

Pedestrian Temporary Traffic Control Notes revised - 11/03/2017

1. The contractor shall provide a temporary pedestrian access route (TPAR) for review and written approval by the resident engineer a minimum of three weeks before such plan is implemented. This plan shall detail the construction phasing and schedule and the specific methods of maintaining safe pedestrian access throughout the construction area. This plan shall provide the location and details of temporary construction signing, markings, barricades, channelizing devices, TPARs and methods to maintain access to adjacent properties, businesses, residences, etc.
2. The contractor shall maintain pedestrian through movements from one end of the construction area to the other, on at least one side of the street during construction. Any sidewalk closures shall meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD), Part 6.
3. Pedestrian access shall be provided to all adjacent properties, buildings, residences, commercial properties and transit stops. This may include temporary walkways spanning the construction area.
4. If sidewalks are closed, a temporary pedestrian access route (TPAR) shall be provided on the same side of the road as the closed sidewalk, if possible. Signs and barricades shall be used to provide advance notice of the closure and the route of any pedestrian detours. The TPAR shall have a minimum unobstructed width of 4 feet. If the TPAR is less than 5 feet in width, a 5 foot by 5 foot passing space must be provided at least every 200 feet. The surface of the TPAR shall be firm, stable and slip-resistant and continuous with a minimum 80 inches overhead clearance for the length of the TPAR. The TPAR shall maintain the same level of accessibility and detectability as the facility that is being closed. The TPAR shall not lead pedestrians into conflicts with vehicles, equipment, or construction operations.
5. When temporary crosswalks are utilized for the TPAR, temporary detectable warnings shall be placed at each end of the temporary crosswalks. The temporary crosswalk shall be delineated with temporary pavement markings or tape. The markings shall be parallel 12-inch-wide white lines placed 7 feet on center apart. It should be noted that curb parking shall be prohibited for at least 50 feet in advance of midblock crosswalks. Temporary crosswalk signs shall be provided for the crosswalk.
6. If there is work occurring over an open sidewalk, protective overhead covering must be provided as necessary to ensure protection from falling objects and dripping from overhead structures. Covered walkways should be sturdily constructed and adequately lighted for nighttime use.
7. Individual channelizing devices, tape, or rope used to connect individual devices and other discontinuous barriers and devices, pavement markings are not detectable by persons with visual disabilities. These measures do not provide acceptable path guidance on temporary or re-aligned sidewalks or other pedestrian facilities. Pedestrian channelizing devices shall include a continuously detectable bottom and top edge throughout the length of the facility such that it can be followed by pedestrians using long canes for guidance.

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8. Channelizing devices on both sides of the TPAR shall include a continuous solid top and bottom rails. The top edge of the top rail shall be between 32 inches and 38 inches above the ground level. The bottom rail shall be at least 6 inches wide, with the bottom edge of the bottom rail surface no higher than 2 inches above the ground.
9. If the TPAR is adjacent to moving traffic, construction operations/equipment, or drop-offs, then crashworthy channelizing devices that meet the requirements of the MUTCD shall be used.
10. The contractor shall not store or place any construction materials, equipment or signs in the pedestrian path of travel.
11. Provision of the TPAR and all its elements, including but not limited to signs, channelizing devices, barricades, temporary curb ramps, temporary pavement markings and other traffic control devices is to be paid for incidental to Traffic Control (Item 641.10.)