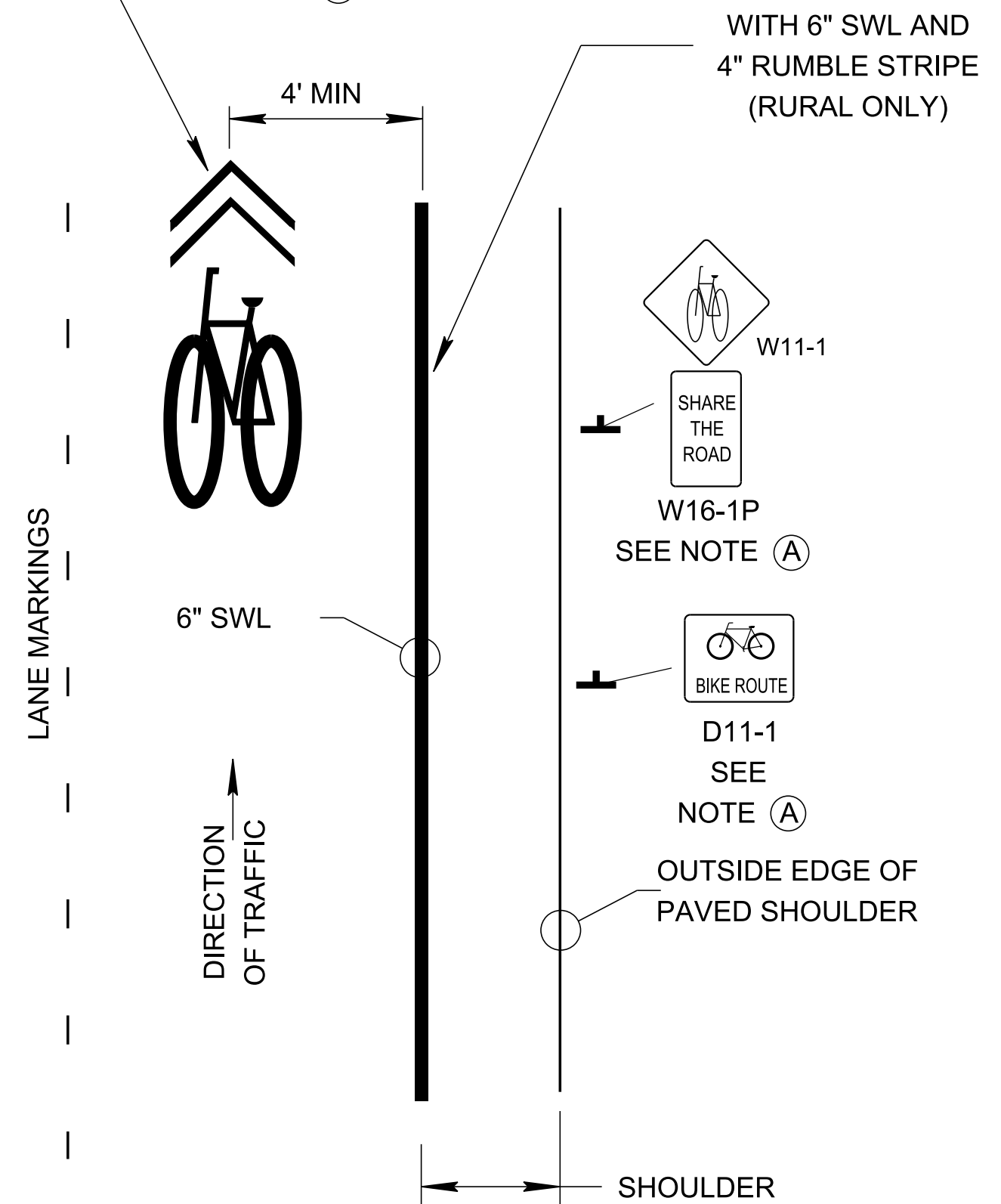
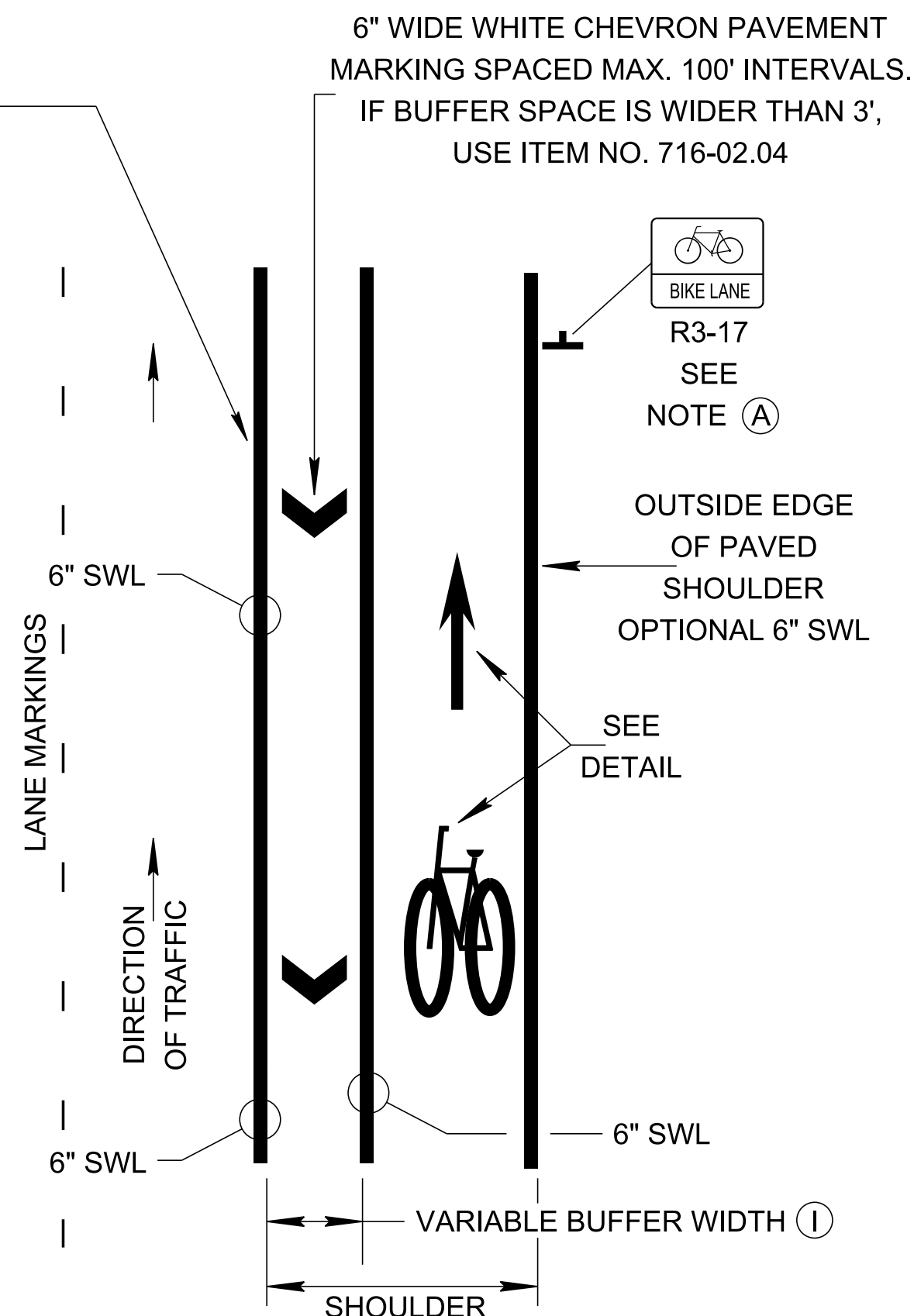


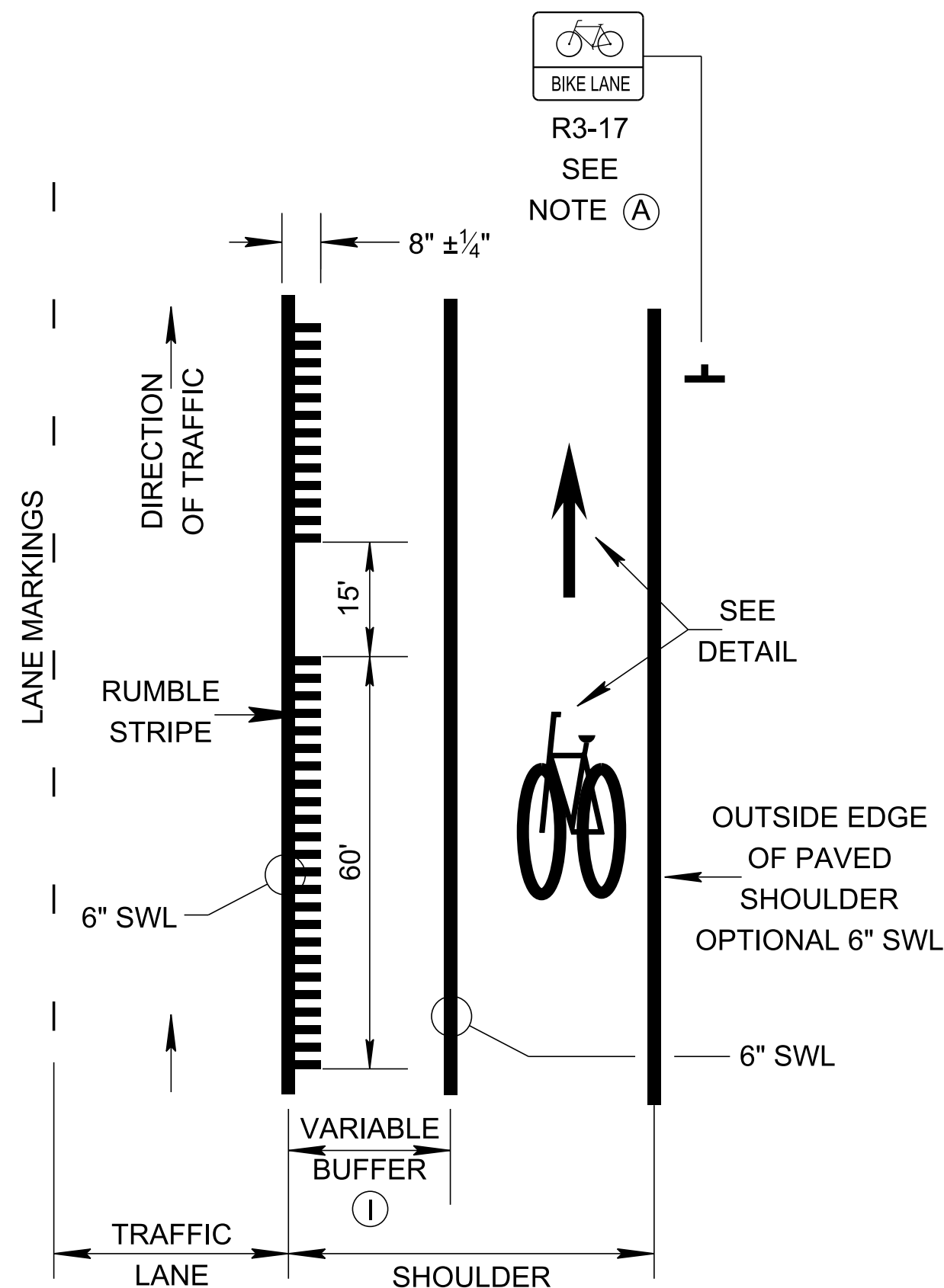
URBAN ROADWAYS ONLY  
SEE NOTE (F)



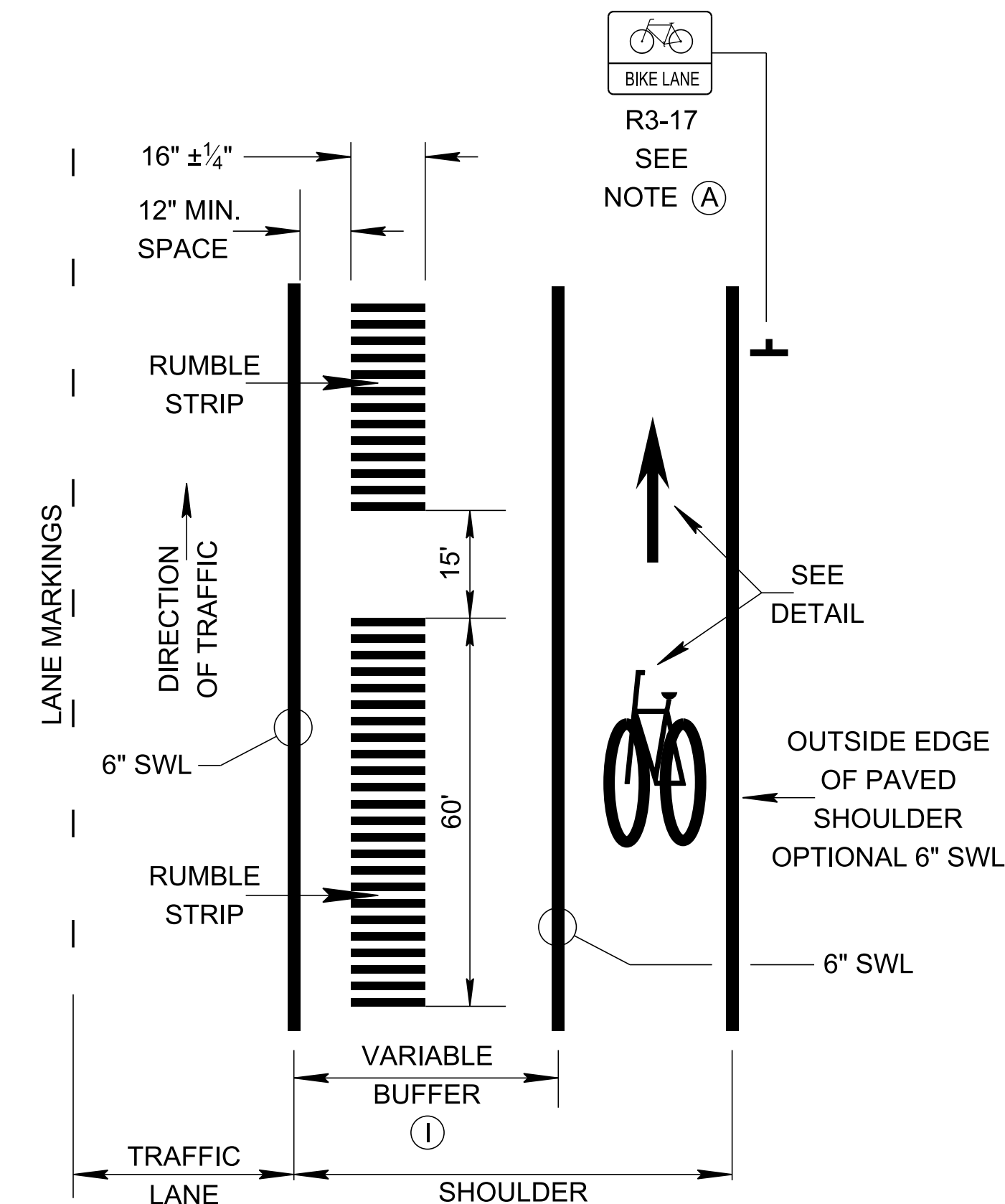
**BIKE ROUTE MARKING AND SIGN DETAILS**



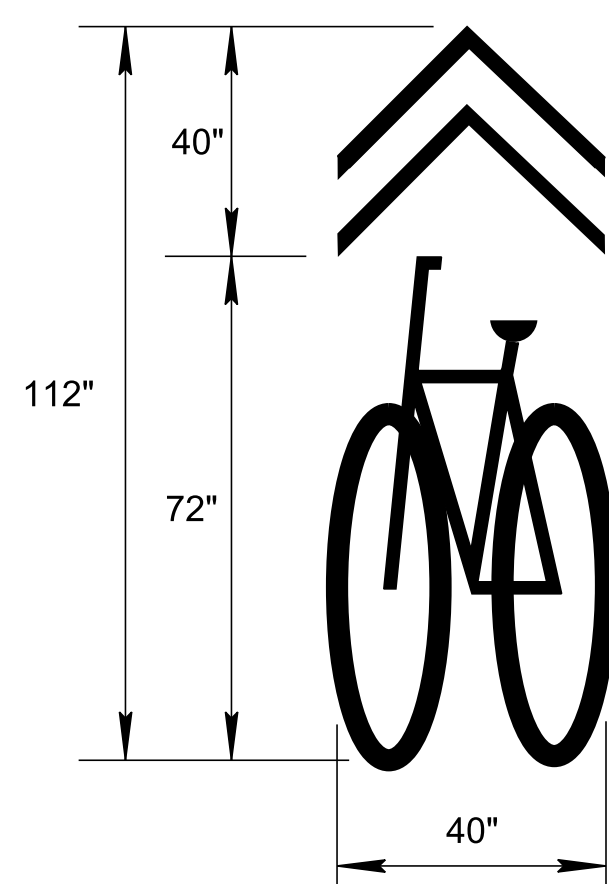
**TYPICAL BIKE LANE ON MAJOR SUBURBAN ROADWAY**



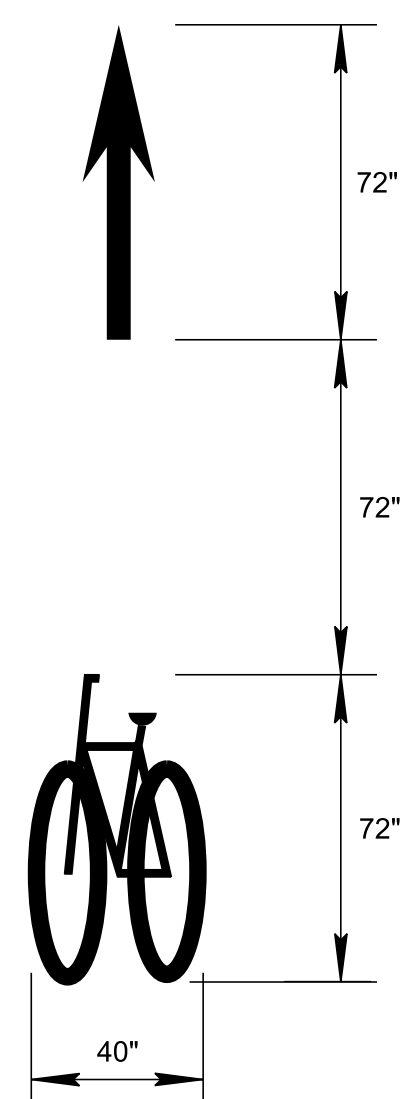
**TYPICAL BIKE LANE/RUMBLE STRIPE STRIP DETAIL**



**TYPICAL BIKE LANE/RUMBLE STRIP DETAIL**



**TYPICAL PAVEMENT MARKING FOR BICYCLE ROUTES**  
ITEM NO. 716-04.15  
SEE NOTE (F)



**TYPICAL PAVEMENT MARKING FOR BICYCLE LANES**  
ITEM NO. 716-04.13  
NOTE: SPACED AT INTERVALS NOT GREATER THAN 1000 FEET

**GENERAL NOTES**

- (A) SIGNS SHOULD BE PLACED APPROXIMATELY EVERY 0.25 MILE, AT EVERY TURN, AND AT ALL SIGNALIZED INTERSECTIONS. WHERE MULTIPLE SIDE ROADS/TURNS EXIST, IT IS NOT REQUIRED TO LOCATE SIGNS AT EVERY TURN; HOWEVER, SIGN SPACING SHOULD NOT EXCEED 0.25 MILE. SIGN SPACING SHOULD NOT EXCEED ONE MILE ON RURAL ROADS.
- (B) SEE STD. DWG. T-M-15A AND T-M-16 IF RUMBLE STRIP OR RUMBLE STRIPE IS PROPOSED IN CONJUNCTION WITH BIKE ROUTE.
- (C) BIKE LANES AND BIKE ROUTES ARE NOT PERMITTED ON ACCESS CONTROLLED FACILITIES.
- (D) IF BIKE LANE IS PROPOSED ON PAVED SHOULDER, RUMBLE STRIPS SHOULD NOT BE USED WHEN THEIR INSTALLATION WOULD LEAVE A CLEAR SHOULDER PATHWAY LESS THAN 4' WIDE (OR LESS THAN 5' WIDE IF THERE IS AN OBSTRUCTION SUCH AS A CURB OR GUARDRAIL) TO THE RIGHT OF THE RUMBLE STRIP FOR BICYCLE USE.
- (E) SEE MUTCD SECTIONS 9B.04, 9B.06, 9B.18, 9B.19, 9B.20, 9C.04 AND 9C.07, AND MUTCD TABLE 9B-1 FOR ADDITIONAL SIGNING AND PAVEMENT MARKING INFORMATION.
- (F) SHARED BIKE LANE MARKINGS SHOULD NOT BE PLACED ON ROADWAYS THAT HAVE A SPEED LIMIT ABOVE 35 MPH. MARKING TO BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND SPACED AT INTERVALS NOT GREATER THAN 250 FEET.
- (G) IF USED, RUMBLE STRIP TO BE PAID FOR UNDER ITEM:  
411-12.02, SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH), PER LINEAR MILE.  
AND RUMBLE STRIPE TO BE PAID FOR UNDER ITEM:  
411-12.03, SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH), PER LINEAR MILE.
- (H) PAVEMENT MARKINGS FOR BICYCLE LANES OR ROUTES TO BE PAID FOR UNDER ITEMS:  
716-04.13, PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW), PER EACH.  
716-04.15, PLASTIC PAVEMENT MARKING-BIKE SYMBOL/ARROW SHARED, PER EACH.
- (I) ON MAJOR ROADWAYS APPROACHING URBAN AREAS, A BUFFERED BIKE LANE MAY BE USED, CONTACT THE TDOT BIKE COORDINATOR FOR GUIDANCE.
- (J) SEE STD. DWG. MM-PM-3 THRU MM-PM-5 AND MM-TS-1 FOR ADDITIONAL BIKE LANE GUIDANCE.
- (K) RUMBLES SHOULD NOT TYPICALLY BE INSTALLED AT V < 45 MPH IN URBAN ZONES.

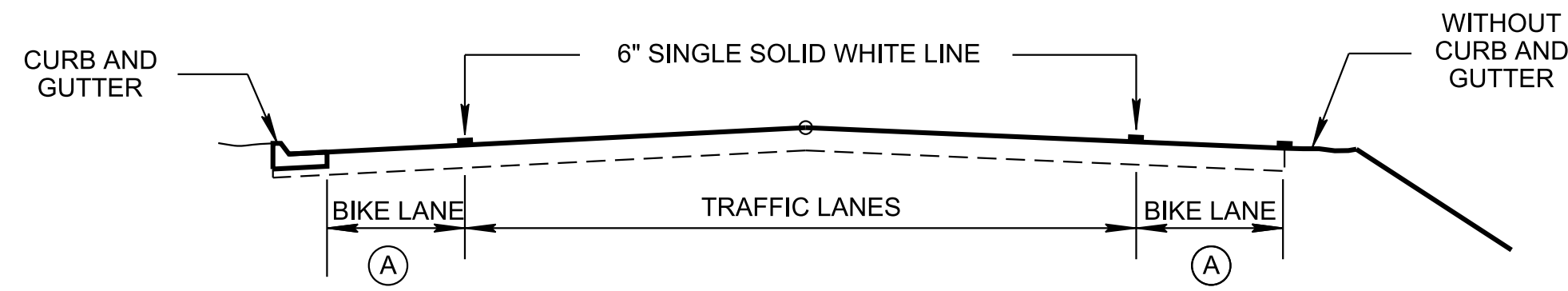
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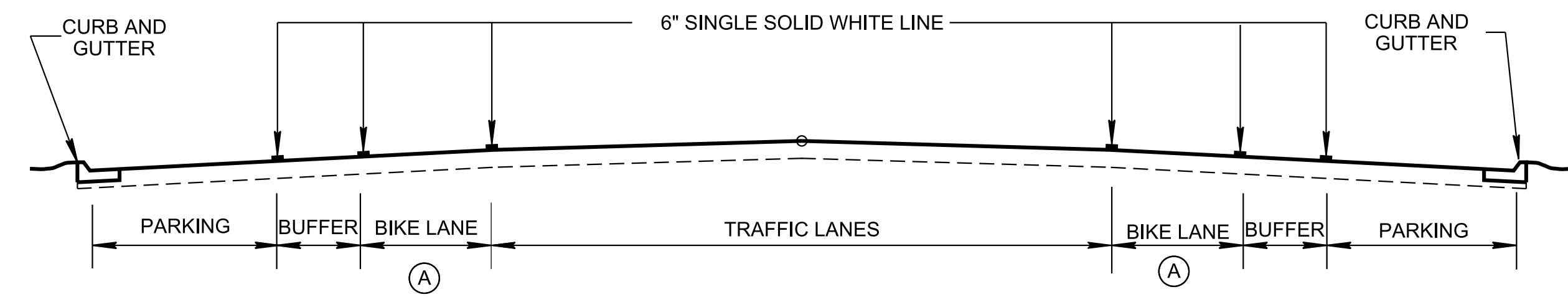
SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANE OR ROUTES

01-07-2019 MM-PM-2

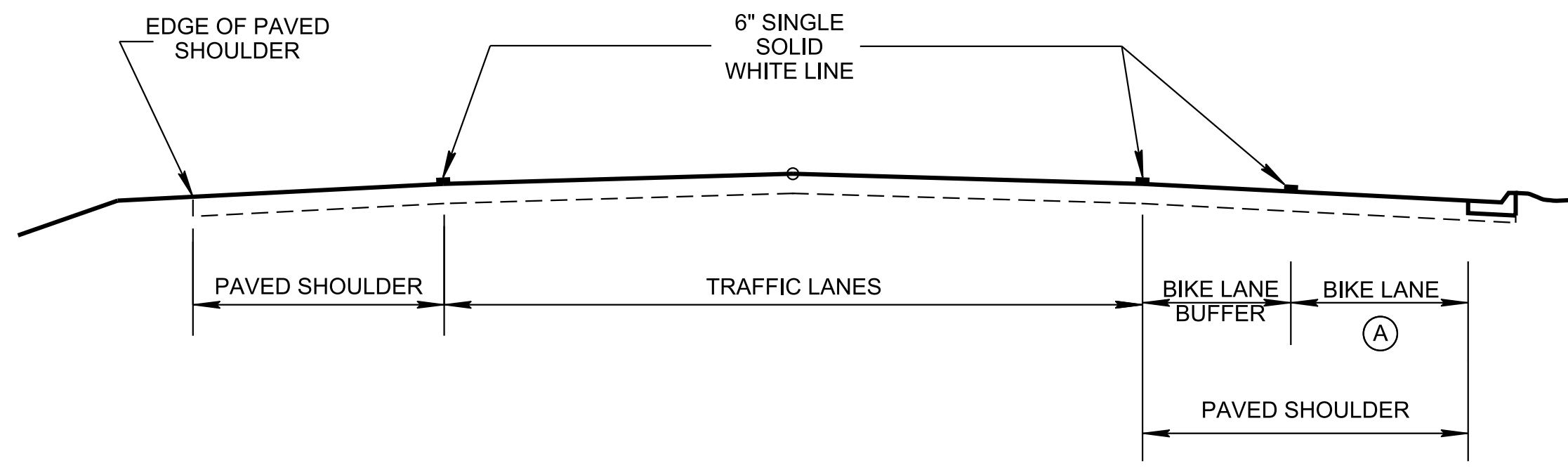
# TYPICAL BIKE LANE CROSS SECTIONS FOR URBAN ROADWAYS



**2-LANE URBAN AND STREETS WITH BIKE LANE**

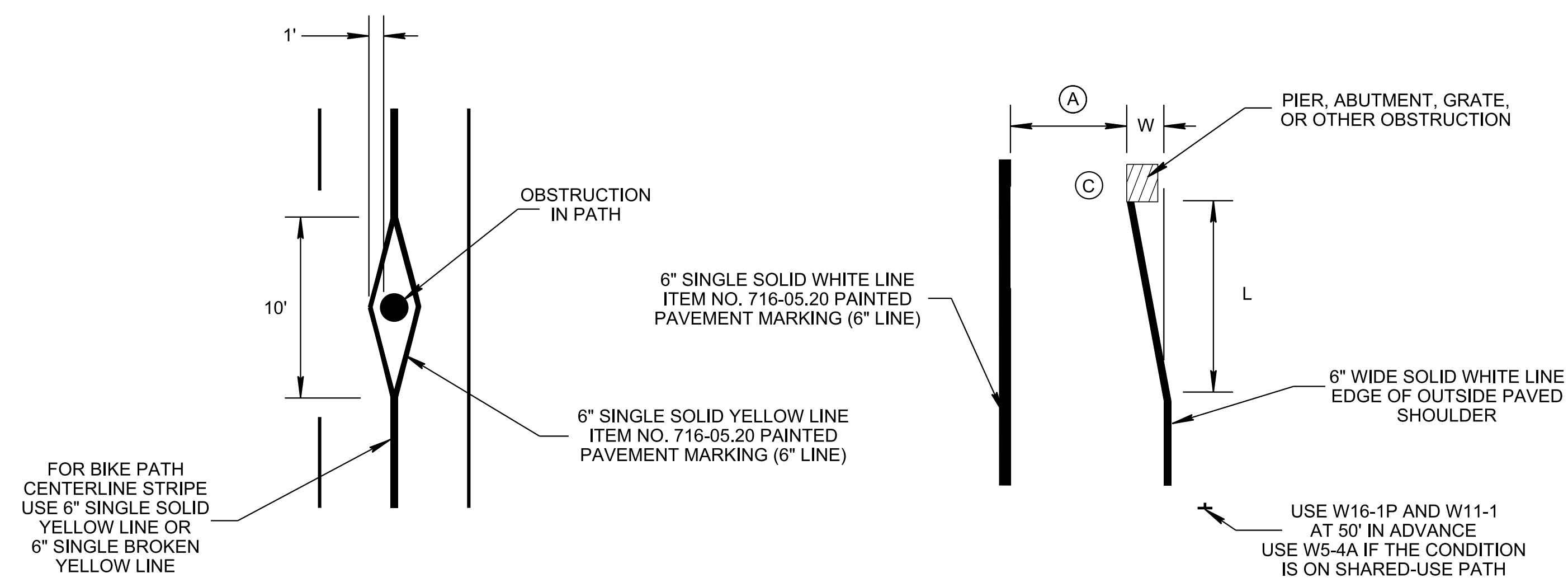


**PARKING IS PERMITTED**



**PARKING IS PROHIBITED**

## URBAN ROADWAYS WITH BIKE LANE

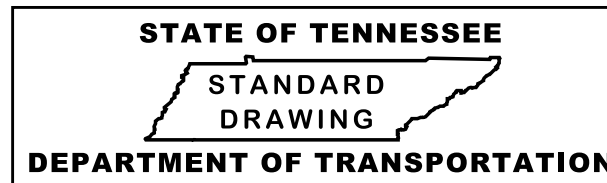


**BARRIER POST STRIPING**

**TYPICAL BIKE LANE MARKING FOR OBSTRUCTIONS**

GENERAL NOTES	
(A)	SEE MM-TS-1 FOR BIKE LANE WIDTHS.
(B)	BIKE LANE SIGNS SHOULD BE PLACED APPROXIMATELY EVERY 0.25 MILES AND AT ALL MAJOR INTERSECTIONS.
(C)	WHEN PIER, BRIDGE ABUTMENT, GRATE, OR OTHER ROADWAY OBSTRUCTION INTRUDES IN THE BIKE PATH, THE BIKE LANE SHOULD BE MARKED AS SHOWN; $L = WS$ , WHERE "W" IS WIDTH OF THE OBSTRUCTION IN FEET IN BIKE LANE AND "S" IS BICYCLE AVERAGE APPROACH SPEED 20 MPH. PROVIDE AN ADDITIONAL FOOT OF OFFSET FOR A RAISED OBSTRUCTION AND USE THE FORMULA $L = (WS+1)$ FOR THE TAPER LENGTH. SEE SECTION 9C.06 OF THE MUTCD FOR ADDITIONAL INFORMATION.
(D)	ITEM NO. 716-04.13, PLASTIC PAVEMENT MARKING (BIKE LANE SYMBOL AND ARROW), PER EACH, TO INCLUDE BIKE SYMBOL AND ARROW AS ONE QUANTITY.
(E)	BIKE LANES DIRECTLY ADJACENT TO CURB FACE OR OTHER HAZARD SHOULD PROVIDE 5' MIN LANE WIDTH.

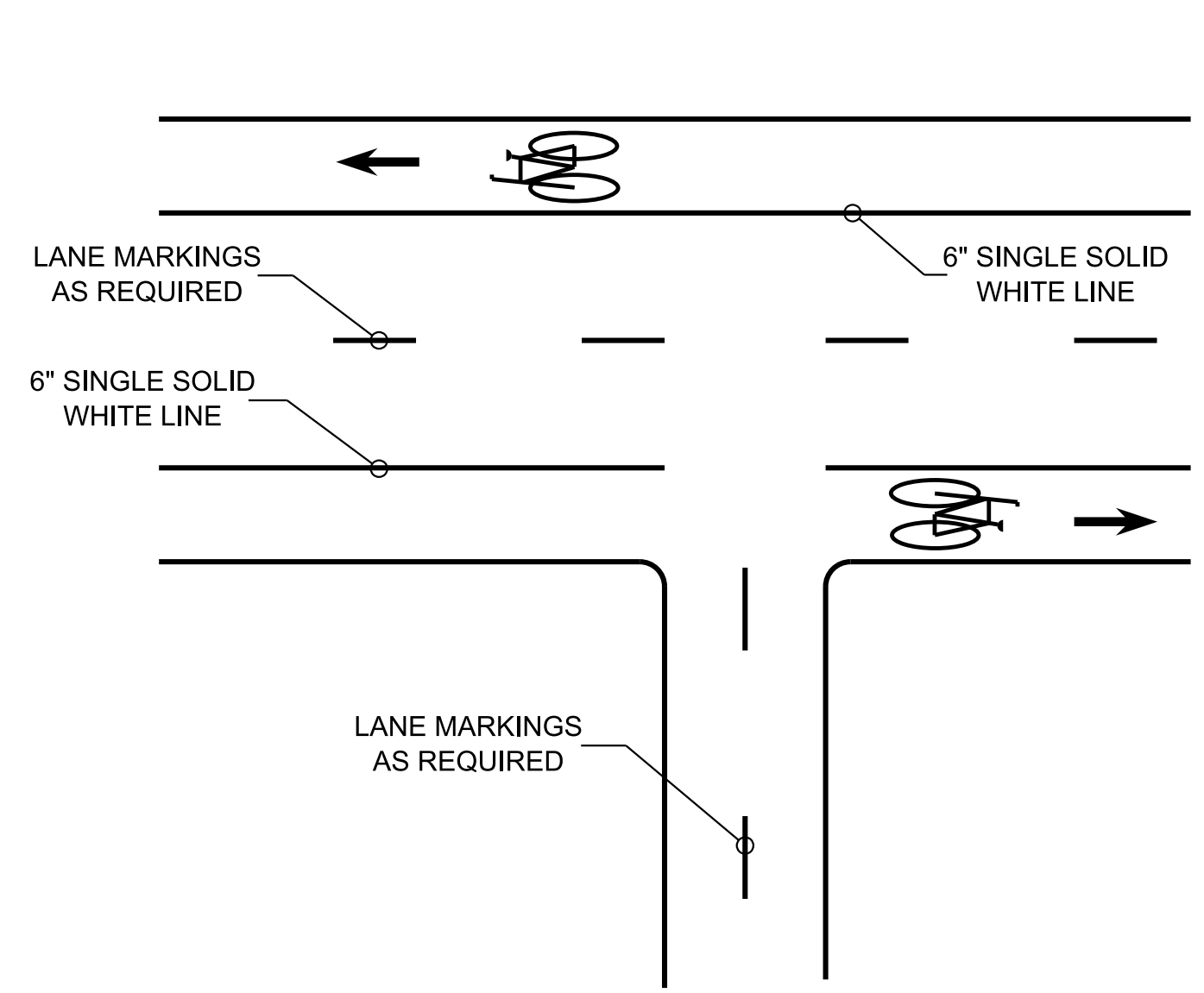
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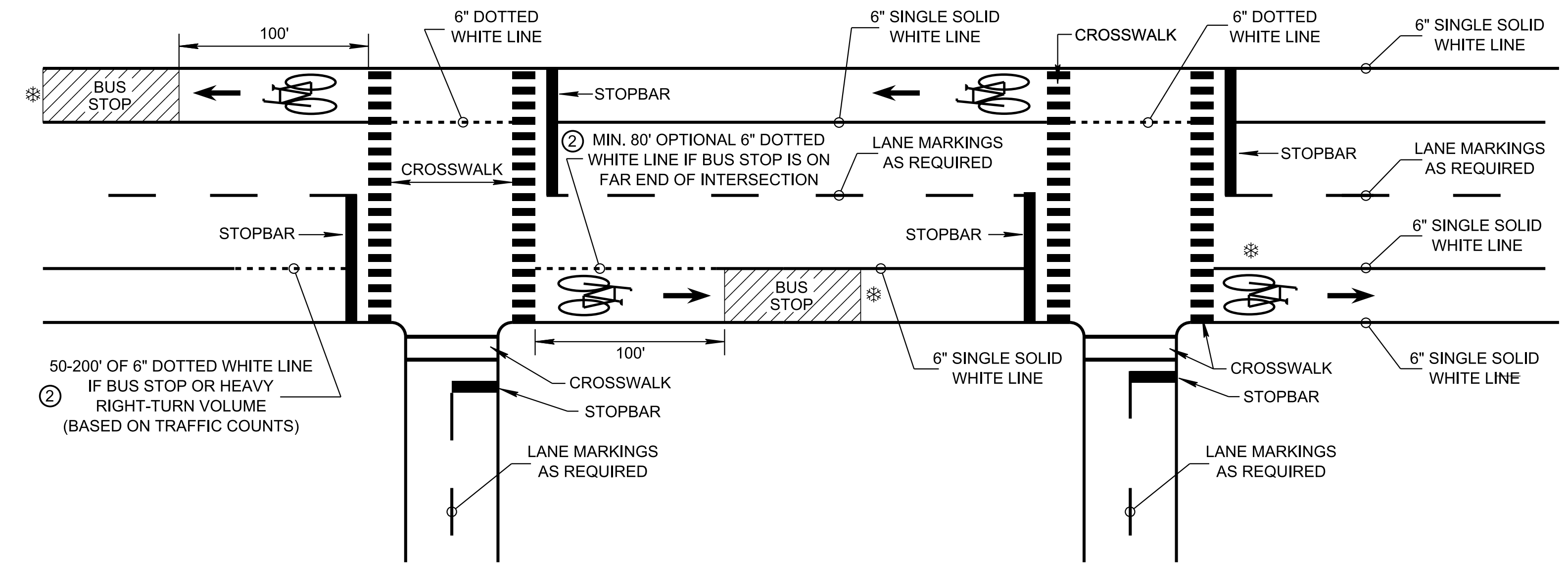
**SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES ON URBAN ROADWAYS**

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

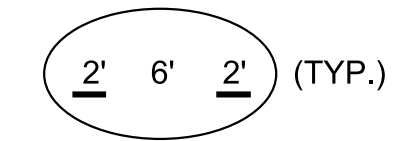


**T-INTERSECTION WITH PAINTED  
CROSSWALKS AND BUS STOPS**

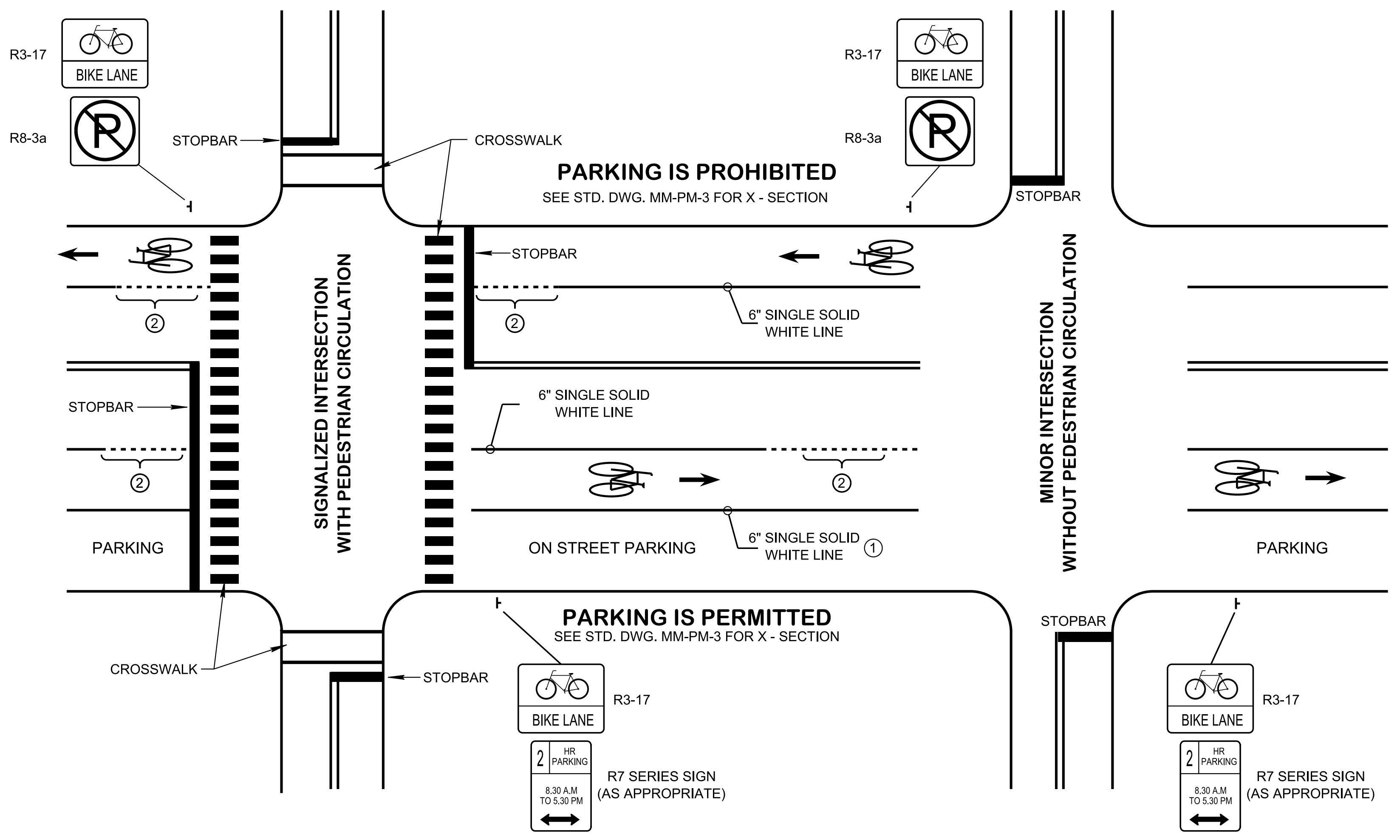
\* BUS STOP LOCATIONS TO BE DETERMINED BY LOCAL AGENCY

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

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



**DOTTED 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)

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**SIGNING AND  
PAVEMENT  
MARKINGS FOR  
BICYCLE LANES**

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