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# General Sidewalk Requirements

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## A. Introduction

Sidewalks are an integral component of the transportation system. They provide a designated area, separated from the roadway, for pedestrians to use for both travel and recreation. Along roadways where pedestrians are present or anticipated, consideration should be given to constructing sidewalks on both sides of the road to minimize conflicts between vehicles and pedestrians.

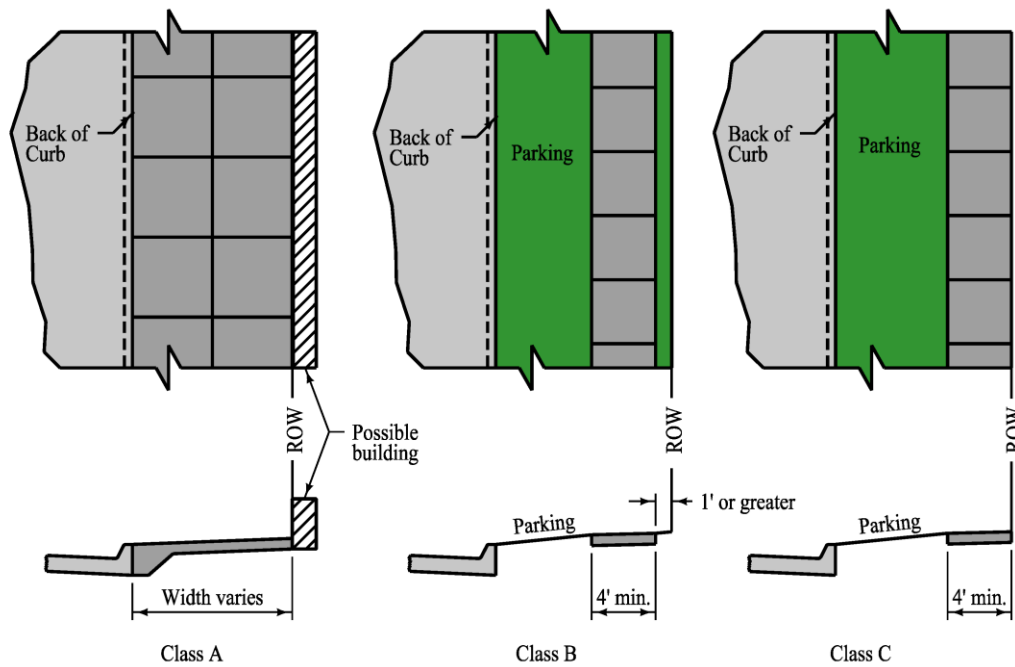
Where sidewalks are provided, they must be constructed so they are accessible to all potential users, including those with disabilities. Design standards for pedestrian access routes are provided in [Section 12A-2](#).

## B. Sidewalk Classes

SUDAS identifies three classes of sidewalks, which are described below. Class B and C sidewalks provide a grass strip between the back of curb and the sidewalk, often referred to as the “parking.”

1. **Class A:** Class A sidewalks begin at the back of curb and generally extend to the right-of-way line. These types of sidewalks are typical in downtown areas. Consideration must be given to the location of street signs, street lighting, utilities, mailboxes, snow storage, and other obstacles when utilizing Class A sidewalk.
2. **Class B:** Class B sidewalks are constructed with the back edge of the sidewalk 1 foot or more off of the right-of-way line.
3. **Class C:** Class C sidewalks have the back edge of the sidewalk on the right-of-way line.

Figure 12A-1.01: Classes of Sidewalk



### C. Accessible Sidewalk Design

It has been common practice to place the responsibility for sidewalk ramp layout on the contractor or construction inspector. This has resulted in the sidewalk, curb ramps, driveway crossings, etc. being designed in the field, often with mixed accessibility results. As public right-of-way accessibility comes under greater scrutiny, it is increasingly important that newly constructed or altered sidewalks meet accessibility requirements. Therefore, sidewalks, curb ramps, and street crossings shall be included as part of the design process and the details of those designs shall be included in the contract documents as appropriate. Projects reviewed or let by the Iowa DOT will require use of S sheets according to the [Iowa DOT Design Manual Section 1F-18](#).

### D. Construction Requirements

1. **Sidewalk Thickness:** Sidewalks should be constructed of PCC with a minimum thickness of 4 inches. Where sidewalks cross driveways, the minimum thickness is 6 inches, or the thickness of the driveway, whichever is greater.
2. **Obstructions:** All obstructions are to be removed or relocated except for those that are impractical to move. In new development areas, these items should never occur, but in older, established areas, they will have to be addressed. In the case where the sidewalk is shifted to avoid an obstacle, use of a minimum 2:1 taper to and from the obstruction with a straight section adjacent to the obstruction should be considered. Flatter tapers may be used if space is available and user volume is high.
3. **Construction Tolerances:** Dimensions are subject to conventional industry tolerances except where dimensions are stated as a range, minimum, or maximum. Conventional industry tolerances include tolerances for field conditions and tolerances that may be a necessary consequence of a particular manufacturing process. Conventional industry tolerances do not apply to design work; see PROWAG R103.1. Designing features to the target values, rather than the allowable maximum or minimum, allows for appropriate construction tolerances and field adjustment during construction while maintaining compliance with PROWAG.