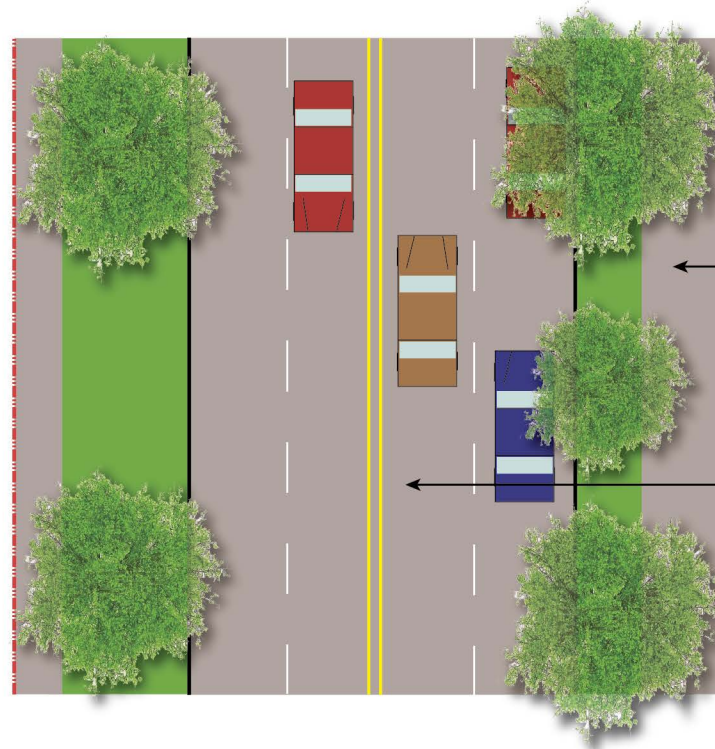


## > Urban Trail Section

## > Within Right-of-way

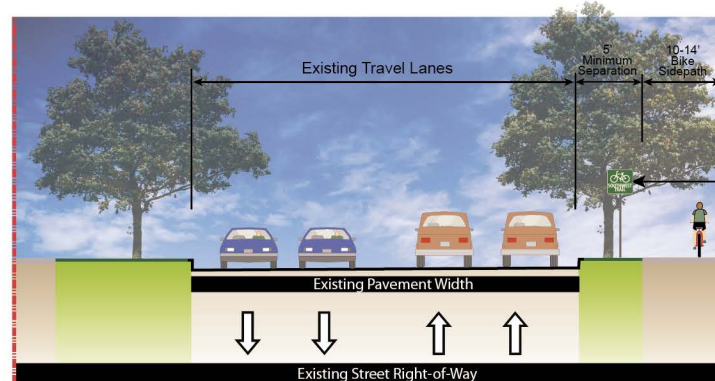
## > Off-Street

## > Sidepath



10-14' wide sidepath. Special attention must be paid to conflicts such as utility poles/ structures, trees, and driveways.

Normal drive lanes are maintained as bike route is outside the roadway pavement.



Along the route, identification signs or other regulatory signs will indicate the presence of cyclists and the need for turning vehicles to use caution when turning across pathway at driveways and intersections.

### Roadway with sidepath

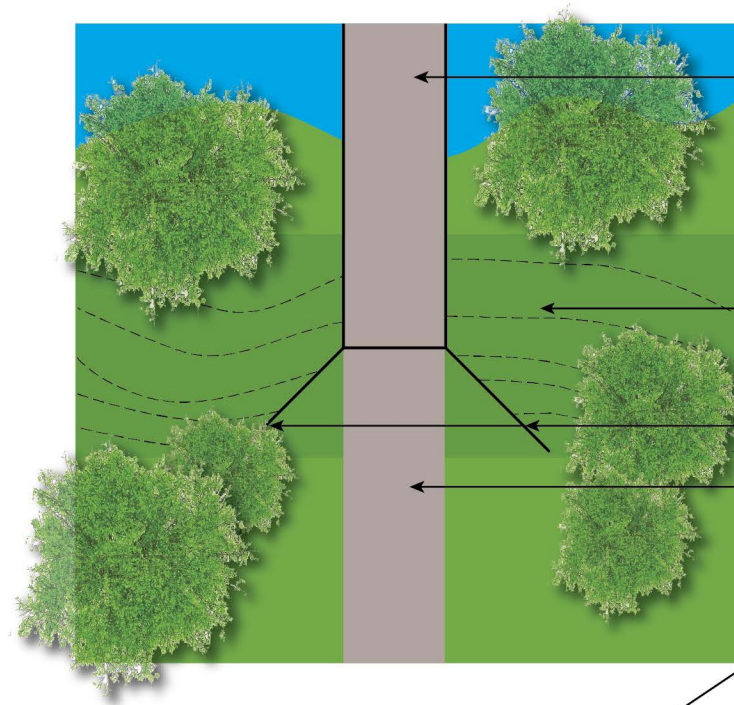
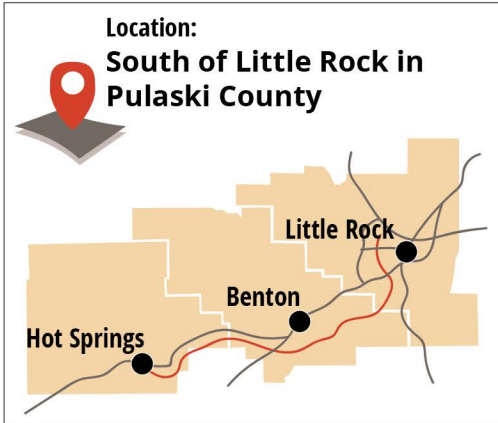
This condition is typically found on arterial roadways and in some residential neighborhoods along the project route.

## > Urban or Rural Trail Section

## > Within Open Space

## > Off-Street

## > Shared Use Path



Shared use path on boardwalk. Use 42" or 48" tall railings, dependent on design speed, slope on approaches and distance from boardwalk surface to grade below.

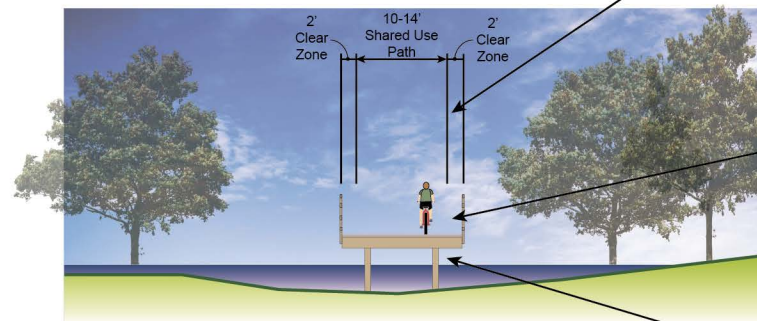
Slope or drop-off to marshy area or other lands prone to flooding or periodic inundation

Boardwalk abutment

10-14' wide shared use path on existing grade

Design considerations for longer boardwalk segments:

- Use a wider pathway, esp. in high traffic segments
- Add intermittent pull-outs and seating for pedestrians and slower moving traffic to allow faster cyclists to pass.



Shared use path on boardwalk. Use 42" or 48" tall railings, dependent on design speed, slope on approaches and distance from boardwalk surface to grade below. Consider using textured surface for better traction in wet conditions.

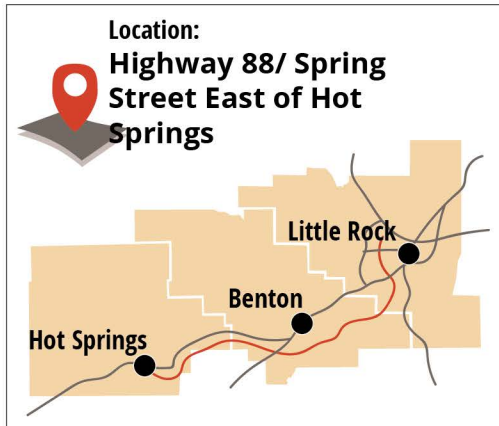
Distance of boardwalk surface above existing grade may vary.

### Pathway on boardwalk

This condition is typically found in existing parks, open space, or segments passing through areas prone to flooding or periodic inundation.



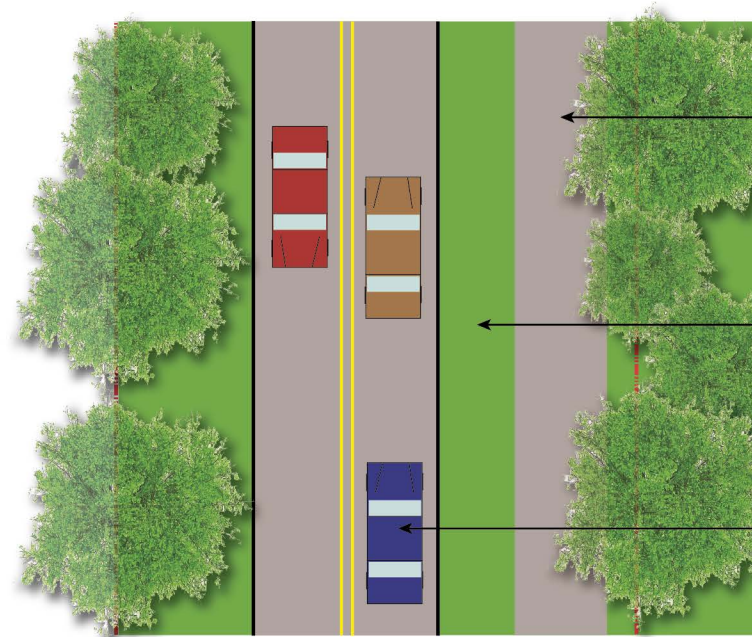
## > Rural Trail Section



## > Within right-of-way

## > Off-Street

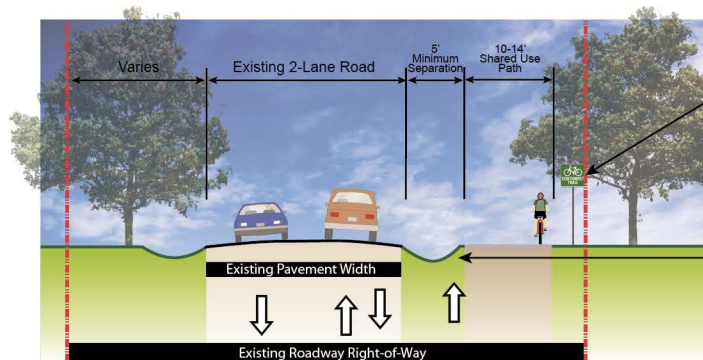
## > Shared Use Path



10-14' wide shared use path. Special attention must be paid to conflicts such as utility poles/ structures, grade changes, trees, and vehicular crossings. May be located at the right-of-way line if conditions warrant.

Roadside ditch may exist in many areas. Path should be located outside the ditch, closer to the right-of-way line. Regrading or other design techniques may be necessary to maintain drainage and design a safe path.

Normal roadway travel lanes are maintained as bike route is outside the roadway pavement.



Along the route, identification signs or other regulatory signs will indicate the trail route, route destinations, and other pertinent information.

Roadside ditch.

## Shared-use path along rural, 2-lane roadway

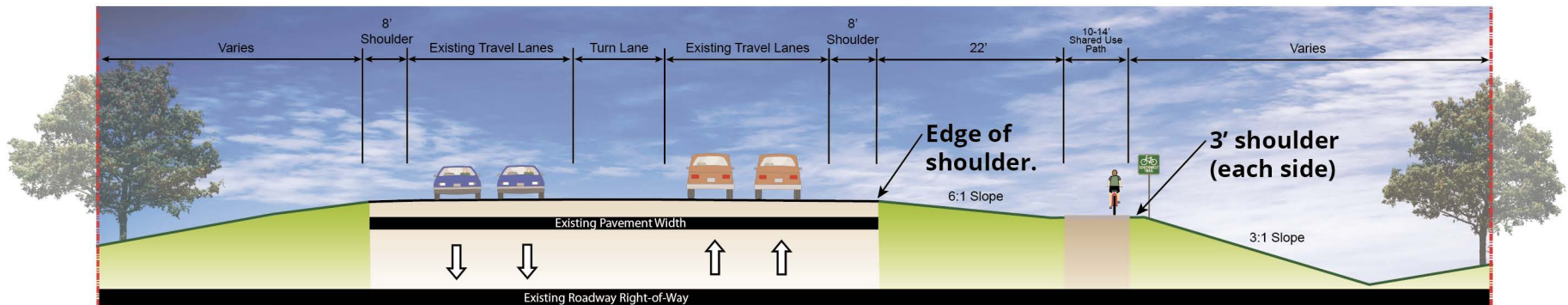
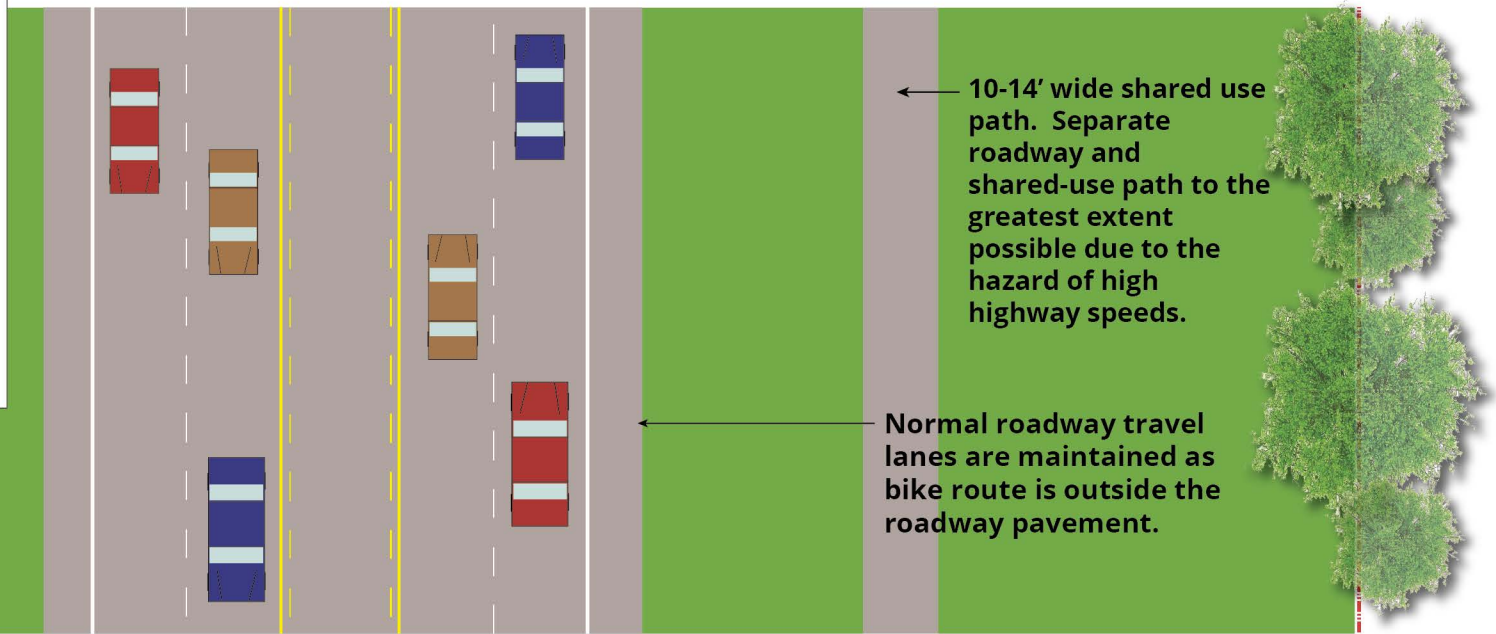
This condition is typically found in rural trail segments, where the pathway may be located in existing right-of-way and adjacent to an existing road.

## > Rural Trail Section

## > Within right-of-way

## > Off-Street

## > Shared Use Path



### Shared-use path along rural, 4-lane highway

This condition is found along Highway 70 between I-30 and Highway 88, where the future trail location was accommodated in the design of the roadway expansion project.

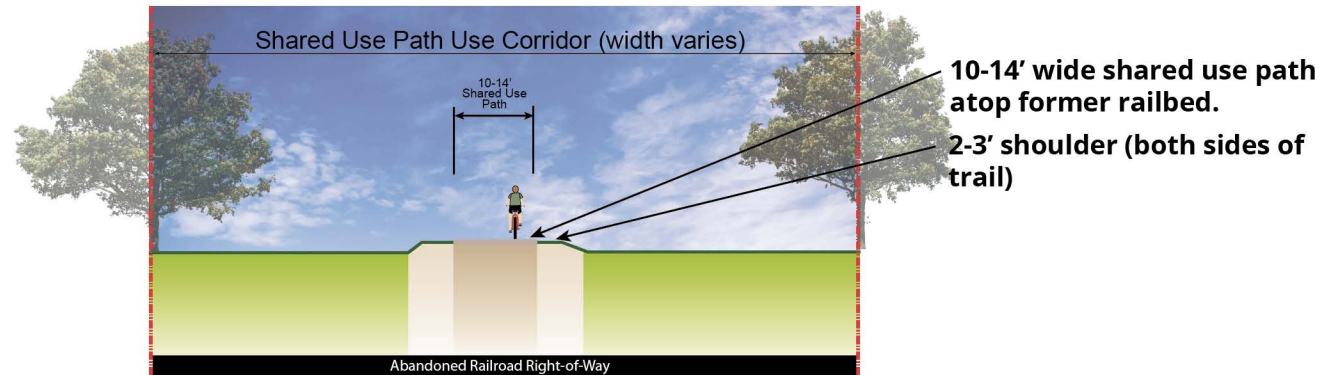
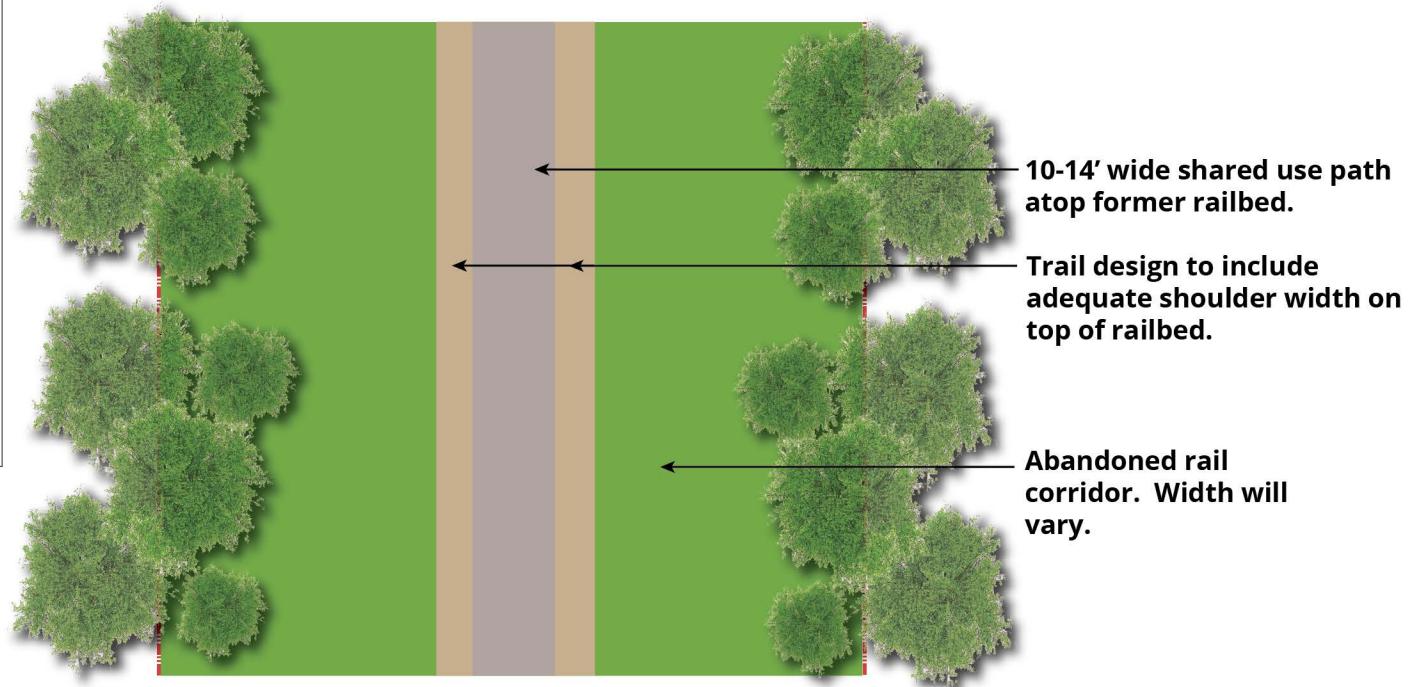
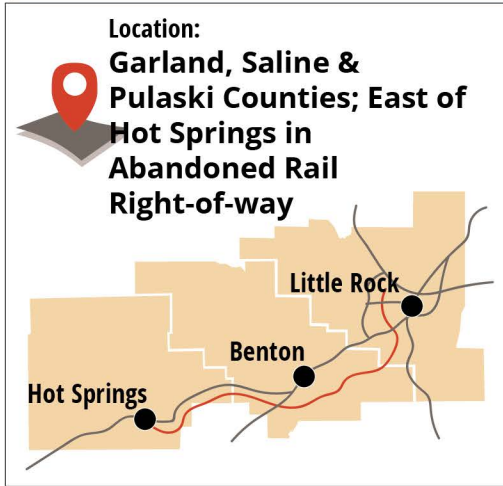


## > Urban or Rural Trail Section

## > Within Former Rail ROW

## > Off-Street

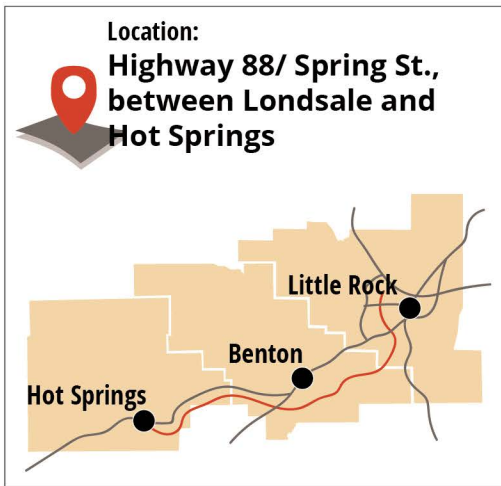
## > Shared Use Path



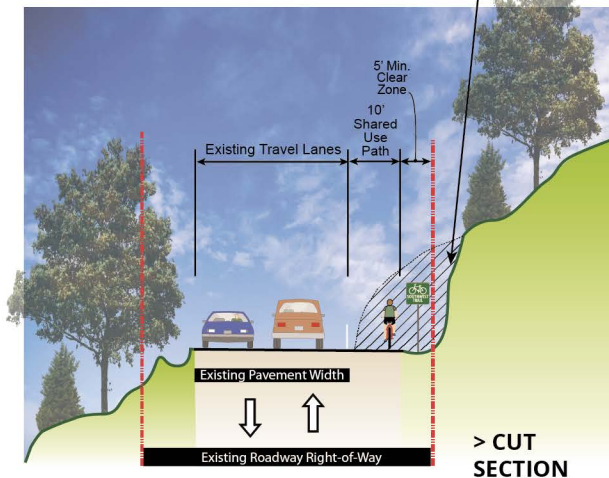
## Shared use path within abandoned railroad right-of-way

This possible condition is found within abandoned rail corridors in Pulaski County.

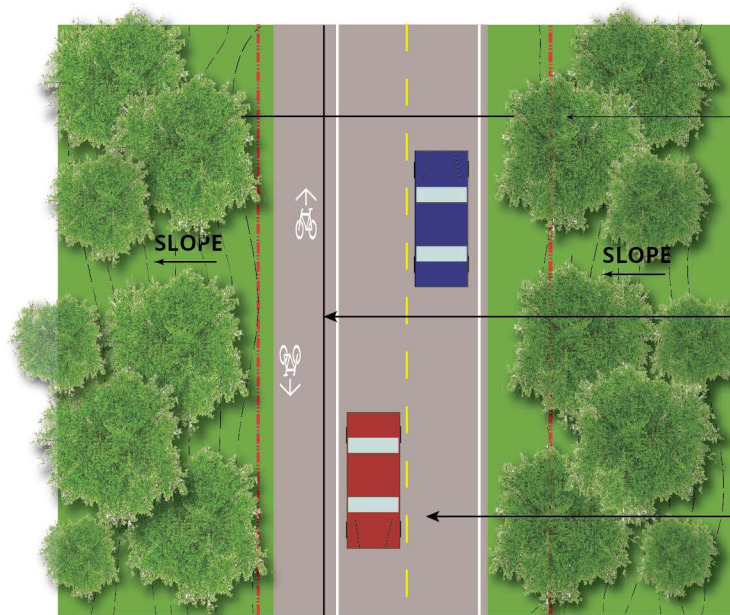
## > Rural Trail Section



Area of cut to extend path. Could include a backslope graded to match existing slope, or a retaining wall at the right-of-way line.



## > Within right-of-way



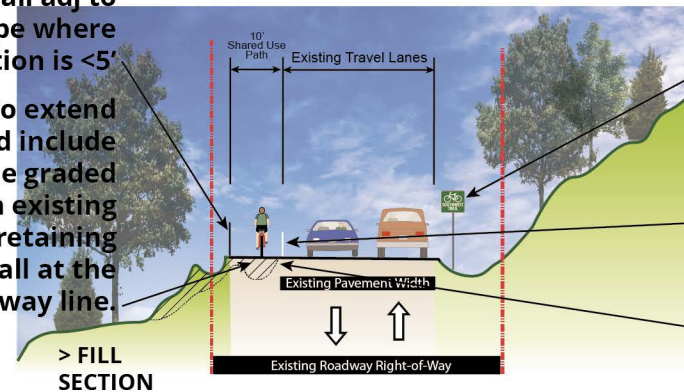
Slopes above and below the road may require modification if roadway is widened to include a pathway section.

Tube delineators to maintain separation between roadway and path users.

Normal roadway travel lanes are maintained as bike route along roadway pavement edge.

42" safety rail adj to slope where separation is <5'

Area of fill to extend path. Could include a backslope graded to match existing slope, or a retaining wall at the right-of-way line.



Along the route, identification signs or other regulatory signs will indicate the trail route, route destinations, and other pertinent information.

Tube delineators to maintain separation between roadway and path users.

Narrow widening of roadway to accommodate shared use path.

## Shared-use path along rural, 2-lane highway

This condition is found along a rural trail segment along Highway 88 (Spring Street), between Lonsdale and Hot Springs, where steep adjacent slopes will require modification in order to allow for trail construction along the existing the roadway.