### LEFT TURN ACCELERATION DETAIL

<table>
<thead>
<tr>
<th>SPEED</th>
<th>LEFT TURN LANE</th>
<th>RIGHT TURN LANE</th>
<th>LEFT TURN ACCELERATION LANE</th>
<th>LEFT TURN ACCELERATION LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 TO 95 MPH</td>
<td>10 VPH</td>
<td>35 VPH</td>
<td>50 VPH</td>
<td>**</td>
</tr>
<tr>
<td>65 MPH AND GREATER</td>
<td>5 VPH</td>
<td>10 VPH</td>
<td>25 VPH</td>
<td>**</td>
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</tbody>
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* OPTIONAL FOR 55 MPH AND LESS. FOR 55 MPH, AS REQUIRED BY THE REGION TRAFFIC ENGINEER.
** AS REQUIRED BY THE REGION TRAFFIC ENGINEER

**VPH** VEHICLES PER HOUR IN ANY ONE HOUR PERIOD IN PASSENGER CAR EQUIVALENTS.

#### TABLE I

<table>
<thead>
<tr>
<th>MINIMUM LEVELS FOR INSTALLATION OF TURN AND ACCELERATION LANES ON RURAL TWO LANE ROADS</th>
</tr>
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<tbody>
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SEE MATCH LINE FOR LEFT TURN ACCELERATION LANE DETAIL.

**NOTES:**

1. USE CURRENT EDITION OF THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS. CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.

2. USE CURRENT EDITION OF THE AASHTO RURAL ROADSIDE DESIGN GUIDE AND STD DWG DD 16-17 FOR CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.

3. DECELERATION LENGTH: RIGHT TURN - USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED AND AN AVERAGE RUNNING SPEED OF 14 MPH. LEFT TURN - USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED AND AN AVERAGE RUNNING SPEED OF A STOP CONDITION. ACCEPT FOR SPEED CHANGES ON GRADES AS NECESSARY. DECELERATION LANE NOT TO SCALE.

4. ACCELERATION LENGTH: USE AN INITIAL RUNNING SPEED OF 14 MPH AND USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED. ADJUST FOR SPEED CHANGES ON GRADES AS NECESSARY.

5. DECELERATION LENGTH

6. USE A 16 FT MINIMUM ACCEPTANCE LANE FOR 50 FT WITH A 15:1 TAPER IF RIGHT TURN LANE, RIGHT TURN ACCELERATION LANE, AND RIGHT TURN ACCELERATION LANE TAPER. MATCH ROAD CONDITIONS.

7. STANDARDS SHOWN ARE RECOMMENDED VALUES. EXCEED STANDARDS IF CONDITIONS PERMIT.

8. **G** SEE NOTE 8

9. **MINIMUM LEVELS FOR INSTALLATION OF TURN AND ACCELERATION LANE**

10. USE CURRENT EDITION OF THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS. CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.

11. POSTED SPEED 3.45 MPH L = 15 FT "TAPER LENGTH IN FT" D = 3/4 D "DISTANCE "D" UPSTREAM FROM THE BEGINNING OF THE TAPER.

12. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.

13. **SDA** SEE NOTE 13 FOR USE OF OPTIONAL WA-B LINE END SIGN.

14. **NOTE 6** SEE NOTE 6 FOR INFORMATION ON STRIPING DETAILS.

15. INCREASE VEHICLES STORAGE LENGTH AS DETERMINED BY ENGINEERING STUDY ON REGION TRAFFIC ENGINEER.

16. SEE STD DWG DD 16-17 FOR INFORMATION ON STRIPING DETAILS.

17. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.

18. **NOTE 7** SEE NOTE 7 FOR INFORMATION ON STRIPING DETAILS.

19. INCREASE VEHICLES STORAGE LENGTH AS DETERMINED BY ENGINEERING STUDY ON REGION TRAFFIC ENGINEER.

20. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.