

LPESA FALL 2021 CONFERENCE

AN INTERACTIVE FORUM ON LOCAL BRIDGE PROGRAMS AND PROCESSES

Regarding a bridge replacement project as part of the *Off System Bridge Rehabilitation and Replacement Program*: LPAs are required to provide a Load Rating on new structures – after the bridge plans were approved by DOTD and it was constructed according to those plans. Please clarify if this is the requirement – and reasoning why it is necessary.

PANEL MEMBERS: Barbara Ostuno (DOTD), Kian Yap (DOTD), Ken Ward (Caddo Parish), Butch Ford (Bossier Parish)

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Please describe the requirements of the new “Load Rating Summary” and “Scour Analysis” for new structures which are constructed using the already load rated, DOTD designed pre-cast structure. To some LPAs, this may seem redundant.

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In the *Off System Bridge Rehabilitation and Replacement Program*, projects sometimes provide a two-lane detour. Does the Parish have the authority to provide only a single lane detour for a very low volume road (e.g., servicing 2 – 3 houses)?

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Please clarify what constitutes a “significant storm event” requiring to perform high water marks. What if the rain event only occurs in a portion of the Parish and clearly not the whole Parish?

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When LPAs have work done on a bridge to make repairs or (especially) to increase the Load Rating, will DOTD review the plans and methods (e.g., pile splicing, erosion repairs, etc.) to insure that the proposed repairs will be effective?

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Regarding guardrail requirements: in some cases DOTD “MASH” approved guardrails require LPAs to acquire significant right-of-way and impact access connection locations for drainage maintenance. Are there acceptable alternative standard guardrail plans that LPAs could utilize to minimize right-of-way and drainage impacts while meeting design requirements?

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What are acceptable remediation practices for timber piles? What are some DOTD approved materials to repair/mitigate spalling on the underside of concrete bridges?

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This is a four-part question: [1] Have you used trenchless rehabilitation methods to repair degraded culverts or bridge structures? [2] Of the culverts that have been rehabilitated, which re-line methods are you most familiar with? [3] What is the typical size of culverts that are rehabilitated? [4] Which factor(s) is the most important when determining to replace or rehabilitate the structure?

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