

Type of Facility	Urban/Rural	Design-Year AADT	Bridge Clear-Roadway Width (1)
State Highway	Rural	All	(2) Min. 31'-4"
State Highway	Urban	All	Uncurbed: (2) Min. 31'-4" 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 + 4 ft (2-ft shoulder on each side)
		$400 \leq \text{AADT} < 1500$	Traveled way + 6 ft (3-ft shoulder on each side)
		$1500 \leq \text{AADT} < 2000$	Traveled way + 8 ft (4-ft shoulder on each side)
		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 + 4 ft (2-ft shoulder on each side)
		$400 \leq \text{AADT} < 2000$	Traveled way + 6 ft (3-ft 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)

Figure 59-1E

Notes:

- (1) *The values shown in the table is the minimum. The value accommodating the shy-line offset per Figure 49-4E is 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 widths without guardrail; and*
 - (c) *bridge-railing offsets (see Figure 59-1G).*

The effective-usable-shoulder width is equal to the usable-shoulder width minus 1 ft.

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

For the median shoulders of a divided facility with two or more lanes in each direction, each bridge will have a 5'-8" median-shoulder width where a concrete shape F or type TF-2 railing is used, or a 6'-0" median-shoulder width 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), such surfaced width will be carried across the structure.*
 - (c) *The width of each bridge of more than 100 ft 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 3-ft shoulder on each side where the AADT > 3000.*
- (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 100 ft 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 2-ft shoulder on each side where the AADT > 400.*

BRIDGE CLEAR-ROADWAY WIDTH
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Figure 59-1E (Continued)