

READING RD. AND SHERMAN AVE



Turning movement should also be created for Reading/Southern, Reading/Walnut (left turn out of Walnut), Reading/Halker (left turn out of Halker), Reading/Columbia (for the new right turn lane), Reading/North.

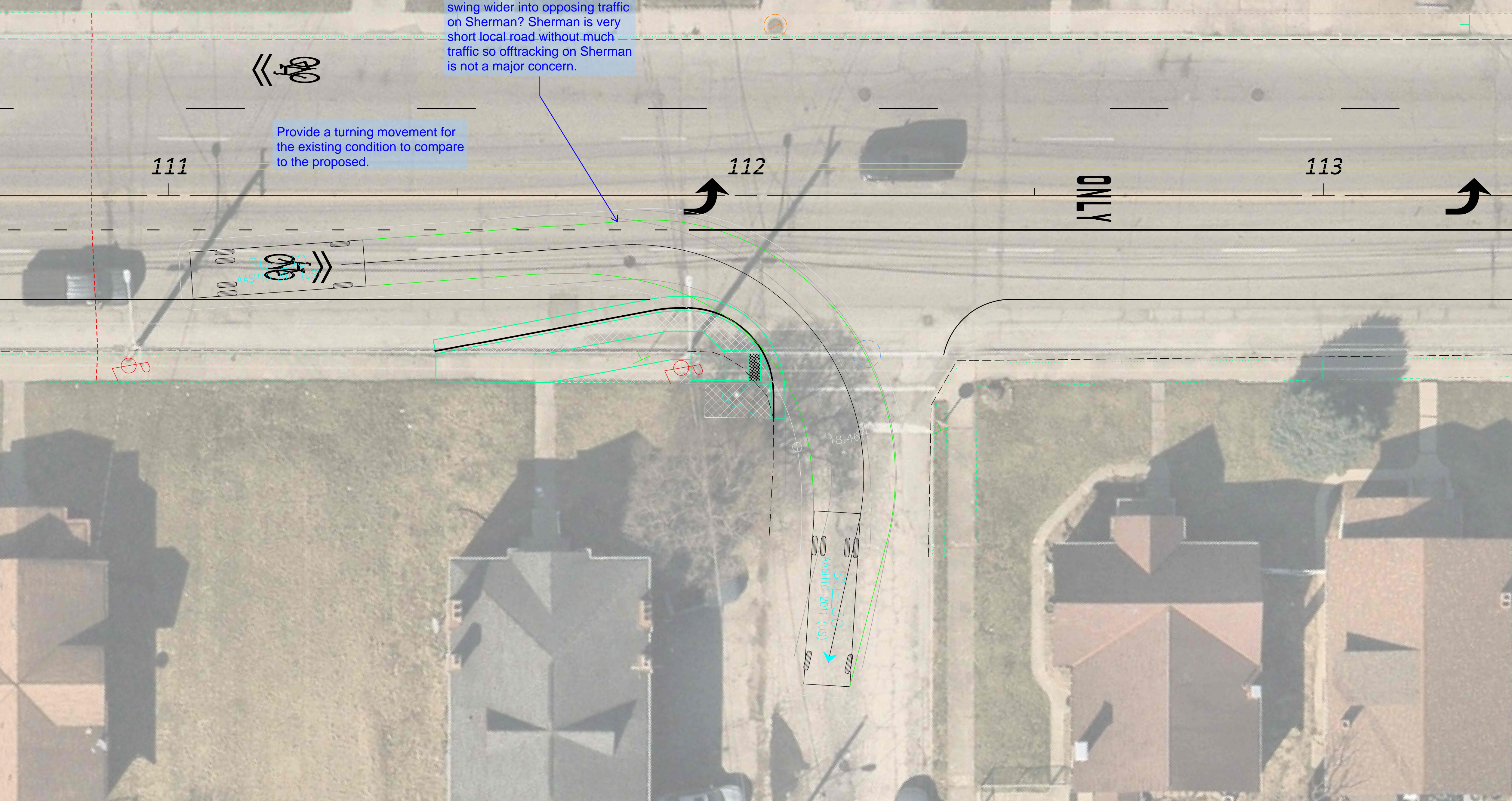
Provide turning movements for the new dual left turn lanes at SB Reading to EB Columbia. See L and D V1 for guidance on dual left turning movements. The check vehicle (WB62) adjacent to a SU30 is the movement control. If a check vehicle smaller than a WB62 is chosen, a justification is needed as it's an arterial to collector movement.

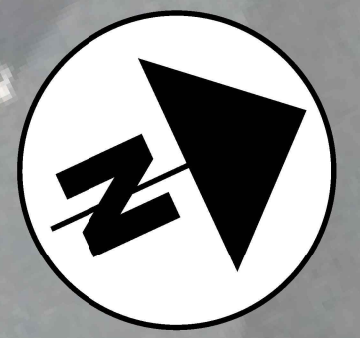
The design vehicle for Reading Road (an arterial) and the side roads (local) is a SU-30. The expectation is the SU-30 would completely stay within it's lane for any movements. The check vehicle is either a WB40 or WB62 (local agency would select the applicable vehicle). The check vehicle can use paved shoulders during its movement and can offtrack into adjacent lanes (in same direction or opposing) depending on L and D V1 tables 401-15a and 401-15b. All that being said, I understand the nature of this project is to provide "bump outs" to assist with traffic calming and pedestrian safety. Many times existing urban locations will not meet the L and D V1 requirements, and the focus of this analysis should be to compare the existing turning movement conditions with the proposed and if the change is acceptable to the local agency. Please update and resubmit.

The design vehicle is to stay within it's lane. Can it stay in the lane on Reading Road but swing wider into opposing traffic on Sherman? Sherman is very short local road without much traffic so offtracking on Sherman is not a major concern.

Provide a turning movement for the existing condition to compare to the proposed.

REVIEW COMPLETE	
PM	_____
BRIDGES	_____
CONSTRUCT	_____
DRAINAGE	_____
ENVIRON	_____
GEOTECH	_____
ITS	_____
MOT	_____
PAVEMENT	_____
ROADWAY	John Otis, P.E. 02/25/2026
R/W	_____
SURVEY	_____
TRAFFIC	_____
UTILITIES	_____
OTHER	_____
OTHER	_____



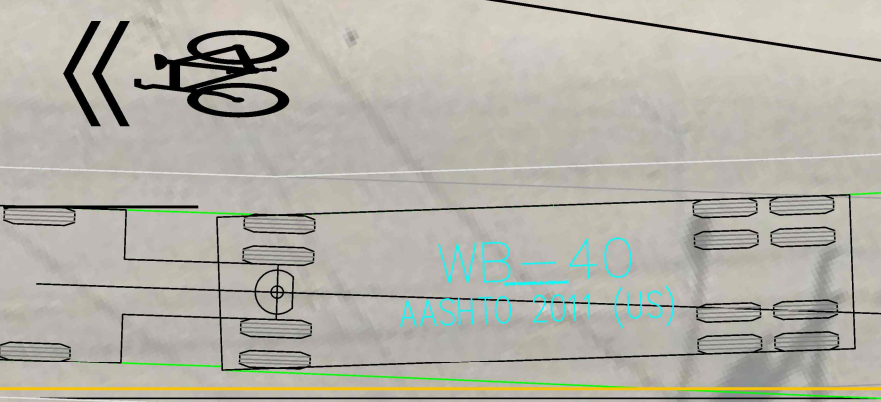


Provide the SU30 movement as it's the design vehicle. Typical comment.

Will run over the bump out area which is a safety concern for a pedestrian and also a maintenance issue with damaged curb.

encroaching into opposing lane should not occur

How often would this check vehicle perform the movement?



This movement should not encroach into opposing lane.

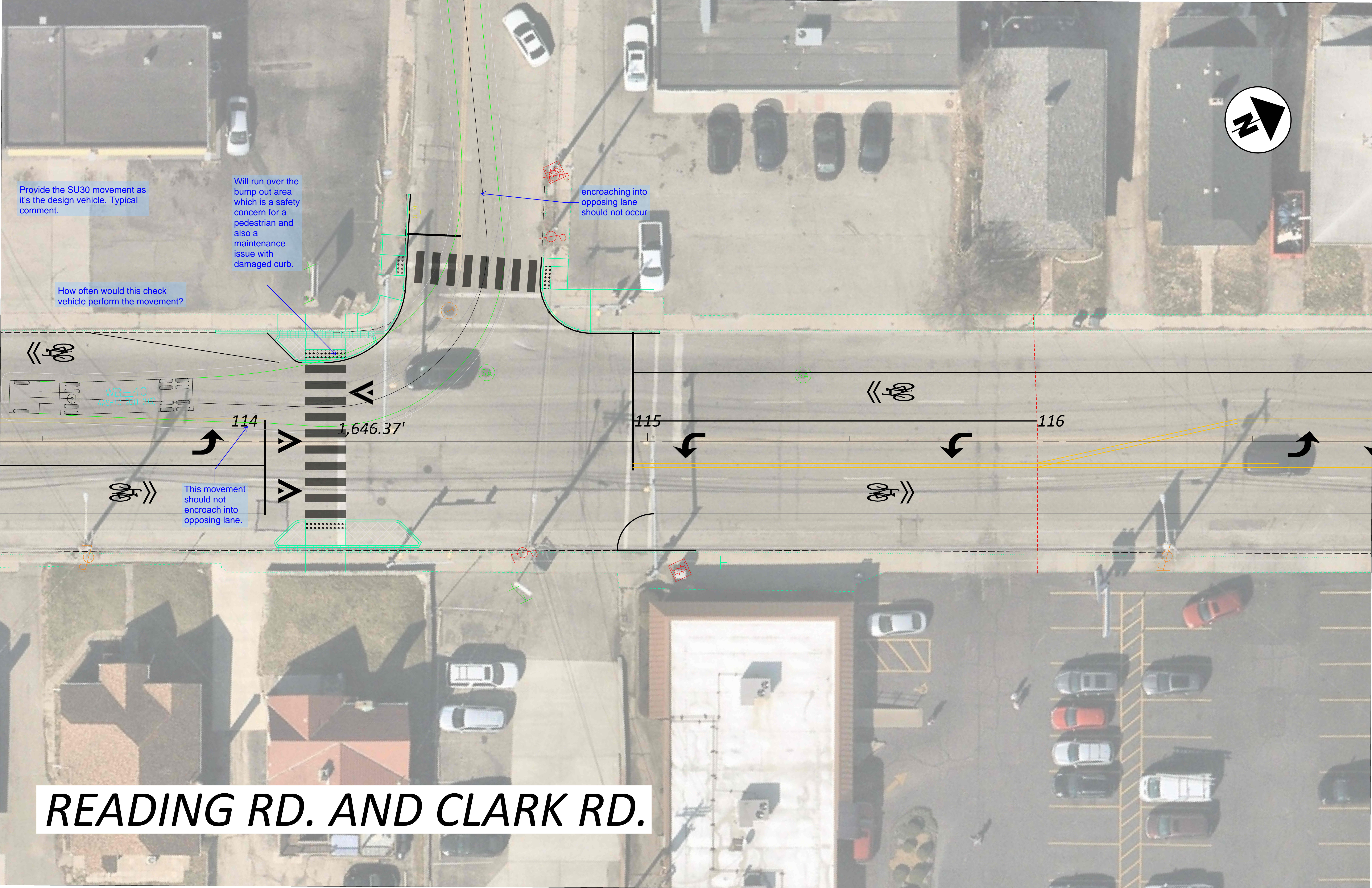
114

1,646.37'

115

116

READING RD. AND CLARK RD.





Same comments as previous sheet.

117

118

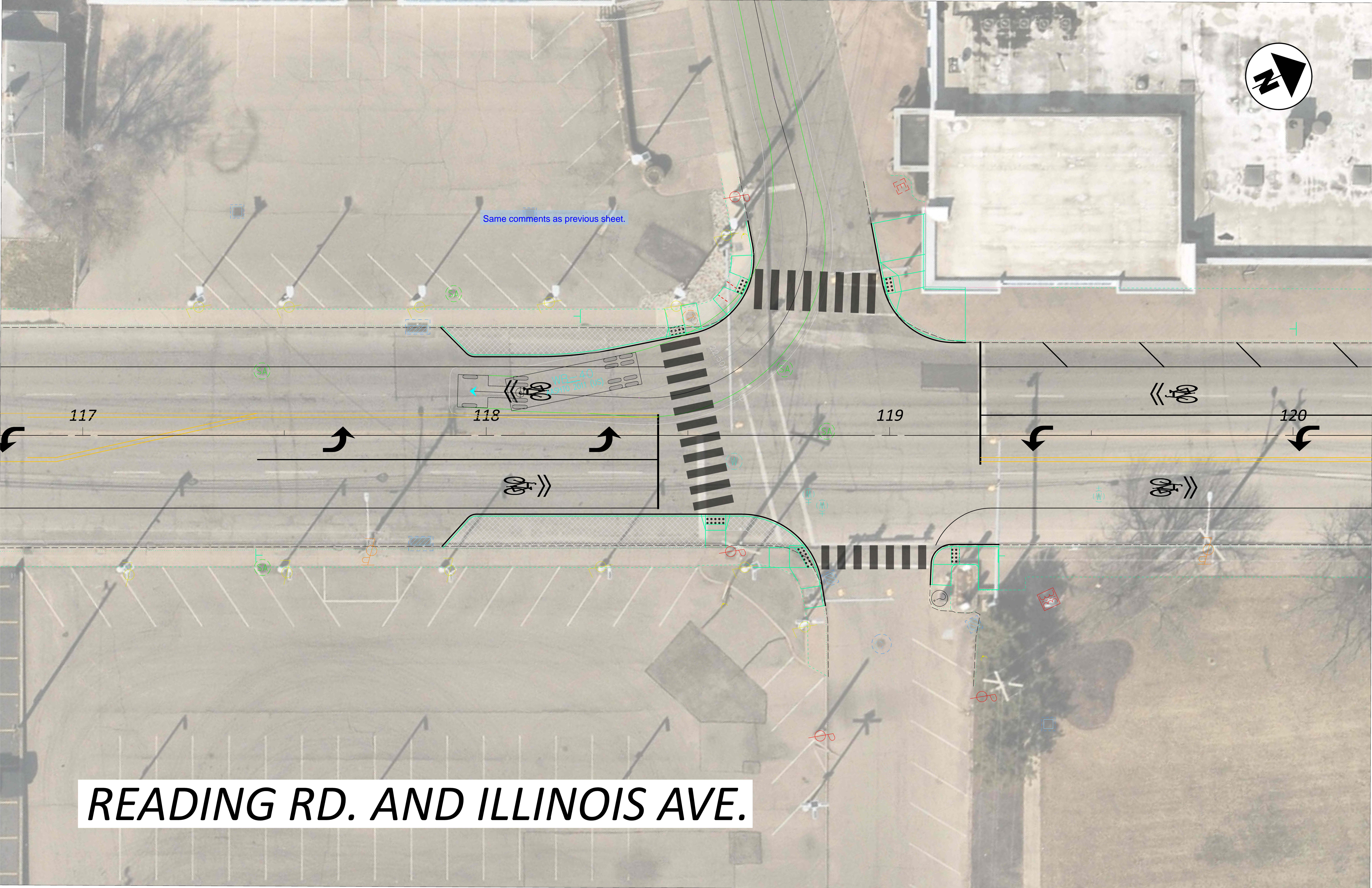
119

120

WB=40
LWB=20' (15)

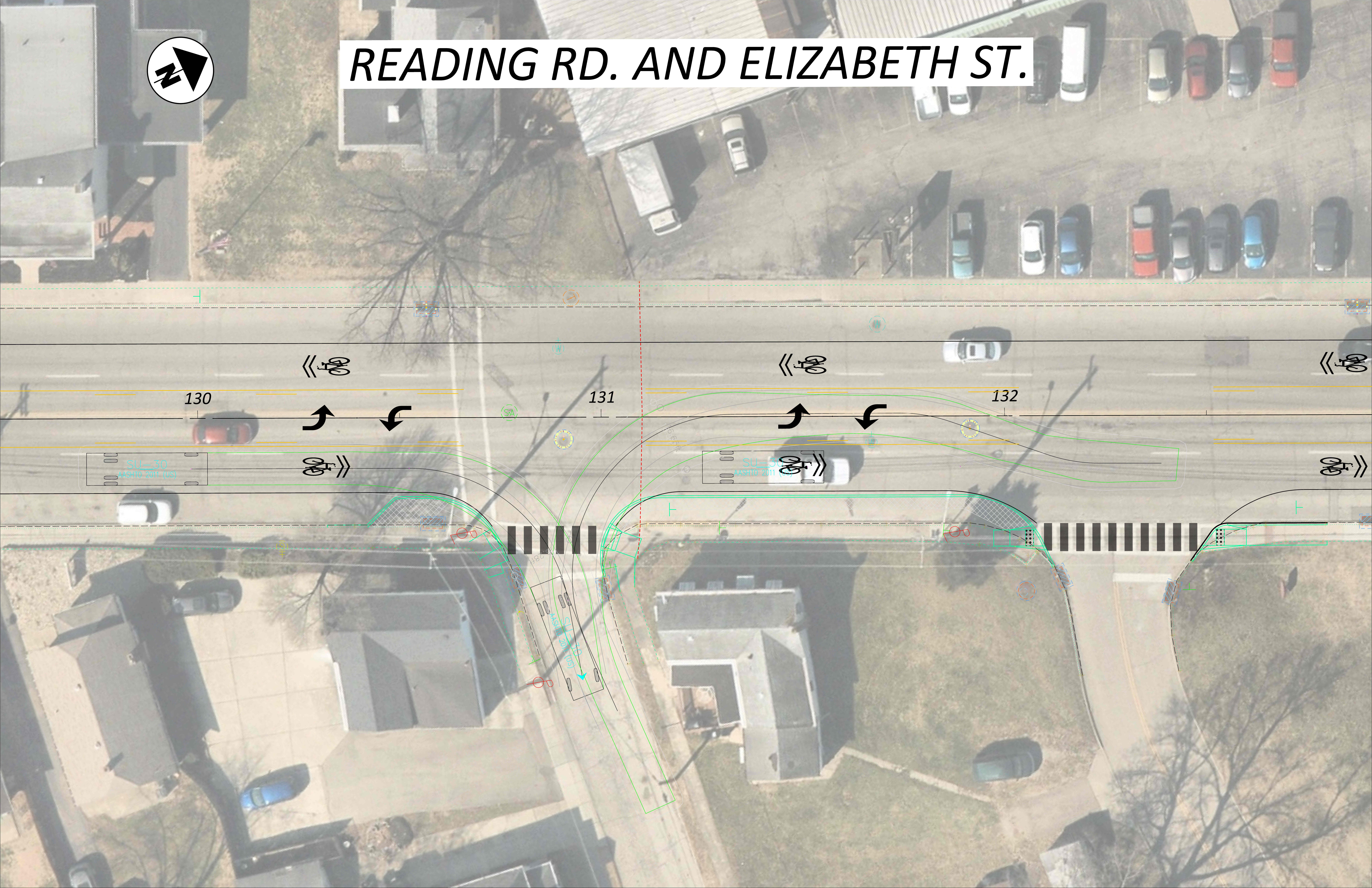
22-50'

READING RD. AND ILLINOIS AVE.





READING RD. AND ELIZABETH ST.



130

131

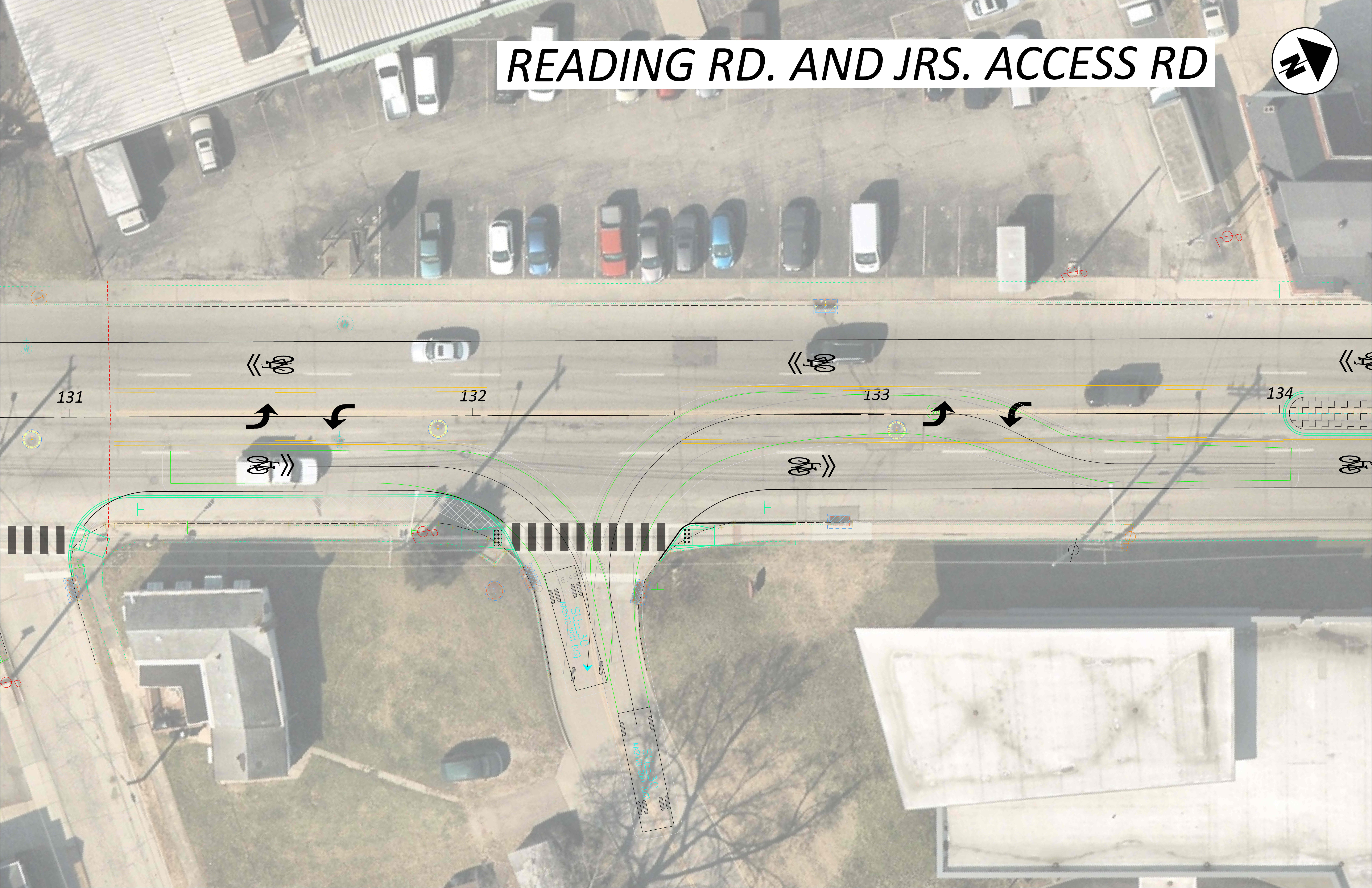
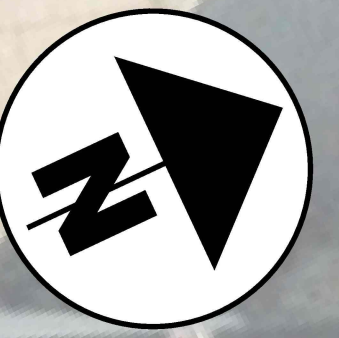
132

SU=30
ASHTO 2011 (US)

SU=30
ASHTO 2011 (US)

122
123
SU=30
ASHTO 2011 (US)

READING RD. AND JRS. ACCESS RD



131

132

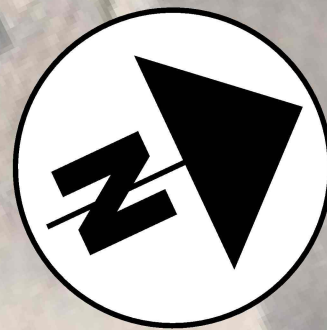
133

134

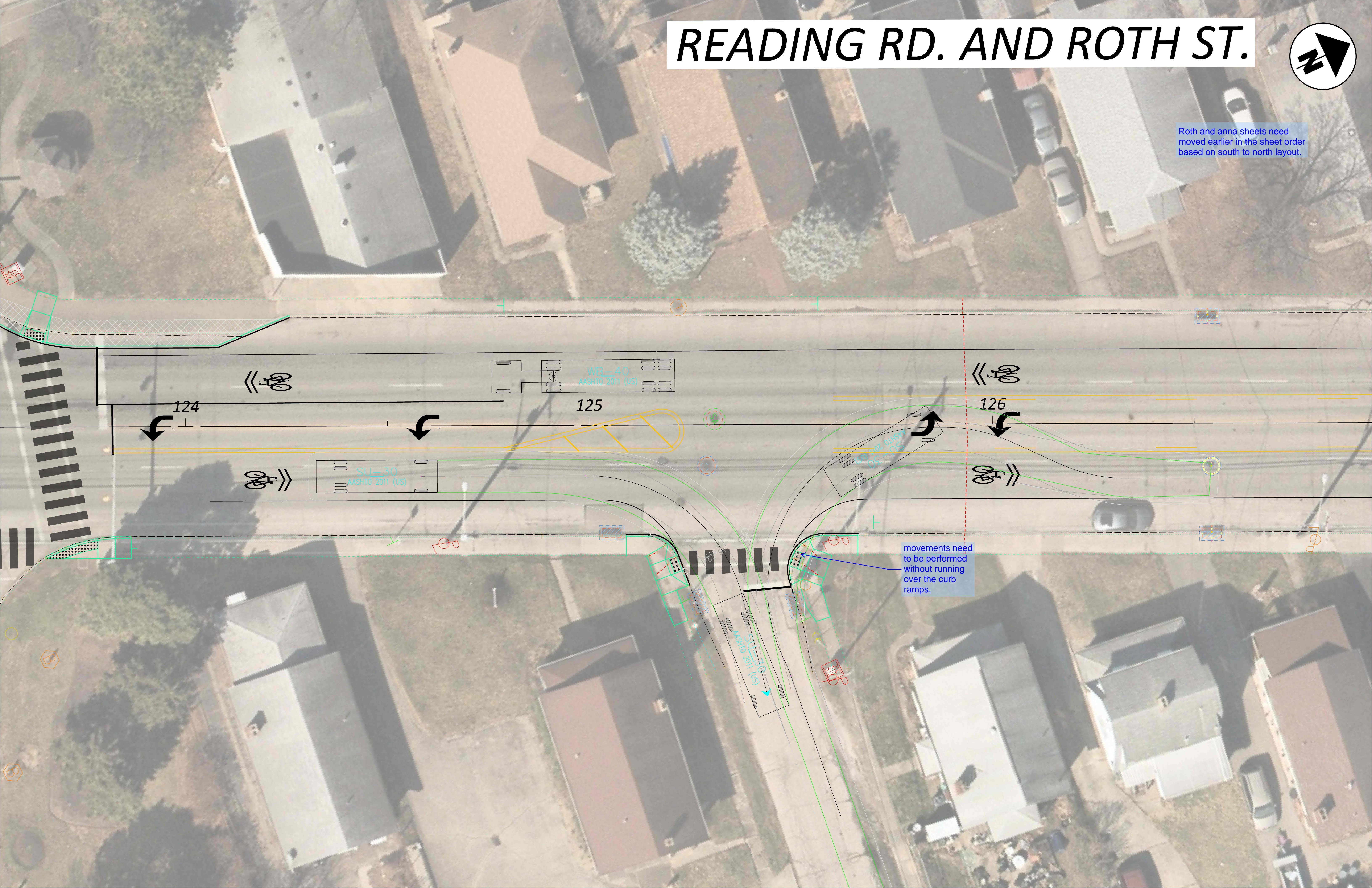
SU-30
ASTRO 2011 (US)
16.49

SU-30
ASTRO 2011 (US)

READING RD. AND ROTH ST.



Roth and anna sheets need moved earlier in the sheet order based on south to north layout.



124

125

126

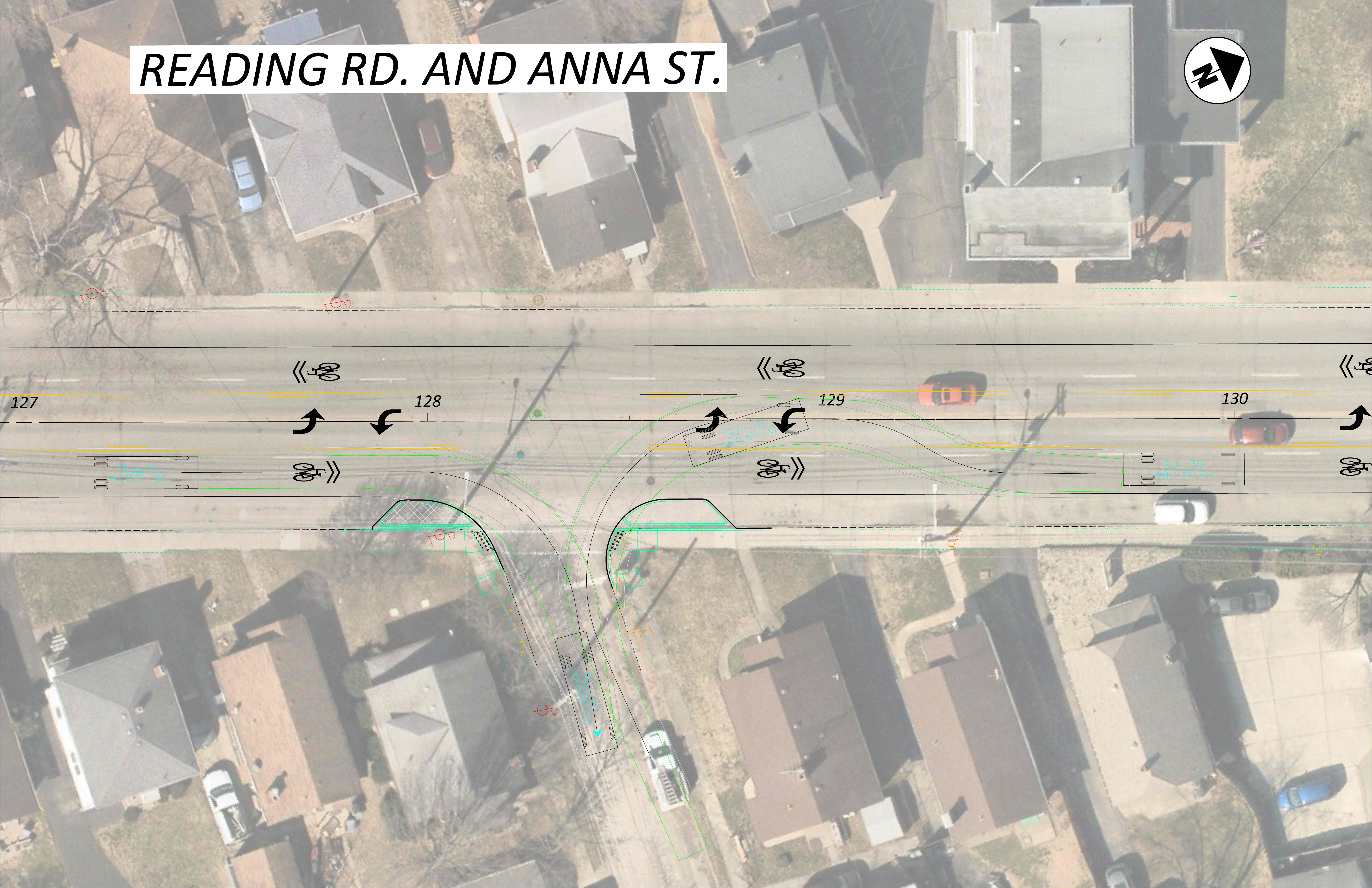
movements need to be performed without running over the curb ramps.

WB-40
AASHTO 2011 (US)

SU-30
AASHTO 2011 (US)

SU-30
AASHTO 2011 (US)

READING RD. AND ANNA ST.



127

128

129

130

SU-30
WASHTO 2011 (US)

SU-30
WASHTO 2011 (US)

SU-30
WASHTO 2011 (US)

SU-30
WASHTO 2011 (US)

READING RD. AND GAHL TERRACE

