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.

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

- Type 2L (SL) Traffic Arrow

POSTED SPEED | DIMENSION | APPROACH TAPER
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HIGH SPEED
60 MPH | 180' | 270'
55 MPH | 180' | 300'
50 MPH | 180' | 360'
45 MPH | 180' | 330'
LOW SPEED
40 MPH | 120' | 240'
35 MPH | 120' | 210'
30 MPH | 120' | 180'
25 MPH | 120' | 150'
20 MPH | 120' | 120'

Can be reduced to a minimum of 50' to increase storage capacity.