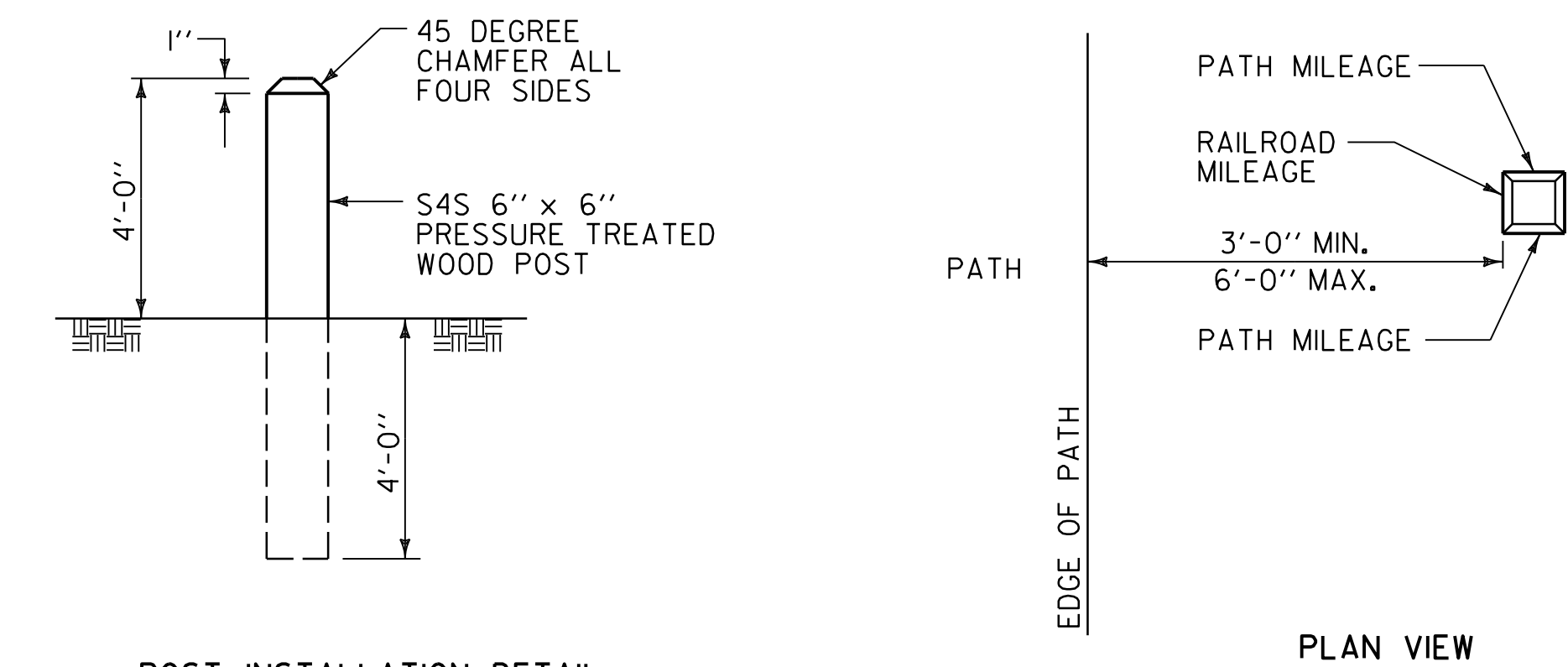
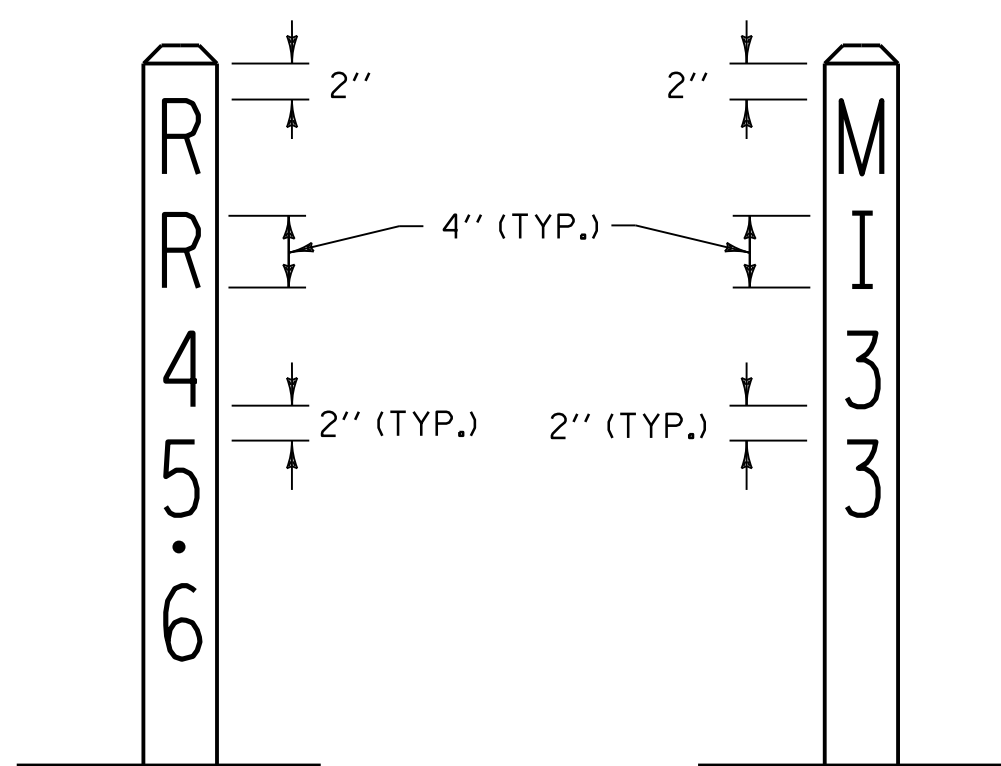




POST INSTALLATION DETAIL

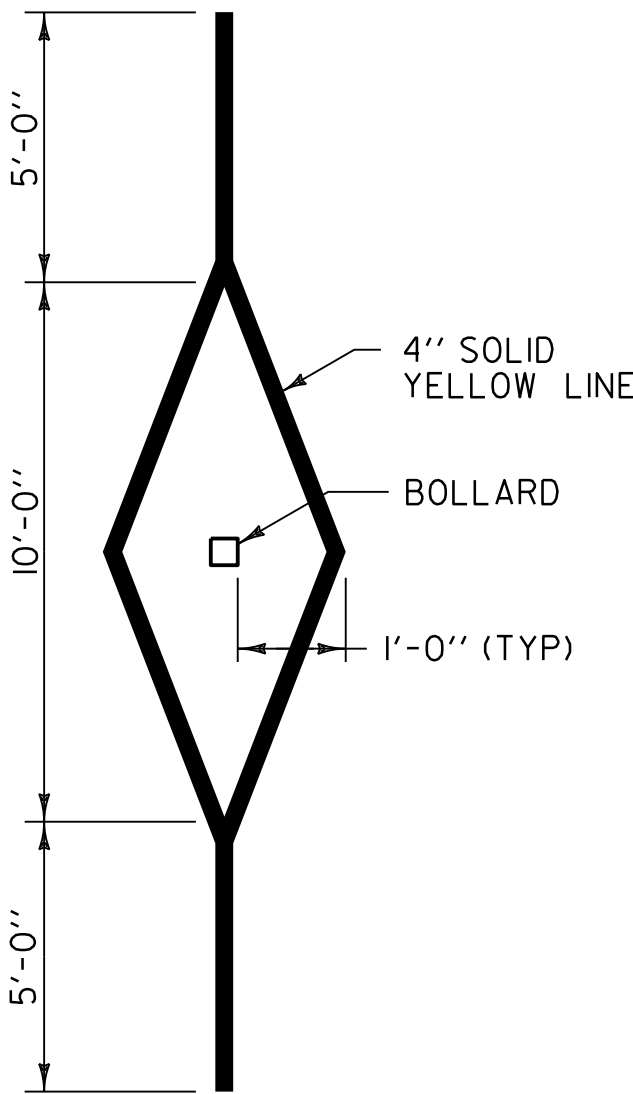


POST LETTERING DETAIL

POST LETTERING NOTES:

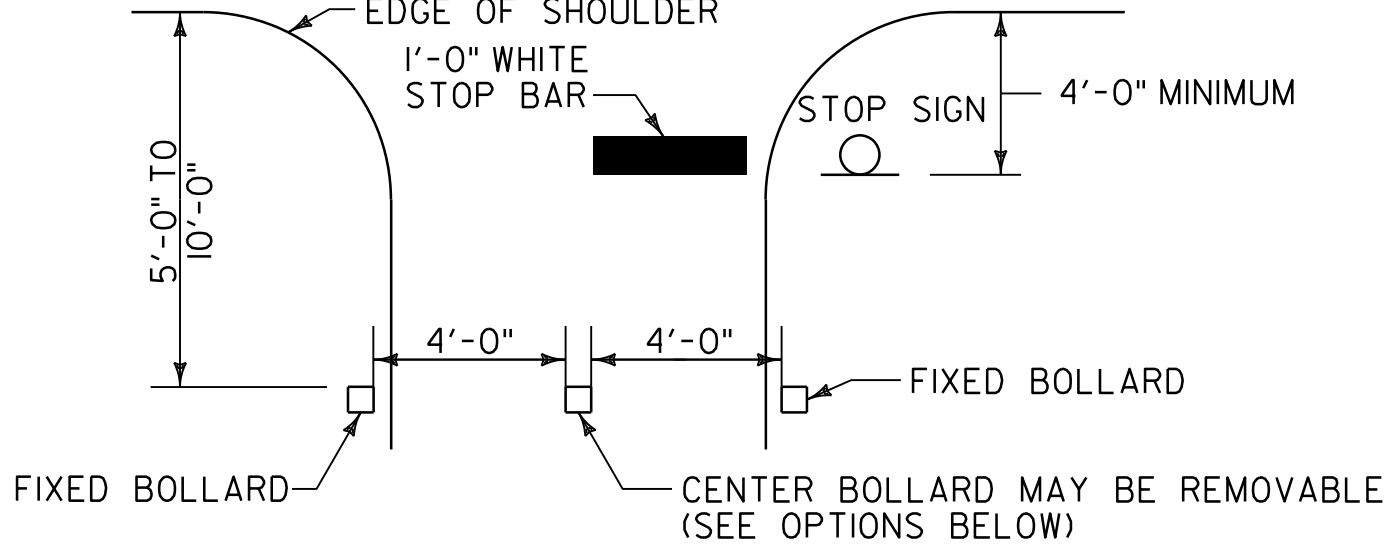
1. LETTERING SHALL BE ENGRAVED ON THREE FACES OF THE POST ON RAIL TRAILS AND TWO FACES FOR SHARED USE PATHS. THE DEPTH OF THE LETTERING SHALL BE 1/2" AT THE DEEPEST PART. LETTERING SHALL BE PAINTED WITH AN OIL BASED PRIMER AND TWO COATS OF OIL BASED WHITE PAINT. PAINTING WORK AND MATERIALS SHALL BE FURNISHED AS APPROVED BY THE ENGINEER.
2. "MI" SHALL PRECEDE THE PATH DISTANCE IN MILES WHERE RAILROAD DISTANCE IS ALSO SHOWN. WHEN USED ON SHARED USE PATHS WITHOUT RAILROAD DISTANCE, THE "MI" DESIGNATION IS OPTIONAL.
3. "RR" SHALL PRECEDE THE RAILROAD DISTANCE WHERE THESE POSTS ARE USED ON RAIL TRAILS, OTHERWISE THE "RR" DESIGNATION SHALL NOT BE USED.

PATH DISTANCE MARKER POST



NOTE:
WHERE THIS PAVEMENT MARKING IS USED IN CONJUNCTION WITH A STOP BAR, THE EXTENSION LINE SHALL TERMINATE AT THE STOP BAR.

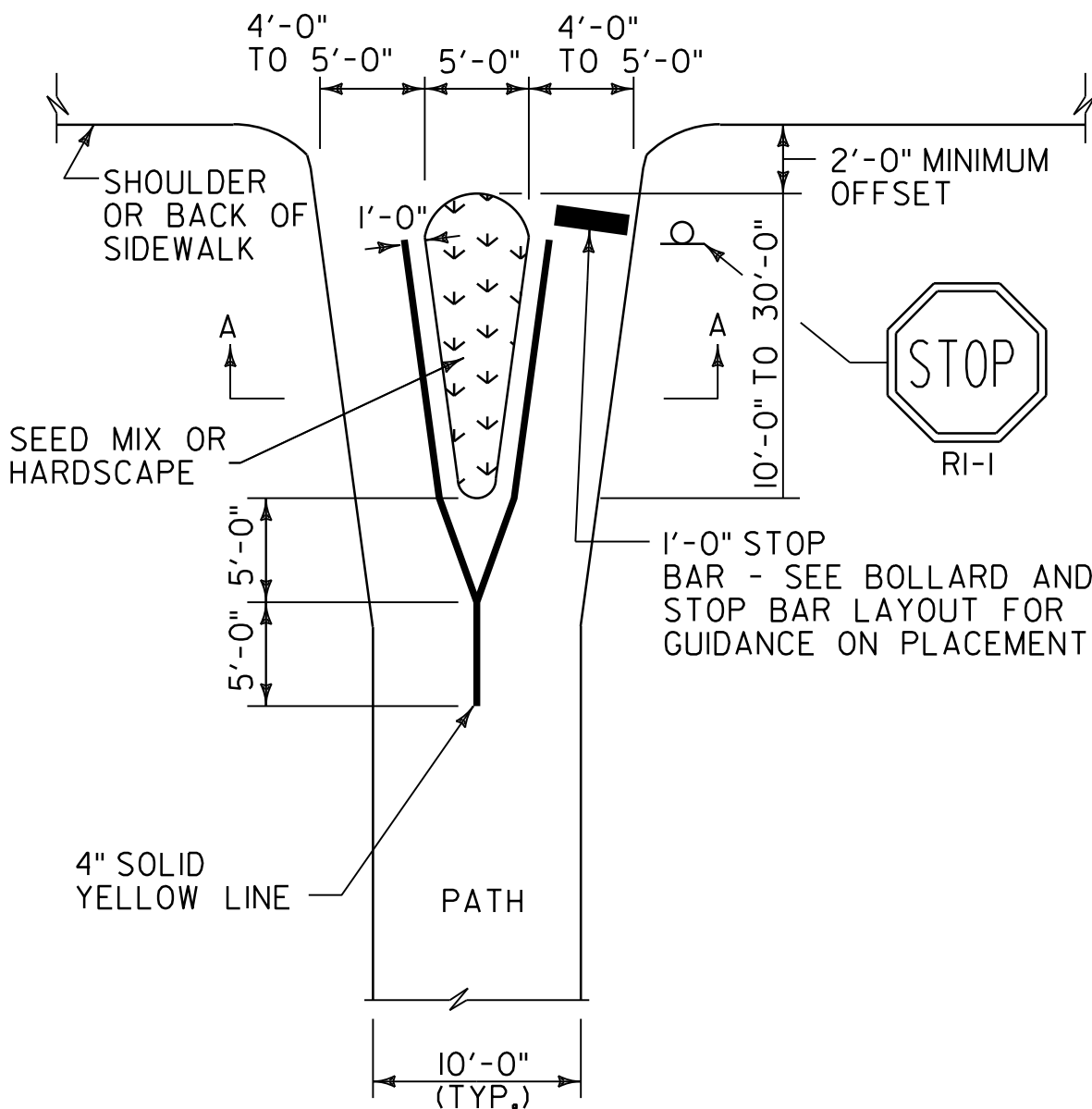
BOLLARD MARKING



NOTES:

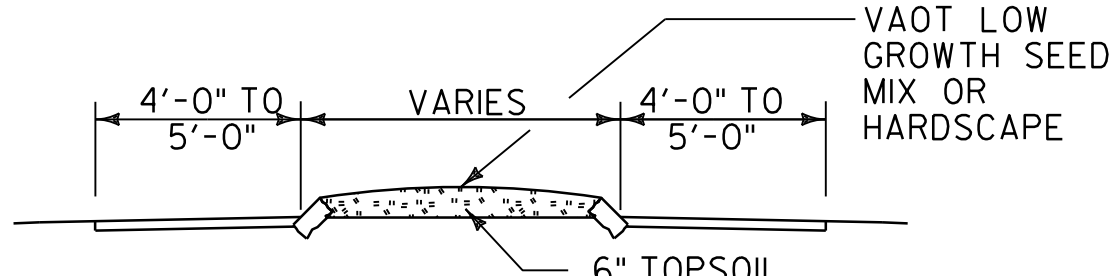
1. BOLLARDS ARE NOT A REQUIREMENT AT EVERY ROAD CROSSING. THEIR USE SHOULD BE BASED ON PREVAILING CONDITIONS INCLUDING PATH USE AND VOLUME, ROADWAY VOLUME AND ADEQUACY OF SIGHT DISTANCE. REFER TO AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.
2. MAY USE ONLY SINGLE BOLLARD CENTERED IN PATH.
3. IF USING MORE THAN ONE BOLLARD, USE AN ODD NUMBER WITH ADDITIONAL BOLLARDS PLACED BEYOND EDGE OF PATH SURFACE.
4. LOCATE STOP BAR AND SIGN AS CLOSE TO DESIRED STOPPING POINT AS POSSIBLE. STOP BAR AND SIGN SHOULD NOT BE LOCATED AT OR BEHIND BOLLARDS.
5. THE DESIRED STOPPING POINT IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS PATH USERS TO VIEW APPROACHING TRAFFIC.

BOLLARD AND STOP BAR LAYOUT



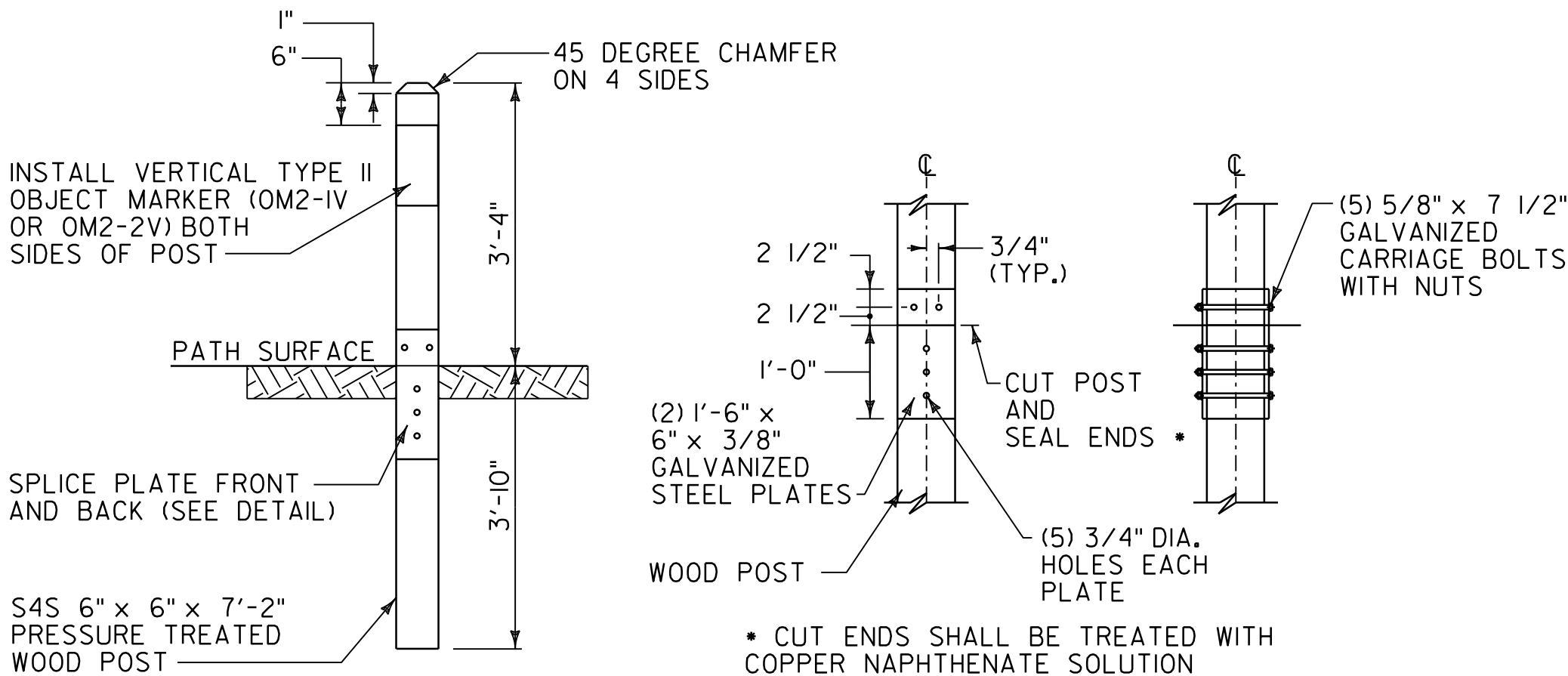
NOTES:

1. THIS TREATMENT MAY BE USED IN LIEU OF OR IN COMBINATION WITH BOLLARDS AS SHOWN ON THIS DRAWING.



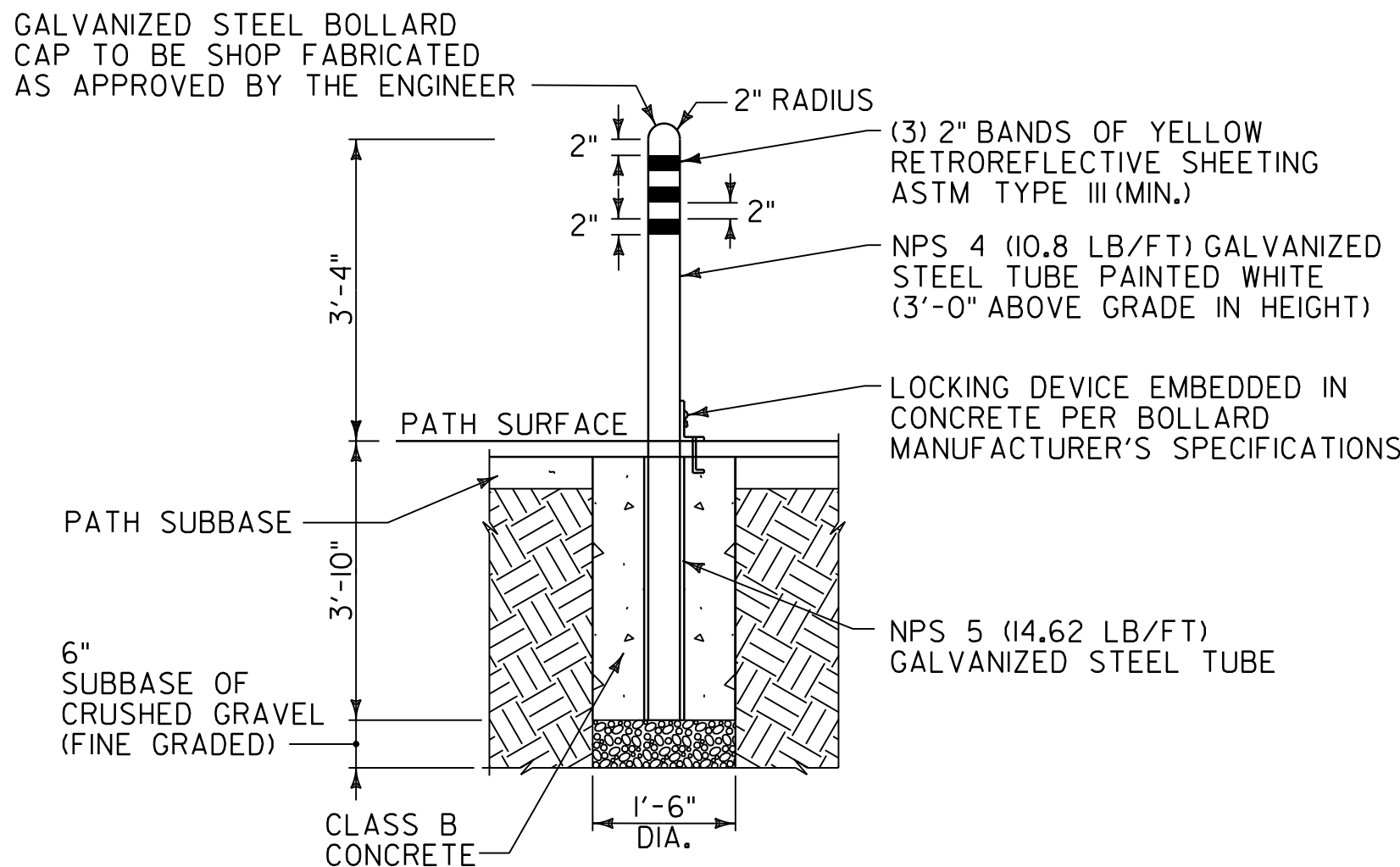
SECTION A-A

SPLIT PATH AT ROAD CROSSING



WOOD BOLLARD WITH SPLICE PLATE

(NOT RECOMMENDED WHERE SNOWMOBILE USE IS ANTICIPATED)



STEEL BOLLARD

BOLLARD NOTES:

1. BOLLARD DESIGNS SHOWN ARE INTENDED ONLY WHEN A REMOVABLE CENTER BOLLARD IS DEEMED NECESSARY TO PROVIDE MAINTENANCE OR EMERGENCY VEHICLE ACCESS OR TO FACILITATE SNOWMOBILE USE.
2. ALTERNATIVE REMOVABLE/COLLAPSIBLE BOLLARD DESIGNS MAY BE APPROVED BY THE ENGINEER.
3. REMOVABLE BOLLARD DESIGN MUST BE COORDINATED WITH APPROPRIATE STATE OR LOCAL MAINTENANCE ENTITY.

REV.	DATE	DESCRIPTION
0	MAR. 31, 2004	ORIGINAL APPROVAL
1	SEP. 20, 2017	REVISED NOTES, COMBINED WITH E-195
2	APR. 7, 2020	MISCELLANEOUS REVISIONS
3	JUN. 24, 2025	MISCELLANEOUS REVISIONS
OTHER STANDARDS REQUIRED: C-10		
APPROVALS ON FILE WITH VTRANS STANDARD DRAWING COMMITTEE		

SHARED USE PATH BOLLARD DETAILS



STANDARD
A - 80