



National Committee on Uniform Traffic Control Devices

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TTC Agenda item XII January 2013

National Committee on Uniform Traffic Control Devices TTC TC

TECHNICAL COMMITTEE: NCUTCD Temporary Traffic Control Technical Committee

DATE OF ACTION: 1-10-13

TASK FORCE: David Church (chair), Tim Stroth, Tim Cox

RWSTC APPROVAL DATE: 1-10-13

TRANSMITTAL TO SPONSORS DATE: **READY FOR SPONSORS**

TTC TC APPROVAL FOLLOWING SPONSOR COMMENTS:

COUNCIL APPROVAL DATE:

TOPIC: Figure 6H-28 – Typical Application 28 Sidewalk Detour or Diversion

AFFECTED PORTIONS OF MUTCD: Notes for Figure 6H-28, Figure 6H-28

DISCUSSION/QUESTION:

Figure 6H-28 and the accompanying notes describe 2 common situations that occur when construction closes a sidewalk: a Sidewalk Detour and a Sidewalk Diversion. The Figure depicts typical traffic control to guide pedestrians around work that occurs on and closes the sidewalk. As with all of the TAs in Chapter 6H, these figures are to be used as a starting point to deal with the need for alternate pathways for pedestrians when sidewalks are closed.

A practitioner recently contacted TTC to note a discrepancy between the Figure for Sidewalk Diversion and other sections in Part 6. Review of the practitioners comment showed several areas where this figure is not compliant with other sections of Part 6. The areas that are not compliant include:

- Lack of an accessible, detectable barricade between the pathway and the work space
- Use of a type 3 barricade to close the sidewalk which does not provide the detectability that Section 6.
- Use of the symbol for Longitudinal Channelizing Device to separate the alternate pathway from vehicular traffic without a note requiring that the LDC meet the detectability requirements of Section 6.

- Width of the alternate pathway is noted at 36 inches while Section 6. Requires 48 inch minimum
- Lack of notice to practitioners that a ramp is required when elevation changes by more than ½ inch.

RECOMMENDATION:

Modify Figure 6H-28 Sidewalk Diversion to include longitudinal channelizing devices on both sides of the alternate pathway that are detectable to users of long canes and that have upper and lower rails as noted in 6.; adjust the width to read 48 inches minimum and depict ramps between the curb and the alternate walking surface. Modify the Notes to TA-28 to bring them into compliance with the 2009 Edition of the MUTCD and to support the modifications to the Figure. Include in the notes clarification of the use of temporary traffic barriers.

RECOMMENDED WORDING:

Note: Proposed changes to the MUTCD are shown in underline red and removed text are shown in ~~strikethrough red~~.

**Notes for Figure 6H-28—Typical Application 28
Sidewalk Detour or Diversion**

Standard:

- ~~1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.~~
- 1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. A device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.**
- 2. When used, temporary ramps shall comply with Americans with Disabilities Act.**
- 3. When used, Longitudinal Channelizing Devices used for alternate pathways shall comply with 6F.63.**

Guidance:

- ~~4. Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.~~
- ~~5. Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.~~
- 4. The surface of an alternate pathway should meet the requirements of Americans with Disabilities Act.**

5. *The protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers and their use in this situation should be considered based on an engineering study.*
6. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*

Standard:

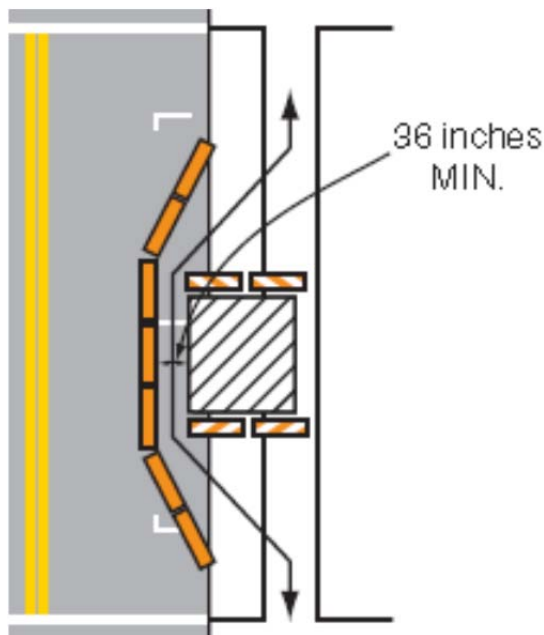
7. **Temporary traffic barriers, if used, shall comply with the provisions of Section 6F.85.**

Option:

8. Street lighting may be considered.
9. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
10. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
11. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the temporary sidewalks from vehicular traffic flow.
12. Signs, such as KEEP RIGHT (LEFT), may be placed along a temporary sidewalk to guide or direct pedestrians.

Modify the Figure in TA-28 as shown below:

Figure in MUTCD 2009 Edition



Proposed Figure for TA-28

