



FIGURE 2-22 PEDESTRIANS LOCATED TO OUTSIDE

Bicycles*

Bicycle accommodations should be considered on all DDI designs and, whenever possible, existing bike accommodations should continue through the interchange. Bicycles operating along the minor roadway through a DDI can be accommodated with the use of bicycle lanes or shared-use paths. If bike lanes or shoulders cannot be carried through the interchange due to space constraints, they should be terminated far enough in advance to encourage cyclists to mix with vehicle traffic. Bicycles are encouraged to stay in the right side of the right lane through a DDI. If a high volume of bicyclists is expected and a sidewalk is proposed, it should be widened and constructed using Shared Use Path design criteria as shown in RDM [Appendix A](#) and as given in AASHTO's *"Guide for the Development of Bicycle Facilities."* If bicycle lanes are carried through the interchange, bicyclists should be directed to stay to the right of traffic (on the inside) between the crossovers. Careful consideration needs to be given to the potential for bicycle-vehicle conflict and also to provide proper guidance for bicyclists so they do not attempt to ride on the wrong side between the crossovers.

Standards and Criteria

- Urban Low Speed criteria shall be followed along minor roadway of the DDI. A Design Exception is not required for Design Speed within the functional area of a DDI that does not meet the corridor design speed. (See Figure 2.16)
- Left-turn and through movements are relocated to the opposite side of the road on the bridge structure.
- The minimum spacing between crossovers should be 800 ft.
- The crossing angle of intersection should be between 30° and 50° (See Figure 2-17).
- The minimum design speed for the minor roadway shall be 25 mph.

* Added 7/14