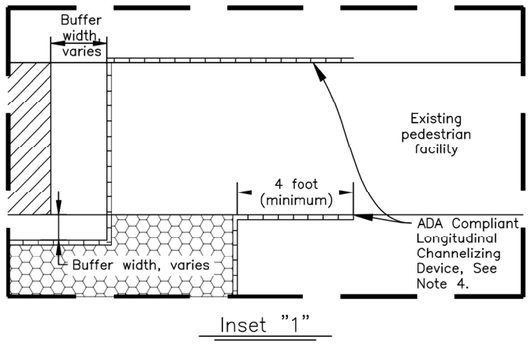

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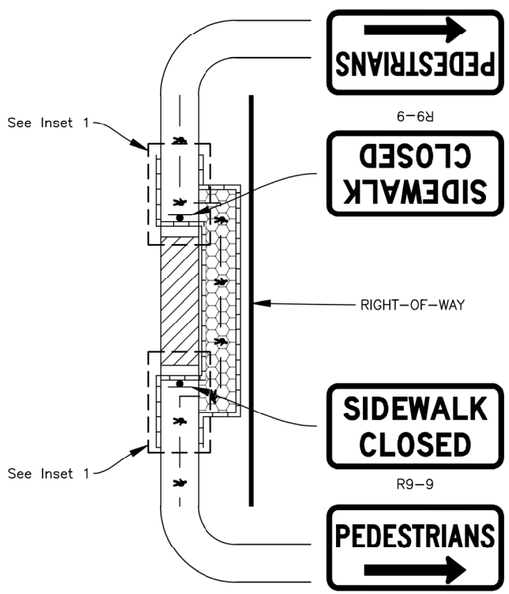

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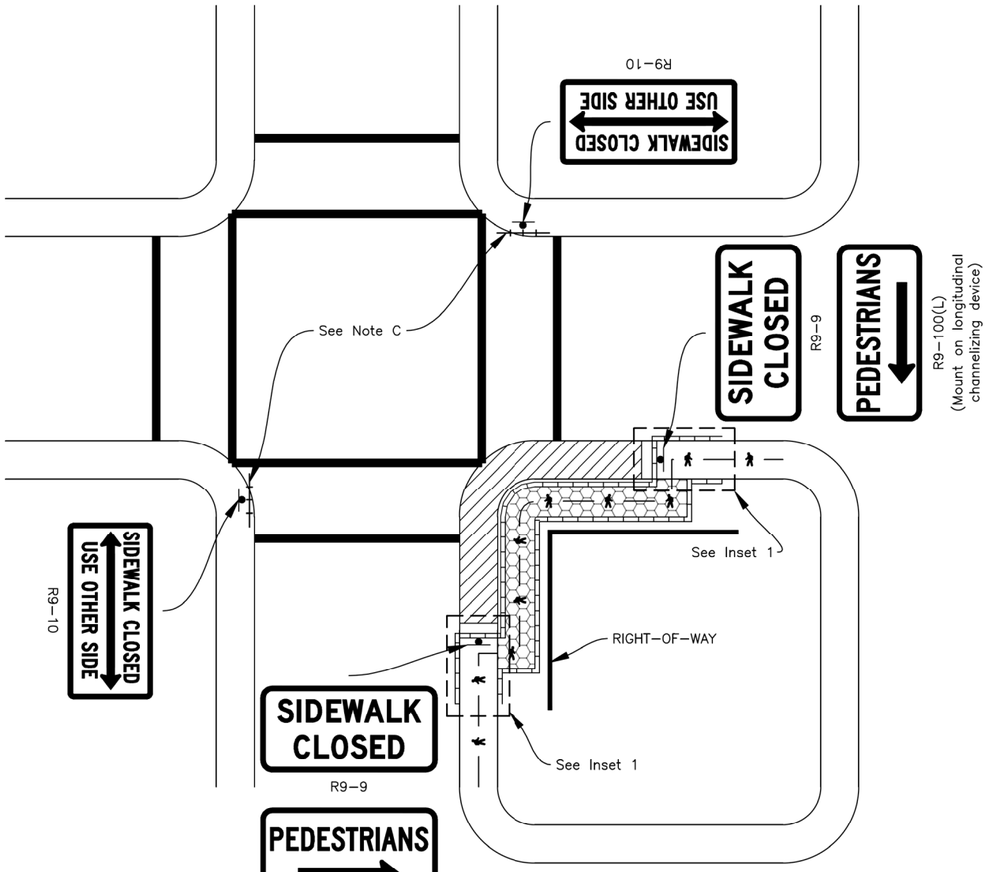


Corner

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DIVERSION AWAY FROM ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. Throughout the entire length of the TPAR diversion, maintain a minimum usable width of:
   i) 48 inches when the existing pedestrian facility width is 48 inches or more.
   ii) 36 inches when the existing pedestrian facility width is less than 48 inches.

   If the TPAR diversion width is less than 60 inches, provide a 60 x 60-inch passing space at least every 200 feet to allow individuals in wheelchairs to pass. When it is not possible to maintain a minimum passing space, use an alternate route.

   If the TPAR diversion grade exceeds 5%, construct a ramp as needed meeting the requirements of Section 405 of the 2006 ADA Standards for Transportation Facilities. The TPAR diversion when contained within the roadway right-of-way may have a grade exceeding 5% but must be less than or equal to the adjacent roadway grade.

B. When a crosswalk is closed at signalized intersections, cover corresponding pedestrian traffic signal display(s).

C. Where noted, install pedestrian signs on Type III barricades or longitudinal channelizing devices.

SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DIVERSION AWAY FROM ROADWAY
TYPICAL APPLICATION DETAILS

(If RIGHT-OF-WAY space available)

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Type III Barricade

State of Alaska DOT&PF
ALASKA STANDARD PLAN

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

Adopted as an Alaska Standard Plan by:

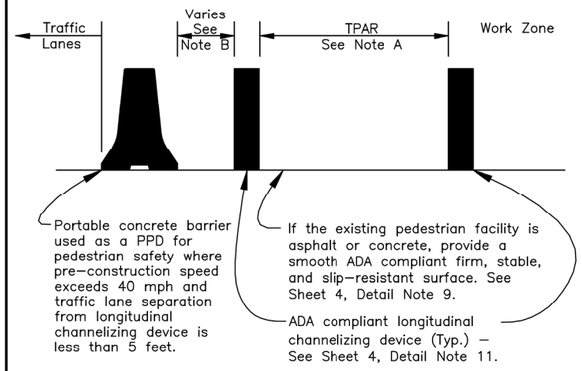
Lauren Little, P.E.
Interim Chief Engineer

Adoption Date: 01/29/2024

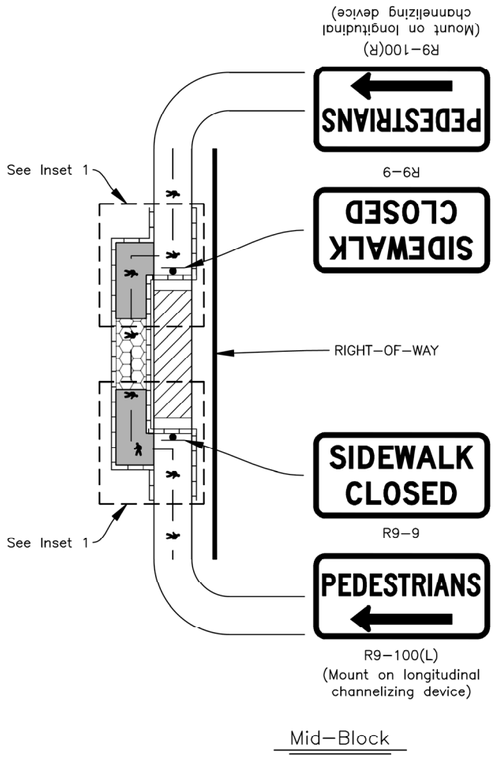
Last Code and Stds. Review By: ZSH Date: 12/18/2023

Next Code and Standards Review Date: 12/18/2033

C-03.30



PEDESTRIAN DIVERSION TYPICAL SECTION



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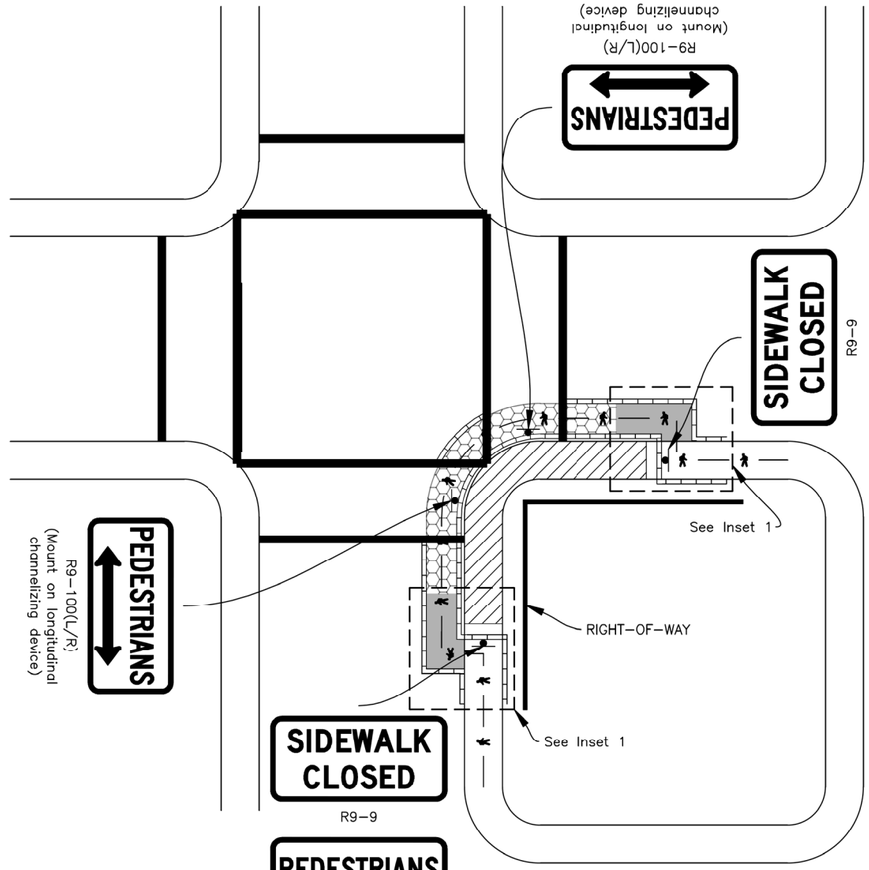

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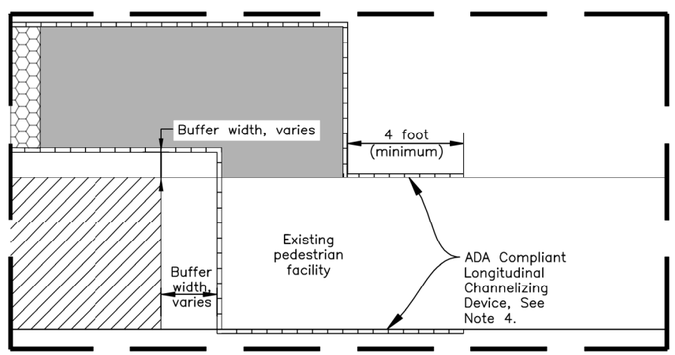

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SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DIVERSION IN ROADWAY
TYPICAL APPLICATION DETAILS

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DIVERSION IN ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. Throughout the entire length of the TPAR diversion, maintain a minimum usable width of:
   i) 48 inches when the existing pedestrian facility width is 48 inches or more.
   ii) 36 inches when the existing pedestrian facility width is less than 48 inches.

   If the TPAR diversion width is less than 60 inches, provide a 60 x 60-inch passing space at least every 200 feet to allow individuals in wheelchairs to pass. When it is not possible to maintain a minimum passing space, use an alternate route.

   If the TPAR diversion grade exceeds 5%, construct a ramp as needed meeting the requirements of Section 405 of the 2006 ADA Standards for Transportation Facilities.

B. Where the pre-construction posted speed limit exceeds 40 mph, separate the longitudinal channelizing devices from the traffic lane by at least 5 feet. Where that is not feasible, install portable concrete barriers as a positive protection device (PPD) between the longitudinal channelizing devices and the traffic lane, meeting the deflection buffer requirements stated on Standard Plan G-47. See pedestrian diversion typical section.

C. Place or construct temporary curb ramp as needed. Curb ramp must meet ADA requirements, see Sheet 4.

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Temporary Curb Ramp (See Note C)

State of Alaska DOT&PF
ALASKA STANDARD PLAN

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

Adopted as an Alaska Standard Plan by:

Lauren Little, P.E.
Interim Chief Engineer

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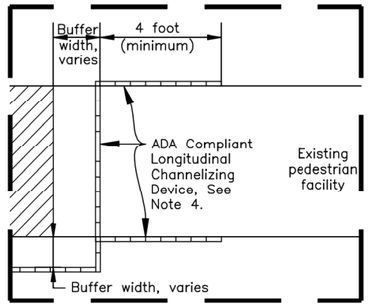

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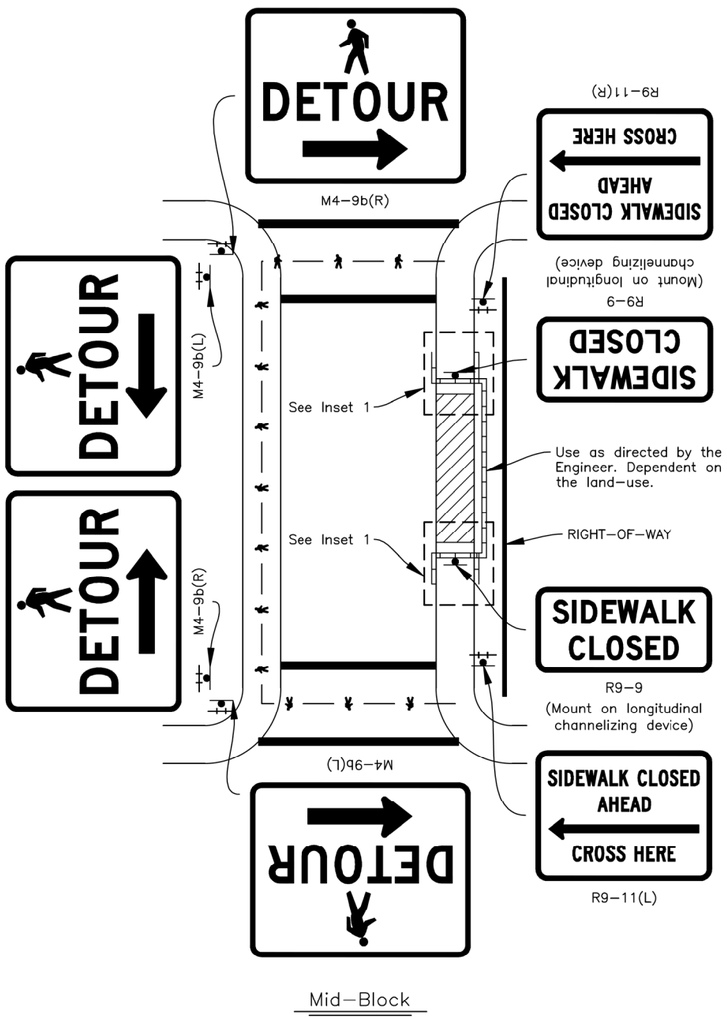

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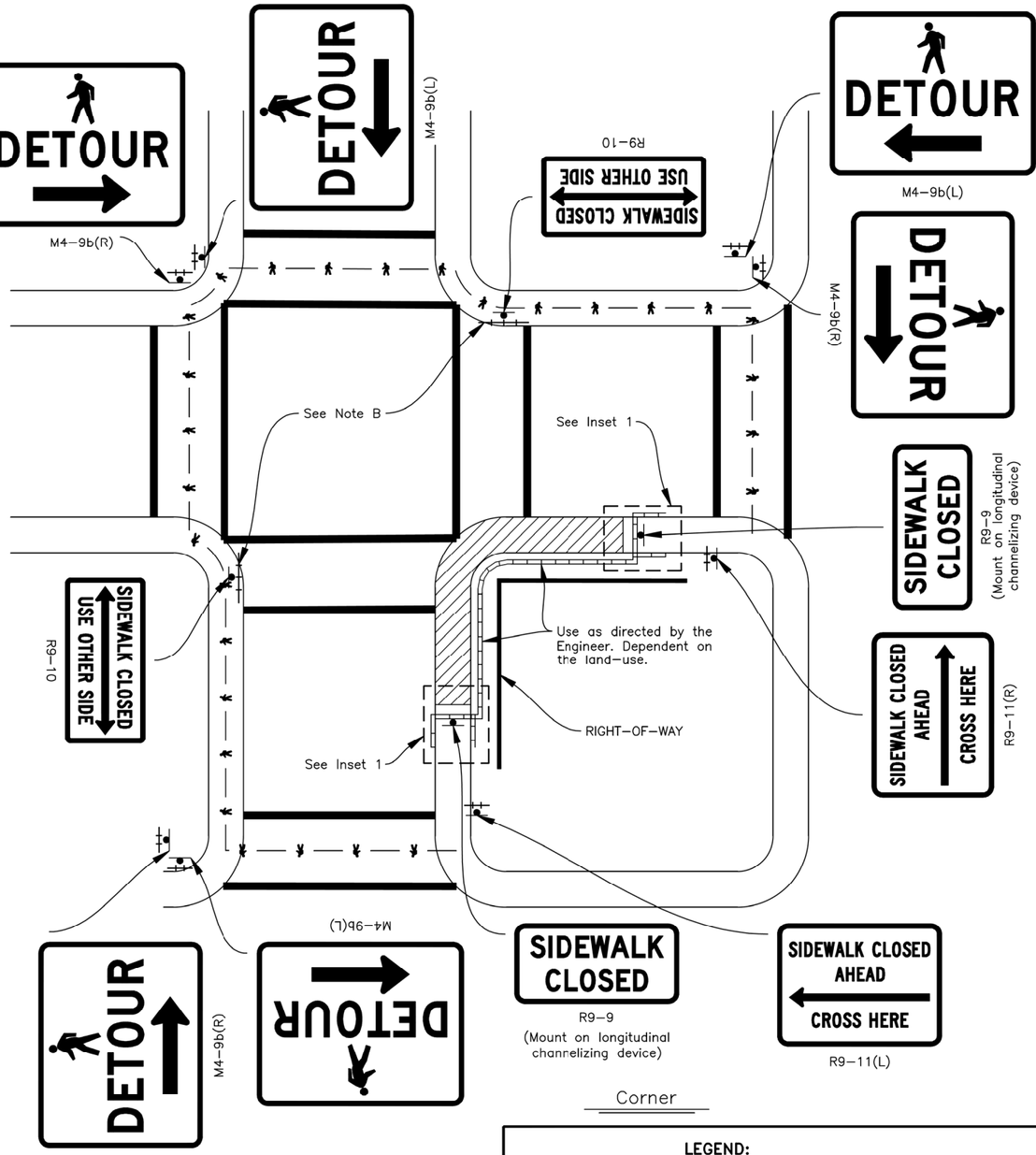

Corner

SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DETOUR ACROSS ROADWAY
TYPICAL APPLICATION DETAILS

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DETOUR ACROSS ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. When a crosswalk is closed at signalized intersections, cover corresponding pedestrian traffic signal display(s).

B. Where noted, install pedestrian signs on Type III barricades or longitudinal channelizing devices.

C. Route pedestrians to the safest and closest crossing point near the work zone.

D. Limit work to one corner at a time to minimize pedestrian disruption and detour length.

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Type II Barricade
- Type III Barricade

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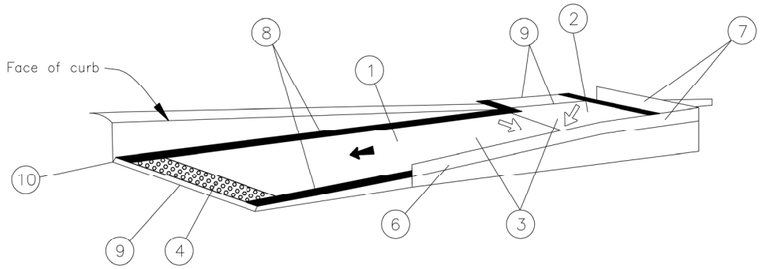
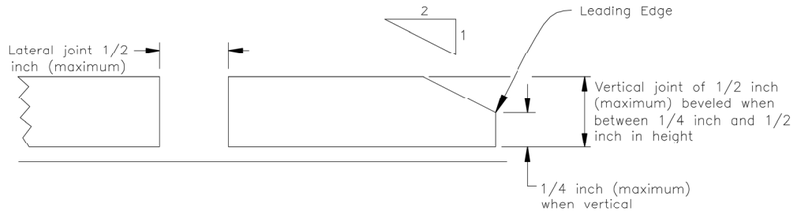
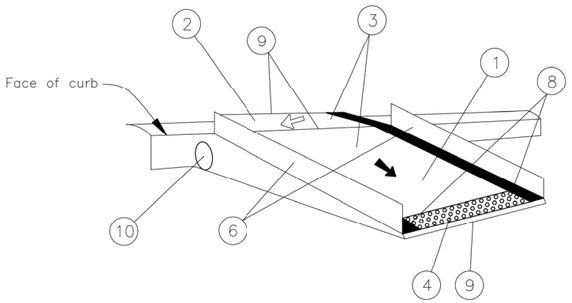


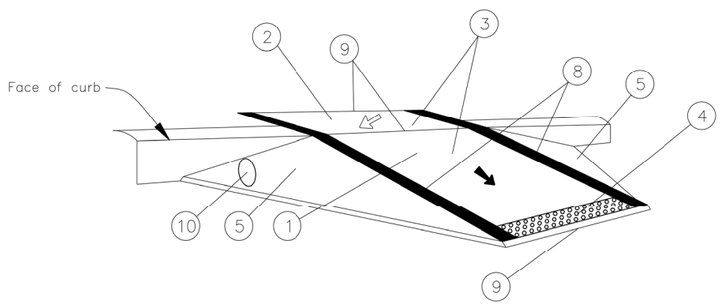
EXAMPLE TEMPORARY CURB RAMP, PARALLEL TO CURB



EDGE TREATMENT DETAIL



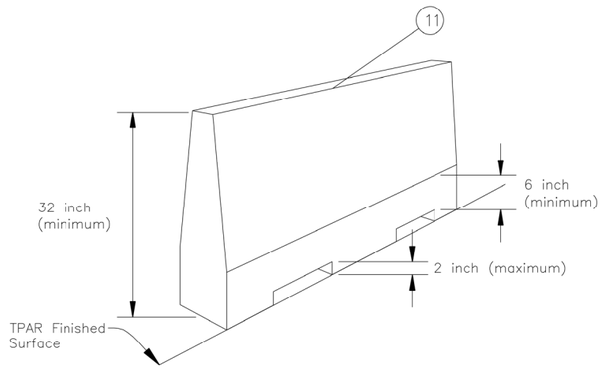
With Protective Edge



With Side Flares

Detectable edging are not required when meeting the requirements of Detail Note 6

EXAMPLE TEMPORARY CURB RAMP, PERPENDICULAR TO CURB



EXAMPLE LONGITUDINAL CHANNELIZING DEVICE DETAIL

GENERAL NOTES:

1. The curb ramp shall be either self–ballasting or include an anchoring system capable of keeping the platform stationary under pedestrian traffic, including motorized wheelchairs.
2. The curb ramp platform shall be free of sharp, rough edges, or abrasive elements that may harm pedestrians.

DETAIL NOTES:

(1) Clear width per requirements stated in sheets 1 and 2, Note A.

(2) Landing shall be provided at the top of curb ramps. The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp (excluding flared sides, leading to the landing).

(3) Ramps shall have a running slope of 8.3% maximum (7.7% nominal) and cross slope of 2.0% maximum (1.5% nominal). If the landing functions as a turning space, slope in any direction (including diagonal) of the turning space shall be 2.0% maximum (1.5% nominal).

(4) Install detectable warning surface at pedestrian street crossings. The detectable warning shall extend the full width of the curb ramp (excluding flared sides) and shall be 24 inches (minimum) deep measured from the back of the curb on the ramp surface. Omit detectable warning surfaces at end of sidewalk transitions that are not at a crosswalk.

(5) Curb ramp flares where provided shall have 10% maximum (8.3% nominal) slope.

(6) Detectable edging with 6 inch (minimum) height shall be placed along the ramp run when there is a vertical drop exceeding 6 inches or is adjacent to a side slope exceeding 1:3 (vertical:horizontal).

(7) Detectable edging with 6 inch (minimum) height and contrasting color shall be placed on all turning spaces where the walkway changes direction.

(8) The curb ramp walkway edge shall be marked with a contrasting color, 4 inch wide stripe. The marking is optional where a contrasting detectable edging is used.

(9) See edge treatment detail for requirements on lateral and vertical joints or gaps between surfaces. Surface slopes that meet at a grade break shall be flush.

(10) Provide an approved means to maintain water flow along existing curb flow line and to prevent water from accumulating at the bottom of the ramp, or overflowing onto the ramp surface.

(11) Where longitudinal channelizing devices are used to delineate a TPAR, continuous detectable top and bottom surfaces in compliance with the Alaska Traffic Manual shall be provided such that pedestrians using a long cane can follow it. The top of the top surface shall be at least 32 inches above the TPAR surface. The bottom surface shall be at least 6 inches in height with a gap no greater than 2 inches above the TPAR surface. Longitudinal channelizing devices shall be interlocked and not have gaps that allow pedestrians to stray from the channelizing path.

SIGN SIZE TABLE

ALASKA SIGN DESIGN SPECIFICATIONS CODE	SIZE H X V (INCHES)		
R9–9	24	X	12
R9–10	24	X	12
R9–100(L/R), R9–100(L), R9–100(R)	24	X	12
R9–11(L), R9–11(R)	24	X	18
M4–9b(L), M4–9b(R)	30	X	24

LEGEND:

Running slope

Cross slope

Detectable warning surface

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