



**City of Atlanta  
Department of Transportation  
Sidewalk and Pedestrian Way Impact Questionnaire**

Consistent with Pedestrian Right-of-Way Access Policy, an applicant requesting to close pedestrian way (sidewalk or path) is required to complete this questionnaire.

In order to ensure that a sidewalk or pedestrian path adjacent to a construction site remains open, construction activity within the footprints of the sidewalk should be limited. **CONSTRUCTION SCHEDULES ARE MANDATORY** when applying for a right of way permit. If sidewalk or pedestrian path closure is approved, it should be limited to no more than 45-day increments with conditional extensions to be approved by the Commissioner of Public Works or his/her designee. This limited permit period is required to ensure extended sidewalk or pedestrian path closure does not take place for extended period.

1. Explain why sidewalk or pedestrian path closures cannot be scheduled to coincide with the start and end of construction activity within the sidewalk.

**Applicant Response:**

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2. Explain why a temporary wheelchair accessible sidewalk or pedestrian path within the footprint of existing sidewalk using available material such as plywood over the disturbed sidewalk could not be provided.

**Applicant Response:**

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3. Explain why partial sidewalk or pedestrian path closures cannot be allowed if a safe, passable thoroughfare not less than 4ft wide, with ADA access at intersections and separation from construction by approved safety barriers cannot be achieved.

**Applicant Response:**

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4. Explain why a temporary covered, lighted walkway cannot be implemented for pedestrians if a 4ft wide pedestrian access cannot be provided and if the height of the building is no more than three stories or 40ft; this will apply to new building construction or maintenance to an existing building.

**Applicant Response:**

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5. Explain why a temporary pedestrian route cannot be created using the adjacent travel lane if a 4ft wide pedestrian access cannot be achieved and if approved by City engineer with barricades, signage and ADA accessibility for pedestrian safety.

**Applicant Response:**

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6. If a wheelchair accessible pedestrian passageway cannot be provided using one of methodologies outlined above, the City may allow detouring of pedestrian traffic in extenuating circumstances. If pedestrian traffic has been approved to be re-directed across the other side of the street and that right-of-way (sidewalks/intersections) does not meet current ADA requirements; it is the applicant/ contractor responsibility to bring it up to code and meet all signage and barricade requirements before the sidewalk closure permit will be issued. Explain why this requirement cannot be achieved.

**Applicant Response:**

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7. If a contractor cannot meet any of the above due to the structural necessities of the work to be completed then pedestrian traffic can be re-directed to cross to the other side of the street. Proper signage must be provided at each pedestrian accessible intersection and the route must be wheelchair accessible.

**Applicant Response:**

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8. The need for sidewalk closure permit for vehicular parking by applicant/contractor is not an acceptable reason for approval of any of the above pedestrian access options.

**Applicant Response:**

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# Pedestrian Protection by Phase of Construction

Phase of Construction	Pedestrian Protection				
	Covered Walkway -Sidewalk-	Covered Walkway -Roadway-	Open Walkway -Sidewalk-	Open Walkway -Roadway-	Sidewalk Closure
Raze/Site Demolition					P
Facade Demolition	2†	2†			P
Sheeting & Shoring & Excavation	P*	2*	P*	2*	
Concrete or Steel Frame Construction		P			2
Skin or Façade Construction		P			2
Post Skin	P		P	2	
Sidewalk and Streetscape Work				P**	2**
Utility Work or other Work in ROW				P**	2**

Adopted from District of Columbia Department of Transportation

**P** = Preferred method

**2** = Next alternative

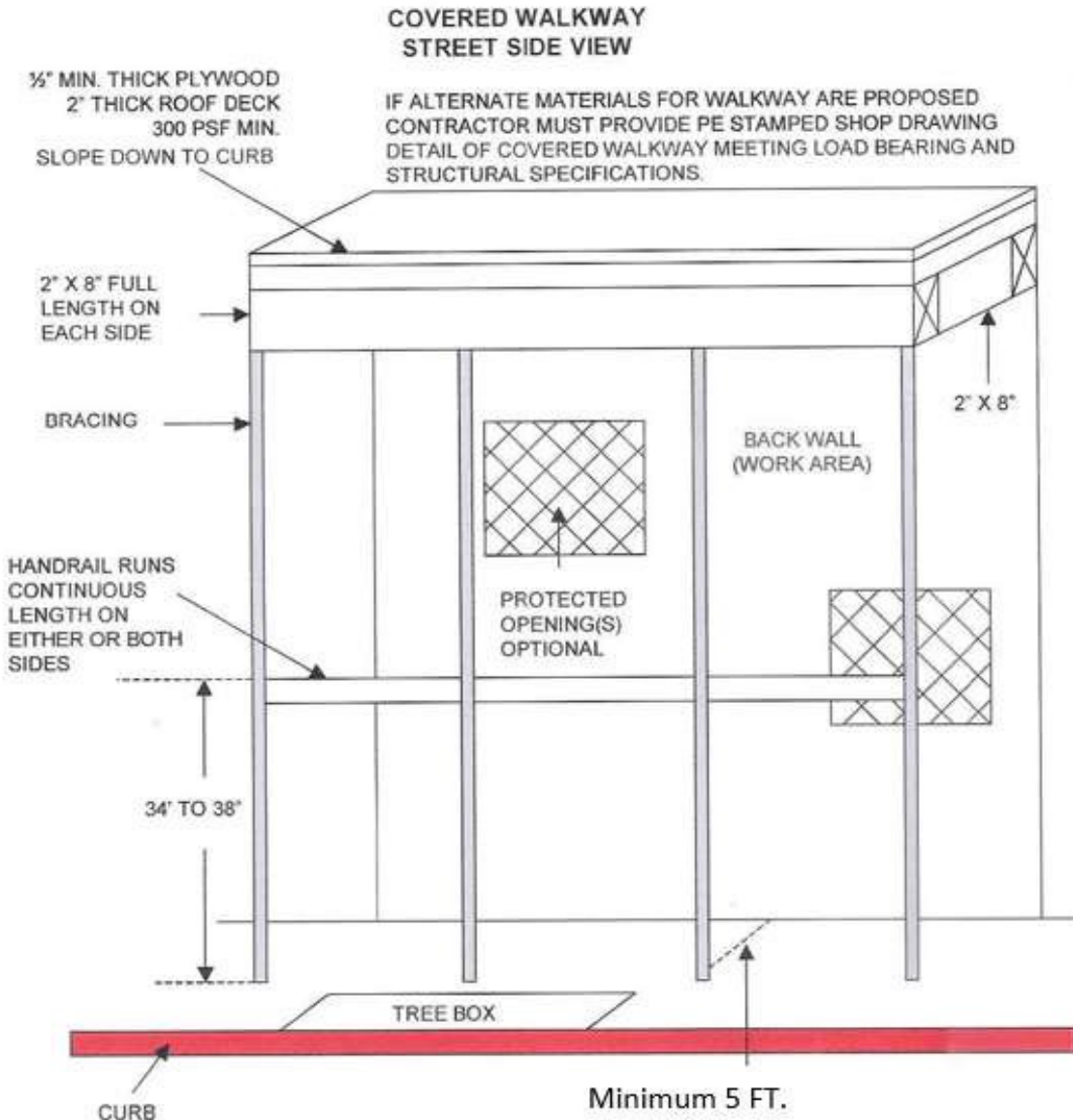
\* For intermittent closures due to lifting overhead, a flagger should be used at both ends of the walkway

\*\* These closures are expected to last no longer than 4 to 8 weeks

† When minimal overhead danger is present, covered walkways are the preferred method

**Note:** This represents the general policy of the City of Atlanta Pedestrian Right-of-Way Policy. A site- specific modification is allowed. This request must be submitted in writing along with the traffic control plan and public space permit application; and must explain the modification and the site- specific conditions that require the modification.

# Covered Walkway Standard Drawings



- ✦ IF A STRUCTURAL FLOOR IS INSTALLED THE WALKWAY MUST INCLUDE ADA-COMPLIANT CONTINUOUS RAILINGS AS PER COVERED WALKWAY STANDARDS
- ✦ LIGHTS (NOT SHOWN) MUST BE INSTALLED ON EITHER THE ROOF OR BACK WALL IN VANDAL-PROOF FIXTURES 8 FEET MIN. FROM THE FLOOR

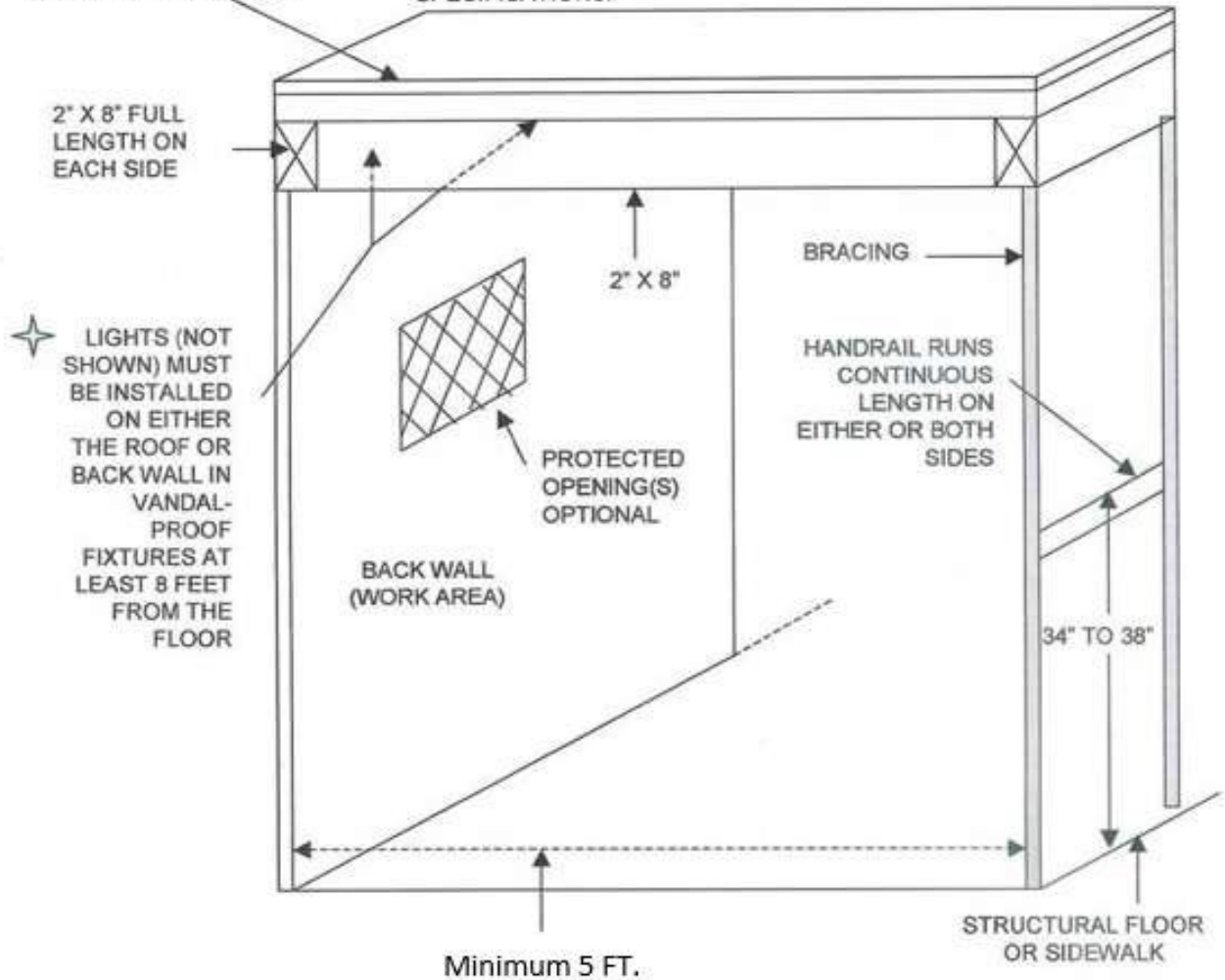
<b>COVERED WALKWAY - STREET SIDE VIEW</b>
APPROVED BY:

Adopted from District of Columbia Department of Transportation

### COVERED WALKWAY SIDEWALK END VIEW

1/2" MIN. THICK PLYWOOD  
2" THICK ROOF DECK  
300 PSF MIN.  
SLOPE DOWN TO CURB

IF ALTERNATE MATERIALS FOR WALKWAY ARE PROPOSED  
CONTRACTOR MUST PROVIDE PE STAMPED SHOP DRAWING DETAIL  
OF COVERED WALKWAY MEETING LOAD BEARING AND STRUCTURAL  
SPECIFICATIONS.



★ IF A STRUCTURAL FLOOR IS INSTALLED WALKWAY MUST INCLUDE  
ADA-COMPLIANT CONTINUOUS RAILINGS AS PER COVERED WALKWAY STANDARDS

COVERED WALKWAY - SIDEWALK END VIEW
APPROVED BY

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