

## I. GENERAL INFORMATION

### A. Purpose and Intent

The purpose of this manual is to set forth the basic principles and standards to be observed by all those who perform work in a public street so as to provide safe and effective work areas and to warn, control, protect and expedite vehicular, bicycle and pedestrian traffic.

If proper traffic control techniques are effectively utilized, it will be possible to:

1. Minimize or prevent the potential for vehicular, bicycle and pedestrian collisions.
2. Minimize or prevent injury to workers and the public.
3. Minimize or prevent damage to private and public property.
4. Minimize or prevent the possibility of litigation involving all affected parties.
5. Maximize traffic flow and reduce delay and congestion by lessening the confusion to the road user.
6. Improve public relations.

In an effort to increase the road user's comprehension and facilitate traffic flow, it is desirable to standardize the type and placement of traffic control devices as much as possible. This Manual attempts to accomplish this objective by:

1. Utilizing standard techniques for the design and placement of traffic control devices.
2. Including typical examples of proper signing and channelizing techniques.

Although each situation should be dealt with individually, conformity with the general provisions and techniques established herein is necessary. In particular situations not adequately covered by the provisions of this Manual, the protection of the traveling public and the worksite will dictate the measures to be taken, consistent with the general principles set forth herein. The obligation of complying with the requirements of this Manual and the liability for failing to do so are hereby placed upon the persons, entities, or agencies doing work within or infringing upon the public street right-of-way.



## B. Responsibility

All persons or agencies doing work within or infringing upon the street right of way shall conduct said work to acceptable standards of safety and efficiency and, except where specified in their Contract, shall be responsible for the following:

1. Obtaining all necessary permits and/or permission to perform work in the street right of way from the Seattle Department of Transportation, Street Use Division (see Section III and web link [http://www.seattle.gov/transportation/stuse\\_home.htm](http://www.seattle.gov/transportation/stuse_home.htm) ).
2. Obtaining approval for haul route or routes from the City Supervisor of Commercial Vehicle Enforcement.
3. Supplying, installing, and maintaining all traffic control devices and equipment as outlined in this Manual unless specific instructions to the contrary are included in the contract documents.
4. Supplying flaggers and proper equipment when required.
5. Scheduling and expediting the work to minimize inconvenience to the public.
6. Providing adequate safeguards for the worksite and the general public as outlined herein.
7. Calling before digging. Utilities Underground Location Center (UULC) 1 (800) 424 5555 or 811; [www.callbeforeyoudig.org](http://www.callbeforeyoudig.org)
8. Contacting SDOT Signal Operations 10 days prior to any work that may affect SDOT signal operations.



## Glossary

### Definitions

<b>Advance Notice -</b>	Unless otherwise specified, 72 hours minimum notice for an arterial closure and 24 hours for any other right of way closure, Saturdays, Sundays and Holidays excepted
<b>Bicycle Facility or Bicycle Way</b>	Any bicycle lane, bicycle trail, shared lane, or a street or sidewalk commonly used by bicyclists identified on the Seattle Department of Transportation's current "Seattle Bicycling Guide Map"
<b>Business Day</b>	A day other than Saturday, Sunday, or Holiday
<b>CAM</b>	Client Assistance Memo
<b>Central Business District (CBD)</b>	Within this document, that area bounded by Denny Way, Elliott Bay, I-5, and South Royal Brougham Way
<b>Central Retail District</b>	Within this document, the area bounded by Virginia Street, Denny Way, I-5, Seneca Street, and First Avenue
<b>Contract</b>	Contract manual and plan set
<b>Contractor</b>	Anyone authorized to work in the street right of way
<b>High Level Warning Device</b>	High level warning devices shall consist of either three flags, a Type "B" warning light or vehicle mounted flashing yellow light (see Figure IV - 1).
<b>High Impact Area</b>	An area where all streets may have traffic significance regardless of classification, as determined by the Traffic Management Division of the Seattle Department of Transportation. Hot Zones may change according to change in construction intensity at the time of permitting.



<b>Hours of Darkness</b>	(Other references – Night, Nighttime) The hours from sunset to sunrise
<b>Hours of Daylight</b>	(Other reference – Daylight Hours, Daytime) The hours from sunrise to sunset
<b>Pioneer Square</b>	Within this document, that area bounded by Columbia Street, 2nd Avenue, 2nd Avenue South, South King Street, Alaskan Way South
<b>Public Works</b>	A written agreement between the City and the Contractor covering the Contract performance by both parties and enforceable by law
<b>Traffic Engineer</b>	The City Traffic Engineer, including staff authorized to represent him or her
<b>Uniformed Police Officer (UPO)</b>	An officer commissioned to write traffic citations within the State of Washington
<b>Work Area</b>	The public right of way within or adjacent to the construction zone
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<b>Shall</b>	A mandatory condition. Where certain requirements in the design or application of the device are described with “shall” stipulation, it is mandatory when an installation is made that these requirements be met.
<b>Should</b>	An advisory condition. Where the word “should” is used, it is considered to be advisable usage, recommended but not mandatory.
<b>May</b>	A permissive condition. No requirement for design and application is intended.
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**Acronyms****MUTCD**

Manual of Uniform Traffic Control Devices (U.S. Department of Transportation Federal Highway Administration)

**ROW**

Right of Way



