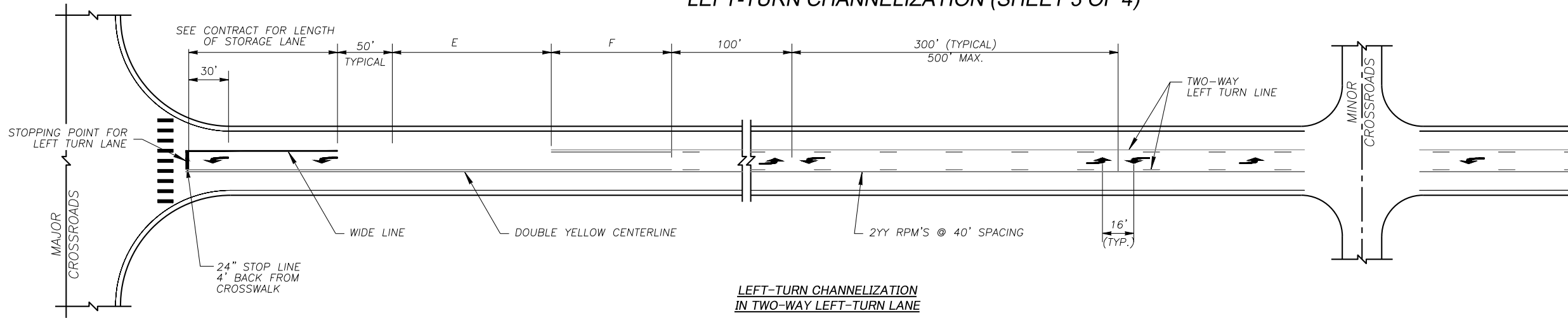


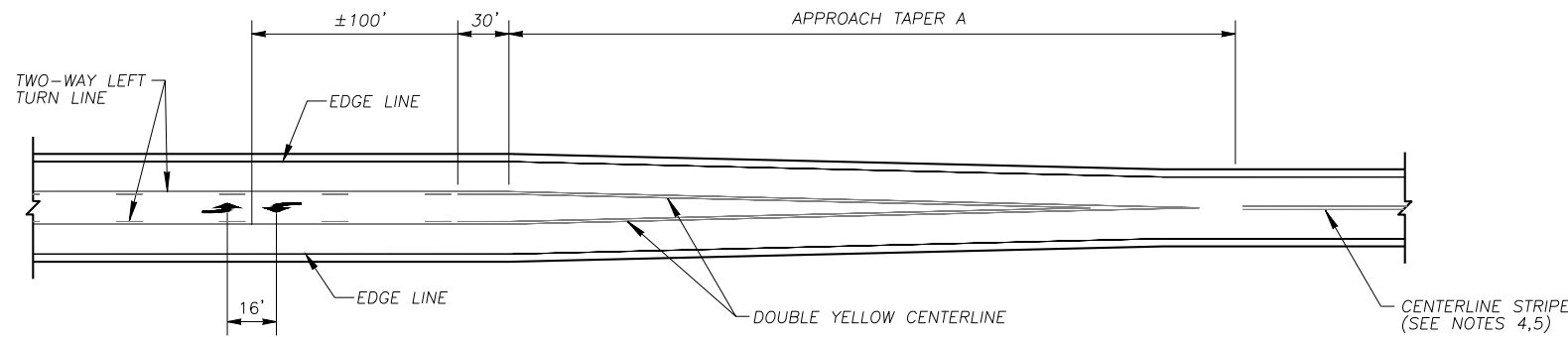
LEFT-TURN CHANNELIZATION (SHEET 3 OF 4)



LEFT-TURN CHANNELIZATION IN TWO-WAY LEFT-TURN LANE

NOTES:

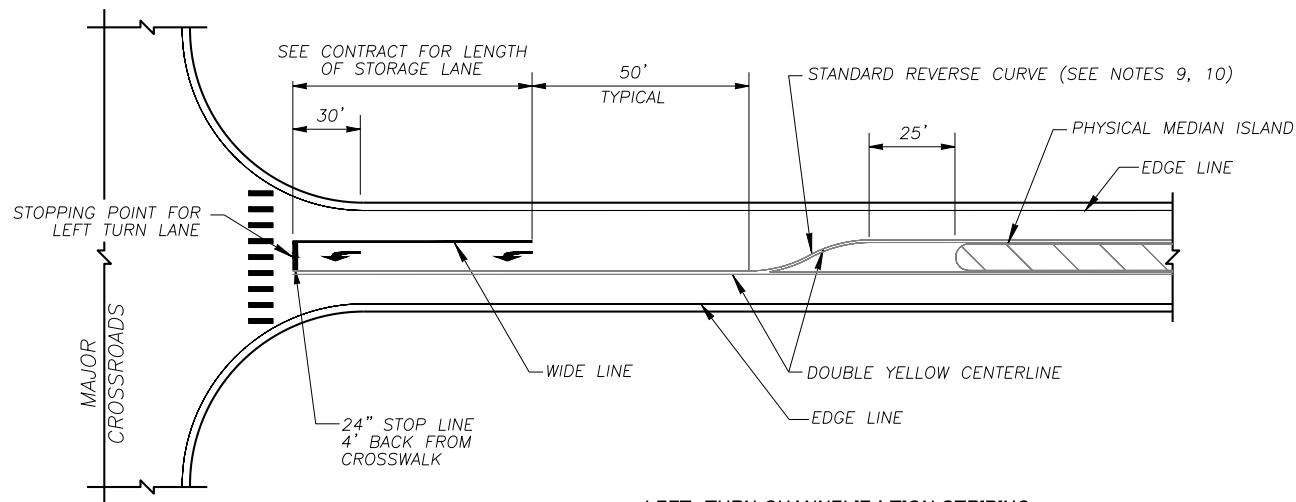
1. THE CHANNELIZATION SHOWN ON THIS PLAN ASSUMES OPTIMAL ROADWAY GEOMETRIC DESIGN. THE DIMENSIONS MAY VARY TO FIT EXISTING FIELD CONDITIONS. SEE CONTRACT FOR LANE WIDTHS.
2. THE CHANNELIZATION SHOWN ON THIS PLAN IS FOR A TWO-LANE HIGHWAY. THE CHANNELIZATION PLAN MAY BE USED ON FOUR-LANE UNDIVIDED HIGHWAYS WITH THE APPROPRIATE CONSIDERATIONS.
3. CENTERLINE STRIPING ON THE APPROACH TO A RAISED OR PAINTED CHANNELIZATION SHALL BE A NO PASS ZONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.
4. CENTERLINE STRIPING ON THE DEPARTURE FROM A RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
5. CENTERLINE STRIPING ON FOUR-LANE UNDIVIDED HIGHWAYS SHALL BE A DOUBLE YELLOW CENTERLINE.
6. THE TRAFFIC ARROWS SHOWN IN THE LEFT-TURN STORAGE LANE ARE TYPICAL. ARROWS MAY BE ADDED FOR LONGER STORAGE LANES OR DELETED FOR SHORTER STORAGE LANES. SEE CONTRACT PLANS.
7. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE LANE SHIFT 1: SPEED LIMIT (TAPER RATE A).
8. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
9. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.



TWO-WAY LEFT-TURN LANE TRANSITION

POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)
50 MPH	50:1	50:1
45 MPH	45:1	45:1
40 MPH	40:1	27:1
35 MPH	35:1	21:1
30 MPH	30:1	15:1
25 MPH	25:1	11:1

WITH WRITTEN JUSTIFICATION, TAPER RATE A\* MAY BE PERMISSIBLE.



LEFT-TURN CHANNELIZATION STRIPING ADJACENT TO A PHYSICAL MEDIAN ISLAND

POSTED SPEED	DIMENSION E	POSTED SPEED	DIMENSION F
≥ 50 MPH	130'	≥ 40 MPH	100'
≤ 45 MPH	90'	≤ 35 MPH	50'

◇ CAN BE REDUCED TO INCREASE STORAGE CAPACITY.

TWO-WAY LEFT-TURN AND MEDIAN CHANNELIZATION

REV. NO.	DATE	BY	APPR

DWG:



Department of Public Works  
**CLARK COUNTY**  
 WASHINGTON  
 proud past, promising future

LEFT-TURN CHANNELIZATION  
 SHEET 3 OF 4

APPROVED

*[Signature]*  
 COUNTY ENGINEER

07/17/19  
 DATE

STANDARD  
**T11.2**  
 DETAIL  
 DESIGNED  
 DRAWN  
 DATE