

February 14, 2003

**INSTRUCTIONAL BULLETIN NO. 2002-6**

**SUBJECT:** Bridge Construction Access

**EFFECTIVE DATE:** March 3, 2003

**SUPERCEDES:** None

**RE:** None

**GENERAL**

Bridge construction creates several unique problems by virtue of the topography, the type of water or facility being crossed, as well as the equipment and materials used in the construction of the bridge. It is imperative that a proper review of the type of structure be conducted to adequately evaluate the potential needs of the contractor for the project's construction.

**DETERMINING THE LOCATION OF RIGHT OF WAY LINES**

Generally, a minimum right of way width of 75 feet on each side of the structure centerline to a point of 75 feet from each end of the bridge should be provided on all projects that have a single two-lane bridge. Where multilane or divided highway structures are proposed, the "proportional differences" between the existing or proposed roadway approach right of way, and the additional right of way required for the bridges should be established for the specific site conditions. Consideration should be given to construction staging, access for construction and maintenance in establishing the need for permanent right of way and the need for temporary access for construction. For new location parallel bridges, the right of way should be 75 feet from each bridge centerline to the outside in relation to the position of each parallel bridge.

**BRIDGE CONSTRUCTION ACCESS**

During the construction of bridges, the contractor's equipment has to be positioned near the new bridge site to facilitate construction activities. This location will be at one of the four corners of the new bridge and will be bounded by the body of water, railroad or highway being crossed, the right of way line and a distance to a transverse line 75 feet parallel to the construction centerline from the body of water, railroad or highway. In order to provide access to this location for large equipment (e.g., a crane), an access road, a short distance along the right of way line, may have to be made available to the contractor. The access road and equipment set-up site will be noted as the "Bridge Construction Access (BCA)" and will be shown on the plans. During the Design Field Review, the District representative will provide the location of the BCA. The designer will sketch the location on the plans during the field review. The right of way plans will show this access by a unique line that can be found in the custom line style palette and is shown here:

--- BCA --- BCA --- BCA ---

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The area within the BCA line will be cleared and grubbed during construction. A silt fence will be installed along the outer most limits of the BCA. Permission should be obtained when the BCA is shown outside the right of way, but may have to be encompassed with permanent right of way due to the amount of work required within its boundaries. A minimum of 20 feet from the fill slope is required to the BCA line for a bridge construction access road. In the area of the new bridge within 75 feet of the water, highway or railroad, a minimum of 25 feet from the fill slope is needed to the BCA line. This width is needed for equipment set-up and material handling and can be increased depending on the type and/or amount of work. This width will be determined on the Design Field Review. The BCA line will only be shown at one corner of the future bridge site, unless conditions require additional access on other corners of the bridge.

Approved: \_\_\_\_\_  
E. S. Eargle  
Road Design Engineer

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