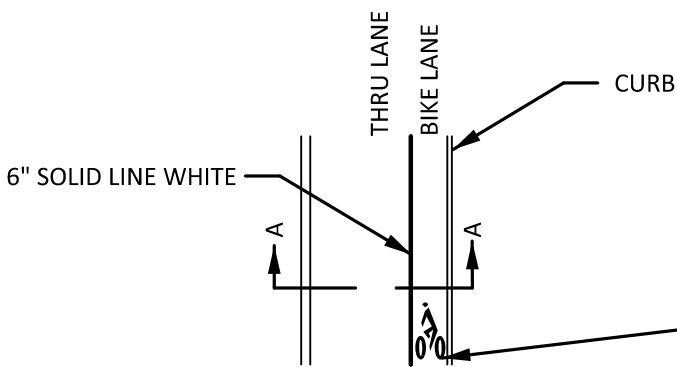
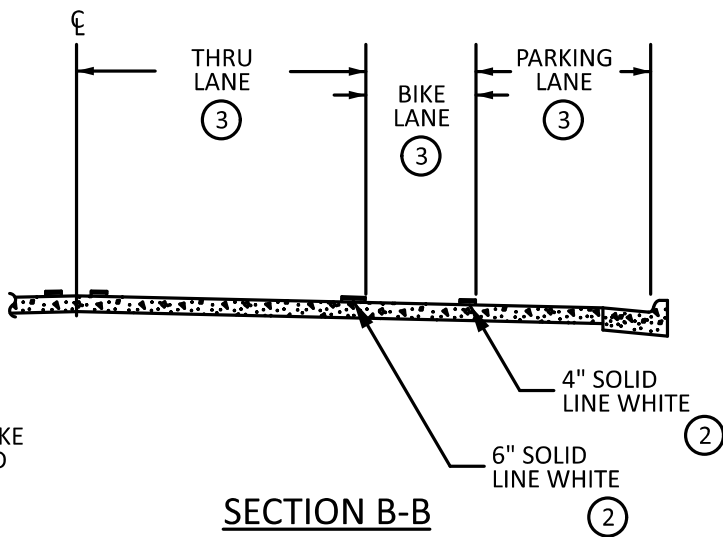
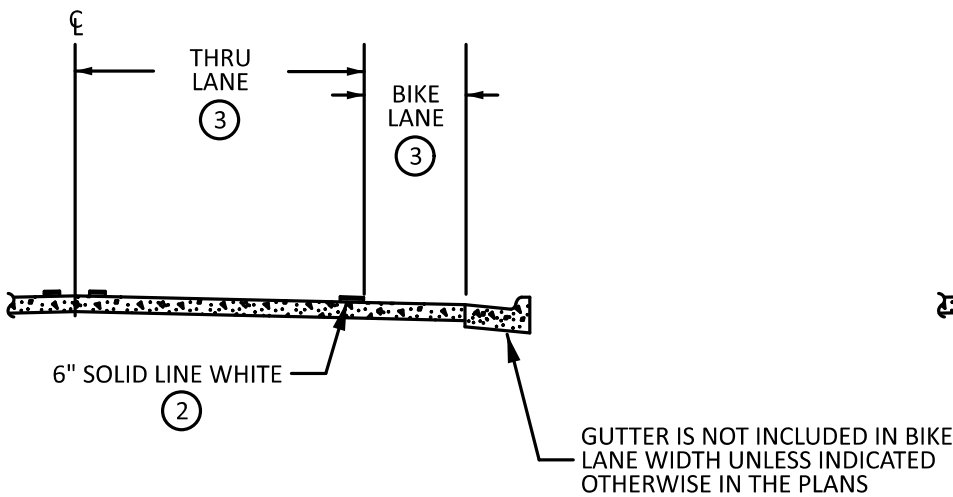
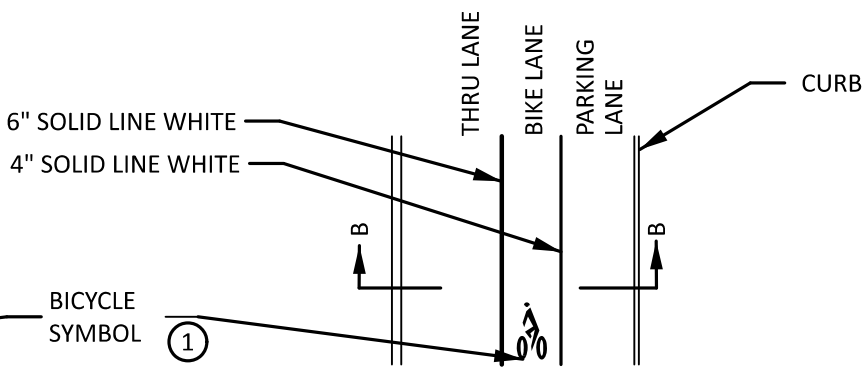


NOT TO SCALE

BIKE LANE ADJACENT  
TO CURB



BIKE LANE ADJACENT  
TO PARKING



NOTES:

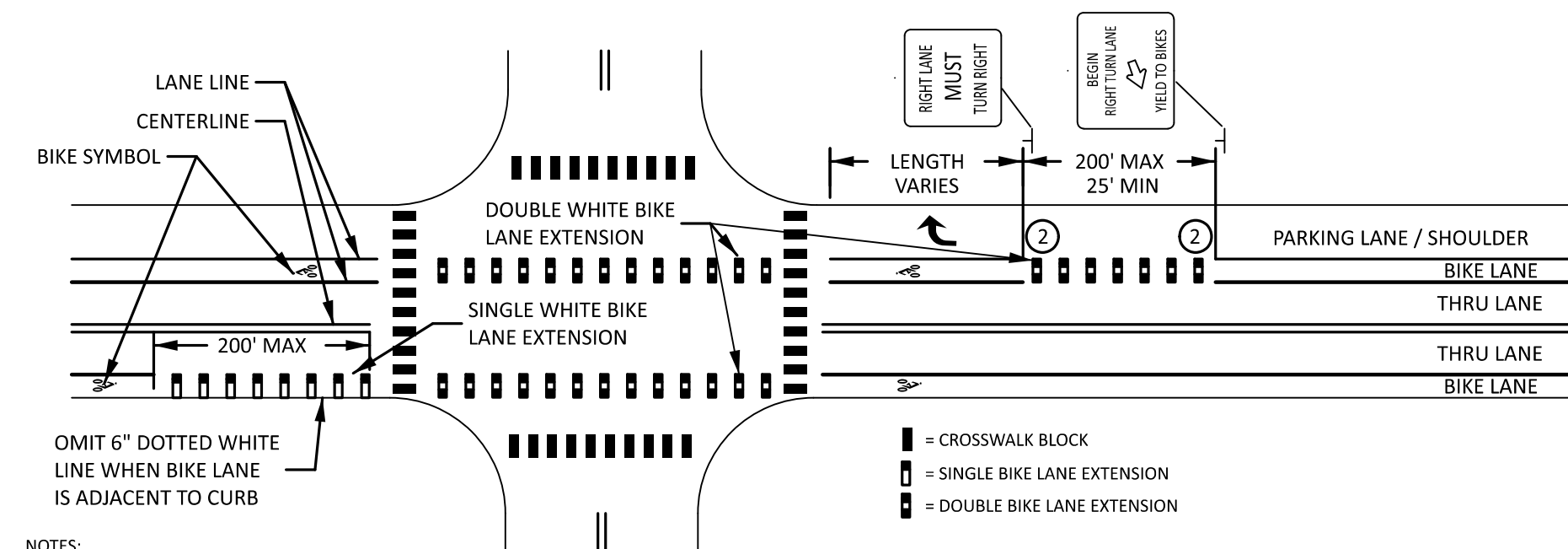
- 1. PLACE BICYCLE SYMBOL NO MORE THAN 50 FEET DOWNSTREAM OF INTERSECTIONS, AND AT INTERVALS NO GREATER THAN 250 FEET (URBAN), OR 1000' (RURAL). ORIENT BICYCLE SYMBOL IN THE DIRECTION OF BICYCLE TRAVEL.
- 2. IF PAVEMENT JOINT IS PRESENT, PLACE EDGELINE 2"+/-1" TO LEFT SIDE OF JOINT.

DESIGNER'S NOTES:

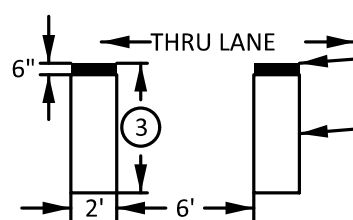
- 3. DESIGNER TO EITHER ADD ACTUAL LANE DIMENSIONS OR INCLUDE A REFERENCE TO THE STRIPING PLAN.
- 4. REFER TO THE BICYCLE FACILITY DESIGN MANUAL FOR GUIDANCE ON BIKE LANE WIDTH FOR BOTH STANDARD BIKE LANES AND LANES ADJACENT TO PARKING.

NOT TO SCALE

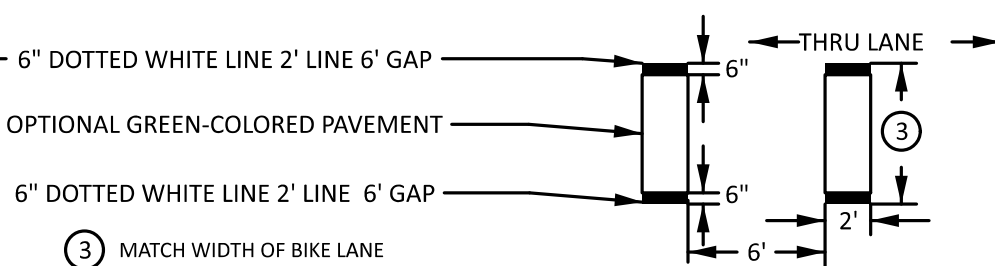
## BIKE LANE EXTENSIONS - APPLIES TO INTERSECTIONS AND MAJOR DRIVEWAYS



# SINGLE WHITE BIKE LANE EXTENSION

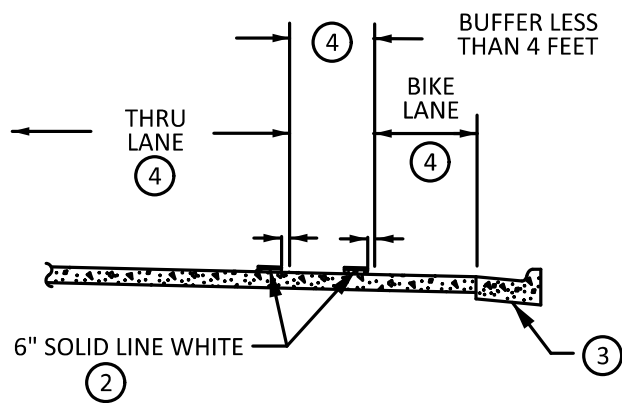
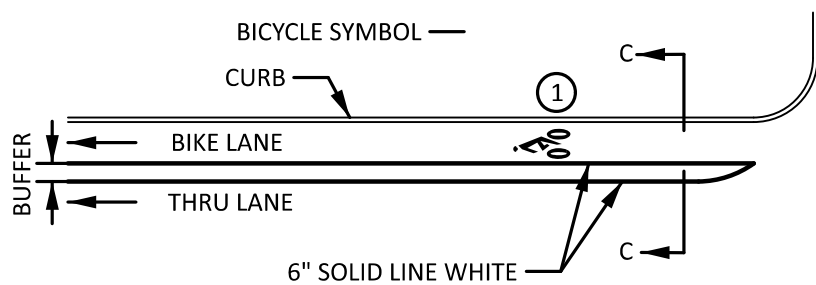


# DOUBLE WHITE BIKE LANE EXTENSION

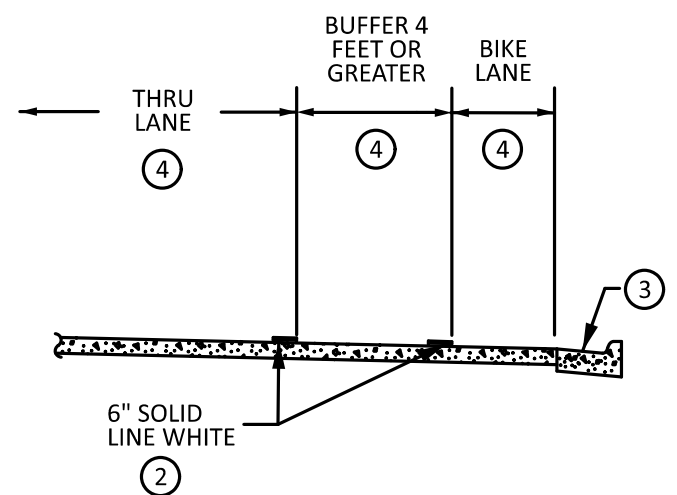
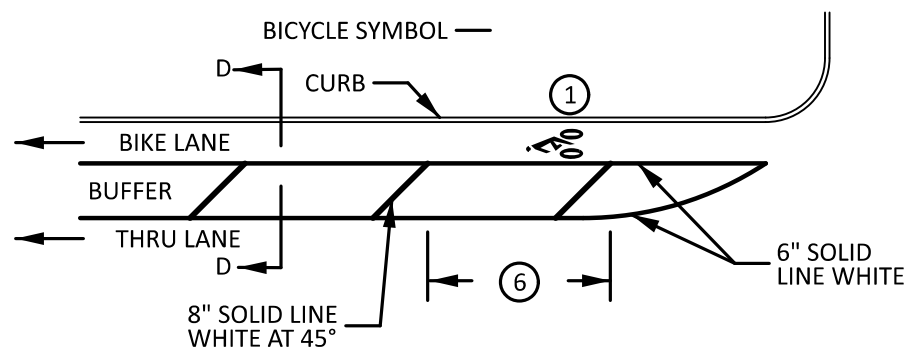


## DESIGNER'S NOTES:

4. THIS DETAIL IS FOR REFERENCE ONLY AND SHOULD NOT BE USED ON ITS OWN. IT IS A GUIDE, FOR BICYCLE LANE EXTENSIONS, A SITE-SPECIFIC PAVEMENT MARKING PLAN IS NECESSARY.
5. SEE BICYCLE FACILITY DESIGN MANUAL FOR BICYCLE LANE EXTENSIONS FOR A TWO-WAY BIKEWAY (NOT SHOWN).
6. REFER TO THE BICYCLE FACILITY DESIGN MANUAL FOR GUIDANCE ON BIKE LANE WIDTH.
7. GREEN-COLORED PAVEMENT IS OPTIONAL AND IS PERMISSIBLE UNDER INTERIM APPROVAL (IA) 14 ISSUED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA). AS REQUIRED BY FHWA AND MNDOT, THE DESIGNER MUST REPORT LOCATIONS USING GREEN-COLORED PAVEMENT AT:  
<http://www.dot.state.mn.us/trafficeng/publ/mutcd/statewide-interim-approvals.html>.



SECTION C-C



SECTION D-D

NOTES:

- ① PLACE BICYCLE SYMBOL NO MORE THAN 50 FEET DOWNSTREAM OF INTERSECTIONS, AND AT INTERVALS NO GREATER THAN 250 FEET (URBAN), OR 1000' (RURAL). ORIENT BICYCLE SYMBOL IN THE DIRECTION OF BICYCLE TRAVEL.
- ② IF PAVEMENT JOINT IS PRESENT, PLACE EDGELINE 2"+/-1" TO THRU LANE SIDE OF JOINT.
- ③ GUTTER IS NOT INCLUDED IN BIKE LANE WIDTH UNLESS INDICATED OTHERWISE IN THE PLANS

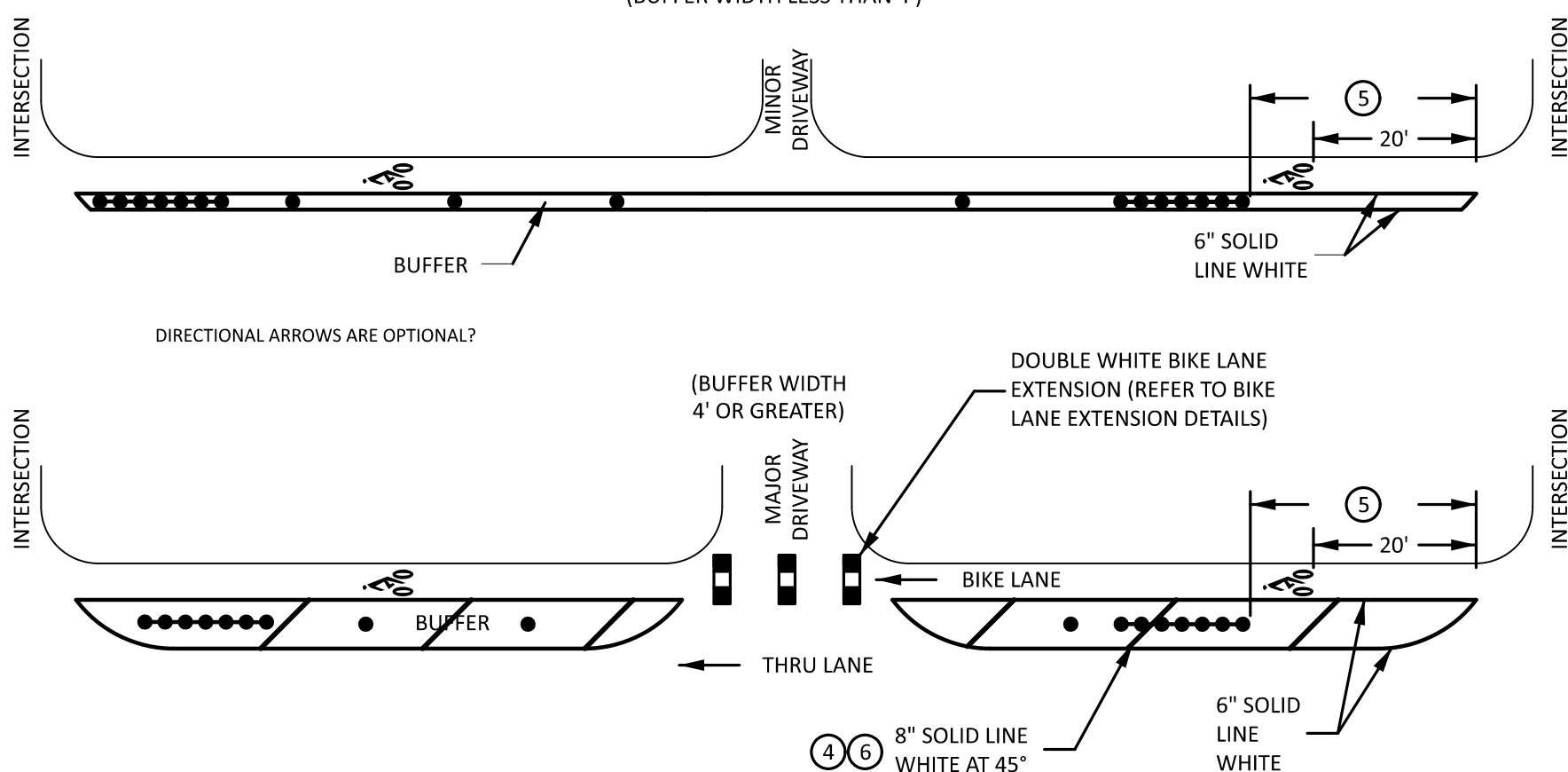
## DESIGNER NOTES:

4. DESIGNER TO EITHER ADD ACTUAL LANE DIMENSIONS OR INCLUDE A REFERENCE TO THE STRIPING PLAN.
5. REFER TO THE BICYCLE FACILITY DESIGN MANUAL FOR GUIDANCE ON BIKE LANE AND BUFFER WIDTH FOR BOTH STANDARD BIKE LANES AND LANES ADJACENT TO PARKING.
6. REFER TO THE MnDOT TRAFFIC ENGINEERING MANUAL FOR PROPER SPACING OF CROSSHATCHING.

NOT TO SCALE

## SEPARATED BIKE LANE

(BUFFER WIDTH LESS THAN 4')



NOTES:

1. PLACE BICYCLE SYMBOL NO MORE THAN 50 FEET DOWNSTREAM OF INTERSECTIONS, AND AT INTERVALS NO GREATER THAN 250 FEET (URBAN), 1000' (RURAL). ORIENT BICYCLE SYMBOL IN THE DIRECTION OF BICYCLE TRAVEL.
2. A MAJOR DRIVEWAY IS DEFINED AS AN ACCESS CONTROLLED BY AN AGENCY PLACED TRAFFIC CONTROL DEVICE (STOP SIGN, YIELD SIGN, OR TRAFFIC SIGNAL).

● = TUBULAR MARKER AT 20' SPACING.

●●●●●●●● = LONGITUDINAL  
CHANNELIZING CURB

## DESIGNER NOTES:

3. REFER TO THE BICYCLE FACILITY DESIGN MANUAL FOR GUIDANCE ON BIKE LANE WIDTH.

④ INCREASE HATCH LINE WIDTH FROM 8" TO 12" ON ROADWAYS WITH SPEED LIMITS OF 45 MPH OR GREATER.

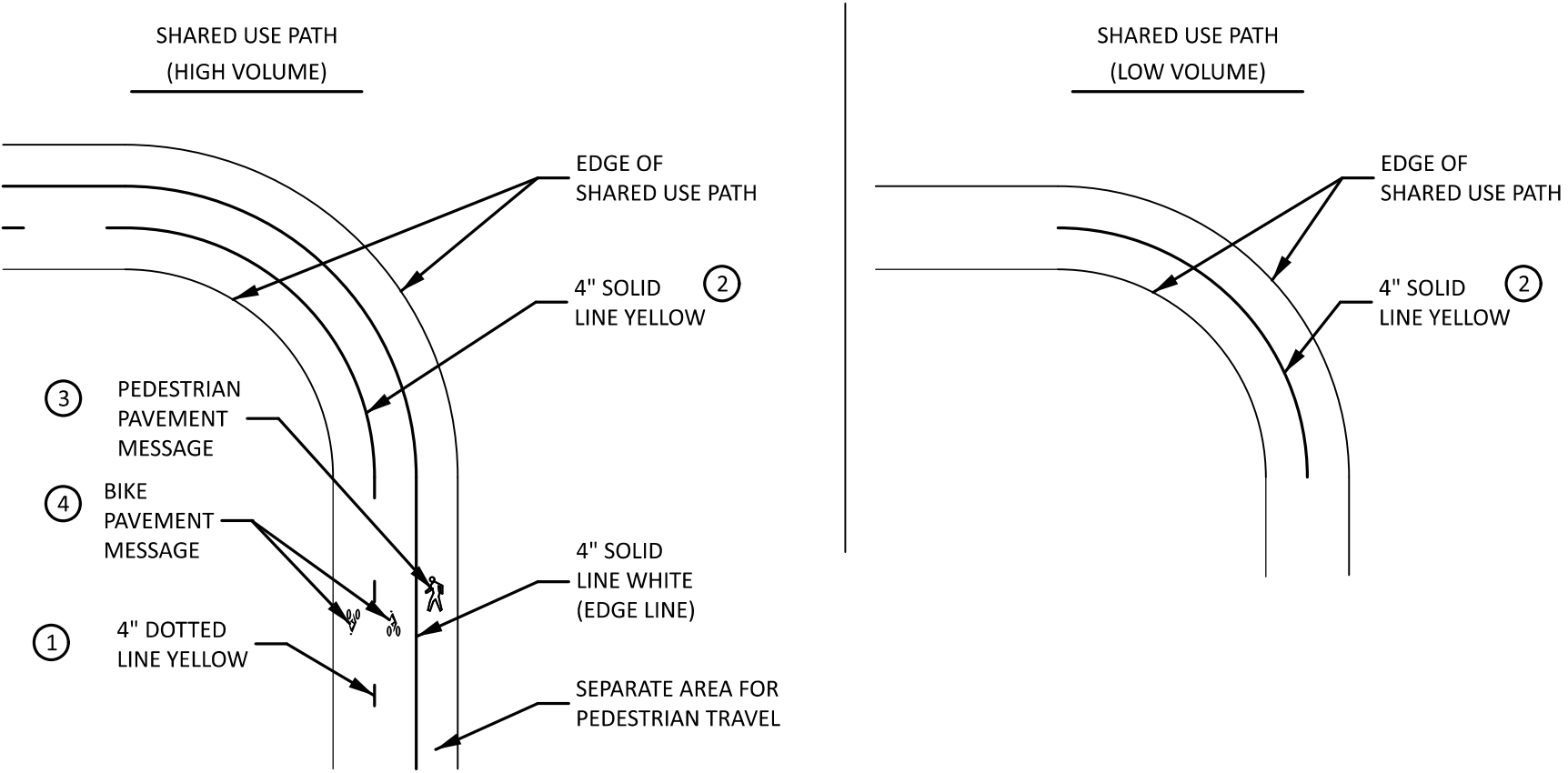
⑤ DIMENSION VARIES BASED ON ROADWAY GEOMETRY AND TURNING VEHICLES. DESIGNERS SHOULD CHECK AUTOTURN AND MODIFY DIMENSION AS APPROPRIATE, AND SUPPLEMENT AT DRIVEWAYS AS NEEDED.

⑥ REFER TO THE MnDOT TRAFFIC ENGINEERING MANUAL FOR PROPER SPACING OF CROSSHATCHING.

7. TUBULAR MARKERS ARE INTENDED FOR INTERIM USE UNTIL A CURB-SEPARATED BICYCLE FACILITY CAN BE CONSTRUCTED. THERE ARE MANY MAINTENANCE CONSIDERATIONS ASSOCIATED WITH TUBULAR MARKERS - REFER TO THE MnDOT TRAFFIC ENGINEERING MANUAL MORE FOR GUIDANCE.

NOT TO SCALE

# SHARED USE PATH - PAVEMENT MARKING



NOTES:

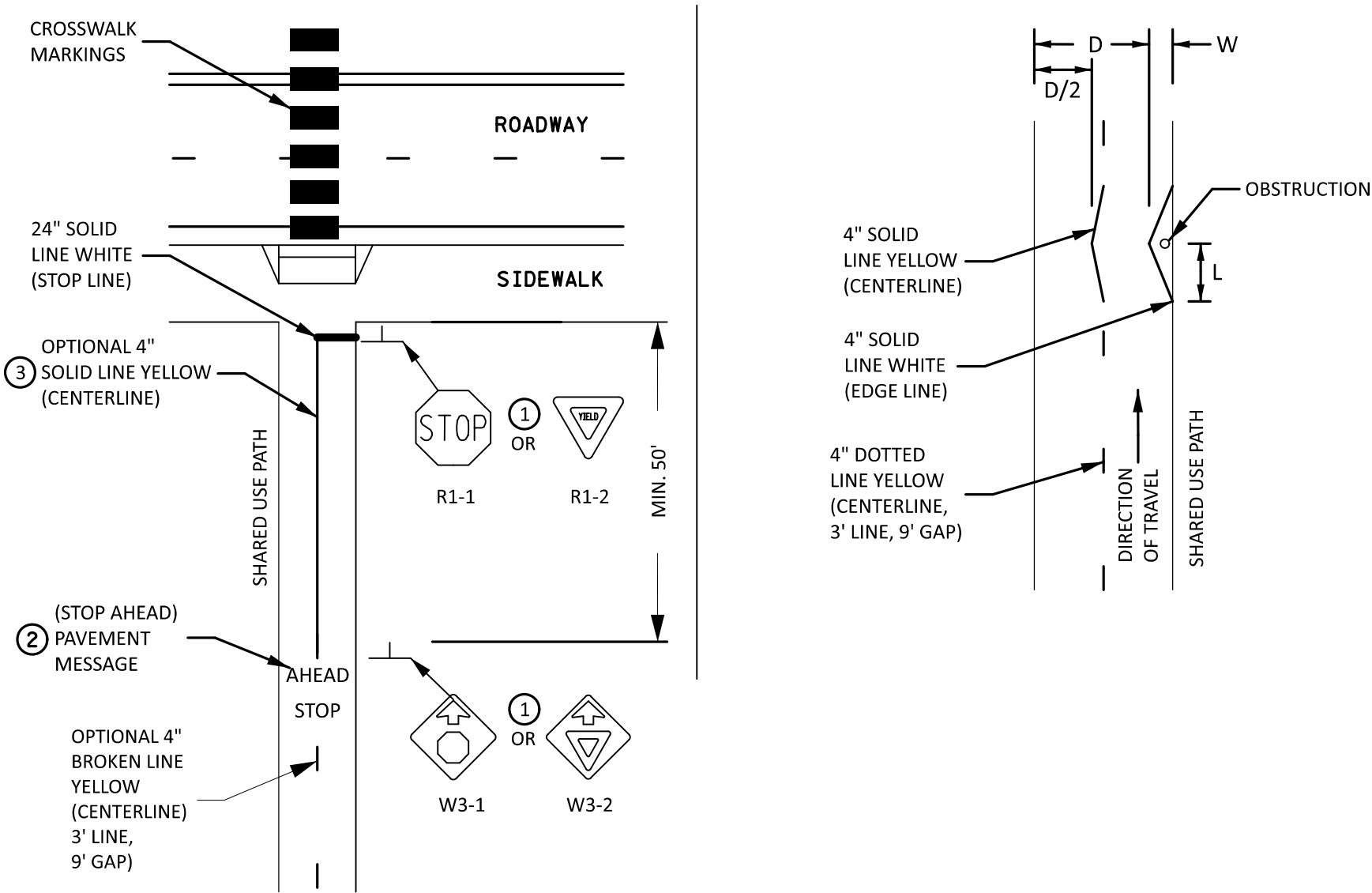
- 1 DOTTED CENTERLINE IS 3' LINE WITH 9' GAP

DESIGNER'S NOTES:

- 2 SOLID LINE USED WHERE PASSING IS DISCOURAGED, SHOW LOCATION IN THE PLAN.
- 3 OPTIONAL PEDESTRIAN MESSAGES WHERE SHARED USE PATH IS 14' OR WIDER.
- 4 PROVIDE BICYCLE MESSAGES ONLY IF PEDESTRIAN MESSAGES ARE SHOWN.
- 5. REFER TO THE MnDOT TRAFFIC ENGINEERING MANUAL FOR MORE GUIDANCE ON WHEN AND HOW TO USE MARKINGS ON PATHS.

NOT TO SCALE

## SHARED USE PATH - PAVEMENT MARKING - CONTINUED

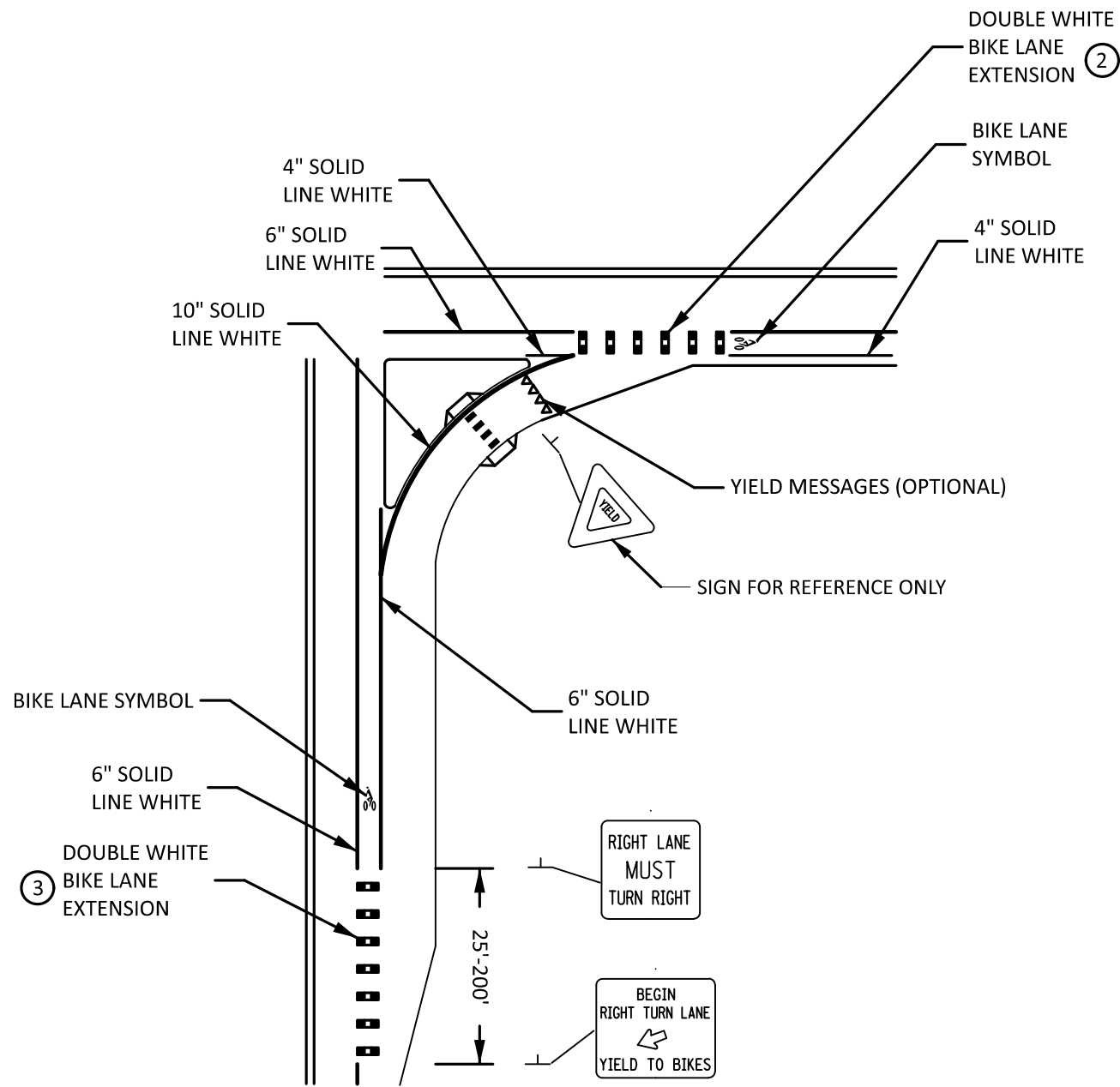


### DESIGNER'S NOTES:

1. OPTIONAL "STOP AHEAD" R1-1 OR "YIELD AHEAD" R1-2 WARNING SIGN. SEE SIGNING PLAN.
2. OPTIONAL "STOP AHEAD" OR "YIELD AHEAD" PAVEMENT MESSAGES SHOULD BE PLACED ADJACENT TO THE CORRESPONDING WARNING SIGN.
3. IF USED AT INTERSECTIONS, THE CENTER LINE SHOULD BE STRIPED SOLID FOR A MINIMUM OF 100' OR THE STOPPING SIGHT DISTANCE OF THE FASTEST PATH USER (WHICH EVER IS GREATER) FROM THE EDGE OF THE SIDEWALK (OR ROADWAY, IF NO SIDEWALK IS PRESENT). SHOW DISTANCE IN THE PLAN.
4. DIMENSION W IS THE LATERAL WIDTH OF OFFSET IN FEET. 2' IS PREFERRED AND 1' IS THE MINIMUM WIDTH. WHEN THE OBSTRUCTION IS RAISED, PROVIDE AN ADDITIONAL FOOT OF OFFSET AND USE THE EQUATION  $L=(W+1)*S$ .  
 $D$  = WIDTH OF PATH,  $W$  = LATERAL OFFSET FROM OBSTRUCTION,  $L$  = TAPER LENGTH,  $S$  = SPEED OF FASTEST PATH USER.
5. DIMENSION L IS THE TAPER LENGTH IN FEET. USE THE EQUATION  $L=W*S$  TO DETERMINE L, WHERE S IS THE BICYCLE APPROACH SPEED IN MPH. THE MINIMUM FOR L IS 20'. DISTANCE SHOULD BE SHOWN IN THE PLAN.

NOT TO SCALE

## FREE RIGHT - BIKE LANE CROSSING - PAVEMENT MARKING



### DESIGNER'S NOTES:

1. THIS DETAIL IS FOR REFERENCE ONLY AND SHOULD NOT BE USED ON ITS OWN. IT IS A GUIDE, FOR BICYCLE LANE EXTENSIONS, A SITE-SPECIFIC PAVEMENT MARKING PLAN IS NECESSARY.
2. SEE BIKE LANE EXTENSION STANDARD DETAIL FOR THE USE AND PLACEMENT OF OPTIONAL GREEN-COLORED PAVEMENT MARKINGS.
3. PAVEMENT MARKINGS LOCATION AND LENGTH BASED ON SIGN LOCATION. REFER TO SIGNING PLAN FOR DETAILS AND PLACEMENT OF SIGNS.

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MODIFIED: