



## Temporary Traffic Control Requirements for the Razorback Regional Greenway

Established by the Razorback Greenway Alliance 2021.

### BACKGROUND:

This document is adapted from the most current version of National Committee on Uniform Control Devices in association with Bicycle Technical Committee and is required to be used when construction activities impact the safe operation and functionality of the Razorback Regional Greenway and other trails as determined by the municipality where the trail is located. Each municipality where the trail is located will oversee the regulation of this document. Exemptions may be appealed to the municipality regulation board and a report of exemptions shall be given to the Razorback Greenway Alliance. All efforts should be taken to keep the greenway open and safe for users at all times.

### REQUIREMENTS:

- Notice of the trail construction activities should be posted on social media and other media outlets to notify as many people as possible with a minimum 72-hour notice before work begins.
- The duration of the affected trail work should be coordinated so it is as short as possible.
- A one lane closure of the trail is preferred to full detour and is shown in Figure 1.
- The detour route should be as direct as practical.
- Work should be performed during night and off-peak times if possible.
- 10-foot-wide trail minimum for the detour trail as shown in Figure 2.
- The replaced concrete trail shall be a full panel as shown in Figure 4 and not a strip.
- A traffic control plan is required to be reviewed and approved by the representative in the municipality where the trail construction is occurring prior to work. This traffic control plan should include all necessary advance warning (W21 series) signs, detour (W4-9 series) signs, and any other temporary traffic control devices necessary to safely guide bicyclist and pedestrians along the detour route as shown in the figures below. All signs and pavement markings shall comply with the MUTCD.
- The trail detour shall be constructed according to figure 2 with 2-inch-thick hot mix asphalt or 4-inch-thick concrete on 6-inch compacted class 7 base and shall be maintained and free of debris for the duration of construction. All slopes on the trail surface shall be ADA compliant.
- If construction activities are within 10 feet of the trail edge then the work shall be separated by a 6-foot temporary chain link fence or orange construction safety fencing with safety tops on the t-posts. All fencing shall be located no closer than 2 feet offset from the trail edge.
- If the edge of the trail detour is within 2 feet from the edge of a roadway (curb or white stripe), then water filled jersey barriers to provide protection between the roadway and trail.
- If a detour that is adjacent to the existing trail is not possible, then an on-road detour may be considered as a last resort according to Figure 3 below. The on-road detour route for bicycle traffic should use the most direct route practical on roadways where conditions are appropriate for bicycling. The on-road detour should include sidewalks to accommodate the pedestrian trail users if possible.

# Figure 1 - One Lane Trail Closure

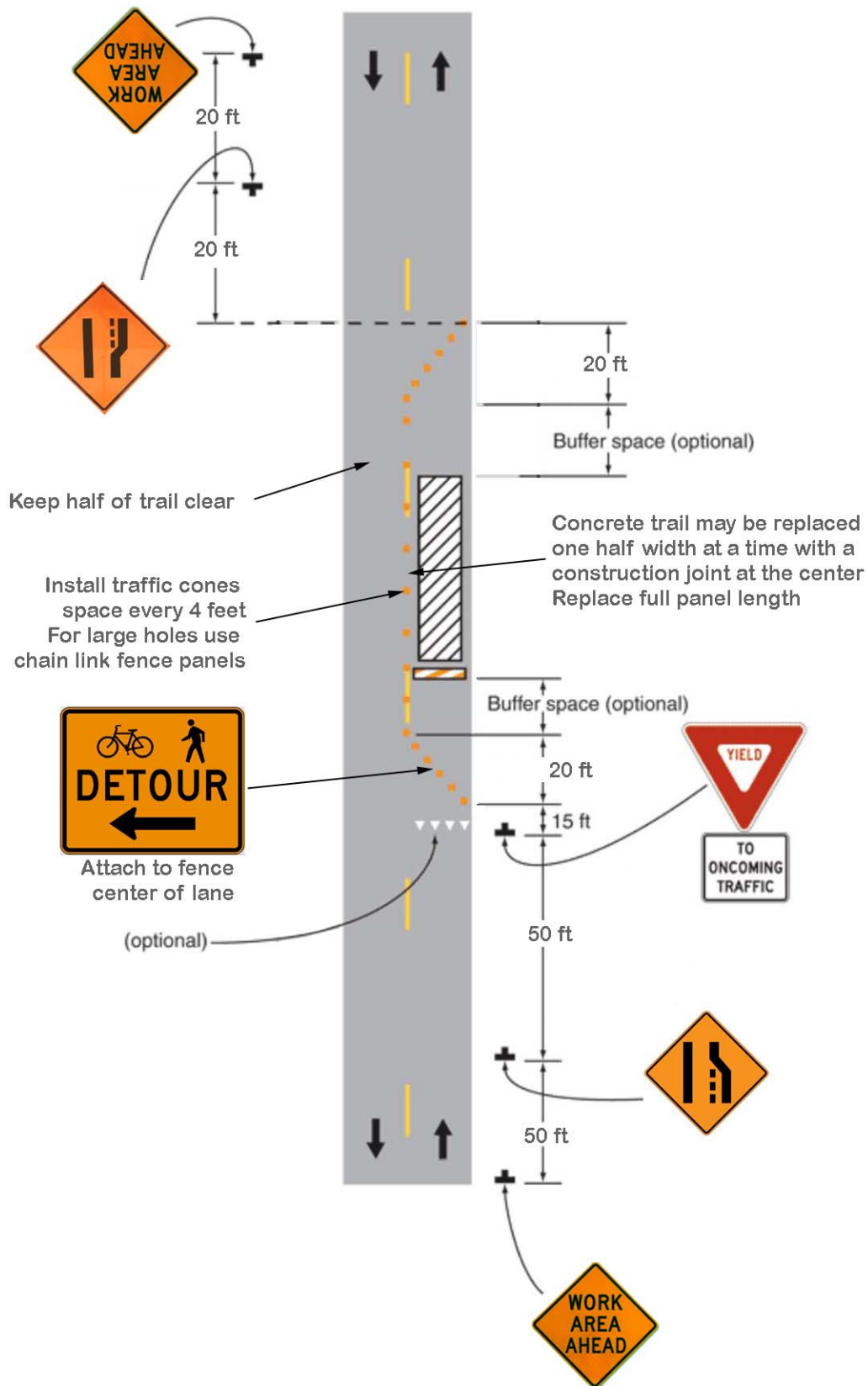
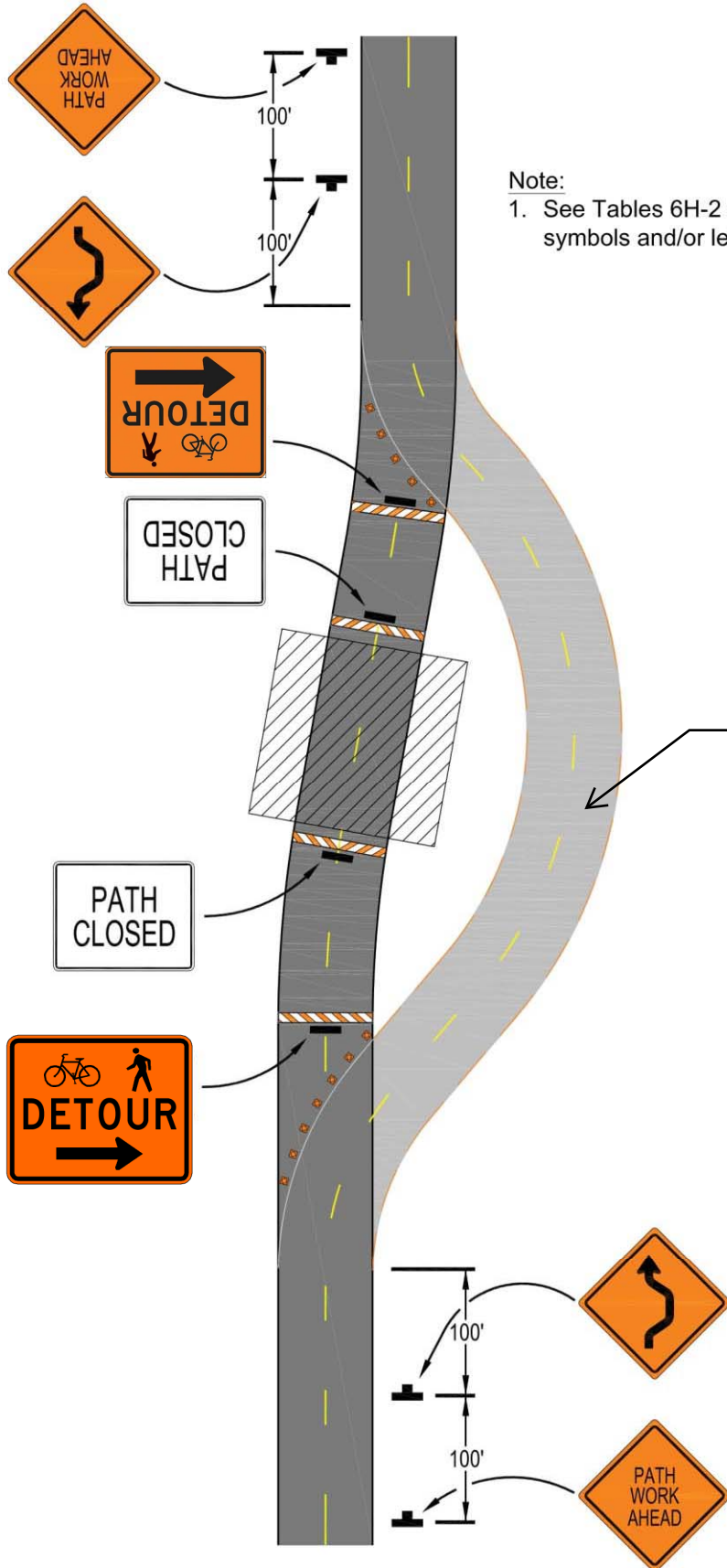


Figure 2 - Temporary Detour of Shared Use Paved Trail



**Note:**

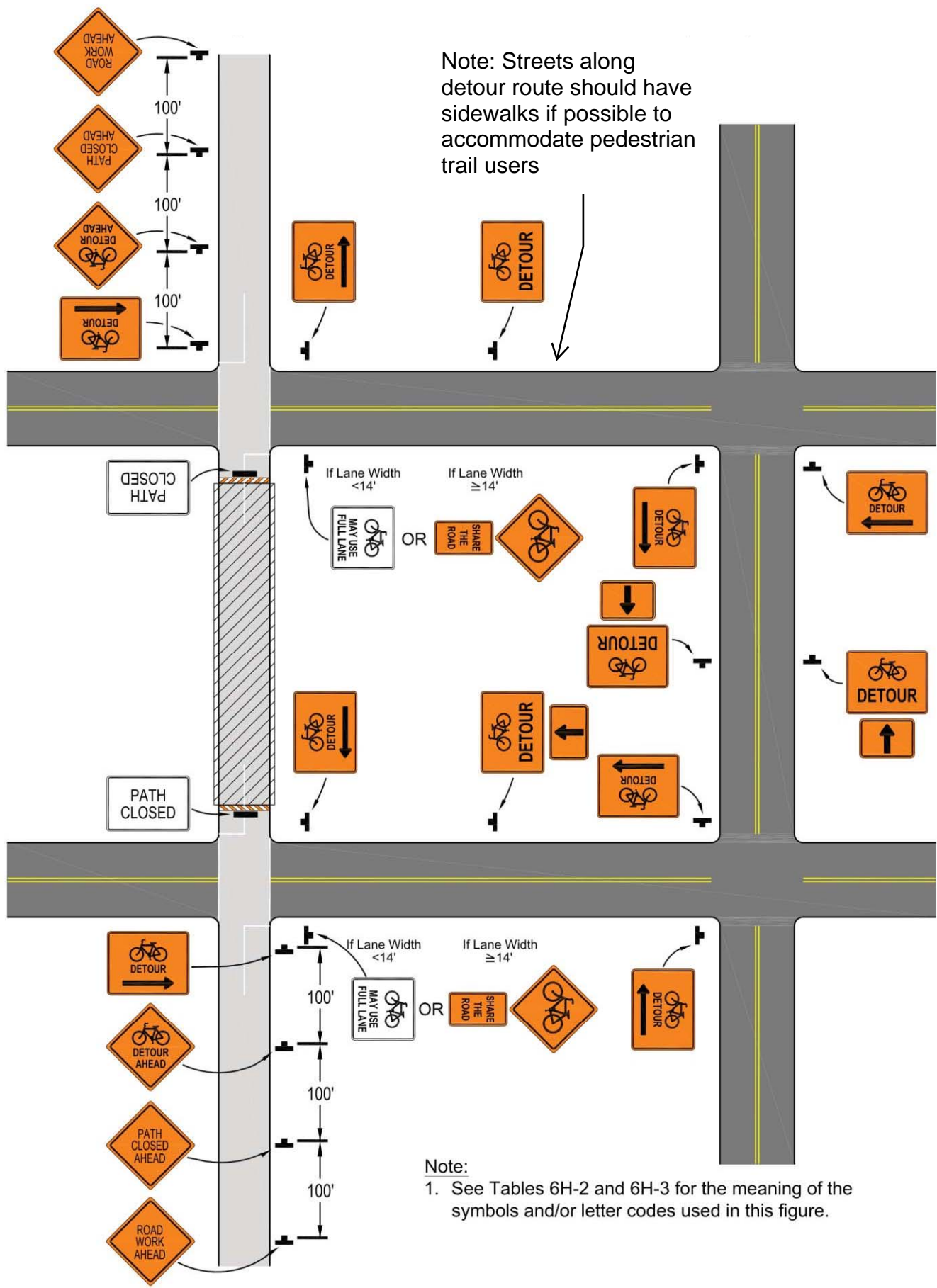
1. See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

**Notes:**

- 1.) The trail detour shall be constructed according to figure 2 a minimum of 10 feet wide with 2-inch-thick hot mix asphalt or 4-inch-thick concrete on 4-inch compacted class 7 base is required and shall be maintained and free of debris for the duration of construction. All slopes on the trail surface shall be ADA compliant.
- 2.) Unless work is greater than 10 feet from the trail, then all work along the trail shall be separated by a 6 foot chain link fence or orange construction fencing to be located a minimum of 2 feet offset from the trail edge.

Typical Application B3

Figure 3 - Temporary On-Road Detour for Shared Use Paved Trail



Note:  
 1. See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

# Figure 4 - Trail Patch Detail

