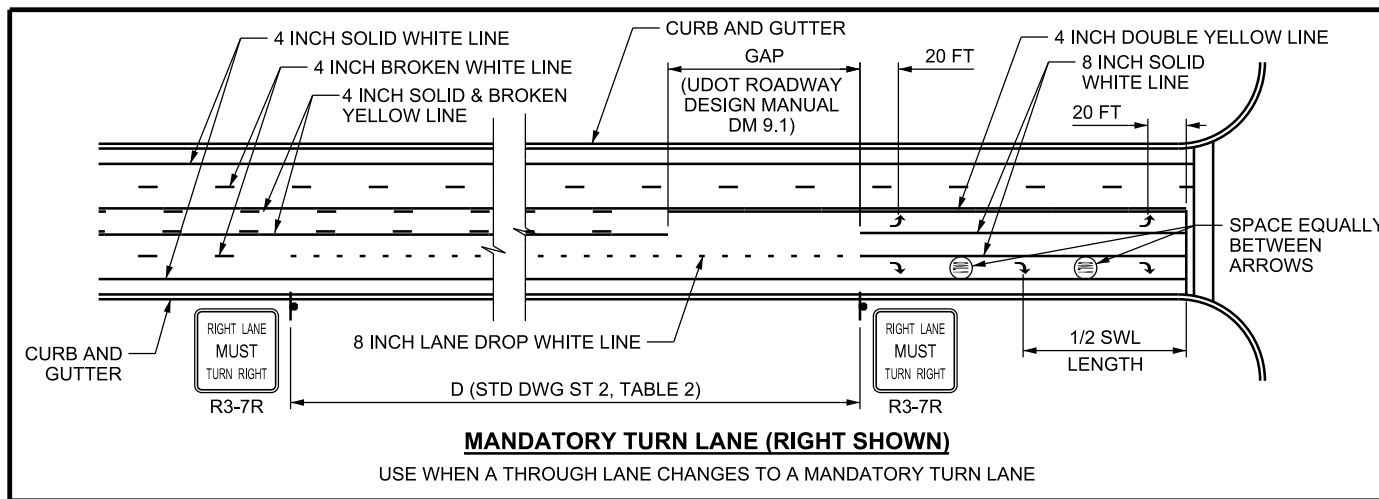
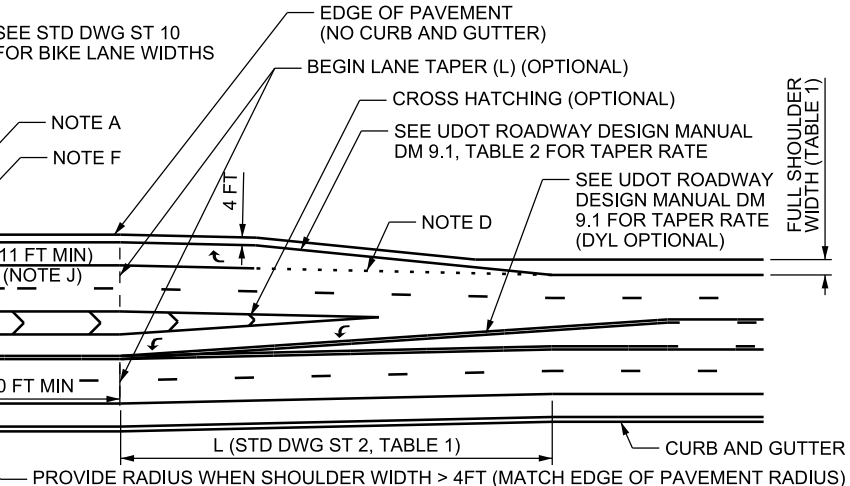
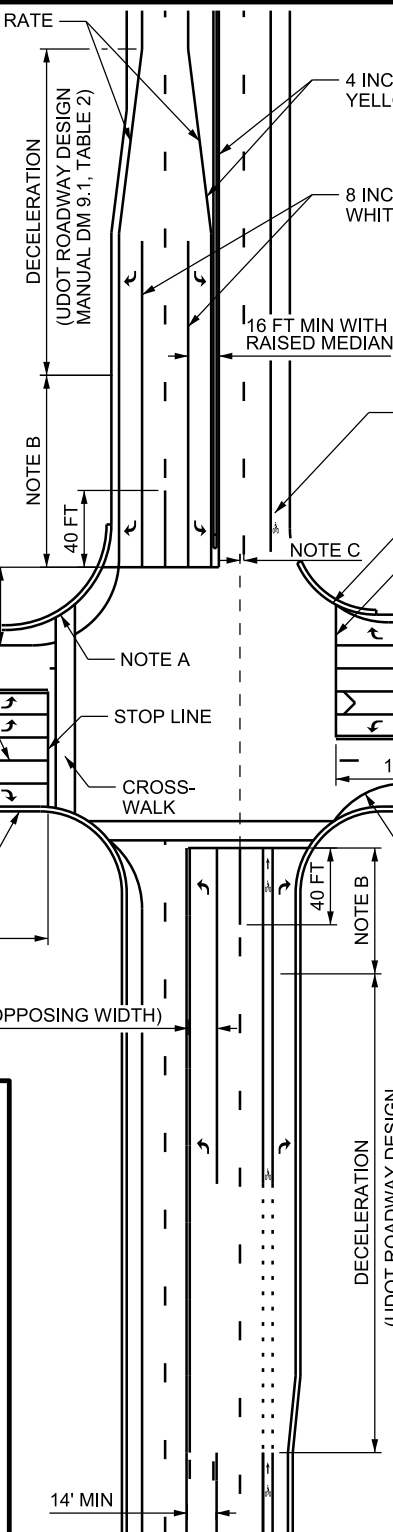
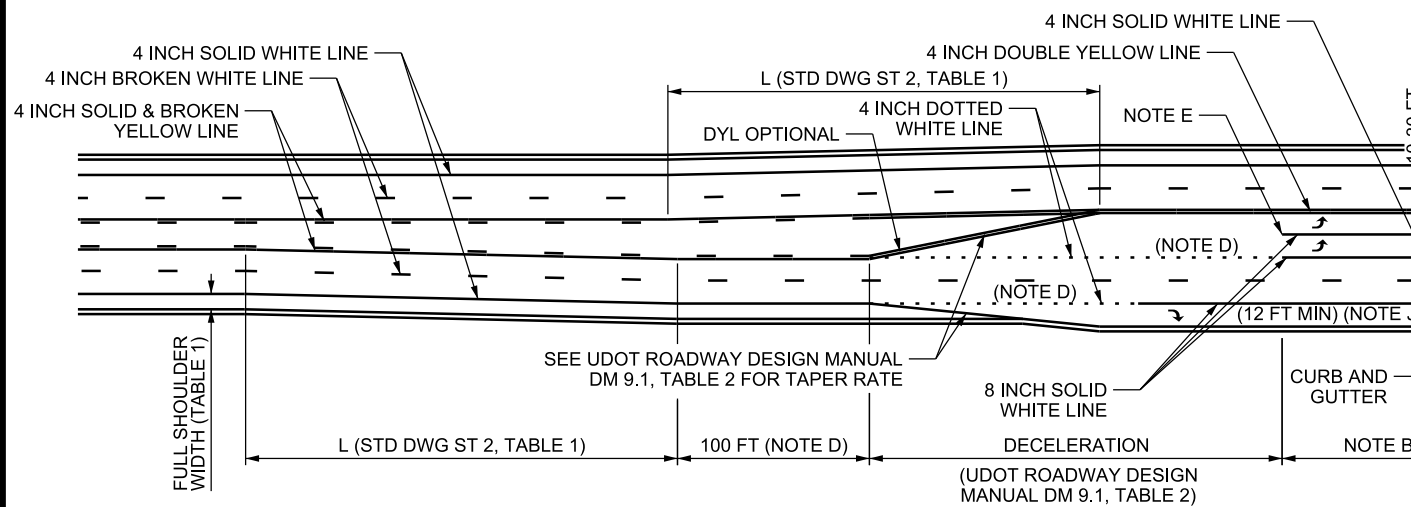
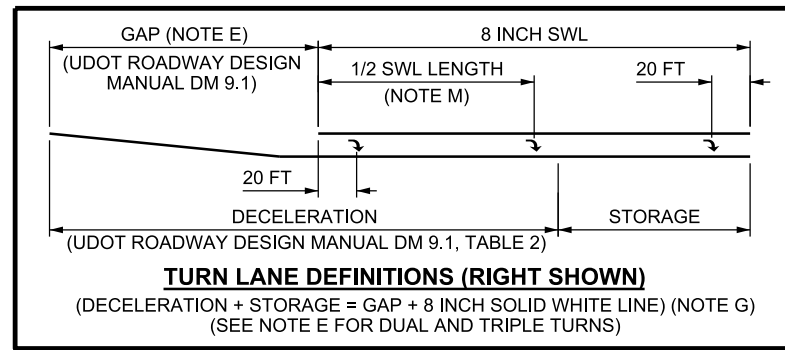
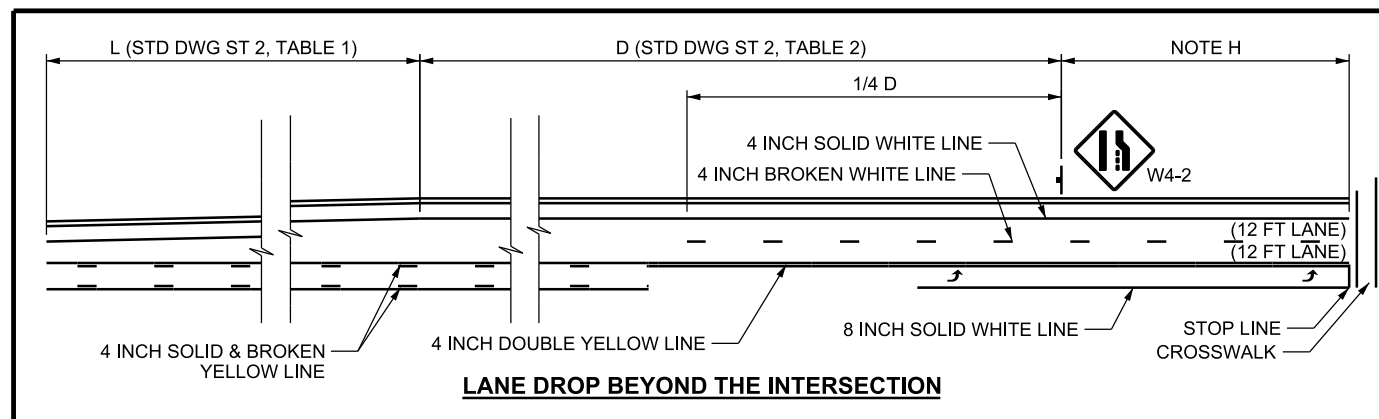


SEE UDOT ROADWAY DESIGN MANUAL DM 9.1, TABLE 2 FOR TAPER RATE

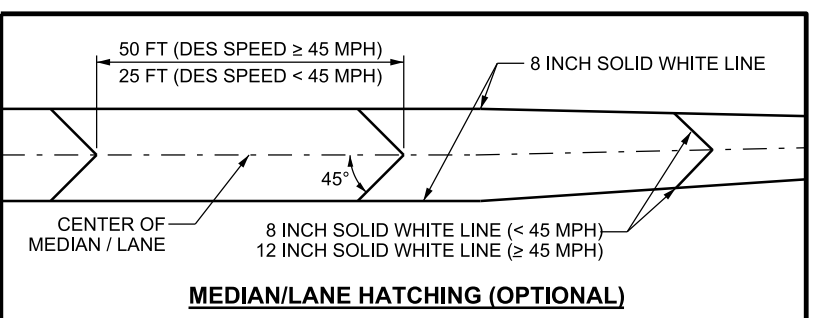


- DESIGN NOTES:**
- A. DESIGN ALL EDGES OF PAVEMENT AND STOP LINE OR RAISED MEDIAN OFFSETS TO ACCOMMODATE DESIGN VEHICLE (WB-67, OR AS DIRECTED BY THE REGION TRAFFIC ENGINEER). DESIGN STRIPING TO ACCOMMODATE STANDARD (P) DESIGN VEHICLES.
 - B. DETERMINE STORAGE LENGTH (PEAK HOUR) BY ENGINEERING ANALYSIS; MINIMUM 100 FT LENGTH. RIGHT AND LEFT TURN STORAGE LENGTHS MAY BE LENGTHENED BASED ON THROUGH-LANE STORAGE LENGTHS.
 - C. MAXIMUM THROUGH AND LEFT-TURN LANE OFFSET ACROSS AN INTERSECTION (MEASURED FROM STRIPE BETWEEN LANES) IS 1 FT UNLESS APPROVED BY THE REGION TRAFFIC ENGINEER (2 FT MAXIMUM). PROVIDE PROPER INTERSECTION SIGHT DISTANCE FOR OPPOSING LEFT TURN LANES.
 - D. PROVIDE A 4 INCH DOTTED WHITE LINE ACROSS THE OPENING TO HELP DELINEATE THE LANES IF THE TURN LANE OPENING IS ON A CURVE OR THE 100 FT TANGENT PRIOR IS OMITTED (AS DIRECTED BY THE REGION TRAFFIC ENGINEER).
 - E. USE THE DECEL LENGTH FOR THE GAP LENGTH FOR DUAL AND TRIPLE TURN LANES.
 - F. SEE THE UTAH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STOP LINE PLACEMENT. STOP LINES MAY BE ANGLED OR STAGGERED (AS DIRECTED BY THE REGION TRAFFIC ENGINEER) IN RELATION TO TRAVEL DIRECTION.
 - G. THE FOLLOWING MITIGATIONS (IN ORDER OF PRECEDENCE) MAY BE USED UPON APPROVAL OF THE REGION TRAFFIC ENGINEER IF THE MINIMUM TURN LANE LENGTHS CAN'T BE ACHIEVED:
 1. REDUCE THE 8 INCH SWL TO THE MINIMUM CALCULATED STORAGE (100 FT MIN), MAINTAINING THE GAP LENGTH. DECELERATION WILL OCCUR IN THROUGH LANES
 2. EXTEND THE SHOULDER STRIPE THROUGH THE AREA OF WIDER SHOULDER.
 - H. DISTANCE IS THE GREATER OF THE PRECEDING CALCULATED THROUGH OR DUAL TURN MOVEMENT STORAGE (THE STORAGE OF THE THROUGH LANES OR TURN LANES FLOWING INTO THESE LANES) (150 FT MIN).
 - I. PROVIDE A TWO-WAY LEFT TURN LANE CONNECTING ADJACENT ACCESSES WHEN OPPOSING TAPERS OVERLAP OR AS DIRECTED BY THE REGION TRAFFIC ENGINEER.
 - J. LANE WIDTHS MAY BE REDUCED UPON APPROVAL OF THE REGION TRAFFIC ENGINEER: - THROUGH (11 FT MIN), RT TURN (10 FT MIN), LT TURN (11 FT MIN), AND MEDIAN (12 FT MIN)
 - K. PROVIDE A MINIMUM 100 FT TANGENT APPROACH SECTION PRIOR TO STOP LINES. USE THE SAME ENTRANCE AND EXIT BEARINGS FOR OPPOSING INTERSECTION DIRECTIONS.
 - L. USE THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STANDARD DRAWING.
 - M. PLACE A THIRD ARROW AT ONE HALF THE DISTANCE OF THE 8 INCH SOLID WHITE LINE (SWL) IF THE 8 INCH SWL IS GREATER THAN 250 FT OR AT THE DIRECTION OF THE REGION TRAFFIC ENGINEER. PLACE ONLY THE TWO TURN ARROWS OTHERWISE. RIGHT TURN ARROWS ARE OPTIONAL IN NON-MANDATORY RIGHT TURN LANES.
 - N. STANDARDS SHOWN ARE MINIMUM VALUES. EXCEED STANDARDS WHERE FEASIBLE.

TABLE 1 - SHOULDER WIDTH*

DESIGN SPEED (MPH) OR VOLUME (AADT)**	UNDER 40	40 - 55	OVER 55
FRONTAGE OR ACCESS ROAD	2 FT	4 FT	8 FT
COLLECTOR ROAD	4 FT	8 FT	10 FT
MINOR ARTERIAL	4 FT	8 FT	10 FT
PRINCIPAL ARTERIAL	4 FT	8 FT	12 FT

*USE THE SMALLER SHOULDER WIDTH OF THE DESIGN SPEED OR THE VOLUME. USE A 12 FT SHOULDER TO WHERE ON-STREET PARKING IS PERMITTED OR FREQUENT ACCESSES.
**SHOULDER WIDTH MAY BE REDUCED BY 2 FT (OVER 6000 AADT COLUMN ONLY), IF TRUCK VOLUME IS < 15% OF AADT.



REVISIONS

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR

AUG 30, 2018
DATE

AUG 30, 2018
DATE

INTERSECTION PAVEMENT MARKINGS

STANDARD DRAWING TITLE

12-SEP-2018 DGN File: D:\StandardSpec\Section\2017\Section\All_Supp_Issues\Issue_6_08-30-2018\Drawings\ST106.dgn