

1. ALL PARKING SPACES MUST BE INDIVIDUAL MARKED AND HANDICAP ACCESSIBLE SPACE(S) MUST BE PROVIDED. IF HANDICAP ACCESSIBLE SPACE(S) WERE NOT PREVIOUSLY MARKED, A REQUEST MUST BE TAKEN TO TRAFFIC AND TRANSPORTATION COMMISSION. ONE HANDICAP PARKING ACCESSIBLE SPACE REQUIRED PER 25 PARKING SPACES. THE COUNT IS MEASURED AROUND THE INTERIOR OF EACH INDIVIDUAL BLOCK. IF REMOVAL OR ADDITIONAL OF ANGLED PARKING, METERED PARKING, TIME LIMITED OR NO PARKING IS PROPOSED, THE PROPOSED IS REQUIRED TO BE APPROVED BY THE TRAFFIC AND TRANSPORTATION COMMISSION.
2. IF THE RIGHT OF WAY WIDTH IS GREATER THAN 14' FROM THE FRONT FACE OF THE CURB, A 5' HATCHED AREA MUST BE PROVIDED NEXT TO THE PARALLEL HANDICAP ACCESSIBLE PARKING SPACE
3. A MINIMUM OF TWO PARKING SPACES ADJACENT TO EACH OTHER SHALL BE REQUIRED. PARKING SPACE MIN 20' FROM EDGE OF DRIVEWAY.
4. WHEN MEASURING THE BLOCK WIDTH THE NARROWEST EXISTING OR PLANNED WIDTH SHALL BE USED.
5. A MINIMUM OF 1,000' OF BICYCLE TREATMENT SHALL BE MAINTAINED BEFORE SWITCHING TO ANOTHER TREATMENT TO PROVIDED UNIFORMITY TO THE SYSTEM AND THE BICYCLE AND ROADWAY USERS.
6. MINIMUM BIKE BUFFER SHALL BE 3' IN WIDTH, AS SHOWN IN THE STANDARD DRAWINGS, THE BIKE BUFFER MAY BE INCREASED IN WIDTH.
7. WHEN USED, BIKE LANE AND SHARED BIKE LANE SYMBOLS SHALL BE AT EVERY INTERSECTION.
8. WHEN USED, SHARED BIKE LANE SYMBOLS SHOULD BE PLACED WITH A MAXIMUM OF 250' SPACING.
9. NO CROSSWALK PAVEMENT MARKINGS SHALL BE PLACED UNLESS RAMPS MEET THE CURRENT D700 STANDARDS OR ARE REPLACING PREVIOUSLY MARKED CROSSWALKS.
10. ALL CROSSWALK MAKINGS SHALL BE CONTINENTAL. IF THE CROSSWALK IS LOCATED WITH STOP CONTROL, A STOP BAR AND 50' OF DOUBLE YELLOW SHALL BE PROVIDED.
11. SHARED BIKE LANE SYMBOLS SHALL ONLY BE USED ON ROADWAYS OF 35 MPH OR LESS.
12. GREEN PAVEMENT MARKINGS ARE ONLY TO BE USED ON BIKE LANES, SHARED LANE PAVEMENT MARKINGS SHALL HAVE BLACK CONTRAST PAVEMENT MARKINGS BEHIND THE SYMBOL.
13. FOR OFFSET INTERSECTIONS WITH AN OFFSET OF 10' OR GREATER, PROVIDE CONFLICT GREEN MARKINGS AS SHOWN ON STANDARD DETAIL SHEET D803. BOTH THE APPROACH SIDE AND EXISTING SIDE OF THE INTERSECTION MUST HAVE BIKE LANES TO UTILIZE THE GREEN CONFLICT MARKINGS. CONFLICT STRIPE TO PROVIDE GUIDANCE FOR LANE SHIFTS THROUGH AN INTERSECTION SHALL BE 2' LINE WITH A 3' SPACE.
14. VERTICAL FLEXIBLE DELINEATORS TO BE INSTALLED ALL THE WAY TO THE STOP BAR OR PC A ROAD / DRIVEWAY.
15. WHEN CONVERTING FROM A 4 LANE SECTION, TO A 3 LANE SECTION, THE LEFT TURN LANE SHALL BE A MINIMUM OF 100' IN LENGTH AT A TRAFFIC SIGNAL OR OTHER STOP CONTROL.
16. VERTICAL FLEXIBLE DELINEATORS SPECIFIED NEED TO BE NCHRP 350 COMPLAINT AND BE RUGGED: WITHSTAND 50+ HITS AT 60 MPH.
17. DELINEATORS AND REFLECTORS MUST MATCH THE CONTROLLING PAVEMENT MARKING COLOR. WHITE ON WHITE LINES, YELLOW ON YELLOW LINES. GREEN DELINEATORS OR POST SHALL NOT BE PERMITTED. DELINEATORS TO HAVE A MINIMUM OF 2-3" REFLECTORS OR 1-6" REFLECTOR.
18. ALL VERTICAL FLEXIBLE DELINEATORS TO BE INSTALLED WITH EPOXY, BOLT ATTACHMENTS TO THE PAVEMENT OR BRIDGE DECKS SHALL NOT BE USED.
19. ALL ROADWAYS SHALL MAINTAIN THE MINIMUM CURB TO CURB WIDTH REQUIRED IN THE OKC SUBDIVISION REGULATIONS. THIS INCLUDES A MINIMUM WIDTH OF 20' FOR ONE-WAY ROADWAYS AND 26 FOOT FOR TWO-WAY ROADWAYS.
20. VEHICULAR TRAVEL LANE SHALL BE UNIFORM IN WIDTH THROUGH THE CORRIDOR. LANE WIDTHS SHALL BE:
 - A. PARKING - 8'
 - B. BIKE BUFFER - 3' MINIMUM - REQUIRED BETWEEN ALL PARALLEL PARKING AND BIKE LANES
5' MINIMUM - REQUIRED BETWEEN ALL ANGLED PARKING AND BIKE LANES
 - C. BIKE LANE - 5' MINIMUM - 6' RECOMMENDED, 4' BIKE LANES MAY BE USED UPON CITY ENGINEER APPROVAL
 - D. RIGHT TURN LANE - 11' MINIMUM - 12' RECOMMENDED
 - E. THROUGH LANE - 11' MINIMUM - 13' (TWO LANE ONLY) OTHERWISE 12' RECOMMENDED
 - F. LEFT TURN LANE - 11' MINIMUM - 14' RECOMMENDED
21. HATCHED AND CHEVRON STRIPE SHALL BE 8" SOLID FOR ROADWAYS WITH SPEED LIMITS \leq 40 MPH AND 12" SOLID FOR ROADWAYS WITH A SPEED LIMIT OF \geq 45 MPH. THIS INCLUDES THE PAVEMENT MARKING DELINEATING THE OUTSIDE OF THE GORE.

22. CENTER TURN LANE ARROW CLUSTER SPACING IS A MAXIMUM OF 250 FEET OR AT LEAST ONE CLUSTER PER BLOCK. SEE SHEET D-802.
23. ALL EXCEPTIONS MUST BE APPROVED BY THE CITY ENGINEER.
24. GORE AREA AROUND PARKING STALL SHALL BE 8" WHITE STRIPE. LINE SEPARATING PARKING STALLS SHALL BE 4" WHITE STRIPE. HATCH MARKING TO BE ON 5' SPACING AND SHALL BE 8" WHITE STRIPE.
25. WHEN DEDICATED RIGHT TURN LANES CONFLICT WITH BIKE LANES THE FOLLOWING CONDITIONS APPLY TO DELINEATOR PLACEMENT:
 - A. PLACE DELINEATORS AT EVERY CHEVRON IN THE BUFFER ADJACENT TO THE TURN LANE. DELINEATORS ALONG THE BIKE BOX SHALL BE SPACED AT 6.5' CENTERS.
 - B. PLACE DELINEATORS AT EVERY CHEVRON IN THE BUFFER, BEGINNING AT THE SECOND CHEVRON, WITHIN THE LIMITS OF THE TURN LANE. DELINEATORS ALONG THE BIKE BOX SHALL BE SPACED AT 6.5' CENTERS.

BIKE TIER TABLE

TIER LEVELS	ROADWAY TREATMENT TYPE	SPEED RANGE *
TIER I (FLEXIBLE DELINEATORS REQUIRED)	10' OR 12' PAVED SURFACE BEHIND ROADWAY CURB	25 MPH +
	BIKE LANE	25 MPH +
	SEE SHEET D803 FOR DELINEATOR SPACING CRITERIA	
TIER II (FLEXIBLE DELINEATORS OPTIONAL)	BIKE LANE WITH NO BIKE BUFFER	25 MPH - 35 MPH
	BIKE LANE WITH BIKE BUFFER	25 MPH - 40 MPH
	ON STREET PARKING WITH BIKE LANE - BIKE BUFFER BETWEEN PARKING AND BIKE LANE	25 MPH - 30 MPH
TIER III	SHARED BIKE LANE PAVEMENT MARKINGS	25 MPH - 35 MPH

*ALL ROADWAY SPEEDS ARE BASED UPON THE GREATER OF :
THE POSTED SPEED LIMIT OR THE 85TH PERCENTILE SPEED ROUNDED TO THE NEAREST 5MPH.

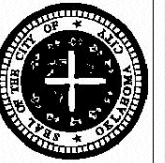
**ROADWAY USERS' QUALITY OF SERVICE (QOS)
AVERAGE DAILY TRAFFIC (ADT) VOLUME RANGES**

EXISTING CONDITIONS AND REQUIRED NUMBER OF TRAVEL LANES		
ROADWAY SECTION	ADT RANGE UNDIVIDED ROADWAY	ADT RANGE DIVIDED ROADWAY*
2 LANE	UP TO 10,000	UP TO 14,000
2 LANE, 1 CONTINUOUS TURN LANE	4,000 - 12,000	N/A
4 LANE	7,000 - 22,000	9,000 - 24,000
4 LANE, 1 CONTINUOUS TURN LANE	10,000 - 24,000	N/A
6 LANE	14,000 - 28,000	15,000 - 36,000
6 LANE, 1 CONTINUOUS TURN LANE	15,000 - 32,000	N/A

*ALL DRIVES MUST HAVE TURN LANE OR 30' OF MEDIAN BETWEEN OPPOSING TRAVEL LANES

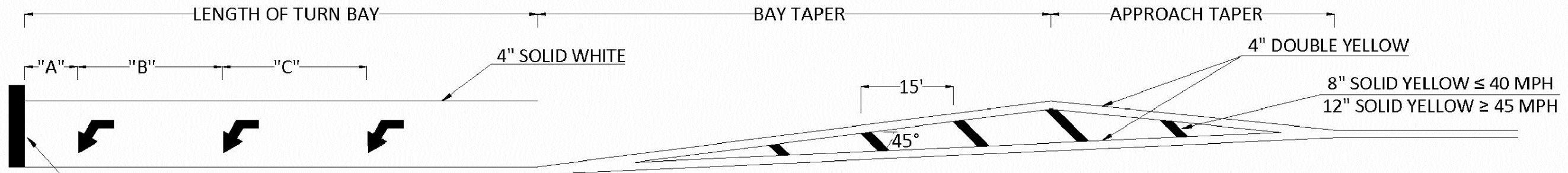
DELINEATOR DETAILS

BUFFER CONDITION	DELINEATOR SPACING (FEET)	DELINEATOR LOCATION
8 INCH LINE UP TO 3 FOOT BUFFER	20	ON THE LINE
3 FOOT BUFFER UP TO 5 FOOT BUFFER	30	INTERIOR ANGLE OF THE CHEVRON
5 FOOT BUFFER AND GREATER	45	INTERIOR ANGLE OF THE CHEVRON
BIKE BOX	6'-6" CENTER TO CENTER	



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ERIC J. WENGER, P.E.
CITY ENGINEER
DRAWN: VSC
DATE:

NOTES AND BIKE TIER TABLE
DESIGN STANDARDS FOR ROADS



STOP BAR
(24" SOLID WHITE)

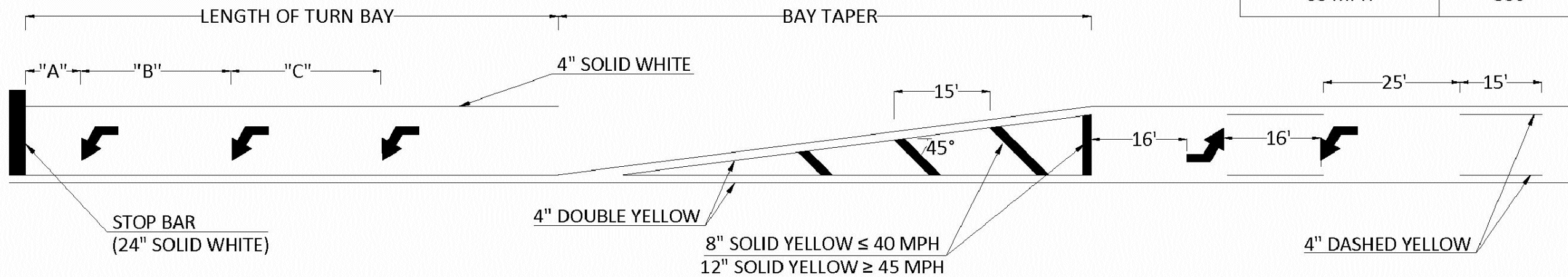
TURN BAY TABLE			
LENGTH OF TURN BAY FT.	"A" FT.	"B" FT.	"C" FT.
75' - 99'	20'	35'	--
100' - 149'	20'	35'	35'
* 35' SPACING UNTIL END OF TURN BAY LENGTH			

TURN BAY TAPER RATES	
DESIGN SPEED (MPH)	TAPER RATE
SPEED < 30	8:1
30 ≤ SPEED ≤ 50	10:1
50 SPEED ≥ V	15:1

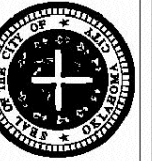
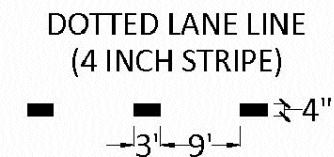
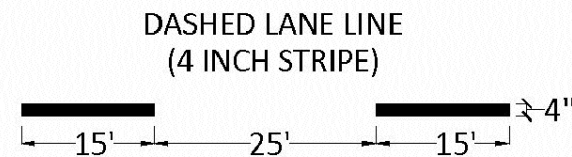
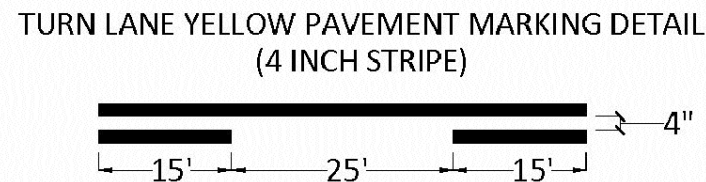
APPROACH TAPER	
DESIGN SPEED (MPH)	TAPER RATE
SPEED ≤ 40	$WS^2/60$
SPEED ≥ 45	WS

W = OFFSET (FT)
S = SPEED (MPH)

APPROACH TAPER - 6' OFFSET	
DESIGN SPEED (MPH)	TAPER LENGTH
25 MPH	65
30 MPH	90
35 MPH	125
40 MPH	160
45 MPH	270
50 MPH	300
55 MPH	330



STOP BAR
(24" SOLID WHITE)



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CITY ENGINEER

VSC
DRAWN: DATE:

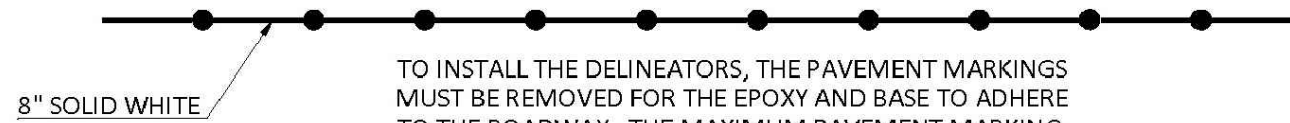
BIKE LANE TREATMENTS
NUMBER OF LANES REQUIRED
DESIGN STANDARDS FOR ROADS

Drawing Number
D802

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BIKE BUFFER (STRIPE ONLY)

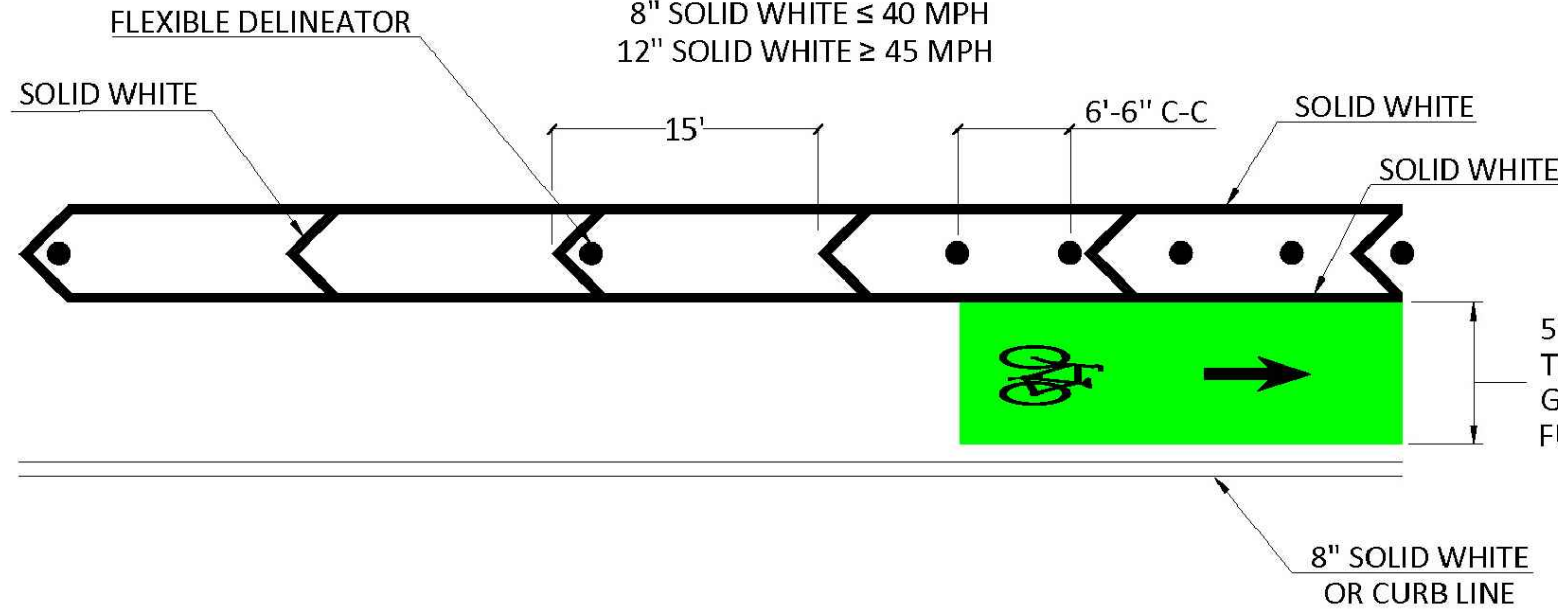
8" SOLID WHITE ≤ 40 MPH



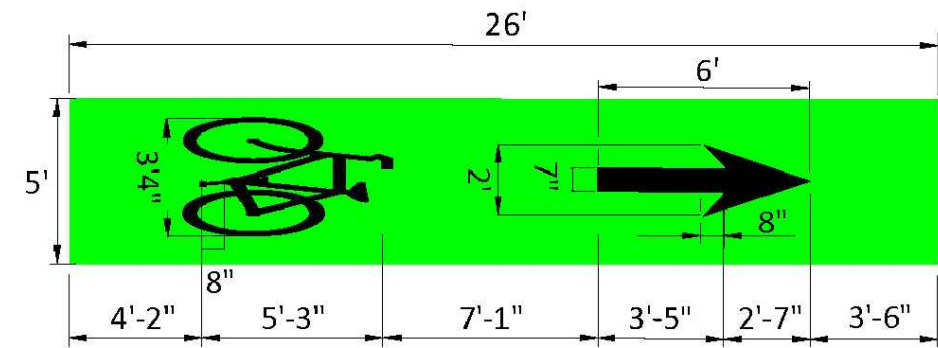
TO INSTALL THE DELINEATORS, THE PAVEMENT MARKINGS MUST BE REMOVED FOR THE EPOXY AND BASE TO ADHERE TO THE ROADWAY. THE MAXIMUM PAVEMENT MARKING REMOVAL FOR EACH DELINEATOR SHALL BE 12 INCHES.

BIKE BUFFER

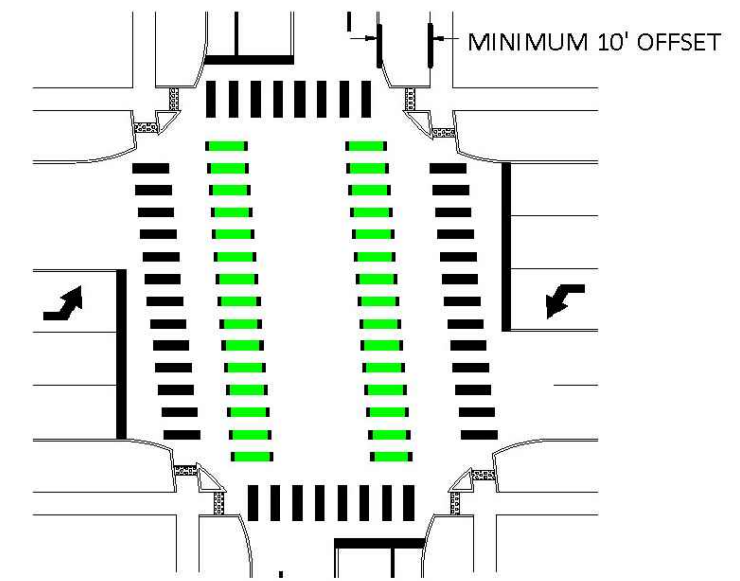
8" SOLID WHITE ≤ 40 MPH
12" SOLID WHITE ≥ 45 MPH



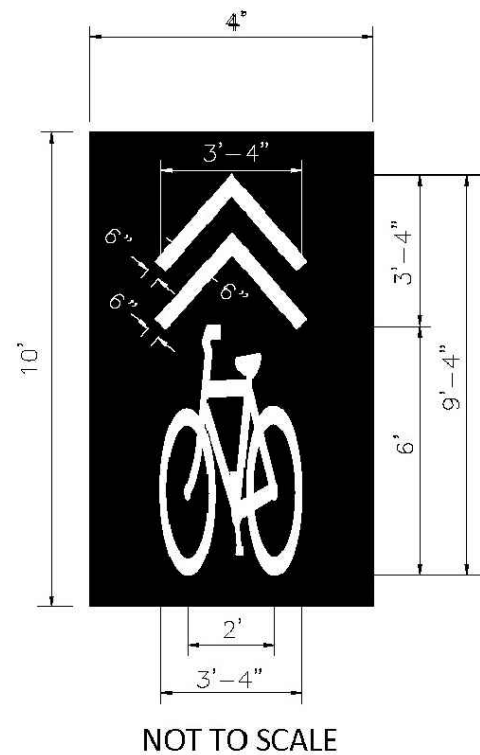
TYPICAL BIKE LANE BOX AND SYMBOL



CONFLICT PAVEMENT MARKINGS OFFSET BIKE LANE ACROSS INTERSECTION

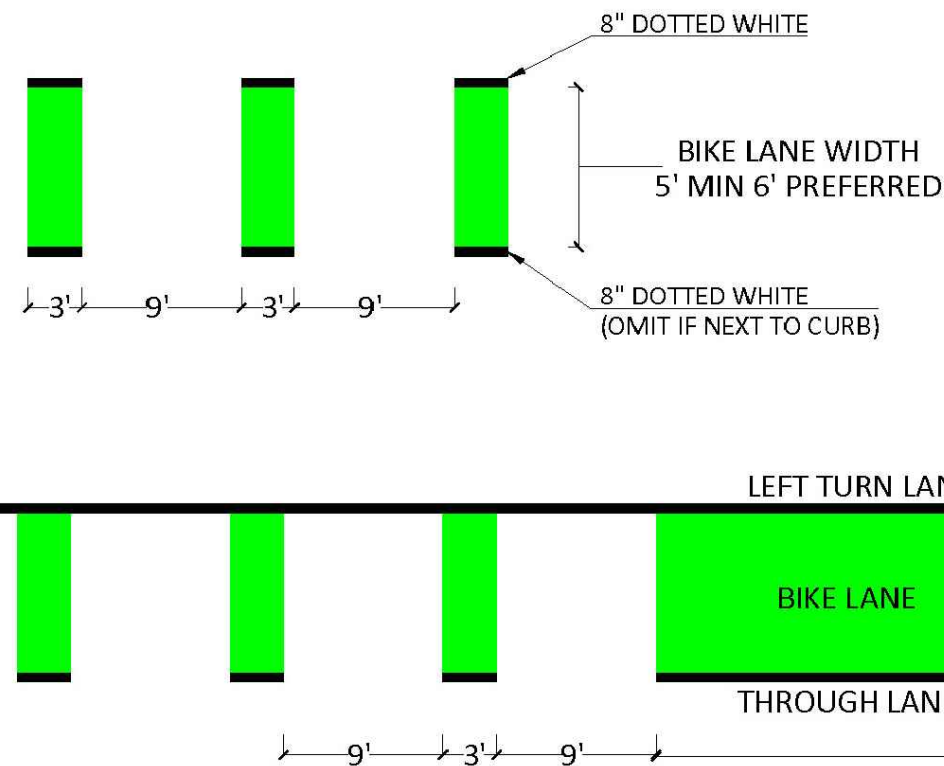


SHARROW PAVEMENT MARKER

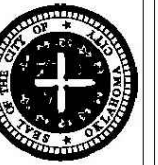


NOT TO SCALE

BIKE LANE CONFLICT AREA



The City of
Oklahoma City
Public Works Department
Engineering Division



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ERIC J. WENGER, P.E.
CITY ENGINEER

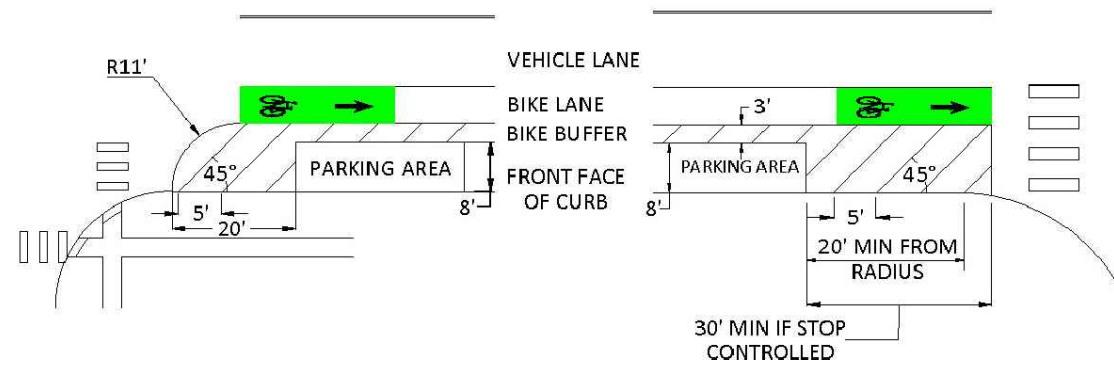
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DATE: _____

BIKE LANE TREATMENTS
NUMBER OF LANES REQUIRED
DESIGN STANDARDS FOR ROADS

Drawing Number
D803

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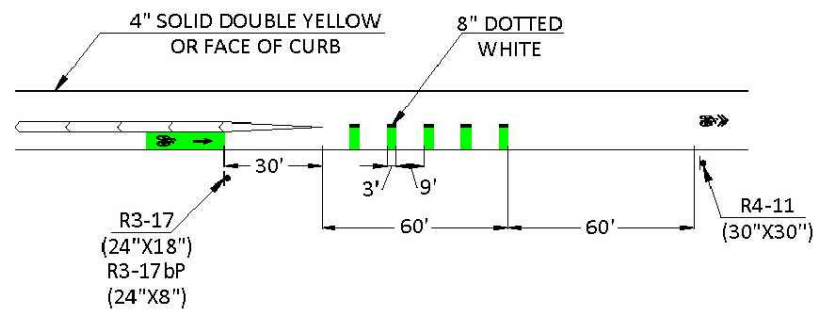
BIKE BUFFER WITH PARKING DETAILS



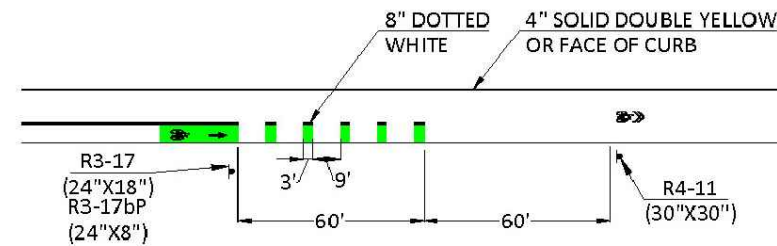
SHARED LANE INTERSECTION DETAILS



BIKE LANE WITH GORE TO SHARED BIKE LANE DETAIL

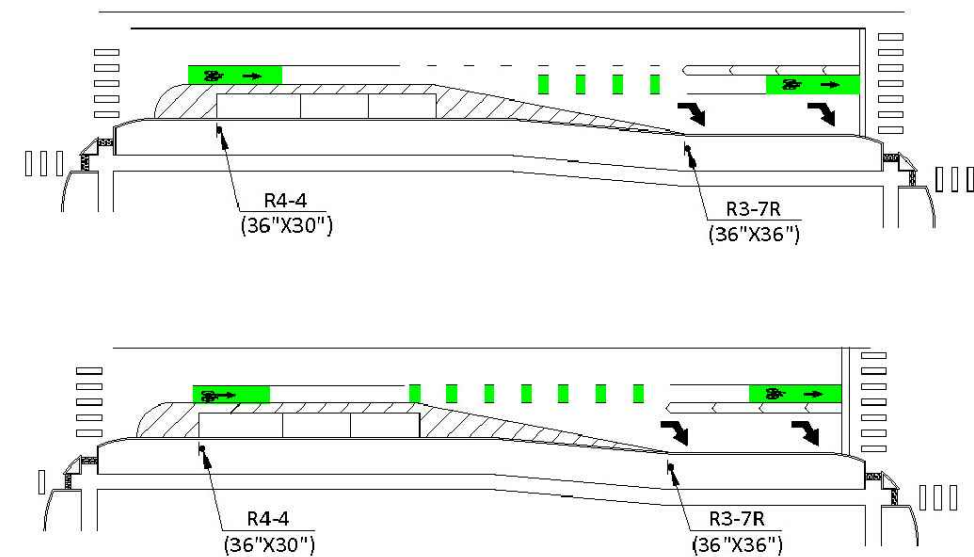
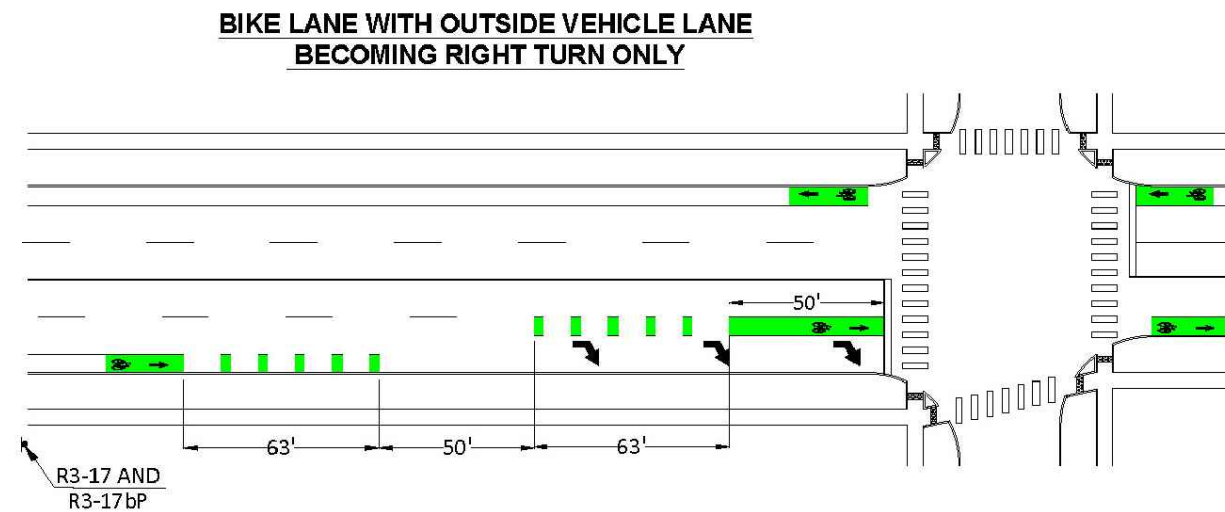


BIKE LANE TO SHARED BIKE LANE DETAIL



BIKE LANE WITH DEDICATED VEHICULAR RIGHT TURN LANE

BIKE LANE WITH BIKE BUFFER - MARKED PARKING - ADDITIONAL RIGHT TURN LANE AT INTERSECTION



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Public Works Department
Engineering Division



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CITY ENGINEER

DATE: 11-04-20

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DRAWN:

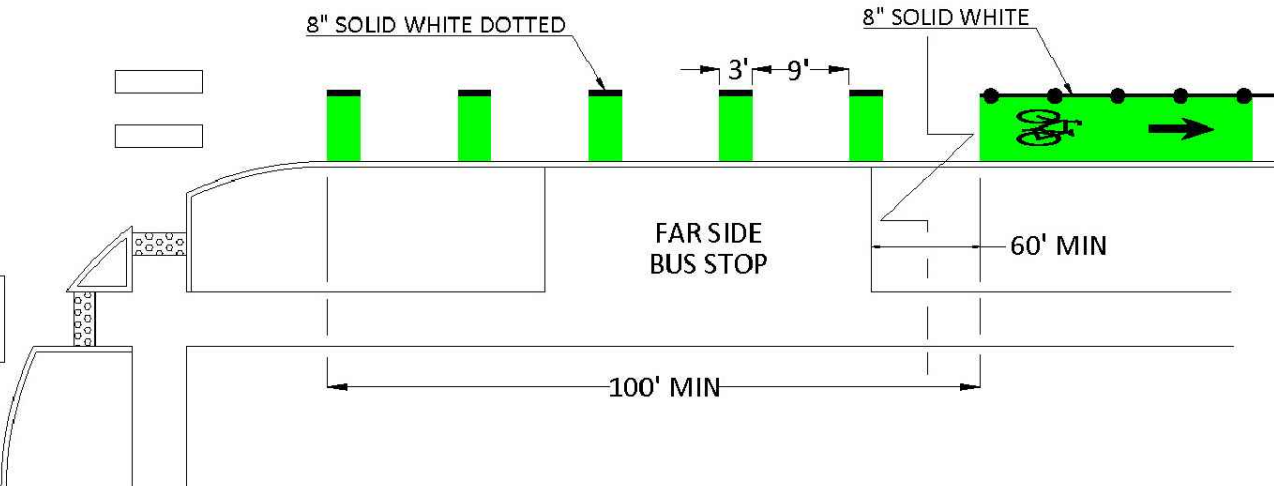
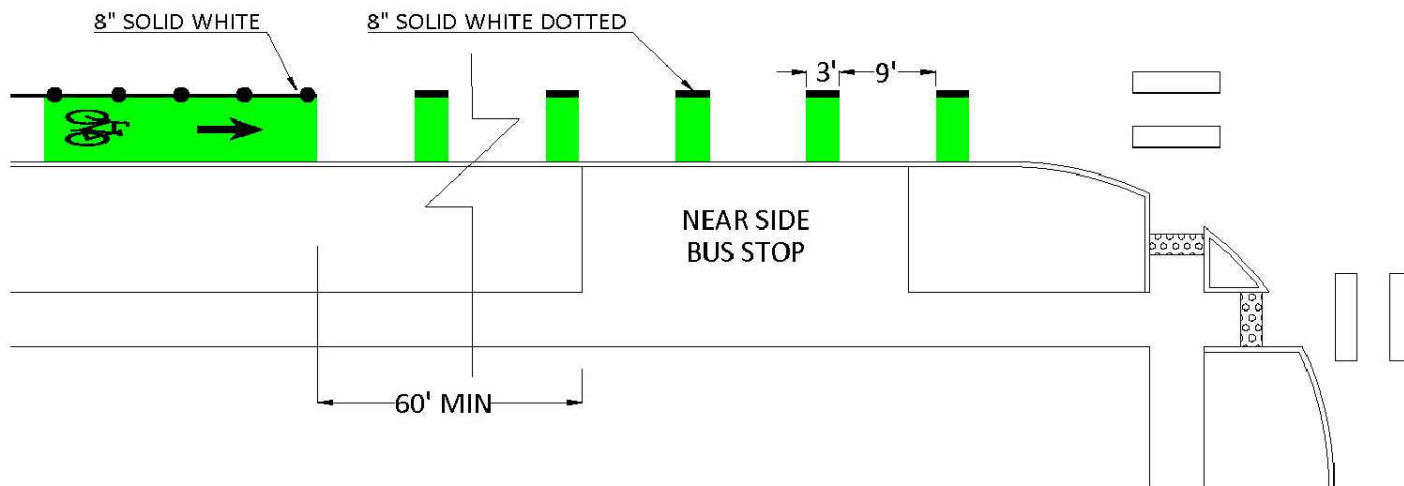
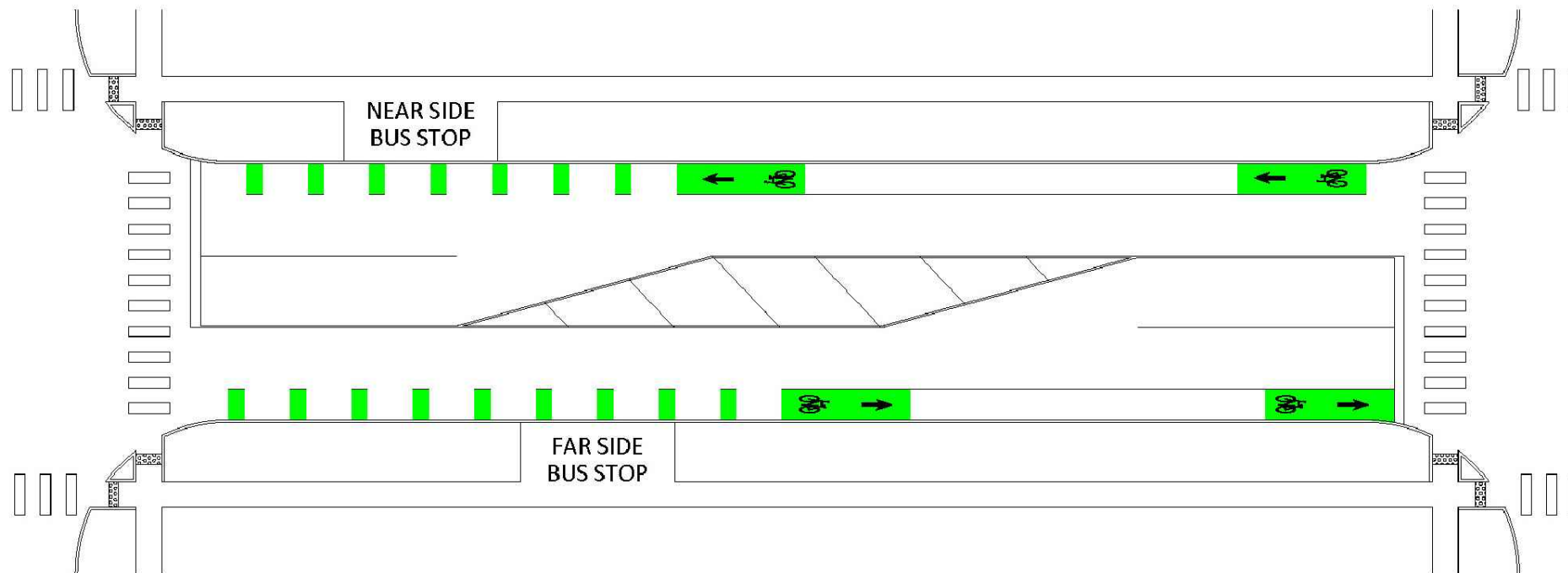
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BIKE LANE TREATMENTS
NUMBER OF LANES REQUIRED
DESIGN STANDARDS FOR ROADS

Drawing Number

D804

BUS STOP NEAR AND FAR SIDE



NOTES

1. IF BUS STOP DOES NOT FALL WITHIN 150' OF THE PC OF THE INTERSECTION, ROUGHLY 2/3 OF LENGTH TO BE BEFORE BUS STOP AND 1/3 TO BE AFTER BUS STOP. RECOMMENDED LENGTH IN THIS CASE APPROXIMATELY 150'
2. APPROXIMATELY 150' MAX. NOTE BUS STOP LOCATION CAN FALL ANYWHERE WITHIN THIS 100'-150'.
3. RESTART DELINEATORS NO LESS THAN 60 FEET FROM BUS STOP

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Engineering Division

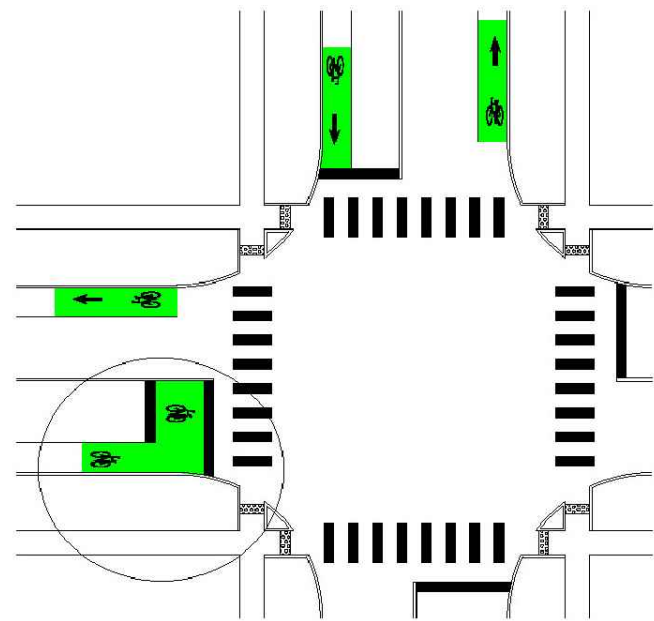


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BIKE LANE STANDARDS
DESIGN STANDARDS FOR ROADS

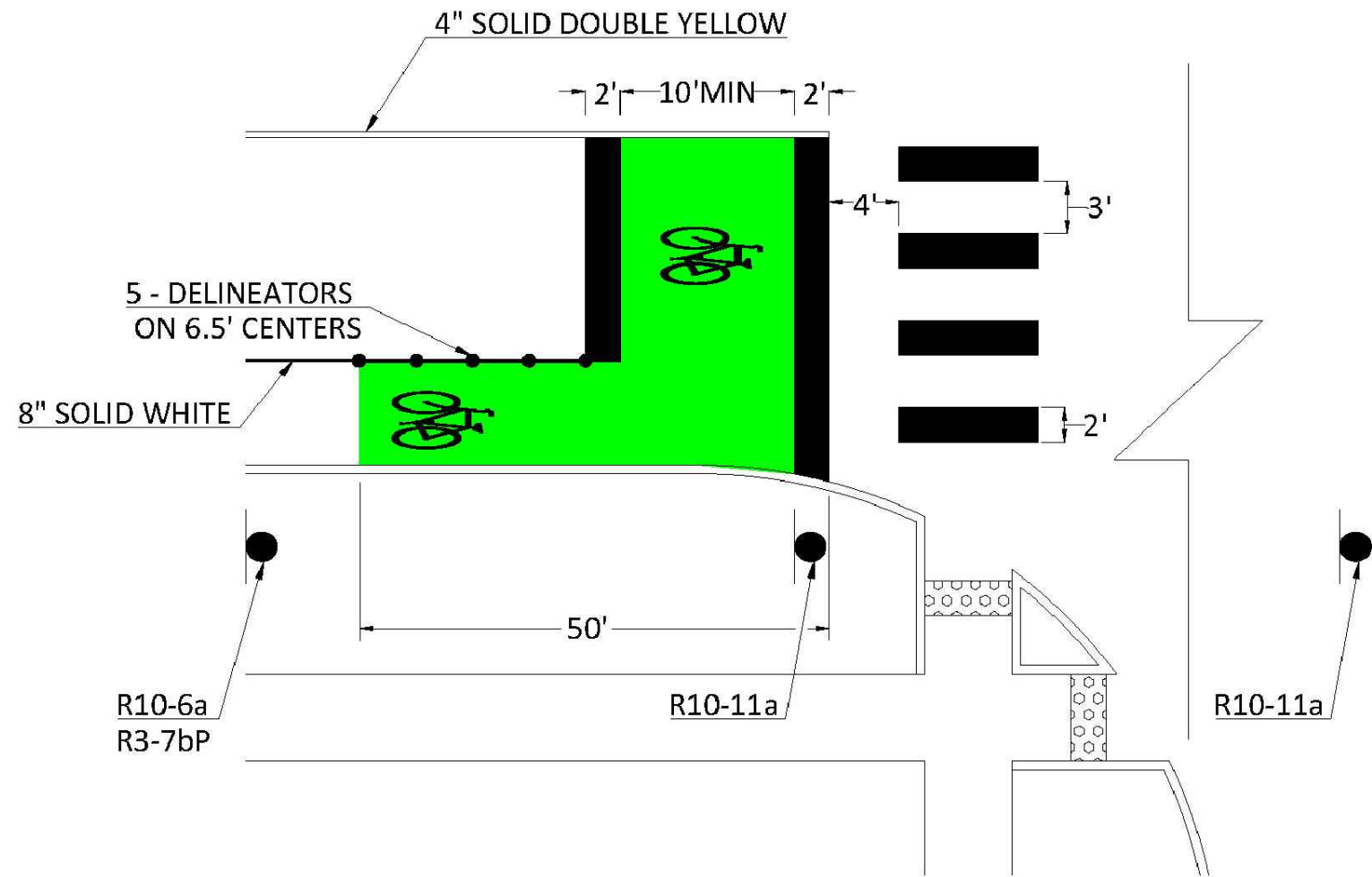
Drawing Number
D805

BIKE LANE WITHOUT BIKE BUFFER, NO MARKED ON STREET PARKING

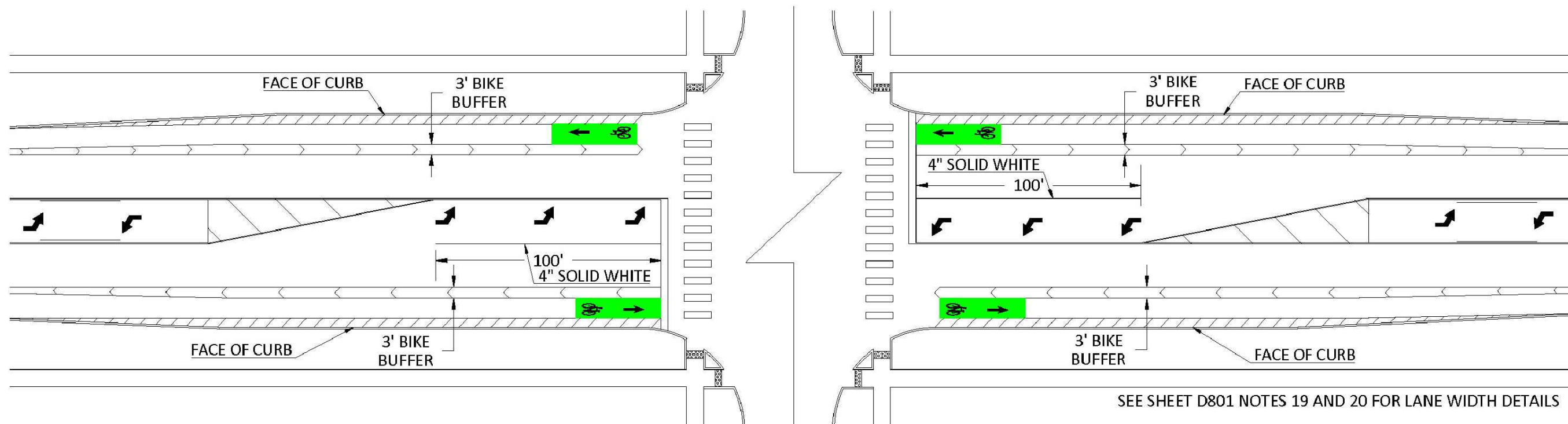


NOTES

1. A NO TURN ON RED (R10-11a) RESTRICTION IS REQUIRED BY THE FHWA'S INTERIM APPROVAL. ALL TURN RESTRICTIONS MUST BE APPROVED BY OKLAHOMA CITIES TRAFFIC AND TRANSPORTATION COMMISSION.
2. SIGN R-10-11a REQUIRED ON THE FAR SIDE OF THE INTERSECTION.



BIKE LANE - BIKE BUFFER - THREE LANE SECTION WITH CENTER TURN LANE AT EXISTING FIVE LANE SECTION WITH VARYING OUTSIDE GORE



SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS



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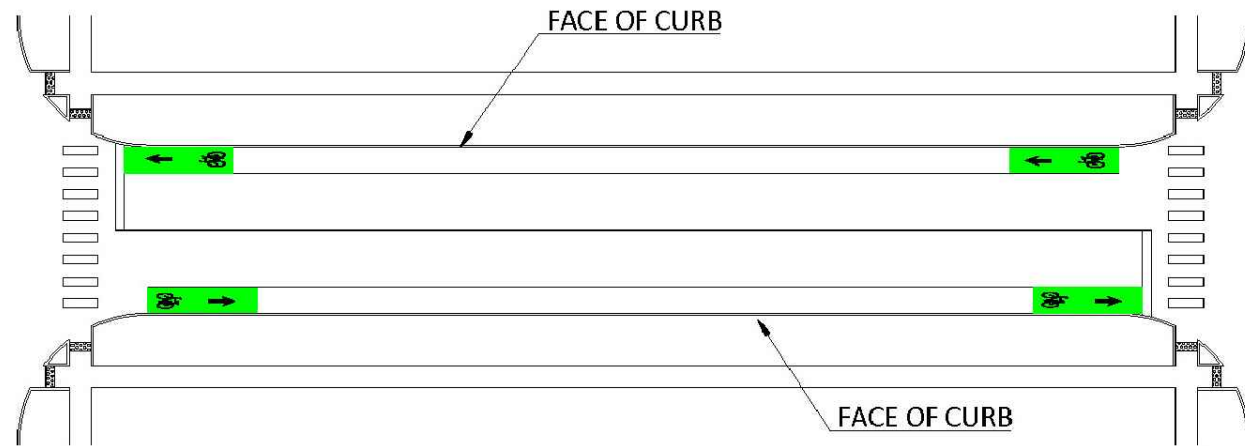
BIKE LANE STANDARDS

DESIGN STANDARDS FOR ROADS

Drawing Number

D806

BIKE LANE - NO MARKED ON STREET PARKING - NO BIKE BUFFER

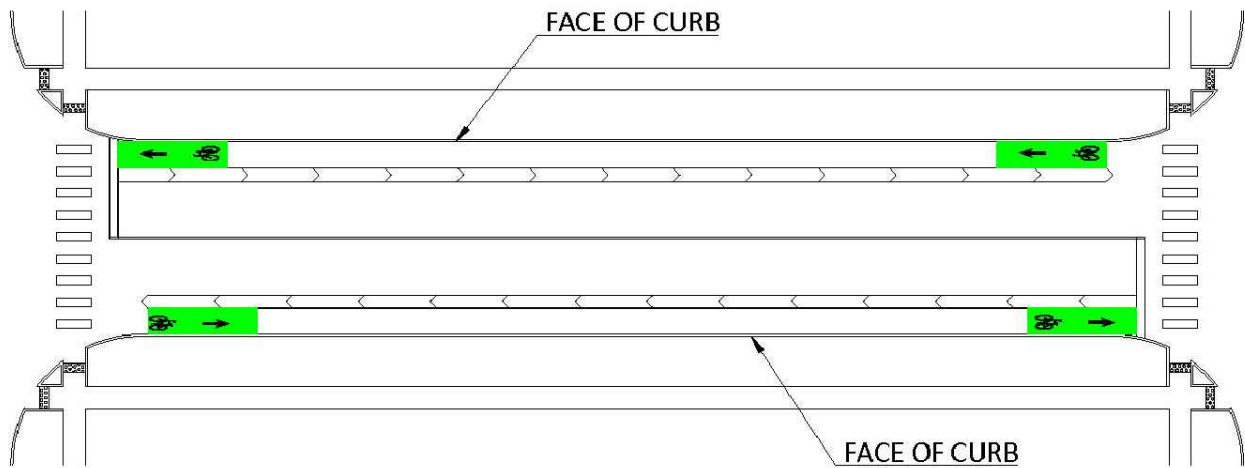


NUMBER OF LANES	CURB TO CURB WIDTH	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	38	32
3	50	43
4	60	54
5	74	65
6	84	76

NOTE

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS

BIKE LANE - NO MARKED ON STREET PARKING - BIKE BUFFER

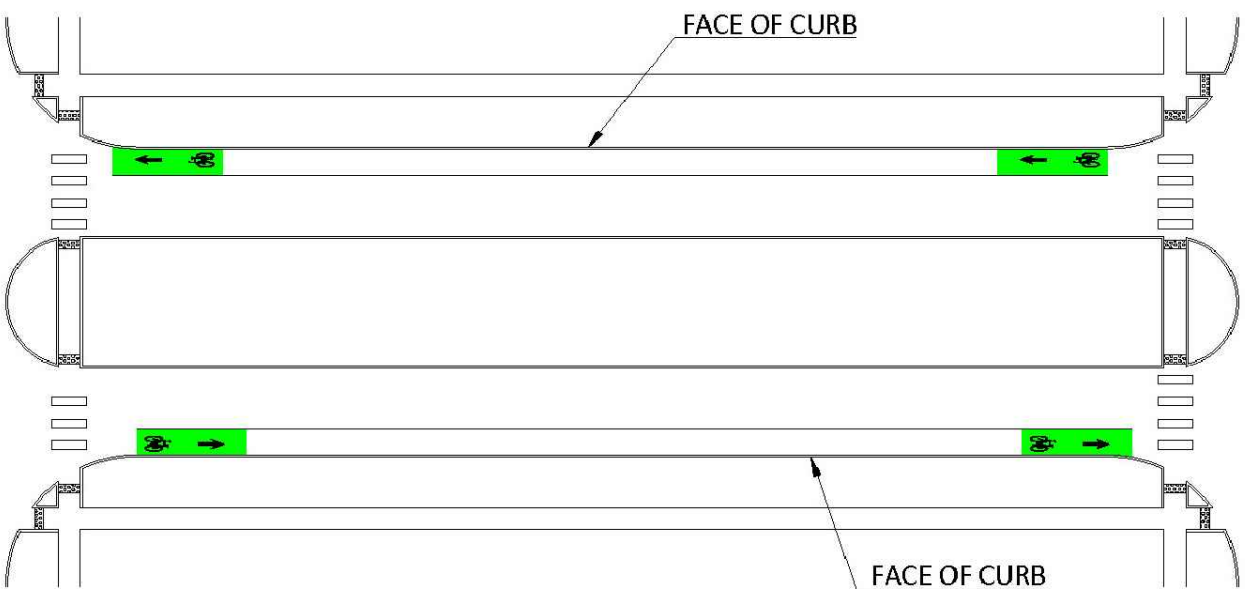


NUMBER OF LANES	CURB TO CURB WIDTH W /3' BIKE BUFFER	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	44	38
3	56	49
4	66	60
5	80	71
6	90	82

NOTE

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS

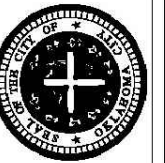
BIKE LANE - NO MARKED ON STREET PARKING - NO BIKE BUFFER



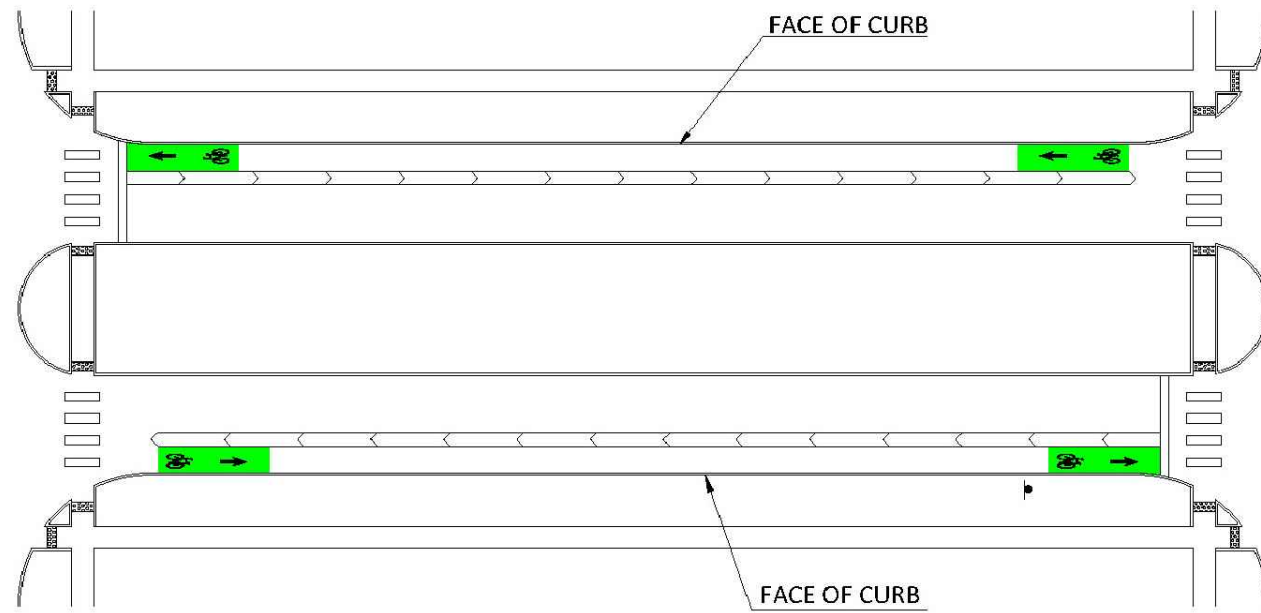
NUMBER OF LANES	CURB TO CURB WIDTH (DIRECTIONAL)	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	20	20
3	N/A	N/A
4	30	27
5	N/A	N/A
6	42	38

NOTES

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS.
2. LANE WIDTHS IN TABLE ARE FOR DIRECTION OF TRAVEL ONLY AND NOT THE FULL ROADWAY WIDTH.



BIKE LANE - NO MARKED ON STREET PARKING - BIKE BUFFER

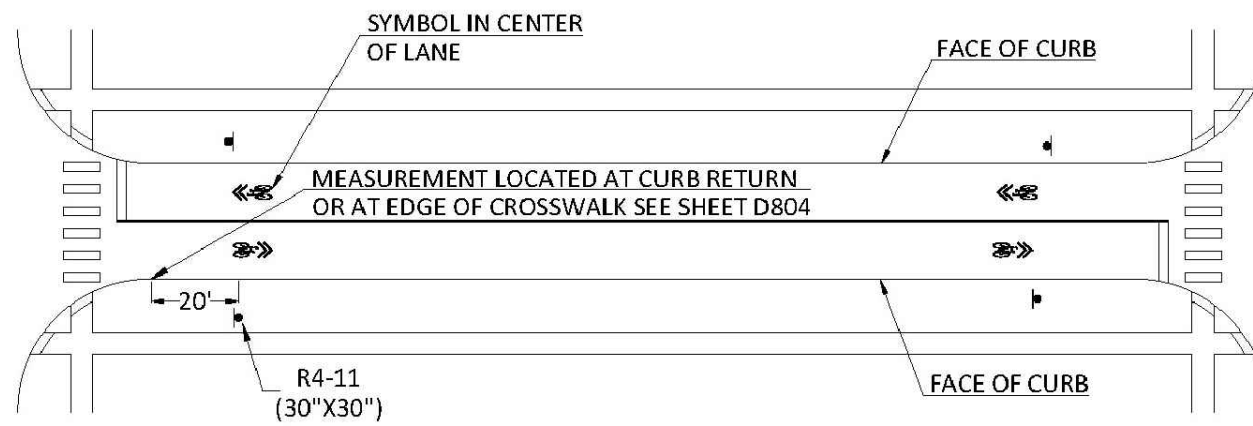


NUMBER OF LANES	CURB TO CURB WIDTH (DIRECTIONAL) WITH 3' BIKE BUFFER	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	22	20
3	N/A	N/A
4	33	30
5	N/A	N/A
6	45	41

NOTES

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS.
2. LANE WIDTHS IN TABLE ARE FOR DIRECTION OF TRAVEL ONLY AND NOT THE FULL ROADWAY WIDTH.

SHARED BIKE LANE - NO MARKED ON STREET PARKING

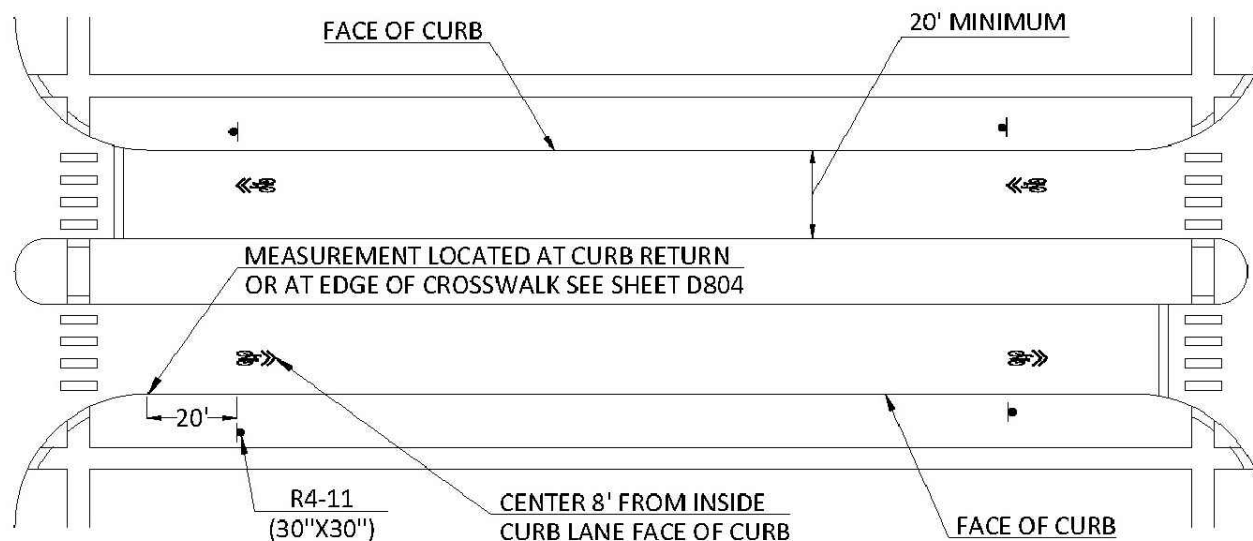


NUMBER OF LANES	CURB TO CURB WIDTH	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	26	26
3	38	33
4	48	44
5	62	55
6	72	66

NOTE

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS

SHARED BIKE LANE



NUMBER OF LANES	CURB TO CURB WIDTH (DIRECTIONAL)	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	20	20
3	N/A	N/A
4	24	22
5	N/A	N/A
6	36	33

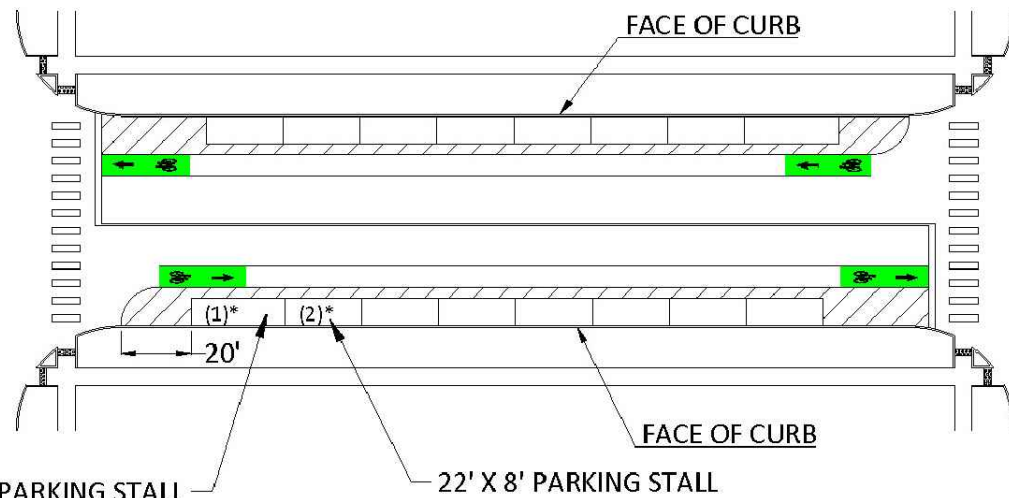
NOTES

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2. LANE WIDTHS IN TABLE ARE FOR DIRECTION OF TRAVEL ONLY AND NOT THE FULL ROADWAY WIDTH.



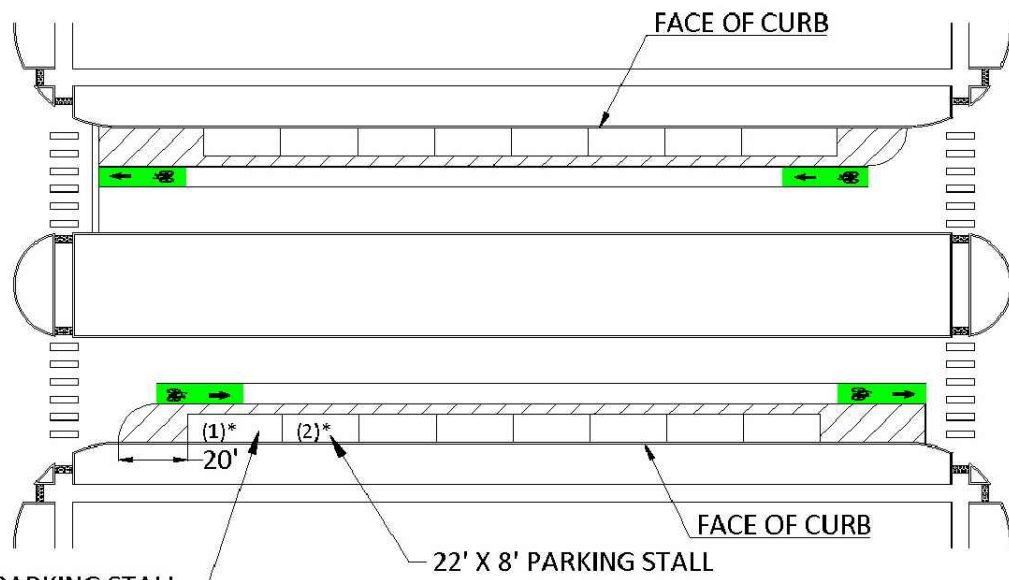
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CITY ENGINEER
DRAWN: VSC
DATE:

BIKE LANE - MARKED ON STREET PARKING - BIKE BUFFER



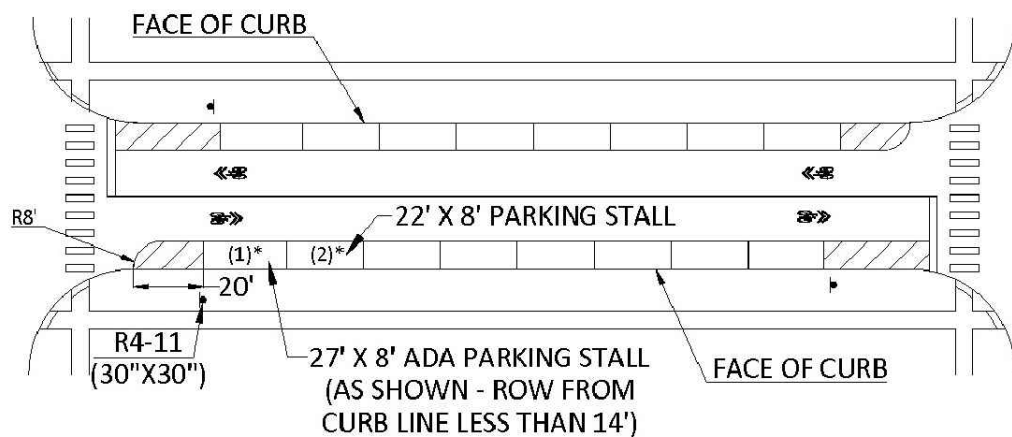
27' X 8' ADA PARKING STALL
(AS SHOWN - ROW FROM CURB LINE LESS THAN 14')

BIKE LANE - MARKED ON STREET PARKING - BIKE BUFFER



27' X 8' ADA PARKING STALL
(AS SHOWN - ROW FROM CURB LINE LESS THAN 14')

SHARED BIKE LANE - MARKED ON STREET PARKING



- (1)* IF INDIVIDUAL PARKING SPACES MARKED, HANDICAP ACCESSIBLE SPACE(S) MUST BE PROVIDED. IF NOT PREVIOUSLY MARKED, A REQUEST MUST BE TAKEN TO TRAFFIC COMMISSION. 1 HANDICAP PARKING ACCESSIBLE SPACE REQUIRED PER 25 PARKING SPACES MEASURE AROUND INTERIOR BLOCK. PARALLEL PARKING: HANDICAP PARKING SPACE 27' LONG - STANDARD PARKING 22' LONG IF RIGHT OF WAY TO BACK OF CURB IS 14' OR GREATER, THE HANDICAP PARKING SPACE MUST HAVE A 5' ACCESSIBLE ISLE BETWEEN THE CURB AND PARKING SPACE
- (2)* A MINIMUM OF 2 PARKING SPACES NEXT TO EACH OTHER REQUIRED

NUMBER OF LANES	CURB TO CURB WIDTH W/3' BUFFER AND PARKING	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	60	58
3	72	65
4	82	76
5	96	87
6	106	98

NOTE

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS

NUMBER OF LANES	CURB TO CURB WIDTH (DIRECTIONAL) WITH 3' BIKE BUFFER	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	30	27
3	N/A	N/A
4	41	38
5	N/A	N/A
6	53	49

NOTES

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS.
2. LANE WIDTHS IN TABLE ARE FOR DIRECTION OF TRAVEL ONLY AND NOT THE FULL ROADWAY WIDTH.

NUMBER OF LANES	CURB TO CURB WIDTH	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	42	42
3	54	49
4	64	60
5	78	71
6	88	82

NOTE

1. SEE SHEET D801 NOTES 19 AND 20 FOR LANE WIDTH DETAILS

