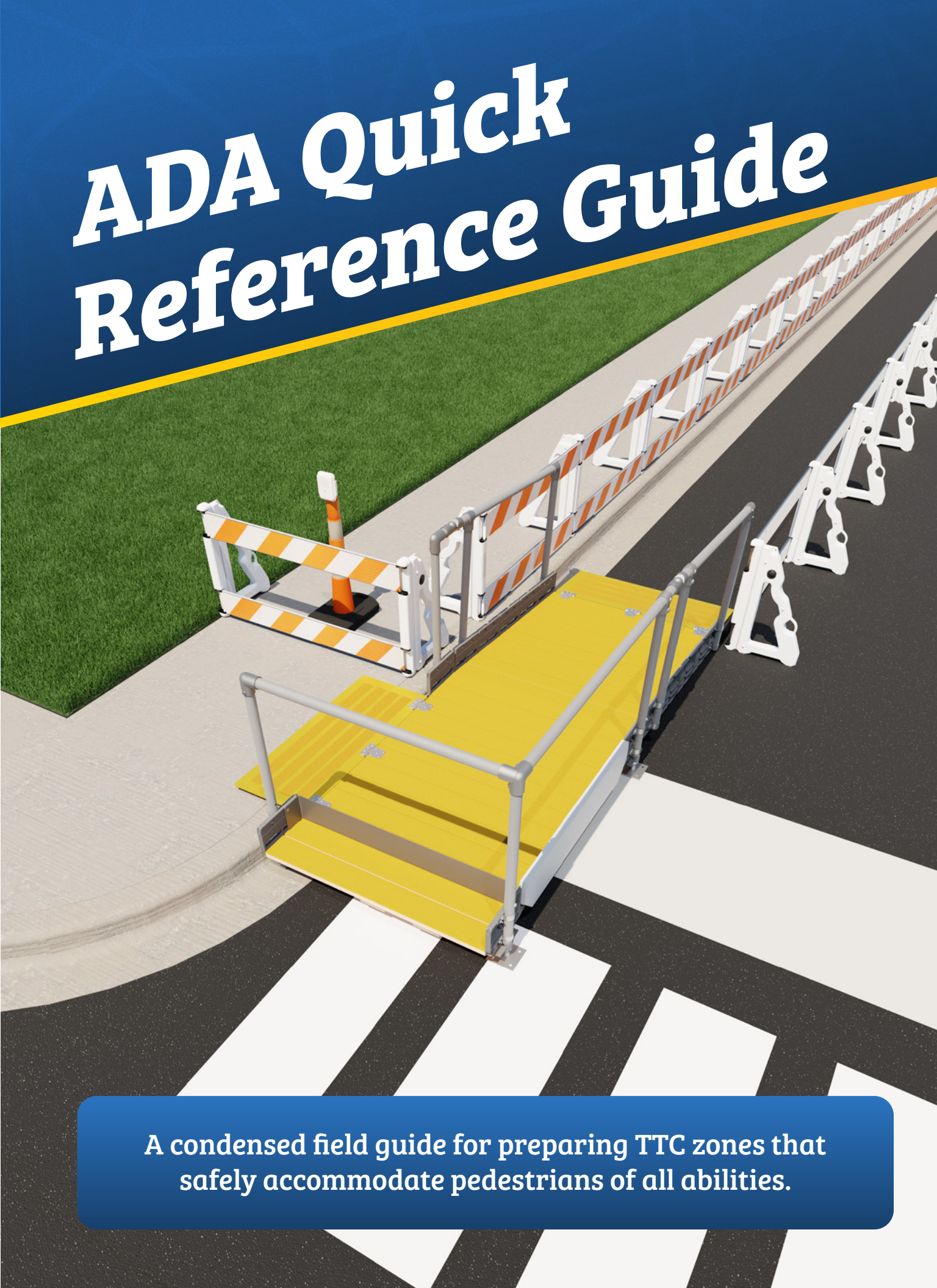




ADA Quick Reference Guide

A condensed field guide for preparing TTC zones that safely accommodate pedestrians of all abilities.

MUTCD Standards and Guidelines

What pedestrian safety requirements does the MUTCD provide?

Understanding "Standards vs Guidance"

"The Manual on Uniform Traffic Control Devices (MUTCD) establishes Standards and Guidance to help ensure pedestrian safety through Temporary Traffic Control (TTC) zones. A **Standard** is a mandatory/required or prohibited practice regarding traffic control devices that must be followed exactly as described unless a location-specific documented **Engineering Study** indicates a deviation to be appropriate.

Guidance, on the other hand, is a statement of recommended practice in typical situations. The Guidance is not optional; however, it must be followed to derive a similar result for the location-specific conditions. Deviations from Guidance are only allowed if **Engineering Judgment or Engineering Study** indicates the deviation to be appropriate. Guidance statements use words such as "should" to allow flexibility when Engineering Judgment is required.

In order to be flexible, the Guidance focuses on the concepts of **directness of routes and reduction of conflict points**, limiting the number of potential interactions between pedestrians and vehicular traffic or other potential hazards.

Current Standard:

If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided.

Option: For work that alters pedestrian movement within a single continuous work period, and alternate pedestrian access route may be omitted when TTC zone personnel are present and assigned to assist pedestrians through or around the TTC.

Temporary Audible Information Devices (TAIDs) New Requirement:

Standard:

SIDEWALK CLOSED CROSS HERE signs shall include TAIDs to provide adequate communication to pedestrians with vision disabilities.

TAIDs shall be provided where mid-block sidewalk closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians with vision disabilities.

The MUTCD's pedestrian TTC Guidance is built around three core principles:

1. Pedestrians should not be led into conflicts with [work] vehicles, equipment, and operations.
2. Pedestrians should not be led into conflicts with [passenger] vehicles moving through or around the worksite.
3. Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s)."

Standards and Guidance in Practice

How do MUTCD Standards and Guidance work in the field?

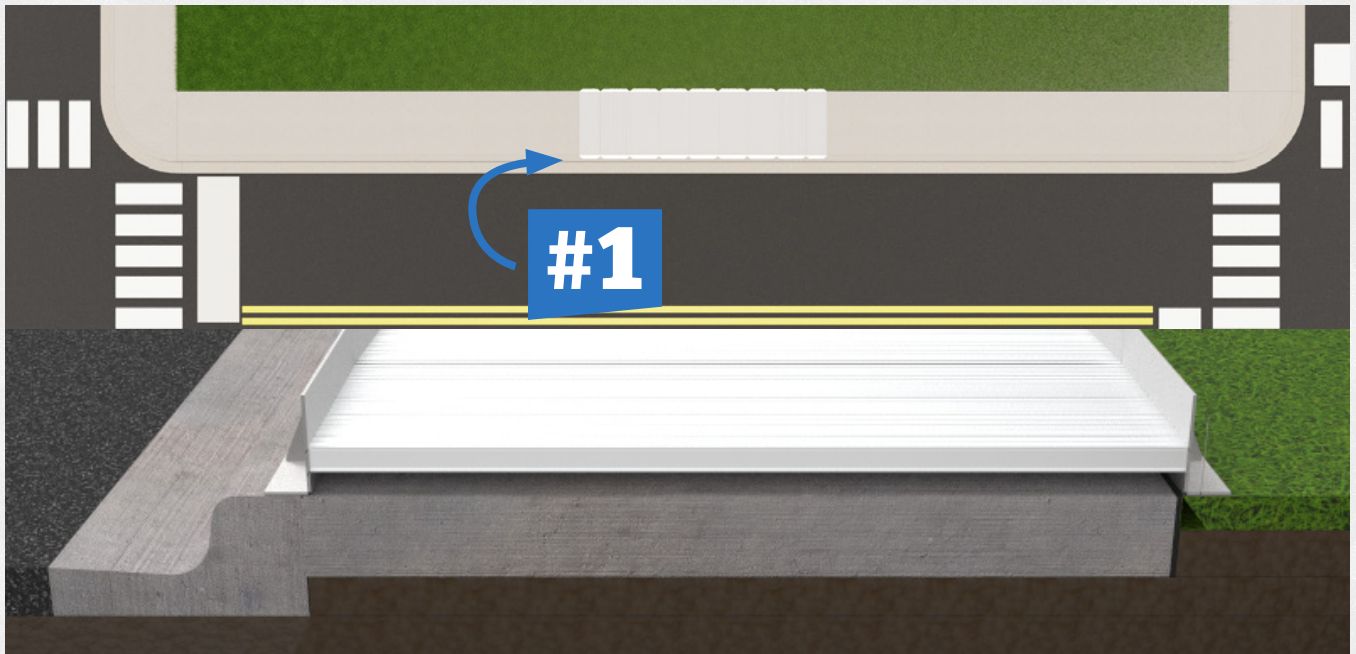
Applying Guidance in the Correct Order:

To remain compliant while allowing flexibility, pedestrian accommodations must be considered in the following order. Only move to the next step if the previous option is not practicable:

1. Maintain the existing sidewalk alignment using a temporary raised overlay.
2. Divert pedestrians to an alternate pedestrian access route parallel to the sidewalk, either behind or in front of it, with longitudinal channelizing devices on both sides.
3. Divert pedestrians to an alternate pedestrian access route within the roadway, separated from traffic using longitudinal channelizing devices and temporary curb ramps as needed.
 - For Posted Speeds over 30 mph, consider the use of temporary barriers on the side of the path adjacent to vehicular traffic.
4. Detour pedestrians to an alternate pedestrian access route using signs, channelizing devices, and audible information devices as required.
 - a. Return the pedestrian to their original path as soon as practical.
 - b. Detours should be limited to ¼ mile of additional travel distance for pedestrians.
5. Provide a shuttle or pedestrian escort service.



Building a Compliant TTC Zone



Step 1:



Maintain the Existing Sidewalk Alignment

The preferred condition is one where pedestrians remain on their original path. When the original path is non-traversable, install a temporary raised overlay surface maintaining the path's original direction/width with a low-profile (3-inch) detectable edging.

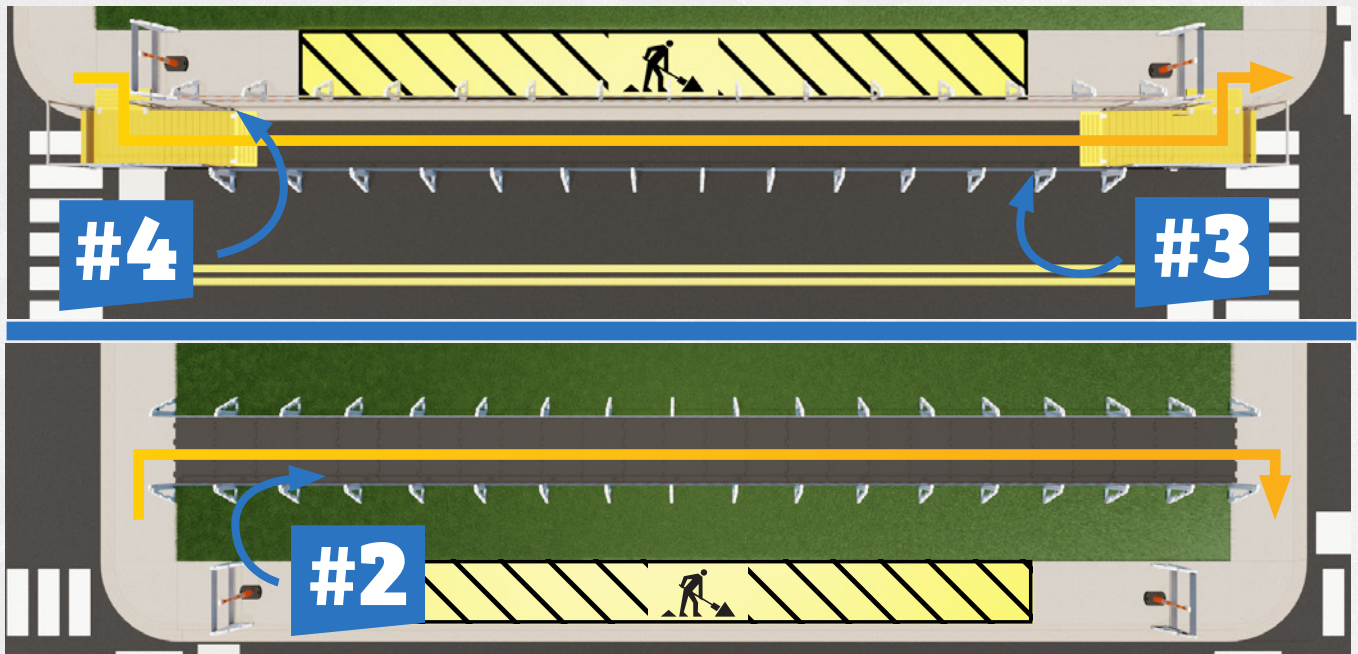
Step 2:



Divert Parallel to the Sidewalk

If the sidewalk alignment cannot be maintained, divert pedestrians parallel to the sidewalk, avoiding the roadway. This diverted pathway must be clearly defined and detectable on both sides with longitudinal channelizing devices, and maintain predictable alignment and grade changes.

Building a Compliant TTC Zone



Step 3:



Divert in Front of the Sidewalk Without Vehicle Conflict

When diversion behind the sidewalk is not practicable, pedestrians may be routed in front of the sidewalk within the traveled way, provided separation from traffic is maintained. Use longitudinal channelizing devices on both sides of the diverted pedestrian path and temporary curb ramps where vertical transitions exist. Use temporary barriers on the side of the path adjacent to vehicular traffic for Posted Speeds over 30 MPH.

Step 4:

Detour to an Alt. Pedestrian Route

If a parallel diversion is not possible, provide an alternate pedestrian access route that may not follow the sidewalk alignment. To support wayfinding and accessibility through this new, heavily altered route, provide channelizing devices (longitudinal and transverse), legible signage, and audible information devices where required. Detours should be limited to maximum of $\frac{1}{4}$ mile additional travel distance for pedestrians.

Step 5:

Provide Alt. Transportation

When none of the prior options are practicable and pedestrians cannot traverse the TTC zone on a dedicated pedestrian facility, a shuttle or pedestrian escort service must be provided.

Summary

Legal Information

This document is a brief introduction to ADA best practices provided by the MUTCD. The 11th Edition of the MUTCD Sections 6C, 6N, 6P and local guidelines provide a full understanding of pedestrian accommodations.

Summary of options

In short, follow these guidelines, in order:

- 1. Stay on the sidewalk**
- 2. Divert parallel to the sidewalk**
- 3. Divert into the roadway with protection**
- 4. Detour to an alternate route**
- 5. Provide transportation**

Always start at Step 1 and document why higher-order options were not practicable when moving down the list.

Make TTC Zones Safer for Everyone

Following these steps in order helps ensure compliance with federal pedestrian safety requirements. When pedestrian access is treated as a planning priority, TTC zones become safer, clearer, and more inclusive for people of all abilities.

Looking to find the right products?

Contact us for more information on the right product for your ADA-Compliant work zones.



PSS-Innovations.com
800-662-6338

Contact your local Regional Sales
Manager for more information.



SpanPath.com
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