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Division 9
Winston-Salem, N.C.
CS# 09-51-02

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
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DIVISION OF HIGHWAYS

June 17, 1991

THOMAS J. HARRELSON
SECRETARY

WILLIAM G. MARLEY, JR., P.E.
STATE HIGHWAY ADMINISTRATOR

MEMORANDUM

TO: All Area and Division Traffic Engineers

FROM: Roberto Canales, P.E. *R. Canales*
Traffic Control Engineer

SUBJECT: Slow-Moving Pull-Out Lanes

Due to conversations with several Divisions on the "real world" effectiveness of the design for the signing and pavement markings for the subject lanes, we have revised a few items. Attached is a review design, about which we are requesting further comments from each of you.

For clarification, the intent of these pull-out lanes is to: (1) offer a stopping point off the travel lane with short tapers for a slow moving vehicle to pull off, stop, and allow traffic to pass before continuing, or (2) offer a pull-out lane for slow-moving vehicles to pull into, continue traveling in the pull-out lane, and merge back into the travel lane.

The typical sent out May 23, 1991, was not acceptable for use by some Divisions primarily because the actual lengths of the taper and pull-out lanes that have been constructed to date are less than those recommended. In these cases taper lengths should be determined by the Engineer based on assumed entering speed of a slow-moving vehicle.

We welcome all comments on this subject, and we will attempt to arrive at a standard which meets the criteria for practical installation and safety concerns.

Please refer any further comments you may have to me within the next four weeks. If you have further questions at this time please feel free to contact Ms. T. E. Moore, P.E. of my staff at (919) 250-4151.

Attachments

cc: Mr. J. M. Lynch, P.E.
Mr. C. C. Sessoms, Jr., P.E.
Mr. N. C. Crowe, Jr., P.E.
Mr. G. G. Grigg, Jr., P.E.