SDOT Director's Rule 10-2015

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CITY CLERK

TABLE OF CONTENTS

1.0	Purpose	3
2.0	References	3
3.0	Definitions	3
4.0	Pedestrian Mobility In And Around Work Zones	4
5.0	Pedestrian Mobility By Construction Phase	6
6.0	Pedestrian Walkways Required	7
7.0	Pedestrian Walkway Standards	7
8.0	Open Walkway Standards	11
9.0	Pedestrian Reroute Standards	12
10.0	Pedestrian Detour Standards	12
11.0	Corner Work	14
12.0	Covered Walkway Standards	14
13.0	Scaffolding Standards	17
14.0	Traffic Control Plans	19
15.0	Rule Violations	19

1.0 Purpose

Seattle Municipal Code (SMC) Title 15 describes the City of Seattle (City) code provisions for permitting use of the public place or right-of-way, including constructing, storing, erecting, placing upon, maintaining, or operating; any inanimate thing or object in, upon, over, or under the public place. (SMC 15.02.048)

SMC 15.04.035 allows the Director of the Seattle Department of Transportation (Director) broad authority to address safety and promote transportation purposes when construction or other public or private work can potentially impact pedestrian mobility. Consistent with this authority, this rule interprets SMC Title 15 provisions related to preserving safe pedestrian mobility in and around work zones within the public place..

2.0 References

1.1 SMC Title 11, Traffic Code

1.2 SMC Title 15, Street and Sidewalk Use Code

1.3 SMC Title 25, Subchapter VII - SEPA and Agency decisions;

1.4 Seattle Traffic Control Manual for In-street Work;

1.5 SMC Title 22, Seattle Building Code;

1.6 SMC Title 23, Land Use Code

1.7 Revised Code of Washington (RCW) 35.68.075

1.8 Americans with Disabilities Act (ADA) 28 CFR 35

1.9 2010 ADA Standards for Accessible Design

2.0 SDOT Street Use Permit Fee Schedule

3.0 Definitions

For the purposes of this rule, the following definitions apply:

3.1 "Preferred method of maintaining access" means American Disability Act (ADA) compliant passage on an existing sidewalk or pedestrian pathway adjacent to the work area. This may include open walkways, covered walkways, and scaffolding.

3.2 "Reroute" means ADA-compliant passage in a right-of-way adjacent to the work area. This may include various preferred methods.

3.3 "Detour" means a sidewalk closure adjacent to the work area with clear signage, warnings, and ADA-compliant barricades directing pedestrians to alternative routes.

3.4 "Sidewalk" means that area between the curb lines of a roadway and the adjacent property intended for the use of pedestrians. There is always deemed to be a sidewalk whether actually constructed or not, on each side of each street except where there is less than three feet between the edge of the roadway and a physical obstruction which prohibits reasonable use by pedestrians. The sidewalk is located where constructed, or if not constructed, adjacent to the property line or as close thereto as can reasonably be used by pedestrians; provided, that no sidewalk shall be deemed to exist on private property unless it is actually constructed. (SMC 11.14.570)

4.0 Pedestrian Mobility In and Around Work Zones

4.1 SMC Section 15.22.024 establishes that when use of the public right-of-way for construction or other public or private work that can potentially impact pedestrian mobility, it is City policy:

4.1.1 To protect the public passage on the existing sidewalk or pedestrian pathway.

4.1.2 If travel on the existing sidewalk or pedestrian pathway is not practical, to authorize or require a pedestrian reroute into an adjacent right-of-way around the work area.

4.1.3 Where 4.1.1or 4.1.2 is not viable, the City may authorize closure of the existing sidewalk or pedestrian pathway with a detour across the street from the work zone.

4.1.4 Special requests in unique situations for temporary closure of pedestrian facilities shall be determined on a case-by-case basis and shall only be used as a last resort. It is the intent of this policy that all pedestrian facilities remain open and meet ADA requirements.

When determining whether it is practical to require either the protection of the existing path of travel, or to permit a reroute or detour, SMC Section 15.22.024 provides that the Director may evaluate:

- The purpose of the proposed use;
- Potential hazard to the public;
- The user's need for control of adjoining right-of-way;
- Pedestrian and vehicular, including bicycle, traffic patterns;
- The terrain;
- The impact of a reroute or closure on adjoining properties and businesses;
- The expense of keeping the existing walkway open; and

- The duration of the proposed closure.

4.1.5 The Director shall investigate the area of the proposed use to determine the traffic carried by the adjacent roadway and walks, and to determine the inconvenience and hazard to the public. The Director may revise the applicant's plans and confine the proposed use of the public place to an area that the Director finds to be consistent with public safety and use of the street for travel and transportation. (SMC 15.22.022)

4.1.6 In cases where a proposed use of the right-of-way conflicts with other permitted activity in the right-of-way, the Director shall require the uses of the right-of-way be coordinated to provide for pedestrian access as approved by a Street Use permit. (SMC 15.04.035.C.1 and 15.02.060.D)

4.2 Additional Conditions

The Director may impose other conditions, and may require additional information or material including a map, construction plans, or a survey of the site demonstrating pedestrian access provisions. (SMC 15.04.030)

4.2.1 Notice of Closure

To facilitate mobility along a pedestrian detour route, the Director may require that a legible and weather-resistant sign be clearly posted at or near the closure, indicating the Street Use permit number, the duration of the closure, and the contact information of the permittee. (SMC 15.04.035 and Traffic Control Manual Section V)

4.2.2 Closure Coordination

Prior to permits being issued, the permittee may be required to coordinate permit dates, days, and hours of use where other uses are under permit, including but not limited to permitted events and transit access. (SMC 15.04.035 C.4)

4.2.3 Alternate Methods of Maintaining Mobility

Where work site conditions preclude the ability to feasibly follow approved methods for keeping a sidewalk open as provided for in Title 15 and this rule, the applicant shall submit in writing the specific reasons for not being able to keep the sidewalk or pedestrian pathway open, including one or more of the reasons identified in section 5.0 of this rule, and request a closure with alternate routing when submitting the Traffic Control Plan. See section 14 of this rule.

When determining whether to permit a detour, the Director may consider the following:

- The inconvenience and hazard to the public; (SMC 15.22.022)
- Other permitted construction activity with pedestrian mobility impacts within a reasonable distance of the affected sidewalk, as determined by the Director; (SMC 15.04.035.C.4)
- Whether the requested closure will adversely impact a major bus stop, freight route, primary City transit corridor, High Capacity Transit route, or bike route; (SMC 15.04.035.C.1) and;
- Whether the contractor can demonstrate to the Director's satisfaction that the closure shall not adversely impact public safety, health and welfare, or the provision of public services, including transportation services. (SMC 15.22.022)

5.0 Pedestrian Mobility by Construction Phase

Generally, the Director shall require that the sidewalk adjacent to construction remain open for pedestrian travel, with modification for pedestrian safety, for the duration of the construction project. There are circumstances that may, however, require the existing pathway to be altered at different stages of a project. In evaluating whether to allow alternates to the existing pathway, the Director shall consider the specific type or phase of construction activity that is occurring on the abutting property or right-of-way and the location of the construction activity. (SMC 15.22.024)

SMC 15.22.024 states the closure of a sidewalk or street is deemed a last resort. The Street Use permit shall require pedestrian mobility within the existing walkway unless the permittee can demonstrate that passage on the existing walkway is not practical. (SMC 15.22.024 and 15.04.035.C.4)

When sidewalk closures are authorized, the permit may be conditioned with specific requirements to mitigate the sidewalk closure. Permit requirements may include limiting closures to work hours only, requiring additional flaggers to assist pedestrians, or restricting closures to specific phases of construction. (SMC 15.04.035.A and Traffic Control Manual Section VI)

5.1 Potential Hazard to the Public

Limited duration closures may be granted for specific phases of a project if the Director determines that allowing the existing sidewalk to remain open could present a hazard to the public.

5.2 Consideration of Proposed Use

Limited duration closures may be granted during the construction of right-of-way infrastructure, including street improvements, utility service connections, and street and sidewalk restorations. (SMC 15.04.035.C.2 and 15.04.035.C.9)

6.0 Pedestrian Walkways Required

When the Director requires that the pedestrian pathway around a construction site remain adjacent to the work site, the following Walkway Table 1 provided in SMC Section 15.22.120 shall be used to establish minimum requirements for pedestrian safety abutting building demolition, excavation, and construction sites.

Table 1- Height and Distance of Construction Walkway (SMC 15.22.120)

Height of Construction	Distance of Construction activity from public place	Minimum Pedestrian Protection required
Eight feet or less	Less than six feet	Open walkway with a railing not less than three and one-half feet high capable of withstanding fifty pounds per lineal foot applied horizontally to the top rail.
	Six feet or more	Open walkway with a three and one-half foot high barricade capable of withstanding fifty pounds per linear foot applied horizontally to the top rail. Four or more amber warning lights as required in the Seattle Traffic Control Manual for In-street Work
More than eight feet	Less than one quarter of the height of construction	Fence and covered walkway (SMC 15.22.122—15.22.125)
	More than one quarter of the height of construction	Open Walkway and Fence (SMC 15.22.030)
Excavation within four feet of the street margin (SMC 15.44.010)		Open Walkway and Railing

7.0 Pedestrian Walkway Standards

Sections 7 through 13 of this rule address pedestrian safety requirements found in SMC Chapters 15.22 and 15.24; and organize those requirements in relation to Open Walkways, Reroutes, Detours, Corner Work, Covered Walkways, and Scaffolding. The permit requirements are not exhaustive in relation to the protection and safety requirements of SMC Chapters 15.22 and 15.24, or Section 15.40.010.

Generally, all pedestrian access shall meet the requirements in the Seattle Traffic Control Manual under SMC Sections 15.40.010 and 11.12.120 and this rule.

7.1 Width

The pedestrian access shall have a clear unobstructed width of not less than four feet. The width shall be measured at the walkway from wall to wall, and not from handrail to wall or handrail to handrail. A greater minimum width of unobstructed passage may be required to facilitate significant pedestrian volumes. (SMC 15.22.122)

In areas of unusually heavy pedestrian traffic like business districts, the minimum width shall be eight feet. (SMC 15.40.010, Seattle Traffic Control Manual Section VI)

The width may be reduced to thirty-six inches adjacent to site obstructions such as trees, street furniture, pay stations, hydrants, and other permanent structures. ADA warnings for site obstructions, such as detectable kickboards around structures, shall be installed. (2010 ADA Standards Section 403.5.1 and Seattle Traffic Control Manual, Section VI)

7.2 Height

Pathways shall have a clear and unobstructed height of not less than eighty inches vertical above the walkway. Objects projecting from walls with their leading edges between twenty seven and eighty inches above the pathway shall protrude no more than four inches into the corridor. (2010 ADA Standards Section 307.2)

7.3 Floor

Generally, the sidewalk may serve as the floor of the walkway. Structural floors are not required unless needed to cross an opening, mitigate a newly-created obstruction in the sidewalk, or to comply with ADA requirements. A well-defined surface shall be provided if pedestrians are to be routed off a paved sidewalk or into a roadway area. The surface shall be solid, slip resistant, and well drained so that pedestrians do not travel through water. The transition between the temporary pathway surface and the sidewalk shall be without abrupt breaks or changes in level exceeding one half inch. (SMC 15.22.122 and 2010 ADA Section 303)

7.4 Fence on Construction-Facing Side

When required by SMC Sections15.22.122 or 15.22.030, fences shall be continuous for their full length along the construction facing side, except for gates in conformance with SMC subsection15.22.040.A. The fence shall be at least seven feet in height, unless otherwise provided. If construction or demolition activity may create flying debris or dust or otherwise affect pedestrians on a nearby pedestrian pathway or traffic on the adjacent roadway, the fence shall be solid and tight, except for gates of entry or exit or view holes with protective screening provided for the public.

If the enclosure is within thirty feet each way of a street intersection or corner, any portion of the fence from four feet to seven feet high shall be of wire mesh to provide for traffic visibility at all times. (SMC 15.22.040)

7.4.1 Fence Footings

Where fence footings are present, they shall be oriented and demarcated so as not to create a tripping hazard or impede pedestrian passage. Footings shall not protrude into the minimum access required in section 7.1 of this rule. (SMC 15.22.110 and 15.22.122)

7.5 Gate

In conformance with the requirement in SMC subsection15.22.040.A, a gate shall swing inward, and any gate in the fence shall swing away from the path of pedestrian travel and towards the abutting property where the work activity is occurring. The gates of such openings shall be securely fastened in a closed position when not in use. (SMC 15.22.040.A)

7.6 Handrail

The pedestrian access shall have a continuous handrail on the roadway side, not less than three and one-half feet high capable of withstanding a fifty pound load per lineal foot applied horizontally to the top rail. The rail system shall be retroreflective with four or more amber warning lights as prescribed in the Seattle Traffic Control Manual. There shall be no blunt ends facing traffic and vertical members shall not impede bus and other heavy vehicle mirror encroachments or door swing radius of three feet if adjacent parking is allowed. Protruding footings shall be avoided. (SMC 15.40.010, SMC 15.22.110, and Seattle Traffic Control Manual Section VI)

7.7 Lighting

The pedestrian access area shall be continuously well lit between sunset and sunrise, and at other times as necessary to illuminate the area. Where the Director determines existing lighting is sufficient, no further illumination is necessary. If existing street lighting infrastructure has been removed for construction, the existing level of street illumination shall be maintained. Additional lighting may be required at ADA transition points. (SMC 15.22.122)

7.8 Signage

Advanced signage alerting pedestrians that a pathway is available shall be required. Reroutes and detour routes shall be clearly marked, including advanced warning at crosswalks before a detour. Pedestrian Detour signs with arrows shall be used at ingress and egress transition tapers. Signs shall not be placed in a manner that obstructs pedestrian access. (SMC 15.40.010)

7.9 Safety Barricades

Where determined by the Director, a pedestrian pathway adjacent to a travel lane shall have a continuous, impact-rated, orange or orange and white barricade that is anchored or stabilized to protect pedestrians from vehicles. Water-filled barricades shall be filled to manufacturers' specifications. (SMC 15.40.010, Seattle Traffic Control Manual Section IV) See Table 2 for preferred and alternative stabilization.

7.10 Transition Tapers

Transition tapers for pedestrian channelization, where required by the Director, may be nonimpact rated moveable barriers such as guard rail, split rail, or other approved Longitudinal Channelization Devices. (SMC 15.40.010 and Seattle Traffic Control Manual Section VI)

7.11 ADA Compliance

All pedestrian access constructed under this section shall provide access according to the requirements of the Americans with Disabilities Act. (2010 ADA Standards for Accessible Design)

7.11.1 Detectable Surfaces

A continuous cane-detectable surface or kickboard system shall be provided on both sides of pathway ingress and egress and for the length of the pedestrian access. Detectable guards shall also be provided to warn of potential hazards and restricted access. (Seattle Traffic Control Manual Section VI)

7.11.2 Maintaining Reach

Access to pedestrian crossing signal buttons, transit calls or other signaling devices shall be maintained with an unobstructed high forward reach of forty eight inches maximum, and a low forward reach of fifteen inches minimum above the ground. (ADA 2010 Chapter 3, section 308)

7.11.3 ADA Ramps

Ramps shall meet the most current SDOT ADA requirements, including the addition of detectable warning surfaces at the top and bottom of the ramp and installation of companion ramps where necessary. (RCW 35.68.075)

Requirements include but are not limited to constructing ramps that are stable and slip resistant, and are compliant in slope and counter slope. All ramps with a rise of greater than six inches shall be constructed with handrails on both sides of the ramp. (2010 ADA Chapter 4, section 405.8)

Prefabricated curb ramps are the preferred standard. On-site designed curb ramps using hot mix asphalt at ingress and egress locations may be approved by the Director as an alternative. Both prefabricated and on-site designed ramps are to include:

- Flush transition at top and bottom of ramp;
- Detectable base boards and/or warning surfaces at the top and bottom of ramp;
- Uniform and slip resistant surface;
- Handrail or board edge installed on inside edge, where the transition height exceeds six inches;
- Slopes and landing to meet ADA requirements to the maximum extent feasible; and
- Ramp edges highlighted with reflectorized material. (2010 ADA Chapter 4, section 4.2.5)

Nighttime visibility of the ramp shall be maintained throughout the ramp's use. (SMC 15.22.122.E and Seattle Traffic Control Manual Section V)

7.11.4 Transit Access

The pedestrian pathway shall be designed to maintain ADA-compliant access from the pathway to any operating bus stop, street car stop, or bus shelter. (2010 ADA Chapter 8, section 810.2.3)

8.0 Open Walkway Standards

Open walkways, where the existing pedestrian pathway adjacent to the worksite is used for pedestrian access, shall meet the general requirements in section 7 of this rule. (SMC 15.22.122) The following requirements also apply:

8.1 Open Walkway Barriers

A bolted Jersey barrier with fencing or alternative as approved by the Director with transparent fencing attached shall be placed along the entire length of the walkway side abutting the work site. (See Table 2 of this rule.)

8.2 Open Walkway Screening

Transparent screening on the side of the walkway adjacent to a work site shall be required if there is a barrier enclosure on the roadway side with pedestrian access allowed between the enclosure and the work site. (SMC 15.22.040.B)

If the screening is within thirty feet each way from an intersection, the screening shall be modified as approved by the Director to provide for traffic visibility at all times. (SMC 15.22.040)

9.0 Pedestrian Reroute Standards

Where pedestrian access is adjacent to the worksite but not on the existing sidewalk, the access shall meet the requirements in section 7 of this rule. Where general-purpose parking exists in the right-of-way and is adjacent to the work site, the parking lane shall be the preferred pedestrian reroute unless an alternative location is permitted by this rule. (SMC 15.22.122) The following requirements also apply:

9.1 Pedestrian Reroutes in Downtown and Urban Villages Arterials

When the pedestrian reroute is adjacent to an arterial travel lane, impact rated positive barriers shall be placed outside of transition tapers. (Seattle Traffic Control Manual Section VI)

9.2 Pedestrian Reroutes in Downtown and Urban Villages Nonarterials

Where the pedestrian reroute is adjacent to the travel lane and the length of the reroute exceeds seventy-five feet, impact-rated positive barriers are required. If two signalized intersections are not in short distance of each other for sidewalk closure, a pedestrian reroute in the adjacent travel lane may be required using positive barriers. (Seattle Traffic Control Manual Section VI)

9.3 Other Conditions for Pedestrian Reroutes

If the reroute pathway width cannot accommodate positive barriers and maintain a minimum four foot access; an alternative system with continuous rail-pinned retroreflective barrier and continuous detectable kickboard, as approved by the Director may be used. (Seattle Traffic Control Manual Section VI)

Nonimpacted rated barriers may be used at transition tapers, but shall consist of an interlocking rail system with retroreflection facing traffic and amber lighting attached. (Seattle Traffic Control Manual Section VI)

10.0 Pedestrian Detour Standards

Where a sidewalk is closed and pedestrians are redirected to a pedestrian pathway that is not adjacent to the work site, the detour shall meet the general requirements in section 7 of this rule. The following conditions shall also apply:

10.1 Detour Channeling and Barricades

Channelization and barricades shall not impede sight distance at corners or block access to any pedestrian button, signal, or ADA infrastructure. The pathway enclosure shall withstand wind and other design loads in the Seattle Building Code, Title 22.

10.2 Detour Screening

Where construction or activity may create flying debris or dust or otherwise affect pedestrians on a nearby sidewalk or pedestrian pathway, or traffic on the adjacent roadway; protective screening shall be provided for the public; and, if the enclosure is within thirty feet each way of a street intersection or corner, a portion of the screening from four to seven feet high, which is within thirty feet each way from the corner of the fence, shall be of wire mesh to provide for traffic visibility at all times, unless another method is approved by the Director. Transparent screening at least seven feet in height on the side of the detour channel adjacent to the building site shall be required if there is a barrier enclosure on the roadway side with pedestrian access allowed between the enclosure and the work site. (SMC 15.22.040)

10.3 Detours with Crosswalk Closures

Where crosswalks are closed, water-filled barriers that extend the full width of the crosswalk with "Crosswalk Closed" signage attached shall be the preferred standard. Where space limitations or other conditions make a water-filled barrier impractical, a cane-detectable barricade equal to the full width of the sidewalk, with a "Crosswalk Closed" sign attached may be used, as approved by the Director. (Seattle Traffic Control Manual Section VI)

10.4 Intersection Detours

Intersection closures shall not impede sight distance triangles at intersections. A "Sidewalk Closed Ahead" sign shall be used in advance of the closure. A "Sidewalk Closed" sign shall be attached to the closure only. (Seattle Traffic Control Manual Section VI)

10.5 Mid-Block Pedestrian Closures

Where a pedestrian closure is approved mid-block, a "Sidewalk Closed Ahead" sign shall be posted at the preceding intersection in such a way that it does not impede pedestrian access. Conversely, if pedestrian access is maintained mid-block, a "Sidewalk Open Ahead" sign shall be posted at the preceding intersection. Where business access is maintained during a mid-block closure, a "Business Open Ahead" sign shall be posted at the preceding intersection. Advisory signs shall not encroach on minimum width of pedestrian access. (SMC 15.40.010 and Seattle Traffic Control Manual Section VI)

A detectable kickboard system shall be placed at the sidewalk closure to direct sight impaired persons back to a detectable crossing. (Seattle Traffic Control Manual Section VI)

11.0 Corner Work

Where safety or other conditions as noted in section 3 of this rule require pedestrian closures at an intersection, those closures shall meet the requirements in section 7 of this rule. The following conditions shall also apply:

11.1 Corner Work Intersection Closures

Where intersections are closed, a pedestrian reroute shall be established in the parking lane if one exists. Pedestrians shall not be directed into a closed crosswalk. A vertical and horizontal rail system with a detectable kickboard shall run the length of the reroute. A "Sidewalk Closed" sign shall be placed in advance at the preceding side of intersection and at the site. (Seattle Traffic Control Manual Section VI)

11.2 Corner Work Crosswalk Closures

Where crosswalks are closed, water-filled barriers that extend the full width of the crosswalk with "Crosswalk Closed" signage attached shall be the preferred standard. Where space limitations or other conditions make a water-filled barrier impractical, a cane-detectable barricade equal to the full width of the crosswalk with a "Crosswalk Closed" sign attached may be used as approved by the Director. A "Crosswalk Closed Ahead" sign shall be used in advance of the closure. (Seattle Traffic Control Manual Section VI)

11.3 ADA Landing Accommodation

Required corner landings shall be four feet minimum length by four feet minimum width. The provided clear space shall be within reach range of pedestrian crossing signal buttons, transit calls, or other signaling devices. (2010 ADA Standards sections 4.7.10 and 4.2.5)

12.0 Covered Walkway Standards

Where safety or other conditions as noted in this rule require a covered walkway, the covered walkway shall meet the general requirements for walkway width, floor, signage, and ADA accessibility provided for in section 7 of this rule. The following conditions shall also apply:

12.1 Specifications and Drawings

As part of the Street Use permit applications, a plan shall be submitted that shows the specifications and drawings of the covered walkway. The specifications and drawings shall show the side and front views, cross section, and the covered walkway footprint. A Traffic Control Plan including ingress and egress for the covered walkway shall be provided with the application. (SMC 15.04.025.C)

12.2 Railing

When required by SMC Section15.22.122, a continuous handrail shall be installed along at least one side of the covered walkway to aid pedestrians. The top of the handrails shall not be less than three and one-half feet high, and shall be capable of withstanding a fifty pound load per linear foot applied horizontally to the top rail. (SMC 15.22.120)

12.3 Transit Access

The covered walkway shall be designed to maintain ADA-compliant access from the sidewalk to any operating bus stop, street car stop, or bus shelter. (2010 ADA Section 810.2.3)

12.4 Lighting

The interior of the covered walkway area shall be continuously well lit between sunset and sunrise, and at other times as necessary to illuminate the area. (SMC 15.22.122.E)

12.5 Roof

Covered walkways shall have a clear and unobstructed ceiling height of not less than eight feet vertical above the walkway, and shall be tightly boarded with a covering of roofing paper or other material to prevent water from falling through. (SMC 15.22.125.A) The roof shall be designed to carry the loads imposed upon it, provided the minimum live load to be used in design shall not be less than one hundred fifty pounds per square foot, uniformly loaded. (SMC 15.22.125(B) If materials are stored or work occurs on the roof of the walkway, the roadway side of the walkway shall extend one foot above the roof, or as high as needed to contain the material stored on the roof. (SMC 15.22.125.D)

12.6 Roadway-Facing Side

If the walkway is abutting upon or within the roadway area, the side of the covered walkway facing the travel lanes of the roadway shall have either jersey barriers or equivalent impact resistant water-filled barriers. The wall of the covered walkway facing the travel lanes may be attached to the top of the jersey/water-filled barriers or may rest on the roadbed inside of the jersey/water-filled barriers. (SMC15.22.125.C) Within thirty feet of the intersection of two streets the sides facing the roadway shall be constructed to maintain an unobstructed line of sight for drivers in the roadway and pedestrians using the covered walkway. (SMC 15.22.040.B) The structure shall have a continuous reflector system adjacent to the roadway.

12.7 Structural Members

Plans shall show that the structural members of the covered walkway shall be adequately braced and connected to prevent displacement or distortion of the frame work. (SMC 15.04.025.C and 15.04.030.B)

12.8 Building Entry

If the building is actively in use while the covered walkway is in place, the covered walkway shall be designed to maintain an ADA-accessible entry to and from the building. The covered walkway shall have signs advising pedestrians that businesses and residences can be accessed directly from the covered walkway. (Seattle Traffic Control Manual Section VI)

12.9 Provide Advanced Signage

Advance signs shall advise pedestrians that a pathway is open ahead. These sign locations shall not impede pedestrian mobility, ADA access, bus stops, or other similar sidewalk-related considerations. "Pedestrian Detour" with arrow signage shall be posted at the ingress and egress locations. (SMC 15.40.010 and Seattle Traffic Control Manual Section VI)

12.10 Postings, Graffiti, and Advertising

No postings other than signs permitted under SMC 23.55 shall be allowed. The walls, roof, and floor of the covered walkway shall be washable and maintained free of postings, graffiti, or advertising of any type. (SMC 18.12.050 and 10.07.30)

12.11 Sidewalk Fixtures

The covered walkway shall be designed to incorporate any existing sidewalk fixture including fire hydrants, light poles, traffic signal devices, parking meters, trash receptacles, bus stops and bus shelters, and benches. If the covered walkway cannot be constructed without removing an existing sidewalk fixture, the permittee shall provide details about: what fixtures are to be removed; where they will be stored pending the work being completed; and how they will be restored after the covered walkway is removed. (SMC 15.22.125)

12.12 Maintenance

The covered walkway shall be properly maintained for the duration of its use. (SMC 15.22.125)

12.13 Removal

The covered walkway shall be removed immediately after the permitted work is completed, or any potential hazard to pedestrians no longer exists. The covered walkway shall be removed without damaging any trees or infrastructure. A Traffic Control Plan for removing the covered walkway shall also be provided and approved by the Director before removing the covered walkway. (SMC 15.04.030.B)

12.14 Covered Walkway Visibility

Generally, covered walkways of more than ten feet in length shall provide openings above the impact resistant barrier or guiderails to the maximum extent practical on the nonconstruction side. (SMC 15.04.035)

12.15 Other Covered Walkway Conditions

Consistent with the authority in SMC Section 15.04.035, covered walkway entrances shall have detectable warnings; and the walkway shall be designed to preclude access to any pedestrian hazard that may exist adjacent to the walkway.

The covered walkway structure shall not impede sight distance at corners or block access to any pedestrian button, signal or ADA infrastructure, nor shall the structure impede bus and other heavy-vehicle mirror encroachments or a three-foot-door-swing radius if adjacent parking is allowed. (Seattle Traffic Control Manual Section VI)

Signs identifying "Covered Walkway Ahead" shall be placed at street corners immediately preceding both ends of the covered walkway. If the covered walkway reaches an intersection, a sign shall be placed on the opposite side of the preceding intersection to allow pedestrians the opportunity to cross the street and avoid the covered walkway if desired. (Seattle Traffic Control Manual Section VI)

12.16 Security Monitoring

Where visibility into a covered walkway is limited due to placement of the walkway or existing structures, security monitoring may be required. (SMC 15.04.035)

13.0 Scaffolding Standards

Where safety or other conditions as noted in section 3 of this rule require scaffolding above pedestrian access, the pathway shall meet the requirements in section 7 of this rule. The following conditions shall also apply:

13.1 Scaffold Structure

Scaffold and staging shall have sufficient strength to support the weight to be placed upon it and sufficient width to prevent persons and materials from falling. Tarpaulins and scaffolds shall be braced sufficiently or anchored to the building so that they will not fall or be blown about or otherwise collapse. (SMC 15.24.010 and SMC 15.24.030) Generally, scaffolding shall be open on the nonconstruction side, except for structural support. The scaffold shall not impede sight distance at corners or block access to any pedestrian button, signal, or ADA infrastructure, nor shall the structure impede bus and other heavy vehicle mirror encroachments or a three-foot-door-swing radius if adjacent parking is allowed. A continuous, detectable kickboard system shall be required for the length of the pathway, highlighted in a high-contrast color. (Seattle Traffic Control Manual Section VI)

13.2 Scaffold Lighting

The scaffold shall have a continuous well-lit interior along the entire pedestrian pathway between sunset and sunrise, and at other times as necessary to illuminate the pathway. (SMC 15.22.122.E)

13.3 Sidewalk Fixtures

The scaffolding shall be designed to incorporate any existing sidewalk fixture including fire hydrants, light poles, traffic signal devices, parking meters, trash receptacles, bus stops and bus shelters, and benches. If the scaffolding cannot be constructed without removing an existing sidewalk fixture, the permittee shall provide details about: which fixtures are to be removed; where they will be stored pending the work being completed; and how they will be restored after the scaffold is removed. (SMC 15.04.035)

13.4 Scaffolding Roof

Scaffolds shall have a clear and unobstructed ceiling height of not less than eight feet vertical above the walkway, and shall be tightly boarded with a covering of roofing paper or other material to prevent water from coming through the roof. (SMC 15.22.125.A) The roof shall be designed to carry the loads imposed upon it, provided the minimum live load to be used in design shall not be less than one hundred fifty pounds per square foot, uniformly loaded. (SMC 15.22.125.B) If materials are stored or work is done on the roof of the scaffolding, the roadway side of the scaffolding shall extend one foot above the roof, or as high as needed to contain the material stored on the roof. (SMC 15.22.125.D)

13.5 Provide Advance Signage

A "Covered Walkway Ahead" warning sign shall be placed at the preceding intersection. (Seattle Traffic Control Manual Section VI)

14.0 Traffic Control Plans

A Traffic Control Plan may be required before Street Use permits are issued to the permittee. The plan shall demonstrate that pedestrian mobility, consistent with this rule, is provided throughout all phases of work. (SMC 15.04.30.B)

14.1 An updated or revised plan shall be submitted and approved by the Director if changes to work-site conditions impair pedestrian mobility. (SMC 15.04.110)

15.0 Rule Violations

The City may issue a notice of violation or citation if a provision of this rule is violated. (SMC 15.90.002 and 15.91.002)

Table 2 - Preferred and Alternative Barricade Requirements

Preferred requirements for barricades	Alternative where approved by the Director	Conditions Considered
Bolted Jersey barrier with fencing attached along the entire length abutting the work site	• Wood boarding • Container (e.g. Conex box) • Scaffolding • Fencing with posts bolted into sidewalk or pavement • Impact-resistant barrier (like water-filled Jersey barrier or linked ADA Strongwall barricade) anchored or stabilized to protect pedestrians from vehicles	• Shoring systems that protrude into the right-of-way may prevent enclosure bolting • Existing utility damage probable if bolting required • Required movability due to work zone shift changes • If street improvements are not required and anchoring would damage pavement