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MEMORANDUM

Capital Projects Department

Date: January 11, 2008
To: ACHD's Design Consultants
From: Don Kostelec
Subject: Project development – ADA during construction

The information below outlines ACHD's responsibilities for meeting ADA requirements during construction. This information is respectively from the US Department of Transportation Federal Highway Administration (FHWA) - Manual on Uniform Traffic Control Devices (MUTCD) (<http://mutcd.fhwa.dot.gov/htm/2003r1/part6/part6d.htm>), FHWA - Designing Sidewalks and Trails for Access (<http://www.fhwa.dot.gov/download/hep/environment/11chapter10.pdf>), and the United States Access Board - Accessible Rights-of-Way: A Design Guide (<http://www.access-board.gov/PROWAC/draft.htm#302>). All project managers should ensure these are addressed in the documents prepared for future construction projects.

FHWA MUTCD Section 6D.02 Accessibility Considerations

Support:
Additional information on the design and construction of accessible temporary facilities is found in publications listed in Section 1A.11 (see Documents 10 and 29 through 31).

Guidance:
The extent of pedestrian needs should be determined through engineering judgment or by the individual responsible for each TTC zone situation. This individual should be aware that the absence of a continuous pathway, including curb ramps and other accessible features, might preclude the use of the facility by pedestrians with disabilities.

Standard:
When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

Guidance:
To accommodate the needs of pedestrians, including those with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

- A. Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC process. Pedestrians should be provided with a reasonably safe, convenient, and accessible path that replicates as much as practical the desirable characteristics of the existing pedestrian facilities.
- B. Access to temporary transit stops should be provided.
- C. Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices, accessible pedestrian signals, or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision. Where pedestrian traffic is detoured to a TTC signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.
- D. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should adhere to the provisions of Section 6F.68.
- E. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).
- F. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 1500 mm (60 in) throughout the entire length of the pedestrian pathway, a 1500 x 1500 mm (60 x 60 in) passing space should be provided at least every 60 m (200 ft), to allow individuals in wheelchairs to pass.
- G. Signs and other devices mounted lower than 2.1m (7 ft) above the temporary pedestrian pathway should not project more than 100 mm (4 in) into accessible pedestrian facilities.

FHWA

Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide, Ch. 10 Sidewalk Maintenance and Construction Site Safety; p. 10-8

“A continuous route for all pedestrians must be maintained at all times. It is not acceptable to simply close a sidewalk without identifying an alternate circulation route. The alternate route must enable pedestrians to bypass the construction site without retracing their steps or going significantly out of their way. ... When a temporary route is established, it must be accessible to people with disabilities. Information sources should be used to provide advance warning to pedestrians of the presence of the sidewalk construction site and to clearly mark the alternate circulation route available. ... It is

particularly important to ensure that all information sources are accessible to people with vision and cognitive impairments ...”

This is followed by a series of implementation measures to properly delineate the alternate route.

Access Board:

Accessible Rights-of-Way: A Design Guide - 3.7.2 Temporary Access

In locations where a continuous sidewalk or street crossing route cannot be provided for pedestrians—for example, when construction barricades intervene—an alternate route should be available. This may require temporary walkways and curb ramps to maintain access to addresses along a sidewalk obstructed for more than a short time (SEE FIGURE 51).

Sidewalk barriers should be detectable by blind pedestrians or those who have low vision. Plastic tape, movable cones, and print signs at a sidewalk excavation will not generally provide adequate notice or protection. Accessibility provisions for protruding objects and construction barrier criteria in MUTCD offer helpful guidance in this area.

Draft Rules

R205 Alternate Pedestrian Access Route

When an existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary conditions, an alternate pedestrian access route complying to the maximum extent feasible with R301, R302, and Section 6D.01 and 6D.02 of the MUTCD (incorporated by reference; see R104.2.1) shall be provided.

Advisory R205 Alternate Pedestrian Access Route. Same-side travel is preferred because it does not increase pedestrian exposure and risk of accident consequent upon added street crossings. A route that uses vehicle lane width may be shorter, safer, and more usable than one that requires two street crossings, even if the roadway surface is imperfect. Part 6D.01 of the MUTCD requires alternate routes to provide the best elements of accessibility provided in the pedestrian circulation route before its disruption.

R302 Alternate Circulation Path

R302.1 General. Alternate circulation paths shall comply with R302 and shall contain a pedestrian access route complying with R301. (DK <R301 contains the specific references to slopes, widths, etc.>)

Advisory R302.1 General. Temporary routes are alterations to an existing developed pedestrian environment and are required to achieve the maximum accessibility feasible under existing conditions.

R302.2 Location. To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route.

Advisory R302.2 Location. Where it is not feasible to provide a same-side alternate circulation path and pedestrians will be detoured, section 6D.02 of the MUTCD specifies that the alternate path provide a similar level of accessibility to that of the existing disrupted route. This may include the incorporation of accessible pedestrian signals (APS), curb ramps, or other accessibility features.

R302.3 Protection. Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with R302.4.

Advisory R302.3 Protection. When it is necessary to block travel at the departure curb to close a crosswalk that is disrupted by excavation, construction, or construction activity, care must be taken to preserve curb ramp access to the perpendicular crosswalk. This may require additional pedestrian channelization if only a single diagonal curb ramp serves the corner.

Figures 6H-28 and 6H-29 of the MUTCD specify notification signage for pedestrian closings and detours. Audible signage triggered by proximity switches can provide information to pedestrians who do not use print signs.

R302.4 Pedestrian Barricades and Channelizing Devices. Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see R104.2.4).

R302.4.1 Detectable Base. A continuous bottom edge shall be provided 150 mm (6 in) maximum above the ground or walkway surface.

R302.4.2 Height. Devices shall provide a continuous surface or upper rail at 0.9 m (3.0 ft) minimum above the ground or walkway surface. Support members shall not protrude into the alternate circulation path.

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