



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

## Design Memorandum No. 14-08 Policy Change

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**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/Elizabeth W. Phillips  
Elizabeth W. Phillips  
Office of Policy and Standards  
Bridges Division

**SUBJECT:** Bridge Preservation

**REVISES:** *Indiana Design Manual Sections 72-1.04, 72-2.05(02), 72-3.01(02), and 72-6.02. Figure 72-2D (new)*

**EFFECTIVE:** Immediately

The American Association of Highway Transportation Officials defines bridge preservation as a construction activity intended to prevent, delay or reduce deterioration of the bridge or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their service life. Bridge preservation can be subdivided into bridge rehabilitation and bridge preventative maintenance. Bridge rehabilitation includes major work to restore the structural integrity of a bridge, while preventative maintenance is a means of extending the service life of the existing facility.

In order for federal-aid funds to be used for preventive maintenance, FHWA must have either a project-by-project or programmatic agreement with the state. FHWA and INDOT have an approved preventative maintenance agreement called the *Bridge/Culvert Preservation Initiative (BCPI)* that allows federal funds to be used for certain bridge preventive maintenance activities.

Latex Modified Concrete (LMC) overlays are included as part of a group of revisions to the *BCPI* which are currently under review by INDOT and FHWA. Until the *BCPI* revisions are finalized, FHWA has approved a separate programmatic agreement to allow LMC overlays as a preventive maintenance activity.

To qualify as a candidate for preventative maintenance an LMC overlay project must meet the following criteria:

1. The deck, superstructure and substructure must each have a bridge inspection rating of 5 or higher.
2. Partial depth patching must be 15% or less.

A preventative maintenance project is exempt from Level One design criteria requirements. For a bridge preventative maintenance project, it is not necessary to complete the Level One checklist. However, the existing bridge railing condition must be assessed and obvious deficiencies addressed. Bridge railing not performing as intended due to deterioration or crash history should be considered for replacement. In addition, a preventative maintenance project must continue to meet the requirements of the Americans with Disabilities Act.

Field inspection meeting minutes may be submitted in lieu of a Bridge Scoping Report for projects whose scope is limited to preventative maintenance work activities. Information to be included is shown in the attached Figure 72-2D.

The information contained in this memo has been incorporated into *Indiana Design Manual* Chapter 72.

The *BCPI* is available at <http://www.in.gov/indot/2731.htm> Additional information on bridge preservation is available in the [\*FHWA Bridge Preservation Guide\*](#) and at <http://www.fhwa.dot.gov/bridge/preservation/>.