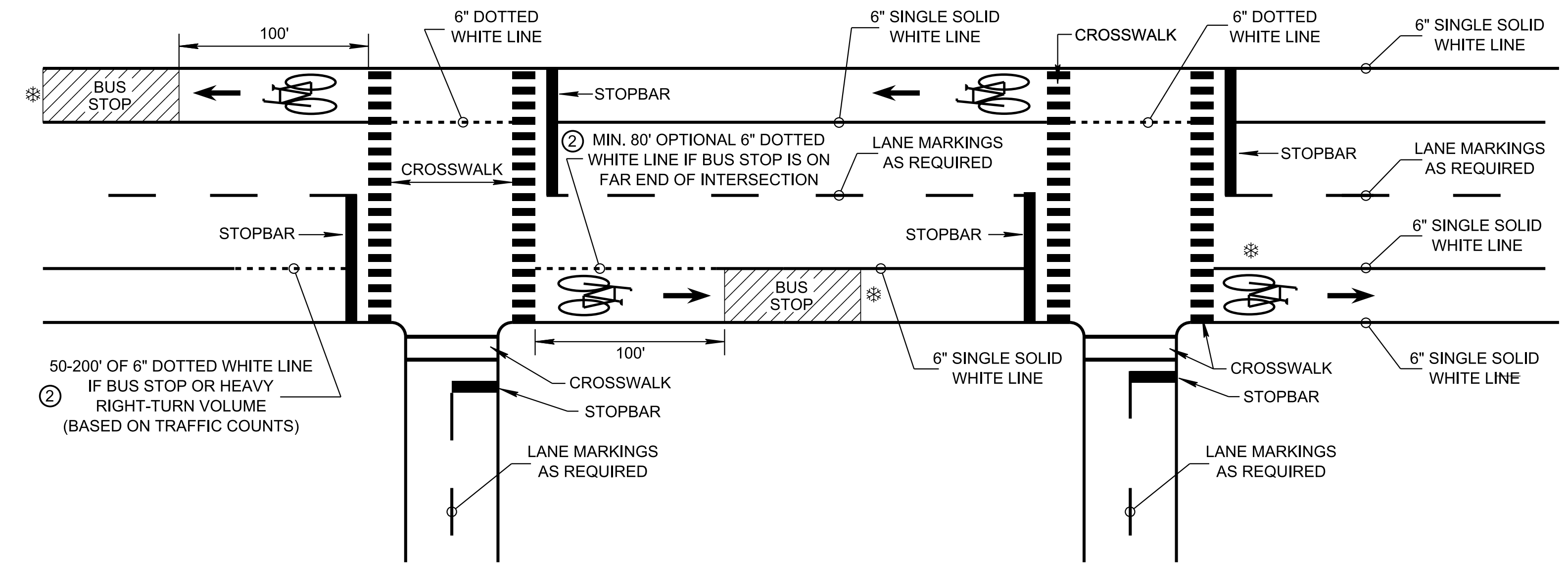


**MINOR T-INTERSECTION  
WITH NO PEDESTRIAN CIRCULATION**

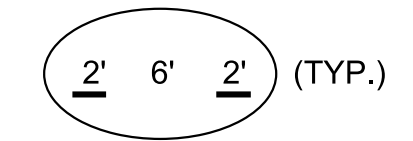


**T-INTERSECTION WITH PAINTED  
CROSSWALKS AND BUS STOPS**

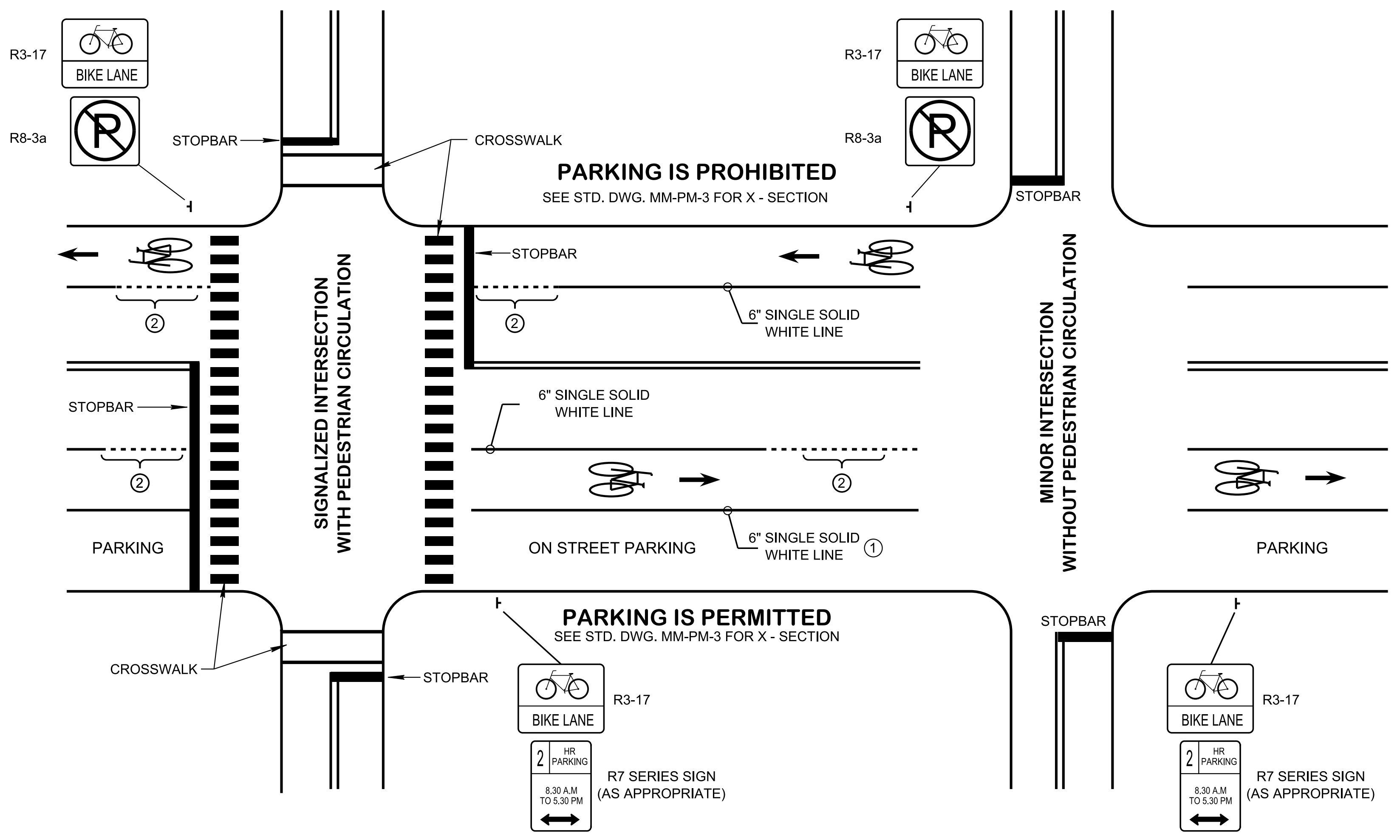
\* BUS STOP LOCATIONS TO BE DETERMINED BY LOCAL AGENCY

**T-INTERSECTION WITH PAINTED  
CROSSWALKS AND NO BUS STOPS**

**TYPICAL BIKE LANE STRIPING AT T- INTERSECTIONS**



**DOTED LINE DETAIL ②**



**TYPICAL PAVEMENT MARKINGS FOR BICYCLE LANES  
ON A TWO-WAY URBAN STREET**

**FOOTNOTES**

① THE OPTIONAL SOLID WHITE LINE MAY BE ADVISABLE WHERE PARKING STALLS ARE UNNECESSARY (BECAUSE PARKING IS LIGHT) BUT THERE IS CONCERN THAT MOTORISTS MAY MISCONSTRUE THE BIKE LANE TO BE A TRAFFIC LANE.

② 50'-200' OF 6" WIDE DOTTED WHITE LINE IF BUS STOP OR HEAVY RIGHT-TURN VOLUME (BASED ON TRAFFIC COUNTS). OTHERWISE USE SOLID LINE. SEE DETAIL.

**GENERAL NOTES**

(A) THE BIKE LANE (R3-17) SIGN SHALL BE USED ONLY IN CONJUNCTION WITH MARKED BICYCLE LANES AS DESCRIBED IN SECTION 9C.04, AND SHALL BE PLACED AT PERIODIC INTERVALS ALONG THE BICYCLE LANES.

THE BIKE LANE (R3-17) SIGN SPACING SHOULD BE DETERMINED BY ENGINEERING JUDGMENT BASED ON PREVAILING SPEED OF BICYCLE AND OTHER TRAFFIC, BLOCK LENGTH, DISTANCES FROM ADJACENT INTERSECTIONS, AND OTHER CONSIDERATIONS.

THE AHEAD (R3-17a) SIGN SHOULD BE MOUNTED DIRECTLY BELOW A R3-17 SIGN IN ADVANCE OF THE BEGINNING OF A MARKED BICYCLE LANE. LONGITUDINAL PAVEMENT MARKING SHOULD BE USED TO DEFINE BICYCLE LANES.

THE ENDS (R3-17b) SIGN SHOULD BE MOUNTED DIRECTLY BELOW A R3-17 SIGN AT THE END OF A MARKED BICYCLE LANE.

(B) MARKING USED ON BIKEWAYS SHOULD BE RETROREFLECTORIZED. LONGITUDINAL PAVEMENT MARKING SHOULD BE USED TO DEFINE BICYCLE LANES. PAVEMENT MARKING SYMBOLS AND/OR WORD MESSAGES SHOULD BE USED IN BIKEWAYS WHERE APPROPRIATE. CONSIDERATION SHOULD BE GIVEN SELECTING PAVEMENT MARKING MATERIALS THAT WILL MINIMIZE LOSS OF TRACTION FOR BICYCLE UNDER WET CONDITIONS.

(C) A THROUGH BICYCLE LANE SHALL NOT BE POSITIONED TO THE RIGHT OF A RIGHT TURN ONLY LANE.

(D) WHEN THE RIGHT THROUGH LANE IS DROPPED TO BECOME A RIGHT TURN ONLY LANE, THE BICYCLE LANE MARKINGS SHOULD STOP AT LEAST 100 FEET BEFORE THE BEGINNING OF THE RIGHT TURN LANE. THROUGH BICYCLE LANE MARKINGS SHOULD RESUME TO THE LEFT OF THE RIGHT TURN ONE LANE. AN OPTIONAL THROUGH-RIGHT TURN LANE NEXT TO A RIGHT TURN ONLY LANE SHOULD NOT BE USED WHERE IS A THROUGH BICYCLE LANE. IF A CAPACITY ANALYSIS INDICATES THE NEED FOR AN OPTIONAL THROUGH-RIGHT TURN LANE, THE BICYCLE LANE SHOULD BE DISCONTINUED AT THE INTERSECTION APPROACH. POSTS OR RAISED PAVEMENT MARKERS SHOULD NOT BE USED TO SEPARATE BICYCLE LANES FROM ADJACENT TRAVEL LANES.

(E) BICYCLE LANES SHALL NOT BE PROVIDED ON THE CIRCULAR ROADWAY OF A ROUNDABOUT INTERSECTION.

(Replaced Std Dwg T-M-13)

STATE OF TENNESSEE  
STANDARD DRAWING  
DEPARTMENT OF TRANSPORTATION

**SIGNING AND  
PAVEMENT  
MARKINGS FOR  
BICYCLE LANES**

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