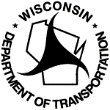
**Temporary Pedestrian Accommodation Checklist**

Wisconsin Department of Transportation

DT1649 09/2022

**The project engineer/ inspector should review the** [**Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130**](https://www.ada.gov/regs2010/titleII_2010/titleII_2010_withbold.htm) **and WisDOT’s standard detail drawing,** [**Traffic Control, Pedestrian Accommodation**](http://apwmad0a4030:37108/rdwy/sdd/sd-15d30.pdf#page=1) **for familiarity. The project engineer/inspector should both walk the pedestrian route and drive the adjacent active roadways during inspection to review the below items to assure the safety of pedestrians and the traveling public:**

1. Check that pedestrian routes are continuous and accessible by all pedestrians (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that the walkway is smooth, continuous, slip resistant, and hard throughout the entire length of the temporary pedestrian facility (e.g., acceptable materials are asphalt, concrete, or from WisDOT’s Approved Products List, [Wisconsin Department of Transportation Current approved products lists](http://apwmad0a4030:37108/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx)) (perform at beginning of project, when disturbed, and stage changes). Check that the width of the walkway is a minimum of 48 inches wide.

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that the sight lines for pedestrians-motorists within a pedestrian route are sufficient such that both can identify the other when turning or crossing (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that no natural feature (e.g., bank rock or major tree) results in loss of visibility (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that there are no obstacles on the pedestrian route or protruding into the pedestrian route, including crosswalks. For example, verify the pedestrian route is clear of dirt/mud, holes, cracks, light pole bases, terrace furniture, street fixtures, poles, construction materials, traffic control equipment, scaffolding, fencing, excavated material, broken sidewalk concrete slabs, tree stumps, parked cars, work vehicles on path, or any other miscellaneous objects. All obstacles or protrusions on pedestrian routes must be cleared or removed (perform **daily**).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. If curb ramps are present, check the following items:
   1. Check that curb ramps and the clear space at the top and bottom of the ramp are a minimum of 48-inches wide (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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* 1. Check that curb ramps, pedestrian crossings, and landings have a maximum cross slope of 2% (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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* 1. Curb ramps should have a maximum longitudinal slope of 8.33% across the terrace (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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* 1. Check that curb ramps have installed according to manufacturer’s recommendations or as shown in the plan.

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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* 1. If the temporary pedestrian route leads to crossing traffic check that temporary detectible warning fields have been installed.

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that the pedestrian route, including curb ramps, can adequately drain (perform at beginning of project, when disturbed, stage changes, and **rain events**).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that no lateral gaps in the pedestrian accommodation exceed a ½-inch (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that vertical difference in elevation across the pedestrian route does not exceed a ¼-inch and beveled at 1:2 between ¼-inch and ½-inch (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that crosswalks are clearly marked with sufficient contrast with the surface, especially when crosswalks are relocated (perform at beginning of project, when disturbed, **weekly**, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that old delineation (signs, markings) has been removed or covered and is not likely to confuse pedestrians (perform at beginning of project and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that appropriate traffic control devices are visible, correct locations, and present, especially for a closed sidewalk (perform at beginning of project, when disturbed, **weekly**, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. If a mid-block sidewalk closure is required and there is sidewalk on the other side of the road, check that advanced warning is provided to pedestrians at intersection crossings (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that proper barrier separation is provided between pedestrians and traffic if pedestrian traffic is routed onto the road parallel to traffic, especially when traffic volume and speeds are high (perform at beginning of project, when disturbed, **weekly**, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check that the contractor is not using tape, rope, barrels, or plastic chain strung between devices to protect drop-offs. Protective edging should be provided when drop-offs exceed 3-inches or more (perform at beginning of project and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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1. Check alignment and general correctness of installation and that applicable signal heads are visible from each approach at the appropriate distances (perform at beginning of project, when disturbed, and stage changes).

Yes

No – explain below

N/A

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| Notes and corrective actions: |
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