

Pedestrian Accessibility Considerations in Temporary Traffic Control Zones Check List

This project has been reviewed for the various temporary traffic control provisions for pedestrian accessibility considerations contained in MN MUTCD Part 6. These provisions have been applied by knowledgeable persons after appropriate evaluation and engineering judgment. Considerations as listed below have been reviewed and where applicable, deviations and/or exceptions from Part 6 are documented.

Engineer's Signature : _____ Date : _____

Project Number: _____ Project Location: _____

IS IT REASONABLE TO EXPECT THAT PEDESTRIANS WILL BE PRESENT WITHIN THE VICINITY OF THE PROPOSED TEMPORARY TRAFFIC CONTROL ZONE?

Consider features such as schools, parks, paths / trails, transit stops, commercial property, residential areas, assisted living centers, office complexes, or other pedestrian generators in the area. Special events during the time of construction must also be considered, such as community festivals or other unusual situations that generate temporary pedestrian traffic.

- ☐ **YES** - complete the following checklist
☐ **NO** - document your conclusion

MN MUTCD 6D.01 Standard:

The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a temporary traffic control zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

MN MUTCD 6D.02 Standard:

When existing pedestrian facilities (routes) are disrupted, closed, or relocated in a temporary traffic control 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, many considerations should be addressed when temporary pedestrian pathways in temporary traffic control zones are designed or modified. Use the following checklist to document your decisions. **Refer to the MN MUTCD Part 6 for additional standards, and guidance and/or clarification on pedestrian and ADA requirements in temporary traffic control zones.**

- A. Will a reasonably safe, convenient, and accessible path be provided that replicates as much as practical the desirable characteristics of the existing pedestrian facilities?
☐ YES ☐ NO (partially) document your decision
- B. Will access be provided to current or temporary transit stops?
☐ YES ☐ NO (partially) document your decision
- C. Will all pedestrian facilities near temporary traffic control zones be separated from the worksite by appropriate barriers that maintain the accessibility and detectability for pedestrians with disabilities?
☐ YES ☐ NO (partially) document your decision

Figure 6D-1 Pedestrian Accessibility Checklist

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- D. Will blocked routes, alternate crossings, sign and signal information be communicated to pedestrians with visual disabilities?
- Devices should include audible information devices, accessible pedestrian signals, or barriers / 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 temporary traffic control signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.
- ☐ YES ☐ NO (partially) document your decision
- E. Will sidewalk(s) be closed properly with advance notification to the maintaining agency?
- Advance notification of sidewalk closures shall be provided to the maintaining agency.
 - Where pedestrians with visual disabilities normally use a closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
- ☐ YES ☐ NO (partially) document your decision
- F. Will channelization with continuous edging be used to delineate a pedestrian pathway 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.
- ☐ YES ☐ NO (partially) document your decision
- G. Will a smooth, continuous hard surface that will not cause tripping or restrict wheelchair use be provided throughout the entire length of the temporary pedestrian facility?
- ☐ YES ☐ NO (partially) document your decision
- H. Will the width of the existing pedestrian facility be provided for the temporary facility?
- Where it is not possible to maintain a minimum width of 1500 mm (60 in) throughout the entire length of the pedestrian pathway, a 1500x1500 mm (60 x 60 in) passing space should be provided at least every 60 m (200 ft), to allow individuals in wheelchairs to pass.
- ☐ YES ☐ NO (partially) document your decision
- I. Will traffic control devices and other construction materials and features NOT intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility?
- Signs and other devices mounted lower than 2.1 m (7 ft) above the temporary pedestrian pathway should not project more than 100 mm (4 in) into accessible pedestrian facilities.
 - Barricade rail supports should not project into pedestrian circulation routes more than 100 mm (4 in) from the support between 675 mm (27 in) and 2000 mm (80 in) from the surface. Ballast shall not extend into the accessible passage width of 1500 mm (60 in). Refer to Section 6F.63 for more details.
- ☐ YES ☐ NO (partially) document your decision

Figure 6D-1 Pedestrian Accessibility Checklist

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