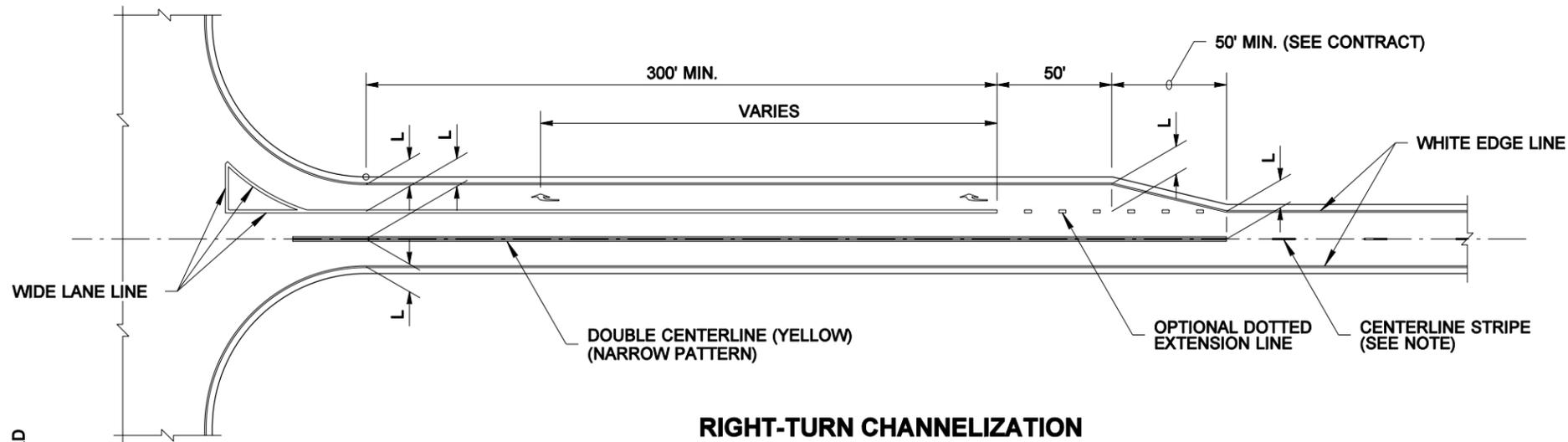


DRAWN BY: LISA CYFORD



**NOTES**

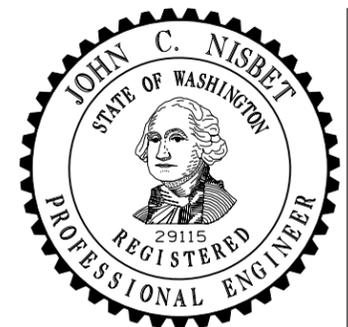
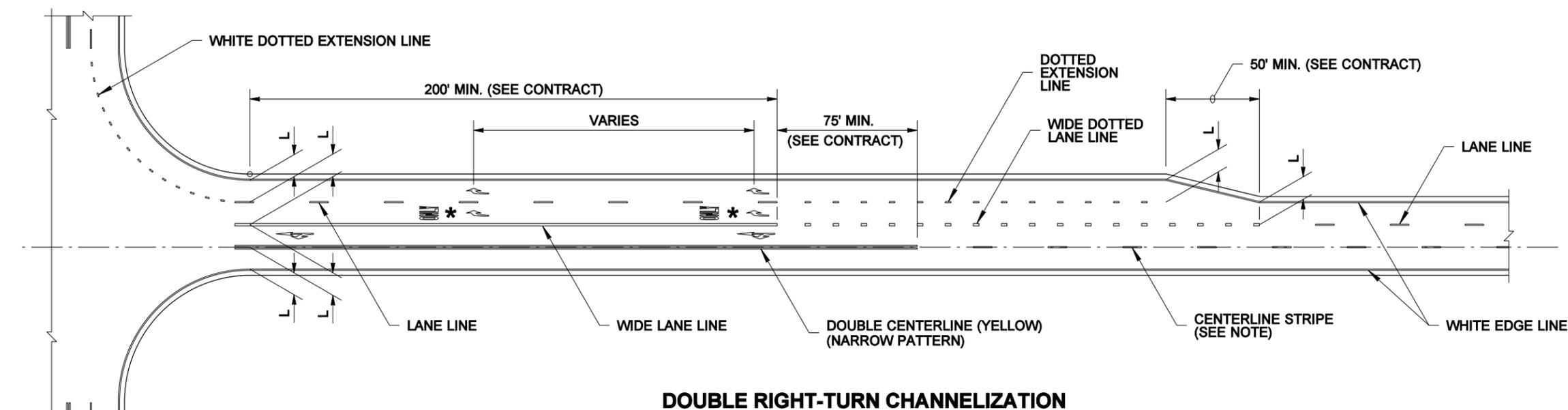
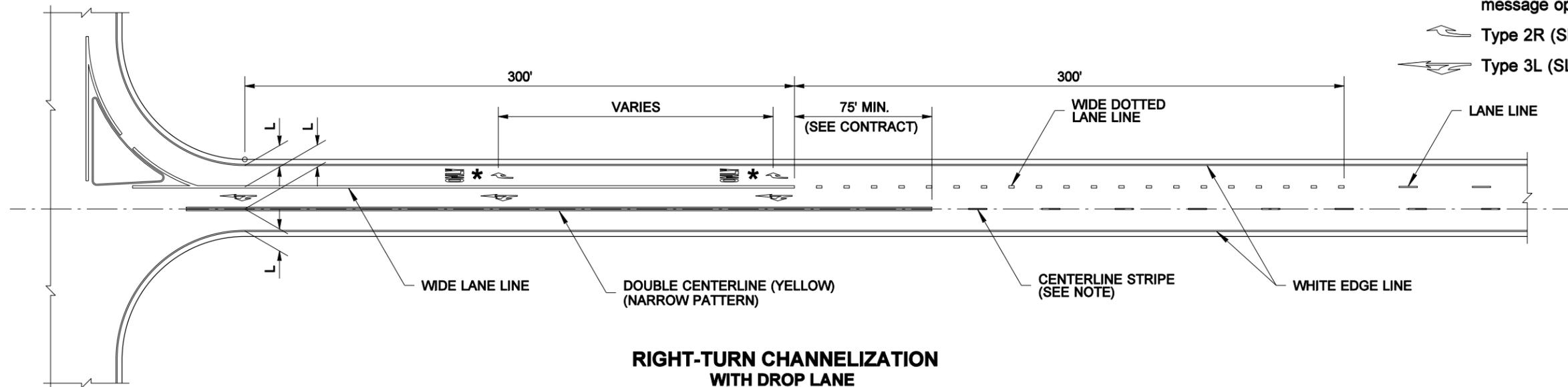
1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The channelization shown on this plan is for a two-lane highway. The channelization plan may be used on four-lane undivided highways with the appropriate 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 center line.
6. All Traffic Arrows not required 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.

\* = Denotes required traffic arrow. Accompanying ONLY word message optional. See **Standard Plan M-80.10** for spacing.

- Type 2R (SR) Traffic Arrow
- Type 3L (SL) Traffic Arrow



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL IT IS APPROVED BY THE ENGINEER AND THE CONTRACTOR. THE ENGINEER AND CONTRACTOR SHALL FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

**RIGHT-TURN CHANNELIZATION**  
**STANDARD PLAN M-5.10-02**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

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

