
Index 102-661 Bicycle Lane Closure

ORIGINATION

Date: May 26, 2020

Name: Derwood Sheppard

Phone: (850) 414-4334

Email: derwood.sheppard@dot.state.fl.us

COMMENTARY

New Index.

COMMENTS AND RESPONSES

BLACK = Industry Review Comments **RED** = Standard Plans Response

Name: K.C. Hose and Rick Peterson / FDOT District 4

Date: September 9, 2020

COMMENT:

1. Sheet 1: may only be feasible if there are alternative bicycle lanes / routes in the proximity of the affected construction area. If field conditions do not mirror the depiction shown on 102-661 Sheet 1 of 2, what is the alternative?
RESPONSE: Like all Typical Applications in the TTC Standard Plans, this application is rudimentary and may have limited applications as specifically detailed. The intent was to provide basic signing requirements for bicycle detour, if needed.
No Change
2. Are we to follow sheet 2 of 2, and remove a lane of vehicle travel? Following Sheet 2 of 2 may lead to significant issues if a full-time lane closure is implemented on a major roadway. Index 102-661 may need to be re-visited
RESPONSE: See **FDM 240** for guidance on Bicycle and Pedestrian Accommodations through work zones (i.e., the existence of this Index does not make it a requirement). The details included within Indexes 102-601 thru 102-680 are not criteria. They are Typical Applications which can be used were appropriate as a substitute for, or in combination with, TTC Plans.
No Change
3. Sheet 2:
 - LCD (longitudinal channelizing devices) may be installed for the protection of the bicyclists in the Detour / diversion portion.
 - Material (temporary asphalt – compacted) may be specified for the diversion in the legend/ symbol.
 - Section 5 of NOTES – please check “included” – should this not be include??

RESPONSE: LCDs are not required for bicycle specific accommodations. If Pedestrians are to use the facility along with bicyclist (e.g., a hybrid Ped./Bike Diversion), LCD's may be needed. The materials requirements will be addressed in Specification 102 along with Pedestrian Detours. The note has been corrected (i.e., Include...)

No Change

Date: 09/26/2020

Name: Shailesh Patel / Sumter County Works

Date: September 1, 2020

COMMENT:

- North and West detour sign M4-9c move up the street (far side of the street)
- Why you need a detour, the mainline can be used as a bicycle lane.

RESPONSE: The intent is for the bicyclist to turn at the intersection. If the signs are on the far side of the intersection it may not give a cyclist appropriate advance warning to make the proper turning movement. Signs are located in accordance the NCUTCD Approved Typical Applications.

No Change

Date: 09/26/2020

Name: Cris Schooley / Kimley-Horn

Date: September 1, 2020

COMMENT:

I think the new Index 102-661 Bicycle Lane Closures is a great idea for maintaining bicycle continuity through work zones. I've nearly crashed trying to merge into a travel lane from a bike lane that was being used to store barricades between work periods.

My comment is on sheet 2, second graphic; I believe the SHOULDER CLOSED AHEAD Sign is redundant to the RIGHT LANE CLOSED AHEAD sign since the right lane closure would block vehicle access to the shoulder. However cyclists would benefit from the BICYCLE DETOUR AHEAD sign in advance of the taper so that they know they do not need to merge into the vehicle lanes (which the SHOULDER CLOSED AHEAD sign implies). Maybe it could coincide with the beginning of the 100' stripe.

RESPONSE: Agreed, the signs have been updated to better communicate the intended travel path for the bicyclist.

Change Made

Date: 09/26/2020

Name: Dan Preslar / FDOT District 1

Date: September 14, 2020

COMMENT:

Sheet 1: Consider tying the taper length $L/3$ to the width of the diversion. $L/3$ looks appropriate for a 4-foot shift but may not be appropriate for a 12-foot shift. This is especially obvious in the Temporary Bicycle Diversion graphic. If L does not map well to the same L for motorized vehicles, consider providing specific guidance for L , B , X (and the appropriate channelizing device spacing within each) for bicycle traffic in this section.

RESPONSE: The $L/3$ is used for shoulder taper per the MUTCD. The geometry of the diversion would be site specific. Currently, the intent is of the L , B , and X values of Index 102-600 to be used.

No Change

Date: 09/26/2020

Name: ACEC-FL via Nick Benedico

Date: September 14, 2020

COMMENT:

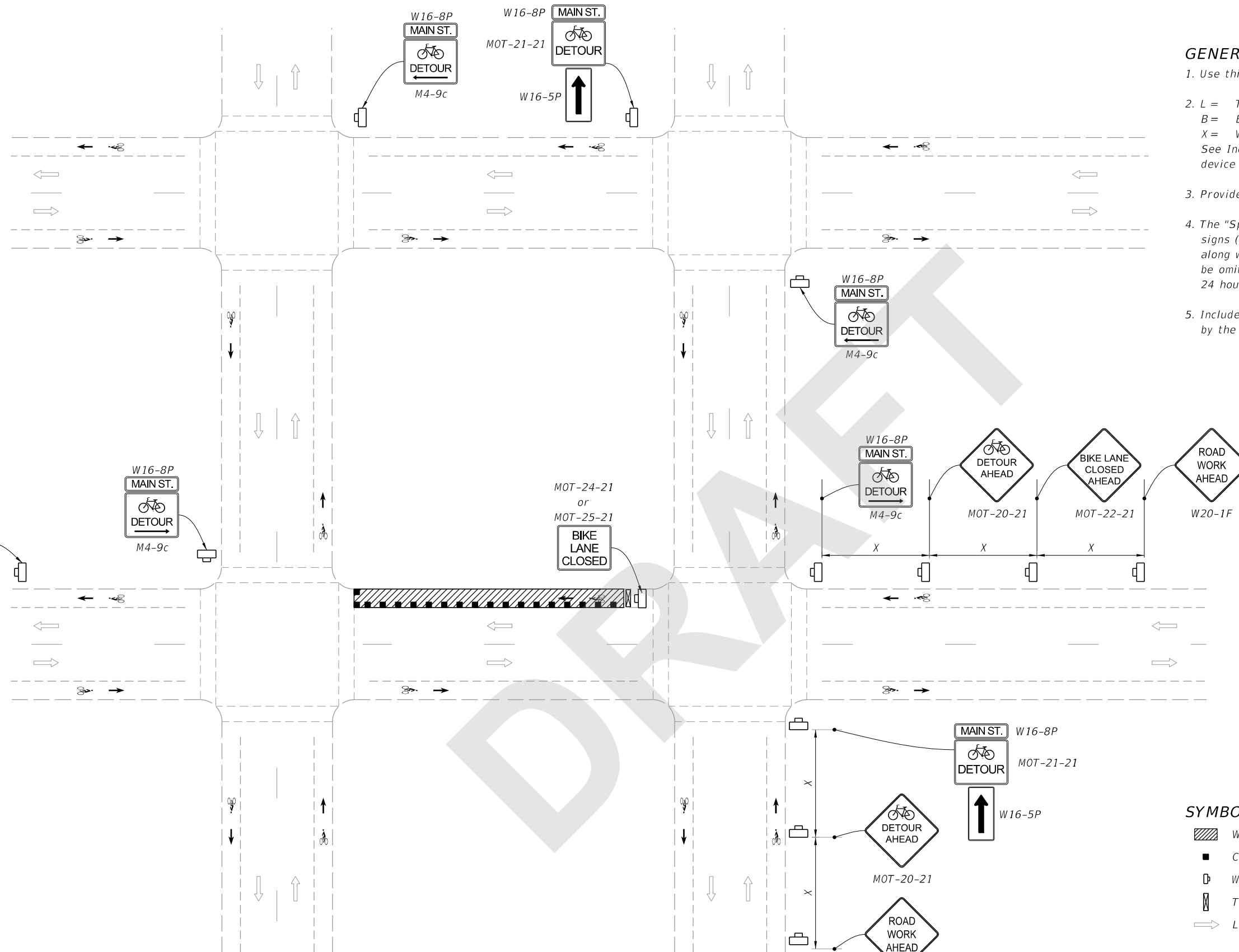
102-661 Sheet 1 of 2:

Alternative to detour. Is there any option for SHARROW when posted speeds are conducive, in lieu of full detour?






RESPONSE: The current applications provided in this Index follow the guidance included in **FDM 240** for Bicycle and Pedestrian Accommodations through work zones, which does not acknowledge the suggested option. However, the option is included in the NCUTCD approved Typical Applications and may be appropriate for some locations.

No Change, at this time.

Date: 9/26/2020



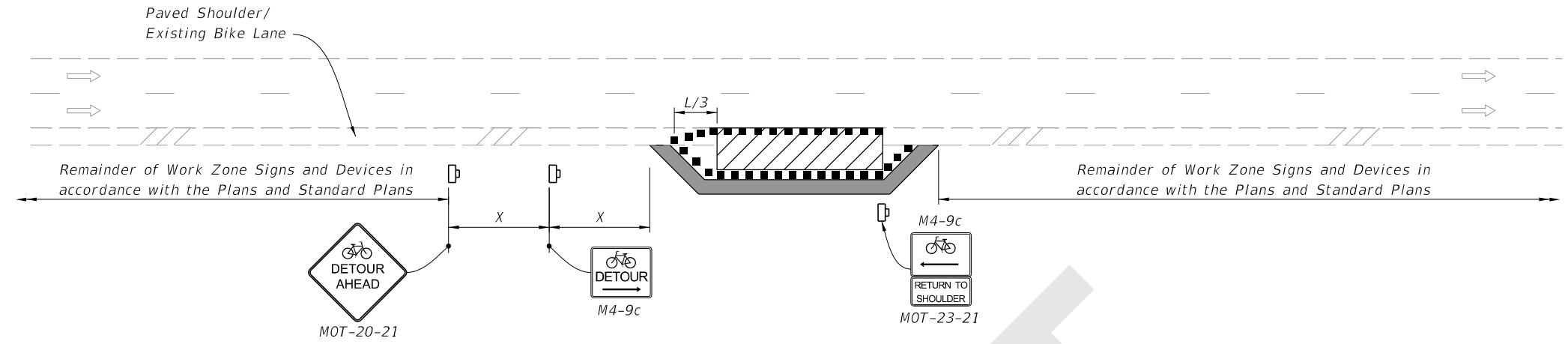
- GENERAL NOTES:**
1. Use this Index only when called for in the Plans.
 2. L = Taper Length
B = Buffer Length
X = Work Zone Sign Distance
See Index 102-600 for "L", "B", "X", channelizing device spacing values.
 3. Provide a minimum 5'-0" wide bicycle path.
 4. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign distances, may be omitted when the work zone will be in place for 24 hours or less.
 5. Include additional signage at intersections as required by the Engineer or shown in the Plans.

- SYMBOLS:**
-  Work Area
 -  Channelizing Device (See Index 102-600)
 -  Work Zone Sign
 -  Type III Barricade
 -  Lane Identification and Direction of Traffic

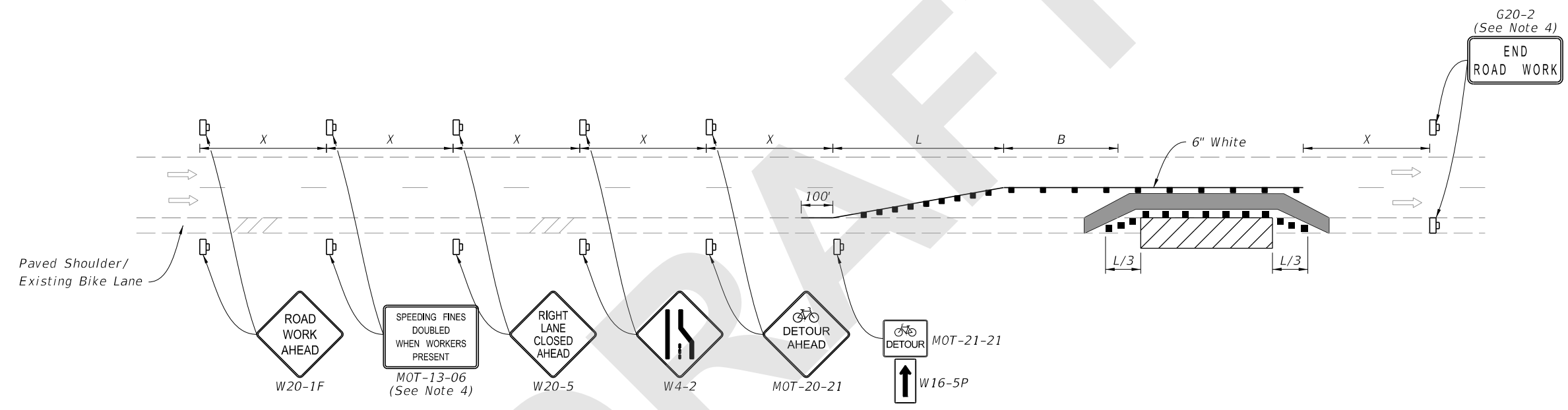
=====**BICYCLE DETOUR**=====

9/18/2020 9:56:02 AM

LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	BICYCLE LANE CLOSURES	INDEX 102-661	SHEET 1 of 2
---------------------------	----------	--------------	--	------------------------------	-------------------------	------------------------



TEMPORARY BICYCLE DIVERSION



TEMPORARY BICYCLE WAY DIVERTING TRAFFIC INTO THE TRAVELED WAY

- SYMBOLS:**
- Work Area
 - Channelizing Device (See Index 102-600)
 - Work Zone Sign
 - Lane Identification and Direction of Traffic
 - Arrow Board
 - Temporary Bicycle Way

9/18/2020 9:56:17 AM

LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	BICYCLE LANE CLOSURES	INDEX 102-661	SHEET 2 of 2
---------------------------	----------	--------------	--	------------------------------	-----------------------	------------------	-----------------