

Notes for Figure 6H-104(CA)—Typical Application 104(CA) Right Lane and Bike Lane Closure on Far Side of Intersection

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

Option:

- 3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right lane having significant right turning movements, then the right lane may be restricted to right turns only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.*
- 4. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.*
- 5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.*
- 6. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.*

Guidance:

- 7. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*
- 8. For long-term duration projects (see Section 6G.02), consideration should be given to installing signs in an overhead location.*

Option:

- 9. A high-level warning device (flag tree) may supplement the advance warning signs. Refer to Section 6F.62.*

Figure 6H-104 (CA). Right Lane and Bike Lane Closure on Far Side of Intersection (TA-104 (CA))

