

### 616.8.29 (TA-29) Crosswalk Closures and Pedestrian Detours - MT

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	-	-	250	15	25
40-45	350	500	-	-	360	20	50
50-55	500	1000	-	-	495	50	100
60-70	SA - 1000, SB - 1500 and SC-2640		-	-	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  
 Type III Barricade  
 Traffic or Pedestrian Signal

Where sidewalks exist, provisions should be made for disabled persons.

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.

Curb parking shall be prohibited for at least 50 ft. in advance of the mid-block crosswalk.

Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.

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 sign.

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.

