



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Bridge Inspection Memorandum No. 26-07 Scour Vulnerability Validation Procedures for LPA Bridges REV1

April 16, 2026

TO: All LPA Bridge Inspectors

FROM: /s/ Anthony Marino SPM
Anthony Marino, P.E.
Bridge Inspection State Program Manager
Bridge Management Division

SUBJECT: Scour Vulnerability Validation Procedures for LPA Bridges REV1

EFFECTIVE: Immediately

Inspectors are advised that the following requirement from Bridge Inspection Memorandum, dated February 27, 2026 has been revised:

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.~~
 - At the direction of the bridge owner, countermeasures whose design status is not known may be evaluated by a Scour Appraisal Team under contract with the bridge owner. Scour Appraisal Teams shall consist of a multidisciplinary team under the direction of an Indiana Licensed Professional Engineer that includes an Approved Team Leader for bridge inspections currently credentialed by INDOT, along with Hydraulic, Geotechnical, and Bridge Structural Engineers familiar with bridge scour.
 - i. The Scour Appraisal Team shall complete a bridge-specific scour appraisal that evaluates the history and performance of an in-place scour countermeasure to properly determine its functionality to fully to address the site-specific scour conditions. The

completed bridge-specific scour appraisal shall be signed and stamped by an Indiana Licensed Professional Engineer.

- ii. The bridge-specific scour appraisal shall provide a thorough evaluation (quantitative and/or qualitative as may be necessary) of an in-place scour countermeasure where the integrity of the existing in-place scour countermeasure has been continually reported and photo-documented consecutively over a period of not less than sixteen (16) years. The bridge-specific scour appraisal considerations shall also include, but not be limited to, the following:
 - a. The bridge structural design considerations, foundation type(s), channel bank material, channel condition rating history, and active channel changes such as migration or degradation.
 - b. Assessment of the overall installation quality, sufficiency, and integrity of the in-place scour countermeasure, and its ability to survive reoccurring high flow events.
 - c. Assessment of the past performance of the in-place scour countermeasure and its exposure to large magnitude flood events comparable to design events.
 - iii. The completed bridge-specific scour appraisal shall be submitted to the INDOT Bridge Inspection State Program Manager (SPM) for approval.
- Once the bridge-specific scour appraisal is approved by the SPM, the Scour Vulnerability (SNBI Item ID B.AP.03) may be coded B, reporting that a Scour Appraisal Team has determined that the in-place, non-designed countermeasures are fully functioning and are appropriate to mitigate the risk of scour.
 - Scour Critical Safety Status shall be coded using the pull-down menu.