

TYPICAL APPLICATION ADA ACCOMMODATION, WORK IN CROSSWALK

TYPICAL APPLICATION

ADA ACCOMMODATION, SIDEWALK CLOSURE AT INTERSECTION WITH DETOUR

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THIS TYPICAL APPLICATION MAY ALSO BE USED FOR MID-BLOCK CLOSURES WHERE INSUFFICIENT ROADWAY WIDTH IS AVAILABLE TO USE CASE NO 45.

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Colorado Department of Transportation



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Iraffic & Safety Engineering

ADA TRAFFIC CONTROLS FOR HIGHWAY

CONSTRUCTION

Issued By: Traffic & Safety Engineering Branch July 31, 2019

STANDARD PLAN NO. DS-630-1a

Standard Sheet No. 1 of 2

Project Sheet Number:

LEGEND

WORK AREA / CLOSURE AREA

PEDESTRIAN BARRICADE (ADA) (SEE DS-630-2a SHEET 1)



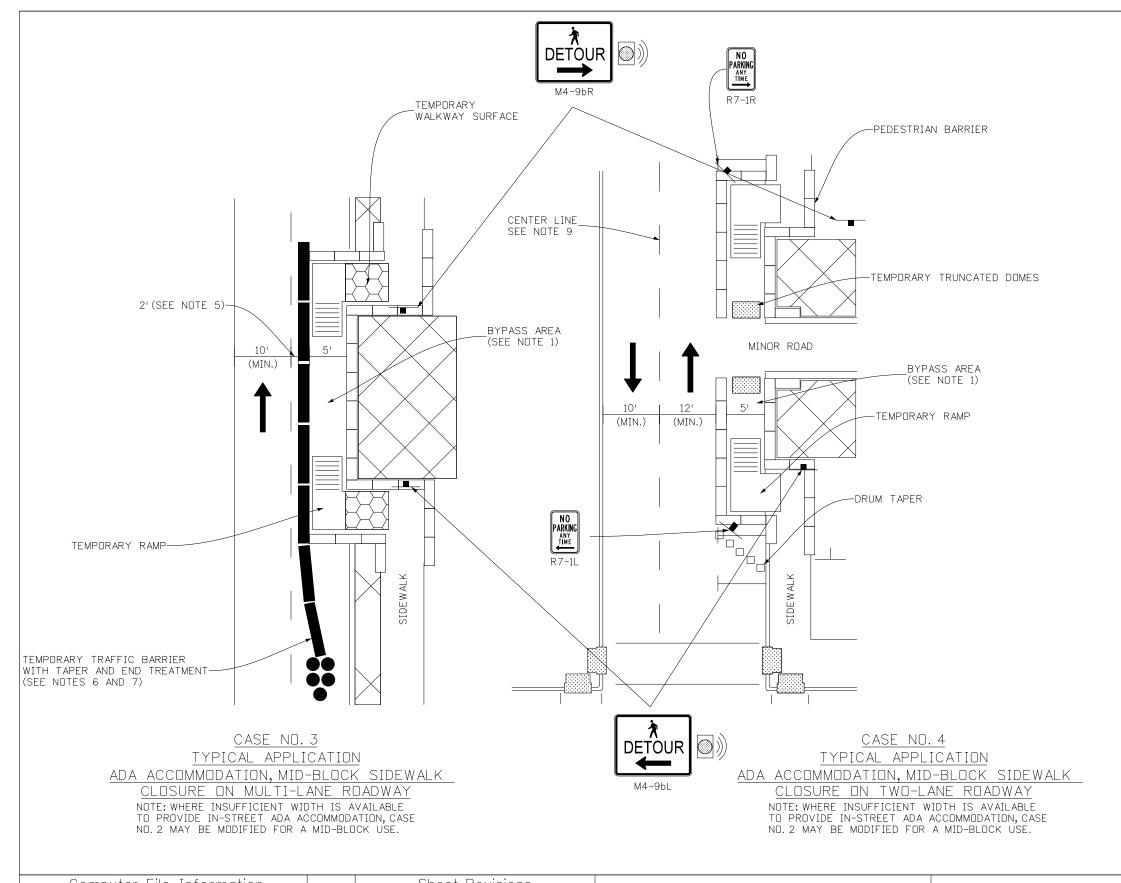
AUDIBLE WARNING DEVICE (SEE DS-630-2a SHEET 1 FOR AUDIBLE MESSAGE NOTES)



DIRECTION OF TRAVEL

CASE NO. 43 AND CASE NO. 44 NOTES:

- TO MAXIMIZE PEDESTRIAN ACCESSIBILITY, CLOSURE SHOULD BE LIMITED TO ONLY ONE CROSSING AT
- 2. IF CONSTRUCTION IMPACTS ACCESS TO RAMPS AT MORE THAN ONE CROSSING, TEMPORARY ADA RAMPS AND CROSSINGS AROUND THE CLOSED RAMPS SHALL BE INSTALLED. SEE DS-630-20 SHEET 1 FOR TEMPORARY ADA RAMP DETAIL.
- 3. PEDESTRIAN SIGNAL FACES CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED WITH A DURABLE PLASTIC OR NYLON COVER.
- 4. ONLY TRAFFIC CONTROL DEVICES CONTROLLING PEDESTRIAN FLOWS ARE SHOWN. OTHER DEVICES MAY BE NEEDED TO CONTROL VEHICULAR TRAFFIC THROUGH THE WORK ZONE.
- 5. AUDIBLE WARNING DEVICES SHOULD BE USED WHEN CLEAR DELINEATION OF THE PREFERRED DETOUR PATH IS NOT AVAILABLE.
- 6. PEDESTRIAN DETDUR TRAILBLAZING SIGNS SHALL BE USED IF THE PEDESTRIAN DETOUR IS LOCATED SOMEPLACE OTHER THAN ACROSS THE STREET FROM THE SIDEWALK CLOSURE.
- 7. SIGNS AND BARRICADES SHALL NOT INTERFERE WITH THE PEDESTRIAN WALKING PATH. IF NOT POSSIBLE, PROTECT PEDESTRIANS FROM DEVICES WITH DETECTABLE EDGES AND/OR CHANNELIZING DEVICES.
- 8. AUDIBLE WARNING DEVICES SHOULD BE USED WHEN CLEAR DELINEATION OF THE PREFERRED DETOUR PATH IS NOT AVAILABLE.
- 9. ADDITIONAL AUDIBLE WARNING DEVICES MAY BE REQUIRED ALONG THE DETOUR ROUTE AT TURN LOCATIONS.
- 10. IT IS ENCOURAGED FOR THE CONTRACTOR TO PROVIDE A FLAGGER(S) WHERE IT MAY BE DIFFICULT FOR PEDESTRIANS AND/OR BICYCLISTS TO NAVIGATE AROUND A WORK ZONE, OR WHERE IT IS OBSERVED THAT PEDESTRIANS AND/OR BICYCLISTS ENTER THE WORK ZONE.



LEGEND

WORK AREA / CLOSURE AREA



PEDESTRIAN BARRICADE (ADA) (SEE DS-630-2a SHEET 1)



AUDIBLE WARNING DEVICE (SEE DS-630-2a SHEET 1 FOR AUDIBLE MESSAGE NOTES)



DIRECTION OF TRAVEL

NOTES:

- 1. BYPASS WIDTH REQUIREMENT:
 - A. SHALL BE 60 INCHES WHERE THE BYPASS LENGTH IS 200 FEET OR LESS.
 - B. MAY BE 48 TO 59 INCHES, 60 INCH PREFERED, WHERE THE BYPASS LENGTH EXCEEDS 200 FEET. A MINIMUM 60 X 60 INCH PASSING SPACE IS REQUIRED EVERY 200 FEET.
- 2. TEMPORARY ADA CURB RAMPS SHALL BE CONSTRUCTED PER CDOT STANDARDS AND MEET GRADE AND SLOPE REQUIREMENTS PROVIDED IN THE M-608-1 CURB RAMP AND DS-630-20 TEMPORARY RAMP STANDARDS.
- 3. A RIGID AND SMOOTH TEMPORARY WALKWAY SURFACE SHALL BE USED TO COVER ROUGH, SOFT OR UNEVEN GROUND OR HAZARDS.
- 4. WHERE SPEEDS ARE GREATER THAN 25 MPH AND/OR HIGH TRAFFIC VOLUMES ARE ANTICIPATED, FIXED BARRIER SHALL BE USED TO PROTECT THE TEMPORARY PEDESTRIAN WALKWAY FROM VEHICULAR TRAFFIC.
- 5. TEMPORARY TRAFFIC BARRIER TAPER RATE SHALL BE 6:1. BARRIER SHOULD BE INSTALLED A MINIMUM OF 2 FT FROM THE TRAVEL LANE OR AS DIRECTED BY THE FNGINEER
- 6. STANDARD LANE CLOSURE TAPER WITH APPROPRIATE WARNING DEVICES SHALL BE INSTALLED UPSTREAM OF THE TEMPORARY TRAFFIC BARRIER IN ACCORDANCE WITH STANDARD S-630-1, CASE NO. 18.
- 7. AUDIBLE WARNING DEVICES SHALL BE USED WHEN CLEAR DELINEATION OF THE PREFERRED TRAVEL PATH IS NOT AVAILABLE.
- 8. PEDESTRIAN RAILING/BARRIER SHALL BE USED WHEN THE PEDESTRIAN DETOUR IS WITHIN 5FT OF THE EDGE OF TRAVELED WAY, UNLESS THERE IS A CURB, OR WHEN NOTED IN THE PLANS. PEDESTRIAN RAILING/BARRIER IS REQUIRED IN ALL APPLICATIONS WHERE THE EXACT PATH MAY BE UNCLEAR TO THE PEDESTRIAN.
- 9. CENTER LINE MAY BE A SOLID DOUBLE LINE WHERE VEHICLE CROSSING MOVEMENTS ARE PROHIBITED.

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