

Salt Lake City
ADA Compliance Guide

Pedestrian Accessibility
In The Public Way
During Construction



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Salt Lake City

A Guide for Pedestrian Accessibility In The Public Way During Construction

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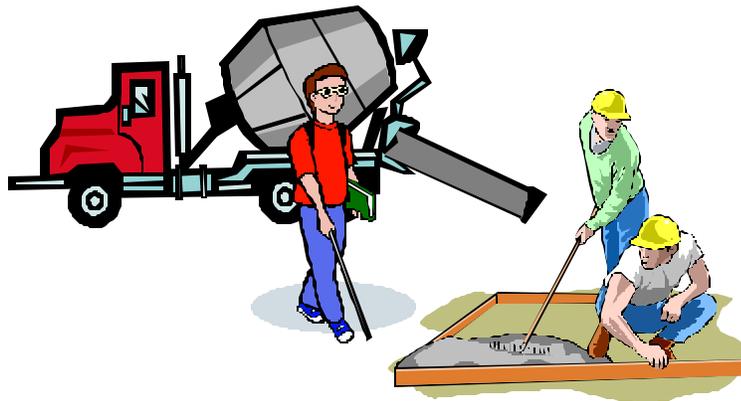
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INTRODUCTION

A permit to work in the public way is required whenever construction activities occur in the public rights-of-way of Salt Lake City. This guide is intended to give you a summary of what is required and what must be done to ensure pedestrian accessibility is maintained throughout the period of time construction is underway. This does not just apply to the final product, but accessibility must be maintained during the actual construction.

Construction in the public way can be particularly hazardous to pedestrians with either visual or mobility impairments. Therefore, it is critical that each construction site is properly and adequately protected with a barrier or barricade. Merely placing caution tape and traffic cones is not acceptable. The guidelines contained herein are based on the requirements of the MUTCD standards, chapter 6 (2003), the Access Board's Guidelines for Accessible Public Rights-of-Way (2002), and Salt Lake City's Traffic Control Manual (APWA 2001).

Here is a scene that may be all too frequent, but preventable:



Where is the advanced warning and appropriate barricading? Could some planning, use of proper barricades, warning and alternate routing prevent what may be about to happen?

Remember that pedestrian accessibility must be provided during construction for all people of all ages, including those with different types of disabilities.

Consider the following when laying out construction sites:

- Advanced warning and guidance signs
- Adequate illumination and reflectors
- Use of temporary walkways
- Channeling and barricading to separate pedestrians from traffic
- Adequate barricading to prevent visually impaired pedestrians from entering work zones
- Wheelchair accessible alternate pedestrian circulation routes with appropriate signage

The following photographs present examples of incomplete and inappropriate barricading, advanced warning, and signage:



The removal, even for only a short time, of a pedestrian access route, curb ramp, or pedestrian street crossing may severely limit or totally preclude a person with a disability from navigating in the public way. It may also preclude access to buildings, facilities, or sites on adjacent properties.



Can you count the number of violations? This is a very busy street with no marked crosswalk. There is no alternate circulation path, no barricading, and no provisions made for pedestrians.



Where's the advanced warning and alternate circulation route? This is far from being an acceptable warning. How does someone actually get to the "other side"?



Does this look safe? How would a person with a visual disability navigate this construction site?

GUIDELINES FOR ACCESSIBILITY DURING CONSTRUCTION

Alternate Circulation Path for Pedestrians

The alternate circulation path shall have a minimum width of 48 inches and parallel the disrupted pedestrian access route when practicable. Barricades and channelizing devices shall be continuous, stable, non-flexible, and shall consist of a wall, fence, or enclosure specified in section 6F of the MUTCD. A solid toe rail should be attached such that the bottom edge is 6 inches maximum above the walkway surface. The top rail shall be parallel to the toe rail and shall be located 36 inches minimum and 42 inches maximum above the walkway surface. If drums, cones, or tubular markers are used to channelize pedestrians, they shall be located such that there are no gaps between the bases of the devices in order to create a continuous bottom, and the height of each individual device shall be no less than 36 inches.

Barricade Locations

Barricades shall be installed at the following locations:

- Between the pedestrian access route and any adjacent construction site
- Between the alternate circulation path and any adjacent construction site
- Between the alternate circulation path and the vehicular way, if the alternate circulation path is diverted into the street
- Between the alternate circulation path and any protruding objects, drop-offs, or other hazards to pedestrians
- At the down curb ramp of an intersection, if the opposite up curb ramp is temporarily and completely blocked, and no adjacent alternate circulation path is provided

Warnings and Signage

Warnings shall be located at both the near side and the far side of the intersection preceding a temporarily, completely blocked pedestrian access route. Signage shall be located at the intersection preceding the blocked way. Where directional signage or warnings are provided, they should be located to minimize backtracking, especially if there is no safe refuge at a corner under construction. In some cases, this could mean locating a warning or sign at the beginning of a route, not just at the inaccessible site.

Additional Barricading Guidelines

The contractor shall require that no construction materials be stored or placed on the path of travel. The contractor shall maintain the construction barriers in a sound, neat and clean condition, and shall remove all graffiti during the life of the contract. The contractor shall clean public walkways adjoining the construction site of accumulated trash and debris.

The contractor's construction operations shall not occupy public sidewalks except where pedestrian protection is provided. The contractor shall not obstruct free and convenient approach to any fire hydrant.

The contractor shall remove barriers and enclosures upon completion of the work in accordance with applicable regulatory requirements and to the satisfaction of Salt Lake City Engineering Division.

Temporary Traffic Control Plans

Chapter 6 of the MUTCD addresses Temporary Traffic Control (TTC) plans. The following excerpt from this chapter emphasizes the importance of preparing a traffic control plan:

A TTC plan describes TTC measures to be used for facilitating road users through a work zone or an incident area. TTC plans play a vital role in providing continuity of reasonably safe and efficient road user flow when a work zone, incident, or other event temporarily disrupts normal road user flow. Important auxiliary provisions that cannot conveniently be specified on project plans can easily be incorporated into Special Provisions within the TTC plan.

TTC plans range in scope from being very detailed to simply referencing typical drawings contained in the MUTCD. The degree of detail in the TTC plan depends entirely on the nature and complexity of the situation.

The TTC will include provisions for effective continuity of accessible circulation paths for pedestrians.

Where existing pedestrian routes are blocked or detoured, information should be provided about alternate routes that are useable by pedestrians with disabilities, particularly those who have visual disabilities. This must include access to temporary bus stops, reasonably safe travel across intersections, and other routing issues. Barriers and channelizing devices that are detectable by people with visual disabilities must be provided.

Include provisions for effective continuity of transit service. Provide for features such as accessible temporary bus stops, pull-outs, and satisfactory waiting area for transit patrons, including people with disabilities.

Concluding Statement

It is the policy of Salt Lake City Corporation that a safe and accessible path of travel be provided for all pedestrians, including those with disabilities, around and/or through construction sites.

It is recognized that there are various types of construction activities, including both short-term and long-term projects. Some barricading systems are more appropriate for certain types of construction than others.

When erecting barricades, the contractor shall be conscious fo the special needs of pedestrians with physical disabilities. Contractors shall provide protection for pedestrians consistent with all local, state, and federal codes, including the Americans with Disabilities Act.

REFERENCE DOCUMENTS

APWA Traffic Control Manual (March 2001)
MUTCD (2003 Edition)
Accessible Public Rights-of-Way Guidelines (Access Board's 2002 Draft)

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