FHWA Metrics Review

Josh Heigert
Joshua.Heigert@dot.gov

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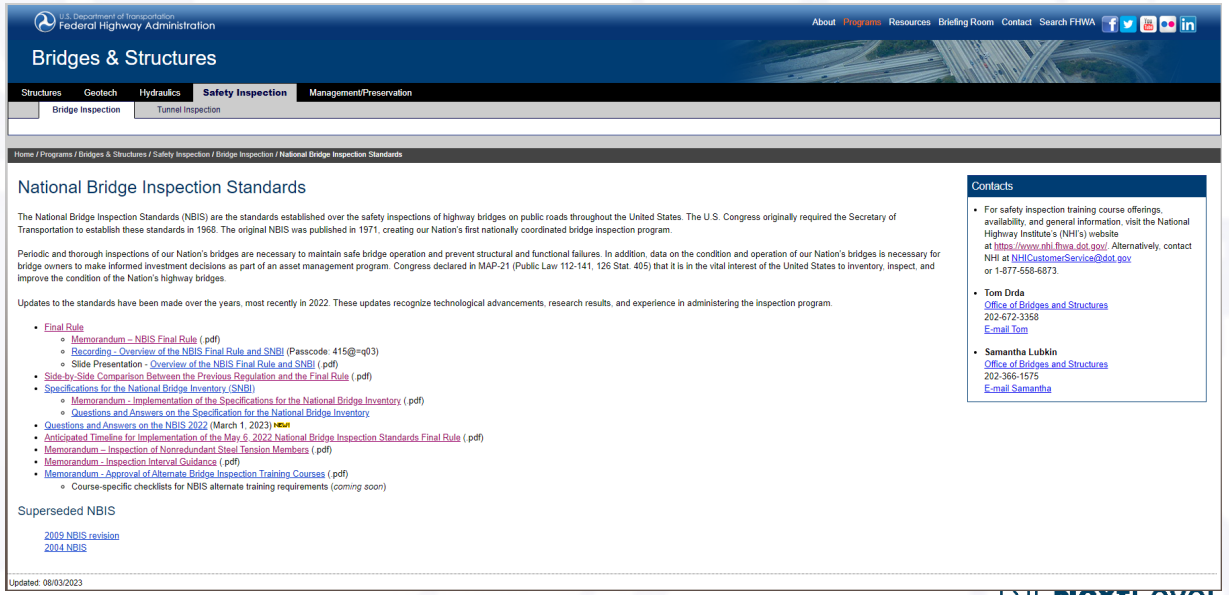
FHWA's Role

- National
  - Policy and guidance
- Divisional
  - Stewardship and Oversight
- Division Bridge Engineer
  - Annual compliance review of INDOT's bridge inspection program

National Bridge Inspection Standards (NBIS)

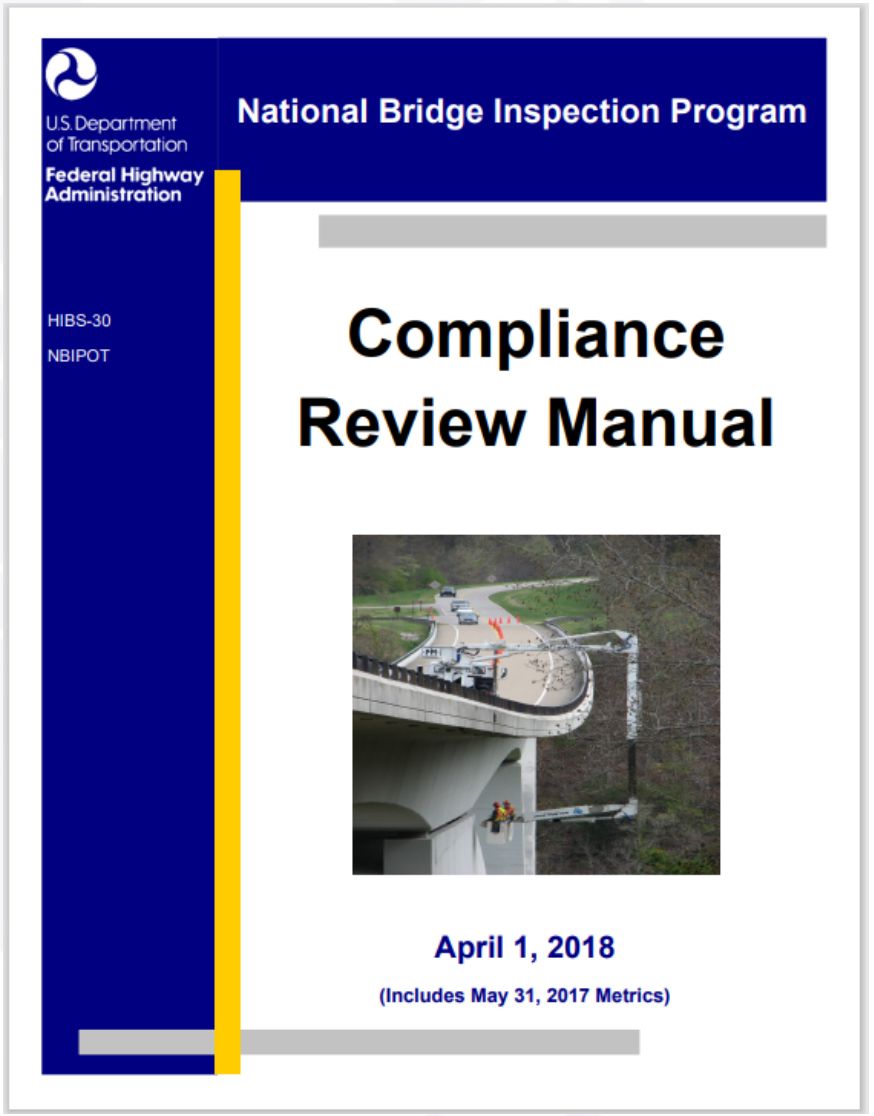
- 23 CFR 650
- Standards over the safety inspections of highway bridges on public roads throughout the United States
- Originally published in 1971
- Last updated in 2022
- https://www.fhwa.dot.gov/bridge/nbis.cfm



NextLevel INDIANA

NBIS Metrics

- Tools to assist in the oversight of the NBIS
- Compliance Review Manual
  - Provides guidance for quantitatively and qualitatively assessing compliance with the NBIS requirements
- 23 Metrics
  - Well . . . 22 Metrics
  - Well . . . 25 Metrics
  - Well . . . 23 Metrics



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NBIS Metrics

- Metric #1: Bridge Inspection Organization (23 CFR 650.307)
- Metric #2: Qualifications of Personnel – Program Manager (23 CFR 650.309(a); 650.313(p))
- Metric #3: Qualifications of Personnel – Team Leader(s) (23 CFR 650.307(e)(2); 650.309(b),(c); 650.313(p))
- *Metric #4: Qualifications of Personnel – Load Rating Engineer (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 650.309(f),(g)) – Assess in PY25*
- Metric #6: Inspection Interval – Routine – Lower Risk Bridges (23 CFR 650.311(a),(e))
- Metric #7: Inspection Interval – Routine – Higher Risk Bridges (23 CFR 650.311(a),(e))
- Metric #8: Inspection Interval – Underwater – Lower Risk Bridges (23 CFR 650.311(b),(e); 650.313(e))
- Metric #9: Inspection Interval – Underwater – Higher Risk Bridges (23 CFR 650.311(b),(e); 650.313(e))
- Metric #10: Inspection Interval – Nonredundant Steel Tension Member (NSTM) (23 CFR 650.311(c),(e); 650.313(f))
- *Metric #New2: Inspection Interval – Special, In-Depth, and Service (23 CFR 650.311(d)) – Assess in PY25*
- 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 (23 CFR 650.313(g)) – Assess in PY25*
- 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)

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Metrics Review Process

- Assessment Levels
  - Minimum
  - Intermediate
  - In-Depth
- Compliance Levels
  - Compliant
  - Substantially Compliant
  - Non-compliant
  - Conditionally Compliant
- Corrective Actions
  - Improvement Plans
  - Plans of Corrective Action

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Metrics Review Process

- National Bridge Inventory (NBI) Data submittal – March 15
  - Data reviewed by FHWA and corrected by INDOT as necessary
- Upon acceptance of the data enter “compliance season”
- Initial compliance determinations due December 31st
- Final compliance determinations due the following March 31st

Microsoft stock photo

Metrics Review Process

- Qualifications
- NBI Data Review
  - Intervals
  - Timely Reporting
  - Data Accuracy
- File Reviews
- Field Reviews
- Bridge Manual Reviews

PY2024 Metrics Review

- Summary of Findings

	PY2020	PY2021	PY2022	PY2023	PY2024
Compliant	14	16	15	15	12
Substantially Compliant	5	4	4	4	2
Non-compliant	0	0	0	0	0
Conditionally Compliant	4	3	4	4	8

PY2024 Metrics Review

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- Metric #23: Inventory – Timely Updating of Data (23 CFR 650.315)

Green – Compliant
Purple – Substantially Compliant
Orange – Conditionally Compliant
Blue – Not Applicable

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PY2024 Metrics Review

- Metrics 6, 7, 9-11 – Inspection Intervals
- Contracting time for LPA bridges
- INDOT CO efforts
  - Advanced notifications
  - Monitoring contracting process
  - Monitoring timeliness of inspections
  - On-call consultant

Metric	On Time (%)	Within Tolerance (%)
M6: Low Risk Routine	60	90
M7: High Risk Routine	82	97
M9: Underwater High Risk	69	97
M10: NSTM	65	93
M11: Reduced Routine/NSTM/UW/Special	88/95/ 100/94	NA

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PY2024 Metrics Review

- Metric 13 – Load Rating
  - Incomplete ratings on some bridges
    - Some bridges missing EV ratings, others missing specific commercial vehicle ratings
  - Items 64/66
    - Design Inventory and Operating ratings
  - Data errors in ratings related NBI Items
    - Posting Status

Image clip taken from inspection reports

PY2024 Metrics Review

- Metric 18 – Scour
  - Not all Item 113 coding was consistent throughout scour documentation
  - Not all Scour Analysis forms have been fully filled out with scour appraisal information and field condition notes
  - Not all scour critical bridges had a Scour POA on file
    - Item 113 = 7 – Scour critical
  - Not all Scour POAs were sufficient for the bridge conditions

Image clip taken from inspection reports

PY2024 Metrics Review

- Metric 18 – Scour
  - Inconsistent data

National Bridge Inventory Scour Critical Bridge Appraisal

NBI 113: Scour Critical Bridges 3

NBI 113a Scour Critical Bridges Comments: MODERATE RISK BRIDGE, NO SCOUR CRITICAL INSPECTION REQUIRED

Scour Determination by Analysis (To Be Completed by Hydraulics)

Scour Analysis Status | Scour Analysis Date | Scour Analysis Determination

Hydraulics Comments

Scour Critical Follow-up Action by Bridge Inspection

Scour Critical Safety Status | Date of Counter Measure Placed or Field Verified

Bridge Inspection Comments

Scour Delineators installed

Scour Assessment Form

NBI 113 (current asset value)	4
NBI 113 (Scour Assessment Results) coding:	4
Scour Evaluator Coding:	4
Justification (if different):	

SCOUR AND FOUNDATION EVALUATION FORM

NBI Number:	[redacted]	Bridge Number:	[redacted]
Facility Carried:	[redacted]	Feature(s) Intersected:	[redacted]

Date of Last Review or Update: 02/08/2023

(113A) NBI Scour Evaluation: 5

Scour POA

Image clips taken from INDOT's BIAS

PY2024 Metrics Review

- Metric 18 – Scour
  - Incomplete data input

National Bridge Inventory Scour Critical Bridge Appraisal

NBI 113: Scour Critical Bridges: 3

NBI 113a Scour Critical Bridges Comments:
Substructure has piling.
Bottom of footer elevation on piers 3 & 4 = 485.64

Scour Determination by Analysis (To Be Completed by Hydraulics)

Scour Analysis Status: 1-Scour A

Scour Analysis Date: 11/06/2008

Scour Analysis Determination: 2 – Scour

Hydraulics Comments:

Scour Critical Follow-up Action by Bridge Inspection

Scour Critical Safety Status: 3

Date of Counter Measure Placed or Field Verified:

Bridge Inspection Comments:

Scour Delineators installed:

(113) SCOUR CRITICAL BRIDGES: **3 - Foundations unstable for scour conditions**

Comments:
Substructure has piling.
Bottom of footer elevation on piers 3 & 4 = 485.64

PHOTO 32

Description Erosion Near Pier 4

Image clips taken from inspection reports/database

PY2024 Metrics Review

- Metric 18 – Scour
  - Not all scour critical bridges have a Scour POA on file
  - Bridges with Item 113 = 7 are considered scour critical and require a POA
  - FHWA Memo: Revision of Coding Guide, Item 113 – Scour Critical Bridges (2001)
    - Item 113 = 8: Bridge foundations determined to be stable for **the** assessed or calculated scour conditions:**.** ~~calculated~~ ~~s~~Scour **is determined to be** above top of footing (Example A) **by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge[4]), by calculation or by installation of properly designed countermeasures (see HEC 23).**
    - Item 113 = 7: Countermeasures have been installed to ~~correct~~ **mitigate** an ~~previously~~ existing problem with scour and to reduce the risk of bridge failure during a flood event. **Instructions contained in a plan of action have been implemented to reduce the risk to users from a bridge failure during or immediately after a flood event.** ~~Bridge is no longer scour critical.~~

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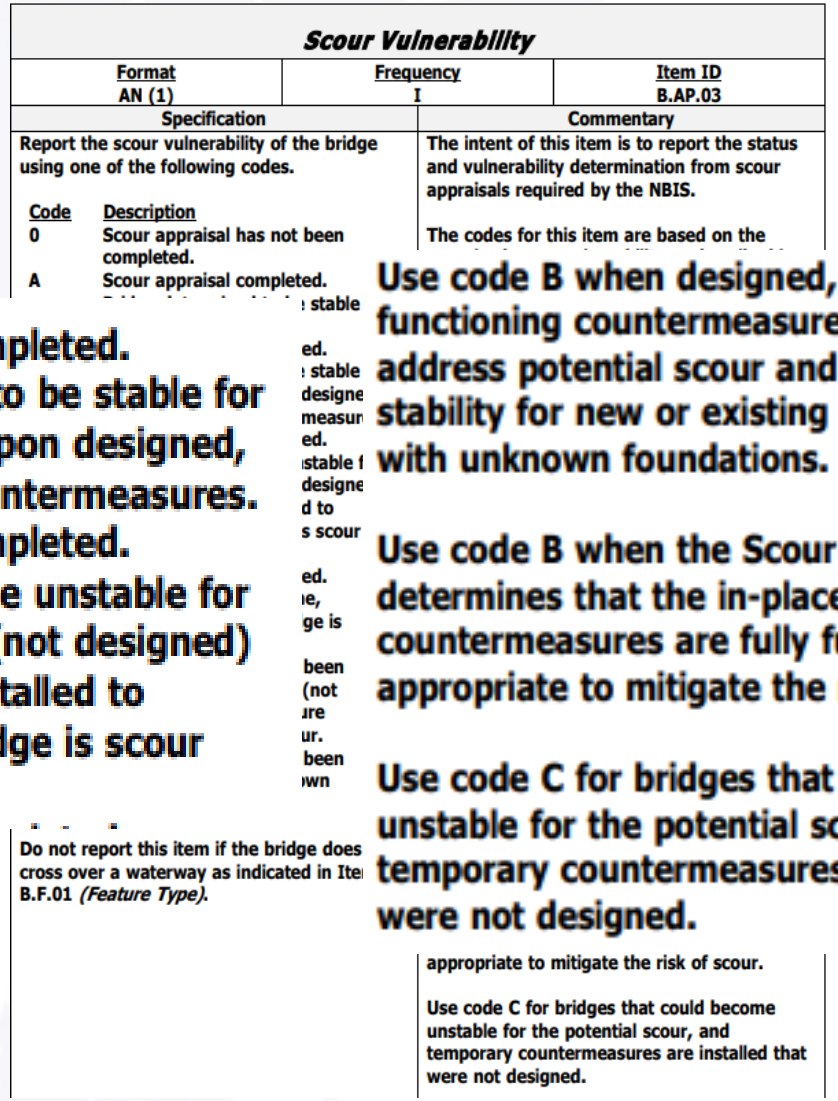
PY2024 Metrics Review

- Metric 18 – Scour
  - SNBI Revisions



Scour Vulnerability

Format	Frequency	Item ID
AN (1)	I	B.AP.03

Specification	Commentary
Report the scour vulnerability of the bridge using one of the following codes. Code — Description 0 — Scour appraisal has not been completed. A — Scour appraisal completed. Bridge determined to be stable for scour, dependent upon designed, and functioning countermeasures. B — Scour appraisal completed. Bridge could become unstable for scour. Temporary (not designed) countermeasure installed to mitigate scour. Bridge is scour critical. Do not report this item if the bridge does not cross over a waterway as indicated in Item B.F.01 *(Feature Type)*.	The intent of this item is to report the status and vulnerability determination from scour appraisals required by the NBIS. The codes for this item are based on the appropriate to mitigate the risk of scour. Use code C for bridges that could become unstable for the potential scour, and temporary countermeasures are installed that were not designed.

Use code B when designed, installed, and functioning countermeasures are used to address potential scour and to maintain bridge stability for new or existing bridges, or bridges with unknown foundations.

Use code B when the Scour Appraisal Team determines that the in-place, non-designed countermeasures are fully functioning and are appropriate to mitigate the risk of scour.

Use code C for bridges that could become unstable for the potential scour, and temporary countermeasures are installed that were not designed.

PY2024 Metrics Review

- POAs
- Not all Scour POAs were sufficient for the bridge conditions
  - Risks levels and significance
    - ADT/Interstate/NHS/historic/detour length
  - Triggers
    - Q100
    - Inundation
  - Monitoring
    - ". . . within 24 hours of the triggering event and then 7 days after" without bridge closure
    - Monitoring should be documented
  - Closure criteria and procedures
    - Closures should be documented
  - Coordination with routine and UW inspections

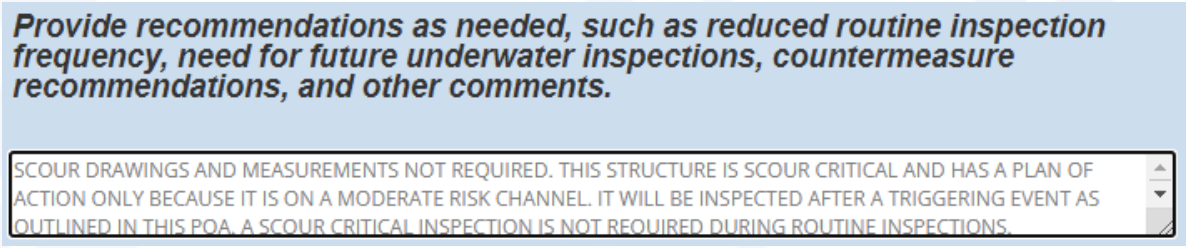


Image clips taken from INDOT's BIAS

PY2024 Metrics Review

- Metric 23 – Timely reporting of data
  - < 90% of inspections had a report approved in the inspection database within the 3-month window
  - INDOT's requirement is 2 months after the end of the month the inspection was performed in.
  - Some reports approved up to 11 months after inspection

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PY2024 Metrics Review

- Metric 12 – Quality Inspections
  - Condition justification/narrative documentation
  - Non-routine inspection requirements

PY2024 Metrics Review

- Metric 12 – Quality Inspections
- Condition justification
- “The east exterior channel beam is rotated out for most of the beam length so that it does not support edge of deck.”
- 2023 Deck Rating = 4
  - FHWA Rating = 6
- 2022 Deck Rating = 5

Image taken from inspection report

PY2024 Metrics Review

- Metric 12 – Quality Inspections
- Narrative documentation
- General Notes:
  - “Spalling with heavy efflorescence, rust staining, and exposed rebar at the construction joints on underside of both spans. There is a bituminous wearing surface with no visible membrane”
- Item 58 (Deck): Rating = 5
  - “There is spalling with rust staining, heavy efflorescence, and exposed rebar on the underside of the deck in both spans particularly at the construction joints. There are isolated spalls with exposed rebars away from the construction joints in both spans.”
- Item 59 (Super): Rating = 5
  - “See deck comments”

PHOTO 7 Condition

Description Spalling at West Construction Joint Span A facing North

Images taken from inspection report

PY2024 Metrics Review

- Metric 12 Continued – Quality Inspections
- Narrative documentation
- General Notes:
  - “Overall the bridge is in critical condition due to scour. Original RC beams are in poor condition. Recommend replacing bridge due to deterioration of structure. Until replacement, recommend installing current standard bridge and approach rail, placing riprap at abutments, underpinning footing at bent 2, patching spalled areas of deck, remove and replace wearing surface, and providing scour protection at channel bed. Repair damaged guardrail in northwest corner. “

PHOTO 2

Description West elevation facing east.

Image taken from inspection report

PY2024 Metrics Review

- Metric 12 Continued – Quality Inspections
- Narrative documentation
- Item 58 (Deck): Rating = 5
  - “FAIR - MODERATE SPALLING DUE TO HEAVY HONEYCOMBING , CRACKS, EXPOSED REINFORCEMENT, VEGETATION ALONG CURBS”
- Item 59 (Super): Rating = 4
  - “Original RC beams with delamination along bottoms of beams, several beams with spalls exposing corroded reinforcement.”
- Item 113 (Scour): Rating = 2
  - “NORTH FOOTING EXPOSED UP TO 3.5’”

PHOTO 11

Description Northwest corner footing exposed.

Images taken from inspection report

PY2024 Metrics Review

- Metric 12 Continued – Quality Inspections
- Narrative documentation

TYPE, SIZE, LOCATION, EXTENT!!

PY2024 Metrics Review

- Metric 12 Continued – Quality Inspections
- Narrative documentation
- Item 58 (Deck): Rating = 7
  - Deck underside has hairline to minor width transverse cracks spaced approximately every 5’ to 6’ apart with light efflorescence at the center of the span where SIP metal forms are removed. No corrosion noticed in SIP metal forms that would indicate issues with deck underside.”
- Item 59 (Super): Rating = 4
  - Steel thru truss - new black paint and new stringers. NEL2L1 has 1 inch diameter hole in interior angle with 50% section loss, exterior angle with 20% section loss, overall 40% section loss. SWU1L1 has heavy pitting and 100% section loss of interior angle leg at top and bottom of connection, overall 40% section loss. SEU1L1 has holes along leg of interior angle with 75% local section loss, overall 30% section loss. See fracture critical report for additional comments.

PY2024 Metrics Review

- Metric 12 – Quality Inspections
- Non-routine inspection requirements
- Underwater inspection
  - During inspection water was fairly shallow (7.3’ at deepest location around pier)
  - A boat and probe were used in lieu of divers
  - Lead inspector was not approved as a UW team lead (INDOT requirement)
  - Some, but not all UW procedures were followed

Image taken from inspection report

PY2024 Metrics Review

- Metric 21 - Critical Findings
  - Condition based critical findings
    - An NSTM to be rated in serious or worse condition, as defined in the NBI (*see* §650.315) by the NSTM Inspection item, coded three (3) or less;
    - A deck, superstructure, substructure, or culvert component to be rated in critical or worse condition, as defined in the NBI (*see* §650.315) by the Deck, Superstructure, or Substructure Condition Rating items, or the Culvert Condition Rating item, coded two (2) or less;
    - The channel condition or scour condition to be rated in critical or worse condition as defined in the NBI (*see* §650.315) by the Channel Condition Rating or Scour Condition Rating items, coded critical (2) or less
  - Timely reporting of critical findings
  - Follow up on final resolution

NextLevel INDIANA

2022 NBIS Updates

- Latest revision went into effect June 6, 2022
- Numerous changes throughout, summarized in a side-by-side comparator on the FHWA website
  - Side-by-Side Comparison: NBIS 2004 Regulation with 2009 Update and NBIS 2022 Final Rule (dot.gov)
- Most changes were effective immediately, some have delayed implementation
- Some key changes
  - Applicability
  - Qualifications
  - Intervals
  - Rating and Posting timeframes
  - Critical findings
  - Inventory timeframes
  - SNBI

NextLevel INDIANA

2022 NBIS Updates

- § 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

Qualifications

- § 650.309 Qualifications of Personnel
- PM and team leads must:
  - Score at least a 70% on the comprehensive bridge inspection training exam
  - Complete 18 hrs of refresher training every 60 months
- Team leads on NSTM and UW inspections must complete specialized training for those inspection types
  - UW – NHI comprehensive training taken before 6/6/2022 satisfies this requirement
  - NSTM – NHI NSTM/FC training taken before 6/6/2022 satisfies this requirement

2022 NBIS Updates

- § 650.311 Inspection Interval
- 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)

NextLevel INDIANA

2022 NBIS Updates

- § 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

2022 NBIS Updates

- § 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

2022 NBIS Updates

- § 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
- Hands-on inspection is required for primary steel members in tension without load path redundancy
  - The “hands-on” requirement may be waived where system redundancy, internal redundancy, or low risk of fracture can be demonstrated through an FHWA-approved procedure

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2022 NBIS Updates

- § 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

2022 NBIS Updates

- § 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

NextLevel INDIANA

2022 NBIS Updates

- § 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 (State and Local)
- Establish and document a process that ensures the timeframes are met

2022 NBIS Updates

- 2022 NBIS revisions with delayed implementation

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

NextLevel INDIANA

2022 NBIS Updates

- SNBI implementation timeline

Target Date	Action
May 2022	NBIS and SNBI published
July 2022	FHWA publishes Data Crosswalk
October 2022	FHWA publishes Data Submittal Schema and Data Submittal Validation Logic (Initial Version)
April 2023	Transition Tool is made available online
October 2024	FHWA makes NBI NextGen available online for data validation only
March 15, 2025	Last NBI data submittal in accordance with 1995 Coding Guide
January 1, 2026	**Last date to begin** verification of transitioned data and collection of SNBI-based data for inspected bridges – Agencies may elect to begin SNBI-based data collection and verification earlier to meet the March 15, 2028, deadline for submittal of a complete SNBI-based NBI dataset
January 1, 2026	FHWA makes NBI NextGen available for Data Submittals
March 15, 2026	First SNBI-based NBI data submittal – Transitioned/Hybrid Dataset – At a minimum, all bridges submitted with transitioned data except for specified fields required to manage FHWA programs, which shall be collected or verified in accordance with the SNBI – Continue verification of transitioned data and collection of SNBI-based data
June 2026	Transition Tool sunsets
March 15, 2027	Second SNBI-based NBI data submittal – Transitioned/Hybrid Dataset – Continue verification of transitioned data and collection of SNBI-based data
March 15, 2028	Third SNBI-based NBI data submittal – 100% populated and verified – No temporary codes permitted – First complete SNBI-based dataset with collected and verified SNBI-based data for all bridges

NextLevel INDIANA

Resources

- Indiana Division Office
  - Josh Heigert (Joshua.Heigert@dot.gov)
- FHWA Website
  - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration (dot.gov)
- NBIS/SNBI Questions email
  - NBIS_SNBI_Questions@dot.gov