SDOT
Seattle Department of Transportation

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CLIENT ASSISTANCE MEMO
2110

SEATTLE PERMITS - Part of a multi-departmental City of Seattle series on getting a permit

www.seattle.gov/transportation

HOW TO PLAN, DOCUMENT AND IMPLEMENT PEDESTRIAN MOBILITY IN AND AROUND WORK ZONES

On January 1st, 2016, the Seattle Department of Transportation (SDOT) published a revised Director's Rule for Pedestrian Mobility In and Around Work Zones (SDOT DR 10-2015). The new rule requires existing sidewalks adjacent to work sites remain open for the duration of the project. Mobility must be maintained on these sidewalks with appropriate pedestrian protection and according to the new rule.

This Client Assistance Memo (CAM) will help you plan, document and implement pedestrian access in and around your work zone.

Understandably, some circumstances do not allow for the existing sidewalk to remain open. SDOT DR 10-2015 (the Rule) provides guidance on how requests for sidewalk closures are evaluated and, where approved, alternative methods that can be used to provide pedestrian mobility.

The Rule does not list all of the protection requirements within Seattle Municipal Code (SMC) Title 15, but interprets key provisions to provide a standard for compliance.

Warning and guidance devices and signs, along with protective barriers where appropriate, must be used so that pedestrian passage is safe, well-defined and compliant with the Seattle Traffic Control Manual for In Street Work and Americans with Disability Act (ADA) codes.

This CAM provides guidance on safety and channelization requirements for pedestrian mobility. The sections are organized by methods: Open Walkways, Reroutes, Detours, Corner Work, Covered Walkways and Scaffolding.

A full copy of SDOT Director's Rule 10-2015 can be downloaded at: www.seattle.gov/transportation/docs/dr/SDOTDR%2010-2015Signed.pdf

RESOURCES

General information regarding application materials, forms and Client Assistance Memos are available online at:
www.seattle.gov/transportation/stuse_home.htm

Information on materials and personnel for traffic control can be found in the City of Seattle Traffic Control Manual for In-street work: www.seattle.gov/transportation/trafficcontrolmanual.htm

All current SDOT Director's Rules can be found online at: www.seattle.gov/transportation/drules.htm

SDOT Traffic Control Plan Base Map Tool:
www.seattle.gov/transportation/chanMap.htm

SDOT Construction Use & Simple Utility Site Plan templates:
www.seattle.gov/transportation/stuse_forms.htm

Permittee Checklist or Pedestrian Mobility In and Around Construction Zones: www.seattle.gov/transportation/docs/stuse/PedChecklist.pdf

Access to Information
Client Assistance Memos are available online at: www.seattle.gov/transportation/stuse_home.htm. Paper copies of these documents are available at our Permit Services Counter located on the 23rd floor of the Seattle Municipal Tower at 700 5th Avenue in downtown Seattle; phone number (206) 684-5253.

LEGAL DISCLAIMER: This Client Assistance Memo (CAM) should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this CAM.

HOW TO PLAN FOR PEDESTRIAN MOBILITY

The earlier you plan for pedestrian mobility in all phases of your project, the easier it will be to budget for and implement. SDOT provides assistance with early planning:

On how to plan right of way (ROW) impacts:

- If your project triggers the State Environmental Policy Act (SEPA) through the Master Use Permit process, you must provide pedestrian mobility strategies in your Construction Management Plan (CMP) for early SDOT feedback
- You may request a preliminary ROW use planning meeting with SDOT with an email to SDOTPermits@Seattle.gov
- We suggest a discussion of ROW use planning with your SDOT inspector in all preconstruction meetings

On how to minimize ROW impacts:

- Plan lay-down areas and other structure staging on private property or in a way that pedestrian mobility can be maintained in the existing sidewalk or adjacent curb lane
- Plan material storage and movement on top of, or over, a covered structure to allow pedestrian mobility in the existing sidewalk
- Plan crane placements on private property
- Plan site logistics to open pedestrian mobility after work hours in the existing sidewalk or adjacent curb lane
- Phase the project in a way to avoid closures on multiple adjacent and/or opposite frontages
- Coordinate work with other adjacent and/or opposite frontage projects

HOW TO DOCUMENT PEDESTRIAN MOBILITY

Beginning March 31, 2016, the following documentation is required for all Street Use permit applications:

- Completed Pedestrian Mobility In and Around Work Zones Permittee Checklist
- Site and traffic control plans showing pedestrian mobility methods for work and non-work hours at each phase of construction.

Pedestrian mobility elements must include the following:

- Barrier and barricade locations and type
- Lighting locations and type
- Gate locations showing movement inward toward construction site
- Sign locations and type
- ADA compliant ramps if required
- Covered walkways or scaffolds used to keep the existing sidewalk open.
- ADA and signal infrastructure maintained at intersections

HOW ALTERNATIVE METHODS ARE EVALUATED

A sidewalk closure will be considered a last resort where an applicant can demonstrate reasonable impracticality for maintaining the existing walkway adjacent to the work site. Where pedestrian mobility on the existing walkway is not feasible, SDOT may allow an alternate method for maintaining access.

In considering alternative methods we evaluate the:

- Purpose of the proposed use
- Duration of the proposed use
- Potential hazard to the public
- User's need for control of right of way
- Traffic patterns (pedestrian, bicycle and vehicular)
- Terrain
- Impact of a reroute or closure on adjoining properties and businesses
- Expense of keeping the existing path open
- Inconvenience to the public (for example, sidewalk closures on opposite sides of a street at the same time are not allowed)
- Adjacent construction activity
- Access to bus stops, street cars and bike lanes
- Freight and delivery routes that may be impacted

If travel on the existing sidewalk isn't practical based on the criteria above, SDOT may authorize a pedestrian reroute into an adjacent right of way, such as a parking lane, around the work area.

Limited, intermittent sidewalk closures of a few minutes duration (for example, short term deliveries or temporary material staging) may be allowed, however, flaggers are required to manage pedestrian traffic during these closures.

Where a reroute isn't viable, SDOT may authorize closure of the existing sidewalk with a well-defined detour across the street from the work zone during work hours. The sidewalk should be reopened during non-work hours. The detour will only be permitted for the phase of construction where hazards or other reasonable impracticalities exist.

HOW TO IMPLEMENT PEDESTRIAN MOBILITY

Section 7 of the Rule provides general requirements for all pedestrian mobility methods. Sections 8-13 provide further requirements specific to each pedestrian mobility method. The checklists provided in this CAM can assist you in planning and implementation for each method in the Rule.

Pedestrian mobility shall also meet requirements of the Seattle Traffic Control Manual for In-street Work, SMC Title 15 and ADA code.

The type of barriers required for your project will depend on the location and duration of work.

In high impact areas and all major arterials, an impact rated barrier adjacent to the travel lane is required for pedestrian reroutes. If using water-filled barriers they must be connected and filled to manufacturer's specifications.

Continuous rail systems, such as split rail or interlocking Strongwall ADA barricades, may be approved for use on arterials if the work is short term and the barricades need to be moved frequently.

On non-arterials, a continuous rail system with detectable kickboards may be used for reroutes. Stabilizers, such as sand bags, should be placed on the vehicle lane side of the rail to avoid trip hazards on the pedestrian side.

If a work area, excavation or trench is below grade, an anchored barrier sufficient to prevent falls must be placed between the work site and sidewalk.

METHOD 1: OPEN WALKWAYS

An open walkway on the existing sidewalk is the standard for maintaining pedestrian access. The sidewalk must meet the conditions on the checklist below.

OPEN WALKWAY CHECKLIST

Walking surface

- ☐ Minimum of 4 feet wide with no protrusions (8 feet may be required in heavy pedestrian areas)
- ☐ Continuous, solid, slip-resistant and well drained walkway provided for the entire length of path

Lighting

- ☐ Walkway continuously well-lit between sunset and sunrise
- ☐ If existing street lighting is removed for construction, the existing level of street illumination maintained

Barricades and Barriers

- ☐ The project has appropriate protection between the work site and the sidewalk for the entire length of the pedestrian path.
- ☐ Protective screening adjacent to the worksite provided for activities that create flying debris or dust
- ☐ Gates swing inward, away from the pedestrian pathway, and remain closed and securely fastened when not in use
- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities maintained

Signage

Intersection walkway

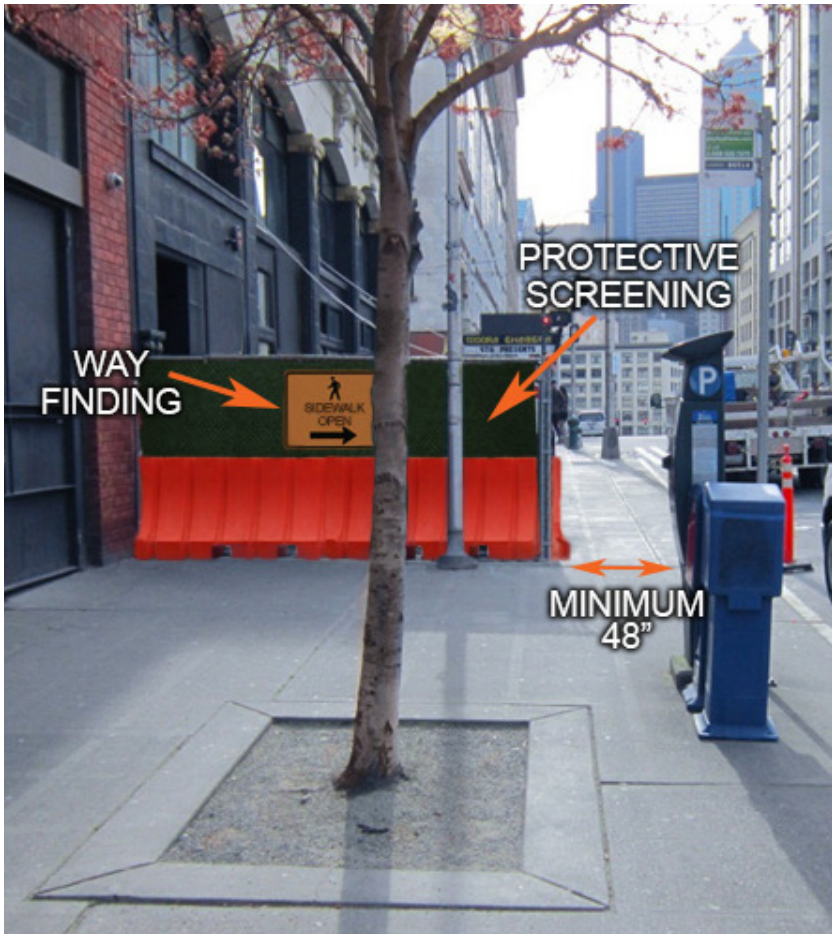
- ☐ A "Pedestrian Access" sign with way-finding arrow provided at the preceding intersection or crosswalk

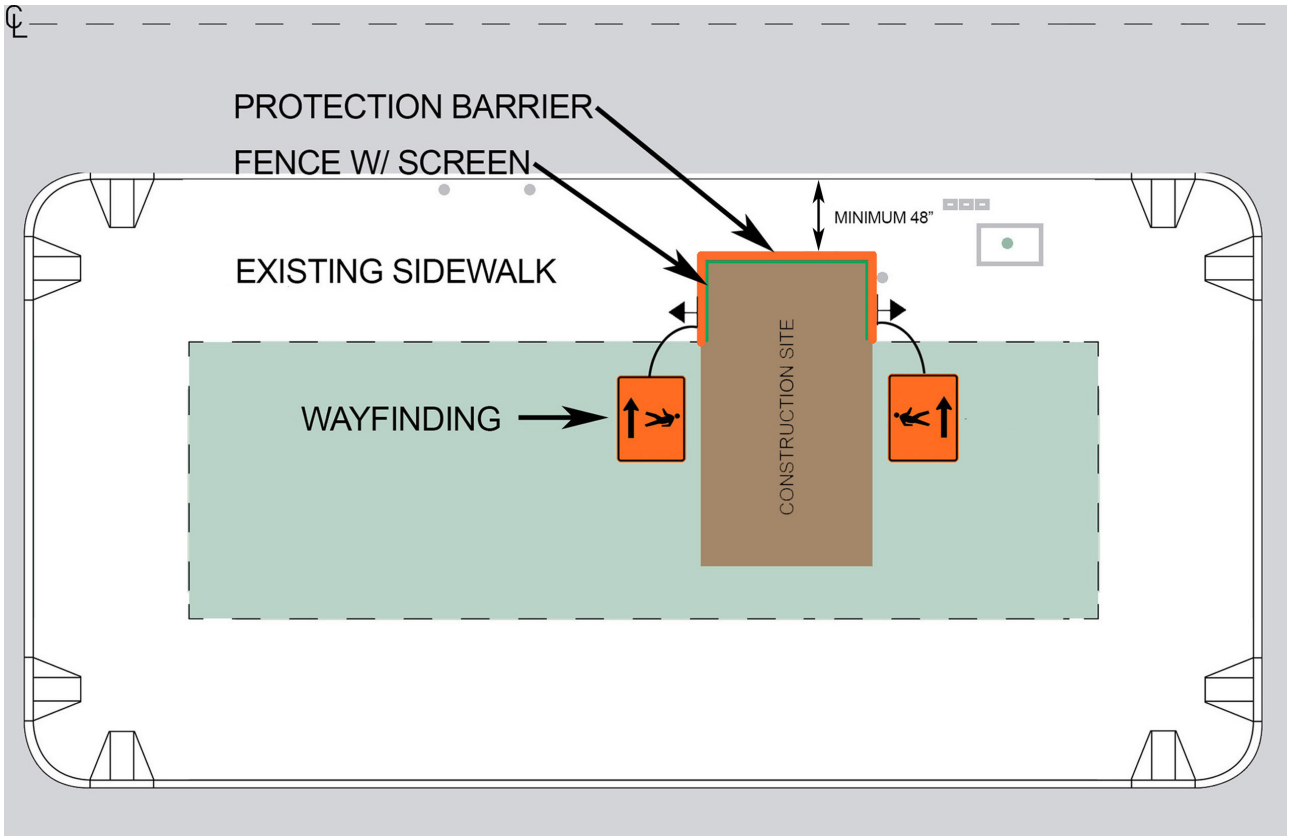
Mid-block partial walkway

- ☐ "Pedestrian Access" sign provided at the preceding intersection or crosswalk
- ☐ "Pedestrian symbol with arrow" sign attached to the partial closure at ingress and egress access points
- ☐ "Business Open Ahead" sign provided at the preceding intersection or crosswalk if business access exists on block with the partial closure

ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high contrast color (4"H x 1"W minimum) provided on both sides for the length of walkway. Existing curbs are considered a detectable surface.


PROTECTIVE
SCREENING
WAY
FINDING
SIDEWALK
OPEN
MINIMUM
48”


PROTECTION BARRIER
FENCE W/ SCREEN
MINIMUM 48”
EXISTING SIDEWALK
WAYFINDING
CONSTRUCTION SITE

METHOD 2: PEDESTRIAN REROUTES

Where use of the existing walkway is not practical, SDOT may allow a pedestrian reroute into the adjacent right of way, for instance a parking or curb lane.

REROUTE CHECKLIST

Walking surface

- ☐ Minimum of 4 feet wide with no protrusions (8 feet may be required in heavy pedestrian areas)
- ☐ Continuous, solid, slip-resistant and well drained walkway provided for the entire length of the path

Screening

- ☐ Protective screening adjacent to the worksite provided where activity may create flying debris or dust
- ☐ Transparent wire mesh screening 4 to 7 feet in height adjacent to the roadway corner provided where the closure is within 30 feet of an intersection or corner

Lighting

- ☐ Walkway continuously well-lit between sunset and sunrise
- ☐ If existing street lighting is removed for construction, the existing level of street illumination maintained

Barricades and Barriers

- ☐ Continuous, impact-resistant, anchored or stabilized Jersey barrier (or equivalent), in orange or orange and white, provided for the entire length of the walkway (preferred). Four or more amber lights (every 20 feet) when employed for nighttime use
- ☐ Guardrail, split rail or other approved devices provided at each transition taper

  Gates swing inward, away from the pedestrian pathway, and remain closed and securely fastened when not in use
- ☐ Access to existing ADA infrastructure, signaling devices such as crosswalk buttons and transit facilities maintained

Signage

Intersection reroute

- ☐ "Pedestrian Access" sign provided at the preceding intersection or crosswalk
- ☐ "Pedestrian symbol with arrow" sign attached to the closure at the reroute ingress and egress

Mid-block reroute

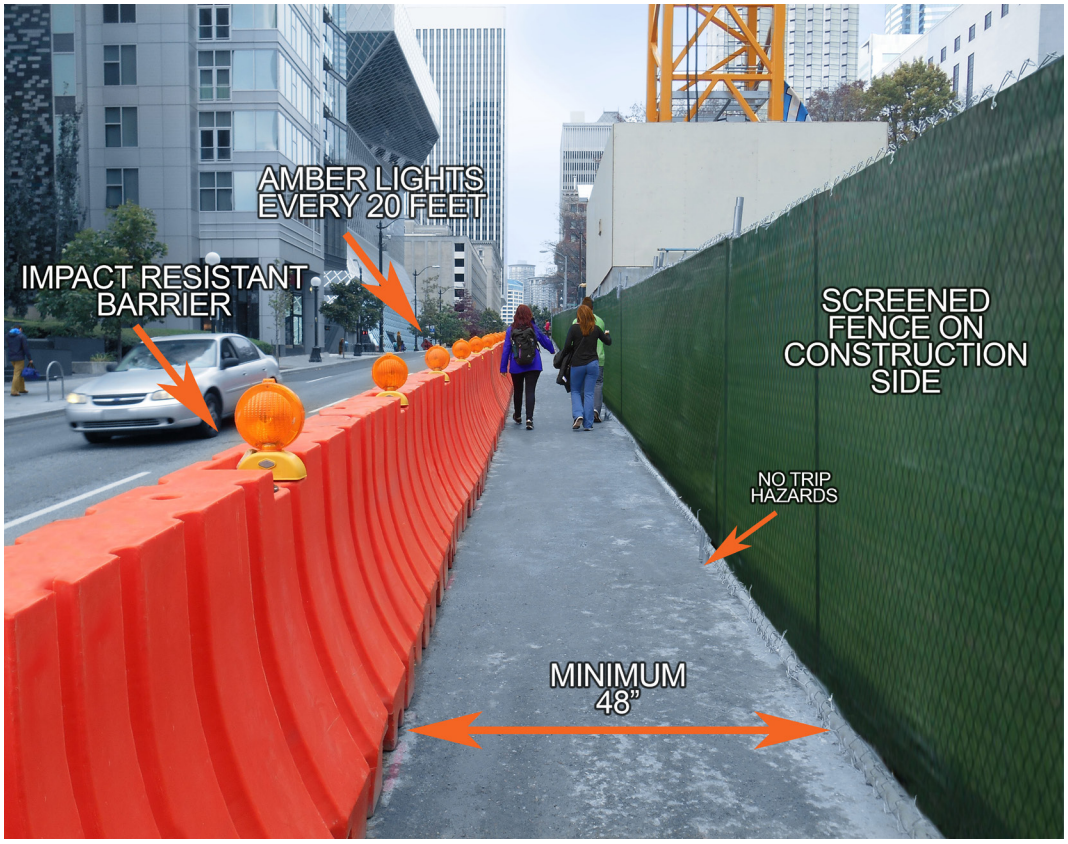
- ☐ A "Pedestrian Access" sign with way-finding arrow provided at the preceding intersection or crosswalk
- ☐ "Pedestrian symbol with arrow" sign attached to the closure at the reroute ingress and egress access points
- ☐ "Business Open Ahead" sign provided at the preceding intersection or crosswalk where business access exists on the block with the reroute

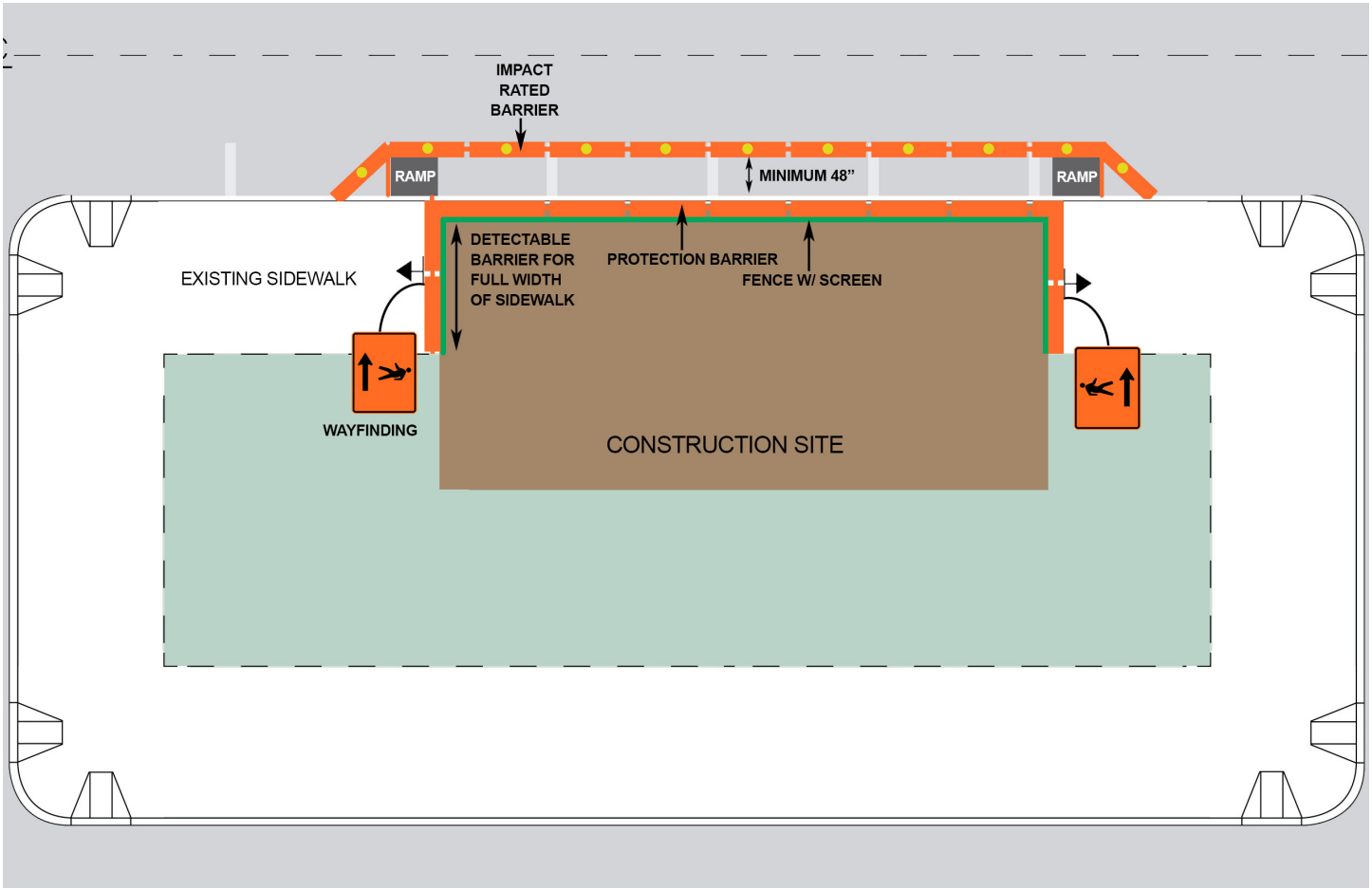
ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high contrast color (4"H x 1"W minimum) provided on both sides for length of walkway. Existing curbs are considered a detectable surface

ADA ramps

- ☐ Prefabricated ramps are provided at the reroute ingress and egress access points (preferred)
- ☐ Site designed hot mix asphalt ramps are provided at the reroute ingress and egress access points (alternate)
- ☐ Ramps must meet the following:
  1. Flush transition at top and bottom of ramp
  2. Detectable surfaces at top and bottom of ramp and detectable kickboards on exterior ramp edges. (4"H x 1"W minimum)
  3. Uniform and slip resistant surface
  4. Hand rail or board edge installed on inside edge (ramps with a rise greater than six inches require a handrail on both sides)
  5. Ramp edges highlighted with high contrast color
  6. Slopes and landing meet ADA requirements to the maximum extent feasible


AMBER LIGHTS EVERY 20 FEET
IMPACT RESISTANT BARRIER
SCREENED FENCE ON CONSTRUCTION SIDE
NO TRIP HAZARDS
MINIMUM 48”


IMPACT RATED BARRIER
RAMP
MINIMUM 48”
RAMP
DETECTABLE BARRIER FOR FULL WIDTH OF SIDEWALK
PROTECTION BARRIER
FENCE W/ SCREEN
EXISTING SIDEWALK
WAYFINDING
CONSTRUCTION SITE

METHOD 3: PEDESTRIAN DETOURS

Where pedestrian access cannot be maintained adjacent to the worksite for reasons of pedestrian safety or other considerations as allowed in Seattle Municipal Code, pedestrians will be directed to the opposite open sidewalk.

The closure of the existing sidewalk will be limited to the hours or phase of work that presents a pedestrian hazard only.

DETOUR CHECKLIST

Lighting

- ☐ Walkway continuously well-lit between sunset and sunrise
- ☐ If existing street lighting is removed for construction, the existing level of street illumination maintained

Screening

- ☐ Protective screening adjacent to the roadway provided where activity may create flying debris or dust
- ☐ Transparent wire mesh screening 4 to 7 feet in height adjacent to the roadway corner provided if the closure is within 30 feet of an intersection or corner

Barricades and Barriers

- ☐ Gates swing inward, away from the pedestrian pathway, and remain closed and securely fastened when not in use
- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities maintained

Crosswalk detour

- ☐ Water-filled barriers that extend the full width of the crosswalk placed in advance of a closed crosswalk (preferred)
- ☐ Cane-detectable barricade that extends the full width of the crosswalk placed in advance of a closed crosswalk (alternate)

Sidewalk detour

- ☐ Water-filled barriers that extend the full width of the sidewalk placed in advance of a closed sidewalk (preferred)
- ☐ Cane-detectable barricade that extends the full width of the sidewalk placed in advance of a closed sidewalk (alternate)

Signage

Crosswalk detour

- ☐ "Crosswalk closed" sign attached to the crosswalk barricade

Sidewalk detour

- ☐ "Sidewalk closed ahead" sign provided at the preceding intersection or crosswalk
- ☐ "Sidewalk Closed" sign attached to the closure

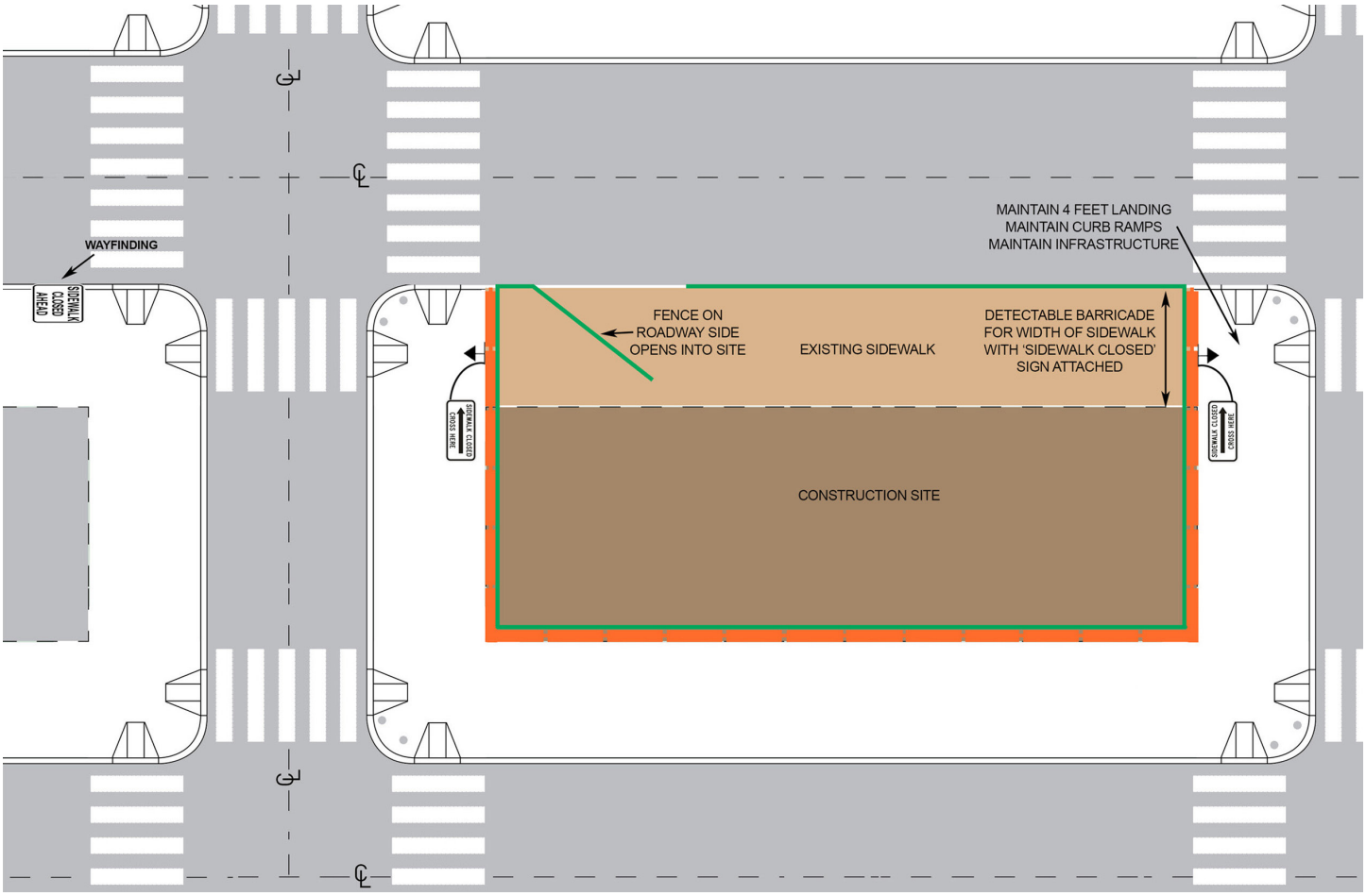
Mid-block detour

- ☐ "Sidewalk closed ahead" sign provided at the preceding intersection or crosswalk
- ☐ "Sidewalk Closed" sign attached to the closure
- ☐ "Business Open Ahead" sign provided at the preceding intersection or crosswalk where pedestrian access is maintained prior to the closure and business access exists on the block with the closure

ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high-contrast color (4"H x 1"W minimum) provided for the width of the closure, for example, the width of the sidewalk

ACCESS TO
CALL BUTTONS
100% PPE
BEYOND THIS POINT
Construction
Personnel
Entrance Only
SKANSKA
SIDEWALK CLOSED
CROSS HERE
400 Fairview
206.457.2386
CBRE
206.292.6000
4 FEET
LANDING
DETECTABLE
SURFACE


WAYFINDING
SIDEWALK CLOSED AHEAD
MAINTAIN 4 FEET LANDING
MAINTAIN CURB RAMPS
MAINTAIN INFRASTRUCTURE
FENCE ON
ROADWAY SIDE
OPENS INTO SITE
EXISTING SIDEWALK
DETECTABLE BARRICADE
FOR WIDTH OF SIDEWALK
WITH 'SIDEWALK CLOSED'
SIGN ATTACHED
CROSS HERE
SIDEWALK CLOSED
CROSS HERE
CONSTRUCTION SITE

METHOD 4: CORNER WORK

Where safety or other conditions require pedestrian closures at an intersection, the Rule specifies standards for visibility, crosswalk access, and access to working call buttons and existing ADA infrastructure. Note that temporary ADA companion ramps may be necessary.

CORNER WORK CHECKLIST

Walking Surface

- ☐ Minimum of 4 feet wide with no protrusions (8 feet may be required in heavy pedestrian areas)
- ☐ Continuous, solid, slip-resistant and well drained walkway provided for the entire length of the path

Lighting

- ☐ Walkway continuously well-lit between sunset and sunrise
- ☐ If existing street lighting is removed for construction, the existing level of street illumination maintained

Barricades and Barriers

- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities maintained

Crosswalk detour

- ☐ Water-filled barriers that extend the full width of the crosswalk placed in advance of the crosswalk (preferred)
- ☐ Cane-detectable barricade that extends the full width of the crosswalk placed in advance of the crosswalk (alternate)

Sidewalk or Intersection closure with reroute in parking lane

- ☐ Water-filled barrier that extends the full width of the sidewalk closure (preferred)
- ☐ Cane-detectable wood, fence or other approved barrier that extends full width of the sidewalk closure (alternate)
- ☐ On arterials, continuous, impact-resistant, anchored or stabilized Jersey barrier (or equivalent), in orange or orange and white, provided for the entire length of the walkway on the roadway side (preferred) Four or more amber lights every 20 feet employed for nighttime use
- ☐ On non-arterials, continuous rail system in place, such as split rail or interlocking Strongwall ADA barricades, where the work is short term.

Sidewalk or intersection detour (if parking lane does not exist)

- ☐ Water-filled barrier that extends full width of the sidewalk closure (preferred)
- ☐ Cane-detectable wood, fence or other approved barrier that extends full width of the sidewalk closure (alternate)

Signage

Crosswalk detour

- ☐ "Crosswalk closed" sign attached to the crosswalk barricade

Sidewalk or Intersection closure with reroute in parking lane

- ☐ "Pedestrian Access" sign provided at the preceding intersection or crosswalk
- ☐ "Pedestrian symbol with arrow" sign attached to the closure at the reroute ingress and egress
- ☐ "Businesses Open Ahead" sign placed at preceding intersection where applicable

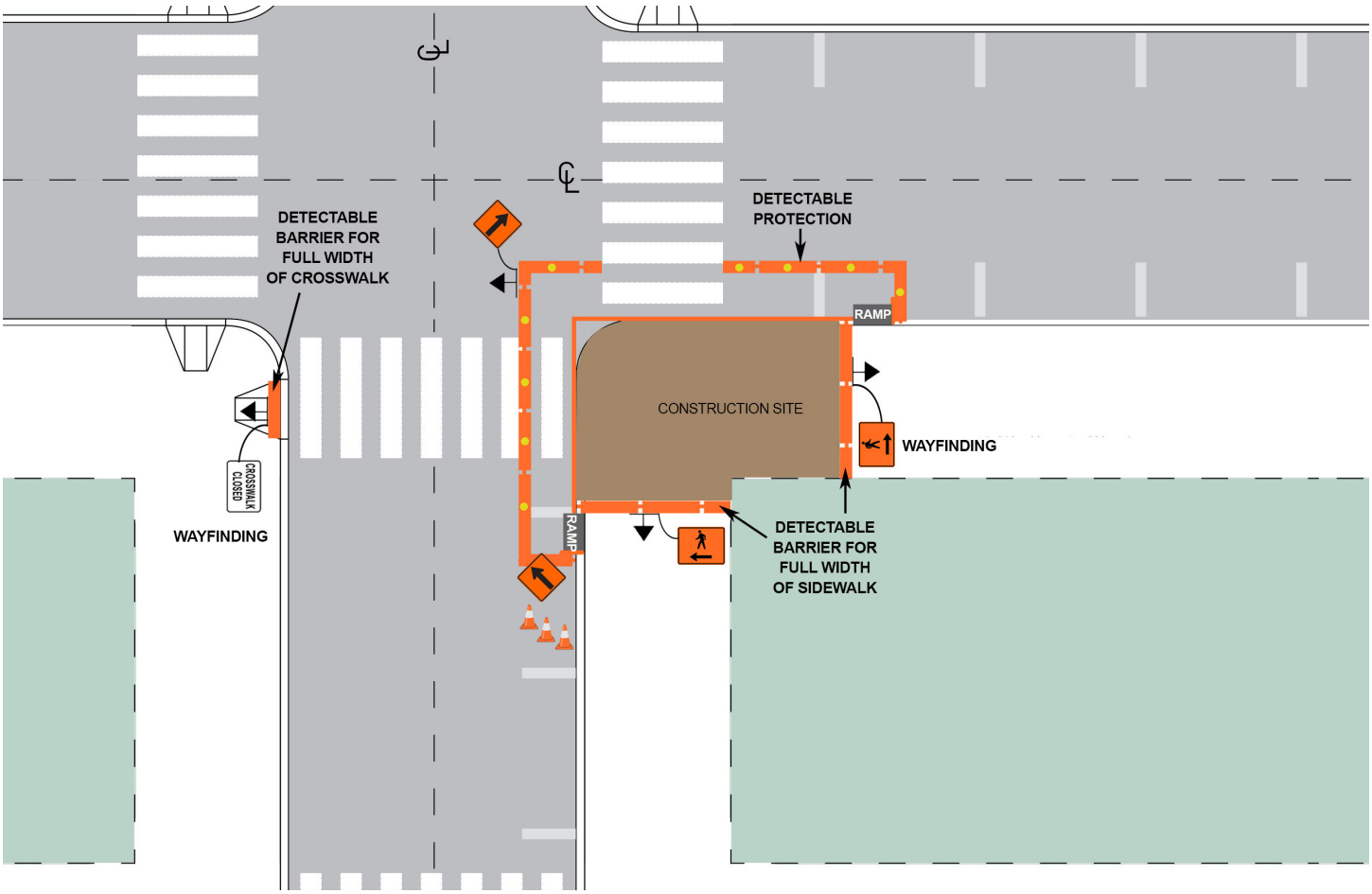
Sidewalk and/or Intersection detour

- ☐ "Sidewalk Closed Ahead" sign provided at the preceding intersection or crosswalk
- ☐ "Sidewalk Closed" sign attached to the closure

ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high contrast color (4"H x 1"W minimum) provided on both sides for the length of walkway. Existing curbs are considered a detectable surface.
- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities maintained

SIDEWALK BARRICADE
CONTINUOUS HANDRAIL
REFLECTIVE DETECTABLE LOW BARRIER


DETECTABLE BARRIER FOR FULL WIDTH OF CROSSWALK
DETECTABLE PROTECTION
RAMP
CONSTRUCTION SITE
WAYFINDING
CROSSWALK CLOSED
WAYFINDING
RAMP
DETECTABLE BARRIER FOR FULL WIDTH OF SIDEWALK

METHOD 5: COVERED WALKWAYS

Where safety or other conditions require a covered walkway, the covered walkway must be structurally sound and may require additional technical review by Street Use.

COVERED WALKWAY CHECKLIST

Walking surface

- ☐ Minimum of 4 feet wide with no protrusions (8 feet may be required in designated heavy pedestrian areas)
- ☐ Continuous, solid, slip-resistant and well drained walkway provided for the entire length of the path

Lighting

- ☐ Interior continuously well-lit between sunset and sunrise along entire length of the covered walkway

Roof

- ☐ Clear and unobstructed ceiling height of not less than 8 feet vertical above the walkway
- ☐ Roof is designed to carry the loads imposed upon it. Minimum live load carrying capacity is not less than 150 pounds per square foot, uniformly loaded (if live and/or loads exist, the roadway side of the scaffolding extends at least1 foot past the roof)
- ☐ Tightly boarded with covering of roofing paper or other material to prevent water from falling through

Barricades and Barriers

- ☐ Where the covered walkway is within a roadway, the vehicle traffic side has Jersey barriers or equivalent impact resistant water-filled barriers with a continuous reflector system adjacent to travel lane
- ☐ Covered walkways greater than 10 feet in length have openings above the impact resistant barrier or guardrails to the maximum extent feasible on the roadway side
- ☐ The covered walkway structure does not impede sight distance at corners
- ☐ The covered walkway structure does not impede bus or heavy vehicle mirror encroachments
- ☐ The covered walkway structure does not impede the 3 feet door-swing radius where adjacent parking is allowed
- ☐ The covered walkway structure incorporates and/or maintains access to existing sidewalk fixtures (e.g. fire hydrants)
- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities such as working call buttons, maintained
- ☐ When required by SMC 15.22.122, a continuous handrail not less than 3 ½ feet high and capable of withstanding a 50 pound load per foot horizontally installed along at least one side of the covered walkway to aid pedestrians

Signage

- ☐ Advanced signage placed at the preceding intersection or crosswalk on both ends of the covered walkway structure noting "Covered walkway ahead" or "Pedestrian Access" with a way-finding arrow.

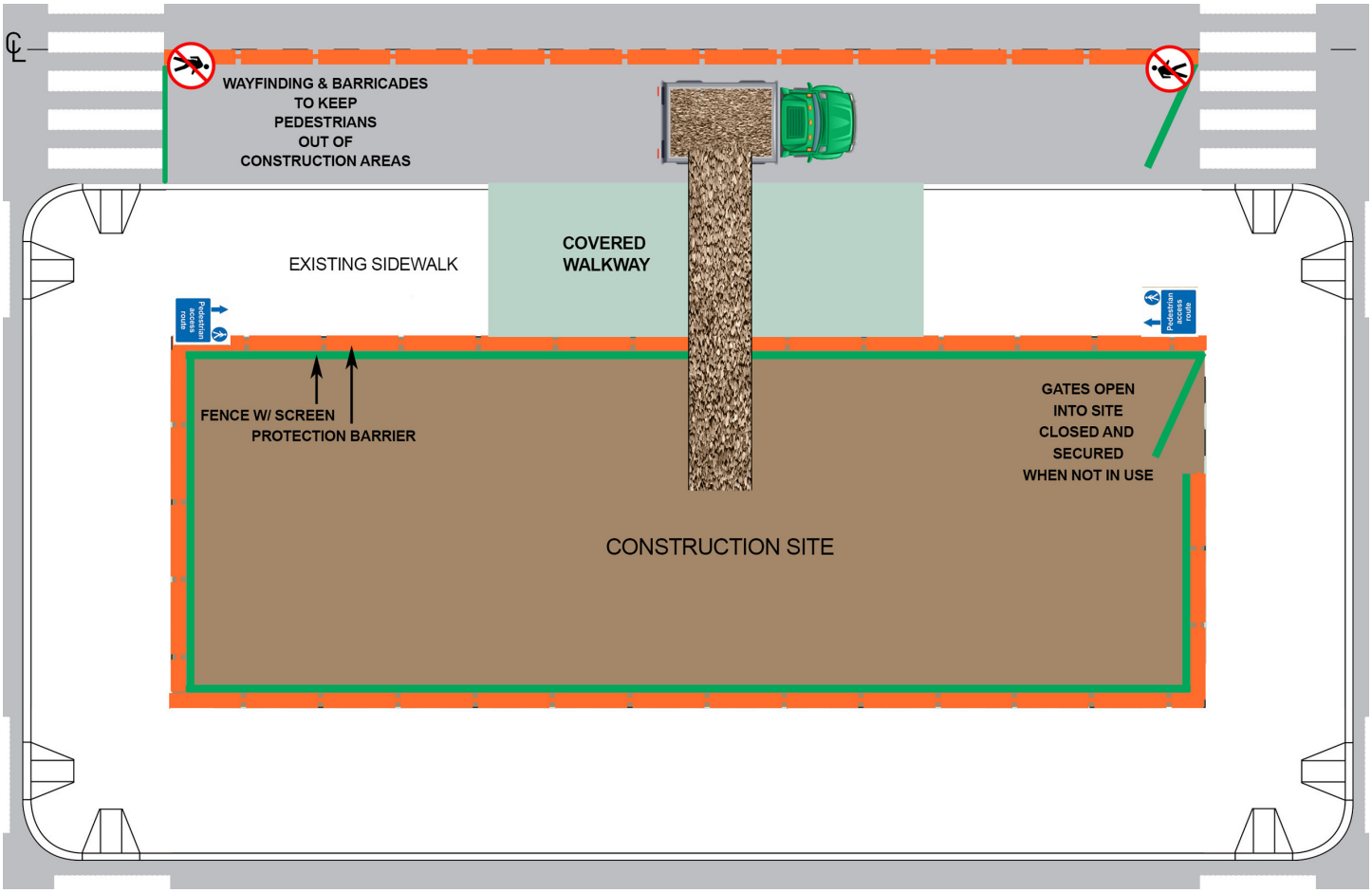
ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high contrast color (4"H x 1"W minimum) provided on both sides for length of walkway
- ☐ Slope-compliant, stable and slip-resistant transition ramp is provided at the covered walkway ingress and egress access points, with edges highlighted with high contrast color (handrail required on both sides if rise is greater than 6 inches)

Maintenance

- ☐ No postings other than signs permitted under SMC 23.55
- ☐ The walls, roof, and floor of the covered walkway are washable and maintained free of postings, graffiti, or advertising of any type
- ☐ Where visibility into a covered walkway is limited due to placement of the walkway or existing structures, security monitoring may be required

CONVEYOR
LIGHTING
PRIVATE PROPERTY
NO TRESPASSING
HANDRAILS
GRADUAL RAMP FOR SMOOTH TRANSITION


WAYFINDING & BARRICADES TO KEEP PEDESTRIANS OUT OF CONSTRUCTION AREAS
EXISTING SIDEWALK
COVERED WALKWAY
Pedestrian access route
Pedestrian access route
FENCE W/ SCREEN PROTECTION BARRIER
GATES OPEN INTO SITE CLOSED AND SECURED WHEN NOT IN USE
CONSTRUCTION SITE

METHOD 6: SCAFFOLDING

Where safety or other conditions require a scaffold, the scaffold must be structurally sound and may require additional technical review by Street Use.

SCAFFOLD CHECKLIST

Walking surface

- ☐ Minimum of 4 feet wide with no protrusions (8 feet may be required in heavy pedestrian areas)
- ☐ Continuous, solid, slip-resistant and well drained walkway provided for the entire length of path

Lighting

- ☐ Interior continuously well-lit between sunset and sunrise along entire length of the scaffold

Fixtures

- ☐ Scaffolding designed to incorporate and/or maintain access to existing sidewalk fixtures (e.g. fire hydrants, poles, parking meters etc.)

Roof

- ☐ Clear and unobstructed ceiling height of not less than 8 feet vertical above the walkway
- ☐ Roof is designed to carry the loads imposed upon it. Minimum live load carrying capacity not less than 150 pounds per square foot, uniformly loaded (if live and/or loads exist, the roadway side of the scaffolding extends at least 1 foot past the roof)
- ☐ Tightly boarded and covered with roofing paper or other material to prevent water from falling through

Barricades and Barriers

- ☐ If the scaffold is within a roadway, the roadway side has Jersey barriers or equivalent impact resistant water-filled barriers with a continuous reflector system adjacent to travel lane
- ☐ Scaffold is open to the maximum extent feasible on the roadway side
- ☐ The scaffold structure does not impede sight distance at corners
- ☐ The scaffold structure does not impede bus or heavy vehicle mirror encroachments
- ☐ The scaffold structure does not impede the 3 feet door-swing radius where adjacent parking is allowed
- ☐ Access to existing ADA infrastructure, signaling devices and transit facilities is maintained
- ☐ When required by SMC 15.22.122, a continuous handrail not less than 3 ½ feet high and capable of withstanding a 50 pound load per foot horizontally is installed along at least one side of the scaffold to aid pedestrians

Signage

- ☐ A "Pedestrian Access" sign is attached to the walkway, along with sufficient way finding in advance of the walkway to distinguish pedestrian access from construction site access

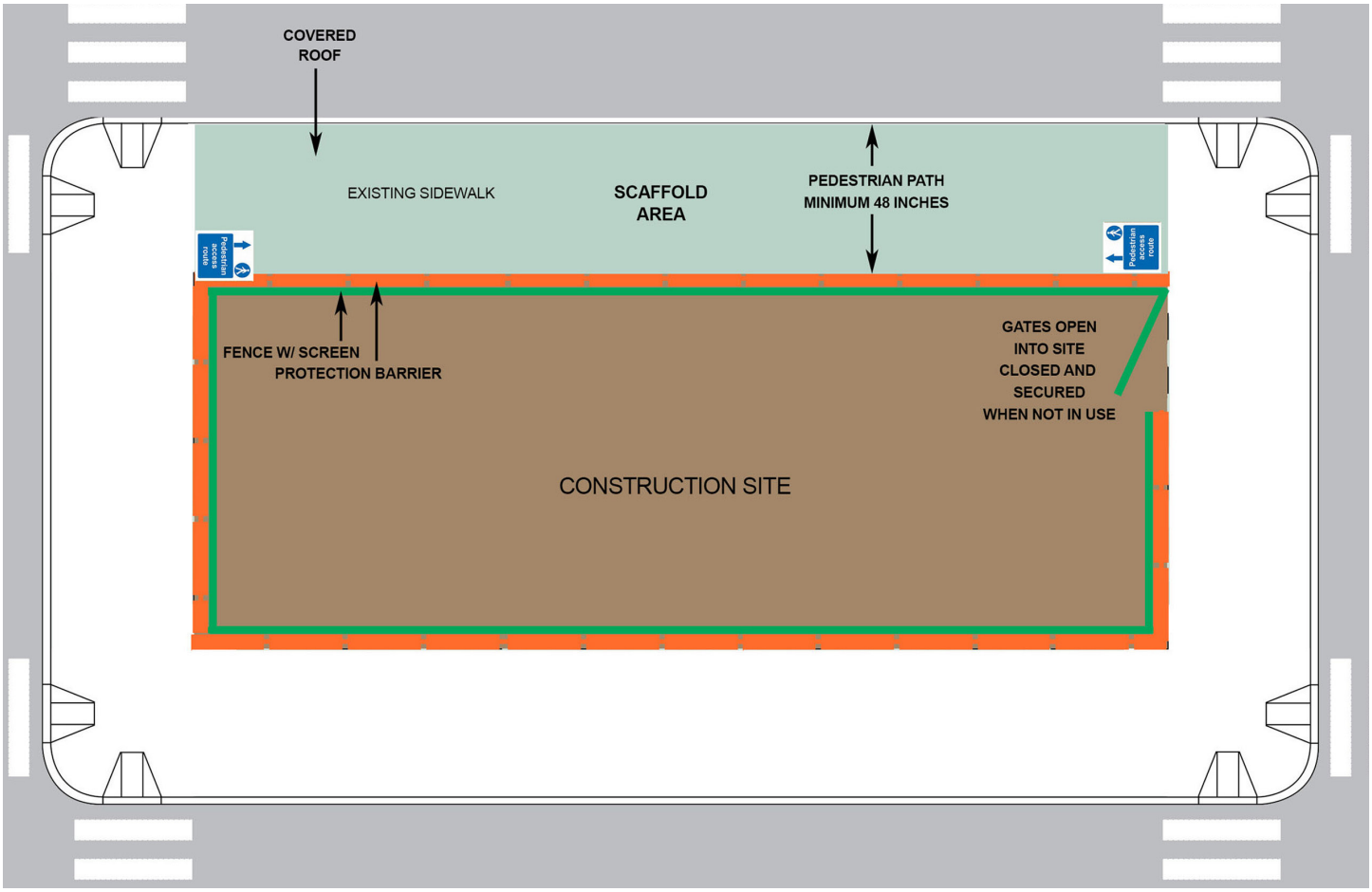
ADA

- ☐ Continuous cane-detectable surface or kickboard system highlighted in a high contrast color (4"H x 1"W minimum) provided on both sides for the length of walkway. Existing curbs are considered a detectable surface.
- ☐ Slope-compliant stable and slip-resistant transition ramp is provided at the scaffolding ingress and egress access points with edges highlighted in high contrast color material (handrail required on both sides if rise is greater than 6 inches)

Maintenance

- ☐ No postings other than signs permitted under SMC 23.55

LIGHTING
DETECTABLE KICKBOARDS
MINIMUM 4' X 4' LANDING


COVERED ROOF
EXISTING SIDEWALK
SCAFFOLD AREA
PEDESTRIAN PATH MINIMUM 48 INCHES
Pedestrian access route
Pedestrian access route
FENCE W/ SCREEN PROTECTION BARRIER
GATES OPEN INTO SITE CLOSED AND SECURED WHEN NOT IN USE
CONSTRUCTION SITE