WIDTH OF ROADWAYS AND SIDEWALKS.

As to the proper width of roadways and sidewalks, where street regulations do not impose carrying the whole width of the street over the bridge, the circumstance of location is very occasional where more than two wagon-ways are necessary. Eighteen feet between the side-guard timbers are amply sufficient for all ordinary traffic, and in many cases sixteen feet will be found sufficient.

A greater width of roadway (excepting sufficient width is added for a \textit{third} wagon-track) involves an unnecessary expenditure of money, since the bridge, being proportioned for a certain number of pounds per square foot, each unnecessary foot in width, requires just so much more material, which rapidly becomes transformed into dollars, without a particle of advantage accruing. The great difference will be found in the floor, since the cross-beams increase in weight very rapidly, as the width of the roadway increases, and the number of stringers is also increased. A rule then to determine how wide a roadway should be made is to determine the minimum width, with a margin for clearance, for one wagon-way. Then \textit{two} or \textit{three} times, this, according as there is a double or triple wagon-way to be accommodated, will give the distance between roadway-guards. Sidewalks, if on either side, need not be made wider than four feet in the clear; but if only one sidewalk is to be provided,