



## Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

**Protected  
Bicycle  
Lane**  
Stipulation: Bike01

**Bicycle  
Lane**  
Stipulation: Bike02

**Shared  
Lane**  
Stipulation: Bike03

**Inter-  
section**  
Stipulation: Bike04



2019

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## NOTES

1. This supplements MUTCDs Work Zone Traffic Control
2. For projects lasting more than a year, markings should be remarked and blackout paint should be reapplied.
3. Markings to be maintained based on original design
4. Where lighting is poor, use object marker OM1-1 or OM1-2 or OM1-3 to accentuate visibility when bike lane is blocked.
5. The specification for the green material for the green colored bike lane is found at the following address: <https://www1.nyc.gov/html/dot/downloads/pdf/pavement-marking-specs-mma-cst.pdf>

MUTCD (2009)

Table 6C-3 Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Shifting Taper	At least 0.5 L

Note: Use Table 6C-4 to calculate L

Table 6C-4 Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where:

L = taper length in feet

W = width of offset in feet

S = posted speed limit, or off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## TYPICAL SIGNS & MARKINGS

### Signs

DOT SMO #	Sign Legend	Size (Width x Height)	Colors	
			Legend	Background
SC-145		24" x 24"	Black	Orange
SC-151				
SC-152		18" x 24"	Black	Orange
SC-143		18" x 24"	Black	Orange
SC-144		18" x 24"	Black	Orange
SC-148		18" x 24"	Black	Orange
SC-149		18" x 24"	Black	Orange
SC-150		18" x 24"	Black	Orange

DOT SMO #	Sign Legend	Size (Width x Height)	Colors	
			Legend	Background
SC-146		24" x 24"	Black	Orange
SC-147		24" x 24"	Black	Orange
W5-4a		18" x 18"	Black	Orange
SC-153		12" x 36"	Black	Orange
SC-154		12" x 36"	Black	Orange
SC-155		24" x 24"	Black	Orange

NOTE: Specific sign design specifications are located in the Appendix

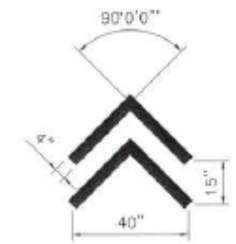
### Markings

Reference	Marking Legend
See Typical	
See Typical	
See Typical	
See Typical	
See Typical	

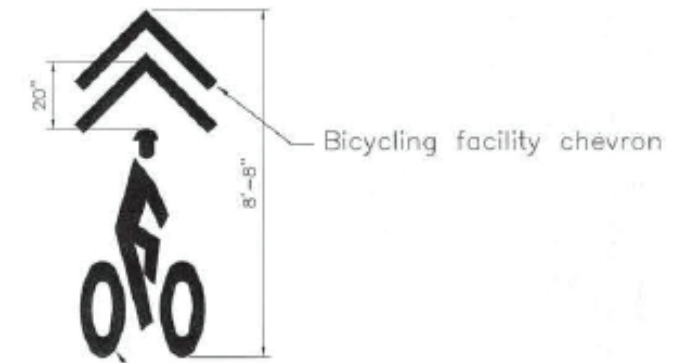
Bicycling Facility Symbol



Bicycling Facility Chevron



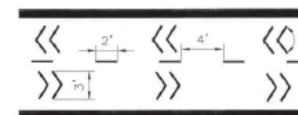
Shared Lane Marking "Sharrow"



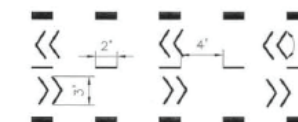
Bicycling facility symbol

#### CROSSING MARKINGS DETAILS

STOP OR SIGNAL CONTROLLED



UNCONTROLLED



- One pair of chevrons must be added for each additional moving lane positioned at the center of the lane
- For crosswalk detail see typical drawing TCW-1

Walking Facility Symbol



# Guidelines for a Maintenance and Protection of Traffic Plan for Cycling

**SHORT TERM**

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING PROTECTED BICYCLE LANE

**Protected  
Bicycle  
Lane**

Stipulation: Bike01

30 Day Permit

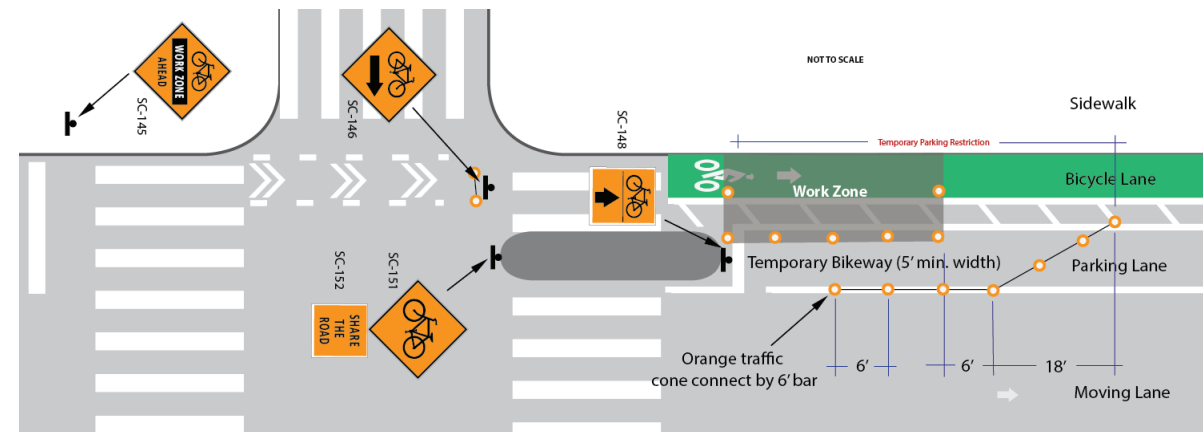
# WORK ZONE IMPACTING A PROTECTED BICYCLE LANE ON A ONE-WAY STREET: Protected Bicycle Lane to Temporary Bikeway

Time Period: 30 Day Permit

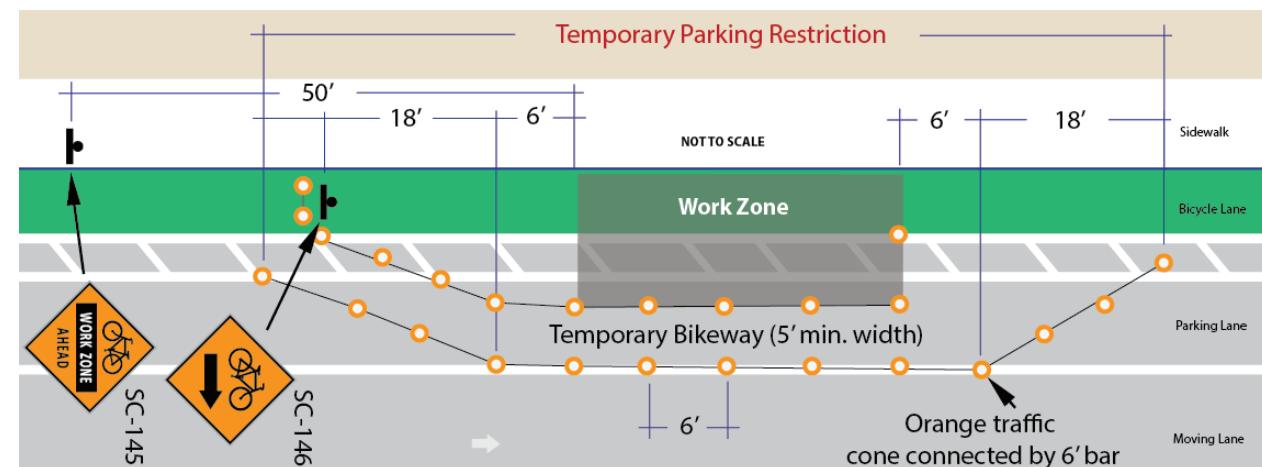
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Protected  
Bicycle  
Lane**

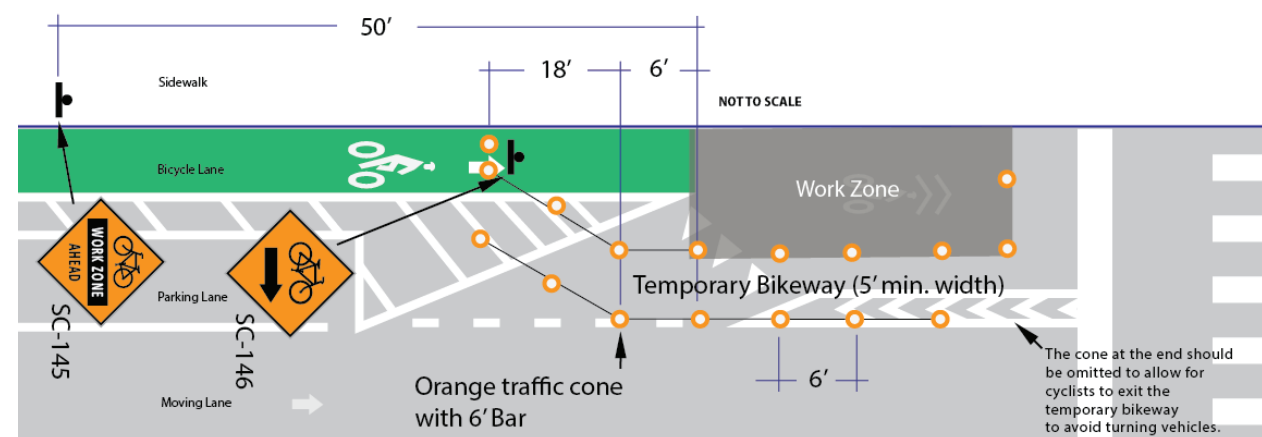
Block Start



Mid-Block



Block End



## Requirements

### 1. General

- Sign SC-145 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Two orange traffic cones attached by a 6-foot long traffic cone bar should be used to close the protected bike lane. Where the cones are placed in the intersection they should be no more than 5 feet from the crosswalk and aligned with the protected bicycle lane.
- Sign SC-146 should be installed behind the two cones as identified in 1.a to redirect cyclists around the work zone.
- The temporary bikeway must be 5 feet wide and delineated by orange traffic cones. Cones should be spaced 6 feet apart and attached by 6-foot long traffic cone bar.
- Where a transition is required to move cyclists around the work zone between the existing protected bicycle lane and the temporary bikeway it should include an 18-foot taper that starts 6 feet from the work zone.
- Temporary parking restrictions may apply to create the transition area around the work zone.
- Sign stands used for signage should not project into pedestrian space, such as a crosswalk or pedestrian safety island, thereby creating a safety hazard.

### 2. Block Start

- The sign assembly SC-151 and SC-152 should be installed in the intersection in front of the pedestrian safety island and be visible to both cyclists and motorists.
- Sign SC-148 should be installed at the end of the pedestrian safety island or in the channelized space to direct cyclists to the temporary bikeway.

### 3. Block End

- Where a turn exists the last cone before the crosswalk should be omitted to allow a cyclists to exit the temporary bikeway when vehicles may be turning.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE01

PBL1 (30) - 01

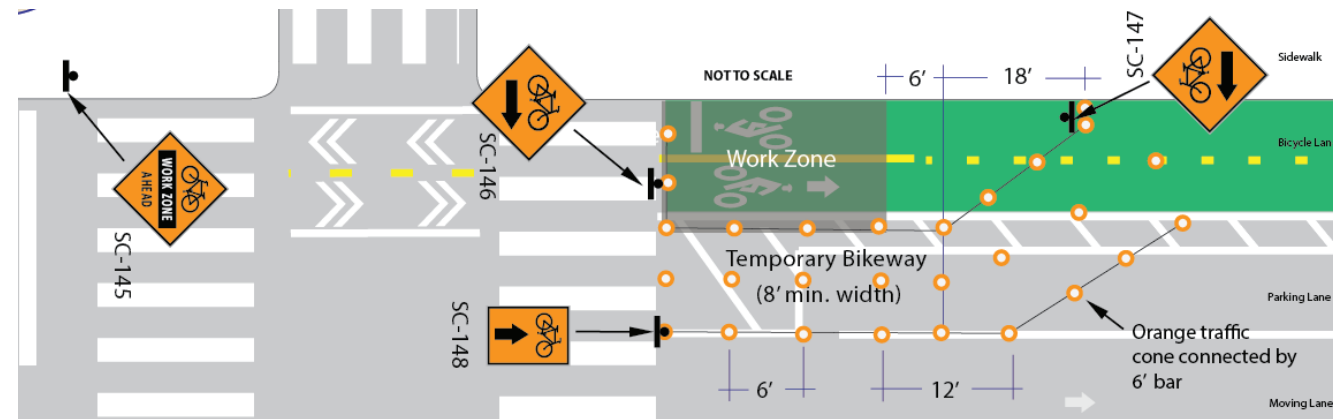
# WORK ZONE IMPACTING A TWO-WAY PROTECTED BIKE LANE ON A ONE-WAY STREET: Two-way Protected Bicycle Lane to Temporary Two-way Bikeway

Time Period: 30 Day Permit

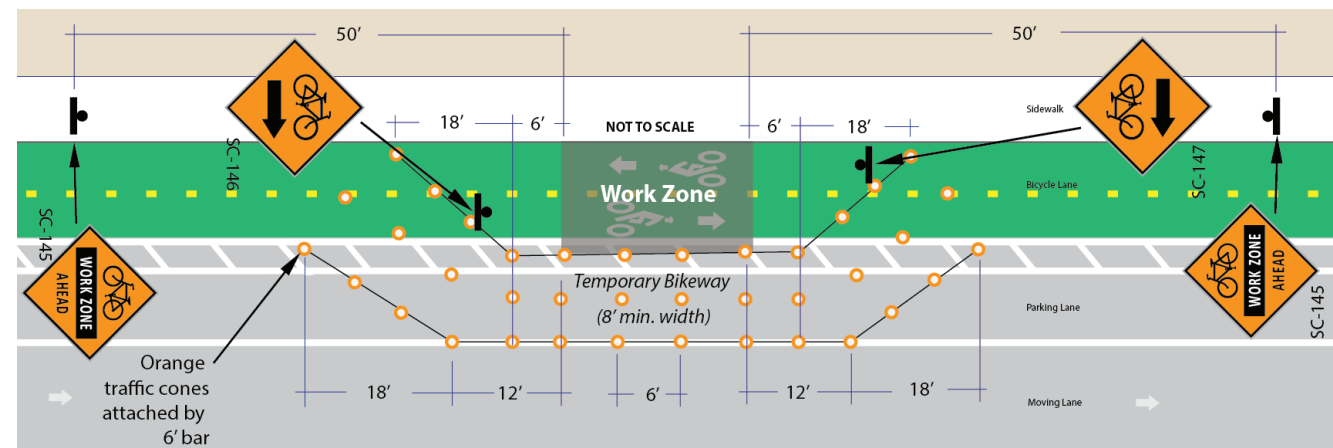
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Protected  
Bicycle  
Lane**

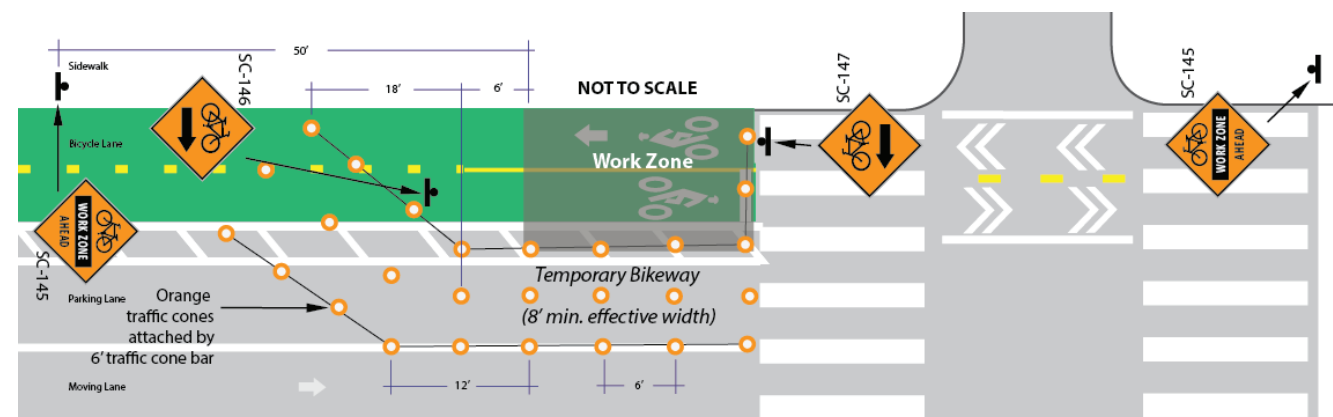
## Block Start



## Mid-Block



## Block End



## Requirements

### 1. General

- The temporary two-way bikeway must be 8 feet wide and delineated by orange traffic cones spaced 6 feet apart and connected by 6-foot long traffic cone bars.
- The transition between the existing protected bicycle lane and the temporary two-way bikeway should be 18 feet long and start 6 feet from the work zone on the bicycle lane side and 12 feet on the moving lane side.
- Sign SC-145 should be installed 50 feet in front of the work zone in both directions and on the sidewalk. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign SC-146 and/or SC-147 should be installed in the existing protected bicycle lane but behind the orange traffic cones to redirect cyclists to the temporary two-way bikeway around the work zone for both directions.
- Temporary parking restrictions may apply to create the transition area around the work zone. Permit is required for temporary parking restrictions.

### 2. Block Start

- Sign SC-146 should be installed at the work zone and aligned with the existing protected bicycle lane that is being redirected around the work zone.
- Sign SC-148 should be installed at the first cone to direct cyclists to the temporary bikeway.
- Sign SC-147 should be installed behind the cones and aligned with the existing bicycle lane that is being redirected around the work zone.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

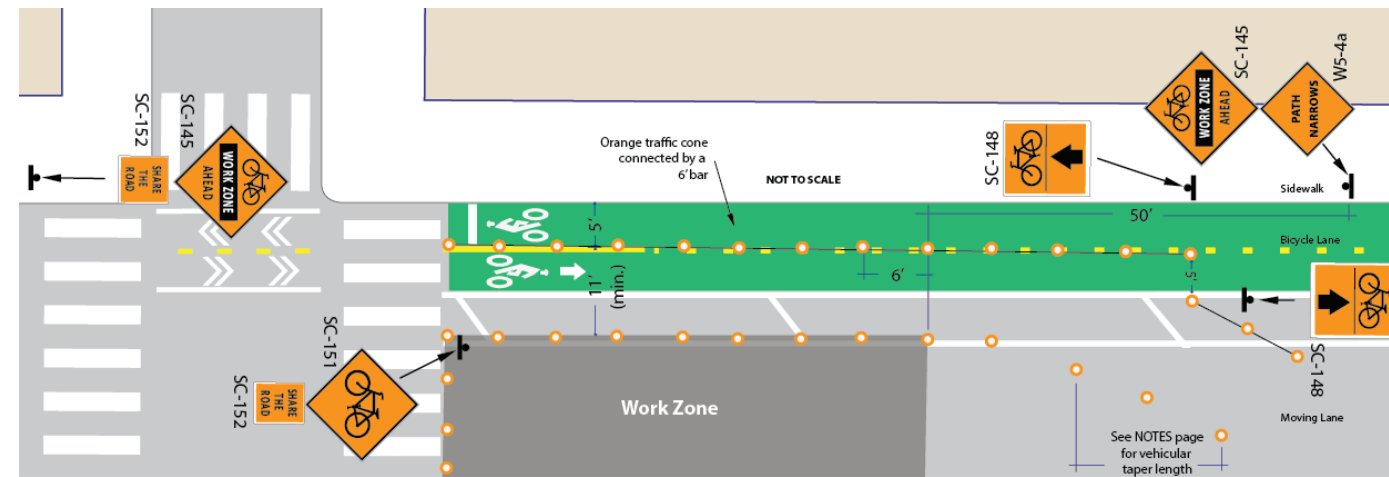
# WORK ZONE IMPACTING A TWO-WAY BICYCLE LANE ON A ONE-WAY STREET: Bicycle Lane to Temporary Bikeway and Shared Lane

Time Period: 30 Day Permit

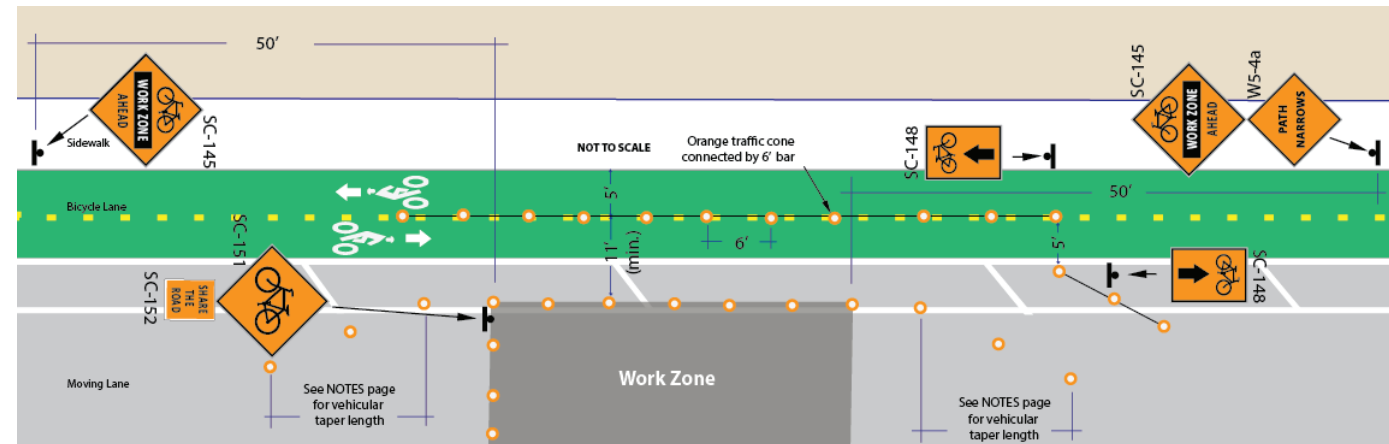
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Protected  
Bicycle  
Lane**

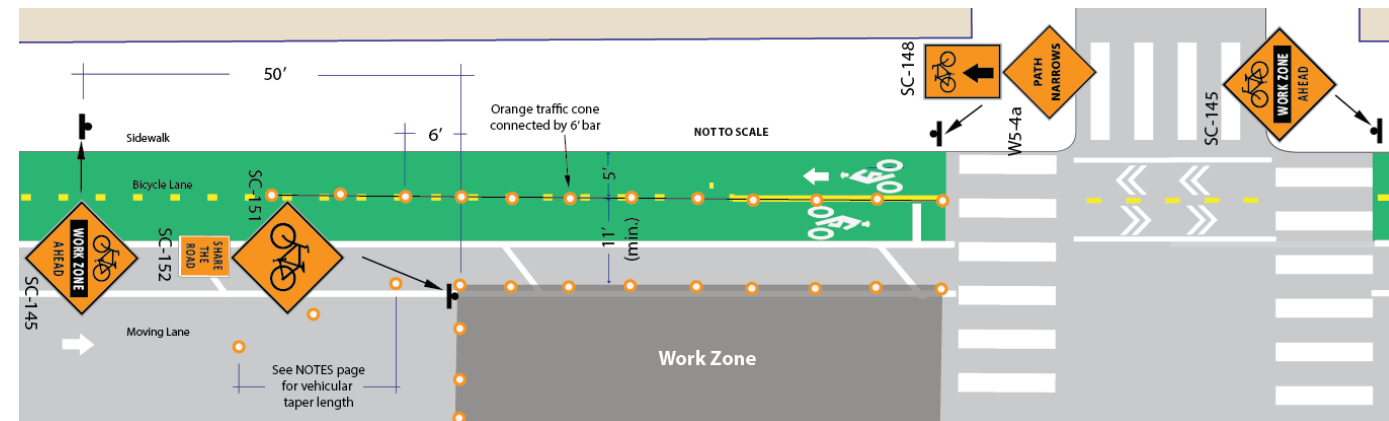
## Block Start



## Mid-Block



## Block End



## Requirements

1. General
  - a. The temporary shared lane around work zone should be a minimum of 10 feet wide.
  - b. The temporary bikeway in opposite direction should be 5 feet wide and delineated by orange traffic cones or similar vertical traffic devices that can be connected. Cones should be spaced 6 feet apart and connected by a 6-foot long traffic cone bar.
  - c. Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone fencing on the sidewalk or within the channelized pavement marking area in the roadway. The sign assembly should be visible to the motorists and cyclists.
  - d. Sign SC-148 should be installed 50 feet in front of the work zone area where the path starts to narrow or if the work zone begins at the intersection, it should be installed at the intersection on the sidewalk and be accompanied by W5-4a "Path Narrows" sign.
  - e. The sign assemblies identified in sections 1c and 1d should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk. If signs are mounted on the construction fencing the minimum height from the ground to the bottom of the sign should be 4 feet and be visible to cyclists and motorists.
  - f. The taper length used to transition vehicles from the bicycle lane to the moving lane should be based on the post or city speed limit of 25 mph. and offset. See NOTES page for details on the vehicular taper length.
  - g. If a 5-foot wide temporary bikeway cannot be achieved, flaggers are required to control the contra-flow cycling traffic.
2. Block Start
  - a. Sign SC-148 used for the shared lane should be installed within 5 feet behind the orange traffic cones forming the taper for vehicles and within the channelized pavement markings of the existing bicycle lane to direct cyclists back to the existing bicycle lane.
  - b. Sign SC-148 used for the temporary bikeway should be installed at the point where the bicycle lane narrows to direct cyclists to continue using the bicycle lane.
3. Mid-Block
  - a. Sign SC-148 used for the shared lane should be installed behind the transition cones for vehicles and within the channelized pavement markings of the existing bicycle lane to direct cyclists to the existing bicycle lane.
  - b. Sign SC-148 used for the temporary bikeway should be installed at the point where the bicycle lane narrows to direct cyclists to continue using the bicycle lane.
4. Block End
  - a. The sign assembly SC-148 and W5-4a "Path Narrows" should be installed at the location where the path narrows. If the work zone begins at the intersection, the sign assembly should be installed at the intersection on the sidewalk.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

5.10.19



Stipulation: BIKE01

PBL2 (30) - 02



# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE

**Bicycle  
Lane**

Stipulation: Bike02

30 Day Permit

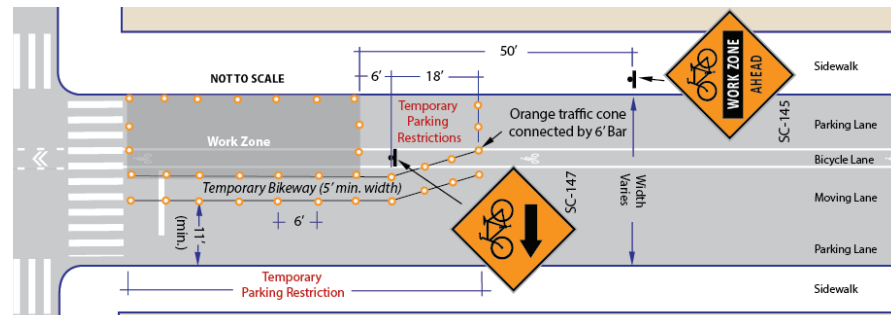
# WORK ZONE IMPACTING BICYCLE LANE ON A ONE-WAY STREET: Bicycle Lane to Temporary Bikeway

Time Period: 30 Day Permit

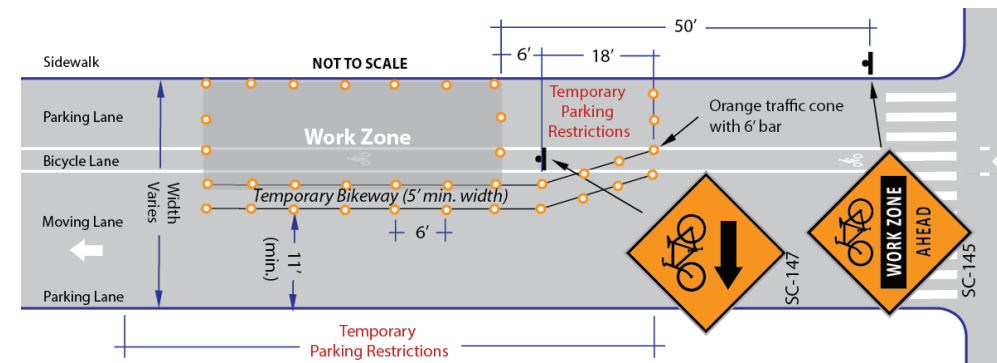
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.



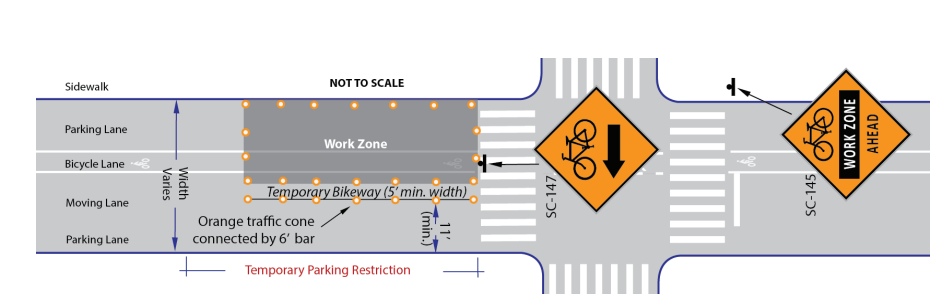
Block Start



Mid-Block



Block End



## Requirements

### 1. General

- Sign SC-145 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- If the work zone impacts the bicycle lane, a 5-foot wide temporary bikeway must be installed and delineated by orange traffic cones. Cones should be spaced 6 feet apart and connected by 6-foot long traffic cone bars.
- An 11-foot wide travel lane for vehicles should be provided.
- If parking exists, temporary no parking signs should be installed to create the 5-foot wide temporary bikeway and 11-foot wide travel lane.

### 2. Block Start

- The SC-147 sign should be installed within 5 feet behind the orange traffic cones forming part the tapered portion of the temporary bikeway and it should also be located within the existing bicycle lane being impacted.

### 3. Mid-Block

- Transitioning from the existing bicycle lane to the temporary 5-foot bikeway must be created by orange traffic cones connected by 6-foot long traffic cone bars. The taper length for cyclists is 18 feet and the taper length for vehicles must be determined by the posted speed limit and offset distance. See the NOTES page to determine the taper length for vehicles. Both tapers should start 6 feet from the work zone.
- The SC-147 sign should be installed 6 feet from the work zone fence (similar to the alignment of the orange traffic cones that starts the taper) and located in the middle of the existing bicycle lane.

### 4. Block End

- Transitioning from the existing bicycle lane to the temporary 5-foot bikeway must be created by orange traffic cones connected by 6-foot long traffic cone bars. The taper length for cyclists is 18 feet and the taper length for vehicles must be determined by the posted speed limit and the offset. See the NOTES page to determine the taper length for vehicles. Both tapers should start 6 feet from the work zone.
- The SC-147 sign should be installed 6 feet from the work zone fence (similar to the alignment of the orange traffic cones that starts the taper) and located in the middle of the bicycle lane.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE02

BL (30) - 01

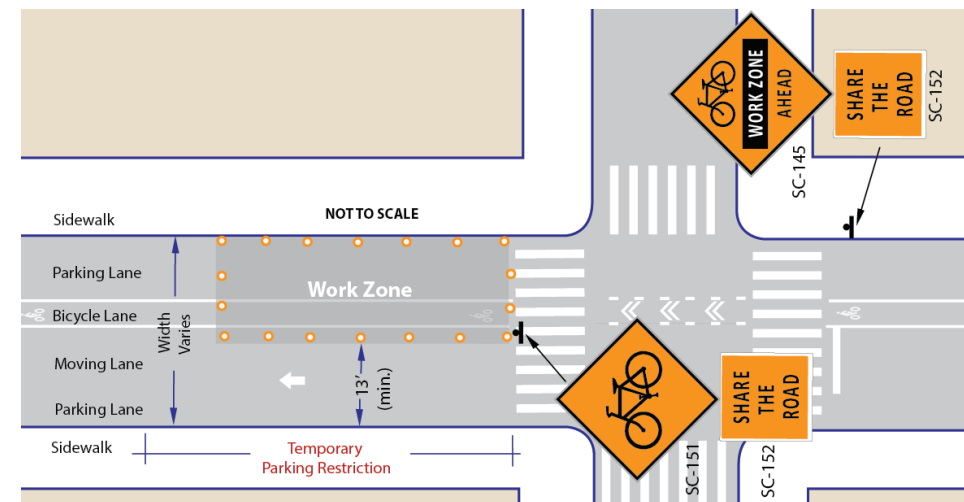
# WORK ZONE IMPACTING BICYCLE LANE ON A ONE-WAY STREET: Bicycle Lane to Shared Lane

Time Period: 30 Day Permit

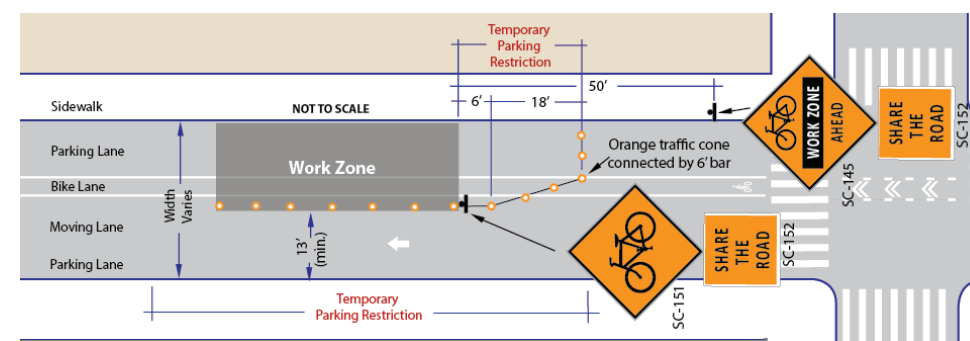
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.



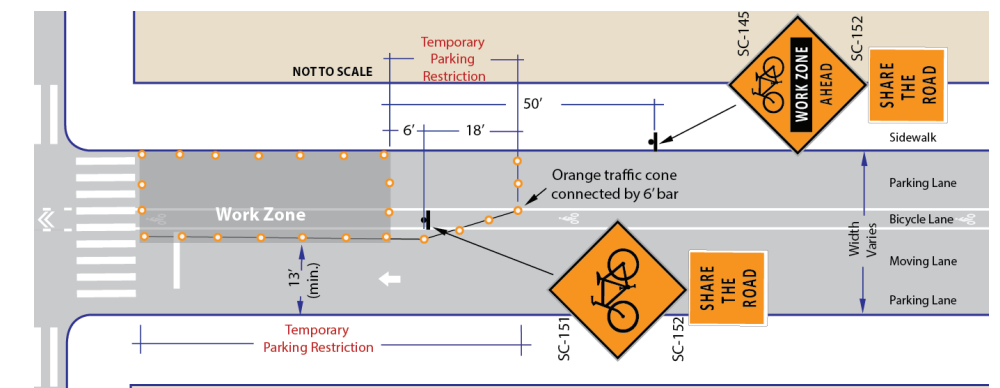
## Block Start



## Mid-Block



## Block End



## Requirements

### 1. General

- Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign assembly SC-151 and SC-152 should be installed within 5 feet behind the orange traffic cones forming the taper and part of the work zone; it should also be located approximately in the middle of the existing bicycle lane being impacted.
- All sign assemblies should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk.
- A 13-foot wide shared bicycle and vehicle lane should be created around the work zone.
- If parking exists, temporary no parking signs should be installed to create the 13-foot shared lane. Parking should be restricted for the length of the work zone and the length of the taper as necessary to transition vehicles to the moving lane.

### 2. Block Start

- See General Requirements for details.

### 2. Mid-block

- To create the merge of the bicycle lane with the moving lane, orange traffic cones should delineate the taper. Cones must be spaced 6 feet apart and connected with 6-foot long traffic cone bars. The taper length for bicycle traffic must be 18 feet long and should start 6 feet before the work zone. See the NOTES page to determine the taper length for vehicles.

### 3. Block End

- To create the merge of the bicycle lane with the moving lane, orange traffic cones should delineate the taper. Cones must be spaced 6 feet apart and connected with 6-foot long traffic cone bars. The taper length for bicycle traffic must be 18 feet long and should start 6 feet before the work zone. See the NOTES page to determine the taper length for vehicles.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE02

BL (30) - 02

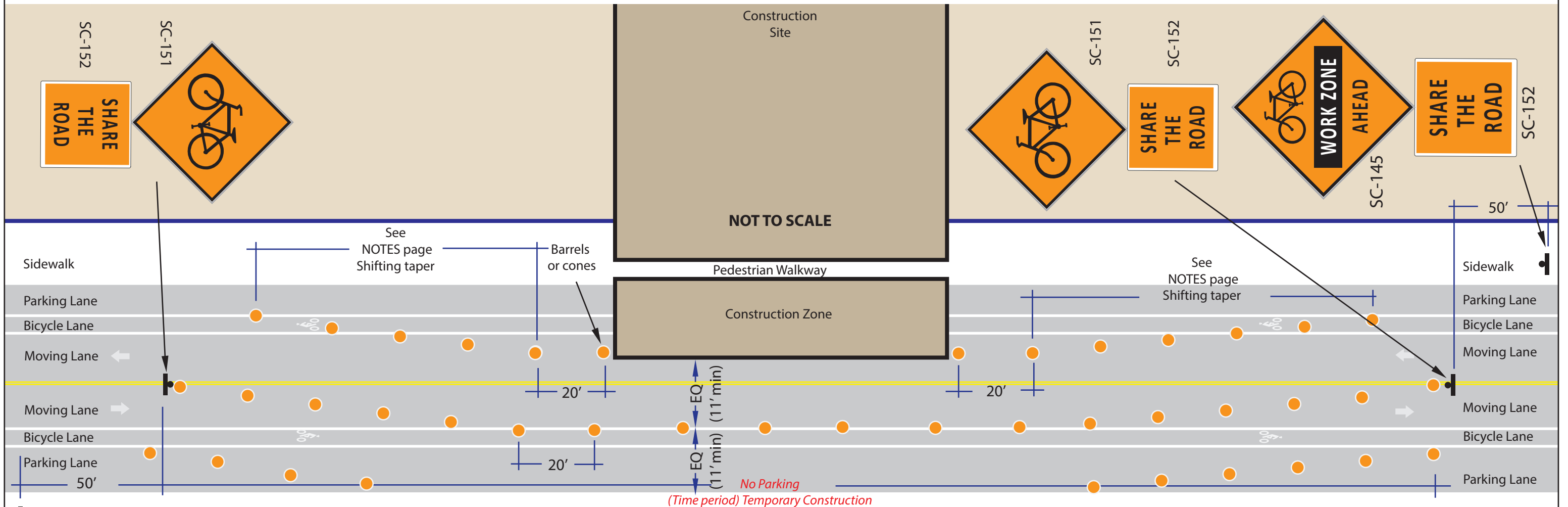
# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE DURING WORKING HOURS: TWO-WAY STREET

### Bicycle Lane to Shared Lane

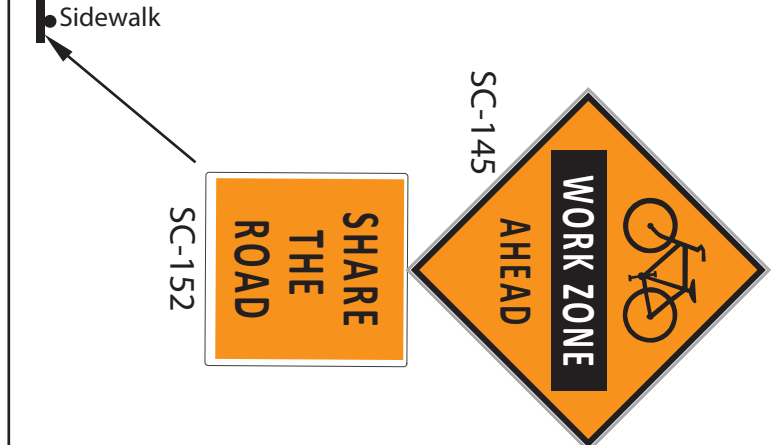
Time Period: 30 Day Permit

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.



1. General Requirements
  - a. Orange barrels or cones spaced 20 feet apart must be installed to address the lane shift. See MUTCD for further setup details.
  - b. Sign assembly SC -145 and SC-152 should be installed 50 feet in front of the work zone in both directions. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar. The sign assembly SC-151 and SC-152 should be installed on the first barrel that separates the direction of traffic at both entry points to the work zone.
  - c. The sign assembly should be installed in either the parking lane or on the sidewalk. The sign should not be installed in the bicycle lane.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guideline drawings you utilize may require separate permit(s).



Stipulation: BIKE02

BL (30) - 03

4.16.19

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

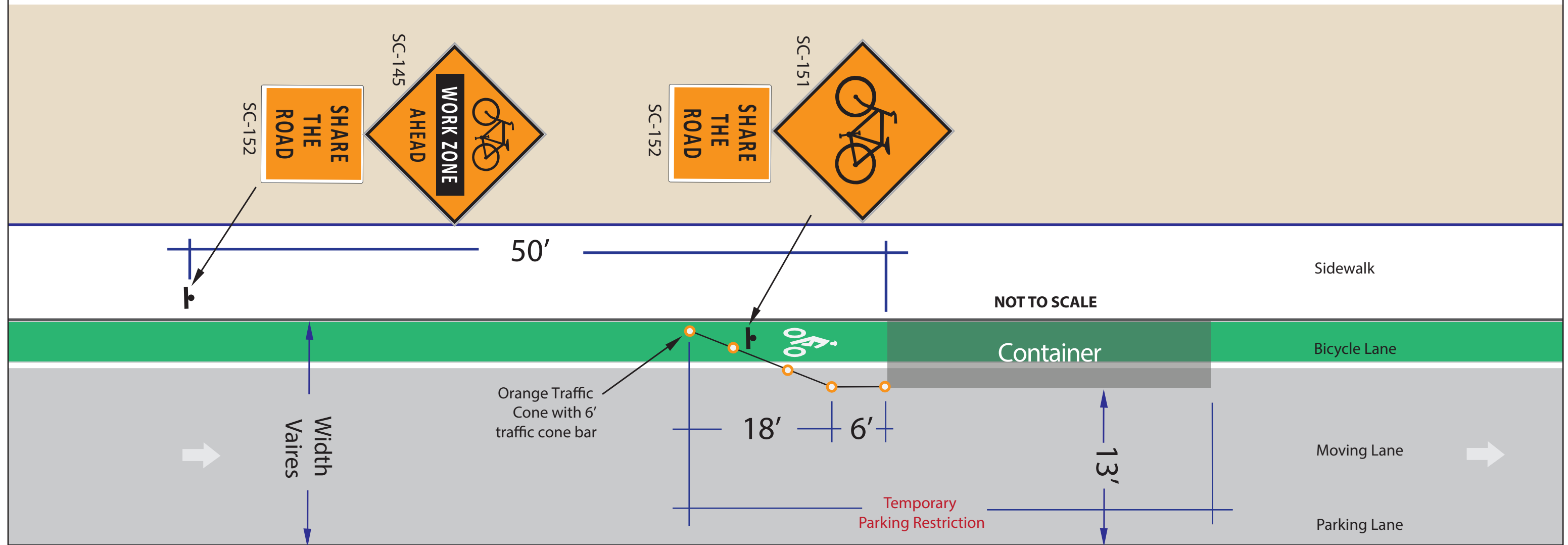
## CONTAINER IN CURB SIDE BICYCLE LANE ON A ONE-WAY STREET:

### Bicycle Lane to Shared Lane

Time Period: 30 Days or Less

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Bicycle Lane**



#### 1. General Requirements

- To create the merge of the bicycle lane with the moving lane, orange traffic cones should delineate the taper. Cones must be spaced 6 feet apart and connected with 6-foot long traffic cone bars. The taper length for bicycle traffic must be 18 feet long and should start 6 feet before the work zone.
- Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone. It should be installed on the sidewalk or within the channelized pavement marking area in the roadway if available. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign assembly SC-151 and SC-152 should be installed within the bicycle lane but behind the orange traffic cones forming the transition from the bicycle lane to the shared lane.

- The sign assemblies mentioned in sections 1b and 1c should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk.
- A 13-foot wide shared bicycle and vehicle lane should be created around the work zone.
- If parking exists, temporary no parking signs should be installed to create the 13-foot wide shared lane. Parking should be restricted for the length of the work zone and taper as necessary to transition vehicles to the moving lane.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE02

BL (30) - 04

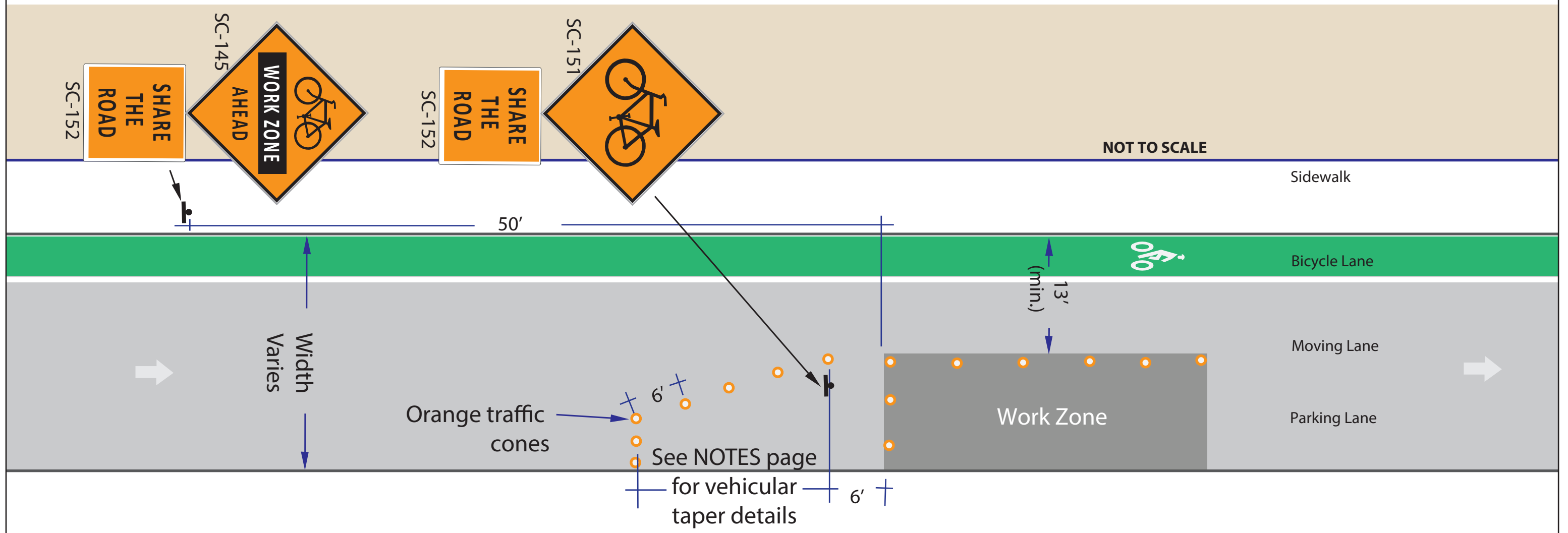
# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING CURB SIDE BICYCLE LANE ON A ONE-WAY STREET: Bicycle Lane to Shared Lane

Time Period: 30 Day Permit

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Bicycle Lane**



### 1. General Requirements

- To create the merge of the bicycle lane with the moving lane, orange traffic cones must delineate the taper length for vehicles. Cones must be spaced 6 feet apart. See the NOTES page to determine the taper length for vehicles. The taper should start 6 feet from the work zone.
- Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign assembly SC-151 and SC-152 should be installed behind the orange traffic cones forming the taper for the merge of the moving lane and bicycle lane.

- The sign assemblies mentioned in sections 1b and 1c should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk.
- A 13-foot wide shared bike and vehicle lane should be created around the work zone.
- If parking exists, temporary no parking signs should be installed to create the 13-foot wide shared lane. Parking should be restricted for the length of the work zone and taper as necessary to transition vehicles to the moving lane.
- To create the merge with the bicycle lane and moving lane, orange traffic cones must delineate the taper for vehicle traffic. See the NOTES page to determine the taper length for vehicles. The taper should start 6 feet from the work zone.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE02

BL (30) - 05

# Guidelines for a Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING SHARED LANE

**Shared  
Lane**

Stipulation: Bike03

30 Day Permit

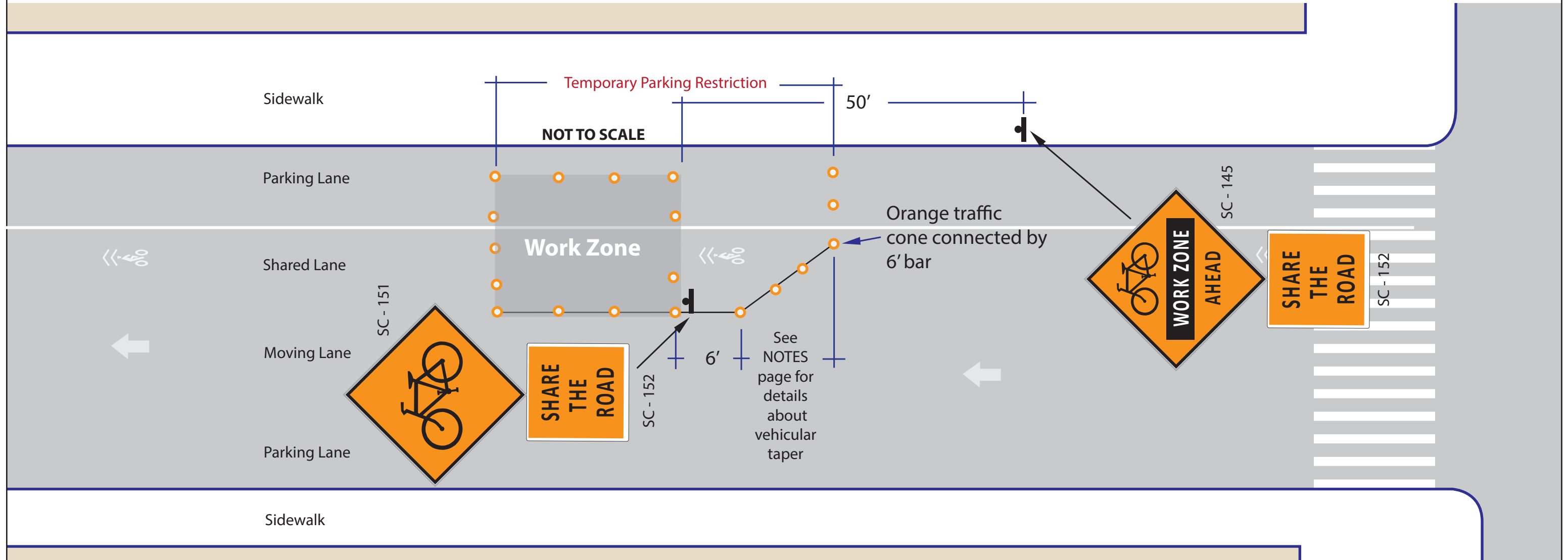
# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING SHARED LANE ON A ONE-WAY STREET: Shared Lane to Share Lane - Mid-Block

Time Period: 30 Day Permit

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Shared Lane**



### 1. General Requirements

- a. To create the merge with the bicycle lane and moving lane, orange traffic cones must delineate the taper for vehicle traffic. The orange traffic cones should be spaced 6 feet apart and connected by a 6-foot long traffic cone bar. See NOTES page to determine the taper length for vehicles. The taper should start 6 feet from the work zone.
- b. Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the far side of the intersection. The sign should be installed on the sidewalk at a location between the crosswalk and stop bar or within the channelized pavement marking area in the roadway if available.

- a. Sign assembly SC-151 and SC-152 should be installed within 5 feet behind the orange traffic cones and approximately at a distance of 12 feet from the curb. For reference, this is typically the center of the sharrows (bike symbol and two chevrons) pavement marking on the block.
- b. The sign assemblies mentioned in sections 1b and 1c should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk.
- c. A 13-foot wide shared bicycle and vehicle lane should be created around the work zone.
- d. If parking exists, temporary no parking signs should be installed to create the 13-foot shared lane. Parking should be restricted for the length of the work zone and taper as necessary to transition vehicles to the moving lane.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guideline drawings you utilize may require separate permit(s).

4.25.19



Stipulation: BIKE03

SL (30) - 01



# Guidelines for a Maintenance and Protection of Traffic Plan for Cycling

**WORK ZONE IMPACTING INTERSECTION**

**Inter-  
section**

Stipulation: Bike04

30 Day Permit

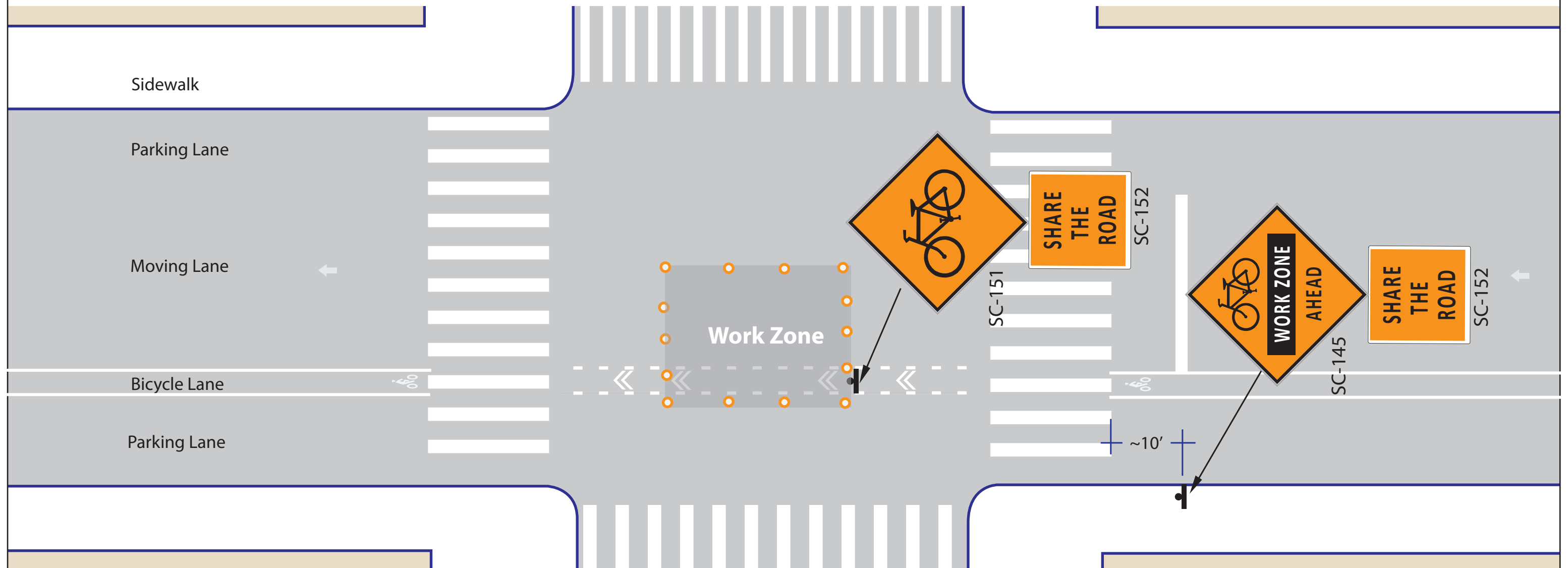
# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE IN INTERSECTION: Bicycle Lane to Share Lane

Time Period: 30 Day Permit

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Inter-  
section**



### 1. General Requirements

- Sign assembly SC-145 and SC-152 should be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign assembly SC-151 and SC-152 should be installed within 5 feet behind the orange traffic cones and approximately at a distance of 12 feet from the curb. For reference, this is typically the center of the sharrow (bike symbol and two chevrons) pavement marking on the block.

- The sign assembly mentioned in sections 1a and 1b should be stacked vertically. The bottom of the sign assembly should be a minimum of 7 feet from the ground if located on the sidewalk.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.16.19



Stipulation: BIKE04

BL (30) - 01

# Guidelines for a Maintenance and Protection of Traffic Plan for Cycling

**LONG TERM**

# Guidelines for a Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING PROTECTED BICYCLE LANE

**Protected  
Bicycle  
Lane**

Stipulation: Bike01

Long Term

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

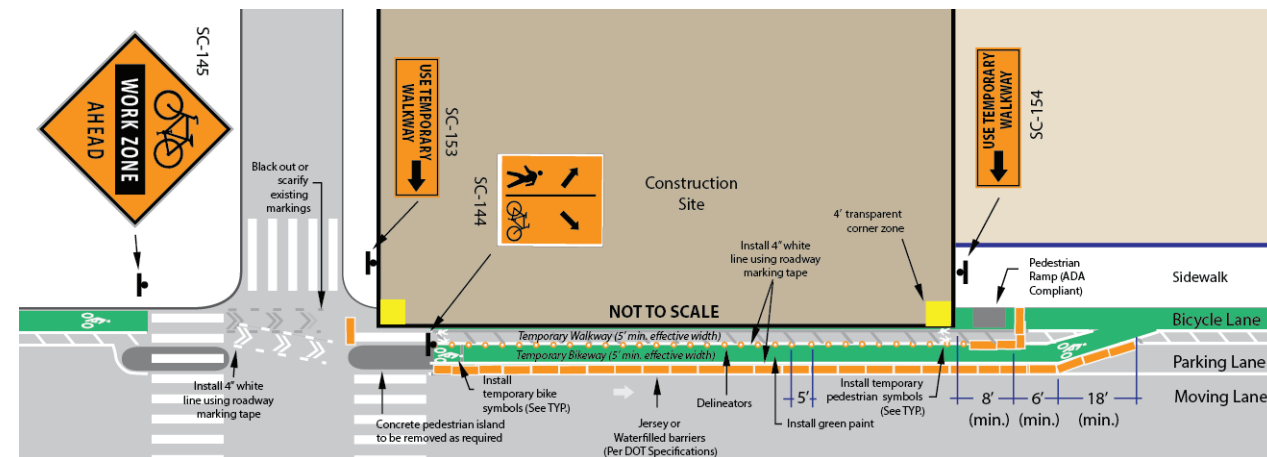
## CONSTRUCTION IN PROTECTED BICYCLE LANE & SIDEWALK ON A ONE-WAY STREET: Protected Bicycle Lane Shift with Walkway

Time Period: Long Term

The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Protected  
Bicycle  
Lane**

### Block Start



### Requirements

#### 1. General

- Install signage assembly SC-145 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Black out existing markings within the area affected by the MPT plan and intersection.
- Install flexible delineator posts on top of white line separating the temporary bikeway and walkway. Flexible delineator posts should have 6 foot spacing.
- Install a 4 inch white centerline using roadway tape to separate bicycle and pedestrian traffic.
- Install DOT approved barriers aligned with the 4 inch white edge line on the traffic side.
- Install a minimum of two bicycle symbols (See Markings TYP) one at the beginning of the temporary bikeway and one at the end.
- Install a 4 inch white edge line 5 feet from the centerline using roadway marking tape to create the temporary bikeway. 5 feet is the minimum width for the temporary bikeway.
- Paint the temporary bikeway green.
- Where pedestrians are redirected between the sidewalk and temporary walkway the width of this transition should be a minimum of 8 feet. The minimum effective width of the temporary walkway is 5 feet.
- Install SC-153 and/or SC-154 "Use Temporary Walkway" signs to redirect pedestrians to the temporary walkway on each side of the construction fencing that block the sidewalk. Bottom of the signs should be a minimum of 5 feet from the ground and a maximum of 7 feet from the top of the signs.
- Install sign SC-144 in the middle of the temporary bikeway and walkway and anchor it into the asphalt. The sign should not obstruct the bicycle and pedestrian traffic either vertically or horizontally. The sign height should be a minimum of 5 feet from the bottom of the sign to the ground, and a maximum of 7 feet from the top of the signs.
- Install bicycle lane intersection markings connecting cyclists between existing bicycle lane and the temporary bikeway. The markings should be designed with 4 inch white solid outer lines with a yellow dashed centerline (2-foot solid and 4-foot spacing). Chevron markings should be aligned with the direction of the bicycle traffic (see Markings TYP). The number of chevron markings groups (two per group) should be based on the number of lanes (parking and travel lanes of the intersection roadway).
- Entry and exit tapers should be 18 feet long and transition between the existing bicycle lane and temporary bikeway. Transition markings should connect to the existing markings of the existing bicycle lane.

#### 2. Mid-block Specific Requirements

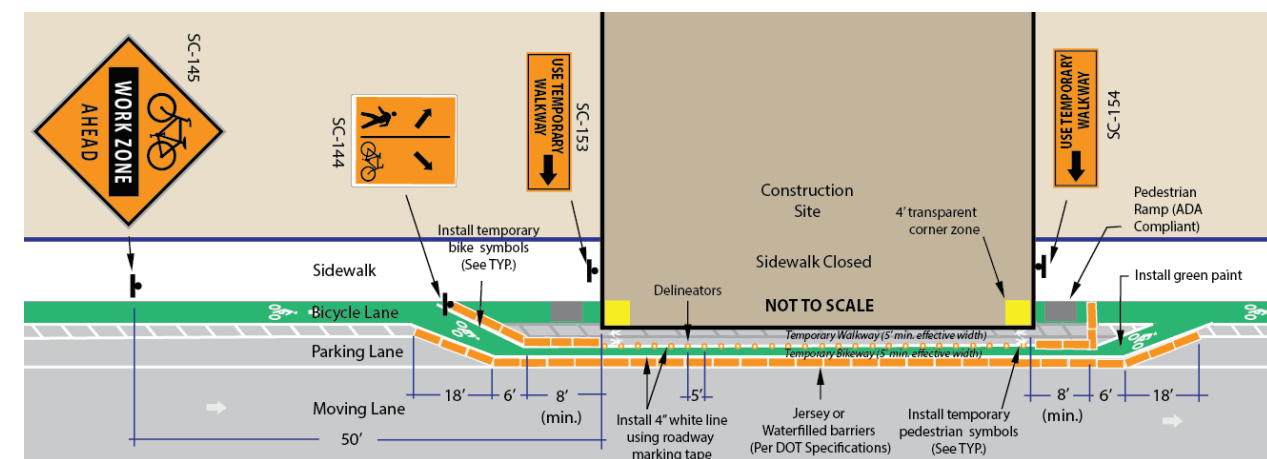
- The entry taper markings at the beginning of the work zone that direct cyclists to the temporary bikeway should consist of the following: the outside taper, which should start at the sidewalk and the inside taper, which should start at the line separating the buffer and parking lane.
- The exit taper markings at the end of the temporary bikeway that redirect cyclists back to existing bicycle lane should consist of: the outside taper, which should follow the delineation of the barriers forming the sidewalk transition design and the inside taper, which should end at the white line separating the buffer and parking lane.

#### 3. Block End Specific Requirements

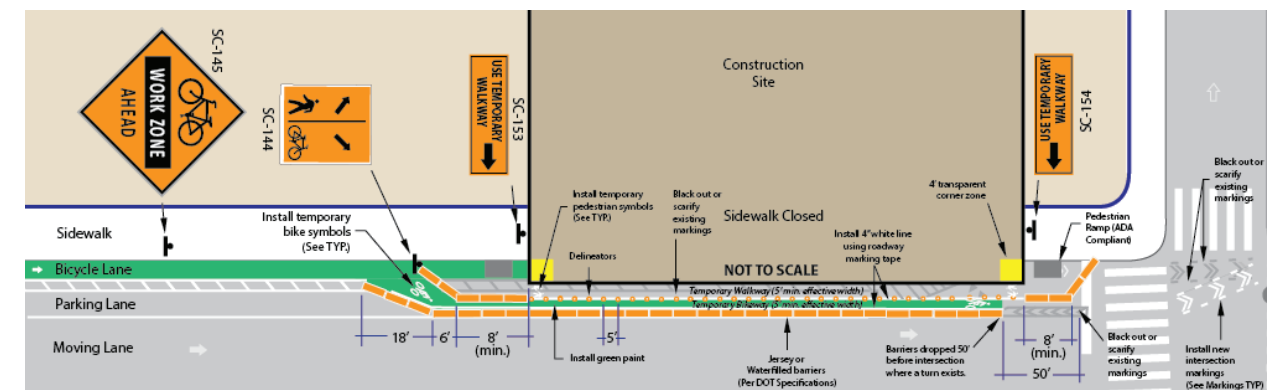
- Create an 18 foot entry taper at the beginning of the work zone to redirect cyclists from the existing bicycle lane to the temporary bikeway. The outside taper should start at the sidewalk. The inside taper should start at the line separating the buffer and parking lane.
- Where a vehicular turn conflict exists, the barriers defining the temporary bikeway should be dropped 50 feet before the intersection. Where no turn conflict exists barriers should extend to the crosswalk.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

### Mid-Block



### Block End



5.7.19



Stipulation: BIKE01

PBL1 (31) - 01

# Guidelines for the Work Zone Traffic Control Plan for Cycling

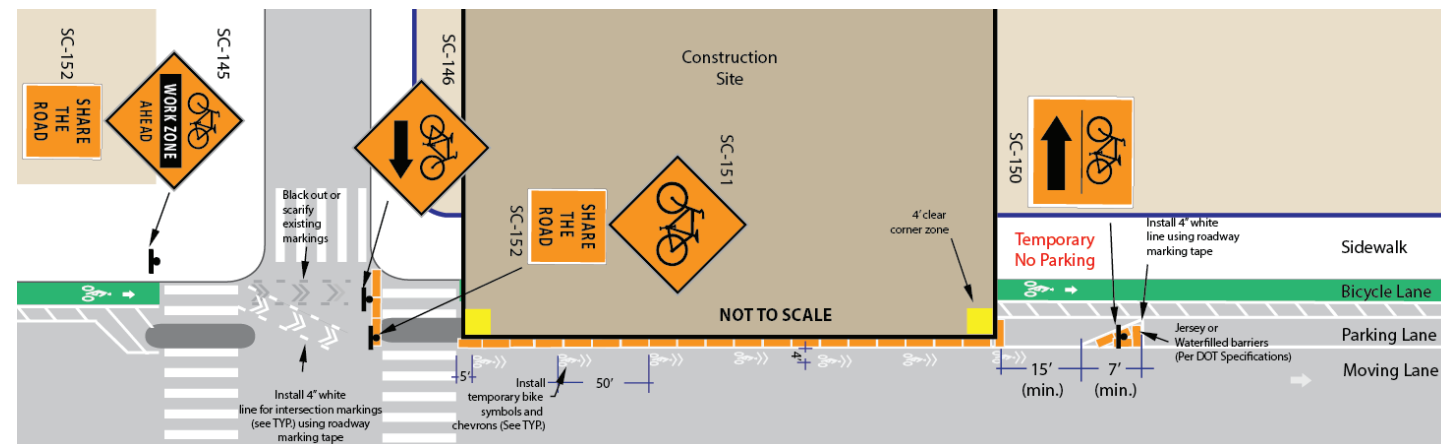
## CONSTRUCTION IN PROTECTED BICYCLE LANE ON A ONE-WAY STREET: Protected Bicycle Lane Transition to Shared Lane

Time Period: Long Term

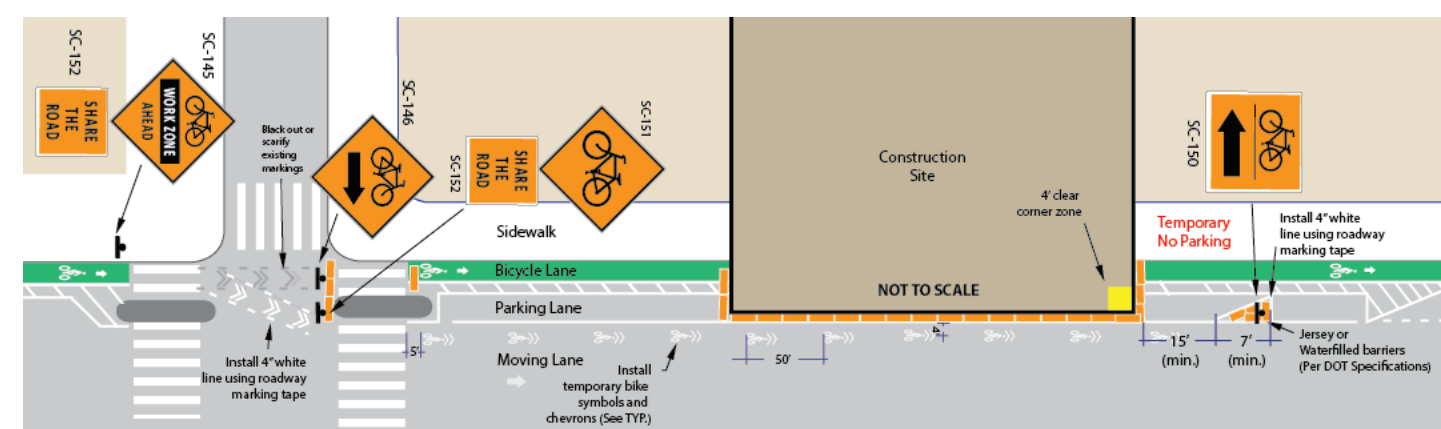
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

Protected  
Bicycle  
Lane

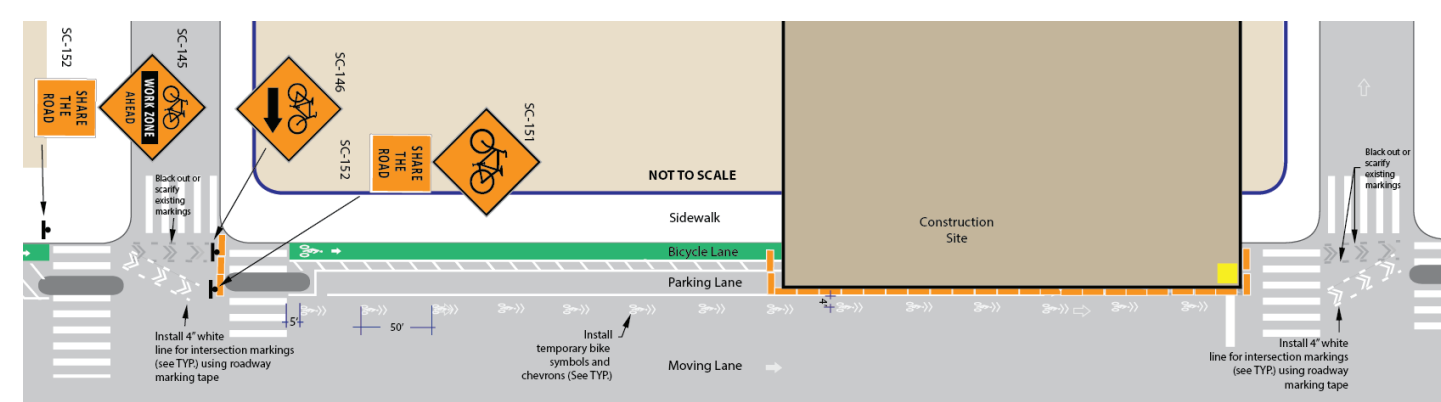
### Block Start



### Mid-Block



### Block End



### Requirements:

1. General
  - a. Install sign assembly SC-145 and SC-152 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar. Black out existing intersection markings using durable black paint. If permitted, markings may be scarified.
  - b. Install bicycle lane intersection markings transitioning cyclists from the protected bicycle lane to the shared lane. Chevron markings should be aligned with the direction of the bicycle traffic (see Markings TYP). The number of chevron markings should be based on the number of lanes (parking and travel lanes of the intersecting roadway).
  - c. At the corner where construction fencing exists, a 4-foot clear zone opening should be provided on both sides of the corner for visibility purposes. The bottom of the opening should be at a minimum 4 feet from the ground. Height of the clear zone must be 4 feet.
  - d. Install SC-153 and SC-154 "Use Temporary Walkway" signs to redirect pedestrians to the temporary walkway on each side of the construction fencing that block the sidewalk. Bottom of sign should be a minimum of 5 feet from the ground and a maximum of 7 from the top of the sign.
  - e. At the beginning of the block, a minimum of three barriers must be placed to close the bicycle lane. The SC-146 sign should be installed on a barrier directing cyclists to the shared lane.
  - f. Sign assembly SC-151 and SC-152 should be installed within 5 feet behind the orange traffic cones forming the taper and part of the work zone; it should also be located approximately in the middle of the existing bicycle lane being impacted. The sign assembly should be stacked vertically. The bottom of the sign assembly should be a minimum of 5 feet from the ground and a maximum of height of 12 feet.
  - g. Shared lane markings (bicycle symbol and two chevron markings – see Markings TYP) should be installed starting 5 feet from the crosswalk and spaced 50 feet apart until the transition point back to the protected bicycle lane. Shared lane marking should be offset from the construction fencing by 4 feet from the center of the marking.
2. Block Start
  - a. At the point where the shared lane can transition back to the protected bicycle lane a 15-foot opening should be provided. Following this opening should be a transition island consisting of a 4 inch white line using roadway marking tape creating two sides of a triangle. Within this triangle island should be a minimum of 3 barriers forming the sides of the triangle. Placed in the middle of the transition island should be the sign SC-149 or SC-150 redirecting cyclists to the protected bicycle lane. As necessary, temporary no parking signs should be installed for the area between the work zone and where cyclists return to the protected bike lane.
  - b. Install a 4-foot long clear zone on both sides of the corner construction fences for sightlines purposes.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.17.19



Stipulation: BIKE01

PBL1 (31) - 02

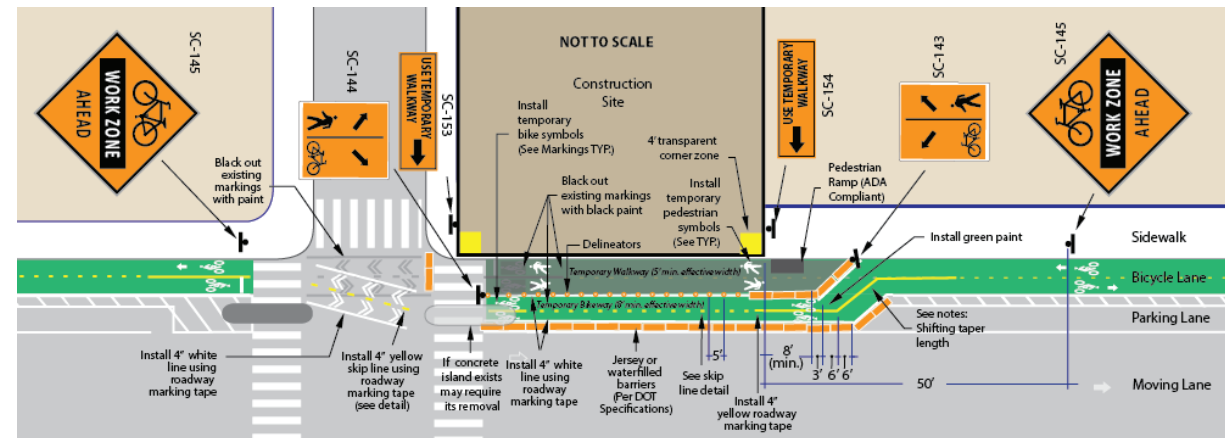
# Guidelines for the Work Zone Traffic Control Plan for Cycling CONSTRUCTION IMPACTING TWO-WAY PROTECTED BICYCLE LANE & SIDEWALK ON A ONE-WAY STREET: Protected Bicycle Lane and Walkway Shift

Time Period: Long Term

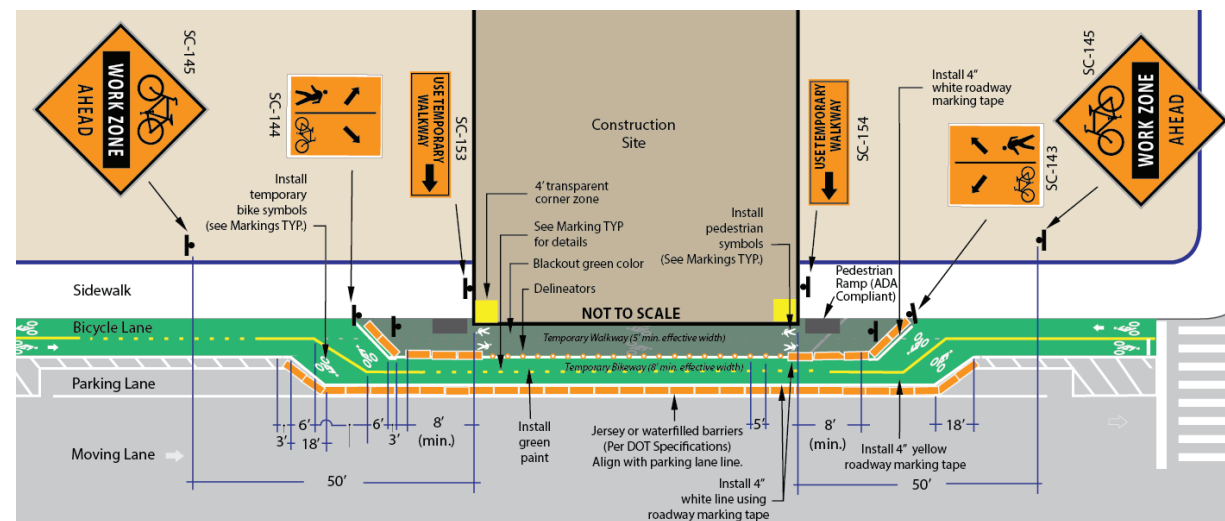
The diagrams should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

Protected Bicycle Lane

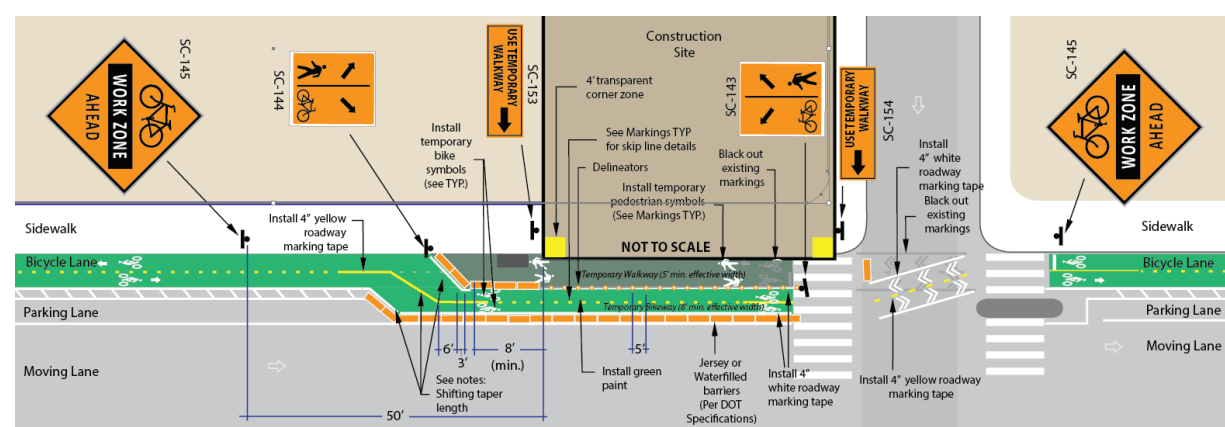
## Block Start



## Mid-Block



## Block End



## Requirements

### 1. General

- Install sign assembly SC-145 50 feet in front of the work zone on both approaches. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Black out existing pavement markings within the area affected by the MPT plan and within the intersection, including the green color pavement if it exists.
- Where a pedestrian walkway is required in the street install a 4 inch white line 5 feet from the construction barrier using roadway marking tape. The effective width of the temporary pedestrian walkway should be a minimum of 5 feet wide.
- Install flexible delineator posts on top of the 4 inch white line separating the temporary bikeway and walkway. Flexible delineator posts should be spaced every 5 feet.
- Install two pedestrian symbols (See Markings TYP) positioned in opposite directions at both ends of the temporary walkway.
- Install SC-153 and SC-154 "Use Temporary Walkway" signs to redirect pedestrians to the temporary walkway on each side of the construction fencing that block the sidewalk. Bottom of sign should be a minimum of 5 feet from the ground and a maximum of 7 from the top of the sign.
- The width for the transition area between the sidewalk and temporary walkway should be a minimum of 8 feet wide.
- The effective temporary walkway width should be a minimum of 5 feet.
- Install a 4 inch white edge line 8 feet from the white line/flexible delineator posts that separate the temporary walkway and bikeway.
- Paint the temporary bikeway green.
- Install a DOT approved barrier aligned with the white edge line on the travel lane side.
- Install a minimum of two bicycle symbols (See Marking TYP) at either end of the temporary bikeway. Bicycle symbols should be positioned in the direction of bicycle traffic.
- Where the two-way bikeway transitions between the existing and temporary bikeway, a 4 inch yellow solid centerline should be installed using roadway marking tape 25 feet on the approaches to the 15-foot long taper and along the length of the taper.
- Between the two transition areas on either end of the work zone, a 4 inch yellow dashed (3-foot solid and 9-foot spacing) center line should be installed using roadway marking tape.
- Install sign SC-143 or SC-144 at both ends of the work zone. The sign should be placed at the beginning of the transition area and located in alignment with the barriers or flexible delineator posts which separate the temporary bikeway and walkway. The sign should be anchored into the asphalt or barrier. The sign should not obstruct the bicycle and pedestrian traffic either vertically or horizontally.
- Two-way bicycle lane intersection markings connecting cyclists between existing bicycle lane and the temporary bikeway should be designed with 4 inch white solid outer lines with a yellow dashed centerline (2-foot solid and 4-foot spacing). Chevron markings should be aligned with the direction of bicycle traffic (see Markings TYP). The number of chevron markings groups (two per group) should be based on the number of lanes (parking and travel lanes) of the intersecting roadway.
- At the corners of the construction fencing where the walkway or bikeway exist, a 4-foot opening should be provided on both sides of the corner for visibility purposes. The bottom of the opening should be at a minimum 4 feet from the ground. Height of the clear zone must be 4 feet.

### 2. Block End

- Where a vehicular turn conflict exists, the barriers defining the temporary bikeway should be omitted 50 feet before the intersection. Where no turn conflict exists barriers should extend to the crosswalk.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

5.7.19



Stipulation: BIKE01

PBL2 (31) - 01

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE

**Bicycle  
Lane**

Stipulation: Bike02

Long Term



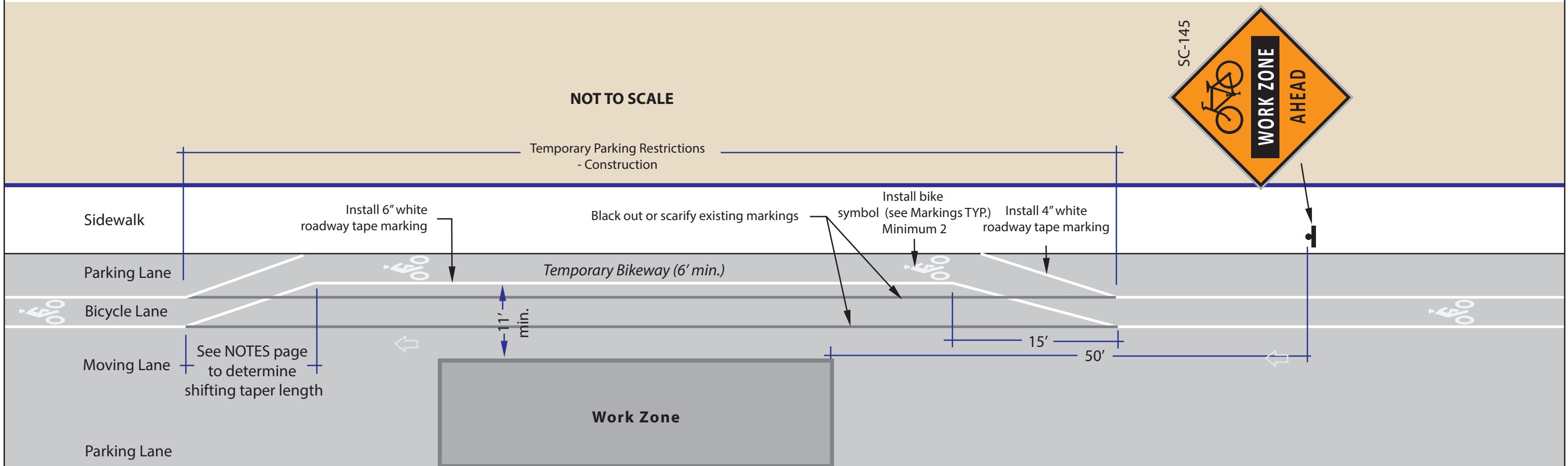
# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE: Temporary Bikeway

Time Period: Long Term Permit

The diagram should be used as guidelines for the maintenance and protection of traffic plan for cycling only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for guidelines and requirements for vehicular traffic.

**Bicycle  
Lane**



### Requirements

1. General
  - a. Black out existing pavement markings with black paint within the work zone.
  - b. Install a temporary bicycle lane 6-foot wide using 6 inch white roadway marking tape.
  - c. Install temporary no parking signs.
  - d. Install a minimum of two bicycle symbols (See Markings TYP) at both ends of the temporary bicycle lane.
  - e. The shifting taper of both the travel lane and bicycle lane is based on the width of the lane shift and the posted speed limit or the city's speed limit of 25 mph. (See NOTES page for guidance on vehicular taper length).

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.17.19



Stipulation: BIKE02

BL (31) - 01

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

## WORK ZONE IMPACTING BICYCLE LANE ON A ONE-WAY STREET: Bicycle Lane to Temporary Bikeway or Shared Lane

Time Period: Long Term Permit

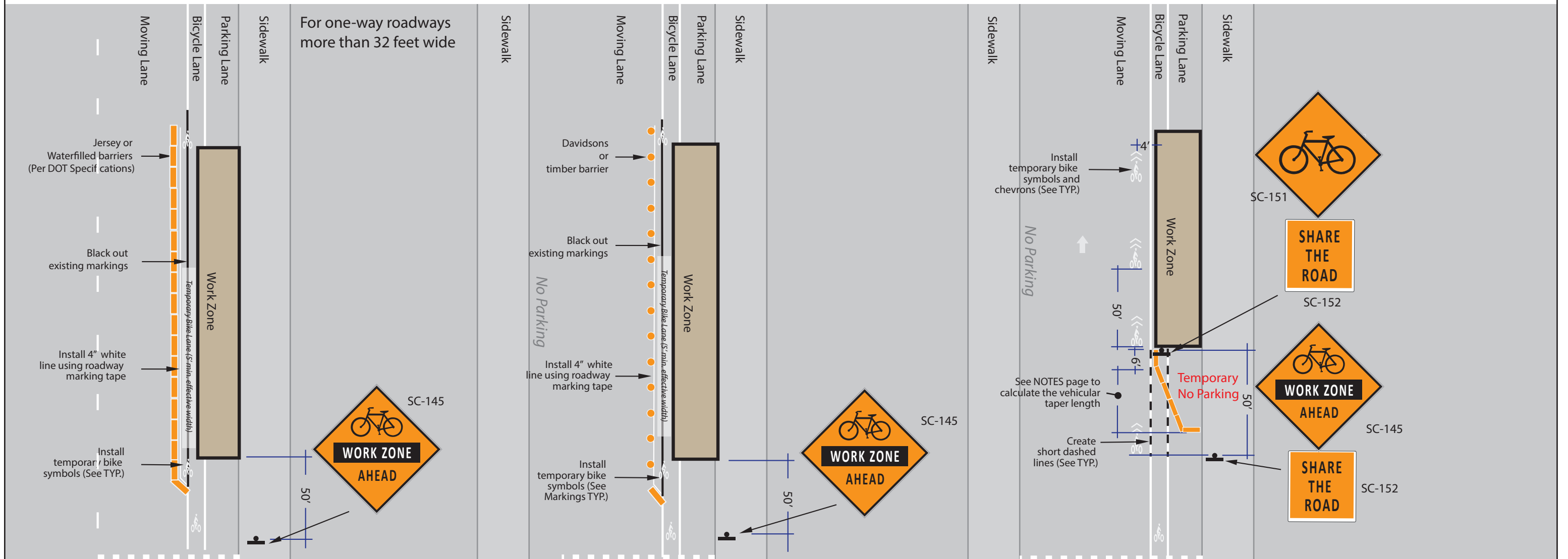
This diagram should be used for the guidance of cycling treatments only. Refer to the Manual of Uniform Traffic Control Devices (MUTCD) for further details for vehicular traffic.

**Bicycle Lane**

Jersey Barrier Protected (BL-01a)

Davidson Delineated (BL-01b)

Shared Lane (BL-01c)



### Requirements

#### 1. General

- Install sign assembly SC-145 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Depending on the availability of roadway space and characteristics of the roadway, the proposed design in either BL (31) (a), BL (31) (b), or BL (31) (c) should be installed.

#### 2. Barrier Protected (BL31-01a) General Requirements

- Install 4 inch white edge line 5 feet from work zone fencing/barrier.
- A temporary bicycle lane should be 5 feet wide.
- Barriers should be aligned with the white edge line.
- Install a minimum of two bicycle symbols: one at the beginning of the temporary bikeway and the other one at the end of the temporary bikeway (See Markings TYP).
- Black out all markings within the work zone for bicycles with paint. Black paint is preferred over scarifying the markings.

#### 3. Wood Fence/Flexible Delineator Posts (BL31-01b)

- Install 4 inch white edge line 5 feet from work zone fencing/barrier.
- Temporary bicycle lane should be 5 feet wide.
- Install a minimum of two bicycle symbols (See Markings TYP): one at the beginning of the temporary bikeway and the other one at the end.
- Black out all markings within the work zone for bicycles with paint. Black paint is preferred over scarifying the markings.

#### 4. Shared Lane (BL31-01c)

- Bicycle lane lines should be dashed 50 feet in front of the work zone fencing. Dashed lines should be 2-foot solid and 4-foot spacing.
- Barriers must be installed to form the taper for the merge. The taper length is 18 feet if the shift only involves cycling traffic. If the taper affects the moving lane, refer to the NOTES page for details on the taper length for vehicle traffic.

- Signs SC-145 and SC-152 must be installed 50 feet in front of the work zone. If the 50 feet falls within the intersection, it should be installed on the approach to the intersection and on the sidewalk at a location between the crosswalk and stop bar.
- Sign assembly SC-151 and SC-152 must be installed behind the barriers forming the taper and part of the work zone and it should also be located within the existing bicycle lane being impacted.
- The sign assembly must be stacked vertically. The bottom of the sign assembly should be a minimum of 5 feet and the top of the sign assembly a maximum of 12 feet from the ground. If the sign is located on the sidewalk the minimum height from the ground is 7 feet and the maximum height from the ground is 14 feet. If signs are mounted on the construction fencing the minimum height from the ground to the bottom of the sign should be 5 feet.
- Shared lane markings (bicycle symbol and two chevron markings (See Markings TYP)) should be installed 50 feet apart. Minimum of two symbols must be installed. Shared lane markings should start at the beginning of the work zone fencing. The shared lane markings should be offset from the longitudinal work zone fencing by 4 feet.

Note: Before accepting approved permits, carefully review application since elements of the bike MPT Design Guidelines drawings you utilize may require separate permit(s).

4.17.19

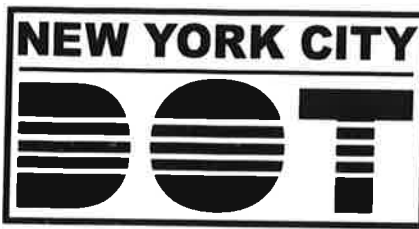


Stipulation: BIKE02

BL (31) - 02

# Guidelines for the Maintenance and Protection of Traffic Plan for Cycling

**APPENDIX**



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-145**

LOCATION: \_\_\_\_\_

SIZE      COLOR

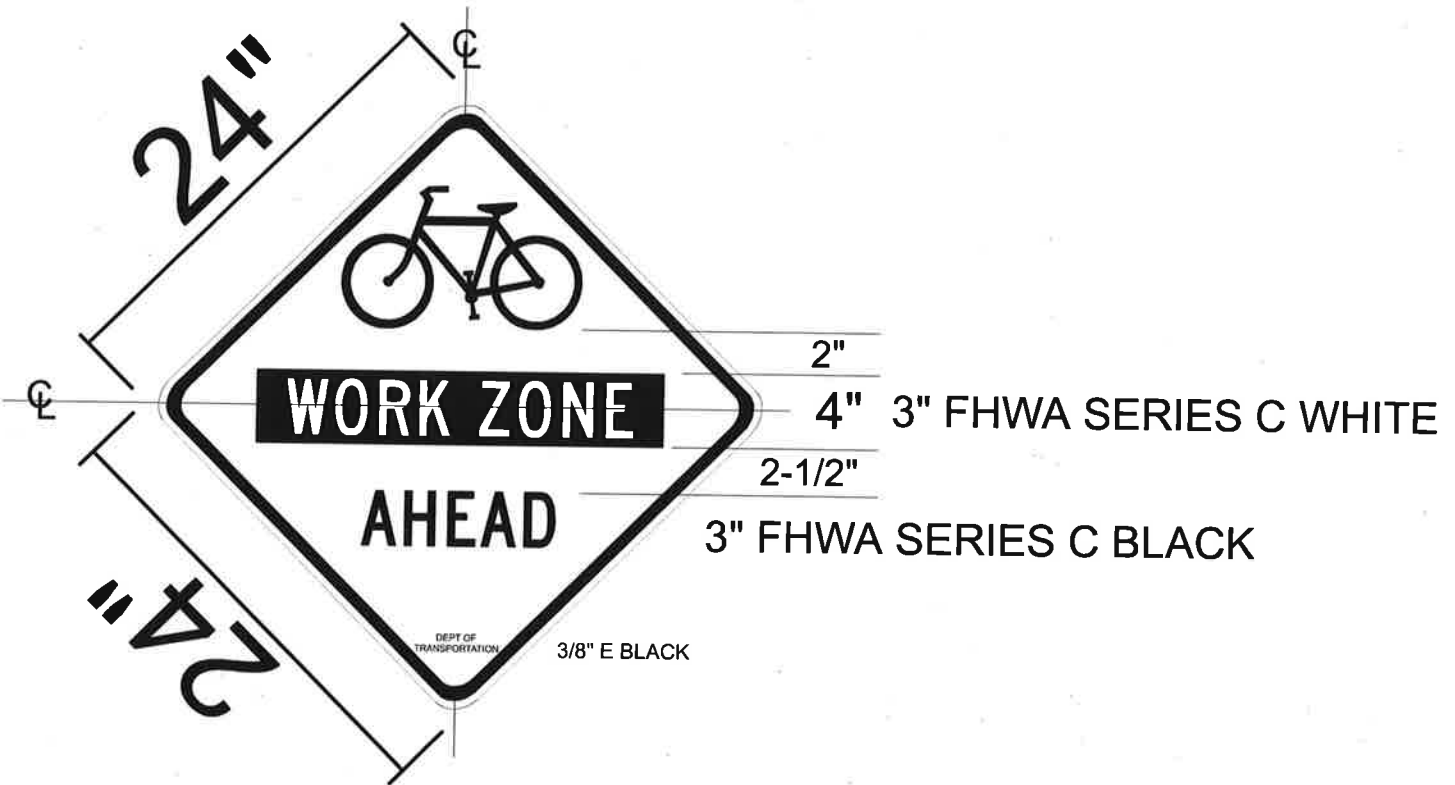
BACKGROUND: **24" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1. BIKE SYMBOL (13" X 7-3/4") STAND BLACK.  
 2. "WORK ZONE" BOX (22" X 4") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



# NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/5/2019**

DESIGNATION NO. **SC-151**

LOCATION: \_\_\_\_\_

SIZE      COLOR

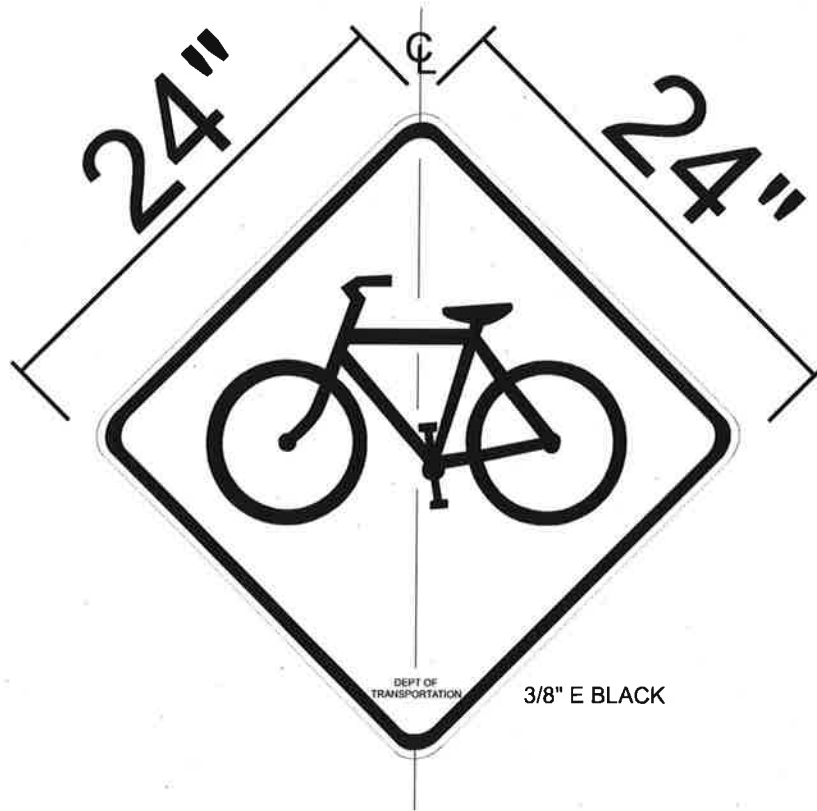
BACKGROUND: **24" X 24" ORANGE**

BORDER: **5/8" BLACK**

MARGIN: **3/8" ORANGE**

SINGLE FACE: **Y**      DOUBLE FACE:

REFLECTORIZED: **Y**



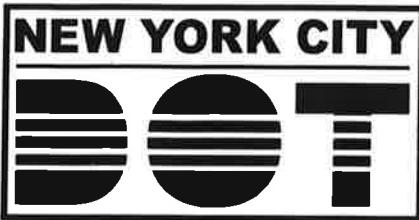
- NOTES: 1. BIKE SYMBOL STAND BLACK.  
2. FOR SYMBOL CONSTRUCTION SEE HIGHWAY SIGN STANDARDS HANDBOOK UNDER SIGN W11-1.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: H. LORD APPROVED: E. CORBETT

CHECKED BY: Ed Corbett DIRECTOR OF HIGHWAY SIGN DESIGN



# NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/5/2019**

DESIGNATION NO. **SC-152**

LOCATION: \_\_\_\_\_

SIZE      COLOR

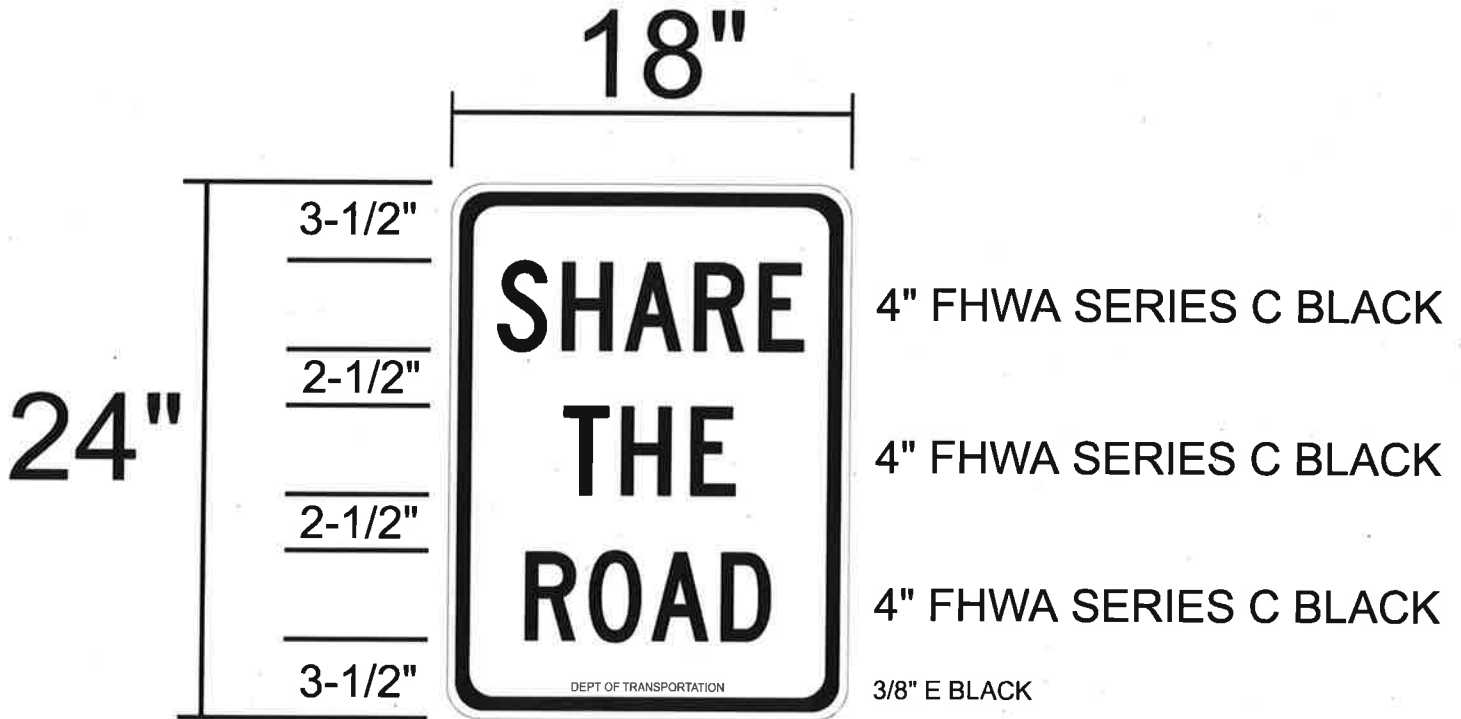
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

MARGIN: **3/8" ORANGE**

SINGLE FACE: **Y**      DOUBLE FACE:

REFLECTORIZED: **Y**



FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD**      APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett*      DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-143**

LOCATION: \_\_\_\_\_

SIZE      COLOR

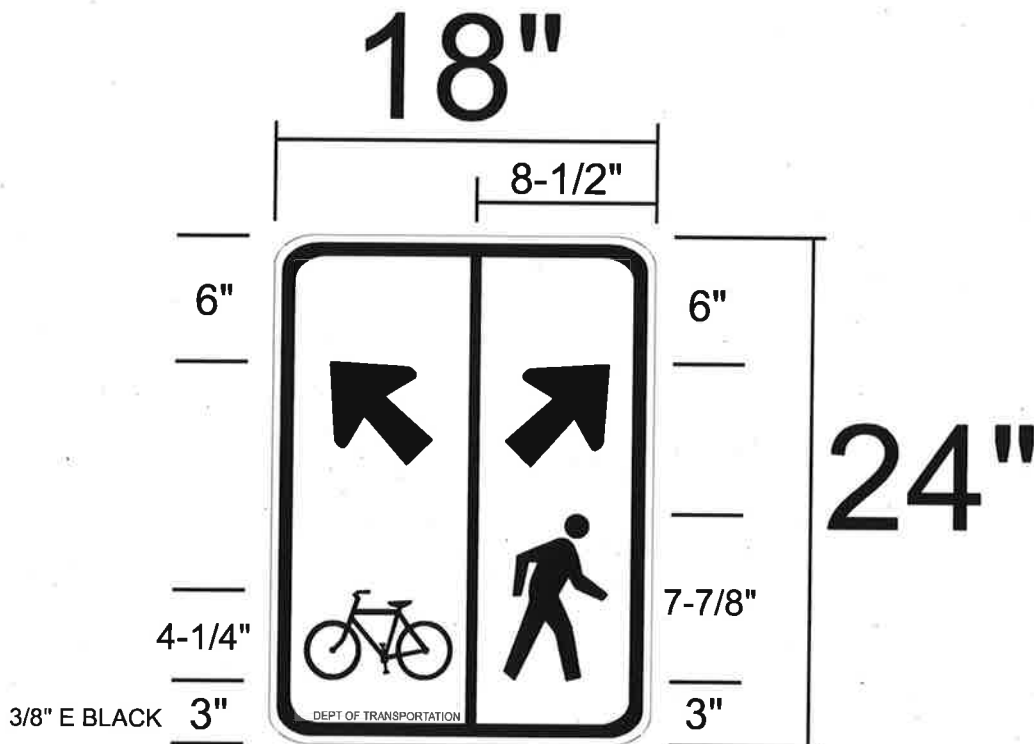
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1.45 DEG LEFT & RIGHT ARROWS (5-1/16" X 6-1/16") STAND BLACK.  
 2. PEDESTRIAN SYMBOL (4-7/8" X 7-7/8") STAND BLACK.  
 3. BIKE SYMBOL (7" X 4-1/4") STAND BLACK.  
 4. VERTICAL DIVIDER 1/2" THICK STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-144**

LOCATION: \_\_\_\_\_

SIZE      COLOR

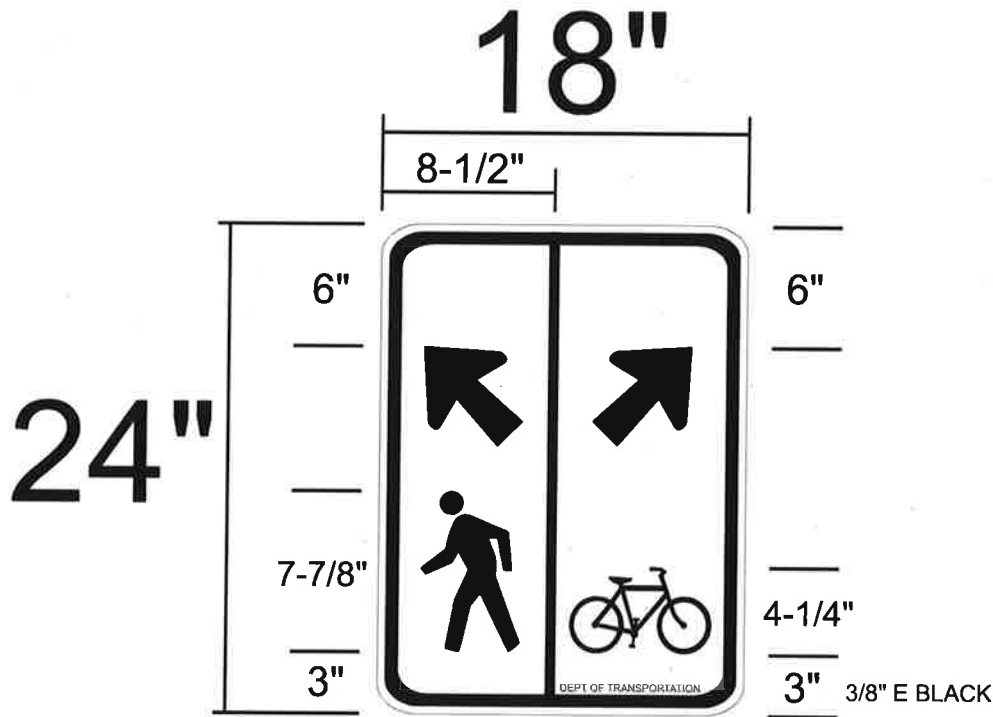
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1. 45 DEG LEFT & RIGHT ARROWS (5-1/16" X 6-1/16") STAND BLACK.  
 2. PEDESTRIAN SYMBOL (4-7/8" X 7-7/8") STAND BLACK.  
 3. BIKE SYMBOL (7" X 4-1/4") STAND BLACK.  
 4. VERTICAL DIVIDER 1/2" THICK STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN





# NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-149**

LOCATION: \_\_\_\_\_

SIZE      COLOR

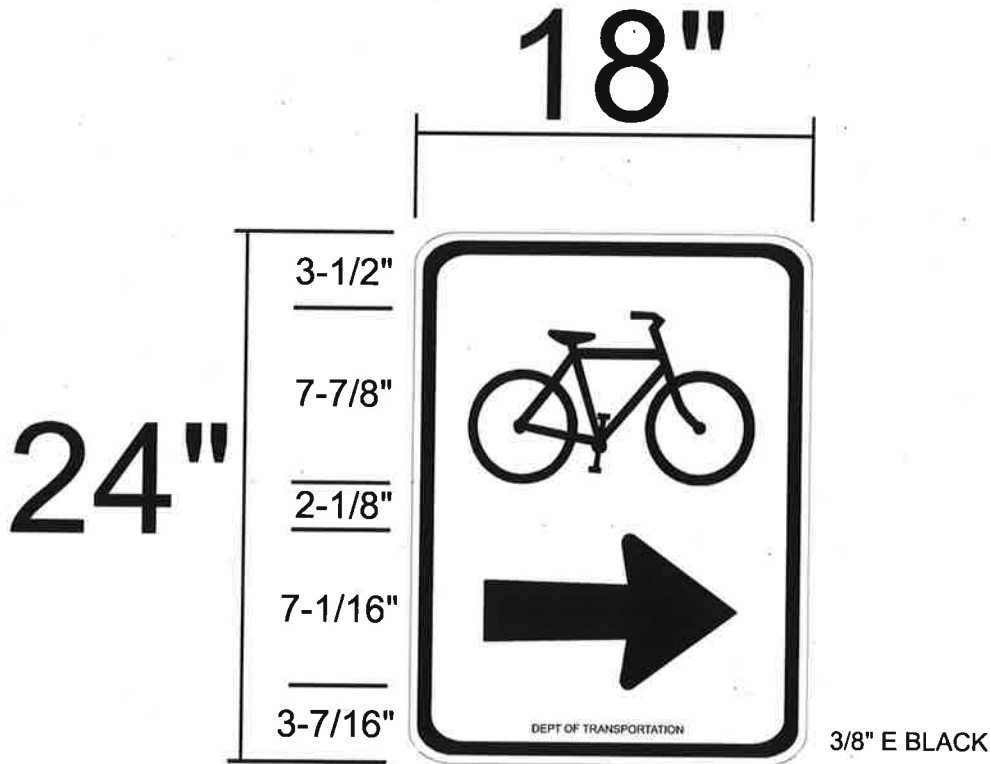
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1. BIKE SYMBOL (13" X 7-7/8") STAND BLACK.  
2. 3 O'CLOCK ARROW (7-1/16" X 11-1/2") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-150**

LOCATION: \_\_\_\_\_

SIZE      COLOR

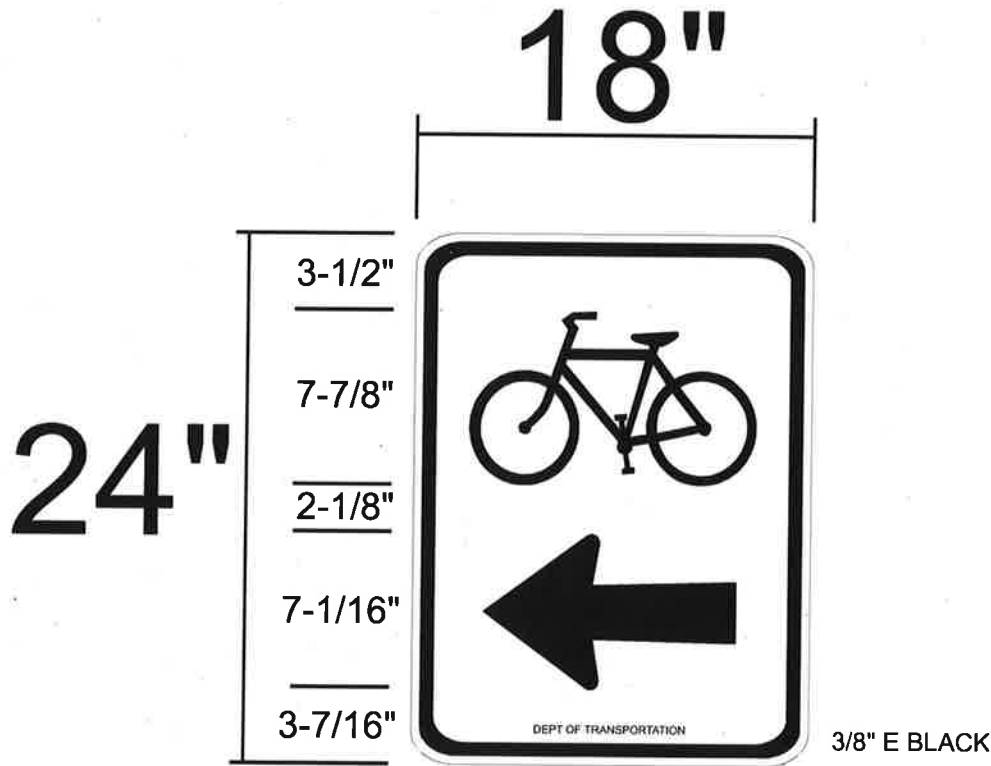
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1. BIKE SYMBOL (13" X 7-7/8") STAND BLACK.  
 2. 9 O'CLOCK ARROW (7-1/16" X 11-1/2") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



# NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-148**

LOCATION: \_\_\_\_\_

SIZE      COLOR

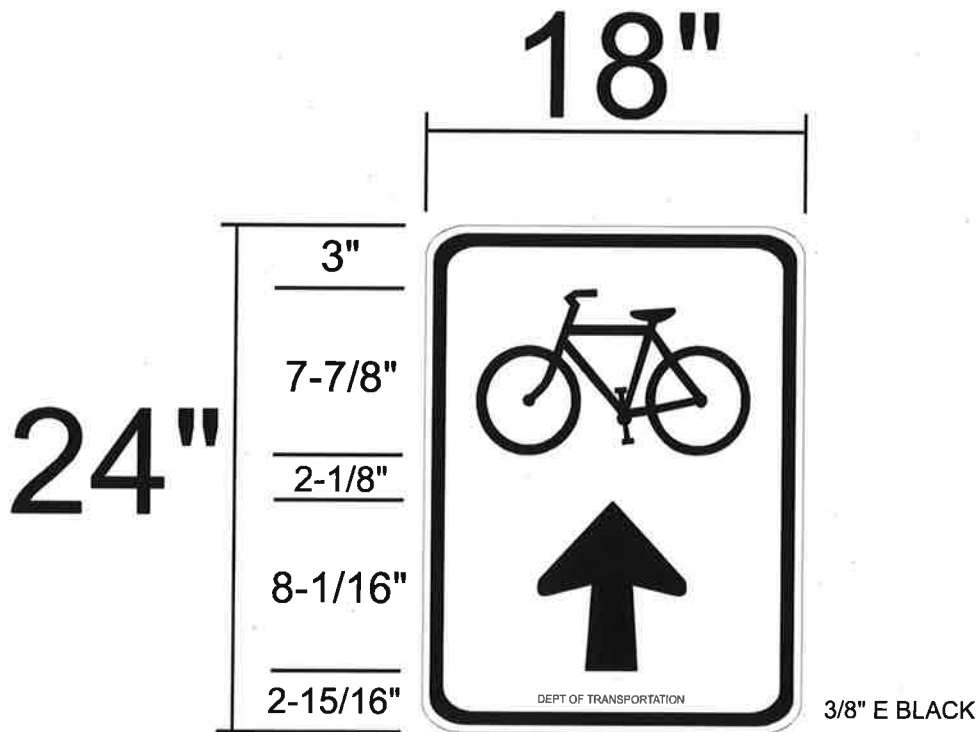
BACKGROUND: **18" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



NOTES: 1. BIKE SYMBOL (13" X 7-7/8") STAND BLACK.

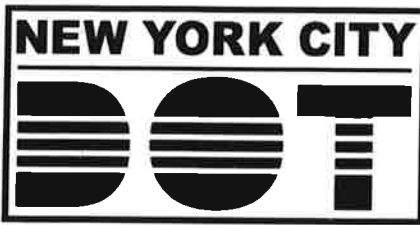
2. 12 O'CLOCK ARROW (7-1/16" X 8-1/16") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/1/2019**

DESIGNATION NO. **SC-146**

LOCATION: \_\_\_\_\_

SIZE      COLOR

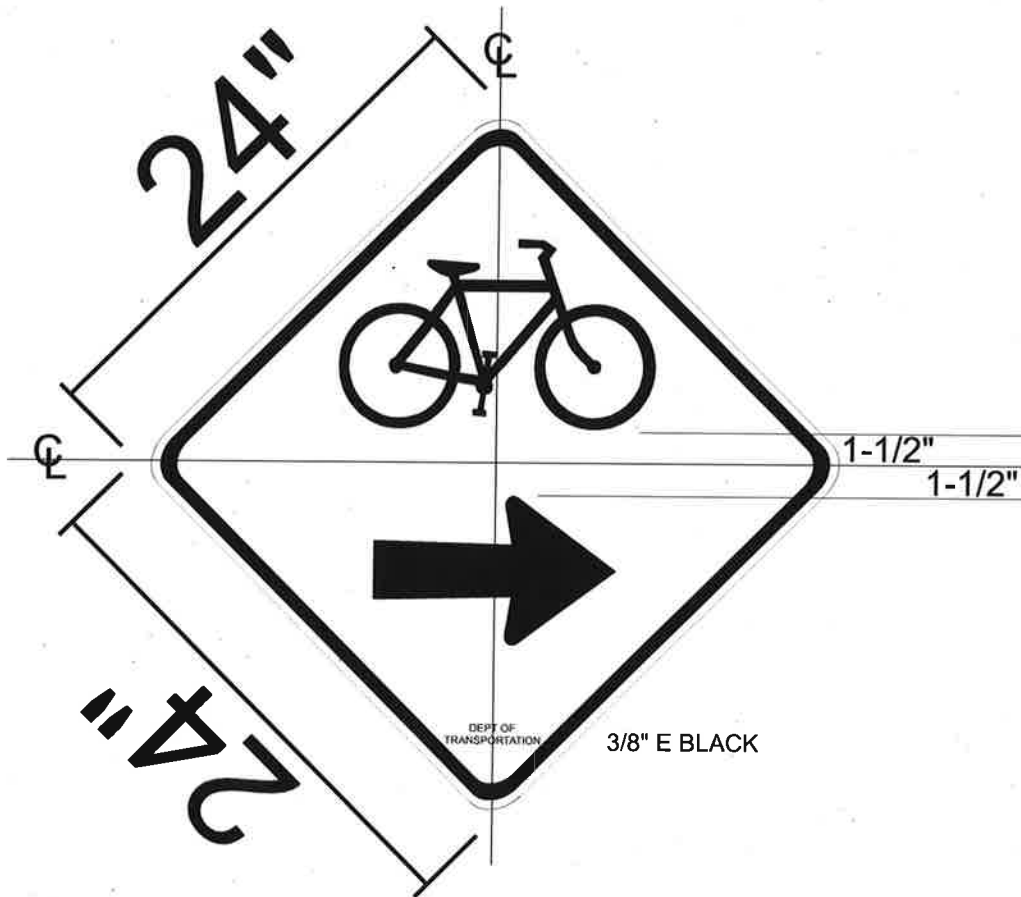
BACKGROUND: **24" X 24" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



- NOTES: 1. BIKE SYMBOL (15" X 9") STAND BLACK.  
 2. 3 O'CLOCK ARROW (7-1/16" X 11-1/2") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: 3/1/2019

DESIGNATION NO. SC-147

LOCATION: \_\_\_\_\_

SIZE COLOR

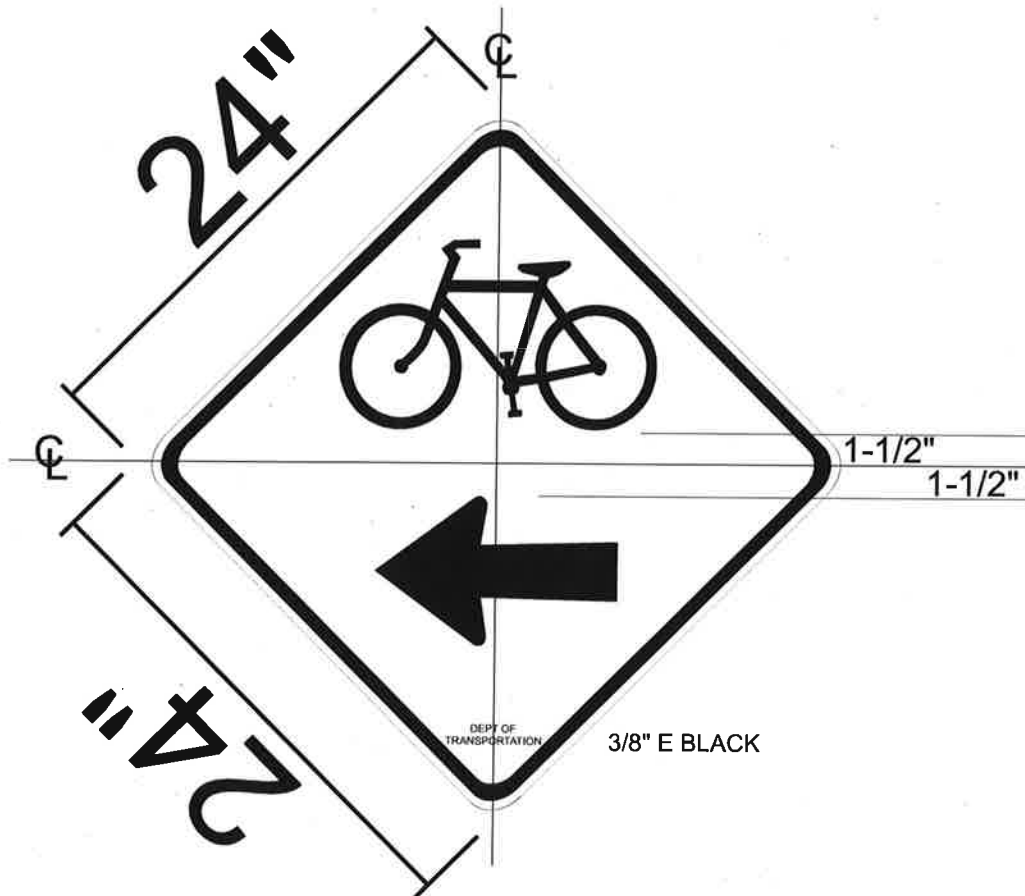
BACKGROUND: 24" X 24" ORANGE

BORDER: 5/8" BLACK

SINGLE FACE: Y DOUBLE FACE:

MARGIN: 3/8" ORANGE

REFLECTORIZED: Y



- NOTES: 1. BIKE SYMBOL (15" X 9") STAND BLACK. 2. 9 O'CLOCK ARROW (7-1/16" X 11-1/2") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: H. LORD APPROVED: E. CORBETT

CHECKED BY: Ed Corbett DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/7/2019**

DESIGNATION NO. **SC-153**

LOCATION: \_\_\_\_\_

SIZE      COLOR

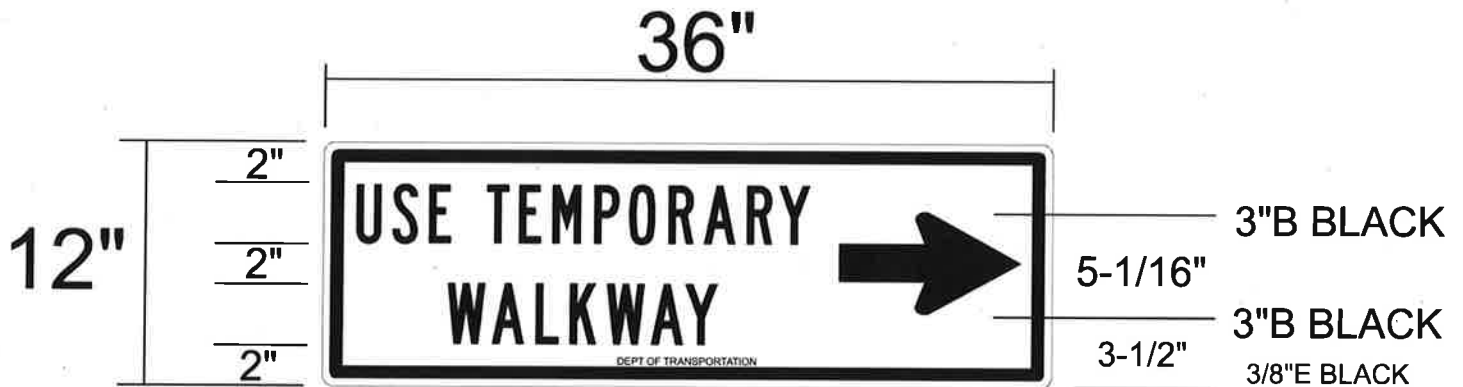
BACKGROUND: **36" X 12" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



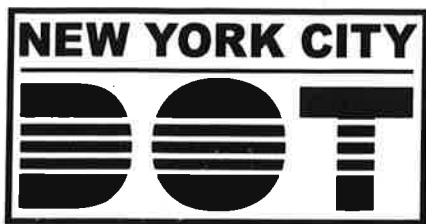
NOTE: 1. 3 O'CLOCK ARROW (5-1/16" X 9") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: **H. LORD** APPROVED: **E. CORBETT**

CHECKED BY: *Ed Corbett* DIRECTOR OF HIGHWAY SIGN DESIGN



**NEW YORK CITY**  
**DEPARTMENT OF TRANSPORTATION**  
**SIGN MANUFACTURING ORDER**

CHIEF DIVISION OF DESIGN AND CONSTRUCTION  
 FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: **3/7/2019**

DESIGNATION NO. **SC-154**

LOCATION: .....

SIZE      COLOR

BACKGROUND: **36" X 12" ORANGE**

BORDER: **5/8" BLACK**

SINGLE FACE: **Y**      DOUBLE FACE:

MARGIN: **3/8" ORANGE**

REFLECTORIZED: **Y**



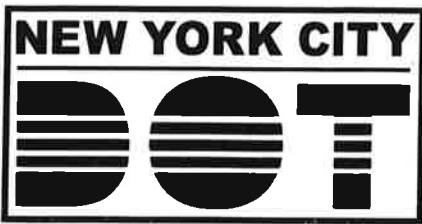
NOTE: 1. 9 O'CLOCK ARROW (5-1/16" X 9") STAND BLACK.

FIRST USED FOR ORDER NO: ..... QUANTITY: .....

TYPE OF MOUNTING: .....

REQUESTED BY: **H. LORD** ..... APPROVED: **E. CORBETT** .....

CHECKED BY: *Ed Corbett* ..... DIRECTOR OF HIGHWAY SIGN DESIGN



NEW YORK CITY DEPARTMENT OF TRANSPORTATION SIGN MANUFACTURING ORDER

CHIEF DIVISION OF DESIGN AND CONSTRUCTION FROM: CHIEF DIVISION OF HIGHWAY DESIGN

DATE: 3/25/2019

DESIGNATION NO. SC-155

LOCATION: \_\_\_\_\_

SIZE COLOR

BACKGROUND: 24" X 24 ORANGE

BORDER: 5/8" BLACK

SINGLE FACE: Y DOUBLE FACE:

MARGIN: 3/8" ORANGE

REFLECTORIZED: Y



NOTE: 1. BIKE SYMBOL (14" X 8") STAND BLACK.

FIRST USED FOR ORDER NO: \_\_\_\_\_ QUANTITY: \_\_\_\_\_

TYPE OF MOUNTING: \_\_\_\_\_

REQUESTED BY: H. LORD APPROVED: E. CORBETT

CHECKED BY: Ed Corbett DIRECTOR OF HIGHWAY SIGN DESIGN