

- ALL EXCEPTIONS MUST BE APPROVED BY THE CITY ENGINEER OR DESIGNEE.
- WHEN A CONDITION IS NOT COVERED IN THE OKC STANDARD DETAILS, THE STANDARDS IN PROWAG, MUTCD, NACTO URBAN BIKEWAY DESIGN GUIDE 2025, AND THE 5TH EDITION OF AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES SHALL GOVERN DESIGN.
- WHEN USED, BIKE LANE AND SHARED BIKE LANE SYMBOLS SHALL BE PLACED AT EVERY INTERSECTION.
- GREEN PAVEMENT MARKINGS ARE ONLY TO BE USED ON BIKE LANES. SHARED LANE PAVEMENT MARKINGS SHALL HAVE BLACK CONTRAST PAVEMENT MARKINGS BEHIND THE SYMBOL.
- FOR OFFSET INTERSECTIONS WITH AN OFFSET OF 10' OR GREATER, PROVIDE CONFLICT GREEN MARKINGS AS SHOWN ON STANDARD DETAIL SHEET D801. 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 IN ACCORDANCE WITH MUTCD GUIDELINES.
- VERTICAL FLEXIBLE DELINEATORS TO BE SHUR-FLEX SURFACE MOUNT 36" POST OR APPROVED EQUAL. DELINEATORS TO FOLLOW "VERTICAL ELEMENTS" SECTION OF AASHTO GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES.
- VERTICAL FLEXIBLE DELINEATORS TO BE INSTALLED WITH EPOXY OR OTHER APPROVED ADHESIVE; APPROVAL FOR THE USE OF MECHANICAL ANCHORING FOR DELINEATORS MUST BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER
- VEHICULAR TRAVEL LANE SHALL BE UNIFORM IN WIDTH THROUGH THE CORRIDOR. LANE WIDTHS SHALL BE:
 - BIKE BUFFER - 2' MINIMUM - REQUIRED BETWEEN ALL PARALLEL PARKING AND BIKE LANES
 - BIKE LANE - 5' MINIMUM - UP TO 8' RECOMMENDED, 4' BIKE LANES MAY BE USED UPON CITY ENGINEER APPROVAL
- INSTALL BIKE FRIENDLY GRATES ALONG ALL BIKE FACILITIES.
- PROVIDE BIKE CROSSINGS THAT ARE AS CLOSE TO 90 DEGREES TO THE STREETCAR TRACKS AS POSSIBLE.

BIKE TIER TABLE

TIER LEVELS	ROADWAY TREATMENT TYPE	SPEED RANGE *	TRUCK TRAFFIC
TIER I - PROTECTED BIKE LANE, MULTI-USE TRAIL	10' OR 12' PAVED SURFACE BEHIND ROADWAY CURB	25 MPH +	
	BIKE LANE WITH REQUIRED DELINEATORS SEE DELINEATOR DETAILS CHART BELOW FOR SPACING INFORMATION	25 MPH - 45 MPH	
TIER II - BIKE LANE (DELINEATORS OPTIONAL)	BIKE LANE WITH NO BIKE BUFFER	25 MPH - 35 MPH	
	BIKE LANE WITH BIKE BUFFER ON STREET PARKING WITH BIKE LANE - BIKE BUFFER BETWEEN PARKING AND BIKE LANE	25 MPH - 40 MPH 25 MPH - 30 MPH	
TIER III - SHARED ROUTE, ROAD SHOULDER	SHARED BIKE LANE PAVEMENT MARKINGS	< 30 MPH	LOW PERCENTAGE (UNDER 5%)
BIKE ROUTE PROHIBITED	SNOW ROUTE OR STREETCAR ROUTE		HIGH PERCENTAGE (OVER 15%)

* 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

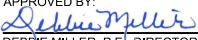
***IF PEAK HOUR IS GREATER THAN 7% OF TOTAL AVERAGE DAILY TRAFFIC,
DAILY VOLUME COUNT MAY NOT BE REPRESENTATIVE OF COMMUTING TRAFFIC.
DESIGNER MUST GET APPROVAL FROM CITY ENGINEER FOR LANE REDUCTION.

DELINEATOR DETAILS

BUFFER CONDITION	ROADWAY SPEED	DELINEATOR SPACING	DELINEATOR LOCATION
8 INCH LINE UP TO 3 FOOT BUFFER	UP TO 40 MPH	20'	ON THE LINE
GREATER THAN A 3' MIN. BUFFER	UP TO 45 MPH	30'	INTERIOR ANGLE OF THE CHEVRON
GREATER THAN A 5' BUFFER	UP TO 45 MPH	45'	INTERIOR ANGLE OF THE CHEVRON
DEDICATED RIGHT TURN LANE		6'-6" CENTER TO CENTER	INTERIOR ANGLE OF THE CHEVRON



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Public Works Department
Engineering Division

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DEBBIE MILLER, P.E., DIRECTOR
PUBLIC WORKS / CITY ENGINEER

DRAWN: VSC

DATE:

NOTES AND BIKE TIER TABLE

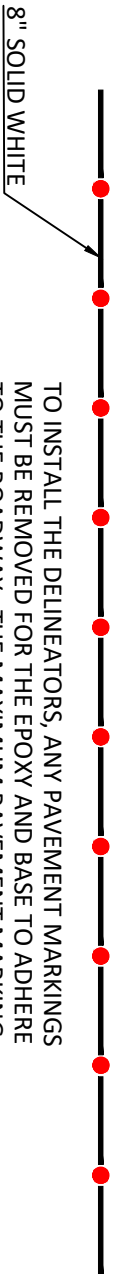
DESIGN STANDARDS FOR ROADS

Drawing Number

D800

BIKE BUFFER (STRIPE ONLY)

8" SOLID WHITE ≤ 40 MPH

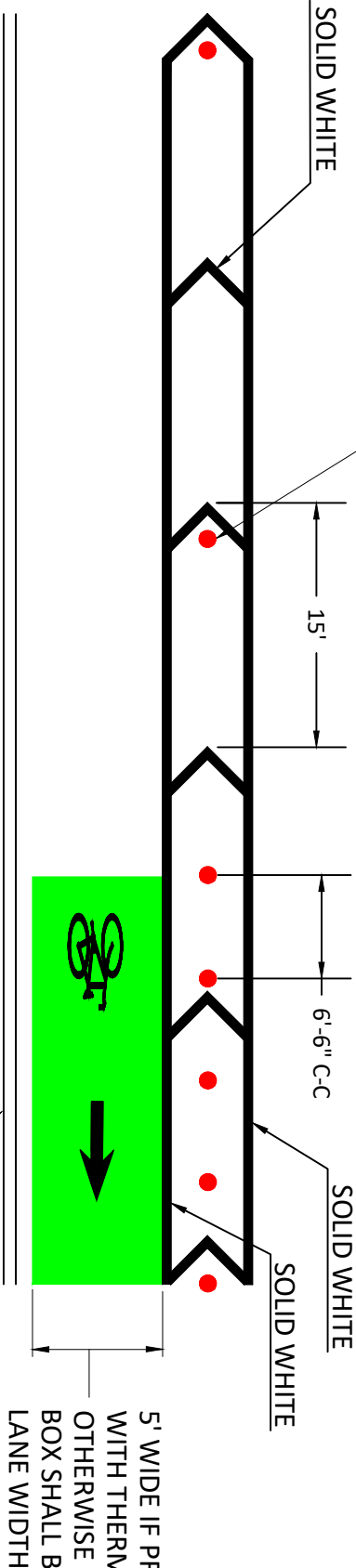


TO INSTALL THE DELINEATORS, ANY PAVEMENT MARKINGS MUST BE REMOVED FOR THE EPOXY AND BASE TO ADHERE TO THE ROADWAY. THE MAXIMUM PAVEMENT MARKING REMOVAL FOR EACH DELINEATOR SHALL BE 12 INCHES.

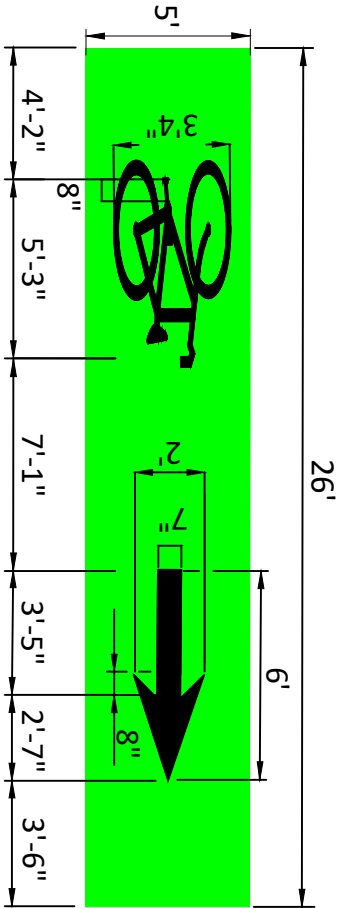
BIKE BUFFER

DELINEATOR
SPACING PER
"DELINEATOR
DETAILS" TABLE

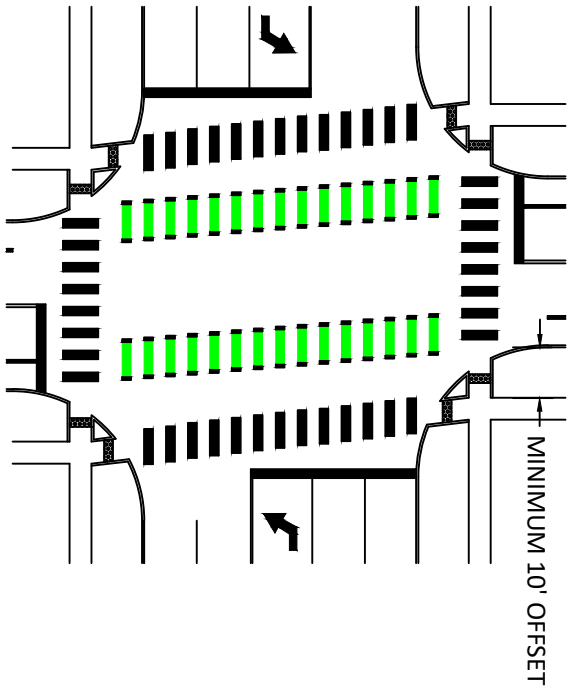
8" SOLID WHITE ≤ 40 MPH
12" SOLID WHITE ≥ 45 MPH



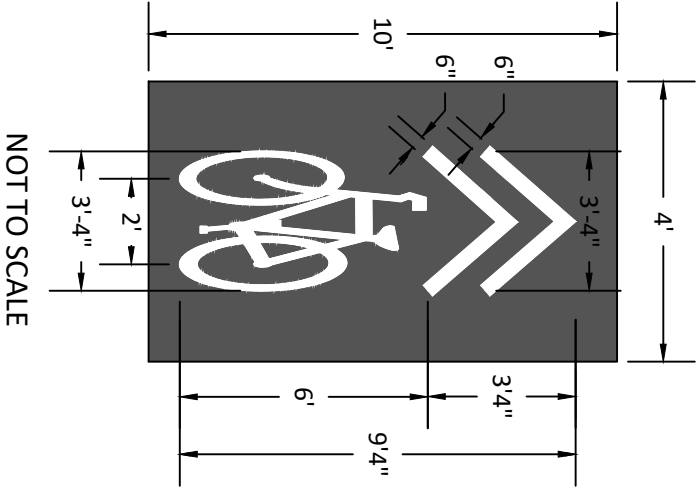
TYPICAL BIKE LANE BOX AND SYMBOL



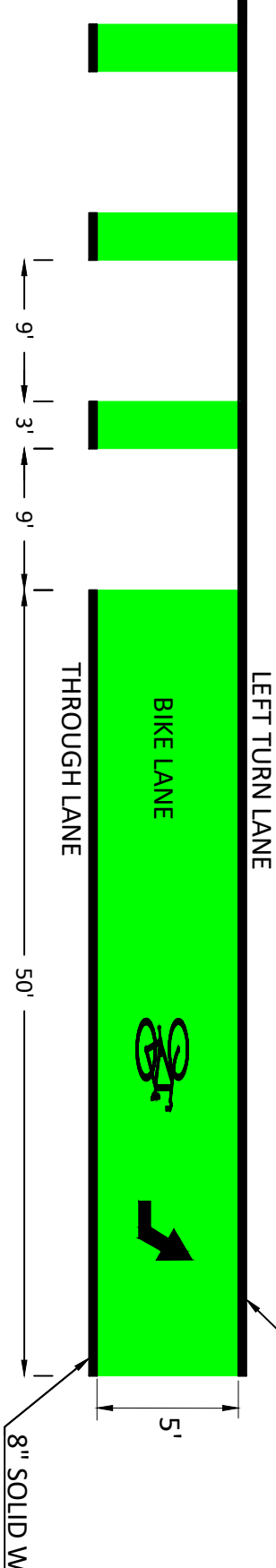
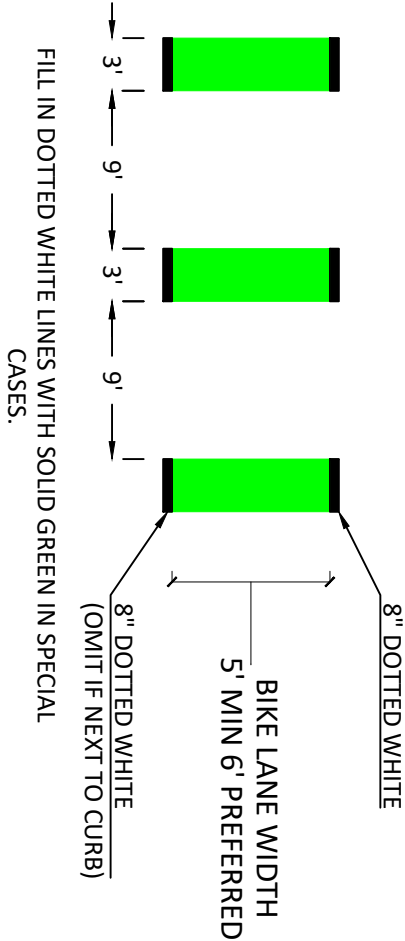
CONFLICT PAVEMENT MARKINGS
OFFSET BIKE LANE ACROSS INTERSECTION



SHARROW PAVEMENT MARKER



BIKE LANE CONFLICT AREA



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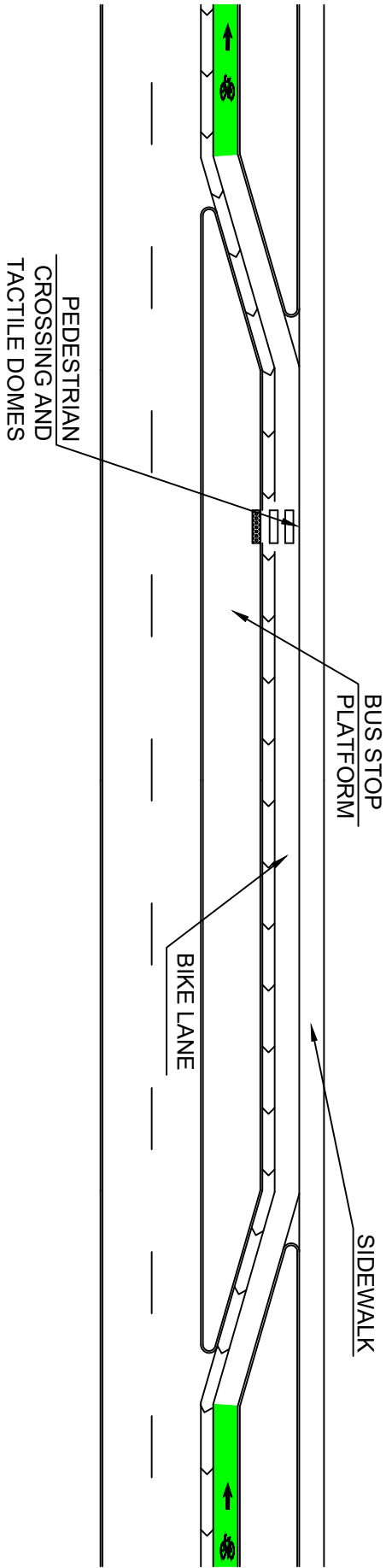
APPROVED BY:	<i>Debbie Miller</i>	DATE:	7/29/26
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DATE:			

BIKE LANE STANDARDS
BIKE LANE TREATMENTS

DESIGN STANDARDS FOR ROADS

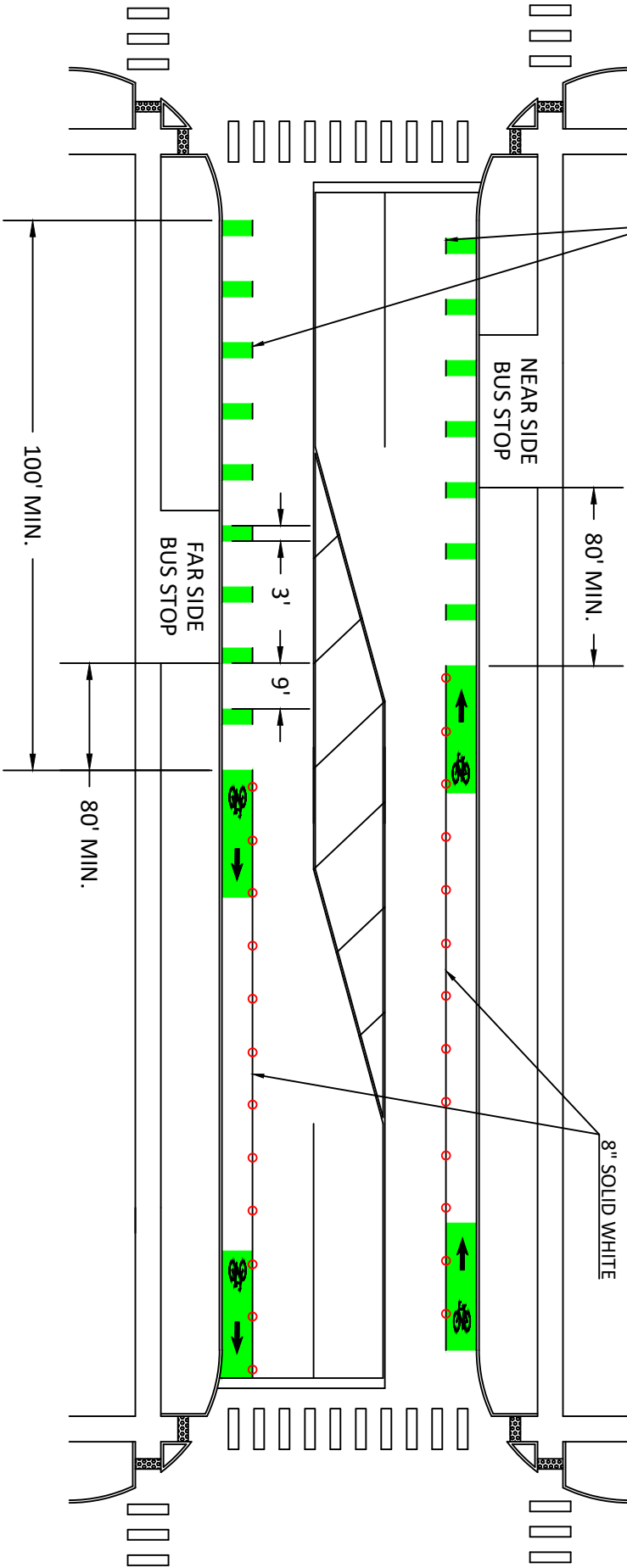
Drawing Number
D801

FLOATING BUS STOP EXAMPLE DETAIL



8" SOLID WHITE DOTTED

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 CLOSER THAN 80' FROM BUS STOP POLE.



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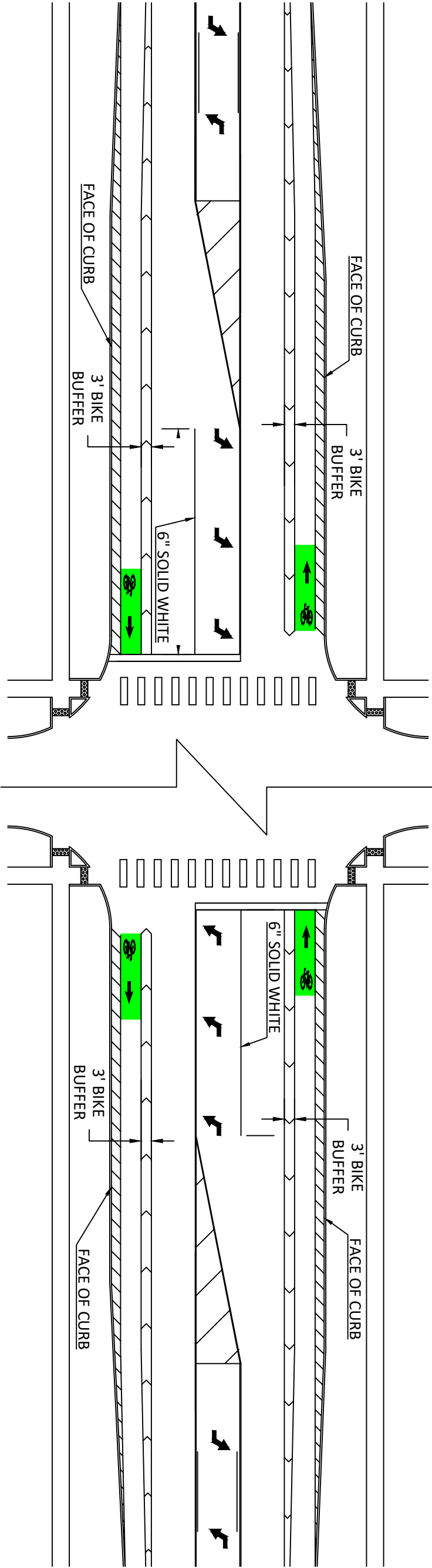
BUS STOPS

DESIGN STANDARDS FOR ROADS

Drawing Number

D803

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



**THREE-LANE SECTION
WITH BIKE BUFFER**
DESIGN STANDARDS FOR ROADS

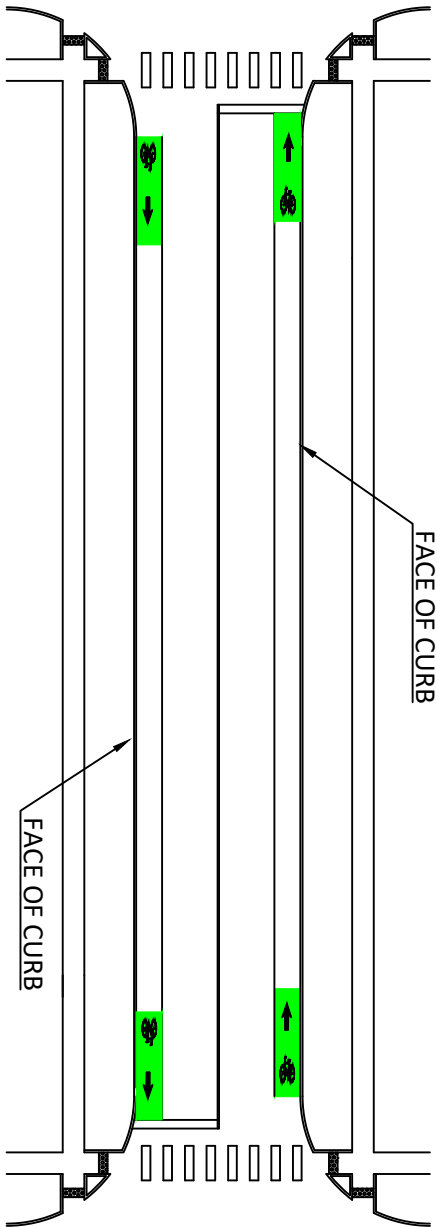
APPROVED BY: <i>Debbie Miller</i> DEBBIE MILLER, P.E., DIRECTOR PUBLIC WORKS / CITY ENGINEER	DATE: <u>7/29/26</u>
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Drawing Number
D804

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

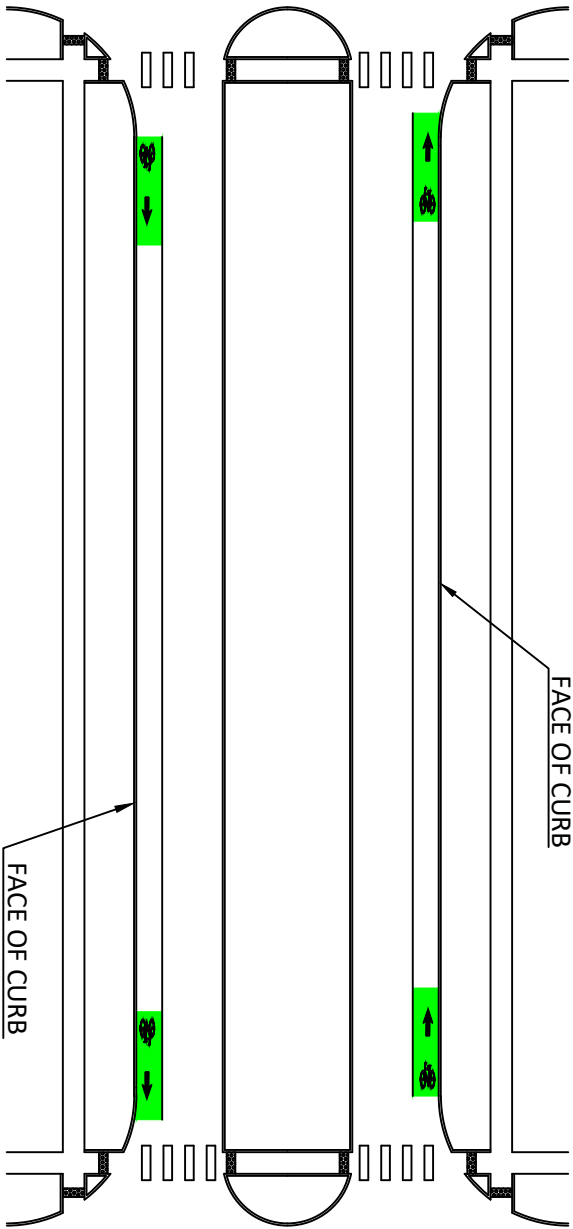


NUMBER OF LANES	CURB TO CURB WIDTH	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	38	32
3	50	43
4	60	54
5	74	65
6	84	76

NOTE

1. SEE SHEET D800 NOTE 9 FOR LANE WIDTH DETAILS

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



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 D800 NOTE 9 FOR LANE WIDTH DETAILS.
2. LANE WIDTHS IN TABLE ARE FOR DIRECTION OF TRAVEL ONLY AND NOT THE FULL ROADWAY WIDTH.



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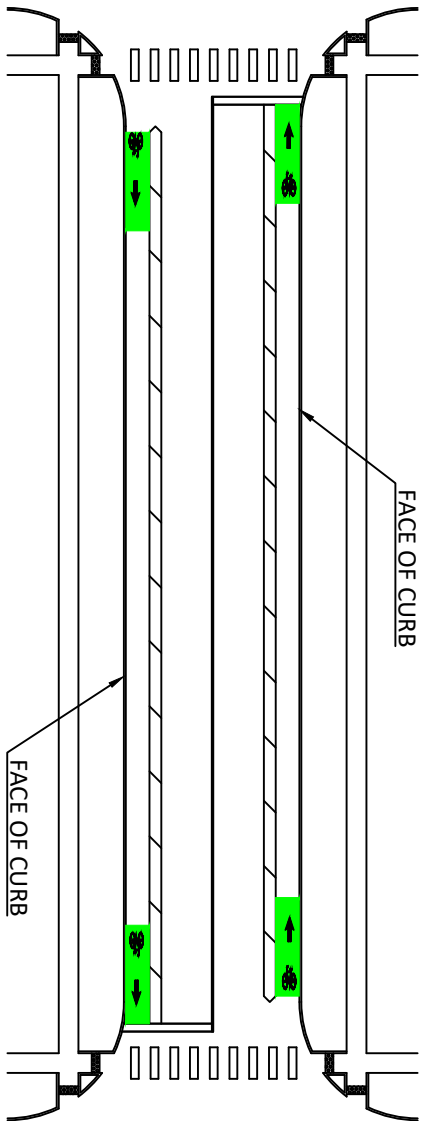
TWO-LANE SECTION

DESIGN STANDARDS FOR ROADS

Drawing Number

D805

BIKE LANE - NO MARKED ON STREET PARKING - BIKE BUFFER

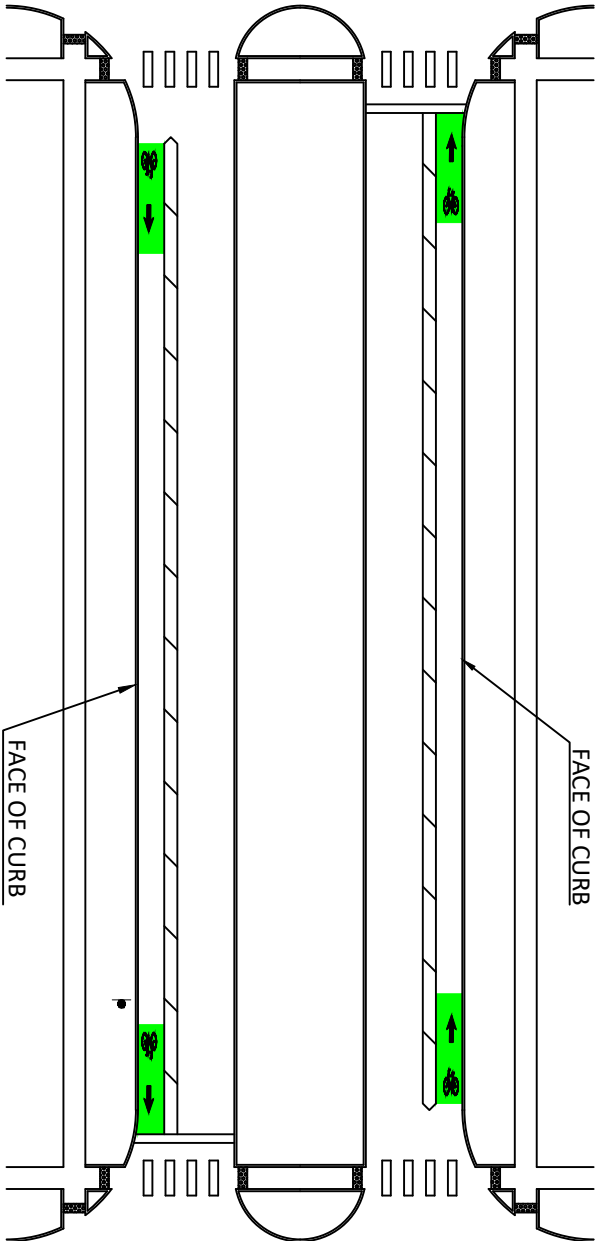


NUMBER OF LANES	CURB TO CURB WIDTH WITH 3' BIKE BUFFER	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	44	38
3	56	49
4	66	60
5	80	71
6	90	82

NOTE

1. SEE SHEET D800 NOTE 9 FOR LANE WIDTH DETAILS

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



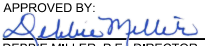
NUMBER OF LANES	CURB TO CURB WIDTH (DIRECTIONAL) WITH 3' BIKE BUFFER	
	RECOMMENDED (FEET)	MINIMUM (FEET)
2	22	20
3	N/A	N/A
4	33	30
5	N/A	N/A
6	45	41

NOTES

1. SEE SHEET D800 NOTE 9 FOR LANE WIDTH DETAILS.
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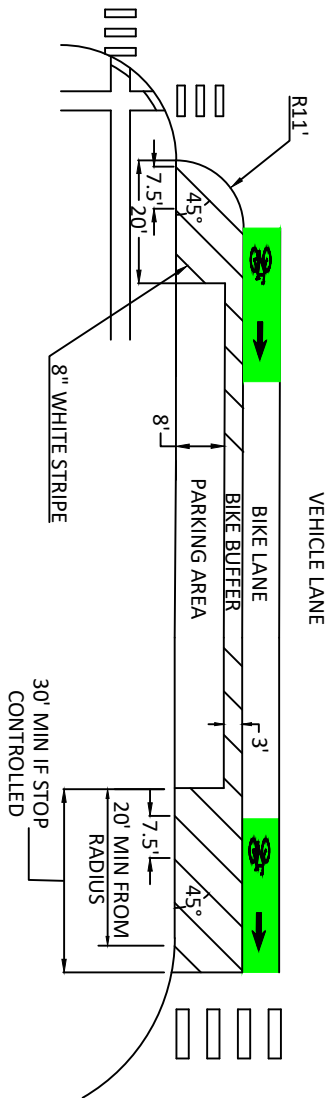
TWO-LANE SECTION
WITH BIKE BUFFER

DESIGN STANDARDS FOR ROADS

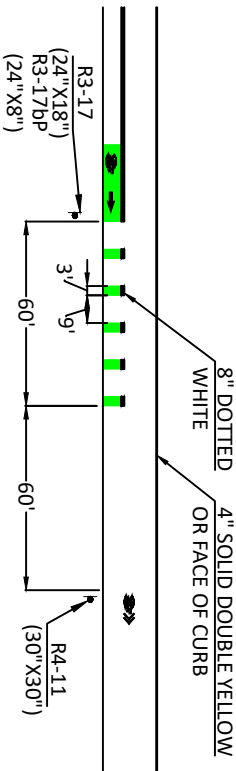
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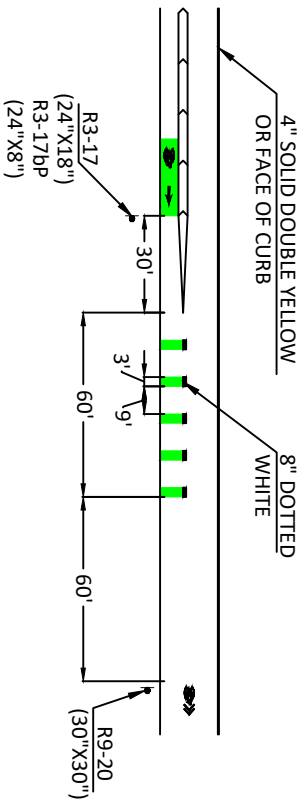
BIKE BUFFER WITH PARKING DETAILS



BIKE LANE TO SHARED BIKE LANE DETAIL



BIKE LANE WITH GORE TO SHARED BIKE LANE DETAIL



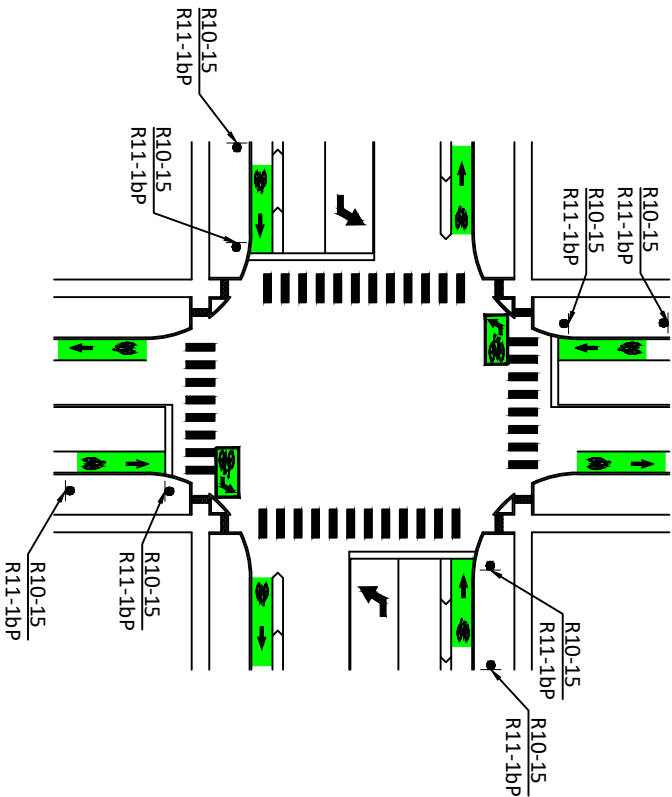
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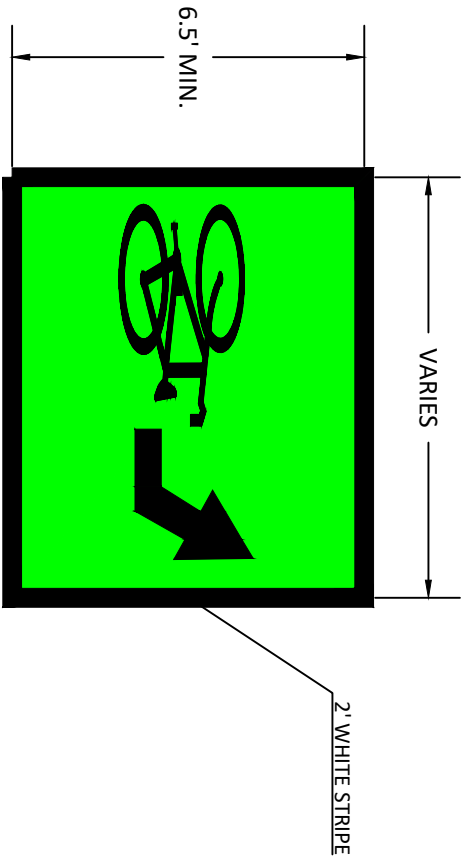
MISCELLANEOUS DETAILS

Drawing Number
D807

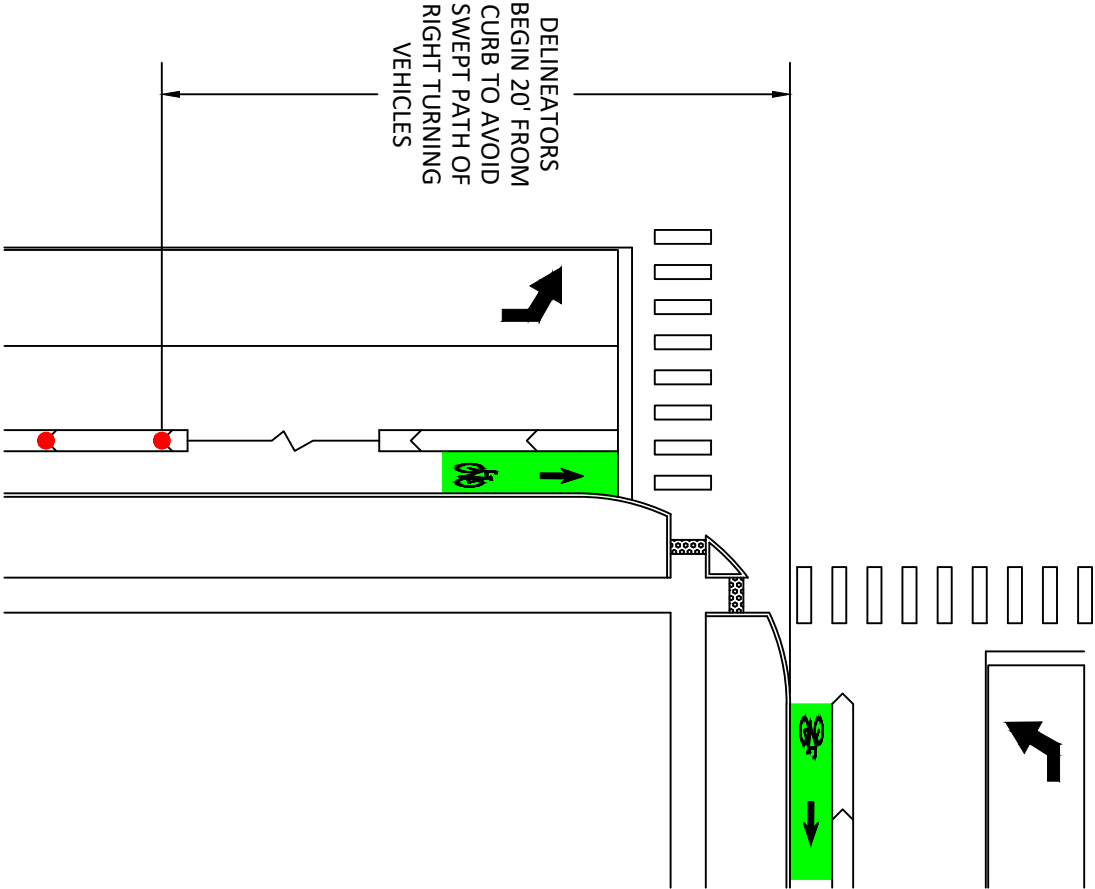
BIKE BOX AT SIGNALIZED INTERSECTION - LEFT TURN
SIGNALIZED INTERSECTION BIKE BOX



- NOTES
1. REFERENCE MUTCD FOR OTHER CONFIGURATIONS
 2. APPLICABLE WHERE A HIGH VOLUME OF BICYCLE TURNING MOVEMENTS ARE EXPECTED



RIGHT TURN DELINEATOR DETAIL



NOTE: IF UNABLE TO FOLLOW STANDARD DETAIL, DESIGNER SHALL PROVIDE CITY ENGINEER AUTOTURN FOR ALL RADII WITH A STANDARD 45' BUS WITH A 5% BUFFER



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INTERSECTION TURN
TREATMENTS

Drawing Number
D808