

1. Minimum paved width for two-way bike path shall be 8 feet. Minimum paved width for one-way bike path shall be 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement. A 3-foot graded area is recommended. The clear width on structures between railings shall be not less than 8 feet.
2. The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet.
3. A yellow centerline stripe may be used to separate opposing directions of travel: (1) where there is heavy use; (2) on curves with restricted sight distance; and, (3) where the path is unlighted and nighttime riding is expected.
4. Bike paths closer than 5 feet from the edge of a highway shall include a physical divider to prevent cars from encroaching onto the bikeway.
5. Installation of "speed bumps" or other similar surface obstructions, intended to cause bicyclists to slow down in advance of intersections, shall not be used.
6. The maximum grade rate required for bike paths is 5 percent.
7. A minimum pavement thickness of 2 inches of asphalt concrete over 4 inches of aggregate base is required. Type "A" or "B" asphalt concrete with 1/2-inch maximum aggregate and medium grading is required. Drive approach to bike paths shall be per D-1, width 8 feet and no lip at flow line.
8. The surface of a bike path shall have a 2 percent cross-slope.
9. It may be necessary to install barrier posts ("bollards") at entrances to bike paths to prevent motor vehicles from entering. Where more than one post is necessary, a 5-foot spacing should be used to permit passage of bicycle-towed trailers, adult tricycles and to assure adequate room for safe bicycle passage without dismounting. Barrier post installations should be designed so they are removable to permit entrance by emergency and service vehicles.
10. Uniform signs, markings and traffic control devices are mandatory, per Section 2376 of the Streets and Highway Code.
 - a. The R1 sign shall be used on a bike path where it intersects a highway, where conditions demand, in the standard position on the right of the bike path.
 - b. The R39 sign may be used where it intersects a highway, but where the STOP sign is not warranted.
 - c. The R44A sign may be used to identify a bike path and prohibit motor vehicles and motorized bicycles from entering the bike path.

ENGINEERING DEPARTMENT		CITY OF MERCED, CALIF	
CLASS I BIKEWAY REQUIREMENTS			BW-2
DRAWN:	APPROVED BY:	DATE	
ENG.	<i>Steven M. Stroud</i>	5-2-80	
REVISED	CITY ENGINEER		
			SHEET OF