

- (4) Have a clear height not less than 8 feet.
- (5) Have a clear width, exclusive of any area used or reserved as a utility corridor, not less than 10 feet.
- (6) Have security lights with explosion proof fixtures if the tunnel is more than 25 feet in length or if the tunnel is available for use after dark.
- (7) Be accessible to persons with disabilities from sidewalks associated with the roadway above or, as an alternative, by a circuitous route.
- (8) Pedestrian ramps should be provided at all pedestrian separation structures.
- (9) When warranted and possible, a stairway can be provided in addition to a ramp. Ramps should be deleted only when it would be infeasible for mobility-limited persons to reach the pedestrian separation structures due to unusual topographical or architectural obstacles or when alternate safe and reasonably convenient means are provided to cross the highway.
- (10) The ramp should have a maximum slope of 12:1 with a maximum rise of 30 in. between landings. Landings should have a minimum length of 5 ft and should be of sufficient width to allow wheelchairs to maneuver.

#### 4. Bicycle lanes

On local streets, bicyclists should be considered a normal part of the vehicle mix on the street. On collector roads, bike lanes may be established with appropriate pavement markings and signing. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. [See Appendix A, Section A – 5 – BICYCLE FACILITY GUIDELINES.](#)

The recommended width of a bike lane is 5 feet from the face of a curb to the bike lane stripe. If parking is permitted, the bike lane should be placed between the parking area and the travel lane and have a minimum width of 5 feet. Bike lanes should never be placed between the parking lane and the curb line. Further design details for Bicycle lanes may be found in [Section A-5 BICYCLE FACILITY GUIDELINES](#) of VDOT's Road Design Manual.