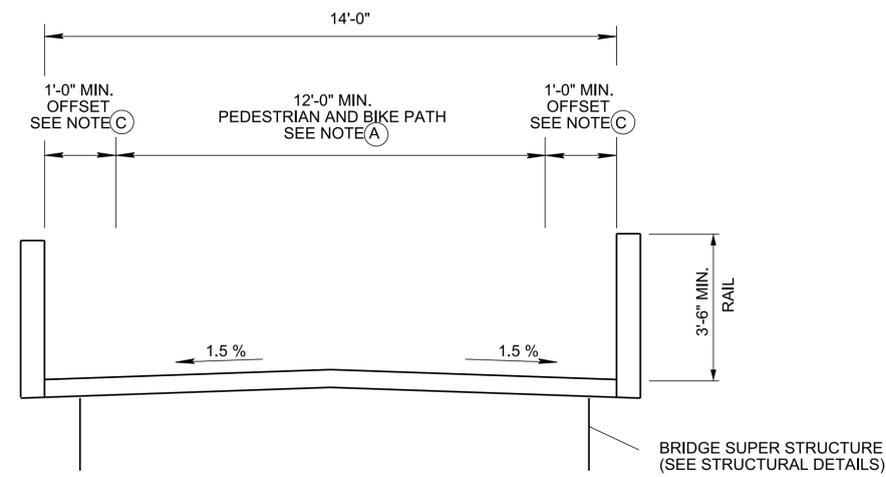
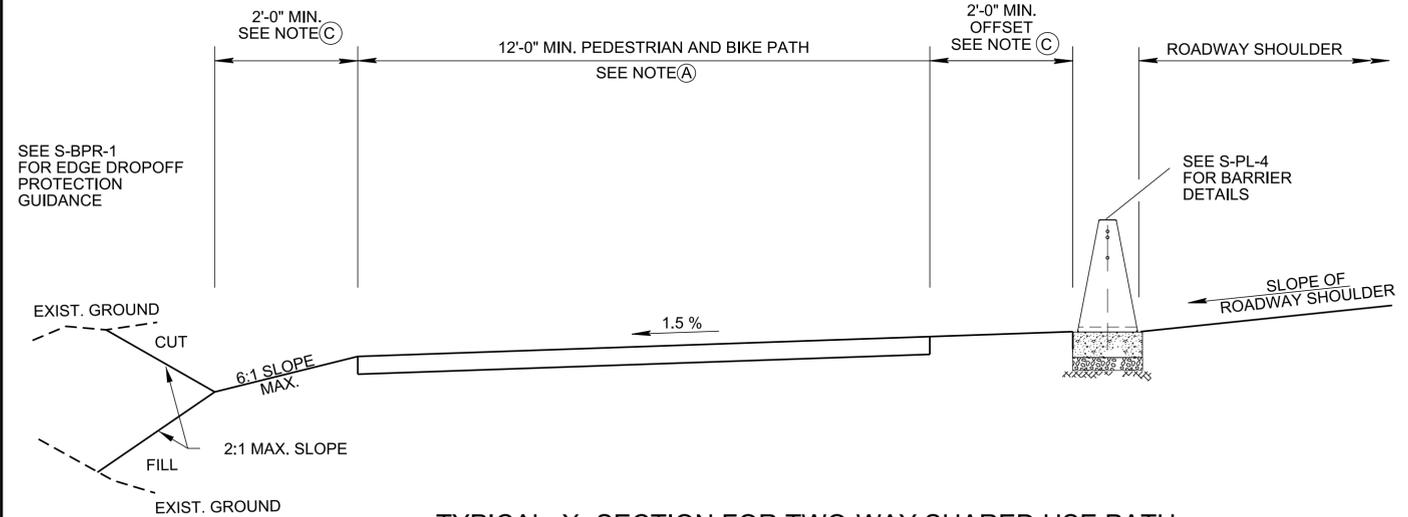


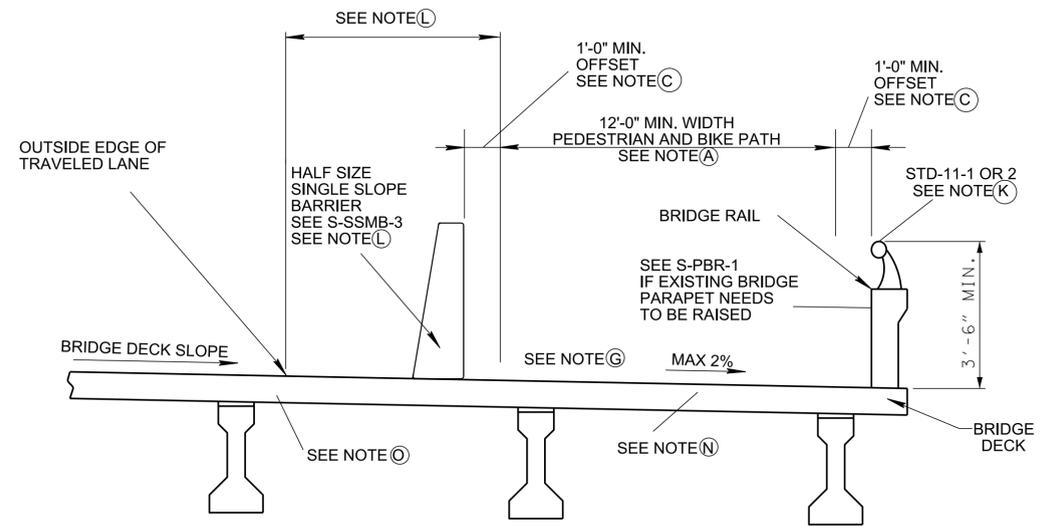
TYPICAL X-SECTION FOR TWO-WAY SHARED USE PATH (WITHOUT CONCRETE BARRIER)



TYPICAL BRIDGE X-SECTION FOR SEPARATE SHARED USE PATH



TYPICAL X-SECTION FOR TWO-WAY SHARED USE PATH (WITH CONCRETE BARRIER)



TYPICAL BRIDGE X-SECTION FOR SHARED USE PATH

DESIGN NOTES	
①	THE PURPOSE OF THIS STANDARD IS TO PROVIDE MINIMUM DESIGN STANDARDS FOR NON-MOTORIZED TRANSPORTATION FACILITIES. ALL FACILITIES SHALL BE DESIGNED FOR ADA ACCESSIBILITY.
②	BICYCLE FACILITY DESIGN NOTE: ALL SHARED USE PATHS SHOULD MEET AASHTO "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES" FOR GEOMETRIC DESIGN REQUIREMENTS.

GENERAL NOTES	
(A)	THE MINIMUM WIDTH OF A BI-DIRECTIONAL SHARED USE PATH IS 12' HOWEVER, UNDER CERTAIN CONDITIONS IT MAY BE NECESSARY TO REDUCE THE WIDTH OF A SHARED USE PATH TO 10 FEET. MIN. 14 FEET SHOULD BE CONSIDERED AT LOCATIONS WHERE SUBSTANTIAL USE BY BICYCLE, JOGGERS, SKATERS AND PEDESTRIANS, OR MAINTENANCE VEHICLES EXPECTED.
(B)	THE MINIMUM WIDTH OF A ONE -DIRECTIONAL SHARED USE PATH IS 6 FEET.
(C)	2 FEET OR MORE IS DESIRABLE TO PROVIDE LATERAL OFFSET FROM TREES, POLES, WALLS, FENCES, GUARDRAILS, OR OTHER FIXED OBSTRUCTIONS. WHERE THE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES, SEE S-BPR-1 TO DETERMINE IF SAFETY RAIL IS NEEDED. THE OFFSET MAY BE REDUCED TO 1' AT EXTREME SITE CONDITIONS, SUCH AS AT BRIDGES.
(D)	THE VERTICAL CLEARANCE TO OBSTRUCTIONS SHOULD BE A MINIMUM OF 8'-6". HOWEVER, VERTICAL CLEARANCE MAY NEED TO BE GREATER TO PERMIT PASSAGE OF MAINTENANCE AND EMERGENCY VEHICLES. IN UNDER CROSSINGS AND TUNNELS, 10 FEET IS DESIRABLE FOR ADEQUATE VERTICAL SHY DISTANCE.
(E)	DITCH SHOULD BE LOCATED BETWEEN THE SHARED USE PATH AND ROADWAY TO ENSURE THAT WATER DOES NOT FLOW ONTO THE ROADWAY OR SHOULDER. ALSO, DITCH SHOULD BE SUFFICIENT ENOUGH TO REMOVE THE ADDITIONAL RUNOFF.
(F)	MINIMUM 7' HORIZONTAL OFFSET BETWEEN THE EDGE OF SHOULDER AND THE EDGE OF SHARED USE PATH IS REQUIRED FOR FACILITIES > 45 MPH. IF 7' HORIZONTAL OFFSET CAN NOT BE ACHIEVED, A CONCRETE BARRIER IS REQUIRED.
(G)	ON ALL BRIDGE DECKS, SPECIAL CARE SHALL BE TAKEN TO ENSURE THAT BICYCLE- SAFE EXPANSION JOINTS ARE USED AND DECKING MATERIALS THAT MAY BECOME SLIPPERY WHEN WET ARE AVOIDED. ADA COMPLIANT DECKING MATERIALS SHALL BE USED.
(H)	SEE ROADWAY PLANS FOR PAVEMENT DETAILS.
(I)	SEE STD. DWG. T-M-10 FOR SIGNING AND PAVEMENT MARKINGS.
(J)	CLEAR ZONE SHOULD BE MAINTAINED BETWEEN THE ROADWAY AND THE SHARED USE PATH. IF CLEAR ZONE CANNOT BE ACHIEVED, AN APPROPRIATE BARRIER SHALL BE USED.
(K)	IF CONCRETE BARRIER IS PROPOSED, BRIDGE PARAPET RAIL MAY BE REPLACED WITH S-BPR-1. IF THE BRIDGE CROSSES OVER AN ACCESS CONTROLLED FACILITY, THE BRIDGE SHALL HAVE AN MIN. 8' TALL SAFETY FENCE.
(L)	IF MINIMUM 7'-0" OFFSET CANNOT BE MAINTAINED ON BRIDGE DECKS, A BARRIER IS REQUIRED FOR SPEEDS > 45 MPH, A BARRIER SHALL BE CONSIDERED ON A CASE BY CASE BASIS FOR SPEEDS < 45 MPH.
(M)	FOR REHABILITATION PROJECTS, EXISTING BRIDGE STRUCTURE SHALL BE EVALUATED.
(N)	FOR REHABILITATION PROJECTS, IF EXISTING BRIDGE SHOULDER IS TO BE UTILIZED, THE MAX. CROSS SLOPE SHALL NOT EXCEED 2%.
(O)	FOR REHABILITATION PROJECTS, NEW BRIDGE DECK DRAINS MAY BE REQUIRED TO DIVERT ROADWAY PAVEMENT DRAINAGE AWAY FROM THE SHARED USE PATH.
(P)	ALL ELEMENTS OF SHARED USE PATH SHALL COMPLY WITH ADA.
(Q)	WHERE PEDESTRIAN ACCESS ROUTES ARE NOT CONTAINED WITHIN A STREET OR HIGHWAY RIGHT-OF-WAY, THE GRADE OF THE PEDESTRIAN ACCESS ROUTES SHALL BE 5% MAXIMUM.

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