

Notes for Figure 6P-54—Typical Application 54
Inside Lane Closure on a Multi-Lane Circular Intersection

Standard:

1. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities (see Figure 6P-29) shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**

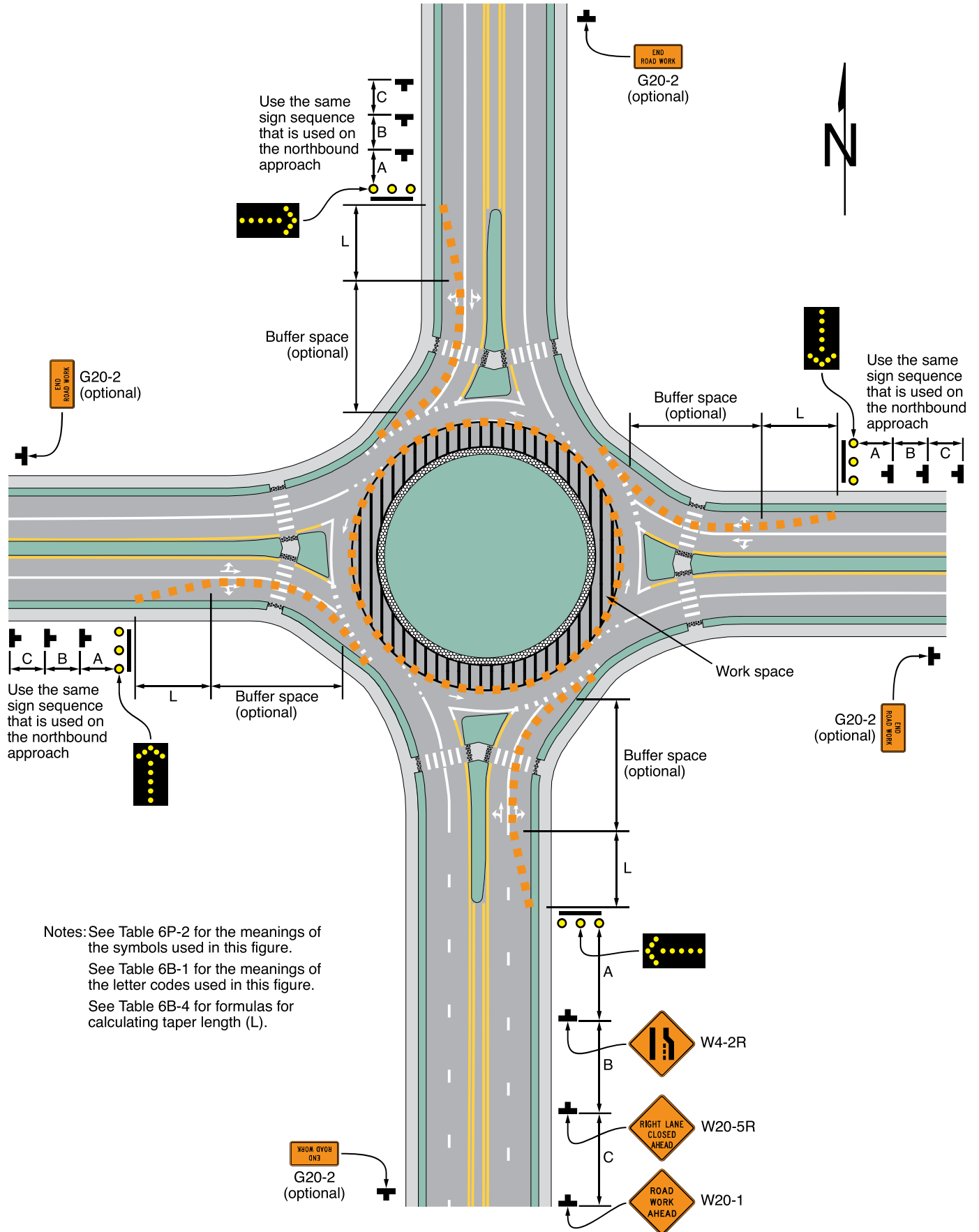
Guidance:

2. *Care should be exercised when establishing the limits of the TTC zone to ensure adequate sight distance in advance of the transition.*
3. *When designing the TTC and installing the channelizing devices for work activities at circular intersections, accommodations for the turning radius of wider heavy commercial vehicles should be considered.*
4. *Since the geometrics of the circular intersection will temporarily be altered, consideration should be given to establishing a truck detour for the duration of the project.*
5. *For intermediate or long-term work, the circular intersection should be closed if traffic cannot be accommodated, and traffic detoured with appropriate detour signing provided (see Figure 6P-8).*
6. *Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of $\frac{1}{2} S$ feet where S is the speed in mph. Temporary markings should be installed where needed.*

Option:

7. A portable changeable message sign may be used as part of the TTC plan to provide clear guidance to motorists on all approaches to the circular intersection.
8. On a multi-lane approach, a lane (or lanes) on either the left-hand side or the right-hand side may be closed.

Figure 6P-54. Inside Lane Closure on a Multi-Lane Circular Intersection (TA-54)



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