



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

Contents

Contents	1
Introduction.....	1
Attachment 1 – Contractor Requirements Document	2
Attachment 2 – Bridge and Tunnel Management	7
Attachment 3 - Definitions.....	26
Attachment 4 – Acronyms	32
Deliverables	33
Concurrence	34
Revision History	34

Introduction

This Site Compliance Plan (SCP):

- a) corresponds with the version of the DOE Directive listed in the Prime Contract,
- b) states how the Laboratory complies with applicable requirements as tailored to the risks at the Laboratory, and
- c) documents DOE-approved methods of compliance for applicable requirements and that there are no recurring deliverables*.

Impact on the Contract:

Under the SCP, sections of the CRD are incorporated into the Contract as-is, unless the SCP indicates that a section or portion thereof is inapplicable, or the section has been changed. Thus, for example, if “in compliance” is listed next to a CRD section, that section is incorporated into the Contract as-is. However, where an SCP indicates that a section or portion thereof is inapplicable, the section or portion thereof is excluded from the Contract. In addition, where a section or portion thereof is applicable, but changes to the section have been agreed by the Parties, the section, as modified by the Parties, shall be incorporated into the Contract.

This SCP also clarifies SLAC’s interpretation of the requirements, memorializes the Parties’ agreement on how SLAC will comply with sections of the CRD (whether or not modified) and identifies the Laboratory programs and processes established to fulfill the respective requirements.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

Attachment 1 – Contractor Requirements Document

The table below identifies the applicable CRD requirements, compliance status, and SLAC’s method of compliance.

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
	This Contractor Requirements Document (CRD) sets forth requirements applicable to the contract to which this CRD is inserted. It establishes the requirements for Department of Energy (DOE) contractors, including National Nuclear Security Administration contractors, whose contracts involve the management or operation of DOE sites or facilities that include bridges, tunnels, or culverts. Contractors are expected to meet these functional requirements through tailoring of their business processes and management practices and through use of nationally recognized industry standards and practices and voluntary consensus standards. Regardless of the performer of the work, the contractor is responsible for complying with the requirements of this CRD. The contractor is responsible for flowing down the requirements of this CRD to subcontractors at any tier to the extent necessary to ensure the contractor’s compliance with the requirements. In addition to the requirements set forth in this CRD, contractors are responsible for complying with Attachments 2, 3, and 4 to DOE O 437.1, current version, referenced in and made a part of this CRD, which provide requirements and information applicable to contracts in which this CRD is inserted. The contractor must establish and maintain a documented bridge and tunnel management approach satisfying Federal regulations, DOE directives, and industry standards and practices. Attachment 2 provides acceptable approaches for implementing Federal regulation and for meeting the requirements of this Order. It references Federal regulations, DOE directives, and industry best practices. It also provides criteria for applying a graded	Outlined in Section below	



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
	approach to pedestrian bridges, tunnels, or culverts.		
	The contractor's bridge and tunnel management approach must satisfy the following requirements for the following structures: public- and controlled-access vehicular bridges; public- and controlled-access railroad bridges; public- and controlled-access pedestrian bridges, subject to 23 CFR § 650, Subpart C (including elevated walkways); public- and controlled-access vehicular tunnels; and culverts assigned Usage Code 2629 in the Facilities Information Management System. These include requirements specific to assets with nonredundant steel tension member bridges or complex features.	In Compliance	SLAC currently has only one property asset that falls under the direction of DOE O 437.1B: The Trestle bridge located at SSRL (FIMS RPUIID: 90345). This asset is a controlled-access bridge not accessible to the public.
1	Inspections. Plan, conduct, and document timely inspections, assessments, studies, and evaluations of each bridge, culvert, or tunnel as described in Attachment 2.	In Compliance	SLAC has identified the standard 24-month inspection cycle for the Trestle bridge at SSRL. Documents are maintained in both the SLAC Facilities Management and Planning Sharepoint site as well as the DOE FIMS database. SLAC does not self-perform inspections and assessments, relying on subcontractors for subject matter expertise and familiarity with national inspection standards.
2	Load Rating and Posting. (a) Maintain a current load rating for each active vehicle, railroad, and pedestrian bridge, tunnel, or culvert using the criteria and methods in Attachment 2. At-grade roadways in tunnels are exempt from load rating. (b) When necessary, post a vehicle, railroad, and pedestrian bridge, tunnel, or culvert for load restrictions or restrict access using the criteria in Attachment 2.	In Compliance	a. Load ratings are reviewed as part of the routine inspection and documentation activities outlined in DOE O437.1B. b. If changes are required, a revised load rating report and posting (sign) utilizing revised assessment data will be prepared/posted



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
3	Scour Appraisal. (a) Maintain a current scour appraisal for each active bridge that crosses a waterway and culverts with FIMS usage code of 1768 using the criteria and methods in Attachment 2. (b) Scour appraisals are a risk-based and data driven determination of a bridge or culvert with FIMS usage code of 1768'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.	N/A	Scour appraisals only apply to bridges over waterways. The SSRL trestle does not fit this criteria.
4	Seismic Vulnerability Evaluation. Ensure each DOE real property asset subject to 23 CFR § 650.303 is evaluated for vulnerability to seismic events and the need for seismic retrofitting using the criteria in Attachment 2.	In Compliance	The SSRL Trestle last received a Seismic Vulnerability Evaluation in FY25 as part of the most recent routine inspection cycle. Per DOE O437.1B, SLAC will include a review of the existing seismic evaluation during each future routine inspection to ensure the conditions and assumptions used are still valid.
5	Vehicle Traffic Volume Data Collection. Determine traffic counts for each bridge and tunnel using the criteria in Attachment 2.	In Compliance	SLAC maintains a current estimate of traffic volume for our trestle that will be updated at each inspection interval to incorporate any operational changes or expected future variation. Due to the trestle being an extremely low-volume, access-controlled bridge that has significantly fewer than 100 utilizations per day, estimates are more accurate for this purpose. This is especially true for non-passenger vehicle use, which is sporadic and not easily captured by routine traffic volume data collection methods. As mentioned elsewhere in this document, SLAC also controls heavy vehicle access to the bridge and will conduct engineering assessments for any non-routine heavy vehicle traffic required by SSRL operations.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
6	Use of Qualified Personnel. (a) Ensure each person performing an inspection or evaluation meets the qualification requirements specific to the inspection or evaluation conducted and understands the duties of the role he or she is expected to perform as described in Attachment 2. (b) Document and submit individual personnel qualifications including appropriate education, experience, licensure, and certifications, as applicable and current training, using criteria in Attachment 2, to the DOE Bridge and Tunnel Manager.	In Compliance	SLAC subcontract language requires the use of qualified, licensed personnel to perform inspections and assessments per DOE O437.1B and all referenced regulations and standards. SLAC selects subcontractor partners based on national experience with inspection of both local highway and federal bridge/tunnel assets as well as previous experience with the SLAC campus providing full-spectrum A/E services. Bridge records are prepared in accordance with DOE O437.1B and redundantly maintained in both the SLAC Facilities Management and Planning Sharepoint site as well as the DOE FIMS database.
7	Quality Management. a. Establish and implement quality management procedures or requirements necessary to produce accurate and consistent bridge inspections conforming with inspection standards and criteria; inspection plans; quality control procedures; DOE policy; and Federal and State requirements. b. Establish and implement quality management procedures or requirements necessary to ensure that evaluation products such as calculations, reports, and studies are complete, accurate, and properly checked in accordance with applicable industry standards.	In Compliance	Similar to above, SLAC subcontract language requires the contractor to demonstrate appropriate QA/QC processes to ensure successful execution of the subcontract scope. The subcontractor also utilizes the formal SLAC Work Planning and Control (WPC) process to ensure the safe execution of work with a comprehensive job safety analysis and oversight in the field. Additionally, SLAC utilizes our existing in-house Facilities & Operations engineering staff for in-depth reviews of subcontractor work products for quality assurance and conformance to referenced standards. As mentioned elsewhere in this document, the documentation of program activities is routinely assessed as part of the annual FIMS Validation process to ensure compliance with program requirements and goals.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
	c. Establish and implement quality management procedures or requirements necessary to ensure that information and data supporting the Department’s external reporting and bridge and tunnel management is validated and provided in a timely manner.		
8	Records and Reporting. Prepare, maintain, and provide records, reports, or data using the criteria in Attachment 2.	In Compliance	Bridge records are prepared in accordance with DOE O 437.1B and redundantly maintained in both the SLAC Facilities Management and Planning Sharepoint site as well as the DOE FIMS database.
9	Inventory and Asset Management. a. Integrate requirements for bridge and tunnel management with existing operating and management procedures for real property. Document any locally established policies, procedures, or inspection frequencies for bridges, tunnels, or culverts. b. When available resources are inadequate to maintain an acceptable level of bridge, culvert, or tunnel safety, act to impose lane or load restrictions, or closures. c. Maintain protocols for responding to a critical finding. d. Maintain bridge closure and re-opening procedures. Once closed, a bridge may not be reopened until repairs are complete and a qualified engineer determines that the bridge is safe and if necessary, posted for load restrictions. e. For railroad bridges, maintain procedures and issue instructions to personnel responsible for train operations to prevent operation of equipment that would exceed the	In Compliance	Review and validation of bridge records are an annual component of DOE FIMS validation procedures. Unlike other FIMS data elements where validated facilities are selected at random, bridge assets are always included in each annual FIMS validation. The validation process confirms source documents and processes for the following data elements: Routine Inspection Date and Frequency, Special Inspection Date and Frequency, Underwater Inspection Date and Frequency, Posted Load Rating/Restrictions, Load Rating Date, Scour Evaluation, Scour Critical Plan of Action, Seismic Vulnerability Evaluation, Traffic Volume Date, and Number of Lanes on Structure (in addition to the standard FIMS data elements like Year Built, Overall Asset Condition, AAM, etc.) Our routine/recurring inspection schedule (every 2 years) will re-assess allowable load ratings based on condition assessment and any changes observed through the formal inspection process in accordance with National inspection standards. As-needed inspections will be coordinated in cases of unexpected events that would require a closure



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

§	Requirements from Attachment 1 – CRD	Compliance Status	Method of Compliance
	capacity of the bridge.		or re-evaluation of the bridge (a significant seismic event in the area for example). SLAC also does specific assessments for safety in cases of non-routine bridge traffic (for example, a previous crane crossing of the trestle was evaluated for safety in reference to the bridge load rating before being authorized).

Attachment 2 – Bridge and Tunnel Management

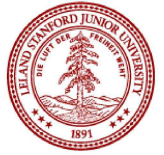
The following paragraphs set forth the requirements for bridge and tunnel management, including conduct of inspections and evaluations, use of qualified personnel, quality management, records and reporting, and inventory and asset management. Requirements are applicable and specific to the following structures: public- and controlled-access vehicular bridges, public- and controlled-access railroad bridges, public- and controlled-access pedestrian bridges subject to 23 CFR § 650, Subpart C (including elevated walkways), public- and controlled-access vehicular tunnels, and culverts assigned Usage Code 2629 in the Facilities Information Management System (FIMS). It includes requirements specific to assets with nonredundant steel tension members (NSTM) or complex features.

1. Inspections. The type and frequency of inspections performed may vary over the life of a bridge or tunnel to reflect the level of effort needed to document its condition.
 - a. Types of Inspection.
 - (1) Department of Energy (DOE) elements with a bridge, including a short-span bridge or tunnel structure among their real property holdings must plan, conduct, and document timely inspections^{6,7} in accordance with applicable national standards^{8,9,10,11,12,13,14} and the following requirements. Required inspections¹⁵ may include the following types: initial, routine, in-depth, NSTM, underwater, damage, or special. NSTM and underwater inspections are not applicable to tunnels.
 - (2) DOE real property assets with Usage Code 2629 may be inspected in accordance with the AASHTO Culvert and Storm Drain System Inspection Guide in lieu of the 23 CFR § 650, Subpart C, National Bridge Inspection Standards. Assets with Usage Code 2629 with no fill or that are not designed structurally to account for soil-structure interaction shall be considered a short-span bridge.
 - (3) Bridges with NSTMs, and bridges with complex features will be identified.

Bridges with Critical Findings will be identified.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

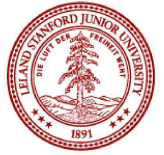
- (4) Bridges requiring underwater inspections will be identified.
- (5) Bridges that are scour critical or have unknown foundations and bridges where scour appraisals have not been conducted will be identified.
- (6) Bridges on the National Highway System will be identified.
- (7) The inspection interval for all required inspections of each bridge will be determined and documented.
- (8) Seismic trigger events for prioritizing damage inspections after seismic events will be determined and documented.
- (9) Types of inspections required for each bridge, culvert, and tunnel will be determined and documented.
- b. Inspection Interval. The frequency of inspection is specific to each bridge, tunnel, or culvert based on factors affecting safety, reliability, and consequences of failure.
 - (1) Table 2.1 will be used to determine and document the inspection interval of each required inspection for each active asset by
 - (a) Establishing a baseline month for routine, underwater, or NSTM inspections.
 - 1 Inspection tolerances shall be in accordance with 23 CFR § 650.311(e) for vehicular bridges. Subsequent inspections must revert to the previous schedule.
 - 2 Inspection tolerances shall be in accordance with 23 CFR § 650.511(b)(5) for vehicular tunnels. Subsequent inspections must revert to the previous schedule.
 - (b) Identifying those structures requiring variations from the established intervals and documenting the rationale for such determination.¹⁶

Table 2.1: Established Regular Inspection Intervals

Inspection Type	Asset Type w/ FIMS Usage Code					
	Vehicle Bridge	Short Span Bridge	Railroad Bridge	Vehicular Tunnel	Pedestrian Bridge	Culvert
	1768 or 1769	2629	1468 or 1469	1471	1168 or 1169	2629



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

Initial	- Perform initial routine inspection within 3 months of date placed in service, acquisition, change in configuration, or replacement/rehabilitation - Perform initial underwater and/or NSTM inspections within 12 months of date placed in service, acquisition, change in configuration, or replacement/ rehabilitation				
Routine	Regular intervals not to exceed 24 months	1 per calendar year	Regular intervals not to exceed 24 months		Regular intervals not to exceed 60 months
In-Depth	As determined by the cognizant Responsible Engineer				
NSTM	Regular intervals not to exceed 24 months	1 per calendar year	N/A	Regular intervals not to exceed 24 months	N/A
Underwater	Regular intervals not to exceed 60 months	As determined by the Responsible Engineer	N/A	Regular intervals not to exceed 60 months	N/A
Damage	- As soon as practical after damage occurs - Before structure is reopened to traffic, or - Per the site's emergency action plan following an established seismic trigger event.				
Special	As established				

(2) Inspection Interval Variance. The inspection interval may be adjusted based on the condition of the asset. The following guidelines are used to determine whether an asset is a likely candidate for variance approval:

(a) Routine Inspections of Vehicular and Short-Span Bridges.

1 Reduced Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(a)(1)(ii).



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



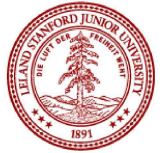
DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- 2 Extended Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(a)(1)(iii).
- (3) In-Depth Inspection. An In-Depth Inspection may be scheduled¹⁷ along with or independent of a routine inspection or conducted as a follow-up to a damage or other type of inspection. Schedule in-depth inspection of railroad bridges in consultation with the cognizant Railroad Bridge Engineer.
- (4) Nonredundant Steel Tension Member (NSTM) Inspection. NSTM inspections may be performed as part of a routine inspection or as an independent inspection effort. The following guidelines are used to determine whether a vehicular and short-span bridge is a likely candidate for variance approval:
- (a) Reduced Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(c)(1)(ii).
- (b) Extended Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(c)(1)(iii).
- (5) Underwater Inspection. Underwater inspections may be performed as part of a routine inspection or as an independent inspection effort. Use the following guidelines to determine whether a vehicular and short-span bridge is a likely candidate for variance approval:
- (a) Reduced Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(b)(1)(ii).
- (b) Extended Inspection Intervals: Will meet all requirements of 23 CFR § 650.311(b)(1)(iii).
- (6) Damage Inspection. Damage inspections will be scheduled immediately following an accident or trigger event involving the structure to determine whether it should be closed. This may be followed by an in-depth inspection to document the full extent of the damage as well as the urgency and scope of repairs.
- (7) Scour Monitoring Inspection. An inspection performed during or after a triggering storm event may be required by a scour plan of action (Scour POA).
- (8) Special Inspection. Special inspections are scheduled at the discretion of the responsible DOE Element considering the severity of a known deficiency. Changes in condition between inspections should be a factor in determining the frequency for conduct of special inspections. Inspections will be conducted more frequently as conditions deteriorate. The following guidelines serve to determine the special inspection interval:
- (a) For a bridge not capable of carrying state legal loads, inspection interval of no more than 12 months.
- (b) For a bridge with a National Bridge Inventory (NBI) Condition Rating of 4 for the deck, superstructure, substructure, or a primary load carrying member, inspection interval at 6–12 months.
- (c) For a bridge with an NBI Condition Rating of 3 or less for the deck, superstructure, substructure, or a primary load carrying member, inspection interval of 6 months or less.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



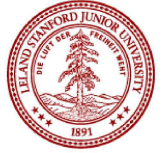
DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (d) For a bridge with known load-carrying deficiencies, inspection interval as determined in coordination with the DOE Bridge and Tunnel Manager (BTM).
 - (e) For a bridge with advanced deterioration, inspection interval as determined in coordination with the DOE BTM.
 - (9) Complex Feature Inspection. An inspection interval less than 24 months may be required for deficient members as determined in coordination with the Site and/or Field Office Manager and DOE BTM.
 - (10) Vehicular Tunnels. Apply the following criteria for selecting a Routine Inspection interval of less than 24 months: poor condition, damage, change in condition between inspections, unknown capacity or history of performance, known problems, consequences of failure, and existence of temporary supports or necessary repairs.
 - (11) Inspection Interval Variation Approval.
 - (a) Any variation from the inspection intervals in Table 2.1 requires documentation. A less frequent inspection schedule requires advance approval. Any change to a more frequent inspection schedule requires notification.
 - (b) Less Frequent Inspections. A request to the DOE BTM via line management will be submitted prior to increasing the inspection interval. The DOE BTM will review the request and determine its merit, or when appropriate, submit to the Federal Highway Administration (FHWA) for review and approval. For bridges included in the NBI or tunnels included in the National Tunnel Inventory, final determination is subject to FHWA approval. The request must include:
 - 1 The structure real property unique identification number;
 - 2 The proposed inspection interval in months;
 - 3 A list of criteria used to justify the request and how each criterion is met; and
 - 4 Any other explanation as to why the proposed inspection interval is suitable.
- c. Inspection Procedures.
- (1) Prepare a plan for each inspection specific to the intended inspection type and addressing each of the following phases of the inspection. Identify all specialized procedures necessary to inspect bridges with NSTM or all the complex features or special features of a bridge. Inspect each bridge according to established procedures and structure-specific inspection plan addressing:
 - (a) Pre-inspection phase—planning and coordination activities;
 - (b) On-site inspection phase—worker safety; public safety; traffic management; field inspection equipment, tools, and materials; inspection techniques including nondestructive tests and/or other physical and chemical tests; and documentation techniques; and
 - (c) Post-inspection phase—recording, reporting, recommendations, archiving, and follow-up to critical findings.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

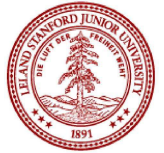
Site Compliance Plan (09/14/2026)

- (2) Each Public, controlled-access, or short-span vehicle bridge, railroad bridge, or tunnel inspection will be conducted under the full time, onsite supervision of an Inspection Team Leader or Railroad Bridge Inspector who is responsible for the accuracy of the results and is accompanied by at least one other inspector.
- (3) Conduct underwater inspections^{18,19} to determine member condition where conditions are such that the stream bottom elevation around the foundations cannot be accurately measured by use of rods, poles, weighted sounding lines, or other means, or if any portion of a substructure is exposed to water deeper than 3 feet during periods of normal low water. A qualified diver must complete this inspection if the waterway cannot be waded safely.
- (4) Upon discovery of a critical finding, determine what action is required, how quickly that action needs to be implemented, the extent to which the bridge can be used (e.g., partial lane closures, load limits), or if it should be closed. Provide notifications and submit a follow-up to critical findings report detailing the intended recovery strategy with planned actions and milestone dates to ensure the safety of personnel and continuance of site operations.
- (5) If a crack in an NSTM is detected during an inspection, a Responsible Engineer will determine the necessity for a fatigue or fracture evaluation. When needed, complete the evaluation under the direction of a qualified engineer to determine the useful life and the critical crack size. Document and initiate monitoring procedures or necessary repairs.
- (6) Review existing load rating during each routine inspection to ensure conditions and assumptions are still valid. Perform a new load rating if conditions and assumptions used for the existing load rating are not valid, or when recommended by inspectors, or when concern for reduced structural capacity is caused by unexpected events.
- (7) Review existing scour appraisal during each routine inspection to confirm conditions and assumptions are still valid. Perform a new scour appraisal if conditions and assumptions used in the existing scour appraisal are not valid, or after any bridge-specific trigger event, following a flood event, or when conditions affect the flow change.
- (8) Review existing seismic vulnerability evaluation during each routine inspection to ensure conditions and assumptions used are still valid.
- (9) Promptly following structural damage resulting from environmental factors or human action, conduct a damage inspection²⁰ sufficient to determine whether there is a need for emergency load restrictions or closure of part or all of the structure to traffic as well as the level of effort necessary to repair the damage.

2. **Load Rating and Posting.** The intent of load rating and posting is to ensure that bridges are appropriately evaluated to determine their safe live load carrying capacity and any load restrictions are appropriately posted.
 - a. Rate each active vehicle bridge, railroad bridge, pedestrian bridge, culvert, and vehicular tunnel for its load carrying capacity. Load rate each newly acquired bridge within 90 days of the date placed in service or acquired.
 - b. Review existing load rating during each routine inspection to ensure conditions and assumptions are still valid. Perform a new load rating if conditions and assumptions used for the existing load rating are not valid, or when recommended by inspectors, or when



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

concern for reduced structural capacity is caused by unexpected events.

c. Vehicle Bridges.

- (1) Rate a vehicle bridge or short-span bridge for its safe load carrying capacity of all unrestricted state legal loads, including state routine permits loads in accordance with Section 6A of the AASHTO Manual for Bridge Evaluation.
- (2) The load rating must reflect the condition of the bridge as reported in the most recent bridge inspection report. Reflect any deficiencies that reduce member capacity in the load capacity determination. If the effects of condition on capacities is unknown or uncertain, conduct a special inspection²¹ to adequately quantify location and extent of deficiencies. Account for any modifications to the bridge that affect loading on (e.g., change in dead loads) or response of the member being rated.

²⁰ May require collection of detailed measurements and descriptions of damage necessary to assess the impacts to strength and function of the affected member as well as on-site calculations needed to establish emergency load restrictions. May be followed by a more refined analysis to establish or adjust interim load restrictions.

²¹ Performed when a structure requires more frequent inspection than is given by the routine inspection cycle, typically for a known defect or condition severe enough to warrant extra scrutiny. The frequency of special inspections is determined on a case-by-case basis.

- (3) Base load ratings on as-built drawings that have been verified by field measurements. When these drawings are not available, take field measurements and perform field testing. When as-built drawings do not exist, and field measurements cannot adequately quantify capacity (e.g., bridges with reinforced concrete members), base the load rating on a field evaluation and documented engineering judgment in accordance with FHWA guidance. Document basis of assumptions to include some evidence that a search for design or as-built data has been attempted or other efforts to provide some background or history of the structure and a discussion of load history that confirms the load assumptions for normal traffic. Specifically, identify the assumed normal traffic. Coordinate with state agencies to identify state legal loads and if they comply with federal weight limits and the bridge formula²² (also known as Formula B).
- (4) Evaluate bridge for the AASHTO HL 93 design vehicle for determining NBI Items B.LR.06, Operating Load Rating Factor, and B.LR.05, Inventory Load Rating Factor, and to determine the need for evaluating state legal loads.
 - (a) If the Inventory Rating Factor is less than 1.0, and the state does not comply with federal weight limits and the Bridge Formula, rate for state legal loads.
 - (b) In states that comply with federal weight limits and the Bridge Formula, rate for state legal loads when the Operating Rating Factor is less than 1.0.
- (5) Determine load ratings and rating factors for specialized hauling vehicles.

DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (6) If the Inventory Rating Factor for the AASHTO HL 93 design vehicle is less than 0.9 using the load and resistance factor design (LRFD) method,²³ determine load ratings and rating factors for emergency vehicles (EV2 and EV3).
- d. Railroad Bridges.
 - (1) Rate each railroad bridge for the applicable limit states defined in the AREMA Manual for Railway Engineering
 - (2) Base load ratings on as-built drawings that have been verified by field measurements. When these drawings are not available, take field measurements and perform field-testing. When as-built drawings do not exist, and where field measurements cannot adequately quantify required dimensional data, base the load capacity on a field evaluation and the documented engineering judgment of the Railroad Bridge Engineer. Determinations by judgment can be based on history and current use of the bridge. For example, the bridge could be rated based on known weight of passing loads if there is no evidence of distress.
 - (3) Evaluate each bridge for the Cooper E-80 loading as defined in Figure 15-1-2 of the AREMA Manual for Railway Engineering. Consider other standard loading or loading consisting of specific equipment based on normal use of the bridge. The load rating must consider capacity of the superstructure as well as the substructure.
 - (4) Conduct a fatigue evaluation on each bridge with fatigue-susceptible details following the procedures in Chapter 15 of AREMA Manual for Railway Engineering. Live load stresses and traffic volumes must be known. A qualitative analysis may be completed for bridges with low traffic volumes and low stresses.
 - (5) Determine normal rating both with and without fatigue considerations. If there is a need to allow infrequent operation of loads greater than normal, determine maximum rating in accordance with AREMA Manual for Railway Engineering. Fatigue need not be considered for maximum rating.
- e. Pedestrian Bridges.
 - (1) Determine²⁴ the design strength of the bridge considering the existing condition, geometry, and materials.
 - (2) Determine required strength for loads prescribed in the LRFD Guide Specifications for the Design of Pedestrian Bridges or as required by the state within which the bridge is located or actual loads.
 - (a) When vehicular access is not prevented on the pedestrian bridge, use the design vehicle and limit state specified in 3.2 of LRFD Guide Specifications for the Design of Pedestrian Bridges.
 - (b) If vehicular access is prevented on the pedestrian bridge, do not consider the design vehicle.
 - (3) Where the design strength is determined to be less than the required strength, and where:
 - (a) Vehicular access is not prevented, conduct an iterative process to determine if the design strength is adequate with a lesser design vehicle load (using standard AASHTO H or known loading). If the design strength is acceptable for a lesser vehicle load, then the bridge must be posted. If it is determined that the design strength is less than required with no vehicle loading, develop a plan of action to prevent unsafe access.
 - (b) Vehicular access is prevented, develop a plan of action to prevent unsafe pedestrian access.

DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (c) A fatigue evaluation is required, evaluate for the AASHTO LRFD Fatigue I limit state for applicable loads specified in 3.5 of LRFD Guide Specifications for the Design of Pedestrian Bridges.
- (4) Alternatively, post each pedestrian bridge for the allowed vehicle load where vehicular access is not prevented. If vehicular access is prevented, post for the maximum number of people allowed on the bridge at one time.
- f. Culverts. Rate each culvert for its safe load carrying capacity. For a culvert with sufficient fill to minimize live load effects, showing no signs of distress, and the consequences of failure are low, rate in accordance with Section 6.1.4 of the AASHTO Manual for Bridge Evaluation.²⁵ For a culvert with a depth of fill greater than either 8 feet or its span length whichever is greater, the live load is considered negligible, so live load analysis is not required.
- g. Vehicular Tunnels. Rate each tunnel's safe vehicular load-carrying capacity in accordance with Sections 6 or 8 of the AASHTO Manual for Bridge Evaluation.
- h. Refined Analyses and Testing. When the load rating results in intolerable deficiencies and posting will result in severe impacts to site operations, consider conducting more refined analyses or testing. This analysis will typically consist of detailed three-dimensional finite element analyses of varying complexities. It may be conducted in conjunction with a load test or material testing to determine material properties, strength, or condition. The refined analyses or load testing may provide a more realistic distribution of loads to the various members and overall system response. See Section 5 of the AASHTO Manual for Bridge Evaluation for guidelines on testing. Alternatively, the bridge can be proof tested. See Chapter 8 of the AASHTO Manual for Bridge Evaluation for load and proof test procedures. These procedures are highly specialized and must be performed only by qualified individuals with documented experience in performing this type of analysis.
- i. Rerate a bridge within 90 days when:
 - (1) There is a change in the condition of the bridge that would affect its load carrying capacity;
 - (2) There is a change in the configuration of the bridge through construction, alteration, or rehabilitation that would affect its load carrying capacity;
 - (3) Damage occurs to the bridge either through physical or environmental conditions, i.e., corrosion has resulted in significant section loss on load-carrying steel members or components, cracking in primary members, losses at critical connections, or strength has changed due to damage from vessel or vehicular collision, fire, flood, or earthquake;
 - (4) There are changes to dead loads—for example, from deck resurfacing or utility additions, changes in traffic loadings and/or traffic volume, or temporary construction loads exceed traffic loads;
 - (5) Soil and substructure settlement or slope instability has occurred; or
 - (6) Required by additional guidance.
- j. Posting.
 - (1) Post bridge load restrictions in accordance with the Manual for Uniform Traffic Control Devices²⁶ or state requirements.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (2) Post a vehicle bridge for load restrictions where state legal loads exceed the calculated load capacity of the bridge.
- (3) Post bridges for speed to reduce impact loading where necessary.
- (4) Post a vehicle bridge for load restrictions when evaluated for emergency vehicles. Post appropriately for both the governing single axle weight limit and tandem axle weight limit derived for each emergency vehicle configuration.
- (5) For railroad bridges that have normal load ratings less than normal load requirements, determine and document necessary operational restrictions. These may involve speed restrictions, coordination with track operation personnel, or other operational constraints. Issue instructions to the personnel who are responsible for the configuration and operation of trains to prevent the operation of cars, locomotives, or other equipment over a bridge that would exceed the capacity or dimensions of the bridge.
- (6) For each pedestrian bridge where the design strength is less than required strength, post for the allowed vehicle load where vehicular access is not prevented. For a pedestrian bridge where vehicular access is prevented and the design strength is less than 60 pounds per square foot or less than the required strength, determine a safe posting that limits the number of pedestrians on the bridge at one time. Select site-appropriate posting and enforcement procedures.
- (7) Post or restrict the highways in or over a tunnel when the maximum unrestricted legal loads or state routine permit loads exceed those allowed under the operating rating or equivalent rating factor.
- k. Bridge Restrictions or Closure.
 - (1) Immediately close to traffic any vehicle bridge with a load rating of 3 tons or less. Close to traffic any vehicle bridge when an imminent failure is possible. Bridge closure requires some combination of barrier, signage, and flagging or other means of controlling bridge access. The closure could be limited to specific lanes, or it could be a complete closure to all traffic. Follow state guidelines for closure and detour traffic control requirements.
 - (2) When the load rating evaluation reveals that a vehicle bridge requires posting, but is not, posting must be complete within 30 days of load capacity determination. Where posting is insufficient to ensure compliance with weight restrictions, engage law enforcement or install monitoring devices, including cameras, weigh-in-motion sensors, or radar stations.
 - (3) For railroad bridges that have normal load ratings less than normal load requirements, document necessary operational restrictions within 90 days of load capacity determination.
- l. Load Rating Report.
 - (1) Report must include information about who performed the load rating, when the rating was performed, date of determination, assumptions and known information about the bridge used in rating the bridge, loading information, capacity calculations, load rating methodology, load rating calculations, and any computer input and output used to calculate the loads and the capacities. Identify formulas used in the analysis and reference sources. Identify state legal loads as well as the state's compliance with federal weight



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- limits and the Bridge Formula. Define terms and nomenclature used.
- (2) All calculations must be checked and initialed by the engineer who developed the calculations and by the engineer who checked them.
 - (3) Document use of computer programs to include description of model (i.e., elements, boundary conditions, and load application) and comparison of differences between the model and actual behavior. Calculations developed by computer analysis must include a cover page explaining the analysis performed and must be initialed by the engineer who developed the input and the engineer who checked the input and results. State why the differences are acceptable and how the results might be affected. Results should include load effect diagrams and deflection plots, as applicable.
 - (4) For vehicle bridges, include a summary of the calculation results including the inventory and operating ratings for the AASHTO design vehicle, state legal loads if evaluated, and any required posting values for each vehicle type. Identify the controlling member(s).
 - (5) For vehicle bridges, identify recommended data entries for NBI Items B.LR.01 through 08, and B.PS.01 and B.PS.02 in accordance with the FHWA Specifications for the National Bridge Inventory.²⁷
 - (6) For railroad bridges, include a summary of the calculation methodology and results including the normal and maximum ratings for the Cooper E-80 loading, or any modified loading that is normal for the track. Identify the controlling member(s) for each load rating.
 - (7) A qualified Load Rating Engineer must certify the rating as complete, accurate, and in accordance with applicable standards. Include the qualifications of Load Rating Engineer or Railroad Bridge Engineer and Load Rating Reviewer.
 - (8) Include QC documentation.
- m. Bridge File.
- (1) Place all documents, including evaluator's qualifications, load rating calculations and reports in the bridge file.
 - (2) When the bridge requires load limit posting, place evidence of bridge posting in the bridge file.
 - (3) When operational restrictions are necessary, place evidence of such restrictions and enforcement procedures in the bridge file.
3. Scour Appraisal. A scour appraisal is 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. Appraise^{28,29} each active bridge that crosses a waterway and culverts with FIMS Usage Code 1768 for vulnerability to scour and stream instability from floods. Appraise each new and newly acquired bridge and culvert within 90 days of the date placed in service or acquired.
- a. Approach. The extent of each scour appraisal depends upon existing site conditions. A complete appraisal may include a qualitative assessment (Level 1) only, a quantitative evaluation (Level 2 or Level 3), or a hydraulic engineering analysis.
 - (1) Level 1 Assessment. A Level 1 field assessment identifies the susceptibility of a bridge or culvert to scour and accurately records the present condition of the culvert, bridge foundations, and stream stability. Each bridge or culvert is evaluated by viewing all available data, including as-built plans, hydraulic studies, soundings and other underwater investigations, streambed and foundation soils, and

DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- historical use. If needed, HEC-18, “Evaluating Scour at Bridges,” and HEC-20, “Stream Stability at Highway Structures,” include guidance for collecting site data. The Level 1 assessment results in bridge or culvert classification for scour vulnerability as low risk, scour critical, or scour susceptible.
- (2) **Bridge with Low Risk for Scour.** Low risk bridges are monitored for scour during routine inspections and after significant events. They are reevaluated for scour after significant flood events and when site conditions change. Bridge types and locations often considered low risk when there is no history of scour are:
- (a) Single-span bridges with protected abutments;
 - (b) Bridges with foundations well above the flood plain;
 - (c) Bridges over dams or pools with small flows;
 - (d) Bridges over lined channels;
 - (e) Bridges with spread footings on non-erodible bedrock; and
 - (f) Bridge length culvert with a floor.
- (3) **Level 2 or Level 3 Evaluation.** Further analysis must be completed within 90 days when a Level 1 assessment determines the bridge is scour susceptible, has unknown foundations, or is over tidal waters. Hydrologic data and streambed material properties must be obtained to conduct the Level 2 analysis. Level 3 analysis uses more detailed hydrologic and streambed material property data to complete mathematical or physical model studies.

Bridge susceptibility to scour cannot be determined unless the construction details of the foundation are known. Make every attempt to determine the foundation type and depth, including searching for bridge records or conducting foundation testing. Once the foundation has been determined, perform a scour evaluation to determine potential scour depths and scour classification. Until the foundation is determined and the potential scour depths are known, implement a scour plan of action with a scout monitoring inspection plan and closure protocols.

- b. **Scour Appraisal Results.** Determine appropriate rating for NBI Items B.C.11, B.AP.02, B.AP.03, and B.AP.04 (scour condition rating, overtopping likelihood, scour vulnerability, and scour plan of action) in accordance with FHWA Specification for the National Bridge Inventory. Record the results of the scour evaluation in the structure inventory and appraisal (SI&A) data. Review existing scour appraisal concurrent with each routine inspection.
- (1) Reappraise each bridge for changes in vulnerability to scour after any bridge-specific trigger event, following a flood event, or when conditions affecting the flow change.
 - (2) Develop and execute a bridge-specific scour critical plan of action (Scour Critical POA) for each bridge where NBI Item B.AP.04 (scour plan of action) is coded N or Y.
 - (3) Immediately close to traffic any bridge where the recommended rating code for NBI Item B.C.11 (scour condition rating) is 1 or where the recommended rating code for NBI Item B.C.03 is 1 based on scour.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (4) Where NBI Item B.C.11 (scour condition rating) is coded 0, retain evidence of bridge closure.
 - (5) Bridge File. Place the completed scour appraisal, including qualifications for the Responsible Engineer and Inspection Team Leader, information required to do the appraisal, any Scour Critical POA, and evidence of any mitigation efforts in the bridge file.
4. Seismic Vulnerability Evaluation.
 - a. Evaluate^{30,31} existing bridges subject to 23 CFR § 650.303 to determine vulnerability to seismic events and the need for seismic retrofitting. Evaluate each newly acquired bridge subject to 23 CFR § 650.303 within 90 days of the date placed in service or acquired. A bridge is exempt from retrofitting for both levels of ground motion if it:
 - (1) Has 15 years or less of anticipated service life;
 - (2) Is temporary; or
 - (3) Is closed to traffic and does not cross an active highway, rail, or waterway.
 - b. Review existing seismic vulnerability evaluation during each routine inspection to ensure conditions and assumptions used are still valid.
 - c. Reevaluate a bridge within 60 days of a change in configuration or seismic retrofit.
 - d. Seismic Vulnerability Evaluation Results. Document the conduct and results of seismic vulnerability evaluations and reviews.
 - (1) Identify evaluation assumptions, methods and formulas, calculations, and terms or nomenclature used. Identify resultant seismic retrofit category for both upper and lower ground motion levels.
 - (2) If the bridge meets the criteria for Seismic Retrofit Category A for the upper-level ground motion, document justification for retrofit exemption in the bridge file.
 - (3) If the bridge meets the criteria for Seismic Retrofit Category B, C, or D, identify bridge rank and priority index. Where the need for retrofit is determined, document the retrofit strategy.
 - (4) Include qualifications of the Responsible Engineer.
 - e. Bridge File. Place the completed seismic evaluations, including qualifications for the Responsible Engineer and evidence of any retrofit efforts in the bridge file
5. Vehicle Traffic Volume Data Collection.
 - a. For each active publicly accessible vehicle bridge or tunnel determine the annual average daily traffic (AADT) and the annual average daily truck traffic (AADTT). Do not include vans, pickup trucks and other light delivery trucks in this percentage. Update every 5 years.
 - b. For each active controlled-access vehicle bridge or tunnel and for all culverts, determine the ADT and the ADTT). Do not include vans, pickup trucks, and other light delivery trucks in the AADTT volume. Update every 5 years.
 - c. Record the results in the SI&A or National Tunnel Inventory (NTI) data. Place data collection³² results and forecasts in the Bridge File or Tunnel File.
6. Use of Qualified Personnel. Required education, experience, licensure, certifications, and current training is specific to inspection type or evaluation and



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

role. Submit documentation supporting the satisfaction of all qualifications to the DOE BTM. Minimum qualifications include:

- a. Inspection Team Leader or Railroad Bridge Inspector.
 - (1) For public- or controlled-access bridges and short-span bridges, the Inspection Team Leader must meet the requirements of 23 Code of Federal Regulations (CFR) § 650.309(b).
 - (2) For structures with NSTM, the Inspection Team Leader must meet the requirements of 23 CFR § 650.309(c).
 - (3) For bridges with complex features or requiring special inspection, the Inspection Team Leader must have additional qualifications including:
 - (a) A current registration as a professional engineer (civil or structural);
 - (b) At least 5 years of experience in inspection of bridge type being inspected; and
 - (c) Completed training specific to type of bridge being inspected.
 - (4) For culverts, the Inspection Team Leader must hold a current registration as a professional engineer (civil or structural).
 - (5) For railroad bridges, the Railroad Bridge Inspector must also:
 - (a) Complete training from an accredited university or industry-related organization such as American Railway Engineering and Maintenance-of-Way Association (AREMA);
 - (b) Have at least 5 years of experience similar to that identified in 49 CFR § 237.53; and
 - (c) Demonstrate familiarity with 49 CFR § 214, Railroad Workplace Safety, through successful completion of an employer-provided or industry training course.
 - (6) For vehicular tunnels, the Inspection Team Leader must meet 23 CFR § 650.509(b) requirements. When the tunnel is complex or has distinctive features the Inspection Team Leader must hold a current registration as a professional engineer (civil or structural).
- b. Inspection Team Members. For railroad bridges, demonstrated familiarity with 49 CFR § 214, Railroad Workplace Safety, through successful completion of employer-provided training or course provided by an industry-related organization such as AREMA.
- c. Underwater Bridge Inspection Diver. Meet the requirements of 23 CFR § 650.309(e).
- d. Load Rating Engineer or Railroad Bridge Engineer.
 - (1) For public- or controlled-access vehicle bridges, short-span bridges, culverts, and pedestrian bridges, meet the requirements of 23 CFR § 650.309(d).
 - (2) For railroad bridges:
 - (a) Current registration as a professional engineer;
 - (b) At least 10 years of experience similar to that identified in 49 CFR § 237.51(a); and
 - (c) Demonstrated working knowledge of the AREMA Manual and of rating methodology used in the given load rating through



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- submission of a personnel qualifications statement identifying work on a similarly constructed and loaded structure.
- (3) For tunnels, meet the requirements of 23 CFR § 650.509(c).
 - e. Responsible Engineer.
 - (1) Current registration as a professional engineer,
 - (2) Completed training specific to the evaluation type performed, such as:
 - (a) NHI course in Stream Stability and Scour at Highway Bridges or equivalent training for conducting scour evaluations; or
 - (b) NHI course in Design and Evaluation of Bridges for Fatigue and Fracture or equivalent training for conducting fatigue and fracture evaluations; or
 - (c) Course from the Multidisciplinary Center for Earthquake Engineering Research in Seismic Retrofit of Highway Bridges course or equivalent training for conducting seismic screening evaluations.
 - f. Railroad Bridge Supervisor. Demonstrates at least 10 years of supervisory experience similar to that identified in 49 CFR § 237.55 through submission of a personnel qualifications statement identifying similar work experience.
 - g. Quality Management Personnel. Personnel responsible for QC or quality assurance activities associated with the inspection or evaluation of products for service provider assurance shall comply with 23 CFR § 650.313(p).
7. Quality Management.
- a. Establish and maintain quality management procedures or requirements necessary to ensure bridge inspections conform with inspection standards and criteria, inspection plans, QC procedures, DOE policy, and federal^{33,34} and state requirements.
 - b. Establish and maintain quality management procedures or requirements necessary to ensure that evaluation products such as calculations, reports, and studies are complete, accurate, and properly checked in accordance with applicable standards.³⁵ The individual conducting the QC review must verify compliance with applicable references and criteria, that reasonable assumptions were used, and results were properly applied. The QC review of each evaluation product must include an engineering technical review for accuracy of calculations and appropriateness of methods applied.
 - c. Ensure service provider's inspection and evaluation activities include independent³⁶ quality assurance (QA) processes necessary to assure that QC activities are accomplished as planned and that those activities are effective in producing a product that meets the desired end quality.
 - d. Develop and execute a Plan of Corrective Actions (PCA) when quality management activities or an external review reveals that activities and systems do not comply with requirements.
 - e. Develop, document, and implement methods to determine that each member of the bridge and tunnel inspection organization holds current qualifications. Document the method by which each Inspection Team Leader or Railroad Bridge Inspector qualified for the role. Submit Inspection Team Leader or Railroad Bridge Inspector qualifications to the DOE BTM.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- f. Develop, document, and implement methods to determine when an Inspection Team Leader's qualification must meet 23 CFR § 650.509(b)(4) in order to adequately and appropriately lead an inspection of a complex tunnel or a tunnel with distinctive features or functions. At a minimum, the process must consider a tunnel's type of construction, functional systems, history of performance, and physical and operational conditions.
- 8. Records and Reporting.
 - a. Document the education, experience, licensure, certifications, and training of each qualified personnel member in the bridge or tunnel file.
 - b. Document inspection activities to include inspection planning, inspection field documentation, inspection report and recommendations, QC/QA documents and checklists, follow-up to critical findings report with status reports, and all other documents related to each inspection.
 - c. Document recommendations for corrective actions intended to ensure the safety and integrity of the bridge, culvert, or tunnel; to maintain it in good condition; and to extend its service life. For each recommendation provide an estimated cost and timeframe to complete.
 - d. Prepare and submit SI&A data following each inspection in accordance with national standards^{37,38} and Departmental guidance, for all public- and controlled-access bridges to the DOE BTM
 - e. Prepare and submit NTI data items following each inspection in accordance with national standards³⁹ and Departmental guidance to the DOE BTM.
 - f. Document inspection and evaluation used to assess the condition, functionality, safety, or vulnerability of the bridge, culvert, or tunnel.
 - (1) Each report will include a cover page; a title page; an executive summary stating the purpose of the evaluation; overall results, and recommendations, such as additional analyses, repairs, monitoring, or load posting; a list of assumptions used; and all calculations and supporting documentation.
 - (2) Each report will specifically note recommended entries for NBI or NTI data items when related.
 - (3) The performing registered Professional Engineer and Quality Management Personnel shall seal and sign any inspection report and evaluation product.
 - (4) Include personnel qualifications for each qualified personnel responsible for or associated with the inspection or evaluation report.
 - g. Prepare⁴⁰ and maintain a bridge or tunnel file for each bridge, vehicular tunnel, and culvert in local records and in the FIMS.
 - h. Submit documentation and complete notifications in a timely manner to the Site and/or Field Office Manager. Adhere to the following submission dates:
 - (1) Initial SI&A data or NTI data within 90 days of completing construction, rehabilitation, or repair.
 - (2) Inspection reports with SI&A or NTI data within 90 days of the inspection. This may be extended to 180 days with approval from the Site and/or Field Office Manager.
 - (3) Load rating report or scour evaluation report within 90 days of completing the evaluation. When load rating report includes determination to post, provide a sign installation schedule or photo of completed installation.
 - (4) PCA within 30 days of non-compliance notification. For each deficiency cited, the PCA must include:
 - (a) The deficiency and date of notification;



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- (b) A description of the action and schedule required to resolve the deficiency; and
 - (c) A procedure for periodically reporting status updates, milestone completions, and completion of corrective actions to cognizant line management and the DOE BTM.
 - (5) Notification within 7 days of the determination to close a bridge based on scour. Include evidence of bridge closure and an initial plan of action to mitigate impact on site operations. Submit a scour critical plan of action within 30 days of determination. Submit POA close-out report documenting completion of countermeasures and revised codes for NBI Items B.C.11 (Scour Condition Rating), B.AP.02 (Overtopping Likelihood), B.AP.03 (Scour Vulnerability), and B.AP.03 (Scour POA) once complete.
 - (6)
 - (7) Initial follow-up to critical findings report within 24 hours of discovery. Submit a follow-up to critical findings report detailing the intended recovery strategy within 30 days of initial report. Thereafter, provide status reports on follow-up to critical findings report quarterly through finding resolution.
 - (8) Notification no less than 30 days in advance of the anticipated delay that an inspection will not occur within the established interval.
 - (9) Data to support FHWA metrics compliance assessments, as requested.
 - (10) Report within 90 days of completing any seismic vulnerability evaluation, traffic volume data collection, or any other engineering studies or evaluations.
 - i. Use DOE standard document formats and reporting tools when available.
Find standard reporting tools and templates as well as quality management checklists at:
https://powerpedia.energy.gov/wiki/Bridge_Management_Program_or_Energy_Hub.
9. Inventory and Asset Management.
- a. Integrate requirements for bridge and tunnel management with existing operating and management procedures.
 - b. Develop, document, and implement procedures to take action to address recommendations for corrective actions intended to ensure the safety and integrity of the bridge, culvert, or tunnel; to maintain it in good condition; and to extend its service life. For each recommendation provide an estimated cost and timeframe to complete.
 - c. When available resources are inadequate to maintain an acceptable level of bridge, culvert, or tunnel safety, act to impose lane or load restrictions, or closures.
 - d. Establish, document, and implement protocols for responding to a critical finding.
 - e. Establish, document, and implement protocols for managing permit loads.
 - f. Develop, document, and implement bridge closure and reopening procedures. Once closed, a bridge may not be reopened until repairs are complete and a qualified engineer determines that the bridge is safe and, if necessary, posted.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

- g. Develop, document, and implement procedures and issue instructions⁴¹ to personnel responsible for train operations to prevent operation of equipment that would exceed the capacity of the bridge.

⁶ 23 CFR § 650, Subpart C, National Bridge Inspection Standards

⁷ 49 CFR § 237, Bridge Safety Standards, Subpart D, Capacity of Bridges

⁸ FHWA, Bridge Inspector's Reference Manual

⁹ FHWA, Specifications for National Bridge Inventory

¹⁰ AASHTO Manual for Bridge Evaluation

¹¹ AASHTO, Manual for Bridge Element Inspection

¹² AREMA, Manual for Railway Engineering

¹³ AREMA, Bridge Inspection Handbook

¹⁴ FHWA, Tunnel Operations, Maintenance, Inspection, and Evaluation Manual

¹⁵ Federal regulations for railroad bridges and highway bridges include slightly different terminology and requirements for type of inspections. The Department of Energy maintains consistent terminology for the various types of inspections as defined in Attachment 3

¹⁶ 23 CFR § 650.311 Inspection interval. Regular inspection intervals, reduced inspection intervals, and extended inspection intervals for routine, NSTM, and underwater inspections were determined using Method 1.

¹⁷ Conditions that may prompt an in-depth inspection of a bridge include apparent cracks in steel members; apparent cracks, de-bonding, or loss of tendon section in prestressed concrete members; suspected frozen bearings or failed hold-down devices; severe section loss from steel members; buckled or bent steel girders or beams; disconnected or loose members; or visual fretting rust on the pin of a pin and hanger connection.

¹⁸ American Society of Civil Engineers (ASCE), *Underwater Investigations: Standard Practice Manual*, and FHWA-NHI-10-027, *Underwater Bridge Inspection*, June 2010

¹⁹ Among other factors used to determine type and extent of inspection, include structure type, materials of construction, foundation type, footing location relative to channel bottom, known or suspected problems, waterway characteristics, superstructure and substructure redundancy, and scour susceptibility.

²⁰ May require collection of detailed measurements and descriptions of damage necessary to assess the impacts to strength and function of the affected member as well as on-site calculations needed to establish emergency load restrictions. May be followed by a more refined analysis to establish or adjust interim load restrictions.

²¹ Performed when a structure requires more frequent inspection than is given by the routine inspection cycle, typically for a known defect or condition severe enough to warrant extra scrutiny. The frequency of special inspections is determined on a case-by-case basis.

²² FHWA, FHWA-HOP-06-105, *Bridge Formula Weights*, August 2006

²³ AASHTO, *LRFD Bridge Design Specifications*, 7th Edition with Interim Revisions, or current version

²⁴ AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, current version

²⁵ Section 6.1.4 of the AASHTO Manual for Bridge Evaluation is specifically for reinforced concrete bridges. It is acceptable for application to concrete culverts and to culverts constructed from other materials where the structure has carried normal traffic for an appreciable period of time and shows no distress.

²⁶ FHWA Manual on Uniform Traffic Control Devices, 11th Edition. December 2023

²⁷ FHWA Specifications for the National Bridge Inventory, March 2022.

²⁸ FHWA Publication No. FHWA-HIF-12-003, Hydraulic Engineering Circular (HEC)-18, "Evaluating Scour at Bridges," April 2012

²⁹ FHWA Publication No. FHWA-HIF-12-004, HEC-20, "Stream Stability at Highway Structures," April 2012

³⁰ FHWA Seismic Retrofitting Manual for Highway Structures: Part 1 – Bridges, January 2006



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

³¹ FHWA Seismic Retrofitting Manual for Highway Structures: Part 2 – Retaining Structures, Slopes, Tunnels, Culverts, and Roadways, August 2004

³² FHWA *Traffic Monitoring Guide* presents methodology for gathering data on traffic volumes.

³³ 23 CFR § 650.313, Inspection Procedures

³⁴ 49 CFR § 237.111, Review of bridge inspection reports

³⁵ 49 CFR § 237.71, Determination of bridge load capacities

³⁶ Independent means the reviewer did not participate or assist in any of the inspection activities

³⁷ FHWA Specifications for the National Bridge Inventory, March 2022

³⁸ FHWA Metrics for the Oversight of the National Bridge Inspection Program, May 2017 and revisions

³⁹ FHWA Specifications for the National Tunnel Inventory, and revisions

⁴⁰ See the Section 2 of the AASHTO Manual for Bridge Evaluation for specific information to include in the Bridge File

⁴¹ 49 CFR § 237.73, Protection of bridges from over-weight and over-dimension loads.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

Attachment 3 - Definitions

This Attachment provides information associated with DOE O 437.1B as well as information applicable to contracts in which the associated Contractor Requirements Document (Attachment 1 to DOE O 437.1B) is inserted.

1. Anticipated Service Life (ASL). Selection of the Anticipated Service Life is the responsibility of the Responsible Engineer in consultation with site management. See FHWA-HRT-06-032, Seismic Retrofitting Manual for Highway Structures, Part 1-Bridges, January 2006.
2. Average Daily Traffic (ADT). Identifies the average volume of traffic for the average one day (24-hour period) during a data reporting year at a specific location or specific segment of road. See FHWA Traffic Monitoring Guide, December 2022.
3. Annual Average Daily Traffic (AADT). The total annual volume of traffic passing a point or segment of a highway in both directions divided by the number of days in a year. See FHWA-HIF-22-017, Specifications for the National Bridge Inventory (SNBI), March 2022.
4. Annual Average Daily Truck Traffic (AADTT). The total annual volume of truck traffic passing a point or segment of a highway in both directions divided by the number of days in a year. FHWA-HIF-22-017, Specifications for the National Bridge Inventory (SNBI), March 2022.
5. Bridge. See Vehicle Bridge, Pedestrian Bridge or Railroad Bridge.
6. Bridge Evaluation. An assessment of the performance of an existing bridge. See AASHTO, Manual for Bridge Evaluation, 3rd Edition, 2018.
7. Bridge or Tunnel File. A full history of the structure, including all design, construction, maintenance, repair, rehabilitation, use, and damage records. The Bridge File or Tunnel File contains inventory data, inspection, testing, and evaluation records, load rating and evaluation data and reports. See AASHTO, Manual for Bridge Evaluation, 3rd Edition, 2018.
8. Bridge Inspection Report. An inspection-specific summary including information pertinent to bridge inventory management. The report serves as a summary of the inspection, inspection findings, and recommendations; as a historical record for future reference; and, as a legal record that documents inspection activity.
9. Bridge and Tunnel Inspection Organization. Personnel assigned responsibility for implementing the Department of Energy bridge management requirements or who conduct inspections or evaluations.
10. Bridge or Tunnel Inspection. Determination of the physical and functional condition of a bridge, tunnel, or culvert by identifying, quantifying, and documenting existing defects. Performed by qualified technical personnel familiar with relevant methods and procedures, tools and equipment, safety requirements, and documentation practices.
11. Bridge or Tunnel Inspection Findings. Observations or measurements describing the overall condition of the bridge or tunnel and defects collected during an inspection.
12. Bridge or Tunnel Inspection Report Recommendations. Corrective actions intended to ensure the safety and integrity of the bridge, culvert, or tunnel; to maintain it in good condition; and, to extend its service life. Actions may include additional inspection or evaluation, maintenance and repair, modernization, or operational activities.
13. 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.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

14. Countermeasures. Materials or systems intended to prevent, delay, or reduce the severity scour and stream instability.
15. Critical Finding. A structural or safety related deficiency that requires immediate action to ensure public safety. See 23 CFR 650.305. Levels of Critical Findings and corresponding response times follow:
 - a. Emergency: used to report the failure or imminent failure of a critical primary structural component. An Emergency Critical Finding means that a failure is likely within a short time period. A re-inspection or repair should be scheduled, and the structure may require a Prompt Interim Action (PIA), load posting, or closure. Immediate action required.
 - a. Urgent: used to report a potentially hazardous condition, which, if left unattended beyond the next anticipated inspection, would likely become dangerous to persons or property. Also used to report the actual or imminent failure of a non-critical structural component. Such failures may reduce the reserve capacity or redundancy of the structure but would not result in a structural collapse. A re-inspection or repair should be scheduled, and the structure may require load posting. Action required prior to next routine inspection.
2. Critical Findings Protocols. A site-specific plan minimally identifying:
 - b. Members of the Critical Findings team and alternates;
 - c. Team member contact information and responsibilities;
 - d. Procedures for notifying team members upon discovery of a Critical Finding;
 - e. Procedures for notifying:
 1. local agencies,
 2. local law enforcement agencies, and the Public Affairs Officer where local roads and traffic are affected,
 3. Site/Program leadership and the DOE BTM,
 - f. Procedures for implementing temporary measures; and
 - g. Guidelines on timeliness of actions, reporting requirements, and documentation procedures.
2. Culvert. A transverse structure, pipe, or series of multiple pipes, box(es), or arch(es) constructed to convey water or utilities under a road or railway.
 - a. Culvert assets under a road with a Structure Length equal to or greater than 20 linear feet meet the FHWA definition of a bridge. These assets are inventoried in FIMS with Usage Code 1768 or 1769.
 - a. Culvert assets under railway with a Structure Length equal to or greater than 10 feet and located at such a depth that it is affected by live loads meet the Federal Railroad Administration (FRA) definition of a bridge. These assets are inventoried in FIMS with Usage Code 1468 or 1469.
 - a. Culvert assets with a Structure Length less than FHWA or FRA bridge length and an Opening Area of more than 20 square feet are inventoried in FIMS with Usage Code 2629. The FIMS Users Guide provides addition guidance for selecting real property asset Usage Codes.
2. Design Strength. The capacity of the structure or structural member being designed or analyzed (i.e. the Nominal strength) multiplied by the appropriate resistance factor.
3. DOE Elements. Headquarters elements or first-tier organizations as listed in the *Correspondence Style Guide*, Office of the Executive Secretariat. [DOE O 251.1, *Department Directives Program*, current version]
4. Elevated Walkway. See Pedestrian Bridge.
5. Graded Approach. The process of ensuring that the levels of analyses, documentation, and actions used to comply with requirements are commensurate with: the



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

relative importance to safety, safeguards, and security; the magnitude of any hazard involved; the life-cycle stage of a facility or item; the programmatic mission of a facility; the particular characteristics of a facility or item; the relative importance to radiological and non-radiological hazards; and, any other relevant factors. See 10 CFR Part 830.3.

6. Inspection – Damage. Unscheduled inspection to access structural damage resulting from environmental factors or human actions. See 23 CFR 650.305. Analogous to a Special or Emergency Inspection for railroad bridges. See AREMA Manual for Railway Engineering.

23. Inspection – Nonredundant Steel Tension Member. A type of In-Depth Inspection conducted at regularly scheduled intervals specifically to inspect Nonredundant Steel Tension Member(s) or member components. It requires close-up access, hands-on inspection, and may require non-destructive testing by qualified personnel to determine location and extent of cracking or other defects. See CFR 650.305.
23. Inspection – In-Depth. A hands-on, close-up inspection of one or more structure elements above or below the water level to identify any deficiencies not readily detectable using Routine Inspection procedures. An In-Depth Inspection is also used to identify developing problems that impact present service requirements or to obtain detailed information needed to facilitate the preparation of structure rehabilitation plans. This inspection may result in a full investigation including structural analysis to determine member capacity that will be used in a revised load rating. It may be performed independently from a Routine Inspection at intervals other than 24 months. It can be at a longer interval or one time only. Analogous to a Special Inspection for railroad bridges. See 23 CFR 650.305.
23. Inspection – Hands-on. A visual or manual inspection technique made at a distance no greater than arm's length from the entire member or member component surface. Includes examination of all surfaces of the members and member components. May require use of specialized equipment to access members or member components. See 23 CFR 650.305.
23. Inspection – Initial. Inspection conducted after construction or rehabilitation of a bridge or when the configuration or geometry of the structure changes (examples include, widening, lengthening, and change in vertical clearance). It is the baseline inspection with which all future inspections will be compared. Performance may be coincident with the final construction inspection but must be done by a qualified inspection team. See 23 CFR 650.305.
23. Inspection – Routine. Regularly scheduled inspection consisting of observations and/or measurements needed to determine the physical and functional condition of the bridge, to identify any changes from initial or previously recorded conditions and to ensure that the structure continues to satisfy present service requirements. See 23 CFR 650.305. Analogous to a Periodic Inspection for railroad bridges. See AREMA Manual for Railway Engineering, current edition, updated annually.
23. Inspection – Special. An inspection scheduled at the discretion of the bridge owner, used to monitor a particular known or suspected deficiency See 23 CFR 650.305. Analogous to an Interim Inspection for railroad bridges. See AREMA Manual for Railway Engineering, current edition, updated annually.
23. Inspection – Underwater. Inspection of the underwater portion of a bridge substructure and the surrounding channel, which cannot be inspected visually at low water by wading or probing, generally requiring diving or other appropriate techniques. See 23 CFR 650.305.
23. Inspection Team Leader. Individual in charge of an inspection team responsible for planning, preparing, and performing field inspection of the bridge. See 23 CFR 650.305, Subpart C and 23 CFR 650.505, Subpart E.
23. Length. The measured opening along the center of the structure between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. For vehicular bridges, also known as NBIS Bridge Length. See FHWA-HIF-22-017, Specifications for the National Bridge Inventory (SNBI), March 2022.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

- 23. Load and Resistance Factor Design (LRFD). A design method used by AASHTO, based on limit states of material with increased loads and reduced member capacity based on statistical probabilities. See FHWA Bridge Inspector's Reference Manual (BIRM), FHWA-NHI-23-024, March 2023.
- 23. 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. See 23 CFR 650.305.
- 23. National Bridge Inventory (NBI). A database of Structure Inventory and Appraisal data collected by each state or Federal bridge-owning agency to fulfill the requirements of the National Bridge Inspection Standards. See 23 CFR 650.305.
- 23. National Bridge Inventory Bridge or Reportable Bridge. A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. See 23 CFR Part 650.305, Subpart C.
- 23. National Bridge Inspection Standards (NBIS). The national standard for the proper safety inspection and evaluation of all highway bridges. See 23 CFR 650.305.
- 23. National Tunnel Inventory (NTI). A database maintained by the Federal Highway Administration containing inventory and inspection data for all highway tunnels located on public roads, on and off Federal-aid highways.
- 23. Non-Destructive Testing (NDT). Any of a variety of methods used to assess the strength and condition of materials or structural components of a real property asset that does not result in any damage or change to the material or part under examination.
- 23. Nonredundant Steel Tension Member (NSTM). A primary steel member fully or partially in tension, and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of or the entire bridge to collapse. See 23 CFR 650.305.
- 23. Pedestrian Bridge. A structure that carries primarily pedestrian, bicycle, and equestrian traffic but may include light maintenance vehicles over a chasm, waterway, ditch, or other obstacle or convey pedestrian traffic from one building or structure to another including enclosed walkways. It does not include work or machinery platforms, stairways, platforms, boardwalks, or docks or similar type structures.
- 23. Performance Level (PL) or Performance Criteria. A level of performance, expressed in terms of post-earthquake service and damage, expected to be achieved during and immediately following an earthquake of a specified size. See FHWA-HRT-06-032, Seismic Retrofitting Manual for Highway Structures, Part 1-Bridges, January 2006.
- 23. Permit Load. A vehicle or load that exceeds the legal size or weight limits established by each state for operation on state roads. Each state has established procedures for reviewing the safety and serviceability of bridges along the planned route and for providing permission for transit.
- 23. Plan of Corrective Action (PCA). Written plan identifying individual deficiencies or areas where bridge and tunnel management does not comply with Federal or Departmental policy. It describes actions required to correct each deficiency and the schedule for completing each action. [adapted from FHWA memorandum HIBS-30, National Bridge Inspection Standards Plan of Corrective Action(s) Guidelines, January 3, 2017.]
- 23. Prompt Interim Action (PIA). Any action, including repairs, load limits, or partial or full bridge closure that is enacted to alleviate a significant safety problem on the bridge. Prompt means as soon as possible or practical given the conditions and consequences of inaction. Interim means that the action may be temporary but is to the extent necessary to ensure safe use of the bridge.
- 23. Professional Engineer (PE). An individual, who has fulfilled education and experience requirements and passed examinations for professional engineering and/or structural engineering license that, under State licensure laws, permits the individual to offer engineering services within areas of expertise directly to the



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

public.

- 23. Public Road. Any road or street under the jurisdiction of and maintained by a public authority and open to public travel. See 23 U.S.C. 101(a)(23).
- 23. Qualified Personnel. Persons performing an inspection or evaluation who meet the qualification requirements specific to the inspection or evaluation being conducted and who understand the duties of the role he or she is expected to perform. Document and submit individual personnel qualifications including appropriate education, experience, licensure, and certifications, and current training, as required.
- 23. Railroad Bridge. See Code of Federal Regulations 49 CFR 237.5.
- 23. Required Strength. Structural capacity needed to meet or exceed the demands put on the structure by the loads.
- 23. Responsible Engineer. An engineer charged with the overall responsibility for conducting bridge evaluations other than load ratings. This may include scour evaluations, fatigue and fracture evaluations, or seismic evaluations.
- 23. Scour. Erosion of streambed or bank material or erosion of soil surrounding a bridge foundation due to flowing water. Often the erosion is localized around the bridge piers or abutments. See 23 CFR 650.305.
- 23. 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. Scour Assessment. The determination of an existing bridge's vulnerability to scour which considers stream stability and scour potential as described in HEC 20 and other scour-related data sources.
- 23. Scour Critical Bridge. A bridge with a foundation that is unstable, or may become unstable, as determined by the scour appraisal.
- 23. Scour Evaluation. The application of hydraulic analysis as described in HEC 18 and HEC 20 to estimate scour depths and determine bridge and substructure stability considering potential scour.
- 23. Scour Monitoring Inspection. An inspection performed during or after a triggering storm event as required by a Scour Plan of Action (Scour POA), by personnel with qualifications required by the agency.
- 23. Scour Plan of Action (Scour POA). Procedures for DOE Site personnel, bridge inspectors, and engineers in managing each bridge determined to be scour critical or that has unknown foundations. The Scour POA should explain why the preferred actions of the procedures were selected, include a scour monitoring plan, possibly a plan for design and construction of countermeasures with a schedule, and a commitment to quarterly progress reporting until corrective actions are satisfied.
- 23. Seismic Retrofitting Category (SRC). Used to recommend minimum screening requirements, evaluation methods and retrofitting measures for deficient bridges. Four categories, A through D, are determined by the anticipated service life, bridge importance, and the seismic and geotechnical hazards at the site. See FHWA-HRT-06-032, Seismic Retrofitting Manual for Highway Structures, Part 1-Bridges, January 2006 and FHWA-HRT-06-032, Seismic Retrofitting Manual for Highway Structures, Part 1-Bridges, January 2006.
- 23. Service Life. See FHWA-HIF-11042, Bridge Preservation Guide, Spring 2018.
- 23. Short Span Bridge. A vehicular bridge with a structure length less than 20 feet.
- 23. Structure Inventory and Appraisal (SI&A) Data. Data recorded and stored for each bridge as standardized by the Federal Highway Administration to effectively monitor and manage a bridge inventory. For data submissions guidelines see FHWA-HIF-22-017, Specifications for the National Bridge Inventory (SNBI), March 2022.
- 23. Tunnel – Pedestrian. An underground passageway, dug through the surrounding soil/earth/rock and enclosed except for entrance and exit, commonly at each



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

end, and used exclusively for pedestrian or bicycle traffic. It does not include vehicular tunnels that have sidewalks. A tunnel used by both vehicles and pedestrians should be counted in one of the vehicular tunnel categories. A similar tunnel between two buildings may be inventoried with one of the buildings.

23. Tunnel – Public Access Vehicular. Enclosed roadway for motor vehicle traffic with vehicle access limited to portals, regardless of type of structure or method of construction, and located on a public road. May include lighting, ventilation, fire protection systems, and emergency egress capacity.
23. Tunnel – Train. Tunnel used exclusively by trains.
23. Tunnel – Controlled Access Vehicular. Enclosed roadway for motor vehicle and pedestrian traffic with vehicle access limited to portals, regardless of type of structure or method of construction. May include lighting, ventilation, fire protection systems, and emergency egress capacity.
23. Vehicle Bridge. A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads.
 - a. Controlled Access Vehicle Bridge. A vehicle bridge where a traveler must pass through a staffed entry point and present identification to traverse this structure. These structures are not included in the National Bridge Inventory.
 - a. Public Access Vehicle Bridge. A vehicle bridge where a traveler may traverse the structure without ever passing through a staffed entry point or presenting identification. Public access vehicle bridges with a Structure Length of more than 20 feet (6.1 meters) will be included in the National Bridge Inventory unless permanently closed.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

Attachment 4 – Acronyms

AADT	Annual average daily traffic AADTT	Annual average daily truck traffic
AASHTO	American Association of State Highway and Transportation Officials	
ADCI	Association of Diving Contractors International	
ADT	Average daily traffic	
ADTT	Average daily truck traffic	
ANSI/EIA	American National Standards Institute/Electronic Industries Alliance	
AREMA	American Railway Engineering and Maintenance-of-Way Association	
ASCE	American Society of Civil Engineers	
BTM	(DOE) Bridge and Tunnel Manager	
CO	Contracting Officer	
CFR	Code of Federal Regulations	
CRD	Contractor Requirements Document	
DOE	Department of Energy	
EO	Executive Order	
FHWA	Federal Highway Administration	
FIMS	Facilities Information Management System	
FRA	Federal Railway Administration	
HEC	Hydraulic Engineering Circular	
LRFD	Load and resistance factor design	
M&O	Management and operating	
NBI	National Bridge Inventory	
NBIS	National Bridge Inspection Standards	
NHI	National Highway Institute	
NNSA	National Nuclear Security Administration	
NSTM	Nonredundant steel tension member	
NTI	National Tunnel Inventory	



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)
Site Compliance Plan (09/14/2026)

PCA	Plan of corrective action
PMA	Power Marketing Administration
POA	Plan of action
PSO	Program Secretarial Officer
QA	Quality assurance
QC	Quality control
SHL	Seismic Hazard Level
SI&A	Structure inventory and appraisal
SNBI	Specifications for the National Bridge Inventory

Deliverables

No deliverables were identified.



STANFORD UNIVERSITY
SLAC National Accelerator Laboratory
Operated by Stanford University for the U.S. Department of Energy



DOE O 437.1B, Bridge and Tunnel Management (8/05/2026)

Site Compliance Plan (09/14/2026)

Concurrence

Name	Title	Signature
Brendan Curran	Head, Facilities, SLAC	<i>Brendan Curran</i> Brendan Curran (Sep 16, 2026 11:57:34 PDT)
Chanh Lam	Federal project Director, DOE SSO	CHANH LAM Digitally signed by CHANH LAM Date: 2026.09.16 15:43:17 -07'00'
William W. Wheeler	Acting Manager, DOE SSO	THOMAS RIZZI Digitally signed by THOMAS RIZZI Date: 2026.09.17 12:33:48 -07'00'

Revision History

Revision	Revision Date	Summary of Change(s)
R0	09/14/2026	Original release.