



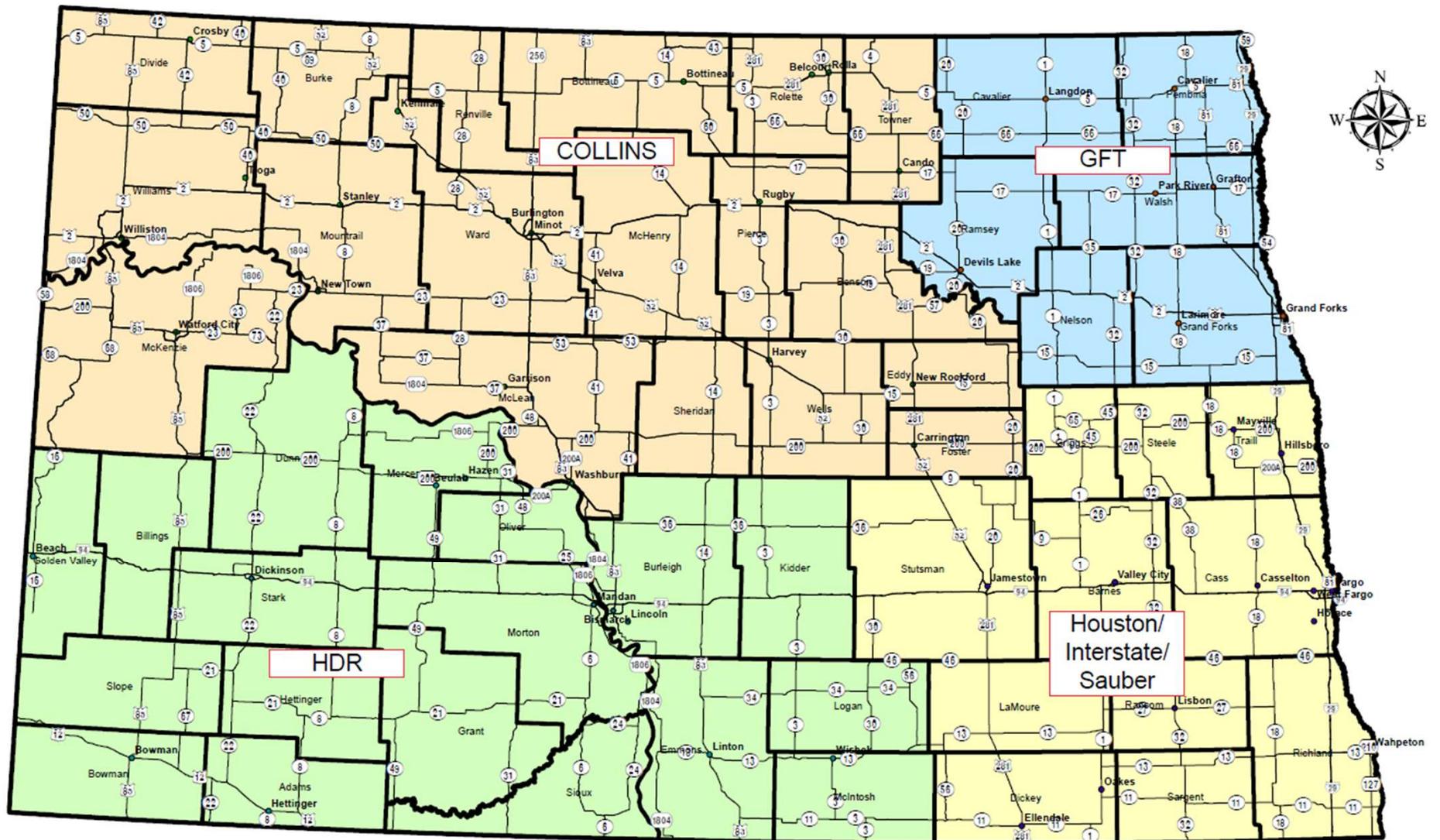
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**Local Government Update  
LPA Bridge Inspection Program**



2026-2027 Inspection Cycle  
Local Public Agency (LPA) and Privately Owned Bridges

- BRC-BRS-BRU-0099(019) PCN 24701 – NE REGION
- BRC-BRS-BRU-0099(018) PCN 24700 – SE REGION
- BRC-BRU-0099(016) PCN 24698 – NW REGION
- BRC-BRU-0099(017) PCN 24699 – SW REGION



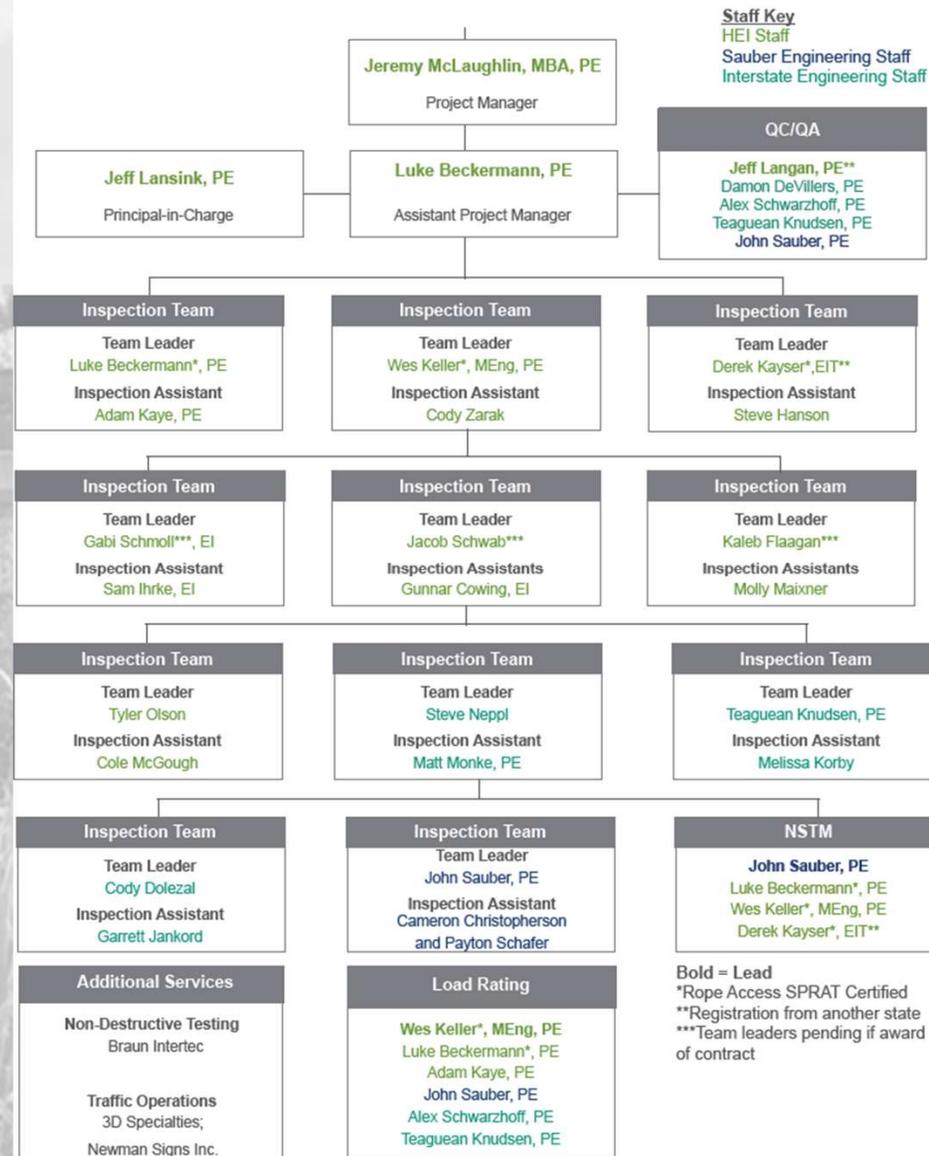
BRC-BRS-BRU-0099(019) PCN 24701 – NE REGION



# BRC-BRS-BRU-0099(018) PCN 24700 – SE REGION



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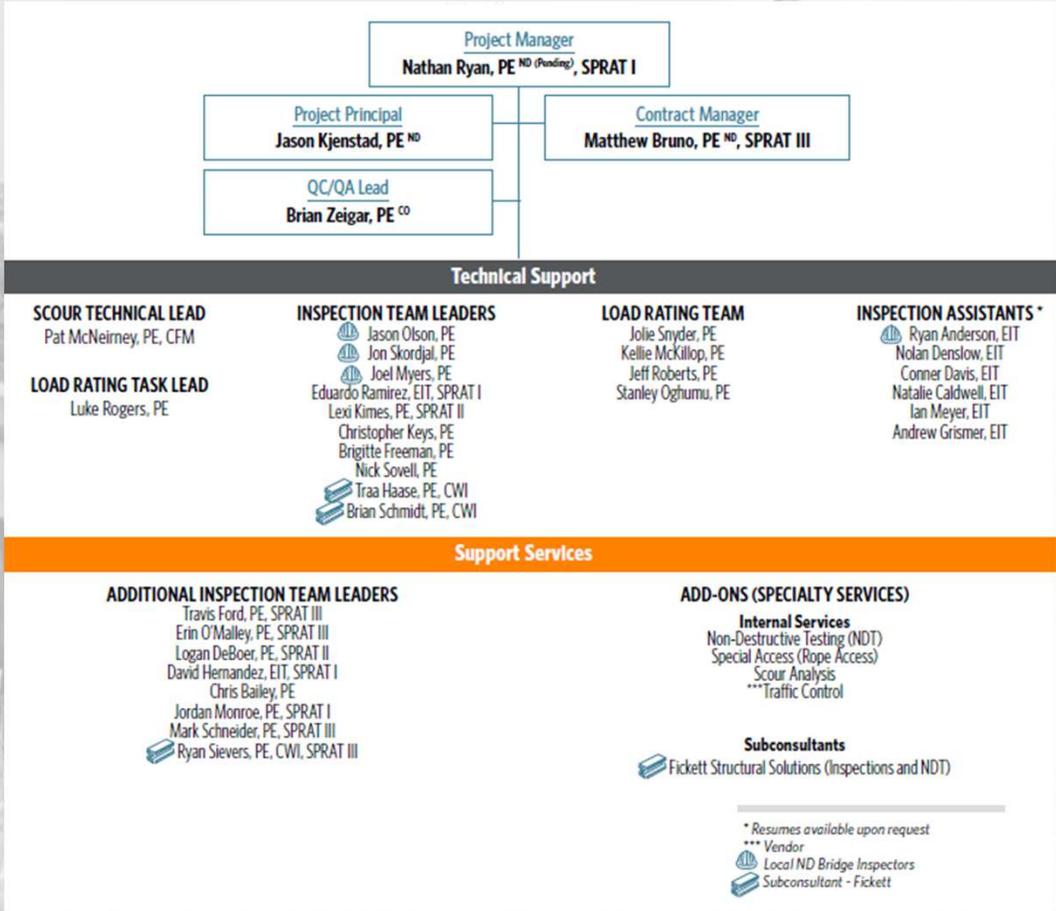
BRC-BRU-0099(016) PCN 24698 – NW REGION



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BRC-BRU-0099(017) PCN 24699 – SW REGION



## NDDOT Bridge Inspection Manual



June 2, 2025

[dot.nd.gov/construction-and-planning/bridge](https://dot.nd.gov/construction-and-planning/bridge)

## Bridge



The NDDOT designs, constructs, maintains, and manages North Dakota bridges to help ensure a safe and reliable transportation network. Gather information on bridge design, the inspection program and bridge conditions across North Dakota.



### BRIDGE CONDITION MAP

View all bridge locations in the state with their current NBI condition rating.



### INSPECTX

InspectX Inspection Login



### BRIDGE BOOK

Listing of all state bridge ID's with corresponding inventory data.

## Bridge Manuals, Guides and Resources

**Bridge Design** +

**Bridge Hydraulics** +

**Bridge Inspection** -

#### Inspection:

- [Inspect X](#)
- [ND Bridge Inspection Manual](#)
- [ND SNBI Coding Guide](#)
- [Bridge Inspection Notification Form](#)
- [Bridge Critical Finding Form](#)
- [NDDOT PONTIS](#)
- [AASHTOWare BrM](#)

#### Scour Critical Bridges:

- [Scour \(Metric 18\) Local Training PowerPoint](#)
- [Scour \(Metric 18\) Local Training Recording](#)

## Bridge Inspection

### Inspection:

- [Inspect X](#) 
- [ND Bridge Inspection Manual](#) 
- [ND SNBI Coding Guide](#) 
- [Bridge Inspection Notification Form](#) 
- [Bridge Critical Finding Form](#)
- [NDDOT PONTIS](#)
- [AASHTOWare BrM](#)

### Scour Critical Bridges:

- [Scour \(Metric 18\) Local Training PowerPoint](#) 
- [Scour \(Metric 18\) Local Training Recording](#)

### Load Rating:

- [ND Bridge Load Rating Manual](#) 
- [Load Rating Summary Sheet](#) 

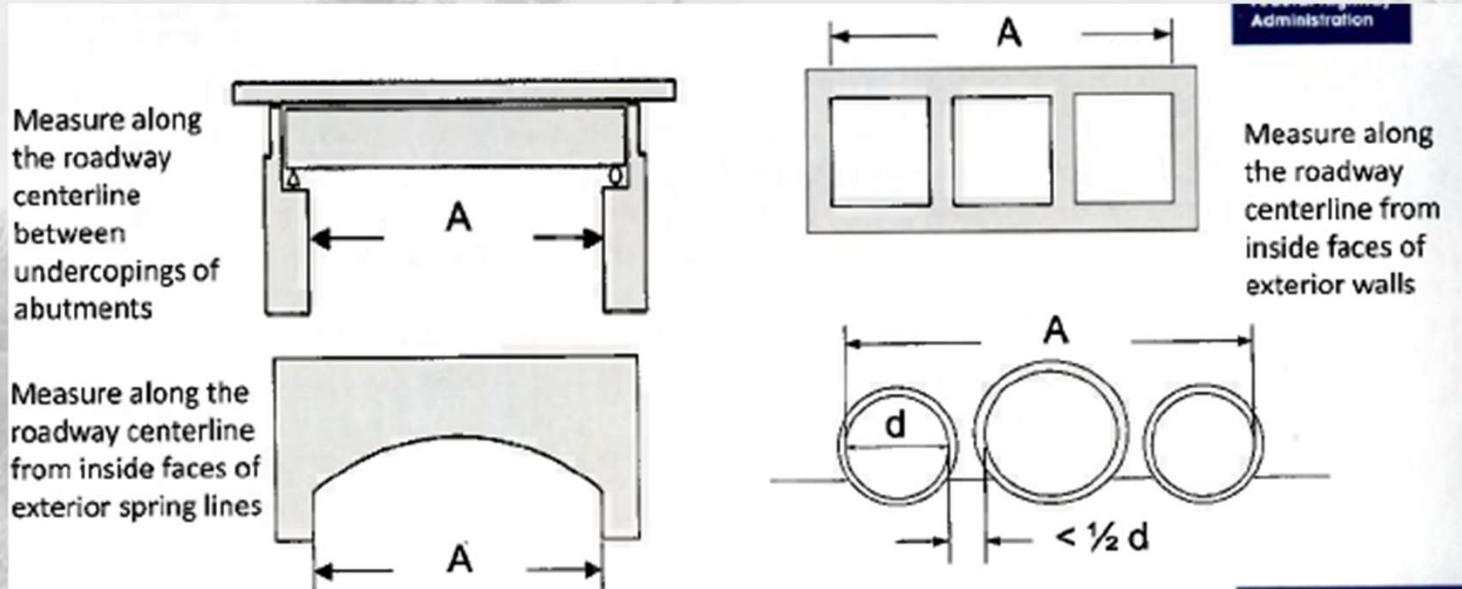
### External Resources:

- [FHWA Bridge Inspection](#) 
- [LTBP InfoBridge](#) 

## NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) BRIDGE LENGTH DEFINITION

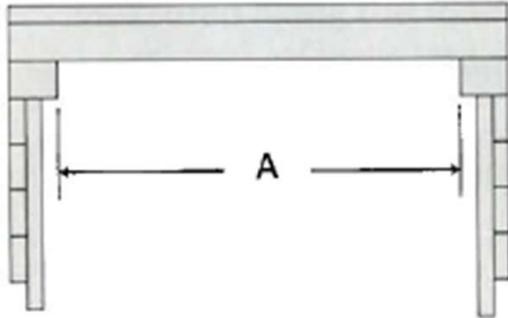
- Bridge: A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. (23 CFR 650.305)

## NBIS BRIDGE LENGTH EXAMPLES:

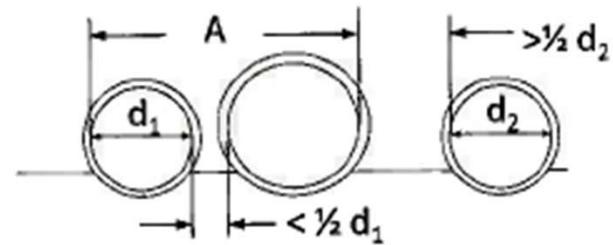


## NBIS BRIDGE LENGTH EXAMPLES:

Measure along the roadway centerline  
between undercopings of abutments



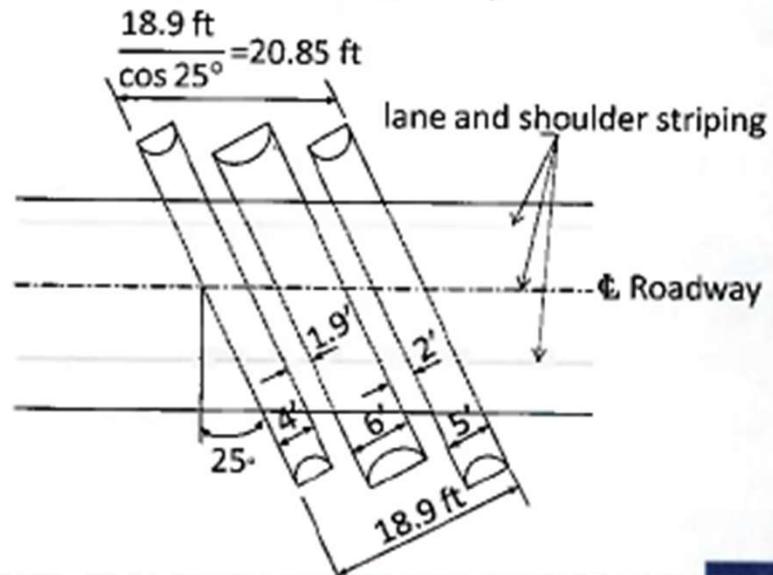
Measure along the roadway centerline  
from inside faces of exterior walls



## NBIS BRIDGE LENGTH EXAMPLES:

Skewed multi-pipe bridge (i.e., culvert) under highway

Report value?





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# *Specifications for the National Bridge Inventory*



Office of Bridges and Structures

Publication No. FHWA-HIF-22-017

March 2022

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Table 47. Concrete - defect severity guidance for component condition ratings.

Defect	Minor	Moderate
Delamination, Spalling, Patched Area	Delamination, small spall, or patched area that is sound.	Large spall or patched area that is unsound or showing distress.
Exposed Rebar	Present without measurable section loss.	Present with measurable section loss.
Exposed Prestressing	Present without section loss.	Present with section loss.
Cracking	Unsealed medium width cracks or unsealed medium pattern (map) cracking.	Wide cracks or heavy pattern (map) cracking.
Abrasion, Wear, Scaling	Exposed coarse aggregate, but the aggregate remains secure in the concrete.	Coarse aggregate is loose or has popped out of the concrete matrix.
Efflorescence, Rust Staining	Surface white or leaching with little or no build-up. No rust staining present.	Rust staining or heavy build-up of efflorescence.

The concrete crack defect description definitions describe generalized distress, but the width, spacing, location, orientation, and structural or non-structural nature of the cracking should also be considered.

In general, cracks can be considered:

- Insignificant – crack width less than 0.004 inches (prestressed) or 0.012 inches (reinforced), or medium width cracks that have been sealed.
- Medium – crack width ranging from 0.004 – 0.009 inches (prestressed) or 0.012 to 0.05 inches (reinforced).
- Wide – crack width wider than 0.009 inches (prestressed) or 0.05 inches (reinforced).
- Medium pattern (map) – crack spacing of 1 ft. to 3 ft.
- Heavy pattern (map) – crack spacing less than 1 ft.

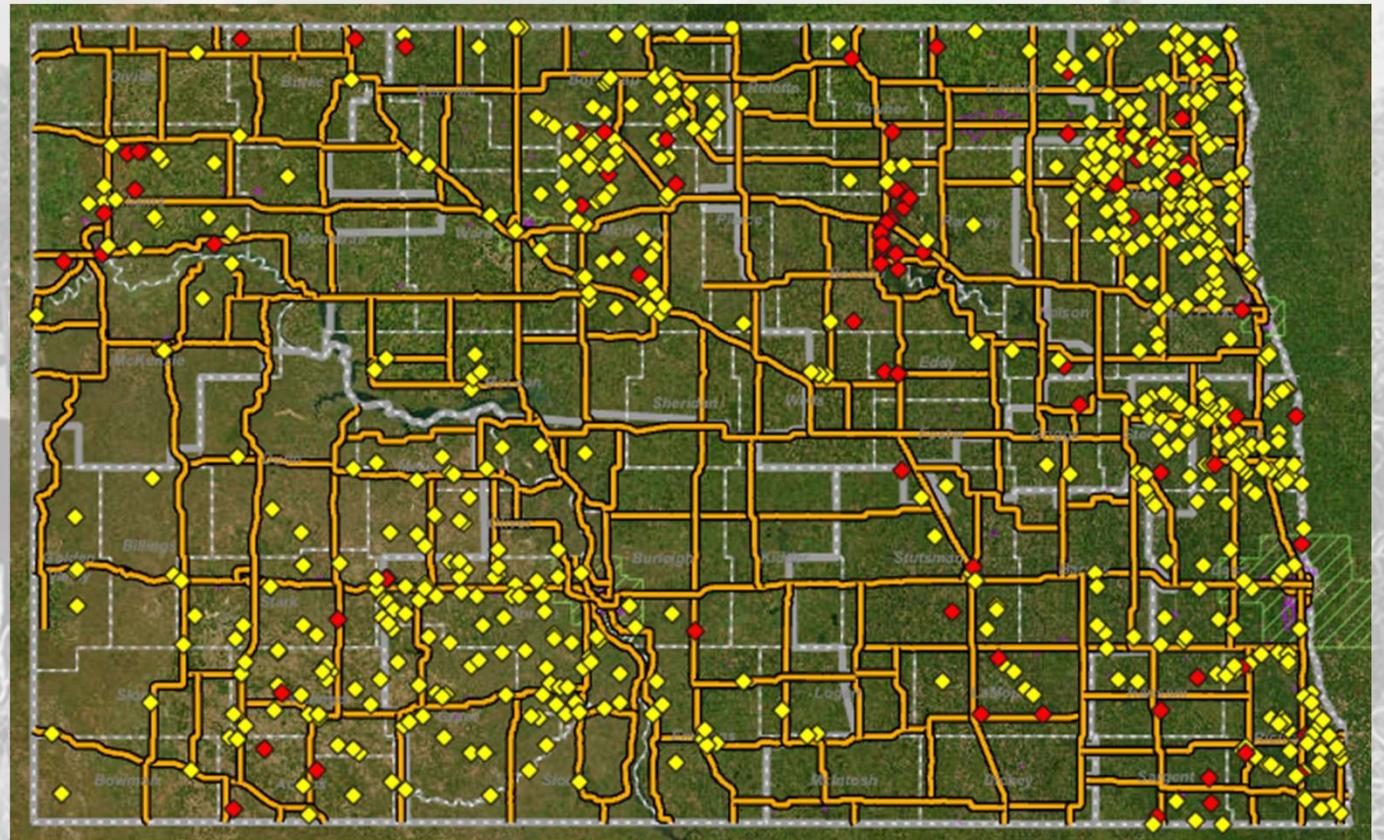
Table 50. Timber - defect severity guidance for component condition ratings.

Defect	Minor	Moderate
Cracking	Crack that has been effectively arrested.	Crack that has not been arrested.
Connection	Loose fasteners, or pack rust without distortion. Connection is in place and functioning as intended.	Missing bolts, rivets, or fasteners; broken welds; or pack rust with distortion.
Decay, Section Loss	Affects up to 10% of the member section.	Affects more than 10% of the member section.
Checks, Shakes	Penetrates 5% to 50% of the thickness of the member; not in a high stress zone.	Penetrates more than 50% of the member thickness and length equal to or greater than the member depth, or penetrates more than 5% of the member thickness in a high stress zone.
Splits, Delamination	Length less than the member depth or arrested with effective actions taken to mitigate.	Length equal to or greater than the member depth.
Abrasion, Wear	Affects up to 10% of the member section.	Affects more than 10% of the member section.

Table 20. Codes and descriptions for component condition ratings.

Code	Condition	Description
N	NOT APPLICABLE	Component does not exist.
9	EXCELLENT	Isolated inherent defects.
8	VERY GOOD	Some inherent defects.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Some moderate defects; strength and performance of the component are not affected.
4	POOR	Widespread moderate or isolated major defects; strength and/or performance of the component is affected.
3	SERIOUS	Major defects; strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
2	CRITICAL	Major defects; component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
1	IMMINENT FAILURE	Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service.
0	FAILED	Bridge is closed due to component condition, and is beyond corrective action. Replacement is required to restore service.

## Closed and Posted Structures



## CRITICAL FINDING DEFINITION

- A critical finding is a structural or safety related deficiency that requires immediate follow-up inspection or action.

Common Critical Findings:

Bridge Closure



## CRITICAL FINDING – BRIDGE CLOSURE

If any major component of the bridge (deck, superstructure, or substructure) is rated "1 - Imminent Failure" the inspector must contact the owner and the NDDOT Bridge Management Engineer from the field and remain on site until the bridge is effectively closed. For other bridge closure recommendations, the Owner and NDDOT should also be contacted from the field and the **bridge owner must effectively close the bridge within 7 calendar days of notification**. Documentation of the closure will then be submitted to the NDDOT Bridge and Local Government Divisions.

*NDDOT Bridge Inspection Manual, page 27 (2025)*



Missing Load Posting Sign at North Approach, Looking South

## CRITICAL FINDINGS - OTHER

In the event that the critical finding is attributed to incorrect load posting, it is required that the issue is addressed within 30 days of the owner receiving notification, by appropriately adjusting the posting for the bridge. Photo evidence of the new posting must be provided as proof to resolve the critical finding. If the problem persists over several inspection cycles, it may necessitate a reduction in the inspection frequency to 12 months or less. If the critical finding is resolved through re-load rating of the structure and posting, permanent closure of the structure, or removal of the structure, picture verification will need to be included when following up with the NDDOT Local Government Division and the NDDOT Bridge Management Engineer.

*NDDOT Bridge Inspection Manual, page 27 (2025)*

## Process for Resolving Critical Findings

- Critical Finding issued by Inspector

### BRIDGE CRITICAL FINDING (CF)

North Dakota Department of Transportation, Bridge  
SFN 61791 (2-2022)

Bridge Owner County			
Structure Number		Facility Carried (Item 7)	
Feature Crossed (Item 6) Creek		Location (Item 9)	
Inspection Date 11/12/2025		Date District & Bridge Division Notified 11/13/2025	
Type of Inspection Routine		Person Reporting Matthew Bruno	
Team Leader David Hernandez		Telephone Number (720)-275-2014	
Findings / Reasons for Critical Report (Should match findings in Bridge Inspection Report): Load posting signs are missing at both the north and south approaches.			
CIF #1	Defect / Distress	Material	Reference Feature
	Other	Other	17. Other
CIF #2	Defect / Distress	Material	Reference Feature
<b>Condition Rating (Affected elements only)</b>			
Item 58 Deck		Item 59 Superstructure	Item 60 Substructure
Item 61 Channel		Item 62 Culvert	Item 65 Appr. Rdwy.
Inspector's Recommendation to Bridge Owner: Instal load posting signs for 26 tons at both the north and south approaches.			
New Load Rating/Analysis Required		Overall Recommendation	
No		Post	

#### Required Actions

Email: [criticalfindings@nd.gov](mailto:criticalfindings@nd.gov)

**IF EMERGENCY, CLOSE THE BRIDGE, CALL OWNER & BRIDGE DIVISION 701-328-2130 IMMEDIATELY**

## Process for Resolving Critical Findings

- Local Government Notifies County

FW: - Missing Load Posting Signs

Kadrmass, Jesse L.  
To

You replied to this message on 12/18/2025 10:28 AM.

SFN61791 Critical Finding 2025 11 13.pdf  
4 MB

Reply Reply All Forward

Fri 11/14/2025 7:41 AM

Good Morning ,

Attached is a critical finding for structure # . On November 13th, NDDOT was notified about a Critical Finding for this structure due to load posting signs not being present. A Critical Finding is a structural or safety related deficiency that requires immediate follow-up inspection or action. Federal Highway Administration requires NDDOT to address Critical Findings within 30 days. For this structure to be cleared of the Critical Finding status, please install the load posting signs and send pictures of the signs on both sides of the structure back to the NDDOT.

If you have any questions, please let us know. Thanks for your help.

Thanks,

**Jesse L. Kadrmass, PE**  
NDDOT Local Government – Local Bridge Program Manager  
701.328.4787 • [JLKADRMAS@nd.gov](mailto:JLKADRMAS@nd.gov) • [www.dot.nd.gov](http://www.dot.nd.gov)



# Process for Resolving Critical Findings

- CRITICAL FINDINGS - TRACKING

FHWA CF Tracking	Date Reported Resolved to	Date FHWA Notified of CF	NHS Yes/No	FHWA Str Number	Date Addressed	Date Resolve	NDDOT Bridge ID	Found by	Date CF Found	Date Bridge Div notified of CF
FHWA										
CF Details	Recommendation		Resolution							

Response Due Date from Agency	Planned time frame for Resolution	Closure Recommended	Improper Closure	Posting Issue
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## Weathering Steel Maintenance Notification

As per guidelines set forth by the Federal Highway Administration in a memorandum titled "Follow-up Actions for Inspection Findings on Uncoated Weathering Steel Bridges" dated July 19, 2023, this notice serves to apprise owners of structures containing bridge components made from uncoated weathering steel regarding inspection findings and maintenance recommendations. Enclosed with this communication is FHWA Technical Advisory 5140.22, detailing routine maintenance measures essential for preserving the durability and safety of uncoated weathering steel components.

<b>County</b>	Cass
<b>Structure Number</b>	09-142-04.0
<b>Location</b>	6 East 2 North of Gardner
<b>Date of Inspection</b>	10/13/2025
<b>Inspection Team Lead</b>	Luke Beckermann

### Inspection Findings

The weathering steel is in good condition and exhibits no discoloration or unevenness.

### Maintenance Recommendations

None

Once this form is completed please E-mail to

[criticalfindings@nd.gov](mailto:criticalfindings@nd.gov)

## BRIDGE INSPECTION NOTIFICATION FORM

- Owner must submit Structure Inspection Notification Form for repair, rehab, and replacement type projects. If the bridge is closed or load restricted, the inspection must be completed prior to the bridge being reopened and before load restrictions are removed.

Grand Forks 18-131-35.1 Inspection Notification

WT Wade Thompson <Wade.Thompson@kljeng.com>  
 To Kadmas, Jesse L.  
 Cc Nick West; Katie DeWitt

You forwarded this message on 1/20/2026 7:32 AM.

- 18-131-35.1\_HydraulicsMemo.pdf 178 KB
- 18-131-35.1\_ND LRST v7\_3.pdf 742 KB
- 25-3007 - Grand Forks 1 MB
- Bridge Inspection Notification Form.pdf 214 KB
- 2025 Box Bid Proposal.pdf 14 MB

\*\*\*\*\* CAUTION: This email originated from an outside source. Do not click links

Good afternoon Jesse,

Please see attached inspection notification and associated documents for Grand Forks County Structure 18-131-35.1. The final surfacing over the box was installed.

Let me know if you have any questions.

Thanks,



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← Reply → Reply All Forward Mon 1/19/2026 2:12 PM

### Bridge Inspection Notification Form

**1. GENERAL INFORMATION**

Bridge Number: \_\_\_\_\_ County: \_\_\_\_\_

Previous Number: \_\_\_\_\_

Reason for Inspection:  New Construction  Rehabilitation/Repair  Other

Lead Designer/Agency: \_\_\_\_\_

Lead Contractor/Agency: \_\_\_\_\_

Anticipated Opening Date: \_\_\_\_\_

**2. WORK PERFORMED**

Location of Work Performed:  Channel  Guardrail  New Construction  
 Deck  Superstructure  Substructure

Description of Work Performed:

Materials Used (Provide a description of the material properties, size, etc.):

**3. SUBMITTALS**

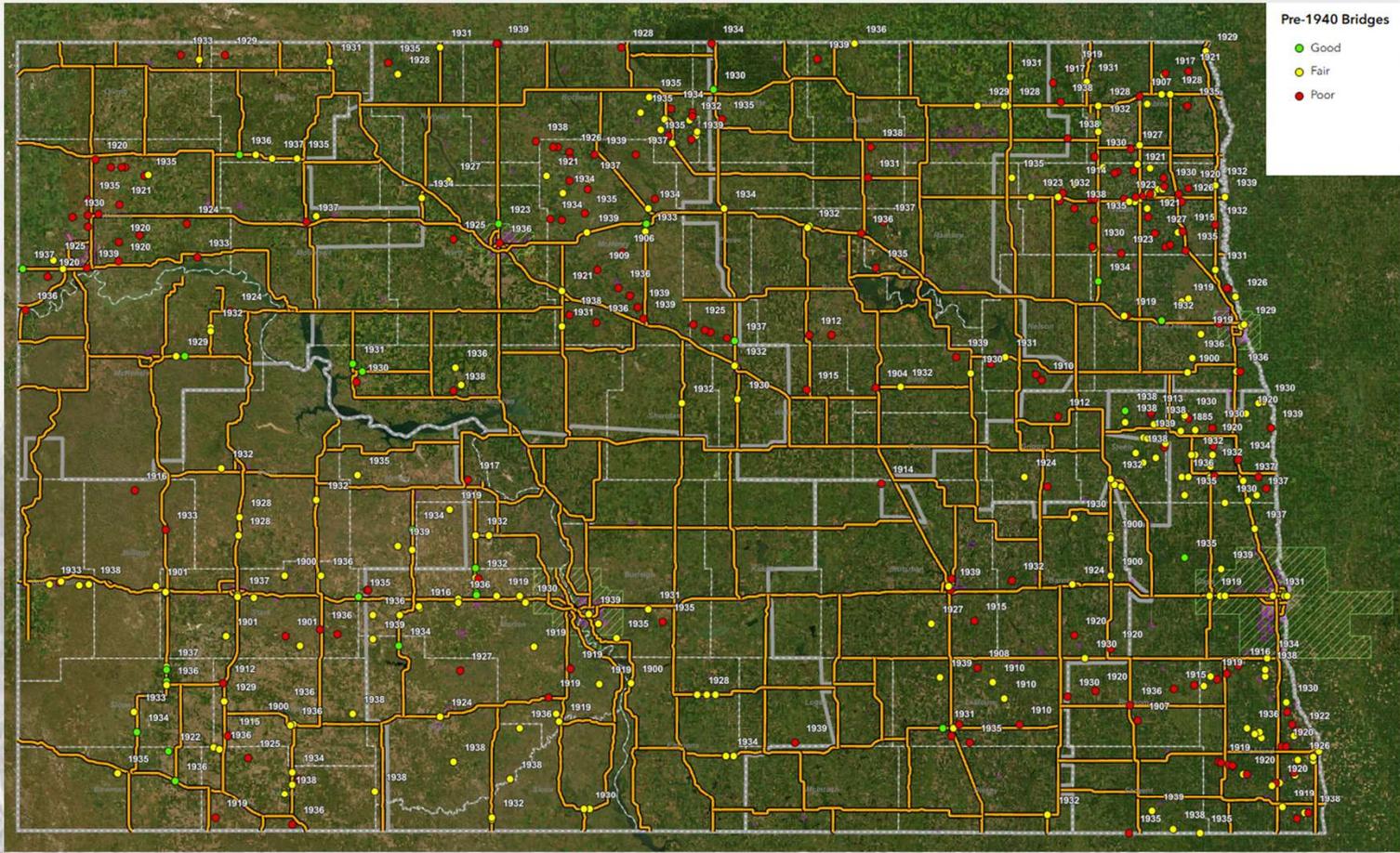
Required Submittals:

Plans	<input type="checkbox"/> Attached	<input type="checkbox"/> N/A
Shop Drawings	<input type="checkbox"/> Attached	<input type="checkbox"/> N/A
Load Rating	<input type="checkbox"/> Attached	<input type="checkbox"/> N/A
Hydraulic Report	<input type="checkbox"/> Attached	<input type="checkbox"/> N/A
Scour Appraisal	<input type="checkbox"/> Attached	<input type="checkbox"/> N/A
Photos	<input type="checkbox"/> Attached	

Form Submitted By: \_\_\_\_\_ Date: \_\_\_\_\_

Bridge Inspection Notification Form  
 Form Date: 1/24/2025

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# Questions

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Jesse L. Kadrmas, PE  
NDDOT – Local Government  
Local Bridge Program Manager

[jlkadrmas@nd.gov](mailto:jlkadrmas@nd.gov)  
Office: 701-328-4787



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