Exhibit 6-23
Criteria for Left Turn Lanes

A. Unsignalized Intersections, Two-Lane Roads and Streets:

Design Speed	Opposing Volume (motor vehicles per hour)	Advancing Motor Vehicle Volume (vehicles per hour) 5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
30 mph or less	800	370	265	195	185
	600	460	345	250	225
	400	570	430	305	275
	200	720	530	390	335
40 mph	800	330	240	180	160
	600	410	305	225	200
	400	510	380	275	245
	200	640	470	350	305
50 mph	800	280	210	165	135
	600	350	260	195	170
	400	430	320	240	210
	200	550	400	300	270
60 mph	800	230	170	125	115
	600	290	210	160	140
	400	365	270	200	175
	200	450	330	250	215

All Build Vols:

30
199

Va < 510
Not warranted

5
486

pm Build Vols:

95
650

15
226

Va < 330
Not Warranted

B. Signalized Intersections:

Left-Turn Lane Configuration	Minimum Turn Volume
Single exclusive left-turn lane	100 motor vehicles per hour
Dual exclusive left-turn lane	300 motor vehicles per hour

Source: *Highway Capacity Manual*, 2000

Exhibit 6-24
Criteria for Right-Turn Lane Placement

Positive Criteria (Favoring Right-Turn Placement)	Negative Indicators (Arguing Against Right-Turn Lane Placement)
High speed arterial highways	In residential areas
High right-turn motor vehicle volumes	In urban core areas
High right-turn plus high cross-street left-turn volumes	On walking routes to schools
Long right-turn queues	Where pedestrians are frequent
Intersection capacity nearly exhausted	Low right turn volumes
History of crashes involving right-turning vehicles	
Little to no pedestrian activity	

Source: Adapted from A Policy on the Geometric Design of Streets and Highways, AASHTO, 2004. Chapter 9 Intersections