Appendix 1: Design of Bridge Curb Ramps

When an alteration project includes a bridge with a pedestrian access route, upgrade any pedestrian curb ramps to meet current ODOT standards. In most cases, a bridge sidewalk is a continuation of:

- a shoulder
- a sidewalk
- an adjacent intersection

The following guidance is for designing accessible curb ramps for each of these facilities.

**Bridge sidewalk to a shoulder**

A pedestrian access route on a bridge may either be aligned within the shoulder of a roadway or they may be partially or completely outside of the shoulder area. Requirements for the curb ramp from the sidewalk to the shoulder are: a cross slope of less than 2% (1.5% design), a running slope of less than 8.33% (7.5% design) and a level landing with cross and running slopes less than 2% (1.5% design). If the end of the existing bridge sidewalk does not have a cross slope of less than 2%, provide an additional sidewalk panel that transitions the sidewalk cross slope to the 2% cross slope. The following describe ramp treatments based on their alignment to the shoulder

a. Tapered shoulder ramp

When a bridge sidewalk is partially or completely outside of the shoulder area, provide a level landing that acts as a turning space at the bottom of the curb ramp and a tapered shoulder to transition users to the existing shoulder as illustrated in Figure 1.

Figure 1: Bridge curb ramp to tapered shoulder
b. **Continuous shoulder ramp**  
When the bridge sidewalk is within the full width of the shoulder provide curb ramp from the sidewalk to the shoulder. The image in Figure 2 illustrates a transitional panel at the end of the bridge sidewalk to transition from the existing cross slope of the bridge to a panel with a cross slope of 2% at the top of the ramp.

![Diagram](image)

**Figure 2: Bridge curb ramp to continuous shoulder with transitional panel**

**Bridge sidewalk to an approaching sidewalk**  
Bridge curb heights are generally greater than standard curb heights. Provide a transition panel between existing roadway sidewalk and bridge sidewalk. Ensure the transitional ramp has a running slope less than 5% finished (4.5% design) and a cross slope of less than 2% finished (1.5% design).
Bridge curb ramps at an intersection

Intersections are presumed have crosswalks at all approaches unless they have been officially closed. Crossings must be accessible. When a pedestrian access route exists at an intersection, curb ramps are required. Unless technically infeasible, provide two curb ramps at each corner; one to serve each direction of pedestrian travel. Follow ODOT Standard curb ramp guidance for compliant curb ramp design.