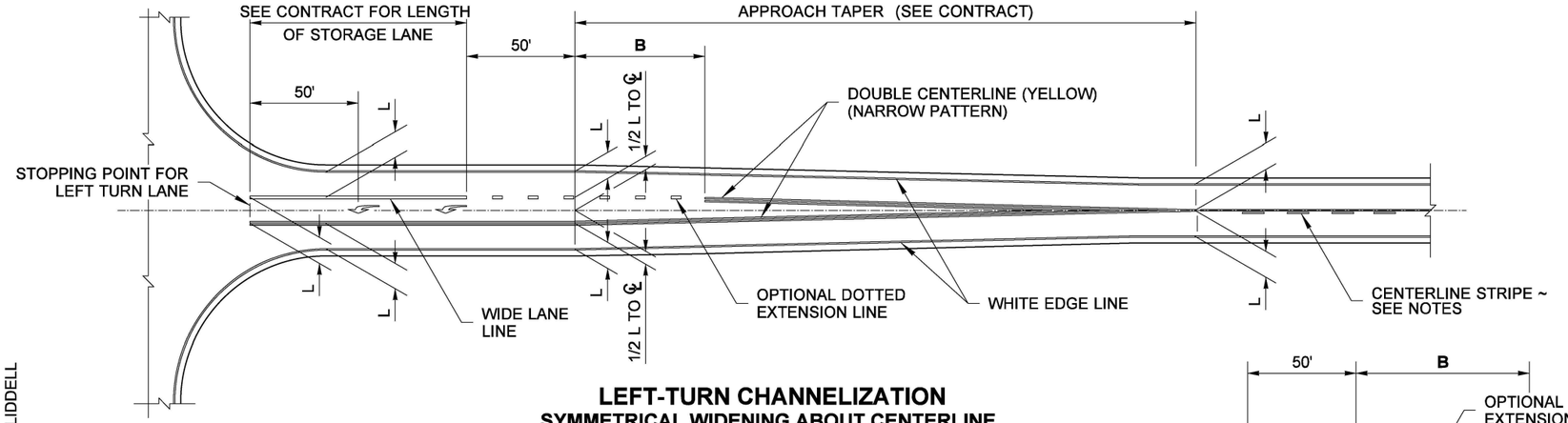
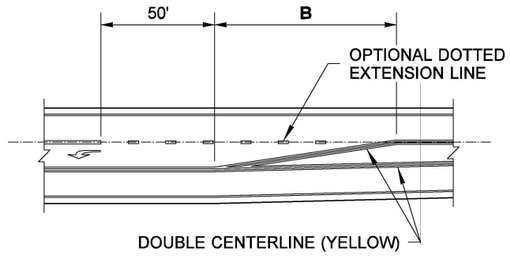
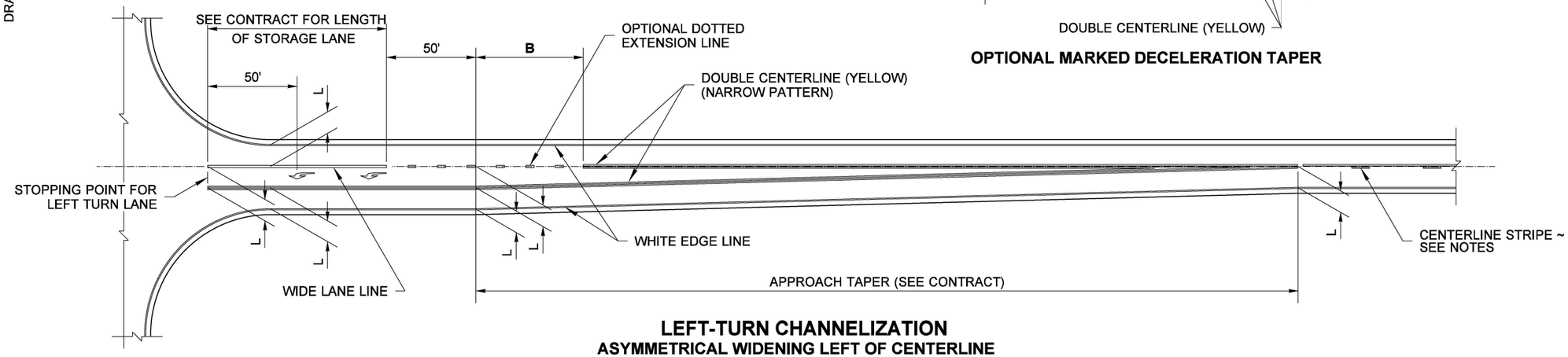


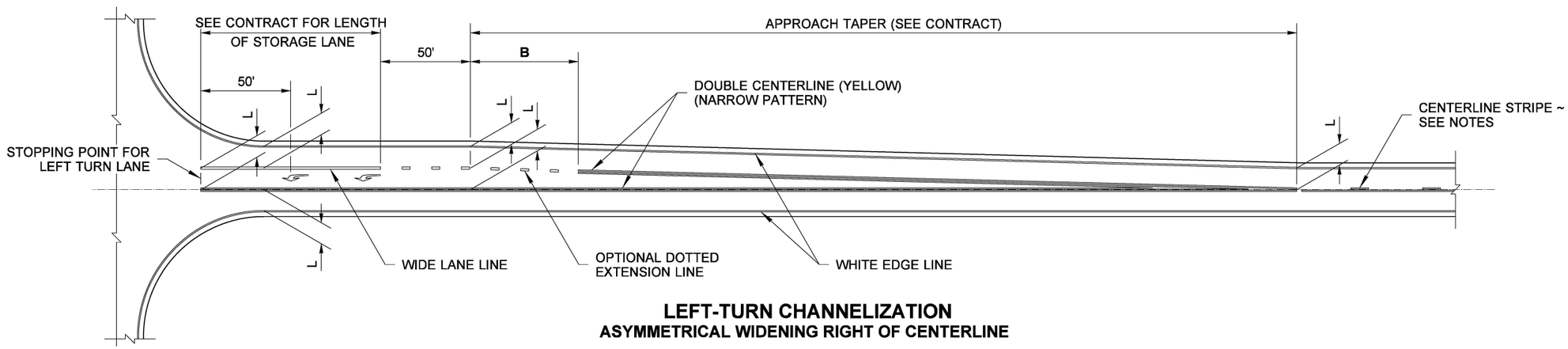
LEFT-TURN CHANNELIZATION
SYMMETRICAL WIDENING ABOUT CENTERLINE



OPTIONAL MARKED DECELERATION TAPER



LEFT-TURN CHANNELIZATION
ASYMMETRICAL WIDENING LEFT OF CENTERLINE



LEFT-TURN CHANNELIZATION
ASYMMETRICAL WIDENING RIGHT OF CENTERLINE

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 a double centerline.
6. The two Type 2L (SL) Traffic Arrows shown in the left-turn storage lane 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 for specified lane widths.

Type 2L (SL) Traffic Arrow

POSTED SPEED	DIMENSION B
60 MPH	60'
55 MPH	55'
50 MPH	50'
45 MPH	45'
40 MPH	40'
35 MPH	35'
30 MPH	30'
25 MPH	25'
20 MPH	20'

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Sep 23 2020 1:54 PM
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LEFT TURN CHANNELIZATION

STANDARD PLAN M-3.10-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 14:52:06 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL