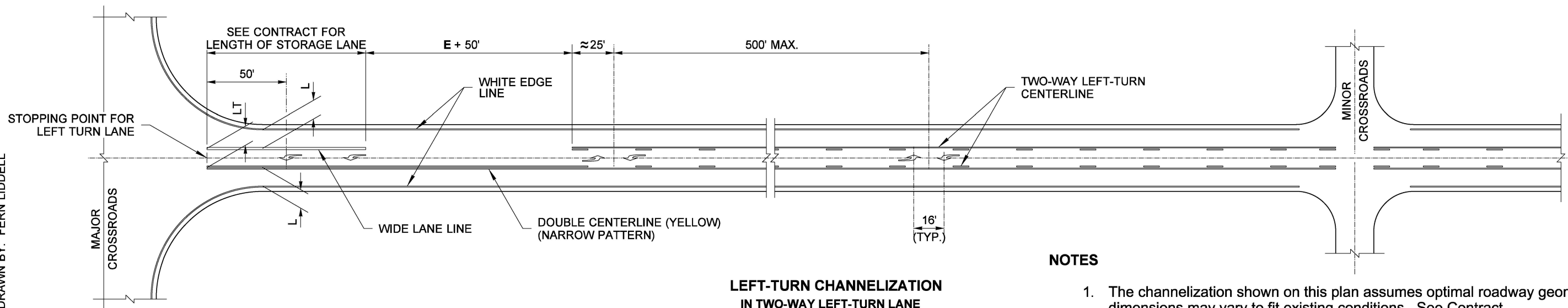


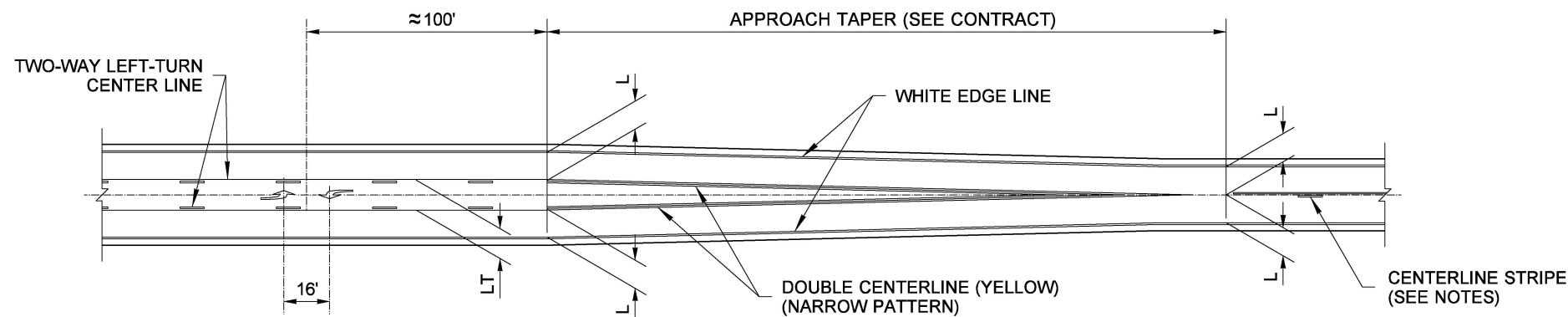
DRAWN BY: FERN LIDDELL



**LEFT-TURN CHANNELIZATION  
IN TWO-WAY LEFT-TURN LANE**

**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.



**TWO-WAY LEFT-TURN LANE  
TRANSITION**

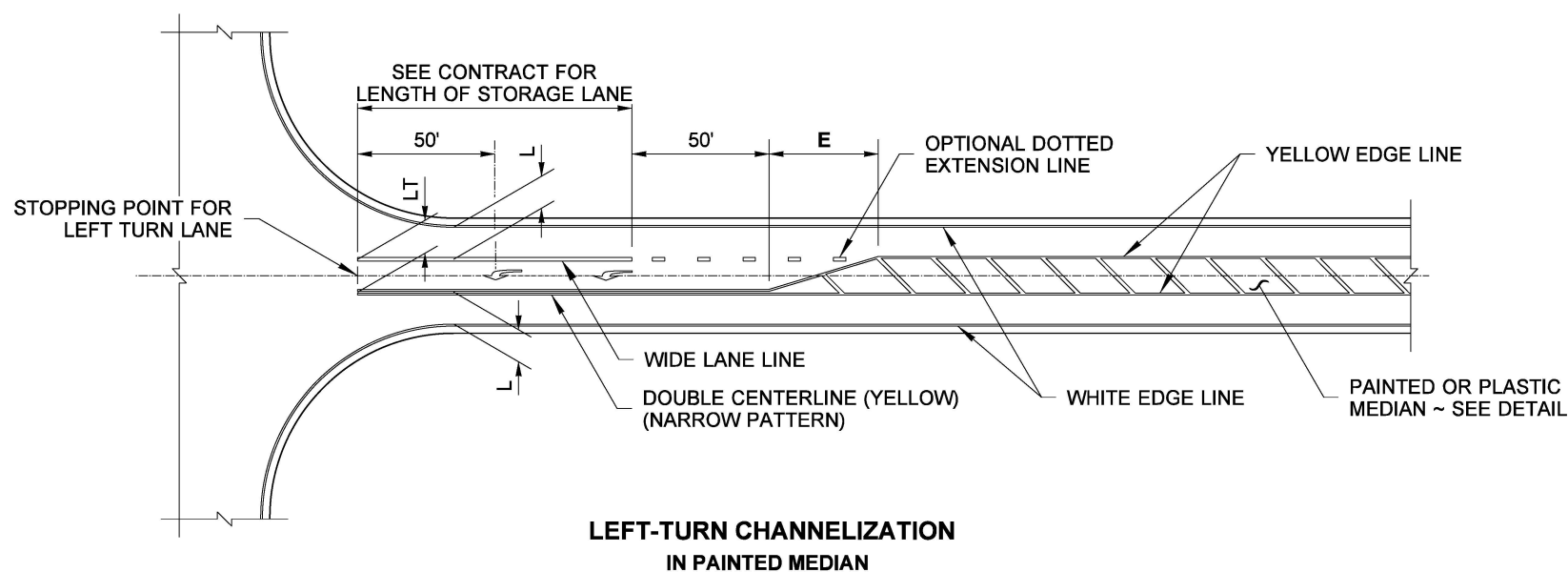
POSTED SPEED	DIMENSION E <sup>1</sup>
60 MPH	180'
55 MPH	180'
50 MPH	180'
45 MPH	180'
40 MPH	120'
35 MPH	120'
30 MPH	120'
25 MPH	120'
20 MPH	120'

**LEGEND**

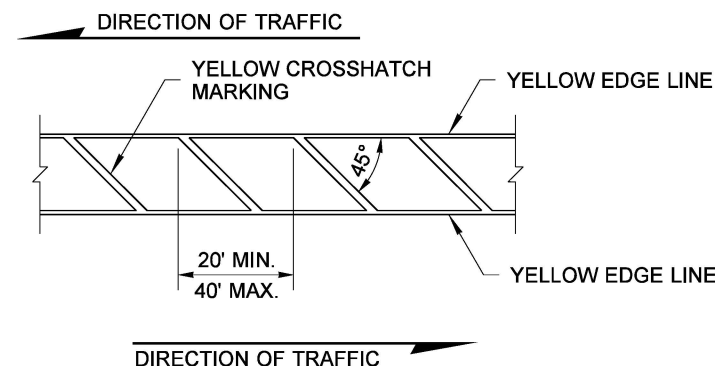
L = Lane Width. See Contract for specified lane widths.  
 LT = Left-Turn Lane width. See Contract

Type 2L (SL) Traffic Arrow

<sup>1</sup> Can be reduced to a minimum of 50' to increase storage capacity.



**LEFT-TURN CHANNELIZATION  
IN PAINTED MEDIAN**



**PAINTED OR PLASTIC MEDIAN  
COMPOSED OF LONGITUDINAL MARKINGS**



*Brian J. Walsh* Walsh, Brian  
 Sep 23 2020 2:03 PM

**TWO-WAY LEFT-TURN  
AND MEDIAN  
CHANNELIZATION  
STANDARD PLAN M-3.40-04**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION  
 Date: 2020.09.25  
 14:55:19 -07'00'  
 STATE DESIGN ENGINEER  
 Washington State Department of Transportation