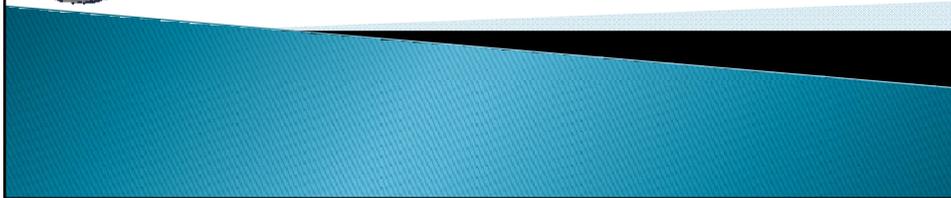


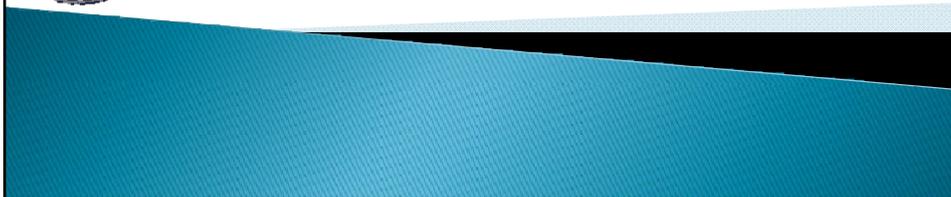
# Temporary Traffic Control Plans for the Bicyclist and Pedestrians

Big Wheels Keep on Turning.....



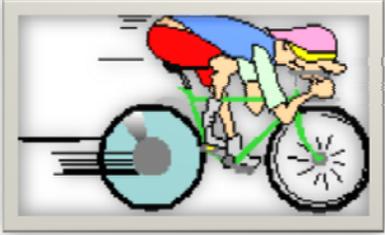
# Temporary Traffic Control Plans for the Bicyclist and Pedestrians

Big Wheels Keep on Turning.....



## Skit

### A Typical Workday in the life of:



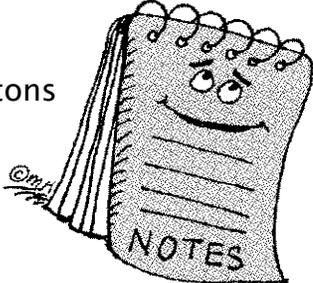
**Mary Anne**  
 Passionate Bicycle and  
 Pedestrian Advocate



**Cheryl**  
 Overworked Roadway  
 Design Project Manager

## Initial field review notes

- ▶ **Sidewalk Problems**
  - Cracked, Uneven, Excessive Slopes
  - Curb Cut Ramps with poor tactile warning
  - Blocked Sidewalk
    - (Poles, Benches, Newspaper boxes, etc.)
- ▶ **Intersections**
  - Crosswalks
  - Ped Signal Heads and Pushbuttons
- ▶ **Signing and Markings**
  - for Pedestrians and Bicyclist during construction



## Plans Preparation Manual 2007

- ▶ Existing pedestrian or bicycle ways located within a work zone, must be:

- Maintained
- ADA compliant



Design

## Design Standards Index 600 Pedestrians and Bicyclists

- When an existing pedestrian or bicycle way is located within a work zone, accommodation must be maintained and provision for the disabled provided.
- Only approved temporary traffic control devices may be used to delineate a temporary pedestrian walkway.
- Advanced notification of sidewalk closures and marked detours shall be provided...

Design

Construction

Maintenance & Utilities

## Field Review – Sidewalk Problems



Cracked and Uneven



Poor tactile Warning

## Sidewalk Resolutions

- Show location in plans of any sidewalk repairs
- Verify an accessible pedestrian and bicycle way exists for each phase in the plans



Design

## Sidewalk Resolutions

- Allow construction of sidewalks on one side roadway at a time
- Do not allow sidewalk construction of all 4 corners at intersections at the same time
- Restored in same work period, otherwise provide temporary sidewalk surface



Design

## Sidewalk Resolutions

- ▶ *THROUGHOUT THE PROJECT LIMITS, PEDESTRIAN, BICYCLE AND WHEELCHAIR TRAFFIC SHALL BE MAINTAINED ON AT LEAST ONE SIDE OF THE PROJECT AT ALL TIMES. THE TRAVEL PATH SHALL BE A MINIMUM OF 5 FEET WIDE WITH A SMOOTH AND WATERPROOF SURFACE THAT IS NOT SLICK. THE SURFACE SHOULD BE RAMPED AS NECESSARY FOR CONTINUITY.*

Good Plan Notes

## Sidewalk Resolutions

- ▶ *AT THE END OF EACH WORK DAY OR WHENEVER THE WORK ZONE BECOMES INACTIVE, ANY DROPOFF ADJACENT TO THE SUBJECT TRAVEL PATHS SHALL BE BACKFILLED FLUSH WITH THE TRAVEL PATH OR SHALL BE PROTECTED WITH BARRICADES, TEMPORARY BARRIER WALL, OR APPROVED HANDRAIL.*

Good Plan Notes

## Field Review Sidewalk Problems

- ▶ Uneven Surfaces
  - Up to 1/4" difference in elevation may remain
  - Vertical differences from 1/4" to 1/2" must be beveled at 1:2 max



Design

## Sidewalk Resolutions

Shorten work time  
to reduce work zone  
impacts



Design Options

Maintenance

## Field Review Sidewalk Problems



Obstructions

Utilities

## Sidewalk Resolutions



Design for Obstructions



Design Around Obstructions

## Sidewalk Resolutions

Must consider how to maintain existing sidewalks during construction



Design

## Sidewalk Resolutions

Show locations in Plans for construction of Temporary Sidewalk

Wood Deck Boardwalk



Steel Deck Boardwalk



Design

Construction

## Curb Cut Ramps

Identify temporary curb ramp locations in the plans



Design

Temp Metal Ramps

## Closed Sidewalks

Clearly identify the path of the pedestrian in the plans when an existing sidewalk is closed

*In advance of closure!*



Design

## Closed Sidewalk Resolution

- Identify an alternate route
- Ensure that it is accessible with the same level of accommodation as the closed route
- Show signage for alternate route in plans



Design

## Closed Crosswalks

- ▶ Difference in Elevations
- ▶ High Pedestrian Traffic
  - Schools
  - Parks
  - Commercial Centers
  - High Density Residential
  - Hospitals



Design

## Closed Crosswalk Resolution

- Relocate crossing to safer location
- Coordinate with School Administration (Bus)
- Coordinate with local law enforcement regarding school crossing guards



Design

## Field Review – Pedestrian Heads

Identify existing pedestrian heads and pushbuttons on the project that will have to be moved during construction phase



Design

## Pedestrian Heads Resolution

Designers must show location for temporary pedestrian heads and pushbuttons on the plans for each phase

Use existing or new pedestrian heads to accomplish this



Design

Construction

## Push Buttons Disconnected Bagged Pedestrian Heads

Access to functional push buttons and walk lights should be maintained



Construction

## Pedestrian Head – Resolution

- Consider sight distance problems with drivers being able to see a pedestrian crossing
- Consider using Changeable Message Sign for advance warning of crossing



Design

## Field Review – Signing

- Existing signs within the project limits do not meet current height requirements
- Existing bike lane signs must be updated to current signs



Design

## Signing – Resolution

Include in plans when:

Roadway section that has the potential to attract bicyclists that has been narrowed from the standard 12-foot width may be considered

**Typically used at bridge locations during construction!**



Design

## Signing – Resolution

Careful placement of work zone signs and devices during construction



Construction

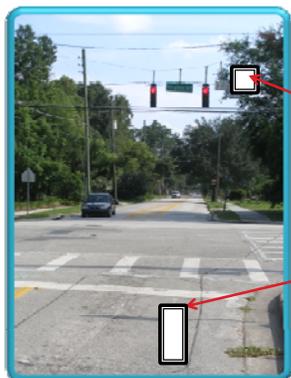
## Field Review Pavement Markings and Signals

Identify in the field review any existing crosswalks, bike lanes or unique pavement markings such as the bicycle detector pavement marking and provide for them during construction



Design

## Pavement Markings and Signals Resolution



R10-22



Design

## Pavement Markings and Signals Resolution

Show quantities in the plans for all pre-existing markings in addition to any temporary markings for all crosswalks, school zones and bike lanes in plans



Design

## Field Review Marking Bike Lanes

Existing bike lanes should be maintained during construction



Design

## Bike Lanes Resolution

Longitudinal markings for bike lanes needs to be included in temporary pavement markings



Design

## Pedestrian /Bicycle Detours



Good Designs:

Reasonable length

Accessible pedestrian facilities available **M4-9a**

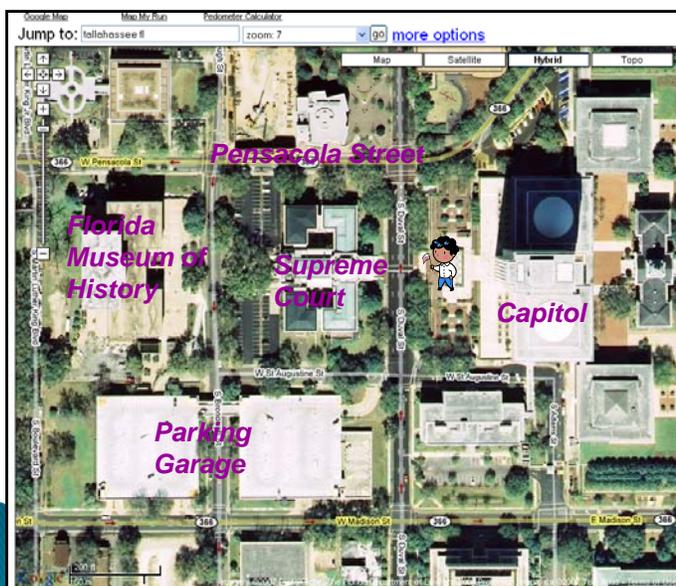
Continues to provide access to services and destinations

Volume of traffic acceptable

Maintains quality – shade, scenic values and perceived safety

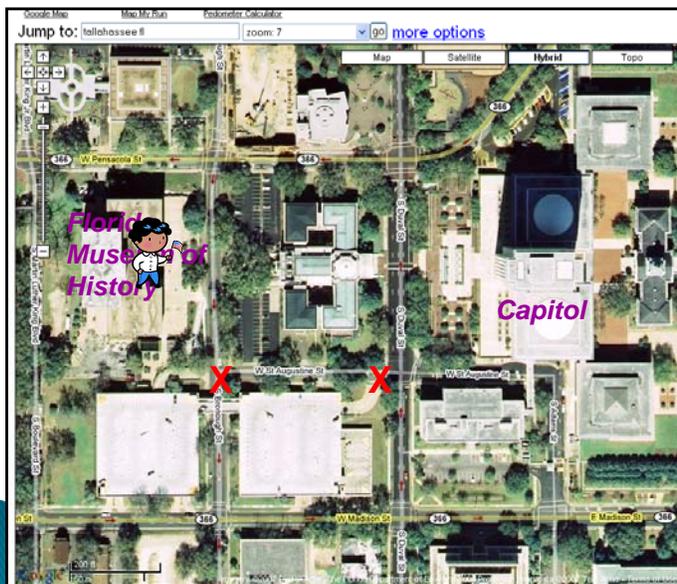
Design

### Case Study: Pedestrian Traffic Management Plan for Pensacola Street Sidewalk Repair in Tallahassee



Step1 – Site  
visit to observe  
existing use.

### Case Study: Pedestrian Traffic Management Plan for Pensacola Street Sidewalk Repair in Tallahassee



Step 2 – Identify constraints and opportunities in possible alternative routes.

### Internet – Maps Aerial Views w/ Distance Measuring

The image shows a screenshot of the Google Maps website. On the left, there is a search results sidebar with several items, including 'Distance Measurement Tool'. Three red arrows point to the search bar, the search results list, and the 'Distance Measurement Tool' option. Below the sidebar, the 'Distance Measurement Tool' interface is visible, showing instructions and two distance measurements: 'Total distance: 849.715 ft' and 'Total distance: 1526.71 ft'. A yellow arrow points to these results. On the right, the map shows an aerial view of the same area as the first image, with a red path and a yellow path drawn across it. The map interface includes a search bar with 'tallahassee florida' and options for 'Search the map', 'Find businesses', and 'Get directions'.

## Utilization of Web for Public Notice

Windows Internet Explorer provided by Florida Dept. of Transportation

http://www.moving-10forward.com/index.shtml

10 Moving Forward

1-10 Project Description

Segment 1: 1-10 from Reed Areas to west of Old Bannockburn Road

A third lane in each direction is being added from a point just east of the Reed Areas to a point just west of Old Bannockburn Road. The resulting six lane limited access facility will provide much needed increased capacity to I-10. The additional lanes are being constructed within the existing right of way. In order to accommodate the additional lanes the I-10 bridges in the work zone will be widened. Storm water retention ponds will be constructed and sound barrier walls and high mast lighting will be installed.

**Bicycle and pedestrian facilities will be added on Capital Circle NW from the Commonwealth Blvd. intersection north, through the interchange**

Site Location  
June 10, 2008

21346  
VISITOR OFFICE  
1002008

US 27 SR 63 (Brewer Street)

The six existing through lanes which pass over I-10 at this interchange are being replaced with new ramps which will have consistent radii throughout. The existing bicycle and pedestrian facilities at this interchange will be relocated and the existing bicycle and pedestrian facilities at this interchange will be relocated.

Segment 3: 1-10 from Manakin Road to Capital Circle N.E.

**Construction**

## Contact Us

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OR

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