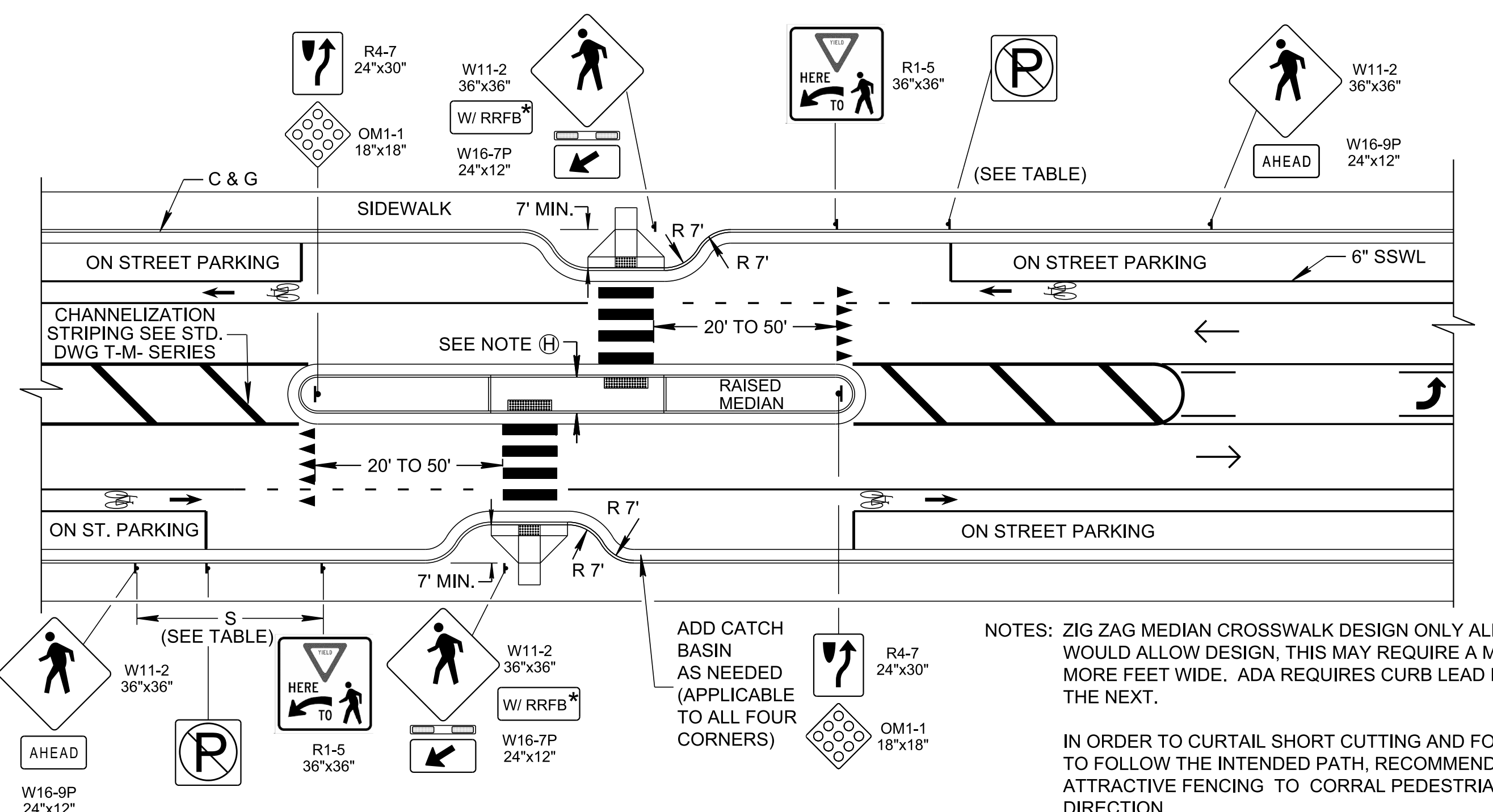


**5 LANES WITH RECTANGULAR RAPID FLASHING BEACON  
MID-BLOCK CROSSING**

NOTE: MINIMUM MEDIAN ISLAND CHEVRON SHOULD BE EXTENDED TO YIELD LINE.  
\* RECTANGULAR RAPID FLASHING BEACON SHOULD BE USED WHEN NEEDED.



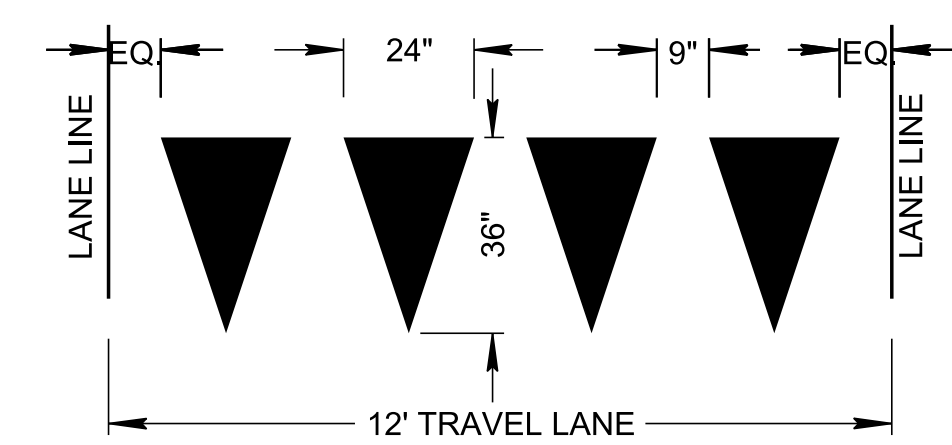
**2 LANES WITH RECTANGULAR RAPID FLASHING BEACON  
ALT. MID-BLOCK CROSSING**

NOTES: ZIG ZAG MEDIAN CROSSWALK DESIGN ONLY ALLOWED IF WIDTH WOULD ALLOW DESIGN, THIS MAY REQUIRE A MEDIAN OF 10 OR MORE FEET WIDE. ADA REQUIRES CURB LEAD FROM ONE RAMP TO THE NEXT.  
IN ORDER TO CURTAIL SHORT CUTTING AND FORCE PEDESTRIANS TO FOLLOW THE INTENDED PATH, RECOMMEND MEDIAN WITH ATTRACTIVE FENCING TO CORRAL PEDESTRIANS IN THE CORRECT DIRECTION.

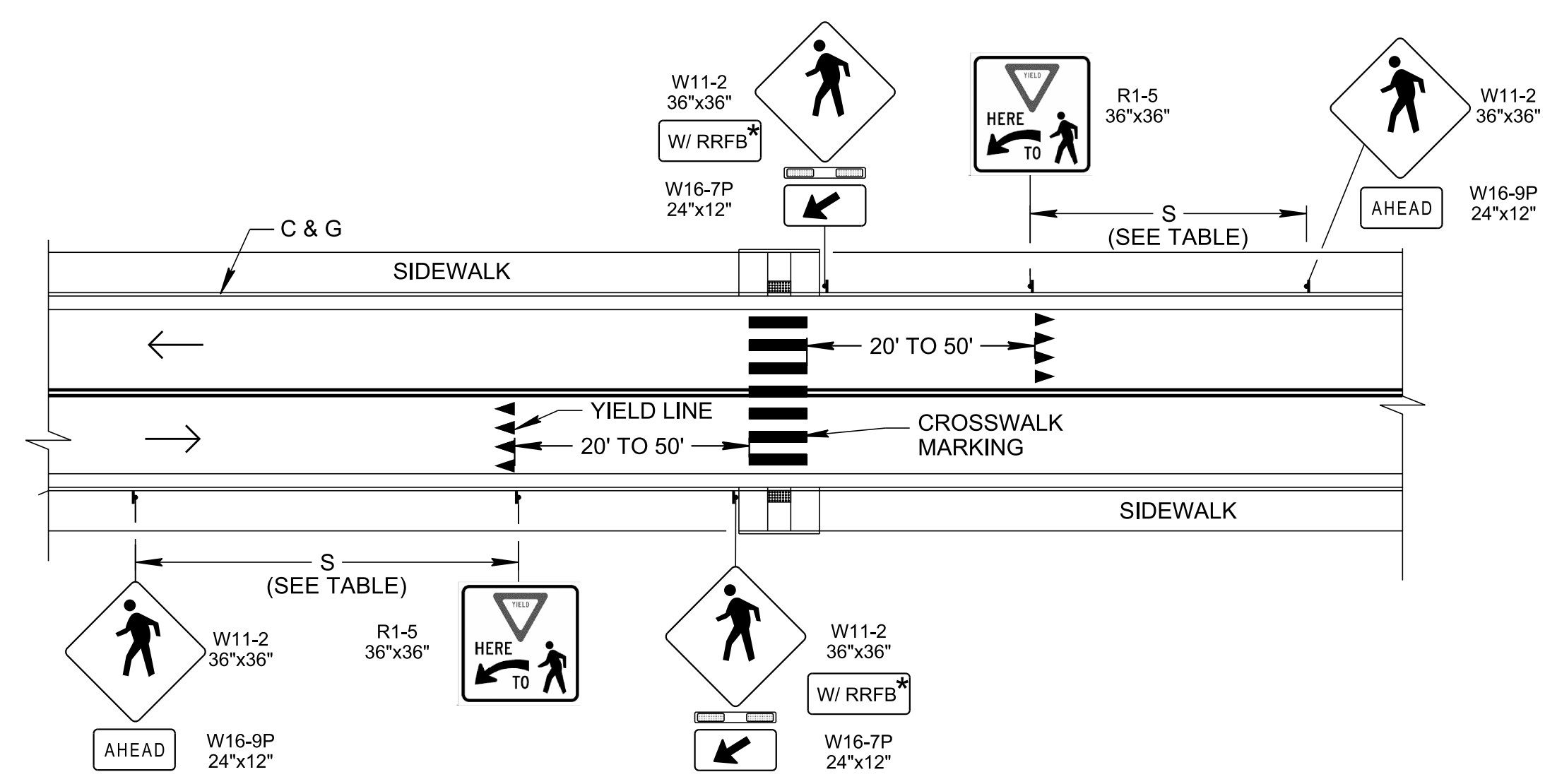
MINIMUM ADVANCE PLACEMENT OF PEDESTRIAN WARNING SIGNS	
POSTED SPEED	WARNING SIGNS MINIMUM ADVANCE PLACEMENT DISTANCE - S
≤ 35 MPH	100 FT
40 MPH	125 FT

NOTE: WHERE THE SPEED LIMIT EXCEEDS 40 MPH, MARKED CROSSWALKS ALONE SHOULD NOT BE USED AT UNSIGNALIZED (NO SIGNAL) LOCATIONS.

LEGEND	
	GROUND MOUNT SIGN
	DETECTABLE WARNING SURFACE
	RECTANGULAR RAPID FLASHING BEACON
	PAVEMENT MARKING SYMBOLS
	DIRECTION OF TRAFFIC



**RECOMMENDED YIELD LINE LAYOUTS**  
NOTES: YIELD LINES MAY BE SMALLER THAN SUGGESTED WHEN INSTALLED ON MUCH NARROWER, SLOW SPEED FACILITIES SUCH AS SHARED-USE PATHS.  
AREA OF EACH TRIANGLE A BASE OF 24 INCHES AND A HEIGHT OF 36 INCHES IS = 3 SF.



**2 LANES WITH RECTANGULAR RAPID FLASHING BEACON  
MID-BLOCK CROSSING**

**GENERAL NOTES**

- (A) 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.
- (B) 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.
- (C) 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.
- (D) 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.
- (E) WHILE LOCATION OF SIGN OR PEDESTRIAN SIGNAL MAY VARY BASED ON SITE CONDITIONS, ANY PEDESTRIAN PUSHBUTTON SHALL MEET ALL REQUIREMENTS FOR HEIGHT AND REACH RANGE PER PROWAG. 4FT BY 4FT LANDINGS (MAX 2% SLOPE) SHALL BE ADJACENT TO ANY PUSHBUTTON. PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED IN COMPLIANCE WITH SECTION 4E.08 OF THE MUTCD. AND REFER TO STANDARD DRAWING T-SG-6 FOR PEDESTRIAN PUSHBUTTON POST DETAILS.
- (F) SEE SECTION 3B.18 OF THE MUTCD FOR UNSIGNALIZED MIDBLOCK CROSSWALKS.
- (G) A DEVICE THAT MAY BE USED TO ASSIST PEDESTRIANS CROSSING IN A MARKED CROSSWALK AT AN UNSIGNALIZED INTERSECTION IS A RECTANGULAR RAPID FLASHING BEACON (RRFB). RRFB'S ARE PARTICULARLY EFFECTIVE AT MULTILANE CROSSINGS WITH SPEED LIMITS LESS THAN 40 MPH. CONSIDER THE PEDESTRIAN HYBRID BEACON (PHB) INSTEAD OF RRFB'S FOR ROADWAYS SPEED LIMITS ARE EQUAL TO OR GREATER THAN 40 MPH SEE STANDARD DRAWING T-M-4B FOR SIGNALIZED MID-BLOCK CROSSING.
- (H) A MEDIAN SHOULD BE AT LEAST 8.0 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 ISLAND ARE ADA-APPROVED RAMPS (1:12 GRADE) 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%.
- (I) PARKING AND OTHER SIGHT OBSTRUCTIONS SHOULD BE PROHIBITED FOR AT LEAST 100 FEET IN ADVANCE OF AND AT LEAST 20 FEET BEYOND THE MARKED CROSSWALK, OR SITE ACCOMMODATIONS SHOULD BE MADE THROUGH CURB EXTENSIONS OR OTHER TECHNIQUES TO PROVIDE ADEQUATE SIGHT DISTANCE. THE INSTALLATION SHOULD INCLUDE SUITABLE STANDARD SIGNS AND PAVEMENT MARKINGS.
- (J) DESIGNERS OF MIDBLOCK CROSSINGS SHOULD ALSO CONSIDER ADDING OR ENHANCING STREET ILLUMINATION TO IMPROVE PEDESTRIAN SAFETY.
- (K) MIDBLOCK CROSSWALKS SHOULD BE LOCATED AT LEAST 100 FEET FROM THE NEAREST SIDE STREET OR DRIVEWAY SO THAT DRIVERS TURNING ONTO THE MAJOR STREET HAVE A CHANCE TO NOTICE PEDESTRIANS AND PROPERLY YIELD TO PEDESTRIANS WHO ARE CROSSING THE STREET.
- (L) ADD CHANNELIZING DEVICES AT MID-BLOCK PEDESTRIAN CROSSINGS IN CONJUNCTION WITH IN STREET PEDESTRIAN CROSSING (R1-6 SERIES) SIGNS AS NEEDED.
- (M) PAYMENT
 

702-01,	CONCRETE CURB,	PER C.Y.,
702-03,	CONCRETE COMBINED CURB AND GUTTER,	PER C.Y.,
713-15.40,	SIGN INSTALLATION (DESCRIPTION),	PER LS,
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK),	PER L.F.,
716-02.04,	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING),	PER S.Y.,
716-02.05,	PLASTIC PAVEMENT MARKING (STOP LINE),	PER L.F.,
716-04.12,	PLASTIC PAVEMENT MARKING (YIELD LINE),	PER S.F.,
730-26.07,	FLASHING WARNING BEACON (DESCRIPTION),	PER EACH,
730-50.20,	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED),	PER EACH,
730-50.21,	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (HARD-WIRED),	PER EACH

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 (M)  
REV. 06-15-21: REVISED GENERAL NOTE (E)  
REV. 05-04-22: REVISED DOWNWARD DIAGONAL ARROW SIGN DESIGNATION.  
REV. 03-01-23: ITEM NUMBERS 730-50.20 AND 730-50.21 WERE ADDED ON GENERAL NOTE (M). ADDED DIRECTION OF TRAFFIC AND PM SYMBOLS UNDER LEGEND. CHANGED W11-2 SIZE FROM 30"x30" TO 36"x36" FOR SINGLE LANE ROADS. ADDED RRFB CELL ON THE DRAWINGS. REMOVED YIELD AHEAD PM.  
REVISED GENERAL NOTES (E), (F), (H) AND (K). DELETED GENERAL NOTE (G) AND REARRANGED GENERAL NOTE NUMBERS.

**STATE OF TENNESSEE**  
STANDARD DRAWING  
DEPARTMENT OF TRANSPORTATION

**STANDARD UNSIGNALIZED MID-BLOCK CROSSING**