Department of Energy
Washington, DC 20585

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MEMORANDUM FOR DISTRIBUTION

FROM: PAUL BOSCO
DIRECTOR, OFFICE OF ENGINEERING
AND CONSTRUCTION MANAGEMENT

SUBJECT: Requirements for Bridge Inspections

REFERENCE:
(1) DOE O 430.1B, Real Property Asset Management
(2) 23 CFR 650.301, National Bridge Inspection (NBIS)
(3) 49 CFR Part 213-Track Safety Standards
(4) Manual for Railway Engineering, American Railway Engineering and Maintenance-of-Way Association
(5) AASHTO MCEB-2-M, Manual for Condition Evaluation of Bridges, 2nd Edition

The purpose of this memo is to clarify the requirements of reference (1) for recurrent condition inspections of real property assets, to highlight the requirements and guidance contained in references (2) thru (5), and to reinforce the importance of maintaining current and accurate property records.

Reference (1) directs that condition assessments must be performed on all real property assets at least once during any 5-year period using inspection methods in accordance with industry standards. The purpose of these evaluations is to access the material condition of real property assets in order to plan for deficiency correction and asset recapitalization. However, federal, state or local codes mandate more frequent and more rigorous inspections for vehicle and train bridges.

Per reference (2), vehicle bridges are to be inspected at regular intervals not to exceed twenty-four months. References (3) and (4) require train bridges to be inspected annually unless more frequent intervals are demanded by the nature or condition of the structure or traffic levels. Pedestrian bridges should be inspected at regular intervals not to exceed twenty-four months. In contrast to a condition assessment, these inspections are performed to assure the integrity and safety of these specialized structures.

Reference (2) and Appendix C of reference (3) also specify requirements for inspection record keeping. These records are in addition to the asset information captured in the Facilities Management Information System (FIMS) and should be maintained at the site.

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FIMS must be kept up to date with the operating status and date of last inspection. FIMS records are subject to the data validation process.

I recommend that for each site with bridge assets, someone on your staff review the inspection organization, personnel qualifications, inspection frequencies, and record-keeping procedures for compliance with the governing standards.

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