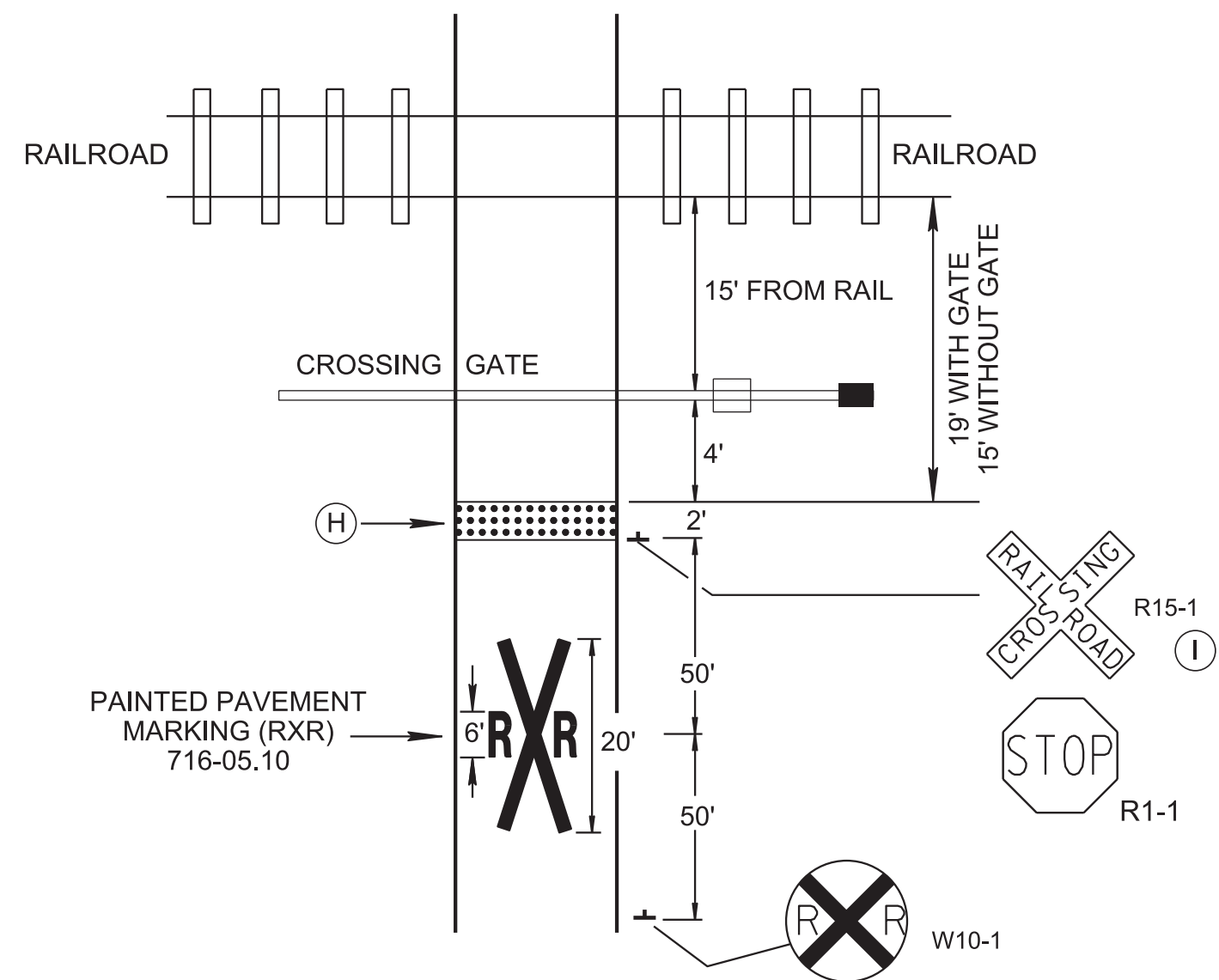
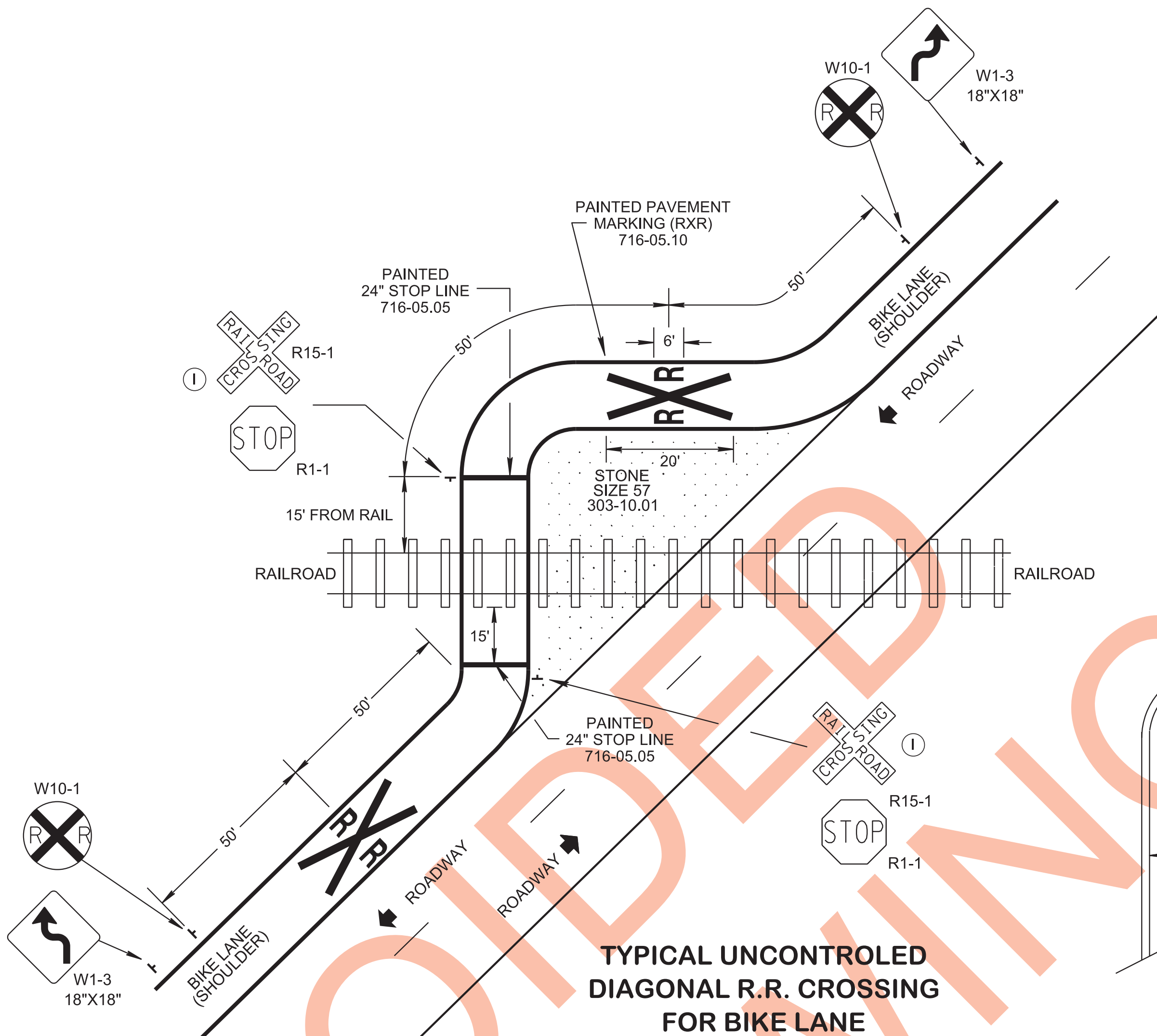


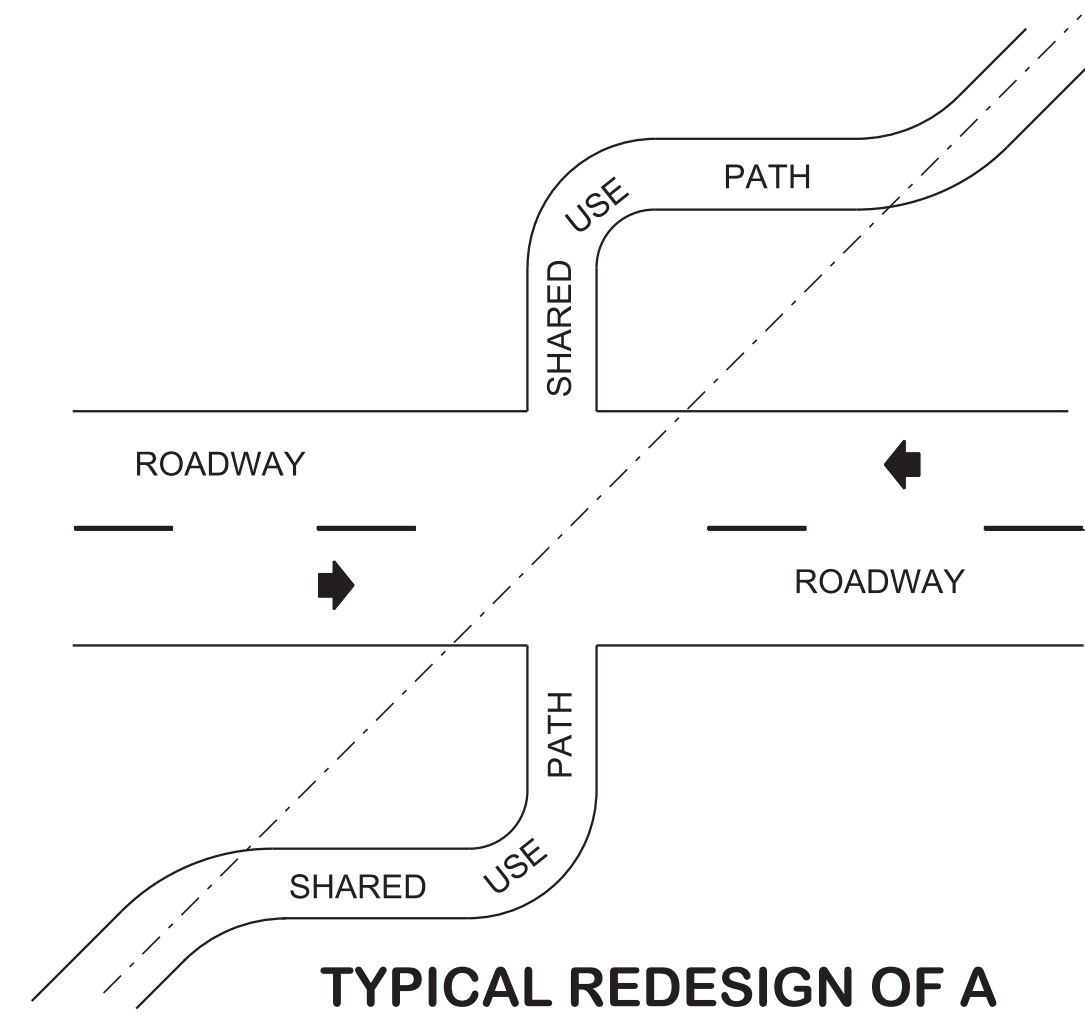
10-SEP-2018 10:06  
 \\AG03SDCWF00008.net.ads.state.tn.us\13SHARED\StandDraw\DESIGN STANDARDS\Instructional Bulletins\2018\Draft\IB 18-11 - Updated Table 4-3\PDF\TM 10-20180802.DGN



**PERPENDICULAR RAILROAD CROSSING FOR SHARED-USE PATH**  
 TYPICAL FOR BOTH SIDES

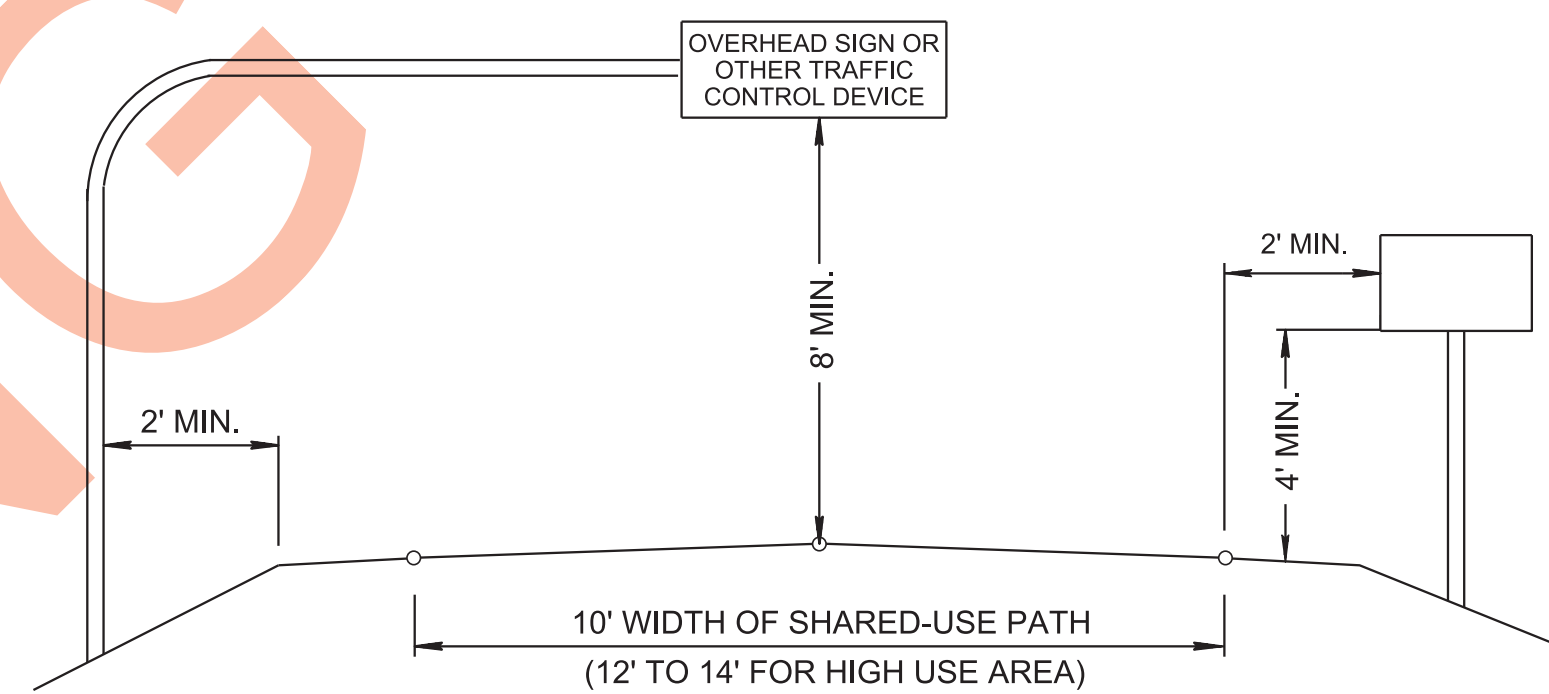


**TYPICAL UNCONTROLLED DIAGONAL R.R. CROSSING FOR BIKE LANE**

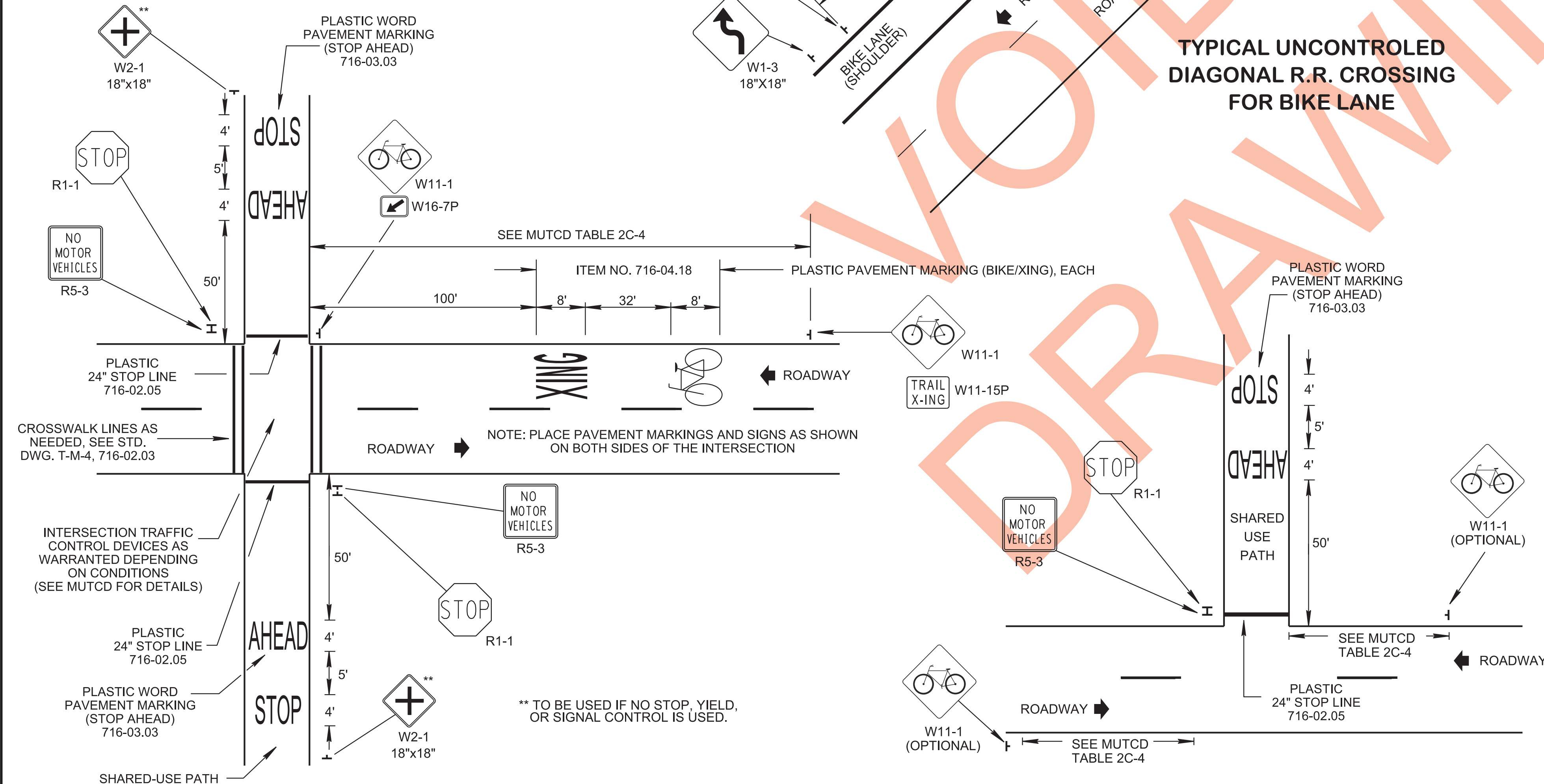


**TYPICAL REDESIGN OF A DIAGONAL ROAD CROSSING**

SEE BEGINNING AND END OF A DESIGNATED BICYCLE ROUTE ON A SHARED-USE PATH DETAIL FOR SIGN PLACEMENT AND PAVEMENT MARKING DETAILS.



**SIGN PLACEMENT ON SHARED-USE PATHS**  
 (SEE RD11-TS-8 FOR TYPICAL CROSS SECTION DETAILS)



**ROADWAY CROSSING FOR SHARED-USE PATH**

**BEGINNING AND END OF A DESIGNATED BICYCLE ROUTE ON A SHARED-USE PATH**

NOT TO SCALE

- GENERAL NOTES**
- (A) WHEN OVERHEAD SIGNS ARE USED ON SHARED-USE PATHS, THE CLEARANCE FROM THE BOTTOM EDGE OF THE SIGN TO THE PATH SURFACE, DIRECTLY UNDER THE SIGN SHALL BE A MINIMUM OF 8 FEET.
  - (B) WHEN PLACEMENT OF STOP OR YIELD SIGNS IS CONSIDERED, PRIORITY AT SHARED-USE PATHS/ROADWAY INTERSECTION SHOULD BE ASSIGNED WITH CONSIDERATION OF THE FOLLOWING:
    1. RELATIVE SPEEDS OF SHARED-USE PATH AND ROADWAY USERS;
    2. RELATIVE VOLUMES OF SHARED-USE PATH AND ROADWAY TRAFFIC; AND
    3. RELATIVE IMPORTANCE OF SHARED-USE PATH AND ROADWAY.
  - (C) WHEN ENGINEERING JUDGMENT DETERMINES THAT THE VISIBILITY OF THE INTERSECTION IS LIMITED ON THE SHARED-USE PATH APPROACH, INTERSECTION WARNING SIGNS SHOULD BE USED. INTERSECTION WARNING SIGNS SHOULD NOT BE USED WHERE THE SHARED-USE PATH APPROACH TO THE INTERSECTION IS CONTROLLED BY A STOP SIGN, YIELD SIGN, OR A TRAFFIC CONTROL SIGNAL.
  - (D) A SOLID WHITE LINE MAY BE USED ON SHARED-USE PATHS TO SEPARATE DIFFERENT TYPES OF USERS. THE R9-7 SIGN MAY BE USED TO SUPPLEMENT THE SOLID WHITE LINE. SMALLER SIZE LETTERS AND SYMBOLS MAY BE USED ON SHARED-USE PATHS. FIXED OBJECTS ADJACENT TO SHARED-USE PATHS MAY BE MARKED WITH OBJECT MARKERS.
  - (E) THE MINIMUM SIGN SIZES FOR SHARED-USE PATHS, SHALL BE THOSE SHOWN IN TABLE 9B-1 IN MUTCD, PART 9 AND SHALL BE USED ONLY FOR SIGNS INSTALLED SPECIFICALLY FOR BICYCLE TRAFFIC APPLICATIONS. THE MINIMUM SIGN SIZES FOR BICYCLE FACILITIES SHALL NOT BE USED FOR SIGNS THAT ARE PLACED IN A LOCATION THAT WOULD HAVE ANY APPLICATION TO OTHER VEHICLES.
  - (F) SEE T-M-12 FOR OTHER SIGNING AND PAVEMENT MARKINGS.
  - (G) IF ACTIVE WARNING DEVICES ARE AT THE ROADWAY CROSSING, THEN ACTIVE DEVICES SHOULD ALSO BE AT THE BIKE LANE.
  - (H) THE TYPICAL FOR PERPENDICULAR RAILROAD CROSSING FOR SHARED-USE PATH THE DETECTABLE WARNING SURFACE SHALL BE PLACED ACROSS THE FULL WIDTH OF THE SHARED-USE PATH AT RAILROAD GRADE CROSSINGS. ALL COST OF FURNISHING AND INSTALLATION THE DETECTABLE WARNING SURFACE SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION OF THE SHARED-USE PATH.
  - (I) RAILROAD CROSS-BUCK SIGN AND SUPPORT SHALL BE INSTALLED IN ACCORDANCE WITH STD. DWG. T-S-16. REFER TO STD. DWG. T-S-16A AT PASSIVE RAILROAD GRADE CROSSINGS FOR STOP SIGN OR YIELD SIGN INSTALLATION.

REV. 11-1-11: REVISED OVERHEAD SIGN DETAIL. DELETED NOTE (E) REGARDING 4" SBYL ADDED SIGNS D11-1, M4-6, M6-1 AND M6-4. DELETED SIGNS M4-12, M7-1 AND M7-5. REASSIGNED NOTE (E) AND ADDED GENERAL NOTE (F)

REV. 6-15-12: REVISED INTERSECTION SIGNING FOR 2012 EDITION OF GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.

REV. 08-02-18: ADDED DIAGONAL R.R. CROSSING. CHANGED NAME OF T-M-10 TO INCLUDE "AT INTERSECTION CROSSINGS". REMOVED "BIKE ROUTE" SIGNS". UPDATED REFERENCE TO RD11-TS-8. ADDED SIGN W11-15P. ADDED GENERAL NOTE NOS. (H) AND (I). REDREW SHEET.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION

SIGNING AND PAVEMENT  
 MARKINGS  
 AT INTERSECTION  
 CROSSINGS FOR  
 SHARED-USE PATHS

05-01-07 T-M-10