Overview of the National Bridge Inspection Standards (NBIS) Final Rule
Disclaimer

• Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies.

• The Federal Highway Administration is the source for all images unless otherwise noted.
Presentation Outline

• Brief History of the NBIS
• Summary of 2022 NBIS Updates (Section-by-section discussion)
• Key Dates
• Implementation Resources
• Specifications for the National Bridge Inventory
Major Milestones of the NBIS

1968
Federal-Aid Highway Act provided authority for the first NBIS regulation enacted in 1971

1968
Surface Transportation and Uniform Relocation Assistance Act provided authority for fracture critical and underwater inspections

1978
Surface Transportation Assistance Act extended NBIS to all bridges on public roads and established the National Bridge Inventory

1978
Revisions to require follow-up actions for critical findings and provide for extended intervals

1987
Revisions to update qualification requirements for bridge inspection team leaders and program managers

2004

2009
MAP-21 required updating the NBIS and collection of element-level data for NHS bridges. Pub. L. No. 112-141

2012
Notice to proposed rule making published

2019
Final Rule published

2022
Updates Required by MAP-21

- Extend applicability to tribally owned bridges
- Update methodology, training, and qualifications for inspectors
- Update frequency of inspection, considering a risk-based approach
- Establish a procedure for national certification of bridge inspectors
- Ensure uniformity of inspections and evaluations (NBIS and National Tunnel Inspection Standards)
- Establish procedures for reporting and monitoring of critical findings
- Conduct annual compliance reviews
- Conduct collection of element level inspection data for bridges on the National Highway System (NHS)
## Summary of 2019 NPRM Comments

<table>
<thead>
<tr>
<th>NPRM Section / Topic</th>
<th>No. of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>301 – Purpose</td>
<td>5</td>
</tr>
<tr>
<td>301 – Applicability</td>
<td>66</td>
</tr>
<tr>
<td>305 – Definitions</td>
<td>202</td>
</tr>
<tr>
<td>307 – Inspection Organization Responsibilities</td>
<td>102</td>
</tr>
<tr>
<td>309 – Qualifications</td>
<td>152</td>
</tr>
<tr>
<td>311 – Inspection Intervals</td>
<td>382</td>
</tr>
<tr>
<td>313 – Inspection Procedures</td>
<td>505</td>
</tr>
<tr>
<td>315 – Inventory</td>
<td>49</td>
</tr>
<tr>
<td>317 – Reference Manual</td>
<td>37</td>
</tr>
<tr>
<td>T-1 Cost/Benefits</td>
<td>50</td>
</tr>
<tr>
<td>T-2 General</td>
<td>75</td>
</tr>
<tr>
<td>T-3 Others</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total NBIS Comments</strong></td>
<td><strong>1647</strong></td>
</tr>
</tbody>
</table>
NBIS Sections

• § 650.301 Purpose
• § 650.303 Applicability
• § 650.305 Definitions
• § 650.307 Bridge inspection organization responsibilities
• § 650.309 Qualifications of personnel
• § 650.311 Inspection frequency interval
• § 650.313 Inspection procedures
• § 650.315 Inventory
• § 650.317 Incorporation by reference
§ 650.303 Applicability

Expanded the applicability to include:

• Tribally owned bridges

• Privately owned bridges that are connected to public roads immediately at both ends

• Temporary bridges, and bridges under construction with portions open to traffic
§ 650.305 Definitions

• Clarified/updated existing terms and added new terms, such as:
  • Nonredundant Steel Tension Member (NSTM)
  • In-depth Inspection
  • Load path redundancy
  • Risk assessment panel (RAP)

• In several cases, updated terms to align with the NTIS

• Delete terms that are no longer needed
§ 650.305 Definitions

- Terms changed or added from what was proposed in the NPRM and final rule

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Damage mode</td>
<td>Risk assessment panel</td>
</tr>
<tr>
<td>Initial inspection</td>
<td>Routine inspection</td>
</tr>
<tr>
<td>Inspection date</td>
<td>Safe load capacity</td>
</tr>
<tr>
<td>Legal load</td>
<td>Scour appraisal</td>
</tr>
<tr>
<td>Nonredundant member</td>
<td>Scour critical bridge</td>
</tr>
<tr>
<td>NSTM inspection</td>
<td>Service inspection</td>
</tr>
<tr>
<td>Operating rating</td>
<td>Underwater bridge</td>
</tr>
<tr>
<td>Program manager</td>
<td>Legal load rating</td>
</tr>
</tbody>
</table>

*Terms changed or added from what was proposed in the NPRM and final rule*
§ 650.307 Bridge Inspection Organization Responsibilities

• State Transportation Departments, Federal Agencies, and Tribal Governments are responsible for proper inspection and evaluation of all highway bridges

• Tribal Governments may delegate responsibilities to BIA or FHWA who can serve as Program Manager for those governments

• Border bridges need joint written agreements

• Delegated functions must be documented
§ 650.307 Bridge Inspection Organization Responsibilities

• Added new and clarified existing responsibilities, such as:
  • Maintaining a registry of nationally certified bridge inspectors
  • Performing quality control and quality assurance activities
  • Managing the activities and corrective actions taken in response to a critical finding
  • Managing scour appraisals and scour plans of action
§ 650.309 Qualifications of Personnel

Qualifications (Education and Experience) Options:

<table>
<thead>
<tr>
<th>Program Manager</th>
<th>Team Leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Registered professional engineer</td>
<td>• Registered P.E. + 6 months of experience</td>
</tr>
<tr>
<td>• 10 years of experience</td>
<td>• 5 years of experience</td>
</tr>
<tr>
<td></td>
<td>• Bachelor’s degree, pass Fundamentals of Engineering exam, and 2 years of experience</td>
</tr>
<tr>
<td></td>
<td>• Associate’s degree and 4 years of experience</td>
</tr>
</tbody>
</table>
§ 650.309 Qualifications of Personnel

Qualifications (Training):

- Successful completion of comprehensive bridge inspection and refresher training for Program Managers and Team Leaders
  - 70% score required for comprehensive bridge inspection end-of-course assessment
  - 18 hours of refresher training over each 60-month period
  - Made definition more robust with expectation that any alternate training would apply nationally
Qualifications (Training) cont’d:

• Team Leaders for nonredundant steel tension member (NSTM) inspections must have NSTM inspection training

• Underwater Bridge Inspection Divers must have underwater bridge inspection training
§ 650.311 Inspection Interval

Made changes and classified requirements under two methods

• Method 1: simplified assessment of risk
  • Uses similar approach to prior practice (1988 FHWA Technical Advisory 5140.21)
  • Allows up to 48 months interval for routine & **NSTM** inspections
  • Allows up to 72 months for underwater inspections
  • Requires agencies to develop their own criteria for intervals less than 24 months
  • Requires agencies to develop a policy and FHWA notification prior to implementation of extended intervals (longer than 24 months)
§ 650.311 Inspection Interval

• Method 2: rigorous assessment of risk
  • Uses approach outlined in NCHRP Report 782
  • Allows up to 48-month interval for NSTM inspections
  • Allows up to 72-month interval for routine & underwater inspections
  • Requires FHWA approval
§ 650.313 Inspection Procedures

650.313(b) Initial Inspection

- Initial inspection to be performed as soon as practical, but within 3 months of the bridge being open to traffic for bridges that are:
  - New
  - Replaced
  - Rehabilitated
  - Temporary
§ 650.313 Inspection Procedures

650.313(e) and (f) Underwater and NSTM Inspections

• Underwater and NSTM inspection are due within 12 months of opening or completed rehabilitation

• NSTMs with internal or system redundancy, as demonstrated through an FHWA approved process, do not require an NSTM inspection
§ 650.313 Inspection Procedures

650.313(k), (l), (m) Load Rating, Load Posting, Closed Bridges

• Load rate within 3 months of initial inspection and when changes warrant re-rating
• Analyze for routine and special permit loads
• Load post within 30 days of load rating or need is identified
• Develop and document criteria for closing bridges
  • Bridges must be closed when the gross live load capacity is less than 3 tons
§ 650.313 Inspection Procedures

650.313(o) Scour

• Perform a scour appraisal for all bridges over water
• Prepare and document scour POA for deployment of scour countermeasures for scour critical bridges and bridges with unknown foundation
§ 650.313 Inspection Procedures

650.313(p) Quality Control and Quality Assurance

- Section 1.4 of AASHTO Manual for Bridge Evaluation, 3rd Edition, 2018 referenced
- Reviews to be done by someone other than those who completed the original work
- Document results and address findings
§ 650.313 Inspection Procedures

650.313(q) Critical Findings

- Document procedures to address critical findings in a timely manner
- Define critical findings considering the location and the redundancy of the member affected and the extent and consequence of a deficiency. At a minimum, include findings which warrant:
  - Full or partial closure
  - NSTM in serious or worse condition (≤ 3)
  - Component in critical or worse condition (≤ 2)
- Certain critical findings on NHS must be reported within 24 hours
  - Full or partial closure
  - NSTM in serious or worse condition
- Monthly status reports for all critical findings until resolved
§ 650.315 Inventory

• Data to be reported in accordance with Specifications for the National Bridge Inventory

• Data must be updated within three months of field portion of inspection is completed

• Establish and document a process that ensures the timeframes are met
§ 650.317 Incorporation by Reference

Incorporated by reference

• AASHTO Manual for Bridge Evaluation, Third Edition, 2018
  • Sections 1.4, 2.2, 4.2, 6, and 8, excluding the 3rd paragraph in Article 6B.7.1
  • With 2019 and 2020 interim revisions

• AASHTO Manual for Bridge Element Inspection, Second Edition, 2019

• FHWA Specifications for the National Bridge Inventory, 2022
Key Dates

- NBIS was published in Federal Register on May 6, 2022
- NBIS effective date is June 6, 2022 (thirty days after publication)
- Several specific sections in the NBIS take effect 24 months from the effective date of final rule - outlined in the next slide
- Final rule requirements will not be used to make compliance determination for CY 2022
Key Dates

The following sections take effect on June 6, 2024 (24 months from the effective date of the final rule)

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>650.309(a)</td>
<td>Program manager qualifications for existing PM</td>
</tr>
<tr>
<td>650.309(b)</td>
<td>Team leader qualifications for existing TL</td>
</tr>
<tr>
<td>650.309(c)</td>
<td>Team leaders on NSTM inspections</td>
</tr>
<tr>
<td>650.309(h)(3)</td>
<td>FHWA-approved alternate training under prior regulations</td>
</tr>
<tr>
<td>650.311(a)(1)(ii)</td>
<td>Routine inspections, Reduced intervals</td>
</tr>
<tr>
<td>650.311(b)(1)(ii)</td>
<td>Underwater inspections, Reduced intervals</td>
</tr>
<tr>
<td>650.311(c)(1)(ii)</td>
<td>NSTM inspections, Reduced intervals</td>
</tr>
<tr>
<td>650.311(g)</td>
<td>Prior FHWA approved extended inspection interval policies</td>
</tr>
</tbody>
</table>
Implementation Resources

• Questions on the NBIS and SNBI can be submitted to NBIS_SNBI_Questions@dot.gov

• FHWA Bridge Inspection website https://www.fhwa.dot.gov/bridge/inspection/

• Developing guidance related to the following areas:
  • Alternate Training
  • Risk-Based Inspection Intervals
  • NSTM Inspections
  • Data Collection and the SNBI
  • Questions and Answers
Specifications for the National Bridge Inventory

Overview

Incorporated by Reference in the National Bridge Inspection Standards Final Rule
Abbreviations

- Coding Guide – Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges
- FO – Functionally Obsolete
- FR – Federal Register
- HPMS – Highway Performance Monitoring System
- IBR – Incorporated by reference
- MAP-21 – Moving Ahead for Progress in the 21st Century
- NBI – National Bridge Inventory
- NBIS – National Bridge Inspection Standards
- NHS – National Highway System
- NPRM – Notice of Proposed Rulemaking
- NSTM – Nonredundant steel tension member
- Pub. L. No. – Public Law Number
- SD – Structurally Deficient
- SNBI – Specifications for the National Bridge Inventory
- SNTI – Specifications for the National Tunnel Inventory
- SR – Sufficiency Rating
Topics

• Brief history of the Coding Guide
• SNBI development criteria
• 2019 NPRM comments summary & major themes
• Significant changes (1995 – 2022)
  • Global changes
  • Data changes
• Implementation timeline
• Future resources planned

Surface Transportation Assistance Act extended NBIS to all bridges on public roads and established the NBI. Pub. L. No. 95-599.

Surface Transportation and Uniform Relocation Assistance Act provided authority for FCM and UW inspections. Pub. L. No. 100-17.

Revisions to require follow-up actions and provide for extended intervals. 57 FR 53278.

Revisions to update qualification requirements for bridge inspection team leaders and program managers. 69 FR 74419.


SNBI Bridge Elements, January 2014.

SNBI Development Criteria

Improve FHWA’s ability to:

• Ensure highway bridge safety
• Provide NBIS oversight
• Report to Congress
• Support emergency response
• Administer risk-based, data driven, asset and performance management programs
• Obtain quality data through document clarity and ease of use
2019 NPRM Comments Summary
Data Items – Top 10

Over 1,600 comments from docket & FHWA personnel

<table>
<thead>
<tr>
<th>Item ID</th>
<th>Data Item Name</th>
<th># of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.C.10</td>
<td>Scour Condition Rating</td>
<td>42</td>
</tr>
<tr>
<td>B.PS.1</td>
<td>Load Posting Status (many-to-one)</td>
<td>33</td>
</tr>
<tr>
<td>B.H.1</td>
<td>Bridge Railings</td>
<td>32</td>
</tr>
<tr>
<td>B.C.3</td>
<td>Substructure Condition Rating</td>
<td>31</td>
</tr>
<tr>
<td>B.EP.1</td>
<td>Legal Load Configuration (many-to-one)</td>
<td>29</td>
</tr>
<tr>
<td>B.AP.3</td>
<td>Scour Vulnerability</td>
<td>28</td>
</tr>
<tr>
<td>B.W.2</td>
<td>Construction Cost</td>
<td>27</td>
</tr>
<tr>
<td>B.LO.7</td>
<td>Border Bridge Number</td>
<td>26</td>
</tr>
<tr>
<td>B.LO.9</td>
<td>Border Bridge Inspection Responsibility</td>
<td>26</td>
</tr>
<tr>
<td>B.H.2</td>
<td>Transitions</td>
<td>26</td>
</tr>
</tbody>
</table>
## 2019 NPRM Comments Summary
### Subsections – Top 10

<table>
<thead>
<tr>
<th>Subsections</th>
<th>Comments (#)</th>
<th>Data Items (#)</th>
<th>Comments (Avg. #/item)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2 - Load Posting Status</td>
<td>41</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>2.3 - Roadside Hardware</td>
<td>40</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>7.1 - Component Condition Ratings</td>
<td>194</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>5.3 - Load Posting Evaluation</td>
<td>60</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td>2.1 - Superstructure/Deck Material and Type</td>
<td>148</td>
<td>13</td>
<td>11</td>
</tr>
<tr>
<td>2.2 - Substructure Material and Type</td>
<td>75</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>7.3 - Appraisal</td>
<td>52</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>4.1 - Feature Identification</td>
<td>31</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>6.1 - Inspection Requirements</td>
<td>40</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>7.4 - Work Events</td>
<td>40</td>
<td>4</td>
<td>10</td>
</tr>
</tbody>
</table>
2019 NPRM Comments Summary

Major Themes

• Implementation cost comments
  • 1 hr. to 10 hrs. per bridge
  • $40 to $100 per hr.
  • $234 per bridge
  • $200k to $18m

• Implementation timeframe comments
  • 24 to 48 months for first data submission
  • 4 years to 10 years for full implementation
2019 NPRM Comments Summary

Major Themes (cont.)

• Proposed removal of culvert bridge type code and general condition rating item
  • *Included Culvert definition*
  • *Included culvert specific code in Span Configuration Designation item*
  • *Included Culvert Condition Rating item*

• Refined general condition rating code descriptions
  • *Removed specific defect severity descriptions from general condition rating code descriptions*
  • *Provided defect severity descriptions in Appendix C*
  • *Kept extent descriptions in condition rating code descriptions*
2019 NPRM Comments Summary
Major Themes (cont.)

• Crash test-level codes for bridge railings and bridge rail transitions
  • *Kept proposed item and codes as this data is more useful and clearer than the Coding Guide*

• Features above, below, and carried on NBIS bridges
  • *Kept items and codes*
  • *Clarified data is only for NBIS bridges and their associated features*
2019 NPRM Comments Summary
Major Themes (cont.)

• Refined data for bridge material/type and substructures
  • Kept items and codes as data provides improved detail about bridge characteristics

• Border bridge data reported for each agency
  • Added Border Bridge section to clarify data reporting by Designated Lead State (full bridge record) and Neighboring State (abbreviated bridge record)
  • Added Border Bridge Designated Lead State item to identify the lead State code, and kept other related items and codes
2019 NPRM Comments Summary
Major Themes (cont.)

• Refined data history for inspections, equipment, work events, posting status, legal load ratings, and posting values
  • *Kept items and codes as data is valuable for oversight of the NBIS*

• Load carrying capacity data for “AASHTO Legal Loads”\(^1\)
  • *Kept item and codes as data is valuable for NBIS oversight when a bridge has undergone a load rating and posting analysis*

\(^1\)*AASHTO Manual for Bridge Evaluation, IBR 23 CFR 650.317(a)(1)*
Significant Changes – Global

• U.S. customary units
  • E.g., feet and tons
• Specification and Commentary format
• Item grouping – sections/subsections
  • E.g., Features/Highways
• New Item IDs
  • E.g., B.C.01 - Deck Condition Rating
• Comprehensive example
• One item per page where possible
• Condensed and expanded Table of Contents (linked)
• PDF only, no printed copies supplied by FHWA
Significant Changes – Global (cont.)

- Element-level data included (2014 SNBIBE)
- Consistency with SNTI and HPMS
- No non-NBIS structures
- One-to-one and many-to-one data sets
  - E.g., Primary data set - one item to one bridge
  - E.g., Features data set - many features to one bridge
- Data for multiple features, span sets, substructure sets, posting status changes, legal load configuration posting evaluation, inspection events, elements, and work performed
- Data submittal format will no longer be a fixed width text string file
### Data Set Relationships

#### Many-to-One
- **State Code**
- **Bridge Number**
- **Feature Type**
- **Feature Location**
- **Feature Name**
- **Functional Classification**
- **Urban Code**
- **NHS Designation**
- **National Highway Freight Network**
- **STI/ONET Designation**
- **LRS Route ID**
- **LRS Mile Point**
- **Lanes on Highway**
- **Annual Average Daily Traffic**
- **Annual Average Daily Traffic**
- **Year of Annual Average Daily Traffic**
- **Highway Maximum Usable Vertical Clearance**
- **Highway Minimum Vertical Clearance**
- **Highway Minimum Horizontal Clearance, Left**
- **Highway Minimum Horizontal Clearance, Right**
- **Highway Maximum Usable Surface Width**
- **Bypass Debur Length**
- **Crossing Bridge Number**
- **Railroad Service Type**
- **Railroad Minimum Vertical Clearance**
- **Railroad Minimum Horizontal Offset**
- **Navigable Waterway**
- **Navigation Minimum Vertical Clearance**
- **Movable Bridge Maximum Navigation Vertical Clearance**
- **Navigation Channel Width**
- **Navigation Channel Minimum Horizontal Clearance**
- **Substructure Navigation Protection**

#### One-to-One
- **Bridge Name**
- **Previous Bridge Number**
- **County Code**
- **Place Code**
- **Highway Agency District**
- **Latitude**
- **Longitude**
- **Border Bridge Number**
- **Border Bridge State or Country Code**
- **Border Bridge Inspection Responsibility**
- **Border Bridge Designated Lead State**
- **Bridge Location**
- **Metropolitan Planning Organization**
- **Owner**
- **Maintenance Responsibility**
- **Federal or Tribal Land Access**
- **Historic Significance**
- **Toll**
- **Emergency Evacuation Designation**
- **Bridge Railings**
- **Transitions**
- **I-10 Bridge Length**
- **Total Bridge Length**
- **Maximum Span Length**
- **Minimum Span Length**
- **Bridge Width Out-to-Out**
- **Bridge Width Curb-to-Curb**
- **Left Curb or Sidewalk Width**
- **Right Curb or Sidewalk Width**
- **Approach Roadway Width**

---

March 2022

TDC Condensed TDC Expanded
Significant Changes – Data

• New items 54, discontinued 20, continued 100*
  • Total SNBI items 154: Initial 113, each inspection 37, calculated 4
• New and expanded item codes (e.g., span material and type)*
• Latitude and Longitude in decimal degrees
• Bridge and transition railing crash test-level and general condition rating
• Separate scour vulnerability and scour condition rating
• Removed SR, Status (SD, FO), and calculated appraisal items

*The 100 data items continued from the Coding Guide may have new and/or expanded data item codes.
Significant Changes – Data (cont.)

Discontinued from Coding Guide

- FHWA Region Code (1B)
- Base Highway Network (12)
- Structure Flared (35)
- Approach Guardrail (36C)
- Approach Guardrail Ends (36D)
- Structural Evaluation (67)
- Deck Geometry (68)
- Underclearances, Vt. & Hz. (69)
- Work Done By (75B)
- Length of Structure Improvement (76)
- Bridge Improvement Cost (94)
- Roadway Improvement Cost (95)
- Total Project Cost (96)
- Year of Improvement Cost Estimate (97)
- Parallel Structure Designation (101)
- Future Average Daily Traffic (114)
- Year of Future Average Daily Traffic (115)
- Sufficiency Rating Asterisk
- Sufficiency Rating
- Status (SD, FO, Not deficient, Not applicable)
Significant Changes – Data (cont.)

New SNBI items

- Bridge Name
- Previous Bridge Number
- Border Bridge Designated Lead State
- Metropolitan Planning Organization
- Emergency Evacuation Designation
- Number of Beam Lines
- Span Protective System
- Deck Interaction
- Deck Stay-in-Place Forms

- Substructure Configuration Designation
- Number of Substructure Units
- Substructure Material
- Substructure Type
- Substructure Protective System
- Foundation Type
- Foundation Protective System
- Route Designation
- Crossing Bridge Number
Significant Changes – Data (cont.)

New SNBI items (cont.)

- Railroad Service Type
- Navigation Channel Minimum Horizontal Clearance
- Design Method
- Load Rating Date
- Routine Permit Loads
- Posting Status Change Date
- Legal Load Configuration
- Posting Type
- Posting Value

- Fatigue Details
- Complex Feature
- Inspection Completion Date
- Nationally Certified Bridge Inspector
- Inspection Due Date
- Risk-Based Inspection Interval Method
- Inspection Quality Control Date
- Inspection Quality Assurance Date
- Inspection Data Update Date
New SNBI items (cont.)

- Inspection Note
- Inspection Equipment
- Bridge Railing Condition Rating
- Bridge Railing Transitions Condition Rating
- Bridge Bearings Condition Rating
- Bridge Joints Condition Rating
- Bridge Condition Classification
- Lowest Condition Rating Code
- NSTM Inspection Condition

- Underwater Inspection Condition
- Scour Plan of Action
- Seismic Vulnerability
- Minimum Span Length
- Curved Bridge
- Maximum Bridge Height
- Sidehill Bridge
- Irregular Deck Area
- Calculated Deck Area
## Anticipated Implementation Timeline

<table>
<thead>
<tr>
<th>Target Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022 May</td>
<td>NBIS final rule published with SNBI incorporated by reference</td>
</tr>
<tr>
<td>2022 Jul</td>
<td>FHWA publishes Data Crosswalk</td>
</tr>
<tr>
<td>2022 Oct</td>
<td>FHWA publishes Data Submittal Schema and Data Submittal Validation Logic (initial version)</td>
</tr>
<tr>
<td>2023 Apr</td>
<td>FHWA makes Transition Tool available online</td>
</tr>
<tr>
<td>2024 Oct</td>
<td>FHWA makes NBI NextGen available online for Data Validation only</td>
</tr>
<tr>
<td>2025 Mar 15</td>
<td>Last submittal in 1995 Coding Guide format.</td>
</tr>
</tbody>
</table>
## Anticipated Implementation Timeline (cont.)

<table>
<thead>
<tr>
<th>Target Date</th>
<th>Action</th>
</tr>
</thead>
</table>
| 2026 Jan 1        | **Last date to begin** verification of transitioned data and collection of new SNBI data for inspected bridges - Agencies may elect to begin data collection and verification earlier to meet the March 15, 2028 deadline for submittal of a complete SNBI dataset  
• FHWA makes NBI NextGen available for Data Submittals - Full functionality available, including reports, queries, mapping, downloads |
| 2026 Mar 15       | First SNBI submittal – Transitioned/Hybrid Dataset – All bridges submitted with transitioned data except for specified fields required to manage FHWA programs, which shall have collected or verified SNBI data – Continue verification of transitioned data and collection of new SNBI data |
| 2026 Jun          | Sunset transition tool                                                                                                                                 |
| 2027 Mar 15       | Second SNBI submittal – Transitioned/Hybrid Dataset – Continue verification of transitioned data and collection of new SNBI data                                                                 |
| 2028 Mar 15       | Third SNBI submittal – 100% populated/verified – No temporary codes permitted – First complete SNBI dataset with collected and verified SNBI data for all bridges |
Future Resources Planned

• Guidance
  • Updated FHWA Bridge Inspection website
    • https://www.fhwa.dot.gov/bridge/inspection/
    • Guidance
    • Questions and Answers
  • Presentations at national and regional conferences
  • Updated Bridge Inspector’s Reference Manual
  • Updated National Highway Institute training courses
  • SNBI training development and deployment
QUESTIONS

Email to:
NBIS_SNBI_Questions@dot.gov