TABLE I. MINIMUM CLEAR ROADWAY WIDTHS AND DESIGN LOADINGS FOR NEW AND RECONSTRUCTED BRIDGES (SEE PAGE 340)

<table>
<thead>
<tr>
<th>DESIGN ADT (VEH/DAY)</th>
<th>DESIGN LOADING</th>
<th>MINIMUM CLEAR ROADWAY WIDTH (FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNDER 400</td>
<td></td>
<td>16.00</td>
</tr>
<tr>
<td>400 TO 1,000</td>
<td></td>
<td>16.00</td>
</tr>
<tr>
<td>1,000 TO 2,500</td>
<td></td>
<td>16.00</td>
</tr>
<tr>
<td>OVER 2,500</td>
<td></td>
<td>16.00</td>
</tr>
</tbody>
</table>

TABLE II. MINIMUM STRUCTURAL CAPACITIES AND MINIMUM ROADWAY WIDTHS FOR BRIDGES TO REMAIN IN PLACE (SEE PAGE 431)

<table>
<thead>
<tr>
<th>DESIGN ADT (VEH/DAY)</th>
<th>DESIGN LOADING</th>
<th>MINIMUM CLEAR ROADWAY WIDTH (FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNDER 400</td>
<td></td>
<td>14.50</td>
</tr>
<tr>
<td>400 TO 1,000</td>
<td></td>
<td>14.50</td>
</tr>
<tr>
<td>1,000 TO 2,500</td>
<td></td>
<td>14.50</td>
</tr>
<tr>
<td>OVER 2,500</td>
<td></td>
<td>14.50</td>
</tr>
</tbody>
</table>

TABLE II. MINIMUM DESIGN SPEEDS FOR RURAL COLLECTOR ROADS (SEE PAGE 432)

<table>
<thead>
<tr>
<th>TYPE OF TERRAIN</th>
<th>MINIMUM DESIGN SPEED (MPH) FOR SPECIFIED DESIGN ADT (VEH/DAY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level</td>
<td>40, 42, 40, 42</td>
</tr>
<tr>
<td>Rolling</td>
<td>30, 40, 50</td>
</tr>
<tr>
<td>Mountainous</td>
<td>20, 17</td>
</tr>
</tbody>
</table>

TABLE III. MINIMUM DESIGN SPEEDS (MPH) FOR SPECIFIED ADT (VEH/DAY) (SEE PAGE 433)

<table>
<thead>
<tr>
<th>DESIGN ADT (VEH/DAY)</th>
<th>DESIGN LOADING</th>
<th>MINIMUM DESIGN SPEED (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNDER 400</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>400 TO 1,000</td>
<td></td>
<td>42</td>
</tr>
<tr>
<td>1,000 TO 2,500</td>
<td></td>
<td>42</td>
</tr>
<tr>
<td>OVER 2,500</td>
<td></td>
<td>42</td>
</tr>
</tbody>
</table>

GENERAL NOTES

1. FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AASHTO, 2001.
2. PAGE REFERENCES REFERED TO ON THIS DRAWING ARE FROM A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AASHTO, 2001.
4. DESIRABLE RIGHT-OFF-WAY IS 1 SLOPE LINEAR PLUS 10 FEET.
5. FOR RURAL, INTERSECTION DESIGN, SEE PAGE 432.
6. IF NO ABOVE GROUND UTILITIES ARE INVOLVED, MINIMUM RIGHT-OFF-WAY SHALL BE TRAVELED WAY PLUS CLEAR-ZONE.
7. IF ABOVE GROUND UTILITIES ARE INVOLVED, MINIMUM RIGHT-OFF-WAY SHALL BE 10 FEET OUTSIDE THE TRAVELED-ZONE.
8. FOR URBAN INTERSECTION DESIGN, SEE PAGE 432.

FOOTNOTES

1. WHERE THE APPROACH ROADWAY WIDTH (TRAVELED WAY PLUS SHOULDER) IS SURVEYED, THAT SURFACE WIDTH SHOULD BE CARRIED ACROSS THE STRUCTURE.
2. THESE STRUCTURES SHOULD BE ANALYZED INDIVIDUALLY, TAKING INTO CONSIDERATION THE ROADWAY WIDTH AND CYLINDER RADIUS. SEE AASHTO, 2001 DESIGN STANDARDS FOR ROADWAY WIDTHS.
3. THE CLEAR ZONE WILL BE DETERMINED FROM STANDARD DRAWINGS RD-TS-1 AND RD-TS-1A FOR DESIRABLE SLOPES AND NO REGARDING GEOLOGICAL RECOMMENDATIONS.
4. SHOULDER WIDTH TO BE DETERMINED FROM STANDARD DRAWING RD-TS-2 FOR URBAN COLLECTOR ROADS AND STREETS.
5. WIDTHS OF SHOULDERS FOR URBAN INTERSECTION DESIGN, SEE PAGE 442.
6. THESE SLOPES OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.
7. EXPERTS SHOULD BE USED TO SELECT A DESIGN SPEED GREATER THAN 25 ME/HR POUR.
8. REFER TO PAGE 434 OF THE POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AASHTO, 2001, FOR FURTHER INFORMATION.
9. ON ROADWAYS TO BE RECONSTRUCTED, THE 22 FEET ROADWAY WIDTH MAY BE WITHIN WHERE THE ALIGMENT AND SAFETY REQUIREMENTS ARE SATISFACTORY.
10. AN 18 FEET MINIMUM WIDTH MAY BE USED FOR ROADWAYS WITH DESIGN ADT UNDER 250 VEHICLES PER DAY.
11. DESIGN ADTS 1,500 TO 2,000 AND DESIGN SPEEDS OF 16 MILES PER HOUR AND GREATER SHALL REQUIRE 5 FOREST SLOPES, AND 3-9 DEPTH SLOPES INSTEAD OF 2-9 DEPTHS.
12. SHORT LENGTHS OF GRADE IN RURAL, AND URBAN AREAS, SUCH AS GRADES LESS THAN 50 FEET IN LENGTH, ONE-WAY DOWNGRADES, AND GRADES ON LOW-VOLUME RURAL, OR URBAN COLLECTORS MAY BE UP TO 2 PERCENT STEEP.
13. GRADES ON LOW-VOLUME RURAL OR URBAN COLLECTORS MAY BE UP TO 2 PERCENT STEEP REGARDING GEOLOGICAL RECOMMENDATIONS.
14. THE ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.
15. IF NO ABOVE GROUND UTILITIES ARE INVOLVED, MINIMUM RIGHT-OFF-WAY SHALL BE TRAVELED WAY PLUS CLEAR-ZONE.
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17. FOR URBAN INTERSECTION DESIGN, SEE PAGE 432.

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