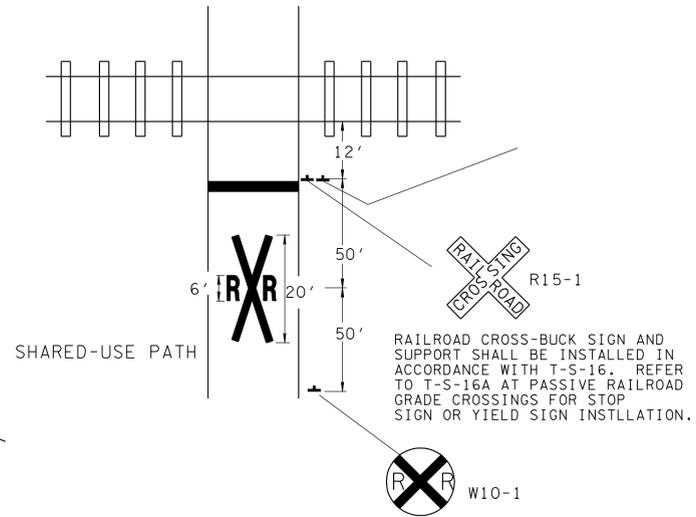
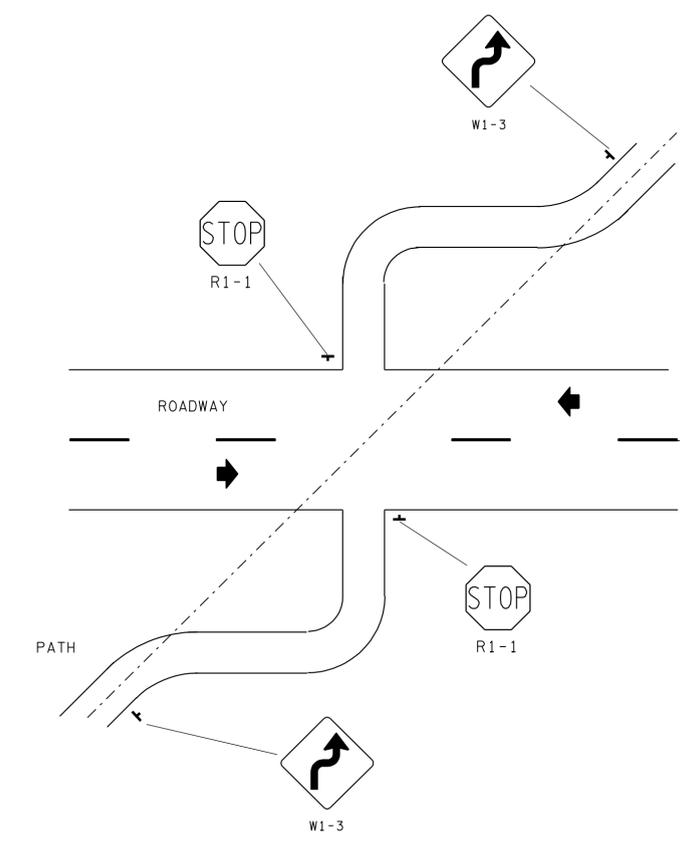


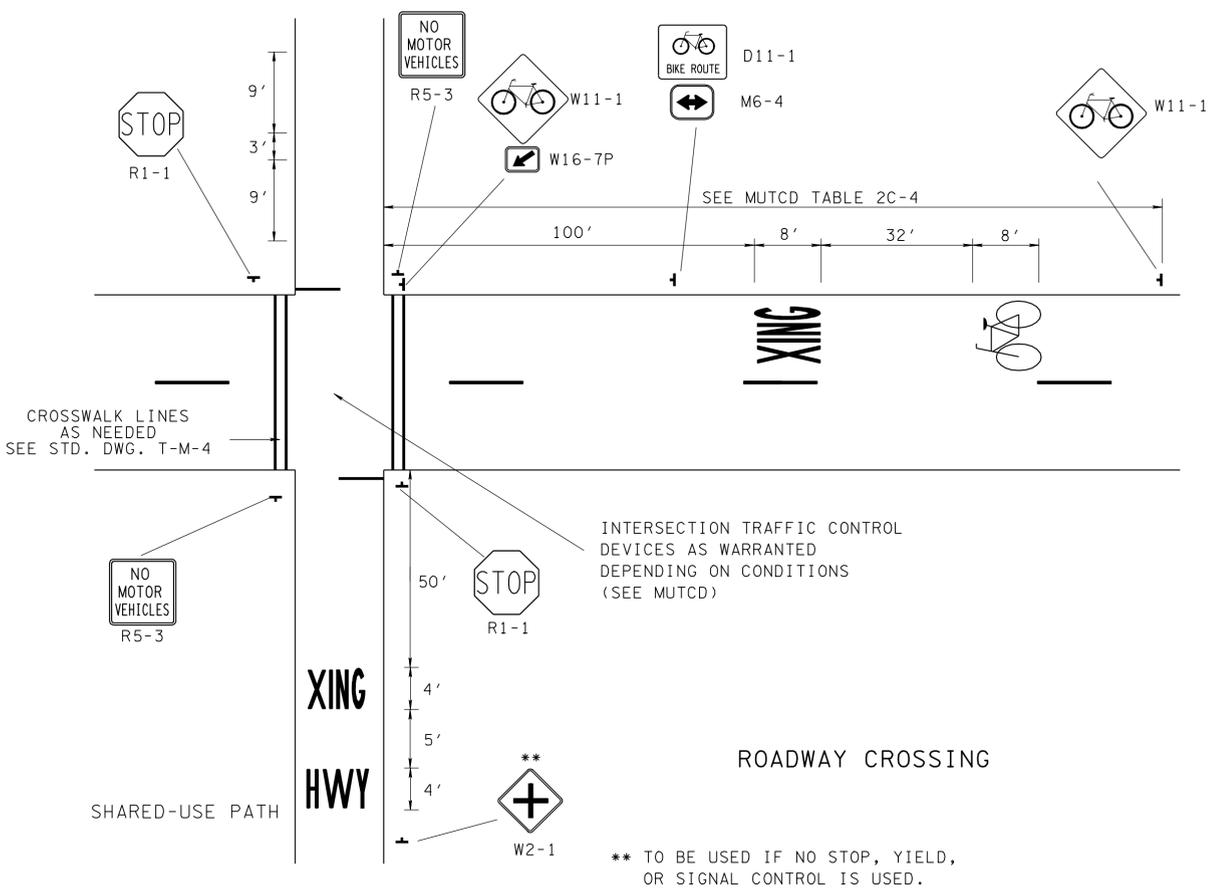
SIGN PLACEMENT ON SHARED-USE PATHS  
(SEE RD-TS-8 FOR TYPICAL CROSS SECTION DETAILS)



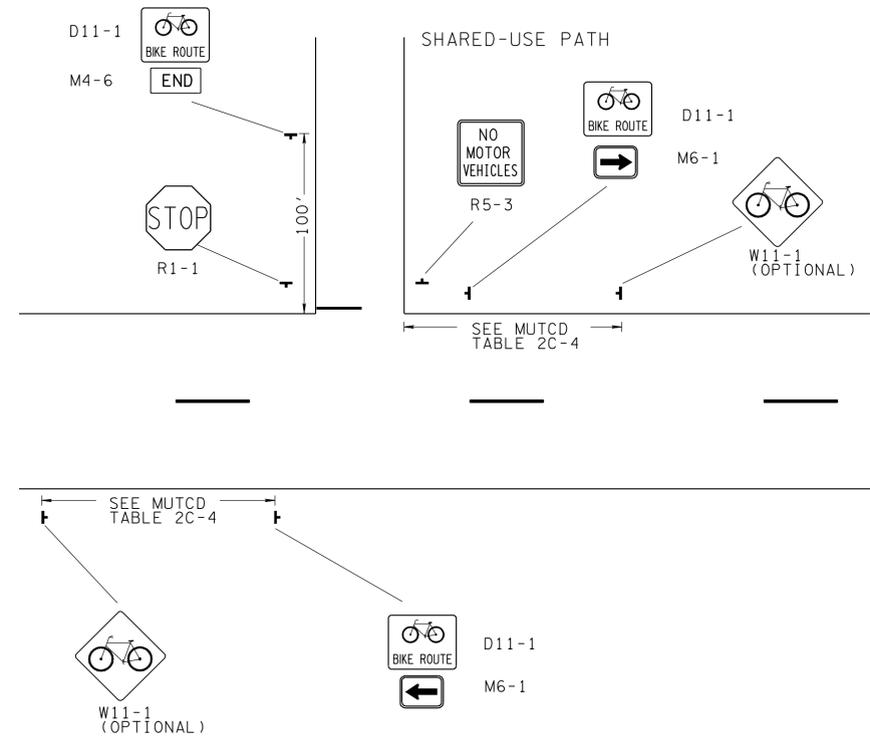
RAILROAD CROSSING



TYPICAL REDESIGN OF A DIAGONAL ROAD CROSSING



ROADWAY CROSSING



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 A 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 T-M-12 FOR OTHER SIGNING AND PAVEMENT MARKINGS.

22-FEB-2012 08:57 \\J009083\F03.tdcr.state.tn.us\3\SHARED\StandDr-aw\STANDARD DRAWINGS\2012-MARCH DISTRIBUTION\TMO\_ILI01DGN