

# BRIDGE NAMING RULES

RULE	ADVANTAGES	DISADVANTAGES	EXAMPLES	NOTES ON EXAMPLES
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## BASIC RULE

<b>Keep the name simple, preferably less than 38 characters, always less than 50 characters.</b>	Fits in standard title block without reduction of font size	In complex interchanges, this will require judgment to determine what features are secondary and should be omitted	SW Terwilliger Blvd over Hwy 1 & Ramps	<--NOT "SW Terwilliger Blvd over Hwy 1 & SB Hwy 1 Ramp to SW Barbur Blvd & SW Bertha Blvd Ramp to NB Hwy 1 & SW Canby St"
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## PRIMARY RULES

### 1. WATER CROSSING RULE ( "WATER, HWY" RULE )

**(applies to bay crossings & stream crossing including culverts, except for nameless creeks)**

<b>1A. Use the Feature Intersected (NBI Item 6) without the word "Bridge", followed by a comma and the Facility Carried (NBI Item 7, generally the ODOT Highway Number).</b>	Simple, unequivocal, close to current practice (a few changes), and it gives name of facility carried.  Allows bridges to be sorted by water body.	It may not be obvious to a newcomer, that the comma implies the words "bridge carrying"	Yaquina Bay, Hwy 9	
<b>1B. If the bridge also crosses a highway or railroad, etc. indicate the secondary feature by adding a "+" sign to the main Feature Intersected.</b>	Indicates the presence of additional intersected features without complicating or lengthening the name	Doesn't provide additional secondary features without using additional tools. The "+" may be confusing to some people.	Willamette River +, Hwy 64 (George Abernethy)	<-- The fact that this bridge also crosses Hwy 1E is indicated but not specifically mentioned. We could replace "+" with "etc." in lists for public consumption.
<b>1C. If it carries a divided highway on separate structures, follow the feature intersected with a comma &amp; the roadway carried &amp; direction of traffic.</b>	Distinguishes between paired structures		Cow Creek, Hwy 1 NB	
<b>1D. If multiple creek crossings occur on the same highway, add "at" and the milepoint.</b>	Distinguishes between various structures on the same creek  Does away with old sequential numbering of crossings, which gets confusing when a bridge in the sequence is removed and replaced by a culvert	Will not be able to match with sequential crossing numbers given to series of crossings on old drawings	Little Elk Creek, Hwy 33 at MP 25.44	

### 2. GRADE SEPARATION RULE ( "THIS OVER THAT" RULE )

**(applies to road & railroad crossings, pedestrian & bikeway bridges & flumes, but not to freeway or connection ramps, viaducts & tunnels)**

<b>2A. Use the form "Facility Carried (NBI Item 7) over Feature Intersected (NBI Item 6)", ignoring any signed route number that may appear in either NBI field.</b>	Unequivocal as to what is carried and what is crossed.  ODOT Highway numbers are simplest to use  Unlike past BrLog practices, this name is a property of the bridge that is independent of whether the reference is to an "On" or an "Under" record Current RR bridge practice (using the RR name and "O'xing" or "U'xing" from the point of view of standing on the hwy) has been open to mis-interpretation as being from the point of view of the opposite feature.  This model should replace all nebulous references to connections, and thus largely eliminate the need to refer to interchange diagrams to find out which connection	Will require numerous one-time changes  ODOT Highway numbers are unintelligible or misleading to outsiders Often will not match bridge name on past drawings, but names on drawings are so inconsistent that no rule would ever match them in all cases	Empire Ave over Hwy 4  Hwy 1 over Silverton Rd NE  Pedestrian over Hwy 64  USRS Irrigation Flume over Hwy 20	
<b>2B. If either of the features is a divided highway, include traffic direction as appropriate.</b>	Unequivocal as to what is carried and what is crossed	Will require numerous one-time changes	Hwy 1 NB over Hwy 51 SB	
<b>2C. If either of the features in the name is a city street, include directionals as appropriate.</b>	Unequivocal as to what is carried and what is crossed  Avoids confusion where a street name occurs in different quadrants	Will require numerous one-time changes	"D" Street NE over Hwy 1  NE Weidler St over Hwy 1	
<b>2D. If the bridge crosses more than one major feature, name each of them, separate them by "&amp;".</b>	Unequivocal as to what is carried and what is crossed	Names could get somewhat long	Hwy 1 over NE Hassalo St & NE Holladay St  Hwy 1 SB over SPRR & County Road	
<b>2E. Where Rule 2 produces excessively long names, Bridge Operations personnel, in consultation with the RBI where questions arise, shall exercise discretion in shortening and simplifying names (e.g. combining features) while retaining the spirit of the rule.</b>	Allows names to be held to about 38 characters	Simplification will mask some of the less important features	SW Terwilliger Blvd over Hwy 1 & Ramps	<--NOT "SW Terwilliger Blvd over Hwy 1 & SB Hwy 1 Ramp to SW Barbur Blvd & SW Bertha Blvd Ramp to NB Hwy 1 & SW Canby St"



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## SECONDARY RULES

### 5. COMMEMORATIVE OR LOCAL NAME RULE

**(applies to all bridges except for nameless creeks)**

<p><b>5A. If the bridge has a commemorative or historic name, add it in parentheses.</b></p>	<p>Quicker recognition by the public, consistent with common usage</p> <p>Preserves the commemorative name</p>	<p>It is not obvious whether the parenthetical name is a commemorative, alternate, city or local street name</p> <p>Will require numerous one-time changes</p>	<p>Rocky Creek, Hwy 9 (Ben Jones)</p> <p>Siuslaw River, Hwy 9 (Florence)</p> <p>Willamette River +, Hwy 64 (George Abernethy)</p> <p>Hwy 2 over UPRR (Cereghino)</p> <p>Hwy 9 over Pedestrian Pass (Spanish Head)</p>	
<p><b>5B. If the bridge occurs within a city, add the name of the carried street, including its directional, in parentheses.</b></p>	<p>Quicker recognition by the public</p> <p>Preserves the local name</p> <p>Consistent with current practice</p>	<p>It is not obvious whether the parenthetical name is a commemorative, alternate or local street name</p> <p>Street names sometimes change, and it will be hard to keep up with them</p>	<p>Shelton Ditch, Hwy 72 (12th St)</p> <p>Hwy 1E (NE MLK Blvd) over SPRR &amp; Division St (Paulson Viaduct)</p> <p>Ped Bridge (SE Salmon St) over Hwy 64</p>	
<p><b>5C. If the feature intersected has an alternate name, add the alternate name in parentheses.</b></p>	<p>Quicker recognition by the public</p> <p>Preserves the local name</p> <p>Consistent with current practice</p>	<p>It is not obvious whether the parenthetical name is a commemorative, alternate, city or local street name</p>	<p>Abiqua Creek O'flow, Hwy 160 (Evans Creek)</p>	
<p><b>5D. If the bridge has a commemorative name and an alternate name or occurs within a city, add all names in parentheses separated by comma(s), with the commemorative name given last.</b></p>	<p>Consistent with current practice</p> <p>Preserves both the commemorative and the local name</p> <p>There are very few of these</p>	<p>It might not always be obvious which parenthetical name is the commemorative name.</p> <p>A little tedious</p> <p>There may be a few triple parenthetical names, but very few</p>	<p>Rogue River, Hwy 25 (Grants Pass, Caveman)</p>	
<p><b>5E. If the bridge has an interchange name, include it in parentheses.</b></p>	<p>Preserves the interchange name which would otherwise be lost</p>	<p>Will require extensive one-time changes</p>	<p>Hwy 6 EB over Hwy 2 (Irrigon Jct Intchg)</p>	
<p><b>5F. If the bridge is not on the right-of-way, indicate it's location by "Rt.", "Frontage Rd Rt.", "Lt" or "Frontage Rd Lt" as appropriate after the name.</b></p>	<p>Consistent with current convention</p>	<p>This may get messier with connections</p>	<p>Dean Creek, Hwy 1 Frontage Rd Rt.</p>	

### 6. NAMELESS RULE

**(applies to creeks, non-vehicular underpasses, retaining walls and sign bridges with no name)**

<p><b>6A. If creek or irrigation ditch has no name, use the form "Creek, Hwy XXX at MP XXX.XX", or "Irrigation Ditch, Hwy XXX at MP XXX.XX", or "Culvert, Hwy XXX at MP XXX.XX" if the structure is a culvert.</b></p>	<p>Uniquely identifies a bridge or culvert when it otherwise has no name.</p> <p>Allows nameless "Creek" bridges to be distinguished from one another</p>	<p>Will require numerous one-time changes</p> <p>Milepoint in the name may have to be changed if a MP equation is inserted on the highway in the future</p>	<p>Creek, Hwy 7 at MP 34.45</p> <p>Culvert, Hwy 9 at MP 12.43</p>	
<p><b>6B. If a nameless cattlepass or equipment pass, use the form "Cattlepass, Hwy XXX at MP XXX.XX".</b></p>	<p>Allows cattlepasses to be distinguished from one another</p>	<p>Will require numerous one-time changes</p> <p>Milepoint in the name may have to be changed if a MP equation is inserted in the future</p>	<p>Cattlepass, Hwy 4 at MP 65.99</p>	
<p><b>6C. If a retaining wall, use the form "Retaining Wall, Hwy XXX at MP XXX.XX, Dir." where MP is the lowest milepoint where the wall in first encountered, and "Dir." is "Left" or "Right" relative to looking toward the increasing milepoint. Where applicable, add the locally accepted wall name in parentheses.</b></p>	<p>Unequivocally locates the wall relative to the Hwy and MP intersection point</p>	<p>"Left" &amp; "Right" requires the user to determine the direction of increasing milepoint, which is often difficult using only the plans</p> <p>Will require numerous one-time changes</p>	<p>Retaining Wall, Hwy 9 at MP 55.92, Left</p> <p>Retaining Wall, Hwy 47 at MP 71.32, Right (Sylvan Wall)</p>	
<p><b>6D. If a sign bridge, use the form "Sign Truss Bridge, Hwy XXX at MP XXX.XX" or "Sign Cantilever Bridge, Hwy XXX at MP XXX.XX".</b></p>	<p>Allows sign bridges to be distinguished from one another</p> <p>This practice has been followed for years, and is just now being formalized in these rules</p>	<p>Milepoint in the name may have to be changed if a MP equation is inserted in the future</p>	<p>Sign Truss Br, Hwy 1 NB at MP 25.45</p> <p>Sign Cantilever Br, Hwy 1 SB at MP 5.58</p>	<p>Sign bridges often pertain only to the highway lanes in one direction of traffic, so including the traffic direction after the highway number, where applicable, is imperative</p>

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## (SECONDARY RULES)

### 7. PROHIBITIONS

(applies to all bridges)

<b>7A. If the bridge is county or city owned, do not put ("County") or ("City") in the name.</b>	Avoids confusion with commemorative and local names	Impossible to tell ownership from the name, but most local agency bridges did not have an ownership identifier anyway	SE Yamhill St over Hwy 1	<--NOT "SE Yamhill St (County Br) over Hwy 1"
<b>7B. If a border bridge is owned by Washington state, add "(Owned by WSDOT)" .</b>	WSDOT bridges in our BrLog should be clearly identified in the name	Exception to Rule 7A	Columbia River, Hwy 70 EB (Umatilla) (Owned by WSDOT)	<-- NOT "Columbia River, EB Hwy 70 (Umatilla)"
<b>7C. Do not use the word "Bridge" .</b>	"Bridge" is redundant. We know it's a bridge.  Keeps the name smaller to facilitate titles on future drawings	If including "Bridge" is deemed desirable, it should be used consistently throughout	Rocky Creek, Hwy 9 (Ben Jones)  Yaquina Bay, Hwy 9	<--NOT "Rocky Creek (Ben Jones Bridge)", and NOT "Rocky Creek (Ben Jones Bridge)" <--NOT "Yaquina Bay Bridge, Hwy 9"
<b>7D. Do not use the word "Culvert" except as outlined in Rule 6A.</b>	"Culvert" with another name is redundant	If including "Culvert" is deemed desirable, it should be used consistently throughout	Austin Creek, Hwy 33	<--NOT "Austin Creek Culvert, Hwy 33"
<b>7E. Do not use the word "U'xing" .</b>	Avoids confusion about "Uxing" relative to which feature	Inconsistent with many uses of "Uxing" on plans	Quinaby Rd NE over Hwy 1	<--NOT "Uxing Quinaby Rd NE"
<b>7F. Do not use the word "O'xing" .</b>	Avoids confusion about "Oxing" relative to which feature	Inconsistent with many uses of "Oxing" on plans	Hwy 1 over Neil Creek Rd	<--NOT "Oxing Neil Creek Rd"