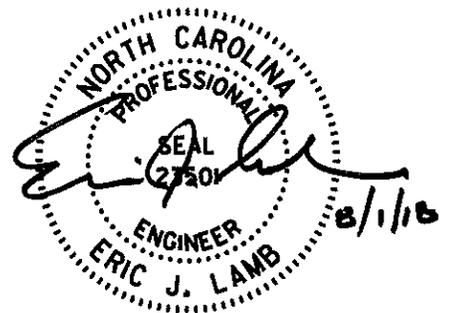


CITY OF RALEIGH

STANDARD DETAILS



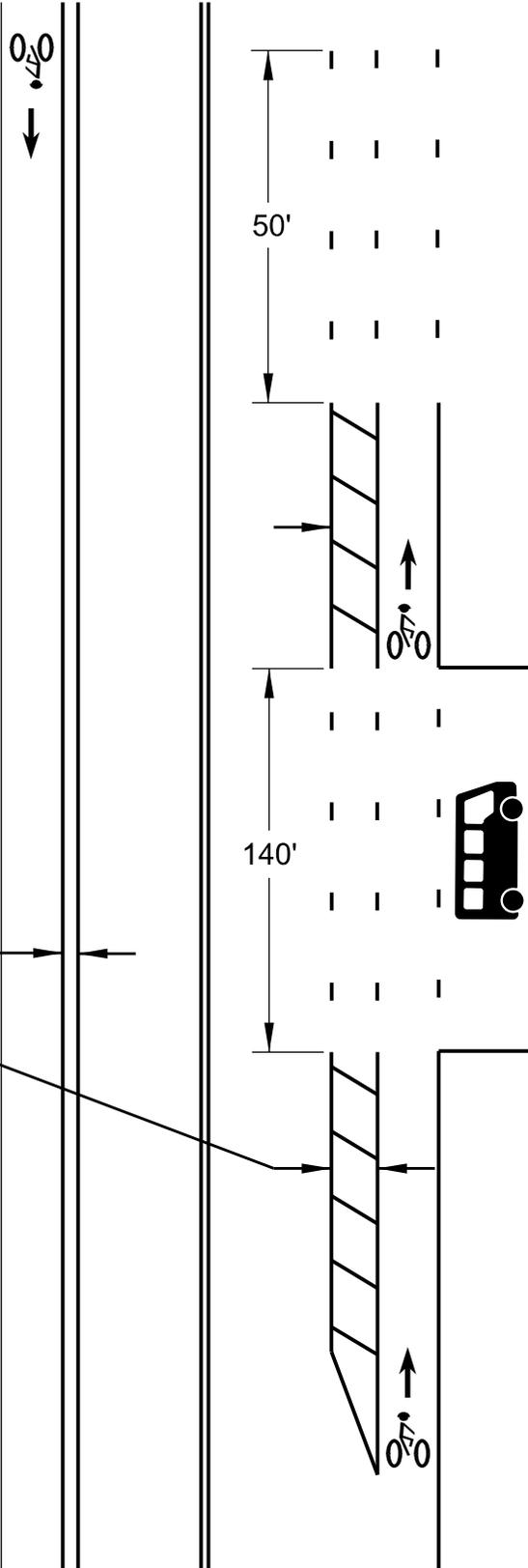
BICYCLE FACILITIES

BUFFER TRANSITION

TAPER THE START OF A BIKE LANE BUFFER BY NARROWING THE TRAVEL LANE.

A TAPER IS NOT REQUIRED AT THE END OF A BIKE LANE BUFFER UNLESS THE END OCCURS ON A HORIZONTAL CURVE.

TAPERS ARE NOT REQUIRED WHEN TRANSITION TO MINI-SKIPS AT CONFLICT ZONES I.E. BUS STOPS AND MAJOR DRIVEWAYS.



PLACEMENT OF BUFFER FOR BIKE LANES ADJACENT TO PARKING LANES

WHERE THE BIKE LANE IS ADJACENT TO A PARKING LANE WITH LOW TURN OVER, PLACE THE BUFFER BETWEEN THE BIKE LANE AND THE TRAVEL LANE.

WHERE THE BIKE LANE IS ADJACENT TO A PARKING LANE WITH HIGH TURN OVER, PLACE THE BUFFER BETWEEN THE BIKE LANE AND THE PARKING LANE.

BUFFER WIDTH

WHERE PAVEMENT WIDTH ALLOWS FOR A BUFFER, THE BUFFER WIDTH SHOULD BE: 3' DESIRED
2' MINIMUM

USE DIAGONAL CROSS-HATCHING IN BUFFERS.

BIKE LANE MINI-SKIPS

USE 2' DASHED WITH 6' GAPS TO END BIKE LANES AND INDICATE CONFLICT ZONES, E.G. AT BUS STOPS.

**CITY OF RALEIGH
STANDARD DETAIL**

REVISIONS DATE: 8/1/18 NOT TO SCALE

BIKE LANE
BUFFER MARKINGS

B-10.02

COMBINED LANE

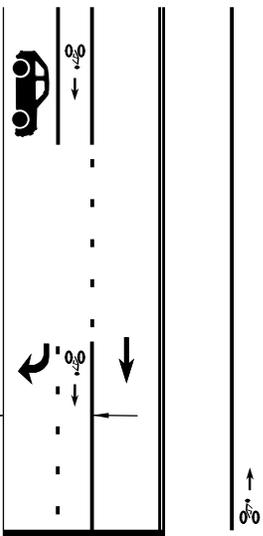
WHERE PAVEMENT WIDTH DOES NOT ALLOW FOR BOTH A DEDICATED BIKE LANE AND DEDICATED RIGHT TURN LANE APPROACHING THE STOP BAR, USE OF A COMBINED BIKE LANE/RIGHT-TURN LANE IS PERMITTED.

PLACE SHARED LANE MARKINGS AT THE BEGINNING AND END ON THE LEFT SIDE OF THE COMBINED LANE.

COMBINED BIKE LANE/RIGHT-TURN LANE WIDTH, W_2

THE WIDTH OF THE COMBINED BIKE LANE/RIGHT-TURN LANE SHOULD BE:
 9' MINIMUM
 13' MAXIMUM

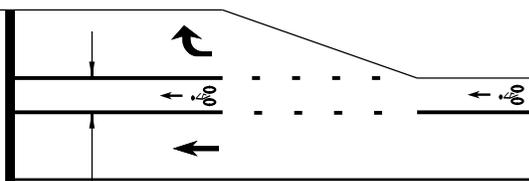
PLACE "EXCEPT BIKES" SUPPLEMENTAL PLACARD TO ANY "RIGHT TURN ONLY" SIGNAGE.



ADJACENT TO RIGHT-TURN LANE

USE BIKE LANE MINI-SKIPS THROUGH THE RIGHT-TURN LANE TAPER. THE BIKE LANE SHOULD CONTINUE TO THE LEFT OF THE RIGHT TURN LANE APPROACHING THE INTERSECTION.

PLACE "BEGIN RIGHT TURN YIELD TO BIKES" SIGNAGE AT BEGINNING OF RIGHT-TURN TAPER.



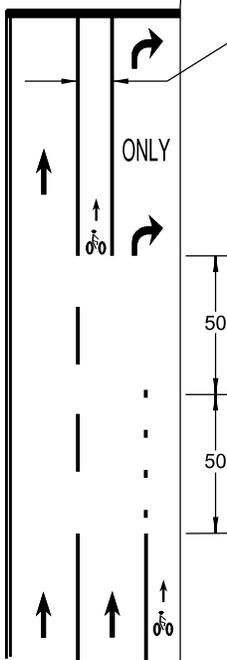
BIKE LANE WIDTH, W_1

WHERE ADJACENT TO A RIGHT TURN LANE, THE BIKE LANE WIDTH SHOULD BE: 6' DESIRED
 4' MINIMUM

REFER TO NCDOT STANDARDS 1205.06, SHEET 1 of 5, FOR FOR TURN ARROW AND TEXT SPACING

THRU LANE TRANSITION TO RIGHT-TURN LANE

USE MINI-SKIPS TO END THE BIKE LANE AT THE RIGHT-TURN LANE TRANSITION AND THEN CONTINUE BIKE LANE TO THE LEFT OF THE RIGHT-TURN LANE APPROACHING THE INTERSECTION.



ADJACENT TO THRU/RIGHT-TURN LANE

APPROACHING A SIGNALIZED INTERSECTION OR AN UNSIGNALIZED INTERSECTION WITH A RIGHT-TURN PEAK HOUR VOLUME GREATER THAN 100 VEHICLES, USE BIKE LANE MINI-SKIPS. "TURNING VEHICLES YIELD TO BIKES" SIGNAGE MAY BE USED.

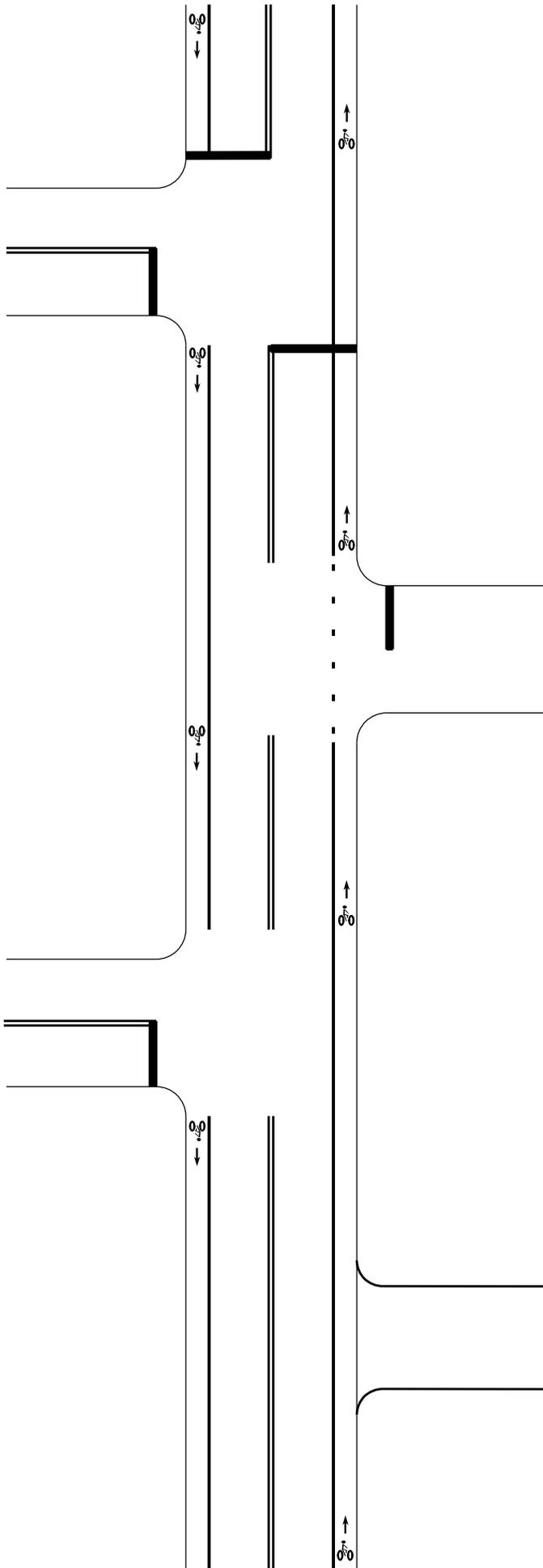
ELSEWHERE, STRIPE THE BIKE LANE TO THE STOP BAR.

BIKE LANE MINI-SKIPS

USE 2' DASHED WITH 6' GAPS TO END BIKE LANES AND INDICATE CONFLICT ZONES.

**CITY OF RALEIGH
 STANDARD DETAIL**

REVISIONS	DATE: 8/1/18	NOT TO SCALE
	BIKE LANE SIGNS AND MARKINGS APPROACHING INTERSECTIONS	
	B-10.03	



INTERSECTIONS

DISCONTINUE BIKE LANE MARKINGS THROUGH SIGNALIZED AND UNSIGNALIZED INTERSECTIONS.

WHERE CONDITIONS WARRANT (LONG CROSSING DISTANCES, TRAVEL LANE OFFSETS, HIGH RIGHT-TURN VOLUMES, ETC.), MINI-SKIPS AND BIKE LANE MARKINGS MAY BE USED THROUGH THE INTERSECTION.

AT T-INTERSECTIONS, A BIKE LANE AT THE "TOP" OF THE "T" SHOULD BE STRIPED SOLID THROUGH THE INTERSECTION.

MAJOR DRIVEWAYS

USE BIKE LANE MINI-SKIPS AT HIGH-VOLUME DRIVEWAYS, E.G. RETAIL CENTERS, APARTMENTS, ETC.

MINOR DRIVEWAYS

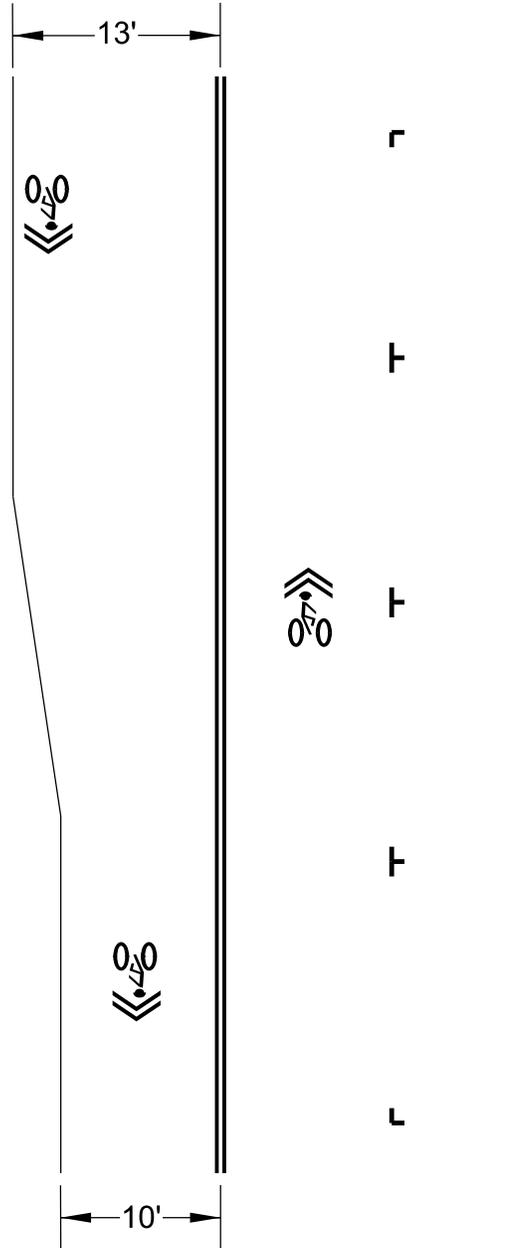
USE SOLID BIKE LANE STRIPING AT LOW-VOLUME DRIVEWAYS, E.G. SINGLE-FAMILY HOMES, FARMS, ETC.

CITY OF RALEIGH		
STANDARD DETAIL		
<i>REVISIONS</i>	<i>DATE: 8/1/18</i>	<i>NOT TO SCALE</i>
	BIKE LANE MARKINGS THROUGH INTERSECTIONS AND DRIVEWAYS	
	B-10.04	

PLACEMENT AND SPACING

PLACE SHARED LANE MARKINGS AFTER EVERY INTERSECTION AND MAJOR HIGHWAYS.

ADDITIONALLY, PLACE SHARED LANE MARKINGS EVERY 150' IN DOWNTOWN RALEIGH AND 250' ELSEWHERE.



WIDE LANES

WHERE THE TRAVEL LANE WIDTH IS 13', PLACE SHARED LANE MARKINGS 4' FROM THE EDGE OF PAVEMENT (MEASURED FROM THE APEX OF THE CHEVRON), EXCLUDING THE GUTTER PAN.

WHERE THE TRAVEL LANE WIDTH IS 14' OR WIDER, INSTALL BIKE LANE MARKINGS.

NARROW LANES OR ADJACENT TO PARKING LANES

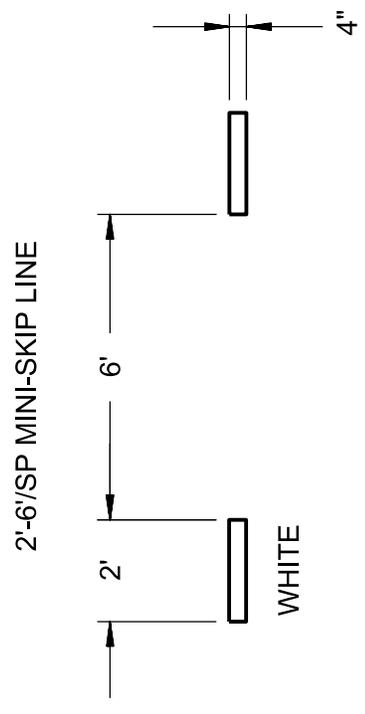
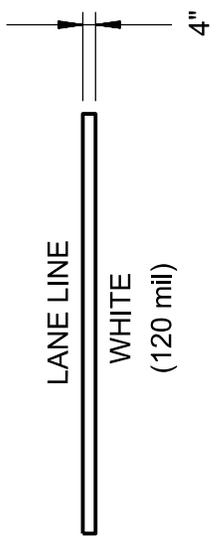
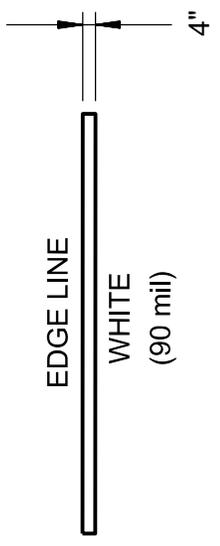
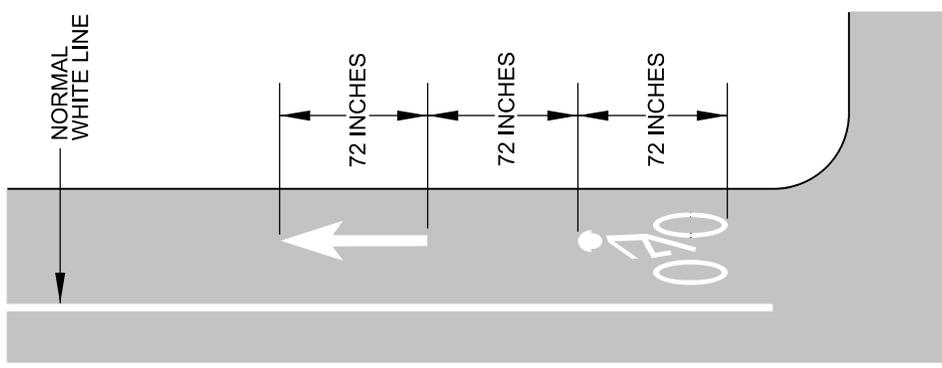
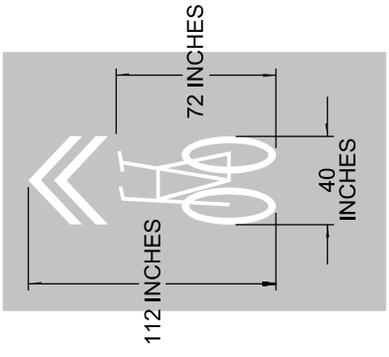
WHERE THE TRAVEL LANE WIDTH IS LESS THAN 13' OR WHERE ADJACENT TO PARKING LANES, PLACE SHARED LANE MARKINGS IN THE CENTER OF THE TRAVEL LANE.

STREET CRITERIA

SHARED LANE MARKINGS DO NOT ESTABLISH A BICYCLE FACILITY AND SHOULD ONLY BE USED WHEN ONE OR MORE OF THE CONDITIONS APPLY:

- THE POSTED SPEED LIMIT OR PREVAILING SPEED IS 25 MPH OR LESS.
- THE AVERAGE DAILY TRAFFIC VOLUME IS 4,000 VEHICLES OR LESS.
- PLACEMENT THROUGH MEDIAN AREAS OR COMBINED BIKE LANE/RIGHT-TURN LANE.
- INSTALLATION PAIRED WITH TRAFFIC CALMING MEASURES, WAYFINDING SIGNAGE, AND INTERSECTION TREATMENTS TO ESTABLISH A NEIGHBORHOOD BIKEWAY.

CITY OF RALEIGH STANDARD DETAIL		
REVISIONS	DATE: 8/1/18	NOT TO SCALE
	SHARED LANE SIGNS & MARKINGS	
B-10.05		



CITY OF RALEIGH	
STANDARD DETAIL	
REVISIONS	DATE: 8/1/18 NOT TO SCALE
	BICYCLE MARKING
	B-10.06



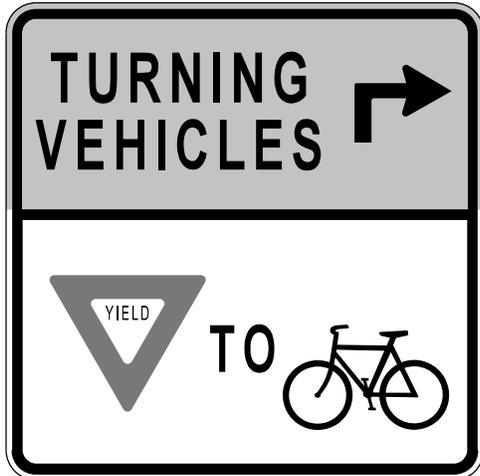
R3-17



R3-17bP



R4-4



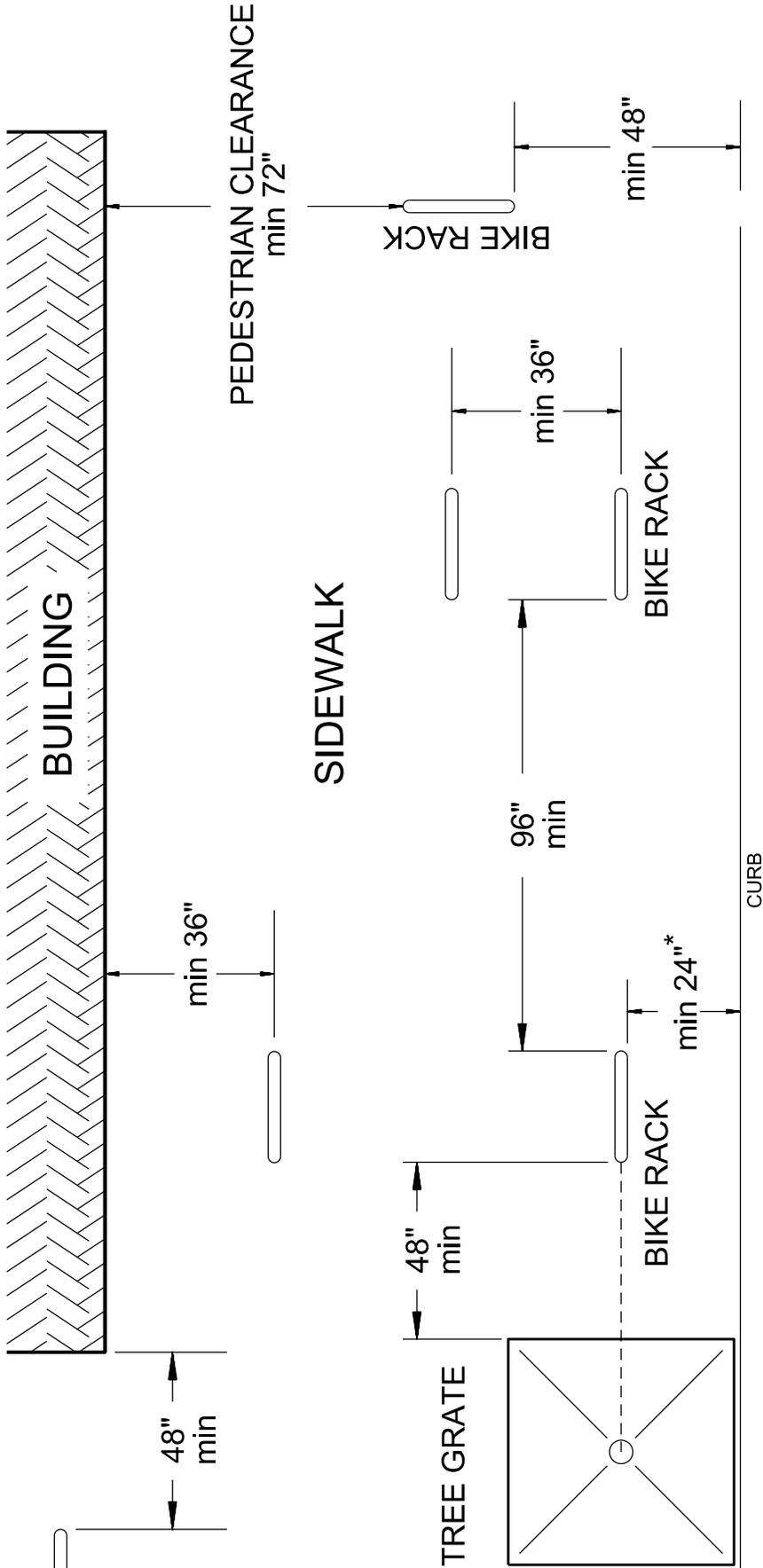
R10-15 MODIFIED



R7-9

**CITY OF RALEIGH
STANDARD DETAIL**

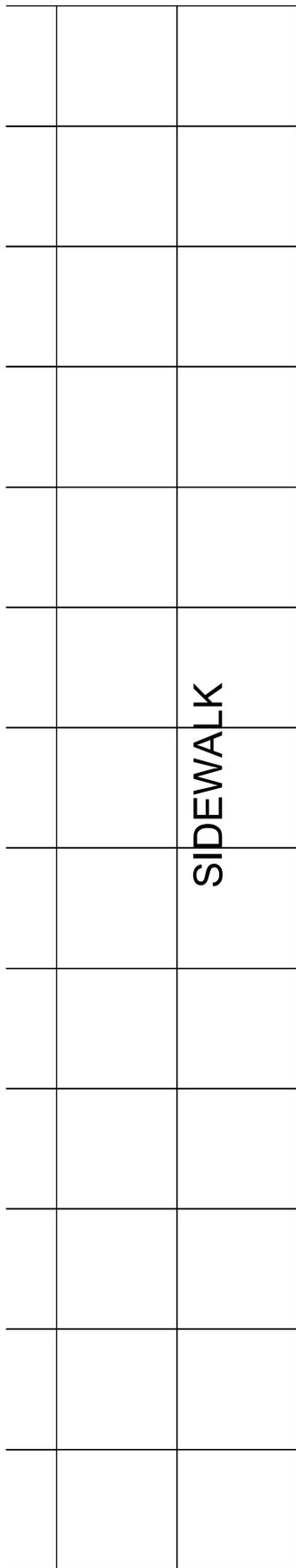
REVISIONS	DATE: 8/1/18	NOT TO SCALE
		BICYCLE SIGNS
		B-10.07



STREET

* BIKE RACK TO BE CENTERED WITH EXISTING INFRASTRUCTURE BUT NO LESS THAN 24" FROM BACK OF CURB

CITY OF RALEIGH		
STANDARD DETAIL		
REVISIONS	DATE: 8/1/18	NOT TO SCALE
	BIKE RACK PLACEMENT	
	B-20.01	



CURB

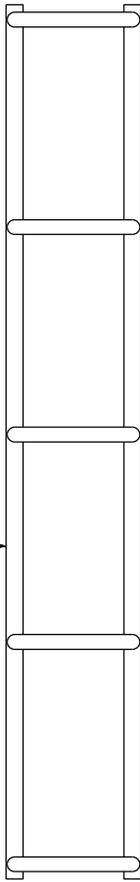
15"



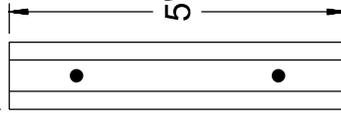
12"

2' min

33"



2' min



5'

4" SOLID WHITE
THERMOPLASTIC STRIP

3'



PARKING TICK MARK

STREET

- NOTES:
1. WHEEL STOPS TO BE EQUIPPED WITH RETROREFLECTIVE MARKINGS.
 2. ANGLED RACKS MAY ALSO BE USED.

CITY OF RALEIGH		
STANDARD DETAIL		
REVISIONS	DATE: 8/1/18	NOT TO SCALE
	BIKE RACK CORRAL	
B-20.02		

