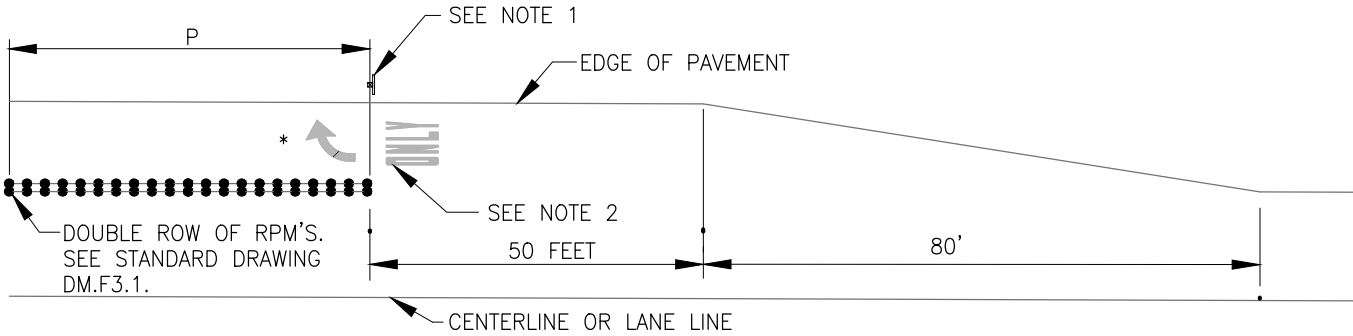


LEFT TURN OR RIGHT TURN POCKET FROM TWO THRU LANES



RIGHT TURN ADD LANE

CHANNELIZATION TAPER FORMULA T

$T = WS$ (45 MPH OR MORE)

$T = \frac{WS^2}{60}$ (0 TO 40 MPH)

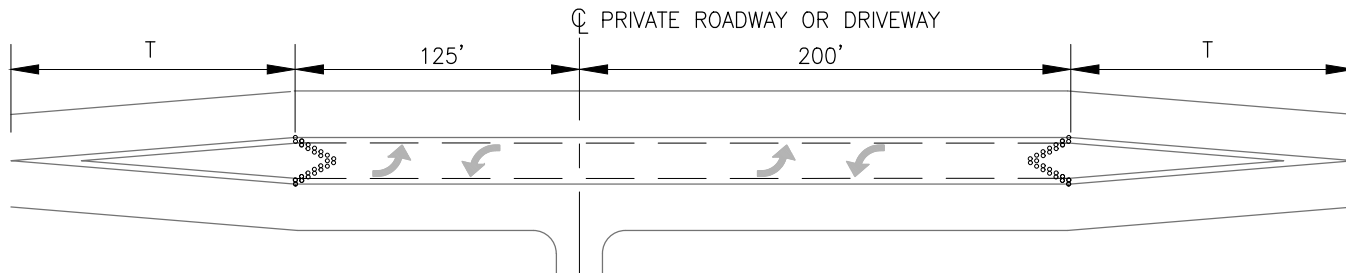
S = SPEED LIMIT (MPH)

W = OFFSET FROM NORMAL CENTERLINE (FT)

T = LENGTH OF TAPER (FT); INCREASE TAPER BY 50% WHEN LOCATED ON A CURVE

TURN LANE STORAGE LENGTH P

TO BE DETERMINED BY THE ENGINEER (100' MINIMUM). SEE DESIGN PLANS FOR SPECIFIC LENGTH.



TWO-WAY LEFT TURN LANE AT DRIVEWAY OR PRIVATE ROADWAY

DESIRABLE MINIMUM SEGMENT LENGTHS SHOWN

NOTES:

1. RIGHT AND LEFT TURN DROP LANES SHOULD ALSO BE SUPPLEMENTED WITH R3-7 (GROUND MOUNT) AND/OR R3-5 (OVERHEAD MOUNT) LANE CONTROL SIGNS.
2. SEE STANDARD DRAWING DM.F4.1 FOR NUMBER AND SPACING OF ARROW AND "ONLY" MARKINGS FOR LEFT AND RIGHT TURN POCKETS.
3. INSTALL ONE ARROW AND "ONLY" AT BEGINNING OF 8" GORE SKIP LINE; INSTALL SECOND ARROW AND "ONLY" AT 45% OF GORE SKIP WHEN LENGTH OF GORE SKIP IS \geq 250'.

NOT TO SCALE



CITY OF DES MOINES
PUBLIC WORKS DEPARTMENT

ENGINEERING SERVICES
21650 11TH AVENUE SOUTH
DES MOINES, IA 50319



PAVEMENT MARKINGS

DM.F4.2

REVISED: 02/23