

5. Other factors – The selection of a treatment for right turn movements may be influenced by sight distance, availability of right-of-way, grade, and angle of turn. Although these factors are not incorporated in the guidelines, they should be given consideration. The guidelines should be used unless the Engineer at the District or Residency determines that special treatment is necessary due to other factors.
6. Data collection procedures – In order to employ these guidelines, peak hour volume data must be provided.

Right / Left Turn Lanes may be required beyond these guidelines at the discretion of the District *Engineer/Administrator's designee.

Conditions for providing an exclusive right turn lane when the right turn traffic volume projections don't exceed the guidelines:

- Facilities having a high volume of buses, trucks or trailers.
- Poor internal site design of a entrance facility causing potential backups in the through lanes.
- Heavier than normal peak flows on the main roadway.
- High operating speeds (such as 55 mph or above) and in rural locations where turns are not expected by through drivers.
- Highways with curves or hills where sight distance is impacted.
- Higher functionally classified highways shall be considered so that the impact of turning movements on highways intended to serve through traffic is minimized.