

| Type of Facility | Urban/Rural | Design Year AADT Traffic Volume | Bridge Clear Roadway Width (1) |
|-------------------------------|-------------|---------------------------------|--|
| State Highway | Rural | All | (2) (Min. 9.4 m) |
| State Highway | Urban | All | Uncurbed: (2) (Min. 9.4 m) Curbed: Full Approach Curb-to-Curb Width |
| Local Agency Arterial | Rural | All | (2) |
| Local Agency Arterial | Urban | All | Uncurbed: (2) Curbed: Full Approach Curb-to-Curb Width |
| Local Agency Collector (3) | Rural | AADT < 400 | Traveled way + 1.2 m (0.6 m shoulder on each side) |
| | | $400 \leq \text{AADT} < 1500$ | Traveled way + 1.8 m (0.9 m shoulder on each side) |
| | | $1500 \leq \text{AADT} < 2000$ | Traveled way + 2.4 m |
| | | AADT ≥ 2000 | (2) |
| Local Agency Collector (4) | Urban | All | Uncurbed: (2) Curbed: Full Approach Curb-to-Curb Width |
| Local Agency Local Road (5) | Rural | < 400 | Traveled way + 1.2 m (0.6 m shoulder on each side) |
| | | $400 \leq \text{AADT} < 2000$ | Traveled way + 1.8 m (0.9 m shoulder on each side) |
| | | AADT ≥ 2000 | (2) |
| Local Agency Local Street (4) | Urban | -- | Uncurbed: Same as local rural road |
| | | All | Curbed: Full Approach Curb-to-Curb Width |

BRIDGE CLEAR ROADWAY WIDTH
(New Construction / Reconstruction / 4R Project)

Notes:

(1) *The values given in this table are minimums. The values accommodating shy line offsets per Figure 49-5F are desirable.*

(2) Bridge Clear Roadway Width. *The bridge clear roadway width is the sum of the following:*

- a. *the approach traveled way width;*
- b. *the approach effective usable shoulder width without guardrail; and*
- c. *a bridge railing offset (see Figure 59-1G) as follows:*

| <i>Guardrail Offset from Effective Usable Shoulder* (m)</i> | <i>Bridge Railing Offset from Effective Usable Shoulder (m)</i> | |
|---|---|--------------|
| | <i>Shape F</i> | <i>Other</i> |
| <i>0.6</i> | <i>0.5</i> | <i>0.6</i> |
| <i>0.3</i> | <i>0.2</i> | <i>0.3</i> |
| <i>0.0</i> | <i>-0.1</i> | <i>0.0</i> |
| <i>Other</i> | <i>**</i> | <i>**</i> |

* *The effective usable shoulder width is equal to the usable shoulder width minus 0.3 m.*

** *Where it is permitted to have a bridge clear roadway width that is narrower than the effective usable shoulder width on each side, a guardrail transition, collinear with the bridge railing, should be provided. Thereafter, the guardrail shall be flared at a 30:1 ratio until the guardrail length satisfies the length of need or it intersects the approach guardrail.*

One modification to the above is for the median shoulders of a multilane divided facility (e.g., a freeway) with two or more lanes in each direction. Each bridge will have a 1.7-m median shoulder where a concrete shape F barrier railing is used, or a 1.8-m median shoulder where another bridge railing type is used.

(3) Local Agency Rural Collector Road. *The following will apply:*

- a. *These criteria are required for a Federal-aid project.*
- b. *Where the approach roadway width is surfaced (traveled way plus shoulders), that surfaced width will be carried across the structure.*
- c. *The width of each bridge of more than 30 m in length will be analyzed individually. At a minimum, the clear roadway width of such a bridge will be the width of the traveled way plus a 0.9-m shoulder on each side where the AADT > 1500.*

- (4) Local Agency Urban Street. These criteria are required for a Federal-aid project.
- (5) Rural Local Road. The following will apply:
- a. These criteria are required for a Federal-aid project.
 - b. The width of each bridge of more than 30 m in length will be analyzed individually. At a minimum, the clear roadway width of such a bridge will be the width of the traveled way plus a 0.6-m shoulder on each side where the AADT > 2000.

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