

VI. PEDESTRIAN ACCESS, CONTROL AND PROTECTION

When the work area encroaches upon a sidewalk, pedestrian walkway or crosswalk area, special considerations must be given to the pedestrian's access and safety. A maximum effort must be made to provide and maintain an accessible, safe, clearly defined and convenient pedestrian way separate from the work area. (Figure VI- 1)

Protective barricades, fencing, and bridges, together with warning and guidance devices and signs, shall be utilized so that the passageway for pedestrians is wheelchair accessible, safe and well defined. Pedestrian walkways across excavations shall be provided with suitable handrails. Foot bridges shall be safe, strong, free of bounce and sway, and free of cracks, holes, and irregularities that could cause tripping. Wheelchair accessible ramps shall be provided at the entrances and exits of all raised footbridges.

Adequate illumination and reflectorization shall be provided during hours of darkness. All walkways shall be maintained at least 4' wide with 7' wide pullouts every 85' except in areas of unusually heavy pedestrian traffic such as business districts, where the minimum width should be 8'. A pullout is defined as an area where one wheelchair can pass another wheelchair in the opposite direction. Pedestrian access to recommended school walking route crossings shall be maintained at all times.

Where walkways are closed by construction, a wheelchair accessible alternate walkway shall be provided, preferably within the planting strip area. Where it is necessary to divert pedestrians into the roadway, barricading or channelizing devices shall be provided to separate the pedestrian walkway from the adjacent traffic lane. Temporary curb ramps shall be provided to maintain wheelchair accessibility. At no time shall pedestrians be diverted into a portion of the street used concurrently by moving vehicular traffic.

At locations where adjacent alternate walkways cannot be provided, appropriate signs shall be posted at the limits of construction and in advance of the closure at the nearest crosswalk or intersection to divert pedestrians across the street. A flagger shall be required on arterials to assist pedestrians across the street at non-signalized intersections.

To prevent visually impaired people from inadvertently entering a closed area, physical barricades shall be installed to prevent passage. Devices which channelize pedestrians to a defined path shall have a rail within 2" of the path surface for cane detection and shall be spaced closely enough to maintain cane detection. All pedestrian walkways shall be wheelchair accessible at all times. Pedestrian access shall be maintained to all properties adjacent to the construction site.



Where required by special provisions, fixed pedestrian ways (of fence and canopy type as illustrated in Figure VI-3) shall be considered and shall include the following:

1. The traffic approach end of the barricade shall have a fixed handrail extending from curb to outermost side of the pedestrian walkway. The area from the handrail to approximately the bumper rail shall be covered and marked with standard 45 degree angle orange and white reflectorized markings sloping downward on the side on which traffic must pass. The area of this panel shall have a minimum of 4' x 2' reflectorization.
2. A high level warning board with minimum height of 2' and width equal to that of the walkway shall be mounted above pedestrian walks on all traffic approaches. The warning board shall be striped with the standard 45 degree angle orange and white markings sloping downward on the side on which traffic must pass.
3. Yellow warning lights shall be mounted on 20' centers along the traffic side of the barricade. They shall be installed approximately 8' above the roadway surface.
4. A continuous 2" x 12" bumper guardrail should be mounted on the street side of the structure at a height of 10" from the pavement to the bottom of the rail.
5. The street side of a walkway shall be 3' 6" high from the bottom of the walkway, plus or minus 6", excepting structural members, for security concerns.
6. Relocating a pedestrian crosswalk further than 10' from pedestrian signal indications requires use of a UPO or installation of a temporary pedestrian signal head.
7. School routes require special attention. For more information, see:
<http://www.seattleschools.org/area/transportation/walk/index.dxml>



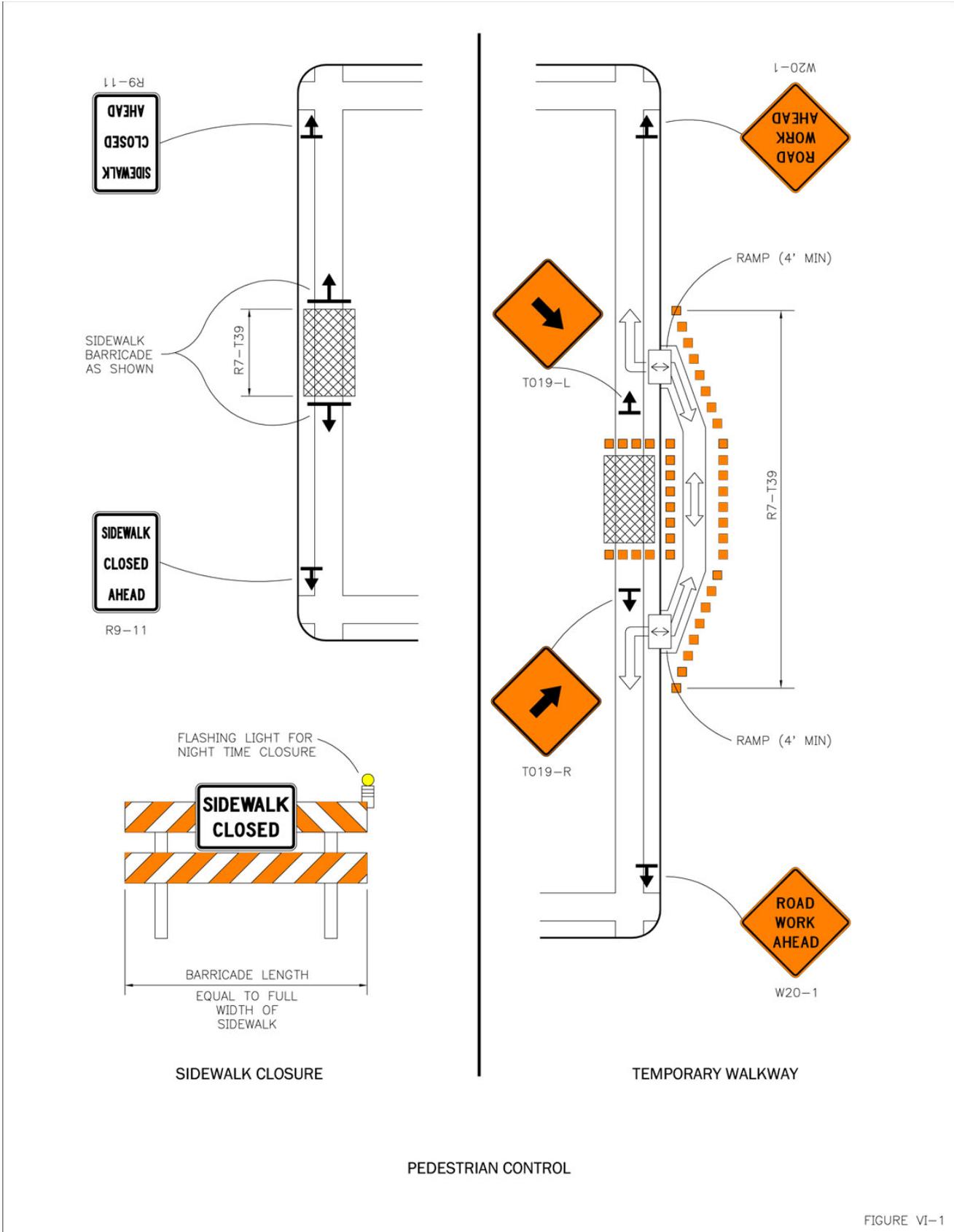
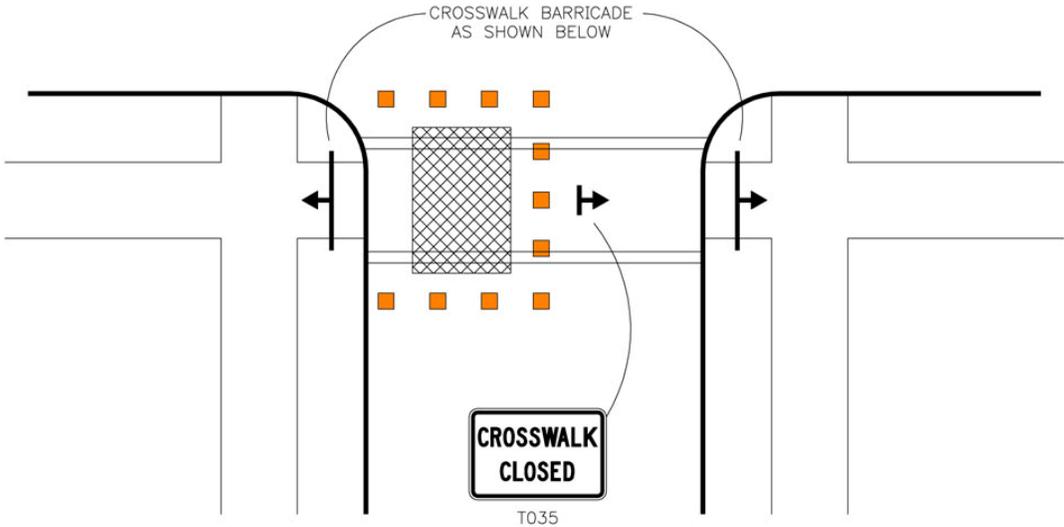


FIGURE VI-1



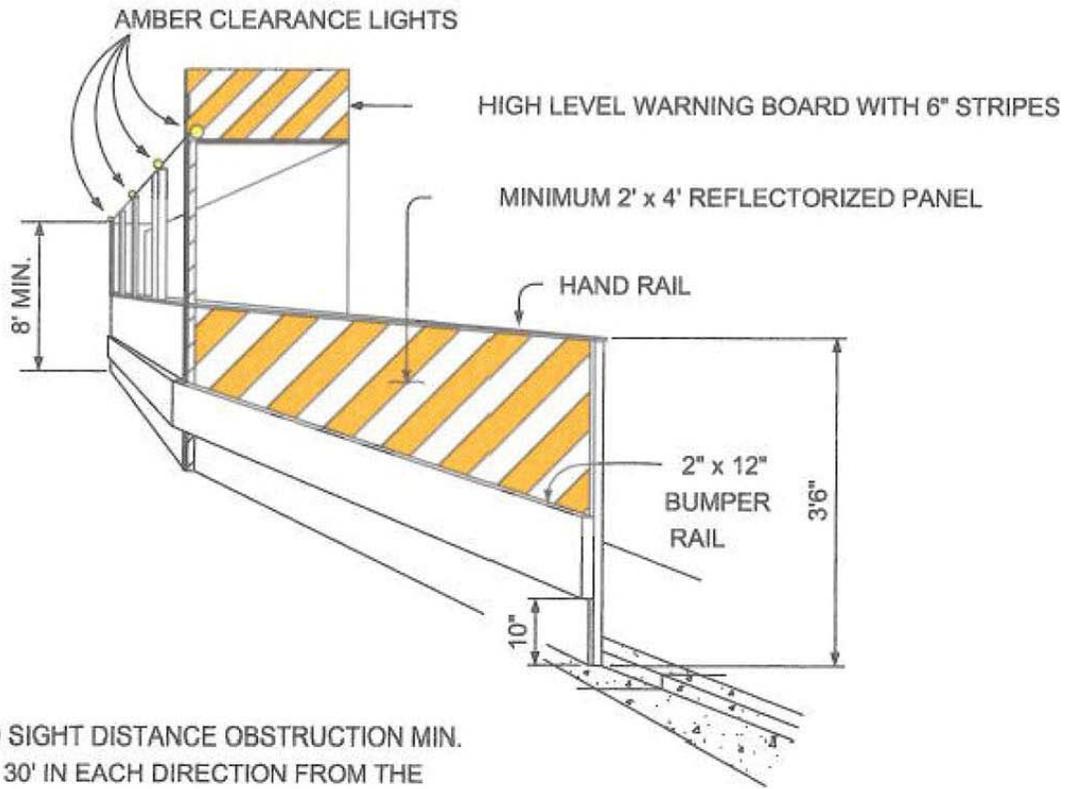


CROSSWALK CLOSURE

PEDESTRIAN CONTROL

FIGURE VI-2





NO SIGHT DISTANCE OBSTRUCTION MIN.
30' IN EACH DIRECTION FROM THE
CORNER OF THE INTERSECTION

PROVIDE FOR
TRAFFIC SIGNAL
VISIBILITY

