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April 2026

Guidance for Federal Highway Administration (FHWA) oversight of the National Bridge Inspection Program (NBIP)

National Bridge Inspection Program (NBIP) Metrics 2026

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Introduction

States, Federal agencies, and Tribal governments are responsible for ensuring the identification, inspection, and proper evaluation of all bridges fully or partially located within their respective jurisdictions. (23 CFR 650.307)

This document provides guidance and direction to the Federal Highway Administration (FHWA) Division Bridge Engineers in performing National Bridge Inspection Program (NBIP) compliance reviews of State Department of Transportation (DOT) bridge safety inspection programs. The purpose of this document is to describe a nationally consistent process by which FHWA assesses the degree of a State DOT's compliance with the National Bridge Inspection Standards (NBIS) regulation. Bridge metrics described in this document are used to determine compliance with the regulation and also provide a basis to articulate actions needed to achieve compliance. This document supersedes the NBIP PY24 Interim Compliance Review Manual dated May 2023.

The term "reviewer" refers to the FHWA Division Bridge Engineer. The term "State" refers to the State DOT being reviewed. This document is also used by the FHWA Federal Lands Bridge Office (FLBO) to provide similar compliance reviews of Federal agencies or Tribal governments, even though the document is written to focus on FHWA Division Offices (Divisions) and States. This document is not intended to provide guidance or direction to the States, Federal agencies, or Tribal governments. The initial pages of this document (prior to the NBIP Metrics section) explain the NBIP review process including concepts utilized in multiple NBIP metrics. It explains in more detail the items originally contained in the National Bridge Inspection Standards Review Notice – May 5, 2014 (2014 Notice), which was revised by the PY24 Interim National Bridge Inspection Program Compliance Review Manual Notice – September 13, 2023 (2023 Notice). The 2014 and 2023 Notices outline the overall NBIP oversight review process including a listing of the individual metrics utilized in the process, and this portion of the document further explains the NBIP oversight review process while also providing information applicable to multiple metrics.

The American Association of State Highway and Transportation Officials (AASHTO) Manual for Bridge Evaluation, 3rd Edition (MBE), 2018, and its "Interim Revisions" for 2019 and 2020 are incorporated by reference at 23 CFR 650.317(a). The AASHTO Manual for Bridge Element Inspection (MBEI), 2nd Edition, 2019, is also incorporated by reference at 23 CFR 650.317(a). The criteria for each metric are based on 23 CFR 650 and these incorporated references.

Background for Changes Effective May 2023 and Later

The final rule for the revised National Bridge Inspection Standards (NBIS) regulation (23 CFR 650, Subpart C) was published in the Federal Register on May 6, 2022 (87 FR 27396). Most aspects of the rule became effective on June 6, 2022. The revisions made to the metrics are directly related to transitioning to the revised NBIS.

The final rule addressed the following requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. No. 112-141, 126 Stat 405), which amended 23 U.S.C. 144:

1. Extending the applicability of the NBIS to Tribally owned bridges
2. Updating the methodology, training, and qualifications for inspection personnel
3. Updating bridge inspection intervals, considering a risk-based approach
4. Establishing a registry of nationally certified bridge inspectors (NCBI)
5. Ensuring uniformity with the National Tunnel Inspection Standards enacted in 2015
6. Establishing procedures for reporting and monitoring of critical findings
7. Conducting annual reviews for compliance with the NBIS
8. Collection and inventory of element level inspection data for bridges on the National Highway System (NHS)

The FHWA's Specifications for the National Bridge Inventory (SNBI), March 2022, were incorporated by reference in the final rule at 23 CFR 650.317(b)(1). The SNBI replaces the FHWA Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, 1995 (Coding Guide). The first submittal of bridge inventory data based on the SNBI to FHWA's National Bridge Inventory (NBI) will be in March 2026.

Some aspects of the 2022 NBIS will take some time to implement. The changes made to the metrics for Performance Year 2024 (PY24) reviews were in consideration of the new requirements that became effective 30 days after enactment of the final rule. Some requirements with later effective dates were assessed in PY25. A few requirements could not be assessed until 2026 due to their inherent flexibilities; this document has been updated to reflect those criteria.

Other specific metric changes:

1. Metric #4, Load Rating Engineer, was discontinued in PY24. The 2022 NBIS no longer specifies qualifications for a designated load rating engineer. Rather, each load rating is required to be performed by, or under the direct supervision of, a registered professional engineer (PE). This requirement is assessed under Metric #13.
2. Metric #New1, Qualifications of Personnel – Damage, Special, and Service Inspection Types – This is a new metric resulting from the personnel qualifications requirements of the 2022 NBIS. This metric was first assessed in PY25.
3. Metric #New2, Inspection Interval – Special, In-Depth, and Service – This is a new metric resulting from the inspection interval requirements of the 2022 NBIS. This metric was first assessed in PY25.
4. Metric #New3, Inspection Procedures – In-Depth and Special – This is a new metric resulting from the inspection procedures requirements of the 2022 NBIS. This metric was first assessed in PY25.
5. If issues with Metric #12 compliance are solely due to implementation of the 2022 NBIS provisions, those deficiencies are addressed in Metric #1. Otherwise, they are addressed under Metric #12.

Overall Metric Assessment Process

Purpose

The NBIP Compliance Review provides an annual assessment of a State's compliance with the NBIS regulations. This is accomplished using a series of metrics that directly measure adherence to NBIS requirements. This process allows FHWA to assess each State's bridge inspection program's degree of compliance with the NBIS in a nationally consistently manner, and to consistently implement any corrective actions for metrics that are not in full compliance.

Review Process

This manual helps reviewers assess criteria for each metric to determine the degree of compliance with requirements under the NBIS. A metric is a discrete required aspect of the NBIS for which compliance can be assessed. The following is a summary of information addressed for each metric. Additional details, specific to each metric, can be found in the "Metrics Overview" section of this document.

Each Division conducts an annual assessment of each of the metrics at the Minimum (Min-AL), Intermediate (Int-AL), or In-Depth (InD-AL) assessment level. The metric assessment levels are selected at the discretion of the reviewer based on the consideration of risk, with the following exceptions:

- Each metric is assessed at least once at Int-AL or InD-AL in each 5-year cycle.
- Following completion of a Plan of Corrective Action (PCA), the corresponding metric is generally assessed at either Int-AL or InD-AL. The reviewer should work with the Bridge Safety Engineer (BSE) to determine whether the Int-AL or InD-AL is needed to verify that the actions from the PCA were implemented program-wide, and if so, whether it would be most effective in the year of completion of the PCA or in a later year; generally, the Int-AL would occur in the following year. If geographic partitioning (such as for Metric #12) was used for the review that resulted in the PCA, the geographic region that was assessed in that review may need to be included in the population for the Int-AL review. This should also be discussed with the BSE.
- Following completion of an Improvement Plan (IP), it may be appropriate to assess the corresponding metric at Int-AL, depending on the significance of the corrective actions taken and their impact on that aspect of the program. The reviewer should work with the BSE to determine whether an Int-AL is needed, and if so, whether it would be most effective in the year of completion of the IP or in a later year.
- When knowledge, awareness, or data indicate a new or previously unknown compliance issue, the metric should be reassessed at Int-AL during the current year or the following year to ensure that the full extent of the issue is known. However, it is acceptable to make a determination of NC in the current year if appropriate. This should be discussed with the BSE.
- A metric considered as having a higher risk at the national level, when identified by FHWA's Bridge and Tunnel Safety Team, may need to be assessed at InD-AL by all Divisions using nationally developed guidelines as needed to clarify review steps.

Using the information collected during the review, each metric is classified into one of the four defined levels of compliance: Compliant, Substantially Compliant, Non-Compliant, or Conditionally Compliant.

The following actions result from each compliance level:

- Compliant (C): No follow-up action is required; document and share practices as appropriate.
- Substantially Compliant (SC): Issues are corrected within 12 months using an IP, unless the deficiencies are related to issues that would most efficiently be corrected during the next inspection.
- Non-Compliant (NC): A non-compliance letter is issued leading to development of a PCA.
- Conditionally Compliant (CC): State is operating under an approved PCA.

If new compliance issues are identified that would result in a finding of non-compliance for a metric that is conditionally compliant, an updated or new PCA must be developed to address the new findings. Until that occurs, the metric is considered non-compliant.

Because the metrics assess discrete aspects of the State's NBIS program, many times the assessment of one or more metrics may be completed before another metric assessment has begun. The results of each assessment should be shared with the State as soon as possible, especially if compliance issues are found. This will allow the maximum time to address any identified compliance deficiencies.

23 CFR 650.313(r) requires bridge inspection organizations to provide information to FHWA for annual compliance reviews. The NBIS, by incorporation of Section 2.2 of the MBE, further requires each State, Federal agency, and Tribal government to maintain and make available, on request, written reports on the results of highway bridge inspections and notations of any action taken pursuant to the findings of the inspections and current inventory data for all highway bridges reflecting the findings of the most recent inspections conducted.

Annual Review Schedule

The reviewer assesses each metric for NBIS compliance. Per the 2014 Notice, the annual review cycle runs from April 1 through March 31. Key review cycle dates and associated actions are:

- April 1: The reviewer begins planning the review. Many aspects of the NBIP review cannot begin until the State's NBI submission has been accepted.
- April - December: The reviewer conducts the compliance review, assessing each metric.
- December 31: Pursuant to 23 U.S.C. 144(h)(4), the reviewer has completed the NBIP review and determined the compliance level for each metric. On or prior to this date, the reviewer has provided the State with a report documenting the review results, including the compliance status of all metrics. The report must identify the regulatory reference for each non-compliance deficiency, identify the deficiency, and specify that the deficiency has to be corrected, or a PCA submitted, within 45 calendar days of notification.
- March 31: The reviewer makes a final compliance determination for each metric that takes into consideration any follow-up actions by the State that have occurred since December 31. The reviewer provides to the State a report documenting any changes to the compliance status of each metric. For any metrics found to be non-compliant, the Division issues a letter to the State documenting areas of non-compliance and explaining the consequences of remaining in non-compliance as outlined in 23 U.S.C. 144(h)(5).

Findings of Non-Compliance

The Division issues a signed letter or report notifying the State of any non-compliant items by December 31 (23 U.S.C. 144(h)(4)). Upon receipt, the State has 45 calendar days in which to correct the deficiency or submit a PCA to the reviewer. The reviewer then has 45 days to review and accept or reject the PCA. If the State does not submit a PCA within 45 days or if the PCA does not address the non-compliance issues, the final compliance determination for that metric is Non-Compliant. If the PCA is approved by March 31, the final determination for the metric is Conditionally Compliant.

An alternative method to address metrics in non-compliance is to officially notify the State well in advance of the December 31 deadline of the issues of non-compliance and request a PCA to address the deficiency. The intent of the alternative method is that an acceptable PCA is signed and accepted by the Division before December 15. This will result in a preliminary compliance determination of Conditionally Compliant for December 31. The BSE should be copied when the State is notified of the non-compliance determination, and all PCAs must be coordinated with the respective BSE before FHWA acceptance.

To exercise the alternative method flexibility, the State must provide FHWA with adequate time (45 days per 23 U.S.C. 144(h)(4)) for proper review of the PCA, and the BSE must receive a complete PCA in the specified form, containing

measurable milestones, deadlines, and reporting requirements, and addressing all areas of non-compliance, by December 1. If the State, Division, and BSE cannot come to agreement on a PCA by December 15, the Division will need to issue a letter of non-compliance to the State, and the PCA will be finalized after December 31. If the scope or duration of the PCA will exceed the parameters detailed in the January 3, 2017, FHWA memorandum titled Guidance for Plans of Corrective Action, the alternative method cannot be used and a letter of non-compliance must be issued.

Metric 5-Year Review Cycle

The NBIP reviews are completed on a 5-year cycle. During each year of the cycle, the Divisions perform the annual reviews and reassess metric risks based on knowledge gained from each review. Divisions should consider the following while developing the 5-year review strategy:

- Assess each metric annually at Min-AL if an Int-AL or InD-AL is not to be performed that year.
- Assess each metric at Int-AL or InD-AL at least once within the 5-year cycle except in rare cases as approved by the BSE. As discussed above, additional Int-ALs may be required under certain conditions, such as when needed or desired to fully ascertain performance or compliance of all entities within a State.
- The assessment level for metrics with higher risk may vary at the discretion of the Division from Min-AL, Int-AL, or InD-AL, or as directed at the national level.

During Year 5, Divisions will also examine the 5-year review history to identify trends and risks in each metric area. Goals of this review are to:

- Identify any gaps in the program or review process,
- Develop a review strategy for the next 5 years, and
- Document trends, risks, and issues and sharable practices. (Details are provided below.)

Completing a new metric baseline review (i.e., reviewing every metric at Int-AL) may be necessary based on an evaluation of State program deficiencies as determined by the Divisions, or as directed at the national level. Examples of situations where this may be appropriate include when a new reviewer assumes oversight responsibilities, when the State has undergone a major reorganization resulting in a shifting of responsibilities, or when a national assessment of the program calls for higher level reviews of all metrics. Discuss new metric baselining with the BSE, prior to planning, to confirm the need.

State Participation

The FHWA is responsible for performing the NBIS compliance review. Divisions should invite the State to participate, particularly in the field review portion. The involvement of State bridge inspection personnel, especially those in a leadership role, has proven over the years to benefit not only the review, but also the relationship between the FHWA Division and State. Reviewing items together helps foster a common understanding of the issues and facilitates acceptance of results and implementation of any needed program improvements.

Information can be gathered by holding interviews with inspection personnel to discuss inspection practices, sharable practices, inspector needs, etc. Many parts of the review, such as data or file reviews, may not readily lend themselves to cooperative participation but, when feasible, States should be invited to participate. Given its compliance review responsibilities, FHWA maintains the leadership role in the review and is responsible for documenting the findings. State participation in the review should be acknowledged in the metric's narrative, but it should be clear that this is FHWA's assessment of the State's NBIS compliance, not a joint FHWA/State assessment.

Local Agency Participation and Review

The FHWA reviewer is responsible for reviewing compliance of the State program with the NBIS. State programs vary regarding delegation of functions for bridges owned by local agencies. While national consistency is important, the review should also reflect the unique ownership and delegation situation of each State. Some States inspect and maintain all the bridges within their boundaries, except those that are Federally or Tribally owned. Other States only inspect and maintain a portion of the bridges, with local agencies being delegated inspection and maintenance functions for the remainder. The populations associated with the NBIP review encompass all bridges in the State, including bridges owned by local agencies, except Federally and Tribally owned bridges, which are assessed separately by Federal Lands engineers.

As with State participation, local owner participation is helpful in emphasizing the importance of the NBIS to the owners.

Interaction with the local agencies will provide more insight into the specifics of the bridges, including the capabilities of the agency to maintain its bridges as well as how the State provides oversight of the delegated functions. The FHWA review includes review of locally owned bridges in the State's population, which is reflected in the compliance determination for the State, as the State is ultimately responsible for ensuring that local bridges are inspected in accordance with the NBIS. Where there are known issues with local agency programs, the reviewer may consider performing a separate review to understand the extent of the issues associated with the local program. The State Program Manager (PM) should be involved in this review.

Metrics Overview

The metrics are used to assess each State's compliance with the NBIS. Each metric is assessed individually and with equal importance. The following is a list of 25 metrics, each related to a specific part of the NBIS regulation, which has been established to provide an assessment of compliance with the NBIS.

- Metric #1: Bridge Inspection Organization (23 CFR 650.307; 650.307(e)(2); 650.313(r))
- Metric #2: Qualifications of Personnel – Program Manager (23 CFR 650.309(a))
- Metric #3: Qualifications of Personnel – Team Leader(s) (23 CFR 650.309(b),(c))
- Metric #4: Discontinued
- Metric #5: Qualifications of Personnel – Underwater Bridge Inspection Diver (23 CFR 650.309(e))
- Metric #New1: Qualifications of Personnel – Damage, Special, and Service Inspection Types (23 CFR 650.305; 650.309(f),(g))
- Metric #6: Inspection Interval – Routine (23 CFR 650.311(a),(e))
- Metric #7: Discontinued; combined with Metric #6
- Metric #8: Inspection Interval – Underwater (23 CFR 650.311(b),(e); 650.313(e))
- Metric #9: Discontinued; combined with Metric #8
- Metric #10: Inspection Interval – Nonredundant Steel Tension Member (NSTM) (23 CFR 650.311(c),(e))
- Metric #New2: Inspection Interval – Special, In-Depth, and Service (23 CFR 650.311(a)(3),(d))
- Metric #11: Inspection Interval – Interval Criteria (23 CFR 650.311)
- Metric #12: Inspection Procedures – Quality Inspections (23 CFR 650.313(a) to (j))
- Metric #13: Inspection Procedures – Load Rating (23 CFR 650.313(k))
- Metric #14: Inspection Procedures – Post or Restrict (23 CFR 650.313(l),(m))
- Metric #15: Inspection Procedures – Bridge Files (23 CFR 650.313(n))
- Metric #16: Inspection Procedures – Nonredundant Steel Tension Member (NSTM) (23 CFR 650.313(f), (g))
- Metric #17: Inspection Procedures – Underwater (23 CFR 650.313(e),(g))
- Metric #18: Inspection Procedures – Scour (23 CFR 650.313(o))
- Metric #19: Inspection Procedures – Complex Feature (23 CFR 650.313(g))
- Metric #New3 Inspection Procedures – In-Depth and Special (23 CFR 650.313(g),(h))
- Metric #20: Inspection Procedures – Quality Control (QC) and Quality Assurance (QA) (650.307(e)(6); 650.313(p))
- Metric #21: Inspection Procedures – Critical Findings (23 CFR650.313(q))
- Metric #22: Inventory – Bridge Data Quality (23 CFR 650.303; 650.305; 650.307(e)(7); 650.315(a); 650.317)
- Metric #23: Inventory – Timely Updating of Data (23 CFR 650.315)

Each metric consists of five parts, as described in the following subsections:

- NBIS Reference
- Criteria
- Population
- Compliance Levels
- Assessment Levels

NBIS Reference

This section of the metric identifies the relevant provisions of the NBIS and focuses on a small portion of the larger inspection program. Compliance is assessed on the portion in focus.

Criteria

This section of the metric identifies the criteria that are used to evaluate compliance.

Population

This section describes the population(s) under consideration for the metric. If sampling is used for review of the metric, this is the population from which the sample is taken. This likewise describes the population for the Metric Assessment Report (MAR) if there is a MAR for the metric.

Compliance Levels

Each of the metrics is annually assessed by FHWA and assigned one of four compliance levels based upon specific measures and thresholds for each compliance level identified in each metric. The degrees of compliance and resulting actions are described above and repeated here:

- **Compliant (C)** – Adhering to the NBIS regulation.
- **Substantially Compliant (SC)** – Adhering to the NBIS regulation with minor deficiencies, as set forth in each of the metric requirements. These deficiencies do not adversely affect the overall effectiveness of the program and are isolated in nature. Documented deficiencies are brought to the State's attention with the expectation that they are corrected within 12 months or less, unless the deficiencies are related to issues that would most efficiently be corrected during the next inspection. Per the 2014 Notice, an Improvement Plan describing corrective action(s) by the State is required (79 FR 27032).
- **Non-Compliant (NC)** – Not adhering to the NBIS regulation; in general, failing to meet one or more of the Substantial Compliance criteria for a metric. Identified deficiencies adversely affect the overall effectiveness of this portion of the program. Failure to adhere to an approved PCA is also considered non-compliance. Metrics which remain non-compliant will invoke the penalty for non-compliance per 23 U.S.C. 144(h)(5).
- **Conditionally Compliant (CC)** – Taking corrective action in conformance with an FHWA-approved PCA to achieve compliance with the NBIS. Metrics which are determined to be conditionally compliant will not invoke the penalty for non-compliance.

Actions taken to address findings of Substantial Compliance and Non-Compliance, respectively, are as follows:

- **Improvement Plan (IP)** – A written response by the State that documents the agreement for corrective action(s) to address deficiencies identified in a Substantial Compliance determination. The completion timeframe for such agreements is limited to 12 months or less, unless the deficiencies are related to issues that would most efficiently be corrected during the next inspection cycle.
- **Plan of Corrective Action (PCA)** – A written document prepared and submitted by the State and approved by FHWA describing the steps that are to be taken and timelines to complete those actions in order to correct non-compliant NBIS metrics. The term "corrective action plan" in the Moving Ahead for Progress in the 21st Century Act (MAP-21) is interchangeable with PCA. Guidance for PCAs can be found in the January 3, 2017, FHWA memorandum titled Guidance for Plans of Corrective Action.

Assessment Levels

Each FHWA Division conducts the yearly compliance review for each metric at one of three assessment levels. Assessment levels define the scope of FHWA's review necessary to make a compliance determination for a specific metric. For some metrics, field reviews are required.

There are three assessment levels:

- **Minimum Assessment Level (Min-AL)**

  A Min-AL review is generally based on information from past assessments and the reviewer's knowledge of the current practice as it relates to the metric. At Min-AL for all metrics, knowledge and awareness of the program areas must be maintained each year to a reasonable degree – possibly through periodic discussions with the State PM or staff, attendance at State bridge inspection program meetings, or review of revisions to manuals – to remain aware of changes in key personnel or program policies that may affect each metric. In general, the compliance determination from the previous year or previous Int-AL review should remain and be referenced unless new knowledge is gained for the metric area that affects compliance, or if a specific finding, such as lack of resolution of an overdue inspection, would lower the previous compliance status. Some metrics utilize MARs to analyze related NBI data. For most of those metrics an assessment of the abbreviated MAR Compliance Snapshot summary is sufficient for resolution at the Min-AL. Metrics #12 and #22 require field reviews of a sample of bridges even at the Min-AL due to the importance of making actual observations at bridges annually.

  Compliance determinations should not be raised based solely on an individual specific finding, such as positive resolution of overdue inspections, if there remains a previous issue not yet corrected. During a Min-AL review, if the reviewer becomes aware of an issue that may result in a lower compliance determination, the review should be

changed to Int-AL.

- **Intermediate Assessment Level (Int-AL)**

  In addition to the methods described in Min-AL, the reviewer uses more intensive methods such as random sampling of inspection records, analysis of bridge inventory data using MARs, site visits, interviews, and review of documentation to determine compliance. For those metrics that utilize random sampling, Int-AL involves Tier 1 random sampling using a margin of error (MOE) of 15% and a level of confidence (LOC) of 80% to review bridge records. Tier 2 random sampling, utilizing an MOE of 10% and LOC of 80%, is used when the results of the Tier 1 sample are inconclusive. Samples are selected from the population identified for the specific metric.

  Statewide assessment is generally required for all Inspection Procedures metrics (Metrics #12 through #21 and #New3), except for Metric #12. Int-AL may not be accomplished over multiple years by reviewing a subset of the population each year.

  It is acceptable to perform Int-AL for several or all metrics requiring a sample for file review in one year for efficiency.

  Int-AL reviews should be done the year following a Min-AL review in which the review or other knowledge indicates regression in the State's performance. During lengthy PCAs, Int-AL reviews are encouraged as necessary to fully ascertain progress toward completion of the PCA.

- **In-Depth Assessment Level (InD-AL)**

  This level is the most intensive and is used to supplement the methods described in Int-AL with larger sample sizes; more interviews; or research of records, documentation, and/or history. There are two ways to perform InD-AL: Division and nationally directed. For Division InD-AL reviews, the reviewer develops guidelines in addition to the Int-AL guidelines as appropriate for the metric or issue being assessed, with concurrence from the BSE, and conducts the review in accordance with guidelines. Coordination with the BSE is necessary to ensure national consistency for the process. For nationally directed InD-AL reviews, the guidelines are based on an established national focus area. HIBS will provide specific direction and guidelines to the reviewer and clarify the procedures to be followed to ensure national consistency.

Glossary

The terms presented herein are used throughout this document. See below for acronyms and additional terms.

3 Month Timeframe – The requirement to update the inventory data into the State, Federal, or Tribal inventory within three months after the month when the field portion of the inspection is completed, a new or modified bridge is opened to traffic, or there is a change in the load restriction or closure status.

Acceptable Tolerance – Allowable variance for an inspection interval as defined by the NBIS (23 CFR 650.311) or for an NBI data item as identified in the NBIP Field Review Form.

All Bridges – All bridges in the State, except those owned by a Federal agency or Tribal government. If assessing a Federal agency or Tribal government, it means all bridges under the jurisdiction of the entity being assessed.

Bridge Inspection Procedures, Bridge Specific – Documented procedures specific to a bridge which include the location of the element to be inspected and any risk factors unique to the bridge, and any variance or additional requirements to those identified in general procedures.

Bridge Inspection Procedures, General – Overall inspection procedures, typically documented in the owner's bridge inspection manual, for specific inspection types. The procedures include the inspection frequency, access methods, experience/training requirements, additional non-destructive testing (NDT) inspection requirements, and general risk factors.

Bridge Safety Engineer (BSE) – FHWA HQ engineer assigned to a specific area to deliver and assist with implementing the NBIP in each Division of that area.

Compliance (C) – The act of adhering to the NBIS regulation.

Complex Feature – 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. (23 CFR 650.305)

Computations – When evaluating the contents of a bridge inspection file, these include but are not limited to load rating and scour evaluation calculations.

Conditional Compliance (CC) – The act of taking corrective action in conformance with an FHWA approved (PCA) to achieve compliance with the NBIS. Deficiencies, if not corrected, may adversely affect the overall effectiveness of the program.

Criteria – Regulatory aspects of the specific metric that is the standard by which compliance is measured.

Critical Finding - A structural or safety related deficiency that requires immediate action to ensure public safety. (23 CFR 650.305)

Critical Findings, Active – A critical finding for which the owner has not completed actions to address public safety and not fully resolved.

Critical Finding, Addressed – A critical finding for which the owner has completed immediate actions to protect public safety, but may not have fully resolved. Actions may include full or partial closure; immediate load restriction or posting; or immediate repair, including shoring, in order to keep the bridge open.

Critical Finding Notification – The process used by the State to notify FHWA of new and active critical findings. The maximum suggested interval for FHWA notification is three months.

Critical Finding, Resolved – A critical finding for which the owner has completed actions to fully mitigate the identified deficiencies. Actions may include permanent closure, repair, rehabilitation, or replacement.

Data-Driven – Using best available data and encompassing areas defined by law and regulation, including materials incorporated by reference, policies, and guidance.

Delegated Functions – Functions of the NBIS that the State delegates to bridge owners. Delegation to other agencies must be clearly defined and documented; each State office, District office, owner, or other entity must be given clear direction for assigned or delegated roles or tasks.

Designated Program Manager (PM) – The individual in charge of the bridge inspection program. The assignment of an individual to the position may be acting or permanent.

Extended Inspection Interval – Certain bridges may have routine or NSTM inspection intervals greater than 24 months, but not to exceed 48 months, with written notification to FHWA. Some bridges, with prior written FHWA approval, may have a routine inspection interval up to 72 months. Underwater inspection intervals longer than 60 months, but not to exceed 72 months, are also considered extended intervals.

Geographic Partitioning – Dividing a State into smaller areas for NBIP field reviews that covers the entire State at least once over the 5-year cycle, is drawn from a unique population each year, includes all owning agencies, and is documented in the Final Summary of Metric.

Higher Risk Bridges – Those bridges with: NBI condition ratings of 4 (Poor) or less for Superstructure (Item 59), Substructure (Item 60), or Culvert (Item 62); Item 70 ≤ 4 (posting required); NBI appraisal rating of 3 or less for Item 67 (Structural Evaluation); bridges requiring load restriction (NBI Item 41 coded B, P or R); bridges with temporary supports (NBI Item 41 coded D); or bridges with non-redundant steel tension members (NSTMs).

Improvement Plan (IP) – Documented agreement submitted by the State and approved by the FHWA Division, containing specific actions and timelines to address deficiencies identified in a substantial compliance determination to achieve compliance. The timeframe for such agreements is typically limited to 12 months or less, unless the deficiencies are related to issues that would most efficiently be corrected during the next inspection. An IP does not require HIBS involvement, but may be coordinated with the BSE.

In-Depth Assessment Level (InD-AL) – Higher level review than Int-AL, HQ directed, or customized; InD-AL is performed for either specific national direction when necessary, or for a customized approach where the reviewer defines criteria with concurrence from the BSE, providing more flexibility to Divisions in responding to various compliance issues that arise. InD-AL is a deeper review and not just a broader review.

In-Depth Inspection – 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. (23 CFR 650.305)

Inspected in accordance with the AASHTO Manual for Bridge Evaluation (MBE) – Inspection processes and techniques are generally consistent with MBE Section 4.2 for all inspection types identified in that section.

Intermediate Assessment Level (Int-AL) – A review more thorough than Min-AL that typically includes interviews, sampling, MAR/more data analysis, file reviews for a random sample of bridges, as applicable, to thoroughly assess compliance.

Legal Load – 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. (23 CFR 650.305)

Legal Load Rating – 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. (23 CFR 650.305)

Level of Confidence (LOC) – A measure of the reproducibility of a random sample.

Load Rating – 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. (23 CFR 650.305)

Load Rating Determination – Exists when the bridge has a load rating method and value recorded in the NBI.

Load Rating Documentation – Provides a basis for the reported rating values, such as: calculations and computer input/output, or justification for assigned ratings and engineering judgment ratings.

Lower Risk Bridges – Those bridges that are not classified as higher risk bridges.

Margin of Error (MOE) – The likelihood that the result of a sample is close to the result obtained had the entire population been studied. Tolerance level for error in the randomly selected sample. Expressed as a percentage.

Metric - Quantified NBIS information by which one can make an assessment of compliance.

Metric Assessment Report (MAR) – Data analysis tool used for specific metrics where data is available for such analysis; generated using NBI Data.

Minimum Assessment Level (Min-AL) – A review that is based upon reviewer's knowledge of the program, MAR review, PM interaction, and PCA/IP progress where applicable.

National Bridge Inventory (NBI) Data Validation – Analysis of the annual NBI data submittal for inconsistencies and errors, with reports sent to the Division and State by the FHWA National Bridge and Tunnel Inventory Engineer in the Office of Bridges and Structures. Data validation consists of the NBI Submittal File Check and the NBI Element File Check, which include Safety-Related Checks and Persistent Error Reports.

Non-Compliance (NC) – The act of not adhering to the NBIS regulation. Identified deficiencies may adversely affect the overall effectiveness of the program. Failure to adhere to an approved plan of corrective action is also considered non-compliance.

Notable Bridge Deficiencies – Those deficiencies leading to NBI component ratings of 5 or less and requiring documentation in the inspection report.

Operating Rating – 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. (23 CFR 650.305)

Overdue Inspection – An inspection that was due prior to the NBI submission date, but a new inspection date was not submitted. Until resolved, an overdue inspection is considered a safety concern.

Plan of Corrective Action (PCA) – Documented agreement prepared and submitted by the State and approved by the FHWA Division, containing specific actions and timelines to correct Non-compliance issues related to an NBIS metric to achieve compliance; requires BSE coordination.

Population – The group of all bridges or individuals pertinent to the metric under review. For metrics that utilize sampling, this is the pool from which the sample is drawn. Inferences can then be made from the sample results about the population.

Quality Assurance – 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. (23 CFR 650.305)

Quality Control – Procedures that are intended to maintain the quality of a bridge inspection or load rating at or above a specified level. (23 CFR 650.305)

QC/QA Plan Key Components – Includes periodic field review of inspection teams; periodic bridge inspection refresher training for program managers and team leaders; and independent review of inspection reports, NBI data, and computations.

Random Sample – A subset chosen from the population randomly, such that each bridge or individual has the same probability of being chosen, using random values applied to the population to determine which data are selected for review. Statements concerning findings are pertinent to the population from which the sample was drawn.

Reduced Inspection Interval – States must establish criteria to determine when intervals must be reduced below 24 months for routine and NSTM inspections, or 60 months for underwater inspections. Specific factors must be considered as outlined in the NBIS. (23 CFR 650.311)

Risk – The likelihood a future event or action will happen, and the benefits or adverse impacts if the event or action occurs.

Safety Issues – Those issues related to bridge closure, posting, critical findings, and overdue inspections.

Sample – Subset of the population to be reviewed. In some situations, the sample may be the entire population.

Sample Size – The number of bridges or individuals chosen to represent the population, determined by the desired LOC and MOE.

Scour Appraisal – 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. (23 CFR 650.305)

Scour Assessment – The determination of an existing bridge's vulnerability to scour which considers stream stability and scour potential. (23 CFR 650.305)

Scour Evaluation – The application of hydraulic analysis to estimate scour depths and determine bridge and substructure stability considering potential scour. (23 CFR 650.305)

Service Inspection – An inspection to identify major deficiencies and safety issues, performed by personnel with general knowledge of bridge maintenance or bridge inspection. (23 CFR 650.305) Service inspections are performed midway between extended interval inspections.

Special Inspection – 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. (23 CFR 650.305) May also be a regularly scheduled inspection used in lieu of a reduced interval routine or underwater inspection to monitor areas of concern, rather than requiring inspection of the entire bridge at reduced intervals.

Substantial Compliance (SC) – Adhering to the NBIS regulation with only minor deficiencies that do not adversely affect the overall effectiveness of the program and are isolated in nature.

Tier 1 – Sampling level typically used for the metrics assessment sample size, with an 80% LOC and 15% MOE.

Tier 2 – Sampling level typically used when additional sampling will reduce the margin of error through an increase in sample size while maintaining the same LOC.

Timely – Meeting the timeframe established in the State's procedure for addressing critical findings and posting requirements; meeting FHWA-expected timelines.

NBIP Metrics

Acronyms and Abbreviations

Compliance Levels	Compliance	C
	Substantial Compliance	SC
	Non-Compliance	NC
	Conditional Compliance	CC
Assessment Levels	Assessment Level	AL
	Minimum Assessment Level	Min-AL
	Intermediate Assessment level	Int-AL
	In-Depth Assessment Level	InD-AL
Other Acronyms and Terms	AASHTO Manual for Bridge Element Inspection	AASHTO MBEI
	AASHTO Manual for Bridge Evaluation	MBE
	Federal Highway Administration	FHWA
	FHWA Bridge Safety Engineer	BSE
	FHWA Office of Bridges and Structures (HQ Bridge Office)	HIBS
	Improvement Plan	IP
	Metric # Assessment Report	MAR#
	National Bridge Inspection Program	NBIP
	National Bridge Inspection Standards	NBIS
	National Bridge Inventory	NBI
	National Highway System	NHS
	Nationally Certified Bridge Inspector	NCBI
	Nonredundant Steel Tension Member	NSTM
	Not to exceed	NTE
	Plan of Action (Scour)	POA
	Plan of Corrective Action	PCA
	Professional Engineer	PE
	Program Manager	PM
	Quality Assurance	QA
	Quality Control	QC
	Specifications for the National Bridge Inventory	SNBI
	State or Federal Agency	State
	Team Leader	TL

Metric #1: Bridge Inspection Organization

NBIS Reference: 23 CFR 650.307 – Bridge inspection organization responsibilities; *650.313(r) – Providing information*

Criteria

- An organization is in place to 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 those owned by Federal agencies or Tribal governments.
- Each bridge that crosses a border between a State, Federal agency, or Tribal government, has a joint written agreement that outlines the NBIS responsibilities of each entity, including the designated lead State for reporting NBI data.
- Organization roles and functions are clearly defined, documented, and carried out for each of the following aspects of the NBIS:
  - developing and implementing statewide bridge inspection policies and procedures.
  - maintaining a registry of nationally certified bridge inspectors (NCBI).
  - developing and documenting criteria for inspection intervals for all inspection types.
  - managing roles and responsibilities of personnel.
  - managing bridge inspection reports and files.
  - performing quality control and quality assurance activities.
  - preparing, maintaining, and reporting bridge inventory data.
  - producing valid load ratings.
  - implementing posting and other restrictions.
  - managing activities and corrective actions taken in response to critical findings.
  - managing scour appraisals and scour plans of action.
  - providing information annually or as required in cooperation with any FHWA review of compliance. (New in PY25)
  - managing other requirements of the NBIS.
- For those functions that are delegated, the State has documented the roles and functions of all individuals, agencies, and other entities involved.
- A registry of NCBIs that are performing the duties of Team Leader (TL) in the State is maintained.
- The State has the necessary authority to ensure NBIS compliance for delegated functions for all bridges within State boundaries except for bridges owned by Federal agencies or Tribal governments.
- A program manager (PM) is assigned the responsibility for the NBIS.

Population: N/A

Compliance Levels

Compliance (C): All of the above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- The organization is in place and effective as indicated by the assessment of all the other metrics; minor deficiencies in the organization may exist but do not adversely affect the overall effectiveness of the program and are isolated in nature.
- For border bridges, the NBIS responsibilities of each entity, including the designated lead State for reporting NBI data, are established, but written agreements may not have been fully executed.
- Organization roles and functions are clearly defined, documented, and carried out; isolated deficiencies may exist but do not adversely affect the overall effectiveness of the program.
- Roles and functions that are delegated are documented for all agencies involved.
- A registry of NCBIs is developed and contains the required information but may have minor or isolated deficiencies that do not adversely affect the overall effectiveness of the program.
- Appropriate authority is established to ensure safety issues are resolved within established timeframes.
- Responsibility for the NBIS is assigned to a PM.
- The State provides all information requested within a reasonable timeframe.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results, the reviewer's knowledge and awareness of the bridge inspection program, the State's willingness and ability to provide requested information, and the current assessment of the other metrics.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Assess overall effectiveness of organization through assessment of other metrics and interview of PM.
- Verify through review of policies and procedures and interview of PM that a bridge inspection organization is established with responsibility for those roles and functions listed in Criteria above.
- If roles and/or functions are delegated, review the State's delegation procedures to determine if they are adequately documented.
- Verify each bridge that crosses a border between a State, Federal agency, or Tribal government, has a joint written agreement that determines the NBIS responsibilities of each entity, including the designated lead State for reporting NBI data.
- Review adequacy of NCBI registry to determine the completeness of its information, its accuracy, and if it is up to date.
- Assess if the State has established, and exercised if needed, the necessary authority to ensure safety issues are promptly resolved for delegated functions.
- Verify through interview that responsibility for the NBIS is assigned to a PM.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #2: Qualifications of Personnel – Program Manager

NBIS Reference: 23 CFR 650.309(a) – Program manager

Criteria

- The Program Manager (PM) has the following qualifications:
  - PE registration or 10 years of bridge inspection experience.
  - Successful completion of FHWA-approved comprehensive bridge inspection training.
  - Completion of a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over each 60-month period.
- Maintains documentation supporting the satisfaction of the above requirements.

Population: The individual designated as PM.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- The PM has the required licensure or experience, except a newly designated PM has not completed comprehensive bridge inspection training but is scheduled to do so within 6 months after selection to the PM position.
- The PM has not completed a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over the last 60-month period, but is scheduled to do so within the next 12 months.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the PM's qualifications.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review PM's licensure through State Engineering Board query or review of a written summary of their bridge inspection experience as applicable.
- Review PM's comprehensive and refresher training course documents.
- Interview PM or PM's supervisor as necessary to verify qualifications.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #3: Qualifications of Personnel – Team Leader(s)

NBIS Reference: 23 CFR 650.309(b),(c) – Team leader

Criteria

- Each TL has at least one of the following qualifications:
  - PE registration and six months of bridge inspection experience.
  - Five years of bridge inspection experience.
  - Bachelor's degree in engineering from ABET-accredited college or university, and a passing score on the Fundamentals of Engineering Exam, and two years of bridge inspection experience.
  - Associate degree in engineering or engineering technology from ABET-accredited college or university, and four years of bridge inspection experience.
- In addition to the above qualifications, each TL has all the following training:
  - Successful completion of FHWA-approved comprehensive bridge inspection training.
  - Completion of a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over each 60-month period.
- In addition to the above qualifications, each TL performing NSTM inspections has successfully completed FHWA-approved NSTM inspection training.
- Each TL has provided documentation to the Program Manager that the above requirements (as applicable) are satisfied.

Population 1: All TLs for all inspection types other than NSTM for inspections performed from January 1 of the calendar year prior to the beginning of the review year.

Population 2: All TLs for NSTM inspections performed from January 1 of the calendar year prior to the beginning of the review year.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All TLs sampled have the required qualifications and have successfully completed FHWA-approved comprehensive bridge inspection training.
- One or more TLs have not completed a cumulative total of 18 hours of FHWA-approved bridge inspection refresher training over the last 60-month period, but are scheduled to do so within the next 12 months.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the process for monitoring TL qualifications.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review records of interviews performed by the PM to assess TLs qualifications when either the comprehensive bridge inspection or the NSTM inspection training courses were taken prior to 2004.
- Review each sampled TL's licensure through State Engineering Board query (as applicable), written summary of their bridge inspection experience, and copies of academic degree & Fundamentals of Engineering exam results (as applicable). (Population 1 and 2)
- Review each sampled TL's comprehensive and refresher training course documents. (Population 1 and 2)
- Review each sampled TL's NSTM training course documents. (Population 2)

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #4: Qualifications of Personnel – Load Rating Engineer

Deleted

NBIS Reference: 23 CFR 650.309(d)

Metric #4 "Qualifications of personnel - Load Rating Engineer" was deleted in PY24 because Load Rating Engineer is no longer a defined position in the NBIS. Metric #13 now verifies that each load rating was performed by or under the supervision of a Professional Engineer as part of its random sample.

Metric #5: Qualifications of Personnel – Underwater Bridge Inspection Diver

NBIS Reference: 23 CFR 650.309(e) – Underwater Bridge Inspection Diver

Criteria

- Each underwater bridge inspection diver has successfully completed one of the following training courses:
  - FHWA-approved underwater bridge inspection training.
  - FHWA-approved comprehensive bridge inspection training *(if serving as an underwater inspection diver prior to June 6, 2022, and completed training prior to June 6, 2022)*.

Population: All inspection divers from the most recent underwater inspections for all bridges requiring such inspections.

Compliance

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All divers listed in the inspection report are qualified, but it is unclear whether all inspection divers were listed due to inadequate documentation of all divers participating in inspections.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the process for monitoring underwater bridge inspection diver qualifications.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample divers to review documentation of successful completion of required training.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #New1: Qualifications of Personnel – Damage, Special, and Service Inspection Types

NBIS Reference: 23 CFR 650.305 – Definitions; 650.309(f) – Damage and special inspection types; 650.309(g) – Service inspection type

Criteria

- State has established documented personnel qualifications for:
  - Damage and special inspection types.
  - Service inspection type, when routine inspection intervals exceed 48 months.
- Qualifications for personnel performing service inspections include general knowledge of bridge maintenance or bridge inspection.
- Personnel performing these inspection types meet the State's qualifications.

Population: Personnel performing these inspection types on bridges from January 1 of the calendar year prior to the beginning of the review year.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- Personnel qualifications are established for damage, special, and service (if applicable) inspection types. Minor or isolated deficiencies may exist.
- All sampled personnel performing these inspection types meet the State's qualifications.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the established requirements for personnel qualifications.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review State's documented personnel qualifications for damage, special, and service inspection types.
- Randomly sample population to determine if personnel meet the State's qualifications.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #6: Inspection Interval – Routine

NBIS Reference: 23 CFR 650.311(a) – Routine inspection intervals; 650.311(e) – Bridge inspection interval tolerance; 650.313(b) – Initial inspection

Criteria

- Each bridge designated for inspection at regular intervals of 24 months is inspected within its coded interval, plus the acceptable tolerance of up to 3 months.
- Each bridge designated for inspection at reduced intervals of less than 24 months is inspected within its coded interval, plus the acceptable tolerance of up to 2 months.
- Each bridge designated for inspection at extended intervals of up to 72 months is inspected within its coded interval, plus the acceptable tolerance of up to 3 months, and adheres to FHWA-approved extended interval criteria.
- Exceptions to the inspection interval tolerance due to rare and unusual circumstances are approved by FHWA in advance of the inspection due date plus acceptable tolerance.
- An initial inspection is performed for each new, replaced, rehabilitated, and temporary bridge within three months of the bridge opening to traffic.

Population 1: All bridges that are open to traffic and had a routine inspection since the previous year's NBI submission or are overdue for routine inspection based on submitted NBI data.

Population 2: All new, replaced, rehabilitated, and temporary bridges opened to traffic since the previous year's NBI submission. (New in PY25)

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All bridges with a designated interval less than 24 months are inspected within the coded interval plus the acceptable tolerance.
- At least 95% of bridges with a designated interval 24 months or greater are inspected within the coded interval plus the acceptable tolerance, and all bridges with a designated interval 24 months or greater are inspected within the coded interval plus acceptable tolerance plus 1 month.
- In cases of rare or unusual circumstances delaying inspections, FHWA approval was provided prior to the inspection due date plus acceptable tolerance.
- At least 85% of sampled bridges have initial inspections performed within 3 months of the bridge being open to traffic.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Generate MAR6 within 30 days of NBI data acceptance or when the MAR is available, whichever is later, and review to resolve overdue bridge inspections. Notify the State of overdue inspections, track completion of inspections, and document result on MAR6.
- Monitor status of inspections for any bridges with FHWA-approved inspection delays due to rare and unusual circumstances within the performance year.
- Toggle to MAR6 Int-AL Summary and review for indication of any new deficiencies that would indicate a compliance issue.
- Assess based on MAR6 Min-AL Snapshot and previous review results, and on the reviewer's knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review MAR6 at Int-AL and resolve data for inspections that exceeded the coded interval to the extent necessary to assure that the compliance status shown is correct.
- If appropriate, perform a supplemental MAR6 analysis for current year inspections using additional data obtained from the State.
- Randomly sample bridges that are new, replaced, rehabilitated, or temporary and verify initial inspection was performed within 3 months of the bridge opening to traffic. (Population 2)

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #7: Inspection Interval – Routine – Higher Risk Bridges

Deleted

NBIS Reference: 23 CFR 650.311(a) – Routine inspection intervals; 650.311(e) – Bridge inspection interval tolerance

Metric #7 "Inspection Interval – Routine – Higher Risk Bridges" was deleted in PY25. Metric #6 now assesses all routine inspection intervals.

Metric #8: Inspection Interval – Underwater

NBIS Reference: 23 CFR 650.311(b) – Underwater inspection intervals; 650.311(e) – Bridge inspection interval tolerance; 650.313(e) – First underwater inspection

Criteria

- Each bridge designated for underwater inspection at regular intervals not to exceed (NTE) 60 months is inspected within the coded interval, plus the acceptable tolerance of up to 3 months.
- Each bridge designated for underwater inspection at reduced intervals of less than 24 months is inspected within the coded interval, plus the acceptable tolerance of up to 2 months.
- Each bridge designated for underwater inspection at reduced intervals of 24 to 59 months is inspected within the coded interval, plus the acceptable tolerance of up to 3 months.
- Each bridge designated for underwater inspection at extended intervals of up to 72 months is inspected within the coded interval, plus the acceptable tolerance of up to 3 months, and adheres to FHWA-approved extended interval criteria.
- Exceptions to the inspection interval tolerance due to rare and unusual circumstances are approved by FHWA in advance of the inspection due date plus acceptable tolerance.
- First underwater inspections are completed within 12 months of bridge opening to traffic or have had portions underwater that have been rehabilitated. (New in 2026)

Population 1: All bridges that are open to traffic and had an underwater inspection since the previous year's NBI submission or are overdue for underwater inspection based on submitted NBI data.

Population 2: All bridges open to traffic that require underwater inspection and are new, replaced, or rehabilitated since the previous NBI submission. (New in 2026)

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All bridges with a designated interval less than 60 months are inspected within the coded interval plus the acceptable tolerance.
- At least 95% of underwater inspections with a designated interval of 60 months or greater are performed within the coded interval plus acceptable tolerance, and all bridges with a designated interval of 60 months or greater are inspected within the coded interval plus acceptable tolerance plus 1 month.
- In cases of rare or unusual circumstances delaying inspections, FHWA approval was provided prior to the inspection due date plus acceptable tolerance.
- At least 85% of sampled bridges have first underwater inspections performed within 12 months of the bridge being open to traffic. (New in 2026).

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Generate MAR8 within 30 days of NBI data acceptance or when the MAR is available, whichever is later, and review to resolve overdue underwater inspections. Notify the State of overdue inspections, track completion, and document result on MAR8.
- Monitor status of inspections for any bridges with FHWA-approved inspection delays due to rare and unusual circumstances within the performance year.
- Toggle to MAR8 Int-AL Summary and review for indication of any new deficiencies that would indicate a compliance issue.
- Assess based on MAR8 Min-AL Snapshot and previous review results, and on the reviewer's knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review MAR8 at Int-AL and resolve data to the extent necessary to ensure that the compliance status shown is correct.
- If appropriate, perform a supplemental MAR8 analysis for current year underwater inspections using additional data obtained from the State.
- Randomly sample bridges that are new, replaced, or rehabilitated, and require underwater inspection to verify inspection was performed within 12 months of the bridge opening to traffic. (Population 2). (New in 2026).

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #9: Inspection Interval – Underwater – Higher Risk Bridges

Deleted

NBIS Reference: 23 CFR 650.311(b) – Underwater inspection intervals; 650.311(e) – Bridge inspection interval tolerance

Metric #9 "Inspection Interval – Underwater – Higher Risk Bridges" was deleted in PY25. Metric #8 now assesses all underwater inspection intervals.

Metric #10: Inspection Interval – Nonredundant Steel Tension Member (NSTM)

NBIS Reference: 23 CFR 650.311(c) – NSTM inspection intervals; 650.311(e) – Bridge inspection interval tolerance

Criteria

- Each bridge with NSTMs designated for inspection at regular intervals not to exceed (NTE) 24 months is inspected within the coded interval, plus the acceptable tolerance of up to 3 months.
- Each bridge with NSTMs designated for inspection at reduced intervals of less than 24 months is inspected within the coded interval, plus the acceptable tolerance of up to 2 months.
- Each bridge with NSTMs designated for inspection at extended intervals of up to 48 months is inspected within the coded interval, plus the acceptable tolerance of up to 3 months, and adheres to approved extended interval criteria.
- Exceptions to the inspection interval tolerance due to rare and unusual circumstances are approved by FHWA in advance of the inspection due date plus the acceptable tolerance.
- The first NSTM inspection for each bridge and for each bridge with rehabilitated NSTMs is performed within 12 months of the bridge opening to traffic. (New in 2026)

Population 1: All bridges that are open to traffic and had an NSTM inspection since the previous year's NBI submission or are overdue for NSTM inspection based on submitted NBI data.

Population 2: All bridges open to traffic that require NSTM inspection and are new, replaced, or rehabilitated since the previous NBI submission. (New in 2026)

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All bridges with NSTMs with designated NSTM inspection intervals of less than 24 months are inspected within the coded interval plus the acceptable tolerance.
- At least 95% of all bridges with designated NSTM inspection intervals of 24 months or greater have NSTM inspections performed within the coded interval plus acceptable tolerance, and all bridges with designated NSTM inspection intervals of 24 months or greater have NSTM inspections performed within the coded interval plus acceptable tolerance plus 1 month.
- In cases of rare or unusual circumstances delaying inspections, FHWA approval was provided prior to the inspection due date plus acceptable tolerance.
- At least 85% of sampled bridges have first NSTM inspections performed within 12 months of the bridge being open to traffic.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Generate MAR10 within 30 days of NBI data acceptance or when the MAR is available, whichever is later, and review to resolve overdue bridge inspections. Notify the State of overdue inspections, track completion, and document result on MAR10.
- Toggle to MAR10 Int-AL Summary and review for indication of any new deficiencies that would indicate a compliance issue.
- Monitor status of inspections for any bridges with FHWA-approved inspection delays due to rare and unusual circumstances within the performance year.
- Assess based on MAR10 Min-AL Snapshot and previous review results, and on the reviewer's knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review MAR10 and resolve data to the extent necessary to assure that the compliance status shown is correct.
- If appropriate, perform a supplemental MAR10 analysis for current year inspections using additional data obtained from the State.
- Randomly sample bridges that are new, replaced, or rehabilitated, and require NSTM inspection to verify was performed within 12 months of the bridge opening to traffic. (Population 2). (New in 2026.)

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #New2: Inspection Interval – Special, In-Depth, and Service

NBIS Reference: 23 CFR 650.311(a)(3) – Service inspection; 650.311(d) – In-depth and special inspections

Criteria

- Each bridge designated for a special or in-depth inspection at an interval of 24 months or greater, is inspected within the coded interval, plus the acceptable tolerance of up to 3 months.
- Each bridge designated for a service inspection (for bridges with a risk-based routine inspection interval greater than 48 months) is inspected midway between routine inspections, within the acceptable tolerance of up to 3 months.
- Each bridge designated for a special and/or in-depth inspection at intervals of less than 24 months is inspected within the coded interval, plus the acceptable tolerance of up to 2 months.
- Exceptions to the inspection interval tolerance due to rare and unusual circumstances are approved by FHWA in advance of the inspection due date plus acceptable tolerance.

Population: All bridges that are open to traffic, and whose special, in-depth, or service inspection dates have changed since the previous year's NBI submission or are overdue.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 95% of special, in-depth, and service inspections are performed within the coded interval plus the acceptable tolerance.
- In cases of rare or unusual circumstances delaying inspections, FHWA approval was provided prior to the inspection due date plus acceptable tolerance.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Generate MARNew2 within 30 days of NBI data acceptance or when the MAR is available, whichever is later, and review to resolve overdue bridge inspections. Notify the State of overdue inspections, track completion, and document results on MARNew2.
- Monitor status of inspections for any bridges with FHWA-approved inspection delays due to rare and unusual circumstances within the performance year.
- Review MARNew2 Summary for indication of any new deficiencies that would indicate a compliance issue.
- Assess based on previous review results, and on the reviewer's knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review MARNew2 and resolve data to the extent necessary to ensure that the compliance status shown is correct. Discuss any identified issues with the State.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #11: Inspection Interval – Interval Criteria

NBIS Reference: 23 CFR 650.311 – Inspection interval

Criteria

- Criteria are established to determine level of inspection and interval for all the following inspection types where appropriate:
  - Routine inspections
    - Method 1 – for less than 24-month intervals; for extended intervals NTE 48 months; or
    - Method 2 – for inspection intervals NTE 12, 24, 48, or 72 months
  - Underwater inspections
    - Method 1 – for less than 60-month intervals; for extended intervals NTE 72 months; or
    - Method 2 – for inspection intervals NTE 24, 60, or 72 months
  - NSTM inspections
    - Method 1 – for less than 24-month intervals; for extended intervals NTE 48 months; or
    - Method 2 – for inspection intervals NTE 12, 24, or 48 months
  - Damage inspections
  - In-depth inspections
  - Special inspections
- Method 2 criteria (if used) were approved by FHWA.
- All coded bridge inspection intervals as reported to the NBI are consistent with established criteria. (New in 2026)

Population: All bridges that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- Criteria are established to determine level of inspection and interval for all listed inspection types, with only minor or isolated deficiencies.
- FHWA was notified that Method 1 extended intervals were implemented (if used).
- Method 2 criteria (if used) were approved by FHWA.
- At least 95% of sampled bridges meet established interval criteria.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review established criteria for level of inspection and interval for all listed inspection types.
- Randomly sample bridges to verify inspection intervals meet established criteria.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #12: Inspection Procedures – Quality Inspections

NBIS Reference: 23 CFR 650.313(a) through (j) – Inspection procedures

Criteria

- Each bridge is inspected to determine condition, identify deficiencies, and document results in an inspection report in accordance with the MBE and the State's documented inspection procedures, as measured by the following criteria:
  - Deck, Superstructure, Substructure, and/or Culvert component condition codes have documented justification and are accurate within the acceptable tolerance.
  - All notable bridge deficiencies are identified and include supporting photographic documentation. Notable bridge deficiencies are those leading to an NBI component condition rating of 5 or less, or those requiring some kind of immediate action.
  - Condition codes are supported by narrative that appropriately justifies and documents the component or element condition rating.
  - Inspections are performed in accordance with the State's documented inspection procedures for NSTM, underwater, complex feature, in-depth, and special inspections. (New in 2026)
  - All notable deficiencies are quantified in element CS3 or CS4 and properly documented. Non-NHS bridges are not required to use national elements but must document to the MBE standard.
  - Inspection reports document the use of special equipment or techniques, and/or traffic control as necessary for inspections in circumstances where their use provided the only practical means of accessing and/or determining the component/element condition.
- A qualified team leader is at the bridge and actively participates at all times during each initial, routine, in-depth, NSTM, and underwater inspection, and for each special inspection used to monitor conditions on bridges with reduced routine and underwater inspection intervals as described in 23 CFR 650.311(a)(1)(ii) and (b)(1)(ii).
- Underwater, damage, and special inspections are performed by qualified personnel. (New in 2026)

Population: Bridges in the entire State or selected geographic/owner subset that are open to traffic and have been inspected since January 1 of the previous calendar year.

Compliance Levels

Compliance (C): All of the criteria listed below must be met for C:

- At least 90% of bridges sampled meet the quality inspection measurements of the criteria listed.
- All bridges sampled had a qualified team leader on site during all most recent inspection types.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 80% of bridges sampled meet the quality inspection measurements of the criteria listed.
- All bridges sampled had a qualified team leader on site during all most recent inspection types.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Perform field reviews of sampled bridges at the LOC 80%, MOE 15% size or greater, to compare inspection report documentation with the observed bridge condition. The comparison evaluates the following for all appropriate inspection types:
  - Component condition codes are accurate, within acceptable tolerance, and documentation justifies component condition ratings for Deck, Superstructure, Substructure, and/or Culvert.
- Verify that all notable deficiencies are identified, including element condition states CS3 and CS4 adequately document each such defect's quantity, location, and the defects are accurately evaluated. Documentation must be adequate for supporting a load rating, and as necessary to detect a change in primary elements with CS3 and CS4 defects.
- Verify that inspection practices and methods follow MBE and State inspection procedures to assess condition and identify defects such as: measure section loss, sounding concrete and timber, proper access, proper equipment, etc. Some inspection types require bridge-specific inspection procedures: NSTM, underwater, in-depth, complex feature, special.
- Verify that a qualified team leader was documented to be present and actively participated at each applicable inspection type: initial, routine, in-depth, NSTM, underwater, and special (as applicable).
- Verify that underwater, damage, and special inspections are performed by qualified personnel.
- Verify that all TLs listed in sampled inspection reports are present in the State's registry of NCBIs.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Observe at least one active inspection (routine, NSTM, underwater, in-depth, or special) to verify team leader presence and that MBE and State-specific documented procedures are followed.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #13: Inspection Procedures – Load Rating

NBIS Reference: 23 CFR 650.313(k) – Load rating

Criteria

- All bridges are rated for their safe load carrying capacity in accordance with Sections 6 and 8 of the MBE, excluding the 3rd paragraph in Article 6B.7.1, for all legal vehicles and State routine permit loads.
- Load ratings are completed no later than 3 months after the initial inspection and after a change is identified that warrants a re-rating.
- Load ratings are performed by, or under the direct supervision of, a registered PE.
- All bridges are analyzed for routine and special permit loads which cross those bridges.
- Procedures for completion of new and updated bridge load ratings are developed and documented.

Population: All bridges that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- 100% of higher risk bridges and at least 95% of lower risk bridges have a load rating determination.
- At least 95% of sampled bridges have documentation in accordance with the MBE that supports the load rating determinations.
- At least 95% of sampled bridges have ratings that were completed within 3 months after the initial inspection and after a change that warranted a re-rating.
- Ratings may have minor or isolated documentation deficiencies, but these do not adversely affect the accuracy of the rating.
- All sampled bridges have documentation that indicates the rating was performed by, or under the direct supervision of, a registered PE.
- Load rating procedures have been developed and are documented; minor deficiencies in the procedures may exist but do not adversely affect the overall effectiveness of the load rating process and are isolated in nature.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Review MAR13 Summary for indication of any new deficiencies that would indicate a compliance issue.
- Assess based on previous review results, the status of any new compliance deficiencies, and the reviewer's knowledge and awareness of the State's load rating practices.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review MAR13 and resolve load rating compliance deficiencies to the extent necessary to assure that the compliance status shown is correct and discuss identified load rating data inconsistencies with the State.
- Randomly sample bridges identified in the NBI as having load rating determinations and review the load ratings to verify that:
  - Load rating calculations or documented determinations exist.
  - All legal, routine permit, and special permit vehicles are considered.
  - Load ratings are consistent with current conditions.
  - Load ratings are completed within 3 months of the initial inspection and after a change that warrants a re-rating.
  - Load ratings are performed by, or under the supervision of, qualified personnel.
- Include some bridges from this metric's random sample in the Metric #12 and #22 field review sample to compare actual bridge conditions with those identified in the load rating.
- Interview engineer responsible for load ratings or PM if necessary to verify qualifications when documentation is inconclusive.
- Review the documented load rating procedures to ensure the procedures are appropriate.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #14: Inspection Procedures – Post or Restrict

NBIS Reference: 23 CFR 650.313(l) – Load posting; 650.313(m) – Closed bridges

Criteria

- Bridges are posted or restricted in accordance with the incorporated articles of Section 6 of the MBE or in accordance with State law, 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.
- Procedures to ensure that bridges are posted in a timely manner, but not later than 30 days after a load rating determines a need for such posting, have been developed and documented.
- Posting deficiencies are resolved within the timeframe established by the procedures, but not later than 30 days after an inspection or other notification determines a need for such posting.
- Criteria for closing bridges have been developed and documented.
- All bridges that meet the State-defined criteria for closure are closed.
- Any bridge with a gross live load capacity less than three tons is closed.

Population 1: All bridges requiring posting or closure.

Population 2: All bridges that should be posted or closed based on the State's documented criteria. (New in 2026)

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All bridges are properly posted, restricted, or closed, as required by load rating calculations and State procedures.
- Procedures to ensure that bridges are posted in a timely manner have been developed and are documented. Minor deficiencies may exist in the procedures, but they do not adversely affect the overall effectiveness of the load posting process and are isolated in nature.
- Some posting deficiencies are resolved beyond the timeframe established, but not later than 30 days.
- Criteria for closing bridges have been developed and are documented. Minor deficiencies in the criteria may exist but do not adversely affect the State's ability to close bridges when necessary.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Review and notify the State of posting deficiencies identified in MAR14 within 30 days of notification from the NBI Administrator that the data has been accepted; resolve all posting deficiencies identified in MAR14.
- Assess based on previous review results, the status of current posting deficiencies, and the reviewer's knowledge and awareness of the State's load posting and closure practices.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Resolve all posting data inconsistencies identified in MAR14.
- Randomly sample bridges that require posting and review the bridge files to verify that the documentation shows posting is properly implemented and corresponds to the load rating recommendation.
- Include some bridges from this metric's random sample in the Metrics #12 and #22 field review sample to verify that posting signs exist and are appropriate for the current load rating and posting recommendations.
- Review the documented procedures that ensure bridges are posted in a timely manner to ensure that the procedures are appropriate.
- Review the documented criteria for closing bridges; via review of inspection reports and field reviews, determine to the extent possible if the criteria are appropriate and are being followed.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #15: Inspection Procedures – Bridge Files

NBIS Reference: 23 CFR 650.313(n) – Bridge files

Criteria

- Bridge files are prepared and maintained in accordance with Section 2.2 of the MBE. The bridge file contains the following specific bridge information per the MBE:
  - General file information
  - Field inspection information
  - Critical findings and actions taken
  - Waterway information – channel cross-sections, soundings, stream profiles
  - Significant correspondence
  - Bridge-specific inspection procedures or requirements (i.e., NSTM, underwater, in-depth, complex feature) and reference to general inspection procedures where they are used
  - Load rating documentation, including load testing results
  - Posting documentation
  - Scour appraisal
  - Scour Plan of Action (POA) (for scour critical bridges and those with unknown foundations)

Population: Bridges that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C:

Substantial Compliance (SC): All of the following must be met for SC:

- All sampled bridges have files.
- At least 85% of sampled bridge files have the components specified in the criteria

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results, the reviewer's knowledge and awareness of State practices.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample bridges to verify that bridge files and MBE-specified bridge file components exist. If some components are only referenced, verify the components exist in the referenced location(s) and are readily available.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #16: Inspection Procedures – Nonredundant Steel Tension Member (NSTM)

NBIS Reference: 23 CFR 650.313(f),(g) – NSTM inspection procedures

Criteria

- All bridges with NSTMs have been identified.
- Each bridge with NSTMs has documented inspection procedures in the bridge file developed in accordance with Section 4.2 of the MBE. The procedures, whether general or bridge specific:
  - Require a qualified inspection team leader with NSTM credentials be present during the entire NSTM inspection.
  - Identify for each bridge the location of each NSTM and document in the inspection file.
  - Require hands-on inspection of the entire NSTM or member component, plus identify additional specialized inspection methods and procedures needed to fully ascertain condition for any of the NSTMs, including non-destructive evaluation (NDE) and NDT.
  - Specify the interval between inspections.
- NSTM inspections are recorded as such in the bridge inventory, with NBI items updated accordingly. (New in PY25)
- All NBI data related to NSTMs are properly reported.
- A State that chooses to demonstrate a member is not considered an NSTM due to system or internal redundancy has developed appropriate formal written policy and procedures that have been approved by FHWA and include:
  - Identification of the nationally recognized method used to determine system or internal redundancy.
  - Baseline condition of the bridge(s) to which the policy is being applied.
  - Description of design and construction details on the member(s) that may affect the system or internal redundancy.
  - Routine inspection requirements for bridges with system or internally redundant members.
  - Special inspection requirements for the members with system or internal redundancy.
  - Evaluation criteria for when members should be reviewed to ensure they still have system and internal redundancy.
- Bridge members demonstrated not to require NSTM inspection due to system or internal redundancy are inspected in accordance with the approved procedures for routine and special inspections.

Population 1: Bridges with NSTMs that are open to traffic.

Population 2: Bridges identified to have members with internal and/or system redundancy that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All sampled bridges with NSTMs have documented inspection procedures; the procedures may have minor or isolated deficiencies that do not adversely affect the effectiveness of the NSTM inspections. (Population 1)
- All sampled bridges with NSTMs are inspected according to those procedures. (Population 1)
- Fewer than all bridges identified to have internal and/or system redundancy do not have adequate justification and approvals complete. (Population 2)

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's NSTM inspection practices.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample bridges to verify that sample NSTM bridge files meet the criteria. (Population 1)
- Randomly sample bridges identified to have internal and/or system redundancy to confirm whether justification is sufficient, approvals are complete, and members meet all applicable required criteria. (Population 2)
- Include some bridges from this metric's random sample in the Metric #12 and #22 field review sample to verify documented procedures were followed. (Population 1 and/or 2)

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #17: Inspection Procedures – Underwater

NBIS Reference: 23 CFR 650.313(e),(g) – Underwater inspection procedures

Criteria

- Each bridge requiring an underwater inspection has documented inspection procedures developed in accordance with Section 4.2 of the MBE. The procedures, whether general or bridge specific:
  - Require a qualified inspection team leader be present during the entire underwater inspection.
  - Ensure an appropriate level of pre-inspection preparation occurs, including review of the bridge inspection file.
  - Identify for each bridge the specific underwater elements to be inspected, including any underwater scour countermeasures present.
  - Require that the underwater inspection:
    - Is performed in accordance with methods and techniques contained in the MBE, as well as State requirements.
    - Evaluates the waterway under and adjacent to the bridge, taking into account its unique characteristics.
  - Specify the interval between inspections.
  - Ensure the underwater inspection follows the scour POA requirements as it pertains to directions for underwater inspections.
- Underwater inspections are recorded as such in the bridge inventory, with NBI items updated accordingly.

Population 1: Bridges requiring underwater inspection that are open to traffic.

Population 2: Bridges that are over water and open to traffic not currently identified to require underwater inspection.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 90% of sampled bridges requiring underwater inspections have documented inspection procedures; procedures may have minor or isolated deficiencies, but the deficiencies do not adversely affect the effectiveness of the underwater inspections. (Population 1)
- At least 90% of sampled bridges requiring underwater inspections are inspected according to those procedures. (Population 1)
- All sampled bridges from Population 2 are properly identified to have an adequate level of inspection for underwater inspection.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's underwater inspection practices.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample bridges to verify that files contain underwater inspection procedures, and the underwater inspection report shows that the bridge was inspected according to those procedures. (Population 1)
- Randomly sample bridges over water to verify adequate level of inspection for underwater inspection has been completed. (Population 2)
- Include some bridges from this metric's Population 1 random sample in the Metric #12 and #22 field review sample to verify documented procedures were followed.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #18: Inspection Procedures – Scour

NBIS Reference: 23 CFR 650.313(o) – Scour procedures

Criteria

- All bridges over water have a scour appraisal and the process and results are documented in the bridge file.
- Scour appraisal procedures are consistent with HEC-18 and HEC-20.
- All bridges determined to be scour critical or with unknown foundations have a scour plan of action (POA) which has been prepared and documented consistent with HEC-18 and HEC-23 for deployment of scour countermeasures for known and potential deficiencies, and which addresses safety concerns. The POA addresses a schedule for repairing or installing physical and/or hydraulic scour countermeasures, and/or the use of monitoring as a scour countermeasure.
- Scour countermeasures identified in the POA are being deployed for each bridge determined to be scour critical or having unknown foundations.
- For bridges with changed scour conditions, re-appraisals have been performed.

Population 1: Bridges that are over water and open to traffic.

Population 2: Bridges that are scour critical or with unknown foundations that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- All bridges over water have a scour appraisal as indicated by NBI scour coding.
- All sampled bridges from Population 1 have a documented scour appraisal, but some appraisals may have minor or isolated deficiencies that do not adversely affect the scour vulnerability determination.
- All sampled bridges from Population 2 have a POA, but some POAs may have minor or isolated deficiencies that do not adversely affect the POA effectiveness.
- All sampled bridges from Population 2 that have experienced an event triggering monitoring are managed in accordance with the POA, but minor deficiencies in documentation of monitoring may exist.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Review MAR18 Summary and resolve previously identified bridges lacking a scour appraisal.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's scour appraisal and POA practices and procedures.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample Population 1 bridges to review files to verify that scour appraisals are documented, consistent with bridge conditions, and properly assess scour vulnerability.
- Randomly sample Population 2 bridges to review files to verify that POAs are developed and documented in accordance with the criteria above.
- Include some bridges from this metric's random sample of Population 1 bridges in the Metric #12 and #22 field review sample to field verify validity of scour evaluations.
- If a triggering event has occurred to a sampled bridge from Population 2 during the 2-year period prior to the year of assessment, review the file and conduct interviews as necessary to verify monitoring was executed in accordance with POA.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #19: Inspection Procedures – Complex Feature

NBIS Reference: 23 CFR 650.313(g) – Complex feature inspection procedures

Criteria

- All bridges with complex features have been identified and are so coded in the NBI.
- Each bridge with complex features has documented inspection procedures in the bridge file developed in accordance with Section 4.2 of the MBE. Procedures are bridge specific and:
  - Require a qualified inspection team leader be present during the complex feature inspection.
  - Ensure an appropriate level of pre-inspection preparation occurs, including review of the bridge inspection file.
  - Identify for each bridge the specific complex feature(s) to be inspected.
  - Identify any additional qualifications, or specialized training or experience, required of the inspection team leader or specific bridge inspectors (i.e., mechanical or electrical systems inspectors) for the complex feature being inspected.
  - Identify additional specialized inspection methods and procedures to be used during routine and in-depth inspections, that are appropriate for the specific complex feature.
  - Specify the interval for specialized inspection methods.

Population 1: Bridges that are open to traffic and contain complex features.

Population 2: Bridges with main spans of 300 feet or greater that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 90% of sampled bridges from Population 1 meet the criteria above.
- All sampled bridges from Population 2 are properly coded in the NBI with regards to complex features.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's complex feature inspection procedures.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample bridge files from Population 1 to verify that bridges with complex features have documented specialized inspection procedures.
- Review sample bridge reports from Population 1 to verify that documented procedures were followed.
- Include bridges from this metric's random sample of Population 1 in the Metric #12 and #22 field review sample to verify documented procedures were followed.
- Randomly sample bridges from Population 2 to verify correct coding with regard to complex features.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #New3: Inspection Procedures – In-Depth and Special

NBIS Reference: 23 CFR 650.313(g) – In-depth inspection procedures; 650.313(h) – Special inspection procedures

Criteria

- All bridges requiring in-depth inspections have been identified.
- All bridges requiring special inspections to monitor localized deficiencies have been identified and are so coded in the NBI.
- Each bridge requiring in-depth or special inspections has documented inspection procedures in the bridge file developed in accordance with Section 4.2 of the MBE. The procedures, whether general or specific:
- Require a qualified inspection team leader be present during the entire in-depth or special inspection.
- Identify each bridge member or specific detail requiring an in-depth or special inspection and document each location.
- Detail any advanced inspection methods or techniques to be used to fully ascertain the existence of or extent of a deficiency not readily detectable using routine inspection procedures.
- Specify the interval between inspections.
- Specify any additional qualifications, or specialized training, required of the inspection team leader or specific bridge inspectors (divers, riggers, NDE certified, etc.).
- Specify any needed special access equipment or traffic control.
- Inspection reports document actual members inspected, and inspection methods utilized during the inspection. Findings are documented to the level of detail needed, which may be significantly more detailed than a normal routine inspection.

Population 1: Bridges that require in-depth inspection that are open to traffic.

Population 2: Bridges that require special inspection that are open to traffic.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 90% of sampled bridges for Population 1 meet the criteria above.
- All sampled bridges for Population 1 have an adequate level of in-depth inspection.
- At least 90% of sampled bridges for Population 2 meet the criteria above.
- All sampled bridges for Population 2 have an adequate level of special inspection.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's in-depth inspection procedures.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Randomly sample bridge files to verify that bridges that require in-depth inspection have documented specialized inspection procedures. (Population 1)
- Use the sample from Population 1 to verify adequate level of in-depth inspection.
- Randomly sample bridge files to verify that bridges that require special inspection have documented specialized inspection procedures. (Population 2)
- Use the sample from Population 2 to verify adequate level of special inspection.
- Review sampled bridge inspection reports to verify that documented procedures were followed.
- Include bridges from this metric's random samples in the Metric #12 and #22 field review sample to verify documented procedures were followed. (New in 2026)

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #20: Inspection Procedures – Quality Control (QC) and Quality Assurance (QA)

NBIS Reference: 23 CFR 650.307(e)(6), 650.313(p) – Quality control and quality assurance

Criteria

- Systematic, documented QC and QA procedures identified in Section 1.4 of the MBE are used to maintain a high degree of accuracy and consistency in the inspection program. These include:
  - Periodic field review of inspection teams
  - Periodic bridge inspection refresher training for program managers and team leaders
  - QC and QA measures for inventory data
  - Independent review of inspection reports and computations
- The extent, interval, and responsible parties for the QC and QA activities are documented.
- QC and QA procedures include organizational tracking to verify completion of actions identified in the procedures.
- The results, findings, corrective action recommendations, and resulting corrective actions that address the findings from QC and QA reviews are documented.
- QC and QA reviews are performed by personnel other than the individual who completed the original report or calculations.
- The findings of the QC and QA reviews are addressed.

Population: None (or as determined to be appropriate by the reviewer).

Compliance Levels

Compliance (C): All of the criteria above must be met for C:

Substantial Compliance (SC): Meets the criteria above with the following exceptions:

- Minor aspects of the QC procedures are not documented or are not fully performed.
- Minor aspects of the QA procedures are not documented or are not fully performed.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's QC and QA procedures.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review State's written QC and QA procedures and verify NBIS criteria are fulfilled.
- Interview personnel responsible for QC reviews and verify procedures were followed.
- Interview personnel responsible for QA reviews and verify procedures were followed.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #21: Inspection Procedures – Critical Findings

NBIS Reference: 23 CFR 650.313(q) – Critical findings

Criteria

- Procedures are in place and documented to address critical findings in a timely manner:
  - The procedures define critical findings considering the location and redundancy of the member affected and the extent and consequence of a deficiency.
  - The procedures provide timeframes for addressing critical findings.
- FHWA is notified of all critical findings and the actions taken to resolve them:
  - FHWA is notified within 24 hours of the discovery of all critical findings on the NHS that meet either of these criteria:
    (A) Full or partial closure of any bridge
    (B) An NSTM to be rated in serious or worse condition
  - FHWA is notified monthly, in a written report, of all critical findings and the actions planned, undertaken, or completed to resolve the critical findings.
  - The monthly report contains the following information:
    (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
    (H) Date of completion if corrective actions are completed

Population: All bridges identified by the State's documented procedures as having an active critical finding at the time of the last assessment, and any critical findings identified since the last assessment.

Compliance Levels

Compliance (C): All of the criteria above must be met for C:

Substantial Compliance (SC): All of the following must be met for SC:

- All critical findings are addressed in accordance with the procedures; isolated instances may exist where documentation is not in accordance with the procedures.
- FHWA was notified of critical findings on the NHS and meeting the criteria above within 24 hours in all but a few isolated instances.
- FHWA has received monthly written reports on the actions planned, underway, or completed to resolve critical findings except for a few isolated instances.
- Monthly critical finding reports contain all of the required information except for a few isolated instances.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Monitor the monthly critical finding reports to confirm that public safety issues are being addressed and that actions planned, undertaken, or completed to resolve critical findings are carried out in a timely manner.
- Verify the status of any critical findings during field reviews of bridges for Metric #12 and #22.
- Assess based on previous review results and the reviewer's knowledge and awareness of the State's process for addressing critical findings.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Verify the documented procedures meet the minimum criteria described in 650.313(q)(1)(i)(A) through (E) for defining critical findings.
- Verify public safety issues are being addressed in accordance with the timelines documented in the State's critical findings procedures.
- Verify FHWA has been receiving 24-hour notification of the discovery of critical findings on the NHS that meet the criteria above.
- Verify FHWA has been receiving written monthly reports in a timely manner.
- Verify the monthly reports contain the required information.
- Randomly sample bridges and review the bridge files to ensure that actions taken, and documentation, were in accordance with the documented procedures, and that proper notifications of critical findings were provided.
- Include some bridges from this metric's random sample in the Metric #12 and #22 field review sample to verify findings were addressed according to procedures.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #22: Inventory – Bridge Data Quality

NBIS Reference: 23 CFR 650.303, 650.305, 650.307(e)(7), 650.315(a), and 650.317

Criteria

- An inventory of all bridges subject to the NBIS is prepared and maintained by the State. The inventory includes:
  - Private bridges that are connected to a public road on both ends of the bridge.
  - Temporary bridges open to traffic greater than 24 months.
  - Bridges under construction with portions open to traffic.
- Inventory (NBI) data are collected, updated, and retained by the State, and reported in accordance with the Coding Guide.
- Inventory data include element level bridge inspection data for bridges on the NHS, reported in accordance with the SNBIBE.

Population: Bridges for the entire State or selected geographic/owner subset that are open to traffic and have been inspected since January 1 of the previous calendar year.

Compliance Levels

Compliance (C): All of the following must be met for C:

- At least 95% of the sampled NBI data items reviewed are within acceptable tolerances and correctly assigned.

Substantial Compliance (SC): All of the following must be met for SC:

- At least 90% of the sampled NBI data items reviewed are within acceptable tolerances and correctly assigned.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Review data for assigned NBI items during field reviews of the bridges identified for field review under Metric #12. Verify consistency of information in the bridge file with actual field conditions.
- Document NBI data errors found during review of other metrics when resolving MARs and other data, for knowledge and awareness.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Review data for additional NBI items during field reviews of the bridges identified for field review under Metric #12. Verify consistency of information in the bridge file with actual field conditions.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.

Metric #23: Inventory – Timely Updating of Data

NBIS Reference: 23 CFR 650.315 – Inventory

Criteria

- Inventory data, as defined in 23 CFR 650.305, are updated by the State and submitted to FHWA on an annual basis or whenever requested, using FHWA established procedures.
- Changes to the bridge inventory data are entered into the State's inventory within the specified timeframe for the following events:
  - For all inspection types, within 3 months after the month in which the field portion of the inspection is completed.
  - For modifications to existing bridges that alter previously recorded NBI data and for newly constructed bridges, within 3 months after the bridge is opened to traffic.
  - For changes in load restriction or closure status of the bridge, within 3 months after the change is implemented.
- A process has been established and documented that ensures and can verify the time constraint requirements are fulfilled.

Population: All bridges that were newly built, modified, inspected, or had changes in load restriction or closure status since January 1 of the previous calendar year.

Compliance Levels

Compliance (C): All of the criteria above must be met for C.

Substantial Compliance (SC): All of the following must be met for SC:

- Inventory data are submitted to the FHWA NBI within 10 work days of the requested date; errors preventing acceptance are resolved within 15 work days after notification by FHWA.
- State does not have a documented process to verify all inventory data is updated in the State inventory within the timeframes listed above in Criteria, but is scheduled to have the process implemented within 12 months.
- At least 90% of inventory data reviewed are updated in the State inventory within the timeframes listed above in Criteria.
- No errors are identified in the persistent error report, and all errors identified during data processing are resolved within 90 days.

Non-Compliance (NC): One or more SC criteria are not met.

Conditional Compliance (CC): Adhering to an FHWA-approved plan of corrective action (PCA).

Assessment Levels (AL)

Minimum Assessment (Min-AL): Perform all of the following:

- Verify active PCA or IP is on schedule and compliant with all action items in the documented agreement.
- Verify inventory data were submitted to the FHWA NBI and verify any issues identified were resolved in the specified timeframe.
- Review State's run of the NBI error checks to ensure any errors are addressed prior to submittal of the NBI data. Resolve the safety-related errors and persistent errors generated during the NBI submittal process.
- Assess based on previous review results and the reviewer's knowledge and awareness of the bridge inspection program.

Intermediate Assessment (Int-AL): In addition to the Min-AL:

- Verify that the process for timely update of all inventory data is documented and followed by reviewing the relevant documented procedures and interviewing the person responsible for managing the data.
- Verify that inventory data for temporary bridges open to traffic for more than 24 months are included.
- Randomly sample bridges at a LOC 80%, MOE 15% (Tier 1) size or greater, to verify all bridge inventory data are updated in the State inventory within the specified timeframes. This includes all the events noted under the criteria for this metric.

In-Depth Assessment (InD-AL): See discussion of assessment levels in front matter.