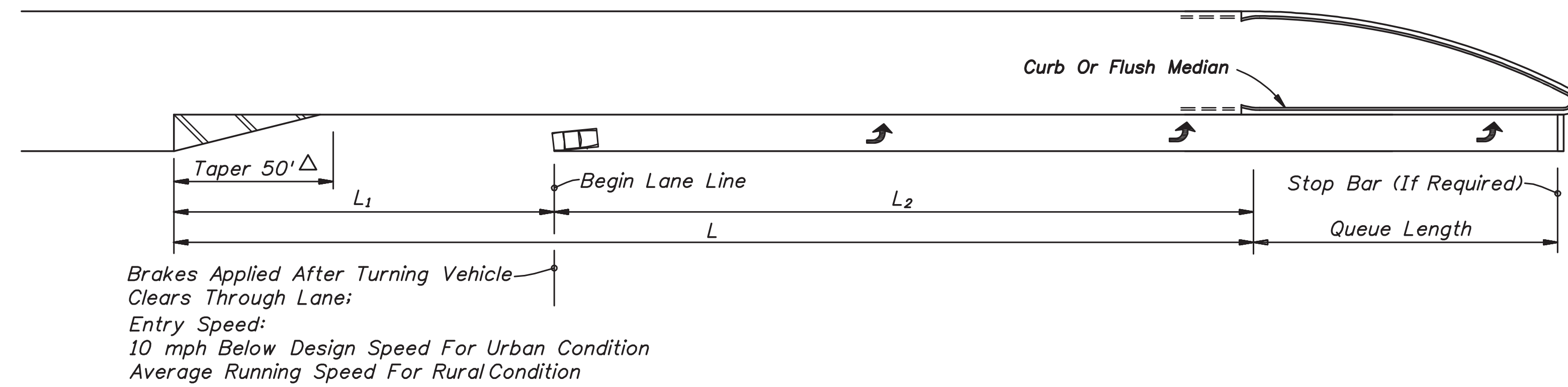


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| PROJECT NO. | SHEET |
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| TURN LANES—CURBED AND UNCURBED MEDIANS | | | | | | | | |
|--|-------------------|--------------------------|------------------------------|---|--------------------------|------------------------------|---|--------------------------|
| Design Speed (mph) | Entry Speed (mph) | Clearance Distance L_1 | URBAN CONDITIONS | | | RURAL CONDITIONS | | |
| | | | Brake To Stop Distance L_2 | Total Decel. Distance L (L_1+L_2) | Clearance Distance L_3 | Brake To Stop Distance L_2 | Total Decel. Distance L (L_1+L_2) | Clearance Distance L_3 |
| 35 | 25 | 75' | 75' | 150' | 110' | --- | --- | --- |
| 40 | 30 | 80' | 75' | 155' | 120' | --- | --- | --- |
| 45 | 35 | 85' | 100' | 185' | 135' | --- | --- | --- |
| 50 | 40/44 | 105' | 135' | 240' | 160' | 185' | 290' | 160' |
| 55 | 48 | 125' | --- | --- | --- | 225' | 350' | 195' |
| 60 | 52 | 145' | --- | --- | --- | 260' | 405' | 230' |
| 65 | 55 | 170' | --- | --- | --- | 290' | 460' | 270' |



SINGLE LEFT TURNS

- △ The length of taper may be increased to L_1 for single left turns and L_3 for double left turns when:
- Left turn queue vehicles are adequately provided for within the design queue length.
 - Through vehicle queues will not block access to left turn lane.
 - Approval is required by Chief Traffic Engineer.

Queue Length:

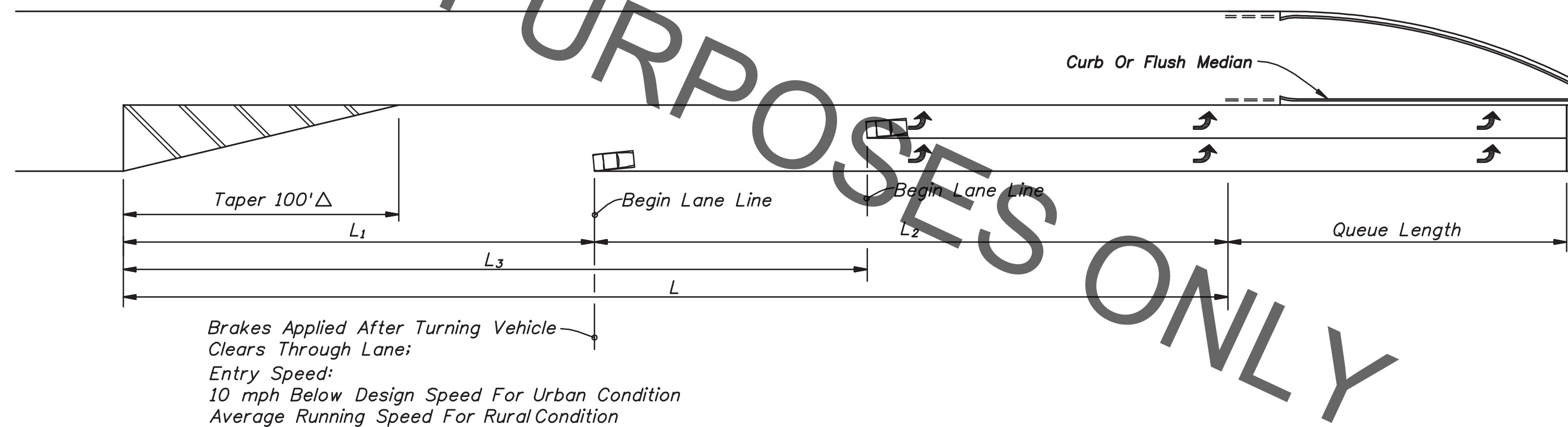
Queue length is measured from the median nose radial point or, when a stop bar is required, from the stop bar.

Signalized intersection $L_Q = 1.5 \times (\text{left turn volume during design peak hour}) \times 25' \times (1 + \% \text{ trucks} / 100) / (\text{number of cycles per hour in design peak hour})$
 Minimum Signalized intersection Queue Length = 150'

Unsignalized intersection $L_Q = 1.5 \times 2 \times (\text{average design left turn volume per minute}) \times 25' \times (1 + \% \text{ trucks} / 100)$
 Minimum Unsignalized intersection Queue Length = 75'

GENERAL NOTES

- The plan views shown are for turn lane taper shapes and dimensional purposes only, they do not prescribe the use of curb, curb and gutter, shoulders nor separators specifically to either rural or urban conditions.
- Total deceleration distances must not be reduced except where lesser values are imposed by unrelocatable control points.
- Right turn lane tapers and distances identical to left turn lanes under stop control conditions. Right turn lane tapers and/or distances are site specific under free flow or yield conditions.
- These left turn configurations apply to continuous left turn lanes only where specifically called for in the plans.
- For pavement markings see 905-50.



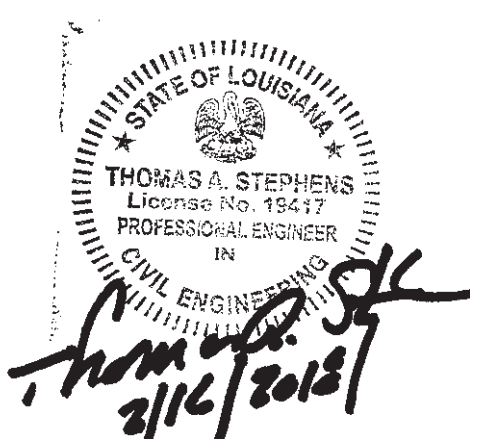
DOUBLE LEFT TURNS

- △ The length of taper may be increased to L_1 for single left turns and L_3 for double left turns when:
- Left turn queue vehicles are adequately provided for within the design queue length.
 - Through vehicle queues will not block access to left turn lane.
 - Approval is required by Chief Traffic Engineer.

Queue Length:

Queue length is measured from stop bar location.

$L_Q = 0.6 \times (\text{single left turn queue length})$



| | | |
|-----------------------------|--------------------------|---------------------|
| STANDARD PLAN NO. 905-53 | DATED AUGUST 28, 2009 | SHEET NO. 1 OF 1 |
|-----------------------------|--------------------------|---------------------|

TURN LANE GEOMETRY

| | | | |
|--|------------|---------|-------------|
| ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE | | | |
| DESIGNED | DRAWN | CHECKED | APPROVED |
| G.L.P. | G. VANNICE | G.L.P. | T. STEPHENS |

| DATE | DESCRIPTION REVISIONS | BY |
|------|-----------------------|----|
| | | |
| | | |