# Install a Right-Turn Lane along the Major Road

An auxiliary lane (or taper) exclusively for the deceleration and storage of right-turning vehicles.

## Targeted Crash Types
- Rear-end (major road)

## Conditions Addressed
- Crash history or observed conflicts between right-turning vehicles and following vehicles.
- Significant right-turn volume along major road.

## Problems Addressed
- Poor operational performance
- Excessive intersection conflicts

## Considerations
- Adding a lane may require additional right-of-way and utility relocation.
- Because the addition of a right-turn lane will increase the crossing distance for pedestrians, consider a refuge island when appropriate.
- Check that the sight triangle remains clear.
- Channelize the right turn for an increased turning radius with the option of creating a free-flowing right turn under yield control, though not recommended for areas with moderate to high pedestrian crossings.

## Industry Standard
- MUTCD
  - Section 3B.20 Pavement Word, Symbol, and Arrow Markings
- AASHTO Green Book
  - Section 9.7: Auxiliary Lanes

## Other Resources
- NCHRP 500 Volume 5: A Guide for Addressing Unsignalized Intersections
- Intersection Safety: A Manual for Local Rural Road Owners, FHWA
- Safety Effectiveness of Intersection Left- and Right-Turn Lanes, FHWA

## Select Examples
- Pleasant Ridge Rd. & Highland Grove Rd., Summerfield, NC
- Fairbanks Dr. & Clarks Branch Dr., Raleigh, NC

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Right-turn lanes can help alleviate rear-end crashes in rural areas such as these, where turns are less expected.

This urban right-turn lane has been installed along a stop-controlled approach.

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Check for Crash Modification Factor (CMF)