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.

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

**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).

**Problems Addressed**
- Inadequate intersection sight distance
- Misjudgment of gaps

**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**