LEFT-TURN CHANNELIZATION (SHEET 3 OF 4)

1. The channelization shown on this plan includes optimal roadway geometric design. The geometric design may vary to fit existing field conditions. See contract for lane width.
2. The channelization shown on this plan is only a two-lane channelization. The channelization plan may be used on four-lane undivided highways with the appropriate considerations.
3. Centerline striping on the approach to a divided or painted channelization shall be a no mark zone in accordance with the manual on uniform traffic control devices as determined by an engineering study.
4. Centerline striping on the departure from a divided 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 passing through the left-turn storage lane may be reduced for lower speed lanes or divided for shorter storage lanes. See contract plan.
7. The standard approach and departure taper rate shall be lane 1: speed limit (feet per mile).
8. Reflective pavement marking spacing for the centerline on the taper is 40 feet.
9. The standard reverse curve radius for speeds less than 30 mph is 150 feet.
10. The standard reverse curve radius for speeds less than equal to 30 mph is 200 feet.

TWO-WAY LEFT-TURN AND MEDIAN CHANNELIZATION