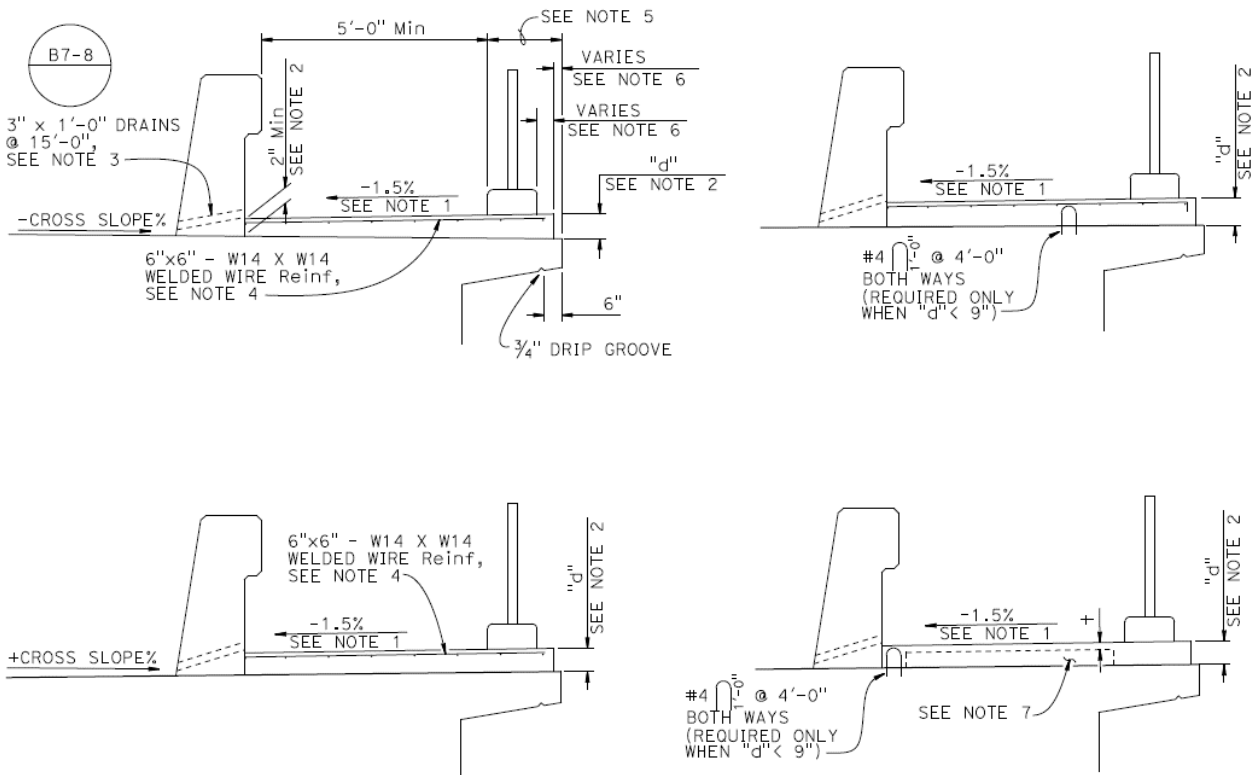




# Bridge Design Details 8.12 January 2023

## Sidewalks



**Figure 8.12.1 Sidewalk Details**

**Notes:**

1. Per ADA law, the maximum slope of sidewalks after construction is  $\leq 2\%$ . This area will be hand finished and typically poured separate from deck concrete; therefore, 1.5% should be specified on plans to allow for construction tolerances.
2. Minimum thickness of sidewalk may be increased to prevent shoulder flow problems. Thickness of sidewalk will vary depending on bridge cross slope. The top of the concrete shall match the approach sidewalk.
3. Consider all drainage details associated with scuppers and other deck drains. The width of the drainage shall be contained within the limits of the roadway shoulder. The drainage will be carried off the structure based on the longitudinal roadway slope. Additional considerations should be made for superelevation transitions.



4. If specified by the Designer, #4 @ 18 in both directions may be used in lieu of welded wire reinforcement per ASTM A1064.
5. The Designer shall assess the potential safety hazard when the dimension between the pedestrian rail and the edge of deck is > 6" and allows pedestrians to stand on the edge of the bridge.
6. The Designer should match outside edge of pedestrian rail curb and sidewalk with edge of deck whenever possible, otherwise dimension should be shown in plans.
7. This void may be used to reduce the dead load. Designer shall determine minimum "t" required. Form the void with green or saturated lumber or other approved means of preventing swelling of the forms. If green or saturated forms are used, Designer should contact Structure Office Engineer to develop specifications for this work. Another option is to use circular voids using 4" conduits which are also a good option for carrying utilities across the structure with good future access.
8. Sidewalk joints should match size and spacing in the concrete barrier. The Designer should consider adding expansion control joints in the sidewalks at Bent locations to limit possible cracking.
9. Designers should consider safety issues created by vertical height from top of sidewalk to the top of traffic barrier for pedestrian and bicyclists. For minimums refer to Highway Design Manual and other guidance.
10. Details for all sections are similar, unless noted otherwise.