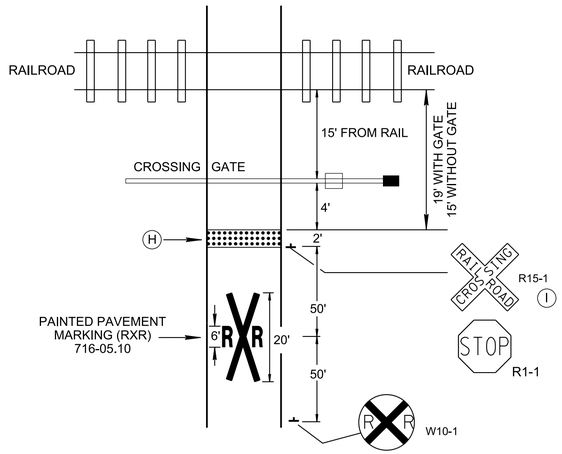
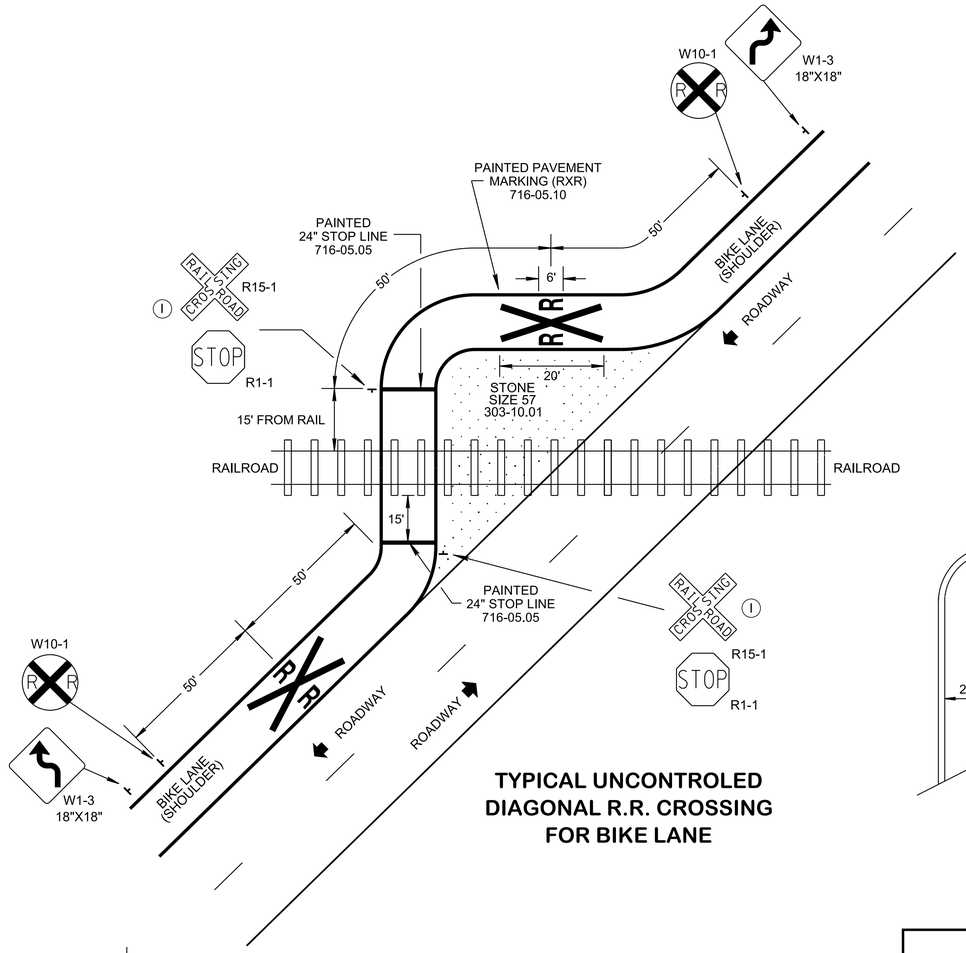
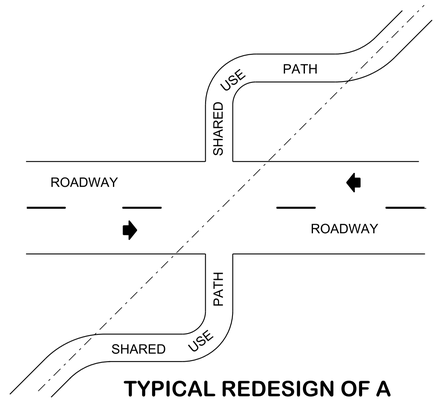


PERPENDICULAR RAILROAD CROSSING FOR SHARED-USE PATH

TYPICAL FOR BOTH SIDES

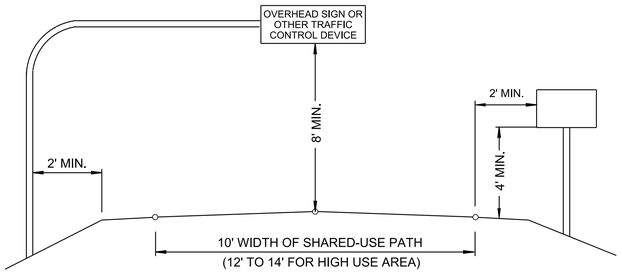


TYPICAL UNCONTROLED DIAGONAL R.R. CROSSING FOR BIKE LANE



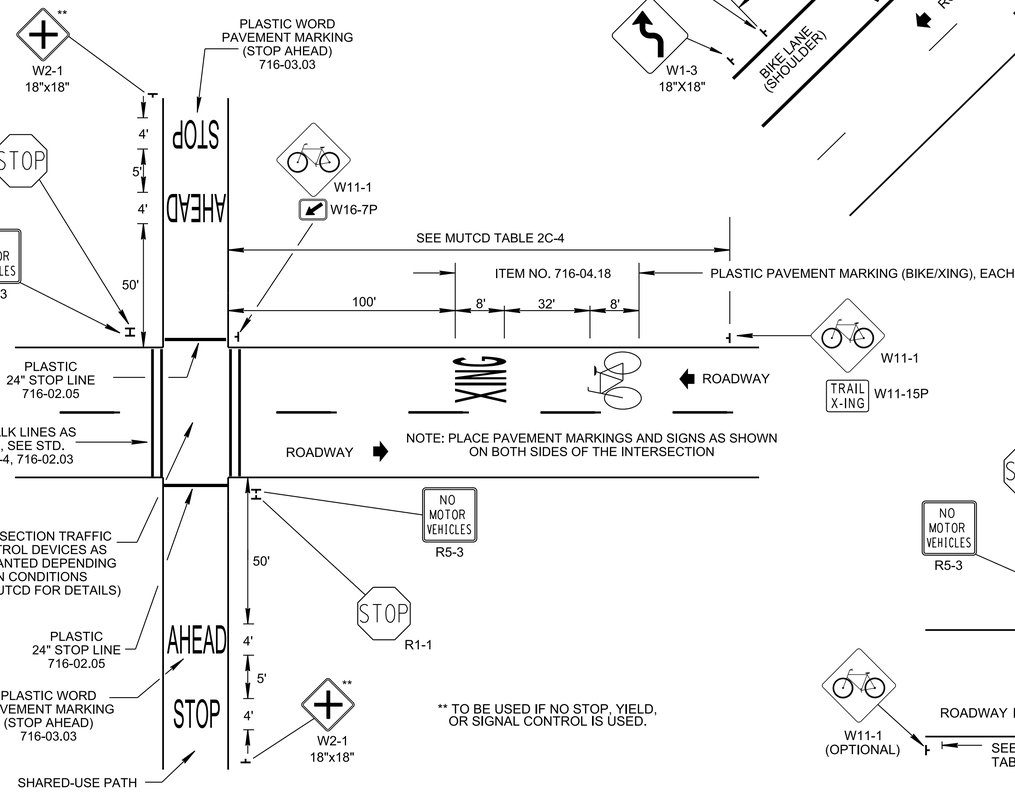
TYPICAL REDESIGN OF A DIAGONAL ROAD CROSSING

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

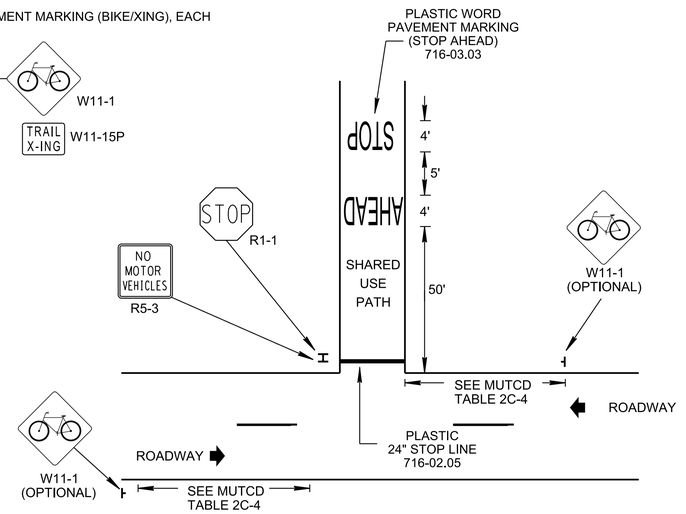


SIGN PLACEMENT ON SHARED-USE PATHS

(SEE MM-TS-3 FOR TYPICAL CROSS SECTION DETAILS)



ROADWAY CROSSING FOR SHARED-USE PATH



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

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 STD. DWG. MM-PM-3 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.

(Replaced Std Dwg T-M-10)

STATE OF TENNESSEE
STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION

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

01-07-2019 | MM-PM-1

NOT TO SCALE

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