

ERRATA for *Guide for the Development of Bicycle Facilities*, 4th Edition (GBF-4)

February 2017

TO: AASHTO Members

FROM: Erin Grady, Director
AASHTO Publications Production

RE: February 2013 and 2017 Erratum to the *Guide for the Development of Bicycle Facilities*, 4th Edition

AASHTO has issued an errata that includes technical revisions to the *Guide for the Development of Bicycle Facilities*, 4th Edition.

To ensure that your editions are accurate and current, we are providing you with the attached summary of the errata changes, as well as the revised pages to which they apply. Those items with a **green** header are from the 2017 Errata, those items with a **red** header are from the 2013 Errata. Following the summary pages, you will find the replacement pages that include all revisions to be inserted into your book.

Should you need additional copies of the errata, you can download them free of charge on the AASHTO Online Bookstore at the following URL: <http://downloads.transportation.org/GBF-4-Errata.pdf>

We apologize for any inconvenience. Please feel free to contact us if you have questions or need any additional information.

Thank you.

Summary of Errata Changes, GBF-4
February 2017

5-21, 5-22	Shaded area represents $S > L$	Revise to read: Shaded area represents $S < L$
------------	--------------------------------	---

**Summary of Errata Changes, GBF-4
February 2013**

Page	Existing Text	Corrected Text																																	
Chapter 3																																			
3-4	Table 3-2 in Row 1, Typical Upright Adult Cyclists, Feature column reads:	Revise to read:																																	
	<table> <tr> <th></th><th colspan="2">Value</th></tr> <tr> <th>Feature</th><th>U.S. Customary</th><th>Metric</th></tr> <tr> <td>Deceleration rate (dry level pavement)</td><td>0.16 ft/s²</td><td>4.8 m/s²</td></tr> <tr> <td>Deceleration rate for wet conditions (50–80% reduction in efficiency)</td><td>8.0–10.0 ft/s²</td><td>2.4–3.0 m/s²</td></tr> </table>		Value		Feature	U.S. Customary	Metric	Deceleration rate (dry level pavement)	0.16 ft/s ²	4.8 m/s ²	Deceleration rate for wet conditions (50–80% reduction in efficiency)	8.0–10.0 ft/s ²	2.4–3.0 m/s ²	<table> <tr> <th></th><th colspan="2">Value</th></tr> <tr> <th>Feature</th><th>U.S. Customary</th><th>Metric</th></tr> <tr> <td>Deceleration rate (dry level pavement)</td><td>8–10 ft/s²</td><td>2.4–3 m/s²</td></tr> <tr> <td>Deceleration rate for wet conditions (50–80% reduction in efficiency)</td><td>2–5 ft/s²</td><td>0.6–1.5 m/s²</td></tr> </table> Add new sixth row to read: <table> <tr> <th></th><th colspan="2">Value</th></tr> <tr> <th>Feature</th><th>U.S. Customary</th><th>Metric</th></tr> <tr> <td>Coefficient of friction for braking, wet level pavement</td><td>0.16</td><td>0.16</td></tr> </table>		Value		Feature	U.S. Customary	Metric	Deceleration rate (dry level pavement)	8–10 ft/s ²	2.4–3 m/s ²	Deceleration rate for wet conditions (50–80% reduction in efficiency)	2–5 ft/s ²	0.6–1.5 m/s ²		Value		Feature	U.S. Customary	Metric	Coefficient of friction for braking, wet level pavement	0.16	0.16
	Value																																		
Feature	U.S. Customary	Metric																																	
Deceleration rate (dry level pavement)	0.16 ft/s ²	4.8 m/s ²																																	
Deceleration rate for wet conditions (50–80% reduction in efficiency)	8.0–10.0 ft/s ²	2.4–3.0 m/s ²																																	
	Value																																		
Feature	U.S. Customary	Metric																																	
Deceleration rate (dry level pavement)	8–10 ft/s ²	2.4–3 m/s ²																																	
Deceleration rate for wet conditions (50–80% reduction in efficiency)	2–5 ft/s ²	0.6–1.5 m/s ²																																	
	Value																																		
Feature	U.S. Customary	Metric																																	
Coefficient of friction for braking, wet level pavement	0.16	0.16																																	

**Summary of Errata Changes, GBF-4
February 2013**

Page	Existing Text	Corrected Text
Chapter 5		
5-7	Figure 5-3 top illustration, the drop dimension reads: Drop is 6 ft 1(.8 m)	Revise to read: Drop is 6 ft (1.8 m)
5-20	Table 5-5 top formulas for U.S. Customary and Metric read: $S < L \quad L = 2S - \frac{200(\sqrt{h_1} + \sqrt{h_2})^2}{A}$ The bottom formulas for U.S. Customary and Metric read: $S < L \quad L = 2S - \frac{AS^2}{100(\sqrt{2h_1} + \sqrt{2h_2})^2}$	Revise to read: $\text{when } S > L \quad L = 2S - \frac{200(\sqrt{h_1} + \sqrt{h_2})^2}{A}$ Revise to read: $\text{when } L = \frac{AS^2}{100(\sqrt{2h_1} + \sqrt{2h_2})^2}$
5-21, 5-22	Figure 5-8, the notes at the bottom of the U.S. Customary and Metric tables read: Shaded area represents $S = L$ The Metric cell for $A = 5$ and $S = 55$ (i.e., value = 54) reads: 54	Revise to read: Shaded area represents $S > L$ Revise to read: 54 [without shading]
5-23	Table 5-6, the bottom formulas for U.S. Customary and Metric read: $HSO = \frac{R}{28.65} \left[1 - \cos^{-1} \left(\frac{R - HSO}{R} \right) \right]$	Revise to read: $S = \frac{R}{28.65} \left[\cos^{-1} \left(\frac{R - HSO}{R} \right) \right]$
5-36	Table 5-8, the definition for term “ a_i ” for U.S. Customary and Metric reads: U.S. Customary a_i = motorist deceleration rate (ft/s ²) in intersection approach when braking to a stop is not initiated (assume -5.0 ft/s ²) Metric a_i = motorist deceleration rate (m/s ²) in intersection approach when braking to a stop is not initiated (assume -1.5 m/s ²)	Revise to read: U.S. Customary a_i = motorist deceleration rate (ft/s ²) on intersection approach when braking to a stop is not initiated (assume -5.0 ft/s ²) Metric a_i = motorist deceleration rate (m/s ²) on intersection approach when braking to a stop is not initiated (assume -1.5 m/s ²)