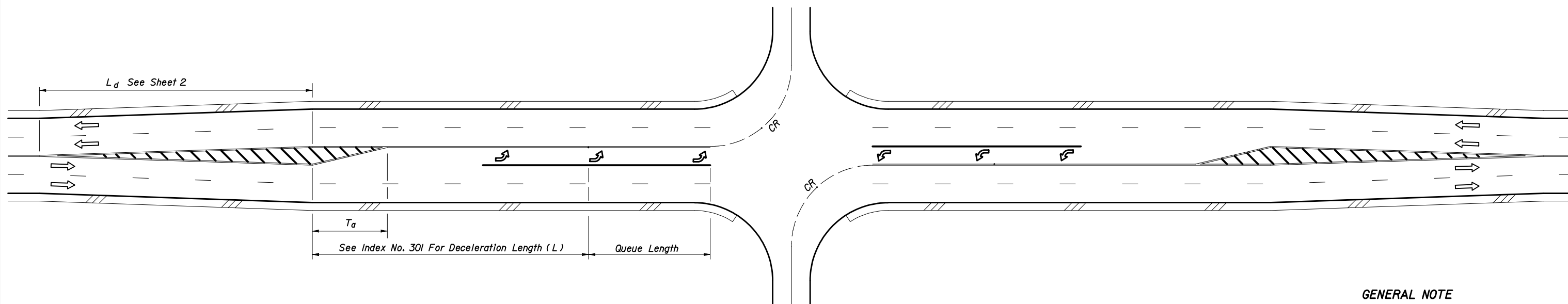


4-LANE UNDIVIDED WITH OPTIONAL LANE

DESIGN SPEED (mph)	T_a (FEET)	T_d
	ADD LANE	LANE DROP
< 30	50' (± 1 : 4)	1 : 25
30-45		1 : 30
> 45		1 : 40

Note: For locations with unrelocatable control points minimum taper rates for lane drop (T_d) will be 1 : 20.



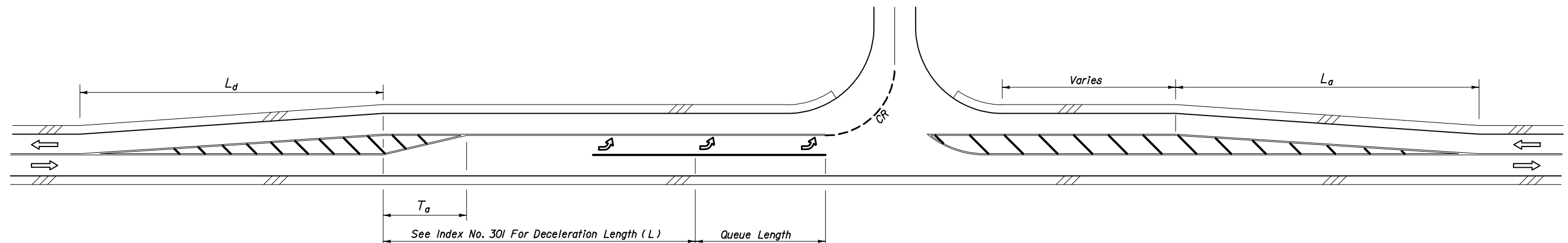
4-LANE UNDIVIDED FLARED - SYMMETRICAL

INTERSECTION TURNS AND STORAGE

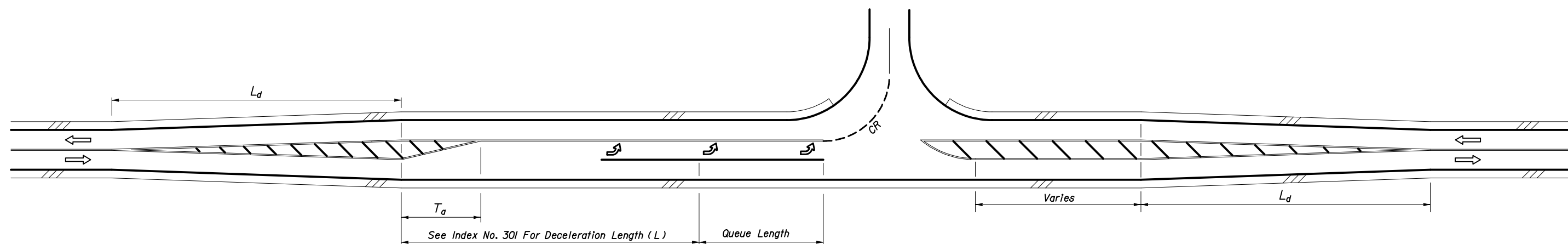
GENERAL NOTE

1. For pavement markings refer to Index No. 17346.

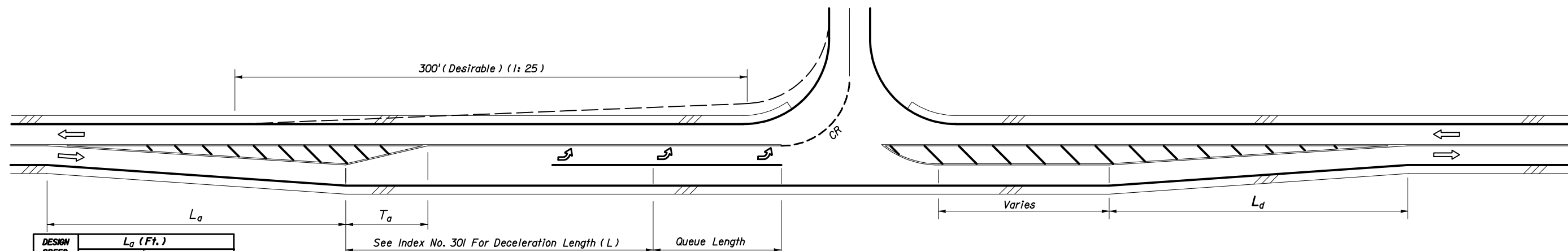
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
ROADWAY TRANSITIONS				
Designed By	KNM	Dates	Approved By	
Drawn By	JBW	9/89	 State Roadway Design Engineer	
Checked By	KNM/JVG	9/89		
			Revision	00
			Sheet No.	1 of 8
			Index No.	526



LEFT SIDE WIDENING



CENTERED WIDENING



RIGHT SIDE WIDENING

DESIGN SPEED (mph)	L _a (Ft.)	
	STANDARD	MINIMUM UNDER RESTRAINTS
30	180	120
40	320	150
50	500	180
60	720	240

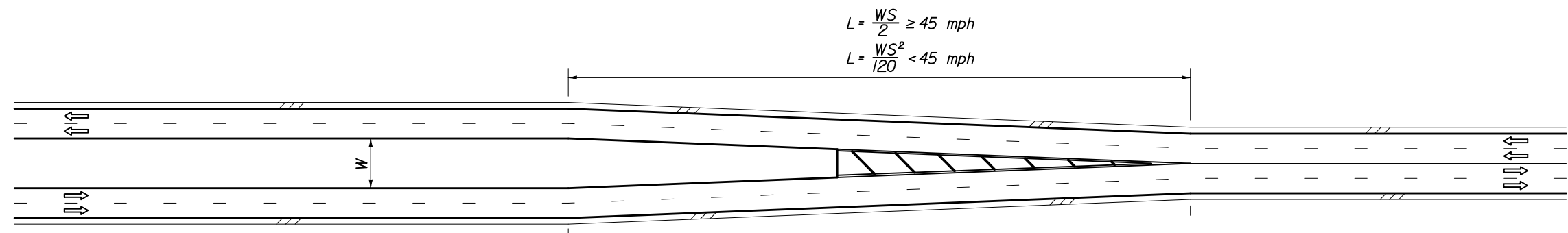
(mph)	L _d (Ft.)	
30	180	120
40	240	150
50	360	180
60	480	240

FLARED & PAINTED LEFT TURNS FOR 2-LANE 2-WAY ROADWAYS

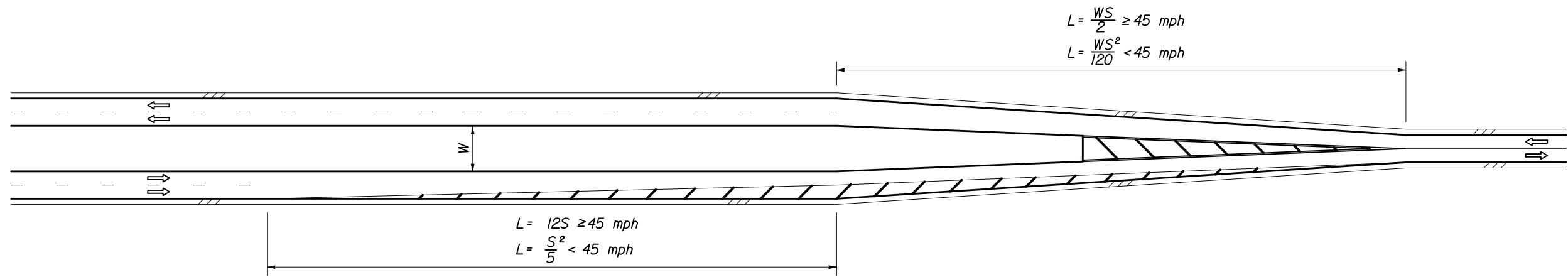
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY TRANSITIONS

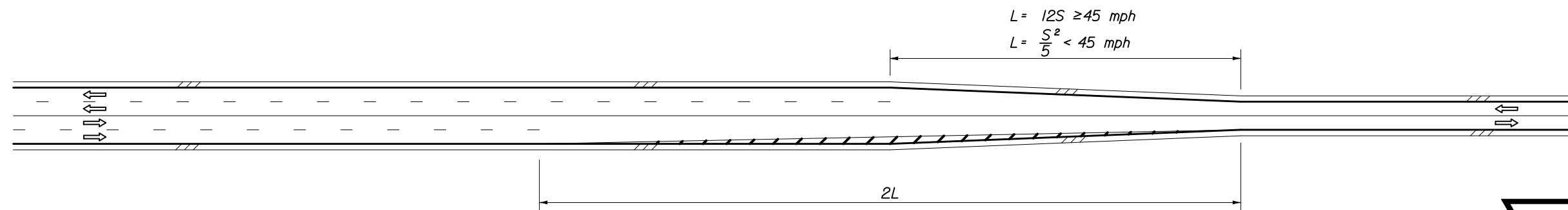
Names	Dates	Approved By
Designed By: RER/JVG	9/98	<i>Ben Blankenship</i> State Roadway Design Engineer
Drawn By: JBW	9/98	
Checked By: RER/JVG	9/98	
Revision: 00	2 of 8	Index No. 526



4-LANE DIVIDED TO 4-LANE UNDIVIDED



4-LANE DIVIDED TO 2-LANE UNDIVIDED

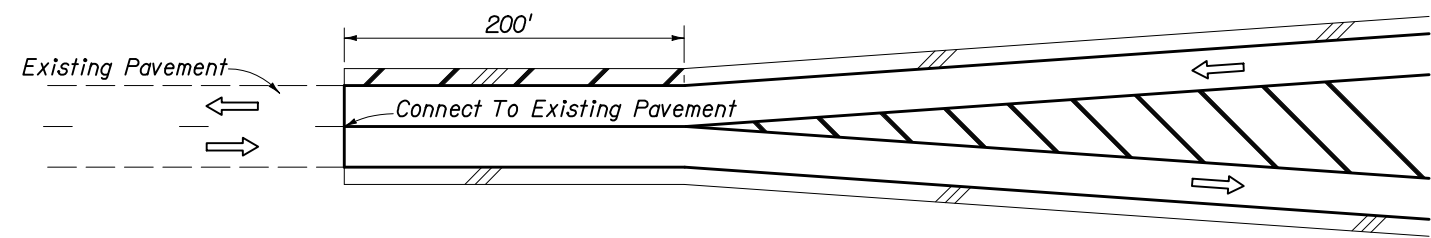


4-LANE UNDIVIDED TO 2-LANE UNDIVIDED

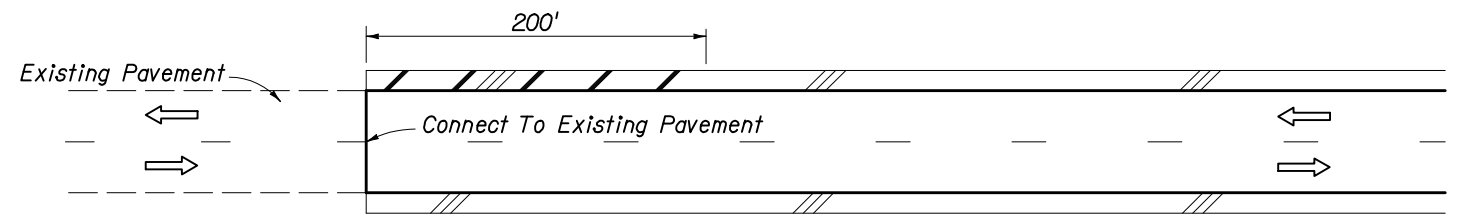
S = Design speed (mph).

LANE DIVERGENCE AND CONVERGENCE FOR CENTERED ROADWAYS

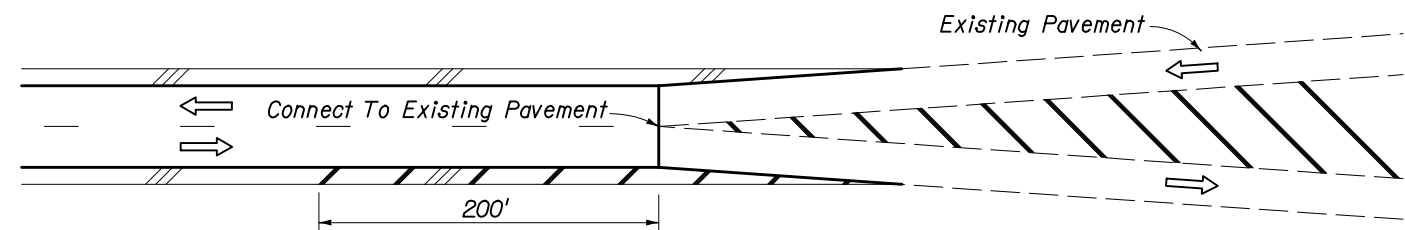
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
ROADWAY TRANSITIONS				
Designed By	Names	Dates	Approved By	
Drawn By	JBM	9/89	 State Roadway Design Engineer	
Checked By	KRM/JVG	9/89		
			Sheet No.	3 of 8
			Index No.	526



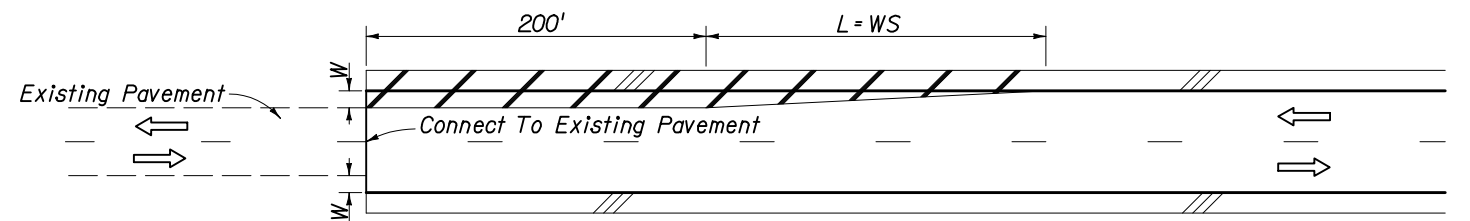
CONNECTING FLARE WITH PAVED SHOULDERS TO EXISTING ROADWAY WITHOUT PAVED SHOULDERS



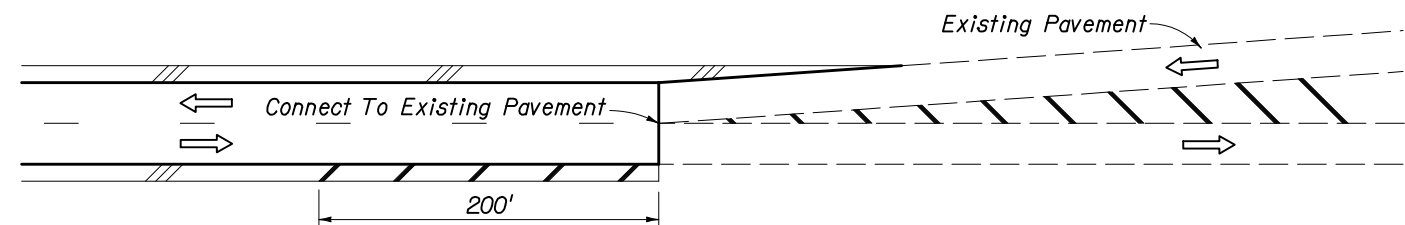
CONNECTING SIMILAR WIDTH PAVEMENTS



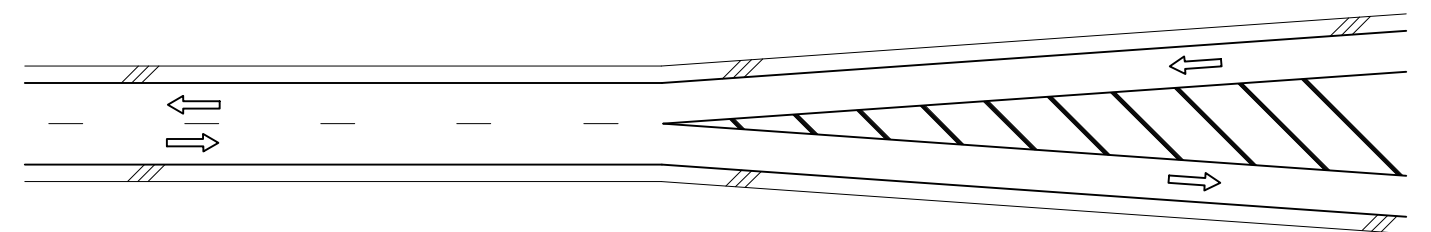
CONNECTING ROADWAY WITH PAVED SHOULDERS TO EXISTING SYMMETRICAL FLARE WITHOUT PAVED SHOULDERS



CONNECTING DIFFERENT WIDTH PAVEMENTS



CONNECTING ROADWAY WITH PAVED SHOULDERS TO EXISTING ASYMMETRICAL FLARE WITHOUT PAVED SHOULDERS




FLARED - PAVED SHOULDERS

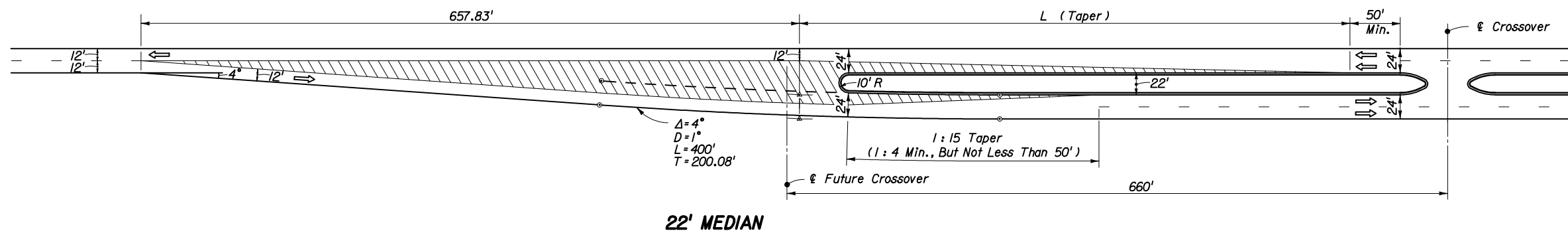
S = Design speed (mph).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

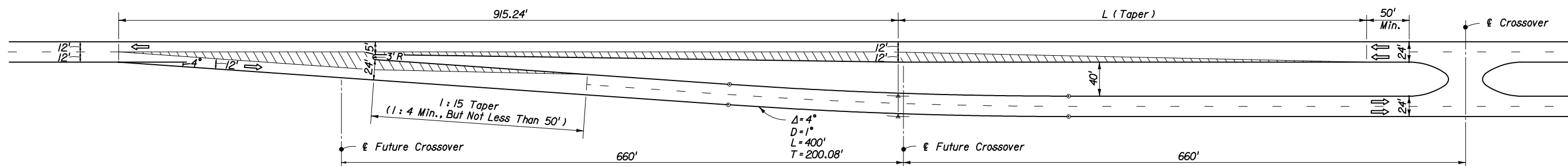
ROADWAY TRANSITIONS

Names		Dates		Approved By		
Designed By	KNM	9/89	 State Roadway Design Engineer			
Drawn By	JBW	9/89				
Checked By	KNM/JVG	9/98				
Revision	00	4 of 8	Sheet No.	Index No.	526	

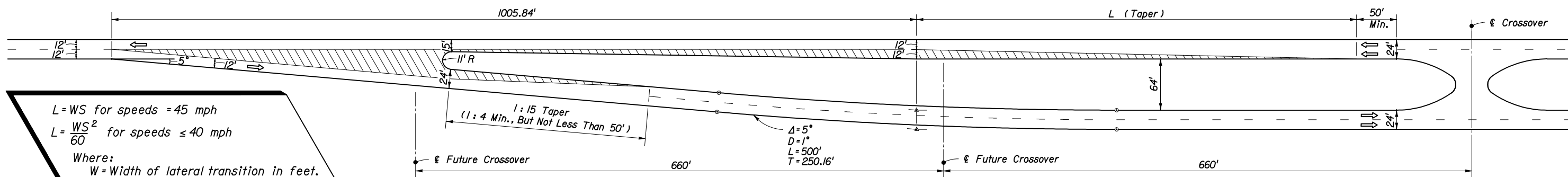
PAVED SHOULDER TREATMENT AT TRANSITIONS AND CONNECTIONS



22' MEDIAN



40' MEDIAN



64' MEDIAN

$$L = WS \text{ for speeds } = 45 \text{ mph}$$

$$L = \frac{WS^2}{60} \text{ for speeds } \leq 40 \text{ mph}$$

Where:
 W = Width of lateral transition in feet.
 S = Design speed.

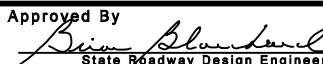
NOTES FOR SHEETS 5 THRU 8

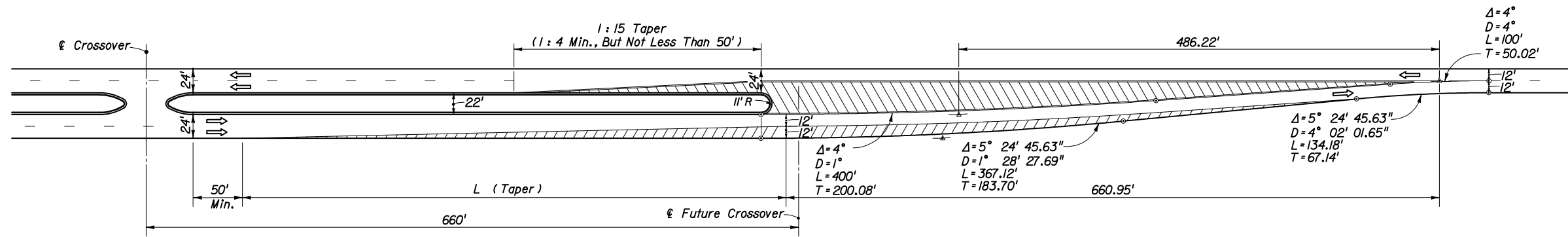
1. The transition details as represented on sheets 5 thru 8 are intended as guidelines only. The transition lengths, curve data, nose radii and offsets are valid only for tangent alignment, design speeds ≤ 45 mph, the median widths and lane widths shown.
2. Approach lane departures ($\Delta = 5^\circ$) are suitable for design speeds up to 60 mph. Interior curves ($D = 1^\circ$) are suitable for normal crown for design speeds up to 50 mph. Merging curves ($D \geq 5^\circ$) will require superelevation.
3. The geometrics of these schemes are associated with the standard subsectional spacing for sideroads, but in any case will require modification to accommodate sideroad location, multilane and/or divided sideroads, oblique sideroads, crossover widths, storage and speed change lane requirements, and, other related features.

**LEFT ROADWAY CENTERED ON APPROACH ROADWAY
 TWO LANE TO FOUR LANE TRANSITION**

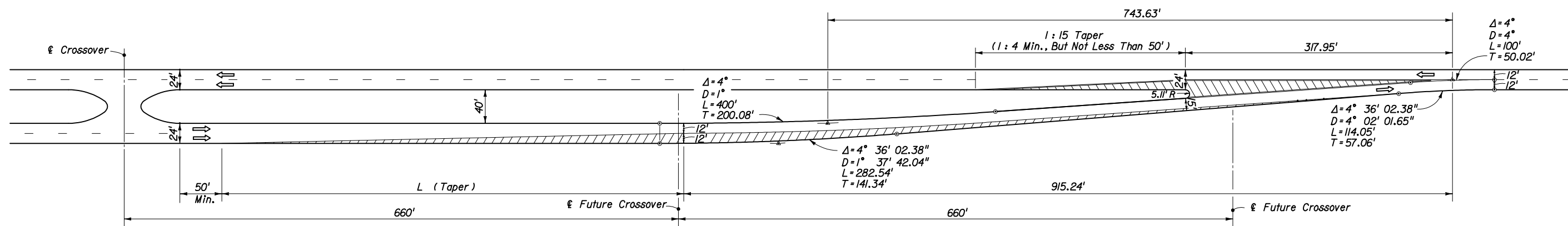
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY TRANSITIONS

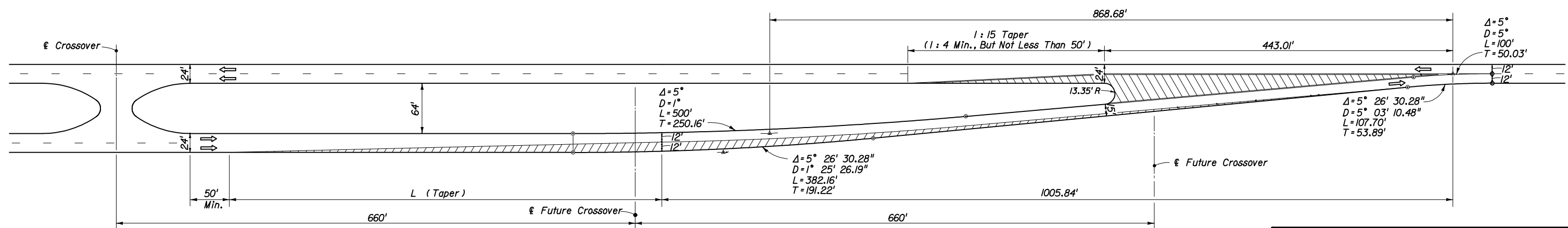
Names		Dates		Approved By		
Designed By	KNM	9/89	 State Roadway Design Engineer			
Drawn By	HKH	2/94				
Checked By	JVG	2/94				
Revision	00	5 of 8	Index No.	526		



22' MEDIAN



40' MEDIAN



64' MEDIAN

$L = WS$ for speeds = 45 mph

$L = \frac{WS^2}{60}$ for speeds ≤ 40 mph


Where:

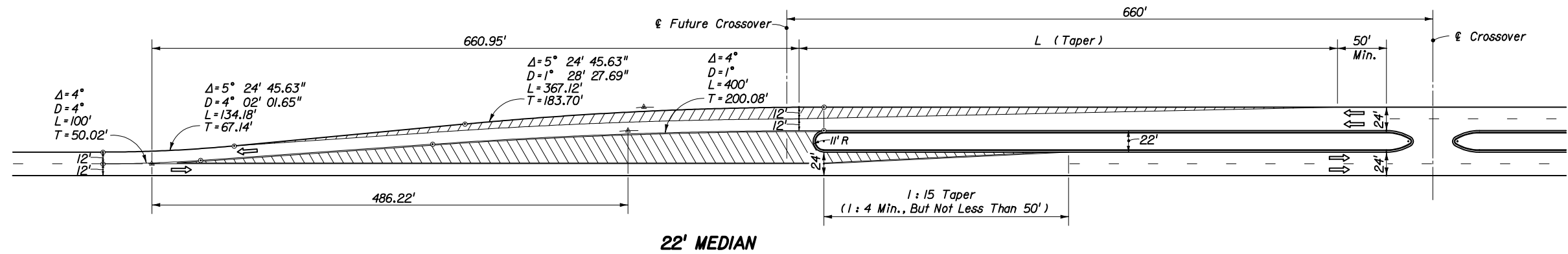
W = Width of lateral transition in feet.
S = Design speed.

**LEFT ROADWAY CENTERED ON THRU ROADWAY
FOUR LANE TO TWO LANE TRANSITION**

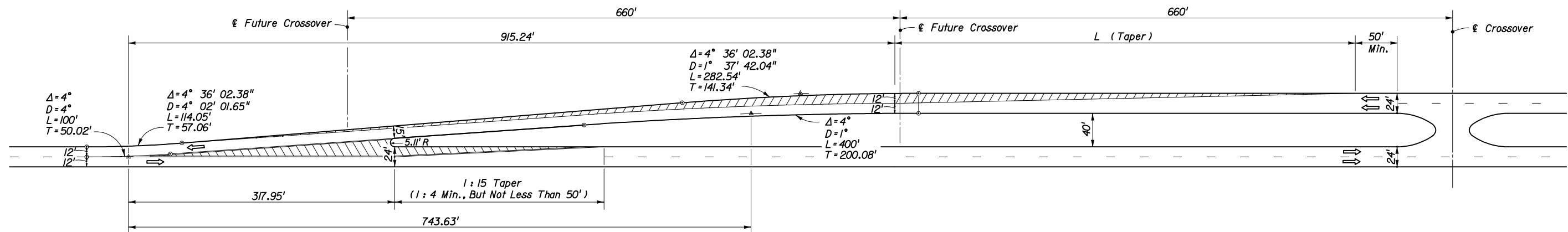
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY TRANSITIONS

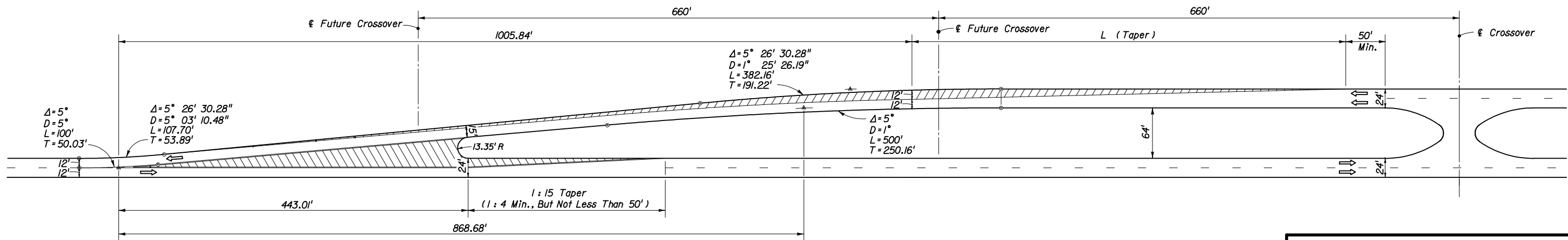
Names		Dates	Approved By					
Designed By	KNM	9/89	 State Roadway Design Engineer					
Drawn By	HKH	2/94						
Checked By	JVG	2/94	Revision	00	Sheet No.	6 of 8	Index No.	526



22' MEDIAN



40' MEDIAN




64' MEDIAN

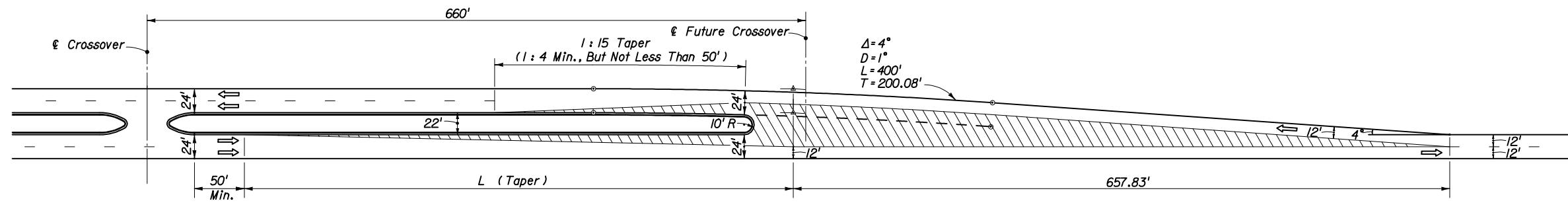
$L = WS$ for speeds = 45 mph
 $L = \frac{WS^2}{60}$ for speeds ≤ 40 mph
 Where:
 W = Width of lateral transition in feet.
 S = Design speed.

RIGHT ROADWAY CENTERED ON APPROACH ROADWAY
TWO LANE TO FOUR LANE TRANSITION

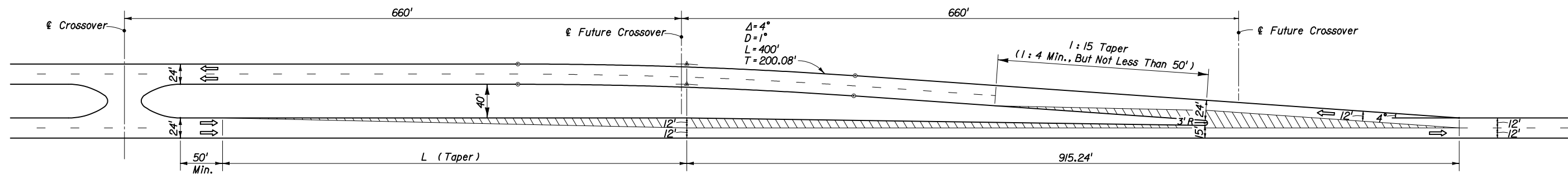
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY TRANSITIONS

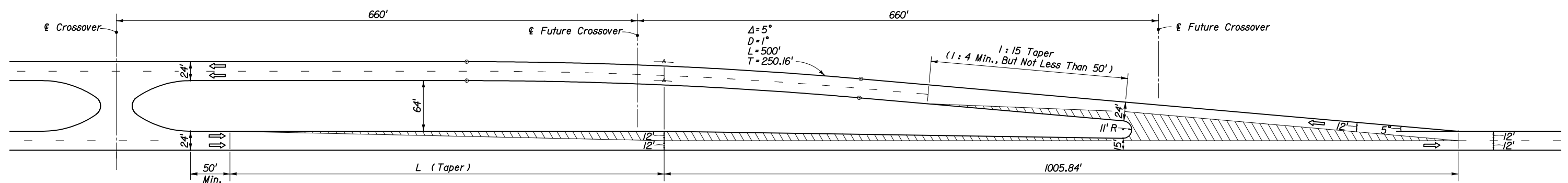
Names		Dates	Approved By		
Designed By	KNM	9/89	 State Roadway Design Engineer		
Drawn By	HKG	2/94			
Checked By	JVG	2/94			
Revision	00		Sheet No.	7 of 8	Index No.
					526



22' MEDIAN



40' MEDIAN




64' MEDIAN

$L = WS$ for speeds = 45 mph
 $L = \frac{WS^2}{60}$ for speeds ≤ 40 mph
 Where:
 W = Width of lateral transition in feet.
 S = Design speed.

**RIGHT ROADWAY CENTERED ON THRU ROADWAY
FOUR LANE TO TWO LANE TRANSITION**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY TRANSITIONS

Names		Dates	Approved By		
Designed By	KNM	9/89	 State Roadway Design Engineer		
Drawn By	HKH	2/94			
Checked By	JVG	2/94			
Revision	00		Sheet No.	8 of 8	Index No.
					526