



FDM 15-10-1 Plan-in-Hand Field Inspections

November 2, 2001

Upon completion of the plan and prior to finalizing P.S. & E. activities, a plan-in-hand field inspection of the project site must be made. Its purpose is to provide a final observance of current existing field conditions (i.e. recent changes may have taken place in existing field conditions) and a review of the adequacy of various plan details in meeting these conditions. It also provides an opportunity to discover if any work items, potential conflicts, or problem situations have been overlooked during the plan preparation process.

Of major importance is the recognition of necessary items of work which may have been inadvertently omitted from the plan. Because such omissions often develop into problems during either construction or subsequent maintenance activities, region staff involved in construction, maintenance and traffic activities should be represented during this review.

If desirable work items have been purposely omitted from the plan for reasons of minimizing project costs, careful consideration of the future consequences should be made at this time. The omitting of necessary items to hold costs down must be evaluated in terms of future construction costs, additional inconvenience to motorists at a later date, and the potential for increased maintenance expenditures.

FDM 15-10-5 Pedestrian Considerations

December 3, 2008

A careful review of plan details must be made to ensure compatibility with a wide range of potential pedestrian activities. Particular attention should be given to those projects where a rural type job is extended for only a short distance into an urban setting. In these situations pedestrian needs may easily be overlooked.

For example, the securing of mulch using heavy twine and pegs is inappropriate where an errant shopper (or jogger) may unexpectedly become entangled in it. In these situations, tacked mulch, urban erosion mat, or soil stabilizer type A as specified in [standard spec 627](#) and 628 should be specified.

Other situations to be considered are as follows:

1. Locations where protective fencing should be used, such as on the wingwalls of box culverts.
2. The prudent placement or omission of steel marker posts for right of way.
3. The use of inlet grates without longitudinal slots in areas frequented by bicyclists.
4. Grate protection of culverts in areas frequented by children.
5. Adequate lighting, especially at underpass tunnels.
6. Use of refuge islands where wide areas of roadway are crossed by large numbers of pedestrians.

In all cases use good engineering judgment to ensure that roadway designs in urban and urbanizing areas recognize potential pedestrian usage and adequately provide for it.