

INTRODUCTION

This Traffic Control Manual shall be utilized in conjunction with and is intended to supplement the Manual on Uniform Traffic Control Devices (MUTCD), as published by the U.S. Department of Transportation, Washington D.C.. The basic principles embodied in the MUTCD have been adapted to urban conditions to provide a user's guide for work within the City of Seattle right of way.

I. GENERAL INFORMATION

A. Purpose and Intent

The purpose of this manual is to set forth the basic principles and standards to be observed by all those who perform work in a public street so as to provide safe and effective work areas and to warn, control, protect and expedite vehicular, bicycle and pedestrian traffic.

If proper traffic control techniques are effectively utilized, it will be possible to:

1. Minimize the potential for vehicular, bicycle and pedestrian collisions.
2. Minimize injury to workers and the public as well as to reduce damage to private and public property.
3. Minimize the possibility of litigation involving the City, Utility or Contractor.
4. Maximize traffic flow and reduce delay and congestion by lessening the confusion to the road user.
5. Improve public relations.

In an effort to increase the road user's comprehension and thus facilitate traffic flow, it is desirable to standardize the type and placement of traffic control devices as much as possible. This Manual attempts to accomplish this objective by:

1. Utilizing standard techniques for the design and placement of traffic control devices.
2. Including many typical examples of proper signing and channelizing techniques.

Although each situation should be dealt with individually, conformity with the general provisions and techniques established herein is required. In particular situations not adequately covered by the provisions of this Manual, the protection of the traveling public and the worksite will dictate the measures to be taken, consistent with the general principles set forth herein.

The intent of this Manual is to provide for and promote the health, safety, and welfare of the general public, and not to protect individuals or create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this Manual. The obligation of complying with the requirements of this Manual and the liability for failing to do so is hereby placed upon the persons, entities, or agencies doing work within or infringing upon the public street right-of-way.

B. Responsibility

All persons or agencies doing work within or infringing upon the street right-of-way shall conduct said work to acceptable standards of safety and efficiency and, except where specified in the Contract Special Provisions, shall be responsible for the following:

1. Obtaining all necessary permits and/or permission to perform work on the Street right-of-way from Seattle Department of Transportation, Street Use Division (See Section III).
2. Supplying, installing, and maintaining all traffic control devices and equipment as outlined in this Manual unless specific instructions to the contrary are included in the contract documents.
3. Supplying flaggers and proper equipment when required.
4. Scheduling and expediting the work to minimize inconvenience to the public.
5. Providing adequate safeguards for the worksite and the general public as outlined herein.
6. Call before digging. Telephone 1-(800)-424-5555.
7. Notification Requirement:

Any work activities by all agencies/contractors working within the public right-of-way shall notify Seattle Department of Transportation, Street Use Division, 684-5283, in order to obtain a Street Use Permit.

Glossary

Definitions

Advance Notice (24 Hours) (48 Hours)	One or two working days in advance as specified, Saturdays, Sundays and Holidays excepted.
Business Day	A day other than Saturday, Sunday, or Holiday.
Central Business District	Within this document, that area bounded by Denny Way, Elliott Bay, I-5, and S Royal Brougham Way S, inclusive.
Central Retail District	The area bounded by Virginia Street, Denny Way, I-5, Seneca Street, and First Avenue.
Contract - Special Provisions	Project specific contractual requirements
Contractor	Anyone authorized to work in the street right-of-way.
Daylight Hours (Daytime)	The hours from sunrise to sunset.
High Level Warning Device	High level warning devices shall consist of either three flags, a Type "B" warning light or vehicle mounted flashing yellow light. (See Figure IV-1).
Engineer (Job Inspector, Traffic Engineer)	The City Engineer including such assistants as are authorized to represent him.
Hours of Darkness (Night) (Nighttime)	The hours from sunset to sunrise.
Pioneer Square	Within this document, that area bounded by Columbia Street, 2 nd Avenue, 2 nd Ave S, S King Street, Alaskan Way S to Yesler Way and Alaskan Way.
Public Works Contract	A written agreement between the City and the Contractor covering the performance by both parties and enforceable by law.
Shall	A mandatory condition. Where certain requirements in the design or application of the device are described with "shall" stipulation, it is mandatory when an installation is made that these requirements be met.
Should	An advisory condition. Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory.
May	A permissive condition. No requirement for design and application is intended.
Uniformed officer	An officer who is commissioned to write tickets within the State of Washington

Acronyms

MUTCD	Manual on Uniform Traffic Control Devices (U.S. Department of Transportation Federal Highway Administration).
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