

TABLE SNOW ACCUMULATION – BICYCLE LANES		
Class of Highway or Adjacent Highway	Depth	Time
1	2.5 cm	8 hours
2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

O. Reg. 366/18, s. 7.

Source: O. Reg 239/02, Excerpt from Section 4.2

10.2 PEDESTRIANS AND CYCLISTS IN CONSTRUCTION ZONES

During construction or rehabilitation of a roadway, the environment through a construction zone often introduces rough pavement, narrow or restricted lanes, impeded sidewalks and heavy machinery, which can create a particularly uncomfortable situation for a pedestrian or cyclist.

It is important to maintain safe and convenient access for pedestrians and cyclists through construction zones. As a general principle, if access is maintained for motor vehicles, then access should also be maintained for pedestrians and bicycles. Ideally, the contractor should provide a temporary facility for pedestrians and bikes if space is available within the road allowance. While this is not always possible, alternatives to accommodate pedestrians and cyclists should always be considered. If phasing of the construction requires that access to the roadway is closed to vehicular, pedestrian and bicycle traffic at any time during construction, a well-signed detour route should be provided. **Traffic management plans submitted to the Region should also be reviewed by the active transportation group to ensure these needs are met.**

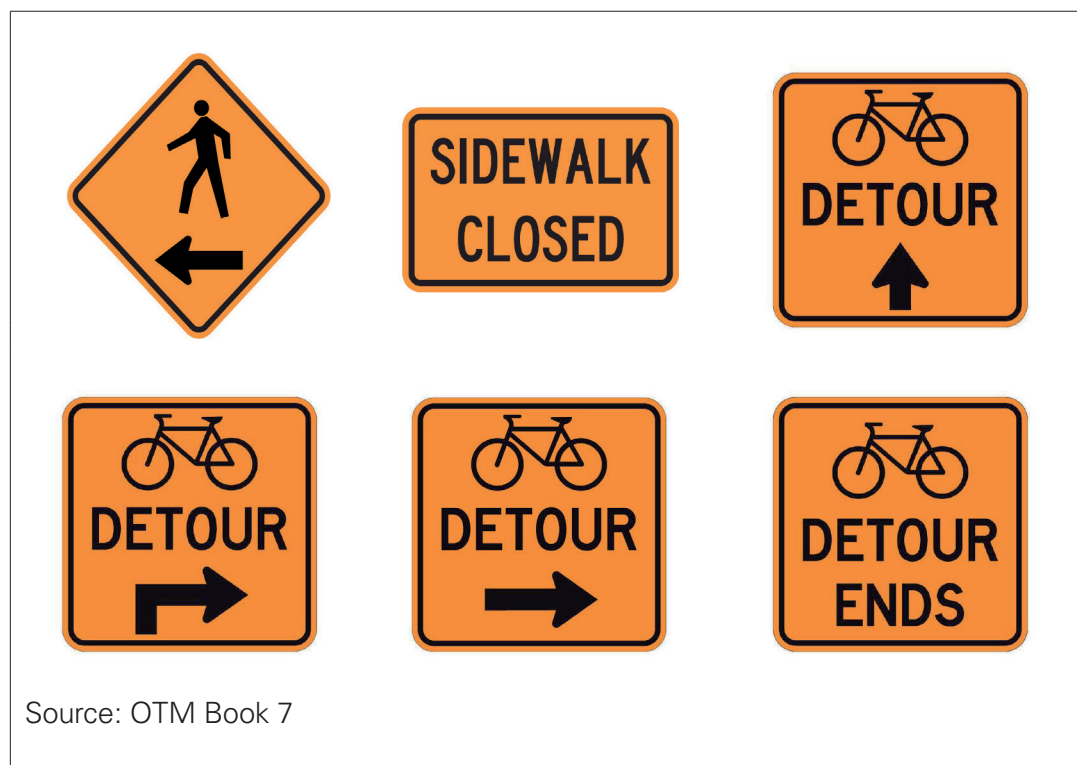
The AODA requirements for exterior paths of travel apply even to temporary paths provided through construction zones. Therefore, every effort should be made to meet basic AODA requirements during longer term construction staging. As a minimum, where pedestrian access is maintained, appropriate clear widths and ramps of appropriate slopes to permit mobility devices should be provided at any crossings.

Temporary road conditions through the construction zone that are compatible with motor vehicles may not be compatible with pedestrians or bicycles. For example, steel plates and timber decking are typically used to cover holes in the roadway. Steel plates should be coated with a non-slip surface and timber decking should be placed at right angles to prevent a bicycle wheel from falling into the cracks.

Appropriate signage is also important in providing information to pedestrians, cyclists and drivers. OTM Book 7 suggests that detours do not require special signage for cyclists unless it is a bicycle-specific detour. Bicycle-specific detours should be considered if work zone or motor vehicle detour conditions cannot be made acceptable for cycling, or if a potential detour route for cyclists exists that is safer or more convenient than the detour route for motor vehicles.

A sampling of cyclist and pedestrian detour signage is shown in Exhibit 10-2.

Exhibit 10-2. Pedestrian and cycling detour signage



OTM Book 7 provides additional guidance on provisions for pedestrians and cyclists through workzones.

As needed, pedestrian or cyclist detours may incorporate physical delineation, such as the example shown below in Exhibit 10-3.

Exhibit 10-3. Temporary Cyclist Detour



Source: CROW Design Manual for Bicycle Traffic