

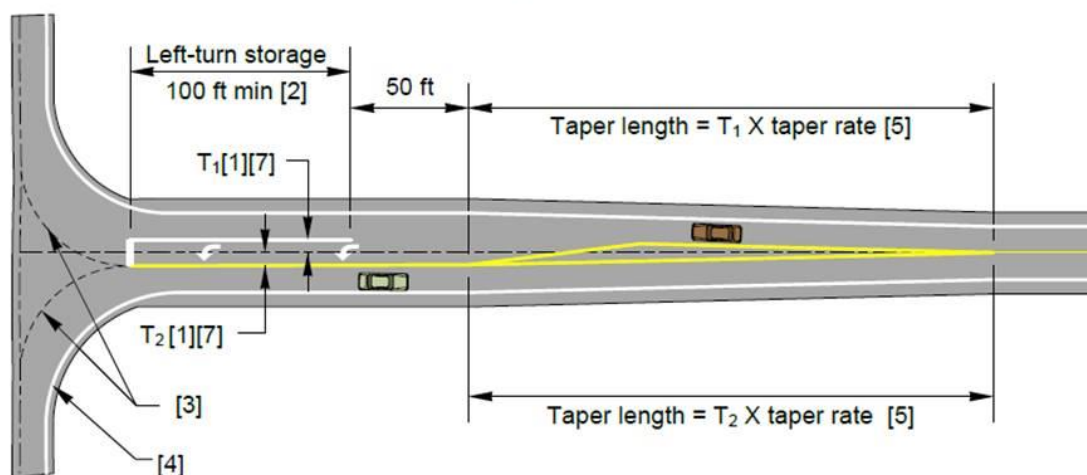
Tam,

As requested, below is what we do for left turn lanes at intersections. We do the below design for intersections, not necessarily for road approaches. I'm sure the left turn lane you originally had, before the paving project, was designed especially for your situation and, as you said, worked for your needs.

I think your message should be that the left-turn lane you had before worked well for the kinds of vehicles (motorhomes and travel trailers) turning left and the number of vehicles turning left into your road approach. But, the way the left turn lane was striped after the paving project is much smaller and does not accommodate the left turning vehicles or get them out of the through lane. You just want it changed back to the way it was before the paving project.

I suggest you call Steve Kim (Olympic Region Traffic Engineer) at [\(360\) 357-2670](tel:3603572670). He needs to know and can find out who else need

Exhibit 1310-10a Median Channelization: Widening



Notes:

- [1] The minimum width of the left-turn storage lane ($T_1 + T_2$) is 11 ft.
- [2] For left-turn storage length, see Exhibits 1310-7b for 4-lane roadways or 1310-8a through 8c for 2-lane roadways.
- [3] Use turn simulation software (such as AutoTURN®) to verify the design vehicle can make the turn.
- [4] For right-turn corner design, see Exhibit 1310-6.
- [5] For desirable taper rates, see Table on this Exhibit. With justification, taper rates from the Table in Exhibit 1310-10c may be used.
- [6] For pavement marking details, see the *Standard Plans* and the *MUTCD*.
- [7] Where curb is provided, add the width of the curb and the shoulders to the left-turn lane width. For shoulder widths at curbs, see 1310.03(6) and Chapter 1230.

T_1 = Width of left-turn lane on approach side of centerline
 T_2 = Width of left-turn lane on departure side of centerline

Posted Speed	Desirable Taper Rate [6]
55 mph	55:1
50 mph	50:1
45 mph	45:1
40 mph	40:1
35 mph	35:1
30 mph	30:1
25 mph	25:1

