

**MARKINGS TECHNICAL COMMITTEE  
PROPOSED CHANGES TO CHAPTER 3F – BARRICADES AND CHANNELIZING  
DEVICES**

*Rational for Proposed Change*

Attached is suggested language regarding pedestrian barriers for consideration by the Markings Technical Committee. Language changes are also needed in Chapter 2, referring to these suggested changes in Chapter 3. I have attached this for your reference. It has been submitted to Bruce Ibarguen for consideration by the Signs, Regulatory & Warning Technical Committee.

*Rationale:*

We have suggested a new section, 3F.03 Pedestrian Barriers, to require and provide technical specifications and guidance to provide information that is accessible to pedestrians with visual impairments, about locations at which pedestrian crossing is prohibited. If crossing is prohibited, all pedestrians must be informed that this is the case. In the absence of some type of barrier that is detectable by a long cane, persons with visual impairments will assume that there is a crosswalk in each direction at every corner.



Two of 16 blind pedestrians crossed from the corner rather than from the crosswalk.



Thirteen of 16 blind pedestrians attempted to cross the arterial from the island.



The only crossing permitted from this corner, which has an accessible pedestrian signal, is a diagonal crossing from the apex of the corner. Although the tactile arrow is correctly aligned, most pedestrians who are blind would assume that the arrow was simply oriented incorrectly.



A chain barrier like this would be sufficiently detectable to blind pedestrians if there was also a lower chain, attached so that at its lowest point, it was a minimum of 6" from the walking surface.

## *Proposed Change*

### **CHAPTER 3F. BARRICADES AND CHANNELIZING DEVICES**

#### **Section 3F.01 Barricades**

Standard:

**When used to warn and alert road users of the terminus of a roadway in other than temporary traffic control zones, barricades shall meet the design criteria of [Section 6F.63](#) for a Type III barricade, except that the colors of the stripes shall be retroreflective white and retroreflective red.**

#### **Option:**

An end-of-roadway marker or markers may be used as described in [Section 3C.04](#). Barricades may be used to mark any of the following conditions:

- A. A roadway ends;
- B. A ramp or lane closed for operational purposes; or
- C. The permanent or semipermanent closure or termination of a roadway.

#### **Guidance:**

Appropriate advance warning signs (see [Chapter 2C](#)) should be used.

#### **Section 3F.02 Channelizing Devices**

Option: Channelizing devices, such as traffic cones and tubular markers, may be used for general traffic control purposes such as adding emphasis to reversible lane delineation, channelizing lines, or islands.

Standard:

**Channelizing devices shall conform to [Section 6F.58](#) and shall be a minimum of 450 mm (18 in) in height.**

**The minimum height of cones shall be 700 mm (28 in) for use on freeways and other high-speed roadways, and on all facilities when used during hours of darkness or whenever more conspicuous guidance is needed.**

**The color of channelizing devices used outside of temporary traffic control zones shall be either orange or the same color as the pavement marking that they supplement, or for which they are substituted.**

**For nighttime use, channelizing devices shall be retroreflective.**

Retroreflection of tubular markers shall be a minimum of two 75 mm (3 in) white bands placed a maximum of 50 mm (2 in) from the top with a maximum of 150 mm (6 in) between the bands.

Retroreflection of cones shall be provided by a minimum 150 mm (6 in) white band placed a minimum of 75 mm (3 in) but no more than 100 mm (4 in) from the top.

Retroreflective material shall have a smooth, sealed outer surface that will display a similar color during both day and night.

When 700 mm (28 in) or larger size cones are used, the standard 150 mm (6 in) band shall be supplemented with an additional 100 mm (4 in) white band spaced a minimum of 50 mm (2 in) below the 150 mm (6 in) band.

**Guidance:**

Channelizing devices should be kept clean and bright to maximize target value.

**ADD New Section**

**Section 3F.03 Pedestrian Barriers**

**Standard: Pedestrian barriers shall provide detectability for persons who travel with the aid of a long white cane. The bottom of the bottom rail, edge, or surface shall be no higher than 150 mm (6 in) above the ground surface. The top of the top rail, edge or surface shall be no lower than 900 mm (36 in) above the walking surface.**

Option: A gap not exceeding 150 mm (6 in) between the bottom edge and the ground surface may be used to facilitate drainage.

Guidance: When a marked or unmarked crosswalk is closed, pedestrian barriers should be placed across the sidewalk, blocking travel into the street and extending across the entire width that could be assumed to be the entrance to a crosswalk. The pedestrian barrier should be accompanied by a no pedestrian crossing sign (R9-3).

Options:

Examples of detectable pedestrian barriers include:

- A. Posts connected by at least two metal rails.
- B. Bollards connected by with at least two cables or chains.
- C. Planters having the top surface 150 mm (6 inches) minimum and 300 mm (12 inches) maximum above the walking surface.
- D. Prefabricated sections of plastic, metal, or other suitable materials that are interconnected and fixed in place to provide a continuous barrier.
- E. Chain link or other fencing equipped with a continuous bottom rail.
- F. Type II or Type III (6F.63)barricades.

Guidance:

Engineering judgment should be used in selection of pedestrian barriers that will be detectable to pedestrians traveling with a long white cane, visible under varying conditions of illumination, non-hazardous to unobservant pedestrians or drivers, and otherwise suitable for installation and maintenance in locations where used.