1. Use current edition of the AASHTO 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. 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 14 mph.
   - Adjust 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. Use STD DWG DD 14A for right turn and/or left turn acceleration lanes if required.

6. Use 4 ft minimum shoulder for right turn deceleration lane taper, right turn storage lane, right turn acceleration lane, and right turn acceleration lane taper. Match existing width of shoulder, with a 4 ft minimum, at all other shoulder locations.

7. Use a 16 ft minimum acceptance lane for 50 ft with a 15:1 taper when right turn acceleration lane is not used.

8. Standards shown are minimum values. Exceed standards if conditions permit.

9. G = 140 ft for speeds 45 to 50 MPH
   G = 180 ft for speeds 55 MPH and above

10. Increase vehicle storage length as determined by engineering study or region traffic engineer.

11. See STD DWG DD 5 for information on striping details.

12. Posted speed > 45 MPH = WS
    L = TAPER LENGTH IN FEET
    W = WIDTH OF OFFSET IN FEET
    S = SPEED IN MPH

13. Package a two way left turn lane connecting adjacent access points when their tapers overlap, or as required by region traffic engineer.

14. Optional use of WA-2R, right lane ends sign, at a distance "D" upstream from the beginning of the taper.

15. See Table 1 on STD DWG DD 3 for length "D."

### Table 1: Minimum Levels for Installation of Turn and Acceleration Lanes on Rural Two Lane Roads

<table>
<thead>
<tr>
<th>SPEED</th>
<th>LEFT TURN LANE</th>
<th>RIGHT TURN LANE</th>
<th>RIGHT TURN ACCELERATION LANE</th>
<th>LEFT TURN ACCELERATION LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 TO 55 MPH</td>
<td>12 VPH</td>
<td>28 VPH</td>
<td>60 VPH</td>
<td>**</td>
</tr>
<tr>
<td>60 MPH AND GREATER</td>
<td>5 VPH</td>
<td>10 VPH</td>
<td>25 VPH</td>
<td>**</td>
</tr>
</tbody>
</table>

* Optional for 50 MPH and less, for 55 MPH as required by the region traffic engineer. See Note 10
** As required by the region traffic engineer. VPH = Vehicles per hour