

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM**

TO: All Structural Evaluation Staff

FROM: *GTR* Gregory T. Renman, Manager
Structural Evaluation and Bridge Management

DATE: 1/30/12

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SUBJECT: Coding of SI&A items 92B & 93B (Underwater Inspection Frequency and Date)
In-House and Consultant Projects

During the recent annual FHWA review of our bridge inspection program, it was observed that numerous bridges requiring underwater inspection were not inspected at the specified frequency (currently, minimum 48 months for NJ Bridges) and in many cases showed a large gap between the underwater inspection dates. Several bridges had underwater inspections conducted at greater than 48 month intervals and, in some instances, inspections were performed at greater than 60 month intervals. One reason noted for this kind of delay is the existing field conditions; a bridge may have required an underwater inspection in prior cycles but current conditions may not warrant a diving inspection (due to low water level, or other reasons). It should be noted, however, that if items 92B & 93B are not properly coded in conjunction with item 90, a bridge falls into NBIS violation when it exceeds the 48 month underwater inspection interval. For example:

Item 90	UW Insp Req	UW Insp. Last	UW Insp. Freq	UW Insp Next
12/07	N (Low water)	Y 12/03 (High Water)	48	Y 12/11 (High Water)

As shown in the above scenario, the duration between underwater inspection dates recorded in the SI&A is 8 years, since no diving inspection was necessary in 2007. Soundings were performed and footings were probed during the 2007 regular inspection cycle.

In order to rectify this situation, the following will be our policy from the date of this memorandum:

For all bridges requiring underwater inspections (at 24 or 48 month frequency), items 92B and 93B will always be coded as "yes" (Y) with the corresponding date (same as item 90) during the current cycle, even if the water level is low at the time of the regular inspection and a type II diving inspection was not required. In these cases, soundings should be performed and the footings should be probed as required by the inspection team. A comment documenting the reason for "no underwater inspection" should be included in the Conclusions section of the current cycle report.

Should anyone have any questions regarding this issue, please see me.

GTR/gtr