

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 $\geq 2000$	(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 $\geq 2000$	(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:*

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

\* *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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