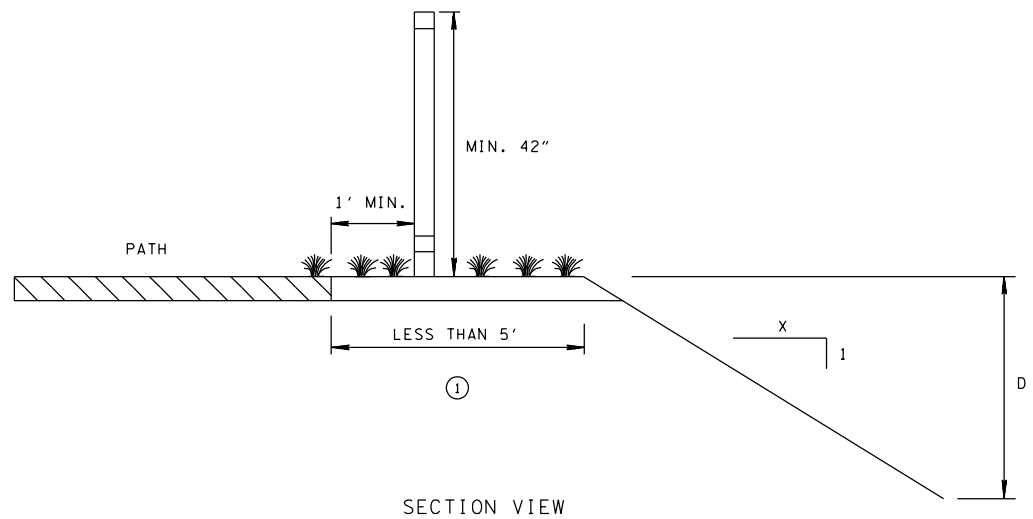


REV. 2-5-16: ADDED  
ALTERNATE INSTALL DETAIL.

BIKE/PEDESTRIAN  
SAFETY RAIL

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### DETERMINATION OF NEED BASED ON SLOPE AND DROP OFF



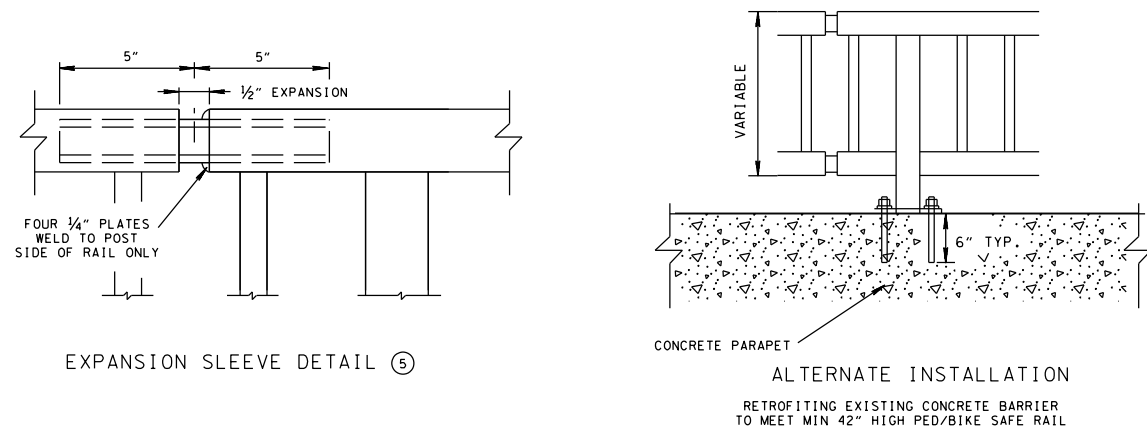
- ① TO DETERMINE IF SAFETY RAIL IS REQUIRED, REFER TO FIGURE ④ WHEN SHARED USE PATH OR SIDEWALK EDGE DROP OFF IS WITHIN 5'. INFORMATION IS PROVIDED FOR GUIDANCE ONLY, SOME SITES MAY REQUIRE A RAIL PER ENGINEERING JUDGEMENT.
- ② SAFETY RAIL SHALL BEGIN 25' BEFORE AND EXTEND 25' BEYOND AREA OF NEED.
- ③ SAFETY RAIL ENDS SHALL BE FLARED TO BEYOND 2' OF THE EDGE OF THE PATH OR MARKED WITH OBJECT MARKERS.
- ④ STEEL SHALL CONFORM TO ASTM A36. WELD ALL COMPONENTS USE  $\frac{3}{16}$ " FILLET WELDS. GRIND WELDS AND CONNECTIONS AS REQUIRED TO PROVIDE A SMOOTH SURFACE, FREE OF BURRS.

FIELD PAINT SAFETY RAIL AFTER INSTALLATION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

- ⑤ DETAIL SHOWN IS FOR TOP RAIL. EXPANSION JOINT FOR BOTTOM RAIL IS SIMILAR.
- ⑥ SYSTEM REPLACEMENTS MAY BE ALLOWED PROVIDING THAT THE HEIGHT AND SPACING LIMITATIONS SHOWN ON THIS DRAWING ARE MET.
- ⑦ TO BE PAID FOR UNDER ITEM NO. 604-01.20 BOX TUBE SAFETY RAIL PER LINER FOOT.

**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**

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The diagram illustrates two alternate plan views for a drop-off zone. The top view shows a 'SIDEWALK OR SHARED USED PATH' with a 'PATH' and a 'DROP OFF' area. Dimensions include a 2' MIN. width, a 1' MIN. offset, and 25' MIN. segments. The bottom view is labeled 'ALTERNATE PLAN VIEW' and shows a similar layout with 'OBJECT MARKER OM3-R' and 'OBJECT MARKER OM3-L'.

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