



Bridge Inspection Memorandum No. 25-03 Extended Interval Requirements for Routine Bridge Inspections

February 17, 2025

TO: All Inspection Personnel and Consultants

FROM: /s/ Anthony Marino SPM
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SUBJECT: Extended Interval Requirements for Routine Bridge Inspections

REVISION: INDOT Bridge Inspection Manual Part 2

EFFECTIVE: January 1, 2025

Bridges meeting all the following criteria listed below may be inspected at intervals not to exceed 48 months. Each bridge must continue to satisfy all the criteria listed below following each Routine Inspection. Failure to continually satisfy all the extended interval criteria following each Routine Inspection shall require the Inspection Interval to be reduced to either the Regular Interval or Reduced Interval:

1. The bridge has not been either newly constructed or recently undergone rehabilitation construction. The bridge may be considered for an extended frequency after completing the first Routine Inspection following the Initial Inspection.
2. The Deck (SNBI B.C.01), Superstructure (SNBI B.C.02), and the Substructure (SNBI B.C.03), or Culvert (SNBI B.C.04) components are all rated 6 (Satisfactory) or greater.
3. The Channel (SNBI B.C.09) and Channel Protection (SNBI B.C.10) Conditions are both rated 6 (Satisfactory) or greater.
4. The Scour Condition (SNBI B.C.11) is rated 6 (Satisfactory) or greater.
5. Assessed being stable for potential scour and the Scour Vulnerability (SNBI B.AP.03) is coded A or B or is recorded as not crossing over a waterway.
6. The assessed Overtopping Likelihood (SNBI B.AP.02) is coded 2 (Very Low) or less or is recorded as not crossing over a waterway.

7. The Inventory Load Rating Factor (SNBI B.LR.05) is coded 1.0 or greater for the standard AASHTO HS-20 or HL-93 loadings.
8. The Routine Permit Loads (SNBI B.LR.08) is coded either A or N reporting that routine permit loads are either not restricted, not carried, or not issued.
9. The Bridge Joints Condition (SNBI B.C.08) component is rated 7 (Good) or greater and shall not display evidence of leaking.
10. The Bridge Railings Condition (SNBI B.C.05) and the Bridge Railing Transitions Condition (SNBI B.C.06) components are both rated 6 (Satisfactory) or greater.
11. All superstructure materials are limited to concrete and steel, as recorded by the Span Material (SNBI B.SP.04) coded C01 to C05 or S01 to S05.
12. All superstructure types are limited to certain arches, box girders/beams, frames, girders/beams, slabs, and culverts, as recorded by the Span Type (SNBI B.SP.06) coded A01, B03, F01 to F02, G01 to G08, S01 to S02, or P01 to P02. Span Type B02 is only acceptable when a concrete superstructure constructed using adjacent box beams has a structural concrete deck and the Deck Material and Type (SNBI B.SP.09) is coded C01 or C04.
13. If the structure is a steel bridge, then the Fatigue Details Item (SNBI B.IR.02) is coded N for no E or E' details present.
14. The reported Highway Minimum Vertical Clearance (SNBI B.H.13) is 14.5 feet or greater and the structure must not display visible signs of vehicular impact.
15. The reported Bridge Width Curb-to-Curb (SNBI B.G.06) is greater than 18.0 feet.
16. The reported Annual Average Daily Truck Traffic (SNBI B.H.10) is less than 14,500. This value represents two standard deviations from a normal distribution which eliminates Indiana bridges on segments of the interstates with the highest truck volumes.
17. The structure is not coded as a border bridge, complex bridge, or covered bridge.