

SUPPLEMENTAL GUIDANCE TO ODOT CREDIT BRIDGE POLICY AND STANDARD OPERATING PROCEDURES

This guidance has been established to provide procedural and technical clarification to the ODOT CREDIT BRIDGE PROGRAM STANDARD PROCEDURE (SOP), Standard Procedure No. 310-007(SP). In the event that this guidance conflicts with the SOP, this guidance shall govern as if written therein. All non-conflicting guidance in the SOP remains in effect.

General:

Design exceptions for design features listed in the Location and Design Manual Section 105.2 may be processed by the County Engineer. The Design exceptions shall be documented in accordance with ODOT standards (Location and Design Manual Section 105.5). Design exceptions for bridge rail are not permitted. The County Engineer must submit a signed and stamped approval of the design exception document to ODOT.

The bridge width shall generally equal the width of the approach roadway section including shoulders, however, for this program; the bridge width shall not be less than 24'. Where curbed roadway sections approach a structure, the same section shall be carried across the structure.

Careful attention shall be given to the treatment of railings at the bridge ends. Exposed rail ends, posts, and sharp changes in the geometry of the railing shall be avoided. A smooth transition by means of a continuation of the bridge barrier, guardrail anchored to the bridge end, or other effective means shall be provided to protect the traffic from direct collision with the bridge rail ends.

Absolutes:

The absolute minimum bridge width is 24' face of rail to face of rail.

Type 5 rail shall be used on the approaches.

Approved bridge railing guidance in BDM Section 304 shall be used.

Terminal sections between the bridge rail and guardrail are required.

No blunt rail ends are allowed.