

2016 Michigan Bridge Conference Workshop

Michigan Division Office

FHWA - Michigan Division

Mark Lewis

Division Bridge Engineer

Ralph Pauly

Assistant Structures Engineer



NBIP Progress

Michigan Division Office

- The NBIP was established by Congress more than 40 years ago to ensure the safety of our Nation's in-service highway bridges.
- NBIPOT created In 2010 to ensure proper and consistent implementation of the NBIS across all Division offices.
 - 4 Bridge Safety Engineers
 - 1 Load Rating Engineer
 - 1 Scour Engineer



NBIP Progress

Michigan Division Office

- 2011 FHWA implemented a data-driven, risk-based approach to oversight of the program and monitoring State(s) compliance with the NBIS
- Under this approach, FHWA assesses 23 compliance metrics.



NBIP Progress

Michigan Division Office

- Each metric shall receive an annual assessment at the Minimum level, with each metric being assessed at the Intermediate or In-depth level at least once within the 5-year cycle.
- In year five, FHWA will examine the 5-year review history to identify trends in each metric area, identify any gaps in the program or review process, and develop a review strategy for the next 5-year cycle.



Michigan NBIP Progress

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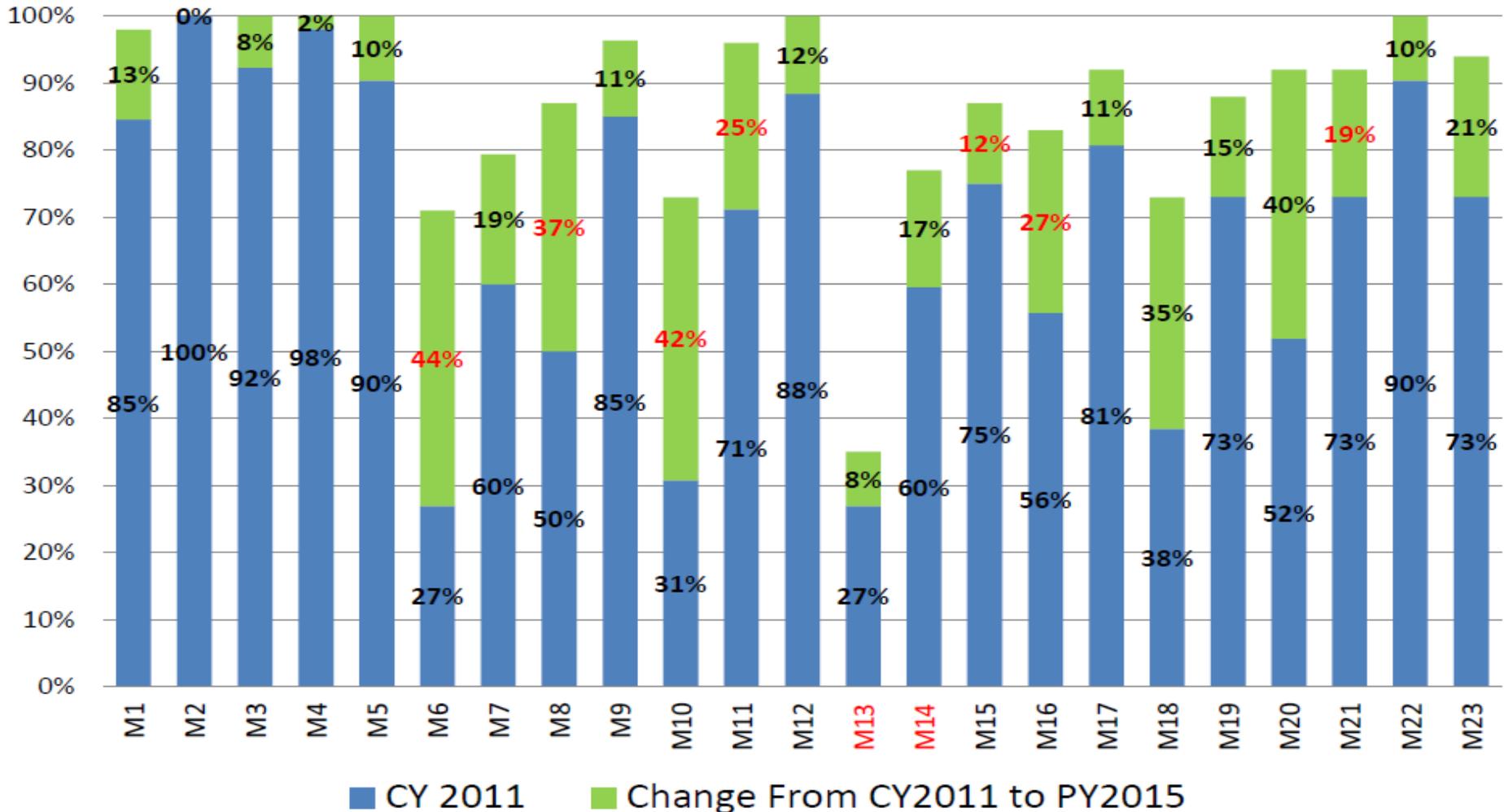
Metric	Description	Baseline	Year 1	Year 2	Year 3	Year 4	
		CY 2011	PY 2013	PY 2014	PY 2015	PY 2016	
1	Bridge Inspection Organization	C	CC	C	C	C	
2	Qualifications of Personnel -Program Manager	C	C	C	C	C	
3	Qualifications of Personnel -Team Leader(s)	C	C	C	C	C	
4	Qualifications of Personnel -Load Rating Engineer	C	C	C	C	C	
5	Qualifications of Personnel -UW Bridge Inspection diver	C	C	C	C	C	
6	Routine Inspection Frequency - Routine - Lower Risk Bridges	CC	CC	CC	CC	SC	
7	Routine Inspection Frequency - Routine - Higher Risk Bridges	C	CC	SC	CC	SC	
8	Inspection Frequency - Underwater - Lower Risk Bridges	CC	C	C	C	C	
9	Inspection Frequency - Underwater - Higher Risk Bridges	C	C	C	SC	C	
10	Inspection Frequency - Fracture Critical Member	CC	CC	CC	CC	SC	
11	Inspection Frequency - Frequency Criteria	CC	CC	CC	C	C	
12	Inspection Procedures - Quality Inspections	C	C	C	C	C	
13	Inspection Procedures - Load Rating	CC	CC	CC	CC	CC	
14	Inspection Procedures - Post or Restrict	CC	CC	CC	CC	CC	
15	Inspection Procedures - Bridge files	CC	CC	CC	SC	SC	
16	Inspection Procedures - Fracture Critical Members	CC	CC	CC	C	C	
17	Inspection Procedures - Underwater	C	C	C	C	C	
18	Inspection Procedures - Scour Critical Bridges	C	C	C	C	C	
19	Inspection Procedures - Complex Bridges	C	C	C	SC	SC	
20	Inspection Procedures - QC/QA	SC	SC	SC	C	C	
21	Inspection Procedures - Critical Findings	CC	CC	CC	C	C	
22	Inventory - Prepare and Maintain	C	C	C	C	C	
23	Inventory - Timely Updating of Data	C	C	C	C	C	
		C:	13	12	13	15	16
		SC:	1	1	2	3	5
		CC:	9	9	8	5	2

National NBIP Progress

Michigan Division Office

Lumberman's Monument

% Satisfactory in PY 2015



NBIP Progress

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- Metric 13 PCAs typically require a longer time period to complete due to the relatively high effort and cost associated with the completion of load ratings. The estimated State completion dates range from June 2015 through November 2022



NBIP Progress

Michigan Division Office

- February 18, 2015: Inspector General for Surface Transportation Audit
 - FHWA Effectively Oversees Bridge Safety, but Opportunities Exist To Enhance Guidance and Address National Risks





Bridge Failures



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Bridge Failures



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Bridge Failures



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U.S. Department of Transportation
Federal Highway Administration



Bridge Failures



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Federal Highway Admir

Thank you!

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Questions?

Mark Lewis

Bridge Program Team Leader

mark.lewis@dot.gov

(517) 702-1846

