

Minimum Bridge Width Summary						
Average Daily Traffic (ADT)	Minimum Required Lane Width (ft)	Minimum Required Shoulder Width (ft)	Curb-to-Curb Bridge Widths			Maximum Width Eligible for Bridge Bond or Town Bridge Funds (ft)
			Minimum Required Lanes + Shoulders (ft)	Minimum Required Lanes + 4' (ft)	In no case less than (c) (ft)	
8820.9922 Off-System Rural and Suburban Bridges (a)						
0-49 (d)	11	1	24	26*	20	32**
50-149	11	3	28*	26	20	32**
150-400 (e)	12	4	32*	28	20	36**
8820.9920 On-System Rural and Suburban Bridges (b)						
0-49 (d)	11	1	24	26*	24	32**
50-149	11	3	28*	26	24	32**
150-299	12	4	32*	28	24	36**
300-749	12	4	32*	28	24	36**
750-1499	12	4	32*	28	24	36**
1500+	12	6	36*	28	24	40**
1500+ Arterial	12	8	40*	28	24	44**

* 'Red Number Widths' shown are the recommended State Aid (SA) Operations Chapter 8820 bridge widths (curb-to-curb) for the various ADT levels.

** State Transportation Funds (aka "Bridge Bonds") or Township Bridge Fund (aka "Town Bridge") funding requests greater than these widths must be justified and approved by the District State Aid Engineer (DSAE) and the State Programs Engineer.

General Notes:

Most bridge funding sources [State Transportation Funds aka "Bridge Bonds", Township Bridge Fund aka "Town Bridge", and the Motor Vehicle Lease Sales Tax (MVLST)] will fund the low cost bridge type, the appropriate length for the bridge site, and bridge width per the Bridge Width Summary Table. If the bridge owner requests a bridge structure beyond the low cost alternative and/or maximum eligible bridge width, they can use their State Aid Funds if the bridge resides on a state aid route and/or local funds to cover these additional costs.

To calculate the local cost participation of extra bridge width (structure width beyond what was approved by the DSAE and State Programs Engineer) take the total cost of all bridge pay items and divide by the total bridge deck area. Apply that area cost (\$ per s.f.) to the extra bridge width area. This calculation method is valid for both the Engineers Estimate and the final contract cost.

Off-System routes have functional classifications of Rural Local Roads, Rural Minor Collectors, and Urban Local Streets. On-System routes have functional classifications of Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector, Urban Principal Arterial, Urban Minor Arterial, and Urban Collector.

Lettered Notes:

(a) See SA Operations Chapter 8820.9922 chart for additional information such as: guardrail requirements, approach roadway requirements, bridge load rating factors, etc. ADT's shown are existing ADT levels.

(b) See SA Operations Chapter 8820.9920 chart for additional information such as: guardrail requirements, approach roadway requirements, lane widths, bridge load rating factors, etc. ADT's shown are projected ADT levels.

(c) Minnesota State Statute 165.04 requires Off-System bridges to be 20' curb-to-curb minimum width and On-System bridges to be 24' curb-to-curb minimum width.

(d) Note that bridge shoulders need to be 2' minimum, which affects the 0-49 ADT level widths.

(e) For existing ADT's > 400, use the SA Operations Chapter 8820.9920 On-System chart.