LEFT-TURN CHANNELIZATION
REDUCED TAPER LENGTHS – ASYMMETRICAL WIDENING
(FOR LIMITED USE IN URBAN AREAS WITH POSTED SPEEDS OF 40 MPH OR LESS)

SEE CONTRACT FOR LENGTH OF STORAGE LANE
50'

OPTIONAL DOTTED EXTENSION LINE
WHITE EDGE LINE

DOUBLE CENTERLINE (YELLOW) (NARROW PATTERN)
CENTERLINE STRIPE – SEE NOTES

RESPECTIVE H or K
RADIUS = RESPECTIVE H or K

DOUBLE CENTERLINE LINE

RADIUS

OPTIONAL MARKED ACCELERATION TAPER
(FOR LIMITED USE IN URBAN AREAS)

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 = Lane Width. See Contract for specified lane widths.

Type 2L (SL) Traffic Arrow

POSTED SPEED
40 MPH
35 MPH
30 MPH
25 MPH
20 MPH

DIMENSION
27'
20'
15'
10'
7'

DIMENSION
53'
41'
30'
21'
13'

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

LEFT-TURN
CHANNELIZATION
REDUCED TAPERS
STANDARD PLAN M-3.20-03

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WASHINGTON STATE, DEPARTMENT OF TRANSPORTATION

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