

INDOT UPDATES

2023 Bridge Inspection Workshop

Anthony Marino, Bridge Inspection Program Manager

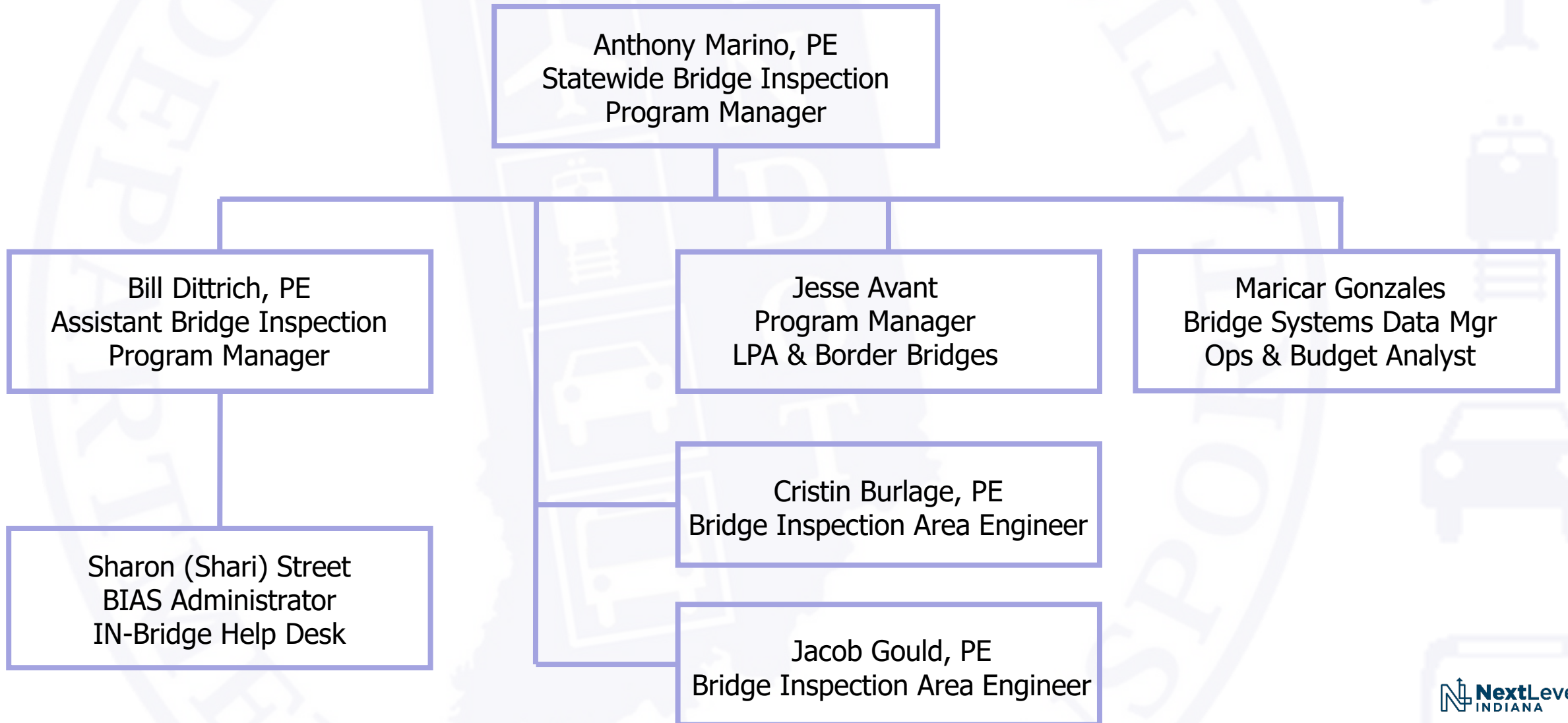
February 23, 2023

PRESENTATION AGENDA

- Current Central Office Staffing
- Indiana Total Asset Management System.
- Specifications for the National Bridge Inventory Implementation
- Changes to the Bridge Inspection Manual
- Critical Finding Incident Reporting
- Bridge Inspection 23 Metrics Review
- Upcoming Training



CURRENT CENTRAL OFFICE STAFFING



INDIANA TOTAL ASSET MANAGEMENT SYSTEM



INDIANA TOTAL ASSET MANAGEMENT SYSTEM

- Important Announcement:

*BIAS WILL SHUT DOWN FOR USE ON **MARCH 14, 2023** AT **6:00 PM** **EASTERN TIME.***

ON MARCH 15, 2023 – USERS WILL NO LONGER BE ABLE TO LOG INTO BIAS. INSPECTIONS SHOULD BE DONE IN PAPER FORMAT.

*AFTER MARCH 15, 2023 – BIAS WILL BE **LIMITED** TO READ-ONLY.*

INDIANA TOTAL ASSET MANAGEMENT SYSTEM

- Important Announcement:

*ALL INSPECTION REPORTS MUST BE **COMPLETED AND APPROVED** BY THE MARCH 14TH BIAS SHUTDOWN.*

*ALL “IN-PROGRESS” REPORTS NOT COMPLETED AND APPROVED BY THE SHUTDOWN DATE **WILL BE LOST.***

WORKFLOW WILL HAVE AN “OPENED FOR CORRECTIONS” STAGE TO ALLOW APPROVED REPORTS TO BE EDITED.

INDIANA TOTAL ASSET MANAGEMENT SYSTEM

- Important Announcement:

AFTER SHUT DOWN – CRITICAL FINDINGS SHALL BE REPORTED TO SPM THROUGH EMAIL UNTIL iTAMS IS OPERATIONAL.

INDOT ISSUED FORMAL MEMORANDUM TO ALL BIAS USERS.

INDOT WILL BE SENDING NO LESS THAN THREE ADDITIONAL NOTIFICATION REMINDERS.

INDIANA TOTAL ASSET MANAGEMENT SYSTEM

- Commercial and Emergency Vehicle Weight Limit Signs:

*SELECT STANDARD PHOTOGRAPHS FOR ALL ASSETS WILL BE MAINTAINED IN THE iTAMS **ASSET SECTION** WITH PHOTOGRAPH TYPE TAGGING.*

APPROACH ROADWAY ALIGNMENT – BOTH DIRECTIONS

BRIDGE FASCIAS – BOTH SIDES

ALL REQUIRED LOAD RESTRICTION SIGNS (BRIDGE AND ADVANCED WARNING)

ONCE TAKEN, NEW PHOTOGRAPHS NOT NECESSARY UNLESS CONDITIONS OR SITUATION CHANGES. THESE PHOTOGRAPHS CAN BE TAGGED TO INCLUDE IN PRINTED INSPECTION REPORTS.

INDIANA TOTAL ASSET MANAGEMENT SYSTEM

- Maintenance Record Documentation (part of Metric 15):
 - § 650.313 (n): Bridge files. Prepare and maintain in accordance with Section 2.2, AASHTO Manual.
 - AASHTO Manual for Bridge Evaluation (MBE) is part of the federal bridge inspection regulations by reference.
 - Article 2.2 requires bridge files to “Maintain relevant maintenance and inspection data...”
 - Article 2.3.7 – Maintenance and Repair History: “Include a chronological record documenting the maintenance and repairs to the bridge since its initial construction.”

Maintenance/History Section is part of all assets in iTAMS and is where maintenance requests and records shall be maintained.

SNBI IMPLEMENTATION



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

SNBI IMPLEMENTATION

- QUALIFICATION REQUIREMENTS **
- INSPECTION REPORT TYPES **
- INSPECTION FREQUENCIES AND RISK-BASED ASSESSMENT CRITERIA **
- SELECT SUBSECTIONS WITHIN UPCOMING iTAMS

** *FHWA: Must be done by: **JUNE 6, 2024.***

INDOT Revising BIM Part 1 and Part 2 by Year's End.

SNBI IMPLEMENTATION

FHWA IMPLEMENTATION SCHEDULE

- APRIL 2023 – FHWA TRANSITION TOOL MADE AVAILABLE.
- OCTOBER 2024 – NBI NextGen TOOL AVAILABLE FOR DATA VALIDATION.
- MARCH 15, 2025 – LAST DATA SUBMITTAL USING OLD CODE.
- MARCH 15, 2028 – FIRST COMPLETE SNBI DATASET WITH COLLECTED AND VERIFIED SNBI DATA FOR ALL BRIDGES.
- 2026 & 2027 – MARCH 15TH SUBMITTALS – TRANSITIONED/HYBRID DATA.

SNBI IMPLEMENTATION

- SNBI SUBSECTION 6.2: INSPECTION EVENTS

“Data items in this subsection are reported for each inspection performed on the bridge. If more than one type of inspection is performed on a given inspection date, a separate inspection data set is reported for each inspection type performed.”

SNBI IMPLEMENTATION

- SNBI SUBSECTION 6.2: INSPECTION EVENTS

ITAMS WILL HAVE THE FOLLOWING SEVEN (7) REPORT MASTER TYPES:

ROUTINE

UNDERWATER

INITIAL

DAMAGE

NSTM (FORMALLY FRACTURE CRITICAL)

SPECIAL

IN-DEPTH

SNBI IMPLEMENTATION

- SNBI SUBSECTION 6.2: INSPECTION EVENTS

MAIN TAKE-AWAYS:

- INITIAL – DONE FOR NEW, POST-REHABILITATION, AND REPAIR
- ROUTINE, INITIAL – BULK OF DATA ENTRY WORK
- NSTM – INSPECTION SUMMARY, NSTM CONDITION REPORTING TABLES, RATING RECOMMENDATIONS
- SPECIAL, IN-DEPTH, DAMAGE – SUMMARY REPORT AND RATING RECOMMENDATIONS.
- UNDERWATER – STAND ALONE UNDERWATER INSPECTION REPORT

SNBI IMPLEMENTATION

○ NSTM INSPECTION MASTER

Structure: 165-26-00471 EB	Facility Carried: 1-65 NB	Inspector: Jariah Besing
NBI Number: 10000571	Feature Intersected: Wabash River	Inspection Date: 10-19-2027

NSTM INSPECTION SUMMARY

INTRODUCTION

LOCATION AND DESCRIPTION
Content to be put here.

HISTORY
Content to be put here.

FIELD INSPECTION

MEMBERS TO BE INSPECTED
Content to be put here.

INSPECTION PROCEDURES
Content to be put here.

EQUIPMENT REQUIRED FOR INSPECTION
Content to be put here.

BRIDGE CLEANING REQUIREMENTS
Content to be put here.

TRAFFIC MAINTENANCE REQUIREMENTS
Content to be put here.

DATE AND CONDITIONS OF INSPECTION
Content to be put here.

OTHER ITEMS
Content to be put here.

Structure: 165-26-00471 EB	Facility Carried: 1-65 NB	Inspector: Jariah Besing
NBI Number: 10000571	Feature Intersected: Wabash River	Inspection Date: 10-19-2027

SUMMARY OF INSPECTION RESULTS

COMPONENT 1
Content to be put here.

COMPONENT 2 (These can be added or deleted as needed)
Content to be put here.

NBIS CODING INFORMATION

ITEM	CODE	DESCRIPTION
92A: Fracture Critical Details Inspection (Non-Redundant)	Y24	Fracture Critical Inspection every 24 months
93A: Fracture Critical Details Inspection Date	06/09/2020	Inspection date: June 09, 2020
92C: Other Special Inspection Required/Frequency	Y24	Special inspection every 24 months
93C: Other Special Inspection Date	06/09/2019	Inspection date: November 12, 2018

SUMMARY OF RECOMMENDATIONS

Content to be put here.

SNBI IMPLEMENTATION

○ RATING RECOMMENDATIONS

NSTM CONDITION RATINGS					
SPAN	LOCATION / MEMBER	FATIGUE CATEGORY	CONDITION RATING	COMMENTS	PHOTO
A	Connection L0 - L0-L1	E	5	Minor pitting, heavy flaking rust, 10% section loss	1
A	L0-U1	A	4	Minor pitting, heavy flaking rust, 10% section loss	2 - 4
A	L2-L3	D	8	Minor pitting, heavy flaking rust, 10% section loss	5
7	L3-U4	B	7	Minor pitting, heavy flaking rust, 10% section loss	6
7	L5-L6	E	4	Minor pitting, heavy flaking rust, 10% section loss	7 - 8

RATING RECOMMENDATIONS			
	CURRENT RATING		RECOMMENDED RATING
(59) SUPERSTRUCTURE:	8	VERY GOOD - Some inherent defects.	7 GOOD - Some minor defects
We recommend lowering the rating due to advanced deterioration to Member L0-L1 (East Truss).			
(60) SUBSTRUCTURE:	8	VERY GOOD - Some inherent defects.	7 GOOD - Some minor defects
We recommend lowering the rating due to advanced deterioration to Member L0-L1 (East Truss).			

RATING RECOMMENDATIONS		
	CURRENT RATING	RECOMMENDED RATING
(58) DECK:	8	7
We recommend lowering the rating due to advanced deterioration to Member L0-L1 (East Truss).		
(58.01) WEARING SURFACE:	8	7
We recommend lowering the rating due to advanced deterioration to Member L0-L1 (East Truss).		
(58.02) JOINTS:	8	7
(58.03) APPROACH SLABS:	8	7
(59) SUPERSTRUCTURE:	8	
(59.02) BEARINGS:	8	
(60) SUBSTRUCTURE:	8	7
(60.1) RETAINING WALLS:	8	
(61) CHANNEL \ CHANNEL PROTECTION:	8	7
(62) CULVERTS:	8	8
(113) SCOUR CRITICAL BRIDGES:	8	8

SNBI IMPLEMENTATION

- SNBI SUBSECTION 6.2 – ITEM B.IE.12: INSPECTION EQUIPMENT

“Report all access and inspection equipment used to perform the inspection using one or more of the following codes. Report multiple codes separated by pipe (|) delimiters.”

SNBI IMPLEMENTATION

- SNBI SUBSECTION 6.2 – ITEM B.IE.12: INSPECTION EQUIPMENT

INSPECTIONS

(90) INSPECTION DATE: 11/30/2022

(92) CRITICAL FEATURE INSPECTION

A) NSTM INSP REQ / FREQ: Y 24

B) UNDERWATER INSP REQ / FREQ: Y 60

C) SPECIAL INSP REQ / FREQ: Y 24

D) SPECIAL INSP REQ / FREQ: Y 24

(91) DESIGNATED INSPECTION FREQUENCY: 12 MON

(93) CRITICAL FEATURE INSPECTION DATE

A) NSTM DATE: 11-16-2021

B) UNDERWATER INSP DATE: 11-24-2022

C) SPECIAL INSP DATE: 11-19-2022

D) SPECIAL INSP DATE:

B.IE.12 Inspection Equipment A01 | A07 | A08 | A09 | I10 | I15

SNBI IMPLEMENTATION

○ SNBI SUBSECTION 6.2 – ITEM B.IE.12: INSPECTION EQUIPMENT

<u>Code</u>	<u>Description</u>
	<u>Access</u>
AN	No access equipment used
A01	Ladder
A02	Bucket lift vehicle
A03	Under bridge inspection vehicle
A04	Rigging
A05	Waders
A06	Boat
A07	Snorkel
A08	SCUBA
A09	Surface supplied air
A10	Remotely Operated Vehicle (ROV)
A11	Video pole
A12	Borescope
A13	Unmanned aerial systems (UAS)
A14	Service Traveler
AX	Other

<u>Code</u>	<u>Description</u>
	<u>Inspection</u>
IN	No inspection equipment used
I01	Ultrasonic
I02	Ground-penetrating radar
I03	Infrared thermography
I04	Radiographic testing
I05	Impact echo
I06	Electromagnetic methods
I07	Rebound & penetration methods
I08	Acoustic emissions testing
I09	Dye penetrant
I10	Magnetic particle
I11	Eddy current
I12	Boring or drilling
I13	Underwater imaging
I14	Depth finder/fathometer
I15	Stress wave timer
IX	Other

SNBI IMPLEMENTATION

- SNBI SUBSECTION 7.1: COMPONENT CONDITION RATINGS

<u>Item ID</u>	<u>Data Item</u>
B.C.01	<u>Deck Condition Rating</u>
B.C.02	<u>Superstructure Condition Rating</u>
B.C.03	<u>Substructure Condition Rating</u>
B.C.04	<u>Culvert Condition Rating</u>
B.C.05	<u>Bridge Railing Condition Rating</u>
B.C.06	<u>Bridge Railing Transitions Condition Rating</u>
B.C.07	<u>Bridge Bearings Condition Rating</u>
B.C.08	<u>Bridge Joints Condition Rating</u>
B.C.09	<u>Channel Condition Rating</u>
B.C.10	<u>Channel Protection Condition Rating</u>
B.C.11	<u>Scour Condition Rating</u>
B.C.12	<u>Bridge Condition Classification</u>
B.C.13	<u>Lowest Condition Rating Code</u>
B.C.14	<u>NSTM Inspection Condition</u>
B.C.15	<u>Underwater Inspection Condition</u>

SNBI IMPLEMENTATION

- SNBI SUBSECTION 7.1: COMPONENT CONDITION RATINGS

*INDOT CREATING NEW **AGENCY ITEMS** FROM THE BIAS MISCELLANEOUS ASSET DATA (MAD) SECTION TO START INCORPORATING INSPECTIONS FOR THESE NEWLY REQUIRED ITEMS.*

SNBI IMPLEMENTATION

○ SNBI SUBSECTION 7.1: COMPONENT CONDITION RATINGS

NATIONAL BRIDGE INVENTORY CONDITION RATINGS		
(58) DECK: A FEW BENT MEMBERS.	9	EXCELLENT - Isolated inherent defects.
(58.01) WEARING SURFACE: A FEW BENT MEMBERS.	8	VERY GOOD - Some inherent defects.
(58.02) JOINTS: APPEARS TO BE ADEQUATE	7	GOOD - Some minor defects
(58.03) APPROACH SLABS: APPEARS TO BE ADEQUATE	8	VERY GOOD - Some inherent defects.
(58.04) TERMINAL JOINTS: APPEARS TO BE ADEQUATE	8	VERY GOOD - Some inherent defects.
(59) SUPERSTRUCTURE: RUST THROUGH AND SECTION LOSS OF 30-50% TO A FEW VERTICALS AT LOWER CONNECTIONS. ONE COUNTERDIAGONAL WITH 50% SECTION LOSS AT LOWER CONNECTION. CRACK IN DIAGONAL MEMBER L8-U9 IN NORTH TRUSS SPAN B HAS BEEN REPAIRED. PAINT IN FAIR CONDITION ON MOST OF TRUSS AND FAILED IN LOCATED AREAS.	9	EXCELLENT - Isolated inherent defects.
(59.01) PAINT: APPEARS TO BE ADEQUATE	8	VERY GOOD - Some inherent defects.
(59.02) BEARINGS: APPEARS TO BE ADEQUATE	8	VERY GOOD - Some inherent defects.
(60) SUBSTRUCTURE: VERTICAL CRACK THROUGH STONES IN WEST ABUTMENT EXTENDS 16 BLOCKS DOWN FROM BEARING. NO EVIDENCE OF PROGRESSION. GOOD GROUT BETWEEN STONES. WINGWALL EXTENSION AT SOUTHEAST CORNER HAS OPEN JOINTS WITH MOVEMENT. AREAS OF RANDOM MORTAR LOSS WERE OBSERVED ON PIER 2, PER 2018 UNDERWATER REPORT.	8	VERY GOOD - Some inherent defects.
(60.1) RETAINING WALLS:	8	VERY GOOD - Some inherent defects.

Item ID B.C.08

Item ID B.C.07

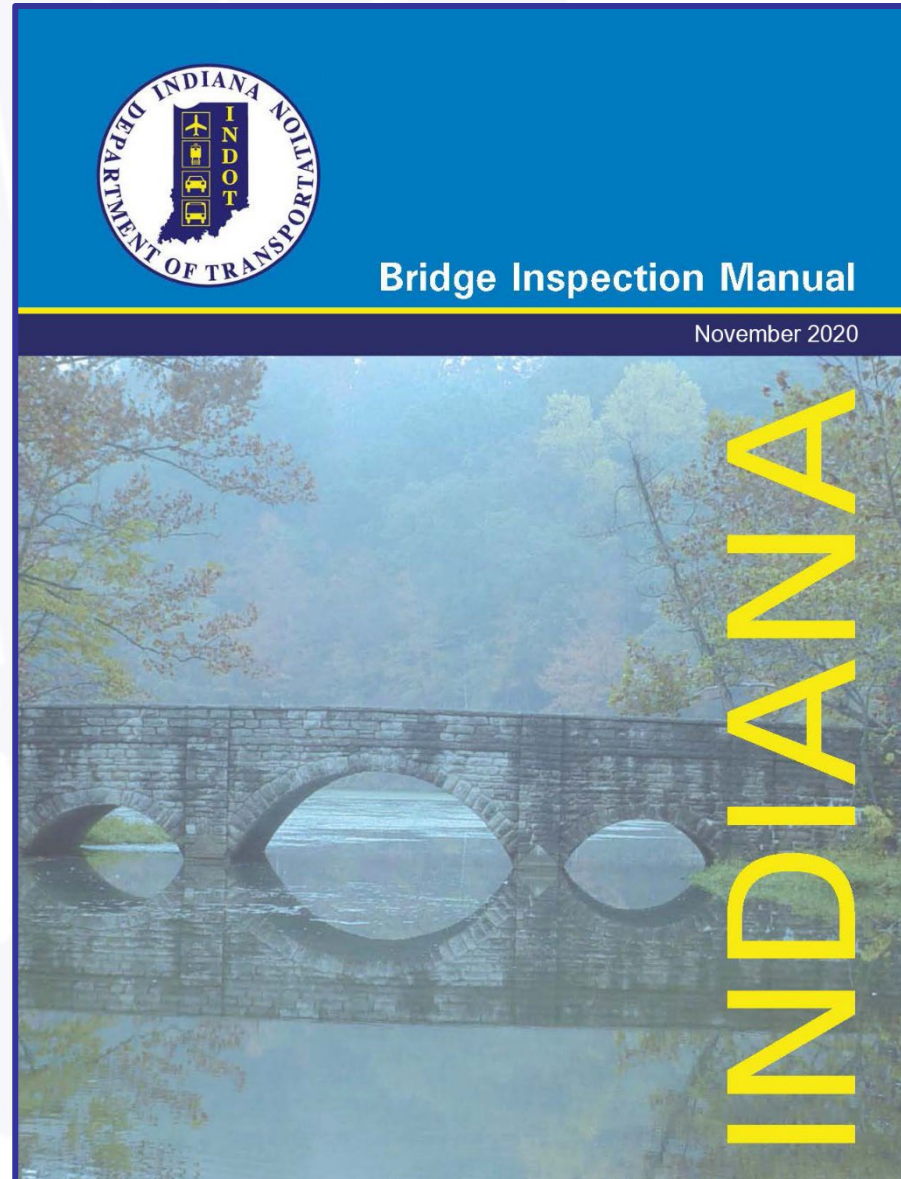
SNBI IMPLEMENTATION

○ SNBI SUBSECTION 7.1: COMPONENT CONDITION RATINGS

INDOT DEFINED CONDITION RATINGS		
CONCRETE SLOPEWALL: APPEARS TO BE ADEQUATE	8	VERY GOOD - Some inherent defects.
BIRDS PRESENT?:	YES	
BATS PRESENT?:	NO	
APPRAISAL		
Item ID B.C.05 → 36A) BRIDGE RAILS: APPEARS TO BE ADEQUATE		1 – Meets acceptable standards
Item ID B.C.06 → 36B) TRANSITIONS: APPEARS TO BE ADEQUATE		1 – Meets acceptable standards
36B) TRANSITIONS: APPEARS TO BE ADEQUATE		1 – Meets acceptable standards
36D) APPROACH GUARDRAIL ENDS: APPEARS TO BE ADEQUATE		1 – Meets acceptable standards

Additional lines for assigning condition coding values will be phased in.

CHANGES TO THE BRIDGE INSPECTION MANUAL



CHANGES TO THE BRIDGE INSPECTION MANUAL

- PART 1 – ADMINISTRATION

- Revising Titles, Qualifications, and Responsibilities to meet new rules.
- Requirements for cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over *each 60-month period*.

- PART 2 – TYPES OF INSPECTIONS

- Revising inspection types as needed to meet new rules.
- Revising critical findings.
- Bridge file requirements to meet AASHTO Manual for Bridge Evaluation.
- Re-writing inspection frequencies to meet new rules defining INDOT's risk-based inspection interval rules.
- Method 1 = 48, 24, and 12 months
- Method 2 = Same as Method 1 but allows a 72-month inspection interval.

CHANGES TO THE BRIDGE INSPECTION MANUAL

- PART 3 – LOAD RATING
 - Revising as needed to meet new rules.
 - Ensuring that all actions related to resolve PCAs are included.
- PART 4 – QUALITY CONTROL AND QUALITY ASSURANCE
 - Revising as needed to meet new rules.
 - SNBI Item IDs B.IE.08 and B.IE.09 will require data entries for Quality Control and Quality Assurance Dates.
 - Re-evaluating ***DISQUALIFICATION*** and ***REQUALIFICATION*** Protocols.
- OTHER PARTS AS REQUIRED – ***INCLUDING PCA IMPLEMENTATIONS.***

CRITICAL FINDING INCIDENT REPORTING



CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

Concerns raised with missing load posting signage as critical findings...

“FHWA Response: Missing or illegible signs are a *public safety issue*, and must be replaced according to the owner’s posting procedure. FHWA acknowledges that *owners have a wide range of processes* for addressing missing or damaged load posting signage. We have moved this criteria from the critical findings process to load posting in § 650.313(l)(3) of the final rule.”

Emphasis INDOT

CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

Concerns raised with missing load posting signage as critical findings...

Continuing... FHWA wrote that “a *30-day maximum timeframe*, from when the need is identified, to replace missing or damaged load posting signs is in the final rule.”

CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

From the FINAL RULE in *LOAD POSTING*

§ 650.313 (l)(3) Missing or illegible posting signs shall be corrected as soon as possible but ***not later than 30 days*** after inspection or other notification determines a need.

CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

From the FINAL RULE in *CRITICAL FINDINGS*

§ 650.313 (Q)(i) Deficiencies include, but are not limited to ... any condition posing an imminent ***threat to public safety***. At a minimum, include findings which warrant the following:

(E) Immediate load restriction or posting ... in order to remain open.

CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

INDOT Interpretation and Policy:

***DISCOVERED MISSING LOAD RESTRICTION
SIGNS – AT BRIDGE ENDS AND ADVANCED
WARNINGS – SHALL BE REPORTED AS A
CRITICAL FINDING.***

CRITICAL FINDING INCIDENT REPORTING

CLARIFICATION CONCERNING LOAD RESTRICTION/WEIGHT LIMIT SIGNAGE

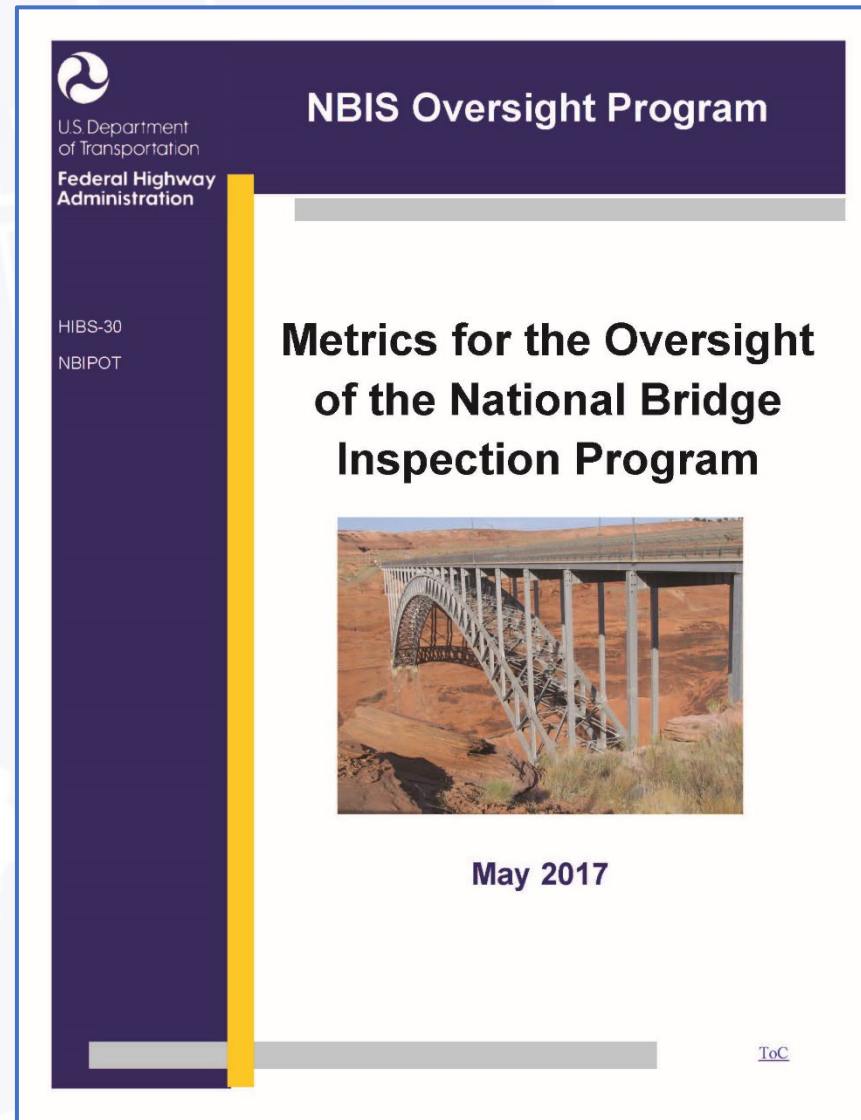
INDOT will be issuing a formal memorandum.

- *If missing signage discovered by bridge inspectors – critical finding required.*
- *If need for signage (new or more restrictive) discovered as a result of load rating – critical finding required.*
- *If discovered by county/local forces – must be dealt with as a high-priority maintenance fix that must be corrected within 30-days. However, does not require a formal critical finding incident report.*

CRITICAL FINDING INCIDENT REPORTING

- iTAMS CRITICAL FINDING INCIDENT REPORT SIMPLIFIED.
- CRITICAL FINDING INCIDENT WORKFLOW MORE STREAMLINED WITH MORE INTERACTION BETWEEN INSPECTOR AND AGENCY.
- iTAMS SENDS EMAIL NOTIFICATIONS AT EACH WORKFLOW STAGE.
 - Inspector reports critical finding incident in iTAMS and submits to SPM.
 - SPM reviews incident report – APPROVES or RETURNS FOR CORRECTIONS.
 - Incident report approval triggers automatic FHWA email notification protocol.
 - Approved incident report returned to inspector for follow up immediate corrective action and documentation. Once done – resubmitted to SPM.
 - SPM closes out if done; returns to inspector if FINAL RESOLUTION ACTION is needed.
 - Process repeats until fully closed out.

BRIDGE INSPECTION 23 METRICS REVIEW



BRIDGE INSPECTION 23 METRICS REVIEW

- NONE FOUND TO BE NON-COMPLIANT
- FOUR METRICS ARE *SUBSTANTIALLY* COMPLIANT
- FOUR METRICS ARE *CONDITIONALLY* COMPLIANT

GOOD NEWS

BAD NEWS

BRIDGE INSPECTION 23 METRICS REVIEW

FOUR METRICS ARE ***SUBSTANTIALLY*** COMPLIANT

- METRIC 7: INSPECTION FREQUENCY – ROUTINE – HIGHER RISK BRIDGES
- METRIC 11: INSPECTION FREQUENCY – FREQUENCY CRITERIA
- METRIC 13: INSPECTION PROCEDURES – LOAD RATING **
- METRIC 23: INVENTORY – TIMELY UPDATING OF DATA

** *UNDER AN EXISTING IMPROVEMENT PLAN*

BRIDGE INSPECTION 23 METRICS REVIEW

TIMELY EXECUTION OF ALL INSPECTIONS

- INDOT HAS CONTRACT IN PLACE FOR ***ON-CALL BRIDGE INSPECTORS***.
- EARLIER COORDINATION WHEN LPA CONTRACT COULD BE LATE. GOAL IS TO NOT BE PUNITIVE.
- IF TIMELY N.T.P. CANNOT BE SECURED WITHIN 30-DAYS PRIOR TO THE FIRST CALENDAR DAY OF COMPLIANCE MONTH, INDOT WILL NOTIFY LPA IN ADVANCE THAT THE ON-CALL BRIDGE INSPECTORS WILL BE MOBILIZED.

BRIDGE INSPECTION 23 METRICS REVIEW

IF ON-CALL BRIDGE INSPECTORS ARE MOBILIZED:

- INSPECTORS WILL EXECUTE FIELD INSPECTIONS, REPORT CRITICAL FINDINGS, AND COMPLETE REPORTS IN iTAMS ***ON BEHALF OF INDOT.***
- ***WILL NOT PUBLISH*** INSPECTION BOOKS, INSPECTION REPORTS, OR THE LPA FRONT-END SUMMARY REPORTS.
- LPA WILL ***STILL BE BILLED*** BY INDOT FOR 20% OF THIS WORK.
- CONTRACTS WILL HAVE TO BE AMENDED TO REMOVE THE AFFECTED INSPECTION PHASE.

BRIDGE INSPECTION 23 METRICS REVIEW

FOUR METRICS ARE *CONDITIONALLY* COMPLIANT

- METRIC 14: INSPECTION PROCEDURES – POST OR RESTRICT
- METRIC 15: INSPECTION PROCEDURES – BRIDGE FILES
- METRIC 18: INSPECTION PROCEDURES – SCOUR
- METRIC 21: INSPECTION PROCEDURES – CRITICAL FINDINGS

ALL ARE UNDER EXISTING PLANS OF CORRECTIVE ACTION; COMPLIANT STATUS PENDING FHWA INTERMEDIATE REVIEW.

METRIC 14 PLAN OF CORRECTIVE ACTION STILL ONGOING.

UPCOMING TRAINING



UPCOMING TRAINING

- NHI Course 130055 Safety Inspection of In-Service Bridges
May 8th or May 15th (TBD).
- NHI Course 130053 Bridge Inspection Refresher
Fall 2023
- PURDUE/SBRITE 2-DAY NSTM COURSE
June 7-8, 2023; Anticipate more dates will be scheduled
- PURDUE/SBRIDGE Implementing Effective Retrofits
Anticipate 2 Classes this summer; limit 8 attendees per class

THANK YOU!



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