

Column 1 – (Agency) Name of the agency that has responsibility for the maintenance of the bridge.

Column 2 – (Structure Number) Each structure is assigned a permanent unique number for purpose of identification. When a structure is replaced, the structure number of the old structure is retired and a new number is assigned to the new replacement structure.

Column 3 – (Bridge Name) Is assigned based on the name of the feature intersected by the principal route. These features could be a river, stream, wash or road.

Column 4 – (Original Construction Project Number) Original construction project number under which the structure was constructed.

Column 5 – (Year Built) A four digit code showing the original year of construction of the structure.

Column 6 & 7 – (Bridge Type) Structure type for the main span is coded as follows:

1 st Digit - Material	2 nd and 3 rd Digits - Type
1 Concrete	01 Slab
2 Concrete continuous	02 Stringer/Multi-beam or girder
3 Steel	03 Girder and Floorbeam System
4 Steel continuous	04 Tee Beam
5 Prestress concrete	05 Box Beam or Girders-Multiple-Precast
6 Prestress concrete continuous	06 Box Beam or Girders-Single or Spread
7 Timber	07 Frame (except frame culverts)
8 Masonry	08 Orthotropic
9 Aluminum, W.I. or C.I.	09 Truss – Deck
0 Other	10 Truss – Thru
	11 Arch – Deck
	12 Arch – Thru
	13 Suspension
	14 Stayed Girder
	15 Movable – Lift
	16 Movable – Bascule
	17 Movable – Swing
	18 Tunnel
	19 Culvert (including frame culverts)
	20 Mixed Types
	21 Segmental Box Girder
	22 Channel Beam
	00 Other

Column 8 – (Number of Spans) Total number of main spans in the structure. Does not include approach spans, if any.

Column 9 – (Maximum Span Length) The length of the longest span in the structure to the nearest foot.

Column 10 – (Structure Length) The length of the structure to the nearest foot, measured from abutment back wall to abutment back wall.

Column 11 – (Skew) The angle to the nearest degree between the centerline of the intersecting roadway, pier or abutment and a line normal to the centerline of the structure.

Column 12 – (Roadway Approach Width) The width of the approach roadway, including shoulders, to the nearest foot.

Column 13 – (Bridge Roadway Width) The bridge roadway width to the nearest tenth of a foot which is the most restrictive minimum distance between curbs or rails.

Column 14 – (Allowable Vertical Clearance) The bridge vertical clearance under the structure to the nearest hundredth of a foot which is the most restrictive clearance. Blank or zero entry in the column signifies “not applicable”.

Column 15 – (Overlay Thickness) The thickness of overlay (generally asphaltic concrete) over deck in inches.

Column 16 – (Bridge Rail Type) Bridge rail type is coded as follows:

1st Digit	Rail Type
0	None
1	H-2-1
2	H-3-1
3	Single rail with parapet
4	Concrete (other than concrete barrier)
5	Baluster (aluminum or steel)
6	Special steel (includes curb mounted guardrail)
7	Timber
8	Thrie-beam retrofit
9	Concrete barrier
Blank	Culvert not a grade

When 2nd or 3rd digit is 0; the bridge rail does not conform to current AASHTO geometric or structural requirements, respectively.

When 2nd or 3rd digit is 1; the bridge rail conforms to current AASHTO geometric or structural requirements, respectively.

Column 17 – (Inventory Rating) This capacity rating will result in a load level which can safely utilize existing structure for an indefinite period of time. All the ratings are based on HS loading except as noted below for railroad structures. The rating gives the gross loading in tons. If the bridge is closed and/or will not carry any live load, the loading will be 00. When both inventory and operating ratings are coded 36, it signifies that rating analysis has been performed. For railroad underpasses, the coding will give Cooper Class or Equivalent.

Column 18 – (Operating Rating) This capacity rating will result in the absolute maximum permissible load level to which the structure may be subjected for the loading type used in the rating. All the ratings are based on HS loading except as noted below for railroad structures. The rating gives the gross loading in tons. If the bridge is closed and/or will not carry any live load, the loading will be 00. When both inventory and operating ratings are coded 36, it signifies that rating analysis has not been performed. For railroad underpasses, the coding will give Cooper Class or Equivalent.

Column 19 & 20 – (Definition & Sufficiency Rating) The sufficiency rating, which is indicative of bridge sufficiency to remain in service, is expressed as a percentage in which 100% would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient bridge. For structures that are classified as “functionally obsolete” or “structurally deficient” the letter “F” or “S”, respectively, precedes the rating number. Refer to the FHWA “Recording and Coding Guide” for additional information. The rating number ranges from 0 to 100. Blank or “-value” field indicates railroad, pedestrian or flume bridge.

Column 21 – (Bridge Condition) 23 CFR 490.409(b) stipulates that the assignment of a classification of Good, Fair, or Poor must be based on the bridge’s lowest condition ratings for Deck (N58), Superstructure (N59), Substructure (N60), and Culvert (N62) as follows: Good – When the lowest rating of the 4 NBI Items is 7, 8, or 9; or Fair – When the lowest rating of the 4 NBI Items is 5 or 6; or Poor – When the lowest rating of the 4 NBI Items is 0, 1, 2, 3, or 4.

Column 22 – (NHS) Inventory Route is on the National Highway System.

Column 23 – (On System) Functional Classification of Inventory Route is 01 (Principal Arterial – Interstate), 02 (Principal Arterial – Other), 06 (Minor Arterial), 07 (Major Collector), 11 (Principal Arterial – Interstates), 12 (Principal Arterial – Other Freeways or Expressways), 14 (Other Principal Arterial), 16 (Minor Arterial), and 17 (Collector). Off System Functional Classification of Inventory Route is 08 (Minor Collector), 09 (Local), and 19 (Local).