616.8.28 (TA-28) Sidewalk Detour or Diversion - MT

| SPEED | SIGN SPACING (ft.) | | TAPER LENGTH (ft.) | | OPTIONAL | CHANNELIZER SPACING (ft.) | |
|---|-------------------------------------|----------------|-------------------------------|---------------------------|-------------------------------|---------------------------|-----------------------|
| Normal Posted (mph) | Undivided (S) | Divided (S) | Shoulder ¹ (T1) | Lane ² (T2) | BUFFER LENGTH (ft.) (B) | Tapers | Buffer/ Work Areas |
| 0-35 | 200 | 200 | 70 | - | 250 | 15 | 25 |
| 40-45 | 350 | 500 | 150 | - | 360 | 20 | 50 |
| 50-55 | 500 | 1000 | 185 | - | 495 | 50 | 100 |
| 60-70 | SA - 1000, SB - 1500 and SC-2640 | | 235 | - | 730 | 60 | 100 |
| 1. Shoulder taper length based on 10 ft. (standard shoulder width) offset. 2. Lane taper based on 12 ft. (standard lane width) offset | | | | | | | |



(Advanced Warning Rail System) For Long Term Operations

When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with features present in the existing pedestrian facility.

Where sidewalks exist, provisions should be made for disabled persons.

Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from traffic.

Only the temporary traffic control devices related to pedestrians are shown. Other devices may be necessary to control traffic.

Signs may be mounted on portable mounts at 1 ft. provided they do not interfere with pedestrian movement or be obstructed by parking.

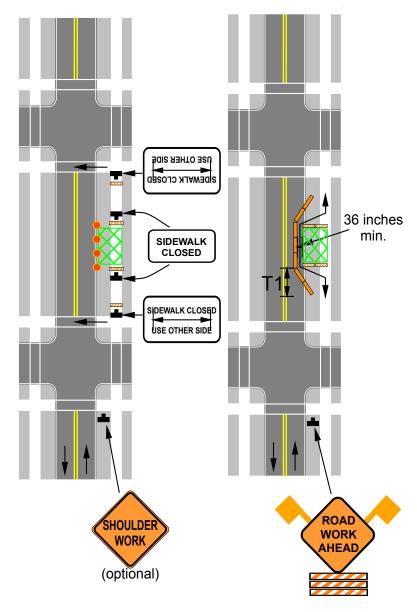
Otherwise, signs shall be mounted at 7 ft.

For high speed facilities, channelizer spacing may be reduced to $\frac{1}{2}$ spacing noted in table.

Other appropriate signs may be used in lieu of the SHOULDER WORK AHEAD or ROAD WORK AHEAD signs.

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.

For long-term operations, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.



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