



Bridge Inspection Memorandum No. 26-02 Bridge Inspection Manual Part 2 Updates

February 19, 2026

TO: All Inspection Personnel and Consultants

FROM: /s/ Anthony Marino SPM
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Bridge Management Division

SUBJECT: Bridge Inspection Manual Part 2 Updates

REVISION: INDOT Bridge Inspection Manual Part 2

EFFECTIVE: Immediately

The following updates and revisions have been made to Part 2: Types of Inspections of the INDOT Bridge Inspection Manual.

2-1.01(02) Inspection Report Photographs

Any SNBI bridge component that is either rated ~~5 (Fair)~~ 4 (Poor) or Condition State 3 or less requires photograph documentation sufficient to fully describe and document the deteriorated conditions. In such conditions, the inclusion of sketches in the inspection report is also encouraged.

2-1.06(02) Requirements (Page 14)

7. Photographs of sufficient quantity and views to properly document the observed, existing physical structural conditions of all SNBI Bridge Components that have component condition ratings of 4 (Poor) or less, or Elements that have either CS3 or CS4 ratings. **In such conditions, the inclusion of sketches in the inspection report is also encouraged.**

2-2.02 iTAMS

All bridge reports, including bridge inspection reports of all types, scour screenings, scour assessments, and asbestos reporting, are to be housed in iTAMS. Load rating **values are to be housed in BRADIN. Signed, stamped, and dated load rating** reports, calculations, and load rating models are to be housed in **BRADIN** ~~using~~ ERMS. All bridge inspection report types must be created in iTAMS using the applicable inspection report master and shall be routed through final approval using the iTAMS report workflow. [...]

2-3.02 Critical Findings

2. Structural danger (gross live load capacity): In any instance where it is discovered that the gross live load capacity is determined to be less than three (3) tons (gross live load only, regardless of load type – commercial or emergency vehicle). In these instances, the bridge must be closed to all vehicular traffic within three (3) days of discovery.

3. Structural danger (gross live load capacity): In any instance where it is discovered that the gross live load capacity is determined to be less than five (5) tons (gross live load only, regardless of load type – commercial or emergency vehicle). In these instances, load posting alone is not sufficient mitigation to address the critical finding. Repairs, lane restrictions, shoring, or reduced interval inspections will be required in conjunction with load posting. When reduced interval inspections are utilized, the specific interval will be determined on a case-by-case basis but shall not exceed six (6) months.