



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Bridge Inspection Memorandum No. 26-04 Scour Vulnerability Validation Procedures for LPA Bridges

February 27, 2026

TO: All LPA Bridge Inspectors

FROM: /s/ Anthony Marino SPM
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SUBJECT: Scour Vulnerability Validation Procedures for LPA Bridges

Bridge Inspection is revising Part 6 (Scour) of the INDOT Bridge Inspection Manual in its entirety. To comply with the requirements in FHWA Bridge Metric 18 (Scour Procedures), the following actions shall be carried out in the interim.

All LPA-owned/maintained bridges carrying traffic over waterways shall have their iTAMS Bridge Asset Files reviewed and updated as necessary to ensure that appropriate documentation is attached to the bridge asset file Documents Section to support and validate an assigned coding value for SNBI Item ID B.AP.03 (Scour Vulnerability).

Such scour vulnerability appraisal documentation shall include, but is not necessarily limited to, one or more of the following: scour analysis/evaluation computations, scour analysis summary appraisal letters, scour screenings, scour assessments, or similar such acceptable supplemental documentation.

All iTAMS Bridge Asset Files for bridges in Indiana built after 1998 and carrying traffic over one or more waterways shall also have their iTAMS Bridge Asset Files reviewed to ensure that bridge design plan sheets showing scour/hydraulic details, scour analysis calculations, scour appraisal letters, or other approved documentation are attached to the Bridge Asset File's Documents Section.

Scour Plans of Action (POAs) shall also be created for each LPA bridge assessed to be vulnerable to scour (scour critical) by an Approved Team Leader. Each Scour POA created shall then be subsequently reviewed and approved by a separate Approved Team Leader who did not create the Scour POA, and then the Scour POA shall be implemented and maintained within the iTAMS Bridge Asset File for future inspections. A Scour POA template is provided in the iTAMS Audit Section and that template shall be used for creating Scour POAs for all scour critical LPA bridges.

Approved Scour POAs for each scour critical LPA bridge shall be updated by the responsible Bridge Inspection ATL following each routine inspection after completing the routine inspection report, but prior to final approval of the report. Before the routine inspection report is approved, a separate Approved

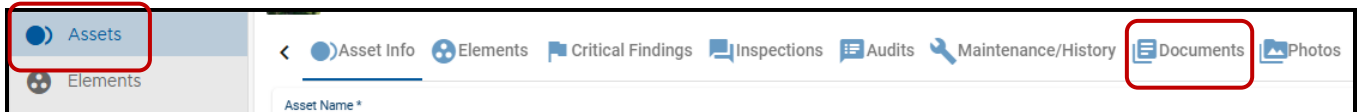
Team Leader from the responsible bridge inspection consulting firm/organization shall review the updated Scour POA, and any changes shall be communicated to the responsible Bridge Inspection ATL, and bridge owners and other responsible personnel as may be required.

Implementation requirements

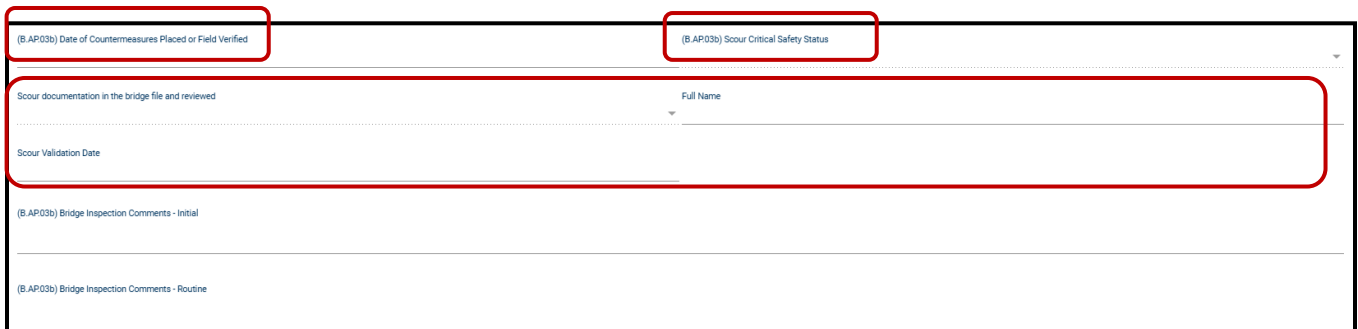
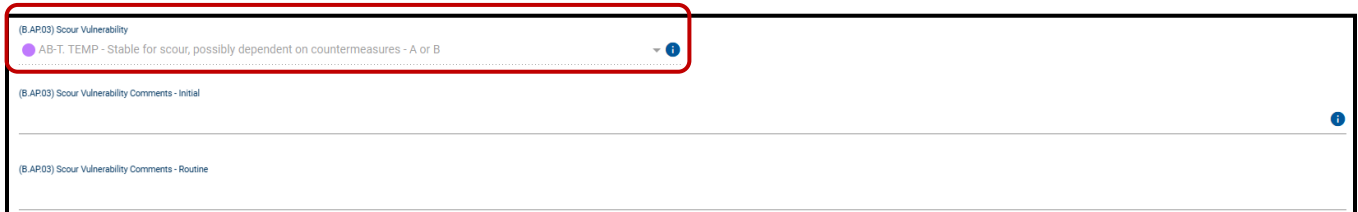
Scour vulnerability appraisals and validations for all LPA-owned/maintained bridges shall be completed no later than **December 31, 2026**.

Prior to the start of 2025, INDOT used the legacy data from NBI Item 113 (Scour Critical Bridges) to initially prepopulate SNBI B.AP.03 using the FHWA Data Crosswalk tools. This initial population of data contains temporary codes that must be phased out during the 2025 and 2026 hybrid bridge inspection cycles and accurately coded by the March 2028 Fed Bridge File data submission.

For all LPA-owned/maintained bridges that span over one or more waterways, responsible bridge inspector ATLs that are also an Indiana Licensed Professional Engineers shall review each iTAMS Bridge Asset File that they are responsible for, and ensure that appropriate documentation is **uploaded** to the Bridge Asset File's Documents Section that supports and validates the assigned coding value for SNBI Item ID B.AP.03 (Scour Vulnerability).



Within SNBI Subsection 7.4 (Appraisal), the following data fields are provided in iTAMS-Assets for bridge inspection ATLs with PE licensure to correctly validate SNBI B.AP.03 and the supporting Agency-defined data fields directly within the iTAMS Asset Chapter for reporting the scour vulnerability validation efforts to INDOT Bridge Inspection. Comment fields are also provided.



Bridge Inspection ATLS shall code:

1. SNBI B.AP.03 that reports the scour vulnerability of the bridge asset. Any temporary scour appraisal coding entered during the initial data crosswalk shall be replaced.
 - Any of the B.AP.03 codes for Scour Vulnerability may be used. Bridge Asset Files without sufficient documentation or scour appraisal may be coded “0” (Scour appraisal has not been completed) if necessary. INDOT will provide directions for addressing bridge assets coded in this manner at a later date.
2. Agency-defined SNBI B.AP.03b data fields Date of Countermeasures Placed or Field Verified and Scour Critical Safety Status. Two additional Agency-defined SNBI B.AP.03b Comment fields are also provided to provide supplemental comments as necessary.
 - In-place countermeasures reported may be either *designed* or *temporary/non-designed*. Inspectors shall provide details in the Comment field.
 - Countermeasures whose design status is not known may be considered to be DESIGNED if the installation is currently sound, intact, functioning, and has been continually reported and photo-documented as such consecutively over a period of not less than eight (8) years. However, if the date of countermeasures installation or the intact status over time cannot be verified, then such countermeasures must be considered NON-DESIGNED. Again, bridge inspectors shall provide details in the Comment field.
 - Scour Critical Safety Status shall be coded using the pull-down menu.
3. Upon completion of this scour vulnerability validation, the inspector completing this work shall complete the Scour documentation in the bridge file and reviewed data field (**Code Y or N**), and then provide their full name and date when this work was completed.
4. The inspector shall then code SNBI B.AP.04 (Scour Plan of Action). Any of the three B.AP.04 codes for Scour Plan of Action may be used. LPA Bridges requiring a Scour Plan of Action but do not have one in the bridge file shall be coded “N” (A scour POA is required, but not yet implemented). INDOT will provide directions for addressing any bridge assets coded in this manner at a later date.

(B.AP04) Scour Plan of Action

0. A scour POA is not required.

(B.AP04) Scour Plan of Action Comments - Initial

(B.AP04) Scour Plan of Action Comments - Routine

Also within SNBI Subsection 7.4 (Appraisal), the following Agency-defined B.AP.03a data fields are provided in iTAMS-Assets exclusively for the INDOT Hydraulic Department and are not editable by bridge inspectors. However, Bridge Inspection ATLS are encouraged to use this information, if available and provided, to help code the SNBI B.AP.03b data fields.

(B.AP03a) Scour Analysis Status	▼	(B.AP03a) Scour Analysis Date	🔒
(B.AP03a) Scour Analysis Determination:	▼		🔒
(B.AP03a) Hydraulics Comments			🔒