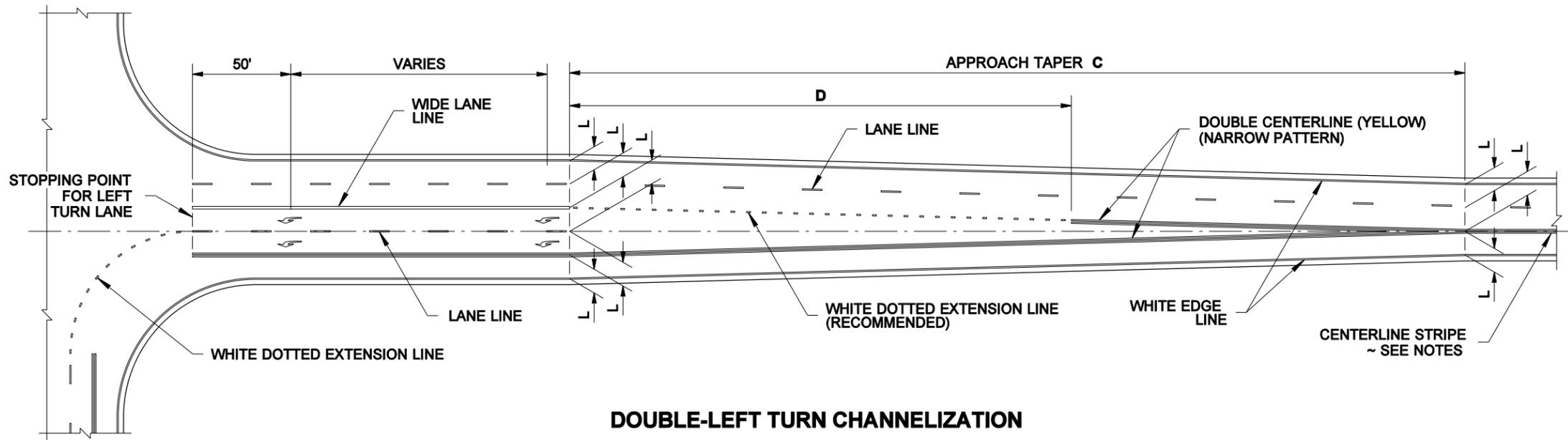
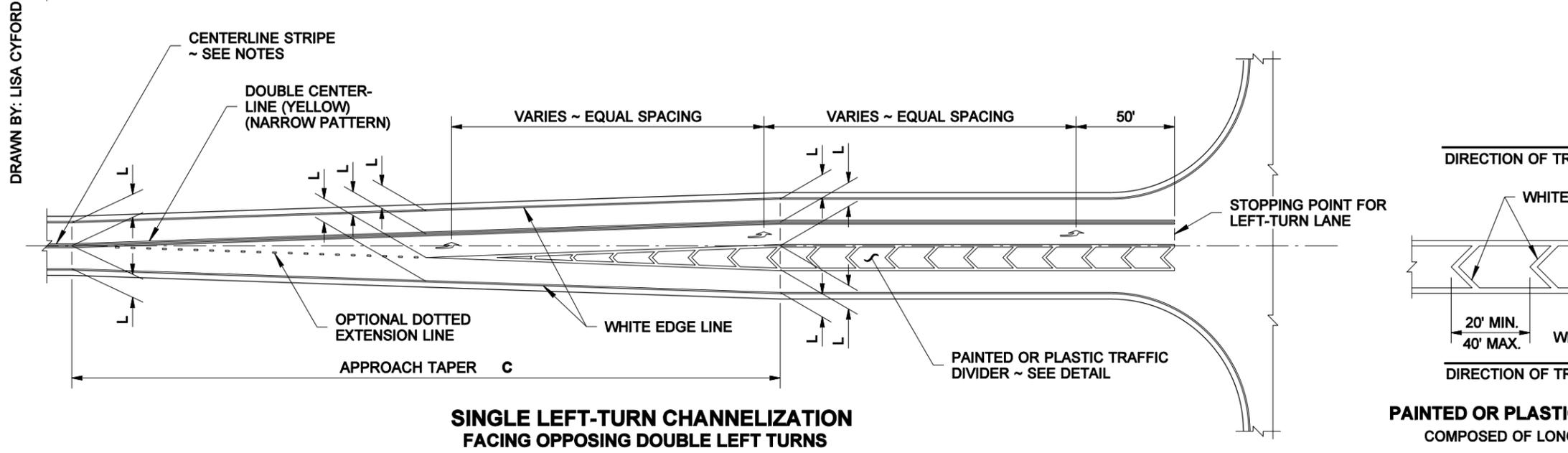


DOUBLE-LEFT TURN CHANNELIZATION WITH RIGHT TURN POCKET



DOUBLE-LEFT TURN CHANNELIZATION



SINGLE LEFT-TURN CHANNELIZATION FACING OPPOSING DOUBLE LEFT TURNS

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.

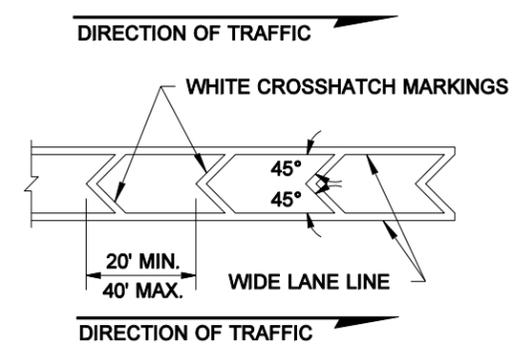
LEGEND

- L = 12' Typical Lane Width. See Contract for specified lane widths.
- Type 2L (SL) Traffic Arrow
- Type 2R (SR) Traffic Arrow

POSTED SPEED	APPROACH TAPER C	D
60 MPH	720'	420'
55 MPH	660'	385'
50 MPH	600'	350'
45 MPH	540'	315'
40 MPH	480'	280'
35 MPH	420'	245'
30 MPH	360'	210'
25 MPH	300'	175'
20 MPH	240'	140'



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL IT IS APPROVED BY THE ENGINEER AND APPROVED BY THE CONTRACTOR. THE ENGINEER'S APPROVAL OF THIS PLAN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED. A COPY MAY BE OBTAINED UPON REQUEST.



PAINTED OR PLASTIC TRAFFIC DIVIDER COMPOSED OF LONGITUDINAL MARKINGS

DOUBLE LEFT-TURN CHANNELIZATION STANDARD PLAN M-3.50-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 06-03-11
STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

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