MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	Office of Structures ***Guidelines and Procedures Memorandum***	INSPECTION Number: OOS-GPM-SI-105 Date: 08-06-2026
	Increased Inspection Frequency	Approval: Maurizio Agostino

Increased inspection frequency is whenever a portion or the entire structure has an inspection frequency less than standard required frequency. The standard frequency for a NBIS bridge is 24 months. A structure can be placed on an increased inspection frequency based upon the load rating, condition rating, or engineering judgment. This GPM applies to all types of inspections: routine, underwater, NSTM and special inspections.

Load Rating: The table below details the requirements of increased inspection frequency based on load rating. Increased inspection frequency is typically defined as 12 months.

Load Rating Results	Increased inspection frequency?
Operating Rating Factor for any Legal Vehicle < 1.0	**Required**
Inventory Rating Factor for all Legal Vehicles ≥ 1.0	**Not Required**
Inventory Rating Factor for any Legal Vehicle < 1.0	*Determined below*
↳ Bridge Weight Posted consistent with Inventory Ratings	**Not Required ***
↳ Controlling element in satisfactory condition ('6') or better	**Not Required**
↳ Controlling element in poor condition ('4') or less	**Required**
↳ Controlling element in fair condition ('5')	*Determined below*
• ADT < 15,000	**Not Required ***
• ADT ≥ 15,000	**Required ****
• Fracture Critical	**Required**

***** If the controlling element is in fair condition ('5') or less and the Inventory Rating is due to section losses, then increased inspection frequency is recommended.

****** For bridges in this category, the engineer may use engineering judgment to waive the increased inspection frequency requirement. Reasons for this decision must be documented in SAM (Cover 2) and approved by the Structures Inspection Division Chief or LA Program Manager. Examples of potential reasons may include any combination of the following:

- The degree to which the rating extends into the operating stress range
- The level of load path redundancy
- Inspection access difficulties and/or significant impact to traffic
- ADT/ADTT

The increased inspection frequency can be applied to the entire bridge, or only to the structural members of concern based on the load rating. Typically, a shorter structure consisting of one or two spans would be placed on an increased inspection cycle for the entire structure. For larger or more complicated structures, the increased inspection may only apply to the specific members which rate within operating. This determination must be approved by the Structures Inspection Division Chief.

Condition Rating: If Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), Item 62 (Culvert), Scour Condition Rating, Underwater Inspection Condition Rating, Channel Protection Condition or Channel Condition Rating *(previous items to be updated when transition to SNBI is complete)* is rated a 3 or less, the inspection frequency shall not be more than 12 months. If the NSTM Condition Rating is rated 4 or less, the inspection frequency shall not be more than 12 months for the NSTM. The Division Chief, SIRE – Structures Remedial Design or the LA Program Manager may place either a portion or the entire structure on an increased inspection frequency.

Engineering Judgment: As a result of specific defects, overall condition, scour changes, monitoring of specific elements, etc., the Division Chief, SIRE- Structures Remedial Design or the LA Program Manager may place either a portion or the entire structure on an increased inspection frequency. This can include changing the frequency for underwater, fracture critical, non-destructive evaluation, or any other types of inspections. The following are several examples that may warrant an increased frequency:

- New fatigue cracks with an unknown history of possible progression
- Severe deterioration of concrete or steel that warrants more frequent inspection until repairs are performed
- Timber piles with deterioration that warrants more frequent underwater inspections
- Changes in stream profile, scour or flood concerns

For MDOT SHA owned bridges, upon receiving approval from the Division Chief, SIRE – Structures Remedial Design, the engineer will place a note in the respective bridge inspection folder, notify the inspection team of the areas and reason for more frequent inspection and provide the information to the Information Systems Manager. For LA bridges, the Program Manager shall place a note in the inspection file with the same information.

Increased Inspection Frequency

If the entire structure is on an increased inspection frequency, then SIA Item 91 and any appropriate category of SIA Item 92 shall indicate the increased frequency. Reporting procedures shall be the same as those used for a normal inspection for the particular structure type. If only a portion of a structure (bearings, beams, etc.) is to be inspected on an increased inspection frequency, then only the appropriate category of SIA Item 92 shall be changed and a Monitor Inspection report, OOS-GPM-SI-109, shall be prepared when a full inspection is not required.