IDAHO BRIDGE CONTACT LIST

WHO TO CONTACT:
(Consultants are subject to change each calendar year)

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FOR COPIES OF INSPECTION REPORTS & PLAN OF ACTION

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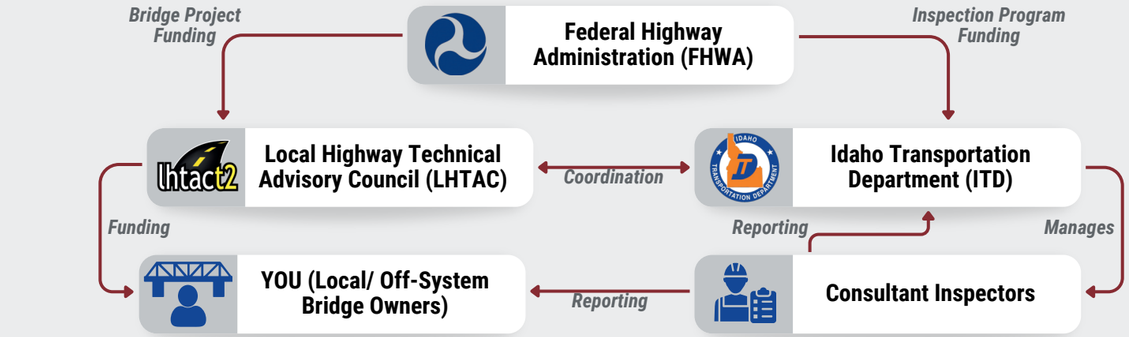
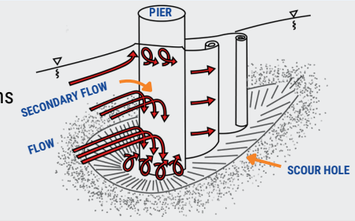
IDAHO SCOUR CRITICAL BRIDGE MONITORING INSPECTION *(Intended Audience: Bridge Owners)*

WHO: PARTNERS INVOLVED



WHAT:

Any scour critical bridges experiencing a high flow event. There are about 730 scour critical bridges in Idaho. Scour critical bridges are bridges with foundations that are susceptible to scour during high flow events. All scour critical bridges have a plan of action (POA) that includes recommended flood monitoring procedures, bridge closure plan, and flow triggering event thresholds.



ITD IS RESPONSIBLE FOR THE SAFETY OF ALL STATE AND LOCALLY-OWNED AND OFF SYSTEM STRUCTURES ON THE NBI

WHY:

Scour is a leading cause of bridge failures in the U.S. and Idaho weather can cause rapidly changing flow conditions requiring rapid mobilization for scour monitoring and potential bridge closure. ITD creates and maintains POAs for owner use during high flow scour monitoring.

The **owner** is responsible for performing scour monitoring inspections and requesting follow up inspections from ITD Bridge Section.

Ririe - Archer Snake River Bridge Collapse, 1997



Schoharie Creek Bridge Collapse, 1987



(Rev. 5-26)

IDAHO SCOUR CRITICAL BRIDGE PLAN OF ACTION

(Intended Audience: Bridge Owners)



WHAT IS A SCOUR CRITICAL BRIDGE?

A scour critical bridge is a bridge with a foundation that is unstable, or may become unstable, as determined by a scour appraisal (23 CFR 650.305). This can include bridges with observed scour, scour calculated to cause structural instability during high flow events, and unknown foundation embedment.



WHAT IS A PLAN OF ACTION?

A plan of action (POA) consists of procedures for maintenance personnel, local owners, bridge inspectors and engineers to manage each bridge determined to be scour critical or that has unknown foundations (23 CFR 650.313(o). ITD's POA documents are specific to each bridge and include:

- Basic Information about the structure such as length, number of spans, etc.
- Scour vulnerability information, scour evaluation history, and triggering flow events.
- Recommended flood monitoring procedures and equipment required to monitor or close the bridge.
- Bridge closure plan, detour route information, and contact information.

Plan of Action
Idaho Transportation Department

Report Date: 12/27/2024
Data Updated: 12/18/24

GENERAL INFORMATION

Bridge Key:	Structure Name:	Location:	County:	District:	Milepost:
25330	X992420 0.01	0.6 S. 0.8 W. BLISS	Twin Fall	4	106.739

Year Built: 1977 **Year Programmed:**

Admin. Jurisdiction: Twin Falls Highway District
Feature Intersected: SNAKE RIVER
Facility Carried: SHOESTRING ROAD
Structure Material Type: Prestressed Concrete
Structure Design Type: Stringer/Girder

Channel Protection:	Waterway Adequacy:	ADT:	Pontis Detour:
5	9	180	22

SCOUR VULNERABILITY

Current Item 113 Rating: 2 **High/Low:** N/A

Scour Evaluation Summary/History:

10/29/24

Abutment 1, southwest wingwall footing fully exposed and undermined from the upstream corner of the wingwall to the mid-point of the wingwall. The bottom of the footing was located 2.3 feet below the waterline with a max undermining height of 1.8 feet and penetration up to 4.6 feet at the corner.

9/18/18

Pier 1 exhibits severe scour with the footing approximately 90 percent undermined. The channel bottom is cut vertically at the pier with the south face of the piles vertically exposed to varying degrees to a water depth of 17 feet. See figure 2

RECOMMENDED FLOOD MONITORING

Span movement – horizontally as well as vertically
- Check displacement / deflection along curb line, both bridge rails and outer edge of bridge deck
- Check for plumb of piers or bents

Check for embankment erosion
Check for debris build-up on piers or bents
Check streambed elevation, if possible, and compare to plan

Plan of Action
Idaho Transportation Department

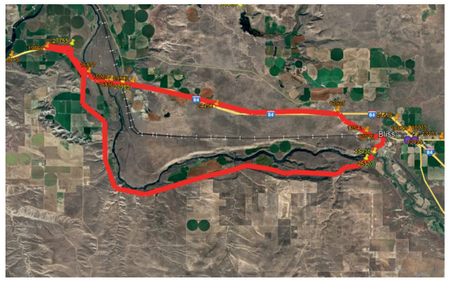
Report Date: 12/27/2024
Data Updated: 12/18/24

DETOUR ROUTE

Bridges on Detour Route -

Bridge Key	Waterway	Item 113 Code
25670	SHOSHONE CREEK	U
15985	SNAKE R;E.SNAKE RIVER BR	3

Detour Route Map -



Plan of Action
Idaho Transportation Department

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BRIDGE CLOSURE PLAN

Stay at Bridge with vehicle pulled across road until bridge is secured and properly closed by District, County or City Maintenance Personnel. Use barricade tape, traffic cones and/or traffic flares as temporary measures to warn motorists to stay off the bridge until such time as the Bridge may be properly closed and barricaded.

Contact:
- District Maintenance Supervisor (if Bridge is State maintained)
- City or County Highway Maintenance Official (if Bridge is not State maintained)
- Idaho State Police and/or local law enforcement Officers as appropriate
- ITD Bridge Inspection Engineer

The Bridge should remain closed until water recedes and a daylight visual inspection is made by a ITD bridge inspection team

SUGGESTED LIST OF EQUIPMENT TO CONDUCT THE INSPECTION

Latest Bridge Inspection Report
Bridge Design Plans, if available
Tape measure with weight
Plumb bob
Range pole
Flashlight
A 1000ft roll of yellow Polyethylene Barricade Tape printed with the following message: SAFETY HAZARD KEEP AWAY
A Barricade Tape Dispenser with serrated cutter
A roll of Duct Tape
Traffic Cones – Minimum of four (4)
Traffic Safety Flares – Minimum of four (4) or set of electric warning flashers
ITD two-way radio (State Personnel only) and/or cellular phone
ITD radio directory (State Personnel only)

CONTACT INFORMATION

Contact Person **Name -** **Title -** **Telephone -** **Email -**

TRIGGERING EVENTS*

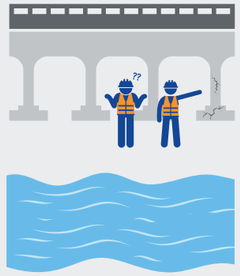
Type		Alert Threshold		2-YR	5-YR	10-YR	25-YR	50-YR	100-YR	500-YR
USGS #	13154500		yr (cfs)							
Precip.	1-HR		yr (in.)							
Precip.	3-HR		yr (in.)							
Precip.	6-HR		yr (in.)							
Precip.	12-HR		yr (in.)							
Precip.	24-HR		yr (in.)							

*Triggering Events have not been determined for bridges owned by another State or Low Risk Unknown Foundations.

ITD will be updating POAs in response to new FHWA guidance regarding scour vulnerability and management of scour critical structures. Please notify ITD Bridge headquarters if any owner contact or detour route information is out of date.

IDAHO SCOUR MONITORING INSPECTION PROCEDURES & RESPONSIBILITIES

(Intended Audience: Bridge Owners)



WHAT IS A SCOUR MONITORING INSPECTION?

A scour monitoring inspection (damage assessment) is performed during or after a storm event as specified by a Scour Plan of Action (POA). ITD Bridge Section requires local owners and ITD districts, as first responders managing and maintaining their bridges, to perform scour monitoring inspections in response to flood events. Scour monitoring inspections must be performed by owner maintenance personnel within 24 hours of a flood event and monitoring continues until water levels have subsided. Local owners and/or ITD District staff then submit a completed scour monitoring form and notify ITD headquarters if a follow up inspection is needed post flood event. In the event that local owners or ITD districts need assistance during a flooding event please contact the ITD Bridge Section or LHTAC.

HOW TO PERFORM A SCOUR MONITORING INSPECTION DURING A HIGH FLOW EVENT:

Follow procedures listed on POA using the listed recommended inspection tools. Have previous bridge inspection report, POA, and ITD scour monitoring form.

Close bridge and contact ITD headquarters when:

Displacement of curb or rail is observed



Erosion threatens bridge or approach



Severe debris accumulation threatens to block opening



Piers are out of plumb





REQUEST FOLLOW UP INSPECTION FROM ITD BRIDGE SECTION WHEN:

- Undermining is observed.
- Flood Damage to substructure is found.
- Channel alignment has changed or channel bottom profile has degraded.
- Widespread riprap displacement has occurred.
- Any deficiencies or scour questions need addressed.

(Rev. 5-26)