LEFT-TURN CHANNELIZATION (SHEET 4 OF 4)

DOUBLE LEFT-TURN CHANNELIZATION WITH RIGHT TURN POCKET

SINGLE LEFT-TURN CHANNELIZATION FACING OPPOSING DOUBLE LEFT TURNS

DOUBLE LEFT-TURN CHANNELIZATION

LEFT-TURN CHANNELIZATION (SHEET 4 OF 4)

Department of Public Works
Clark County
Washington

07/17/19

T11.3

07/10/19
RIVERA

APPROVED

07/17/19

In accordance with the Manual on Uniform Traffic Control Devices or as determined by an engineering study.

CENTRAL LANE STRIPING ON THE APPROACH TO A PAIRED OR PAINTED CHANNELIZATION SHALL BE 2-1/2 IN. PAINTED LANE WIDTH IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.

CENTRAL LANE STRIPING ON FOUR LANE UNDIVIDED MEDIANS SHALL BE A DOUBLE YELLOW CENTERLINE.

THE TRAFFIC JAMS SHOWN IN THE STORAGE LANE ARE TYPICAL. ARRAYS MAY BE ADJUSTED FOR LONGER STORAGE LANES ON CENTERLINE FOR SHORTER STORAGE LINES. SEE CONTRACT PLAN.

THE STANDARD APPROACH AND EXITING TRAFFIC WAVE SHALL BE 100 FEET.

PITCHED CENTERLINE MARKERS SPACING FOR THE CENTERLINE IN THE TREATMENT IS 20 FEET.

THE STANDARD DESIGNED CURVE RADII FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.

THE STANDARD DESIGNED CURVE RADII FOR SPEEDS EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.

T11.3

LEFT-TURN CHANNELIZATION

SHEET 4 OF 4

APPROVED

07/17/19

RIVERA

07/10/19