



DRAFT SOUTH SHORE ROAD SIGNING & STRIPING PLAN

ES19000-2

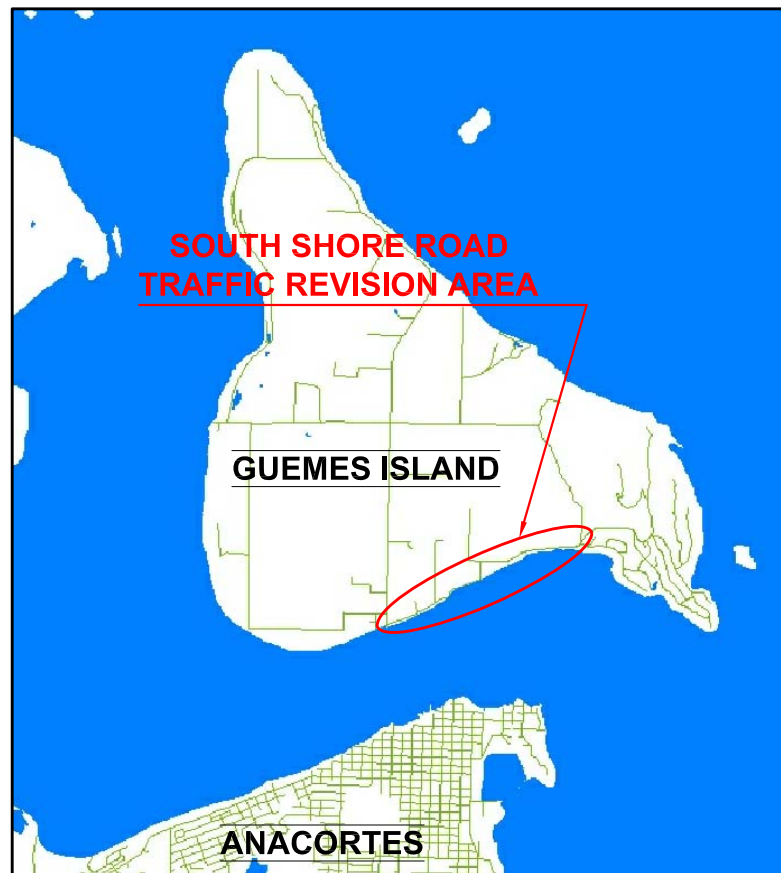
6/3/2010

TRANSPORTATION PROGRAMS SOUTH SHORE ROAD SIGNING PLAN

SHEET SET

1. TITLE PAGE
2. SECTIONS: SOUTH BEACH LANE & CHESTNUT LANE
3. SECTIONS: "FIRST 90 DEGREE TURN" & CAYOU CREEK X-ING

VICINITY MAP



SOUTH SHORE ROAD SIGNING PLAN SPECIFICATIONS

Current Volumes on South Shore Road are approximately 200 vehicles per day. Re-opening it to two-directional traffic would increase volumes to an estimated 350 vehicles per day. Per MUTCD Section 5A.01 Standard: A. - "A low-volume road shall be a facility lying outside of built-up areas of Cities, towns, and communities, and it shall have a traffic volume of less than 400 AADT"

The attached signing plan will give westbound traffic the right of way and eastbound traffic will be required to yield to oncoming westbound traffic except where noted on the drawing.

- All signs will meet signing standards as call out in the 2004 Standard Highway Signs Manual
- All signs and traffic control device will meet and be installed per the 2003 MUTCD as adopted by WAC 468-95 and modifications

SIGNS

- STOP (R1-1) - 30"x 30"
- STOP AHEAD (W3-1) - 36"x36"
- YIELD (R1-2) - 36"x 36"x36"
- TO ONCOMING TRAFFIC (R1.2a) - 24"x 12"
- YIELD AHEAD (W3-2) - 36"x 36"
- ONE LANE ROAD AHEAD (W20-4) B/O - 36"x36"
- TRAFFIC REVISION AHEAD (W20-901) - 36"x 36"

SIGN SPACING

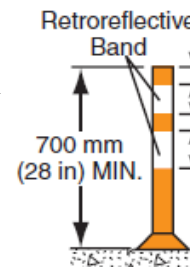
- Sign spacing shall be 200' +/-
 - Per Standard Plan K-20.20-01 Lane Closure Without Flaggers ~Low Volume Road

CHANNELIZING DEVICES

- TUBULAR MARKERS
- TAPER LENGTH
 - Entering - 100'
 - Exiting - 50'

Entering taper lengths were calculated using a 25-mph with a 10' travel lane = 105' However, Max taper allowed per Standard "K" Plan and TA 11 in MUTCD = 100'. An exiting taper of 50' was used due to limited storage availability between slide areas.

SPEED LIMIT (S)	TAPER LENGTH (L)
40 MPH OR LESS	$L = \frac{WS^2}{60}$



CHANNELIZING DEVICE SPACING

- 25 - MPH
 - In Taper - 20'
 - In Tangent - 40'

CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
35 / 45	30	60
25 / 30	20	40

From Standard K Plan 20.20-01

STRIPING

- Centerline striping shall consist of a double yellow no-pass throughout the length of the roadway except at the yield control areas.
- Striping at the yield control/entrance and exits of the one-way sections shall be a single 4" yellow dotted line 2' in length with a 3' gap. This call out is consistent with the MUTCD 3A.05 - Widths and Patterns of Longitudinal Pavement Markings (Option :) "A dotted line for line extensions may consist of 2ft line segments and 2ft to 6ft gaps."

SAFE STOPPING SIGHT DISTANCE

- A review of the road way was completed and it was determined based on the 25-mph speed limit, available embankment from edge of pavement to bluff, and an available storage pocket of 75' for eastbound traffic, sight distance must meet the AASHTO guidelines for Safe Stopping Sight Distance for a 25-mph facility of 155'
- The sight distance at the southwestern 90-degree turn is inhibited by the horizontal alignment and foliage restricting the required 155' of sight distance. Therefore a stop condition will be put in place to stop westbound vehicles prior to entering the one lane section of South Shore Road to ensure oncoming traffic is clear before proceeding westbound.

RECOMMENDED BUFFER (MATERIALS TESTING & CONSULTING, INC.)

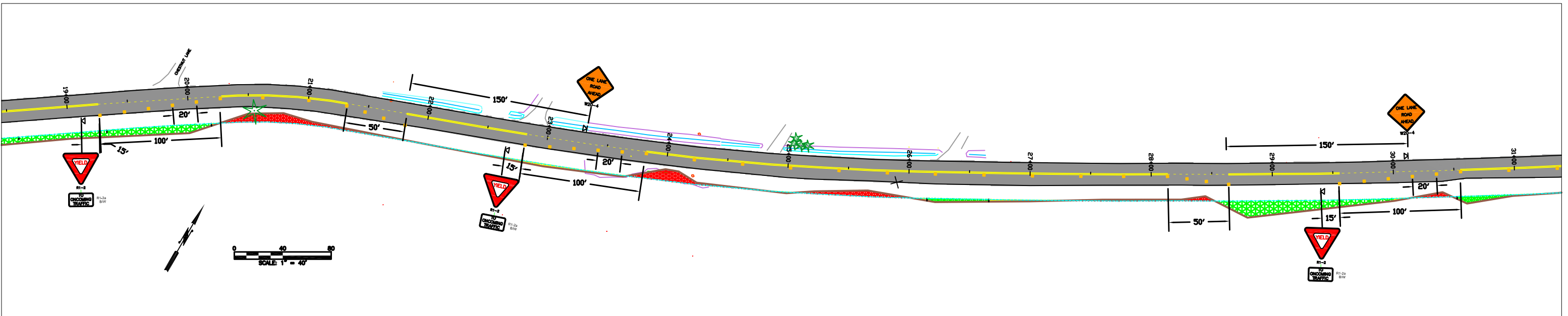
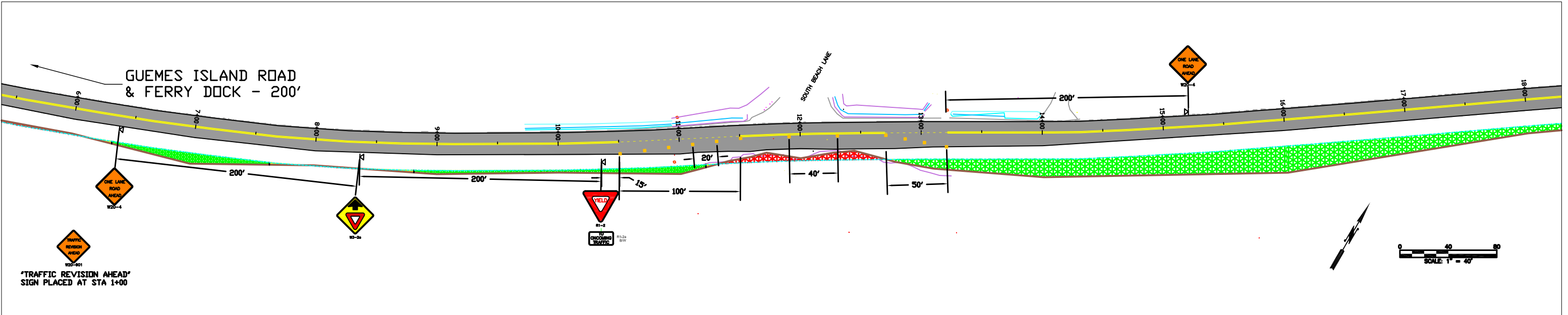
- Sufficient buffer for travel on southern lane (>14' from edge of pavement)
- Near insufficient buffer for travel on southern lane (>12' <14' from edge of pavement)
- Insufficient buffer for travel on southern lane (<12' from edge of pavement)



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SECTIONS: SOUTH BEACH LANE & CHESTNUT LANE





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SECTIONS: "THE 1ST 90 DEGREE TURN" & CAYOU CREEK X-ING

