

South Carolina Department of Transportation
Traffic Engineering Guideline

NUMBER: TG-24

SUBJECT: Use of Shared Lane Pavement Marking Symbols

BACKGROUND: Over the last decade, many state and local municipal organizations have undertaken increased efforts to promote the use of bicycles as an alternative means of transportation. Bike routes with dedicated bike lanes on the highway system as well as exclusive bike paths paralleling roadways are commonplace in today's world. However, it is often desirable to link bike routes or provide guidance to bicyclists on roadways where exclusive bike lanes are not feasible.

The latest version of the *Manual on Uniform Traffic Control Devices* (MUTCD) contains a new Shared Lane Marking, commonly referred to as a "sharrow", which is designed to assist bicyclists by providing guidance where dedicated bike lanes are not present and to alert motorists that bicyclists are likely to be using a facility. Traffic Engineering guideline TG-24 has been developed to define the appropriate locations where this type of marking should be considered for use on the South Carolina Highway System, to establish the process by which municipalities request installation of this type of marking on state maintained roads and to establish maintenance responsibility for the sharrow markings.

GUIDELINE: SCDOT will permit the installation of Shared Lane Markings on the state highway system if requested by a county or other local government organization. The markings may be installed by an organization under the SCDOT encroachment permit process or included as part of a SCDOT construction or resurfacing contract. For the markings to be included in a Department contract, an organization should make the request to include the markings to the appropriate SCDOT Program Manager as part of the project development process.

Maintenance of sharrow markings placed under an encroachment permit or requested as part of a project will be the responsibility of the local government entity that requested installation. A letter of understanding or agreement with the requesting entity should be established for any sharrow marking placed as part of a project to clearly define future maintenance responsibility. SCDOT maintenance forces will not install the markings on existing facilities or maintain any sharrow markings installed at the request of other organizations.

Shared Lane Markings are not intended as a replacement for bike lanes or bike lane symbols and should only be used in circumstances where designated bike lanes are not possible. The sharrows shall be installed in accordance with the requirements and design guidelines for size and placement provided in the latest version of the MUTCD. The MUTCD also provides guidance as to where use of the sharrow markings may be appropriate. Where possible, the markings should be installed in the travel way in a manner that minimizes the portion of the marking falling in the vehicle wheel path.

The sharrow markings shall be installed using a durable marking material such as thermoplastic, epoxy or preformed tape. The above-pavement thickness of the marking shall not exceed 60 mils. The responsible local government entity shall maintain the shared lane markings at a minimum retro-reflectivity value of 100 mcd/lux/m² as measured with a Delta Light and Optics LTL-2000 Retroreflectometer.

Approved:  _____
Director of Traffic Engineering

4-29-11 _____
Date