



FIGURE A-5-9 SHARED USE PATH TRANSITION FROM ROADWAY ONTO BRIDGE FOR DESIGN SPEEDS >45 MPH*

- Railroad Crossings

Railroad-highway grade crossings should be at a right angle to the rails. The greater the crossing deviates from this ideal crossing angle, the greater is the potential for a bicyclist's front wheel to be trapped in the flangeway causing loss of steering control. Consideration should be given to the crossing surface materials and to the flangeway depth and width.

- Bicycle Facilities Through Interchange Areas

Turning roadways provided for interchange ramp ingress and egress often require bicyclists to perform merging, weaving or crossing maneuvers with other vehicles. These conflict points are made challenging when a wide disparity in speed exists between traffic on the ramp and bicycle traffic crossing the ramp, and when grade separations create significant profile gradients. If a bike lane or route must traverse an interchange area, these intersection or conflict points should be designed to limit the conflict areas or to eliminate unnecessary uncontrolled ramp connections to urban roadways.

* Rev. 1/12