



Checklist for Pedestrian Access through Construction Zones

(Tape, rope or plastic chain strung between devices does not meet ADA or MUTCD)
Consider all users (including people with disabilities such as hearing, visual, and mobility impairments)
when creating and maintaining paths through constructions zones

- 1. The pedestrian pathway is a minimum of 5 feet in width (if not, see MUTCD)
- 2. A smooth, continuous hard surface is provided throughout the entire length of the temporary pedestrian facility.
- 3. When using existing sidewalks as the accessible route through a construction zone, fencing or other material must be used to prevent pedestrians from entering the worksite. (If an alternate pedestrian route has been created, see requirements for channelization).
- 4. The pathway is free of obstructions and debris (e.g. hoses, wood, vehicles, fences footings, signs). Temporary asphalt ramps are used whenever the pedestrian route has surface discontinuities greater than ½ inch (e.g. access from crossings to sidewalks)
- 5. Signs are placed at intersections giving pedestrians advanced notice of upcoming sidewalk closures.
- 6. For construction projects that are longer in duration, information explaining the duration and scope of the project and who to contact if questions shall be placed on sign posts, business windows, etc. A notification letter must be sent to all area businesses and residences.
- 7. Signs direct pedestrians to open crossings
- 8. Signs do not block the accessible pathway
- 9. Type III barriers are used to block all closed sidewalks and street crossings
- 10. When street crossings are closed, a Type III barrier is placed at the adjacent crossing to prevent a pedestrian with low vision/blind from reaching the closed sidewalk
- 11. Bus stops remain open as much as possible. If not, signage notifies pedestrians of the closure in advance of reaching the bus stop. An alternate bus stop has been designated and is as close as possible to the temporarily closed stop.
- 12. If a temporary route is created, channelization must be used to delineate the pedestrian pathway. In this case, a continuous detectable bottom and top surface must be used (MUTCD 6F.63). The bottom of the bottom surface shall be no higher than 2 inches above the ground. The top of the top surface shall be no lower than 32 inches above the ground.
- 13. When pedestrian and vehicle paths are rerouted to a closer proximity to each other, crashworthy barriers are used to protect pedestrians from vehicle traffic.
- 14. Create/maintain access to pedestrian push buttons at signalized intersections. The push button must have a level landing and be with the maximum horizontal reach range of 10 inches.



Alternate Pedestrian Route Quick Reference Guide

This guide provides a clear set of steps to construct an Alternate Pedestrian Route through a construction site. These steps are compiled from the MUTCD section 6 and standards from PROWAG.

Each construction site is unique, but all require a clearly communicated route for pedestrians to safely navigate around the construction zone and with as short a detour as is feasible.

Alternate Pedestrian routes should have:

- 1) Signage.
- 2) Audible devices.
- 3) Pedestrian routes as accessible as the closed pedestrian route.
- 4) Barriers preventing entrance into the construction zone.
- 5) Closure information communicated to nearby property owners.

Signage

Where pedestrian detours begin, Signage shall be placed that includes:

- Dates of closure
- Map of alternate route
- Contact organization and telephone number



Audible Beacon Language

Wherever Signs are placed and where pedestrians with visual disabilities normally use the closed sidewalk, audible beacons shall be placed (MUTCD 6D.02 03). Audible beacons shall include:

- Date of Closure
- Distance of Closed Sidewalk
- Description of alternate route
- Contact Organization, Phone number and e-mail address.

Example Audio:

“Attention Northbound University Drive pedestrians. Sidewalk closed ahead on the next block from January 31st to February 14th. Alternate path on opposite side of road. Cross to the other side at this intersection and continue 1 block North. Sidewalk re-opens North of Mason Street. Contact the City of Tacoma Construction Group at (253) 555-8722 for more information.”

Temporary Ramps

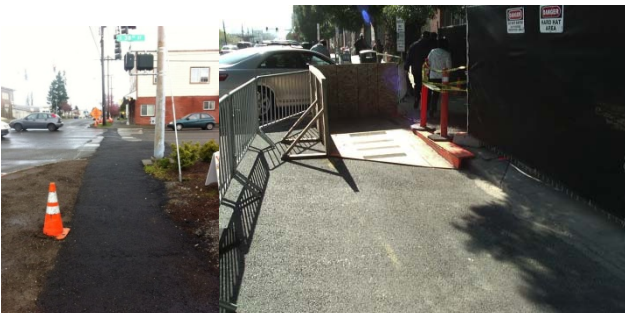
When curb ramps are closed and no reasonable accessible alternate route is available, temporary ramps shall be installed. Temporary ramps may be constructed with wood, metal, asphalt or cement.

Temporary ramps must meet the following criteria:

- Surface shall be smooth, stable and slip-resistant, even when wet.
- Slope should not exceed 10%.
- Cross-slope should not exceed 2%, unless ramp is warped to slope of the street or existing sidewalk.
- Ramps shall have edge protection or wings.
- Tar paper may be used under asphalt to ease removal.
- Surface discontinuities shall not exceed 1/2 inch, and shall be beveled if between ¼ and ½ inch.
- Shall be at least 4 feet wide.



Wood Ramp with lip



Asphalt Ramp

Temporary Sidewalks

Temporary sidewalks shall smooth, stable and slip-resistant. Well maintained, compacted gravel may be used for temporary sidewalks. Temporary Sidewalks shall meet the following criteria:

- The sidewalk shall be smooth, stable and slip-resistant, even when wet.
- No surface discontinuities.
- Cross-slope shall not exceed 2%.
- At least 5 feet wide, or as wide as possible but never narrower than 3 feet.



Temporary asphalt sidewalk

Communication Letters to Neighbors

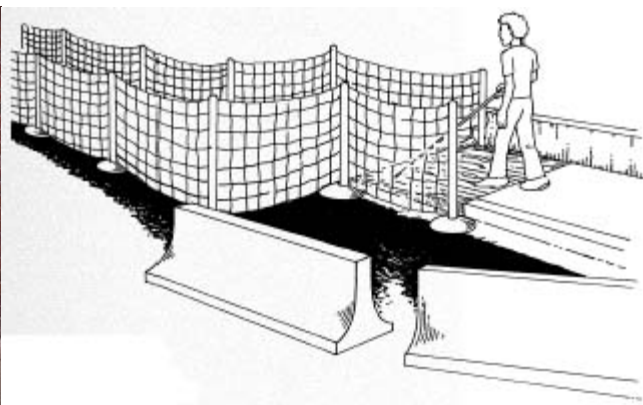
Prior to construction, a letter to individuals and businesses shall alert them to planned detours and allow them to identify any additional accessibility features they require (MUTCD 6D.01 03). Sample wording is below:

During the installation of water main and fire hydrants, it may be necessary to temporarily block portions of sidewalk and curb ramps within your neighborhood. Detours will be provided. If increased travel distances or temporary obstruction of sidewalk and/or curb ramps create mobility challenges for yourself or others, please contact our office at (253) 555-8722 to discuss acceptable access accommodations during construction. Construction is planned between January 31st and February 14th.

Barriers and Channelizing devices

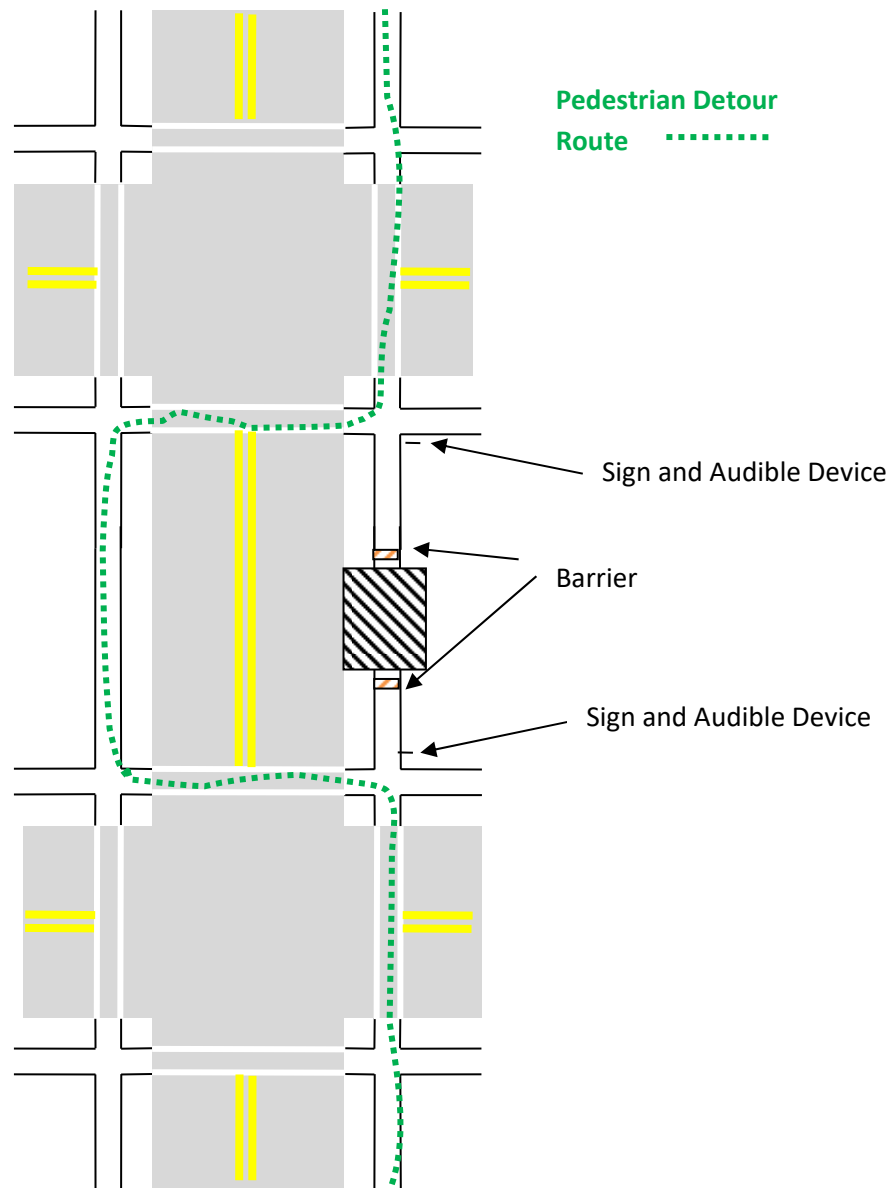
Barriers must prevent pedestrians from entering construction zones or roadways. They must meet the following criteria:

- Shall not fail in windy conditions.
- When blocking sidewalks or channelizing pedestrians, continuous, cane-detectable barriers should be used. Barriers shall be no higher than 2 inches above the ground. Plastic netting or solid barriers shall be no lower than 32 inches above the ground (MUTCD 6D.01 27).
- Tape, rope and plastic chain strung between devices are not detectable and shall not be used (MUTCD 6D.01 28)
- Barriers shall be a high contrast color.



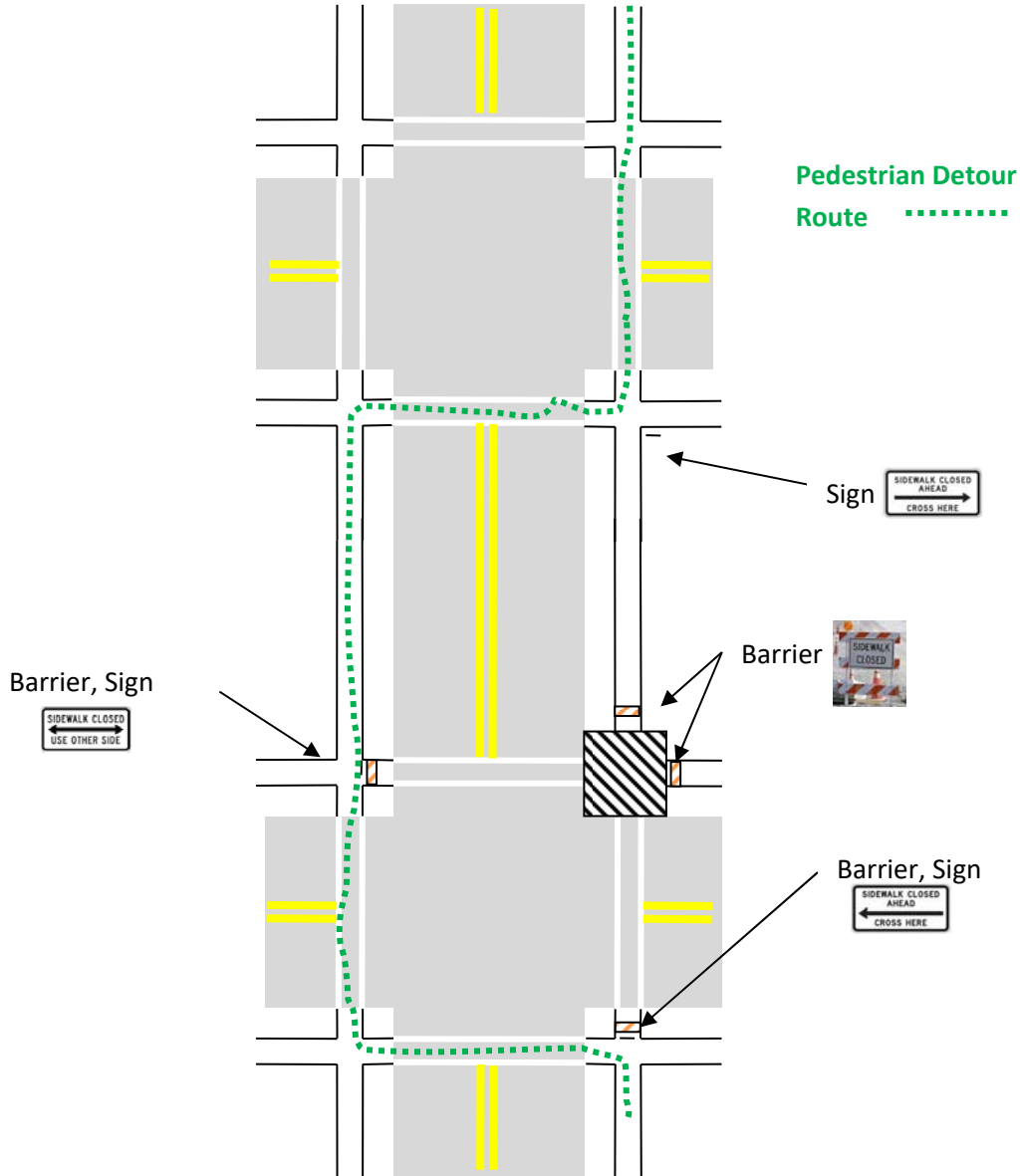
Route Planning - Sidewalk Section

When the sidewalk is blocked, a barricade shall be placed where the construction zone begins. In addition, signs and audible devices shall be used where the detours begin. In high use areas or where the closure would seriously impact a pedestrian, a temporary sidewalk and ramps around the construction area (not shown) should be constructed.



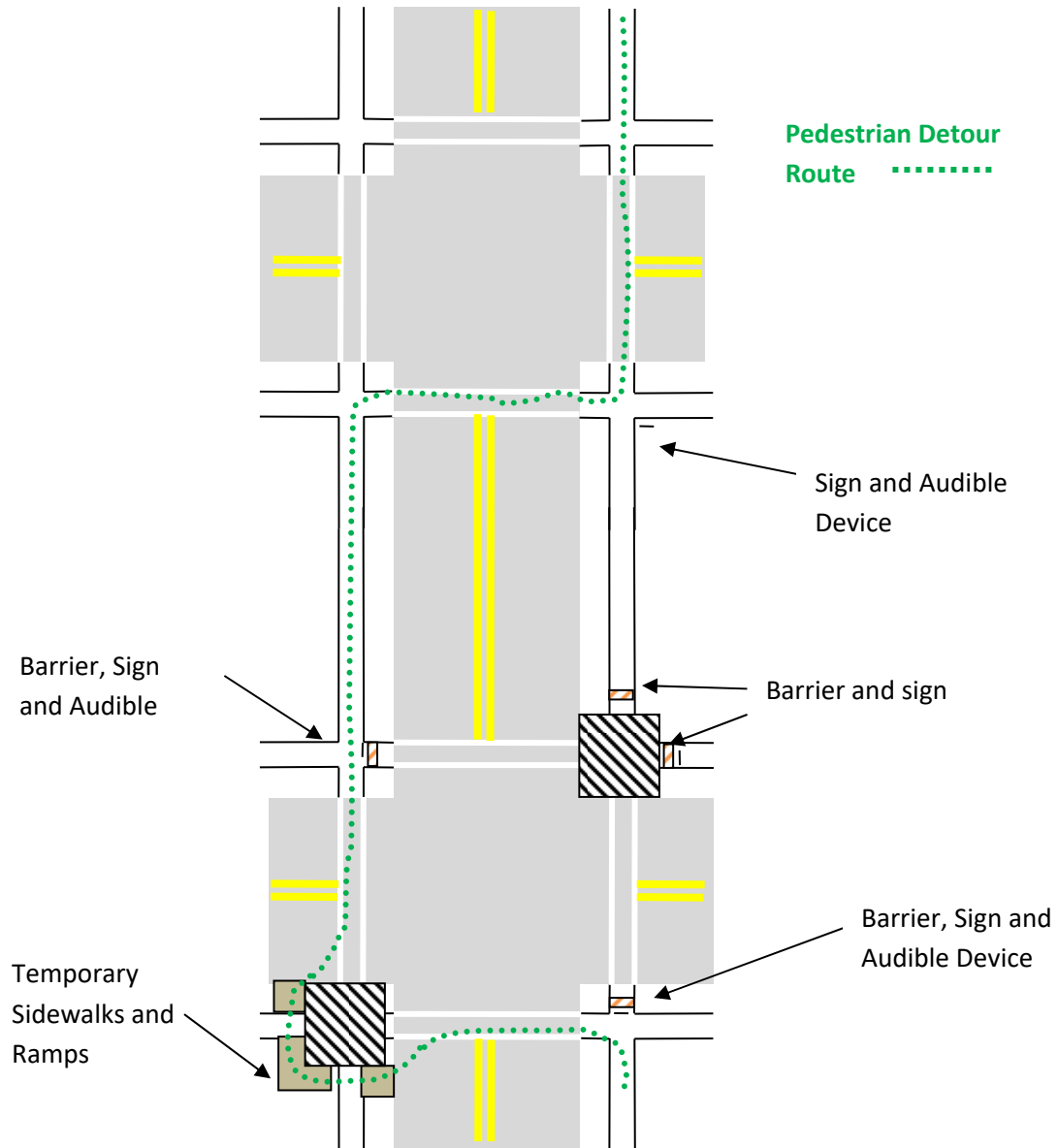
Route Planning – Single Corner Closure

With the sidewalk blocked in both North-South and East-West directions, two detour routes are needed. The North-South Detour route is shown here. A similar East-West detour route is also needed.



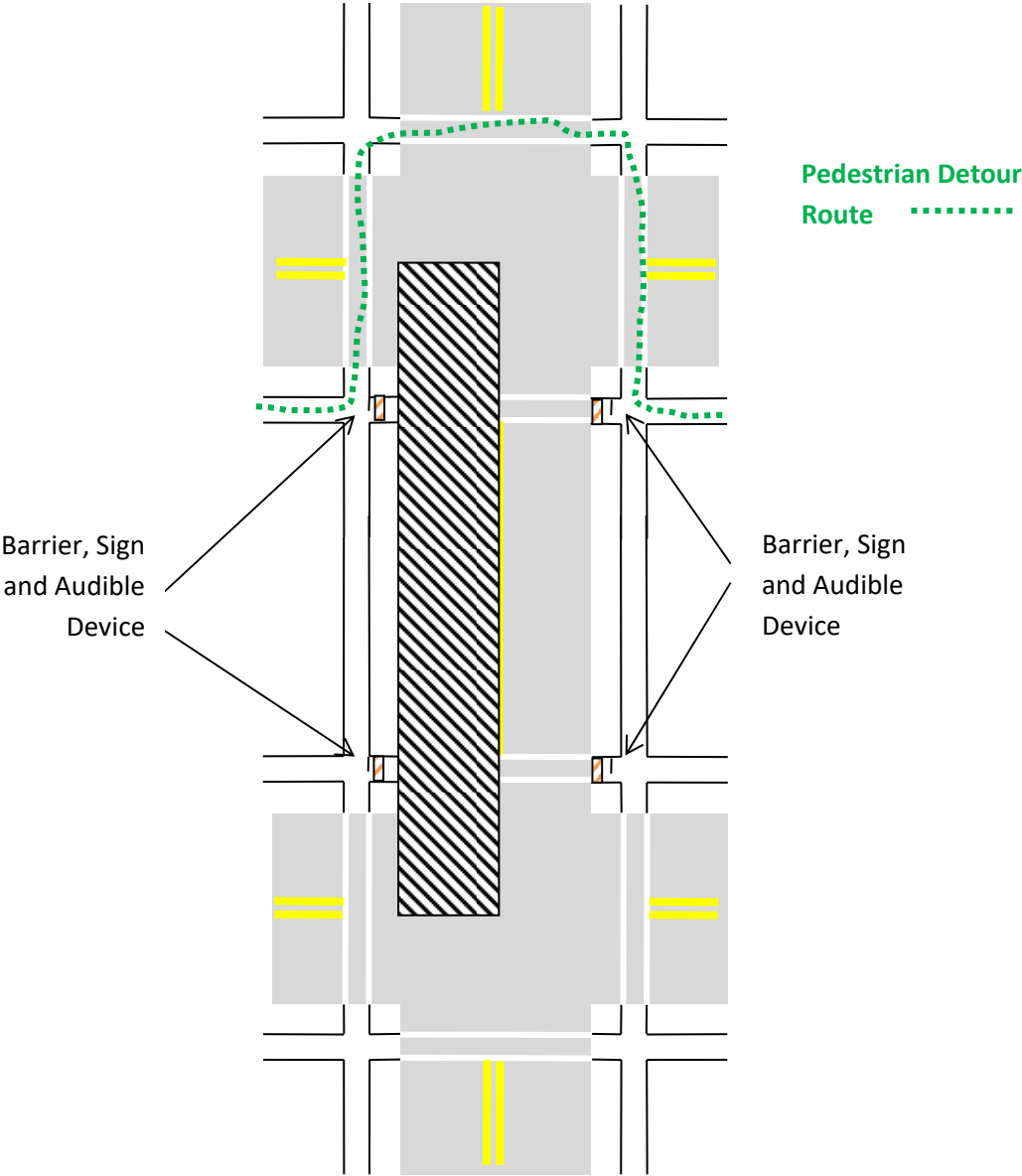
Route Planning – Multiple Corner Closure

When two corners in an intersection are blocked in both North-South and East-West directions, two detour routes are needed. The North-South detour route is shown here. A similar East-West detour route is also needed. Temporary sidewalks and ramps shall be constructed for at least one of the corners



Route Planning – Short Section of Roadway

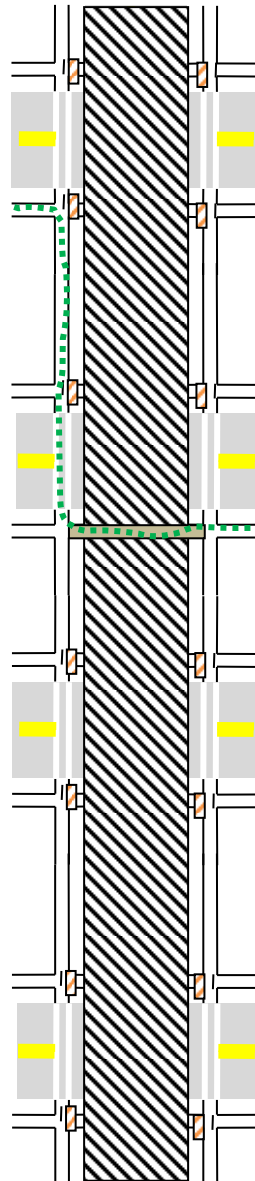
When closing a section of roadway, barricades, signs and audible devices shall be used on each side of the road.



Route Planning – Long Section of Roadway

Closing long sections of roadway is difficult for pedestrians who must pass through. Pedestrians should be accommodated by planning the construction timeline to keep a route through the construction zone open every few blocks or by opening routes through the construction zone when work is halted and as needed during work times.

All require
Barrier, Sign
and Audible
Device



Pedestrian Detour
Route