NOTES
1. These details can vary greatly according to the Contract plans.
   The need for Advance Roundabout Traffic Arrows is based upon
   posted speed of approach roadway.
2. Place Arrows in the circulating lanes as close as possible to the
   center of the lane to avoid having them in the wheel paths.
3. Local agencies (on non-state route intersections) may elect
   to use Yield Line Symbol Type 2 (sharks teeth) prior
   to the Wide Dotted Entry Line. See Standard Plan
   M-24.60 for details.
4. Check with Region Traffic office regarding RPM and
   Guidepost placement and use.
   WIDE DOTTED ENTRY LINE~ SEE
   STANDARD PLAN M-20.10
   (USE ON WSDOT PROJECTS)
5. Non drivable central island portion
   WHEN USED SEE CONTRACT
   OMIT IN SINGLE LANE APPROACHES

ROUNDABOUT CIRCLE MARKING DETAIL
WITH TYPE 3SR TRAFFIC ARROW
SEE STANDARD PLAN M-24.40

ROUNDABOUT PAVEMENT MARKINGS
STANDARD PLAN M-12.10-03

FOR CROSSWALK LAYOUT DETAILS ~ SEE STANDARD PLAN M-15.10

STATE DESIGN ENGINEER
DREW BY: FERN LUCIEL

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WHITE WIDE SOLID LANE LINE – SEE STANDARD PLAN M-20.10 (TYP.)

WIDE EDGE LINE – SEE STANDARD PLAN M-20.10 (TYP.)

WIDE DOTTED ENTRY LINE – SEE STANDARD PLAN M-20.10 (TYP.) (USE ON WSDOT PROJECTS)

STRONG LANE LINE – SEE STANDARD PLAN M-20.10 (TYP.)

YELLOW EDGE LINE (WHEN USED SEE CONTRACT) (TYP.)

Nondrivable Central Island Portion

WHITE EDGE LINE (WHEN USED SEE CONTRACT)

For Crosswalk Layout Details – SEE STANDARD PLAN M-15.10

Nondrivable Central Island Portion

White in single Lane Approaches

Roundabout Pavement Markings

Standard Plan M-12.10-03

Sheet 2 of 2 Sheets

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