- maintaining adequate storm water runoff
- following the 2010 Standards for Titles II and III Facilities: 2004 ADAAG
- designing around roadside features that cannot or should not be removed or relocated. At times, providing for adequate pedestrian and traffic safety and/or pedestrian continuity may warrant locating sidewalks outside of the highway right of way, and within easements.

Note: Where sidewalks are not warranted by existing or latent demand, or cannot be constructed due to right of way, utility, environmental or other considerations, roadway shoulders designed to NJDOT standards should be provided.

On a bridge project in urban and rural areas where there is no existing or proposed sidewalk at the approaches to a structure and the structure is to be replaced or widened, sidewalk may be provided on the new structure where additional width would be required to maintain traffic during future bridge deck reconstruction.

Urban and rural areas shall be those identified in the current State Highway Straight Line Diagrams.

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-model network of transportation options, such as sidewalks, bike lanes, paved shoulders, safe crossings and transit amenities. The NJDOT Policy No. 703 implemented a Complete Street policy through the planning, design, construction, maintenance and operation of new and reconstructed transportation facilities enabling safe access and mobility of pedestrians, bicyclists, and transit users, of all ages and abilities. Limited Scope projects are not required to comply with the Complete Streets policy. See Policy No. 703 for more information on how to address Complete Streets on new and reconstruction projects and what qualifies for an exemption.

5.7.2 Pedestrian Needs

Walking is a fundamental form of transportation that should be accommodated on streets and land service highways in New Jersey. The capacity of roadways to accommodate pedestrians safely and efficiently, particularly in urban and developing suburban areas, depends on the availability of sidewalks, intersection and mid-block crossing provisions, and other general characteristics such as roadway width and design speed.

When a sidewalk will be provided only along one side of the highway, the designer should include provisions to accommodate pedestrian crossing of the highway to access the sidewalk if there is a substantiated existing or future need. Such provisions should include one or more of the following: signing, painted cross walks, at grade pedestrian signals, pedestrian overpasses, etc.

Sidewalks should provide a continuous system of safe, accessible pathways for pedestrians. Sidewalks on both sides are desirable for pedestrian-compatible roadways.

5.7.3 Sidewalk Design

Sidewalk Width

The following widths apply in situations of pedestrian traffic typical in suburban, or rural areas, or traditional residential neighborhoods. In urbanized areas, especially downtowns and commercial districts, sidewalk width should be increased to accommodate higher volumes of users. Refer to the Highway Capacity Manual to calculate the desirable sidewalk width given current or projected pedestrian volumes. The designer should consider local input prior to any installation of new sidewalk.

The desirable width of a sidewalk should be 5 feet (4 feet minimum) when separated by a buffer strip. If a sidewalk width less than 5 feet is used, consideration of 5 feet by 5 feet passing areas at 200 feet intervals should be given during the planning and design of the project. The 5 foot width accommodates continuous, two-way pedestrian traffic. Where the border width is 10 feet, the width of the buffer strip should be a minimum of three feet with a 4 feet wide sidewalk. However, where the border width is 15 feet, the minimum width of the buffer strip should desirably be 5 feet with a 5 feet wide sidewalk or 6 feet with a 4 feet wide sidewalk. If the border widths are other than 10 or 15 feet, look at the conditions out in the field to determine the widths of the sidewalk and buffer strip. Where no buffer strip is provided, the desirable width of the sidewalk should be 7 feet (6 feet minimum), especially where there is no shoulder (aids in preventing truck overhangs or side view mirrors from hitting pedestrians). The sidewalk width should be measured from the face of the curb. The sidewalk width should be clear of trees, signs, utility poles, raised junction boxes, hydrants, parking meters and other similar appurtenances. Where utility poles, sign supports, fire hydrants, etc., are provided in the sidewalk, the minimum useable width of sidewalk shall be 3 feet to allow for mobility device passage.

On rehabilitation or reconstruction projects where improvements are constrained by the existing border and right-of-way areas, the desirable sidewalk width would be implemented where feasible.

It is recognized that on rehabilitation or reconstruction projects existing roadway elements such as beam guide rail, signs, utility poles, slopes, etc. may become problematic in implementing the desirable width.

When the improvements would be considered technically infeasible or environmentally sensitive, the use of 4 feet minimum sidewalk widths would be acceptable.

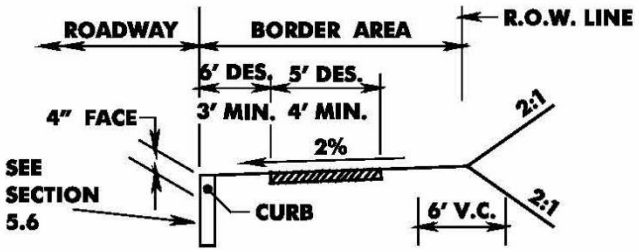
Sidewalk Border Design

Where sidewalks are adjacent to swales, ditches or other vertical drop offs, there should be a minimum of two feet of clear space between the edge of the sidewalk and the top of the slope. This clear space should be graded flush with the sidewalk.

Sidewalk Buffer Design

Designers should strive for a desirable quality of service for pedestrians. The width and quality of buffer between the sidewalk and the roadway influence the pedestrian's sense of protection from adjacent roadway traffic. Physical barriers between the sidewalk and roadway such as trees and other landscaping, parked cars, and concrete

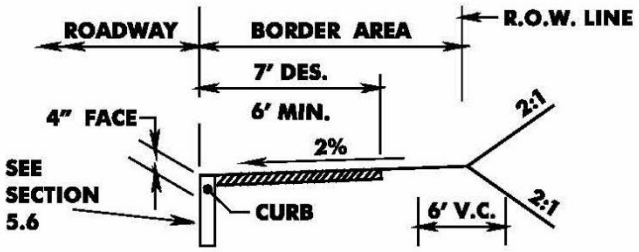
FIGURE 5–B1:
LAND SERVICE HIGHWAYS BORDER AREAS



CURB SECTION

With Provision For Sidewalk

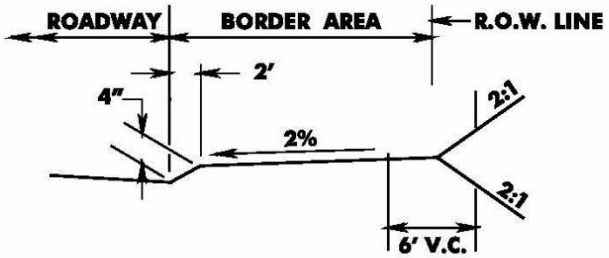
SEE NOTE C ON FIGURE 5–B



CURB SECTION

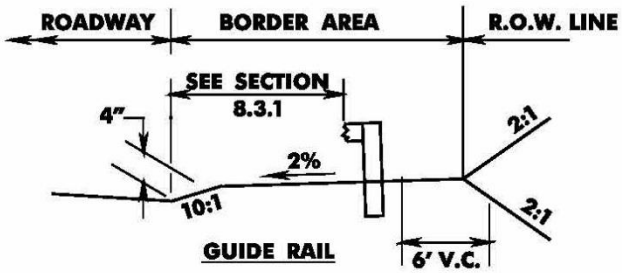
With Provision For Sidewalk Where No Buffer Strip Is Provided

SEE NOTE C ON FIGURE 5–B



BERM SECTION

With Provision For For Future Sidewalk



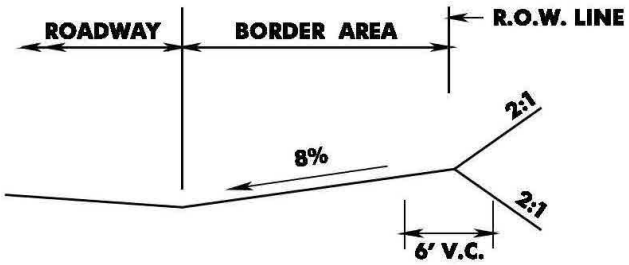
BERM SECTION

With Provision For For Future Sidewalk With Guide Rail

FOR ALL SECTIONS SEE NOTE "E" ON FIGURE 5–B

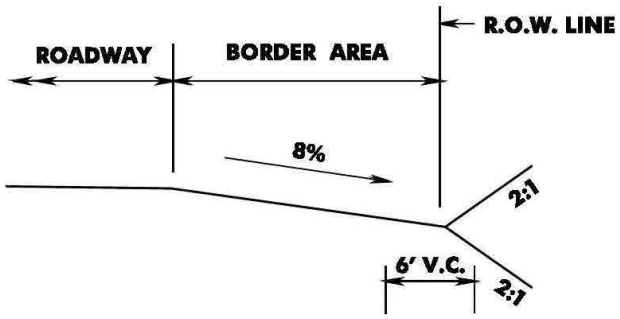
REV. DATE: SEPTEMBER 12, 2019

FIGURE 5–B2:
LAND SERVICE HIGHWAYS BORDER AREAS



NON–BERM SECTION

With No Provision For Sidewalk



UMBRELLA SECTION

With No Provision For Sidewalk

SEE NOTE A

NOTES:

A. UMBRELLA SECTION MAY BE USED WHERE THERE IS NO PROVISION FOR SIDEWALK; AND CURBS ARE NOT REQUIRED FOR DRAINAGE AND ACCESS CONTROL (SUCH AS RURAL RESIDENTIAL DRIVEWAYS).

THIS SECTION MAY BE SUITABLE FOR SANDY AREAS, WETLAND AREAS, AND ALONGSIDE EXISTING OR PROPOSED DITCHES OR SWAILS.

FOR ALL SECTIONS SEE NOTE "E" ON FIGURE 5–B

REV. DATE: JUNE 30, 2015