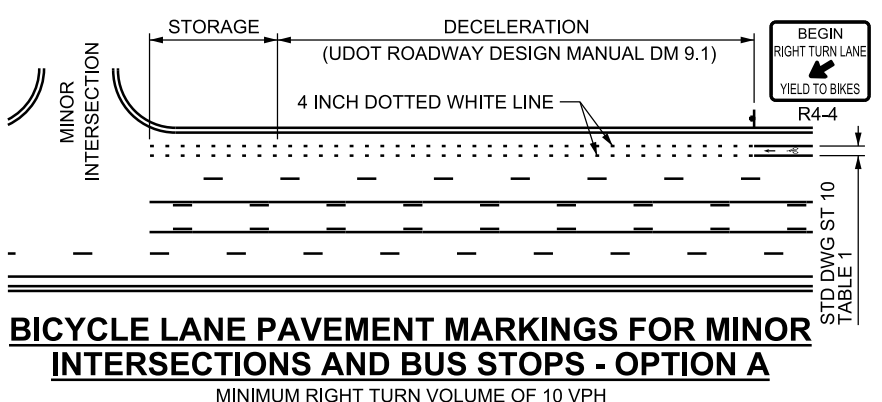
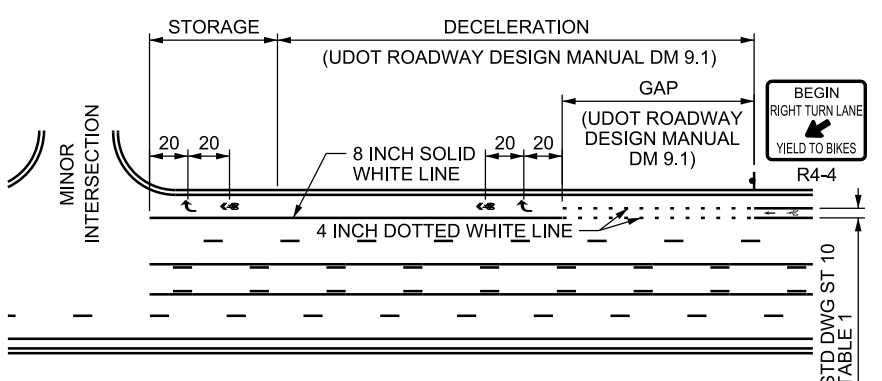


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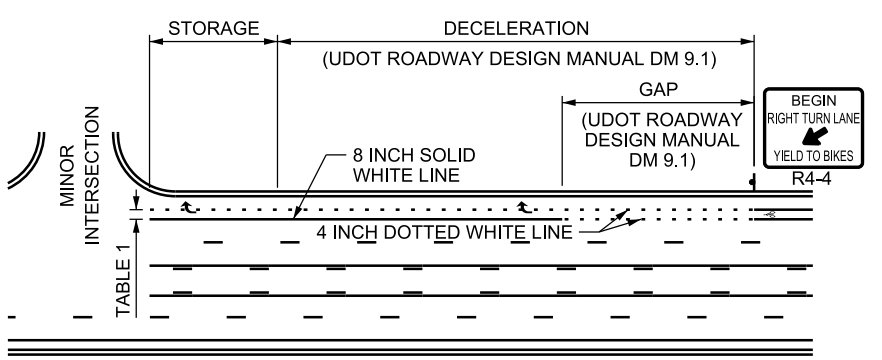
**BICYCLE LANE PAVEMENT MARKINGS FOR MINOR INTERSECTIONS AND BUS STOPS - OPTION A**

MINIMUM RIGHT TURN VOLUME OF 10 VPH



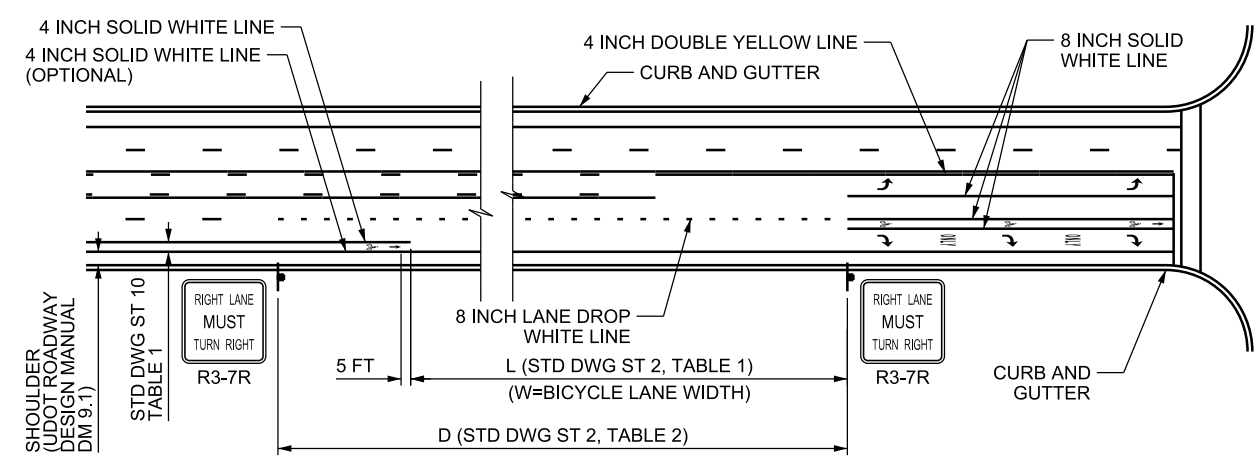
**BICYCLE LANE PAVEMENT MARKINGS FOR MINOR INTERSECTIONS AND BUS STOPS - OPTION B**

MINIMUM RIGHT TURN VOLUME OF 10 VPH

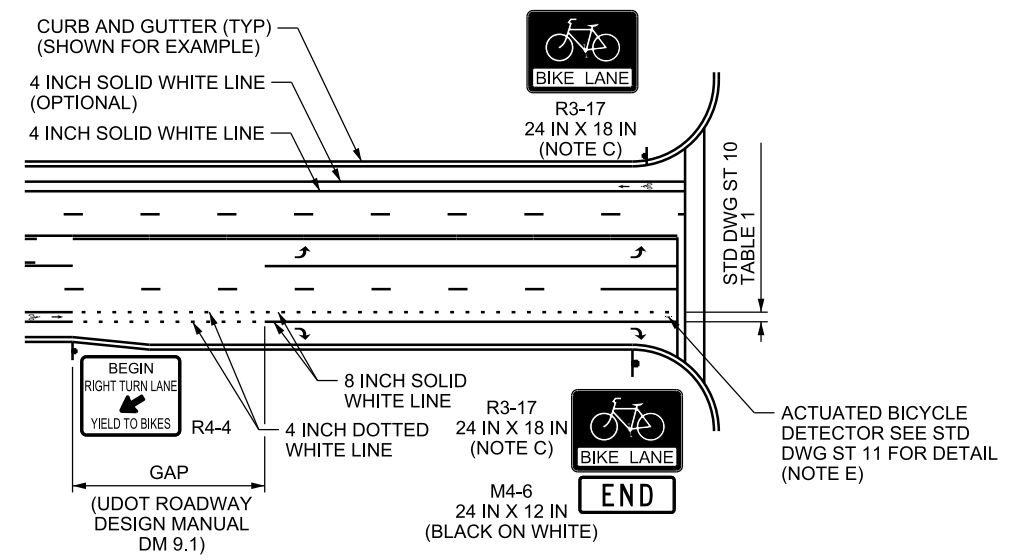


**BICYCLE LANE PAVEMENT MARKINGS FOR MINOR INTERSECTIONS - OPTION C**

MINIMUM RIGHT TURN VOLUME OF 10 VPH



**BICYCLE LANE WITH A MANDATORY RIGHT TURN LANE**



**BICYCLE MARKINGS WHEN BICYCLE LANE ENDS AT INTERSECTION**

- 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. USE CORRIDOR-SIMILAR DESIGN WHEN SELECTING PAVEMENT MARKINGS FOR RIGHT-TURNS AT MINOR INTERSECTIONS (OPTIONS A, B, OR C).
  - 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.

SUPPLEMENTAL DRAWING

NO.	DATE	APPR.	REMARKS

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

RECOMMENDED FOR APPROVAL  
*Randall A. Park*  
CHAIRMAN STANDARDS COMMITTEE  
APPROVED

DATE: AUG 30, 2018  
DATE: AUG 30, 2018

STANDARD DRAWING TITLE

**BICYCLE LANE PAVEMENT MARKINGS (SHEET 2 OF 2)**

STD. DWG. NO. **ST 11**