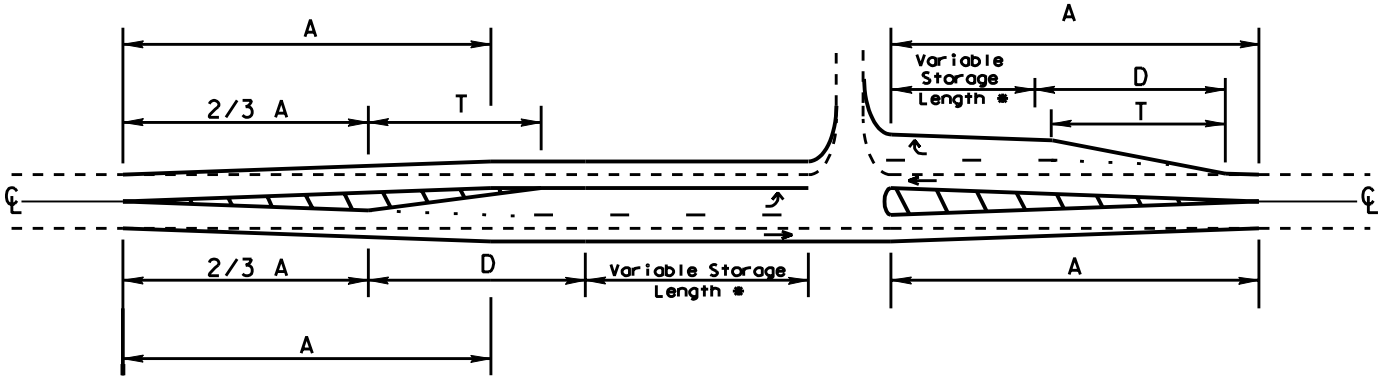
# Recommended Treatment for Turn Lanes

## Symmetrical Widening




| Design Speed (mph) | Posted Speed (mph) | Minimum Deceleration Length (D) | Desirable Deceleration Length (D) | Bay Taper Length (T) | Approach / Departure Taper (A) |
|---|---|---|---|---|---|
| 30 | ≤ 25 | 100′ | 150′ | 75′ | $A = WS^2/60$ (IF $S \leq 40$ MPH)<br>$A = WS$ (IF $S > 40$ MPH)<br>S = Design Speed<br>W = Width of Lateral Shift |
| 35 | 30 | 100′ | 150′ | 75′ | |
| 40 | 35 | 150′ | 200′ | 100′ | |
| 45 | 40 | 150′ | 250′ | 100′ | |
| 50 | 45 | 150′ | 300′ | 100′ | * Storage length for waiting vehicles should be calculated based on the latest version of the Highway Capacity Manual or Policy on Street and Driveway Access to North Carolina Highways. |
| 55 | 50 | 200′ | 500′ | 150′ | |
| 60 | 55 | 250′ | 575′ | 200′ | |

From *Policy on Street and Driveway Access to North Carolina Highways*

# Geometrics – Turn Lanes

SIGNALS & GEOMETRICS SECTION
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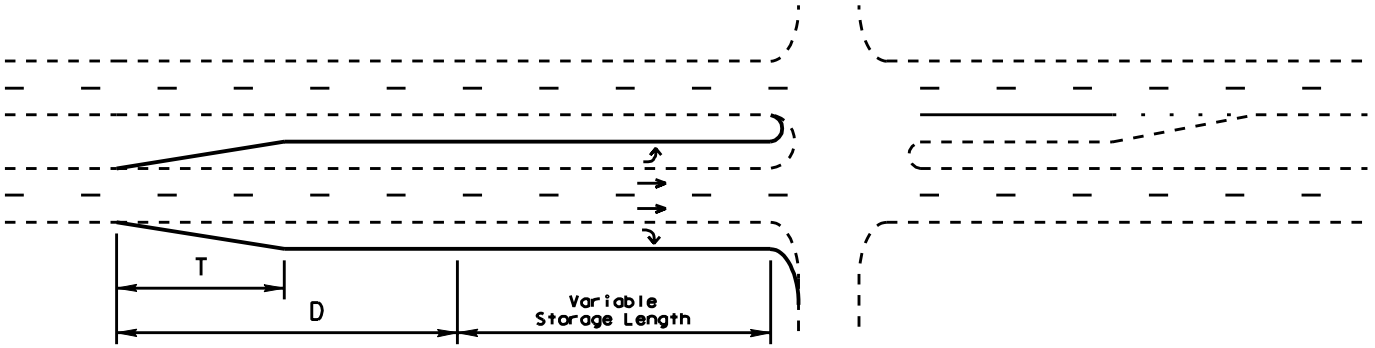
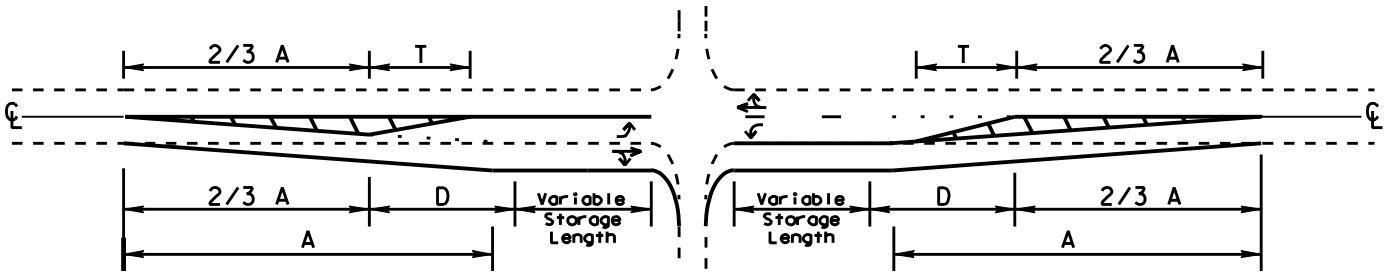
# Recommended Treatment for Turn Lanes

## Pocket Lanes




## Near Side Widening




All values to be determined using the table on the previous page.

From *Policy on Street and Driveway Access to North Carolina Highways*

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