


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

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)		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

● Channelizer	■ Sign	▨ Work Space	 (Advanced Warning Rail System) For Long Term Operations
 Type III Barricade	 Longitudinal Channelizing Device		

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 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.

