

Designing Pedestrian Facilities for Accessibility

Module 8

Maintenance of Pedestrian Facilities and Alternate Pedestrian Access Routes in Work Zones



Maintenance of Accessible Features

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- Title II (28 CFR 35.133(a)) of the ADA requires public entities to maintain equipment and features of facilities that are required to provide ready access to individuals with disabilities



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Surface Maintenance

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- Sidewalk maintenance problems that can pose barriers for persons with disabilities include:
 - Buckled/cracked sidewalks
 - Depressed sidewalk segments
 - Overgrown vegetation
 - Snow/Ice accumulation



Potential Solutions

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- Sidewalk Grinding
- Flexible Pavements



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Equipment Maintenance

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- Pedestrian Signals
 - Buttons, signal heads, APS operational



- Elevators/lifts
 - Operating mechanisms



Buckled/cracked sidewalks

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- Warren, Pennsylvania



Before



After



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R205 Alternate Pedestrian Access Route

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- Alternate Pedestrian Access Routes are required to the maximum extent feasible when an existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary condition.



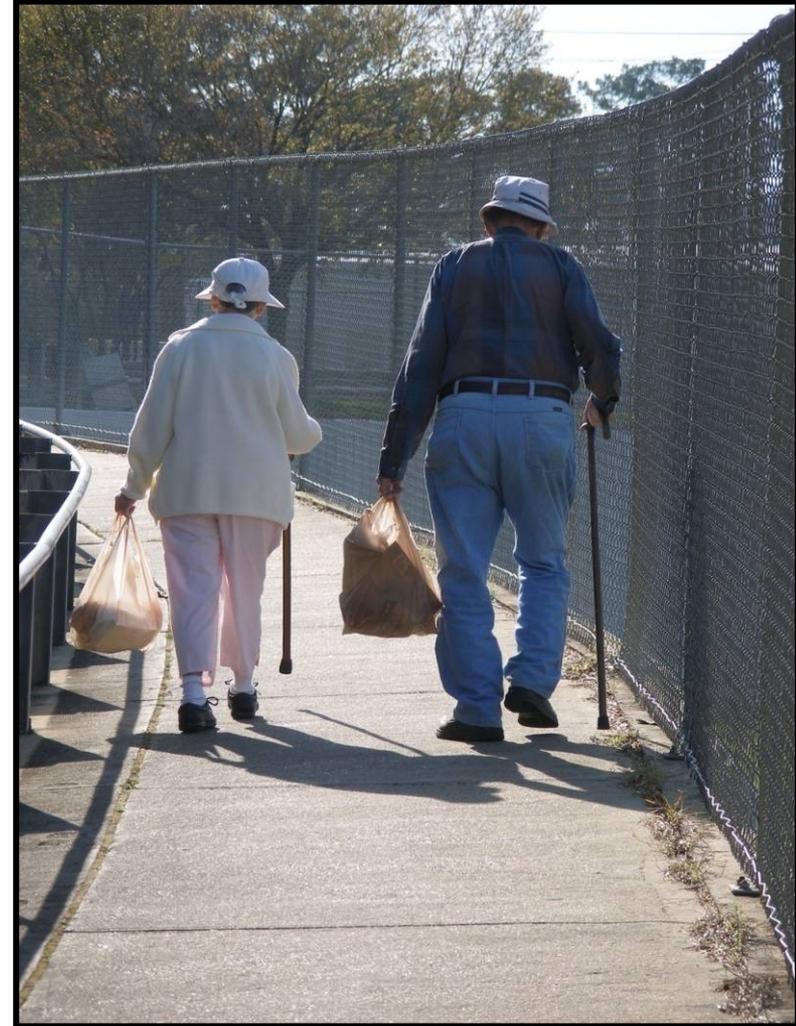
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Pedestrian Access Routes/Features

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- Include:
 - Sidewalks
 - Shared Use Paths
 - Crosswalks
 - Pedestrian Signals
 - Access to Transit Stops and Shelters



Readily Accessible to & Usable by Persons with Disabilities?

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R302 Alternate Circulation Path

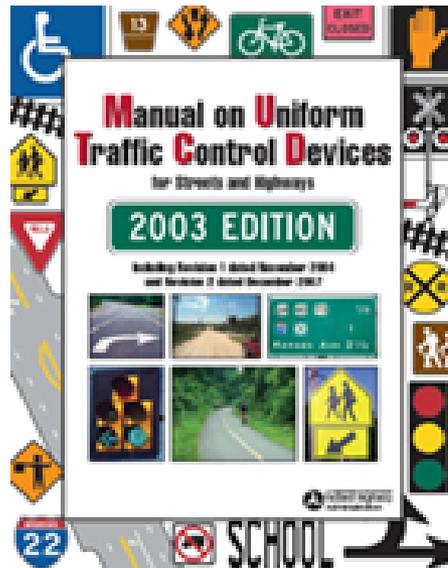
- Alternate pedestrian access routes shall comply with R302 (among other things). R302 specifies that the alternate circulation path shall be:
 - Provided on the same side of the street as the disrupted route, to the maximum extent feasible
 - Where exposed to adjacent construction, traffic or other hazards, shall be protected with a pedestrian barricade or channelization device
 - Continuous, stable, non-flexible
 - Consist of features identified in the MUTCD Chapter 6F



Alternate Pedestrian Access Routes

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- Manual on Uniform Traffic Control Devices
 - Part 6 Temporary Traffic Control
 - Chapter 6D.01 Pedestrian Considerations
 - Chapter 6D.02 Accessibility Considerations



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Alternate Pedestrian Access Routes

- Section R302 of PROWAG
- MUTCD guidance for alternate pedestrian access routes:
 - Provide access to temporary transit stops
 - Work zone communications should be audible and/or detectable
 - Geometry/alignment of the facility should meet ADA requirements
 - Provide a smooth, continuous hard surface
 - No curbs or abrupt changes in grade/terrain



Tools to Minimize Impacts

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- Phasing of Construction
- Utilize Detailed Plans
- Effective Communication/Signage
- Effective Barriers
- Alternate Routes
- Public Information



Phasing of Construction

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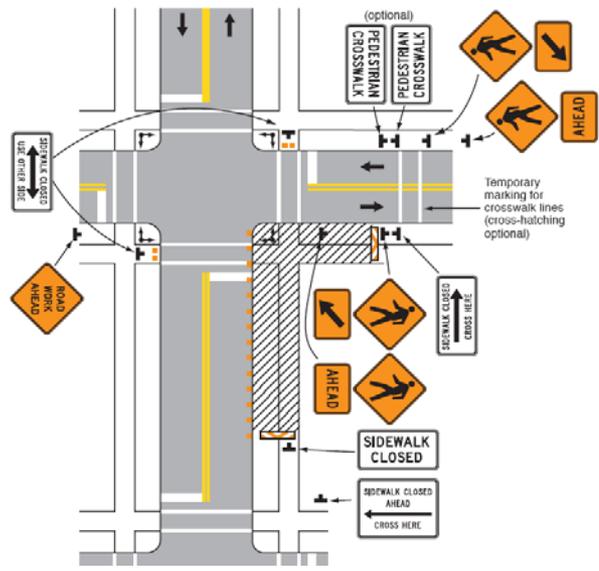
- Build new sidewalk early in multi-lane projects
- On bridges, build sidewalk wide enough to accommodate temporary bicycle-pedestrian travel (8-foot min.)
- In reconstruction of existing sidewalk, only work on one side of street at a time
- Maintain accessible crossings at beginning & end of work zone



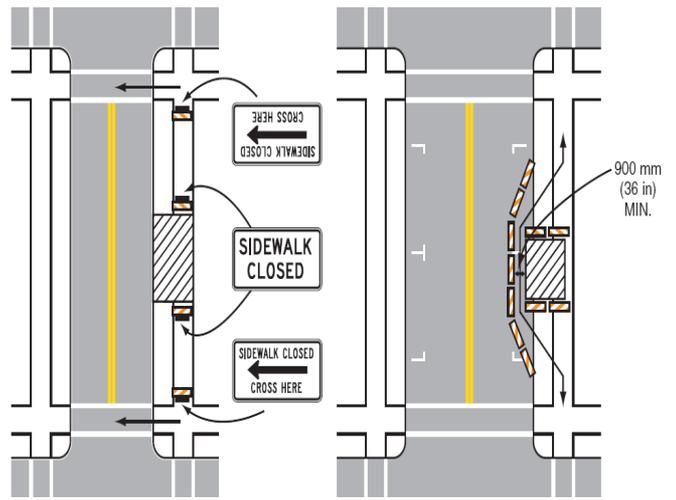
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Utilize Detailed Plans

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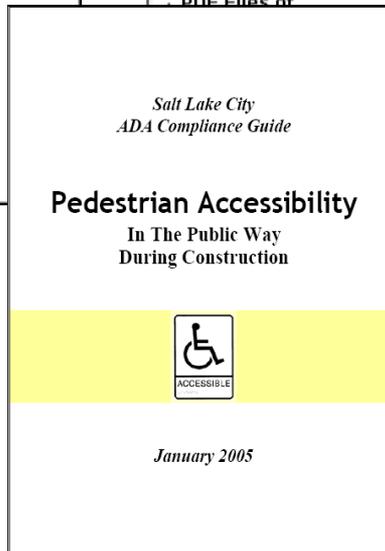
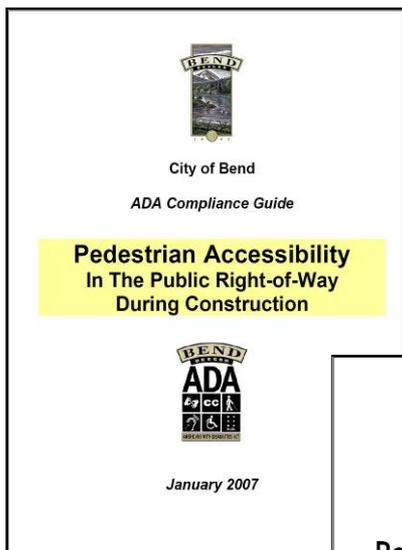


- Crosswalk Closure Figure from MUTCD



- Sidewalk Detour Figure from MUTCD

• Temporary Traffic Control Guidance



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The General Special Provisions presented here are in PDF format. They are for viewing only and are not in a format that can be copied to use in Contract Provisions. To view them will require the [Adobe Acrobat Reader](#).

NOTE: These Amendments and General Special Provisions are always up-to-date.

English Version	Metric Version
• Amendments	• Amendments (Obsolete)
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• Division 2	• Division 2
• Division 3	• Division 3
• Division 4	• Division 4
• Division 5	• Division 5



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Placement of Work Zone Signage

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- Sign placement should be in advance of construction site at beginning of block at accessible crossing point
- Appropriate in communicating to persons with visual impairments
- Adequate illumination & reflectors



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Effective Temporary Barricade Design

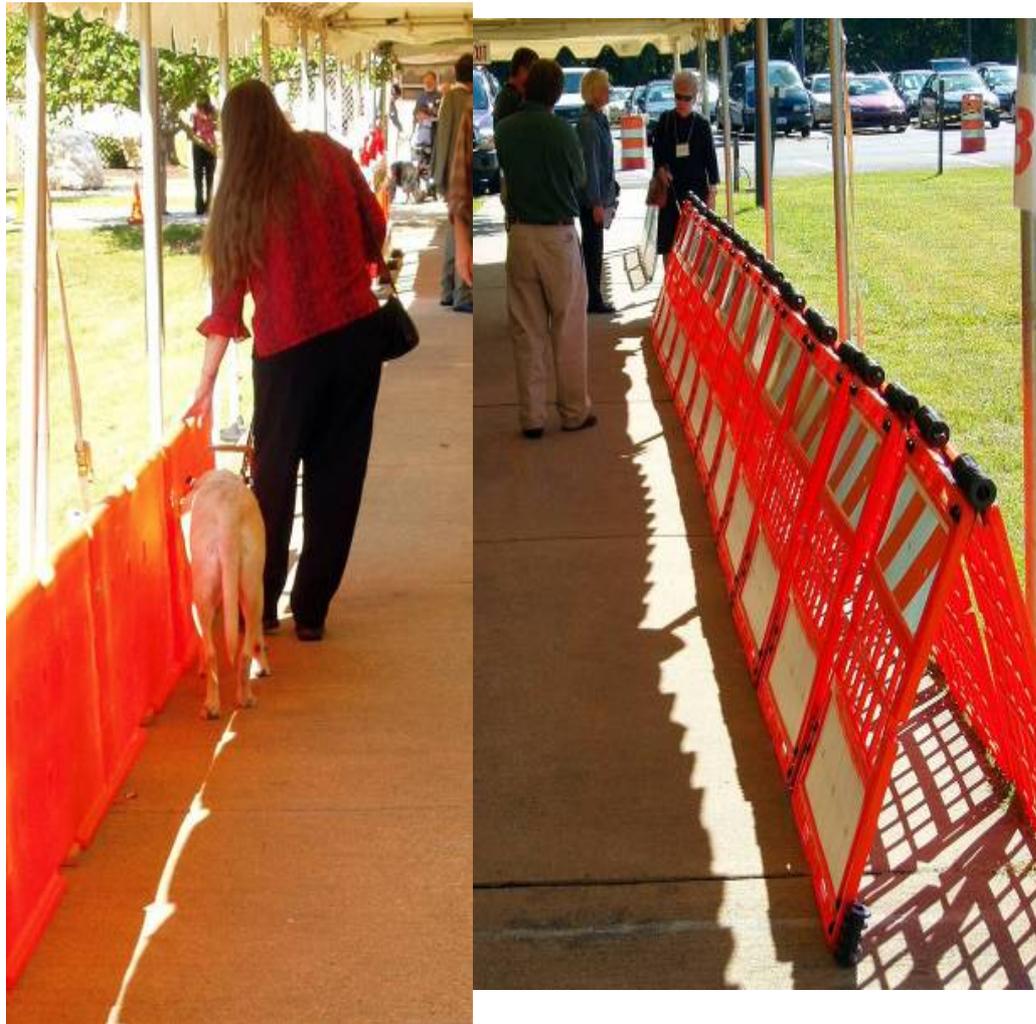
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Temporary Accessible Barricades

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Alternate Routes

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- Provide detectable alternate routes when the pedestrian access route is detoured; same-side is best, if feasible...



Alternate Routes

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- Community announcements
 - Residents, businesses, schools
- Project web sites
 - Particularly useful with major projects, heavily used facilities
- Other languages, as appropriate



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End of Module 8

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Congratulations you have completed module 8 of the Designing Pedestrian Facilities for Accessibility course.

To exit this module just close this window

