

II. GENERAL REQUIREMENTS

A. General

All traffic control devices shall conform in both design and usage to specifications contained in this Manual. Traffic control for in street work shall follow this Manual unless otherwise stipulated in the contract or permit. In the case of emergency work requiring traffic control refer to Section IX.

Additional requirements for public convenience and safety are in the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, Sections 1-07.23 and 1-10.

B. Planning

Advanced planning for the work area and affected vicinity is a basic requirement, and shall always be undertaken prior to any type of in street work activities in order to keep traffic obstruction public inconvenience, to a minimum while providing maximum safety. The Contractor shall not have under construction a greater length or amount of work than can be completed in a continuous and expedient manner.

In order to achieve these goals the Contractor should visit the job site before starting the job in order to evaluate:

1. Traffic conditions (motorized, bicycle and pedestrian)
2. Existing traffic controls
3. Traffic lane requirements (one lane each way is never less than 11' when each lane is adjacent)
4. Physical features
5. Visibility restrictions
6. Problems of access to abutting property
7. Business access and activities
8. Type, number and location of signs, and channelizing devices, including any specially worded signs or other special devices which may be necessary
9. Adjacency to other jurisdictions. Traffic control for the construction work adjacent to the Seattle city limit shall be coordinated with the appropriate jurisdiction:
the King County Traffic Engineer, 206-344 2696;
WSDOT – CTCO office, 206-440-4471; City of Shoreline,
206-801-2461; City of Tukwila, 206-431-2448.



C. Time of Work

No work shall be scheduled on arterial streets and sidewalks during peak traffic hours without written authorization from the City Traffic Engineer. The peak traffic hours are from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., unless otherwise specified. Peak traffic hours for the Central Business District are from 6:00 a.m. to 9:00 a.m., and 3:00 p.m. to 7:00 p.m., unless otherwise specified.

There is a Holiday Moratorium for construction. No work shall be scheduled on streets or sidewalks within the Central Retail District and Pioneer Square from Thanksgiving Day through New Year's Day.

The City of Seattle Noise Ordinance allows work as follows:

Weekdays: 7:00 a.m. to 10:00 p.m.

Weekends: 9:00 a.m. to 10:00 p.m.

Impact tool work weekdays: 8:00 a.m. to 5:00 p.m.

Impact tool work weekends: 9:00 a.m. to 5:00 p.m.

Questions concerning the Noise Ordinance can be addressed to the Department of Planning and Development at 206-684-7843 or:

www.seattle.gov/dpd/Enforcement/Noise_Abatement/Overview/

The contractor may be required to temporarily discontinue work if possible conflict exists with special events such as parades, sporting events, miscellaneous rallies, and large public meetings or with seasonal conditions such as Christmas. Information may be found at: <http://www.seattle.gov/specialevents/default.htm>

All work scheduled within the right of way requires a Street Use permit. A site-specific traffic control plan is required for Street Use permits located on arterial streets, as well as non-arterial streets within designated high impact areas. Arterial designation is shown on CAM 2110 at: http://www.seattle.gov/transportation/stuse_docs.htm.

The approval of a traffic control plan is limited to the specific work submitted. If another contractor wishes to use the plan, or subsequent work develops at a later time, the plan shall be resubmitted.



D. Work Area

In general, unless the section of street is to be completely closed to vehicular traffic, work shall be accomplished such that as few traffic lanes as possible are affected. Work shall be scheduled and work areas laid out to permit:

1. The maximum number of traffic lanes normally available to be opened in the direction of the heaviest flow of traffic during the peak hours.
2. Maintenance of two way traffic at all times except on one way streets, unless otherwise granted a specific exception. Additional width for facilitating traffic flow may be obtained by prohibiting on street parking adjacent to the work zone.
3. No personal vehicles shall be within the work zone or the buffer zone, or any other area controlled by temporary traffic control.
4. Traffic should be maintained on a paved surface whenever possible. However, in the event that a graveled or dirt surface must be used as a detour, the Contractor shall maintain a smooth surface and shall control dust. The Contractor shall use flaggers through the off-pavement detour.
5. Spillage from trucks on the sidewalk or driving surface adjacent to the work area shall be cleaned up immediately.
6. Provision for safe and protected pedestrian and bicycle ways.
7. The placement of construction equipment so as not to create an unnecessary sight or other obstruction to vehicular, bicycle or pedestrian traffic.
8. The Contractor shall be responsible for providing adequate safeguards, safety devices, protective equipment, and any other needed actions to protect the life, health, and safety of the public, and property in connection with the performance of the work covered by the contract. The Contractor shall perform any measures or actions the City Traffic Engineer may deem necessary to protect the public and property.

Following placement of all necessary traffic control devices, those responsible should drive and walk through the entire work area in the same manner as the public. Particular attention should be given to visibility of all signs including advance warning signs, smoothness of transitions, and placement of any devices which may cause confusion or indecision on the part of the unfamiliar driver, bicycle rider or pedestrian.

The Contractor shall maintain all work area traffic control devices in a proper condition on an around the clock basis whether or not work is actively being pursued. In addition, the Contractor shall assure that tools and equipment are properly stored and excavation bridging is secure and adequately covering the excavation.



E. Placing Signs and Equipment

Proper placement of signs, channelizing devices, and construction equipment is essential to safe, smooth traffic operation around and/or through the construction area.

The following procedures shall be adhered to:

1. No traffic control equipment, other than parking prohibition signs, which must be installed ahead of time, shall be installed except immediately before the work begins. However, if such signs need to be installed as a matter of convenience in advance of the scheduled work, they shall be effectively covered until work begins.
2. Any traffic control equipment not required at any time during the job shall be removed from view during such period.
3. All traffic control devices shall be installed so that they are readily visible to approaching traffic. Traffic control devices should be placed such that they allow the driver to see from one device to the next and are in the same position on successive days unless changes in construction work dictate otherwise.
4. Truck and construction equipment which encroaches onto the traveled roadway for any reason shall be equipped with flashing or rotating yellow/orange warning lights. Unless one or more flaggers are present to control traffic, supplementary traffic control devices shall be placed to warn, slow down, and if necessary divert traffic around such equipment. Truck and equipment movement during peak hours is prohibited without approval from the Engineer.
5. Wherever practical, trucks and equipment should be placed between workers and oncoming traffic to afford added protection to the workers should a driver fail to observe the traffic control devices. The use of such vehicles shall only be considered supplemental to and not a substitute for proper traffic control and warning devices as outlined in this Manual.
6. When a steel plate is necessary to cover an excavation, each side of the plate shall have a minimum of 12 inches bearing on the sides of a cut, and shall be anchored by steel pins. Plates shall be bedded on temporary pavement patch material and shimmed to prevent movement, oriented to be perpendicular to traffic, and the bedding shall be tapered on all sides to provide smooth transition for all users. Plates shall be textured to provide a non-skid surface in dry and wet conditions acceptable to the City Traffic Engineer. All plates shall be highlighted with paint at the edges, and an advance warning sign shall be used to identify the presence of the plate. Plates shall not be left on an undisturbed roadway unless in an approved storage area.



7. When exposed utility manholes or lids are necessary, the Contractor shall ensure minimal exposure to traffic with tapered asphalt mix or equivalent along all sides to minimize hazard, and spray painted or highlighted.
8. Signs shall not be placed such that they obstruct pedestrian access, unless the signs are related to sidewalk closure.
9. Signs shall be made according to City of Seattle specifications.

F. Short Duration and Mobile Work

It is often necessary for certain vehicles to stop for a few minutes within the roadway area in order to perform routine service, such as relamping and manhole inspection. In such cases, specifications for the use of temporary traffic control devices need not be complied with to the extent specified herein, however:

1. Such vehicles shall be equipped with approved flashing or rotating yellow / orange warning lights, or arrow boards.
2. Appropriate warning devices shall be mounted on the vehicle as high as necessary to be seen by approaching motorists.
3. Supplemental traffic cones (or other suitable channelizing devices) shall be used to channelize or divert traffic around the vehicle. Such devices shall remain in place until all work has been completed and the vehicle is ready to be moved.
4. If necessary to interrupt traffic flow or if the vehicle obstructs a lane on an arterial street, flagger control shall be provided.
5. Signs, barricading and channelization, as required elsewhere in the Manual, are required for all vehicles stopped in the street for more than a few minutes, as determined by the City Traffic Engineer.
6. A narrative shall be provided as part of the traffic control plan to describe the moving operation, including duration, for all permitted and approved mobile work.

G. Speed Control

In those areas where construction operations have changed road conditions, such additional hazards as reduced lane width, open trenches, temporary roadway, etc., may be considered as evidence of need for an alteration of the legal (or posted) speed limit. Requests for alteration of the legal speed limits on City streets must be submitted to the Traffic Engineer.

Normally, proper traffic control plans are designed based on the assumption that motorists will reduce their speeds if they clearly perceive a need to do so. Reduced speed zoning should be avoided as much as practical. However, warning advisory speed plates may be installed with warning signs.



H. Parking Control

Parking restrictions shall be established within construction and maintenance areas where parked vehicles may contribute to hazardous road conditions and restrict traffic flow. In areas where parking pay stations or parking meters are present, the Contractor shall apply to the Traffic Management Division (206-684 5086) at least 24 hours in advance for installation of signs and/or paystation/meter covers restricting such parking. In areas with parking pay stations and sidewalks with related informational parking signage and numbered base plates, the Contractor shall apply to SDOT for temporary “NO PARKING” signs that attach to the base plates, in lieu of hoods. Do not restrict pay stations nor hood meters for work performed exclusively outside the normal time period of the meters, such as night time or Sunday work; instead, place “NO PARKING” (T-39) easel signs 48 hours in advance according to the City’s on-line verification system for temporary no parking, which can be found here: <http://www.seattle.gov/transportation/parking/tempnoparking.htm>. The Traffic Management Division requires notice ten (10) working days in advance for requested removal of meters, pay stations, pay station base plates, or related informational parking signs. The Contractor shall not park private vehicles within the work zone. The only vehicles within the work zone shall be vehicles necessary for the work, and care shall be used such that sight distance and access is not blocked, and such vehicles shall be properly marked and equipped with flashing lights for ingress/egress.

Where no parking pay stations or meters are present, the Contractor may install “NO PARKING” (T 39) easel signs as discussed above. Carpool parking shall be noted and replaced in kind with agreement from SDOT Carpool Services at 206-684-0816. Consul Parking (R-444) shall be noted and replaced in kind with a location satisfactory to the affected Consulate. Load zones and disabled parking zones shall be noted and replaced in kind to satisfy users. The necessary substitutions may be made by replacing general purpose parking with temporary signing for the loading or disabled zones.

“NO PARKING” easel signs shall conform in message, dimension and color as indicated in Part V of this Manual. Spacing of such signs shall be appropriate to conditions. “NO PARKING” signs shall have clearly identified the name and phone number of the permit holder restricting the street. “NO PARKING” signs shall have both a start date and time and an end date and time clearly marked on the signs.

“NO PARKING” (T 39) easel signs should be installed at an approximate interval of 50’ 75’, with a minimum of four units per each full block. (See Figure V - I)



I. Existing Traffic Control Devices

Street name signs, traffic signs, signals and other traffic control devices are erected by the City to safeguard vehicular, bicycle and pedestrian traffic. A conflict could exist between these devices and construction and repair work.

Since conditions may vary greatly with different projects, no attempt will be made in this Manual to designate a specific course of action for each situation. The Contractor shall confer with the Traffic Engineer prior to beginning work and as necessary throughout the job. Unless previous arrangements have been made, the Contractor shall not revise existing traffic control devices.

J. Maintenance of Traffic Control Devices

In order to function most efficiently and retain their authority, traffic control devices must be well maintained. The Traffic Engineer may determine adequacy of signing and require removal of any sign or channelizing device.

Signs and channelizing devices shall be kept in proper position, clean, and legible at all times. Damaged, defaced or dirty signs shall be cleaned, repaired or replaced. Signals and flashers shall be kept clean. Signs shall not be placed where they obstruct bicycle or pedestrian movement.

Special care shall be taken to see that weeds, shrubbery, parked vehicles, construction materials or equipment, soil and snow are not allowed to obscure any sign, light or channelizing device.



