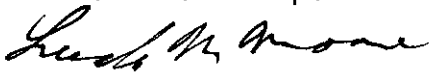


Highway Division Maintenance Operational Notice

NUMBER	SUPERSEDES	EFFECTIVE DATE	CANCELLATION DATE
MG100-1	New	4/1/2011	Until further notice
SUBJECT		ISSUING BODY	
Consideration for bicycle use of shoulders in maintenance pavement preservation projects		Maintenance and Operations Engineer 	

PURPOSE:

To provide guidance for the treatment of shoulders and the location of joints in shoulders on maintenance pavement preservation projects to take into consideration impacts on bicyclists. This guidance is in alignment with guidance for pavement designers in the construction program.

BACKGROUND:

The Highway Division has implemented strategies to stretch the limited funding in the pavement preservation program for both the construction and maintenance programs. One of the strategies that is often applied is to not treat the full width of the pavement for treatments such as chip seals and inlays. While this works well for vehicular traffic, it sometimes presents challenges for bicyclists by leaving an uneven joint where they normally travel or by leaving the shoulder in poor condition.

The ODOT Bicycle and Pedestrian Program has indicated that they would like to adjust the inlay joint position out of the probable bicycle wheel path. Refer to the guidance below from the ODOT Bicycle and Pedestrian Program for the location of the probable bicycle wheel path. Probable Bicycle Wheel Path: *“Per Oregon law, bicyclists ride “as far right as practicable.” But what does this mean? On roadways with shoulders, it is dependent on the width of the shoulder. On shoulders 4 feet or wider, bicyclists will generally ride about 2 feet off of the fog line. This area of pavement is ‘swept’ by passing motor vehicle traffic and is normally free of debris. Even on wide shoulders 6 feet or greater, most bicyclists will ride within the swept area. If rumble strips are present, bicyclists are forced further right – often into debris strewn pavement. Some will chose to ride between the fog line and rumble strip to avoid debris. On narrower shoulders – under 4 feet, bicyclists will ride 1 foot to 18 inches off the edge of pavement. As the shoulder narrows they move into the travel lane.*

GUIDANCE

- No bicycle consideration should be made where bicycles are currently prohibited on roads or where a separate bike path runs along the roadway.
- On roads with less than 2500 ADT, bicyclists typically ride in the automobile travel lane and these roadways typically do not have shoulders. Give no consideration to bicycles unless local knowledge of bicycle usage suggests otherwise.

Overlays:

- Overlays, including thin lift overlays, should extend across the entire shoulder.

Inlays:

- If shoulder is in poor condition – inlay the shoulder. Use the ODOT condition rating system.
- If the shoulder is 2 feet wide or less – inlay the shoulder. Consider inlaying the entire shoulder from a cost, convenience of construction, and travel lane smoothness perspective if the shoulder is on the order of 2 to 4 feet wide.
- If the shoulder is in fair or better condition and wider than the 2 to 4 feet mentioned in the previous bullet – Follow the following guidance:
 - If there is a significant potential for truck traffic driving on the shoulder, extend the inlay joint a nominal distance beyond the fog line, typically 2 feet. Otherwise, place the inlay joint on the fog stripe.
 - Paving smoothness (for automobile travel lane) may be specified in accordance with current guidance without any additional regard for inlay joint smoothness, since standard specification section 00745.60(e) addresses quality of joint and provides for a smooth joint. However, consider if a smooth travel lane can be constructed if the shoulder, or a portion of it, is left in place.
 - Do not place a longitudinal construction joint within a designated standard width bicycle lane.

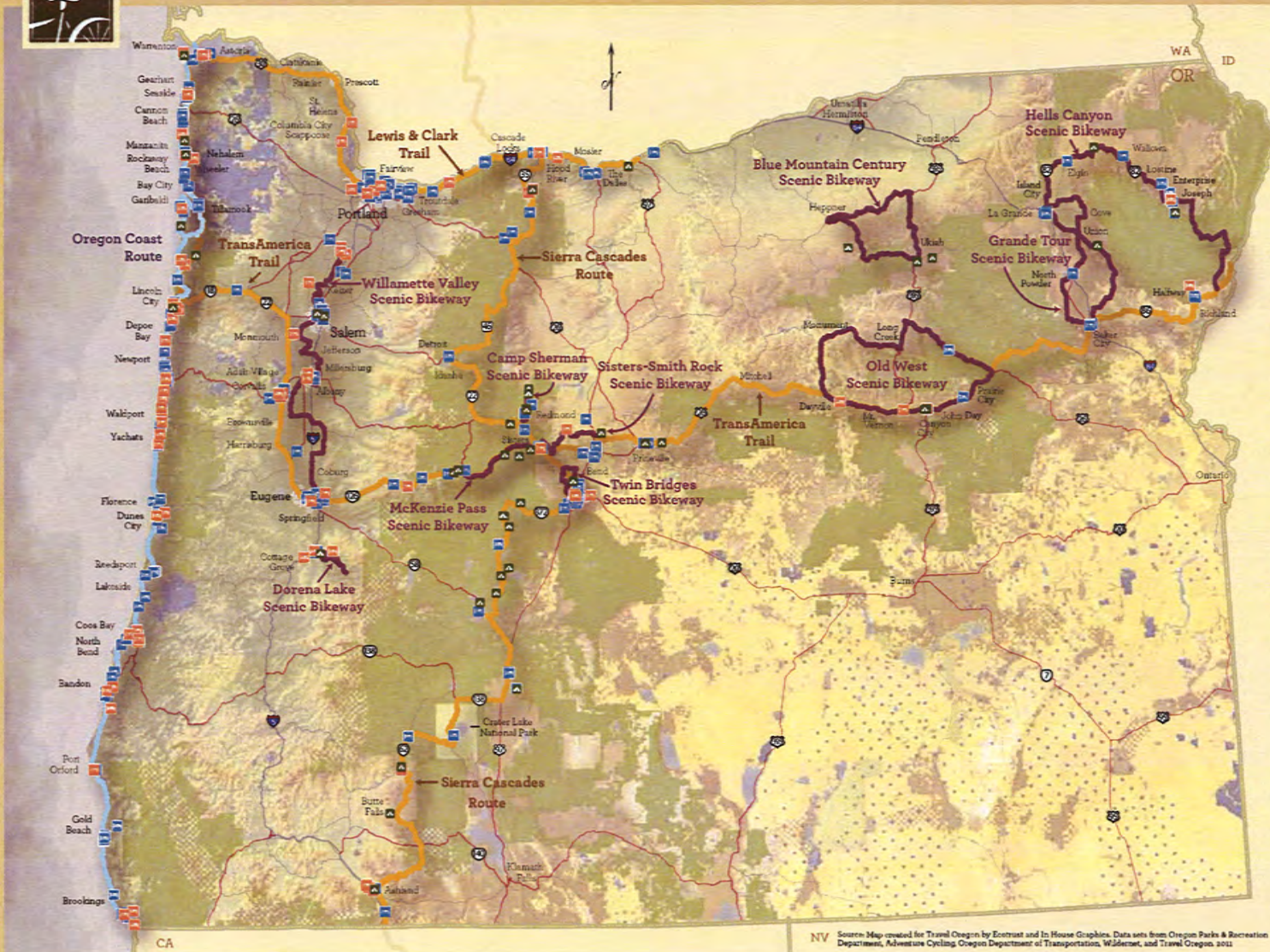
Chip seals or microsurfacing:

- These treatments should extend to either the fog line or one foot beyond the fog line to protect it from the plows. Extend the treatment to the edge of pavement if the shoulder needs to be treated based on condition or age.

If the District Manager believes that the extra width of a treatment, which is required based on this guidance, does not actually improve the travel of a bicyclist on a particular project, consult with the Region Manager and the Maintenance and Operations Engineer for an exception to this guidance.



Oregon's Growing Network of Scenic Cycling Routes



CYCLING TOURISM ON THE RISE

- Bicycle travel is becoming an increasingly visible part of the global adventure travel market, which generates \$89 billion annually¹
- Oregon has identified cycling tourism as a key economic development strategy
- In 2009, Oregon's outdoor recreation & entertainment market had \$803 million in visitor spending²
- In 2009, 1.3 million tourists³ bicycled while visiting Oregon²
- Those 1.3 million tourists spent \$223 million primarily on lodging, meals, and retail²
- Overnight cycling visitors spent over eight times more than day travelers (\$199 million vs. \$24 million)²

1 Adventure Tourism Market Report by the Adventure Travel Trade Association, August 2010
2 Oregon 2009 Cyclist Visitor Analysis, Longwoods International, August 2010
3 A tourist is defined as someone traveling more than 50 miles from their residence or staying overnight. Tourists, in this case, are inclusive of in-state and out-of-state tourists.

Oregon Scenic Bikeways
Routes designated by Oregon Parks and Recreation Department

Adventure Cycling Routes
Routes provided by Adventure Cycling Association

Oregon Coast Route
Route managed by the Oregon Department of Transportation

U.S. Forest Service

National Park or Wildlife Refuge

Bureau of Land Management

State Lands

Urban Areas

Bed & Breakfast

Hotel or Motel

Campsite

Interstate

Highway

Major Road

0 20 40 60 Miles

For comprehensive information on cycling tourism in Oregon, visit RideOregonRide.com. For questions regarding the Oregon Bicycle Tourism Partnership, please contact Kristin@TravelOregon.com.

NV Source Map created for Travel Oregon by Ecotrust and In House Graphics. Data sets from Oregon Parks & Recreation Department, Adventure Cycling, Oregon Department of Transportation, Wilderness, and Travel Oregon, 2011