

	Detour Length < 8 km		8 km ≤ Detour Length < 16 km		Detour Length ≥ 16 km	
	Design- Year ADT	100 ≤ ADT ≤ 400	< 100	100 ≤ ADT ≤ 400	< 100	100 ≤ ADT ≤ 400
AASHTO Loading	H-15	HS-15	HS-15	HS-15	HS-15	HS-20
Required Capacity	13.6 Mg	24.5 Mg	24.5 Mg	24.5 Mg	24.5 Mg	32.7 Mg

Notes:

1. *Detour length is defined as the total additional travel a through-bound vehicle would experience from closing the bridge. This is determined by the shortest route on which a vehicle with a loading of HS-20 (32.7 Mg) is legally capable of traveling.*
2. *Vehicles that may use a bridge with AASHTO loading of H-15 (13.6 Mg) or HS-15 (24.5 Mg) include typical farm vehicle (13.6 Mg), school bus carrying up to 84 passengers (13.6 Mg), loaded garbage truck (24.5 Mg), and single-unit fire engine (24.5 Mg).*
3. *Vehicles that may use a bridge with AASHTO loading of HS-20 (32.7 Mg) include all of the H-15 and HS-15 vehicles, plus payloaded ready-mix-concrete truck (27.3 Mg), and tractor-apparatus fire engine (32.7 Mg).*
4. *A bridge on a dead-end road will be considered as having a detour length greater than 16 km.*
5. *The annual traffic growth factor used in determining Design Year ADT must be justified.*

HISTORIC-BRIDGE STRUCTURAL CAPACITY

Figure 72-7A