

INSTALLATION AND REMOVAL OF BRIDGE WEIGHT LIMIT SIGNS

- PURPOSE:** To establish a formal policy and procedure to insure that all bridges on the State Maintained Highway System which require load posting are signed promptly and correctly, and to promptly remove signs from bridges which no longer require load posting, within 48 hours of verification of a change in the load carrying capacity of a bridge.
- SCOPE:** This Directive applies to all bridges on the State Maintained Highway System. Requirements for the installation and removal of bridge weight limit signs on bridges NOT on the state maintained highway system (Off-System bridges) are established in the LADOTD Bridge Maintenance Directive #5.
- POLICY:** Regulatory weight limit signs shall be installed (or removed where appropriate) in accordance with EDSM No. I.1.1.8 by the district sign crew within 48 hours (two working days) following verification by the ADA of Operations that the required posted load limit for a bridge has changed. Once the weight limit signs have been revised at the bridge site, a Special inspection report shall be completed to document the current load restrictions of the bridge.
- PROCEDURE:** A listing of bridges whose weight limit signing does not match the calculated load carrying capacity or required conditional posting is included in the Quarterly Computer Reports under "Signs Required". The list indicates the bridges which require a change in the posted load limit signing, but according to the latest Bridge Inspection Report, the signs have not been corrected. Immediately upon receipt of this report, the ADA of Operations shall review each bridge on the list and take whatever appropriate action is necessary, i.e. install correct signs on bridge or correct the data on the computer through the standard MSF update forms.
- The first step in the review process is to determine whether the data in the report accurately reflects the current condition and capacity of the bridge.
- Information that a change in load posting is required may be obtained from any of several sources, such as a timber rating, a field bridge inspection, the quarterly computer reports, a special computer listing, etc. Do not wait for the official Chief Engineer's Order to post/unpost bridge weight limits, the signs must be corrected as soon as possible after you are aware of and have verified the need to change the signing.
- Should the District have information that would lead to a different weight limit than what the computer listing indicates is required, the lower of the weight limit signs should be installed with the 48 hour (two working day) time period,

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and the Bridge Maintenance Engineer and the State Load Rating Engineer shall be advised of the situation.

The District Maintenance Engineer shall follow up all changes made in load posting signs with one of the following actions, depending upon whether the District plans to repair the bridge within the next 90 days or not:

1. IF BRIDGE WILL NOT BE REPAIRED WITHIN 90 DAYS:
Submit a request to the State Load Rating Engineer with copy to the Bridge Maintenance Engineer for a new Chief Engineer's Order (CEO) to revise or rescind the previous load posting and establish the new load posting.
2. IF BRIDGE WILL BE REPAIRED WITHIN 90 DAYS
Submit a report to the Bridge Maintenance Engineer and the State Load Rating Engineer showing which bridges will be temporarily posted for the newly calculated load limit until repairs are completed. No CEO will be issued for these temporary postings, therefore the repairs must be accomplished promptly.

Requests for new, revised or rescinded CEO's will be reviewed promptly by the Bridge Maintenance Section and forwarded to the Bridge Design Rating Unit for official action through proper channels. Bridges which are to be temporarily posted and repaired within the next 90 days shall be closely monitored by the ADA of Operations to insure that the repairs are completed within the 90 day period.

Upon completion of the repairs to a non-timber bridge, the Bridge Rating Unit shall be notified that the repairs are complete and that the bridge now requires re-rating to evaluate the repair and to establish the current load carrying capacity of the structure. Included in this notification should be a copy of a Special inspection report containing specific details and/or plan sheets/sketches of the repaired portions of the bridge. If the work was done by contract include the project number.

Upon completion of the repairs to a timber bridge, a new Timber Rating Form shall be filled out and submitted to the Bridge Maintenance section in accordance with Bridge Maintenance Directive #7.

Since load posting signs reflecting the newly calculated load limit must be installed within two working days following validation of the required change, the ADA of Operations shall be responsible for maintaining a sufficient supply of all load posting signs for the purpose of expediting the installation of up-to-date load limit signs at bridges requiring posting. If there are any problems obtaining signs in a timely manner, or in maintaining the necessary supply of signs at the

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District, the Chief, Maintenance Division must be advised immediately so that the problem can be corrected.

RESPONSIBILITY: The DOTD District ADA of Operations shall be responsible for the implementation of this policy.

EFFECTIVE DATE: This policy shall become effective immediately upon receipt.

OTHER ISSUANCES AFFECTED: This Directive supplements EDSM No. I.1.1.8 and is issued under the authority of EDSM No. IV.4.1.2.

SES

Recommend Approval

Bridge Inspection Engineer (SEC. 51)

DRM

Recommend Approval

Structures and Facilities Administrator (SEC. 51)



Approved

Vincent C. Latino Jr., P.E.

Chief Maintenance Engineer