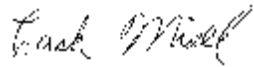


Approved:



Standard Procedure No. 122-003(SP)
Effective: August 19, 2002
Responsible Office: Assistant Director,
Planning and Production

Cash Misel, P.E.
Assistant Director, Planning and Production

MAJOR BRIDGE PROGRAM STANDARD PROCEDURE

PROCEDURAL STATEMENT:

The Major Bridge Program was developed during Fiscal Year 1996 and funding began in Fiscal Year 1997. This policy establishes the selection process for projects funded by the program.

AUTHORITY:

Ohio Revised Code, Sections 5501.02 and 5501.03

REFERENCES:

Major Bridge Policy (Policy No. 16-003(P))

SCOPE:

This policy is applicable to the Divisions of Planning, Production Management and Highway Operations, as well as all Districts.

BACKGROUND AND PURPOSE:

In Fiscal Year 1996 ODOT developed a process to allocate bridge funding to each District. The allocations were based on a formula which included the District's bridge inventory, deck areas, condition ratings and other factors.

An immediate concern of the Districts was their ability to fund high cost bridge rehabilitations or replacements. The rehabilitation or replacement of a major structure could consume a District's entire bridge allocation for a given year and leave them unable to maintain or improve their general system bridge conditions. For this reason the decision was made to define major bridges and fund them

separately from the District bridge allocation to ensure their preservation and diminish the impact on the District's program.

DEFINITIONS

Deficient

A general appraisal condition rating of four or less, or a rating of three or four for floor condition, wearing surface condition or paint condition.

Major Bridge Program Manager

The individual who is responsible for establishment of the annual major bridge program and management of the five-year program. In coordination with the Districts, the program manager will monitor the condition ratings of the major bridges, determine the structures which will be included in the program and verify the scope of work for each eligible project.

PROCEDURE:

The Major Bridge Program Manager will establish and maintain a five-year program. By September 1 of each year the Major Bridge Program Manager will survey the Districts requesting candidate projects for the fifth year of the program. The Districts will be given three weeks to respond. Major bridges that are deficient at the time of the request will automatically be eligible for consideration. Structures which are not deficient at the time of the request may be submitted by a District with appropriate justification, e.g., the structure falls within the limits of a larger project, the condition rating trend suggests the bridge will be deficient within five years, etc.

The program manager will compile the results of the survey and establish the next annual major bridge program. If the needs submitted exceed the major bridge allocation for the fiscal year under consideration, the program manager will consult with the Office of Structural Engineering and prioritize the projects by considering the scope of work, condition ratings, estimated cost, ADT and other pertinent factors. At the discretion of the program manager, a submitted project may be moved forward in the program as the need dictates. The final list of approved major bridge projects will be distributed by October 15 of each year. Projects with acceptable condition ratings may be given conditional approval for preliminary and/or final development based on projected ratings.

The Major Bridge Program Manager will also develop a thirty-year asset management plan for all major bridges owned by Ohio. This plan will outline a schedule for inspections, maintenance activities, and rehabilitation/replacement based on structure type, current conditions and projected degradation.

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The program manager will coordinate with the Districts and Office of Structural Engineering for the initial development of the plan. Once the plan has been established, the program manager will consult with the Districts annually to update and extend the strategy for each structure.

TRAINING:

None required.

FISCAL ANALYSIS:

Implementation of this policy will have no additional fiscal impact to ODOT.