

PA Highway Bridges  
Bridges on State Route System, Length 8' or Greater

**NOTE:** This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et sep., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Report Date  
8/24/2007

Next Update Dec 2007

BRIDGE ID	LOCATION	FEATURE CARRIED	FEATURE INTERSECTED	Length (feet)	# Spans	Structure Type	YEAR BUILT	STATUS	Condition Rating				Stuct Def	Func Obsol	SUFF RATE
									DECK	SUPER	SUB	CULV			
46400600100838	.5MI. N. OF AUDUBON	EAGLEVILLE ROAD	BRANCH MINE RUN	12	1	Steel, Pipe culvert	1986	OPEN	N	N	N	6	--	--	98.7
46042202600000	SOUTH OF OAKS	POTTSTOWN EWAY(EB)	EGYPT ROAD	131	1	Steel, I-welded beams	1982	OPEN	7	7	7	N	--	--	97.8
46042202800000	SOUTH OF OAKS	POTTSTOWN EWAT(EB)	PERKIOMEN CREEK	824	6	Steel, I-welded beams	1982	OPEN	7	6	7	N	--	--	97.7
46400900203344	NEAR TWP. LINE RD	CREEK ROAD	TRIB.PERKIOMEN CREEK	11	2	Steel, Pipe culvert	1996	OPEN	N	N	N	7	--	--	96.9
46042202810000	SOUTH OF OAKS	POTTSTOWN EWAY(WB)	PERKIOMEN CREEK	824	6	Steel, I-welded beams	1982	OPEN	7	6	6	N	--	--	92.5
46042202610000	SOUTH OF OAKS	POTTSTOWN EWAY(WB)	EGYPT ROAD	131	1	Steel, I-welded beams	1982	OPEN	7	8	7	N	--	--	92.4
46403100601265	1MI. W. OF EAGLEVILLE	RIDGE PIKE	SKIPPACK CREEK	163	2	Steel, Girder riv/thru	1935	OPEN	6	6	6	N	--	--	88
46400200701515	OAKS	EGYPT ROAD	PERKIOMEN CREEK	561	4	Steel, I-welded beams	1982	OPEN	7	7	7	N	--	--	86.2
46002901000122	YERKES	BRIDGE STREET	NORMA RUN	32	1	P/S, Box beam - (spread)	1966	OPEN	7	7	7	N	--	--	83.1
46400300200000	NEAR AUDUBON	BLACK ROCK ROAD	TRACKS REMOVED	31	1	P/S, Slab (solid)	1976	OPEN	5	5	7	N	--	--	80.1
46400400201375	SOUTH OF OAKS	PAWLINGS ROAD	POTTSTOWN EXPRESSWAY	320	3	P/S, I beams	1981	OPEN	7	6	6	N	--	FO	79.1
46400200801087	AUDUBON	EGYPT ROAD	MINE RUN	32	1	Concrete(in place), T-beams	1951	OPEN	7	7	6	N	--	--	76
46036300100000	OAKS - BETZWOOD	TROOPER RD& RAMP B	POTTSTOWN EXPRESSWAY	299	4	Steel, I-welded beams	1974	OPEN	7	7	5	N	--	FO	75.6
46400900100627	.1MI. N. OF GERMANTOWN RD	RIVER ROAD	BRANCH PERKIOMEN CREEK	18	1	Masonry, Arch deck - closed	1932	OPEN	N	5	5	N	--	--	71.7
46400400501038	1.5MI. S. OF EAGLEVILLE	PARK AVENUE	MINE RUN	18	1	Concrete(in place), Slab (solid)	1946	OPEN	6	6	6	N	--	FO	70.8
46042203200000	SOUTH OF OAKS	POTTSTOWN EXPWAY.	TRIB.OF SCHUYLKILL RIVER	12	1	Concrete(in place), Box culvert	1977	OPEN	N	N	N	6	--	--	70
46400500600000	1.5MI. TO EVANSBURG	MILL ROAD	BRANCH SKIPPACK CREEK	18	1	Concrete(in place), Box culvert	1978	OPEN	N	N	N	7	--	FO	69.9
46400900202210	1MI. N. OF GERMANTOWN RD	TOWNSHIP LINE ROAD	BRANCH PERKIOMEN CREEK	11	1	Concrete(in place), Arch deck	1932	OPEN	N	6	5	N	--	FO	61.2
46401000202068	1MI. SOUTH OF PA 73	COLLEGEVILLE ROAD	BRANCH SKIPPACK CREEK	24	1	Masonry, Arch deck - closed	1830	OPEN	N	5	5	N	--	FO	59.1
46400600302752	EAGLEVILLE - NEAR RT 146	EAGLEVILLE ROAD	EAGLEVILLE RUN	12	1	Masonry, Arch deck - closed	1935	OPEN	N	6	5	N	--	FO	55.8
46400800802128	2MI. SOUTH PA 73	EVANSBURG ROAD	BRANCH SKIPPACK CREEK	15	1	Steel, Arch deck - closed	1930	OPEN	N	5	5	N	--	FO	55.3
46305100102399	OAKS - BETZWOOD	VALLEY FORGE ROAD	BIKE PATH	107	3	P/S, Box beam - adj	1960	OPEN	4	4	5	N	SD	--	49.9
46042203300761	OAKS - BETZWOOD BRIDGE	COUNTY LINE EXPWAY	SCHUYLKILL RIVER & CONRA	803	8	Steel, Girder wbr/deck	1965	OPEN	6	4	6	N	SD	FO	48.8
46403100900279	COLLEGEVILLE	RIDGE PIKE	PERKIOMEN CREEK	453	6	Masonry, Arch deck - closed	1798	OPEN	N	6	5	N	--	FO	47
46400500501138	EVANSBURG STATE PK.	WATER STREET	BRANCH SKIPPACK CREEK	25	1	Concr. encased steel, I beams	1932	OPEN	5	4	3	N	SD	FO	23.1
46400500502256	EVANSBURG STATE PK.	MILL ROAD	SKIPPACK CREEK	146	2	Steel, Truss - thru	1890	CLOSED	3	1	2	N	SD	FO	2

\*\*Please see the Bridge Inspection Terminology and Sufficiency Ratings below for details on the data

**Bridge Inspection Terminology and Sufficiency Ratings**

Selected information reprinted from PennDOT Attachment A

COLUMN ID and NAME	DEFINITION
<b>a. Bridge ID</b>	Unique identification number assigned to bridge.
<b>b. Location</b>	Geographic location of bridge, or the official, or commonly used, name for bridge.
<b>c. Feature Carried</b>	Roadway that continues (or is carried) over bridge. 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.
<b>d. Feature Intersected</b>	Roadway, waterway or railroad (or combination of these) that exists underneath the bridge.
<b>e. Length (feet)</b>	Length of the bridge measured in feet.
<b>f. # Spans</b>	Total number of sections (or spans) to the bridge from edge of roadway to support (pier), and from support to support.
<b>g. Structure Type</b>	Material and construction type of bridge's superstructure.
<b>h. Year Built</b>	Year the bridge was built.
<b>i. Post Status</b>	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
<b>j. Condition Rating – Deck</b>	Single-digit number that describes the physical condition of the <b>deck</b> (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.  See the description for Condition Rating – Superstructure for a general definition of each number.
<b>k. Condition Rating - Super</b>  <i>Superstructure</i> is the underlying or supporting part of a bridge, for example steel members under the deck.	Single-digit number that describes the physical condition of the <b>superstructure</b> 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. A rating of 4 or below indicates poor conditions that result in a structural deficient classification.  N = Not applicable 9 = Excellent 8 = Very good 7 = Good, some minor problems noted 6 = Satisfactory, structural elements showing minor deterioration 5 = Fair, primary structural elements are sound but showing minor cracks and signs of deterioration 4 = Poor, deterioration of primary structural elements has advanced 3 = Serious, deterioration has seriously affected the primary structural components 2 = Critical, deterioration of primary structural components has advanced and bridge will be closely monitored, or closed, until corrective action can be taken. 1 = Imminent failure, major deterioration in critical structural components. Bridge is closed but corrective action may put the bridge back into light service. 0 = Failed, bridge is out of service and beyond corrective action.

**Bridge Inspection Terminology and Sufficiency Ratings**

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<b>l. Condition Rating – Sub</b>  <i>Substructure</i> is the part of the bridge that supports the superstructure such as piers and abutments.	Single-digit number that describes the physical condition of the <b>substructure</b> 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. See the description for Condition Rating – Superstructure for an explanation of each number.
<b>m. Condition Rating – Culv</b>  <i>Culvert</i> is a curved or rectangular structure below the roadway surface used primarily for water flow.	Single-digit number that describes the physical condition of the <b>culvert</b> 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. See the description for Condition Rating – Superstructure for an explanation of each number.
<b>n. Struct Def</b>  (Structurally Deficient)	Indication of bridge's overall status in terms of structural soundness and ability to service traveling public. "SD" indicates that the bridge has deterioration to one or more of its major components.
<b>o. Func Obsol</b>  (Functionally Obsolete)	Indication of bridge's overall status in terms of structural soundness and ability to service traveling public. "FO" indicates that the bridge has older features (for example, road widths and weight limits) compared to more recently built bridges.
<b>p. Suff Rate</b> (Sufficiency Rating)	A calculated rating indicating the bridge's sufficiency (or capability). Factors included in the calculation are: the structure's adequacy and safety (accounting for 55% and based on inspection data), the structure's serviceability and functional obsolescence (accounting for 30% and based on ability of bridge to meet current traffic conditions), and how essential the bridge is for public use (accounting for 15%) Ratings range from 100 (entirely sufficient) to 0 (entirely insufficient or deficient). The Sufficiency Rating is considered by the federal government when a state requests federal bridge dollars to improve the condition of the bridge. Bridges with low sufficiency ratings are eligible for more funds. Sufficiency Rating Funding Eligibility 80 – 100 Not available 50 – 79 Eligible for costs to rehabilitate or refurbish bridge 0 – 49 Eligible for costs to replace bridge