

COMBINED LANE

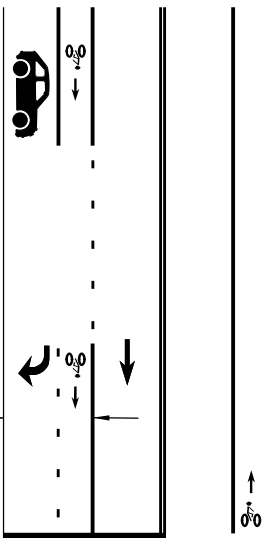
WHERE PAVEMENT WIDTH DOES NOT ALLOW FOR BOTH A DEDICATED BIKE LANE AND DEDICATED RIGHT TURN LANE APPROACHING THE STOP BAR, USE OF A COMBINED BIKE LANE/RIGHT-TURN LANE IS PERMITTED.

PLACE SHARED LANE MARKINGS AT THE BEGINNING AND END ON THE LEFT SIDE OF THE COMBINED LANE.

COMBINED BIKE LANE/RIGHT-TURN LANE WIDTH, W₂

THE WIDTH OF THE COMBINED BIKE LANE/RIGHT-TURN LANE SHOULD BE:
 9' MINIMUM
 13' MAXIMUM

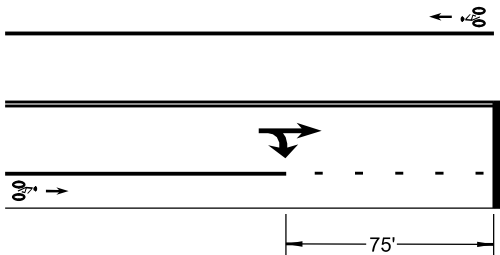
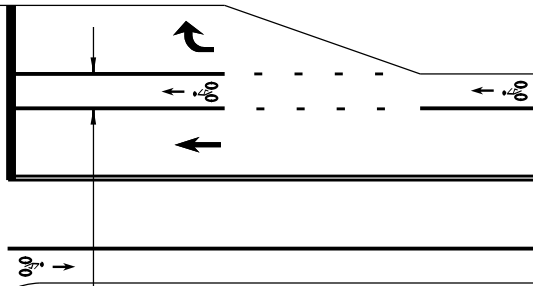
PLACE "EXCEPT BIKES" SUPPLEMENTAL PLACARD TO ANY "RIGHT TURN ONLY" SIGNAGE.



ADJACENT TO RIGHT-TURN LANE

USE BIKE LANE MINI-SKIPS THROUGH THE RIGHT-TURN LANE TAPER. THE BIKE LANE SHOULD CONTINUE TO THE LEFT OF THE RIGHT TURN LANE APPROACHING THE INTERSECTION.

PLACE "BEGIN RIGHT TURN YIELD TO BIKES" SIGNAGE AT BEGINNING OF RIGHT-TURN TAPER.



BIKE LANE WIDTH, W₁

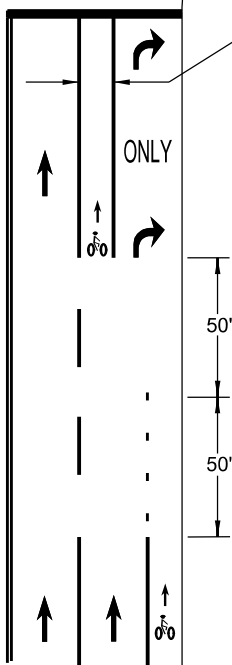
WHERE ADJACENT TO A RIGHT TURN LANE, THE BIKE LANE WIDTH SHOULD BE: 6' DESIRED
 4' MINIMUM

REFER TO NCDOT STANDARDS 1205.06, SHEET 1 of 5, FOR FOR TURN ARROW AND TEXT SPACING

ADJACENT TO THRU/RIGHT-TURN LANE

APPROACHING A SIGNALIZED INTERSECTION OR AN UNSIGNALIZED INTERSECTION WITH A RIGHT-TURN PEAK HOUR VOLUME GREATER THAN 100 VEHICLES, USE BIKE LANE MINI-SKIPS. "TURNING VEHICLES YIELD TO BIKES" SIGNAGE MAY BE USED.

ELSEWHERE, STRIPE THE BIKE LANE TO THE STOP BAR.



THRU LANE TRANSITION TO RIGHT-TURN LANE

USE MINI-SKIPS TO END THE BIKE LANE AT THE RIGHT-TURN LANE TRANSITION AND THEN CONTINUE BIKE LANE TO THE LEFT OF THE RIGHT-TURN LANE APPROACHING THE INTERSECTION.

BIKE LANE MINI-SKIPS

USE 2' DASHED WITH 6' GAPS TO END BIKE LANES AND INDICATE CONFLICT ZONES.

CITY OF RALEIGH STANDARD DETAIL

REVISIONS	DATE: 8/2020	NOT TO SCALE
	BIKE LANE SIGNS AND MARKINGS APPROACHING INTERSECTIONS	
B-10.03		