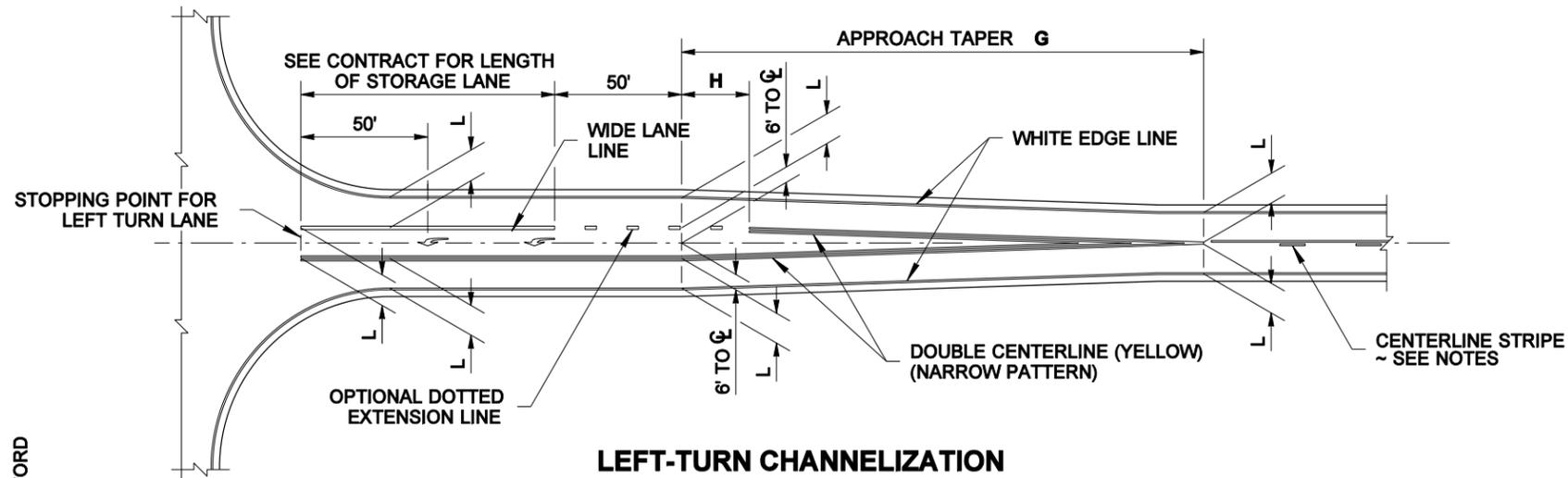
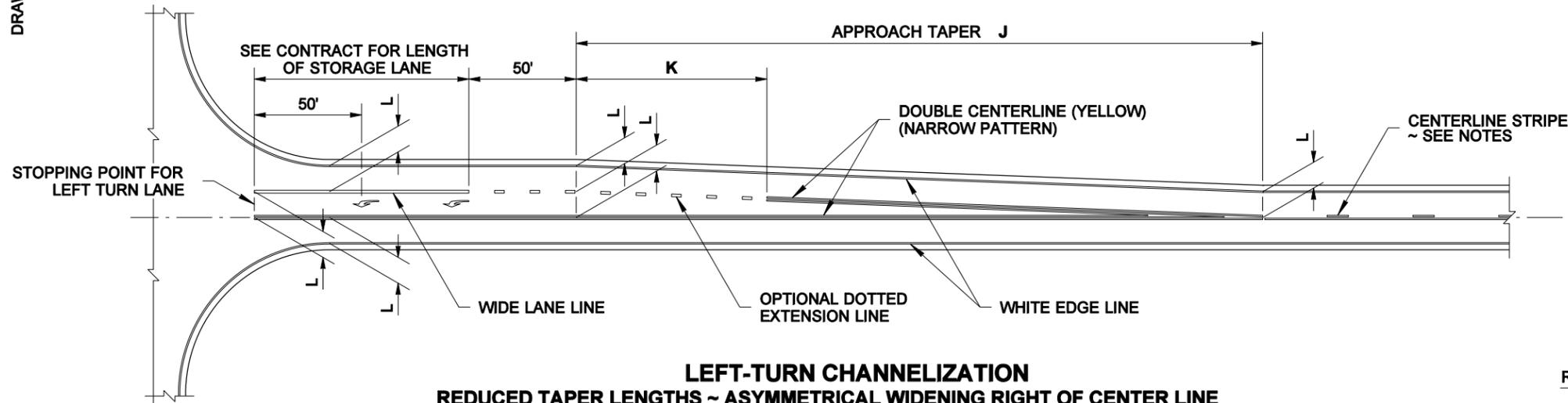


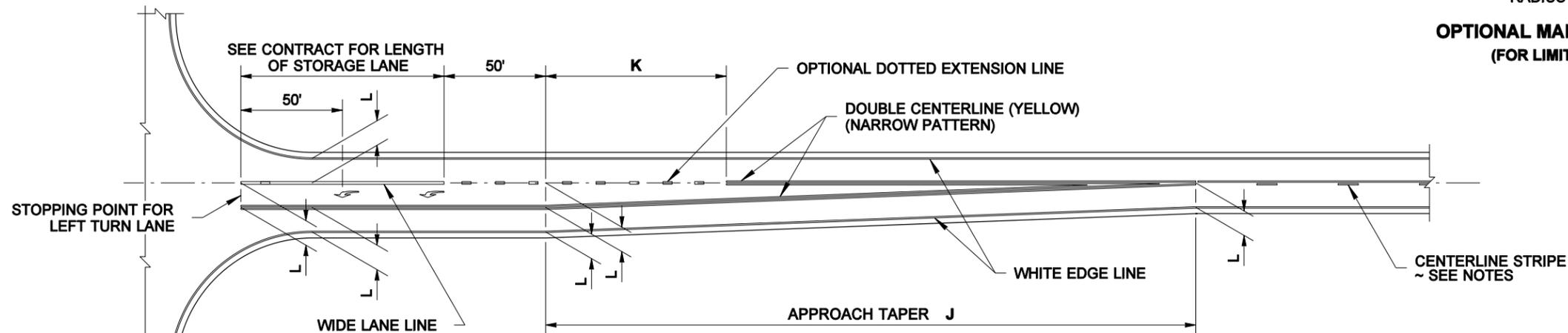
DRAWN BY: LISA CYFORD



LEFT-TURN CHANNELIZATION
REDUCED TAPER LENGTHS ~ SYMMETRICAL WIDENING
 (FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)



LEFT-TURN CHANNELIZATION
REDUCED TAPER LENGTHS ~ ASYMMETRICAL WIDENING RIGHT OF CENTER LINE
 (FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)



LEFT-TURN CHANNELIZATION
REDUCED TAPER LENGTHS ~ ASYMMETRICAL WIDENING LEFT OF CENTER LINE
 (FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)

NOTES

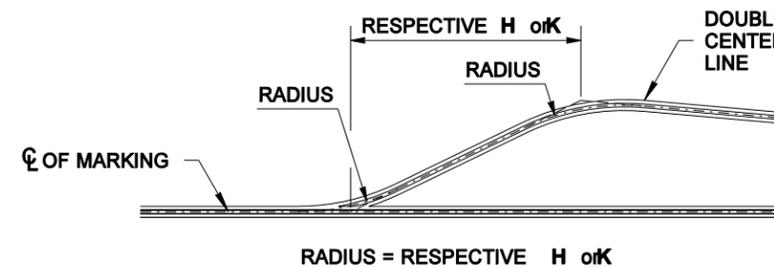
1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The channelization shown on this plan is for a two-lane highway. The channelization plan may be used on four-lane undivided highways with the appropriate 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

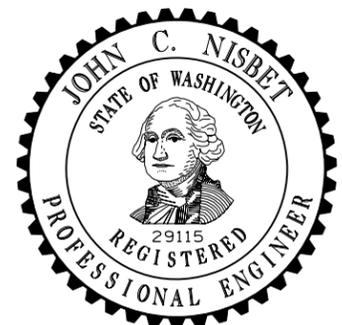
L = 12' Typical Lane Width. See Contract for specified lane widths.

Type 2L (SL) Traffic Arrow

POSTED SPEED	APPROACH TAPER G	DIMENSION H	APPROACH TAPER J	DIMENSION K
40 MPH	160'	27'	320'	53'
35 MPH	123'	20'	245'	41'
30 MPH	90'	15'	180'	30'
25 MPH	63'	10'	125'	21'
20 MPH	40'	7'	80'	13'



OPTIONAL MARKED DECELERATION TAPER
 (FOR LIMITED USE IN URBAN AREAS)



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL IT IS APPROVED FOR PUBLICATION BY THE ENGINEERING BOARD. THE ENGINEER HAS APPROVED THIS PLAN AS FILED AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

LEFT-TURN CHANNELIZATION
REDUCED TAPERS
STANDARD PLAN M-3.20-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 06-03-11

STATE DESIGN ENGINEER DATE

