



# Bike Access during Construction

Mehrnaz Mehraein, SDOT

DRAFT - DO NOT DISTRIBUTE

Traffic control plan:

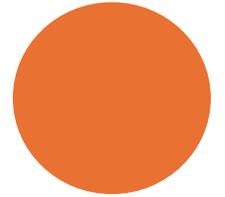
- Protects the traveling public, work crews and road users from the dangers and hazards which are present on road construction projects.
- A TCP is crucial to the safety of everyone involved in the project both directly and indirectly.
- Ensuring traffic moves safely and efficiently through a construction site
- A TCP is required for work zone per Federal and State Rules



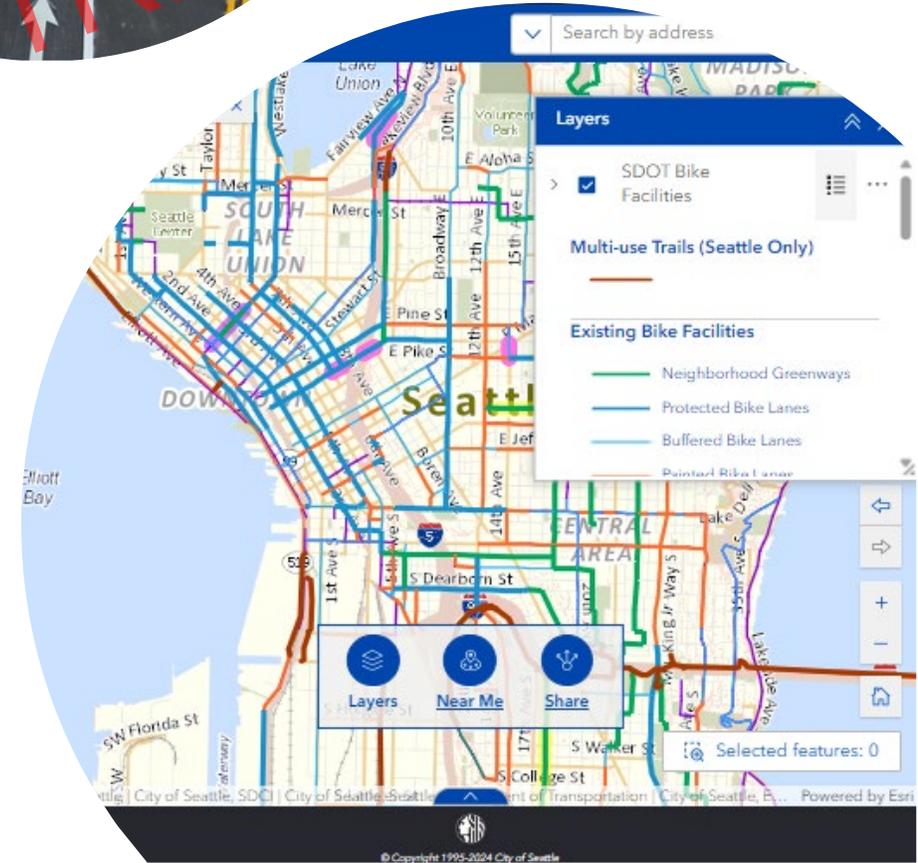
Traffic Control Plan

# Bicycle Access

- A map of city bike infrastructure is in link:
- [Bike Web Map - Transportation | seattle.gov](https://seattle.gov/transportation/bike)
- When work encroaches upon a bike lane, an accessible, safe and clearly defined route shall be provided, and maximum effort made to provide a convenient bicycle facility separate from active work areas.



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# WORK AREA ACCOMMODATION



Provide a temporary bike lane on the same roadway past the work zone by shifting and narrowing the adjacent traffic lanes.



Provide a temporary bike lane in an existing traffic lane on multilane streets.



Merging cyclists and adjacent traffic into a shared travel lane (except on streets with a posted speed of 30 mph or greater).



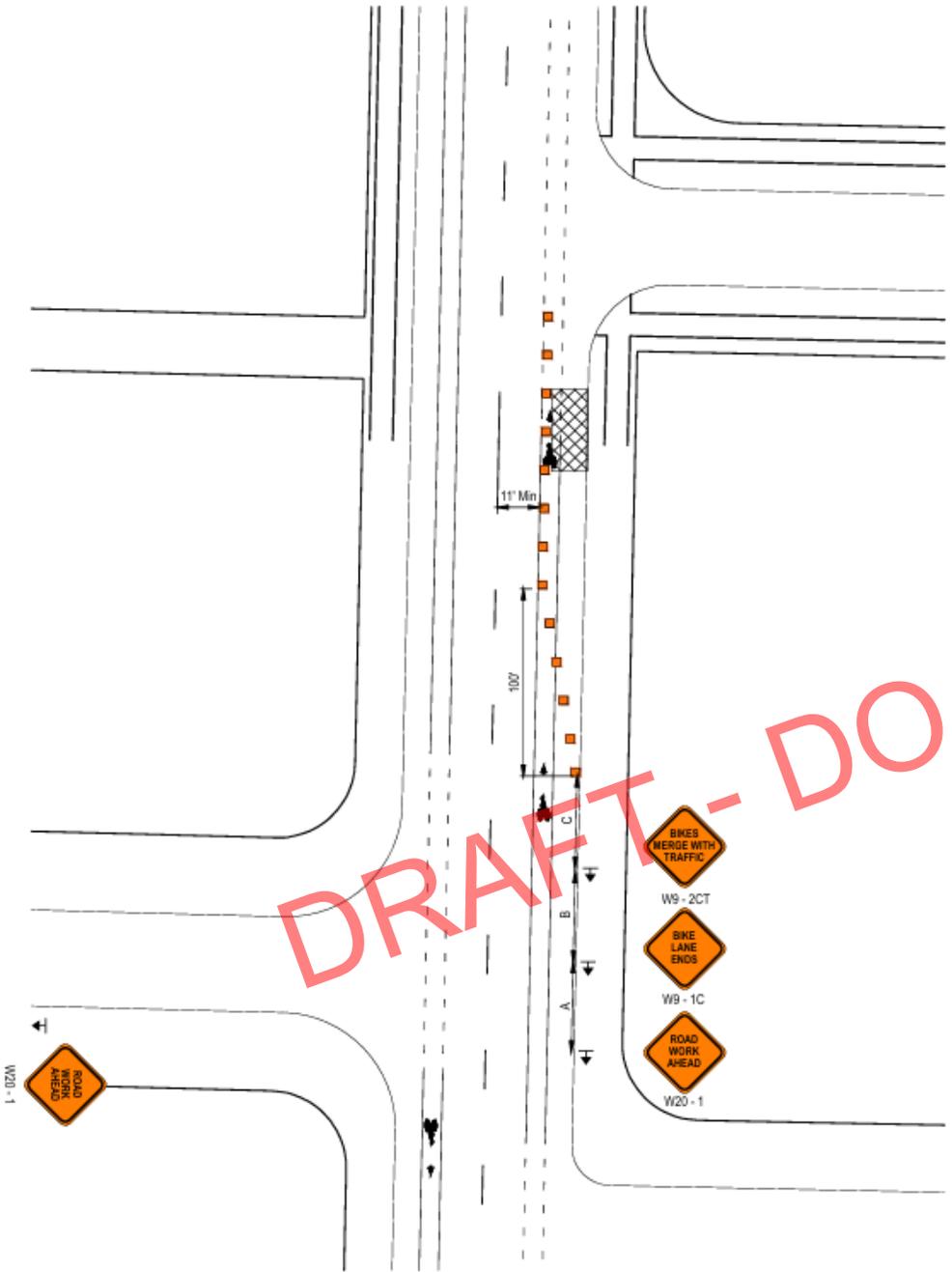
Directing cyclists onto a shared path with pedestrians.

# Thomas St: 5th Ave N to Dexter Ave N Project

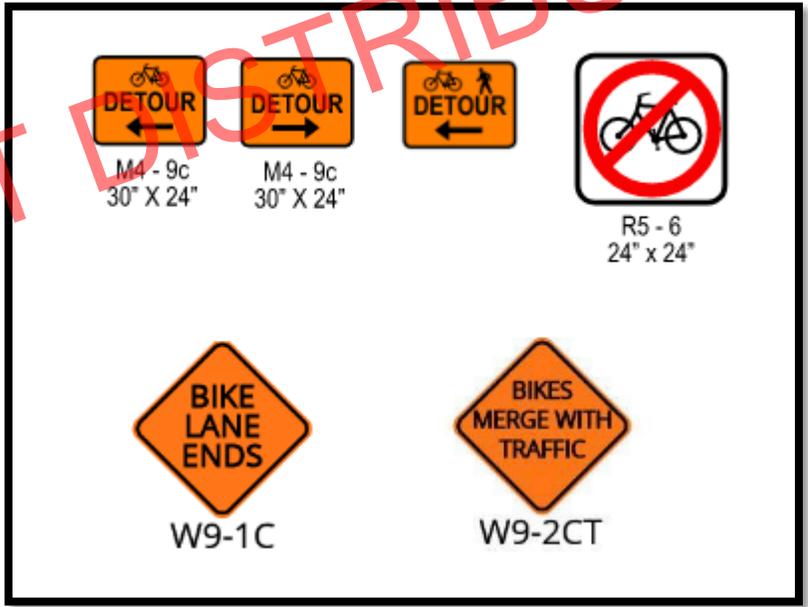


# Bike lane

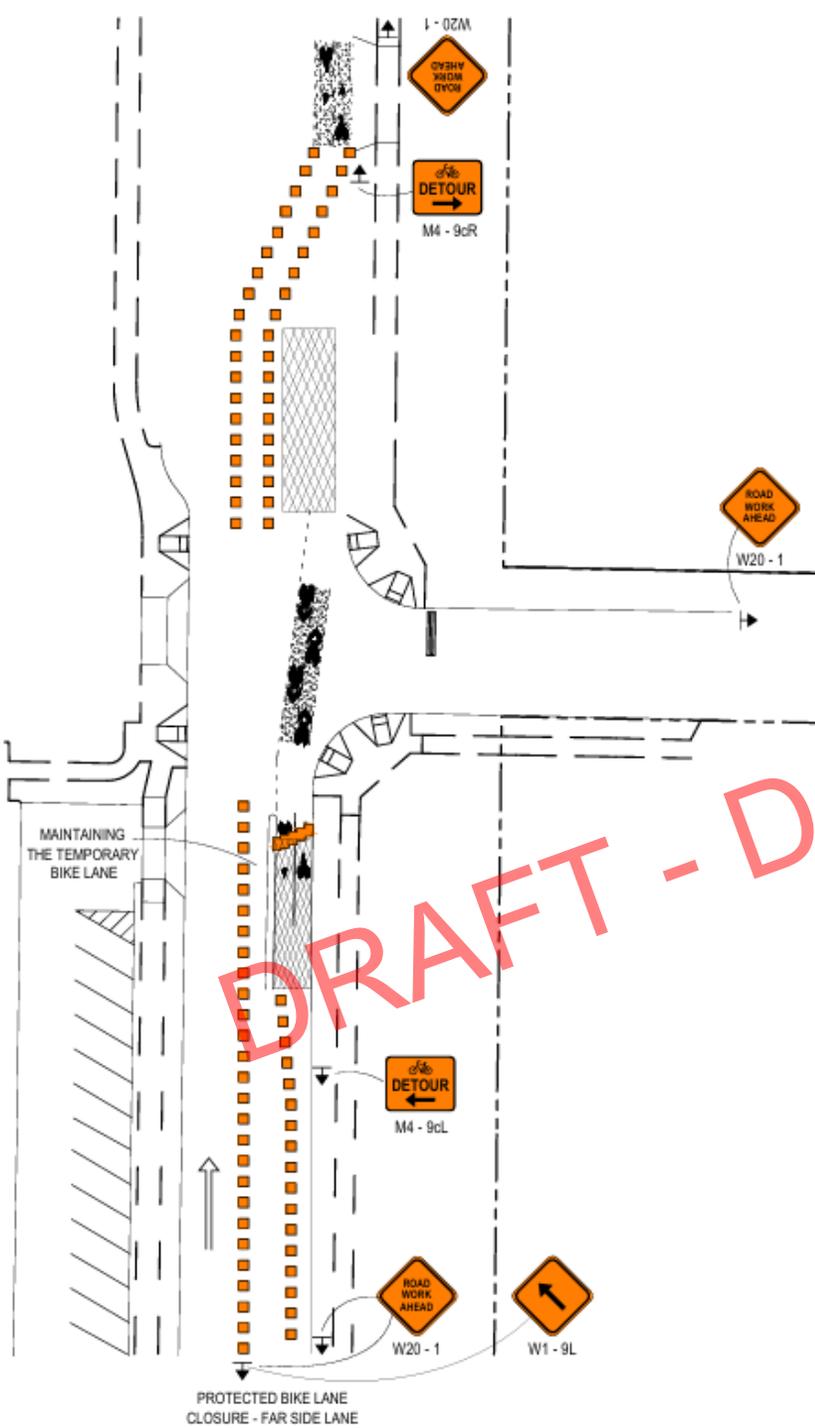
❖ Note: Merging bike with traffic only at regular bike lane are allowed.



BIKE LANE CLOSURE  
TYPICAL DIMENSIONS OF A, B, & C



Bike Warning Signs



## Protected Bike lane

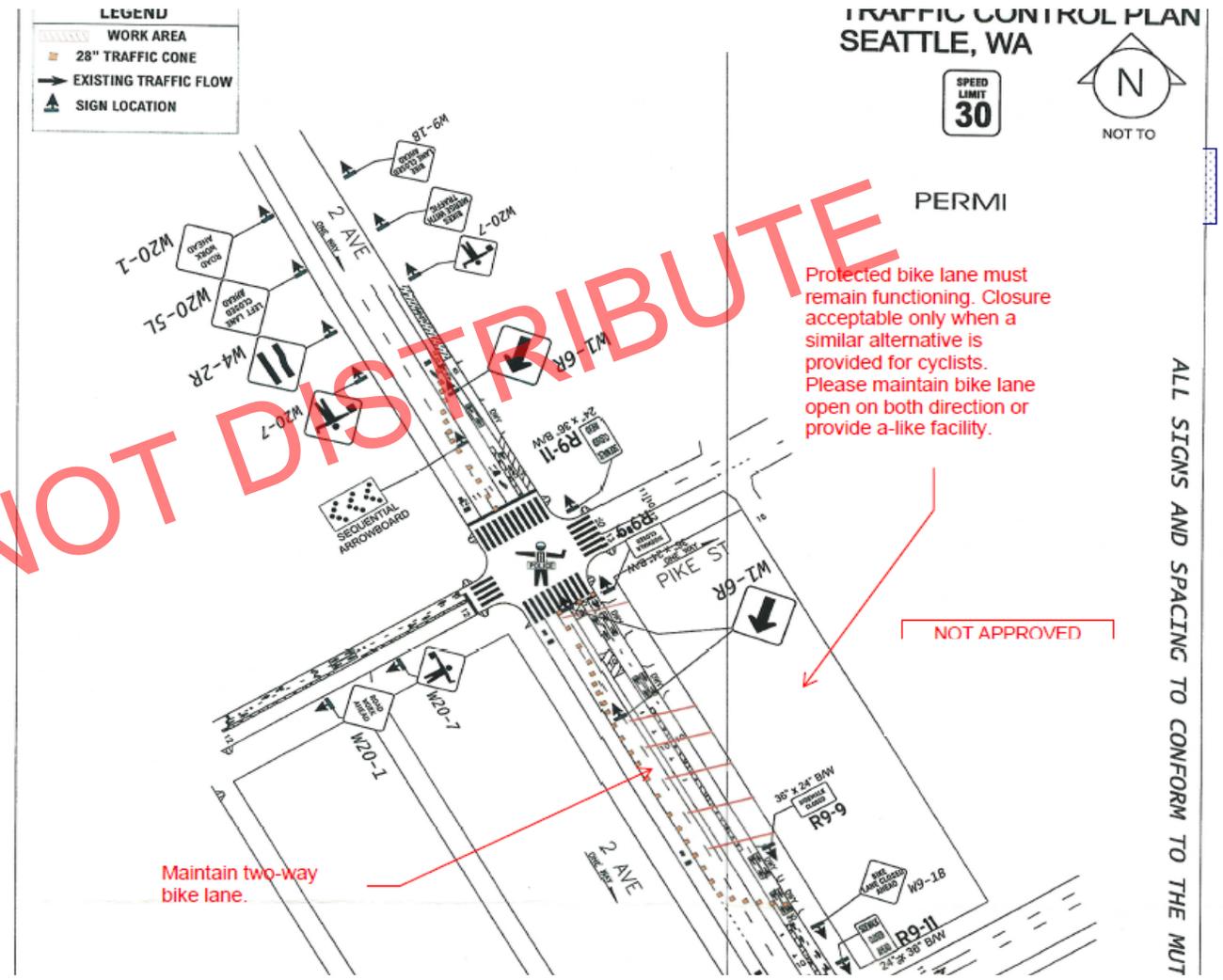
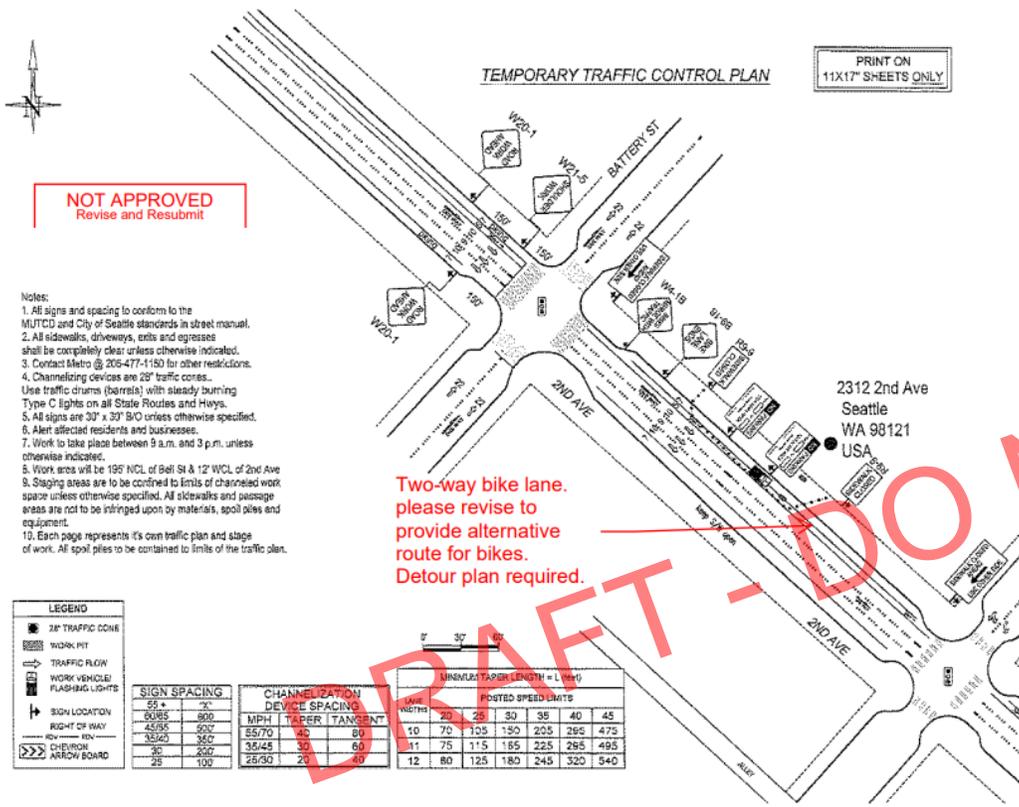
- Closing a PBL should result in a temporary PBL.
- PBL closure is only approved, if replaced by a temporary protected bike lane or detour to the street that also have a dedicated protected bike lane.
- **The contractor must exhaust all other options before proposing a PBL closure.**

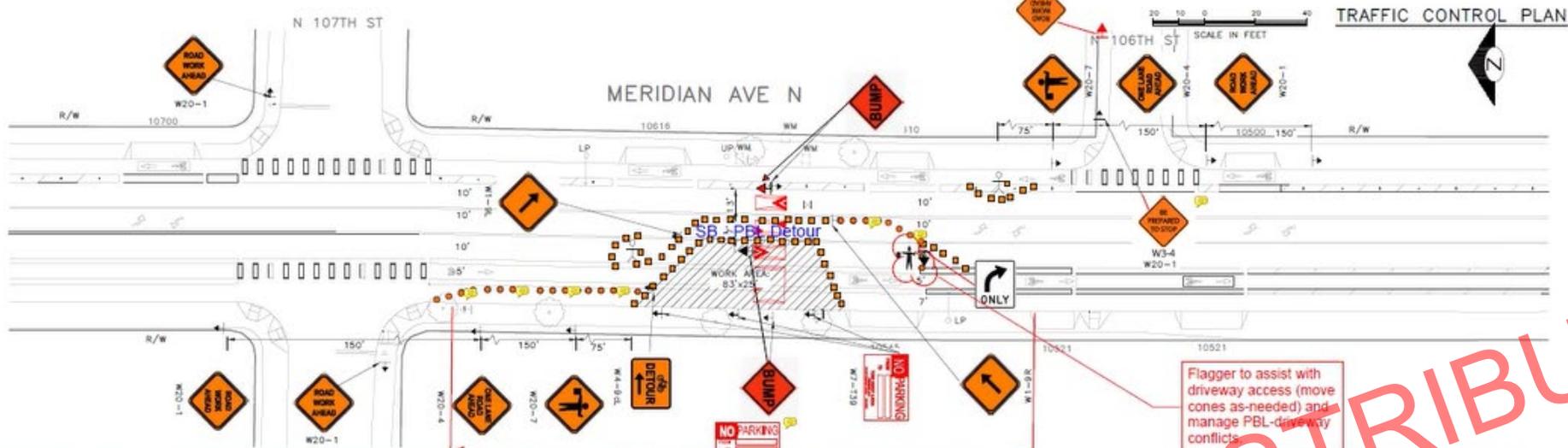
The recommended solution, when a PBL is closed:

- ✓ Phase the work and adjust the work zone's widths to allow bike access at all times.
- ✓ Detouring to the nearby PBL facilities.
- ✓ Add a UPO accompanied by a narrative explaining the UPO(s) purpose and the appropriate 3 advance warning sign sequence for the UPO(S). The UPO(S) stop the vehicle traffic for Bike riders, creating a safe and protected environment, while PBL is closed.



# TCP examples of the Bicycle advanced signs





**(\*)REQUIREMENTS**  
 \*Signs, Devices and spacing shall conform to the Seattle TCM/MUTCD. Signs shall not be placed in a way that will partially or totally block active travel lanes, bike lanes or sidewalks.  
 \* On each date of work, notify SDOT TOC within 30 mins prior to setting up traffic control devices AND within 30 mins after removing traffic control devices impacting arterial lanes of travel. Notify via phone at 206-684-5117 stating location and lane(s)/direction(s) of travel impacted.  
 \*Priority access shall be provided to emergency vehicles.  
 \*Contractor shall coordinate with residents/businesses, contractors and other existing permitted work 10 days prior to work start. Driveway access and necessary services (Example: garbage pick-up) shall be facilitated by the contractor.  
 \*Maintain 4' sidewalk widths (8' in the down town core) unless otherwise approved via this TCP.  
 \*Maintain 5' Minimum bike lane widths, both the bike lane and buffer combined.  
 \*Maintain 11' Minimum vehicle lane widths.  
 \*Pedestrians/Bicyclists shall not be routed within 18" of a vehicle lane edge.  
 \*Refer to SDOT Client Assist Memo 2110 and SDOT Director's Rule 10-2015 for pedestrian requirements.  
 \*Reserve curb space including paid parking w/ SDOT traffic permits @ (206) 684-5086.  
 \*Notify Metro of bus route/stop impacts (Metro trolley coaches shall not shift more than 8' off center of lines); Trolley 206-477-1150/ Non-trolley 206-477-1140

**PLEASE KEEP ACCESS TO DRIVEWAYS!**

**WORK HOURS**  
 MON-FRI: 9AM-4PM

Flaggers shall conform w/ WAC: 296.155.305, 468.95.3015 and 468.95.302

Adjust sign spacing per MUTCD, City of Seattle 2018 TCM, and site conditions.

Class of Road	Warning Sign Spacing in Feet			Lane Width	Channelizing Device Spacing in Feet (Minimum)			Warning Sign Min. Size in Inches
	A	B	C		18"	24"	30"	
I	75	90	105	75	Speed Limit	Speed Limit x 2	30x30	
II	150	165	180	150	Speed Limit	Speed Limit x 2	30x30	
	250	350	450	540	Speed Limit	Speed Limit x 2		

**Road Class Definitions**  
 Class I - Central Business District, University District  
 Class II - Arterial Streets  
 Class III - All partially or full controlled access arterial streets  
 \*Advance warning sign spacing depends on availability of curb space  
 \*\*Vertical barricades, cones, tubular guideposts

APPROVED AS NOTED  
 Part 8-28-24  
 SDOT TRANSPORTATION OPERATIONS

Flagger to assist with driveway access (move cones as-needed) and manage PBL-driveway conflicts

This TCP is "stand alone" and shall not be active concurrently with any other TCP

Arterial streets, travel lanes and sidewalks shall remain open during peak traffic hours:  
 7am to 9am  
 4pm to 6pm  
 MONDAY-FRIDAY

**PROJECT DESCRIPTION**  
 INSTALL 4-HUMP SPEED CUSHION  
 BTWN N 107TH ST & N 106TH ST (1 OF 2)

CM DESIGN GROUP

APPROVED FOR ADVERTISING  
 PAUL PURKAYEN AND CONTRACTING DIRECTOR  
 SEATTLE, WASHINGTON . . . . . 20 . . . . .  
 INITIALS AND DATE  
 DESIGNED: FIC CHECKED: CEW  
 DRAWN: FIC CHECKED: CEW  
 REVISIONS AS BUILT  
 INITIALS AND DATE  
 REVIEWED: [ ] DESIGNED: [ ]  
 CHECKED: [ ] DRAWN: [ ]  
 REVISIONS AS BUILT

Seattle Department of Transportation  
 ORDINANCE NO. [ ] PW NO. [ ]  
 SCALE: 1"=30'

2024 SDOT SPEED CUSHIONS

TCP05  
 SHEET 5 OF 8