
Index 102-661 Bicycle Facility Closures

ORIGINATION

Date: 5/8/2024

Name: James McGinnis

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COMMENTARY

Sign names and graphics updated to be in compliance with the new MUTCD 11th Edition.

COMMENTS AND RESPONSES

BLACK = Industry Review Comments **BLUE** = Standard Plans Response **GREEN** = Change Made to Index

Name: Clint Capps

Date: 7/9/2024

COMMENT: Sheet 2 of 2, Typical PCMS Display should be revised for consistent word choice.

Message 1: BIKE FACILITY CLOSED -> BICYCLE FACILITY CLOSED

Message 2: BICYCLES ON ROAD -> BICYCLES IN ROAD

RESPONSE: Agreed.

CHANGE MADE TO INDEX: Index updated to be consistent.

Response Date: 7/18/2024

Name: Kevin Micocci

Date: 7/9/2024

COMMENT: It is unclear how to reconcile the bicycle facility shift on Index 102-661 Sheet 2 and the pedestrian diversions of Index 102-660.

Most applications of these shifts in District 4 are for roadside work such as curb and sidewalk reconstruction on urban section arterials and appear to be mutually exclusive. Therefore, designers are often forced to merge bicycle traffic with traffic entering a travel lane reduction, or creating their own custom design that does not comply with a standard plan. An option that reconciles 102-660 and 102-661 in ROW-restricted urban environments would be extremely useful.

RESPONSE: Thank you, this will be considered for future development of these Standard Plans.

CHANGE MADE TO INDEX: Index updated to be consistent.

Response Date: 7/18/2024

Name: Kevin Micocci

Date: 7/9/2024

COMMENT: Standard RRR design scopes very often include ADA ramp reconstruction at intersections and stop-controlled driveways.

The 102-661 Sheet 2 an 102-660 Sheet 2 options do not depict this condition. designers often either omit the details needed to construct these locations or create various custom designs. As this is a scope of work on the vast majority of RRR projects, it would be extremely helpful to show the location of bicycle and ped shifts when performing concrete demolition and pours at ADA ramps.

RESPONSE: The Standard Plans are rudimentary and depict the minimal requirements for work zones. It is encouraged that designers use these as a foundation for their own project specific work zones.

CHANGE MADE TO INDEX: No.

Response Date: 7/18/2024

Name: Ernest Duffoo

Date: 7/11/2024

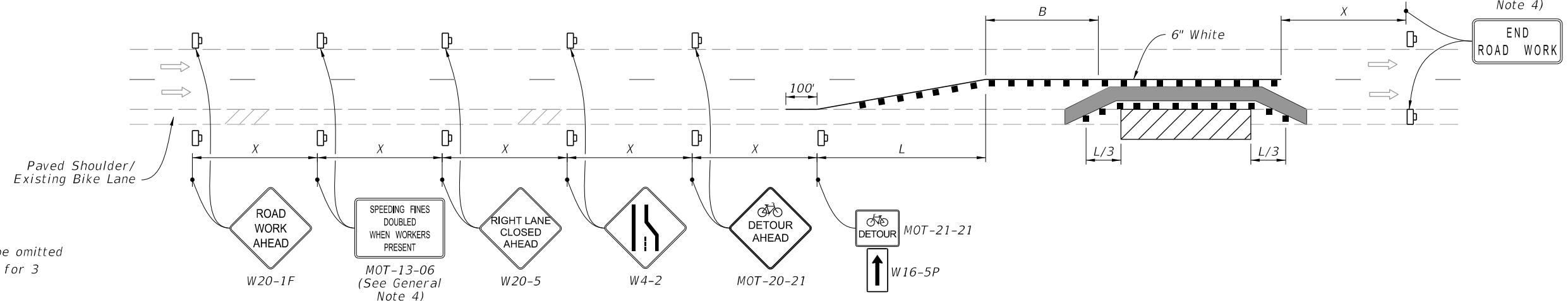
COMMENT: Sheet 2 of 2: NOTE No. 2: Replace MOT 22-21 w/ W20-5b. Please verify.

RESPONSE: Good catch. We will update the note to reflect the sign designation change.

CHANGE MADE TO INDEX: Note updated to W20-5b.

Response Date: 7/18/2024

G20-2
(See General Note 4)

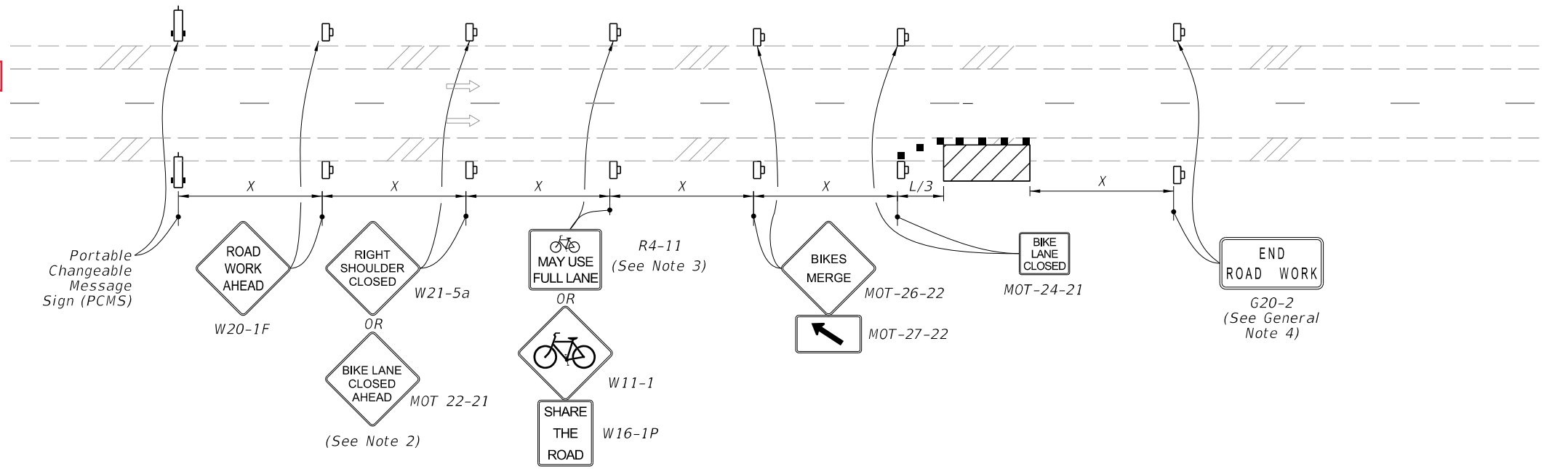


NOTES:

1. Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.
2. If the Closed Bicycle Facility is a marked bicycle lane, use sign ~~MOT-22-21~~ instead of sign W21-5a.
3. If the travel lane is less than 14' wide, use sign R4-11.

W20-5b

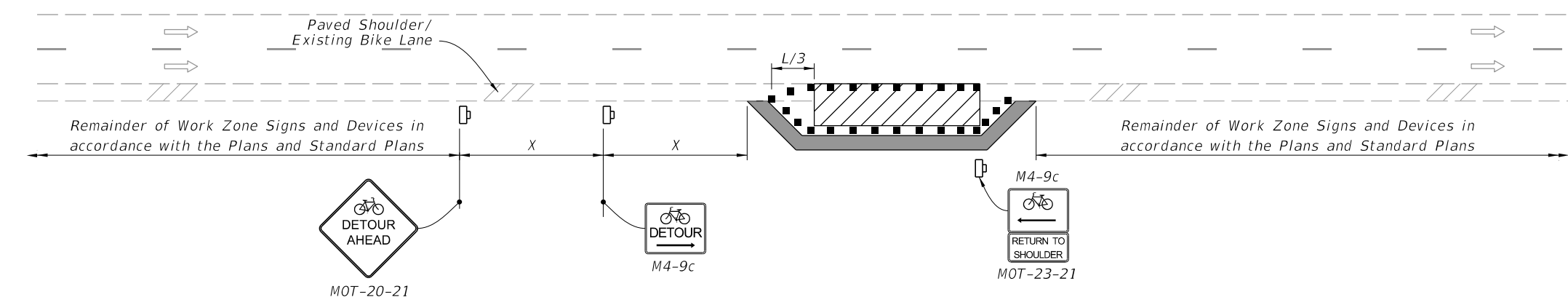
**BICYCLE FACILITY SHIFT
(With Lane Closure)**



SYMBOLS:

- Work Area
- Temporary Bicycle Way
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Arrow Board
- Lane Identification and Direction of Traffic
- (1) PCMS=Portable Changeable (Variable) Message Sign

**BICYCLE FACILITY SHIFT
(Work Zone Speed of 35 mph or Less)**



BICYCLE SPECIAL DETOUR

TYPICAL PCMS DISPLAY:

Message 1: ~~BIKE FACILITY CLOSED~~
Message 2: BICYCLES ON ROAD

BICYCLE

IN

11/01/24

9/28/2023 8:39:33 AM

LAST REVISION 11/01/21	REVISION	DESCRIPTION:	<p>FY 2024-25 STANDARD PLANS</p>	<p>BICYCLE FACILITY CLOSURES</p>	INDEX 102-661	SHEET 2 of 2
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