**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** = Lane width. See Contract
- **LT** = Left-Turn lane width. See Contract
- **2L (SL)** Traffic Arrow
- **2R (SR)** Traffic Arrow

**POSTED SPEED**

- **D**
  - 60 MPH: 420'
  - 55 MPH: 385'
  - 50 MPH: 350'
  - 45 MPH: 315'
  - 40 MPH: 280'
  - 35 MPH: 245'
  - 30 MPH: 210'
  - 25 MPH: 175'
  - 20 MPH: 140'

**DIRECTION OF TRAFFIC**

- **WHITE CROSSHATCH MARKINGS**
- **PAINTED OR PLASTIC TRAFFIC DIVIDER** composed of longitudinal markings

**DATE:** Sep 23 2020 3:44 PM

**BRIAN J. WALSH**

**STANDARD PLAN M-3.50-03**

**APPROVED FOR PUBLICATION**

**DATE:** 2020.05.25 14:56:07

**DESIGN ENGINEER:**

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**