

## GENERAL NOTES:

- 1- USE THE NOTES AND DETAILS SHOWN ON THE FOLLOWING SHEETS IN CONJUNCTION WITH SIGNING AND PAVEMENT MARKING GUIDANCE SHOWN IN DIVISIONS 9 AND 12 OF THE NCDOT ROADWAY STANDARD DRAWINGS AND THE MUTCD.
- 2- THE SHARED LANE MARKING IS OPTIONAL AND MAY BE USED TO ALERT ROAD USERS OF THE PRESENCE OF BICYCLISTS, ENCOURAGE SAFE PASSING OF BICYCLISTS BY MOTORISTS, AND REDUCE THE INCIDENCE OF WRONG-WAY BICYCLING. SHARED LANE MARKING LIMITATIONS INCLUDE:
  - A- SHOULD NOT BE USED ON ROADWAYS WHERE THE SPEED LIMIT IS 40 MPH OR MORE.
  - B- SHALL NOT BE USED IN SHOULDERS, BICYCLE LANES, OR BICYCLE LANE EXTENSIONS, TRAVEL LANE SHARED WITH LIGHT RAIL TRANSIT, TRANSITION AREA TO AN EXCLUSIVE TURN LANE WHERE THE MOTOR VEHICLE MUST WEAVE ACROSS BICYCLE TRAFFIC IN BICYCLE LANES, TWO-STAGE TURN BOXES, BICYCLE BOXES, SHARED-USE PATHS, SHARED-USE PATH CROSSINGS, AND PHYSICALLY SEPARATED BIKEWAYS.
  - C- SHOULD NOT BE USED IN THE CIRCULATORY ROADWAY OF A MULTI-LANE ROUNDABOUT.
  - D- GREEN COLORED PAVEMENT SHALL NOT BE APPLIED AS A BACKGROUND.
- 3- BICYCLE LANES SHOULD BE DELINEATED FROM THE VEHICLE TRAVEL LANES WITH A 4" WIDE SOLID WHITE LINE. MARKINGS MAY BE INCREASED TO 6" WIDE IF EMPHASIS IS NEEDED TO DISTINGUISH BICYCLE LANES FROM OTHER LANE OR EDGE LINE MARKINGS.
- 4- BICYCLE LANE WIDTHS ARE TYPICALLY 5 TO 7 FEET OF PAVEMENT. THE GUTTER PAN ON AN URBAN STREET IS NOT TO BE CONSIDERED PART OF THE BICYCLE LANE. SEE NCDOT ROADWAY DESIGN MANUAL AND NCDOT COMPLETE STREETS RESOURCES FOR MORE GUIDANCE ON BICYCLE LANE DIMENSIONS.
- 5- BICYCLE LANE LINES CAN BE SOLID, MINI-SKIPS OR DISCONTINUED DEPENDENT ON THE LOCATION. MINI-SKIPS SHOULD BE USED AT LOCATIONS WHERE THERE ARE FREQUENT MOTORIST TURNING MOVEMENTS AND WHERE THERE IS MERGING BY BICYCLISTS AND MOTORISTS. REVIEW THE PLANS TO IDENTIFY CONFLICT AREAS. ALL BICYCLE LANE EXTENSION MINI-SKIP LINES SHALL BE 2'-6' SPACING PER ROADWAY STANDARD DRAWING 1205.01 AND MATCH THE WIDTH OF THE LINE IT IS EXTENDING. ENGINEERING JUDGEMENT SHOULD BE USED TO DECIDE WHAT MARKING TYPE TO BE USED, BUT GENERALLY, BICYCLE LANES SHOULD BE MARKED AS FOLLOWS:
  - A- AT DRIVEWAYS AND ALLEY ENTRANCES, BICYCLE LANES SHOULD REMAIN SOLID.
  - B- AT STREET OR COMMERCIAL ENTRANCES, BICYCLE LANES SHOULD BE MARKED WITH MINI-SKIPS.
  - C- AT INTERSECTIONS THAT DO NOT HAVE A DEDICATED RIGHT TURN LANE, MINI-SKIPS SHOULD BE USED AT THE APPROACH OF SIGNALIZED AND MINOR INTERSECTIONS AND AT THE APPROACH OF STREET AND COMMERCIAL ENTRANCES WITH HEAVY RIGHT TURN VOLUMES. MINI-SKIPS SHOULD BE PLACED 50-200 FEET IN ADVANCE OF THE INTERSECTION OR ENTRANCE.
  - D- BICYCLE MINI-SKIP LANE EXTENSION LINES MAY BE PLACED ACROSS INTERSECTIONS TO INDICATE LEFT TURN MOVEMENTS OR FOR GUIDANCE THROUGH LONG, SKEWED, OR CURVED INTERSECTIONS. DO NOT EXTEND THE LINES THROUGH MARKED CROSSWALKS.
  - E- MINI-SKIPS SHOULD BE USED AT THE END OF A BICYCLE LANE THAT MERGES THE BICYCLIST BACK INTO THE TRAVEL LANE.
  - F- MINI-SKIPS SHOULD BE USED AT BUS STOPS, BUS BAYS, AND BULB OUTS.
- 6- BICYCLE MARKINGS SHALL CONSIST OF A SYMBOL AND ARROW. DUE TO THE COMPLEXITY OF URBAN STREETS, USE BEST ENGINEERING JUDGEMENT IN THEIR PLACEMENT TO REMIND MOTORISTS OF THE PRESENCE OF BICYCLISTS. PLACE MARKINGS ALONG THE BICYCLE LANE AS FOLLOWS:
  - A- AT THE BEGINNING OF THE BICYCLE LANE.
  - B- IN URBAN AREAS, AT THE FAR SIDE OF ALL INTERSECTIONS AND MAJOR STREET ENTRANCES. IF THERE ARE MULTIPLE STREETS WITHIN THE BLOCK, PLACE BETWEEN GROUPS OF ENTRANCES. ADDITIONAL MARKINGS MAY BE PLACED AT THE INTERSECTION APPROACH (PRIOR TO A CROSSWALK). TRY NOT TO OVER PLACE IF THE APPROACH LENGTH IS SHORT.
  - C- IN SUBURBAN AND RURAL AREAS, PLACE AFTER MAJOR INTERSECTIONS. WHERE INTERSECTIONS ARE SPACED FAR APART, PLACE IN INTERVALS NOT TO EXCEED 1/4 MILE IN SUBURBAN AREAS AND 1/2 MILE IN RURAL AREAS.
  - D- BEFORE THE START OF THE TAPER OF A THROUGH BICYCLE LANE. IF IT IS A LONG TAPER OR LONG EXTENSION OF THE MINI-SKIPS, PLACE ANOTHER MARKING WHERE THE SOLID BICYCLE LANE LINE RESUMES TO REMIND MOTORISTS OF THE PRESENCE OF THE BICYCLE LANE.
  - E- ADDITIONAL MARKINGS SHOULD BE PLACED IN POCKET BICYCLE LANES LONGER THAN 250 FEET.
  - F- ADDITIONAL MARKINGS MAY BE PLACED AT HEAVY TRAFFIC CONFLICT AREAS TO REMIND MOTORIST OF POTENTIAL PRESENCE OF BICYCLISTS. EXAMPLES WOULD BE BEFORE A MERGE AREA OR ALONG A BICYCLE LANE ADJACENT TO ON-STREET PARKING. AVOID PLACING MARKINGS IN AREAS WHERE MOTORISTS WOULD TRACK THROUGH THE MARKINGS SUCH AS MERGE AREAS, DRIVEWAY ENTRANCES OR WITHIN THE TURNING RADIUS OF AN INTERSECTION.
- 7- BICYCLE SIGNING SUPPLEMENTS BICYCLE LANE MARKINGS. TYPICAL SIGNING FOR BICYCLE LANES IS AS FOLLOWS:
  - A- THE STANDARD "BIKE LANE" (R3-17) SIGN WITH "AHEAD" (R3-17AP) PLAQUE SHOULD BE PLACED IN ADVANCE OF THE START OF A BICYCLE LANE. THE "BIKE LANE" WITH THE "ENDS" (R3-17BP) PLAQUE SHOULD BE PLACED AT A SUFFICIENT DISTANCE TO GIVE WARNING THAT THE BICYCLE LANE IS ENDING. THE "BIKE LANE ENDS" SIGN ASSEMBLY SHOULD NOT BE USED WHERE A BICYCLE LANE IS DROPPED ON THE APPROACH TO AN INTERSECTION AND RESUMES IMMEDIATELY AFTER THE INTERSECTION OR FOR OTHER TEMPORARY INTERRUPTIONS.
  - B- USING ENGINEERING JUDGEMENT, "BIKE LANE" (R3-17) SIGNS MAY BE PLACED AT PERIODIC INTERVALS ALONG A BICYCLE LANE, ADJACENT TO A BICYCLE PAVEMENT MARKING.
  - C- WHERE THE BICYCLE LANE ENDS AND TRANSITIONS TO TYPICAL ROADWAY, THE "SHARE THE ROAD" (W11-1) SIGN AND OPTIONAL "SHARE THE ROAD" (W16-1P) PLAQUE MAY BE USED TO REMIND MOTORISTS THAT THE LANE MUST BE SHARED WITH BICYCLISTS.
- 8- BUFFER WIDTHS FOR BUFFERED BICYCLE LANES ARE TYPICALLY 2 TO 3 FEET WIDE. BUFFER MARKINGS ARE SPACED A MINIMUM OF TEN FEET APART AND TYPICALLY EQUAL IN FEET TO THE POSTED SPEED LIMIT. SEE ROADWAY STANDARD DRAWING 1205.16, SHEET 4 OF 8 FOR DETAIL ON MARKINGS AND PLACEMENT WITHIN BUFFER AREA. USE ENGINEERING JUDGEMENT FOR PLACEMENT OF BUFFER BETWEEN BICYCLE LANE AND HIGH TURNOVER PARKING AREAS AND HIGHER SPEED MOTOR VEHICLE TRAVEL LANES. SEE NCDOT ROADWAY DESIGN MANUAL AND NCDOT COMPLETE STREETS RESOURCES FOR MORE GUIDANCE ON BUFFER WIDTH DIMENSIONS.
- 9- GREEN COLORED PAVEMENT IS OPTIONAL FOR BICYCLE LANES, BICYCLE LANE EXTENSION LINES THROUGH INTERSECTIONS, EXTENSIONS THROUGH EXCLUSIVE MOTOR VEHICLE TURN LANES, BICYCLE BOXES, TWO-STAGE TURN BOXES, BICYCLE DETECTOR SYMBOLS, AND SEPARATED BICYCLE LANES. SEE ROADWAY STANDARD DRAWING 1205.16, SHEET 2 OF 8 FOR SYMBOLS & DETAILS GUIDANCE. USE ENGINEERING JUDGEMENT FOR PLACEMENT OF GREEN COLORED PAINT AT CONFLICT AREAS.

ROADWAY STANDARD DRAWING FOR  
**BICYCLE FACILITIES**  
 GENERAL NOTES

STATE OF  
 NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.