

Average Motor Vehicle Operating Speed	Average Annual Daily Traffic (AADT) Volume												
	less than 2,000				2,000-10,000				over 10,000				
	Adequate Sight Distance		Inadequate Sight Distance		Adequate Sight Distance		Inadequate Sight Distance		Adequate Sight Distance		Inadequate Sight Distance		
		Truck, Bus, Rv				Truck, Bus, Rv				Truck, Bus, Rv			
less than 30 mph	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	wc 14	bl 5	bl 5	bl 5	bl 5
30-40 mph	bl 5	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 5	bl 5	bl 6	bl 6	bl 6	bl 5
41-50 mph	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6
over 50 mph	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6

TABLE A-5-4
GROUP B/C BICYCLISTS, URBAN SECTION, NO PARKING
 (Widths are in feet)

For Table A -5-4: wc widths represent “usable widths” of outer lanes, measured from lane stripe to edge of gutter pan, rather than to the face of curb. If no gutter pan is provided, add 1 ft. minimum for shy distance from the face of curb. bl widths represent the minimum width from the curb face. For VDOT projects, the bike lane stripe will lie 4 feet minimum from the edge of the gutter pan. The bike lane stripe will lie 5 feet minimum from the face of curb.

Key: wc = wide curb lane; sh = shoulder; sl = shared lane; bl = bike lane; na = not applicable; truck, buses, and/or recreation vehicles (approximately 30 per hour or more)

Source: FHWA’s “Selecting Roadway Design Treatments to Accommodate Bicycles” dated 1994.