

- Signing and Marking

Adequate signing and marking are essential on shared use paths, especially to alert bicyclists to potential conflicts and to convey regulatory messages to both bicyclists and motorists at highway intersections. In addition, guide signing, such as to indicate directions, destinations, distances, route numbers and names of crossing streets, should be used in the same manner as they are used on highways. In general, uniform application of traffic control devices, as described in the [MUTCD](#), provides minimum traffic control measures which should be applied.

- Pavement Structure

Hard, all weather pavement surfaces (such as asphalt or concrete) are preferred over those of crushed aggregate, sand, clay, or stabilized earth since these materials provide a much lower level of service and require higher maintenance.

The pavement structure below, Figure A-5-6.1, shall be used and shown on the pavement typical section sheet of the plans unless otherwise directed by the District Materials Engineer. Any additional information, such as changes in pavement depths, treatment of unsuitable materials, etc. shall be provided by the District Materials Engineer. Compaction of the asphalt concrete shall be completed by a minimum of 5 passes of a 8 ton smooth drum roller (no vibration). A sphalt density shall not be measured in accordance with the Roads and Bridge Specifications. This pavement structure typical section can be found in the CADD cell library under the name: Shared-Use Path Pavement Structure.\*

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\* Rev. 1/16