



CITY OF LEWISBURG, TENNESSEE MUNICIPAL PLANNING COMMISSION

For any subdivision over 50 homes or at the discretion of the planning commission, no plan shall be approved without deceleration lanes, acceleration lanes, or both at all entrances to the subdivision. The Enforcing Officer may require deceleration lanes, acceleration lanes, or both at some or all entrances to a subdivision for subdivisions of less than 50 homes when appropriate based on location, volume of the intersecting road, or as determined by a traffic impact study.

The lanes shall be designed as follows:

3.3.1 Deceleration Lanes

A. Left turn/Right turn deceleration lanes may be required as determined by the Engineer at driveway accesses and designed in accordance with TDOT and City of Lewisburg regulations for arterial roadways.

3.3.2 Right-turn/Acceleration Lanes

B. Right-turn / Acceleration Lanes shall be a minimum of 50 feet in length with an additional 50-foot-long taper. The length may be required to be increased by the City Engineer, if supported by a Traffic Impact Study (TIS).

1. Right-turn / Acceleration lanes are generally not provided on low-speed highways. Acceleration lanes may be required at locations where grade, sight distance or traffic is such that the Development Services Department determines they are needed.

2. A right-turn / acceleration lane and taper may be required at an access point under any one of the following conditions:

a. A high traffic volume on the highway and lack of gaps in traffic make use of an acceleration lane necessary for vehicles to enter and merge with the highway traffic flow.

b. The access location has/will have a high percentage of trucks using it.

c. Site specific conditions create the necessity for an acceleration lane for public safety or traffic operations, as determined by a TIS or by the City Engineer.

i. When operating speeds on the highway are 55 MPH and above, full-width acceleration lanes of sufficient length should be considered.

ii. On all driveways where a deceleration lane is provided, a tapered acceleration lane should be considered.

C. A right-turn acceleration lane and taper may also be required at signalized intersections if a free right-turn lane is needed to maintain an appropriate level of service.

D. The taper length will be included within the required acceleration length.