



PennDOT Bridge Inspection Terminology

Revised 11/21/24

Please read the definitions below to understand the information on the bridge spreadsheets.

COLUMN ID	NAME	DEFINITION												
a	BRKEY	Unique identifier assigned to the bridge structure.												
b	County	Name of county where bridge is located.												
c	Bridge ID	Identification number assigned to bridge location.												
d	Location / Structure Name	Geographic location of bridge, or the official, or commonly used, name for bridge.												
e	Feature Carried	<p>Roadway that continues (or is carried) over bridge.</p> <p>Roadway is identified by either the assigned street name or number, and possibly the direction of traffic using the bridge (for example, EB means eastbound). Abbreviation indicates whether the roadway is a federal highway (I for interstate), state-owned roadway (SR for state route), or local roadway owned by township/municipality.</p>												
f	Feature Intersected	Roadway, waterway or railroad (or combination of these) that exists underneath the bridge.												
g	Owner Code	<p>Two-digit code identifying governmental agency or railroad that owns bridge and is responsible for inspecting and maintaining the physical structure.</p> <p><u>Codes:</u></p> <table> <tbody> <tr> <td>01 PennDOT</td> <td>31 State Toll Authority</td> </tr> <tr> <td>02 County Highway Agency</td> <td>32 Local Toll Authority</td> </tr> <tr> <td>03 Town or Township Highway Agency</td> <td>60 Other Federal Agencies (not listed below)</td> </tr> <tr> <td>04 City, Municipal Highway Agency, Borough</td> <td>62 Bureau of Indian Affairs</td> </tr> <tr> <td>11 State Park, Forest or Reservation Agency</td> <td>64 U.S. Forest Service</td> </tr> <tr> <td></td> <td>66 National Park Service</td> </tr> </tbody> </table>	01 PennDOT	31 State Toll Authority	02 County Highway Agency	32 Local Toll Authority	03 Town or Township Highway Agency	60 Other Federal Agencies (not listed below)	04 City, Municipal Highway Agency, Borough	62 Bureau of Indian Affairs	11 State Park, Forest or Reservation Agency	64 U.S. Forest Service		66 National Park Service
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		12 Local Park, Forest or Reservation Agency 21 Other State Agencies 25 Other Local Agencies 26 Private (other than railroad) 27 Railroad 68 Bureau of Land Management 69 Bureau of Reclamation 70 Military Reservation Corps of Engineers 80 Unknown
h	Length (feet)	Length of the bridge measured in feet.
i	Deck Area	The bridge deck area in square feet as determined by multiplying the structure length by the out-to-out width of the bridge deck
j	# Spans	Total number of sections (or spans) to the bridge from edge of roadway to support (pier), and from support to support.
k	Structure Type	Material and construction type of bridge's superstructure.
l	Year Built	Year the bridge was built.
m	Post Status	Operational status of bridge: <i>Open</i> – bridge is open to traveling public <i>Closed</i> – bridge is closed to vehicular traffic (barriers and signs put in place). Pedestrian traffic may/may not be allowed. <i>Posted</i> – bridge is open but signs have been placed stating a weight limit that can travel across the bridge. <i>Temp</i> – bridge has temporary supports and/or restrictions in place. <i>U/CON</i> – bridge is closed due to construction
n	Weight Limit – Single (Tons)	If bridge is posted, signs are placed to indicate the maximum weight (in tons) of a single vehicle (for example, a concrete mixer truck) that can travel on the bridge. "1 TRK" means that the bridge is limited to one truck traveling on it a time without a weight limit.

PennDOT Bridge Inspection Terminology

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o	Weight Limit – Comb (Tons) (Combination)	If bridge is posted, signs are placed to indicate the maximum weight (in tons) of a combination vehicle (for example, tractor trailer) that can travel on the bridge. “1 TRK” means that the bridge is limited to one truck traveling on it a time without a weight limit.
p	Weight Limit Other (Tons)	When a bridge posted and limited to one truck at a time, signs are placed to indicate the maximum weight (in tons) of that truck.
q	Condition Rating – Deck	<p>Single-digit number that describes the physical condition of the deck (top surface of bridge that carries traffic) compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years. Number range is nine to zero.</p> <p>See the description for Condition Rating – Superstructure for an explanation of each number.</p>
r	Condition Rating - Super <i>Superstructure</i> is the underlying or supporting part of a bridge, for example steel members under the deck.	<p>Single-digit number that describes the physical condition of the superstructure compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years.</p> <p>Number range is nine to zero. A rating of 4 or below indicates a bridge is in poor condition.</p> <p>N - Not applicable</p> <p>9 - Excellent</p> <p>8 - Very good</p> <p>7 – Good, some minor defects</p> <p>6 – Satisfactory, widespread minor or isolated moderate defects</p> <p>5 – Fair, some moderate defects; strength and performance not affected</p> <p>4 – Poor, widespread moderate or isolated major defects; strength and/or performance is affected</p>

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		<p>3 – Serious, major defects; strength and/or performance is seriously affected. May require more frequent monitoring, load restrictions, and/or corrective actions.</p> <p>2 – Critical, major defects; component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions to keep the bridge open.</p> <p>1 - Imminent Failure, bridge is closed to traffic due to component condition. Repair or rehab may return the bridge to service.</p> <p>0 – Failed, bridge is closed to traffic due to component condition, and is beyond corrective action. Replacement is required to restore service.</p>
s	<p>Condition Rating – Sub <i>Substructure</i> is the part of the bridge that supports the superstructure such as piers and abutments.</p>	<p>Single-digit number that describes the physical condition of the substructure compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years.</p> <p>See the description for Condition Rating – Superstructure for an explanation of each number.</p>
t	<p>Condition Rating – Culv <i>Culvert</i> is a curved or rectangular structure below the roadway surface used primarily for water flow.</p>	<p>Single-digit number that describes the physical condition of the culvert compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years.</p> <p>See the description for Condition Rating – Superstructure for an explanation of each number.</p>
u	<p>Overall Condition</p>	<p>Indication of bridge’s overall status in terms of structural soundness and ability to service traveling public. Overall Condition is determined by the lowest rating of Deck, Superstructure, Substructure, or Culvert.</p> <p>Good - A numeric score greater than, or equal to, 7 on primary component conditions rating.</p>

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		<p>Fair - A numeric score of 5 or 6 on primary component conditions rating.</p> <p>Poor - Previously referred to as Structurally Deficient indicates that the bridge has deterioration to one or more of its major components. A numeric score of 4 or less on primary components conditions rating.</p>
w	MPO – Metropolitan Planning Organization	Organization of several municipalities that serve areas with greater than 50,000 people for the purpose of planning in a more comprehensive manner; PA has 15 MPOs.
x	Muni Code – Municipal Code	Code corresponding to the local municipality in which the bridge is located.
y	ADT – Average Daily Traffic	This is the average number of vehicles that cross the bridge each day.