

# Charlotte DOT

## Section 7-Pedestrian Considerations

When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, pedestrians must be provided with a safe and convenient temporary path that shall include accessibility and detectable features consistent with the the features present in the existing pedestrian facility. Where pedestrian routes are closed, alternate pedestrian routes shall be provided. The needs and control of pedestrians, including persons with disabilities in accordance with the American with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of roadway construction, utility work, and maintenance operations.

The following items shall also be considered when planning for pedestrians in TTC zones:

- Pedestrians must not be led into conflicts with the work site vehicles, equipment, and operations.
- Pedestrians must not be led into conflicts with vehicles moving through or around the work site.
- Pedestrian routes shall not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.
- Pedestrian movements shall be separated from both work site activity and vehicular traffic. If a temporary traffic barrier is used to shield pedestrians, it shall be designed in accordance with Chapter 9 of the AASHTO "Roadside Design Guide." The use of NCDOT approved water-filled barrier in lieu of concrete barrier provides for more practicality. Unless it is an emergency situation, any use of temporary barrier shall be approved by an engineer and permission obtained from the City.
- Pedestrians must be directed with signing at the intersection in advance of a sidewalk closure to cross to the opposite side of the roadway when a reasonably safe alternate route that does not involve crossing the roadway can not be provided.
- There must not be any abrupt changes in grade or terrain.
- TTC devices such as, Jersey or water-filled barrier, and wooden or chain-linked fencing with a continuous detectable edging should be used when a visually disabled pedestrian is known to use the existing facility. Blocked path or alternate crossing information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices. Prior to the closure of any pedestrian path, a diligent effort shall be made to determine whether or not any visually disabled pedestrians use the facility. In lieu of the effort, it shall be assumed that visually disabled pedestrians use the existing facility, and accommodations shall be made accordingly. Contacting the local Metrolina Association for the Blind is one way to find out if a visually disabled pedestrian uses pedestrian path. Even if it was determined that a known visually disabled person does not use the facility, a minimum accommodation for the visually impaired shall be put in place. The minimum measure to be taken when closing a sidewalk is the installation of a tactile barrier (could be a tree barricade) that physically closes the sidewalk, extending beyond the sidewalk edges, to allow the visually impaired to feel the closure and be able to turn around safely and go back.
- TTC devised used to delineate a TTC zone for pedestrian walkways shall be crashworthy.
- Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, must be controlled by flaggers.
- Staging or stopping work vehicles or equipment close to pedestrian paths must be done in a way that does not encourage movement of workers, equipment, and materials across the pedestrian path. Access across pedestrian walkways often creates unacceptable changes in grade, and rough or muddy terrain.
- A canopied walkway may be required to protect pedestrians from falling debris. Covered walkways shall be constructed in accordance with Chapter 11 and 24 of the North Carolina State Building Code.
- Access to temporary transit stops must be provided when practical: otherwise, the Charlotte Area Transit System must be contacted to relocate the bus stop.
- A smooth continues hard surface shall be provided throughout the entire length of the temporary pedestrian facility.
- The width of the existing pedestrian facility should be provided for the temporary facility, if practical. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60" x 60 " passing space should be provided at least every 200 ft.
- Signs and other devices mounted lower than 7 ft. above the temporary pedestrian pathway shall not project more than 4 inches into the pedestrian path.

- Where pedestrian access is to be maintained across an excavation, a bridge designed to support a load of not less than 150 lbs./square foot shall be constructed. Suitable ramps shall be provided at each end and fences and handrails shall be provided along each side. (See section 2401.4 of the North Carolina State Building Code).