# APPLICABLE REGULATIONS

Federal Highway Administration

***Manual on Uniform Traffic Control Devices (MUTCD), 1988***

AASHTO

***Policy on Geometric Design of Highways, 1990***

BZA
Case No. 16559
Exhibit No. 457

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.457

# SIGHT DISTANCE

"*Length of roadway ahead visible to driver… to enable a vehicle to stop before reaching a stationary object in its path.*" [Utilizes .5' View]

AASHTO: 364 feet, Recommended

Gorove/Slade: 300 feet, .5' View
364 feet, 1.5' View

# AASHTO
## TURN-LANE REQUIREMENTS

COMPONENTS

1. Deceleration Length
   Safe Stop from Design Speed
2. Entering Taper → traffic shifts into storage bay
   Design Criteria, e.g., Formulas
3. Storage Length
   Must Keep Thru Lanes Clear

CAN NOT BE COMBINED

Decel can be integrated into thru lanes

Exhibit 1
page 1
of my 5/1/2000

# PROPOSED TURN LANE

Acceptable Design Practise

| | |
|---|---|
| Deceleration - | 364 feet |
| Enter Taper - | 88 feet |
| Storage Bay- | 66 feet |
| TOTAL | 518 feet |

Gorove/Slade Plan

1. Total Length of 474 feet – 44 feet short
2. Inadequate sight distance to storage bay

# Traffic Control Devices

MUTCD Requirements:

1. Command attention
2. Give time for adequate response

Gorove/Slade Proposal:

Turn lane not visible from AASHTO Sight Distance

# FORESEEABLE SAFETY PROBLEMS

1. Overflow from Left-Turn Lane

2. Rear-end Accidents