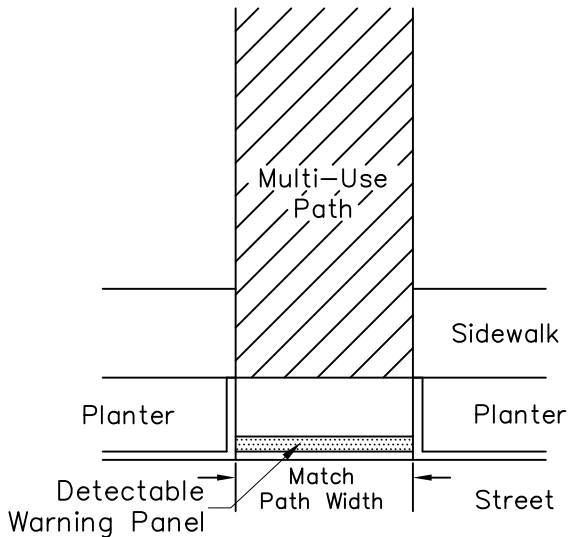


PARALLEL APPROACH  
Not to Scale



PERPENDICULAR APPROACH  
Not to Scale

**NOTES:**

1. Width - 12' standard for a two-way multi-use path  
- 12' along arterials  
- 10' minimum along collectors/streets
2. Lateral Clearance - A 3ft "shy" or clear distance (2' min.) shall be included on both sides of a multi-use path for safe operation.
3. Overhead Clearance - The standard clearance to overhead obstructions is 10 ft.
4. Separation from roadway - Where a path is parallel and adjacent to a roadway, there shall be a 5 ft or greater width separating the path from the edge of roadway, or a physical barrier of sufficient height should be installed.
5. Grades & Cross-slope - Maximum grade of 5% for bicycle use, with steeper grades allowed for up to 500 ft. When the terrain dictates, up to 8% may be used for short sections (< 300ft).
6. Curb Cuts - Curb cuts for bicycle access to multi-use paths should be built so they match the road grade without a lip. The width of the curb cut is the full width of the path when the approaching path is perpendicular to the curb and a minimum of 8 ft wide when the approaching path is parallel and adjacent to the curb. Greater widths may be needed on downhill grades.
7. Horizontal curve minimum radius = 50'.
8. Crossings - Roadway striping ladder style crosswalk. Street signing per MUTCD.
9. Pathway signage - Install yield or stop signs where paths cross streets.
10. Pavement section - 2" asphaltic concrete over 4" of  $\frac{3}{4}$ " crushed rock base on compacted subgrade.

REVISION	APPROVED	DATE	CITY OF COEUR d'ALENE STANDARD DRAWING	APPROVED BY:	
				<h1>MULTI-USE PATH</h1>	 CITY ENGINEER, PE 10804
			DWG NO.		M-34