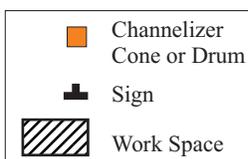


## Sidewalk Detour or Diversion

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder <sup>1</sup> (T1)	Lane <sup>2</sup> (T2)		Tapers	Buffer/ Work Areas
0-35	200	200	70	-	120	15	25
40-45	350	500	150	-	220	20	50
50-55	500	1000	185	-	335	50	100
60-70	1000	1000	235	-	550	60	100

<sup>1</sup> Shoulder taper length based on 10 ft. (standard shoulder width) offset    <sup>2</sup> Lane taper length based on 12 ft. (standard lane width) offset



### Notes:

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.

