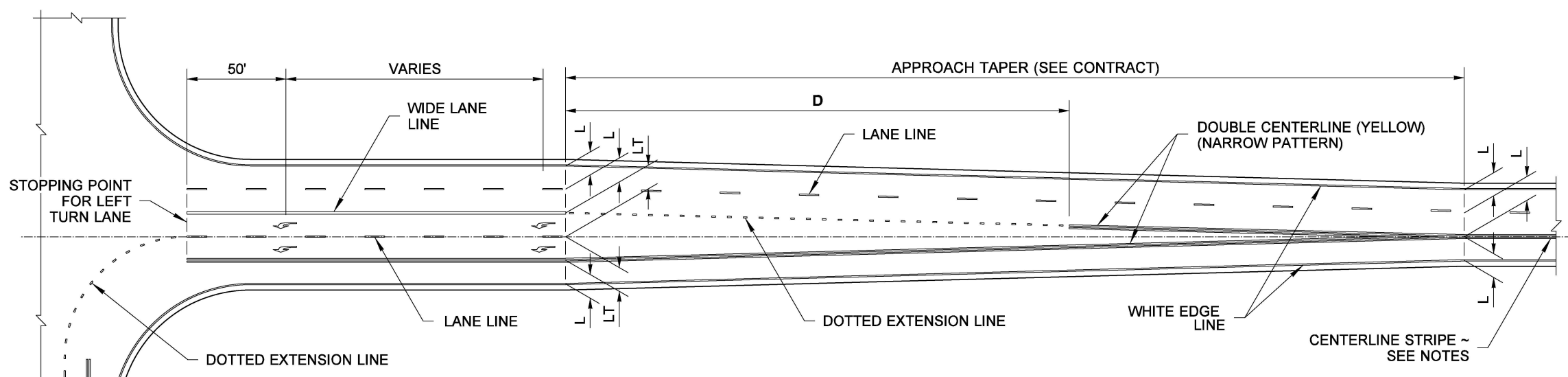
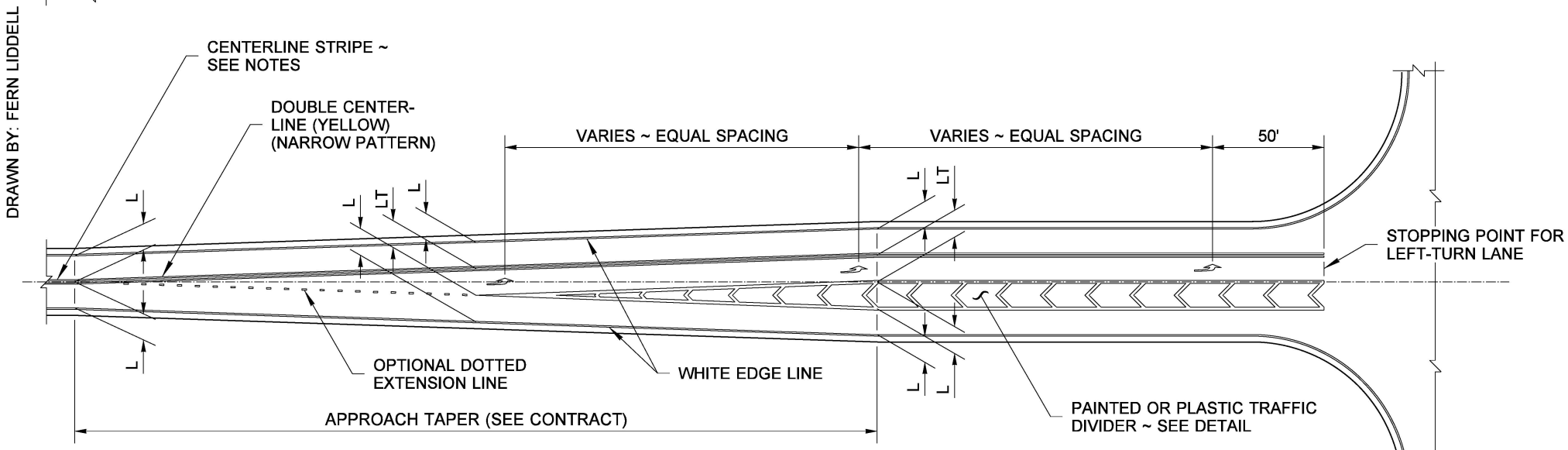


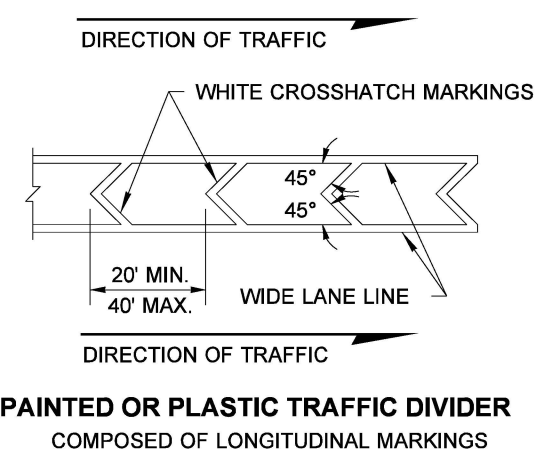
DOUBLE-LEFT TURN CHANNELIZATION WITH RIGHT TURN POCKET



DOUBLE-LEFT TURN CHANNELIZATION



SINGLE LEFT-TURN CHANNELIZATION FACING OPPOSING DOUBLE LEFT TURNS



PAINTED OR PLASTIC TRAFFIC DIVIDER COMPOSED OF LONGITUDINAL MARKINGS

NOTES

1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The channelization shown on this plan is for a two lane highway. The channelization plan may be used on four lane undivided highways with the appropriate considerations.
3. Centerline striping on the approach to raised channelization shall be No Pass in accordance with MUTCD Figure 3B-15. Centerline striping on the departure from raised channelization shall be determined by an engineering study.
4. Centerline striping on the approach to and departure from painted channelization shall be determined by an engineering study.
5. Centerline striping on four lane undivided highways shall be double centerline.
6. All turn traffic arrows are optional, but recommended. Arrows may be added for longer storage lanes or deleted for shorter storage lanes. See Contract Plans.

LEGEND

- L = Lane width. See Contract
- LT = Left-Turn lane width. See Contract
- Type 2L (SL) Traffic Arrow
- Type 2R (SR) Traffic Arrow

POSTED SPEED	D
60 MPH	420'
55 MPH	385'
50 MPH	350'
45 MPH	315'
40 MPH	280'
35 MPH	245'
30 MPH	210'
25 MPH	175'
20 MPH	140'

DRAWN BY: FERN LIDDELL



Brian J. Walsh Walsh, Brian
Sep 23 2020 3:44 PM

DOUBLE LEFT TURN CHANNELIZATION
STANDARD PLAN M-3.50-03
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
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STATE DESIGN ENGINEER
 Washington State Department of Transportation