Section**

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**BRIDGE ADVISORY NUMBER:** BA-2009-03

**DATE:** July 27, 2009

**SUBJECT:** Check Box on Scour Critical Bridge Action Plan Form

**ISSUED BY:** MDOT Bridge Operations Engineer

**REVIEWED BY:** MDOT Scour Critical Bridge Committee

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The following check box has been added to the top of the Scour Critical Bridge Action Plan form.

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Preparation and implementation of the Scour Critical Bridge Action Plan form is complete. [More Information](#)

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The check box is to be checked when the initial structure review has been done, the following sections of the action plan form have been filled out, the form has been placed in the bridge file, and the form has been distributed to responsible parties who inspect and manage bridges during flood events. Because this form is available on the Michigan Bridge Inspection System (MBIS), it can be considered implemented when responsible parties have access to it on MBIS. This check box will be used to determine if a bridge owner is in compliance with the Federal requirement that all bridges deemed scour critical shall have a scour critical bridge action plan as described in MDOT *Bridge Advisory 2008-04 - NBIS Scour Evaluations and Plans of Action for Scour Critical Bridges*. The bridge advisory is available on MDOT's website at the following link:

[http://www.michigan.gov/mdot/0,1607,7-151-9625\\_24768\\_49104---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9625_24768_49104---,00.html)

### **Section 1 - Scour Vulnerability Rating.**

All fields should be filled out except for the following. If there was no scour observed during the field review, the Scour Comments field does not need to be filled out. The Scour Comments field has a date attached to it, so during future inspections of the bridge, any observed scour can be recorded and compared to previous inspections. Any indications of scour should also be reported to the qualified team leader bridge inspector, for possible inclusion on the Bridge Safety Inspection Report (BSIR). If a Level 2 scour evaluation was done, the executive summary should be filled out and scour analysis event frequencies should be provided. If only a level one analysis was done to access scour vulnerability, then the executive summary should indicate what was done to conclude that the bridge is scour critical and indicators (such as 10 or 25 year flood events) should be provided to initiate when monitoring or bridge closure should occur.

**Section 3 - Scour Counter Measure Condition and Recommendation**

Existing scour countermeasures should only be filled out if the bridge has countermeasures during the field visit. The inspector can recommend scour countermeasures be installed and set a priority (high, medium, or low), but the countermeasures do not have to be installed in order to check the check box at the top of the form.

**Section 4 - Monitoring Plan**

The agency responsible for monitoring during high flow events shall be provided with contact information before the initial action plan form is considered complete.

**Section 5 - Bridge Closure**

The contact people or positions responsible for closing a bridge or re-opening it shall be provided before the initial action plan form is considered complete.

**Section 6 - Detour Route**

A possible detour route should be shown if available and other scour critical bridges on the route should be identified. If there is not a detour route available, provide a note on the form.