

PennDOT Bridge Inspection Terminology

COLUMN ID	NAME	DEFINITION
		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.

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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 problems noted</p> <p>6 = Satisfactory, structural elements showing minor deterioration</p> <p>5 = Fair, primary structural elements are sound but showing minor cracks and signs of deterioration</p> <p>4 = Poor, deterioration of primary structural elements has advanced</p>

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		<p>3 = Serious, deterioration has seriously affected the primary structural components</p> <p>2 = Critical, deterioration of primary structural components has advanced and bridge will be closely monitored, or closed, until corrective action can be taken.</p> <p>1 = Imminent failure, major deterioration in critical structural components. Bridge is closed but corrective action may put the bridge back into light service.</p> <p>0 = Failed, bridge is out of service and beyond corrective action.</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> <p>Fair - A numeric score of 5 or 6 on primary component conditions rating</p>

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		<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	<p>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.</p>
x	Muni Code – Municipal Code	<p>Code corresponding to the local municipality in which the bridge is located.</p>
y	ADT – Average Daily Traffic	<p>This is the average number of vehicles that cross the bridge each day.</p>