

Notes from the “Emergency/Rapid Response” MWBPP Peer Exchange

Moderator: Jason DeRuyver – HDR

Notes: Dick Dunne – GPI

Date: 10-18-23

Attendees: See Below

Jason DeRuyver started the discussion relating his experience while at Michigan DOT (MDOT). All the State DOT representatives stated that if life safety was involved the road would be closed 1st! But then follow-up questions were asked:

MDOT – Has a written procedure and a definition of an Emergency, which has been approved by the Attorney General’s office. They have a written emergency policy that essentially allows them to “break” every standard rule to restore public safety.

SDDOT – Does not have a process, but the Region Engineer assesses and can then make the call on what steps need to be taken. SDDOT’s “Emergency Response” procedure but follows their Critical Findings chain of command after the Region Engineer assesses the situation.

Ohio DOT – Generally the first call is made by the Traffic Center (because they get the notification). They do have a special emergency procedure written down.

City & County of Denver – They have an On-Call consultant that responds for them and makes an immediate recommendation.

WisDOT – Has an emergency procedure. Have Master Consultant Agreements to assist them. Can simply call three contractors to give them prices.

NDOT – Inhouse design handles all emergencies. Police the first responder will close the road, then the engineer recommends re-opening (if safe). The District Office secures the construction contracts.

NDDOT – Police secure the scene. District makes “the call” and District based Bridge Inspection responds immediately. They can either issue normal contracts, or use Discretionary Maintenance Fund to secure contractor.

MnDOT – has Emergency Procedure process – which covers it all.

KDOT – Does not have a written procedure. Area Engineer makes the call. They have on-call consultant contracts to assist them, and only need to invite bids from three contractors.

Jason then asked about flooding, and again he led off with MDOT’s policy/procedures.

MDOT – For every scour critical bridge they have a Scour Plan of Action (POA) which essentially says when the stream/river reaches a certain elevation per USGS Stream Gauge, “Thou shall (in-person) monitor the bridge” and when it reaches another (higher elevation) “Thou shall close the bridge.”

WisDOT – They have a POA for all scour critical bridges which defines actions they take.

MnDOT – They have a POA for all scour critical bridges which defines actions they take.

OhioDOT – They have POA’s in place; however, they are revisiting each based on the new SNBI requirements.

NDDOT – Is updating all their POA’s based on the new SNBI requirements.

Denver City & County – Unknown what their flooding procedures were, but believed they have them.

NDOT – They have a POA for all scour critical bridges which defines actions they take.

SDDOT – Has POA’s for their Scour Critical Bridges. The responsibility resides with the District Engineer, based on what is required in the POA(s).

Please note during this discussion specific policies, procedures, web-links, etc. were not cited or captured. If anyone is interested in further information on this topic, please reach out to the state representative in the attached attendee list and they can provide additional information or points of contact.

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