Washington State
Department of Transportation

Bicycle Racing Guidelines

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Foreword

The Washington State Bicycle Racing Guidelines are dedicated to the memory of Cooper Jones, who lost his life competing in a bicycle time trial.

These guidelines were originally created in 1998, with the help of a technical advisory group and produced so that others who share Cooper's dedication and passion for competitive cycling may continue to safely enjoy bicycle racing.

The advisory group included representatives from:

- Washington State Department of Transportation
- Washington State Patrol
- Washington Traffic Safety Commission
- King County Department of Transportation
- AAA
- Baddlands Bicycle Club
- Round and Round Promotions
- United Cycling Internationale
- United States Cycling Federation
- Washington State Bicycle Association
- Washington State University Cycling Team

These guidelines were updated in 2010 to address changes in signing standards and insurance requirements. Some new information was added, and other sections were reorganized for clarification.

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Introduction

Washington State is recognized as one of the nation's premier bicycling states. The region's natural beauty combined with public backing of non-motorized transportation supports the bicycle as a form of transportation, recreation, and competition. A key to the growth and development of competitive bicycling has been the cooperation of transportation (road) agencies and race organizers in planning and administering competitive cycling events.

The State of Washington, the Washington State Department of Transportation (WSDOT), the Washington Bicycling Advisory Committee, and the Washington State Patrol recognize the interest in bicycle racing and have developed these guidelines to assist in the safe and efficient operation of competitive cycling events. The guidelines have served as a model for other state transportation agencies around the nation as well as many local jurisdictions.

All competitive cycling events conducted on state highways must have a WSDOT Bicycle Race Event permit, according to Chapter 468-400 of the Washington Administrative Code (WAC) Bicycle Racing.

The primary reasons for these guidelines are to:

- Address all organized competitive (timed or massed start) bicycling events, both sanctioned and non-sanctioned.
- Provide useful procedures that facilitate safe racing with minimal disruptions to other road users.
- Allow bicycle racing on state highways upon the approval of and under conditions imposed by WSDOT.

These guidelines do not address the many non-competitive bicycle rides organized each year in Washington such as the Seattle to Portland (STP), Chilly Hilly, or the Tour des Lacs. Non-competitive bicycle events on state highways follow the Bicycle Event Policy and are administered through the "Memorandum of Understanding between the Washington State Department of Transportation and the Washington State Patrol, Joint Policy Guidelines For Events On State Highways" MOU # C010355GSC.

Successful competitive cycling events require a significant effort on the part of organizers to provide for competitor and public safety, control traffic, and preserve access for emergency vehicles and personnel. That this is consistently accomplished in Washington is a tribute to the work of hundreds of people in the public sector and the bicycling community.

Break/Breakaway ("Off the Front")
A breakaway is created when one or more riders ride ahead, or off the front, of the main group. A breakaway produces a gap or open roadway between the breakaway and the main group. In a road race, a breakaway is considered potentially serious when the gap between the breakaway and the main group reaches one minute or greater. Race officials often consider splitting the race caravan for serious breakaways.

Certified Flagger
Certified flaggers are traffic control personnel who have completed a MUTCD-based traffic control course and are certified in the state of Washington.

Closed Circuit
A closed circuit is a race course that is completely closed to traffic. Closed circuits are most often used in criteriums or road races that use a relatively short lap (2 to 5 miles).

Com 1, Com 2, Com 3, etc.
The terms Com 1, Com 2, Com 3 etc., are used to identify the officials on the road during a bicycle race. Com 1 is usually the Chief Referee; Com 2, Com 3 and so on are other race officials.

Corner/Course Marshal
See Marshal.

Dropped Rider ("Off the Back")
A dropped rider is one who cannot keep up with the pace of the peloton. In most cycling events, a rider who drops behind the race caravan (rolling enclosure) is obligated to follow all Rules of the Road. A dropped rider may also be removed from the race at the discretion of race officials.

Enclosure or Race Caravan

- **Protected Enclosure**
  A protected enclosure is a type of traffic control in which the entire road is closed to other traffic as the race passes any given point. The road reopens after the race passes.
- **Rolling Enclosure**
  A rolling enclosure is a type of traffic control where escort vehicles lead and follow a group of racers, enclosing the group as it moves along the roadway, and allocating the occupied section of the roadway for their exclusive use. A rolling enclosure is the typical traffic control method used in a road race. Racers inside the enclosure are not required to follow

the normal Rules of the Road, but are controlled by rules set forth in the Washington State Bicycle Racing Guidelines. Racers are not allowed to cross the center line unless the entire road is traffic-controlled.

Escort Vehicles
Escort vehicles are motor vehicles used to designate the front and back of a rolling enclosure and identified by signs and rotating or flashing amber lights. In some cycling events, a police escort may precede the lead escort vehicle. Larger races may also utilize motorcycle marshals as escort vehicles to assist in the management of race enclosures.

Event Checklist
An event checklist is a list of cycling event-related tasks prepared by the race organizer to ensure a safe, well-planned cycling event.

Event Organizer
The event organizer is the person or organization responsible for organizing a cycling event.

Field or Field Limit
The field refers to the event cyclists as a group. Some cycling events have a field limit, which is a limit on the number of cyclists that can participate in the event.

Marshal
A marshal is a member of the event race staff who has responsibility for race course safety and limited traffic control duties at stop-controlled intersections.

Motor Marshall
Motor marshals are race staff who use motorcycles to assist with keeping a race course clear and safe for competitors. Motor marshals usually work in conjunction with rolling or protected enclosures. For larger races, organizers often hire experienced motor marshals who have worked at other events around the nation. Motor marshals have the flexibility to respond quickly to traffic situations, staff minor intersections and driveways, and provide secondary caravan protection for both breakaways and dropped riders.

Manual on Uniform Traffic Control Devices (MUTCD**)**
The MUTCD is a Federal Highway Administration manual that contains the basic principles and standards that govern the design and use of traffic control devices for all streets and highways open to the public.

Neutralize or Neutralize the Race
Neutralizing a race means to temporarily suspend it, and is usually accomplished by slowing the racers and confining the race to a small portion of the road. This is often done to allow safe passing of the peloton by other traffic or other races on the road.

Peloton or Pack
A peloton is the main group of riders in a cycling event who ride closely together (draft) other cyclists to reduce drag and conserve energy.

Permits

- **Provisional Permit**
  A provisional permit is an interim permit issued by the sanctioning organization for purposes of securing either road permits or a certificate of insurance for a cycling event. The regular race permit is issued after all local and sanctioning organization permitting requirements are met.
- **Race Permit**
  A race permit is issued by the organization governing the race and approves the cycling event. The race permit usually includes proof of insurance, compliance with all applicable local permits and regulations, and conformance with the governing body's applicable bicycle racing rules.
- **WSDOT Bicycle Race Event Permit**
  This document is issued by WSDOT and grants permission for a cycling event to take place on a state highway at a given place and time. Permits describe all diversions, detours and traffic control requirements necessary to conduct the event, and any measures determined or approved by WSDOT to mitigate these impacts. **All competitive cycling events that take place on state highways must have a WSDOT Bicycle Race Event Permit** as outlined in WAC 468-400**.**

Race Officials

- **Referee or Commissaire**
  A referee or commissaire (kom-is-air) is a cycling event official. Race officials are responsible for the adherence of the race to the regulations of the sanctioning organization and to the terms of any race permits issued for the event.
- **Chief Referee or Chief Commissaire (CR)**
  The Chief Referee (CR) is the official of highest authority in a cycling event. The CR manages the officiating staff and the race, and has the authority to revoke the sanctioning body's permit for racing events that fail to meet the sanctioning body's standards.
- **Motor Official ("Moto")**
  The motor official is a race referee/official responsible for enforcing the rules of the event. Riding a motorcycle, the motor official is often responsible for centerline rule enforcement in a rolling enclosure during a road race. Motor officials are also used to keep track of riders where cars and the peloton cannot mix (narrow roads, winding roads, etc.).

Rules of the Road
The Rules of the Road are a body of state laws (RCW 46.61) that govern the operation of vehicles on public roadways.

Sanctioning Organization
The sanctioning organization is the international or national governing body for a cycling race. The sanctioning organization may develop rules for how a cycling event may be run and insures the local cycling event organizer.

Support Vehicle
Support vehicles are part of the race caravan. They provide mechanical (spare wheels, replacement bicycles, etc.) or medical support for racers. These vehicles operate within the established race enclosure under the direction of the Chief Referee.

Traffic Control Plan (TCP)
A Traffic Control Plan (TCP) is required for all bicycle races in which the cyclists do not follow the Rules of the Road, or when a flagging operation will allow cyclists to disregard normal intersection operation.

Union Cycliste Internationale (UCI) www.uci.ch
The UCI is the international sanctioning organization for the sport of bicycle racing.

USA Cycling (USAC) www.usacycling.org
USA Cycling is the national organization responsible for the governance of professional and amateur bicycle racing in the United States. USA Cycling sanctions most cycling events in Washington. The following organizations are part of USAC:

- **National Collegiate Cycling Association (NCCA)**
  The NCCA is a standing committee of USA Cycling. The NCCA develops, administers, promotes, and governs collegiate cycling across the country.
- **USAC Local Association**
  The USAC local association is responsible for the timely processing of cycling event permits, rider license revisions, and assignment of lead officials to sanctioned bicycle races in his/her jurisdiction. In Washington, this organization is the Washington State Bicycle Association (WSBA).

USA Triathlon www.usatriathlon.org
USA Triathalon is the national organization responsible for the governance of professional and amateur triathlons, duathlons, and multi-sport events in the United States.

Washington State Bicycle Association (WSBA) www.wsbaracing.com
The WSBA is the governing body of bicycle racing in the state of Washington and the designated local association for USA Cycling in Washington State.

Washington State Department of Transportation (WSDOT)
The Washington State Department of Transportation (WSDOT) approves permits for all competitive bicycle races held on state highways.

Washington State Patrol (WSP)
The Washington State Patrol (WSP) is responsible for keeping the roadways safe for the efficient movement of people and goods.

The following terms are used throughout this document to describe when certain conditions, procedures, standards, or other items are needed:

Shall: Shall is a mandatory condition. Requirements stipulated by "shall" must be met in order to stage the bicycle race.

Should: Should is an advisory condition. Requirements stipulated by "should" are recommended but not mandatory.

May: May is an advisory condition.

In this example of a protected rolling enclosure, the motor official rides ahead of the peloton and an escort vehicle equipped with signs and lights follows the peloton.

Signing for a flagger-controlled intersection is visible in the distance.

Types of Bicycle Races

Criterium

Criteriums are massed start, high-speed cycling events in which riders race a closed-circuit course to compete for order of finish. Criteriums are usually held on urban or suburban public streets which are closed to other traffic. The race course is normally one-half to one mile in length.

Cyclocross

A cyclocross race is run much like a criterium, except that the race course involves dirt surfaces, trails, and a variety of other surfaces and obstacles, many of which must be overcome by running with the bicycle. All cyclocross races are held on closed circuits on either park or vacant land, although closed roads are occasionally integrated into the race course.

Duathlon, Triathlon, or Multi-Sport Event

These events are multi-sport races which include a bicycle segment. The cycling segment is usually conducted like a time trial. In recent years, some events have incorporated rules in which the cyclists are allowed to ride as a group, and that element of the event is managed as a traditional road race.

Mountain Bike (MTB)

Mountain bike races are held on unpaved roads and trails, although paved sections are sometimes incorporated. Only mountain bike races which include a portion of a state highway are addressed by these guidelines.

Relay or Cross Country

A relay or cross country race is a specific form of a time trial, in which competitors cover great distances riding almost around the clock. Competitors are required to follow all the Rules of the Road, and are usually accompanied by support vehicles with lighting and signing (similar to that of commercial vehicles carrying non-conforming loads).

Another form of cross country cycling event is known as the Randonee. It is run as a very long non-competitive event (two to three days).

Road Race

Road races are massed start cycling events in which riders complete a race course for order of finish. The race course may be point-to-point, a large circuit, or repeated laps of a shorter circuit. Road races are usually held on rural or suburban roads, but may also take place on urban streets. Road races may be conducted under a variety of management systems, ranging from full course closures to open roads with rolling enclosures managed by motor marshals, stationary course marshals, certified flaggers, and law enforcement personnel.

Stage Race

Stage races combine several types of bicycle races into one multiple stage event which is usually scheduled over two or more days. Stage races commonly include road races, time trials, and criteriums. Order of finish is determined by the lowest combined elapsed time or combined points, depending on the scoring format. Stage cycling events require significant preparation and staffing.

Time Trial

Time trials are cycling events in which individuals or small teams of riders separately ride the same route and distance for elapsed time. Time trials are generally started at preset intervals and held on an out-and-back or circuit course. Time trials are generally run on open roads, except for championship or international events.

Other Organized Bicycling Events

In addition to competitive cycling events, more people of all ages are riding bicycles for exercise and recreation. Non-competitive bicycling activities including organized tours, club rides, charity rides, bike-a-thons, and century (100 mile) rides are increasing in number. These non-competitive events are administered through the WSDOT/WSP Memorandum of Understanding referenced in the Introduction.

When participants in these non-competitive events follow the Rules of the Road, WSDOT issues a a Letter of Acknowledgment to the event organizer; when the event requires traffic control or may cause traffic or other impacts, WSDOT issues a Letter of Agreement to the event organizer.

Conditions for Bicycle Race Permit Approval

This section includes requirements for conducting bicycle races on or partially on state highways, or which cross state highways.

General Conditions for All Bicycle Race Events

1. Applications for Bicycle Race Permits shall be submitted to the appropriate WSDOT Region Traffic Operations Office at least 60 days in advance of the cycling event. This allows WSDOT and event organizer adequate time for review and coordination, and gives the event organizer an approved permit from which to distribute accurate promotional information. Complex or national or international level races may require more than 60 days for adequate review and coordination. Under special circumstances, WSDOT may consider an approval time shorter than 60 days.

   During the permit application review, WSDOT will inspect the route, review and approve the TCP, work with the event organizer to plan start times and locations, and check on potential conflicts with other activities, such as construction, maintenance, parades, or other special events.

2. The event organizer is responsible for developing a TCP in accordance with the MUTCD Part VI and submitting the TCP to WSDOT in advance of the event, with time to allow review and approval. Complex races will require longer review times. The TCP must identify all flagging operations, detours, signs and other traffic control devices. A typical intersection TCP is shown in Appendix F.

3. All traffic control devices (i.e. signs, cones, barricades) shall be in good condition and comply with the MUTCD Part VI. More information reagrding signs can be found in the Sign Specifications section, page 17.

4. For large-scale events a pre-race TCP may be required to address pre- and post-race traffic, crowd control, and spectator parking.

5. If part of the race will occur on a roadway within another jurisdiction (i.e. a portion of the race is on a county road, the rest on a state highway), each road authority should be provided with a copy of the other jurisdiction's permit, as applicable.

6. Any use of private land shall have the owner's written approval.

7. If any portion of the race course will be closed to motor vehicle traffic, RCW 47.48.020 requires that pre-race information signs shall be installed to alert affected motorists. These signs shall be installed 7-10 days in advance of the event. The event organizer shall also distribute a news release announcing the race and including dates, times, roads that are affected, and an estimate of the length of delay or other impacts. The event organizer shall provide WSDOT with a copy.

   When the road will not be closed but the race will impact roadway traffic, pre-race information signs should be installed and a news release sent as a courtesy to the affected communities.

8. If a start/finish banner is to be used over a roadway, its lowest edge shall be at least 14′ 6″ above the roadway surface. The banner shall be installed on the day of the cycling event and removed promptly at the completion of he event.

9. If the projected speed of the racers exceeds the posted speed limit or prevailing speed of traffic, the road should be closed to other traffic when the racers are present.

10. WSDOT and the organizer shall consider total road closures for portions of the race course where average daily traffic volumes exceed 10,000 vehicles, or where difficult turns, high racing speeds, narrow roads, or other challenging conditions are present.

11. Races may not be conducted on state highways during periods of peak traffic volumes.

12. Crowd control and spectator parking must be addressed as part of the Bicycle Race Permit application. Adequate parking, restrooms, and spectator space must be provided to avoid parking and spectator spill over onto the road and assure safe conditions. Parking and other associated facilities shall be located off highway right of way, unless established vehicle parking areas, such as park and ride lots, are available.

13. Proof of insurance shall be provided through a Certificate of Insurance naming the State of Washington and/or appropriate road agencies and jurisdictions as “additional insured.” The permittee shall obtain liability insurance in an amount not less than $1 million per incident and $2 million in aggregate to cover the State of Washington for any and all liabilities, including all costs of defense, arising out of the use of state highways for the bicycle race event. Automobile insurance shall also be included when motor vehicles will be used in the race.

14. Event organizers are responsible for clean-up of the race course after the bicycle race event. This includes removal of water bottles, food bags, and other race litter along the course.

15. When pavement markings are used along the race course, they shall be either chalk-based or "fade-away" paint. No permanent paint will be allowed.
16. To minimize disruption to the highways, bicycle racing is not normally permitted on the Interstate system. However, impacts of the use of the Interstate (or other limited access facilities, including interchanges and ramps) are evaluated on a case by case basis.
17. WSDOT shall notify WSP of approved cycling events.
18. If the cycling event has a participant registration form, WSDOT shall be included in a statement of waiver or release of damages against the State of Washington and be signed by all cycling event participants or parents or guardians of participant minors.
19. WSDOT will issue a Bicycle Race Permit after the review, approval, and coordination of the traffic control plans are complete and the insurance certificate is received.
20. WSDOT shall have the right to cancel a Bicycle Race Permit if a race route must be used as a detour route because of weather or disaster related emergencies. WSDOT shall notify the permittee as soon as possible.

Special Conditions by Race Type

Criteriums

1. A complete closure of the race course is required. If multi-lane streets are used, a partial closure may be considered. Adequate protection from traffic shall be provided with approved cones, fencing, and barricades. Opposing traffic shall not be allowed immediately adjacent to a closed circuit. Parked vehicles cannot be allowed on the race course. The organizer shall follow the road agency's regulations on advance notice before towing of vehicles is allowed.
2. Field limits are addressed by the sanctioning organization. Because roads are closed field size is not a permitting issue.
3. A reasonable detour around the race course shall be defined and shown on the TCP before the race course can be approved.
4. At the road authority's discretion, the organizer may be required to provide advance written notification of the road closure to businesses and residents up to one month prior to the cycling event.
5. Marshals shall be placed at all street intersections to control pedestrian flow and to assist motorists' compliance with the detour.
6. A police presence is advised in urban areas with high traffic volumes.

Duathlons, Triathlons, and Multi-Sport Events

The bicycle segment of a duathlon, triathlon, or multi-sport event functions like either a time trial or a road race and shall follow the rules applicable to the type of event.

Road Races

1. Field size is determined by the sanctioning organization, with concurrence by WSDOT. Local and state race field size is generally up to 100 riders. Pro races may have up to 200 riders. WSDOT will review the field size with the sanctioning organization, taking into consideration roadway type and geometrics, speed limits, and traffic volumes.

2. For national and international class cycling events, a complete road closure or well-organized protected or rolling enclosure should be established.

3. A rolling enclosure by police escort should be used when:
   - the field size approaches 100,
   - the race course is located in a heavy traffic area,
   - there are other special circumstances.

4. Traffic control shall be commensurate with the complexity of the event. As complexity increases, more traffic control is required for safe and efficient operation. The event organizer will be responsible for costs associated with traffic control.

   A. Intersections between state highways and stop-controlled low volume rural roads may not need marshals or signing unless there are special circumstances that require additional traffic control. In large races, where the enclosure might be lengthy, Moto-marshals often cover these intersections.

   B. Intersections between State highways and high volume side roads controlled by stop signs will need a trained marshal or certified flagger to stop and hold traffic. The decision to use either a marshal or certified flagger depends on sight distances, vehicle speeds, and other conditions.

   C. Signalized intersections on state highways shall have certified flaggers or law enforcement officers conducting flagging operations. The signal shall be turned to “all-red flash” or “off” when traffic control is operating. The intersection shall be marked with advance warning signs to warn motorists of the traffic control. See example in Appendix F.

D. At locations where event participants will cross a state highway or turn left or right onto or off of a state highway, and where speeds and volumes are high, traffic control should be provided by certified flaggers or a police officer.

5. Escort vehicles shall be used for all road races using a rolling or protected enclosure. Further information can be found under the heading Escort Vehicles, page 20.

6. When five or more vehicles are lined up behind a bicycle race and delayed for more than five minutes, the cycling event shall be neutralized at a place of safety to allow vehicles to pass.

7. For each road race, at least one certified flagger will be part of the traffic control staff. The certified flagger may train marshals on how to stop and hold pedestrian traffic and hold motor vehicle traffic at stop-controlled intersections. A list of certified flaggers and marshals shall be kept at the start area with the event organizer.

8. If any portion of the race course will be closed to motor vehicle traffic, RCW 47.48.020 requires that pre-race information signs shall be installed to alert affected motorists. These signs shall be installed 7-10 days in advance of the event. The event organizer shall also distribute a news release announcing the race and including dates, times, roads that are affected, and an estimate of the length of delay or other impacts. The event organizer shall provide WSDOT with a copy of the news release.

Time Trials

1. No field limits are necessary, since cyclists are riding single file at timed intervals.

2. A road closure is generally not necessary.

3. Riders shall follow the Rules of the Road unless special traffic control is provided.

4. Pre-race information signs are not required when the road will not be closed, but are recommended as a courtesy to the affected communities.

For the safety of cyclists and motorists flaggered-controlled intersections may be necessary during bicycle race events, even in rural areas with low traffic volumes.

In addition to meeting MUTCD Part VI requirements, cycling event traffic control signs shall meet the following criteria:

- Signs obtained after Jan. 1, 2012 must conform to reflectivity and other standards.
- Be black letters on orange background.
- Be mounted at least one foot off the ground on crashworthy barricades or tripods.
- Be fabricated from roll-up material or a rigid sign blank as prescribed in Section 9-28 of WSDOT's *Standard Specifications.*

Sign blank and reflectivity specifications are available from any WSDOT Region Traffic Office or the Headquarters Traffic Office. A list of sign fabricators is available from the Headquarters Traffic Office. See Appendix H for contact information.

Pre-Race Signs

Pre-event signing shall be black letters or numbers on an orange reflective background. These temporary signs may be constructed of lightweight material (such as corrugated plastic) and shall be mounted on crashworthy posts or other supports. See Figure 1.

Bicycle Race Notice Sign
Figure 1

Escort Vehicle Signing

The lead and follow escort vehicles operating with a race peloton shall display a warning sign on the top, front or back of the vehicle, that says "BIKE RACE." The signs shall be 12″ × 36″ with 6″ C (Highway Gothic Font) black letters on a reflective orange background, as shown in Figure 2. The sign shall be mounted so it is essentially rigid and easily readable when the vehicle is in motion.

Warning Sign
Figure 2

Intersection Traffic Control Signing

Intersection traffic control signing shall comply with the MUTCD Part VI. See Appendix F for typical examples. Signing on low volume local approach roads will be determined on a case by case basis, and must be reflected in the TCP. Traffic control signs shall be turned away from traffic when traffic control is not being conducted.

Rolling and Protected Enclosures or Race Caravans

Basic Concepts

The rolling enclosure/race caravan is a traffic control and race management method used during road races to protect the safety of bicycle racers and the general public. The caravan concept closes the road only for short periods, allowing a race to move along a lengthy race course with minimal disruption to the traveling public. Additionally, use of enclosures or caravans spare the race organizer, local authorities, and the local public the cost and inconvenience of total road closures.

Race caravan concepts can be employed to find the best management strategy for a given location and level of race. Different races have different needs. Variables include road condition and width, traffic volumes and speeds, number and complexity of intersections with other roads, side traffic access requirements, and the number of racers. It should be the goal of the event organizer, permitting agency, and the sanctioning organization to find the best combination of safety, security, and efficiency to suit a particular cycling event.

All caravan and enclosure plans have these common elements:

- the competition takes place within an "enclosure" of lead and follow vehicles, and
- the enclosure includes the cyclists, officials, technical and medical support vehicles, and any accompanying marshals.

In small weekly cycling events run by local clubs, a lead and follow vehicle may be all that is required to run a well-protected bicycle race. In large cycling events, law enforcement officers operate in front of and behind the enclosure, assisting in the temporary closure and reopening of the road as the cycling event passes.

In a caravan, riders are allowed the use of the full road, but must yield to the right if race vehicles need to pass. Such enclosures require police support at the front and rear to open and close the road, with marshal support on motorcycles to maintain the closure within the "envelope" of the race. The advantage of the protected enclosure is greater safety and maneuverability for riders in the larger peloton, the more efficient movement of support and official vehicles, and the ability to move Motor marshals and motorcycle police escorts efficiently to the next duty station.

If a peloton breaks up, the riders outside the enclosure must follow the Rules of the Road.

Escort Vehicles

Escort vehicles shall be used for all bicycle races which use a rolling or protected enclosure. A minimum of two escort vehicles furnished by the event organizer shall be used for a road race. A third vehicle may be needed based on race conditions, the number of racers, and other factors. Escort vehicles may be passenger cars or two-axle trucks.

Escort vehicles shall be of such design as to afford the driver clear and unobstructed vision both front and rear. Escort vehicles shall be in safe operational condition and properly licensed.

Escort vehicle operators shall be properly licensed and experienced in the operation of escort vehicles. Escort vehicles often carry race officials and mechanics; no unnecessary passengers shall be permitted.

Escort vehicles travel at a distance in front of and behind the peloton commensurate with the operation of the race. The lead escort vehicle shall stay in front of the lead rider in the race, while the follow escort vehicle shall remain behind the main peloton. Riders who drop behind the follow escort vehicle shall obey all of the Rules of the Road.

The lead and follow escort vehicles shall operate visible amber flashing warning lights and have signs as shown in Figure 2.

Escort vehicles shall be equipped with reliable and instant two-way communication adequate to provide voice communication between drivers at all times during the race. The communication should be capable of being sustained over a distance of at least two miles under normally encountered race conditions. The drivers of the escort vehicles should continuously monitor the communications during the race.

Escort vehicles should carry flares or other devices to mark crashes, medical emergencies, or other problems on the race course.

Motorcycle Marshals

Motorcycle marshals can provide much of the support within the caravan. Motor marshals assist the police officers by “holding” traffic stopped by the lead motorcycle escorts, either on road shoulders or at cross streets on rural race courses. Motorcycle marshals also provide advance warning of the approach of the race.

Police Escorts

The role of the police escort is fundamental to the success of both major and more moderate cycling events. Police escorts reinforce the legitimacy of the cycling event and can be used with both rolling and protected enclosures. Police escorts can respond to emergencies or illegal behavior by motorists near the event, and provide a radio linkage to other emergency services.

Most police escorts maintain position at the front and/or back of the enclosure, and do not "leapfrog" to cover adjacent streets, unless the event is a point-to-point race where passing the field is unavoidable. "Leap-frogging" is difficult due to the delays involved in passing the peloton, and the limited amount of time available to close and reopen the road and return to position. Such a practice can be successfully accomplished, but requires significant number of police officers and motorcycles. Usually, a combination of stationary flaggers, marshals, and police officers work in concert with motor escorts to implement the most efficient closures.

Race Officials

Race officials work within the race enclosure to monitor the competitive conduct of the race and control the movement of vehicles within the caravan

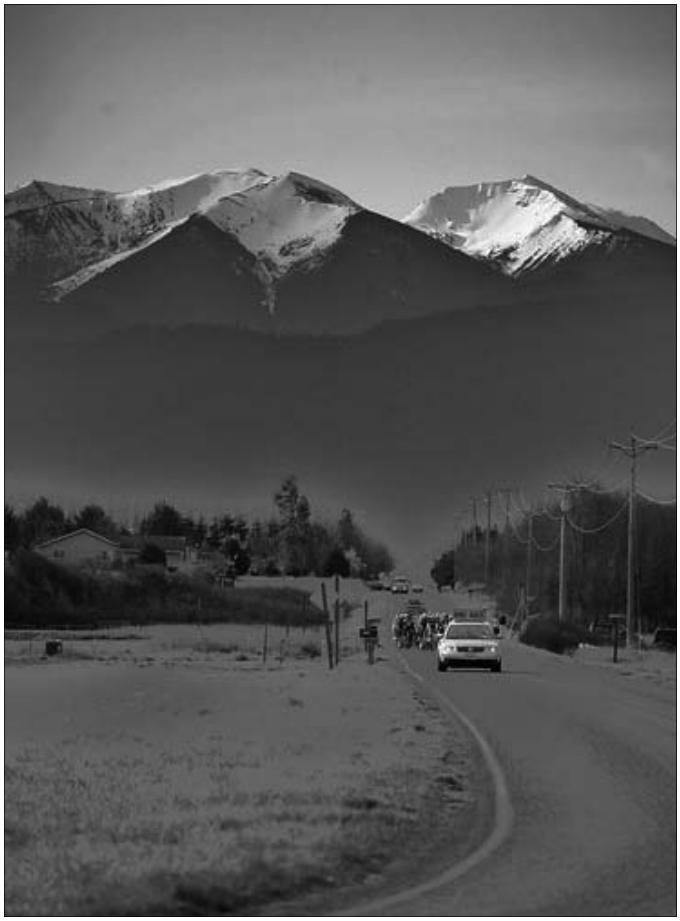
Other officials work on motorcycles and are responsible for centerline rule enforcement and communication from officials to the riders. They provide intermediate lead and follow support if a peloton begins to break up during a race.

Support Vehicles

Support vehicles operate under the direction of the Chief Referee (Com 1). They must only provide service from a stop at the right side of the road. In some races, the support vehicle may double as Com 1 or Com 2.

USA Cycling Centerline Rules

Critical to the successful operation of a race enclosure is the application of USA Cycling rules regarding the road centerline. Most local road races work with a rolling enclosure. Riders in such a race are under strict rules to not ever cross the centerline of the road. Sanctions for crossing a centerline range from a warning for accidental crossing, to relegation or disqualification in the cycling event, to suspension of a rider's license.



Bicycle race events bolster Washington's economy by encouraging tourism.

Events also afford riders, support teams, and spectators opportunites to see our state from new points of view.

Race Course Planning

Planning a competitive cycling event involves the event organizer, each road agency with jurisdiction over the proposed race course, and a sanctioning body (usually USA Cycling). However, there are also a number of races promoted by organizations unaffiliated with USA Cycling or other national organizations. While these "unsanctioned" events tend to be held in more easily managed venues, the conditions and terms of permits and reviews are the same as those applied to sanctioned events.

Planning for the bicycle race addresses:

- logistics of handling the expected numbers of riders and spectators, including traffic control plans where appropriate,
- technical aspects of the race course, and
- review of the proposal to ensure the safety of the competitors and the general public.

The following race event areas must be carefully located and implemented to operate a safe and efficient bicycle race.

Corners

It is common for a race peloton to swing wide on the entrance and exit to a corner (or when crossing angled railroad tracks) in an effort to maximize the effective radius of the turn. While this is a safer turn for the racers, appropriate traffic control measures are required to stop oncoming traffic well in advance of any wide turning zone. Traffic is usually stopped approximately 300 feet in advance of a corner to allow the peloton to complete the corner and return to the right side of the road before encountering oncoming traffic.

In the case of a protected enclosure, the motor police escorts and motor marshals stop traffic either on the shoulder or as far to the right on the road as practical. Usually marshals or certified flaggers move traffic through the conflict area before the arrival of the race, leaving the lanes used for the cycling event as clear as possible.

Feed Zones

During long road races, riders often need to replenish the food and water they carry. This is done in an area called the "feed zone," where team managers or assistants hand the riders food bags or water bottles.

Feeding is allowed only from the right side of the road, on designated laps and in designated locations.

Feed zones should have these desirable characteristics:

- gentle to moderate uphill grade, to slow riders without forcing an "out of the saddle" effort,
- wide shoulders, and
- parking for team vehicles off of the race course.

Event organizers are responsible for clean-up of the race course after the bicycle race event. This includes removal of water bottles, food bags, and other race litter along the course.

Riders Area

Prior to the race, riders should be able to stage in an area separate from the race course. Usually, the vehicles that accompany the race also stage in this area. When the race is ready to begin, the entire race enclosure moves onto the road at the start line, and the race begins with as little delay as possible.

Start-Finish

For road races, a desirable Start/Finish area has excellent visibility for monitoring the arrival of the racers and for advance control of traffic in the immediate area. Uphill finishes have the advantage of being slower and easier to control. If the climb is long or steep, the racers string out, reducing the need to shut down the entire road for the finish.

In some races riders use both sides of the road during the final sprint at the finish which provides greater safety for riders and spectators. A complete road closure with detour in place is required to establish the full width sprint area. The usual practice is to allow riders to "cross over the centerline" around 200 yards before the finish line (about the distance a racing cyclist can maintain a full effort sprint) and ending at least 200 yards past the finish line. These areas are generally delineated with cones, or separated with barriers for larger races where spectator attendance is expected to be significant.

When the race caravan reaches 0.6 mile before the finish of the race (or more if safety dictates) all traffic shall be removed from the finish line area to keep it clear for the racers. Traffic shall be controlled using law enforcement officers, certified flaggers, marshals, escort vehicles, and motorcycle

marshals, depending on the type of event and logistics of the finish. Adequate radio communication is necessary between several entities – officials, key marshals and the race organization. The race organizer must also ensure that a separate line of communication is available (radio or telephone) to any law enforcement lead officer.

Radio communication is also provided between all vehicles within the caravan, including officials, support vehicles and vehicles at either end of the race enclosure.

If team vehicles are used (as in larger events) they are linked via a one-way "Radio Tour" channel which gives race information and directions from race officials. This channel is separate from that which is used by race staff and/or the officials. Large, national and international events often employ as many as 10 radio channels to manage events.

Warm-up Area

It is highly desirable to designate roads off the race course for riders to use for warming up and cooling down prior to and after their cycling events. It is undesirable to have riders warming up on the race course when other races are in progress.

Carefully planned race courses improve safety for riders and simplify logistsics for event planners.

Course planning considerations include the start/finish area, a staging area for riders, rider warm-up area, feed zones, and corners.

Certified Flaggers and Marshals

Certified flaggers and marshals are part of the team needed to organize and stage a safe cycling event.

- At least one certified flagger is required for each road race. They are used for other race types as traffic control requires. Flaggers must be certified in Washington State. The Northwest Laborer's Union, the Evergreen Safety Council, and American Traffic Safety Services Association (ATTSA) provide flagger certification training. Contact information is in Appendix H.
- Marshals shall be given a specific briefing and presentation of information and materials by the event's certified flagger and have a Day of Event Marshal Certificate which is issued by the certified flagger upon completion. See Appendix C.

The duties of certified flaggers and marshals are distinct.

- Certified flaggers are responsible for stopping and holding motor vehicle traffic at signalized and other major intersections during a cycling event. The certified flagger is responsible for training marshals how to conduct the limited traffic control for which the marshals are responsible.
- Marshals are responsible for crowd control and limited traffic control. Marshals can hold pedestrian traffic along the course, hold vehicle traffic at stop-controlled intersections, and stop and hold vehicle traffic at minor uncontrolled intersections.

Certified flaggers and marshals should be able to answer basic questions about the race event, such as the time to expect racers moving through their intersection, the direction of travel, the entire race course, race start time, and estimated end time.

General Requirements for Certified Flaggers and Marshals

1. While directing traffic, all certified flaggers and marshals shall wear a Class 2 fluorescent orange vest meeting American National Safety Institute (ANSI) standards.
2. At all signalized intersections where the cyclists will not follow the Rules of the Road, a police officer or certified flagger shall direct traffic. During flagging operations, the signal shall either be placed on "all-red flash" or turned off.
3. Advance-warning signs (FLAGGER AHEAD, etc.) should be turned away from the road when traffic control is not being conducted.
4. Police control shall be used at intersections when WSDOT and the organizer determine there is a need.

Appendix A Bicycle Race Checklist

As varied as bicycle races and their requirements are, there are common conditions that can be expected from event to event. The following is a checklist for both the WSDOT representative who issues the Bicycle Race Event Permit and race organizers as they prepare their applications. Please remember that circumstances may change and additional items may need to be added to the list.

- ❒ Has the application been submitted 60 days before the race to allow adequate time for review and coordination?
- ❒ Is another road agency involved? (Check map for road jurisdiction).
- ❒ Is a permit being processed by another road agency and has a copy of that approval been provided?
- ❒ Is the required proof of insurance provided?
- ❒ Are insurance policy limits met?
- ❒ Is the State of Washington named as an additional insured?
- ❒ Has the applicant provided a TCP where needed, showing all road intersections, the need for and the type of traffic control at the intersections?
- ❒ Has the applicant shown on the TCP where police officers, certified flaggers or marshals are located?
- ❒ Are signs and other traffic control devices shown on the TCP?
- ❒ Do the traffic control devices meet MUTCD requirements?
- ❒ Will police involvement be necessary?
- ❒ Will vehicle escort be provided if this is a road race?
- ❒ If streets are closed, is a properly signed detour provided?
- ❒ Has the applicant provided a copy of a news release and does it include dates, times, roads where delays are expected, and the lengths of delays anticipated?
- ❒ Is there a media mailing list and date when the news release will be mailed?
- ❒ Has the applicant given residents and businesses sufficient advance notice of any road closure for a criterium or a road race where the entire road is closed?

- ❒ Have major businesses, schools, fire and emergency agencies, transit companies, etc., been contacted by the applicant?
- ❒ Are there any other events scheduled for the location that may cause a conflict?
- ❒ Are pre-race signs built to specifications and do they have correct information?
- ❒ Is private land being used for staging or parking? Has permission been granted?
- ❒ Is adequate staging and parking space provided? Are toilet facilities provided?
- ❒ Will start and finish banners be hung over the roadway? Are they high enough?
- ❒ Have arrangements been made for emergency medical treatment?

Washington State Department of Transportation

Bicycle Race Permit Application

Section I: Applicant Information

Applicant Name			Date
Organization / Club Name		Racing Club ☐ Yes ☐ No	Applicant Phone Number
Organization / Club Address	City	State	Zip Code

Section II: Bicycle Race Event Information

Race Name			
Sanctioning Organzation			Permit Number
Insurance Company			Policy Number
Name of Certified Flagger	Certified Flagger Phone Number	Number of Traffic Control Personnel	
Chief Referee			Chief Referee Phone Number
Race Date(s)	Start Time(s)	Finish Time(s)	
Race Location Address	City	State	Zip Code
Race Start Location	Race Finish Location		
Expected Number of Participants	Expected Number of Spectators	Maximum Number of Races on Road at One Time	
Maximum Number of Participants on the Course at One Time	Number of Categories		
Does the Bicycle Race Use Other Agency Roads?	Have Other Agencies Approved Race Course and Event?		

Race Description (Check All That Apply)

Enclosure Type(s)	Race Type(s)	Course Type(s)
☐ Totally Open Race Course	☐ Criterium	☐ Point to Point
☐ Partially Closed Race Course	☐ Time Trial	☐ Circuit
☐ Totally Closed Race Course	☐ Road Race	☐ Out and Back
☐ Rolling Enclosure	☐ Stage Race	
☐ Protected Enclosure	☐ Cyclocross	
	☐ Mountain Bike	
If using caravan, attach diagram and include all vehicles.	☐ Multi-Sport Time Trial	
	☐ Multi-Sport Road Race	

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WSDOT Form 242-017 Bicycle Race Permit Permit Application, Page 1 of 4
Appendix B

Section III: Race Details and Map

Describe Race in Detail

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5/2010

Page 2 of 4

WSDOT Form 242-017 Bicycle Race Permit Permit Application, Page 2 of 4
Appendix B

Insert, Draw, or attach a map showing the race course in detail. Mark important locations including start and finish locations, parking, road closures, traffic-controlled intersections, warning signs and traffic control equipment, feed zones, etc.

DOT Form 242-017 EF
5/2010

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WSDOT Form 242-017 Bicycle Race Permit Permit Application, Page 3 of 4
Appendix B

Section IV: Medical Service Information

Describe Emergency Medical Services available during the race

Section V: Notification Plan

Describe how businesses and residents will be notified of the race event

Section VI: Indemnification

The permittee by signing below indemnifies and saves harmless the state of Washington for any claim suit, action for injuries, death or other cause of personal injury or property damage arising from the issuance of a bicycle race permit, including claims of race participants, pedestrians, or other roadway users.

Applicant Signature _____ Date _____

Send this completed application and attachments to the appropriate WSDOT Region Traffic Office. If the permit is approved, a signed copy of the application will be returned to the applicant identified in Section I.

This is a valid race permit if signed by the WSDOT Regional Administrator or designee. This document and any attached conditions constitute the Bicycle Race Permit.

Regional Administrator _____ Date _____

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5/2010

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WSDOT Form 242-017 Bicycle Race Permit Permit Application, Page 4 of 4
Appendix B

Appendix C Day of Event Marshal Certificate

The cycling event's certified flagger shall be responsible for briefing all course marshals and signing the Day of Event Marshal Certificate. The briefing shall include the following information:

1. Safety is Your Most Important Responsibility

   As a race staff member you are responsible for the safety of the event participants, motorists, spectators and yourself. Your primary responsibilities are to manage access by the motoring public, guide event participants, reduce confusion of drivers and pedestrians, and keep the general public outside the path of the event.

   To exercise your duties properly you will receive and must follow instruction from event officials on how and when to close intersections, under what conditions vehicles or pedestrians can enter or cross the event pathway, and the appropriate hand or device signals to use.

2. Visibility Guidelines

   Never assume that a driver sees you. Always expect the unexpected. Be sure to make eye contact with the driver. Directions given to a motorist must be clear, firm, and courteous. Approaching traffic must be able to see you at least 500 feet away when the posted speed limit is 45 mph or more, or 300 feet when the posted speed limit is 40 mph or less.

   To improve your visibility:

   - A Class 2 orange vest meeting American National Safety Institute standards is required.
   - Wear unique light colored clothing and stand in a conspicuous place on the shoulder of the road, out of shadows if possible.
   - Stand in a manner and location that both the event route and the traffic can be observed.
   - Stand where there is a sharp color contrast between you and your background.
   - Do not sit, lean, or lie on or in a vehicle.
   - Stand alone so you can be recognized.

3. Rules of Conduct
   - Always be aware of traffic. Do not step into, or turn your back to approaching traffic.
   - Stay Alert! Be ready to respond to any emergency.
   - Be courteous and professional.
   - Keep your mind on your duties. Do not become distracted.
   - Record the license number and description of any vehicle whose driver disobeys your instructions or threatens the safety of others.
   - Do not involve yourself in unnecessary conversations with participants, spectators, or motorists.
   - Remain in your position for the duration of the event or until properly relieved.
4. Hand-Signaling Procedures

   Hand signaling devices, such as stop/slow paddles, red flags, or standard police directional hand signals shall be used to control traffic at the event.

   To stop traffic:
   Face traffic, raise and extend arm and palm toward traffic. If equipped with paddle or flag, hold in other hand and extend arm with paddle or flag to the side, straight out from your shoulder. Display the "stop" message.

   To alert or slow traffic:
   Face traffic, motion up and down with the arm, with the palm down, indicating that the vehicle should slow down. If equipped with a paddle, hold the paddle with the "slow" message displayed. If equipped with a flag slowly wave the flag in a sweeping motion, arm extended, from shoulder level toward the ground. Never raise the sweeping arm above the horizontal position.

   To signal traffic to proceed:
   Face traffic, and motion traffic to proceed with the free hand. If equipped with a paddle or flag, hold in the other hand and display the "slow" message or if equipped with a flag, the flag should be lowered from view of the driver.

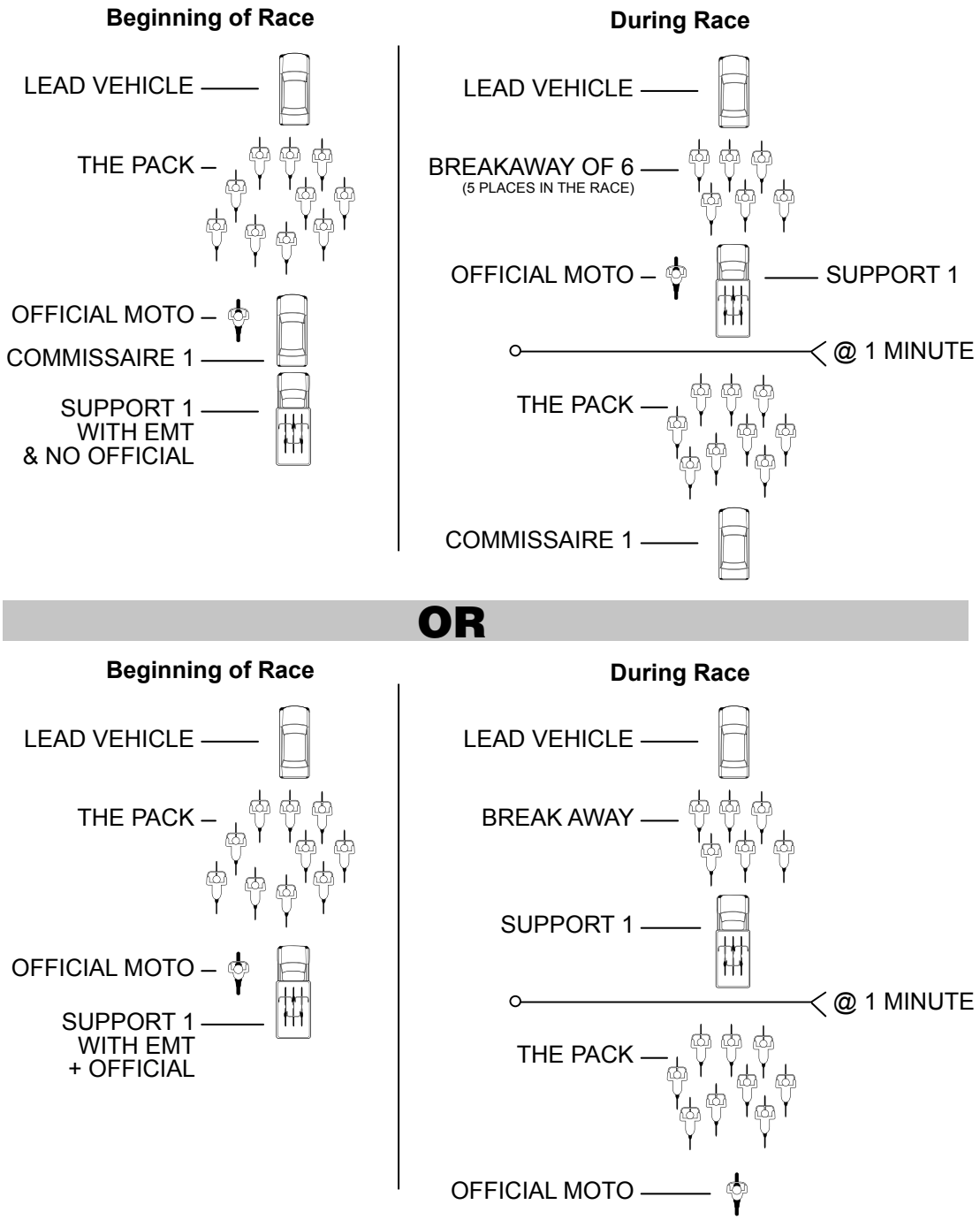
Day of Event Marshal Certificate

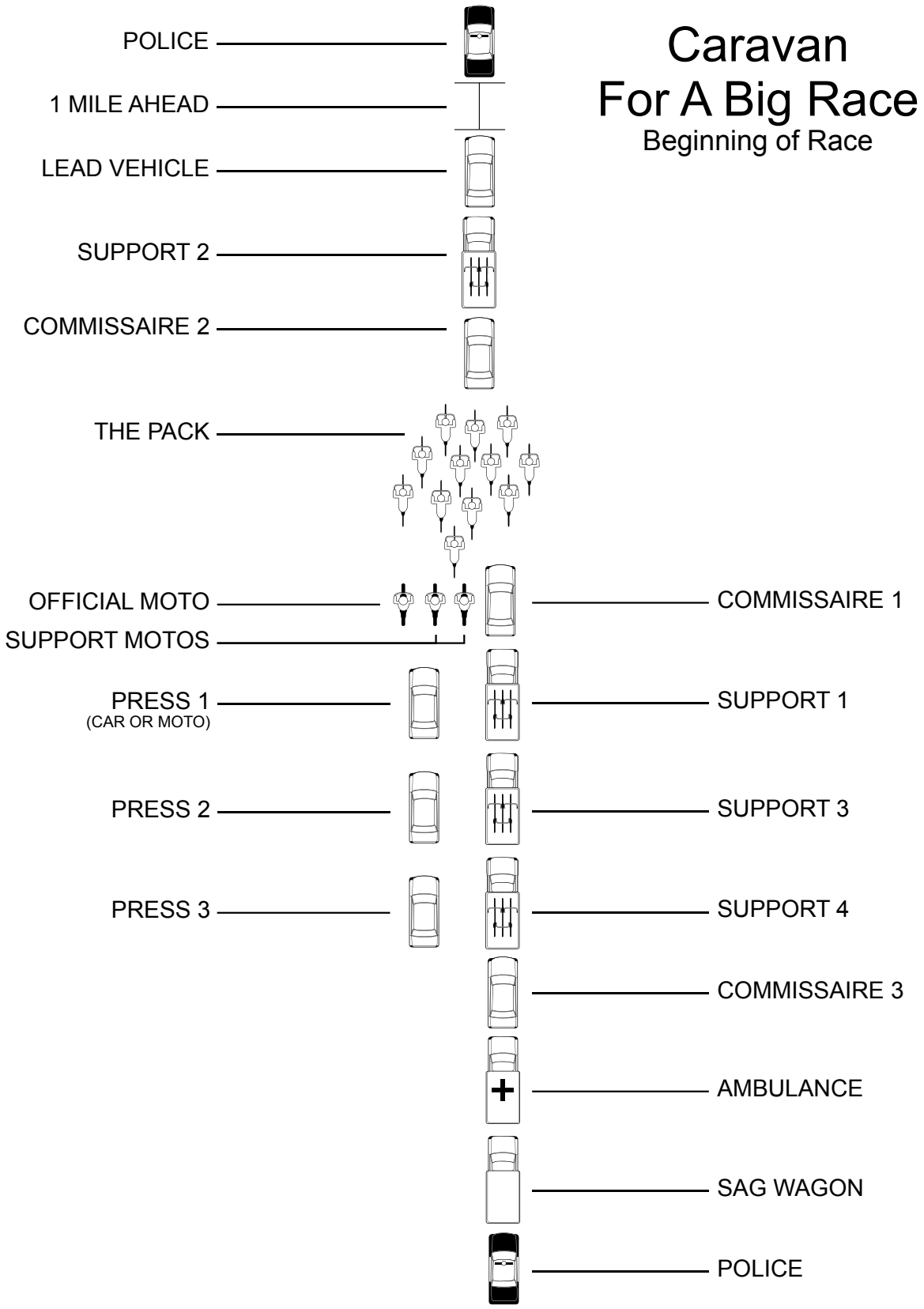
I have read and been briefed on my duties and responsibilities as an Event Marshal.
I understand my duties and responsibilities and am physically able to perform them.

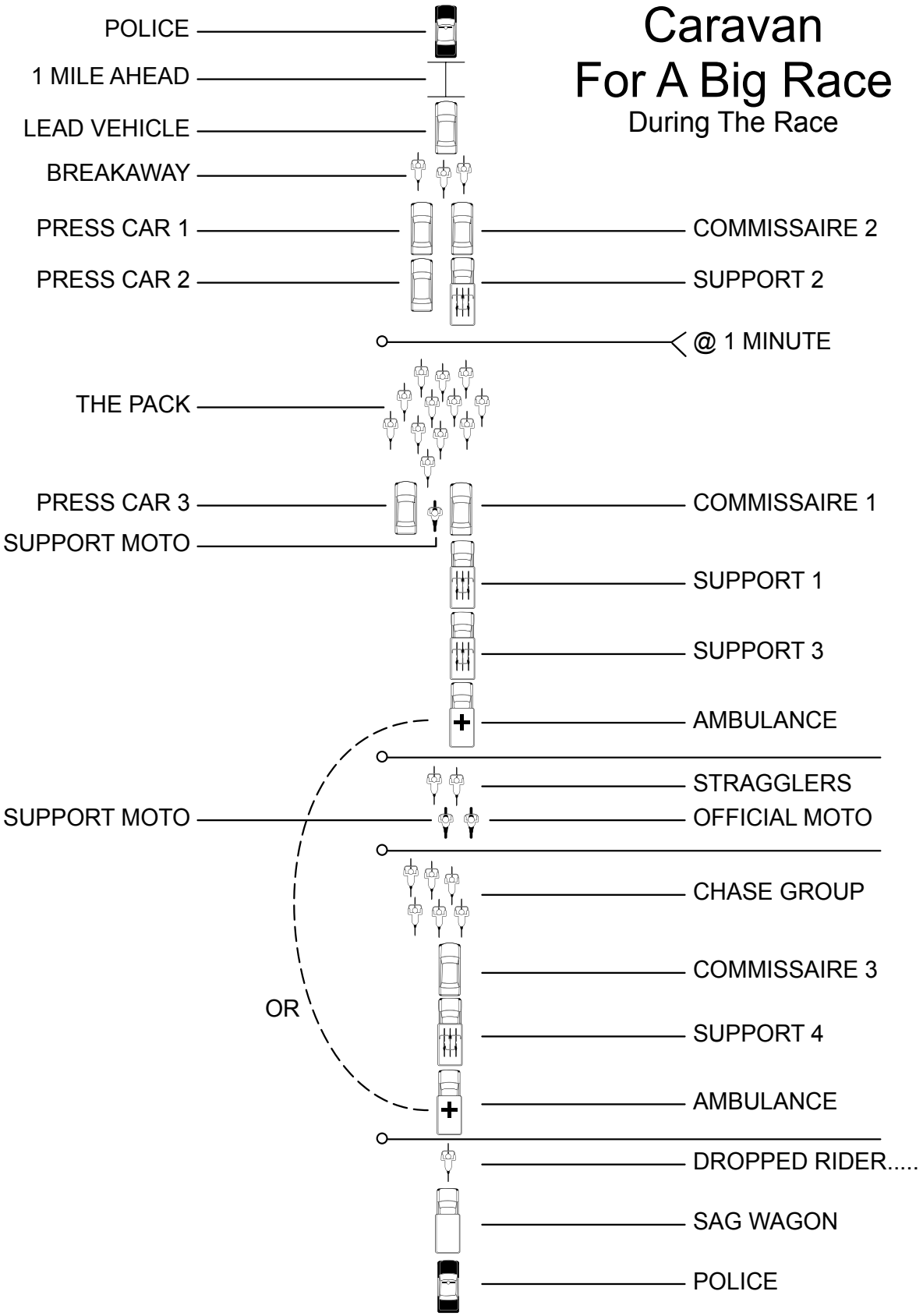
Name: _____ Date: _____

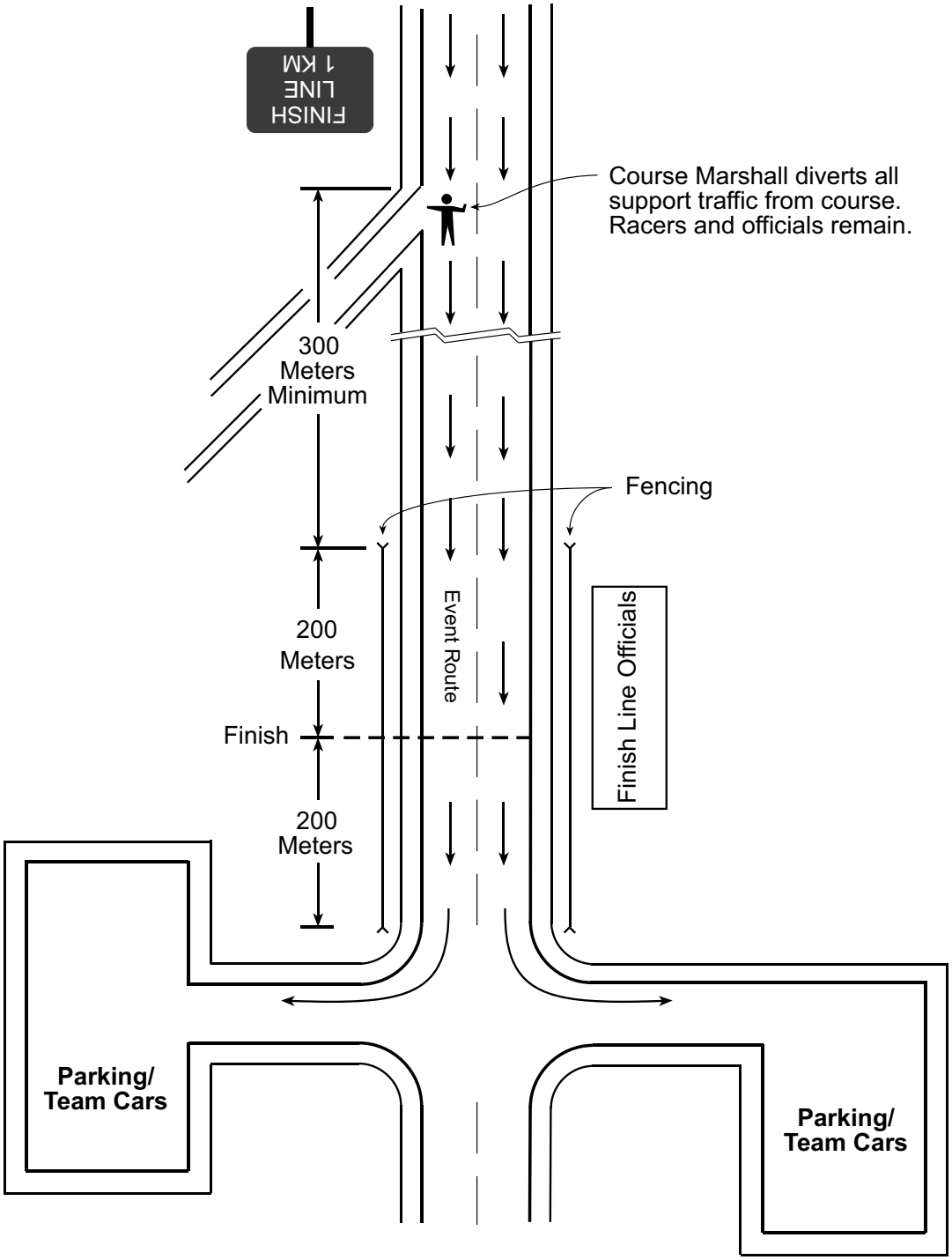
Name of Certified Flagger: _____ Date: _____

Caravan
For A Small Race

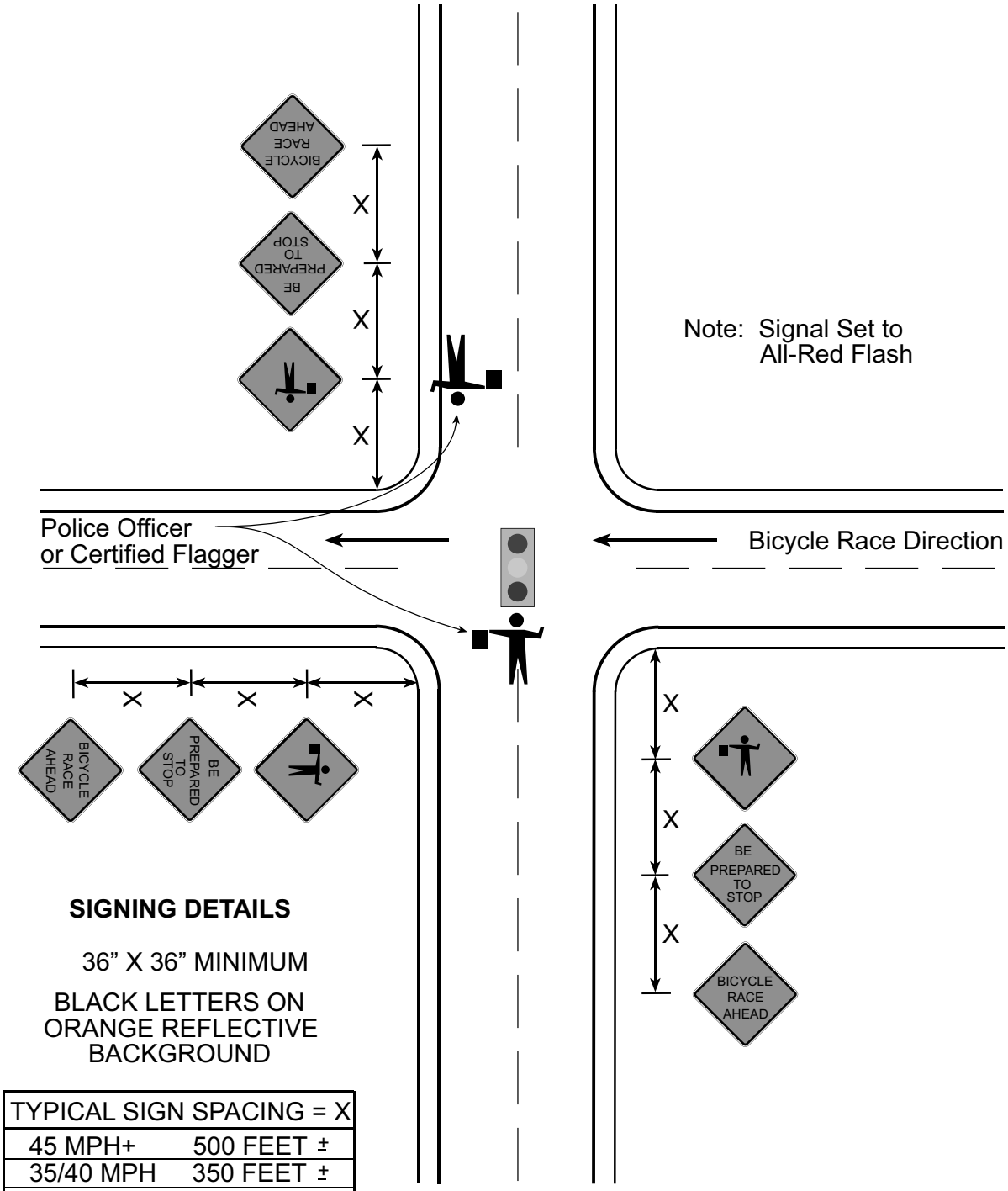



Caravan
For A Big Race
Beginning of Race
POLICE
1 MILE AHEAD
LEAD VEHICLE
SUPPORT 2
COMMISSAIRE 2
THE PACK
OFFICIAL MOTO
SUPPORT MOTOS
PRESS 1
(CAR OR MOTO)
PRESS 2
PRESS 3
COMMISSAIRE 1
SUPPORT 1
SUPPORT 3
SUPPORT 4
COMMISSAIRE 3
AMBULANCE
SAG WAGON
POLICE


Caravan
For A Big Race
During The Race
POLICE
1 MILE AHEAD
LEAD VEHICLE
BREAKAWAY
PRESS CAR 1
COMMISSAIRE 2
PRESS CAR 2
SUPPORT 2
@ 1 MINUTE
THE PACK
PRESS CAR 3
COMMISSAIRE 1
SUPPORT MOTO
SUPPORT 1
SUPPORT 3
AMBULANCE
STRAGGLERS
SUPPORT MOTO
OFFICIAL MOTO
CHASE GROUP
COMMISSAIRE 3
OR
SUPPORT 4
AMBULANCE
DROPPED RIDER.....
SAG WAGON
POLICE



The race course is closed to public travel. Non-race traffic is detoured around the closed highway section using standard detour signing per the MUTCD.



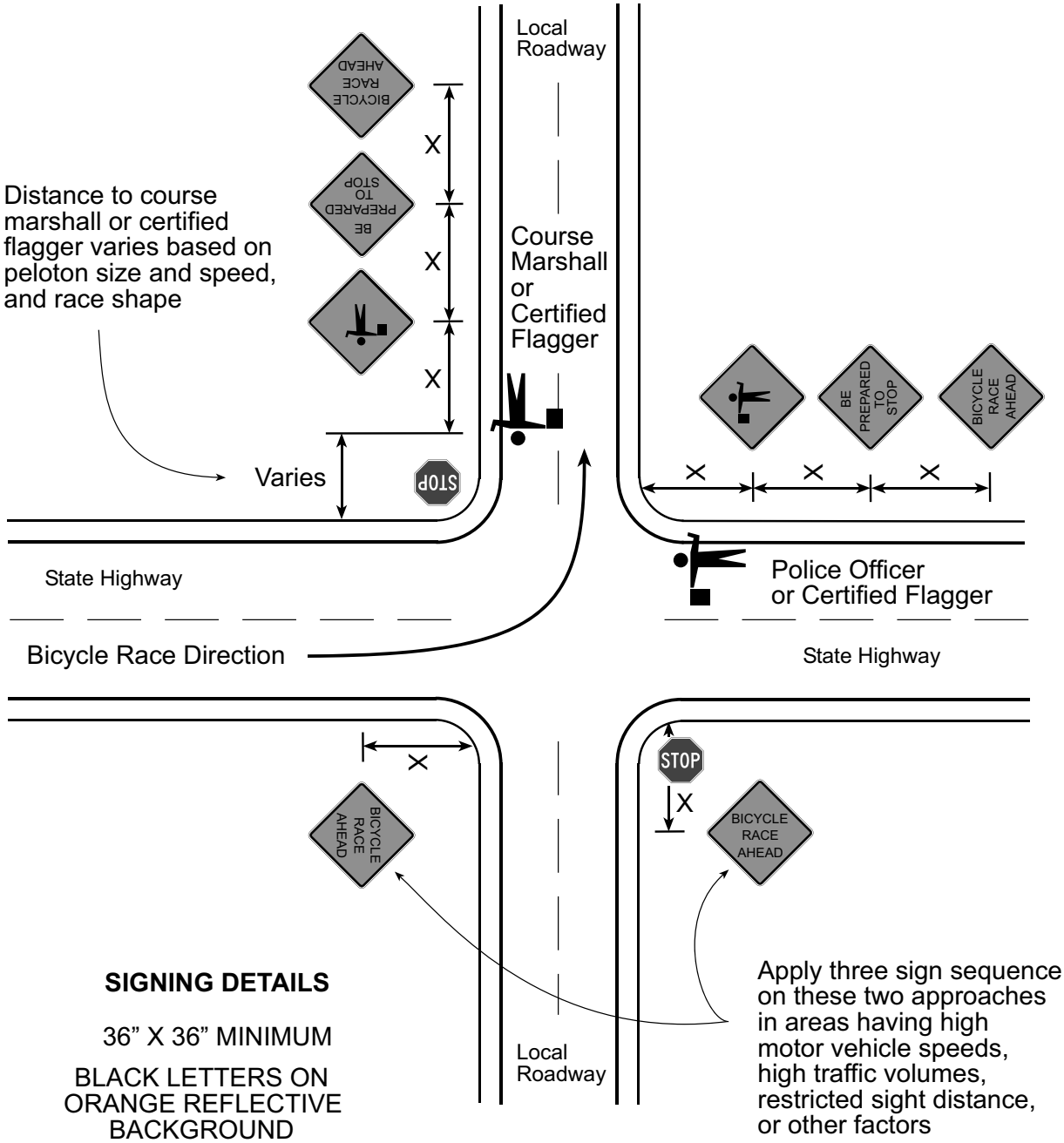
SIGNING DETAILS

36” X 36” MINIMUM

BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND

TYPICAL SIGN SPACING = X	
45 MPH+	500 FEET ±
35/40 MPH	350 FEET ±
25/30 MPH	200 FEET ±

Race Passing Through Major Signalized Intersection



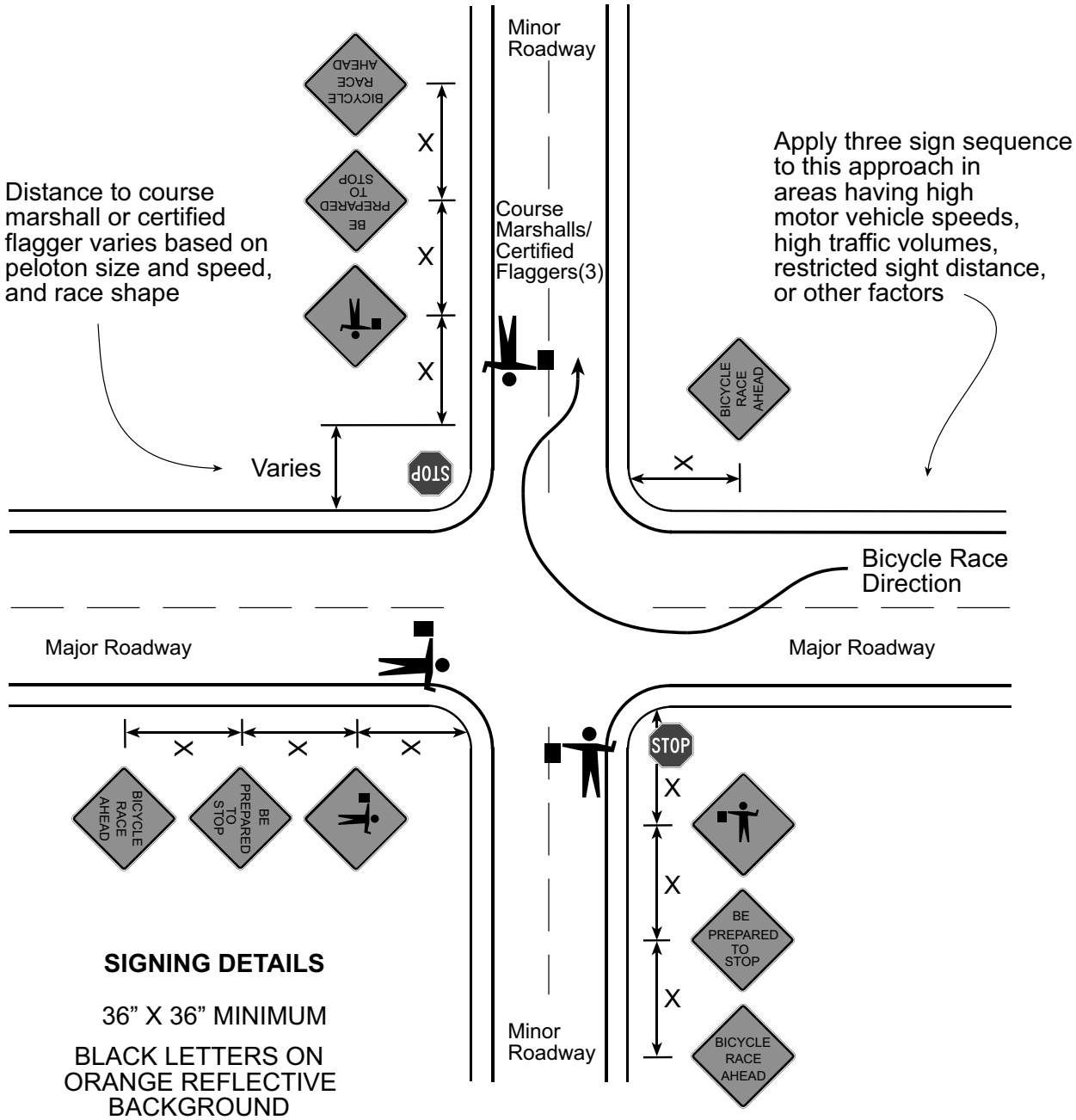
SIGNING DETAILS

36” X 36” MINIMUM

BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND

TYPICAL SIGN SPACING = X	
45 MPH+	500 FEET ±
35/40 MPH	350 FEET ±
25/30 MPH	200 FEET ±

Race Turns Left Off State Highway and Onto Local Roadway With Stop-Controlled Approaches



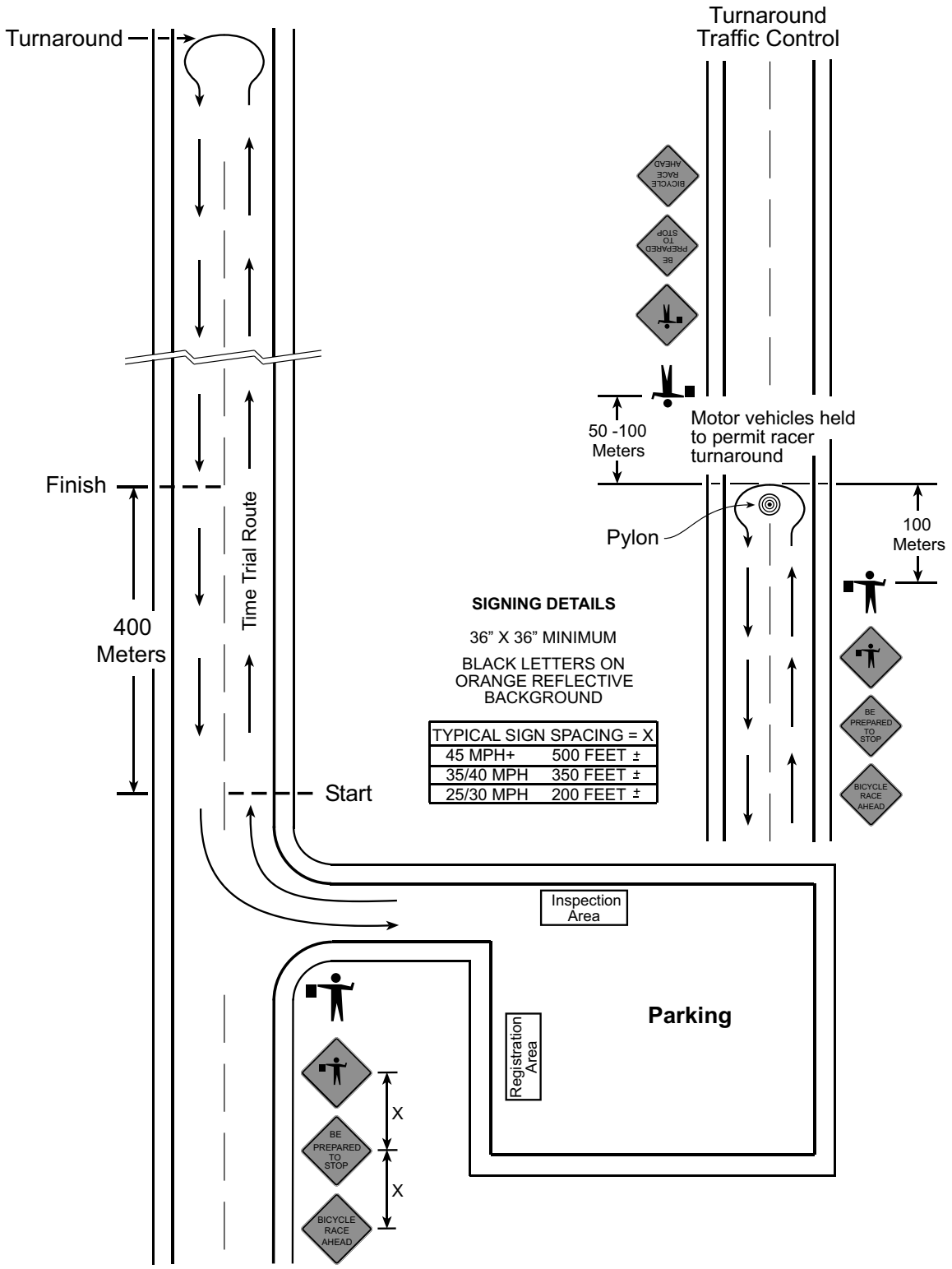
SIGNING DETAILS

36” X 36” MINIMUM

BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND

TYPICAL SIGN SPACING = X	
45 MPH+	500 FEET ±
35/40 MPH	350 FEET ±
25/30 MPH	200 FEET ±

Race Turns Right From Major Roadway and Onto Minor Roadway With Stop-Controlled Intersection Approaches


Turnaround
Turnaround Traffic Control
BICYCLE RACE AHEAD
BE PREPARED TO STOP
50 -100 Meters
Motor vehicles held to permit racer turnaround
Finish
Time Trial Route
Pylon
100 Meters
400 Meters
SIGNING DETAILS
36" X 36" MINIMUM
BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND
TYPICAL SIGN SPACING = X
45 MPH+ 500 FEET ±
35/40 MPH 350 FEET ±
25/30 MPH 200 FEET ±
Start
Inspection Area
Parking
Registration Area
X
X

Appendix H WSDOT Traffic Offices

Eastern Region	WSDOT Traffic Office 2714 North Mayfair Street Spokane, WA 99207-2090 Phone 509-324-6550
North Central Region	WSDOT Traffic Office P. O. Box 98 Wenatchee, WA 98801 Phone 509-667-3080
Northwest Region	WSDOT Traffic Office P. O. Box 330310 Seattle, WA 98113-9710 Phone 206-440-4487
Olympic Region	WSDOT Traffic Office P. O. Box 47440 Olympia, WA 98504-7440 Phone 360-357-2671
South Central Region	WSDOT Traffic Office P. O. Box 12560 Yakima, WA 98909-2560 Phone 509-577-1985
Southwest Region	WSDOT Traffic Office P. O. Box 1709 Vancouver, WA 98668-1709 Phone 360-905-2240
Headquarters	WSDOT Traffic Office P. O. Box 47344 Olympia, WA 98504-7344 Phone 360-705-7411

Appendix I Resources

The following resources are available to the race organizer:

Flagger Certification
The Evergreen Safety Council, the Laborer's Union Local 252, and the American Traffic Safety Services Association (ATSSA) and many community colleges conduct training to certify flaggers in Washington State.

Evergreen Safety Council www.esc.org
401 Pontius Ave North
Seattle, WA 98109-5423
206-382-4090 or 1-800-521-0778
E-mail: esc@esc.org

Laborer's Local 252 www.laborerslocal252.org
4803 South M Street
Tacoma, WA 98402
253-383-1493

American Traffic Safety Services Association (ATSSA) www.atssa.com
15 Riverside Parkway
Suite 100
Fredericksburg, Virginia 22406-1022
1-800-272-8772 or Training Dept. 1-877- 642-4637

Manual on Uniform Traffic Control Devices (MUTCD)
www.mutcd.fhwa.dot.gov/
The Manual on Uniform Traffic Control Devices (MUTCD) is the federal document that governs use and installation of signing, cones, barricades, pavement markings, and other traffic control devices. The WSDOT Region Traffic Office issuing the permit will have a copy and may provide additional information on appropriate use of signing and devices.

USA Cycling www.usacycling.org
USA Cycling sanctions most cycling events. This sanctioning body has adopted racing rules including elements such as wearing an approved helmet during hours of the competition, following the Rules of the Road unless under escort or with roadway agency approval, and staying on the right side of the centerline of a roadway in a road race. Trained and licensed USA Cycling race officials closely monitor each race and enforce these rules.

Washington State Bicycle Association (WSBA) www.wsbaracing.com
The WSBA serves the needs of racers and race organizers throughout Washington. Through membership in the organization, event organizers have access to race equipment, traffic signs, snow fencing, photo-finish technology, flagger equipment, amber flashing warning lights, radio communications, and other assistance.

Washington State Bicycle Association
13438 NE 111th Ct.
Redmond, WA 98052
206-353-6302

Washington State Department of Transportation

Bicycle Race Permit Application

Section I: Applicant Information

Applicant Name			Date
Organization / Club Name		Racing Club ☐ Yes ☐ No	Applicant Phone Number
Organization / Club Address	City	State	Zip Code

Section II: Bicycle Race Event Information

Race Name		
Sanctioning Organzation		Permit Number
Insurance Company		Policy Number
Name of Certified Flagger	Certified Flagger Phone Number	Number of Traffic Control Personnel
Chief Referee		Chief Referee Phone Number
Race Date(s)	Start Time(s)	Finish Time(s)
Race Location Address	City	State / Zip Code
Race Start Location	Race Finish Location	
Expected Number of Participants	Expected Number of Spectators	Maximum Number of Races on Road at One Time
Maximum Number of Participants on the Course at One Time	Number of Categories	
Does the Bicycle Race Use Other Agency Roads?	Have Other Agencies Approved Race Course and Event?	

Race Description (Check All That Apply)

Enclosure Type(s)

- ☐ Totally Open Race Course
- ☐ Partially Closed Race Course
- ☐ Totally Closed Race Course
- ☐ Rolling Enclosure
- ☐ Protected Enclosure

If using caravan, attach diagram and include all vehicles.

Race Type(s)

- ☐ Criterium
- ☐ Time Trial
- ☐ Road Race
- ☐ Stage Race
- ☐ Cyclocross
- ☐ Mountain Bike
- ☐ Multi-Sport Time Trial
- ☐ Multi-Sport Road Race

Course Type(s)

- ☐ Point to Point
- ☐ Circuit
- ☐ Out and Back

Section III: Race Details and Map

Describe Race in Detail

Insert, Draw, or attach a map showing the race course in detail. Mark important locations including start and finish locations, parking, road closures, traffic-controlled intersections, warning signs and traffic control equipment, feed zones, etc.

Section IV: Medical Service Information

Describe Emergency Medical Services available during the race

Section V: Notification Plan

Describe how businesses and residents will be notified of the race event

Section VI: Indemnification

The permittee by signing below indemnifies and saves harmless the state of Washington for any claim suit, action for injuries, death or other cause of personal injury or property damage arising from the issuance of a bicycle race permit, including claims of race participants, pedestrians, or other roadway users.

Applicant Signature _____ Date _____

Send this completed application and attachments to the appropriate WSDOT Region Traffic Office. If the permit is approved, a signed copy of the application will be returned to the applicant identified in Section I.

This is a valid race permit if signed by the WSDOT Regional Administrator or designee. This document and any attached conditions constitute the Bicycle Race Permit.

Regional Administrator _____ Date _____