

Side-by-Side Comparison between Previous Regulation and Final Rule

Contents

§ 650.301 Purpose.....	1
§ 650.303 Applicability.....	1
§ 650.305 Definitions.....	2
§ 650.307 Bridge inspection organization.....	10
§ 650.309 Qualifications of personnel.....	12
§ 650.311 Inspection frequency.....	17
§ 650.313 Inspection procedures.....	27
§ 650.315 Inventory.....	34
§ 650.317 Reference manuals.....	36

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
§ 650.301 Purpose.	§ 650.301 Purpose.
This subpart sets the national standards for the proper safety inspection and evaluation of all highway bridges in accordance with 23 U.S.C. 151.	This subpart sets the national minimum standards for the proper safety inspection and evaluation of all highway bridges in accordance with 23 U.S.C. 144(h) and the requirements for preparing and maintaining an inventory in accordance with 23 U.S.C. 144(b).
§ 650.303 Applicability.	§ 650.303 Applicability.
The National Bridge Inspection Standards (NBIS) in this subpart apply to all structures defined as highway bridges located on all public roads.	The National Bridge Inspection Standards (NBIS) in this subpart apply to all structures defined as highway bridges located on all public roads, on and off Federal-aid highways, including tribally-owned and federally-owned bridges, private bridges that are connected to a public road on both ends of the bridge, temporary bridges, and bridges under construction with portions open to traffic.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
§ 650.305 Definitions.	§ 650.305 Definitions.
Terms used in this subpart are defined as follows:	The following terms used in this subpart are defined as follows:
<i>American Association of State Highway and Transportation Officials (AASHTO) Manual. “Manual for Condition Evaluation of Bridges,”</i> second edition, published by the American Association of State Highway and Transportation Officials (incorporated by reference, see § 650.317).	<i>AASHTO Manual.</i> The term “AASHTO Manual” means the American Association of State Highway and Transportation Officials (AASHTO) “Manual for Bridge Evaluation”, including Interim Revisions, excluding the 3rd paragraph in Article 6B.7.1, incorporated by reference in § 650.317.
	<i>Attribute.</i> Characteristic of the design, loading, conditions, and environment that affect the reliability of a bridge or bridge member.
<i>Bridge.</i> A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.	<i>Bridge.</i> A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.
<i>Bridge inspection experience.</i> Active participation in bridge inspections in accordance with the NBIS, in either a field inspection, supervisory, or management role. A combination of bridge design, bridge maintenance, bridge construction and bridge inspection experience, with the predominant amount in bridge inspection, is acceptable.	<i>Bridge inspection experience.</i> Active participation in bridge inspections in accordance with this subpart, in either a field inspection, supervisory, or management role. Some of the experience may come from relevant bridge design, bridge load rating, bridge construction, and bridge maintenance experience provided it develops the skills necessary to properly perform a NBIS bridge inspection.
<i>Bridge inspection refresher training.</i> The National Highway Institute “Bridge Inspection Refresher Training Course” or other State, local, or federally developed instruction aimed to improve quality of inspections, introduce new techniques, and maintain the consistency of the inspection program.	<i>Bridge inspection refresher training.</i> The National Highway Institute ¹ (NHI) “Bridge Inspection Refresher Training Course” or other State, federally, or tribally developed instruction aimed to improve quality of inspections, introduce new techniques, and maintain consistency in the inspection program.

¹ The NHI training may be found at the following URL: www.nhi.fhwa.dot.gov/.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
<p><i>Bridge Inspector's Reference Manual (BIRM).</i> A comprehensive FHWA manual on programs, procedures and techniques for inspecting and evaluating a variety of in-service highway bridges. This manual may be purchased from the U.S. Government Printing Office, Washington, DC 20402 and from National Technical Information Service, Springfield, Virginia 22161, and is available at the following URL: http://www.fhwa.dot.gov/bridge/bripub.htm.</p>	<p><i>Bridge Inspector's Reference Manual (BIRM).</i> A comprehensive FHWA manual on procedures and techniques for inspecting and evaluating a variety of in-service highway bridges. This manual is available at the following URL: www.fhwa.dot.gov/bridge/nbis.cfm. This manual may be purchased from the Government Publishing Office, Washington, DC 20402 and from National Technical Information Service, Springfield, VA 22161.</p>
<p><i>Complex bridge.</i> Movable, suspension, cable stayed, and other bridges with unusual characteristics.</p>	<p><i>Complex feature.</i> Bridge component(s) or member(s) with advanced or unique structural members or operational characteristics, construction methods, and/or requiring specific inspection procedures. This includes mechanical and electrical elements of moveable spans and cable-related members of suspension and cable-stayed superstructures.</p>
<p><i>Comprehensive bridge inspection training.</i> Training that covers all aspects of bridge inspection and enables inspectors to relate conditions observed on a bridge to established criteria (see the Bridge Inspector's Reference Manual for the recommended material to be covered in a comprehensive training course).</p>	<p><i>Comprehensive bridge inspection training.</i> Training that covers all aspects of bridge inspection and enables inspectors to relate conditions observed on a bridge to established criteria (see the BIRM for the recommended material to be covered in a comprehensive training course).</p>
	<p><i>Consequence.</i> A measure of impacts to structural safety and serviceability in a hypothetical scenario where a deterioration mode progresses to the point of requiring immediate action. This may include costs to restore the bridge to safe operating condition or other costs.</p>
<p><i>Critical finding.</i> A structural or safety related deficiency that requires immediate follow-up inspection or action.</p>	<p><i>Critical finding.</i> A structural or safety related deficiency that requires immediate action to ensure public safety.</p>
<p><i>Damage inspection.</i> This is an unscheduled inspection to assess structural damage resulting from environmental factors or human actions.</p>	<p><i>Damage inspection.</i> An unscheduled inspection to assess structural damage resulting from environmental factors or human actions.</p>
	<p><i>Deterioration mode.</i> Typical deterioration or damage affecting the condition of a bridge member that may affect the structural safety or serviceability of the bridge.</p>
	<p><i>Element level bridge inspection data.</i> Quantitative condition assessment data, collected during bridge inspections, that indicates the severity and extent of defects in bridge elements.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<i>End-of-course assessment.</i> A comprehensive examination given to students after the completion of the delivery of a training course.
<i>Fracture critical member (FCM).</i> A steel member in tension, or with a tension element, whose failure would probably cause a portion of or the entire bridge to collapse.	
<i>Fracture critical member inspection.</i> A hands-on inspection of a fracture critical member or member components that may include visual and other nondestructive evaluation.	
<i>Hands-on.</i> Inspection within arms length of the component. Inspection uses visual techniques that may be supplemented by nondestructive testing.	<i>Hands-on inspection.</i> Inspection within arm’s length of the member. Inspection uses visual techniques that may be supplemented by nondestructive evaluation techniques.
<i>Highway.</i> The term “highway” is defined in 23 U.S.C. 101(a)(11).	<i>Highway.</i> The term “highway” is defined in 23 U.S.C. 101.
<i>In-depth inspection.</i> A close-up, inspection of one or more members above or below the water level to identify any deficiencies not readily detectable using routine inspection procedures; hands-on inspection may be necessary at some locations.	<i>In-depth inspection.</i> A close-up, detailed inspection of one or more bridge members located above or below water, using visual or nondestructive evaluation techniques as required to identify any deficiencies not readily detectable using routine inspection procedures. Hands-on inspection may be necessary at some locations. In-depth inspections may occur more or less frequently than routine inspections, as outlined in bridge specific inspection procedures.
<i>Initial inspection.</i> The first inspection of a bridge as it becomes a part of the bridge file to provide all Structure Inventory and Appraisal (SI&A) data and other relevant data and to determine baseline structural conditions.	<i>Initial inspection.</i> The first inspection of a new, replaced, or rehabilitated bridge. This inspection serves to record required bridge inventory data, establish baseline conditions, and establish the intervals for other inspection types.
	<i>Inspection date.</i> The date on which the field portion of the bridge inspection is completed.
	<i>Inspection due date.</i> The last inspection date plus the current inspection interval.
	<i>Inspection report.</i> The document which summarizes the bridge inspection findings, recommendations, and identifies the team leader responsible for the inspection and report.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<i>Internal redundancy.</i> A redundancy that exists within a primary member cross-section without load path redundancy, such that fracture of one component will not propagate through the entire member, is discoverable by the applicable inspection procedures, and will not cause a portion of or the entire bridge to collapse.
	<i>Inventory data.</i> All data reported to the National Bridge Inventory (NBI) in accordance with the § 650.315.
<i>Legal load.</i> The maximum legal load for each vehicle configuration permitted by law for the State in which the bridge is located.	<i>Legal load.</i> The maximum load for each vehicle configuration, including the weight of the vehicle and its payload, permitted by law for the State in which the bridge is located.
	<i>Legal load rating.</i> The maximum permissible legal load to which the structure may be subjected with the unlimited numbers of passages over the duration of a specified bridge evaluation period. Legal load rating is a term used in Load and Resistance Factor Rating method.
	<i>Load path redundancy.</i> A redundancy that exists based on the number of primary load-carrying members between points of support, such that fracture of the cross section at one location of a member will not cause a portion of or the entire bridge to collapse.
	<i>Load posting.</i> Regulatory signs installed in accordance with 23 CFR 655.601 and State or local law which represent the maximum vehicular live load which the bridge may safely carry.
<i>Load rating.</i> The determination of the live load carrying capacity of a bridge using bridge plans and supplemented by information gathered from a field inspection.	<i>Load rating.</i> The analysis to determine the safe vehicular live load carrying capacity of a bridge using bridge plans and supplemented by measurements and other information gathered from an inspection.
	<i>Nationally certified bridge inspector.</i> An individual meeting the team leader requirements of § 650.309(b).

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
<p><i>National Institute for Certification in Engineering Technologies (NICET).</i> The NICET provides nationally applicable voluntary certification programs covering several broad engineering technology fields and a number of specialized subfields. For information on the NICET program certification contact: National Institute for Certification in Engineering Technologies, 1420 King Street, Alexandria, VA 22314–2794.</p>	
	<p><i>Nonredundant Steel Tension Member (NSTM).</i> A primary steel member fully or partially in tension, and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of or the entire bridge to collapse.</p>
	<p><i>NSTM inspection.</i> A hands-on inspection of a nonredundant steel tension member.</p>
	<p><i>NSTM inspection training.</i> Training that covers all aspects of NSTM inspections to relate conditions observed on a bridge to established criteria.</p>
<p><i>Operating rating.</i> The maximum permissible live load to which the structure may be subjected for the load configuration used in the rating.</p>	<p><i>Operating rating.</i> The maximum permissible live load to which the structure may be subjected for the load configuration used in the load rating. Allowing unlimited numbers of vehicles to use the bridge at operating level may shorten the life of the bridge. Operating rating is a term used in either the Allowable Stress or Load Factor Rating method.</p>
	<p><i>Private bridge.</i> A bridge open to public travel and not owned by a public authority as defined in 23 U.S.C. 101.</p>
	<p><i>Procedures.</i> Written documentation of policies, methods, considerations, criteria, and other conditions that direct the actions of personnel so that a desired end result is achieved consistently.</p>
	<p><i>Probability.</i> Extent to which an event is likely to occur during a given interval. This may be based on the frequency of events, such as in the quantitative probability of failure, or on degree of belief or expectation. Degrees of belief about probability can be chosen using qualitative scales, ranks, or categories such as, remote, low, moderate, or high.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
<p><i>Professional engineer (PE).</i> An individual, who has fulfilled education and experience requirements and passed rigorous exams that, under State licensure laws, permits them to offer engineering services directly to the public. Engineering licensure laws vary from State to State, but, in general, to become a PE an individual must be a graduate of an engineering program accredited by the Accreditation Board for Engineering and Technology, pass the Fundamentals of Engineering exam, gain four years of experience working under a PE, and pass the Principles of Practice of Engineering exam.</p>	<p><i>Professional engineer (PE).</i> An individual, who has fulfilled education and experience requirements and passed examinations for professional engineering and/or structural engineering license that, under State licensure laws, permits the individual to offer engineering services within areas of expertise directly to the public.</p>
<p><i>Program Manager.</i> The individual in charge of the program, that has been assigned or delegated the duties and responsibilities for bridge inspection, reporting, and inventory. The program manager provides overall leadership and is available to inspection team leaders to provide guidance.</p>	<p><i>Program manager.</i> The individual in charge of the program, that has been assigned the duties and responsibilities for bridge inspection, reporting, and inventory, and has the overall responsibility to ensure the program conforms with the requirements of this subpart. The program manager provides overall leadership and is available to inspection team leaders to provide guidance.</p>
<p><i>Public road.</i> The term “public road” is defined in 23 U.S.C. 101(a)(27).</p>	<p><i>Public road.</i> The term “public road” is defined in 23 U.S.C. 101.</p>
<p><i>Quality assurance (QA).</i> The use of sampling and other measures to assure the adequacy of quality control procedures in order to verify or measure the quality level of the entire bridge inspection and load rating program.</p>	<p><i>Quality assurance (QA).</i> The use of sampling and other measures to assure the adequacy of QC procedures in order to verify or measure the quality level of the entire bridge inspection and load rating program.</p>
<p><i>Quality control (QC).</i> Procedures that are intended to maintain the quality of a bridge inspection and load rating at or above a specified level.</p>	<p><i>Quality control (QC).</i> Procedures that are intended to maintain the quality of a bridge inspection and load rating at or above a specified level.</p>
	<p><i>Rehabilitation.</i> The major work required to restore the structural integrity of a bridge as well as work necessary to correct major safety defects.</p>
	<p><i>Risk.</i> The exposure to the possibility of structural safety or serviceability loss during the interval between inspections. It is the combination of the probability of an event and its consequence.</p>
	<p><i>Risk assessment panel (RAP).</i> A group of well experienced panel members that performs a rigorous assessment of risk to establish policy for bridge inspection intervals.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
<i>Routine inspection.</i> Regularly scheduled inspection consisting of observations and/or measurements needed to determine the physical and functional condition of the bridge, to identify any changes from initial or previously recorded conditions, and to ensure that the structure continues to satisfy present service requirements.	<i>Routine inspection.</i> Regularly scheduled comprehensive inspection consisting of observations and measurements needed to determine the physical and functional condition of the bridge and identify changes from previously recorded conditions.
<i>Routine permit load.</i> 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.	<i>Routine permit load.</i> 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.
	<i>Safe load capacity.</i> A live load that can safely utilize a bridge repeatedly over the duration of a specified inspection interval.
<i>Scour.</i> Erosion of streambed or bank material due to flowing water; often considered as being localized around piers and abutments of bridges.	<i>Scour.</i> Erosion of streambed or bank material due to flowing water; often considered as being localized around piers and abutments of bridges.
	<i>Scour appraisal.</i> A risk-based and data-driven determination of a bridge's vulnerability to scour, resulting from the least stable result of scour that is either observed, or estimated through a scour evaluation or a scour assessment.
	<i>Scour assessment.</i> The determination of an existing bridge's vulnerability to scour which considers stream stability and scour potential.
<i>Scour critical bridge.</i> A bridge with a foundation element that has been determined to be unstable for the observed or evaluated scour condition.	<i>Scour critical bridge.</i> A bridge with a foundation member that is unstable, or may become unstable, as determined by the scour appraisal.
	<i>Scour evaluation.</i> The application of hydraulic analysis to estimate scour depths and determine bridge and substructure stability considering potential scour.
	<i>Scour plan of action (POA).</i> Procedures for bridge inspectors and engineers in managing each bridge determined to be scour critical or that has unknown foundations.
	<i>Service inspection.</i> An inspection to identify major deficiencies and safety issues, performed by personnel with general knowledge of bridge maintenance or bridge inspection.
<i>Special inspection.</i> An inspection scheduled at the discretion of the bridge owner, used to monitor a particular known or suspected deficiency.	<i>Special inspection.</i> An inspection scheduled at the discretion of the bridge owner, used to monitor a particular known or suspected deficiency, or to monitor special details or unusual characteristics of a bridge that does not necessarily have defects.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<i>Special permit load.</i> A live load, which has a gross weight, axle weight, or distance between axles not conforming with State statutes for legally configured vehicles and routine permit loads, typically authorized for single or limited trips.
<i>State transportation department.</i> The term “State transportation department” is defined in 23 U.S.C. 101(a)(34).	<i>State transportation department.</i> The term “State transportation department” is defined in 23 U.S.C. 101.
	<i>System redundancy.</i> A redundancy that exists in a bridge system without load path redundancy, such that fracture of the cross section at one location of a primary member will not cause a portion of or the entire bridge to collapse.
<i>Team leader.</i> Individual in charge of an inspection team responsible for planning, preparing, and performing field inspection of the bridge.	<i>Team leader.</i> The on-site, nationally certified bridge inspector in charge of an inspection team and responsible for planning, preparing, performing, and reporting on bridge field inspections.
	<i>Temporary bridge.</i> A bridge which is constructed to carry highway traffic until the permanent facility is built, repaired, rehabilitated, or replaced.
	<i>Underwater bridge inspection diver.</i> The individual performing the inspection of the underwater portion of the bridge.
	<i>Underwater Bridge Inspection Manual.</i> A comprehensive FHWA manual on the procedures and techniques for underwater bridge inspection. This manual is available at the following URL: www.fhwa.dot.gov/bridge/nbis.cfm . This manual may be purchased from the Government Publishing Office, Washington, DC 20402 and from National Technical Information Service, Springfield, VA 22161.
<i>Underwater diver bridge inspection training.</i> Training that covers all aspect of underwater bridge inspection and enables inspectors to relate the conditions of underwater bridge elements to established criteria (see the Bridge Inspector’s Reference Manual section on underwater inspection for the recommended material to be covered in an underwater diver bridge inspection training course).	<i>Underwater bridge inspection training.</i> Training that covers all aspects of underwater bridge inspection to relate the conditions of underwater bridge members to established criteria (see FHWA Publications, Underwater Bridge Inspection and the BIRM section on underwater inspection for the recommended material to be covered in an underwater bridge inspection training course).
<i>Underwater inspection.</i> Inspection of the underwater portion of a bridge substructure and the surrounding channel, which cannot be inspected visually at low water by wading or probing, generally requiring diving or other appropriate techniques.	<i>Underwater inspection.</i> Inspection of the underwater portion of a bridge substructure and the surrounding channel, which cannot be inspected visually at low water or by wading or probing, and generally requiring diving or other appropriate techniques.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<i>Unknown Foundations.</i> Foundations of bridges over waterways where complete details are unknown because either the foundation type and depth are unknown, or the foundation type is known, but its depth is unknown, and therefore cannot be appraised for scour vulnerability.
§ 650.307 Bridge inspection organization.	§ 650.307 Bridge inspection organization responsibilities.
(a) Each State transportation department must inspect, or cause to be inspected, all highway bridges located on public roads that are fully or partially located within the State’s boundaries, except for bridges that are owned by Federal agencies.	(a) Each State transportation department must perform, or cause to be performed, the proper inspection and evaluation of all highway bridges that are fully or partially located within the State’s boundaries, except for bridges that are owned by Federal agencies or Tribal governments.
(b) Federal agencies must inspect, or cause to be inspected, all highway bridges located on public roads that are fully or partially located within the respective agency responsibility or jurisdiction.	(b) Each Federal agency must perform, or cause to be performed, the proper inspection and evaluation of all highway bridges that are fully or partially located within the respective Federal agency’s responsibility or jurisdiction.
	(c) Each Tribal government, in consultation with the Bureau of Indian Affairs (BIA) or FHWA, must perform, or cause to be performed, the proper inspection and evaluation of all highway bridges that are fully or partially located within the respective Tribal government’s responsibility or jurisdiction.
	(d) Where a bridge crosses a border between a State transportation department, Federal agency, or Tribal government jurisdiction, all entities must determine through a joint written agreement the responsibilities of each entity for that bridge under this subpart, including the designated lead State for reporting NBI data.
(c) Each State transportation department or Federal agency must include a bridge inspection organization that is responsible for the following:	(e) Each State transportation department, Federal agency, and Tribal government must include a bridge inspection organization that is responsible for the following:

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
<p>(1) Statewide or Federal agency wide bridge inspection policies and procedures, quality assurance and quality control, and preparation and maintenance of a bridge inventory.</p> <p>(2) Bridge inspections, reports, load ratings and other requirements of these standards.</p>	<p>(1) Developing and implementing written Statewide, Federal agencywide, or Tribal governmentwide bridge inspection policies and procedures;</p> <p>(2) Maintaining a registry of nationally certified bridge inspectors that are performing the duties of a team leader in their State or Federal agency or Tribal government that includes, at a minimum, a method to positively identify each inspector, inspector’s qualification records, inspector’s current contact information, and detailed information about any adverse action that may affect the good standing of the inspector;</p> <p>(3) Documenting the criteria for inspection intervals for the inspection types identified in these standards;</p> <p>(4) Documenting the roles and responsibilities of personnel involved in the bridge inspection program;</p> <p>(5) Managing bridge inspection reports and files;</p> <p>(6) Performing quality control and quality assurance activities;</p> <p>(7) Preparing, maintaining, and reporting bridge inventory data;</p> <p>(8) Producing valid load ratings and when required, implementing load posting or other restrictions;</p> <p>(9) Managing the activities and corrective actions taken in response to a critical finding;</p> <p>(10) Managing scour appraisals and scour plans of action; and</p> <p>(11) Managing other requirements of these standards.</p>
<p>(d) Functions identified in paragraphs (c)(1) and (2) of this section may be delegated, but such delegation does not relieve the State transportation department or Federal agency of any of its responsibilities under this subpart.</p>	<p>(f) Functions identified in paragraphs (e)(3) through (e)(11) of this section may be delegated to other individuals, agencies, or entities. The delegated roles and functions of all individuals, agencies, and entities involved must be documented by the responsible State transportation department, Federal agency, or Tribal government. Except as provided below, such delegation does not relieve the State transportation department, Federal agency, or Tribal government of any of its responsibilities under this subpart. A Tribal government may, with BIA’s or FHWA’s concurrence via a formal written agreement, delegate its functions and responsibilities under this subpart to the BIA or FHWA.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(e) The State transportation department or Federal agency bridge inspection organization must have a program manager with the qualifications defined in § 650.309(a), who has been delegated responsibility for paragraphs (c)(1) and (2) of this section.	(g) Each State transportation department, Federal agency, or Tribal government bridge inspection organization must have a program manager with the qualifications defined in § 650.309(a). An employee of the BIA or FHWA having the qualification of a program manager as defined in § 650.309(a) may serve as the program manager for a Tribal government if the Tribal government delegates this responsibility to the BIA or FHWA in accordance with paragraph (f) of this section.
§ 650.309 Qualifications of personnel.	§ 650.309 Qualifications of personnel.
(a) A program manager must, at a minimum:	(a) A Program Manager must, at a minimum:
(1) Be a registered professional engineer, or have ten years bridge inspection experience; and	(1) Be a registered Professional Engineer, or have 10 years of bridge inspection experience;
(2) Successfully complete a Federal Highway Administration (FHWA) approved comprehensive bridge inspection training course.	(2) Complete an FHWA-approved comprehensive bridge inspection training course as described in paragraph (h) of this section and score 70 percent or greater on an end-of-course assessment (completion of FHWA-approved comprehensive bridge inspection training under FHWA regulations in this subpart in effect before June 6, 2022 satisfies the intent of the requirement in this paragraph (a));
	(3) Complete a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over each 60 month period;
	(4) Maintain documentation supporting the satisfaction of paragraphs (a)(1) through (3) of this section; and
	(5) Satisfy the requirements of this paragraph (a) within 24 months from June 6, 2022 if serving as a program manager who was qualified under prior FHWA regulations in this subpart.
(b) There are five ways to qualify as a team leader. A team leader must, at a minimum:	(b) A team leader must, at a minimum:
	(1) Meet one of the four qualifications listed in paragraphs (b)(1)(i) through (iv) of this section:
	(i) Be a registered Professional Engineer and have 6 months of bridge inspection experience;

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(ii) Have 5 years of bridge inspection experience;
	(iii) Have all of the following:
	(A) A bachelor’s degree in engineering or engineering technology from a college or university accredited by or determined as substantially equivalent by the Accreditation Board for Engineering and Technology; and
	(B) Successfully passed the National Council of Examiners for Engineering and Surveying Fundamentals of Engineering examination; and
	(C) 2 years of bridge inspection experience; or
	(iv) Have all of the following:
	(A) An associate’s degree in engineering or engineering technology from a college or university accredited by or determined as substantially equivalent by the Accreditation Board for Engineering and Technology; and
	(B) 4 years of bridge inspection experience;
	(2) Complete an FHWA-approved comprehensive bridge inspection training course as described in paragraph (h) of this section and score 70 percent or greater on an end-of-course assessment (completion of FHWA-approved comprehensive bridge inspection training under FHWA regulations in this subpart in effect before June 6, 2022 satisfies the intent of the requirement in this paragraph (b));
	(3) Complete a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over each 60 month period;
(1) Have the qualifications specified in paragraph (a) of this section; or	
(2) Have five years bridge inspection experience and have successfully completed an FHWA approved comprehensive bridge inspection training course; or	

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(3) Be certified as a Level III or IV Bridge Safety Inspector under the National Society of Professional Engineer’s program for National Certification in Engineering Technologies (NICET) and have successfully completed an FHWA approved comprehensive bridge inspection training course, or	
(i) A bachelor’s degree in engineering from a college or university accredited by or determined as substantially equivalent by the Accreditation Board for Engineering and Technology;	
(ii) Successfully passed the National Council of Examiners for Engineering and Surveying Fundamentals of Engineering examination;	
(iii) Two years of bridge inspection experience; and	
(iv) Successfully completed an FHWA approved comprehensive bridge inspection training course, or	
(5) Have all of the following:	
(i) An associate’s degree in engineering or engineering technology from a college or university accredited by or determined as substantially equivalent by the Accreditation Board for Engineering and Technology;	
(ii) Four years of bridge inspection experience; and	
(iii) Successfully completed an FHWA approved comprehensive bridge inspection training course.	
(c) The individual charged with the overall responsibility for load rating bridges must be a registered professional engineer.	
	(5) Satisfy the requirements of this paragraph (b) within 24 months from June 6, 2022 if serving as a team leader who was qualified under prior FHWA regulations in this subpart.
	(c) Team leaders on NSTM inspections must, at a minimum:
	(1) Meet the requirements in paragraph (b) of this section;

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(2) Complete an FHWA-approved training course on the inspection of NSTMs as defined in paragraph (h) of this section and score 70 percent or greater on an end-of-course assessment (completion of FHWA-approved NSTM inspection training prior to June 6, 2022 satisfies the intent of the requirement in this paragraph (c)); and
	(3) Satisfy the requirements of this paragraph (c) within 24 months from June 6, 2022.
	(d) Load ratings must be performed by, or under the direct supervision of, a registered professional engineer.
(d) An underwater bridge inspection diver must complete an FHWA approved comprehensive bridge inspection training course or other FHWA approved underwater diver bridge inspection training course.	(e) An Underwater Bridge Inspection Diver must complete FHWA-approved underwater bridge inspection training as described in paragraph (h) of this section and score 70 percent or greater on an end-of-course assessment (completion of FHWA-approved comprehensive bridge inspection training or FHWA-approved underwater bridge inspection training under FHWA regulations in this subpart in effect before June 6, 2022 satisfies the intent of the requirement in this paragraph (e)).
	(f) State transportation departments, Federal agencies, and Tribal governments must establish documented personnel qualifications for Damage and Special Inspection types.
	(g) State transportation departments, Federal agencies, and Tribal governments that establish risk-based routine inspection intervals that exceed 48 months under § 650.311(a)(2) must establish documented personnel qualifications for the Service Inspection type.
	(h) The following are considered acceptable bridge inspection training:
	(1) <i>National Highway Institute training</i> . Acceptable NHI courses include:

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(i) Comprehensive bridge inspection training, which must include topics of importance to bridge inspection; bridge mechanics and terminology; personal and public safety issues associated with bridge inspections; properties and deficiencies of concrete, steel, timber, and masonry; inspection equipment needs for various types of bridges and site conditions; inspection procedures, evaluations, documentation, data collection, and critical findings for bridge decks, superstructures, substructures, culverts, waterways (including underwater members), joints, bearings, drainage systems, lighting, signs, and traffic safety features; nondestructive evaluation techniques; load path redundancy and fatigue concepts; and practical applications of the concepts listed in this paragraph (h)(1)(i);
	(ii) Bridge inspection refresher training, which must include topics on documentation of inspections, commonly miscoded items, recognition of critical inspection findings, recent events impacting bridge inspections, and quality assurance activities;
	(iii) Underwater bridge inspection training, which must include topics on the need for and benefits of underwater bridge inspections; typical defects and deterioration in underwater members; inspection equipment needs for various types of bridges and site conditions; inspection planning and hazard analysis; and underwater inspection procedures, evaluations, documentation, data collection, and critical findings; and
	(iv) NSTM inspection training, which must include topics on the identification of NSTMs and related problematic structural details; the recognition of areas most susceptible to fatigue and fracture; the evaluation and recording of defects on NSTMs; and the application of nondestructive evaluation techniques.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(2) <i>FHWA approval of alternate training.</i> A State transportation department, Federal agency, or Tribal government may submit to FHWA a training course as an alternate to any of the NHI courses listed in paragraph (h)(1) of this section. An alternate must include all the topics described in paragraph (h)(1) and be consistent with the related content. FHWA must approve alternate course materials and end-of-course assessments for national consistency and certification purposes. Alternate training courses must be reviewed by the Program Manager every 5 years to ensure the material is current. Updates to approved course materials and end-of-course assessments must be resubmitted to FHWA for approval.
	(3) <i>FHWA-approved alternate training under prior regulations.</i> Agencies that have alternate training courses approved by FHWA prior to June 6, 2022 have 24 months to review and update training materials to satisfy requirements as defined in § 650.305 and paragraph (h)(1) of this section and resubmit to FHWA for approval.
§ 650.311 Inspection frequency.	§ 650.311 Inspection interval.
(a) Routine inspections.	(a) Routine inspections. Each bridge must be inspected at regular intervals not to exceed the interval established using one of the risk-based methods outlined in paragraph (a)(1) or (2) of this section.
	(1) <i>Method 1.</i> Inspection intervals are determined by a simplified assessment of risk to classify each bridge into one of three categories with an inspection interval as described below.
(1) Inspect each bridge at regular intervals not to exceed twenty-four months.	(i) Regular intervals. Each bridge must be inspected at regular intervals not to exceed 24 months, except as required in paragraph (a)(1)(ii) and allowed in paragraphs (a)(1)(iii) of this section.
(2) Certain bridges require inspection at less than twenty-four-month intervals. Establish criteria to determine the level and frequency to which these bridges are inspected considering such factors as age, traffic characteristics, and known deficiencies.	(ii) Reduced intervals.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) State transportation departments, Federal agencies, or Tribal governments must develop and document criteria used to determine when intervals must be reduced below 24 months. Factors to consider include structure type, design, materials, age, condition ratings, scour, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle impact damage, loads and safe load capacity, and other known deficiencies.</p> <p>(B) Certain bridges meeting any of the following criteria as recorded in the National Bridge Inventory (NBI) (see § 650.315) must be inspected at intervals not to exceed 12 months:</p> <p>(1) One or more of the deck, superstructure, or substructure, or culvert components is rated in serious or worse condition, as recorded by the Deck, Superstructure, or Substructure Condition Rating items, or the Culvert Condition Rating item, coded three (3) or less; or</p> <p>(2) The observed scour condition is rated serious or worse, as recorded by the Scour Condition Rating item coded three (3) or less.</p> <p>(C) Where condition ratings are coded three (3) or less due to localized deficiencies, a special inspection limited to those deficiencies, as described in § 650.313(h), can be used to meet this requirement in lieu of a routine inspection. In such cases, a complete routine inspection must be conducted in accordance with paragraph (a)(1)(i).</p>
<p>(3) Certain bridges may be inspected at greater than twenty-four month intervals, not to exceed forty-eight months, with written FHWA approval. This may be appropriate when past inspection findings and analysis justifies the increased inspection interval.</p>	<p>(iii) Extended intervals.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) Certain bridges meeting all of the following criteria as recorded in the NBI (see § 650.315) may be inspected at intervals not to exceed 48 months:</p> <ul style="list-style-type: none"> (1) The deck, superstructure, and substructure, or culvert, components are all rated in satisfactory or better condition, as recorded by the Deck, Superstructure, and Substructure Condition Rating items, or the Culvert Condition Rating item coded six (6) or greater; (2) The channel and channel protection are rated in satisfactory or better condition, as recorded by the Channel Condition and Channel Protection Condition items coded six (6) or greater; (3) The inventory rating is greater than or equal to the standard AASHTO HS-20 or HL-93 loading and routine permit loads are not restricted or not carried/issued, as recorded by the Inventory Load Rating Factor item coded greater than or equal to 1.0 and the Routine Permit Loads item coded A or N; (4) A steel bridge does not have Category E or E' fatigue details, as recorded by the Fatigue Details item coded N; (5) All roadway vertical clearances are greater than or equal to 14'-0", as recorded in the Highway Minimum Vertical Clearance item; (6) All superstructure materials limited to concrete and steel and all superstructure types limited to certain arches, box girders/beams, frames, girders/beams, slabs, and culverts, as recorded by the Span Material items coded C01-C05 or S01-S05, and the Span Type items coded A01, B02-B03, F01-F02, G01-G08, S01-S02, or P01-P02; and (7) Stable for potential scour and observed scour condition is rated satisfactory or better, as recorded by the Scour Vulnerability item coded A or B and the Scour Condition Rating item coded six (6) or greater. <p>(B) State transportation departments, Federal agencies, or Tribal governments that implement paragraph (a)(1)(iii)(A) must develop and document an extended interval policy and must notify FHWA in writing prior to implementation. Factors to consider include structure type, design, materials, age, condition ratings, scour, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle impact damage, loads and safe load capacity, and other known deficiencies.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(2) <i>Method 2</i>. Inspection intervals are determined by a more rigorous assessment of risk to classify each bridge, or a group of bridges, into one of four categories, with inspection intervals not to exceed 12, 24, 48, or 72 months. The risk assessment process must be developed by a Risk Assessment Panel (RAP) and documented as a formal policy. The RAP must be comprised of not less than four people, at least two of which are professional engineers, with collective knowledge in bridge design, evaluation, inspection, maintenance, materials, and construction, and include the NBIS program manager. The policy and criteria which establishes intervals, including subsequent changes, must be submitted by the State transportation department, Federal agency, or Tribal government for FHWA approval. The request must include the items in paragraphs (a)(2)(i) through (vi) of this section:</p> <ul style="list-style-type: none"> (i) Endorsement from a RAP, which must be used to develop a formal policy. (ii) Definitions for risk factors, categories, and the probability and consequence levels that are used to define the risk for each bridge to be assessed.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(iii) Deterioration modes and attributes that are used in classifying probability and consequence levels, depending on their relevance to the bridge being considered. A system of screening, scoring, and thresholds are defined by the RAP to assess the risks. Scoring is based on prioritizing attributes and their relative influence on deterioration modes.</p> <p>(A) A set of screening criteria must be used to determine how a bridge should be considered in the assessment and to establish maximum inspection intervals. The screening criteria must include:</p> <p>(1) Requirements for flexure and shear cracking in concrete primary load members;</p> <p>(2) Requirements for fatigue cracking and corrosion in steel primary load members;</p> <p>(3) Requirements for other details, loadings, conditions, and inspection findings that are likely to affect the safety or serviceability of the bridge or its members;</p> <p>(4) Bridges classified as in poor condition cannot have an inspection interval greater than 24 months; and</p> <p>(5) Bridges classified as in fair condition cannot have an inspection interval greater than 48 months.</p> <p>(B) The attributes in each assessment must include material properties, loads and safe load capacity, and condition.</p> <p>(C) The deterioration modes in each assessment must include:</p> <p>(1) For steel members: section loss, fatigue, and fracture;</p> <p>(2) For concrete members: flexural cracking, shear cracking, and reinforcing and prestressing steel corrosion;</p> <p>(3) For superstructure members: settlement, rotation, overload, and vehicle/vessel impact; and</p> <p>(4) For substructure members: settlement, rotation, and scour.</p> <p>(D) A set of criteria to assess risk for each bridge member in terms of probability and consequence of structural safety or serviceability loss in the time between inspections.</p>
	<p>(iv) A set of risk assessment criteria, written in standard logical format amenable for computer programming.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(v) Supplemental inspection procedures and data collection that are aligned with the level of inspection required to obtain the data to apply the criteria.
	(vi) A list classifying each bridge into one of four risk categories with a routine inspection interval not to exceed 12, 24, 48, or 72 months.
	(3) <i>Service inspection.</i> A service inspection must be performed during the month midway between routine inspections when a risk-based, routine inspection interval exceeds 48 months.
	(4) <i>Additional routine inspection interval eligibility.</i> Any new, rehabilitated, or structurally modified bridge must receive an initial inspection, be in service for 24 months, and receive its next routine inspection before being eligible for inspection intervals greater than 24 months.
(b) Underwater inspections.	(b) <i>Underwater inspections.</i> Each bridge must be inspected at regular intervals not to exceed the interval established using one of the risk-based methods outlined in paragraph (b)(1) or (2) of this section.
	(1) <i>Method 1.</i> Inspection intervals are determined by a simplified assessment of risk to classify each bridge into one of three categories for an underwater inspection interval as described below.
(1) Inspect underwater structural elements at regular intervals not to exceed sixty months.	(i) Regular intervals. Each bridge must be inspected at regular intervals not to exceed 60 months, except as required in paragraph (b)(1)(ii) and allowed in paragraph (b)(1)(iii) of this section.
(2) Certain underwater structural elements require inspection at less than sixty-month intervals. Establish criteria to determine the level and frequency to which these members are inspected considering such factors as construction material, environment, age, scour characteristics, condition rating from past inspections and known deficiencies.	(ii) Reduced intervals.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) State transportation departments, Federal agencies, or Tribal governments must develop and document criteria used to determine when intervals must be reduced below 60 months. Factors to consider include structure type, design, materials, age, condition ratings, scour, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle/vessel impact damage, loads and safe load capacity, and other known deficiencies.</p> <p>(B) Certain bridges meeting at least any of the following criteria as recorded in the NBI (see § 650.315) must be inspected at intervals not to exceed 24 months:</p> <p>(1) The underwater portions of the bridge are in serious or worse condition, as recorded by the Underwater Inspection Condition item coded three (3) or less;</p> <p>(2) The channel or channel protection is in serious or worse condition, as recorded by the Channel Condition and Channel Protection Condition items coded three (3) or less; or</p> <p>(3) The observed scour condition is three (3) or less, as recorded by the Scour Condition Rating item.</p> <p>(C) Where condition ratings are coded three (3) or less due to localized deficiencies, a special inspection of the underwater portions of the bridge limited to those deficiencies, as described in § 650.313(h), can be used to meet this requirement in lieu of a complete underwater inspection. In such cases, a complete underwater inspection must be conducted in accordance with paragraph (b)(1)(i).</p>
<p>(3) Certain underwater structural elements may be inspected at greater than sixty-month intervals, not to exceed seventy-two months, with written FHWA approval. This may be appropriate when past inspection findings and analysis justifies the increased inspection interval.</p>	<p>(iii) Extended intervals.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) Certain bridges meeting all of the following criteria as recorded in the NBI (see § 650.315) may be inspected at intervals not to exceed 72 months:</p> <p>(1) The underwater portions of the bridge are in satisfactory or better condition, as recorded by the Underwater Inspection Condition item coded six (6) or greater;</p> <p>(2) The channel and channel protection are in satisfactory or better condition, as indicated by the Channel Condition and Channel Protection Condition items coded six (6) or greater;</p> <p>(3) Stable for potential scour, Scour Vulnerability item coded A or B, and Scour Condition Rating item is satisfactory or better, coded six (6) or greater.</p> <p>(B) State transportation departments, Federal agencies, or Tribal governments that implement paragraph (b)(1)(iii)(A) must develop and document an underwater extended interval policy and must notify FHWA in writing prior to implementation. Factors to consider include structure type, design, materials, age, condition ratings, scour, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle/vessel impact damage, loads and safe load capacity, and other known deficiencies.</p>
	<p>(2) <i>Method 2.</i> Inspection intervals are determined by a more rigorous assessment of risk. The policy and criteria which establishes intervals, including subsequent changes, must be submitted by the State transportation department, Federal agency, or Tribal government for FHWA approval. The process and criteria must be similar to that outlined in paragraph (a)(2) of this section except that each bridge must be classified into one of three risk categories with an underwater inspection interval not to exceed 24, 60, and 72 months.</p>
<p>(c) Fracture critical member (FCM) inspections.</p>	<p>(c) <i>NSTM inspections.</i> NSTMs must be inspected at regular intervals not to exceed the interval established using one of the risk-based methods outlined in paragraph (c)(1) or (2) of this section.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(1) <i>Method 1</i> . Inspection intervals are determined by a simplified assessment of risk to classify each bridge into one of three risk categories with an interval not to exceed 12, 24, or 48 months.
(1) Inspect FCMs at intervals not to exceed twenty-four months	(i) Regular intervals. Each NSTM must be inspected at intervals not to exceed 24 months except as required in paragraph (c)(1)(ii) and allowed in paragraph (c)(1)(iii) of this section.
	(ii) Reduced intervals.
	(A) State transportation departments, Federal agencies, or Tribal governments must develop and document criteria to determine when intervals must be reduced below 24 months. Factors to consider include structure type, design, materials, age, condition, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle impact damage, loads and safe load capacity, and other known deficiencies. (B) Certain NSTMs meeting the following criteria as recorded in the NBI (see § 650.315) must be inspected at intervals not to exceed 12 months: (1) The NSTMs are rated in poor or worse condition, as recorded by the NSTM Inspection Condition item, coded 4 or less; or (2) Reserved.
(2) Certain FCMs require inspection at less than twenty-four-month intervals. Establish criteria to determine the level and frequency to which these members are inspected considering such factors as age, traffic characteristics, and known deficiencies.	(iii) Extended intervals.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) Certain NSTMs meeting all of the following criteria may be inspected at intervals not to exceed 48 months:</p> <p>(1) Bridge was constructed after 1978 as recorded in the NBI (see § 650.315) Year Built item and fabricated in accordance with a fracture control plan;</p> <p>(2) All NSTMs have no fatigue details with finite life;</p> <p>(3) All NSTMs have no history of fatigue cracks;</p> <p>(4) All NSTMs are rated in satisfactory or better condition, as recorded in the NBI (see § 650.315) by the NSTM Inspection Condition item, coded 6 or greater; and</p> <p>(5) The bridge’s inventory rating is greater than or equal to the standard AASHTO HS-20 or HL-93 loading and routine permit loads are not restricted or not carried/issued, as recorded in the NBI (see § 650.315) by the Inventory Load Rating Factor item coded greater than or equal to 1.0 and the Routine Permit Loads item coded A or N;</p> <p>(6) All NSTMs do not include pin and hanger assemblies.</p> <p>(B) State transportation departments, Federal agencies, or Tribal governments that implement paragraph (c)(1)(iii)(A) must develop and document an extended interval policy, and notify FHWA in writing prior to implementation. Factors to consider include structure type, design, materials, age, condition, environment, annual average daily traffic and annual average daily truck traffic, history of vehicle impact damage, loads and safe load capacity, and other known deficiencies.</p>
	<p>(2) <i>Method 2.</i> Inspection intervals are determined by a more rigorous assessment of risk. The policy and criteria which establishes intervals, including subsequent changes must be submitted by the State transportation department, Federal agency, or Tribal government for FHWA approval. The process and criteria must be similar to that outlined in paragraph (a)(2) of this section except that each bridge must be classified into one of three risk categories with a NSTM inspection interval not to exceed 12, 24, or 48 months.</p>
<p>(d) Damage, in-depth, and special inspections. Establish criteria to determine the level and frequency of these inspections.</p>	<p>(d) <i>Damage, in-depth, and special inspections.</i> A State transportation department, Federal Agency, or Tribal government must document the criteria to determine the level and interval for these inspections in its bridge inspection policies and procedures.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(e) <i>Bridge inspection interval tolerance.</i></p> <p>(1) The acceptable tolerance for intervals of less than 24 months for the next inspection is up to two (2) months after the month in which the inspection was due.</p> <p>(2) The acceptable tolerance for intervals of 24 months or greater for the next inspection is up to three (3) months after the month in which the inspection was due.</p> <p>(3) Exceptions to the inspection interval tolerance due to rare and unusual circumstances must be approved by FHWA in advance of the inspection due date plus the tolerance in paragraphs (e)(1) and (2).</p>
	<p>(f) <i>Next inspection.</i> Establish the next inspection interval for each inspection type based on results of the inspection and requirements of this section.</p>
	<p>(g) <i>Implementation.</i></p> <p>(1) The requirements of paragraphs (a)(1)(ii), (b)(1)(ii), and (c)(1)(ii) of this section must be satisfied within 24 months from June 6, 2022.</p> <p>(2) Prior FHWA approved extended inspection interval policies will be rescinded 24 months after June 6, 2022.</p>
§ 650.313 Inspection procedures.	§ 650.313 Inspection procedures.
<p>(a) Inspect each bridge in accordance with the inspection procedures in the AASHTO Manual (incorporated by reference, see § 650.317).</p>	<p>(a) <i>General.</i> Inspect each bridge to determine condition, identify deficiencies, and document results in an inspection report in accordance with the inspection procedures in Section 4.2, AASHTO Manual (incorporated by reference, see § 650.317). Special equipment or techniques, and/or traffic control are necessary for inspections in circumstances where their use provide the only practical means of accessing and/or determining the condition of the bridge. The equipment may include advanced technologies listed in the BIRM.</p>
<p>(b) Provide at least one team leader, who meets the minimum qualifications stated in § 650.309, at the bridge at all times during each initial, routine, in depth, fracture critical member and underwater inspection.</p>	<p>(b) <i>Initial inspection.</i> Perform an initial inspection in accordance with Section 4.2, AASHTO Manual (incorporated by reference, see § 650.317) for each new, replaced, rehabilitated, and temporary bridge as soon as practical, but within 3 months of the bridge opening to traffic.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	(c) <i>Routine inspection.</i> Perform a routine inspection in accordance with Section 4.2, AASHTO Manual (incorporated by reference, see § 650.317).
	(d) <i>In-depth inspection.</i> Identify the location of bridge members that need an in-depth inspection and document in the bridge files. Perform in-depth inspections in accordance with the procedures developed in paragraph (g) of this section.
	(e) <i>Underwater inspection.</i> Identify the locations of underwater portions of the bridge in the bridge files that cannot be inspected using wading and probing during a routine inspection. Perform underwater inspections in accordance with the procedures developed in paragraph (g) of this section. Perform the first underwater inspection for each bridge and for each bridge with portions underwater that have been rehabilitated as soon as practical, but within 12 months of the bridge opening to traffic.
(e) Identify bridges with FCMs, bridges requiring underwater inspection, and bridges that are vulnerable to scour. (1) Bridges with fracture critical members. In the inspection records, identify the location of FCMs and describe the FCM inspection frequency and procedures. Inspect FCMs according to these procedures.	(f) <i>NSTM inspection.</i>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(1) Identify the locations of NSTMs in the bridge files.</p> <p>(i) A State transportation department, Federal agency, or Tribal government may choose to demonstrate a member has system or internal redundancy such that it is not considered an NSTM. The entity may develop and submit a formal request for FHWA approval of procedures using a nationally recognized method to determine that a member has system or internal redundancy. FHWA will review the procedures for approval based upon conformance with the nationally recognized method. The request must include:</p> <p>(A) Written policy and procedures for determining system or internal redundancy.</p> <p>(B) Identification of the nationally recognized method used to determine system or internal redundancy. Nationally recognized means developed, endorsed and disseminated by a national organization with affiliates based in two or more States; or currently adopted for use by one or more State governments or by the Federal Government; and is the most current version.</p> <p>(C) Baseline condition of the bridge(s) to which the policy is being applied.</p> <p>(D) Description of design and construction details on the member(s) that may affect the system or internal redundancy.</p> <p>(E) Routine inspection requirements for bridges with system or internally redundant members.</p> <p>(F) Special inspection requirements for the members with system or internal redundancy.</p> <p>(G) Evaluation criteria for when members should be reviewed to ensure they still have system and internal redundancy.</p> <p>(ii) Inspect the bridge using the approved methods outlined in paragraphs (f)(1)(i)(E) and (F) of this section.</p> <p>(2) Perform hands-on inspections of NSTMs in accordance with the procedures developed in paragraph (g) of this section.</p> <p>(3) Perform the first NSTM inspection for each bridge and for each bridge with rehabilitated NSTMs as soon as practical, but within 12 months of the bridge opening to traffic.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(f) <i>Complex bridges.</i> Identify specialized inspection procedures, and additional inspector training and experience required to inspect complex bridges. Inspect complex bridges according to those procedures.	(g) <i>NSTM, underwater, in-depth, and complex feature inspection procedures.</i> Develop and document inspection procedures for bridges which require NSTM, underwater, in-depth, and complex feature inspections in accordance with Section 4.2, AASHTO Manual (incorporated by reference, see § 650.317). State transportation departments, Federal agencies, and Tribal governments can include general procedures applicable to many bridges in their procedures manual. Specific procedures for unique and complex structural features must be developed for each bridge and contained in the bridge file.
	(h) <i>Special inspection.</i> For special inspections used to monitor conditions as described in paragraphs (a)(1)(ii) and (b)(1)(ii) of this section, develop and document procedures in accordance with Section 4.2, AASHTO Manual (incorporated by reference, see § 650.317).
	(i) <i>Service inspection.</i> Perform a service inspection when the routine inspection interval is greater than 48 months. Document the inspection date and any required follow up actions in the bridge file.
	(j) <i>Team leader.</i> Provide at least one team leader at the bridge who meets the minimum qualifications stated in § 650.309 and actively participates in the inspection at all times during each initial, routine, in-depth, NSTM, underwater inspection, and special inspection described in paragraph (h) of this section.
(c) Rate each bridge as to its safe load carrying capacity in accordance with the AASHTO Manual (incorporated by reference, see § 650.317).	(k) <i>Load rating.</i> (1) Rate each bridge as to its safe load capacity in accordance with the incorporated articles in Sections 6 and 8, AASHTO Manual (incorporated by reference, see § 650.317).
	(2) Develop and document procedures for completion of new and updated bridge load ratings. Load ratings must be completed as soon as practical, but no later than 3 months after the initial inspection and when a change is identified that warrants a re-rating such as, but not limited to, changes in condition, reconstruction, new construction, or changes in dead or live loads.
	(3) Analyze routine and special permit loads for each bridge that these loads cross to verify the bridge can safely carry the load.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(c) Post or restrict the bridge in accordance with the AASHTO Manual or in accordance with State law, when the maximum unrestricted legal loads or State routine permit loads exceed that allowed under the operating rating or equivalent rating factor.	(l) <i>Load posting.</i> (1) Implement load posting or restriction for a bridge in accordance with the incorporated articles in Section 6, AASHTO Manual (incorporated by reference, see § 650.317), when the maximum unrestricted legal loads or State routine permit loads exceed that allowed under the operating rating, legal load rating, or permit load analysis.
	(2) Develop and document procedures for timely load posting based upon the load capacity and characteristics such as annual average daily traffic, annual average daily truck traffic, and loading conditions. Posting shall be made as soon as possible but not later than 30 days after a load rating determines a need for such posting. Implement load posting in accordance with these procedures.
	(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.
	(m) <i>Closed bridges.</i> Develop and document criteria for closing a bridge which considers condition and load carrying capacity for each legal vehicle. Bridges that meet the criteria must be closed immediately. Bridges must be closed when the gross live load capacity is less than 3 tons.
(d) Prepare bridge files as described in the AASHTO Manual (incorporated by reference, see § 650.317). Maintain reports on the results of bridge inspections together with notations of any action taken to address the findings of such inspections. Maintain relevant maintenance and inspection data to allow assessment of current bridge condition. Record the findings and results of bridge inspections on standard State or Federal agency forms.	(n) <i>Bridge files.</i> Prepare and maintain bridge files in accordance with Section 2.2, AASHTO Manual (incorporated by reference, see § 650.317).
(e) Identify bridges with FCMs, bridges requiring underwater inspection, and bridges that are vulnerable to scour.	(o) <i>Scour.</i> (1) (1) Perform a scour appraisal for all bridges over water, and document the process and results in the bridge file. Re-appraise when necessary to reflect changing scour conditions. Scour appraisal procedures should be consistent with Hydraulic Engineering Circulars (HEC) 18 and 20. Guidance for scour evaluations is located in HEC 18 and 20, and guidance for scour assessment is located in HEC 20.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(e)(3) Bridges that are scour critical. Prepare a plan of action to monitor known and potential deficiencies and to address critical findings.	(2) For bridges which are determined to be scour critical or have unknown foundations, prepare and document a scour POA for deployment of scour countermeasures for known and potential deficiencies, and to address safety concerns. The plan must address a schedule for repairing or installing physical and/or hydraulic scour countermeasures, and/or the use of monitoring as a scour countermeasure. Scour plans of actions should be consistent with HEC 18 and 23.
(e) (3) [...] Monitor bridges that are scour critical in accordance with the plan.	(3) Execute action in accordance with the plan.
(g) <i>Quality control and quality assurance.</i> Assure systematic quality control (QC) and quality assurance (QA) procedures are used to maintain a high degree of accuracy and consistency in the inspection program.	(p) <i>Quality control and quality assurance.</i> (1) Assure systematic QC and QA procedures identified in Section 1.4, AASHTO Manual (incorporated by reference, see § 650.317) are used to maintain a high degree of accuracy and consistency in the inspection program.
(g) [...] Include periodic field review of inspection teams, periodic bridge inspection refresher training for program managers and team leaders, and independent review of inspection reports and computations.	(2) Document the extent, interval, and responsible party for the review of inspection teams in the field, inspection reports, NBI data, and computations, including scour appraisal and load ratings. QC and QA reviews are to be performed by personnel other than the individual who completed the original report or calculations.
	(3) Perform QC and QA reviews and document the results of the QC and QA process, including the tracking and completion of actions identified in the procedures.
	(4) Address the findings of the QC and QA reviews.
(h) <i>Follow-up on critical findings.</i> Establish a statewide or Federal agency wide procedure to assure that critical findings are addressed in a timely manner. Periodically notify the FHWA of the actions taken to resolve or monitor critical findings.	(q) <i>Critical findings.</i> (1) Document procedures to address critical findings in a timely manner. Procedures must:
	(i) Define critical findings considering the location and the redundancy of the member affected and the extent and consequence of a deficiency. Deficiencies include, but are not limited to scour, damage, corrosion, section loss, settlement, cracking, deflection, distortion, delamination, loss of bearing, and any condition posing an imminent threat to public safety. At a minimum, include findings which warrant the following:

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(A) Full or partial closure of any bridge;</p> <p>(B) An NSTM to be rated in serious or worse condition, as defined in the NBI (see § 650.315) by the NSTM Inspection item, coded three (3) or less;</p> <p>(C) A deck, superstructure, substructure, or culvert component to be rated in critical or worse condition, as defined in the NBI (see § 650.315) by the Deck, Superstructure, or Substructure Condition Rating items, or the Culvert Condition Rating item, coded two (2) or less;</p> <p>(D) The channel condition or scour condition to be rated in critical or worse condition as defined in the NBI (see § 650.315) by the Channel Condition Rating or Scour Condition Rating items, coded critical (2) or less; or</p> <p>(E) Immediate load restriction or posting, or immediate repair work to a bridge, including shoring, in order to remain open.</p>
	<p>(ii) Develop and document timeframes to address critical findings identified in paragraph (q)(1)(i) of this section.</p>
	<p>(2) State transportation departments, Federal agencies, and Tribal governments must inform FHWA of all critical findings and actions taken, underway, or planned to resolve critical findings as follows:</p>
	<p>(i) Notify FHWA within 24 hours of discovery of each critical finding on the National Highway System (NHS) as identified in paragraph (q)(1)(i)(A) and (B) of this section;</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
	<p>(ii) Provide monthly, or as requested, a written status report for each critical finding as identified in paragraph (q)(1)(i) of this section until resolved. The report must contain:</p> <ul style="list-style-type: none"> (A) Owner; (B) NBI Structure Number; (C) Date of finding; (D) Description and photos (if available) of critical finding; (E) Description of completed, temporary and/or planned corrective actions to address critical finding; (F) Status of corrective actions: Active/Completed; (G) Estimated date of completion if corrective actions are active; and (H) Date of completion if corrective actions are completed.
	<p>(r) <i>Review of compliance.</i> Provide information annually or as required in cooperation with any FHWA review of compliance with this subpart.</p>
§ 650.315 Inventory.	§ 650.315 Inventory.
<p>(a) Each State or Federal agency must prepare and maintain an inventory of all bridges subject to the NBIS. Certain Structure Inventory and Appraisal (SI&A) data must be collected and retained by the State or Federal agency for collection by the FHWA as requested. A tabulation of this data is contained in the SI&A sheet distributed by the FHWA as part of the “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges,” (December 1995) together with subsequent interim changes or the most recent version. Report the data using FHWA established procedures as outlined in the “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges.”</p>	<p>(a) Each State transportation department, Federal agency, or Tribal government must prepare and maintain an inventory of all bridges subject to this subpart. Inventory data, as defined in § 650.305, must be collected, updated, and retained by the responsible State transportation department, Federal agency, or Tribal government and submitted to FHWA on an annual basis or whenever requested. For temporary bridges open to traffic greater than 24 months, inventory data must be collected and submitted per this section. Inventory data must include element level bridge inspection data for bridges on the NHS collected in accordance with the “Manual for Bridge Element Inspection” (incorporated by reference, see § 650.317). Specifications for collecting and reporting this data are contained in the “Specifications for the National Bridge Inventory” (incorporated by reference, see § 650.317).</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(b) For routine, in-depth, fracture critical member, underwater, damage and special inspections enter the SI&A data into the State or Federal agency inventory within 90 days of the date of inspection for State or Federal agency bridges and within 180 days of the date of inspection for all other bridges.	(b) For all inspection types, enter changes to the inventory data into the State transportation department, Federal agency, or Tribal government inventory within 3 months after the month when the field portion of the inspection is completed.
(c) For existing bridge modifications that alter previously recorded data and for new bridges, enter the SI&A data into the State or Federal agency inventory within 90 days after the completion of the work for State or Federal agency bridges and within 180 days after the completion of the work for all other bridges.	(c) For modifications to existing bridges that alter previously recorded inventory data and for newly constructed bridges, enter the inventory data into the State transportation department, Federal agency, or Tribal government inventory within 3 months after the month of opening to traffic.
(d) For changes in load restriction or closure status, enter the SI&A data into the State or Federal agency inventory within 90 days after the change in status of the structure for State or Federal agency bridges and within 180 days after the change in status of the structure for all other bridges.	(d) For changes in load restriction or closure status, enter the revised inventory data into the State transportation department, Federal Agency, or Tribal government inventory within 3 months after the month the change in load restriction or closure status of the bridge is implemented.
	(e) Each State transportation department, Federal agency, or Tribal government must establish and document a process that ensures the time constraint requirements of paragraphs (b) through (d) of this section are fulfilled.

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
§ 650.317 Reference manuals.	§ 650.317 Incorporated by reference.
<p>(a) The materials listed in this subpart are incorporated by reference in the corresponding sections noted. These incorporations by reference were approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. These materials are incorporated as they exist on the date of the approval, and notice of any change in these documents will be published in the Federal Register. The materials are available for purchase at the address listed below, and are available for inspection at the National Archives and Records Administration (NARA). These materials may also be reviewed at the Department of Transportation Library, 400 Seventh Street, SW., Washington, DC, in Room 2200. For information on the availability of these materials at NARA call (202) 741-6030, or go to the following URL: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. In the event there is a conflict between the standards in this subpart and any of these materials, the standards in this subpart will apply.</p>	<p>Certain material is incorporated by reference (IBR) into this subpart with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. All approved material is available for inspection at the U.S. Department of Transportation (DOT) and the National Archives and Records Administration (NARA). Contact DOT at: U.S. Department of Transportation Library, 1200 New Jersey Avenue, SE., Washington, DC 20590 in Room W12-300, (800) 853-1351, www.ntl.bts.gov/ntl. For information on the availability of this material at NARA email: fr.inspection@nara.gov or go to: www.archives.gov/federal-register/cfr/ibr-locations.html. The material may be obtained from the following sources:</p>
	<p>(a) AASHTO. American Association of State Highway and Transportation Officials, 555 12th Street NW, Suite 1000, Washington, DC 20004; 1-800-231-3475; https://store.transportation.org.</p>
<p>(b) The following materials are available for purchase from the American Association of State Highway and Transportation Officials, Suite 249, 444 N. Capitol Street, NW., Washington, DC 20001. The materials may also be ordered via the AASHTO bookstore located at the following URL: http://www.aashto.org/aashto/home.nsf/FrontPage.</p>	<p>(1) MBE-3. "The Manual for Bridge Evaluation," Third Edition, 2018; IBR approved for § 650.305 and 650.313.: (2) MBE-3-I1-OL. The Manual for Bridge Evaluation, 2019 Interim Revisions [to 2018 Third Edition], copyright 2018; IBR approved for § 650.305 and 650.313. (3) MBE-3-I2. The Manual for Bridge Evaluation, 2020 Interim Revisions [to 2018 Third Edition], copyright 2020; IBR approved for § 650.305 and 650.313. (4) MBEI-2: Manual for Bridge Element Inspection, Second Edition, 2019, IBR approved for § 650.315.</p>

Side-by-Side Comparison between Previous Regulation and Final Rule

NBIS 2004 Regulation with 2009 Update	NBIS 2022 Final
(1) The Manual for Bridge Evaluation, First Edition, 2008, AASHTO, incorporation by reference approved for §§ 650.305 and 650.313. (2) [Reserved]	(b) FHWA. Federal Highway Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590: 1-202-366-4000; www.fhwa.dot.gov/bridge/nbi.cfm .
	(1) FHWA-HIF-22-017: Specifications for the National Bridge Inventory, March, 2022, IBR approved for § 650.315. (2) [Reserved]
	Subpart D—[Removed and Reserved] 3. Remove and reserve subpart D. Subpart G—[Removed and Reserved] 4. Remove and reserve Subpart G.