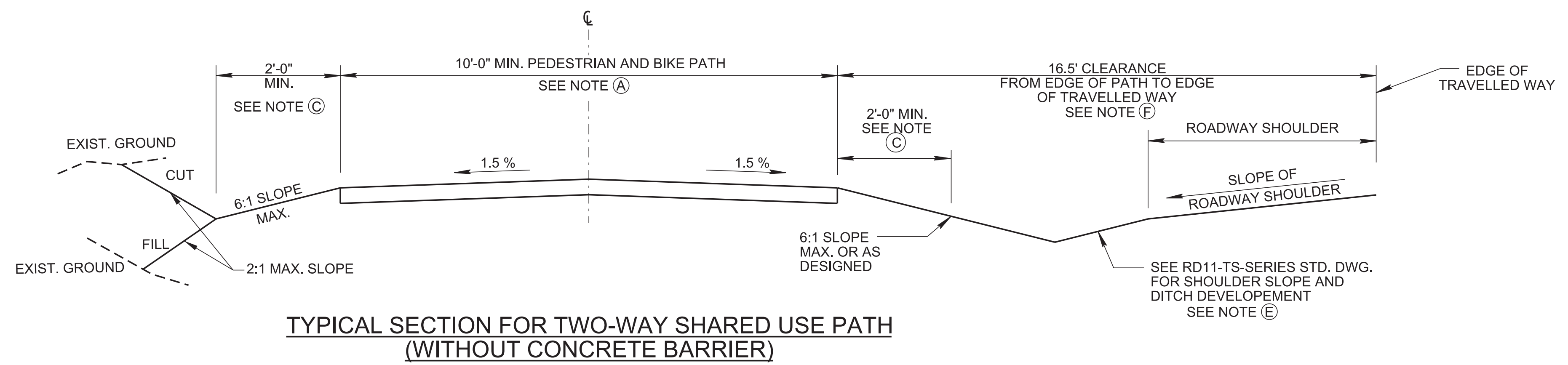
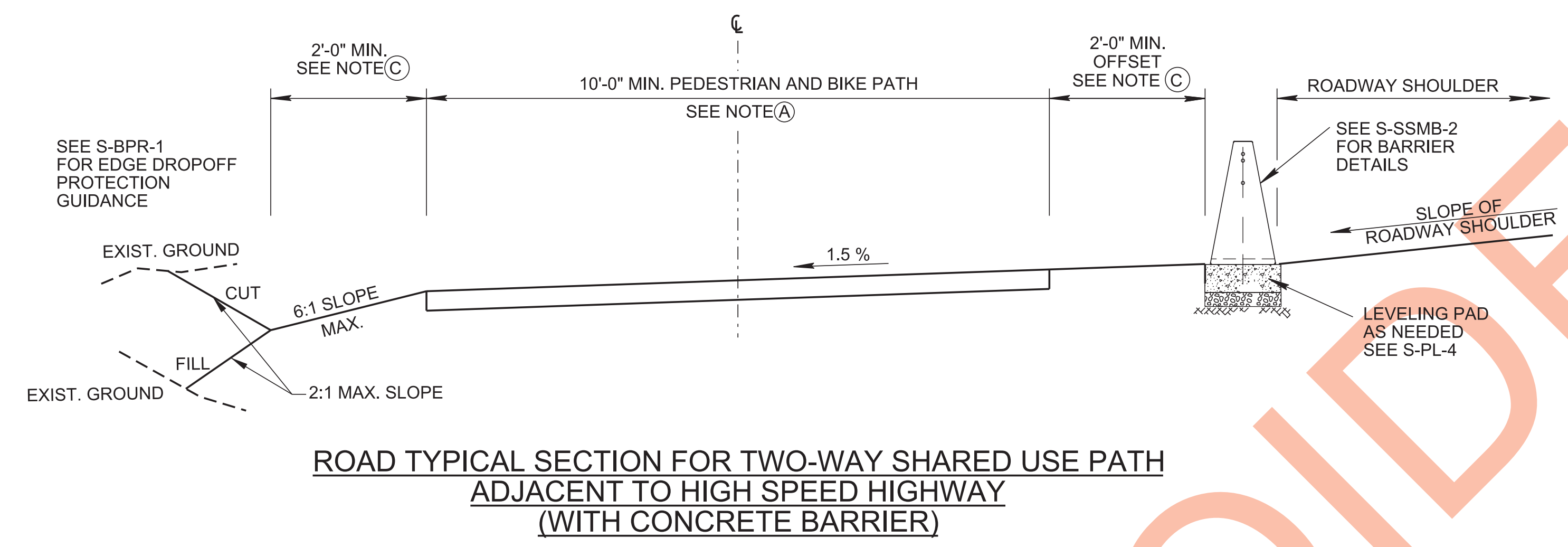


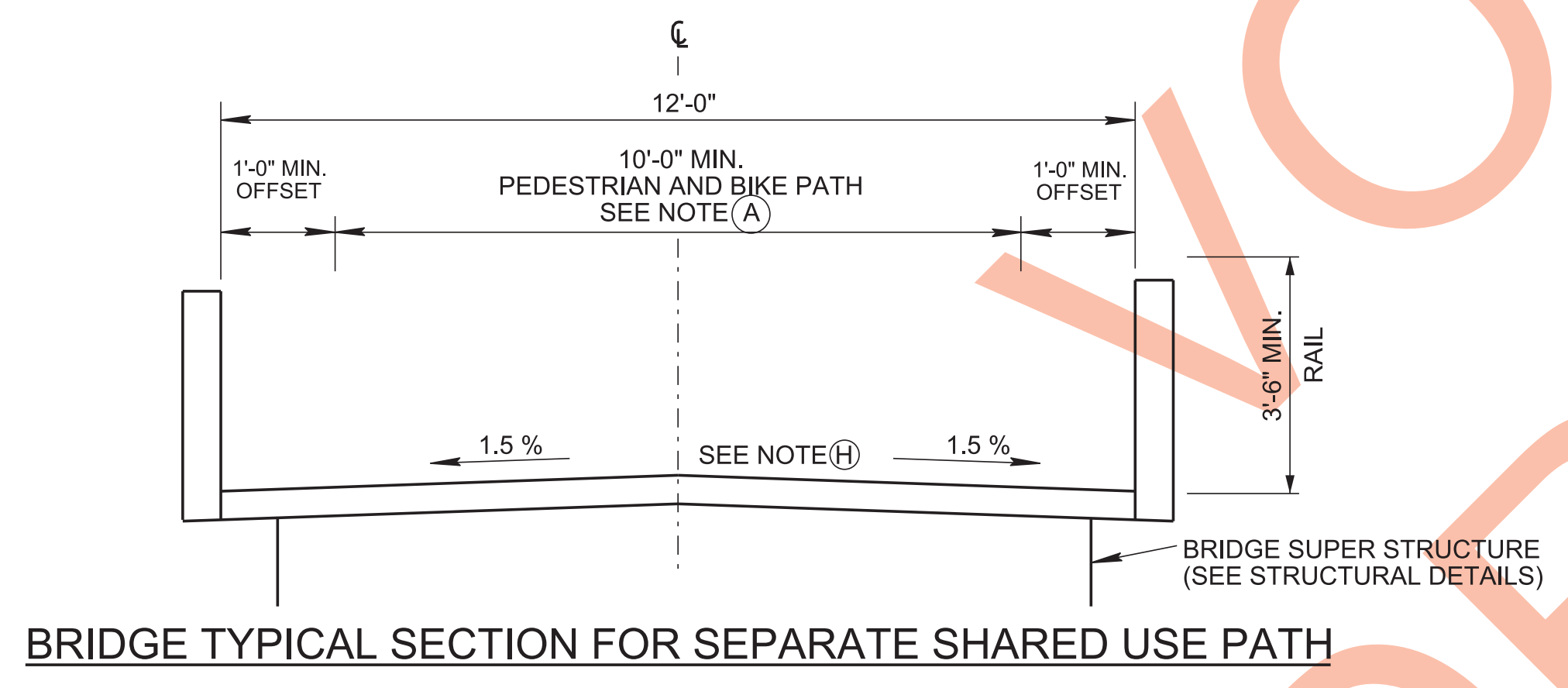
09-APR-2018 09:05 \\ag03scv\0010\projects\Standard Drawings\Working Folder for Eugene\Draft\11 ROADWAY DESIGN STANDARDS\2 TYPICAL SECTIONS AND DESIGN CRITERIA\RD11-TS-8-2018XXXX.dgn



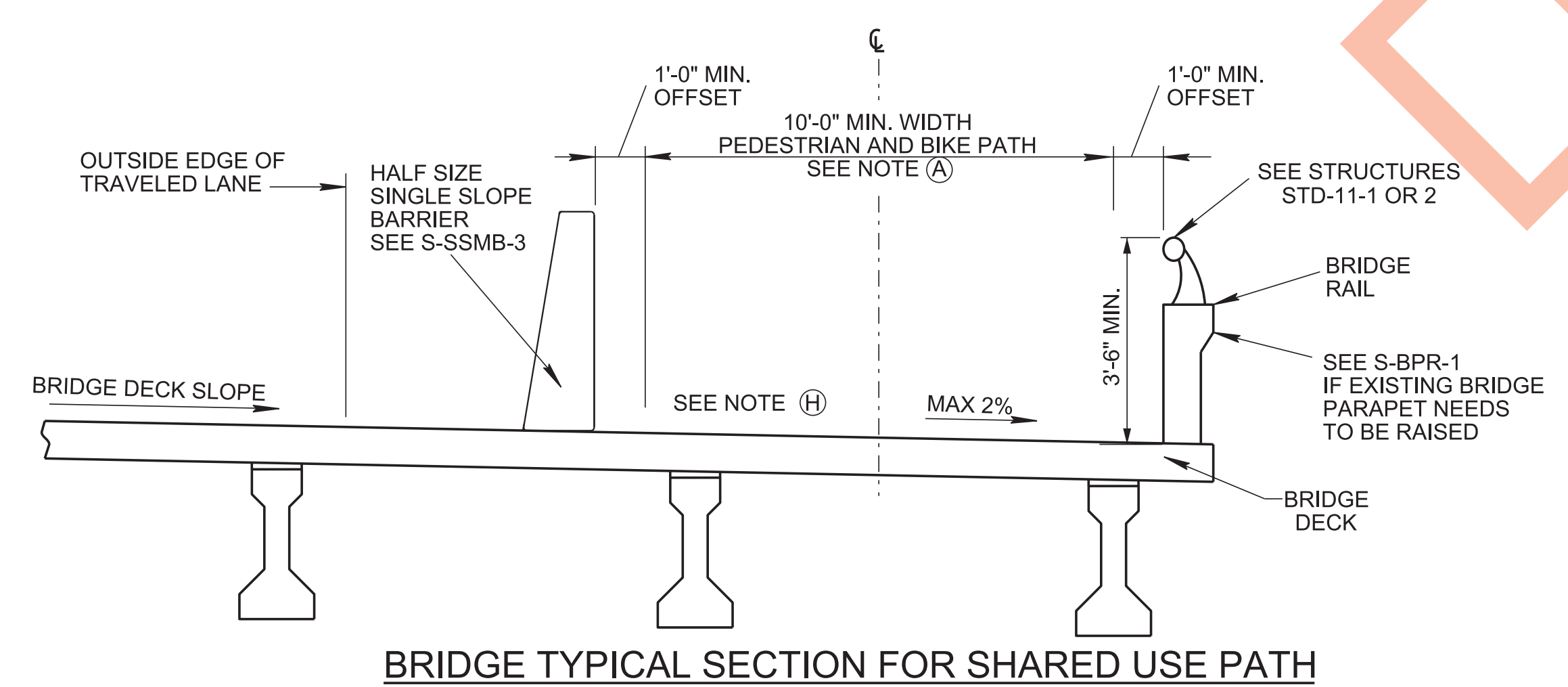
**TYPICAL SECTION FOR TWO-WAY SHARED USE PATH
(WITHOUT CONCRETE BARRIER)**



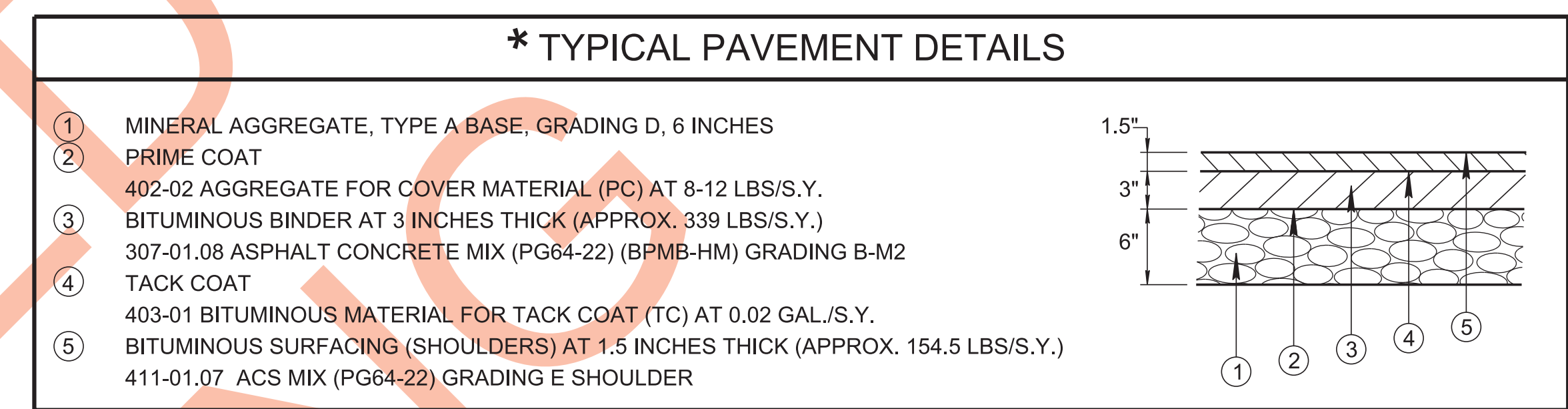
**ROAD TYPICAL SECTION FOR TWO-WAY SHARED USE PATH
ADJACENT TO HIGH SPEED HIGHWAY
(WITH CONCRETE BARRIER)**



BRIDGE TYPICAL SECTION FOR SEPARATE SHARED USE PATH



BRIDGE TYPICAL SECTION FOR SHARED USE PATH



* TYPICAL PAVEMENT DETAILS ARE PROVIDED FOR GUIDANCE. ALTERNATIVE PAVEMENT DESIGN OR MATERIAL MAY BE USED AND SHOWN ON THE PLANS.

GEOMETRIC DESIGN CRITERIA

- ① 18 MPH BICYCLE DESIGN SPEED
- ② PEDESTRIAN DENSITY 200 PED/HR
- ③ HORIZONTAL CURVE 60' MIN. RADIUS
- ④ VERTICAL GRADE 5% MAX.
- ⑤ MINIMUM PAVED PATH WIDTH 10' WITH MAX. 6:1 SLOPE, 2' WIDE, CLEAR OF OBSTRUCTIONS
- ⑥ MAXIMUM CROSS SLOPE 2%

- DESIGN NOTES**
- (A) UNDER CERTAIN CONDITIONS IT MAY BE NECESSARY OR DESIRABLE TO USE ALTERNATIVE PATH WIDTHS. TDOT STANDARDS ARE BASED ON 200 - 300 USERS PER HOUR, A LEVEL OF SERVICE (LOS) OF "C". REFER TO THE HIGHWAY CAPACITY MANUAL -6TH EDITION FOR MORE INFORMATION.
 - (B) THE MINIMUM WIDTH OF A ONE -DIRECTIONAL SHARED USE PATH IS 6 FEET.
 - (C) 2 FEET ON A 6:1 SLOPE IS DESIRABLE TO PROVIDE LATERAL OFFSET FROM TREES, POLES, WALLS, FENCES, GUARDRAILS, OR OTHER LATERAL OBSTRUCTIONS. WHERE THE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES STEEPER THAN 3:1, A WIDER SEPARATION SHOULD BE CONSIDERED.
 - (D) THE VERTICAL CLEARANCE TO OBSTRUCTIONS SHOULD BE A MINIMUM OF 8 FEET. 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) A DRAINAGE OR STORMWATER CONVEYANCE SYSTEM DITCH SHOULD BE LOCATED PROPERLY 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) WHEN THE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND THE SHARED USE PATH IS LESS THAN 16.5 FEET ON A FACILITY WITH DESIGN SPEED OF 45 MILES PER HOUR, A BARRIER RAIL IS REQUIRED. (THIS REDUCED WIDTH SHALL MEET THE REQUIREMENTS FOR OCCASIONAL MAINTENANCE ACTIVITIES.)
 - (G) CLEAR ZONE SHOULD BE MAINTAINED BETWEEN THE ROADWAY AND THE SHARED USE PATH. IF CLEAR ZONE CAN NOT BE ACHIEVED, AN APPROPRIATE BARRIER SHOULD BE CONSIDERED FOR SPEED MORE THAN 45 MPH.
 - (H) 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.
 - (I) SEE STANDARD DRAWINGS T-M-10, T-M-11, T-M-12, AND T-M-13 FOR SIGNING AND PAVEMENT MARKINGS.
 - (J) THE PURPOSE OF THIS STANDARD IS TO PROVIDE MINIMUM GEOMETRIC AND SAFETY DESIGN STANDARDS DURING THE DEVELOPMENT OF NON-MOTORIZED TRANSPORTATION FACILITIES. ALL FACILITIES SHALL BE DESIGNED FOR ADA ACCESSIBILITY.
 - (K) FOR FURTHER INFORMATION, REFER TO AASHTO "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES" FOR GEOMETRIC DESIGN REQUIREMENTS AND TDOT ROADWAY DESIGN GUIDELINES MULTI-MODAL DESIGN GUIDE SECTION.
 - (L) SHARED USE PATHS DO NOT REQUIRE PAVEMENT MARKINGS, HOWEVER, PROPER SIGNAGE MUST BE INSTALLED PER STANDARDS AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).