

ODOT Bridge Section Structure Numbering Guideline

The Oregon Bridge Inventory System was created so that ODOT could manage and report on the bridge assets located throughout the State of Oregon. The bridge inventory contains data that is associated with a variety of structures types that are located on, under, over, or immediately adjacent to a state highway route. The structure inventory only contains structure types that carry a higher level of importance due to the potential impacts to the traveling general public, if a structural failure were to occur.

Each structure in the Oregon Bridge Inventory System is assigned a unique structure number. These structure types include:

- 1.) All bridge type structures that span 6 feet or more.
- 2.) Singular or multiple barreled culverts that are 6 feet or larger.
- 3.) Sign support structures, not attached to a bridge.
- 4.) Pedestrian bridges, not attached to a bridge.
- 5.) Flumes over-crossing a route
- 6.) Tunnels (including rigid frames).
- 7.) Structure connection ramps.
- 8.) Railroad structures over-crossing a state route.
- 9.) Retaining walls higher than 4' not attached to a bridge.
- 10.) Sound Walls

Bridge Numbering Rules:

To maintain consistency in structure numbering, the following business rules have been established. Resolution to situations not addressed will be reviewed for consistency with these guidelines, by ODOT Bridge HQ. Final resolution will be added to this document to provide future guidance.

- When a structure number is assigned to a given structure it is considered to be all inclusive. A separate structure number will not be assigned to different components of an existing structure.
- When an existing structure is demolished and replaced, the new structure will be given a unique bridge number.
- When two structures are located immediately adjacent to each other but each separate superstructure is supported by a separate foundation, each will be given a unique bridge number.
- When an approach ramp is attached to a main thru structure, each approach ramp will be given a unique bridge number. The points of demarcation will generally be an identifiable deck joint.
- When four lines meet above grade at a self-supporting center structure (like Denny or Allen Blvd), the center structure will be considered a bent to the main thru structure and each side approach ramp will be given a separate unique bridge number.
- Every tunnel that carries traffic will be given a unique bridge number.

- If the spacing between each barrel of a multiple-barrel culvert is within ½ the smallest diameter, a single unique bridge number will be assigned. If the distance between the barrels is greater than that dimension, each barrel will be given a separate unique bridge number.
- When an existing superstructure or any portion thereof, is moved to another location and set on a new foundation, that structure will be given a new bridge number.
- When an existing bridge is closed and remains in-place while a new detour structure is established to carry traffic until the existing structure is replaced, the original bridge number will remain in use. The temporary detour structure will not be given a unique bridge number.
- A single unique number will be given to each Viaduct structures and will be considered all inclusive. A separate number will not be given to retaining walls or other components if they are attached to the structure.
- A separate bridge number will be given to structures that are not attached to an existing structure, such as MSE Retaining Walls.
- If a structure is separated by sections of roadway fill or embankment, each separate section will be given a unique bridge number.
- A new structure number will be assigned to all new structures located on a new route.
- Features added to an existing structure, will have no affect on the assigned structure number.
- The existing bridge number will remain to be used when transferring ownership to another public agency.
- Changing the classification of the route will have no affect on the existing structure numbers.
- Work performed on a structure will have no affect on the existing structure number:
 - Structural Rehabilitation or strengthening
 - Widening
 - Raising
 - Paving or Deck Overlays
 - Pedestrian Fencing
 - Painting
 - Maintenance Contracts
 - Special Studies
 - New railing
 - Changing electrical or mechanical systems
 - Seismic Retrofit
 - Scour protection
 - Installation of a Cathodic Protection System
 - Installation of a Pier Fender System
 - Modification of Sign Supports
 - Other minor medications or repairs

Each structure in the inventory is assigned a single unique 6 digit number. The 6-place number recorded in the Oregon Bridge Inventory can include leading zeros and trailing blanks or alphas. These assigned numbers are permanently fixed “serial numbers” for the structures. Typical examples of the format are:

Position	1	2	3	4	5	6
	0	0	3	3	2	A
	0	7	9	4	9	
	1	6	8	8	3	

All new structure numbers will consist of numbers only, no alphas are permitted. The format will be consistent with the example shown above.

Structures Not Included in the Oregon Bridge Inventory

The following structure types will not be assigned a structure number, as they are managed by other entities within ODOT:

- Buildings – responsibility has been assigned to region
- Other structure types:
 - Signal Poles
 - Pump Stations

Structure Number Assignment Process

Structure numbers can be obtained through the Bridge Data System (BDS). Groups that do not have access to BDS will need to contact the Region Office where the work is to occur. The person trained in using BDS will determine whether or not a new structure number is required. The structural designer assigned to the project will provide information about what type of work is being performed for a given project.

All bridges should have increasing bents in the same direction as increasing highway mileposts. If the stationing is not consistent then contact Roadway Design Section to correct the inconsistency.