

207 BRIDGES AND GRADE SEPARATION STRUCTURES

207.01 CLEAR WIDTH

The clear curb to curb width of all bridges or grade separation structures shall equal the sum of the full travelled way approach width, paved shoulders and barrier offset (if any).

207.02 CROSS SLOPE

The cross slope shall be the same as the approach pavement. The crown is normally centered on the bridge except for one-way roadways where a straight crosslope in one direction should be used.

207.03 SIDEWALKS

Sidewalks should be provided where justified by pedestrian traffic or if the approach roadway has sidewalk. The sidewalk width should match the approach sidewalk width and crosslope.

208 PEDESTRIAN FACILITIES

208.01 SIDEWALKS

Sidewalk widths and locations vary but they shall have a minimum width of 2.0 m and be located to provide continuity in pedestrian movement.

Pedestrian crosswalk ramps shall be located at all intersections and all other locations where main pedestrian traffic crosses curblines.

Cross Slope - The minimum sidewalk cross slope should be 1.5% toward the roadway.

Sidewalk Widths - The guidelines in Table 200.07 should be used to determine sidewalk width.

<i>Table 200.07</i> Sidewalk Width Guidelines	
<i>Area/ vicinity</i>	<i>Width (m)</i>
Multi Family Units/Schools/ Office/Industrial	2.0
Shopping/Recreation/Bus/Taxi	4.0
<i>The minimum sidewalk width shall be 2.0 m.</i>	

208.02 PEDESTRIAN GRADE SEPARATIONS

Pedestrian grade separations are not normally provided on roadways. However, if pedestrian use is extensive, an overcrossing or undercrossing may be considered. Justification for pedestrian grade separation structures comes from the detailed study of present and future community needs. Each situation should be studied separately and the study should include pedestrian generating sources, travel patterns, crossing volumes, roadway classification, location/circuitry of adjacent crossings, land uses, sociological and cultural factors, and the predominant type and age of users.

Established pedestrian patterns should be maintained across expressway routes. Separate pedestrian structures should be provided if vehicular crossings are inadequate for pedestrians. If a circuitous route is involved, a pedestrian separation may be justified. Special consideration should be given to school crossings.

The choice between an undercrossing or an overcrossing should be based on relative costs, groundwater influence, drainage, existing utilities, current and future land use, visibility, topography and the surrounding architecture.

208.03 PEDESTRIAN UNDERPASSES

Undercrossings require special consideration, visibility issues and the potential for criminal incidents and vandalism. If an undercrossing is used, unobstructed visibility shall be provided through the structure and approaches. The desired vertical clearance is 3.0 m, but in no case shall the clearance be less than 2.0 m. The minimum width shall be 2.5 m.

209 CURBS

209.01 GENERAL

Curbs will be provided along all edges of pavement in urban areas. Reasons for providing Curbs include: