4-LANE WITH TWO-WAY LEFT-TURN LANES

4-LANE UNDIVIDED FLARED - SYMMETRICAL

INTERSECTION TURNS AND STORAGE
FLARED & PAINTED LEFT Turner FOR 2-LANE 2-WAY ROADWAYS
4-LANE DIVIDED TO 4-LANE UNDIVIDED

4-LANE DIVIDED TO 2-LANE UNDIVIDED

4-LANE UNDIVIDED TO 2-LANE UNDIVIDED

LANE DIVERGENCE AND CONVERGENCE FOR CENTERED ROADWAYS
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

FLARED - PAVED SHOULDERS

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

PAVED SHOULDER TREATMENT AT TRANSITIONS AND CONNECTIONS
**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, lane radii, and offsets are valid only for tangent alignment, design speeds 45 mph, the section width, and lane width shown.

2. Approach lane departures (Δ×5') are suitable for design speeds up to 60 mph. Interior curves (D×5') are suitable for normal crown for design speed up to 50 mph. Merging curves (D×5') will require super-elevation.

3. The geometrics of these schemes are compatible with the standard subsectional spacing for arterials, but in any case will require modification to accommodate adjacent I-20, multitube and/or divided arterials, oblique arterials, crossovers, lane widths, storage, and speed change lane requirements, and other related features.

**LEFT ROADWAY CENTERED ON APPROACH ROADWAY**

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

L = WS for speed = 45 mph
L = WS for speed = 60 mph
Where:
W = Width of lateral transition in feet
S = Design speed
RIGHT ROADWAY CENTERED ON THRU ROADWAY

FOUR LANE TO TWO LANE TRANSITION

L = WS for speeds ≥ 45 mph
L = WS for speeds ≥ 40 mph
Where:
W = Width of lateral transition in feet
S = Design speed.