Typical Left Turn Lane Design* - Permanent Construction
No Superelevation Required

Asymmetrical Widening

Symmetrical Widening

1. Turnout radius - Turnouts should be designed to accommodate the vehicle path of the chosen design vehicle. Typical design vehicles are WB-50 for state route intersections, WB-62 for designated truck routes, P vehicle on non-state routes in urban areas, and SU for non-state routes in rural areas. Turnouts on multilane routes with a large truck as the design vehicle can be designed to accommodate the truck turning into either lane.

2. Turn lane taper length. Typical length is 13.75:1. In constrained urban areas, 100' single lane and 180' dual lane tapered are allowed. (AASHTO pg 718)

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3. Turn lane width may be a minimum of 10' (AASHTO pages 657, 674, 714) on urban roadways. Otherwise turn lane width = W

4. Turn lane taper length. Typical length is 13.75:1. In constrained urban areas, 100' single lane and 180' dual lane tapered are allowed. (AASHTO pg 718)

5. Turn lane width may be a minimum of 10' (AASHTO pages 657, 674, 714) on urban roadways. Otherwise turn lane width = W

6. Additional through lane widening is not required on multi lane routes and 3 lane routes with adequate shoulders. On low speed roadways, the 2' specified widening for each through lane (4' total) may be reduced to 1' in each direction (2' total). (AASHTO pg 593-596)

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Louisiana Department of Transportation and Development
Drawing No. 96 - 02
Design Development
June 2008