

- 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.

- Structures

On new structures, the minimum clear width shall be the same as the approach paved shared use path, plus the minimum 2 foot wide clear areas on both sides of the path. Carrying the clear areas across the structures provides a minimum horizontal shy distance from the railing or barrier and it provides needed maneuvering space to avoid conflicts with pedestrians and other bicyclists who are stopped on the bridge. Railings, fences, or barriers on both sides of a path on a structure shall be a minimum of 54 inches (4.5 feet) high. In situations where the structure crosses a high speed or high volume road and objects are subject to being thrown (dangerously) off the structure, it may be desirable to totally enclose the path with fencing. Totally enclosing a path may also be desirable in other areas such as a waterway crossing.

When structures require a barrier separation between the travelway and the shared-use path see Figure A-5-9 for transition from roadway onto bridge.

- Drainage Grates\*

Grates shall be placed perpendicular to the direction of travel and the gaps between the drainage grate and its frame shall not be greater than 1 inch. Grates shall be within 0.25 inch of the new road surface.

