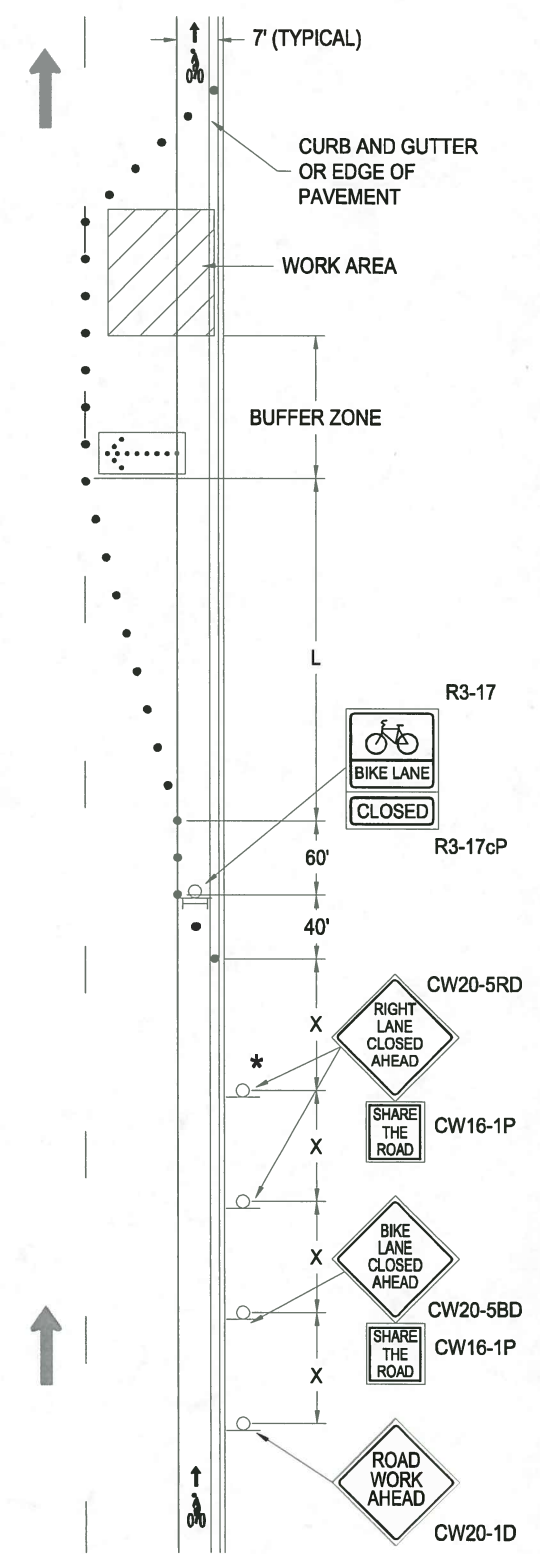


BIKE LANE CLOSURE ONLY



BIKE LANE CLOSURE WITH ADJACENT LANE CLOSURE

* A SECOND LANE CLOSURE SIGN IS REQUIRED FOR ROADS POSTED 35 MPH

CITY OF AUSTIN
AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION

BIKE LANE CLOSURE AND BIKE LANE CLOSURE WITH ADJACENT TRAVEL LANE; 35 MPH OR LESS

RECORD COPY SIGNED BY LEE AUSTIN

6/22/2016
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
804S-1
10 OF 13

Notes for Standard 804S-1, 10 of 13

Bike Lane Closure and Bike Lane Closure with Adjacent Traffic Lane Closure; 35 mph or Less

Definitions:

Bicycle Lane: A portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicycles.

Standard:

1. This standard detail shall apply on roadways with a posted speed of 35mph or less.

Guidance:

2. Bicycle lane transitions should be no less than 40 ft.

Standard:

3. A bike lane closure shall be used anytime work activity encroaches into a portion of or closes a bicycle lane on a roadway with a posted speed limit of 35 mph or less.

4. The adjacent traffic lane closure shall be used only on roadways where traffic flow is in multiple traffic lanes in the same direction.

5. Advance warning signs for a bicycle lane closure shall consist of a Road Work/Utility Work Ahead sign a Bike Lane Closed sign with a Share the Road (CW16-1P) sign. Additional signs shall be placed when the adjacent traffic lane is closed.

6. Vertical mounting height and lateral placement shall be as specified in 804S-5, 6 & 7 of 13.

7. Warning sign size shall be as shown for conventional roads in 804S-5, 6 & 7 of 13.

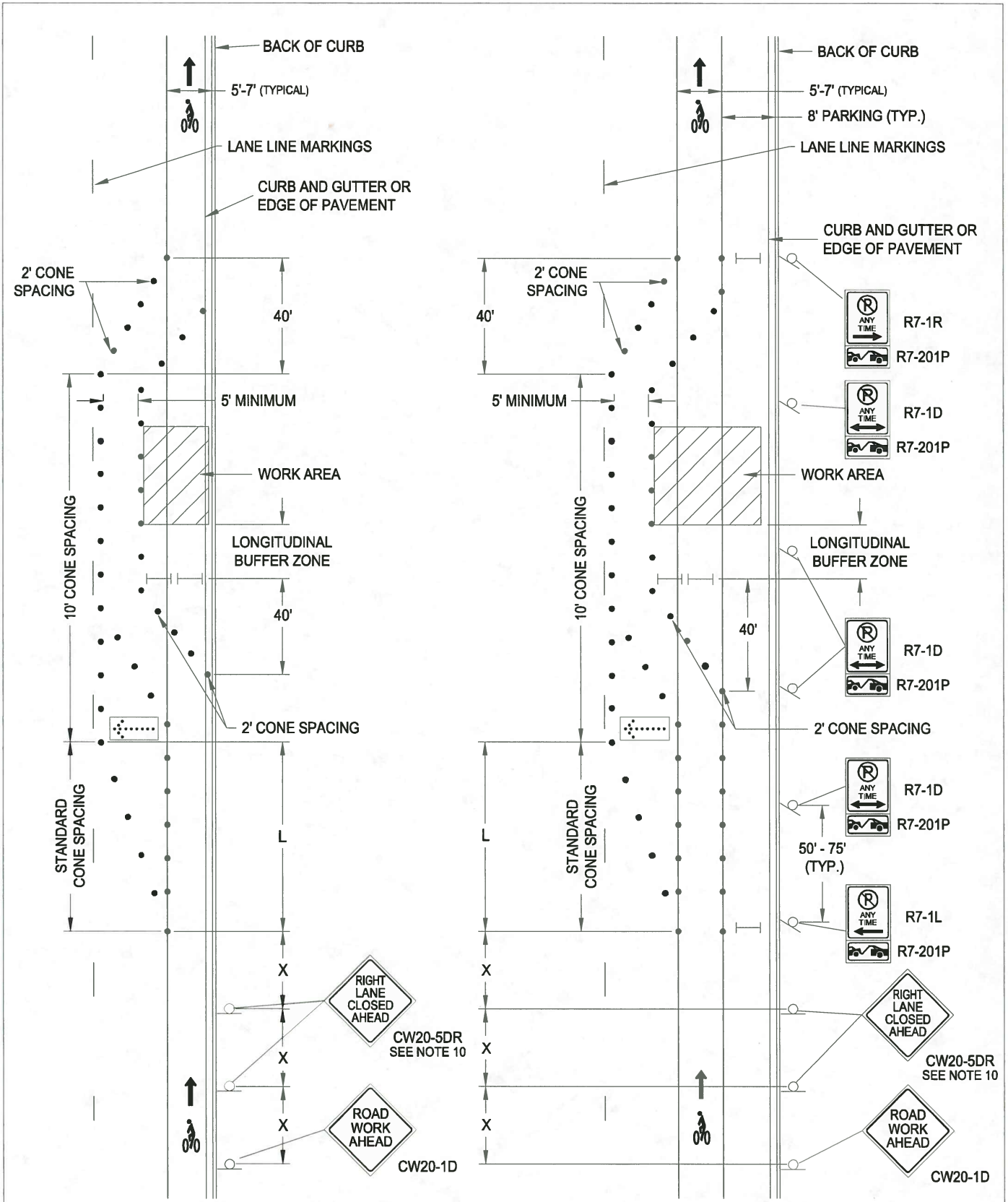
8. A type-I barricade shall be set at the end of the bike lane transition area to physically close the bike lane to prevent bicyclist's entry into the work zone.

9. A Bike Lane (R3-17) sign and a Closed (R3-17cP) plate shall be mounted directly behind the type-I Barricade in the bike lane.

Guidance:

10. Where work activity is expected to block a traffic lane of a roadway with a bicycle lane, a Bike Lane Closure should be set prior to the traffic lane closure.

CITY OF AUSTIN AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION		BIKE LANE CLOSURE 35 MPH OR LESS	
Record Copy Signed by Lee Austin	<u>6/22/2016</u> ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1 10 of 13



BIKE LANE ADJACENT TO CURB

BIKE LANE ADJACENT TO PARKING LANE

CITY OF AUSTIN

**BIKE LANE CHANNELIZING
40 MPH OR ABOVE**

AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION

THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
OF THIS STANDARD.

STANDARD NO.

804S-1

11 OF 13

RECORD COPY SIGNED BY LEE AUSTIN

ADOPTED

6/22/2016

Notes for Standard 804S-1, 11 of 13

Bike Lane Channelizing 40 mph or Above

Definitions:

Bicycle Lane: A portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicycles.

Standard:

1. A bike lane shall be channelized anytime work activity encroaches into a portion of, or blocks a bicycle lane on a one or two way multi-lane roadway with a posted speed limit greater than 35mph.
2. A channelized bike lane shall maintain a 5 foot minimum clear travel path for bicycle traffic.
3. Where the minimum 5 foot travel path cannot be achieved, other accommodations shall be developed for bicycle traffic.

Guidance:

4. Shared bicycle and vehicular traffic lanes should not be established on roadways with a posted speed limit above 35 mph.

Standard:

5. Where parking is not specifically prohibited, a No Parking/Tow Away zone shall be established. The "closed" No Parking/Tow Away zone shall begin at the first channelizing device on the approach, and end at the last channelizing device in the termination area. This No Parking/Tow Away zone shall utilize the symbolic version of the R7-1(P covered by a circle and slash) signs with appropriate arrows (see note 7) and R7-201P tow away plaques.

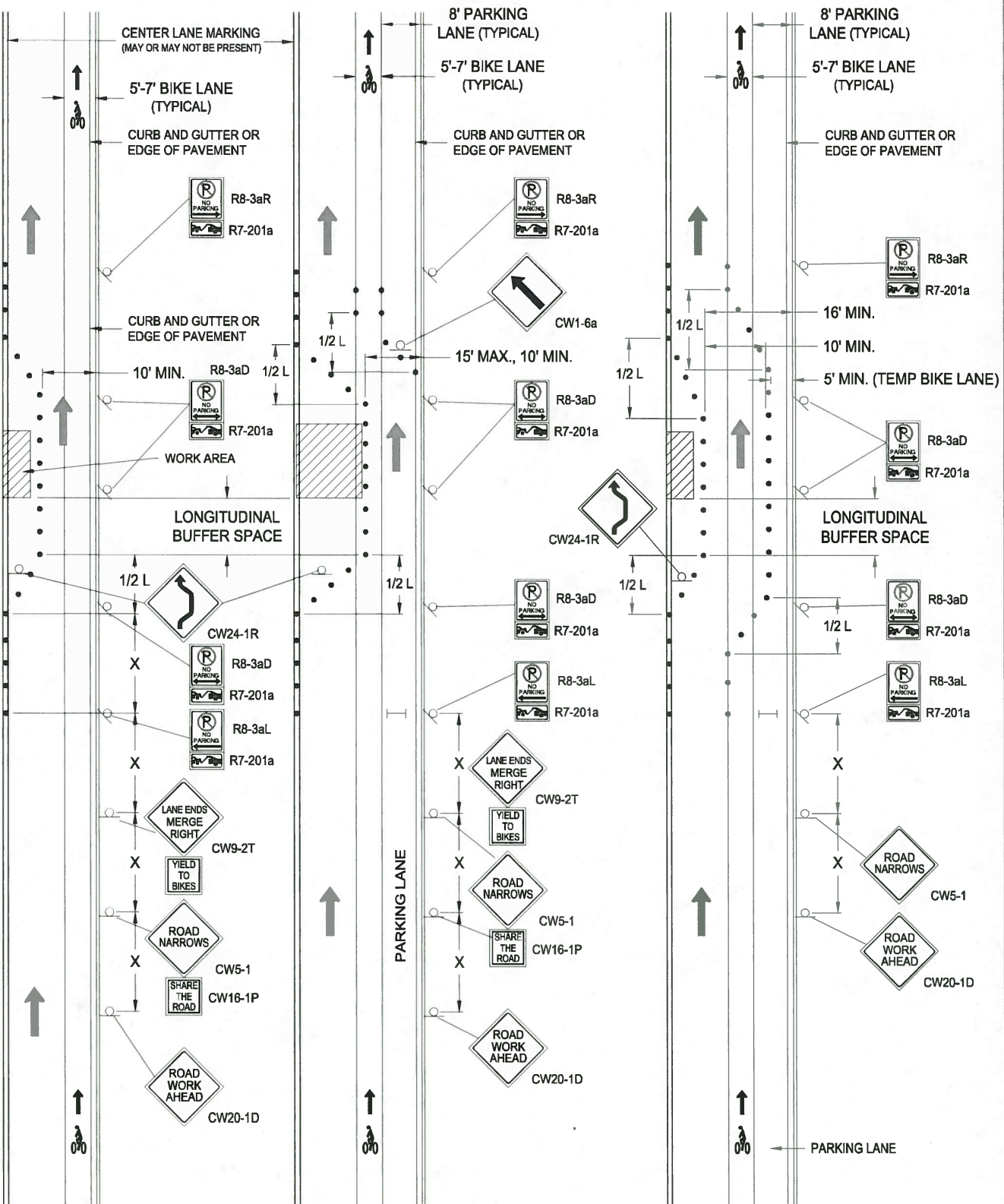
Guidance:

6. When used, a minimum of three (3) No Parking signs should be used to establish the no parking zone with a minimum spacing of 50 feet and maximum 75 feet spacing.
7. Since the parking restriction applies to a limited area, the limits of the restriction should be shown by arrows on the signs. At the end of the parking zone, a single headed arrow pointing in the direction of the restriction should be used. For intermediate signs, there should be a double headed arrow pointing both ways.
8. When No Parking/Tow Away signs are used to indicate the extent of the restricted parking zone, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.
9. When used, the no parking zone should be established 48 hours prior to the scheduled work and remain in place through the expected project duration.

Standard:

10. See 804S-1, 9 of 9 for traffic lane transition length L.
11. An additional Right Lane Closed Ahead (CW20-5DR) shall be used on roadways with posted speed limit above 35 mph.
12. Sign vertical mounting height and lateral placement shall be as specified in 804S-5, 6 & 7 of 13.
13. Warning sign size shall be as shown for conventional roads in 804S-5, 6 & 7 of 13.
14. A type-I barricade shall be set at the end of the bike lane transition area to physically close the bike lane to prevent bicyclist's entry into the work zone.
15. This traffic control detail shall not be used on Long-term stationary work that occupies a location more than 3 days.

CITY OF AUSTIN AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION		BIKE LANE CHANNELIZING 40 MPH OR ABOVE	
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			STANDARD NO. 804S-1 11 of 13



SHARED BIKE LANE

SHARED BIKE LANE & PARKING LANE

LANE CHANNELIZING INTO BIKE LANE & PARKING LANE

CITY OF AUSTIN

AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION

TRAFFIC ENCROACHMENT INTO BIKE LANE; 35 MPH OR LESS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.

804S-1

12 OF 13

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6/22/2016
ADOPTED

Notes for Standard 804S-1, 12 of 13

Traffic Encroachment into Bike Lane

Definitions:

Bicycle Lane: A portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicycles.

Standard:

1. Where bike lanes exist on a roadway with a posted speed limit of 35 mph or less, and work or other activity will close the traffic lane, and traffic is redirected to travel in the bike lane, and adjacent parking lane, when a parking lane is present, a temporary shared traffic lane shall be established to maintain both vehicular and bicycle flow around the work or activity.
2. On roadways with a posted speed limit above 35 mph, alternative bicycle accommodations shall be developed.
3. Advance warning signs to establish temporary shared traffic lane shall consist of a Road Work/Utility Work Ahead sign a Road Narrows sign with a Share the Road (CW16-1P) plaque and a Lane Ends Merge Right (CW92T) sign with a Yield to Bikes plaque.

Guidance:

4. The Yield to Bikes plaque should have a white background and black legend and border.

Standard:


5. Where parking is not specifically prohibited, a No Parking/Tow Away zone shall be established. The “closed” No Parking/Tow Away zone shall begin at the first channelizing device on the approach, and end at the last channelizing device in the termination area. This No Parking/Tow Away zone shall utilize the symbolic version of the R7-1(P covered by a circle and slash) signs with appropriate arrows (see note 7) and R7-201P tow away plaques.

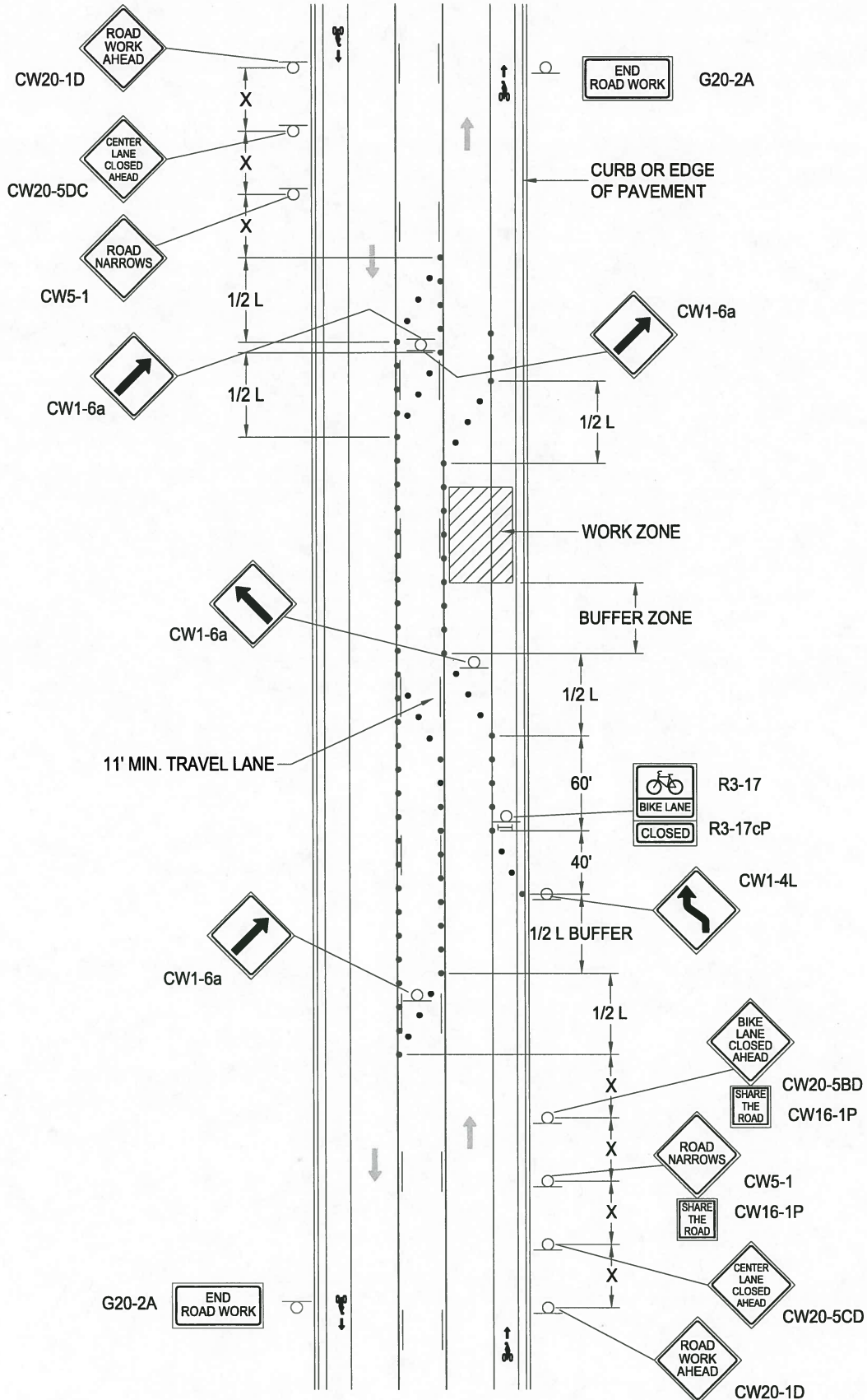
Guidance:

6. When used, a minimum of three (3) No Parking/Tow Away signs should be used to establish the no parking zone with a minimum spacing of 50 feet and maximum 75 feet spacing.
7. Since the parking restriction applies to a limited area, the limits of the restriction should be shown by arrows on the signs. At the end of the parking zone, a single headed arrow pointing in the direction of the restriction should be used. For intermediate signs, there should be a double headed arrow pointing both ways.
8. When No Parking/Tow Away signs are used to indicate the extent of the restricted parking zone, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.
9. When used, the no parking zone should be established 48 hours prior to the scheduled work and remain in place through the expected project duration.

Standard:

10. Sign vertical mounting height and lateral placement shall be as specified in 804S-5, 6 & 7 of 13.
11. Warning sign size shall be as shown for conventional roads in 804S-5, 6 & 7 of 13.
12. When a parking lane is adjacent to the bike lane and sufficient space is available (16 feet minimum), a separate traffic and bike lane shall be channelized around the work or activity area.
13. A channelized bike lane shall maintain a 5 foot minimum clear travel path for bicycle traffic.
14. A channelized traffic lane shall maintain a 10 foot minimum clear travel path for motor vehicle traffic.
15. This traffic control detail shall not be used on Long-term stationary work that occupies a location more than 3 days.

CITY OF AUSTIN <small>AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION</small>	TRAFFIC ENCROACHMENT INTO BIKE LANE; 35 MPH OR LESS
 Record Copy Signed by Lee Austin	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>6/22/2016</p> <p>ADOPTED</p> </div> <div style="text-align: center;"> <p>THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD</p> </div> <div style="text-align: center;"> <p>STANDARD NO. 804S-1 <small>12 of 13</small></p> </div> </div>



CITY OF AUSTIN

AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION

SINGLE LANE CLOSURE ON A THREE LANE ROADWAY W/ BIKE LANES

RECORD COPY SIGNED BY LEE AUSTIN *6/29/2016* ADOPTED

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. **804S-1**
13 OF 13

Notes for Standard 804S-1, 13 of 13

Single Lane Closure On A Three Lane Roadway With Bike Lanes

Definitions:

Bicycle Lane: A portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicycles.

Standard:

1. This standard detail shall apply on roadways with a posted speed of 35mph or less.

Guidance:

2. Bicycle lane transitions should be no less than 40 ft.

Standard:

3. A bike lane closure shall be used anytime work activity encroaches into a portion of or closes a bicycle lane on a roadway with a posted speed limit of 35 mph or less.
4. Where parking is not specifically prohibited, a No Parking/Tow Away zone shall be established. The "closed" No Parking/Tow Away zone shall begin at the first channelizing device on the approach, and end at the last channelizing device in the termination area. This No Parking/Tow Away zone shall utilize the symbolic version of the R7-1(P covered by a circle and slash) signs with appropriate arrows (see note 7) and R7-201P tow away plaques.
5. Advance warning signs for a bicycle lane closure shall consist of a Road Work/Utility Work Ahead sign, a Center Lane Closed Ahead sign, a Road Narrows sign with a Share the Road (CW16-1P) sign, and a Bike Lane Closed sign with a Share the Road (CW16-1P) sign.
6. Vertical mounting height and lateral placement shall be as specified in 804S-5, 6 & 7 of 13.
7. Warning sign size shall be as shown for conventional roads in 804S-5, 6 & 7 of 13.
8. A type-I barricade shall be set at the end of the bike lane transition area to physically close the bike lane to prevent bicyclist's entry into the work zone.
9. A Bike Lane (R3-17) sign and a Closed (R3-17cP) plate shall be mounted directly behind the type-I Barricade in the bike lane.

Guidance:

10. Where work activity is expected to block a traffic lane of a roadway with a bicycle lane, a Bike Lane Closure should be set prior to the traffic lane closure.

CITY OF AUSTIN		SINGLE LANE CLOSURE ON A THREE LANE ROADWAY W/BIKE LANES	
<small>AUSTIN TRANSPORTATION DEPARTMENT, ROW MANAGEMENT DIVISION</small>		<small>STANDARD NO.</small>	
Record Copy Signed by Lee Austin	6/22/2016 ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	804S-1 <small>13 of 13</small>