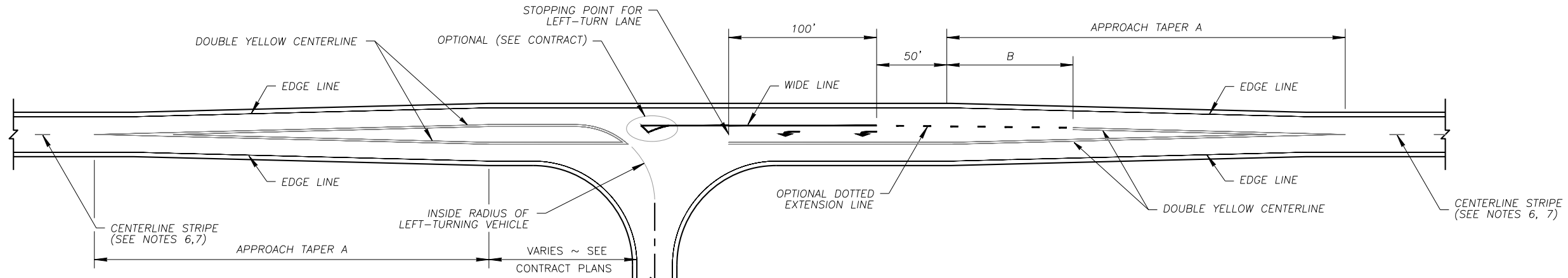


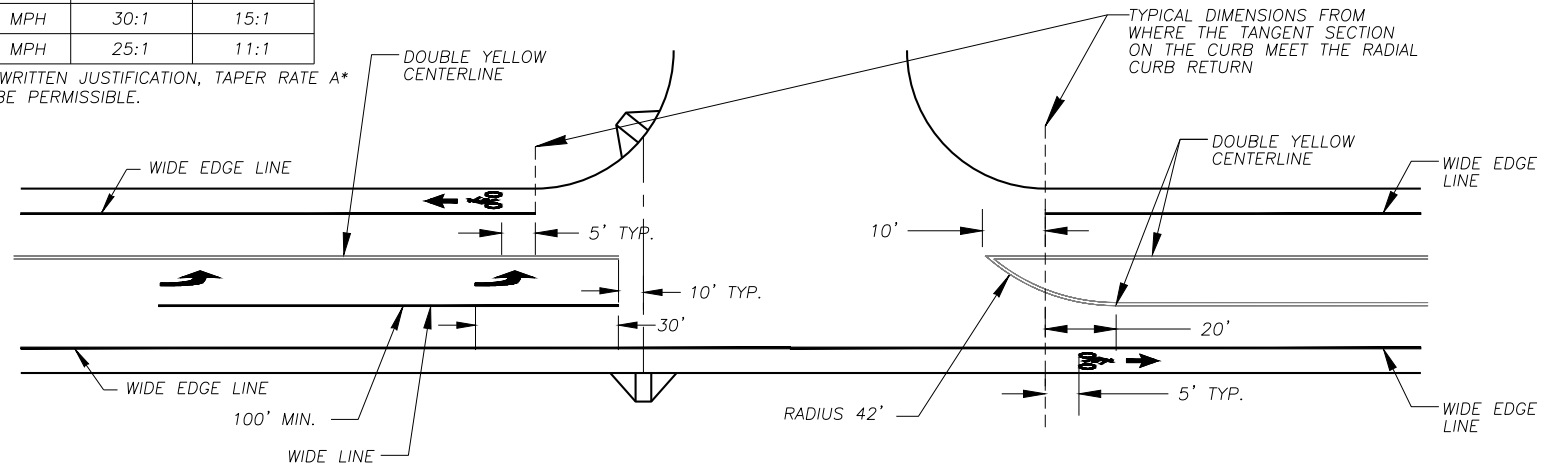
LEFT-TURN CHANNELIZATION (SHEET 2 OF 4)



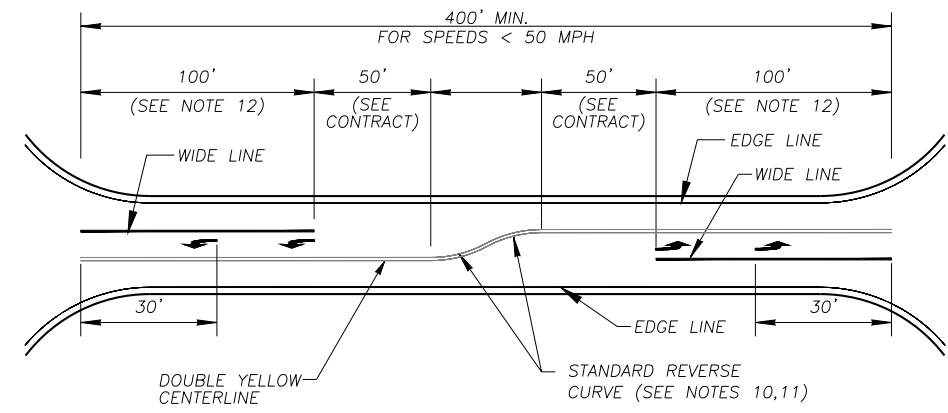
**LEFT-TURN CHANNELIZATION TEE INTERSECTION
ALTERNATE DETAIL**

POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)	POSTED SPEED	B
50 MPH	50:1	50:1	≥ 50 MPH	130'
45 MPH	45:1	45:1	≤ 45 MPH	90'
40 MPH	40:1	27:1		
35 MPH	35:1	21:1		
30 MPH	30:1	15:1		
25 MPH	25:1	11:1		

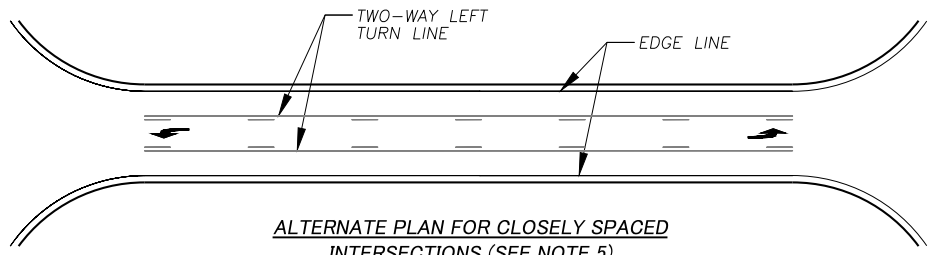
WITH WRITTEN JUSTIFICATION, TAPER RATE A* MAY BE PERMISSIBLE.



**LEFT-TURN CHANNELIZATION TEE INTERSECTION
TYPICAL DETAIL**



**LEFT-TURN CHANNELIZATION
BACK-TO-BACK LEFT-TURN LANES (SEE NOTES 2, 3, 4)**



ALTERNATE PLAN FOR CLOSELY SPACED INTERSECTIONS (SEE NOTE 5)

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. PROVIDING DEDICATED LEFT TURN LANES AT PUBLIC ROAD INTERSECTIONS IS THE PREFERRED OPTION.
3. PUBLIC ROAD INTERSECTIONS HAVE PRIORITY OVER PRIVATE ROADS AND DRIVEWAYS.
4. THE MINIMUM DISTANCE BETWEEN TWO INTERSECTIONS TO ACCOMMODATE BACK-TO-BACK LEFT TURNS LANES IS 400 FEET (TYPICAL) FOR SPEEDS LESS THAN 50 MPH.
5. USE ALTERNATE PLAN WHEN ACCOMMODATING LEFT TURN MOVEMENTS FOR CLOSELY SPACED INTERSECTIONS.
6. 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.
7. CENTERLINE STRIPING ON THE DEPARTURE FROM A RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
8. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE 1: SPEED LIMIT (TAPER RATE A).
9. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
11. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.
12. LEFT TURN STORAGE MAY BE REDUCED TO LESS THAN 100 FEET WITH JUSTIFICATION.

LEFT-TURN CHANNELIZATION TEE INTERSECTION AND BACK-TO-BACK TURN LANES

REV. NO.	DATE	BY	APPR

DWG:

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

LEFT-TURN CHANNELIZATION
SHEET 2 OF 4

APPROVED

07/17/19
DATE

COUNTY ENGINEER

STANDARD
T11.1
DETAIL
DESIGNED
DRAWN
DATE