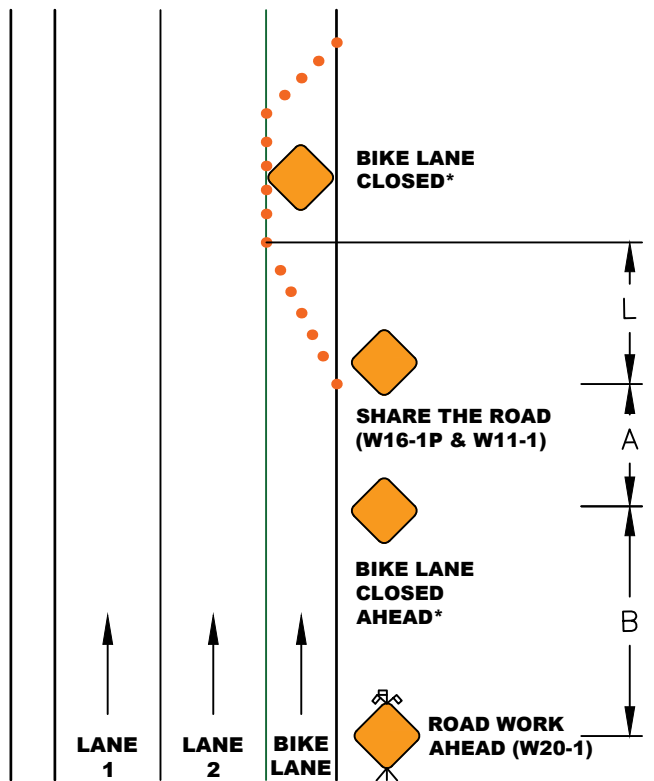
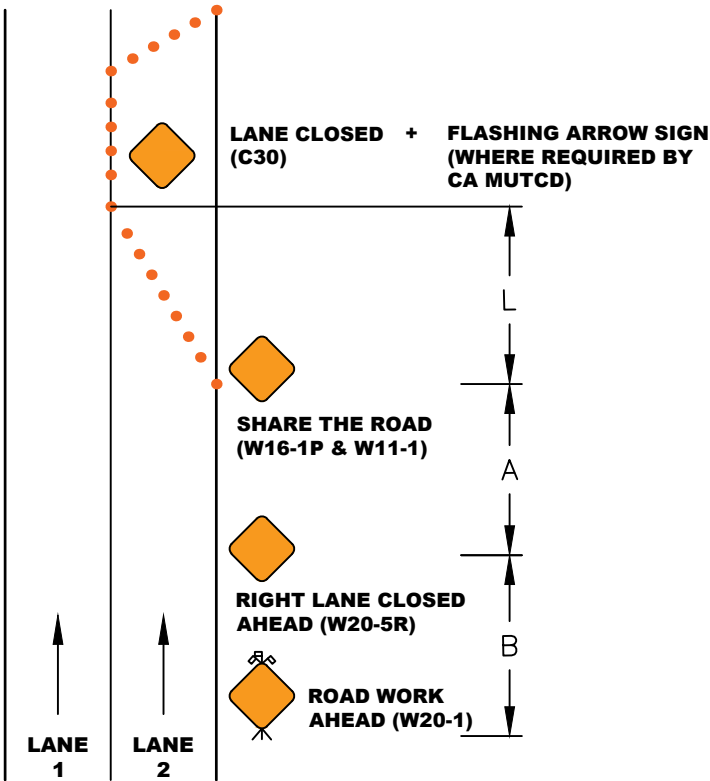


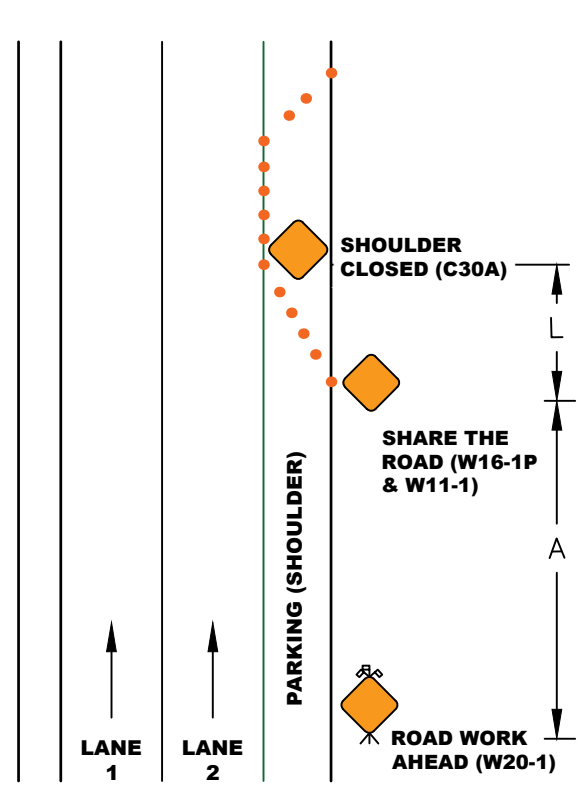
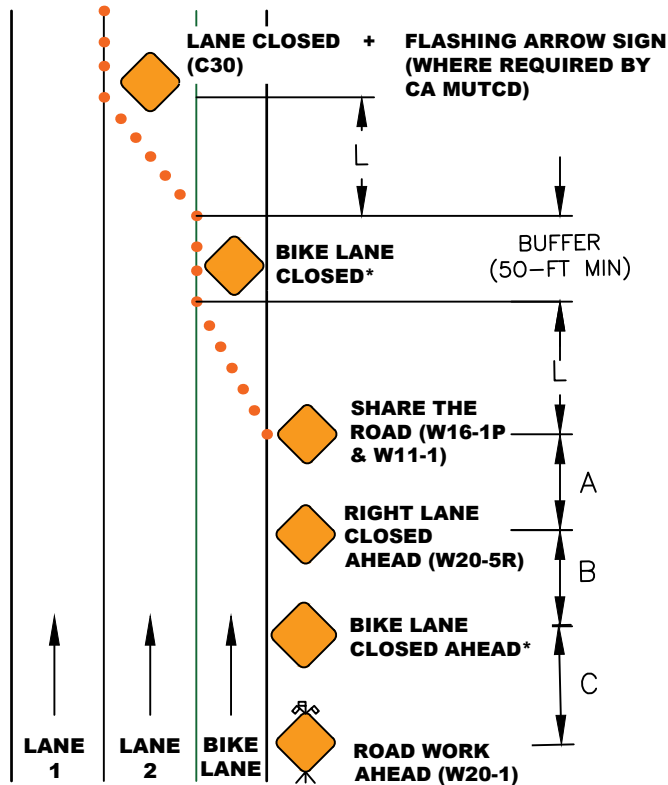
**TYPICAL ROAD LANE CLOSURE**

**TYPICAL BIKE LANE CLOSURE**



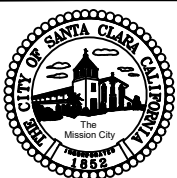
**TYPICAL RIGHT LANE AND BIKE LANE CLOSURE**

**TYPICAL SHOULDER CLOSURE**



NOTE: REFER TO ADDITIONAL NOTES ON THE REVERSE SIDE OF THIS STANDARD FOR MORE INFORMATION.

\*REFER TO NOTE 6 FOR MODIFIED BIKE LANE SIGN(S).



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**CHECKED BY:** C. SHARIAT  
**APPROVED BY:** M. LIW  
**DATE:** JAN 2020

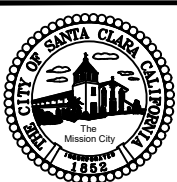
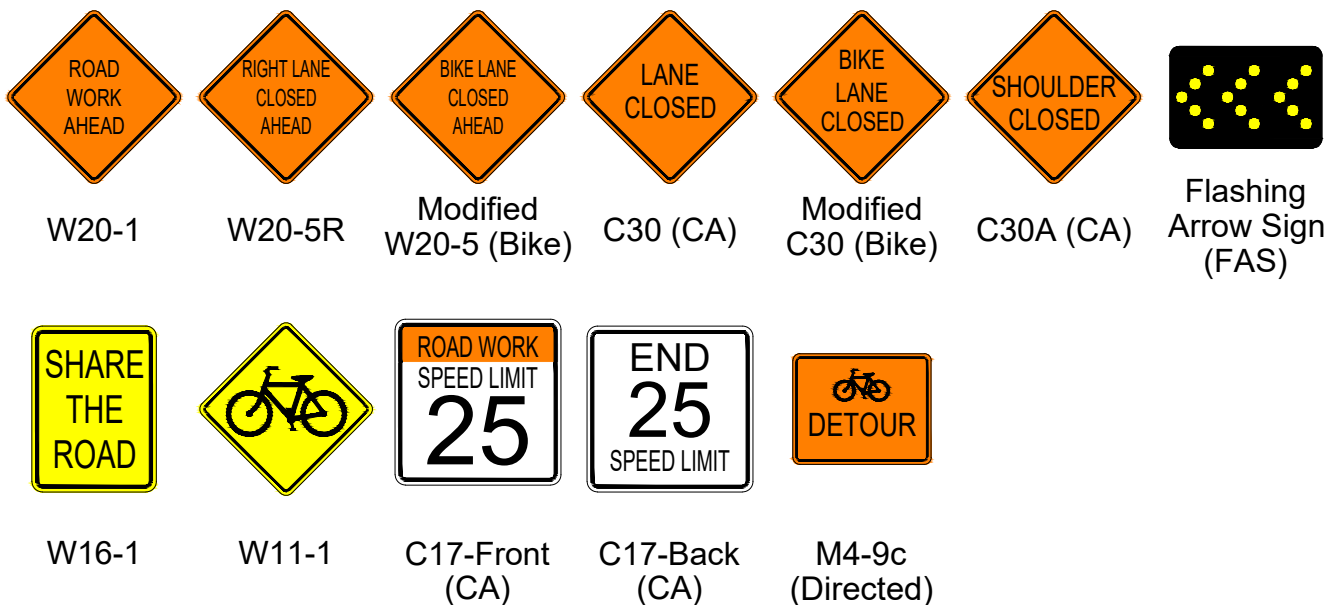
**STANDARD OPERATING PROCEDURE FOR RIGHT LANE AND BIKE LANE CLOSURES**

K:\Engineering\16-TED\Projects\Non-CIP\Measure B Complete Streets\Complete Streets Forms\Measure B 3E\Standard Operating Bike Lane Closures (01-24-2020).dwg

**NOTES:**

- REFER TO MOST RECENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR THE RECOMMENDED ADVANCED WARNING SIGN SPACING (A, B, C) AND FORMULAS FOR DETERMINING TAPER LENGTH (L). TRAFFIC CONTROL PLAN SHOULD INDICATE TIME DURATION OF ALL BIKE LANE CLOSURES.
- SIGNAGE, CHANNELIZING DEVICES, BARRIERS AND OTHER EQUIPMENT SHALL NOT BE PLACED IN ACTIVE BIKE LANES OR IN LOCATIONS THAT WOULD BLOCK BICYCLIST'S PATH OF TRAVEL (WHERE POSSIBLE). WHERE BIKE LANES MUST BE CLOSED, ADVANCED WARNING SIGNS AND TAPER LENGTHS SHALL BE PROVIDED TO ALLOW BICYCLISTS TO SAFELY MERGE INTO ADJOINING TRAVEL LANE IN ADVANCE OF THE BIKE LANE CLOSURE. BIKE LANES SHALL NOT BE CLOSED FOR CONSTRUCTION ACTIVITIES UNLESS THE CLOSURES IS DOCUMENTED AND APPROVED IN A TRAFFIC CONTROL PLAN.
- ADVANCED WARNING SIGNS PLACEMENT SHOULD BE EVALUATED IN THE FOLLOWING ORDER:  
 [OPTION 1: LANDSCAPING] PLACE SIGNS IN PUBLIC LANDSCAPING STRIP IF AVAILABLE  
 [OPTION 2: PARKING] PLACE SIGNS IN PUBLIC PARKING OR SHOULDER LANE IF AVAILABLE  
 [OPTION 3: SIDEWALK] PLACE SIGNS ON SIDEWALK ONLY WHEN 4' MIN PEDESTRIAN ACCESS IS MAINTAINED FOR ADA COMPLIANCE.  
 [OPTION 4: OTHER] ANY LOCATION THAT ALLOWS 10' TRAVEL LANE AND 4' MIN PEDESTRIAN PATH.  
**NOTE:** SIGNS SHOULD BE LOCATED ON THE RIGHT-HAND SIDE OF THE ROADWAY WHERE EASILY RECOGNIZED AND UNDERSTOOD BY ROAD USERS. TEMPORARY TRAFFIC CONTROL SIGNS SHOULD NOT INTERFERE WITH VEHICULAR TRAFFIC, BICYCLE TRAFFIC, OR PEDESTRIAN MOVEMENTS (WHERE POSSIBLE).
- LANE CLOSURE SHOULD BE EVALUATED IN THE FOLLOWING ORDER:  
 [OPTION 1: NARROW BIKE LANE] WHERE POSSIBLE, MAINTAIN 4' MIN BICYCLE PATH FOR BICYCLISTS BY PLACING SIGNS IN THE BUFFER ZONE, OR IF BICYCLE LANE IS WIDE ENOUGH TO ACCOMMODATE.  
 [OPTION 2: NARROW VEH LANE] NARROW ADJOINING TRAVEL LANE (10' MIN) AND PROVIDE 5' MIN TEMPORARY BIKE LANE.  
 [OPTION 3: CLOSE VEH LANE] CLOSE THE ADJOINING TRAVEL LANE AND PROVIDING 5' MIN TEMPORARY BIKE LANE.  
 [OPTION 4: DETOUR] DETOUR BICYCLE ACCESS, WITH ADEQUATE SPACE FOR BICYCLISTS AND APPROPRIATE DETOUR SIGNS INSTALLED, TO ALLOW BICYCLISTS TO BE ADEQUATELY DETOURED AROUND THE WORK ZONE. THE DETOUR ROUTE SHALL MINIMIZE OUT-OF-DIRECTION TRAVEL DISTANCE AND SIGNAGE SHOULD NOT BLOCK BICYCLE TRAVEL WAY.
- TRAFFIC CONTROL DEVICES AND SIGNS SHALL NOT BE LEFT IN PLACE OUTSIDE OF WORK HOURS OR FOR LONGTERM DURATIONS WITHOUT CITY TRAFFIC ENGINEER APPROVAL.
- TRAFFIC CONTROL PLANS THAT INCLUDE BIKE LANE CLOSURES ON HIGH SPEED ROADWAYS SHALL HAVE SPEED LIMITS REDUCED TO 30 MPH OR LESS.
- MODIFIED W20-5 (BIKE) AND C30 (BIKE) SIGNS TO BE PROVIDED BY THE APPLICANT. SIGNS MAY BE SUBSTITUTED BY COMBINING W20-5 AND C30 (CA) WITH W11-1.

APPLICABLE ADVANCED WARNING SIGNS (REFER TO RECENT CA MUTCD FOR RECOMMENDED ADVANCED WARNING SIGNS):



**DRAWN BY:** N. DEEN  
**CHECKED BY:** C. SHARIAT  
**APPROVED BY:** M. LIW  
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**STANDARD OPERATING  
 ADDITIONAL NOTES**

CITY OF SANTA CLARA

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