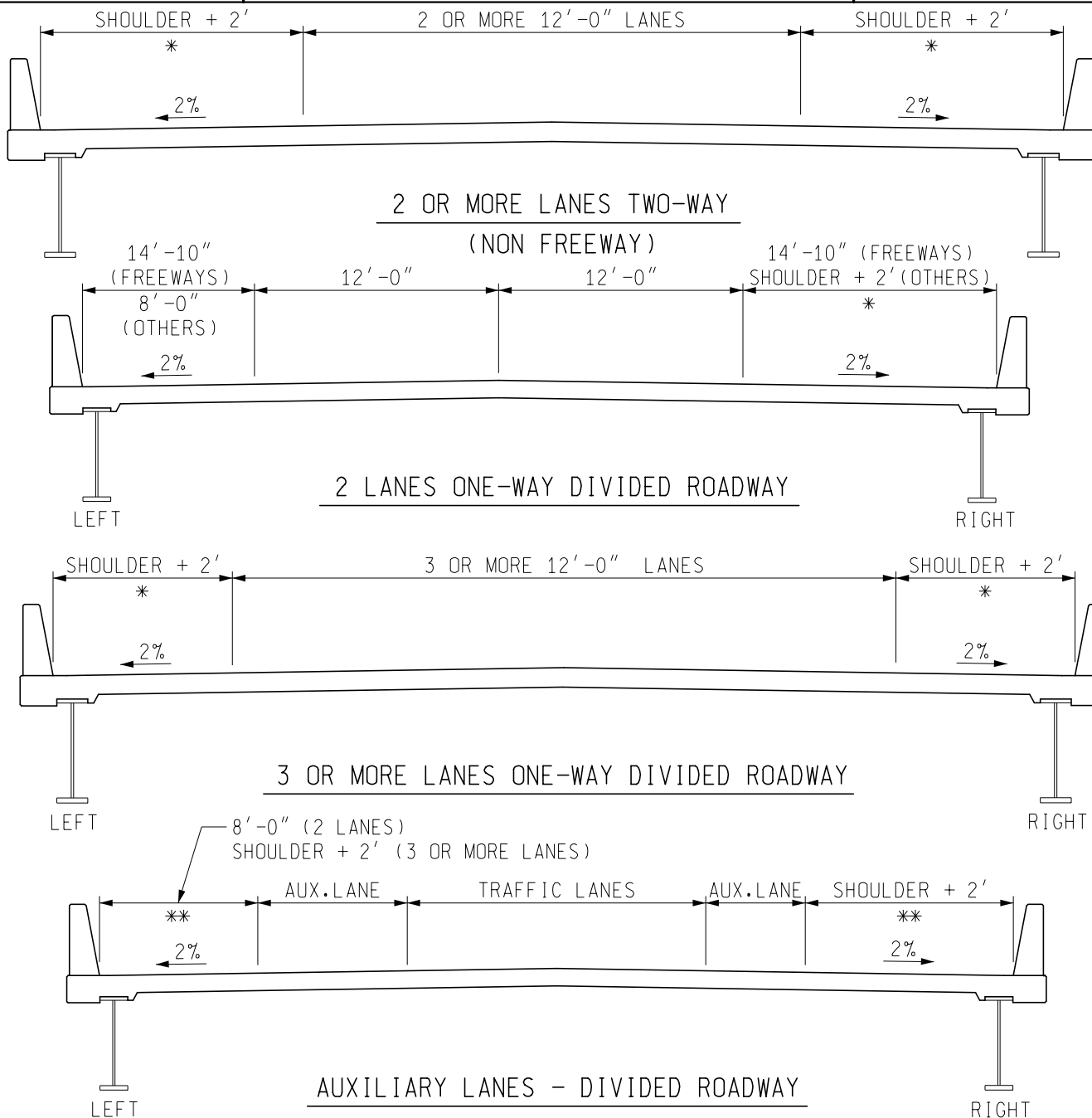


DRAWN BY: BLT
 CHECKED BY: VZ
 APPROVED BY: BMW

MICHIGAN DEPARTMENT OF TRANSPORTATION
 BUREAU OF DEVELOPMENT

BRIDGE CROSS SECTIONS
 NEW CONSTRUCTION/RECONSTRUCTION

ISSUED: 12/16/19
 SUPERSEDES: 01/28/19



NOTES:

IF A PEDESTRIAN FACILITY IS REQUIRED, SEE GUIDE 6.05.02.

* SEE ROAD DESIGN MANUAL APPENDIX 3A FOR FREEWAY AND RAMP APPROACH SHOULDER MINIMUMS. MAXIMUM SHOULDER WIDTH IS 12' ON ALL STRUCTURES, EXCEPT 14'-10" ON 2 LANE FREEWAYS. NON FREEWAY STRUCTURE SHOULDERS SHALL MATCH APPROACH SHOULDER WIDTHS BUT NOT BE LESS THAN VALUE FROM TABLE BELOW:

ADT VEH/DAY	<400	400-2000	>2000
MIN. APPROACH SHLDR.	4'	6'	8'

** EXTEND THIS SHOULDER WIDTH TO RAMP GORE, THEN TRANSITION TO RAMP SHOULDER WIDTH ALONG RAMP. WHEN RAMP SHOULDER OR TRANSITION TO RAMP SHOULDER IS ON STRUCTURE ADD 2' TO SHOULDER OR TRANSITION.

INTERSTATE SHOULDER = PAVED PORTION OF SHOULDER.

NON INTERSTATE SHOULDER = FULL SHOULDER INCLUDING PAVED AND AGGREGATE SHOULDER BUT NOT INCLUDING THE LAST 1' OF AGGREGATE TO THE HINGE POINT.

DECK REPLACEMENTS CARRY ONLY THE SHOULDERS ACROSS THE BRIDGE. THE ADDITIONAL 2' IS NOT REQUIRED, BUT PREFERRED.

PREPARED BY
 DESIGN DIVISION

6.05.01A