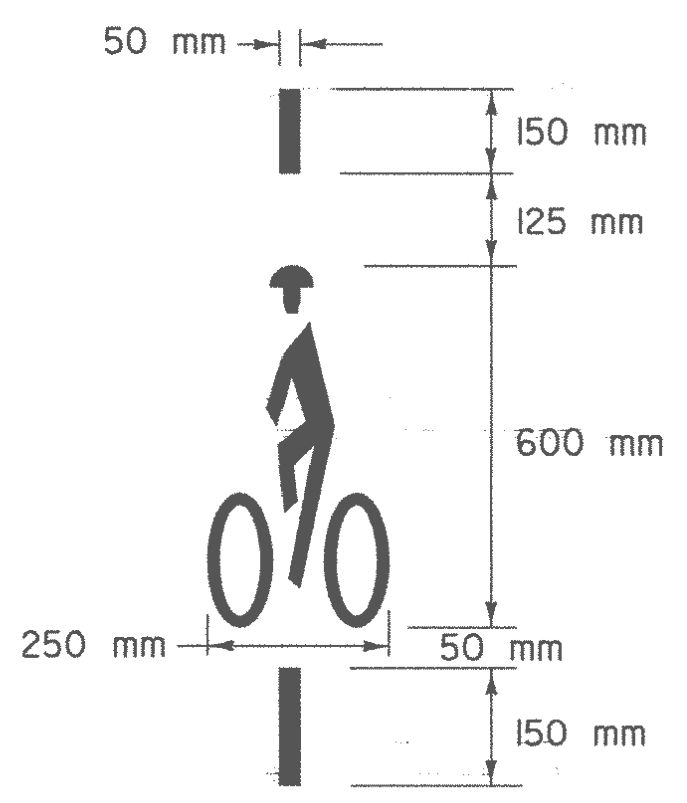


BICYCLE STENCIL PAVEMENT MARKING

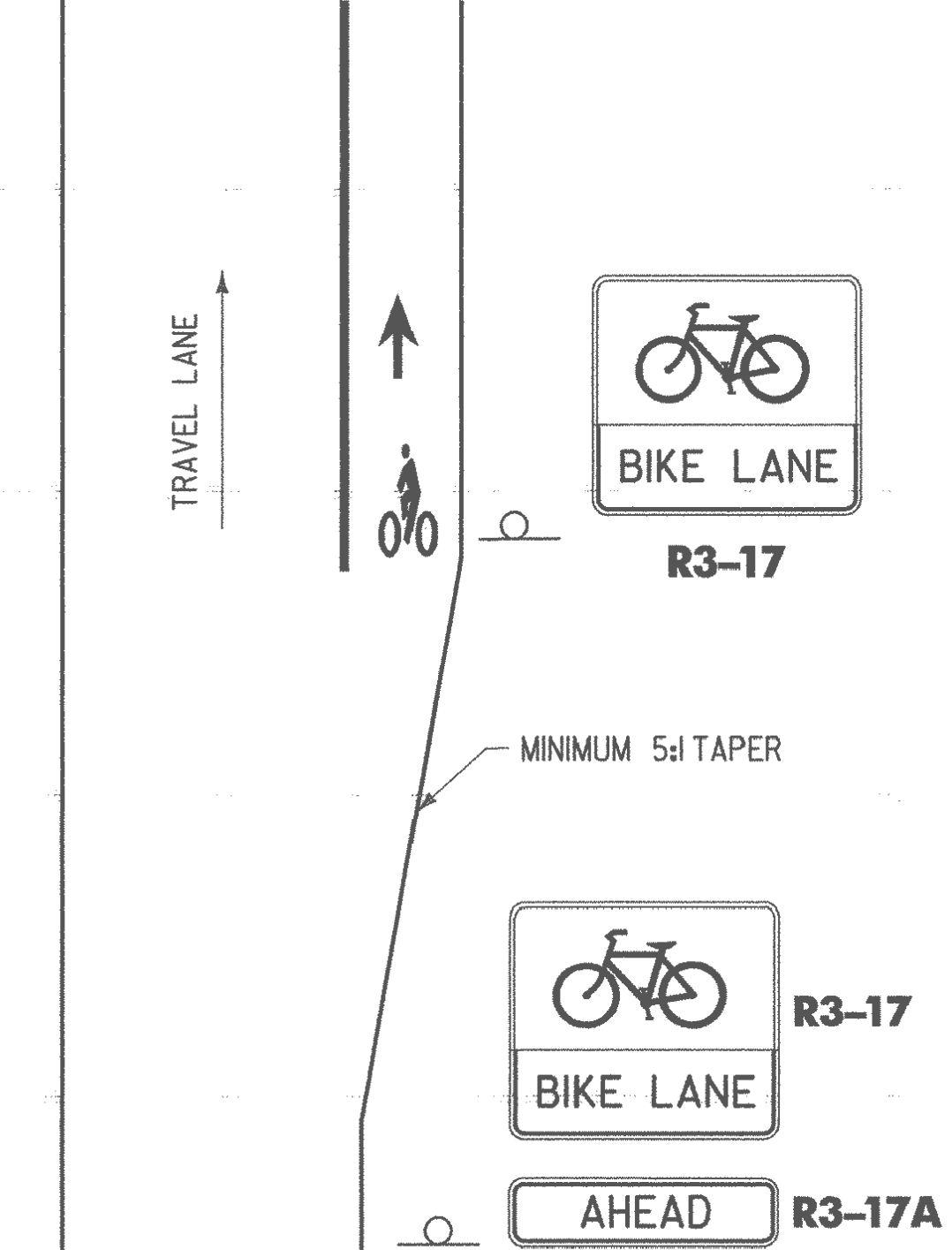
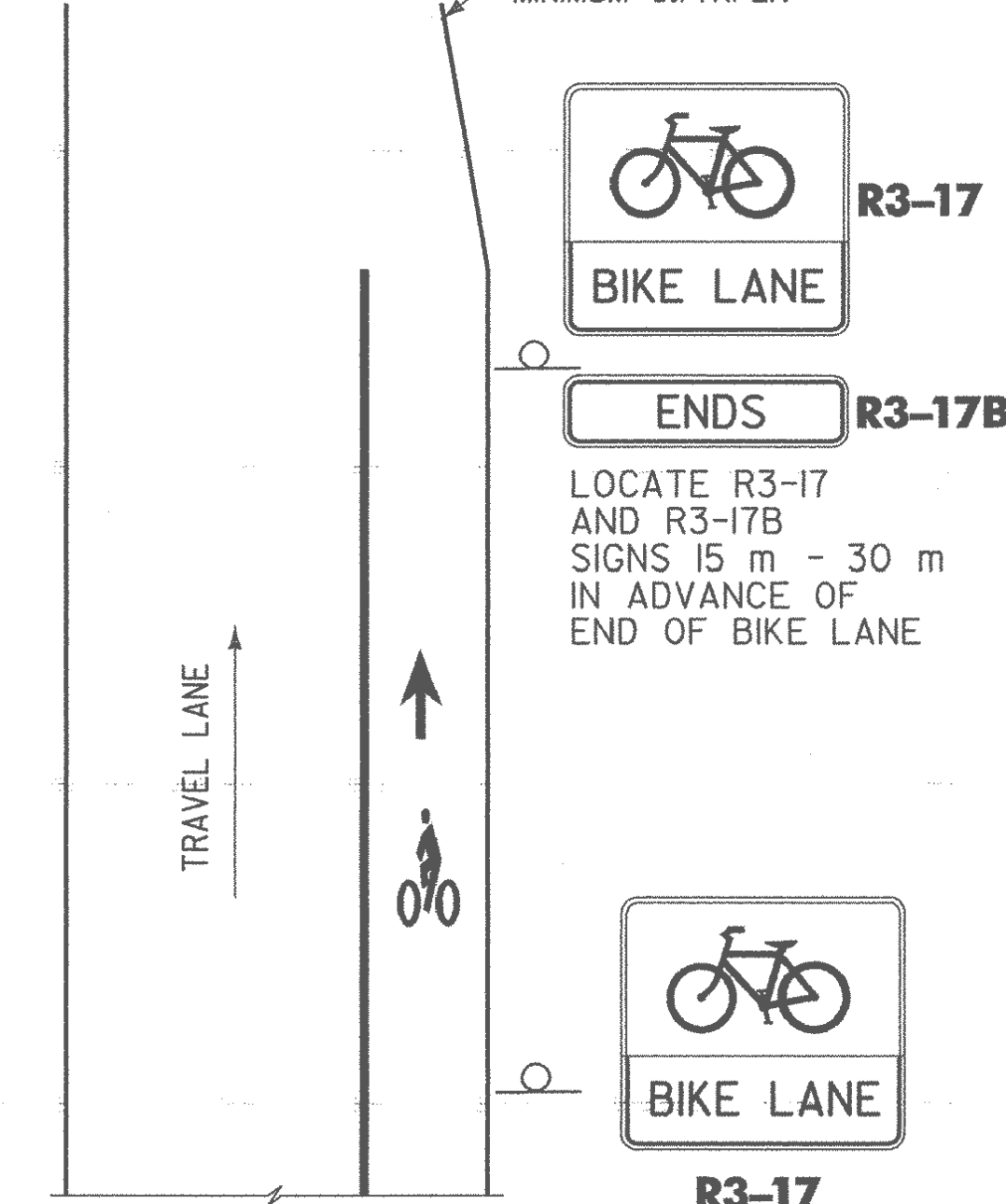


BICYCLE DETECTOR PAVEMENT MARKING

NOTE:
IF THE BICYCLE DETECTOR PAVEMENT MARKING IS USED, IT SHALL BE PLACED IN THE AREA OF HIGHEST SENSITIVITY OF VEHICLE DETECTOR LOOPS IN OUTSIDE TRAVEL LANES OR WHEN DETECTOR LOOPS ARE PLACED IN BICYCLE LANES. WHEN PAVEMENT MARKING IS USED, AN R10-22 SIGN SHALL BE INSTALLED.

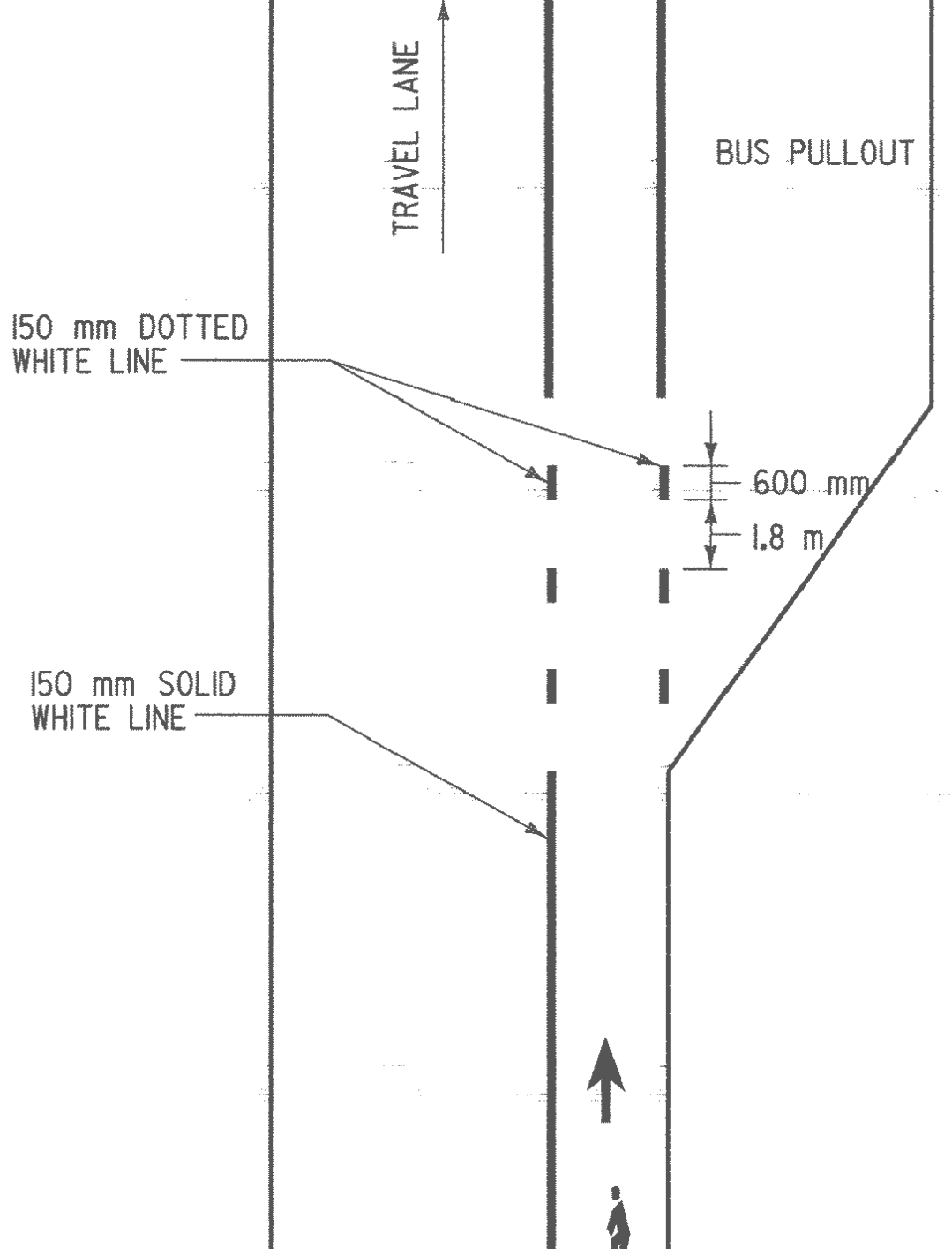
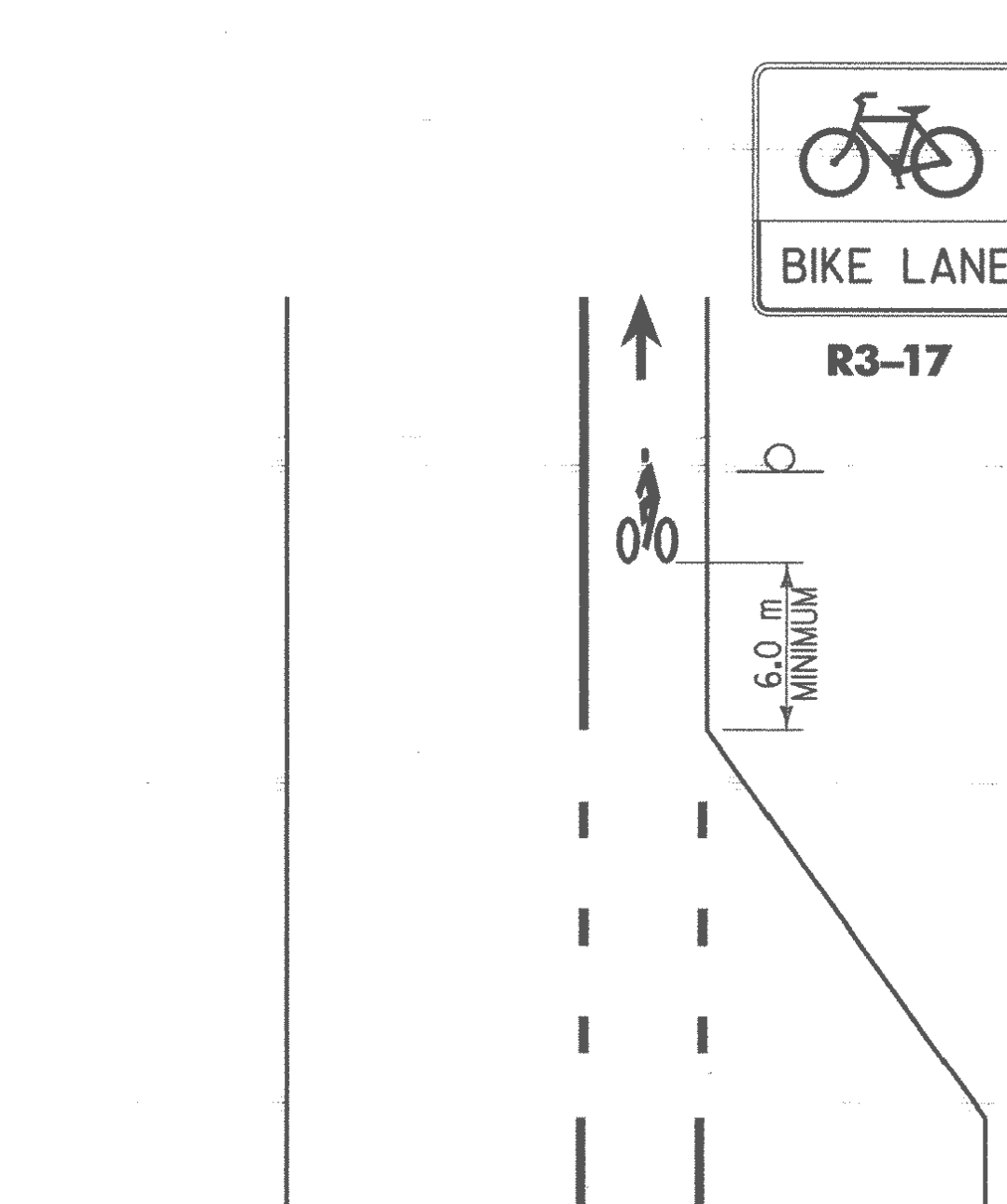
GENERAL NOTES:

- 1.) ALL BICYCLE LANE PAVEMENT MARKINGS TO BE WHITE RETROREFLECTORIZED PAINT OR MAXIMUM 2.25 mm THICK SLIP RESISTANT DURABLE MARKINGS.
- 2.) ADJUST LOCATION OF BICYCLE LANE PAVEMENT MARKING TO AVOID PLACEMENT WHERE IT IS LIKELY TO BE TRAVERSED BY VEHICLES, SUCH AS AT DRIVEWAYS.
- 3.) REFER TO VAOT PEDESTRIAN AND BICYCLE FACILITY PLANNING AND DESIGN MANUAL FOR GUIDANCE ON OTHER BIKE LANE CONFIGURATIONS.
- 4.) PLACE PAVEMENT MARKINGS AFTER STREET INTERSECTIONS AND AT INTERMEDIATE LOCATIONS ON LONG UNINTERRUPTED SECTIONS.

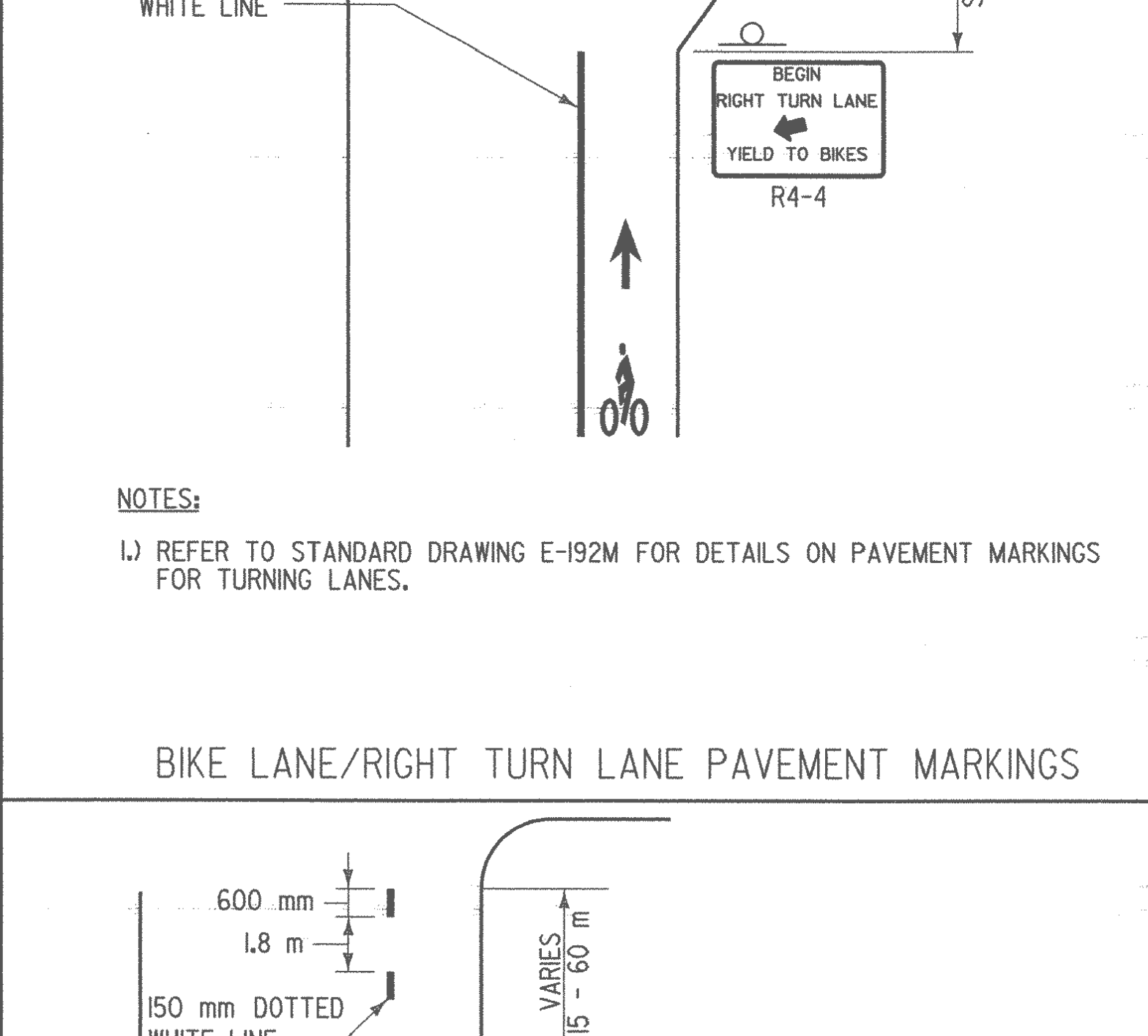
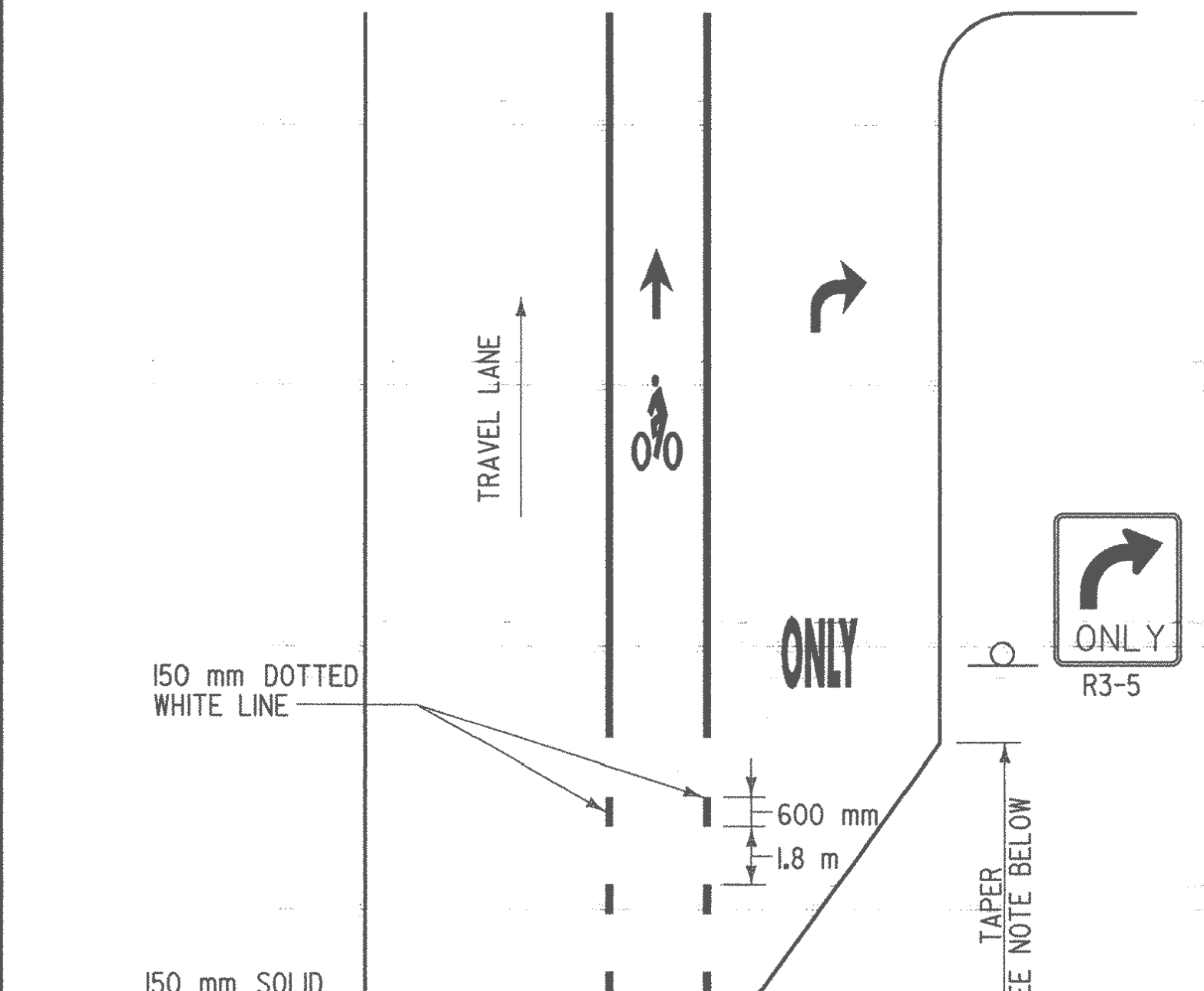


BICYCLE LANE PAVEMENT MARKINGS

APPROVED
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 DIRECTOR OF PROGRAM DEVELOPMENT
Oliver E. Newsum
 LOCAL TRANSPORTATION FACILITIES PROGRAM MANAGER
Michelle
 FEDERAL HIGHWAY ADMINISTRATION



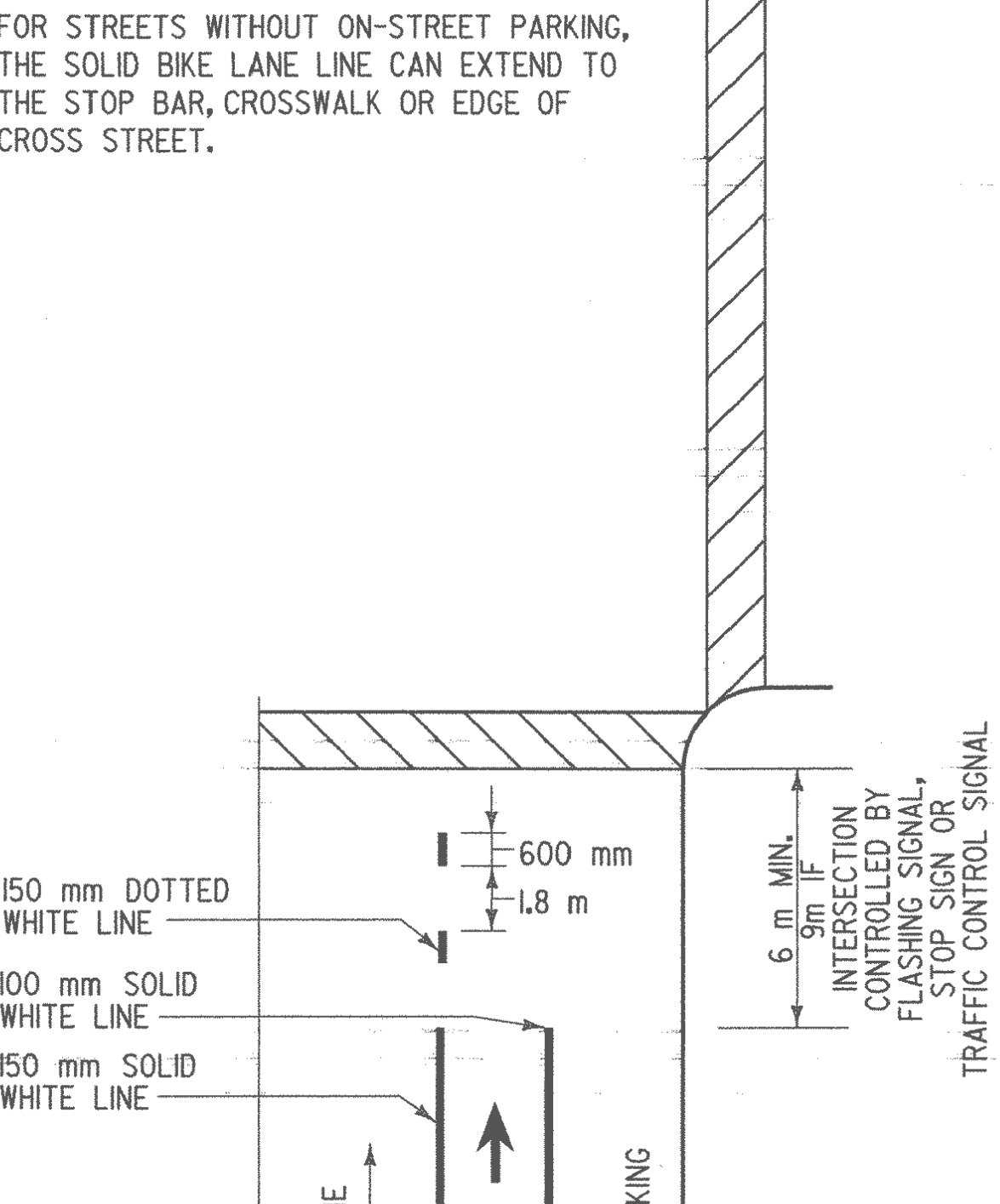
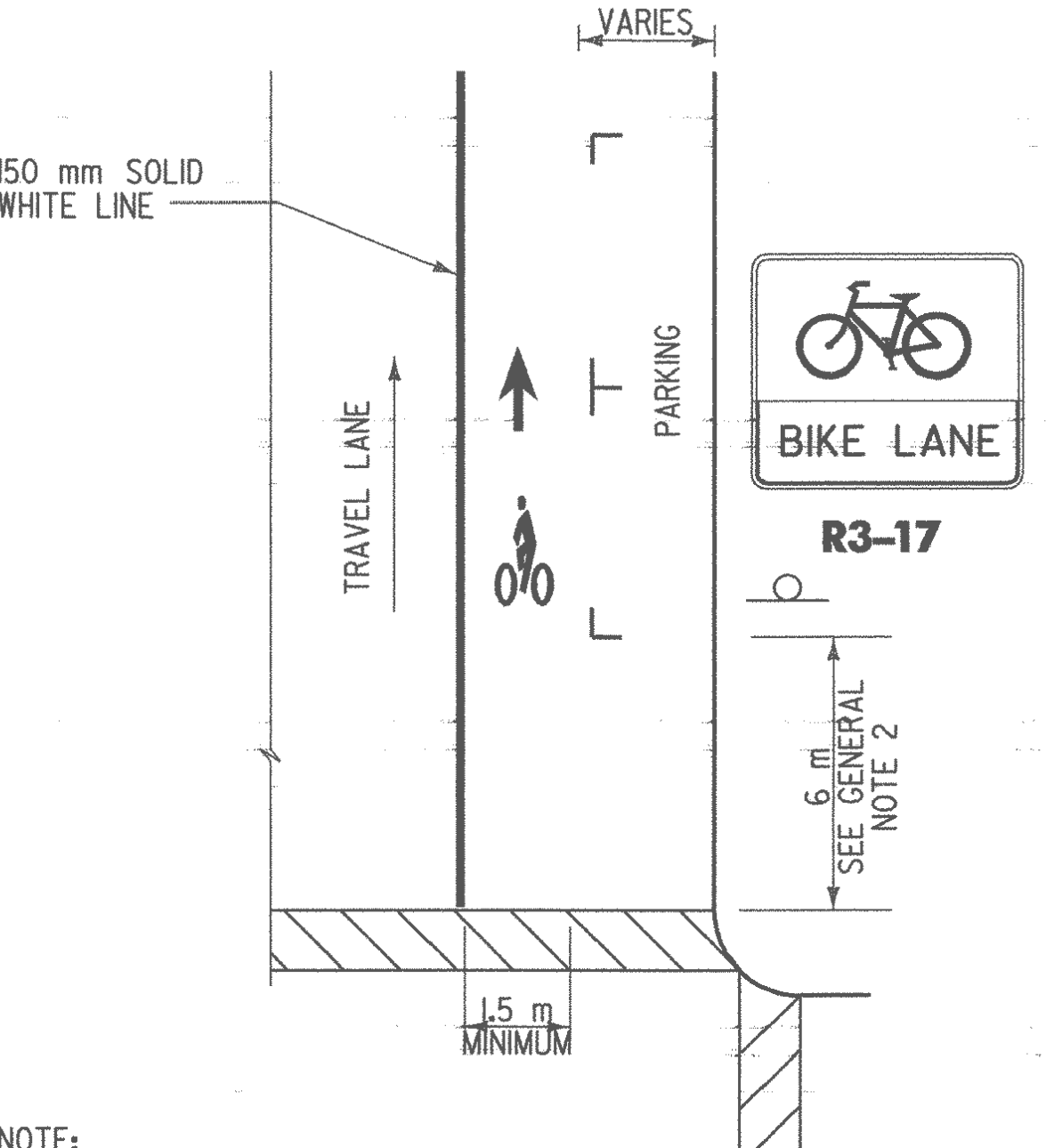
BUS PULLOUT WITH BICYCLE LANE PAVEMENT MARKINGS



BIKE LANE/RIGHT TURN LANE PAVEMENT MARKINGS

NOTE:
WHERE A NEAR SIDE BUS STOP OR HEAVY RIGHT TURN VOLUMES ARE PRESENT, A DOTTED LINE MAY BE USED, OTHERWISE MAINTAIN A SOLID LINE UP TO THE INTERSECTION, STOP BAR OR MARKED CROSSWALK

OPTIONAL BIKE LANE PAVEMENT MARKINGS WITH BUS STOPS OR HEAVY RIGHT TURN VOLUMES



BIKE LANE PAVEMENT MARKINGS AT INTERSECTION WITH ON STREET PARKING

NOTE:
WHERE BICYCLE LANES ARE ADJACENT TO ON-STREET PARKING, A BICYCLE LANE WIDTH OF AT LEAST 1.5 m IS RECOMMENDED.

THIS SHEET IS NOT TO SCALE

OTHER STDS. E-143BM, E-172M, E-192M REQ'D:

REVISIONS AND CORRECTIONS
 APRIL 4, 2003 - DATE OF ORIGINAL ISSUE
 MARCH 15, 2005 - REVISED SIGNS AND ADDED BICYCLE DETECTOR PAVEMENT MARKING

BICYCLE PAVEMENT MARKINGS AND SIGN LAYOUT

