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 plans 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-16. 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 continuous.

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 = Typical Lane Width. See Contract for specified lane width.

Type 3L (BL) Traffic Arrow

Type 2R (BR) Traffic Arrow

PLOTTED SPEED APPROPRIATE TAPER C

60 MPH 130 430

50 MPH 105 365

40 MPH 85 270

30 MPH 65 225

20 MPH 45 170

10 MPH 25 140

DOUBLE LEFT-TURN CHANNELIZATION

STANDARD PLAN M-3.50-02

SHEET 1 OF 1 SHEET

Peele Balarkit IN 06-02-11

Washington State Department of Transportation

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