

MINIMUM INTERSTATE AND FOUR LANE DIVIDED HIGHWAY BRIDGE WIDTHS

Interstate & Four Lane Divided Highway	All ADT
*New or Reconstructed	40'
*Rehabilitation	Approach Roadway Width
Preventative Maintenance	Existing Bridge Width

* This bridge width is for a two lane roadway. Bridge widths will be determined on an individual bases, where there are 3 lanes or more, ramps or auxiliary lanes impacting the bridge.

The bridge widths in the above table are dimensions measured from face-to-face of curb or face-to-face of rail whichever is less.

The minimum bridge width shall be as shown in the table or the approach roadway width (traveled lanes plus shoulders), whichever is greater.

Deck replacements are in the Reconstructed category. Deck overlays are in the Rehabilitation category.

Any new or reconstructed two lane bridge over railroad tracks shall be a minimum of 40' wide.

For Interstate System bridges longer than 200', the traveled lanes plus 4' on each side is an acceptable bridge width when considering new or reconstruction.

In assessing acceptable Interstate System bridge widths for rehabilitation of bridges or bridges to remain in place without rehabilitation within the limits of paving or re-grading projects: 1) bridges longer than 200', that are as wide as the traveled lanes plus 3.5' on each side are acceptable, 2) bridges shorter than 200', that are as wide as the table less 4' are acceptable; if there are no reported crash problems at that site.

For other four lane divided rural bridges longer than 200', the traveled lanes plus 4' on each side is an acceptable bridge width when considering new or reconstruction.

In assessing other four lane rural divided bridge widths for rehabilitation of bridges or bridges to remain in place without rehabilitation within the limits of paving or regarding projects: 1) bridges longer than 200', that are as wide as the traveled lanes plus 2' on each side are acceptable, 2) bridges shorter than 200', that are as wide as the table less 4' are acceptable; if there are no reported crash problems at that site.

All elements of the rail system can remain in place if the system meets or exceeds NCHRP 350 Test Level 3 or an equivalent standard. If any part of the rail system does not meet or exceed NCHRP 350 Test Level 3 or an equivalent standard, it will be upgraded to meet or exceed NCHRP 350 Test Level 3 crash test criteria.

Slope Protection repair, joint repair, painting, scour repair, abutment repair, pier repair, damaged railing repair, etc. are all examples of bridge preventative maintenance. For these types of preventative maintenance projects, the existing railing system can remain.

MINIMUM STATE ROUTE BRIDGE WIDTHS

Interregional 2 Lane	< 400**	400-750**	750-1500**	1500-2000**	> 2000**
New or Reconstructed	32'	36'	36'	36'	40'
Rehabilitation	28'	30'	30'	32'	32'
Preventative Maintenance	Existing Bridge Width				

State Corridor	< 400*	400-750*	750-1500*	1500-2000**	> 2000**
New or Reconstructed	32'	36'	36'	36'	40'
Rehabilitation	28'	30'	30'	32'	32'
Preventative Maintenance	Existing Bridge Width				

District Corridor	< 400*	400-750*	750-1500*	1500-2000**	> 2000**
New or Reconstructed	32'	36'	36'	36'	40'
Rehabilitation	28'	30'	30'	32'	32'
Preventative Maintenance	Existing Bridge Width				

District Collector	< 400*	400-750*	750-1500*	1500-2000**	> 2000**
New or Reconstructed	32'	36'	36'	36'	40'
Rehabilitation	28'	30'	30'	32'	32'
Preventative Maintenance	Existing Bridge Width				

* Existing bridge widths can remain if there is no crash history.

** For rehabilitation strategies or for bridges to remain in place within paving or re-grading projects, bridge widths are acceptable if the following criteria are met and there is no crash history

1. The existing width is no more than 4' less than shown in the table; and,
2. The existing width is no more than 6' less than the approach roadway.

All bridge widths in the above table are dimensions measured from face-to-face of curb or face-to-face of rail whichever is less.

Deck replacements are in the Reconstructed category. Deck overlays are in the Rehabilitation category.

Any new or reconstructed two lane bridge over railroad tracks shall be a minimum of 40' wide.

For bridges longer than 200', the traveled lanes plus 4' on each side is an acceptable bridge width when considering new or reconstruction.

All elements of the rail system can remain in place if the system meets or exceeds NCHRP 350 Test Level 3 or an equivalent standard. If any part of the rail system does not meet or exceed NCHRP 350 Test Level 3 or an equivalent standard, it will be upgraded to meet or exceed NCHRP 350 Test Level 3 crash test criteria.

Slope Protection repair, joint repair, painting, scour repair, abutment repair, pier repair, damaged railing repair, etc. are all examples of bridge preventative maintenance. For these types of preventative maintenance projects, the existing railing system can remain.

OTHER ROUTES

For county route traffic bridges that are State owned bridges that do not carry state route traffic, widths will be addressed on an individual basis.

For State owned bridges on county roads. i.e. county roads over the Interstate;

<= 750 ADT, existing width adequate, if no crash history

➤ 750 ADT, existing width adequate if no more than 6' less than the width of the approach roadway, if no crash history

For Preventative Maintenance projects existing bridge widths can remain.

Slope Protection repair, joint repair, painting, scour repair, abutment repair, pier repair, damaged railing repair, etc. are all examples of bridge preventative maintenance. For these types of preventative maintenance projects, the existing railing system can remain.