OCT 24 2024 AM10:34

RULE NO.: R161-24.13

NOTICE OF PROPOSED RULE **POSTING DATE: 10/24/2024**

The Director of the Department of Transportation and Public Works proposes to adopt the following rule after 11/26/2024.

EFFECTIVE DATE OF PROPOSED RULE

A rule proposed in this notice may not become effective before the effective date established by a separate notice of rule adoption. A notice of rule adoption may not be posted before 11/26/2024 (the 33rd day after the date of this notice) or not after 01/02/2025 (the 70th day after the date of this notice).

If a proposed rule is not adopted on or before 01/02/2025, it is automatically withdrawn and cannot be adopted without first posting a new notice of a proposed rule.

REQUEST FOR COMMENTS ON PROPOSED RULES

The City requests comments from the public with respect to the proposed rules included in this Notice. Comments must be received by writing to the contact person below no later than 11/25/2024 (the first business day following the 31st day after the date of this notice).

Contact Person:
Darren Ujano, Transportation and Public Works Department
6310 Wilhelmina Delco Dr.
Austin, Texas 78752
darren.ujano@austintexas.gov
512-974-6042

TEXT OF PROPOSED RULE

The text of the proposed rule, indicating changes from the current text, is attached to this notice. A copy of the complete text of the proposed rule is available for public inspection and copying at the following locations. Copies may be purchased at the locations at a cost of ten cents per page:

Transportation and Public Works, 6310 Wilhelmina Delco Drive, Austin, Texas
Office of the City Clerk, City Hall, located at 301 West 2nd Street, Austin, Texas.

BRIEF EXPLANATION OF PROPOSED RULE

Item 804S-1B, Merging Bicyclists with Traffic and Bicyclist Bypass proposes additions to the Transportation Criteria Manual. The proposed rule can be used by developers, contractors, engineers, and architects for their work zones. Assuming field conditions match the new standard detail, the details can be used in-lieu of engineered traffic control plans saving overall time and cost.

AUTHORITY FOR ADOPTION OF PROPOSED RULE

The authority and procedure for adoption of a rule to assist in the implementation, administration, or enforcement of a provision of the City Code is provided in Chapter 1-2 of the City Code. The authority to establish temporary bicycle and traffic control construction requirements is established in City Code Section 12-1-12 (*Powers and Duties of Traffic Engineer*).

CERTIFICATION BY CITY ATTORNEY

By signing this Notice of Proposed Rule (R161-24.13), the City Attorney certifies the City Attorney has reviewed the rule and finds that adoption of the rule is a valid exercise of the Director's administrative authority.

REVIEWED AND APPROVED

Richard Mendoza, Director
Transportation and Public
Works Department

Date: Oct. 21, 2024

Deborah Thomas
Interim City Attorney

Date: Oct. 22, 2024

TCP SELECTION WORKSHEET

TERM	DEFINITION
Mobile	Work that moves continuously or intermittently (stopping for up to approximately 15 minutes)
Short Duration	Work that occupies a location up to 1 hour
Short Term Stationary	Daytime work that occupies a location for more than 1 hour in a single daylight period
Intermediate Term Stationary	Work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour
Long Term Stationary	Work that occupies a location more than 3 days

Notes:

- The use of these standard details is governed by the **Texas Engineering Practice Act** and the latest edition of the **Texas Manual on Uniform Traffic Control Devices (TMUTCD)**. The temporary traffic control (TTC) selected for each situation shall be based on engineering judgment with consideration of issues such as type of roadway, road user conditions, duration of operation, physical constraints, and the nearness of the work space to road users, pedestrians, and bicyclists as per TMUTCD Section 6A.01 Paragraph 13. Any use of standard details must match existing field conditions. Sheet 2 of 804S-1B is general guidance on what details could be allowed after the appropriate engineering judgement.
- These worksheets 804S-1B Sheet 1 and Sheet 2 are not to be included in Professional Surveying and Engineering plans.

TCP STRATEGY	TCP SHEET 804S-1B	Title	Mobile	Short Duration	Short Term Stationary	Intermediate Term Stationary	Long Term Stationary
TCP STANDARD DETAILS SELECTION WORKSHEET	Sheet 1	TCP Selection Worksheet	Do not include these sheets in Professional Surveying and Engineering Plans.				
	Sheet 2	TCP Selection Worksheet					
MERGING BICYCLISTS STANDARD DETAILS	Sheet 3	Standard Notes for Merging Bicyclists	✓	✓	✓	These details are NOT intended for intermediate or long-term setup.	
	Sheet 4	Merging Bicyclists	✓	✓	✓		
	Sheet 5	Merging Bicyclists with Adjacent Parking Lane	✓	✓	✓		
	Sheet 6	Merging Bicyclists and Traffic into Center Turn Lane	✓	✓	✓		
	Sheet 7	Merging Traffic into Bike Lane	✓	✓	✓		
BICYCLISTS BYPASS STANDARD DETAILS	Sheet 8	Standard Notes for Bicyclists Bypass & Diversions	✓	✓	✓	✓	✓
	Sheet 9	Bicyclists Bypass (Daily Setup)	✓	✓	✓	This detail is NOT intended for intermediate or long-term setup.	
	Sheet 10	Bicyclists Bypass (Long-term Setup)	The engineer must make the determination regarding the type of temporary traffic barrier, flare rate, and any additional requirements before deployment.			✓	✓
	Sheet 11	Traffic Channelizing into Bike Lane and Parking Lane (Daily Setup)	✓	✓	✓	This detail is NOT intended for intermediate or long-term setup.	
	Sheet 12	Traffic Channelizing into Bike Lane and Parking Lane (Long-term Setup)	The engineer must make the determination regarding the type of temporary traffic barrier, flare rate, and any additional requirements before deployment.			✓	✓
	Sheet 13	Shared Use Path Closure with a Temporary Detour	✓	✓	✓	This detail is NOT intended for intermediate or long-term setup.	
	Sheet 14	Bike Lane Closure with Detour onto an Existing Path	✓	✓	✓		

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

TCP SELECTION WORKSHEET

RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED

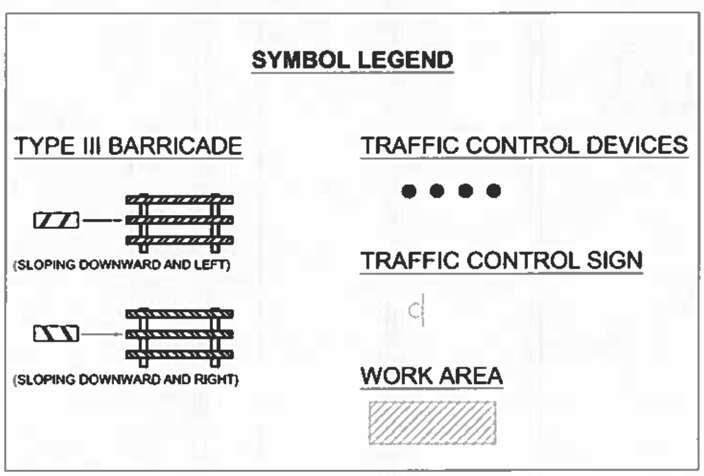
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD

NOTE: THIS SHEET IS A WORKSHEET FOR PLAN PREPARATION ONLY. IT IS NOT TO BE INCLUDED IN P.S. & E's.

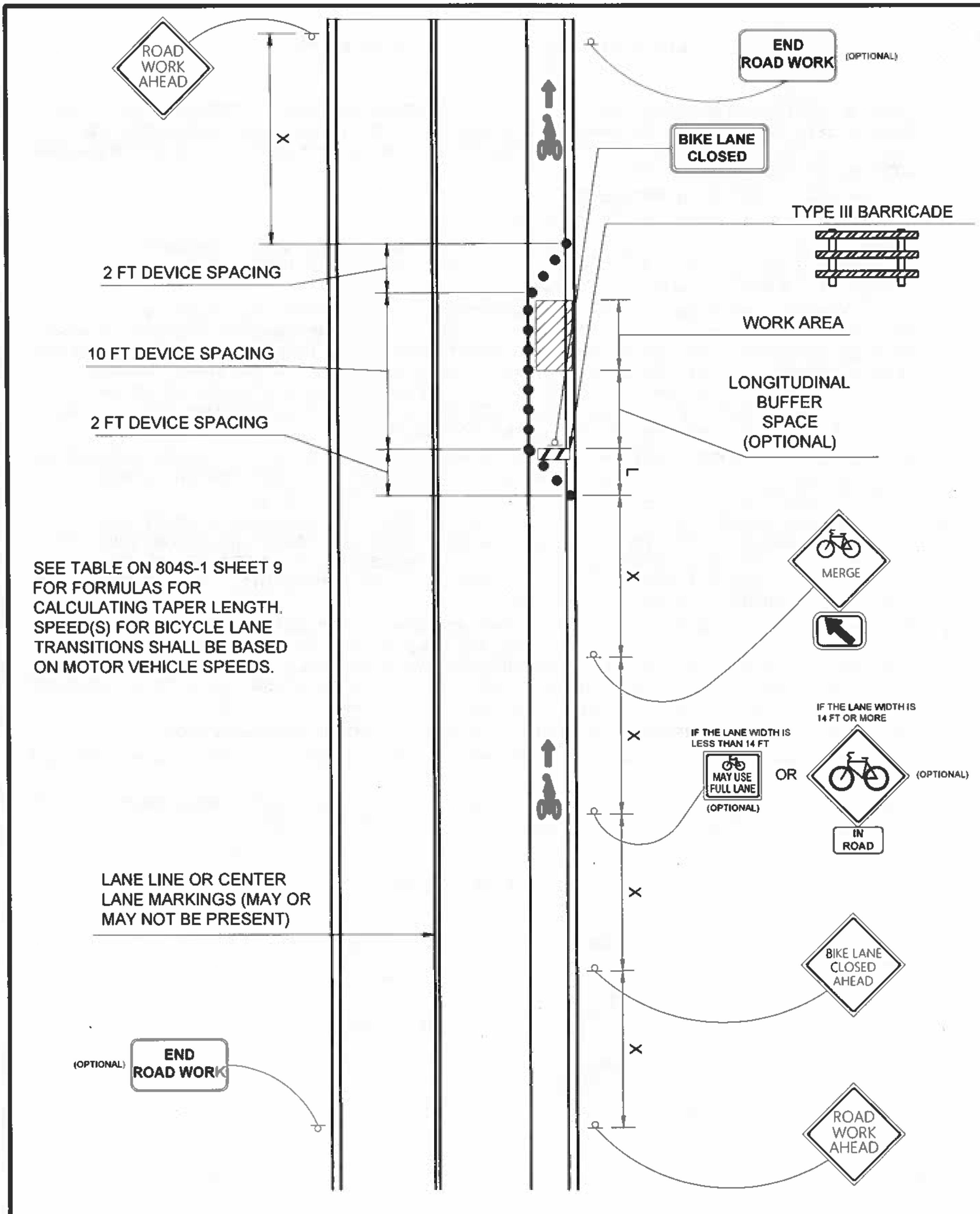
STANDARD NO.
804S-1B SHEET 2

NOTES FOR MERGING BICYCLISTS WITH TRAFFIC

1. THESE STANDARD DETAILS (804S-1B SHEETS 4 TO 7) THAT MERGE BOTH BICYCLISTS AND TRAFFIC CAN ONLY BE USED ON ROADWAYS THAT MEET ALL OF THE FOLLOWING CONDITIONS, AS SUPPLEMENTED IN THE LATEST EDITION OF THE CITY OF AUSTIN TRANSPORTATION CRITERIA MANUAL (TCM) UNDER SECTION 8 TEMPORARY TRAFFIC CONTROL:
   - 30 MPH OR LESS (POSTED SPEED LIMIT)
   - 5000 AVERAGE DAILY TRAFFIC (ADT) OR LESS
   - NOT LOCATED ON AN ALL AGES AND ABILITY (AAA) NETWORK BIKE FACILITY AS IDENTIFIED BY THE LATEST EDITION OF THE AUSTIN STRATEGIC MOBILITY PLAN (ASMP) OR DOES NOT IMPACT SUCH A FACILITY FOR MORE THAN 14 DAYS (2 WEEKS)
2. ALL SETUPS SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD). PLEASE REFER TO 804S-1 SHEET 9 REGARDING TRAFFIC CONTROL DEVICE SPACING, SIGN SPACING, AND TAPER LENGTHS. FOR TEMPORARY BIKE PATHS AND BIKE LANE CLOSURES DIRECTLY ADJACENT TO THE WORK AREA, SEE NOTE #3 ON THIS SHEET. THE NUMBER OF TRAFFIC CONTROL DEVICES SHOWN ON THIS DETAIL IS NOT A REPRESENTATIVE QUANTITY NEEDED FOR TRAFFIC CONTROL SETUP. THE CONTRACTOR IS RESPONSIBLE FOR CALCULATING AND INSTALLING THE QUANTITY NEEDED FOR THE TEMPORARY TRAFFIC CONTROL SETUP.
3. ALL TEMPORARY BIKE PATHS AND BIKE LANE CLOSURES LOCATED ADJACENT TO THE WORK AREA MUST MAINTAIN 2 FEET (FT) DEVICE SPACING ALONG TAPERS AND 10 FEET (FT) DEVICE SPACING ALONG TANGENTS TO ESTABLISH A CLEAR AND DOMINANT PATHWAY FOR BICYCLISTS.
4. ALL TAPERS OR TRANSITIONS SHOULD BE PLACED ON THE APPROACH SIDE OF AN INTERSECTION WHENEVER WORK IS LOCATED ON THE FAR SIDE OF AN INTERSECTION. TRAFFIC SHOULD BE GIVEN THE OPPORTUNITY TO MERGE OR TRANSITION PRIOR TO THE INTERSECTION. FOR AT GRADE RAILROAD CROSSINGS, THE TEMPORARY TRAFFIC CONTROL ZONE SHOULD EXTEND SO THAT THE TRANSITION AREA LIES ON THE APPROACH SIDE OF THE RAILROAD CROSSING.
5. IF THERE ARE ANY EXISTING BIKE LANE APPURTENANCES WHICH ARE IN CONFLICT WITH THIS STANDARD DETAIL, SUCH AS FLEX POSTS, TRAFFIC BUTTONS, AND STRIPING, THEN THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE BIKE LANE APPURTENANCES. THE CONTRACTOR IS ALSO RESPONSIBLE FOR COVERING ANY CONFLICTING SIGNS. AFTER CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR RE-INSTALLING ALL EXISTING BIKE LANE APPURTENANCES AND REMOVING ANY SIGN COVERS.
6. SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.
7. A TYPE III BARRICADE SHALL BE SET AT THE END OF THE BIKE LANE MERGING TAPER AREA WITH THE BIKE LANE CLOSED SIGN.
8. WHEN USED, A MINIMUM OF THREE (3) NO PARKING SIGNS SHALL BE USED TO ESTABLISH THE NO PARKING ZONE WITH A MINIMUM SPACING OF 50 FEET AND A MAXIMUM 75 FEET SPACING.

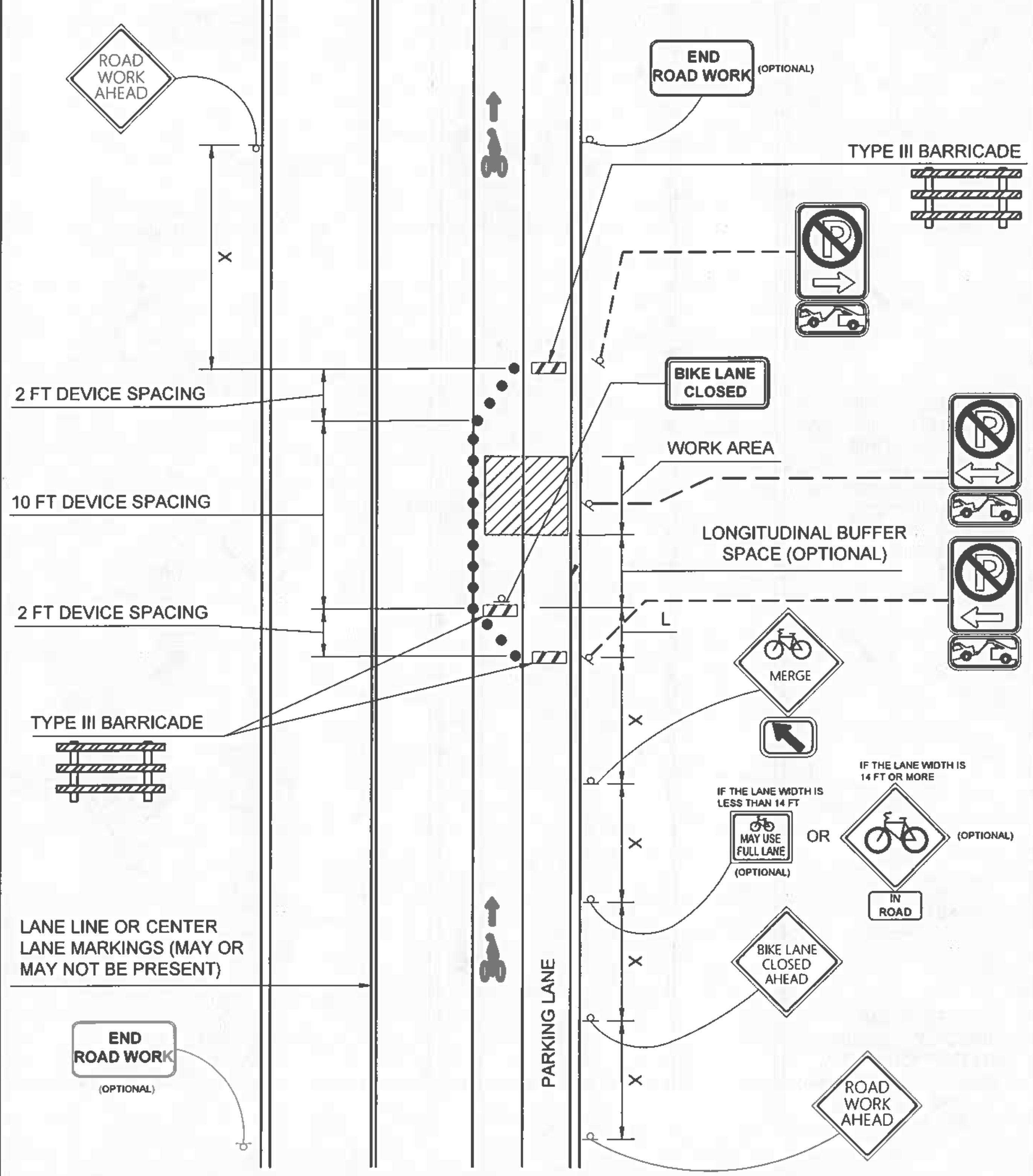


CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	STANDARD NOTES FOR MERGING BICYCLISTS	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1B SHEET 3

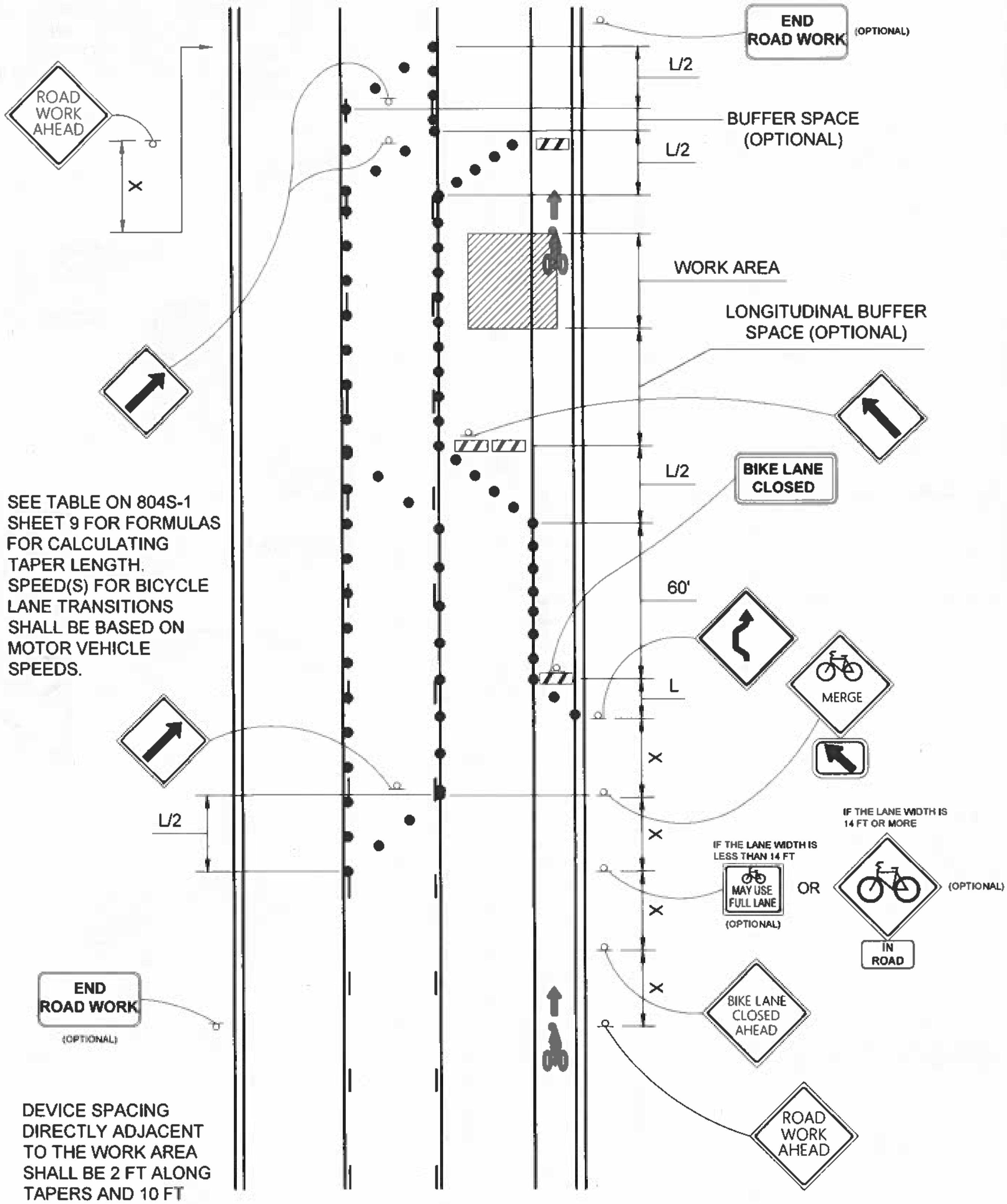


CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	MERGING BICYCLISTS	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1B SHEET 4

SEE TABLE ON 804S-1 SHEET 9 FOR FORMULAS FOR CALCULATING TAPER LENGTH. SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.



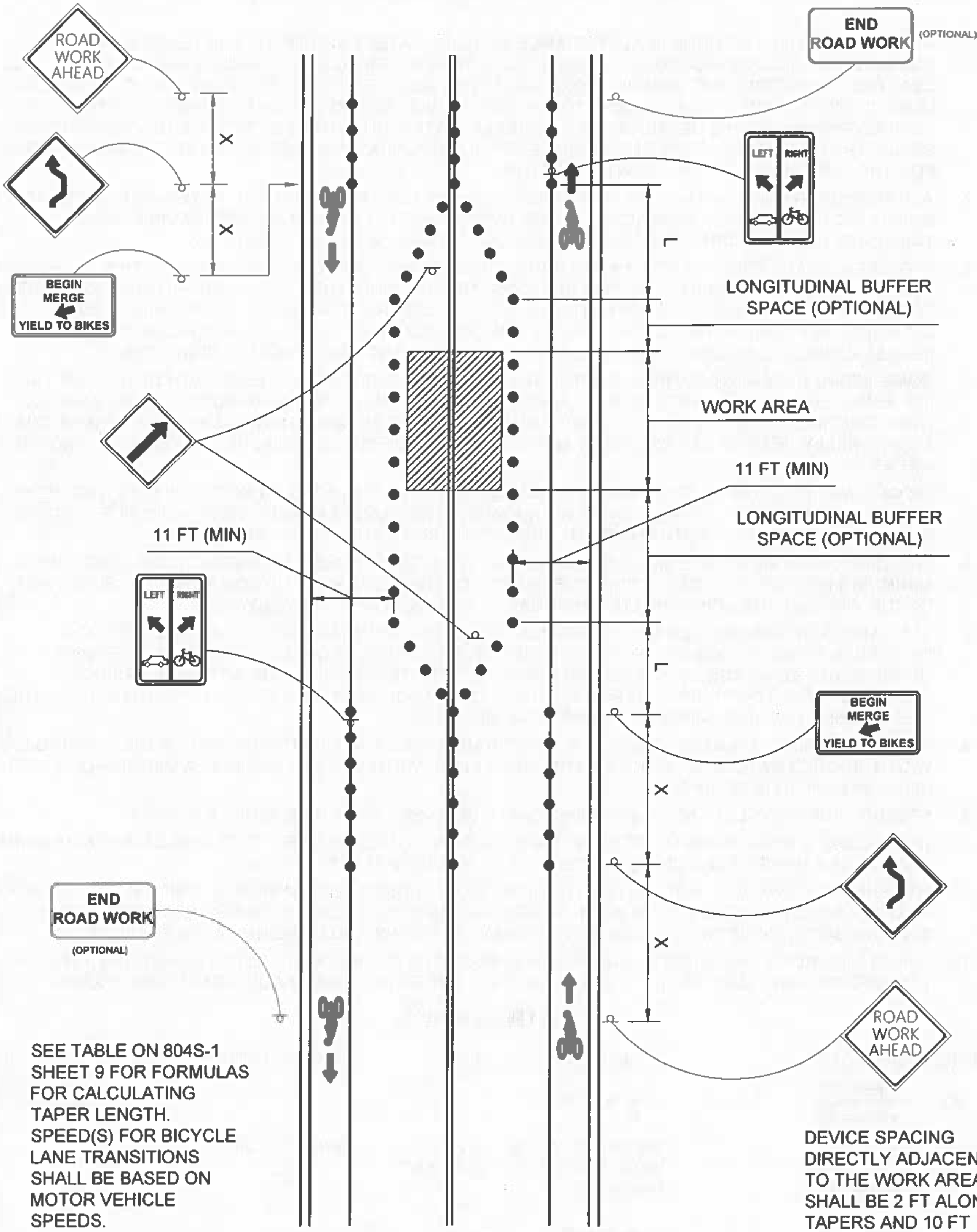
CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	MERGING BICYCLIST WITH ADJACENT PARKING LANE	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1B SHEET 5



SEE TABLE ON 804S-1 SHEET 9 FOR FORMULAS FOR CALCULATING TAPER LENGTH. SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.

DEVICE SPACING DIRECTLY ADJACENT TO THE WORK AREA SHALL BE 2 FT ALONG TAPERS AND 10 FT ALONG TANGENTS.

CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	MERGING BICYCLISTS AND TRAFFIC INTO CENTER TURN LANE	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1B SHEET 6



SEE TABLE ON 804S-1 SHEET 9 FOR FORMULAS FOR CALCULATING TAPER LENGTH.
SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.

DEVICE SPACING DIRECTLY ADJACENT TO THE WORK AREA SHALL BE 2 FT ALONG TAPERS AND 10 FT ALONG TANGENTS.

CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	MERGING TRAFFIC INTO BIKE LANE	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD	STANDARD NO. 804S-1B SHEET 7

NOTES FOR BICYCLISTS BYPASS AND DIVERSIONS

1. ALL SETUPS SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD). PLEASE REFER TO 804S-1 SHEET 9 REGARDING TRAFFIC CONTROL DEVICE SPACING, SIGN SPACING, AND TAPER LENGTHS. FOR TEMPORARY BIKE PATHS AND BIKE LANE CLOSURES DIRECTLY ADJACENT TO THE WORK AREA, SEE NOTE 2 ON THIS SHEET. THE NUMBER OF DEVICES SHOWN ON THIS DETAIL IS NOT A REPRESENTATIVE QUANTITY NEEDED FOR TRAFFIC CONTROL SETUP. THE PERMIT HOLDER IS RESPONSIBLE FOR CALCULATING AND INSTALLING THE QUANTITY NEEDED FOR THE TEMPORARY TRAFFIC CONTROL SETUP.
2. ALL TEMPORARY BIKE PATHS AND BIKE LANE CLOSURES LOCATED ADJACENT TO THE WORK AREA MUST MAINTAIN 2 FEET (FT) DEVICE SPACING ALONG TAPERS AND 10 FEET (FT) DEVICE SPACING ALONG TANGENTS TO ESTABLISH A CLEAR AND DOMINANT PATHWAY FOR BICYCLISTS.
3. IF THERE ARE ANY EXISTING BIKE LANE APPURTENANCES WHICH ARE IN CONFLICT WITH THIS STANDARD DETAIL, SUCH AS FLEX POSTS, TRAFFIC BUTTONS, AND STRIPING, THEN THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE BIKE LANE APPURTENANCES . THE CONTRACTOR IS ALSO RESPONSIBLE FOR COVERING ANY CONFLICTING SIGNS. AFTER CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR RE-INSTALLING ALL EXISTING BIKE LANE APPURTENANCES AND REMOVING ANY SIGN COVERS.
4. CONFLICTING PAVEMENT MARKINGS IN THE TRAVELED WAY SHALL BE COVERED WITH BLACK OUT TAPE (OR REMOVED IF WITHIN LIMITS OF FINAL RESTORATION) FOR ALL LONG-TERM WORK ZONES. PAINTING OVER EXISTING PAVEMENT MARKINGS WITH BLACK PAINT OR SPRAYING WITH ASPHALT IS PROHIBITED. ADDITIONALLY, TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED ALONG TAPER AND TANGENT AREAS.
5. ON ONE-WAY ROADWAYS, ADVANCE WARNING SIGNS SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SIDE OF THE ROADWAY. ON ROADWAYS WITH A MEDIAN AT LEAST 5 FEET IN WIDTH, ADVANCE WARNING SIGNS SHALL BE SET ON BOTH THE RIGHT SIDE OF THE ROAD AND ON THE MEDIAN.
6. THE TEMPORARY BIKE LANE SHALL BE CLEAR AND FREE OF ANY DEBRIS, OBSTRUCTIONS, AND HAVE A MINIMUM 8 FEET OF VERTICAL HEIGHT CLEARANCE. OVERHEAD CONSTRUCTION ACTIVITIES SHALL NOT OCCUR WITHOUT THE APPROPRIATE SAFEGUARDS AND/OR COVERED WALKWAY.
7. ALL TAPERS OR TRANSITIONS SHOULD BE PLACED ON THE APPROACH SIDE OF AN INTERSECTION WHENEVER WORK IS LOCATED ON THE FAR SIDE OF AN INTERSECTION. TRAFFIC SHOULD BE GIVEN THE OPPORTUNITY TO MERGE OR TRANSITION PRIOR TO THE INTERSECTION. FOR AT GRADE RAILROAD CROSSINGS, THE TEMPORARY TRAFFIC CONTROL ZONE SHOULD EXTEND SO THAT THE TRANSITION AREA LIES ON THE APPROACH SIDE OF THE RAILROAD CROSSING.
8. TO THE MAXIMUM EXTENT FEASIBLE, THE TEMPORARY BIKE LANE WIDTH MUST MATCH THE EXISTING LANE WIDTH. SHOULD MATCHING OF THE EXISTING BIKE LANE WIDTH NOT BE POSSIBLE, A MINIMUM OF 5 FEET BIKE LANE WIDTH IS REQUIRED.
9. SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.
10. WHEN USED, A MINIMUM OF THREE (3) NO PARKING SIGNS SHALL BE USED TO ESTABLISH THE NO PARKING ZONE WITH A MINIMUM SPACING OF 50 FEET AND A MAXIMUM 75 FEET SPACING.
11. FOR SHEETS 9 AND 10 OF 804S-1B, ONE (1) "RIGHT LANE CLOSED AHEAD" SIGN MAY BE OMITTED FROM THE TWO (2) AS SHOWN IN THE DETAIL WHEN SPEEDS ARE 30 MPH OR LESS. IF THIS SIGN IS OMITTED, THE SIGN SPACING DISTANCE BETWEEN EACH OF THE REMAINING SIGNS AND MERGING TAPER SHALL BE "X".
12. FOR STANDARD DETAIL SHEETS 10 AND 12 OF 804S-1B, THE ENGINEER SHALL DETERMINE THE TYPE OF TEMPORARY TRAFFIC BARRIER, CRASH CUSHION, FLARE RATE AND ANY ADDITIONAL REQUIREMENTS.

SYMBOL LEGEND

TYPE III BARRICADE

(SLOPING DOWNWARD AND LEFT)

(SLOPING DOWNWARD AND RIGHT)

TRAFFIC CONTROL DEVICES

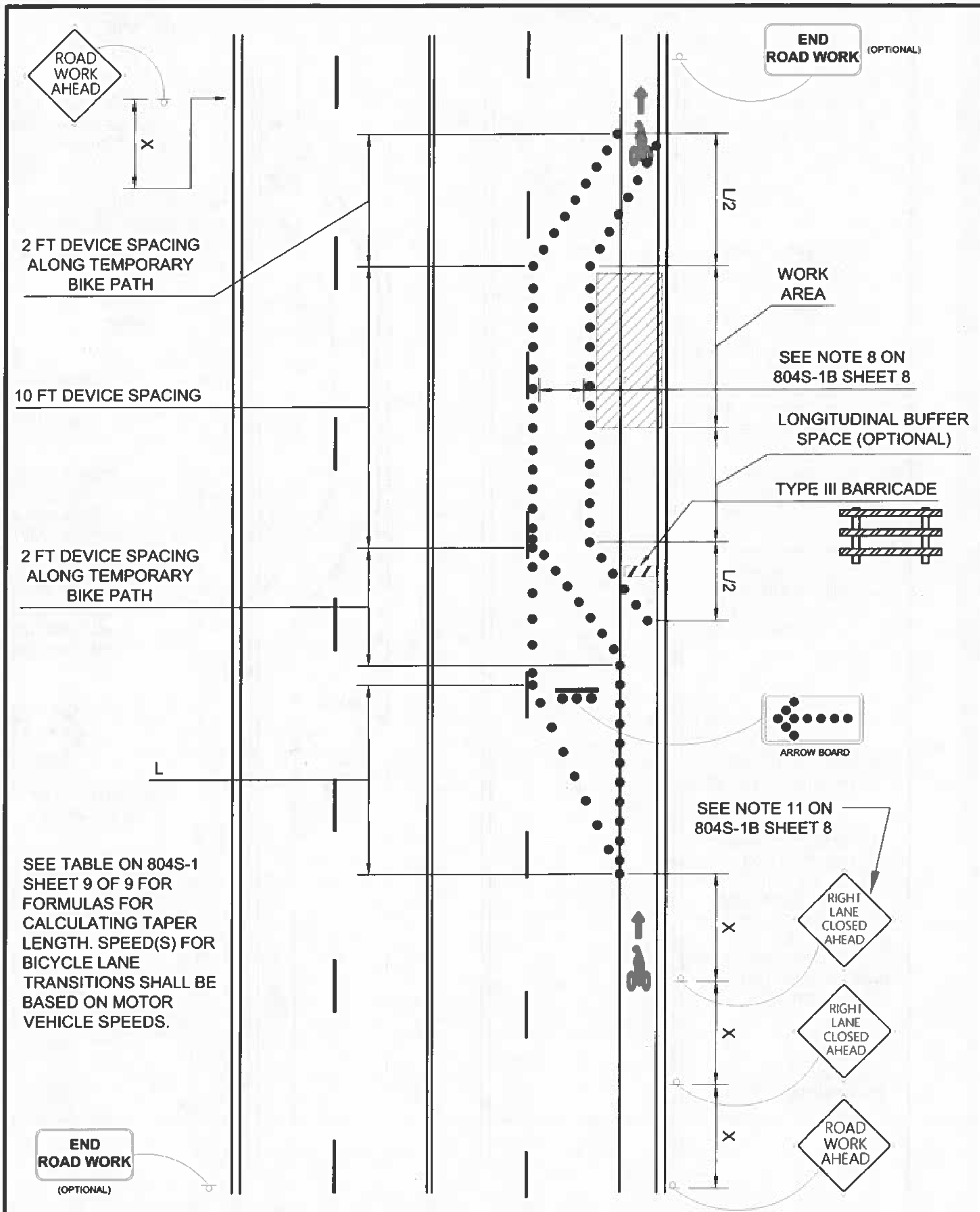
TRAFFIC CONTROL DEVICES WITH TEMPORARY PAVEMENT MARKINGS

TRAFFIC CONTROL SIGN

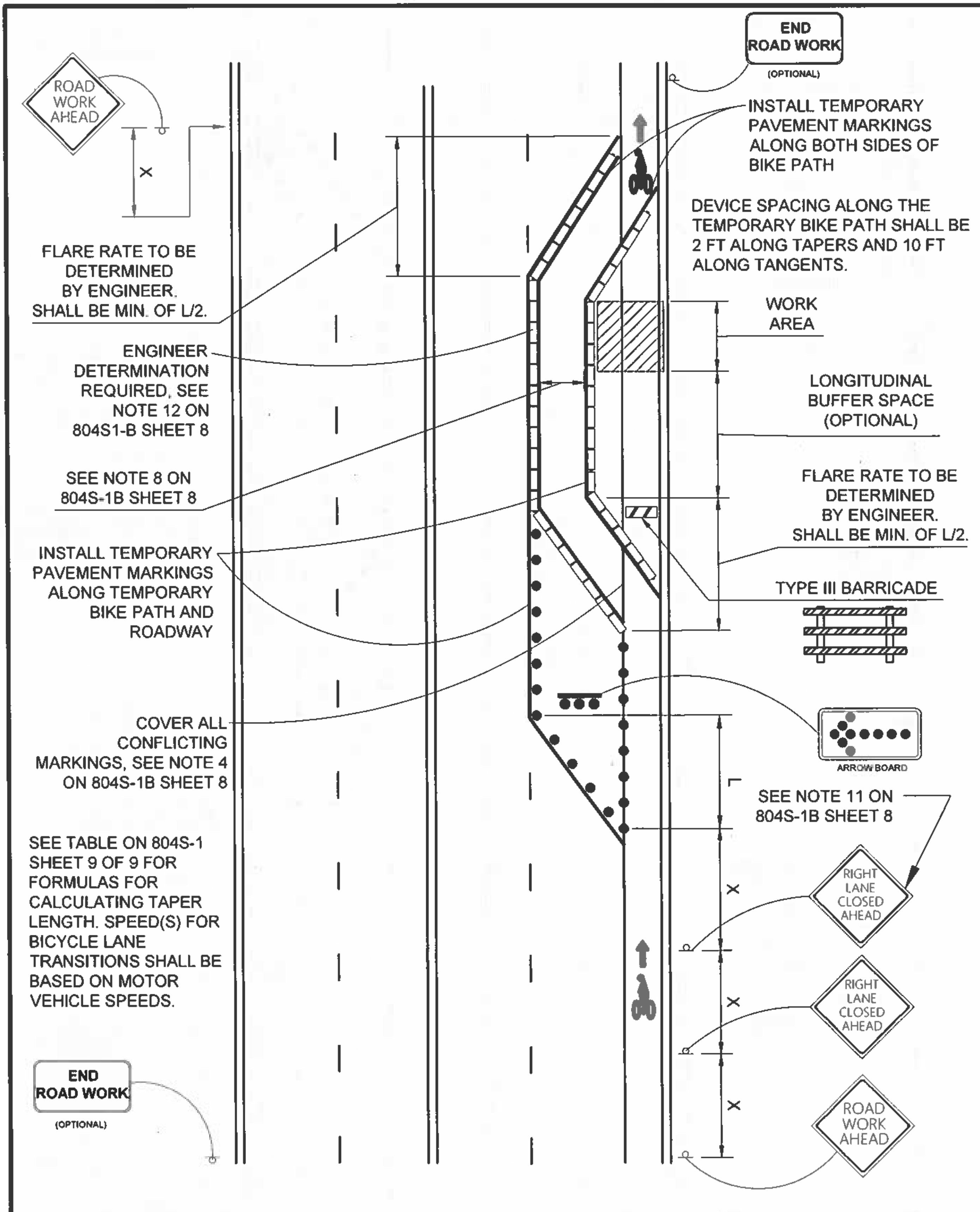
ARROW BOARD

WORK AREA

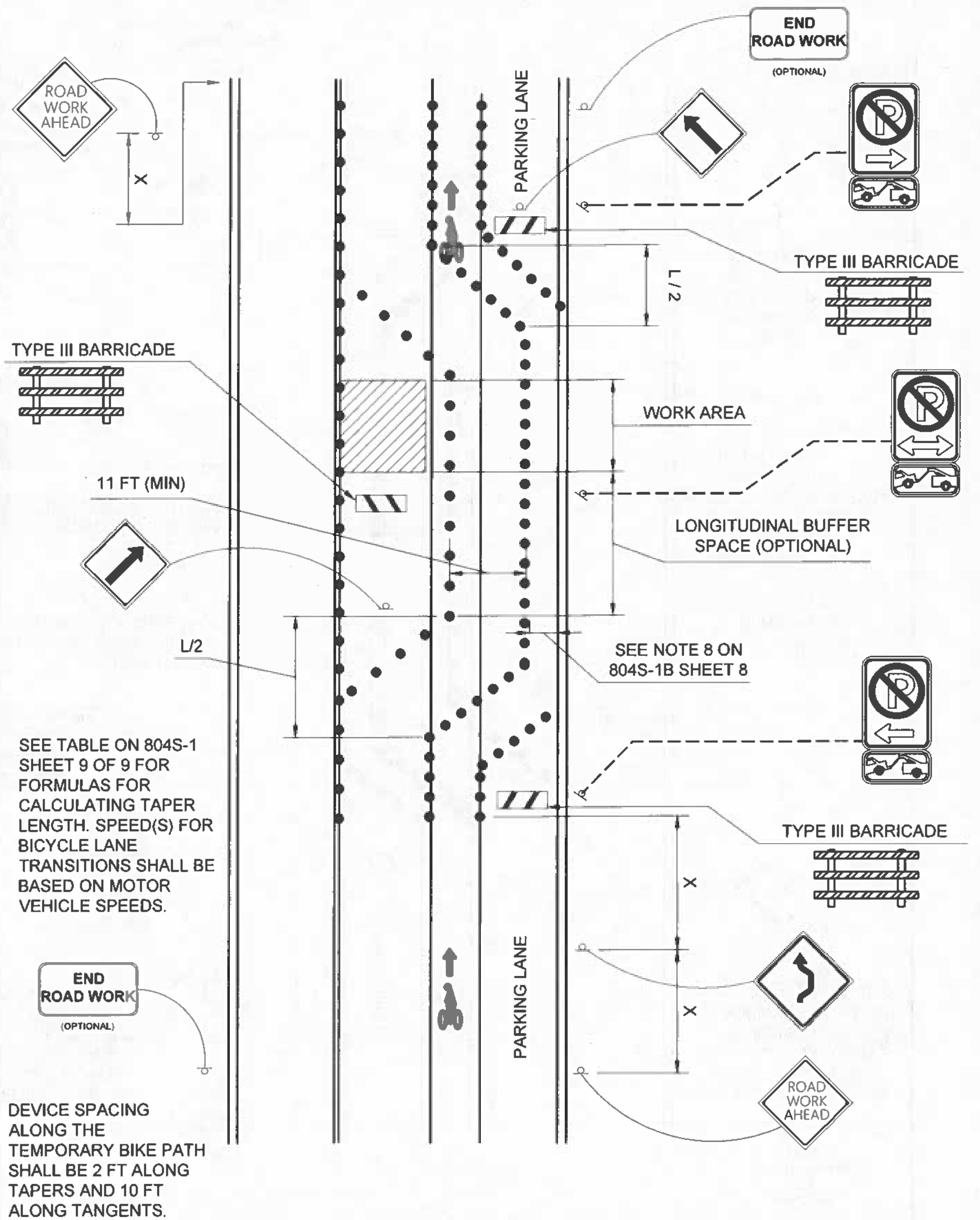
CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	STANDARD NOTES FOR BICYCLISTS BYPASS
RECORD COPY SIGNED BY DARREN UJANO, P.E. — ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. — STANDARD NO. 804S-1B SHEET 8



CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	BICYCLIST BYPASS (DAILY SETUP)	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. 804S-1B SHEET 9



CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	BICYCLIST BYPASS (LONG-TERM SETUP)	
RECORD COPY SIGNED BY DARREN UJANO, P.E. — ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. 804S-1B SHEET 10



SEE TABLE ON 804S-1 SHEET 9 OF 9 FOR FORMULAS FOR CALCULATING TAPER LENGTH. SPEED(S) FOR BICYCLE LANE TRANSITIONS SHALL BE BASED ON MOTOR VEHICLE SPEEDS.

DEVICE SPACING ALONG THE TEMPORARY BIKE PATH SHALL BE 2 FT ALONG TAPERS AND 10 FT ALONG TANGENTS.

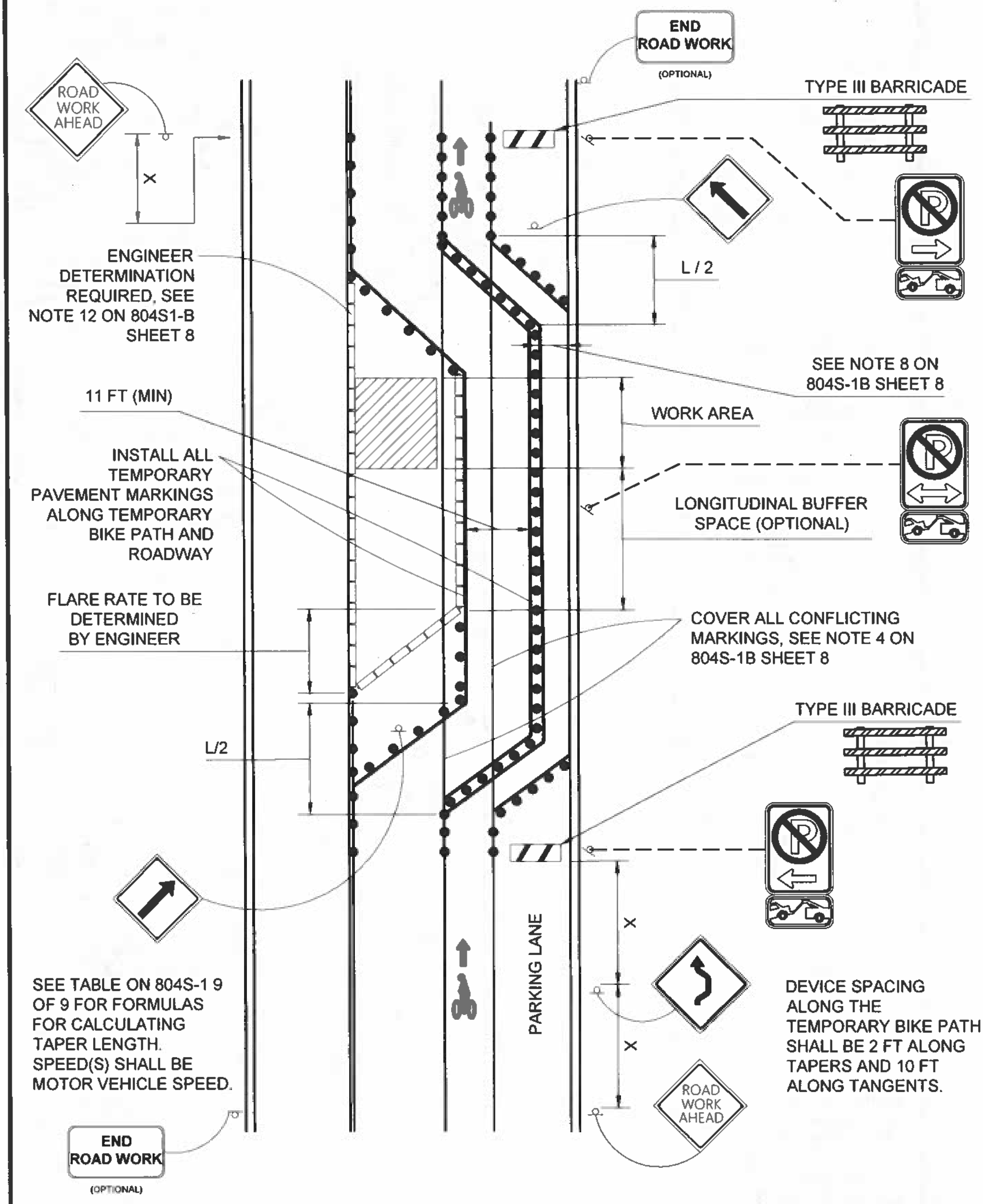
CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

TRAFFIC CHANNELIZING INTO BIKE LANE AND PARKING LANE
(DAILY SETUP)

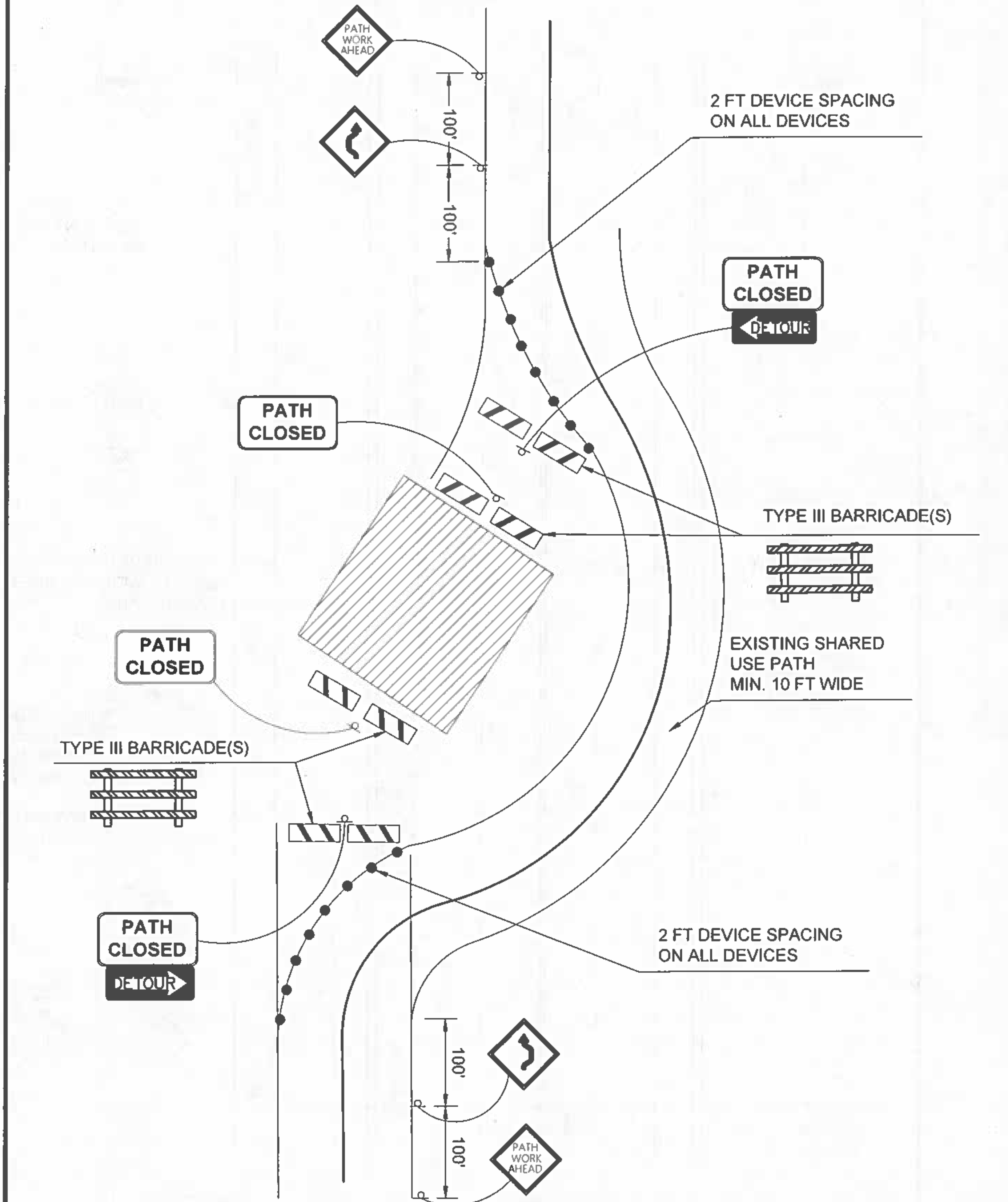
RECORD COPY SIGNED BY DARREN UJANO, P.E. — ADOPTED

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

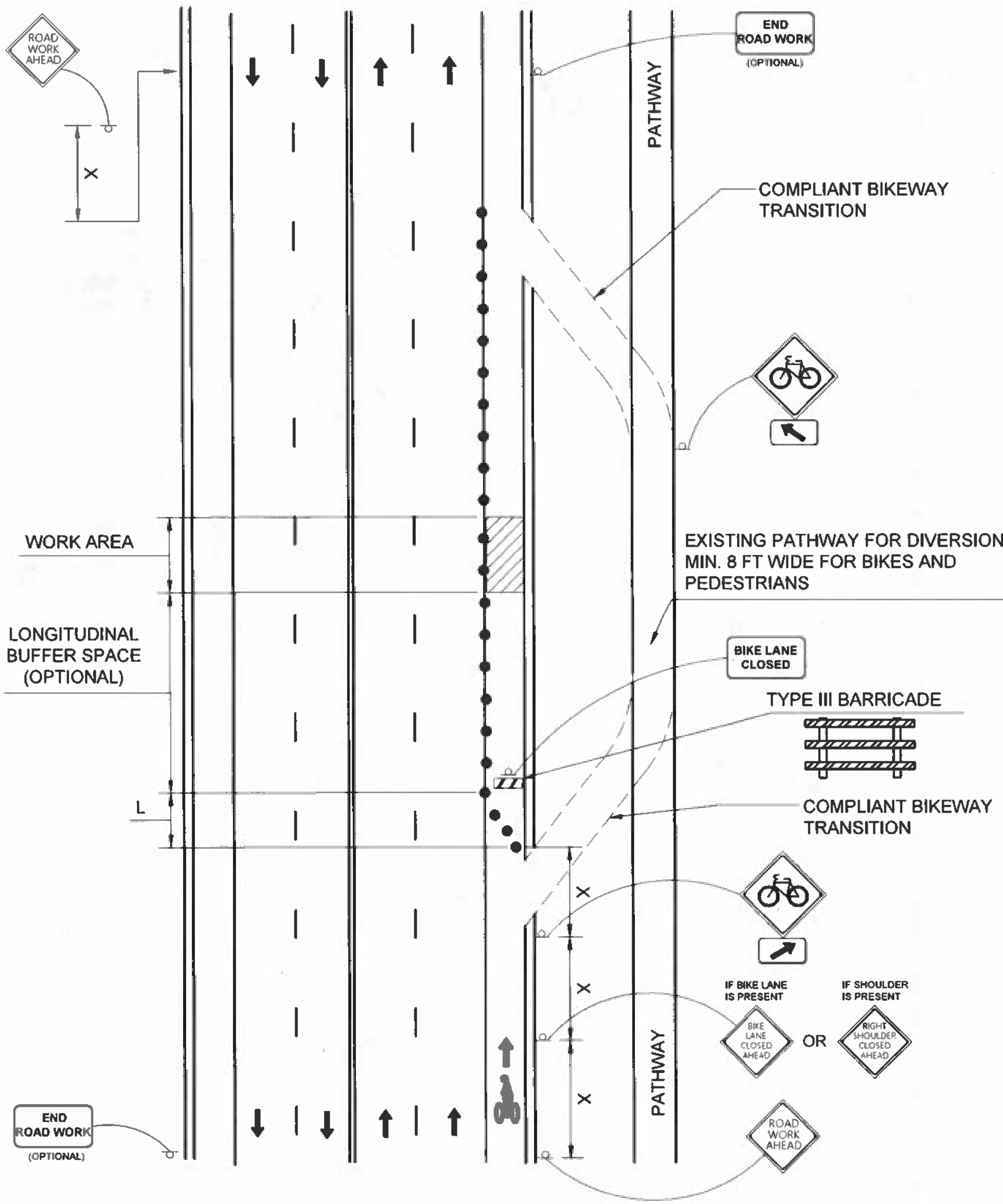
STANDARD NO.
804S-1B SHEET 11



CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS DEPARTMENT	TRAFFIC CHANNELIZING INTO BIKE LANE AND PARKING LANE (LONG TERM SETUP)	
RECORD COPY SIGNED BY DARREN UJANO, P.E. — ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. 804S-1B SHEET 12



CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	SHARED USE PATH CLOSURE WITH A TEMPORARY DETOUR
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. — STANDARD NO. 804S-1B SHEET 13



CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	BIKE LANE CLOSURE WITH DETOUR ONTO AN EXISTING PATH	
RECORD COPY SIGNED BY DARREN UJANO, P.E. ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. 804S-1B SHEET 14