

125239

<b>URBAN ROADWAY CRITERIA LANE &amp; SHOULDER WIDTHS (A)</b>	<b>301-4</b> REFERENCE SECTIONS 301.1.2, 301.2.2, 301.2.3, & 304.2.2
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Functional Classification	Locale	Minimum Lane Width (ft.)	Minimum Curbed Shoulder Width (ft.) (F)	
			w/o Parking	w/ Parking (E)
Interstate, Other Freeways, and Expressways (J)	All	12	10 Rt. Paved (H) 4 Med. Paved (D)	
Arterial	50 mph or more	12	8 Each Side Paved (G)	
	Less than 50 mph	11 (B)(K)	1-2 Paved (N)	7-10 Paved
Collector Streets (I)	Commercial/Industrial (L)	11 (K)(M)	1-2 Paved (N)	8-11 Paved
	Residential	10	1-2 Paved (N)	7-8 Paved
Local Streets (I)	Commercial/Industrial (L)	11 (K)(M)	1-2 Paved (N)	8 Paved
	Residential	10 (C)	1-2 Paved (N)	7 Paved

NOTES:

- (A) Use rural criteria (Figure 301-3) for uncurbed shoulders. Rural functional classification should be determined after checking the urban route extension into a rural area.
- (B) On all Federal Aid Primary (FAP) roadways at least one 12 ft. lane in each direction is required. FAP listings may be obtained from Office of Technical Services' Roadway inventory reports. See Section 105.3 for more information on the lane width requirements for the FAP and National Network.
- (C) Lane width may be 9 ft. where right-of-way is limited and current ADT is less than 250.
- (D) Use 10 ft. median shoulder on facilities with 6 or more lanes.
- (E) Use minimum lane width, if, in the foreseeable future, the parking lane will be used for through traffic during peak hours or continuously.
- (F) See **Sections 305.3.2 and 305.3.3** for use of curbs and **Section 602.1.5** for curb/guardrail relationships.
- (G) The median and right shoulder width for divided arterials shall follow the shoulder criteria for Interstates, other Freeways, and Expressways.
- (H) Where truck traffic exceeds 250 DDHV, additional shoulder width may be beneficial.
- (I) The AASHTO's 2019 *Guidelines for Geometric Design Low-Volume Roads 2nd Edition* may be used for the design criteria of Collector and Local Streets with ADT's of 2000 or less.
- (J) Paved shoulder width reductions of less than 2' will not require a design exception at sign or luminaire foundations or bridge piers. The minimum 4' lateral clearance must still be provided.
- (K) To help accommodate bicycle and pedestrian traffic, 10 ft. lanes may be used in constrained environments where the legal speed is 35 mph or less and the truck and bus volumes are relatively low.
- (L) Residential criteria may be used in Commercial areas where truck and bus volumes are relatively low.
- (M) Lane width may be increased to 12 ft. if truck volumes are high and right-of-way imposes no restrictions.
- (N) In locations with guardrail, concrete barrier, or bridge parapet a minimum offset of at least 4 feet from the edge of traveled lane should be provided.

125239

<b>DESIGN CRITERIA NEW AND RECONSTRUCTED<sup>(J)</sup> BRIDGES</b>	<b>302-1</b>
	REFERENCE SECTION 302.1

Functional Classification	Traffic		Lateral Clearance (K)			Vertical Clearance Over Roadway (H)	
	Design Year ADT	On Bridge (A)		Under Bridge (F)	Minimum		
		Rural	Urban				
		Min.	Min.	Minimum			
Interstates, Other Freeways, & Expressways	All	10' Rt. (B)(D)	For curbed shoulders, use shoulder widths from Figure 301-4. For uncurbed shoulders, use rural criteria at left.	Curbed or treated shoulder widths, see Figures 301-3 & 301-4 plus barrier clearance from Figure 603-2.	(G)	16.5' (I)	
		4' Lt. (E)(B)				16.5' (I)	
Arterial	> 2000	8' (B)				(G)	16.5' (I)
	1501 - 2000	6' (B)					
	400 - 1500	6' (B)					
	< 400	4'					
Collector	> 2000	6'				(G)	14.5'
	1501 - 2000	4'					
	400 - 1500	4'					
	< 400	(C)					
Local	> 2000	6'	(G)	14.5'			
	1501 - 2000	4'					
	400 - 1500	4'					
	< 400	(C)					

**SEE THE FOLLOWING SHEET FOR CORRESPONDING NOTES**

For structure design criteria not contained in this table such as minimum design loading, refer to the Bridge Design Manual for the Office of Structural Engineering.

**WHERE THE APPROACH ROADWAY WIDTH (TRAVELED WAY PLUS SHOULDERS) IS SURFACED, AT A MINIMUM, THAT SURFACE WIDTH SHOULD BE CARRIED ACROSS THE STRUCTURE.**

### Notes to Figure 302-1: Design Criteria - New and Reconstructed Bridges

- A. Lateral Clearance is the distance measured from the edge of the traveled lane to the face of the curb (or railing if no curb is present).
- B. If a bridge is considered to be a major structure having a length of 200 ft. or more, the width may be reduced, subject to economic studies, but not less than a lateral clearance of 4 ft.
- C. See AASHTO's 2019 Guidelines for Geometric Design Low-Volume Roads 2 Edition for values.
- D. Where truck traffic exceeds 250 DDHV, additional shoulder width may be beneficial.
- E. If 6 or more lanes, provide 10 ft. width.
- F. Distance measured from the edge of traveled lane to the face of walls of abutments and piers.
- G. May be reduced to a clearance of 2 ft. plus barrier clearance (**Figure 603-2**) on urban streets with restricted right-of-way and a design speed less than 50 mph.
- H. The minimum vertical clearance includes an allowance for future resurfacing equal to 0.5 ft. Sign supports and pedestrian structures shall have a 1 ft. additional clearance. Clearances shown shall be over paved shoulder as well as traveled way width.
- I. A 15.5 minimum clearance may be used in highly developed urban areas if attainment of 16.5 ft. clearance would be unreasonably costly **and** if there is an alternate freeway route or bypass which provides a minimum 16.5 ft. vertical clearance.
- J. A reconstructed bridge is any improvement to an existing bridge involving the replacement of the bridge deck or more.
- K. Consider increasing the lateral clearance width to provide accommodations for pedestrians and bicyclists per MDG guidance.