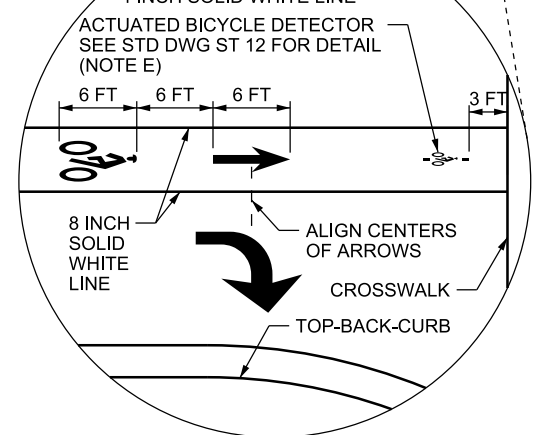
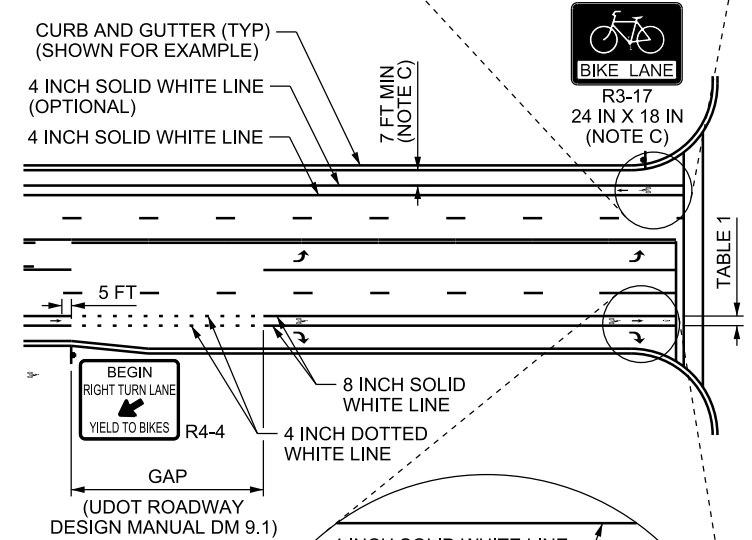
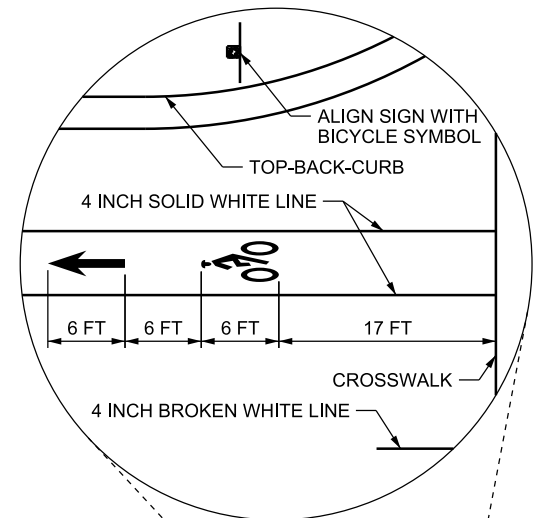
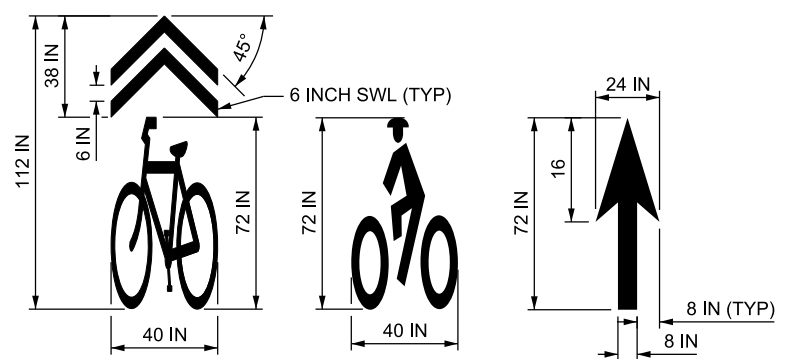


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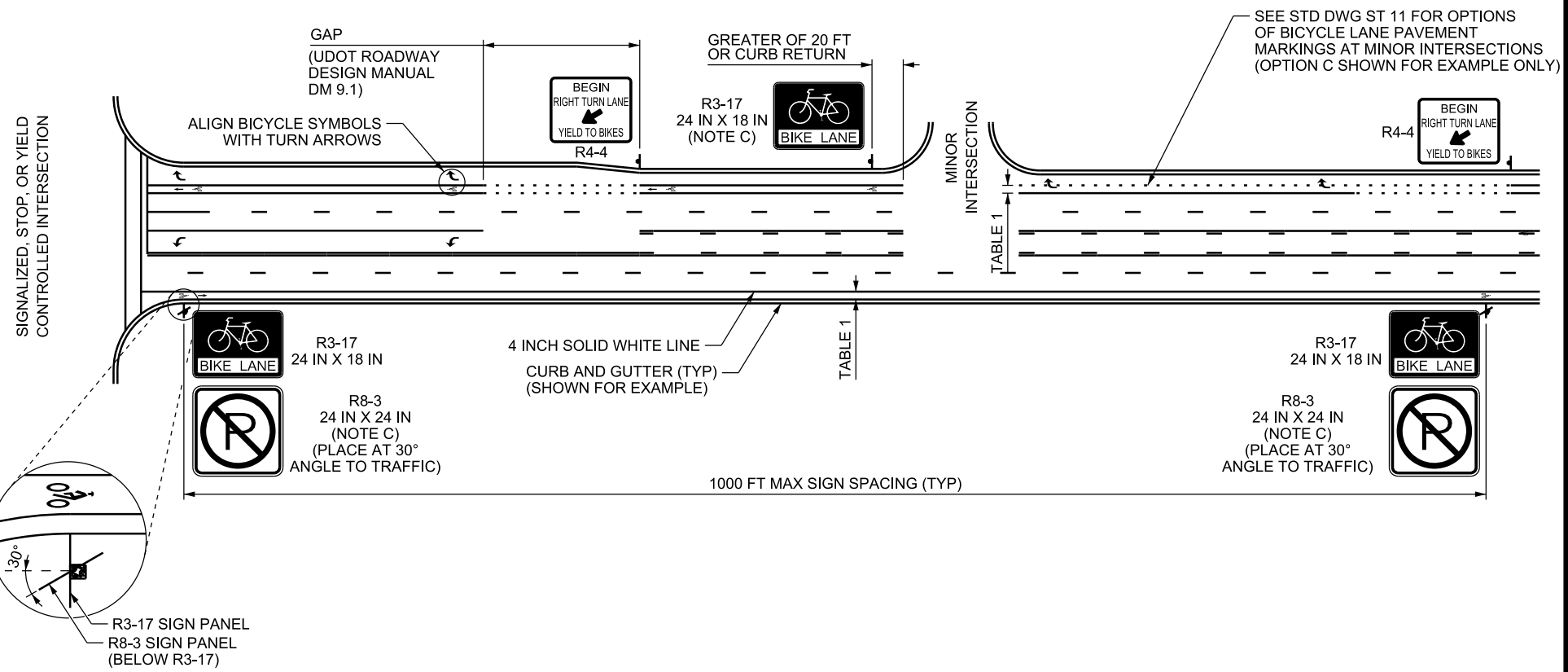


PAVEMENT MARKINGS WITH ACTUATED BICYCLE DETECTOR



BICYCLE PAVEMENT MESSAGE DETAILS

NOTE D



SIGNALIZED, STOP, OR YIELD CONTROLLED INTERSECTION

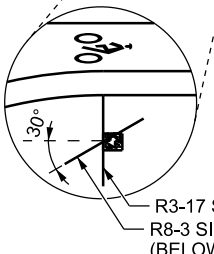


TABLE 1 - BICYCLE LANE WIDTH		
DESIGN SPEED OR VOLUME	< 45 MPH < 6,000 ADT	≥ 50 MPH ≥ 6,000 ADT
ON STREET PARKING	5-7 FT	5-7 FT
NO ON STREET PARKING	4-5 FT	
VERTICAL SURFACE*	5-7 FT	
NO VERTICAL SURFACE*	4-5 FT	

*VERTICAL SURFACE IS ANY CONTINUOUS OR REPEATED VERTICAL OR NEAR VERTICAL ELEMENT GREATER THAN 18 INCHES IN HEIGHT, INCLUDING BUT NOT LIMITED TO: BARRIER, GUARDRAIL, WALLS, AND PARKED VEHICLES.

DESIGN NOTES:

- A. USE THE UTAH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND THE AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR DESIGN OF ELEMENTS NOT SHOWN ON THIS STANDARD DRAWING.
- B. SEE STD DWG ST 1 FOR LINE DIMENSIONS.
- C. USE NO PARKING SIGN, R8-3 WHEN SHOULDER WIDTH IS LESS THAN 7 FT.
- D. REFER TO THE STANDARD HIGHWAY SIGNS MANUAL FOR ADDITIONAL PAVEMENT MESSAGE DIMENSIONING AND DETAILS.
- E. INSTALL BICYCLE DETECTOR PAVEMENT MARKINGS ONLY ON ACTUATED APPROACHES WHERE DETECTION IS THE ONLY MECHANISM USED TO CALL THE SIGNAL PHASE (WHERE IT IS NECESSARY FOR THE CYCLISTS TO STOP AND WAIT IN CERTAIN LOCATIONS TO ACTIVATE THE TRAFFIC SIGNAL). CONTACT THE REGION SIGNAL ENGINEER FOR SPECIFICS ON WHICH DETECTORS ARE USED TO CALL THE PHASES.

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL
APPROVED
CHAIRMAN STANDARDS COMMITTEE

DATE
AUG 30, 2018

DATE
AUG 30, 2018

DEPUTY DIRECTOR

BICYCLE LANE PAVEMENT MARKINGS (SHEET 1 OF 2)

STANDARD DRAWING TITLE