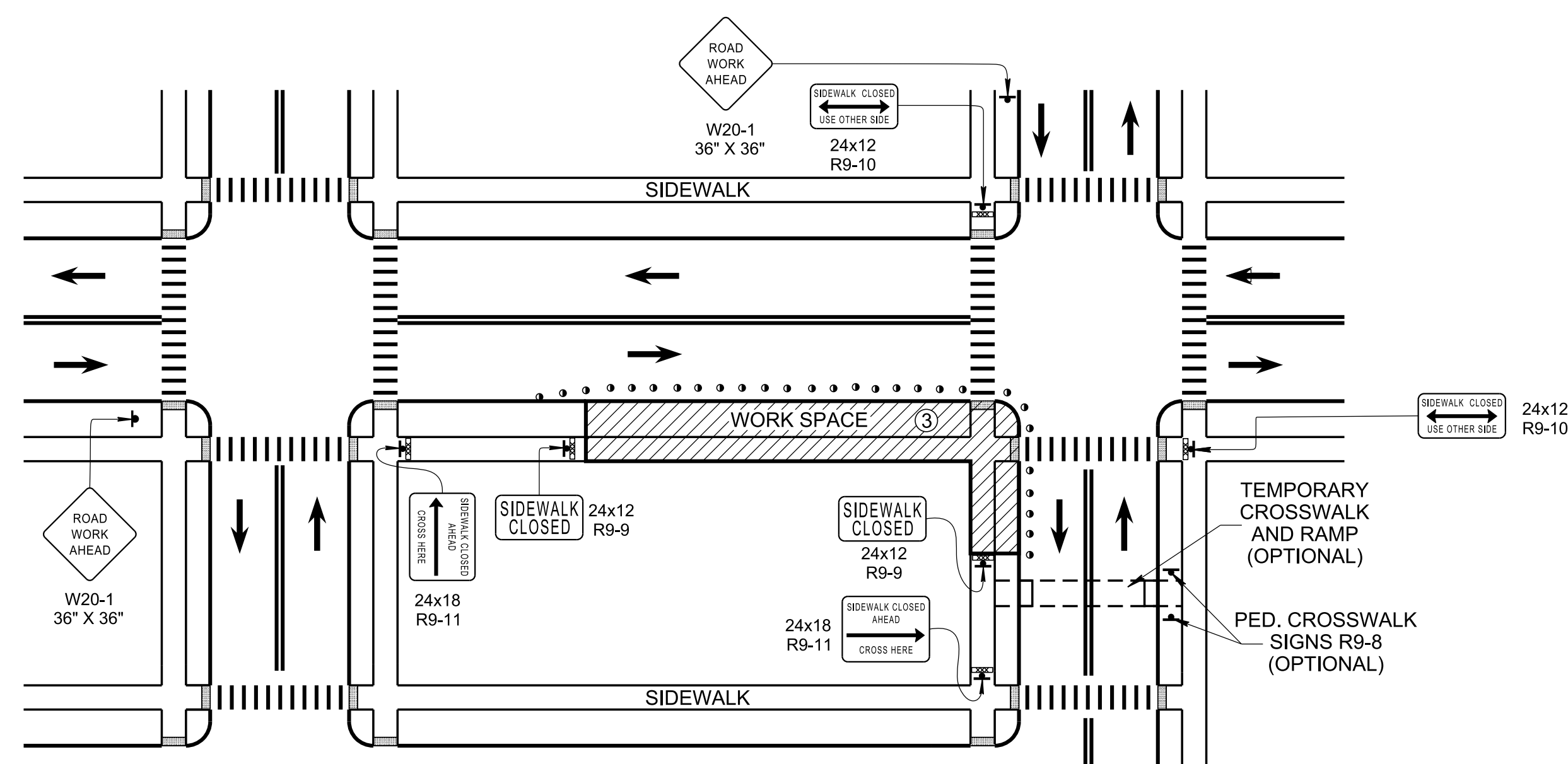
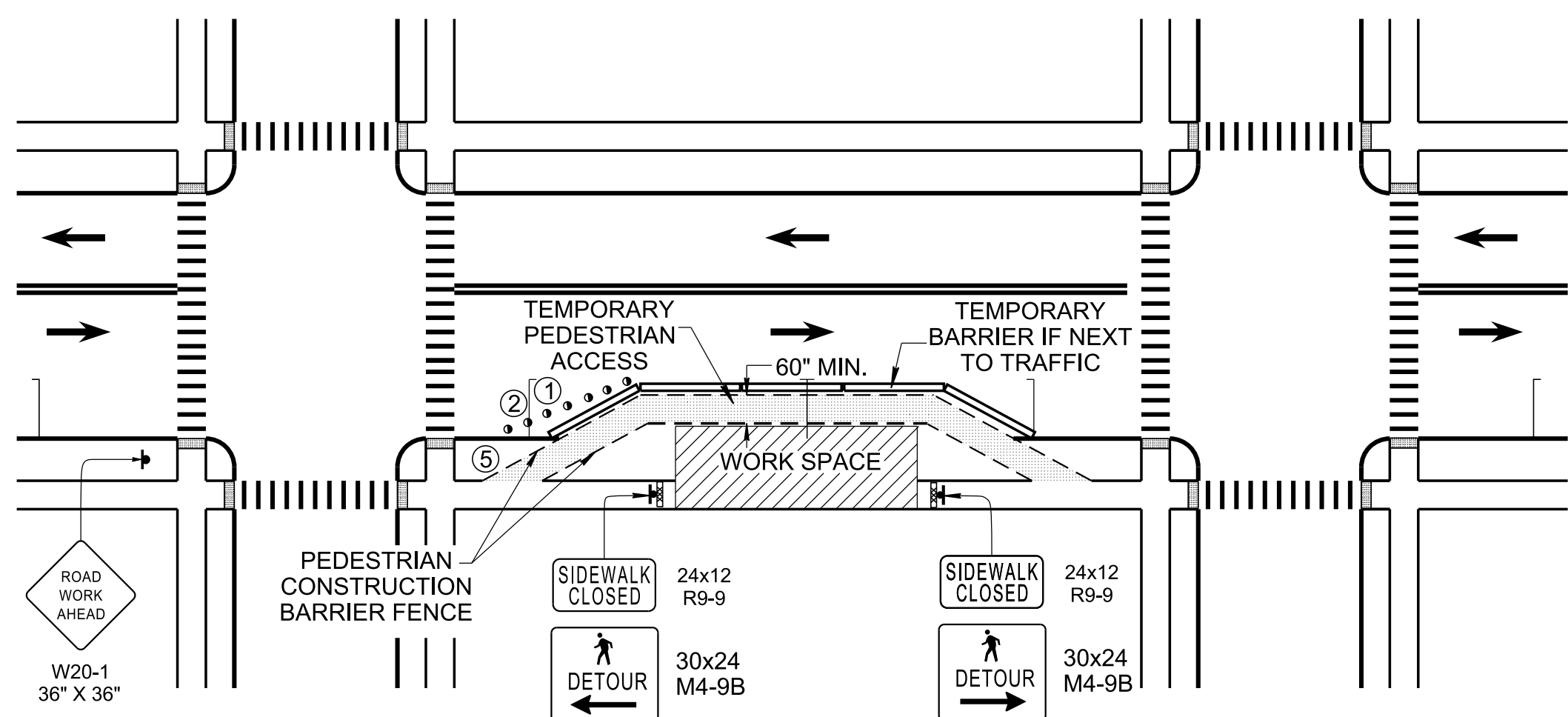


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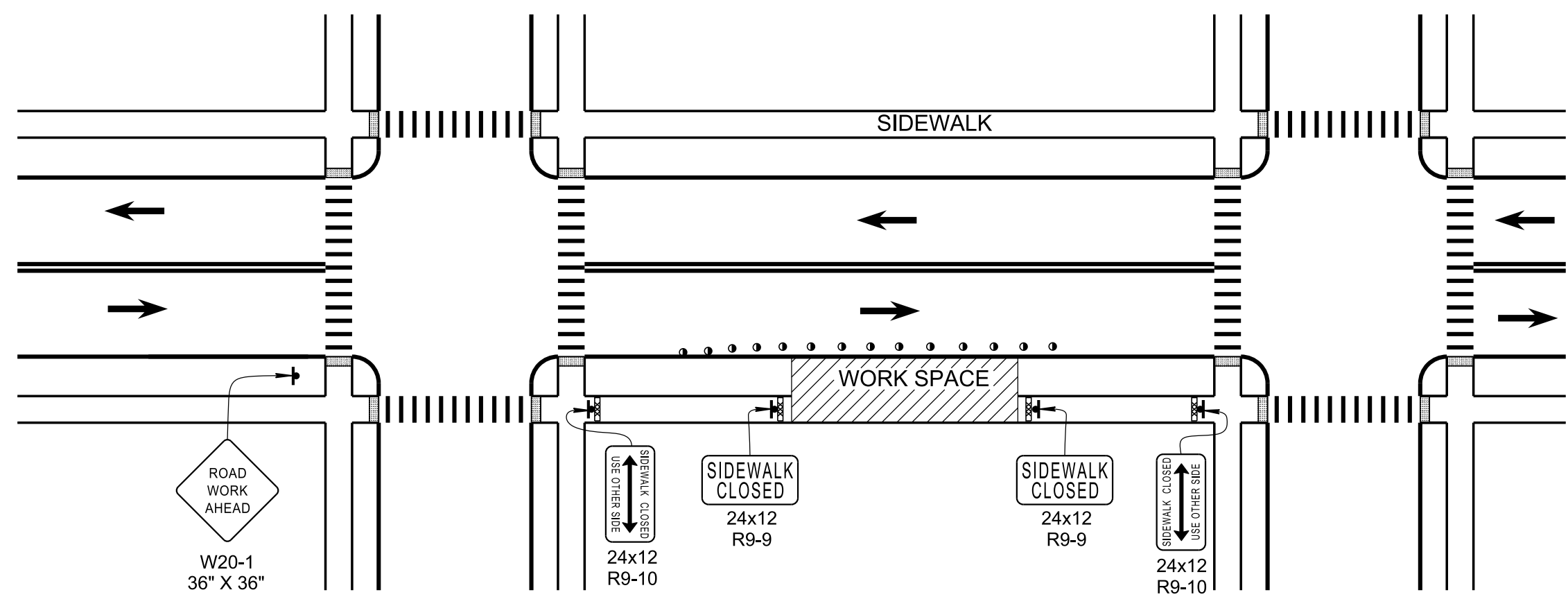
CORNER SIDEWALK AND CROSSWALK CLOSURES WITH OPTIONAL TEMPORARY CROSSWALK



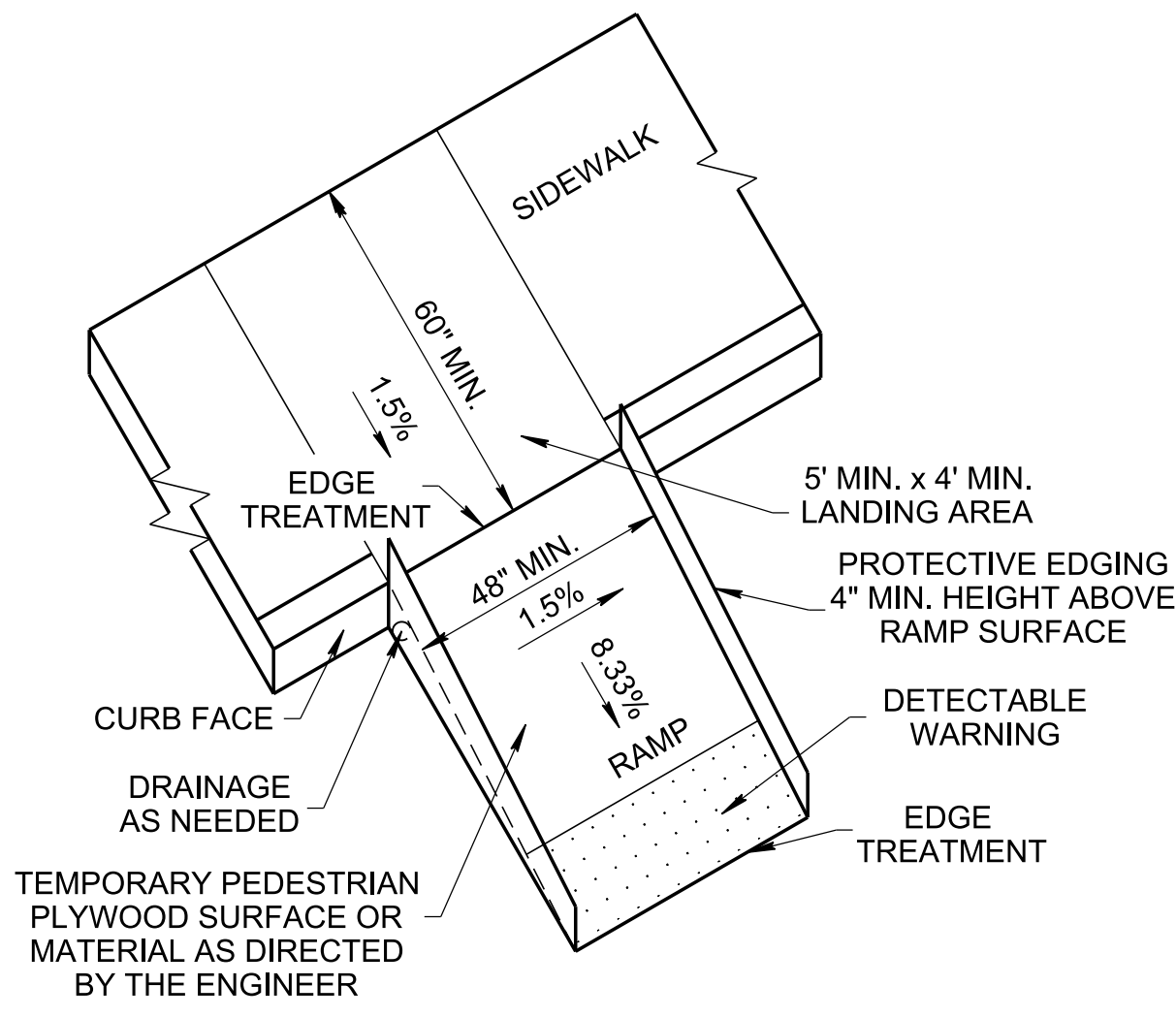
MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE WITH SIDEWALK DIVERSION

CHANNELIZATION DEVICE LEGEND			
	FLEXIBLE DRUMS (ITEM NO. 712-04.01, PER EACH)		SIGN SUPPORT
	TEMPORARY BARRICADES (TYPE II), (ITEM NO. 712-07.02, PER L.F.) WITH SIGNS (CONSTRUCTION) ATTACHED (ITEM NO. 712-06, PER. S.F.)		DIRECTION OF TRAFFIC
	TEMPORARY BARRICADES (TYPE III), (ITEM NO. 712-07.03, PER L.F.) WITH SIGNS (CONSTRUCTION) ATTACHED (ITEM NO. 712-06, PER. S.F.)		WORK SPACE
	PEDESTRIAN CONSTRUCTION BARRIER FENCE		PORTABLE BARRIER RAIL
	PEDESTRIAN DIVERSION		

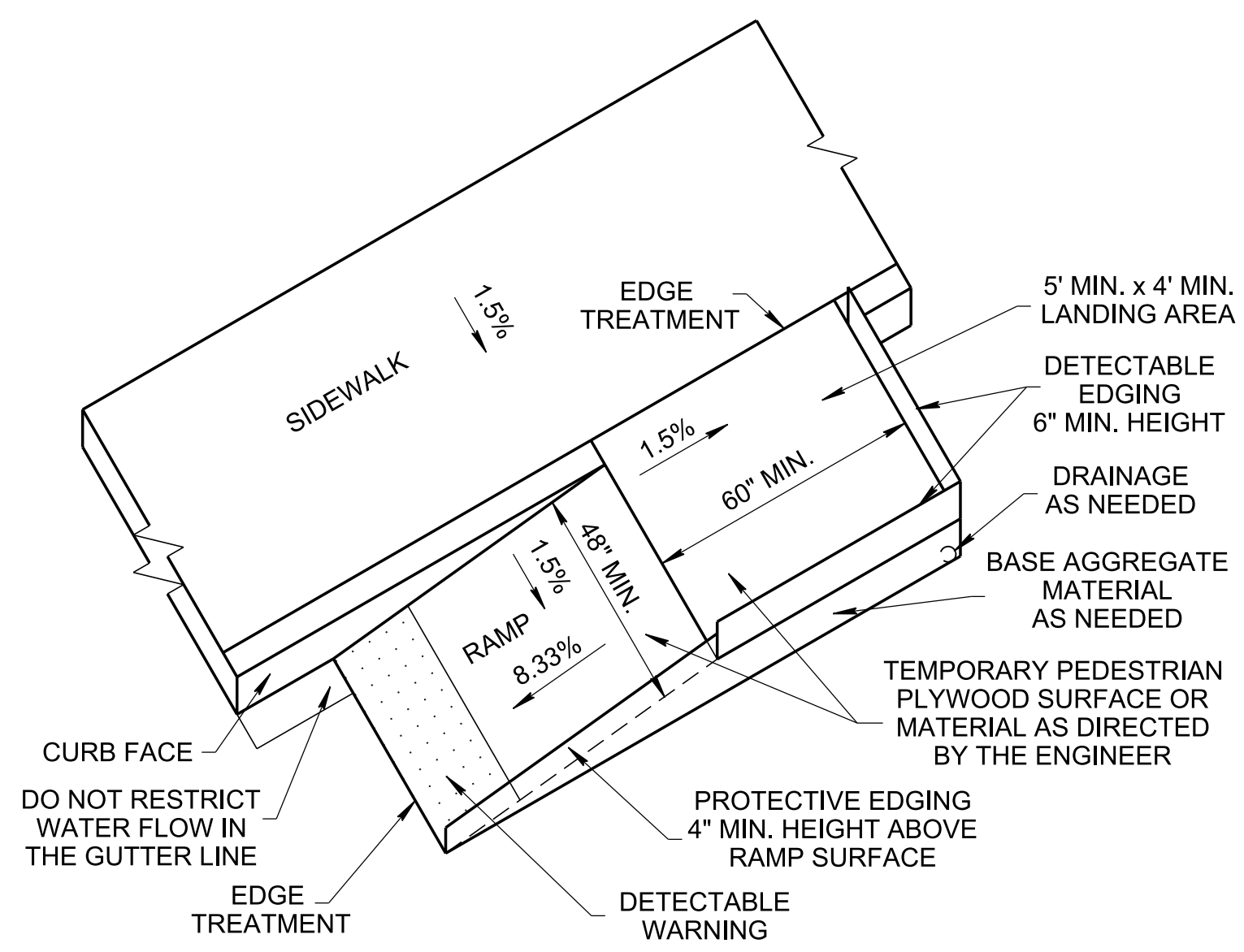
FOOTNOTES	
①	IF PARKING STALLS ARE USED FOR DIVERSION, CHANNELIZING DEVICES MAY BE SUBSTITUTED FOR PORTABLE BARRIER RAILS IF PORTABLE BARRIER RAILS ARE DEEMED UNNECESSARY BY ENGINEERING JUDGEMENT. SEE T-WZ-PBR/ T-WZ-PCB SERIES FOR PORTABLE BARRIER RAIL.
②	IF DIVERSION REQUIRES A LANE CLOSURE SEE T-WZ-SERIES FOR FURTHER INFORMATION.
③	LIMIT WORK TO ONE CORNER AT A TIME TO MINIMIZE DISRUPTION TO PEDESTRIAN TRAFFIC.
④	PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED.
⑤	IN AREAS WHERE THE ROUTE CROSSES GRASSY TERRAIN OR ELEVATION CHANGES, PLYWOOD MAY BE USED WITH A HIGHLIGHTED BEVEL AT THE JOINT.



SIDEWALK CLOSURE, MID-BLOCK



TEMPORARY PEDESTRIAN ACCESS ROUTES PERPENDICULAR CURB RAMP OPTION



TEMPORARY PEDESTRIAN ACCESS ROUTES PARALLEL CURB RAMP OPTION

GENERAL NOTES FOR SIDEWALK DIVERSION

- (A) SIDEWALK DIVERSION MAY BE USED ON ROADS WITH ON STREET PARKING LANES ADJACENT TO THE SIDEWALK CLOSURE.
- (B) THE PEDESTRIAN WALKWAY SHALL BE AT LEAST 5' WIDE.
- (C) TEMPORARY FACILITIES SHALL BE COMPLIANT WITH THE CURRENT VERSION OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG).
- (D) DIVERSIONS MUST BE CLEARLY IDENTIFIED, PROTECTED FROM TRAFFIC AND FREE FROM HAZARDS.
- (E) PEDESTRIAN CONSTRUCTION BARRIER FENCE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE DIVERSION WITH A DETECTABLE EDGING WITH A BOTTOM NO HIGHER THAN 2" ABOVE THE SURFACE AND A TOP NO LOWER THAN 32" ABOVE THE SURFACE. THE PEDESTRIAN CHANNELIZATION DEVICE SHALL BE ORANGE. HIGH VISIBILITY FENCE, PEDESTRIAN, RAIL, AND CHAIN LINK FENCE ARE ACCEPTABLE. COST OF FENCE TO BE PAID UNDER ITEM NUMBER:

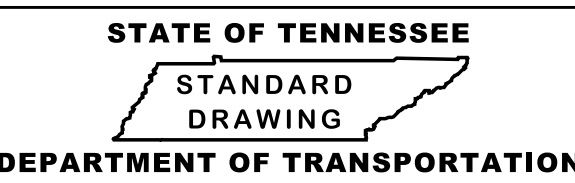
707-11.01 PEDESTRIAN CONSTRUCTION BARRIER FENCE PER L.F.
- (F) CROSSING THE DIVERSION PATH BY CONSTRUCTION VEHICLES SHOULD BE AVOIDED, WHEN NECESSARY, IT SHALL BE CONTROLLED BY FLAGGER.
- (G) TRAFFIC CONTROL DEVICES FOR VEHICULAR TRAFFIC MAY BE REQUIRED FOR CLOSING THE LANE AS DIRECTED BY THE ENGINEER.
- (H) A SMOOTH, HARD, CONTINUOUS AND RIDEABLE SURFACE SHALL BE PROVIDED THROUGHOUT THE LENGTH OF THE DIVERSION.
- (I) THE COST OF MAINTAINING PEDESTRIAN DIVERSION, INCLUDING CURB RAMPS IF NEEDED, SHALL NOT BE PAID DIRECTLY BUT PAID FOR IN THE COST OF OTHER ITEMS.

GENERAL NOTES FOR SIDEWALK CLOSURE

- (A) TRAFFIC CONTROL DEVICES FOR VEHICULAR TRAFFIC MAY BE REQUIRED TO CONTROL VEHICLES THROUGH WORK ZONE AS DIRECTED BY THE ENGINEER.
- (B) SIGNS R9-9, R9-10 AND R9-11 TO BE ATTACHED TO TYPE I OR TYPE II BARRICADE. ALL OTHER SIGNS SHOWN ON THIS PLAN MAY BE PLACED ON PORTABLE SUPPORTS.
- (C) MINIMIZE PEDESTRIAN OUT-OF-DIRECTION TRAVEL. IT IS NOT ACCEPTABLE TO REQUIRE PEDESTRIANS TO RETRACE THEIR PATH TO FIND A SAFE CROSSING.
- (D) DETOUR SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.
- (E) BARRICADES SHALL BE PLACED ACROSS THE FULL WIDTH OF THE CLOSED SIDEWALK.
- (F) WORK SHALL BE EXPEDITED TO MINIMIZE IMPACTS TO BUSINESS CAUSED BY THE SIDEWALK CLOSURE.

REV. 6-30-14: ADDED ITEM NUMBER FOR PEDESTRIAN CONSTRUCTION BARRIER FENCE.
 REV. 10-10-16: UPDATED GENERAL NOTE (E) FOR SIDEWALK DIVERSION.
 REV. 10-29-2021: SIDEWALK DIVERSION, SIDEWALK CLOSURE MIDBLOCK AND CORNER DRAWINGS WERE REDRAWN. PLYWOOD CURB RAMP DETAIL WAS REMOVED. TEMPORARY PEDESTRIAN ACCESS ROUTES PERPENDICULAR AND PARALLEL CURB RAMP OPTIONS WERE ADDED. CHANNELIZATION DEVICE LEGEND WAS REVISED. FOOTNOTES (1) WAS REVISED. GENERAL NOTES FOR SIDEWALK DIVERSION (C) AND SIDEWALK CLOSURE (A) WERE REVISED.

APPROVED BY FHWA (ALL OTHERS APPROVED BY TDOT)



SIDEWALK TRAFFIC CONTROL