INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

MEETING MINUTES

ACEC-INDOT Bridge Inspection Committee Meeting – November 13, 2025
Indiana Government Center-South, Conference Room 18, Harrison Hall
9:00 AM – 12:00 PM

Attendees:
Anthony Marino, INDOT – Chair
Jonathan Olson, BF&S – Vice Chair
Rob Coop, USI Consultants – Secretary
Matt Lee, Hamilton Co.
Jacob Gould, INDOT
Bill Dittrich, INDOT
~~Rob Connor~~, Purdue
Mark Riehle, Lochmueller Group
Maricar Gonzales, INDOT
Erich Hart, INDOT
~~Bobby Chandler~~, Clark Dietz
~~John Lukac~~, HWC
Alfred Wessling, EGIS
Stewart Kline, Tippecanoe Co.
Nathanel Foy, INDOT
Anne Rearick, INDOT
Adam Post, INDOT
Charley Bernth, INDOT
Cristin Burlage, INDOT
~~Sean Hankins~~, INDOT
Sharon Street, INDOT
~~Joshua Heigert~~, FHWA
Kyle Kent, United Consulting
Ron Muñoz, SJCA
Jennifer Hart, INDOT
Adam Post, INDOT
Josh Biller, INDOT
Pat Connor, INLTAP – Teams
Stephaie Wagner, INDOT

Agenda:

1. Approve the August 2025 meeting minutes
   - approved

2. FHWA Annual QA Reviews and Findings discussion – All Metrics listed for information
   - *Metric #1: Bridge Inspection Organization*
   - *Metric #2: Qualifications of Personnel – Program Manager*
   - *Metric #3: Qualifications of Personnel – Team Leader(s)*
   - *Metric #4: Qualifications of Personnel – Load Rating Engineer (Discontinued)*
   - *Metric #5: Qualifications of Personnel – Underwater Bridge Inspection Diver*
   - *Metric #New1: Qualifications of Personnel – Damage, Special, and Service Inspection Types*
   - *Metric #6: Inspection Interval – Routine – Lower Risk Bridges*
   - *Metric #7: Inspection Interval – Routine – Higher Risk Bridges*
   - *Metric #8: Inspection Interval – Underwater – Lower Risk Bridges*

- *Metric #9: Inspection Interval – Underwater – Higher Risk Bridges*
- *Metric #10: Inspection Interval – Nonredundant Steel Tension Member (NSTM)*
- *Metric #New2: Inspection Interval – Special, In-Depth, and Service*
- *Metric #11: Inspection Interval – Interval Criteria*
- *Metric #12: Inspection Procedures – Quality Inspections*
- *Metric #13: Inspection Procedures – Load Rating*
- *Metric #14: Inspection Procedures – Post or Restrict*
- *Metric #15: Inspection Procedures – Bridge Files*
- *Metric #16: Inspection Procedures – Nonredundant Steel Tension Member*
- *Metric #17: Inspection Procedures – Underwater*
- *Metric #18: Inspection Procedures – Scour*
- *Metric #19: Inspection Procedures – Complex Feature*
- *Metric #New3 Inspection Procedures – In-Depth*
- *Metric #20: Inspection Procedures – Quality Control (QC) and Quality Assurance (QA)*
- *Metric #21: Inspection Procedures – Critical Findings*
- *Metric #22: Inventory – Bridge Data Quality*
- *Metric #23: Inventory – Timely Updating of Data*
  UPDATE:
  - Metric 1: Substantially compliant – Organization
  - Metrics 6 through 10, 13, 14, 23: Finalizing close-out of PCAs
  - Metrics 12 and 16: Non-compliant Quality Inspections, NSTM
  - Metric 18: Work to extend current PCA – Scour

3. Metric 12 (Quality Inspections) PCA discussion – 2-3 year
   - Meetings with inspectors to discuss results from this year's QA reviews
     - Good and bad feedback requested
   - Reviewing all consultant QC/QA Procedures Manual for Bridge Inspection
   - Requesting submissions of documentation of internal QC/QA reviews
     - Forms and checklists for the process
     - Early spring review – Feb/March, start with quality issues first, let consultants know if doing well
     - Includes load rating since it is a metric
   - Additional training
   - Additional independent reviews – field and office
     - INDOT to review consultants in field
     - On-call to review INDOT inspections

4. Metric 16 (NSTM Inspections) PCA discussion
   - Development, submittal, and review of NSTM Inspection Plans of Action; federal requirement for all NSTM, UW, In-Depth, and Special Inspections
     - Written POA – details in BIM Part 2 coming out soon
       4...1. Stand-alone living document added to asset documents in iTAMS without company branding
   - Additional training
   - Additional independent reviews – field reviews via INDOT

5. Metric 18 (Scour) PCA discussion
   - Expect to be issuing instructional memorandum within next couple weeks
   - Validate SNBI Items B.AP.03 (Scour Vulnerability) and B.AP.04 (Scour POA) for all LPA bridges

    - Can be edited in asset view, don't need to wait for inspection cycle
    - Scour POA unlocked
    - '0' is ok for now but will still need reviewed and will need POA
  - SNBI Items B.AP.03 and B.AP.04 are progressing well (>83%) for all State bridges
    - Jake, Cristy and Josh have done many, ask them any questions
  - Validation deadline for LPA bridges: **August 31, 2026**
    - No temp codes
    - Scour codes can be edited outside of an inspection
    - Stephanie W: Scour critical is different for design than inspection

6. Scour Screening/Assessment discussion
   - Hydraulics looked at SNBI references
     - Work with Tony and Bill Schmidt and a couple of consultants in a week 11/21
       6...1. Jonathan, Al Wessling, John Lukac
     - Flowchart would be helpful
     - Use comment box to for additional justification
     - 2 paths – quantitative and qualitative evaluations
     - Analysis will incur additional costs which can be included in contract
     - FHWA has final approval
     - Should have form in iTAMS for Scour POA in the future

7. Bridge Inspection Manual Updates discussion
   - Part 1 (Administration): published
   - Part 2 (Types of Inspections): nearly finished; publish by end of November
   - Part 3 (Load Rating): submitted to FHWA for review
     - Jennifer ignored some comments
     - Metric 14 has another year to go
   - Part 4 (QC/QA): revision/publication will be a PCA action item
     - Just starting aim for late 1st quarter 2026
   - Part 5 (NSTM): around 80% complete; revision/publication will be a PCA action item
     - IRM and SRM included
   - Part 6 (Scour): around 70% complete
   - Looking into separate coding manual similar to ODOT
     https://dam.assets.ohio.gov/image/upload/transportation.ohio.gov/structural/inspection-inventory-manual/Inspection-Inventory-Manual.pdf

8. iTAMS railing crash test and seismic vulnerability discussion
   - MASH or 350
   - Railing cheat sheet from design – Stephanie Wagner
     - Send out draft to committee and we can add
   - Seismic just starting, looking at flowchart
     - Can code '0' but will need reviewed

9. iTAMS Workflow (Open for Corrections-2nd Approval) changes discussion
   - Intention is for bridge data to only be updated during active inspections
     - Sections 6 and 7 cannot be locked and rest open
   - Violates metric 23 if open for corrections after 3-month window
     - Once approved data is final

    - Workflow can move parallel or sub to review back to in progress and back to sub to review
  - Erich will need to have solution for Fed tape submittal for data
  - Initial inspection data not fully transferring to asset data
    - Review data for errors
  - Cristy suggested making the "inspection summary" editable in the asset.

10. Changes to ACEC Bridge Inspection Committee proposal discussion (***no new actions yet***)
    - Rotating members action in Feb

11. Other business discussion items
    - Component ratings lowered to 4: Need to have a structural review supporting a finding that the "strength and/or performance of component is affected"
      - Engineering assessment of why strength and/or performance reduced as a paragraph
      - Does not need to be load rating
        11...1. Can change date in BRADIN with note of no changes B.L.R. 03
    - iTAMS export of many-to-one (X:1) data through iTAMS – nothing new to report
      - Query built and ready – email iTAMShelp
      - Section 4 not ready yet
      - Will be 'generate report' to do all many-to-one at once
    - iTAMS fields for Proposed work, Replacement/Rehab/Preventative Maintenance/Other and Estimated Costs – nothing new to report and no implementation schedule
    - County Summary Reports – nothing new to report and no implementation schedule

12. February 18, 2026 Bridge Inspection Workshop discussion/task group updates
    - Cristy Burlage, Jake Gardner, Johnathan Olson, John Lukac, Josh Biller, Rob Coop
      - Want to include SNBI component ratings exercise
      - Inspection POA's per Tony
      - Metrics review

13. Training:
    - NHI 135047: Stream Stability and Scour at Highway Bridges for Bridge Inspectors – trying to schedule a class for April 2026 at Indianapolis subdistrict
    - NHI 130055: Safety Inspection of In-Service Bridges – try to schedule a class for April 2026
    - NHI 130053: Bridge Inspection Refresher Training – try to schedule 1 or 2 next year
    - SBRITE: Course resubmitted to FHWA for approval – once done, will look to schedule a class
      - Checking on min to host

14. Nominations/elections for committee Vice-chair and Secretary
    - Vice-Chair – Jonathan Olson
    - Secretary – Kyle Kent

15. Round table open forum discussion/issues/needs

    - Ped Br inspection cycle
      - Guidance in BIM
      - Purdue study is published - https://docs.lib.purdue.edu/jtrp/1867/
      - Safety issues to check for vehicles under or peds crossing
    - BAMP to LTAP data fields do not match current

    - Pat, Anne, Kathy talking about changes
    - Can update last year's and submit
- LPA contracts – boilerplate
    - Looking at supplemental boilerplate
        15...1. BFS and egis have good examples
            15...1.1. Send to committee for review before publishing
- LR update – slides from Jenn
    - Monthly audits going well
        15...1. 64/66 100 bridges left
    - Tracking sheet mid-month for EOM goal
    - 7am to 7pm data transfers after 7pm next day
    - M14 – 10-31-26 posting
    - State legal vehicles renamed
        15...1. H20 – IN 20; HS20 – IN 36; Alt Mil – IN Tandem
    - R12-Y5 out 12 months to change 7 counties 68 signs
    - B.LR.08 needs reviewed and updated for LPA in BRADIN
    - Research on EV ongoing need to pitch to JTRP
    - BIRMA (bridge internal redundant member analyzer tool) from Purdue
- New memos can have effective date or at Phase 1 as example
- Tippecanoe Co to have decks scanned contact Stewart Kline if others interested
- Can iTAMS be improved for quality and efficiency
    - Small group to propose potential improvements: Kyle, Nate, Rob

16. Next Meeting – February 12, 2026

Load Rating & Posting Updates

Jennifer Hart

INDOT Bridge Evaluation

Metric 13: Load Rating

2023 Plan of Corrective Action

- **Goal:** Establish a procedure to ensure accuracy of NBI load rating data and promptly resolve identified deficiencies.
- Monthly Audit – NBI transitioned to SNBI
- NBI Items 64 & 66 coded accurately ~ 100 bridges remaining
- To be completed by **November 30, 2025**

Metric 13: Load Rating: Monthly Audit

Monthly Audit : Load Rating Required Due to Change in Condition

Load Rating Required Due to Change in Condition

Late Filter

Late

County Owned	Number of Assets: 109	Number of Late: 52
State Owned	Number of Assets: 15	Number of Late: 11
Grand Total	Number of Assets: 124	Number of Late: 63

County or State	Parent Asset	Bridge Number	Bridge Name	Superstructure Condition Rating	Substructure Condition Rating	Culvert Condition Rating	Condition Drop Date	B.LR.03 Load Rating Date	Load Rating Submission Date	Days
County Owned			0027	3	5	N	July 24, 2025	September 17, 2024	September 27, 2024	22
			0093	6	3	N	July 24, 2025	November 1, 2018	November 14, 2018	22
			0080	3	6	N	July 17, 2025	December 26, 2018	August 27, 2024	29
			0201	3	4	N	July 17, 2025	December 26, 2018	August 28, 2024	29
			0224	3	7	N	July 1, 2025	December 26, 2018	March 21, 2019	45
			0038	4	5	N	July 31, 2025	April 19, 2018	July 9, 2019	15
			0044	4	5	N	July 31, 2025	July 19, 2018	November 23, 2022	15
			0090	7	4	N	July 31, 2025	May 21, 2018	May 9, 2019	15
			0129	6	4	N	July 31, 2025	July 17, 2018	May 9, 2019	15
			0003	4	5	N	July 8, 2025	June 11, 2019	January 13, 2025	38
			0007	6	4	N	July 8, 2025	June 26, 2019	July 24, 2019	38
			0010	6	4	N	July 3, 2025	June 20, 2019	June 24, 2019	43
			0014	3	6	N	July 7, 2025	June 24, 2022	January 13, 2025	39
			0015	5	4	N	July 7, 2025	August 22, 2023	October 27, 2023	39

Metric 13: Load Rating: Monthly Audit

Load Rating Required Due to Change in Condition Timing

→ Condition Change Data

- Approved inspection report dates
- iTAMS to Data Warehouse – hourly between 7am-7pm

→ Dashboards pull from BRADIN Data and Data Warehouse to Metric 13 & 14 Tableau Dashboards throughout the day

Metric 14: Post or Restrict

2024 Plan of Corrective Action

- **Goal:** Ensure that all bridges are posted or restricted in accordance with the incorporated articles of Section 6 of the AASHTO Manual for Bridge Evaluation (MBE) and State law when the maximum unrestricted legal loads or applicable State routine permit loads exceed the calculated safe load carrying capacity of the bridge, and that posting deficiencies are promptly resolved.
- To be completed by **October 31, 2026**

BIM: Part 3: Load Rating Updates

Currently with FHWA for Review

Updates to address Metric 14 PCA

- Incorporate Indiana MUTCD & provide guidance for documenting exceptions where Indiana MUTCD/MUTCD cannot be met.

- Reference AASHTO MBE, Sections 6A.8.1 and 6B.7.1 - Any bridge not capable of carrying a minimum gross live load weight of three (3) tons must be closed.

- Clarify guidance for posting bridges below computed load ratings, or when engineering judgment is used.

BIM: Part 3: Load Rating Updates

MUTCD Exception

3-9.02(05) Posting

In addition to the General process described in Section 3-9.02(01), the Bridge Owner shall immediately be notified by the LRE if load posting or any other restriction is required as discussed in Section 3-6. In addition, for state-maintained bridges, the Bridge Weight Limit Notification Form should be completed and distributed according to INDOT Operations Memorandum 18-02.

Bridge weight limit posting or closures are to be in conformance with the MUTCD. In situations where field conditions do not allow for the requirements set forth in the MUTCD, an exception shall be coordinated and approved by the Statewide Bridge Inspection Program Manager. For bridges on the state highway system, coordination with the appropriate district traffic engineer should also be made. For bridges on LPA roadways, it is suggested to contact the Indiana Local Technical Assistance Program (LTAP) for input. Documentation of the exception shall be uploaded to the bridge file.

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BIM: Part 3: Load Rating Updates

Superstructure, Substructure, Culvert Condition Drop to 4

3-9.01(04) Deterioration

For bridges with an increase in, or newly discovered damage or deterioration affecting the strength or performance of a structural component, a load analysis should be performed. At a minimum, a load rating considering deterioration shall be on file for each bridge with a deck condition rating (SNBI B.C.01), superstructure condition rating (SNBI B.C.02), substructure condition rating (SNBI B.C.03), or culvert condition rating (SNBI B.C.04) of 4 or less. Additional load rating evaluations shall be performed for each subsequent component condition rating drop below 4. In addition, a corresponding load rating submission is required in BRADIN. If that evaluation determines that the condition change had no impact on structural capacity, there should be a note in BRADIN and B.LR.03 should be updated to the date of the evaluation.

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BIM: Part 3: Load Rating Updates

Truck Configuration	LRFR Code Reference
IN 20	MBE 6A.4.4.2.1a
IN 36	MBE 6A.4.4.2.1a
IN Tandem	MBE 6A.4.4.2.1a
AASHTO Type 3	MBE 6A.4.4.2.1a
AASHTO Type 3S2	MBE 6A.4.4.2.1a
AASHTO Type 3-3	MBE 6A.4.4.2.1a
Lane-Type*	MBE 6A.4.4.2.1a
EV2	MBE 6A.4.4.2.1a
EV3	MBE 6A.4.4.2.1a
NRL**	MBE 6A.4.4.2.1b
SU4	MBE 6A.4.4.2.1b
SU5	MBE 6A.4.4.2.1b
SU6	MBE 6A.4.4.2.1b
SU7	MBE 6A.4.4.2.1b

* Load and Resistance Factor Rating (LRFR) methodology only

** Not to be used for load posting. Not required for Engineering Judgment (EJ) methodology.

Figure 3-4.2 Required Legal Vehicles

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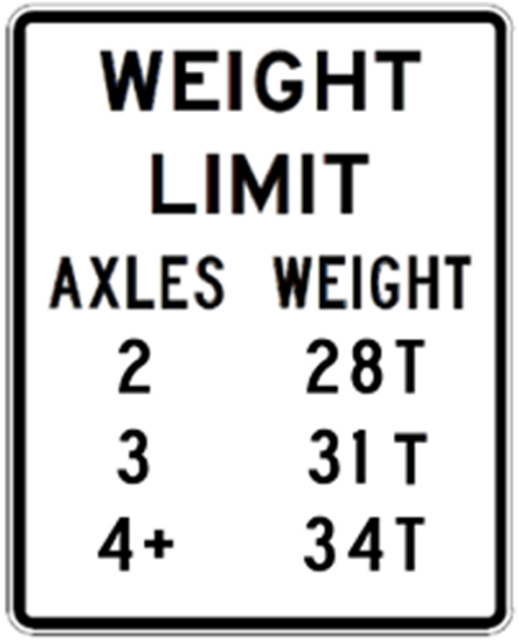
Figure 3-4-2 Required Legal Vehicles

- State Legal Vehicles renamed
  - H20 → IN 20
  - HS20 → IN 36
  - Alternate Military → IN Tandem
- Configurations remain the same

BIM: Part 3: Load Rating Updates



R12-Y5

FHWA Assessment: Axle Weight Limit sign image shown found to be deficient for the following reasons:

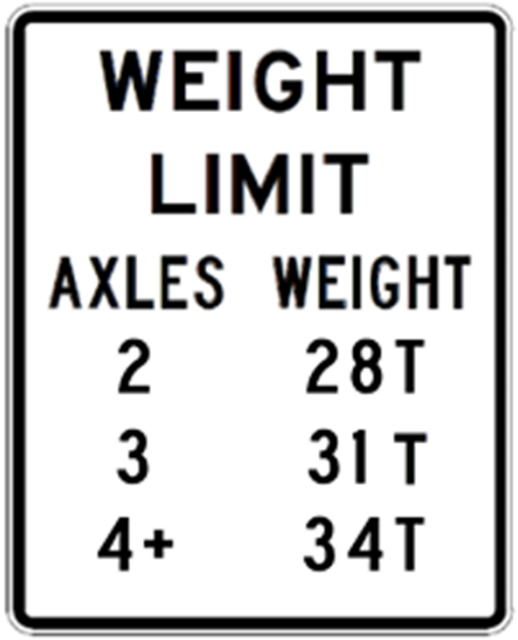
1. It is no longer supported by the MUTCD.
2. The label "Axle Weight" is ambiguous as shown and could be interpreted as either the individual maximum axle weight or the GVW for the given number of axles.

INDOT Action Items: *(for Metric 14 PCA compliance)*

- R12-Y5 sign removed from Part 3: Load Rating.
- BRADIN will no longer support .
- Bridge Inspection Memo issue to replace signs alongside publication of Part 3: Load Rating updates.

BIM: Part 3: Load Rating Updates

Bridge Inspection Memo to replace alongside issue of the BIM: Part 3: Load Rating updates



R12-Y5

County	Count
Clay	32
Kosciusko	12
LaPorte	5
Monroe	2
Montgomery	1
Posey	15
Vanderburgh	1
Grand Total	68

B.PS.02 Posting Status Change Date

When B.PS.02 Posting Status Change Date is null for In-Service BRADIN reports, INDOT will backfill with “January 1, 2025”.

B.LR.08 Routine Permit Loads

23 CFR § 650.305 Definitions

Routine permit load. A live load, which has a gross weight, axle weight, or distance between axles not conforming with State statutes for legally configured vehicles, authorized for unlimited trips over an extended period of time to move alongside other heavy vehicles on a regular basis.

B.LR.08 Routine Permit Loads

5.1 – LOADS AND LOAD RATING

Routine Permit Loads

Format	Frequency	Item ID
AN (1)	I	B.LR.08

Specification	Commentary
Report whether the bridge carries routine permit loads or whether routine permit loads are restricted from the bridge using one of the following codes. Code — Description A — Bridge carries routine permit loads. Load capacity is adequate for all routine permit loads approved for the route segment; no routine permit loads are restricted. B — Bridge carries routine permit loads. Load capacity is adequate for some routine permit loads approved for the route segment, but some routine permit loads are restricted. C — Bridge does not carry routine permit loads. Load capacity is inadequate for all routine permit loads approved for the route segment. Routine permit loads are restricted from the bridge. N — Bridge does not carry routine permit loads. Routine permit loads are not approved for the route segment.~~Agency does not issue routine permits.~~	This item is used to identify bridges where State routine permit loads must be considered in load rating and posting evaluations and to identify bridges where routine permit loads are restricted due to bridge load capacity limitations. Agencies have varying policies for issuing routine permits, from not issuing routine permits to issuing various routine permits when these loads exceed State legal loads. Some agencies may utilize maps that indicate highways and bridges that are restricted to routine permit loads or that allow routine permit loads. Use code A when all routine permit loads allowed to travel the route segment are also allowed to travel on the bridge. Use code B when not all routine permit loads allowed to travel the route segment are allowed to travel on the bridge. Use code C when all routine permit loads allowed to travel the route segment are restricted from the bridge~~the agency issues routine permits, but all routine permit loads are restricted from the bridge~~. Use code N when the agency does not issue routine permits or routine permit loads are not approved for the route segment that is carried by the bridge~~and therefore the bridge does not carry routine permit loads~~

SNBI Errata #1

- Data resides in BRADIN
- Dropdown in BRADIN to select A/B/C/N
- Previous values recorded in BRADIN are no longer appropriate
- Most LPA/County bridges will be “N”
- LPA/County may issue annual or routine permits. Are permits issued over posted bridges?
- This may impact Routine Extended Intervals.

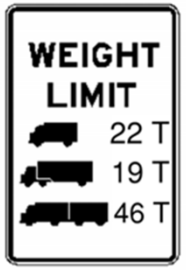
B.EP.04 Posting Value Transformation

POSTING - COMMERCIAL VEHICLES

Commercial Vehicle Sign

Posted Tonnage (Single Axle)

Posted Tonnage (Gross



R12-5

AND

R12-7aP

Posted Tonnage (2-Axle)

Posted Tonnage (3-Axle)

Posted Tonnage (4-Axle)

Posted Tonnage (5-Axle)

Posted Tonnage (6-Axle)

POSTING - EMERGENCY VEHICLES

Emergency Vehicle Sign

Posted Tonnage (Single Axle)

Posted Tonnage (Tandem)

Posted Tonnage (Gross)

5.3 - LOAD EVALUATION & POSTING

B.EP.03 - Posting Type
B.EP.03a - Commercial Vehicle Posting Type
B.EP.03b - Additional Posting Types
B.EP.03c - Emergency Vehicle Posting Type

B.EP.04 - Posting Value	
G - Gross CV Posting Value	Emergency Vehicle Posting Values
G - Gross	EV Posted Tonnage (Single Axle)
T - Truck Silhouette (R12-5 Sign) CV Posting Values	EV Posted Tonnage (Tandem Axle)
Single-Unit	EV Posted Tonnage (Gross)
Single-Trailer	
Multi-Trailer	

Research

- Emergency Vehicle – with JTRP
- Bridge Internal Redundant Member Analyzer (BIRMA) tool - Purdue