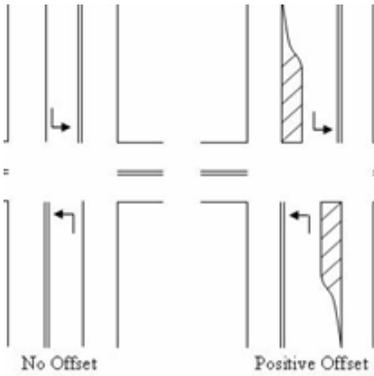


Provide Offset to Left-Turn Lanes

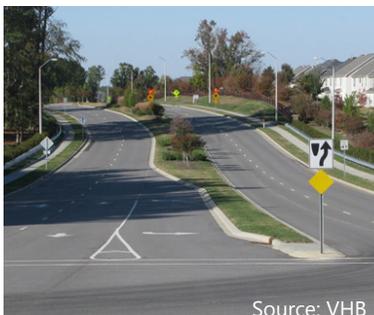
Separating opposing left-turn lanes from their adjacent same-direction through lanes via a parallel or tapered offset to improve the left-turning drivers' visibility of opposing through and right-turning traffic.



This diagram illustrates the difference between left-turn lanes with no offset and those with positive offset.



This offset left-turn lane provides space for an additional STOP sign.



Offset has been provided at the end of this left-turn lane along a multilane median-divided roadway.

Targeted Crash Types

- Right-angle
- Opposing left turn
- Rear-end (major road)
- Sideswipe, opposite direction
- Head-on

Problems Addressed

- Inadequate intersection sight distance
- Misjudgment of gaps

Conditions Addressed

- Poor sight distance of oncoming traffic due to presence of opposing left-turning vehicles or landscaping in the median.
- Crash history or observed conflicts between left-turning and opposing through vehicles.
- Opposing left-turn maneuvers overlap (e.g., left-turning vehicles cross paths).

Considerations

- Requires adequate median width to provide offset; narrowing of existing through lanes may provide some or all of the necessary width.
- The width of the intersection may increase with the addition of the offset, resulting in a longer crossing distance for pedestrians.
- The paint caret to create the left-turn offset may be used to accommodate an additional in-street (or median) STOP (R1-1) sign for wide street approaches. If STOP signs are placed in the street, breakaway posts should be used.

Select Examples

- [1st St. & Fillmore St., Phoenix, AZ](#)
- [North Point Blvd. & Republic Square Drv./Service Rd., Winston-Salem, NC](#)

Industry Standard

- [AASHTO Green Book](#)
- Section 9.7.3: Design Treatments for Left-Turn Maneuvers, Offset Left-Turn Lanes

Other Resources

- [Innovative Operational Safety Improvements at Unsignalized Intersections, Florida DOT](#)
- [Intersection Safety: A Manual for Local Rural Road Owners, FHWA](#)
- [NCHRP 500 Volume 5: A Guide for Addressing Unsignalized Intersections](#)

