

ADA Training

Federal Highway Administration

PART 5 – Temporary Traffic Control

11-18-2010

Presented by:
Jason Giard, PE – Operations Engineer
Federal Highway Administration – Idaho Division



Temporary Traffic Control (TTC)

- “When existing pedestrian facilities are disrupted, closed, or relocated in a Temporary Traffic Control (TTC) zone, the temporary facilities shall be detectable and include accessibility features...”
 - MUTCD Section 6D.02 Accessibility Considerations



TTC

- The various TTC provisions for pedestrian and worker safety set forth in Part 6 (of MUTCD) shall be applied by knowledgeable persons after appropriate evaluation and engineering judgment (6D.01.02)
- For example, trained and/or certified
- The most important duty of these individuals should be to check that all TTC devices of the project are consistent with the TTC plan and are effective for motorists, bicyclists, pedestrians, and workers.



TTC

- Advanced notice of sidewalk closure shall be provided
- If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided
- If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route.



Temporary Traffic Control

- Old Methods
 - Caution tape
 - Traditional barriers, cones, tubular markers, etc.
- New Methods
 - Barriers and devices that are detectable with a cane
 - Sidewalk closure and detour signs that have audible devices to give directions to pedestrians about detour routes
 - Temporary pedestrian ramps



Temporary Traffic Control

- This is NOT Accessible Temporary Traffic Control
- No detectable barrier
- No alternate route information provided (visual or audible)



Temporary Traffic Control

- MUTCD 6D.02 A.
- An accessible route through or around the construction area must be maintained.
- A path should be provided that is:
 - Safe
 - Convenient
 - Accessible
 - And replicates as much as practical the desirable characteristics of the existing pedestrian facility



Temporary Traffic Control

- MUTCD 6D.02 C.
- Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by:
 - audible information devices
or
 - accessible pedestrian signals
or
 - barriers with channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision



Temporary Traffic Control

- MUTCD 6D.01 – Audible Information Devices
- The most desirable way to provide information to pedestrians with visual disabilities that is equivalent to visual signage for notification of sidewalk closures is a speech message provided by an audible information device.
- Devices that provide speech messages in response to passive pedestrian actuation are the most desirable.



Temporary Traffic Control

- Audible Information Devices



Temporary Traffic Control

- MUTCD 6D.02 D.
- When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility.
- Detectable edgings should adhere to the provisions of Section 6F.68.
 - Edging should protrude at least 6 inches above the surface of the sidewalk or pathway, with the bottom of the edging a maximum of 2.5 inches above the surface.



Temporary Traffic Control

- Channelization



Temporary Traffic Control

- Channelization



Temporary Traffic Control

- MUTCD 6D.01
- Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.



Temporary Traffic Control

- MUTCD 6D.02 E.
- A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility.
- There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use.



Temporary Traffic Control

- MUTCD 6D.02 F.
- The width of the existing pedestrian facility should be provided for the temporary facility if practical.
- Traffic control devices and other construction materials and features should not intrude into the useable width of the sidewalk.



Temporary Traffic Control

- MUTCD 6D.02 G.
- Signs and other devices mounted lower than 7 feet above the temporary pedestrian pathway should not project more than 4 in. into accessible pedestrian facilities.



TTC Guidance

- It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-way travel to a destination; therefore,
 - Pedestrians should not be led into conflicts with vehicles, equipment, and operations
 - Pedestrians should not be led into conflicts with vehicles moving through and around worksites
 - 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)



Good Public Relations

- Special plans preparation and coordination with transit, other highway agencies, law enforcement and other emergency units, utilities, schools, and railroad companies might be needed to reduce unexpected and unusual road user operation situations.
- Good Public relations must be maintained
 - Assess need of all users
 - Cooperate with various media
 - Assess the needs of abutting property owners
 - Assess the needs of businesses



END PART 5

Questions?

Thank You !

Jason Giard, PE
Operations Engineer
FHWA Idaho Division
3050 Lakeharbor Lane, Suite 126
Boise, ID 83703
(208) 334-9180 ext. 123
Jason.giard@dot.gov

