NOTES:
1. USE CURRENT EDITION OF THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STD DWG.
2. USE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE AND STD DWG DD 17 FOR CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.
3. USE 4 FT MINIMUM SHOULDER FOR RIGHT TURN DECELERATION LANE TAPER AND RIGHT TURN STORAGE LANE. MATCH EXISTING WIDTH OF SHOULDER, WITH A 4 FT MINIMUM, AT ALL OTHER SHOULDER LOCATIONS.
4. STANDARDS SHOWN ARE RECOMMENDED VALUES. EXCEED STANDARDS IF CONDITIONS PERMIT.
5. USE STD DWG DD 13A FOR RIGHT TURN AND/OR LEFT TURN ACCELERATION LANES IF REQUIRED.
6. USE A 16 FT MINIMUM ACCEPTANCE LANE FOR 60 FT WITH A 15:1 TAPER WHEN RIGHT TURN ACCELERATION LANE IS NOT USED.
7. 12 FT LANE WIDTH DESIRABLE
10 FT MINIMUM LOW VOLUME.
8. SEE STD DWG DD 8 FOR INFORMATION ON STRIPING DETAILS.
9. POSTED SPEED x 40 MPH = L = TAPER LENGTH IN FT
W = WIDTH OF OFFSET IN FT
S = SPEED IN MPH
10. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.
11. INCREASE VEHICLE STORAGE LENGTH AS DETERMINED BY ENGINEERING STUDY OR REGION TRAFFIC ENGINEER.
12. SEE TABLE II ON STD DWG DD 9 FOR LENGTH "D."

<table>
<thead>
<tr>
<th>TABLE I</th>
<th>MINIMUM LEVELS FOR INSTALLATION OF TURN AND ACCELERATION LANES ON TWO LANE ROADS</th>
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</thead>
<tbody>
<tr>
<td>SPEED</td>
<td>LEFT TURN LANE</td>
</tr>
<tr>
<td>40 MPH AND LESS</td>
<td>25 MPH</td>
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</tbody>
</table>

VPH - VEHICLES PER HOUR IN ANY ONE HOUR PERIOD IN PASSENGER CAR EQUIVALENTS.
* SEE NOTE 5.