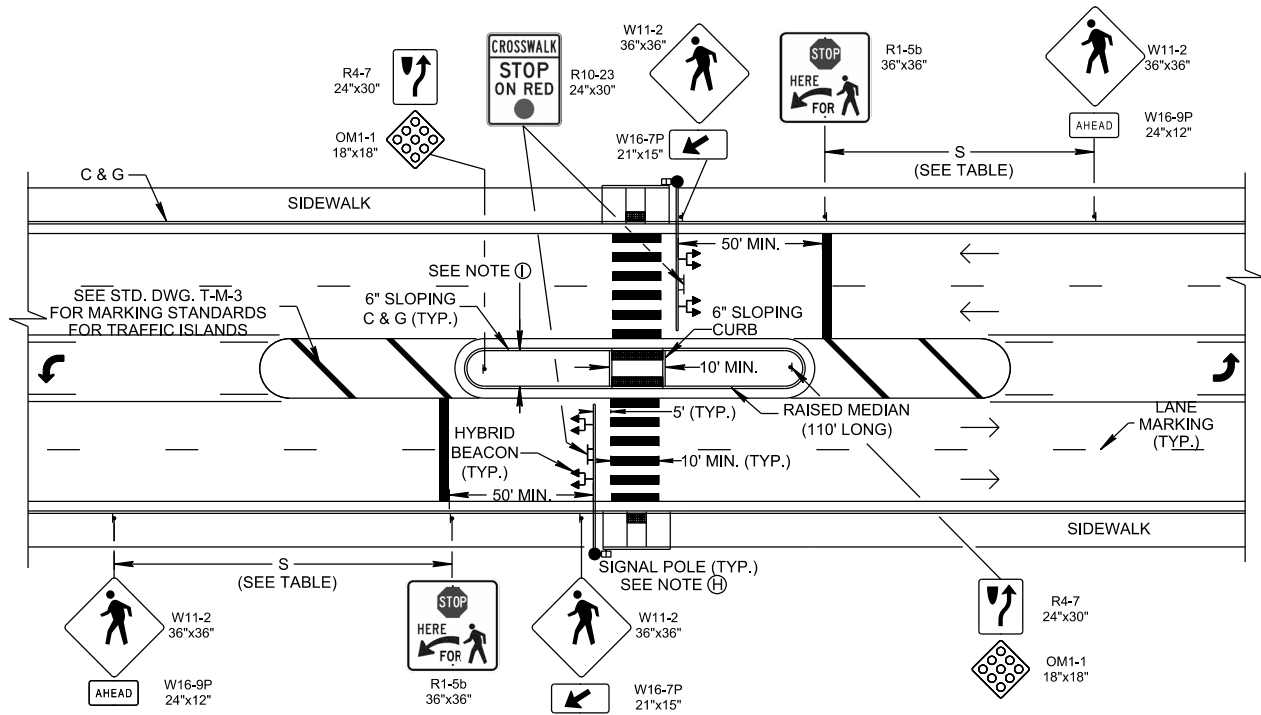
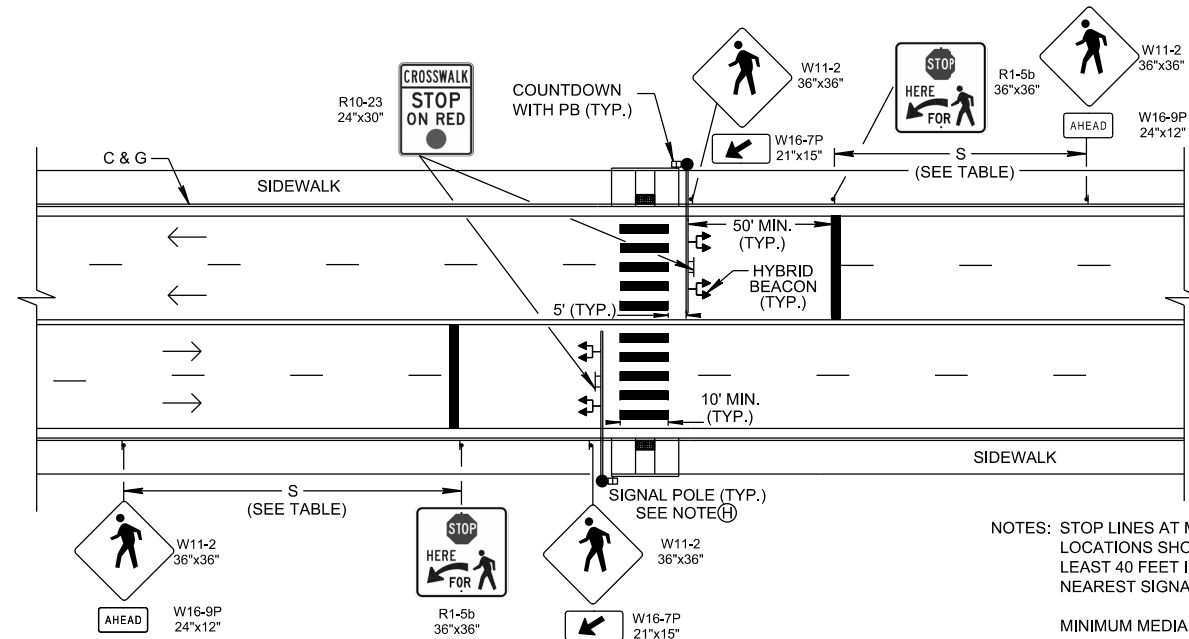




FIVE-LANE WITH MEDIAN ISLANDS AND PEDESTRIAN HYBRID BEACON MID-BLOCK CROSSING



FOUR-LANE WITH PEDESTRIAN HYBRID BEACON MID-BLOCK CROSSING

NOTES: STOP LINES AT MIDBLOCK SIGNALIZED LOCATIONS SHOULD BE LOCATED AT LEAST 40 FEET IN ADVANCE OF THE NEAREST SIGNAL HEAD.

MINIMUM MEDIAN ISLAND CHEVRON SHOULD BE EXTENDED TO STOP BAR LOCATION.

MINIMUM ADVANCE PLACEMENT OF PEDESTRIAN WARNING SIGNS

POSTED SPEED	WARNING SIGNS MINIMUM ADVANCE PLACEMENT DISTANCE - S
≤ 35 MPH	250 FT
40 MPH	305 FT
45 MPH	360 FT

NOTES: PEDESTRIAN WARNING SIGNS SHOULD NOT BE PLACED WITHIN 100' OF THE EDGE OF AN INTERSECTION.

THE APPROPRIATE TAPER LENGTH (L)

$$L = \frac{WS^2}{60}$$

40 MPH OR LESS

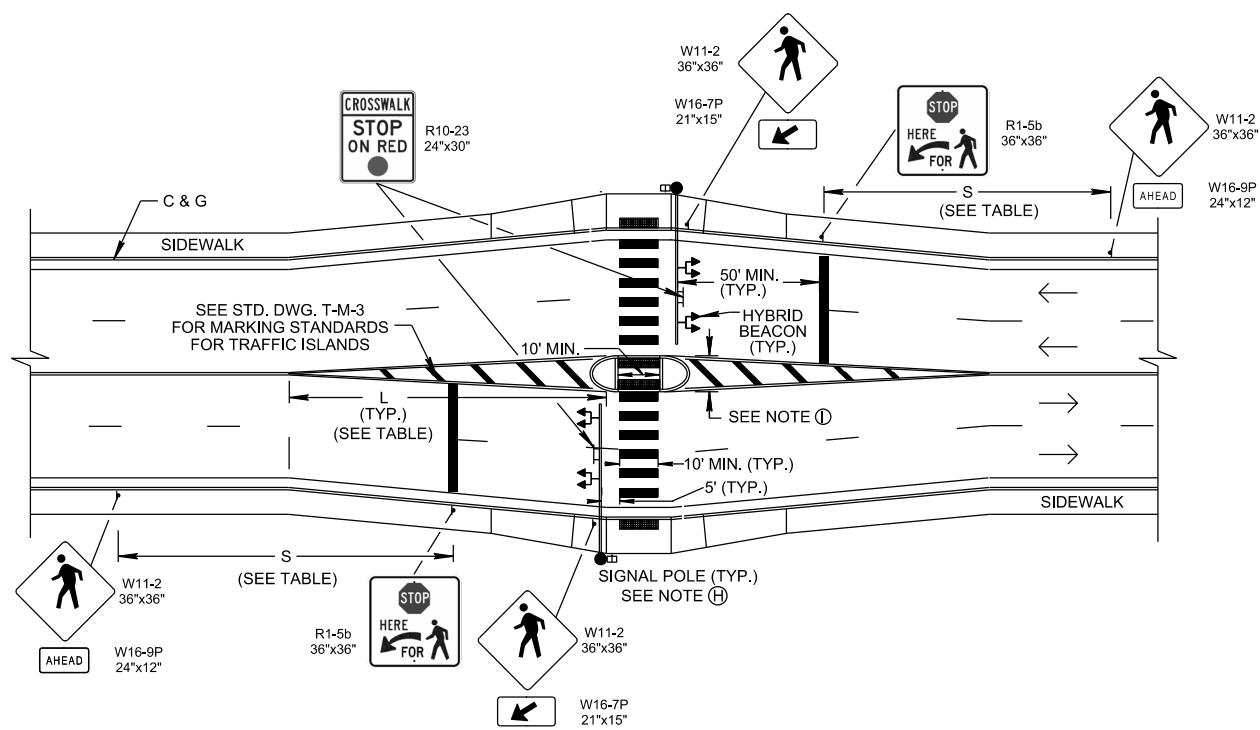
$$L = WS$$

45 MPH OR MORE

WHERE:
L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED

LEGEND

- PEDESTRIAN HYBRID BEACON
- GROUND MOUNT SIGN
- MAST ARM SIGNAL POLE
- COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH PUSH BUTTON AND SIGN
- DETECTABLE WARNING SURFACE
- PAVEMENT MARKING SYMBOLS
- DIRECTION OF TRAFFIC



FOUR-LANE WITH MEDIAN ISLANDS AND PEDESTRIAN HYBRID BEACON MID-BLOCK CROSSING

GENERAL NOTES

- DETAILS SHOWN ON THIS STANDARD DRAWING APPLY TO THE CONSTRUCTION OR RECONSTRUCTION OF MID-BLOCK CROSSINGS AND MODIFICATION OF STREETS, CURBS, OR SIDEWALKS ASSOCIATED WITH IT. SEE TDOT-RDG FOR ADDITIONAL INFORMATION FOR SITE SELECTION, NEW CONSTRUCTION OR RECONSTRUCTION DURING PEDESTRIAN SAFETY INITIATIVE, SPOT SAFETY IMPROVEMENTS AT LOCATIONS MAX 45 MPH. OTHER LOCATIONS WILL NEED SITE SPECIFIC ANALYSIS.
- FOR NEW CONSTRUCTION A TRAFFIC ENGINEERING STUDY WILL HAVE TO BE CONDUCTED TO DETERMINE IF A MID-BLOCK CROSSING IS WARRANTED. MID-BLOCK CROSSINGS SHALL BE INSTALLED DURING RECONSTRUCTION PROJECTS AND REPAVING PROJECTS AT LOCATIONS WHERE EXISTING PEDESTRIAN SAFETY IS A CONCERN.
- PEDESTRIAN IN CROSSWALK SIGNS (W11-2) SHALL BE INSTALLED AT EACH END OF THE CROSSWALK LOCATION. THE SIGNS SHALL BE PLACED IN ADVANCE OF THE CROSSWALK ADJACENT TO THE TRAVEL LANE AND FACING THE DRIVER. REFER TO THE MUTCD FOR ADDITIONAL WARNING SIGNS, TYPE AND LOCATION. S1-1 (SCHOOL) OR W11-15 (TRAIL) CAN BE USED INSTEAD OF THE W11-2 IN THE VICINITIES OF SCHOOLS AND TRAILS.
- FOR CURB RAMPS, THE DETECTABLE WARNING SURFACE, PAVEMENT MARKINGS, AND CROSSWALK MARKING DETAILS, SEE STD. DWG. SERIES MM-CR AND MM-PM RESPECTIVELY. FOR MARKING STANDARDS AND CONCRETE CURB AND GUTTER SEE STD. DWG T-M- SERIES AND RP-VC SERIES RESPECTIVELY.
- SEE STANDARD DRAWINGS T-SG-14 AND T-SG-15 FOR PEDESTRIAN HYBRID BEACON DETAILS.
- STOP LINES SHOULD BE PLACED AT A SUFFICIENT DISTANCE (30' TO 50') FROM THE CROSSWALK TO ENSURE VISIBILITY IS PROVIDED FOR BOTH MOTORISTS AND PEDESTRIANS. STOP LINES AT MID-BLOCK SIGNALIZED LOCATIONS SHOULD BE PLACED AT LEAST 40 FEET IN ADVANCE OF THE NEAREST SIGNAL INDICATION. STOP HERE FOR PEDESTRIANS (R1-5 SERIES) SIGNS SHALL BE USED.
- SEE STANDARD DRAWING T-M-4A FOR UNSIGNALIZED MID-BLOCK CROSSING.
- SPECIFIC SIGHT CONDITIONS MAY RESTRICT LOCATIONS FOR PEDESTRIAN HYBRID BEACONS TO BE INSTALLED. THE SIGNAL POLES SHOULD GENERALLY BE INSTALLED AS CLOSE AS POSSIBLE TO THE PHYSICAL PEDESTRIAN CROSSING. WHEN LUMINAIRES ARE INSTALLED ON THE POLE, THE POLE SHOULD BE LOCATED IN ADVANCE OF THE CROSSWALK MARKING FOR BETTER PEDESTRIAN VISIBILITY. IF NECESSARY, A PEDESTRIAN PUSHBUTTON POST MAY BE REQUIRED TO MEETING MUTCD REQUIREMENTS.
- A MEDIAN SHOULD BE AT LEAST 8 FEET WIDE TO ALLOW THE PEDESTRIAN TO WAIT COMFORTABLY IN THE CENTER. IF THE DESIRED 8 FEET CANNOT BE ACHIEVED, USE A MINIMUM WIDTH OF 6 FEET. THE PEDESTRIAN CROSSWALK MEDIAN ISLANDS ARE ADA-APPROVED RAMPS (1:12 GRADE) AND SHOULD BE USED. IT IS BEST TO PROVIDE A SLIGHT GRADE 2 PERCENT TO PERMIT WATER AND SILT TO DRAIN FROM THE AREA. DRAINAGE STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMPS. INSTALL CATCH BASINS ON UPSTREAM SIDE OF RAMP FOR ROADS WITH GRADES LESS THAN 2%.
- MID BLOCK CROSSWALKS SHOULD BE LOCATED AT LEAST 100 FEET FROM THE NEAREST SIDE STREET SO THAT DRIVERS TURNING ONTO THE MAJOR STREET HAVE A CHANCE TO NOTICE PEDESTRIANS AND PROPERLY YIELD TO PEDESTRIANS WHO ARE CROSSING THE STREET. THIS STANDARD IS NOT MEANT TO PRECLUDE PHBs/RRFBs WITHIN UNCONTROLLED INTERSECTIONS.
- ADD CHANNELIZING DEVICES AT MID-BLOCK PEDESTRIAN CROSSINGS IN CONJUNCTION WITH IN STREET PEDESTRIAN CROSSING (R1-6 SERIES) SIGNS AS NEEDED.
- PAYMENT 702-01, 702-03, 713-15.40, 716-02.03, 716-02.04, 716-02.05, 730-50.25, CONCRETE CURB, CONCRETE COMBINED CURB AND GUTTER, SIGN INSTALLATION (DESCRIPTION), PLASTIC PAVEMENT MARKING (CROSSWALK), PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING), PAVEMENT MARKING (STOP LINE), PEDESTRIAN HYBRID BEACON ASSEMBLY, PER C.Y., PER C.Y., PER L.S., PER L.F., PER S.Y., PER L.F., PER EACH.
- CONSIDERATION SHOULD BE GIVEN TO ADDING STREET LIGHTING NEAR THE CROSSING

REV. 07-17-20: REMOVED RIGHT TURN ARROWS FROM THE MIDDLE LANE.

REV. 11-30-20: REVISED CROSSWALK SIGN ON GENERAL NOTE (C). ADDED GENERAL NOTE (A).

REV. 06-15-21: REVISED GENERAL NOTES (E) AND (I). REMOVED MINIMUM ADVANCE PLACEMENT TABLE NOTE.

REV. 10-29-21: REMOVED PHB SIGN AND ADDED TN-70 AND R10-23 SIGNS ON THE DRAWINGS. REVISED GENERAL NOTE K.

REV. 01-28-22: REVISED MARKING STANDARDS FOR TRAFFIC ISLANDS ON 4 LANES WITH MEDIAN ISLANDS AND PEDESTRIAN HYBRID BEACON MID-BLOCK CROSSING DRAWING.

REV. 05-04-22: REVISED DOWNWARD DIAGONAL ARROW SIGN DESIGNATION.

REV. 03-01-23: REMOVED TN-70 SIGN AND ADDED R10-23 SIGNS ON THE DRAWINGS. REVISED GENERAL NOTE (K). DIRECTION OF TRAFFIC AND PM SYMBOLS WERE ADDED UNDER LEGEND. REMOVED SIGNAL AHEAD PM. REVISED GENERAL NOTES (E), (F) AND (I). ADDED NEW GENERAL NOTE (H). DELETED NEW GENERAL NOTES (C), (D) AND (M). AND REARRANGED GENERAL NOTE NUMBERS.

REV. 07-30-24: REVISED GENERAL NOTE (A)

REV. 01-24-25: UPDATED TYPICAL DETAILS TO CONFORM WITH MUTCD 11TH EDITION.

REV. 8-31-26: ADDED NOTE (M)

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION

STANDARD PEDESTRIAN HYBRID BEACON AT MID-BLOCK CROSSING

04-08-2020

T-M-4B

NOT TO SCALE