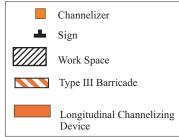
616.8.28 (TA-28) Sidewalk Detour or Diversion - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	CHANNELIZER SPACING (ft.)	
	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 1	taper length based	on 10 ft. (standar	d shoulder width)	offset 2 Lane ta	aper length based on 1	l2 ft. (stan da rd Ian e	width) offset



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.

