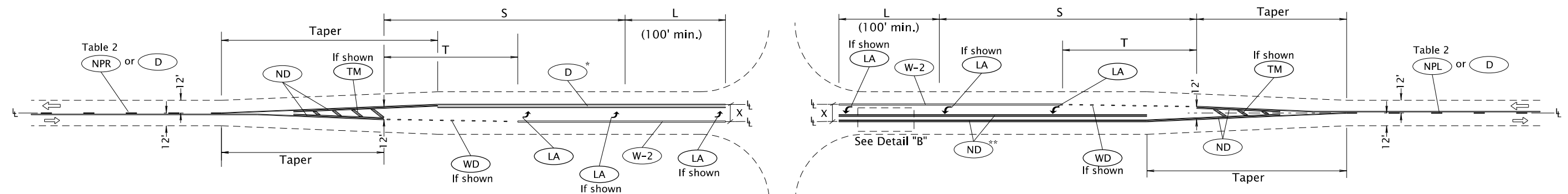
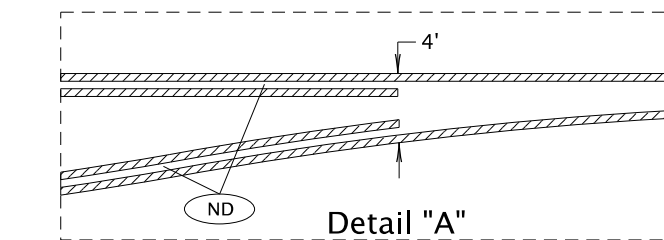
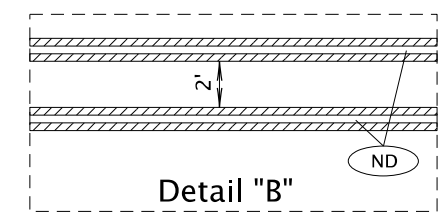


OPTION 1



OPTION 2



- * Use two sets of ND if X is more than 15 ft
 ** Use D if X is 15 ft or less

Increasing stationing from
left to right for all drawings

Table 1: Data Table

Design Speed (mph)	Taper Rate	T (ft)	S (ft)	X (ft)
25	15:1	100	120	14
30	15:1	100	120	14
35	25:1	110	130	14
40	30:1	120	170	14
45	45:1	135	215	14
50	50:1	145	265	14
55	55:1	160	320	14
60	55:1	170	385	16
65	55:1	180	450	16
70	55:1	180	520	16

L = storage length (100 ft min)

$$R (ft) = \frac{T^2 + d^2}{4 (d)} ; d = \text{lateral distance of reversing curves}$$

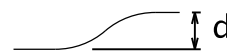


Table 2: No-Passing Zone Table

Posted or 85 percentile speed (mph)	25	30	35	40	45	50	55	60	65	70
Minimum No-Passing length needed (ft)	450	500	550	600	700	800	900	1000	1100	1200

LEGEND

- ← Direction of Travel
 L — Lane line dimensions are shown on the striping plans

Notes to Designer:

- OPTION 1 shall be used for the followings:
 - vertical crest curves
 - horizontal curves
 - multiple left-turn lanes
 - end-to-end left turn lanes
- OPTION 2 shall only be used upon approval from Region Traffic.

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

LEFT TURN CHANNELIZATION

DETAIL NO.

DET4561