

Sidewalk Closures Policy

Background:

For any sidewalk closure there needs to be an alternate accessible pedestrian route and is hereto defined as a path of travel when an existing pedestrian route is blocked by construction, alteration, maintenance, or other temporary conditions. Currently the City of Sacramento's DOT addresses this issue via the Contract Special Provisions and Traffic Control Plan (to include vehicle, pedestrian, bicycle, etc.) submitted to staff before construction activities begin. Although the current special provisions address access to pedestrians with disabilities in concept, more specificity and clarification are needed in order to keep abreast of the public rights-of-way accessibility requirements and to create a consistent set of standards for the individuals/entities who do construction work in the City's rights-of-way.

Accessibility Requirements:

Section R302 of the Revised Draft Guidelines for the Public Rights-of-Way published in November of 2005 by the United States Access Board, requires an alternate access route when the existing pedestrian route is temporarily closed. Although the Draft Guidelines are not currently enforceable by the US Department of Justice, they represent best practices that should be followed when appropriate. It is preferable that the alternate accessible pedestrian route is adjacent to the initial path of travel where feasible. The alternate accessible route shall be clearly marked and detectable by pedestrians with visual impairments. In cases where the alternate accessible pedestrian route cannot be maintained adjacent to the construction site, pedestrians may be routed to the opposite side if adequate signage and appropriate and safe crossing options are provided. Particular attention is directed to the California MUTCD, Chapter 6D – Pedestrian and Worker Safety and Chapter 6F – Temporary Traffic Control Zone Devices.

Standards:

Before the beginning of construction or before an encroachment permit is approved, the Project Manager or Contractor shall submit a traffic control plan whereby she/he specifically outlines the alternate accessible pedestrian route. The traffic control plan will be reviewed by the Department of Transportation staff for compliance. In designating an alternate accessible pedestrian route, the following accessibility elements must be followed to the maximum extent feasible:

1. Overall, tape and traffic cones are not acceptable methods for directing or guiding pedestrians to an alternate route or providing a barricade due to their lack of detectability by pedestrians who are blind and use a long cane to navigate.
2. It is preferable for the alternate accessible pedestrian route to be adjacent to the initial path of travel where it is safe and feasible to do so.
3. The sidewalk's running slope must be equal to that of the adjacent vehicular way
4. No vertical displacements greater than ¼ of an inch are allowed within the walking surface; if a displacement of greater than ¼ of an inch exists it can be temporarily

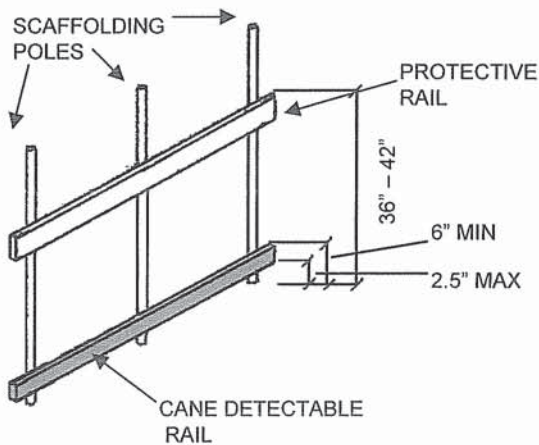
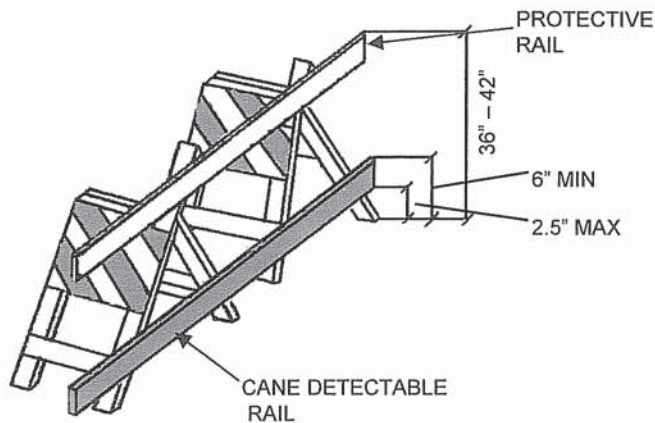
mitigated by a asphalt patch not to exceed a 1:12 (8.33%) slope.

5. The clear width of the alternate pedestrian route shall be 48" minimum.
6. Single points are allowed to reduce to 36" for a distance of up to 2 ft.
7. No objects shall protrude more than 4" between 27" and 80" in height and into the path of travel.
8. Where a sidewalk closure or channeling is required it shall conform to the required elements applicable to sidewalk barricades shown in Attachment 1 (See Pedestrian Barricades). The top of the bottom rail of the barricade shall be no less than 6" above ground and the bottom of the bottom rail of the barricade shall be no more than 2.5" above the ground for long cane detectability. The bottom rail is to be highly visible, painted orange, white, or yellow. The top of the top rail of the barricade shall be between 36"- 42" above ground. The rails shall extend across barricades for the full width of the closed sidewalk or curb ramp. When rails are used to channel pedestrians the rails shall extend the entire length of the temporary path of travel so that there are no gaps in the rails.
9. Where temporary fencing delineates and parallels the edge of the walkway, the footings of the fence shall be kept outside the 48" walkway to eliminate tripping hazards.
10. Where curb, gutter or sidewalk is removed, barricades are to be installed by the contractor. Barricades shall remain in place a minimum of 72 hours after concrete has been poured on new curb, gutter, and sidewalk. Contractors shall be responsible for monitoring and keeping barricades placed on curb, gutter, and sidewalk work site during the 72 hour requirement and/or until paved back.
11. Where detours are provided, sidewalk signs indicating that the sidewalk, curb ramp, or both the sidewalk and curb ramp are closed to through pedestrian traffic are required. These signs shall be placed so as to provide ample warning of the detour to people with mobility impairments and minimize backtracking. Signs shall be placed so that they are visible from the sidewalk before the detour begins (see Attachment 2 for sign placement).
12. During detours, access shall be provided by directing all pedestrian traffic to the unaltered side of the street where marked crossings and usable curb ramps exist; if such elements do not exist, temporary marked crosswalks and temporary ramps shall be provided. Any plan proposing temporary marked crosswalks and ramps must be approved by Traffic Engineering.
13. In the Downtown area, which is bounded by Highway 50, Sacramento River, American River, and Business 80, the Contractor will only be allowed to work at one (1) corner of an intersection at one time, or up to two (2) corners of any two adjacent intersections, all on the same side of the primary street being constructed.
14. In all other areas, the Contractor shall be allowed to work at up two (2) corners of an intersection at one time, or at up to three (3) corners of any two adjacent intersections, all on the same side of the primary street being constructed.
15. No additional construction work shall be allowed at the two (2) adjacent intersections until the truncated domes are fully installed.

Proposed variances from the above guidelines shall be reviewed and approved by the Construction Traffic Management Engineer and ADA Physical Access Manager.

Rev. 10/07

Pedestrian Barricade



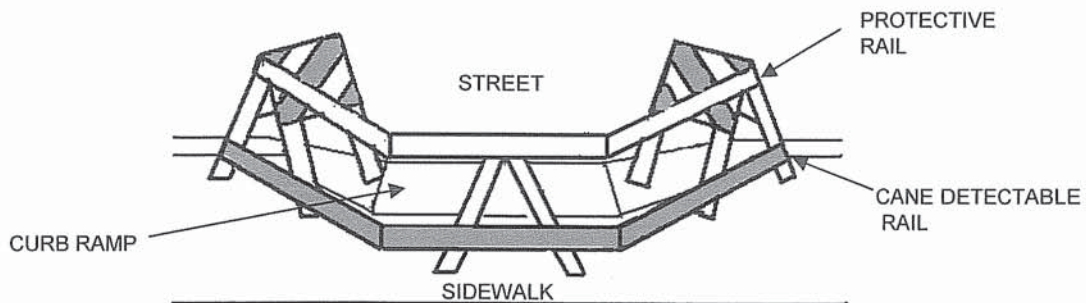
BARRICADE ELEMENTS

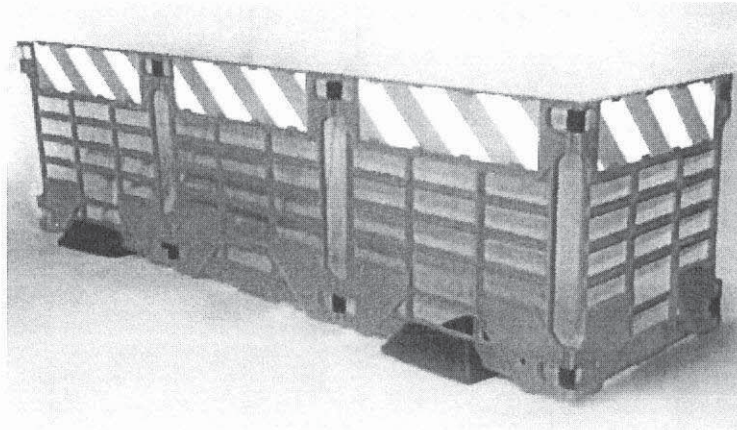
(Minimum Requirements)

- Tape and traffic cones not acceptable.
- Cane detectable, solid rail a maximum of 2.5" above grade and a minimum of 6" above grade that extends across entire width of sidewalk/curb ramp.
- Solid protective rail 36" - 42" above grade that extends across the entire width of the sidewalk/curb ramp.
- Cane detectable rail is highly visible, painted either orange, white, or yellow and should match the color of the adjacent channeling or traffic control devices, if any are present.
- When used to channel pedestrians, the rails shall extend the entire length of the temporary walkway so that there are no gaps in the rail.

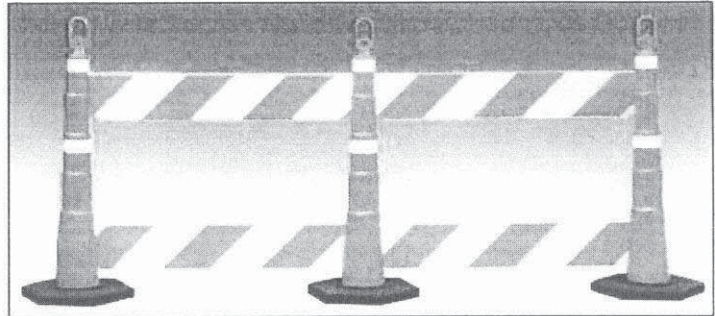
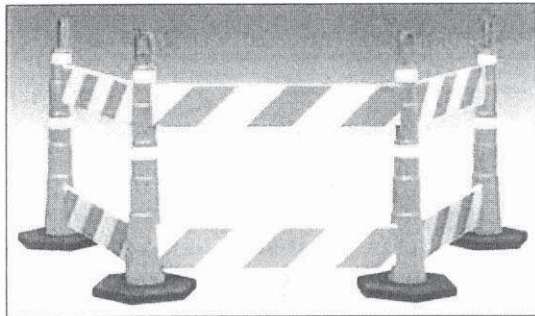
OPTIONS

- Type I, II, or III barricades placed end to end and fastened together to create one rigid barrier with rails that meet above requirements.
- Chain link fencing equipped with toe rail that extends the entire length of the temporary walkway and protrudes to the face of the footings.
- See California MUTCD, sections 6D and 6F.68 for additional guidance.





Remcon Plastics, Incorporated
www.remcon.com/safety-products/pedestrian-barricade



Plastic Safety Systems, Incorporated
www.plasticsafety.com/barricade.navigator.asp



Pedestrian Channeling Using Type 1 Barricade

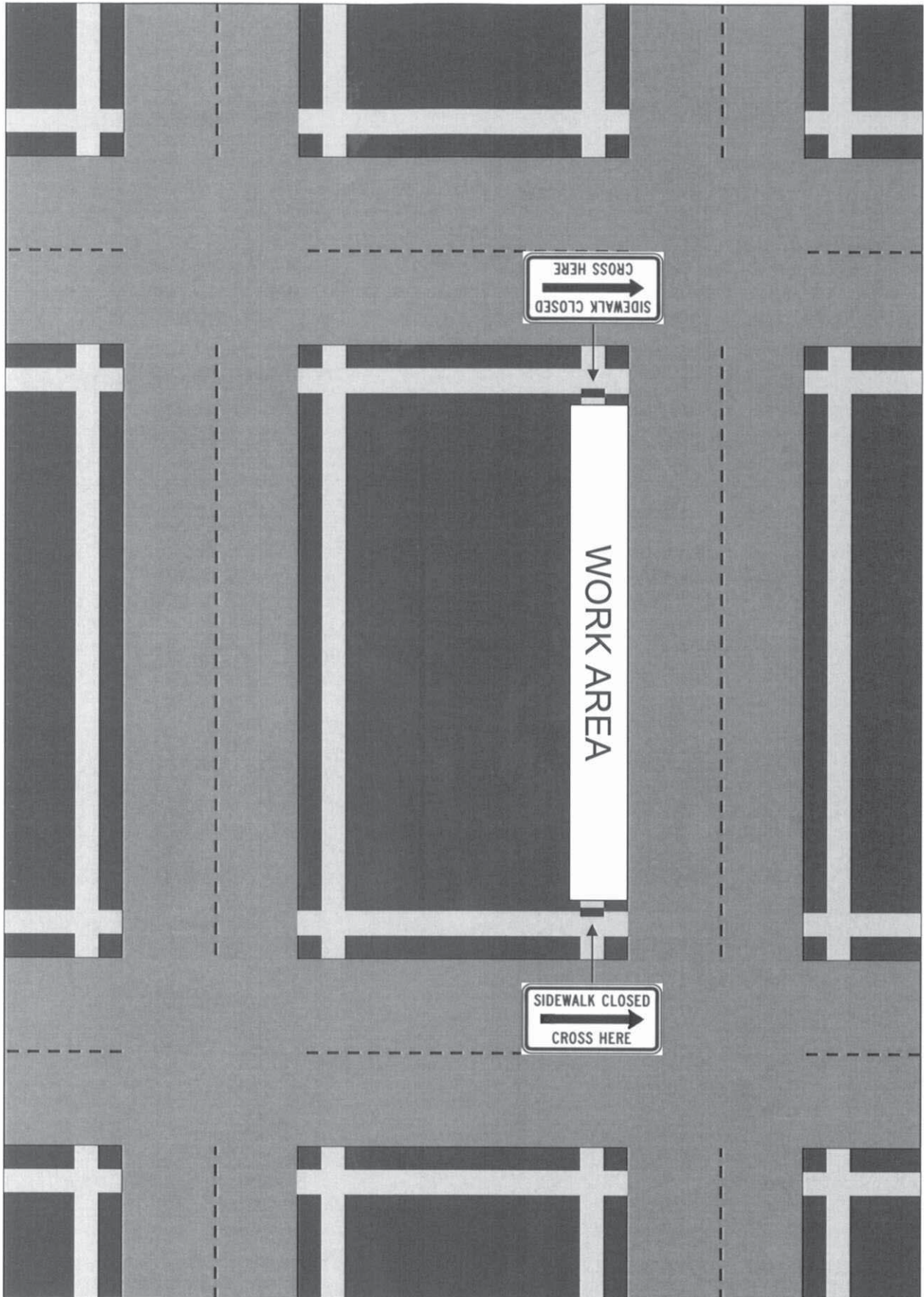


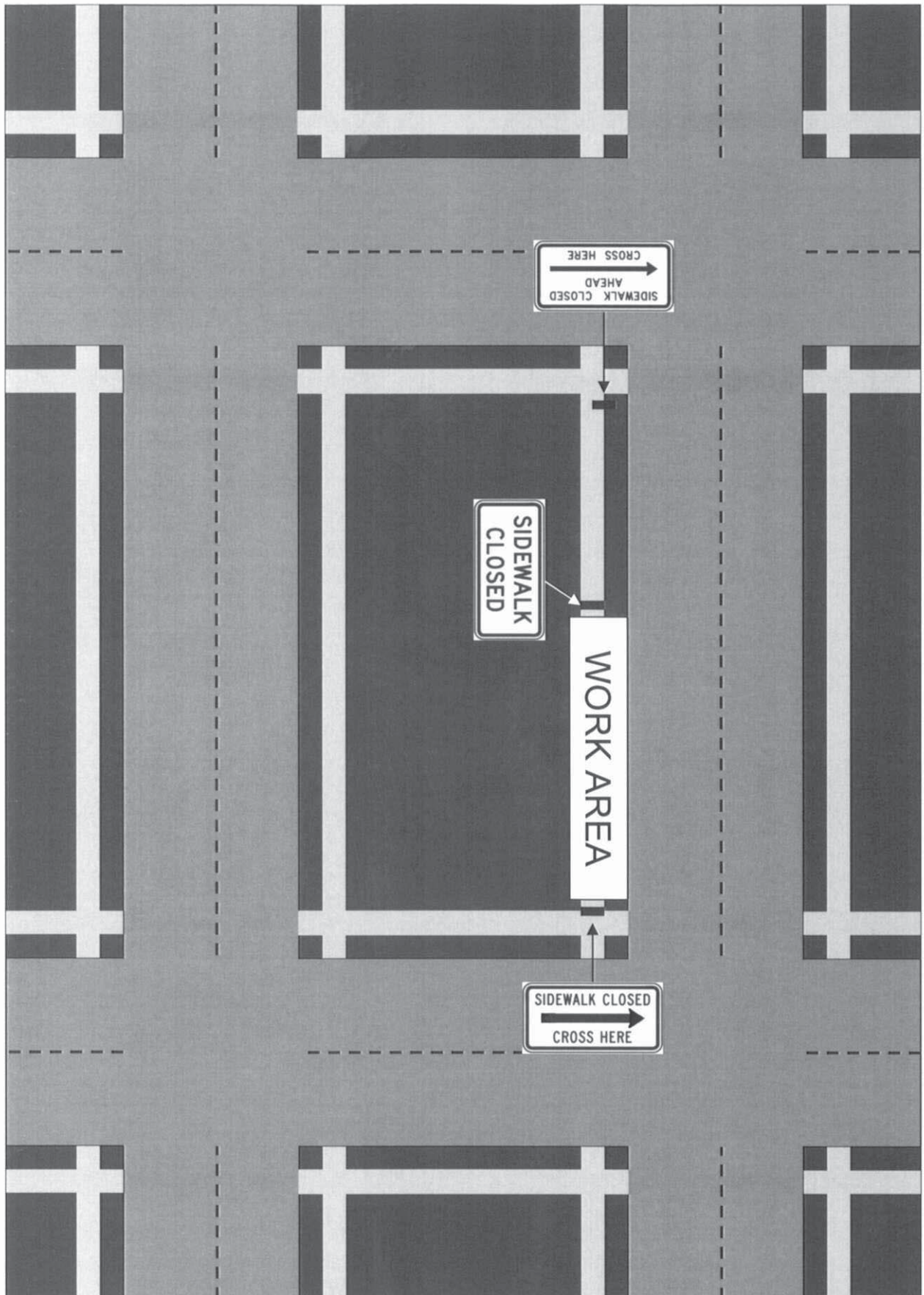
Pedestrian Channeling Using Type 1 Barricade

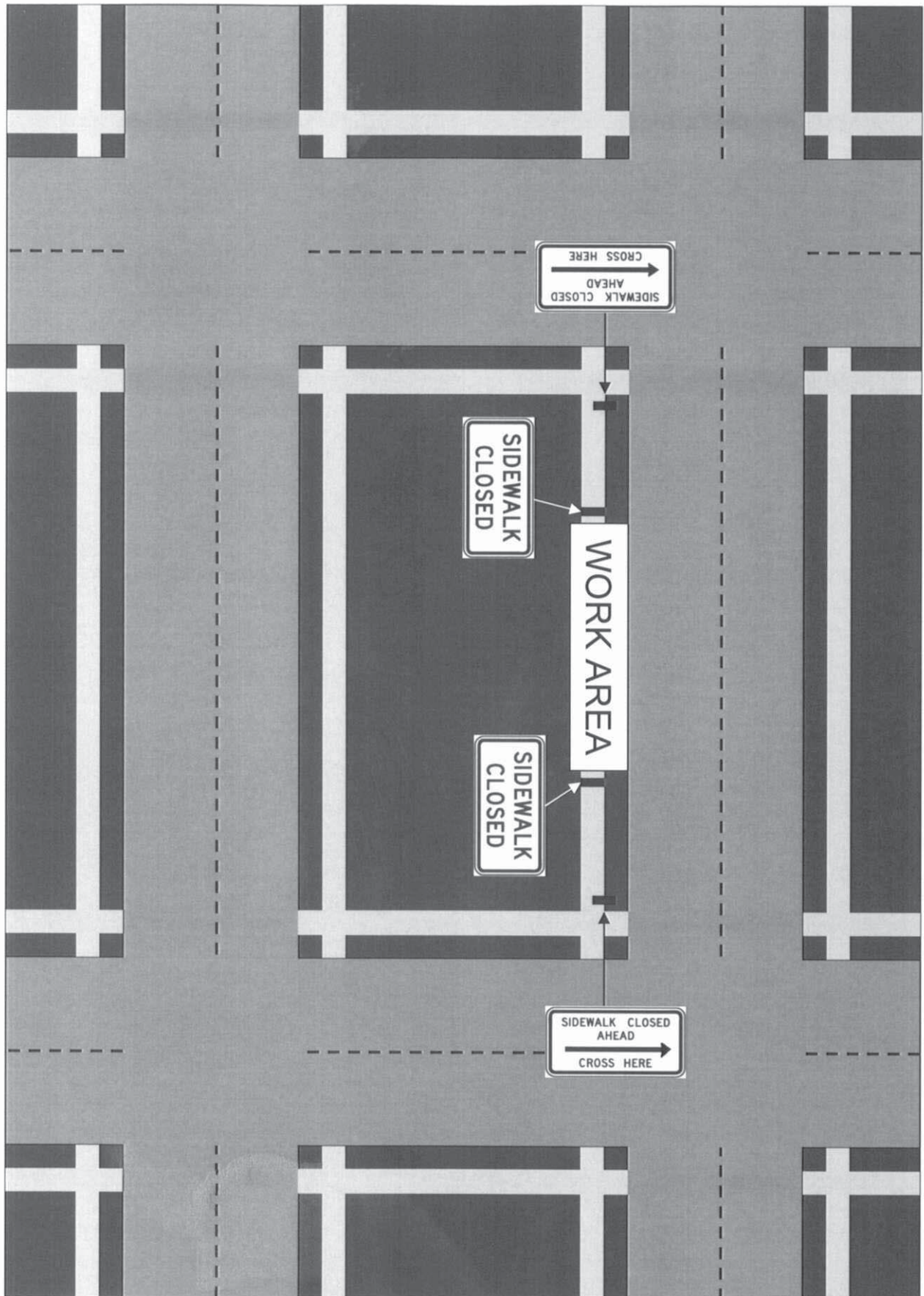
Sidewalk Closure Signs

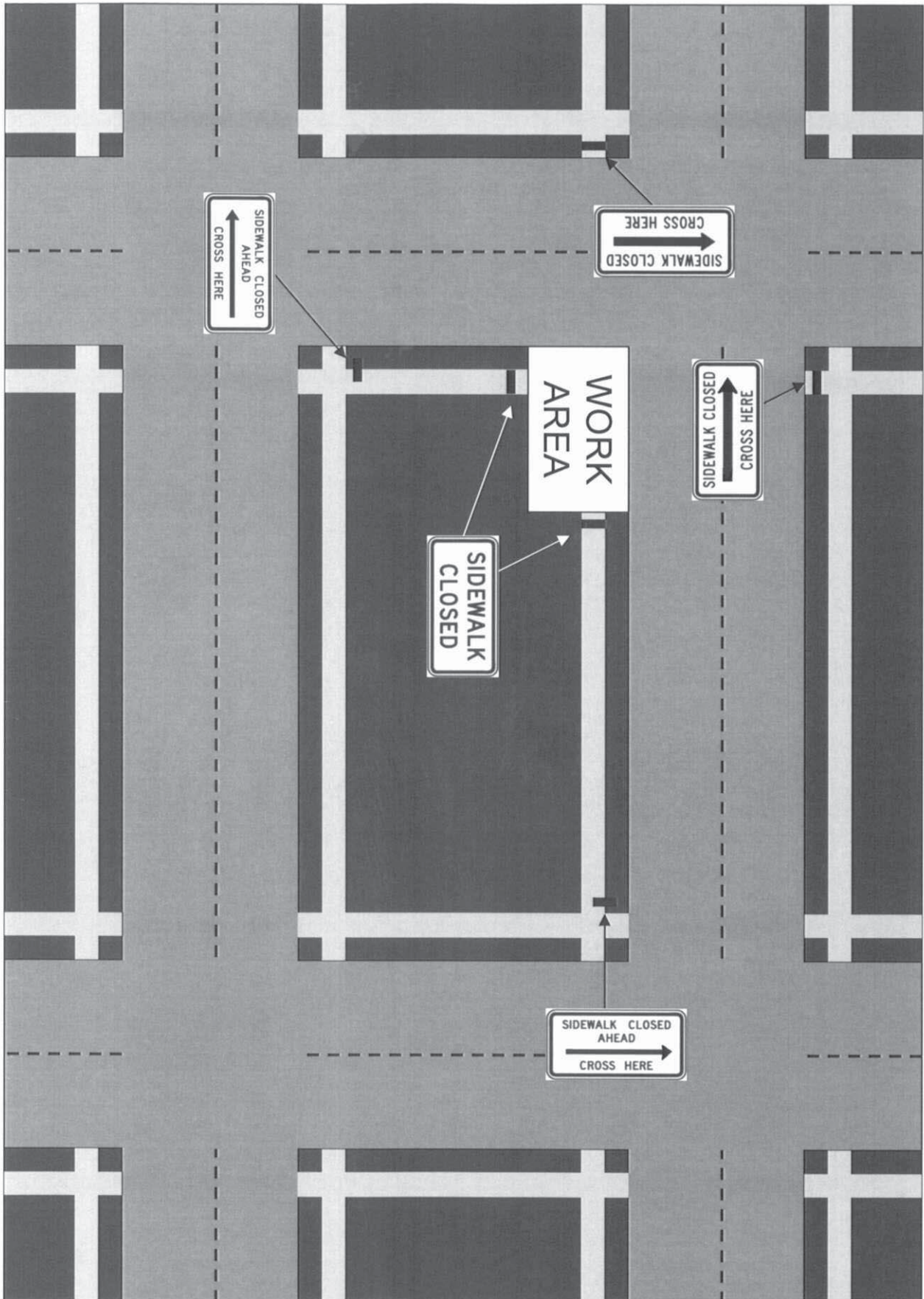
- This attachment should be used as a guide in directing the placement and design of warning signs for sidewalk closures. Signs shall conform to the standards in the current edition of the California MUTCD. Any variation of the signs used shall be approved by the responsible city engineer.
- SIDEWALK CLOSED (R9-9): Installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.
- SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10): Installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.
- SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11): Used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.
- SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a): Installed just beyond the point to which pedestrians are being redirected.

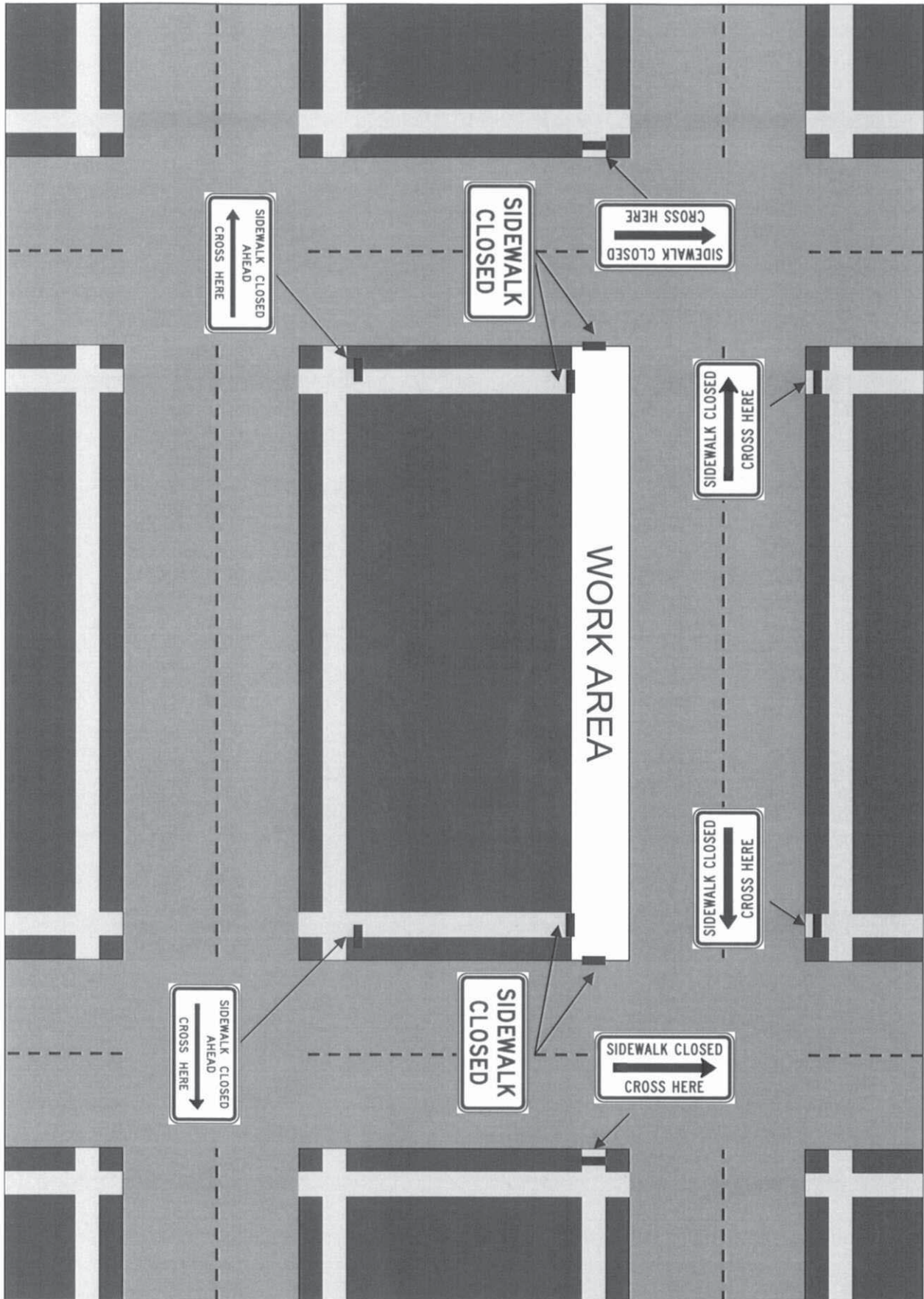
These signs are typically mounted on a detectable barricade to encourage compliance and communicate with pedestrians that the sidewalk is closed. The barricade shall extend the entire width of the sidewalk where the sidewalk is closed. When indicating that a sidewalk is closed ahead, the sign shall be placed so it is visible to pedestrians while maintaining a 4 foot minimum walkway. The signs are reflective, made of aluminum, and printed with black lettering on a white background. Details of various signs can be found in the "Standard Highway Signs" book.

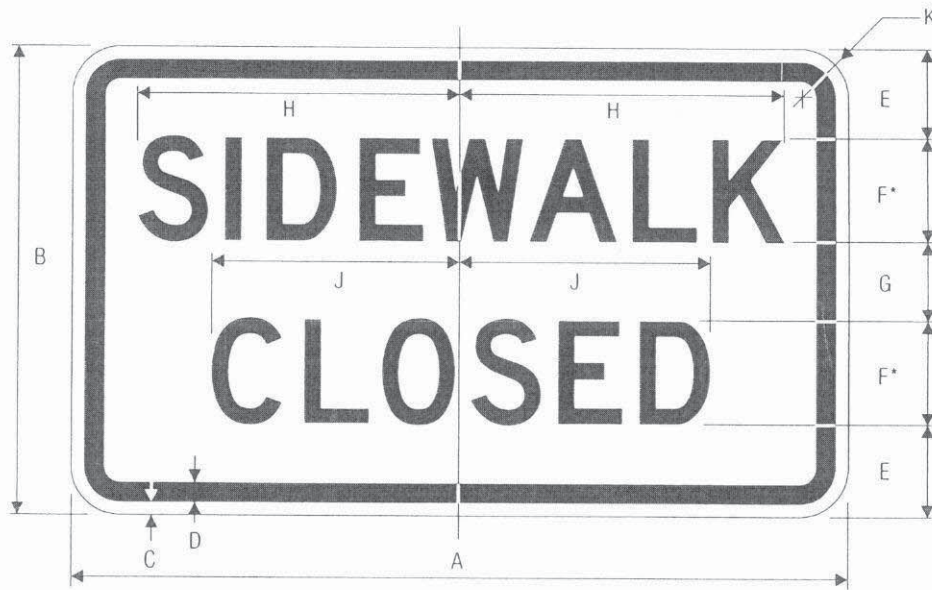










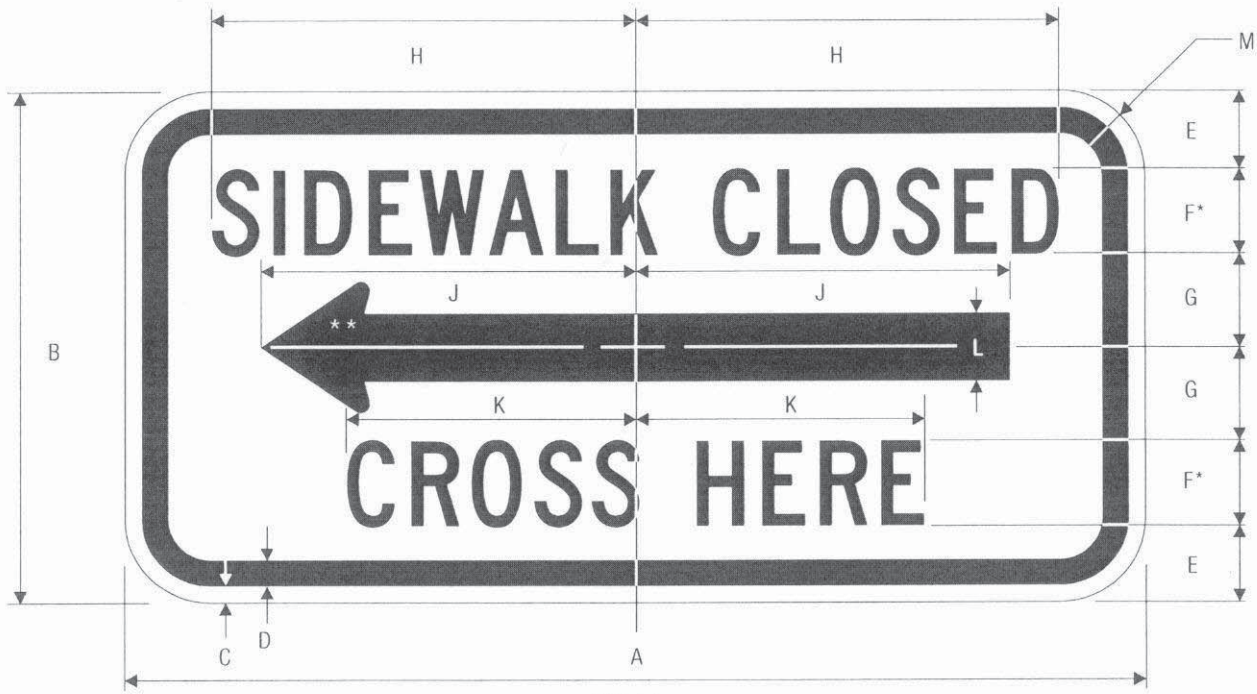


R9-9

SIDEWALK CLOSED

A	B	C	D	E	F	G	H	J	K
24	12	.375	.625	2.125	3 D*	1.75	9.367	7.225	1.5
C 30	18	.625	.875	3.5	4 D*	3	12.490	9.622	2.25

COLORS: LEGEND — BLACK
 BACKGROUND — WHITE (RETROREFLECTIVE)



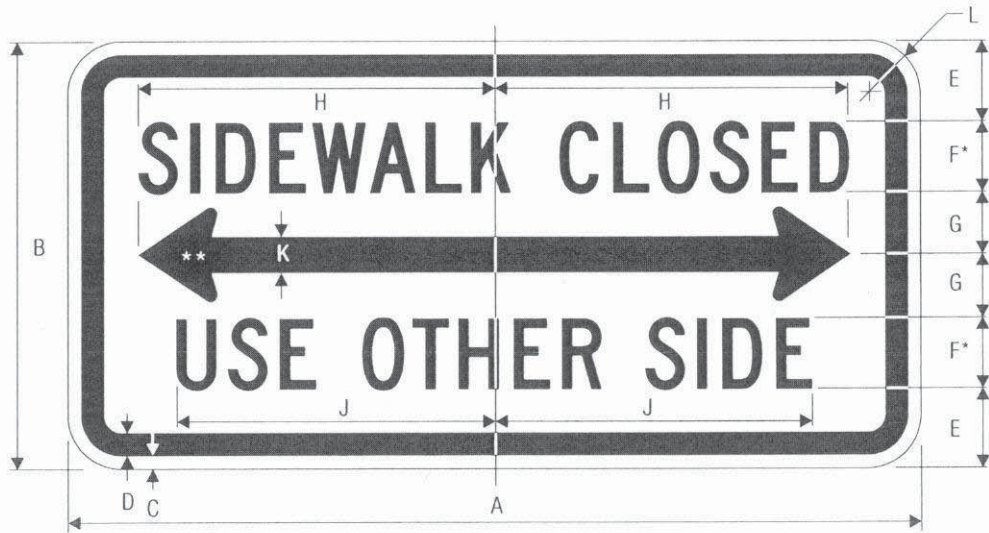
R9-11a

SIDEWALK CLOSED CROSS HERE

*Series 2000 Standard Alphabets.
 **See page 6-2 for arrow design.

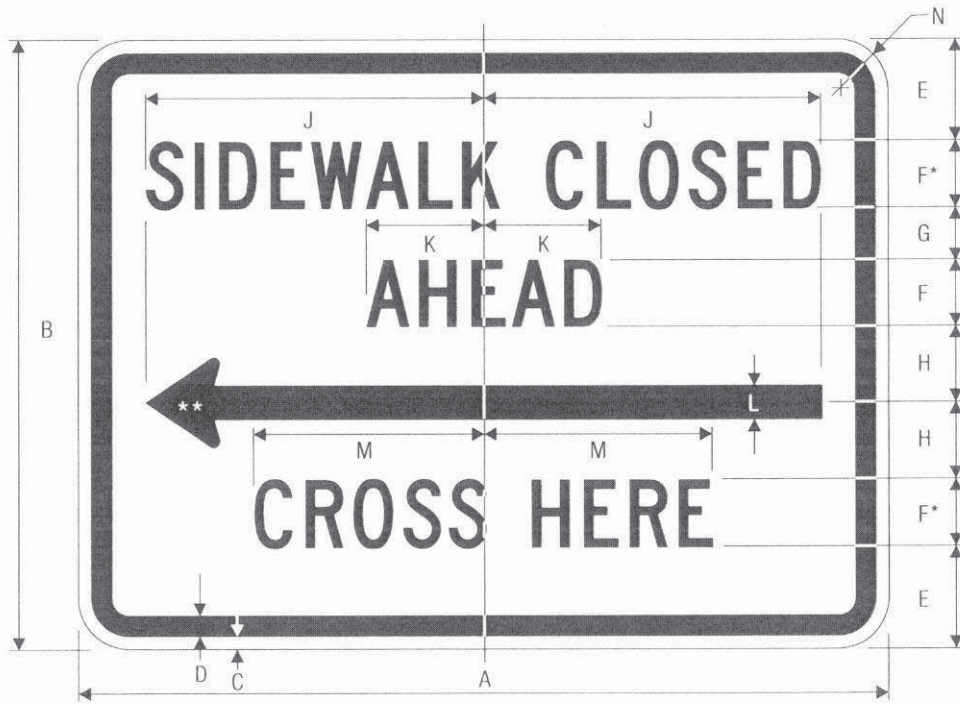
A	B	C	D	E	F	G	H	J	K	L	M
24	12	.375	.625	1.75	2 C	2.250	9.967	8.75	7.785	1.6	1.5
48	24	.75	1.25	4.5	4 C	3.5	20	17.882	13.5	2	3

COLORS: LEGEND — BLACK
 BACKGROUND — WHITE (RETROREFLECTIVE)



R9-10 SIDEWALK CLOSED USE OTHER SIDE

A	B	C	D	E	F	G	H	J	K	L
24	12	.375	.625	1.75	2 C	2.250	9.967	9.014	1.6	1.5
48	24	.75	1.25	4.5	4 C	3.5	20	17.882	2	3



R9-11 SIDEWALK CLOSED AHEAD CROSS HERE

A	B	C	D	E	F	G	H	J	K	L	M	N
24	12	.375	.625	1.75	1.5 D	.75	1.625	9.367	3.422	.680	6.284	1.5
48	36	.75	1.25	6	4 C	3	4.5	20	6.971	2	13.570	3

COLORS: LEGEND — BLACK
 BACKGROUND — WHITE (RETROREFLECTIVE)