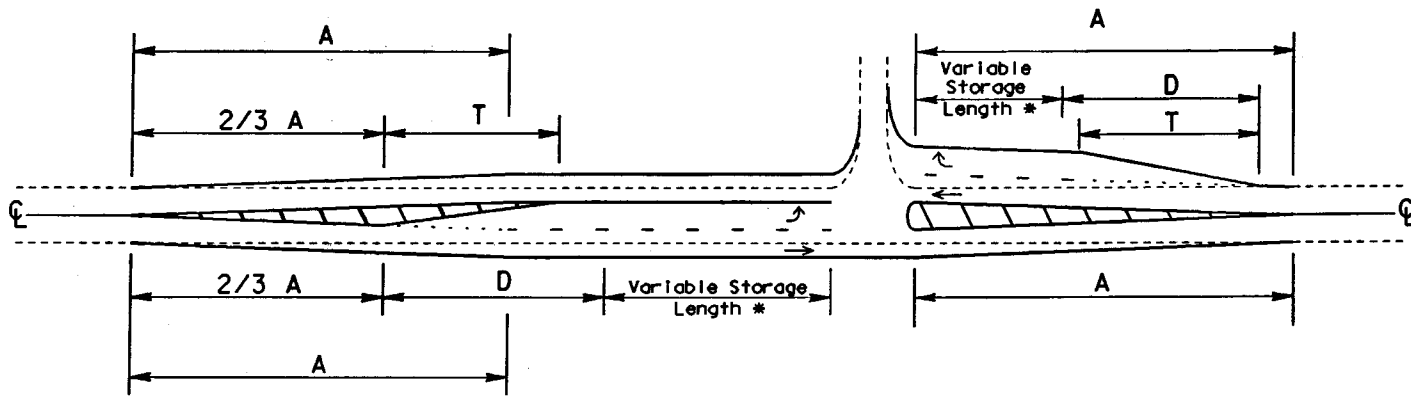


Recommended Treatment for Turn Lanes

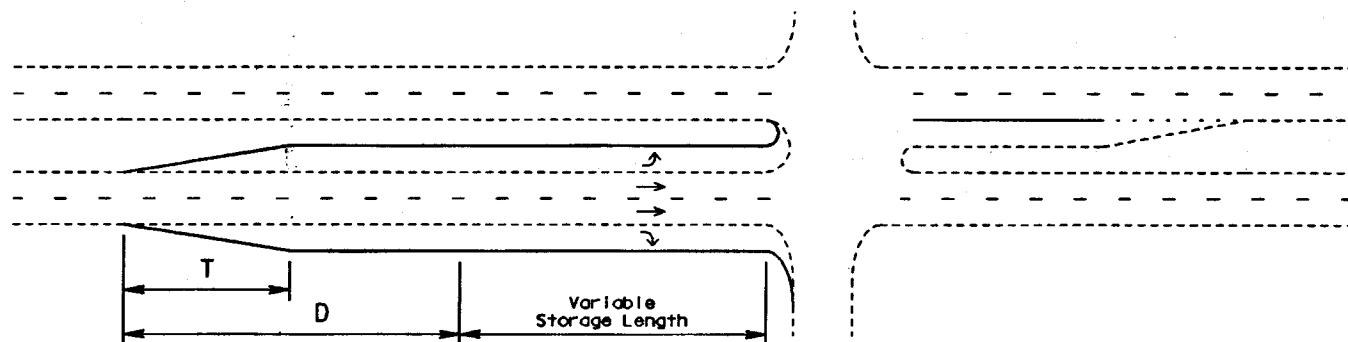
Symmetrical Widening



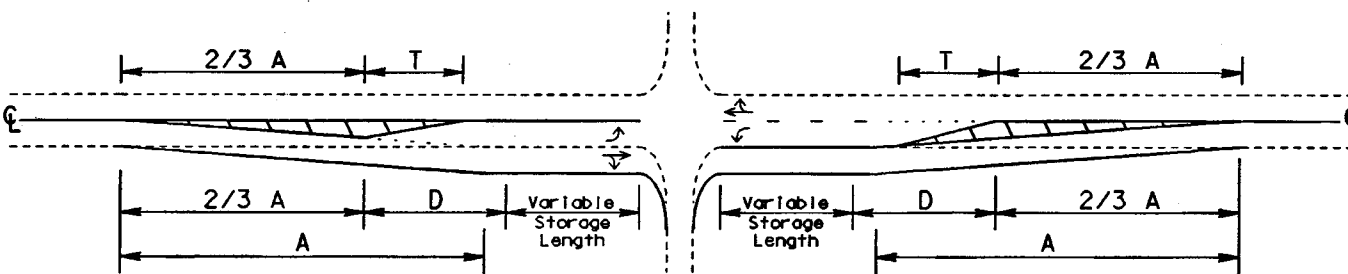
Design Speed (mph)	Posted Speed (mph)	Minimum Deceleration Length (D)	Desirable Deceleration Length (D)	Bay Taper Length (T)	Approach / Departure Taper (A)
30	≤ 25	100'	150'	75'	$A = WS^2/60$ (IF $S \leq 40$ MPH)
35	30	100'	150'	75'	$A = WS$ (IF $S > 40$ MPH)
40	35	150'	200'	100'	S = Design Speed
45	40	150'	250'	100'	W = Width of Lateral Shift
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'	

Recommended Treatment for Turn Lanes

Pocket Lanes



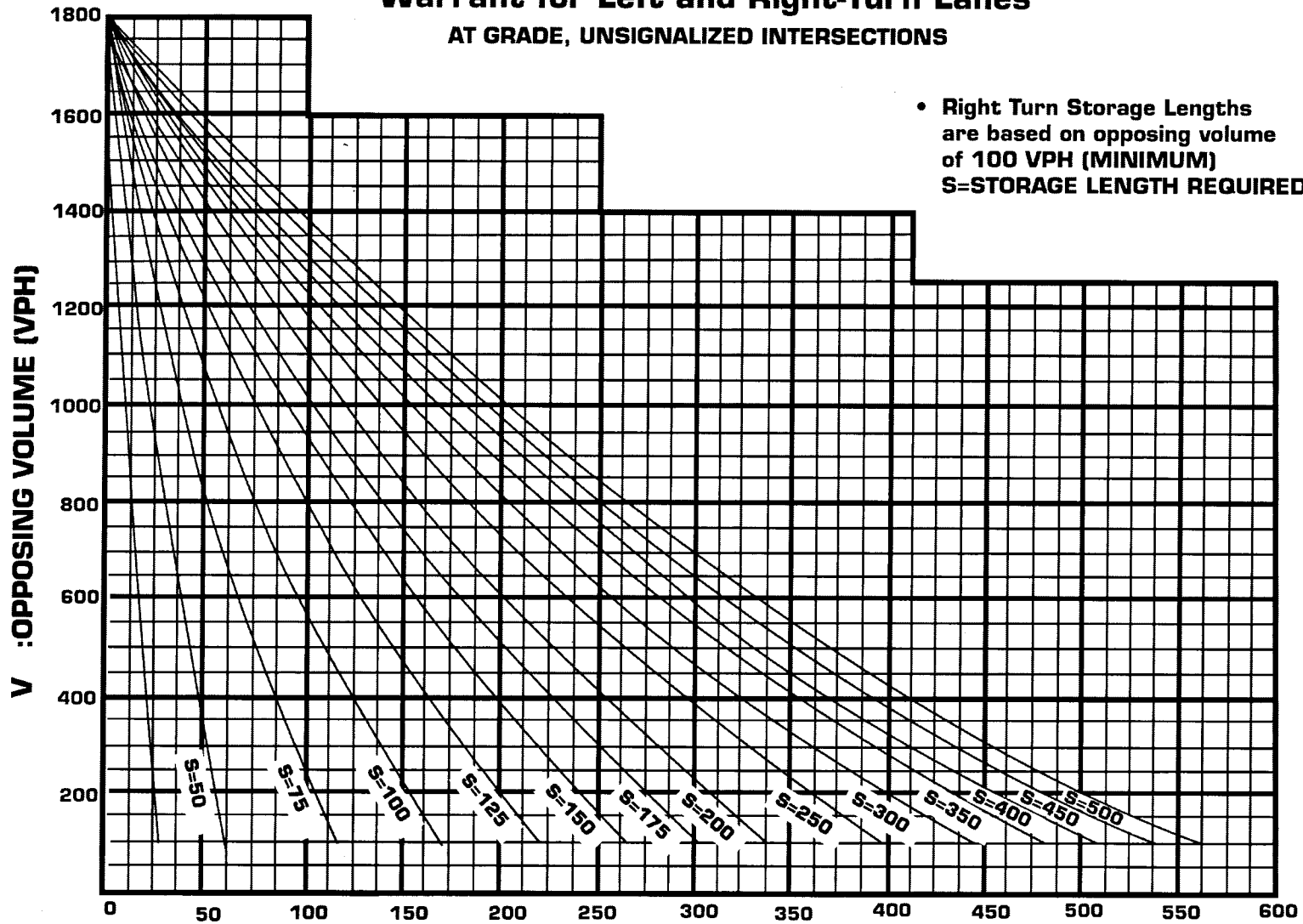
Near Side Widening



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

Warrant for Left and Right-Turn Lanes

AT GRADE, UNSIGNALIZED INTERSECTIONS



V_L : LEFT TURNING VOLUME (VPH)
 V_R : RIGHT TURNING VOLUME (VPH)

Note: Where adjacent signalization may provide opportunities for gaps in the traffic stream a reduction in the above storage values can be considered on a case by case basis.