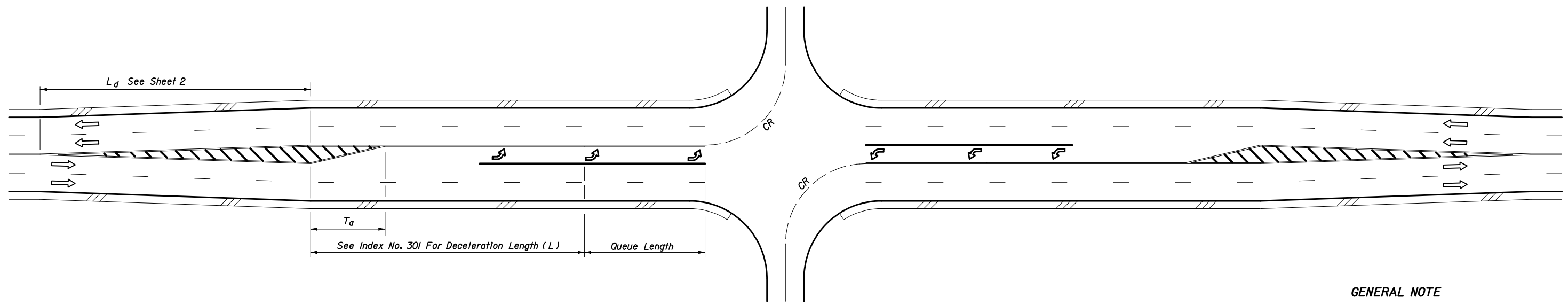


4-LANE WITH TWO-WAY LEFT-TURN LANES

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

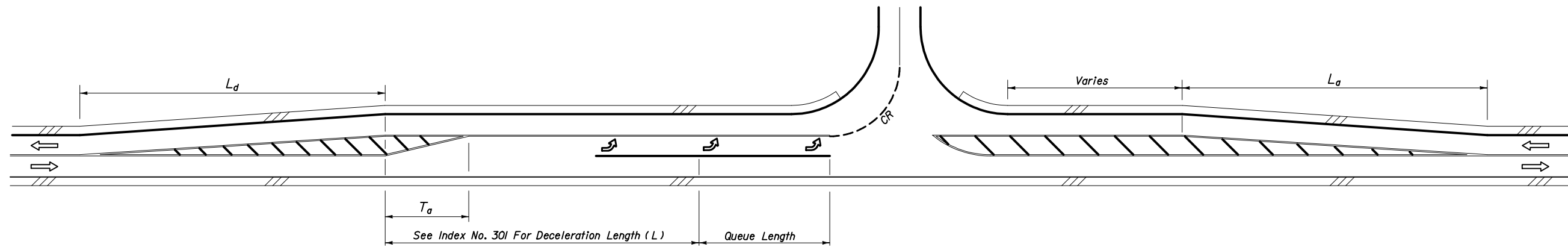
Note: For locations with unrelocatable control points minimum taper rates for lane drop ( $T_d$ ) will be 1 : 20.



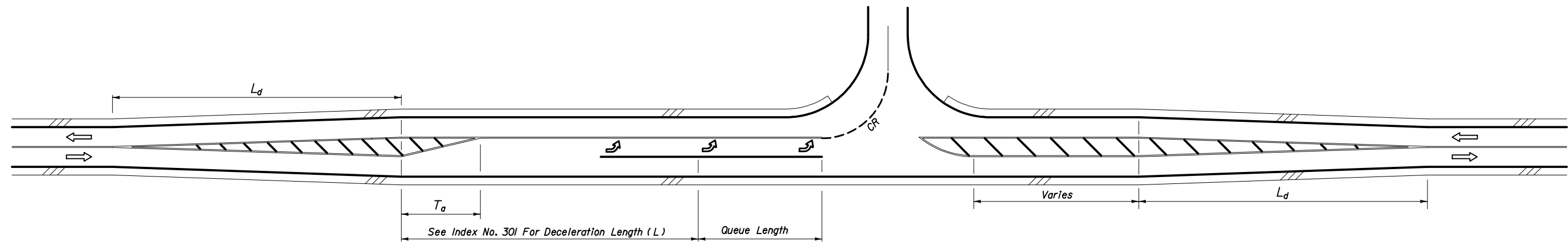
4-LANE UNDIVIDED FLARED - SYMMETRICAL

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

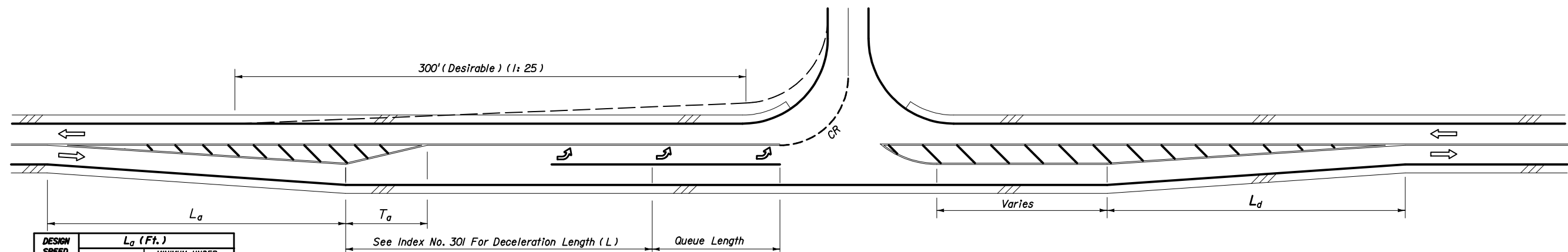
INTERSECTION TURNS AND STORAGE



**LEFT SIDE WIDENING**



**CENTERED WIDENING**



**RIGHT SIDE WIDENING**

DESIGN SPEED (mph)	$L_d$ (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**

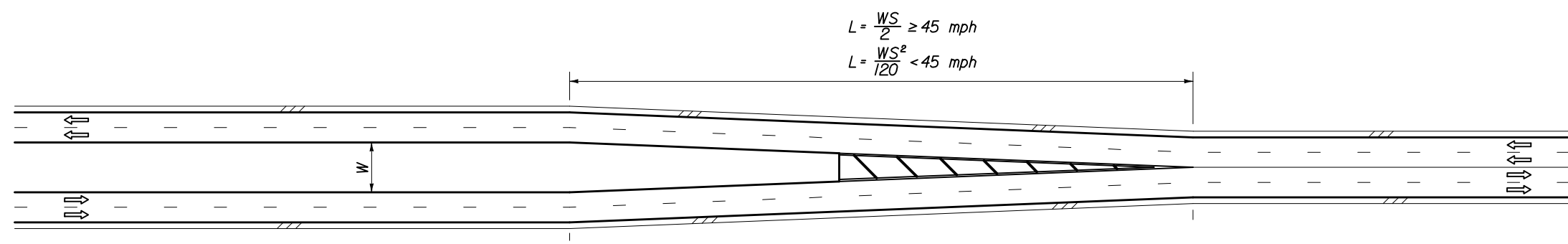


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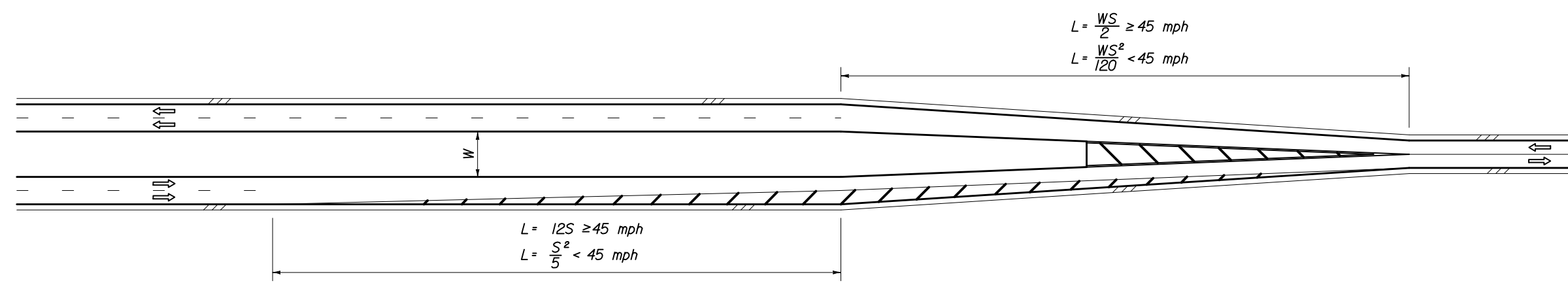
ROADWAY TRANSITIONS

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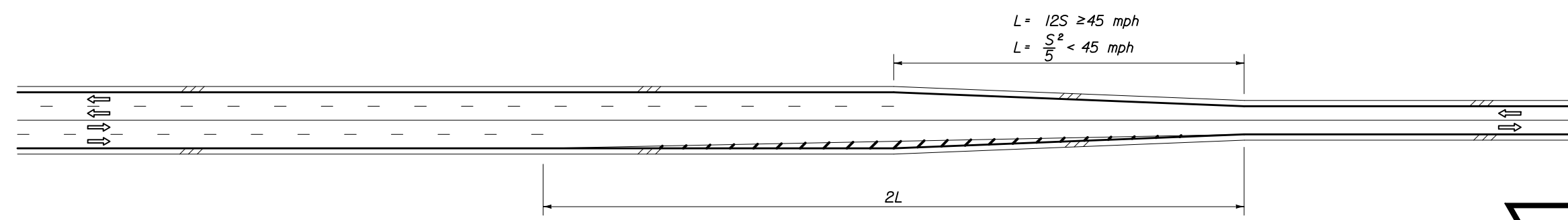
Index No. 526



**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**

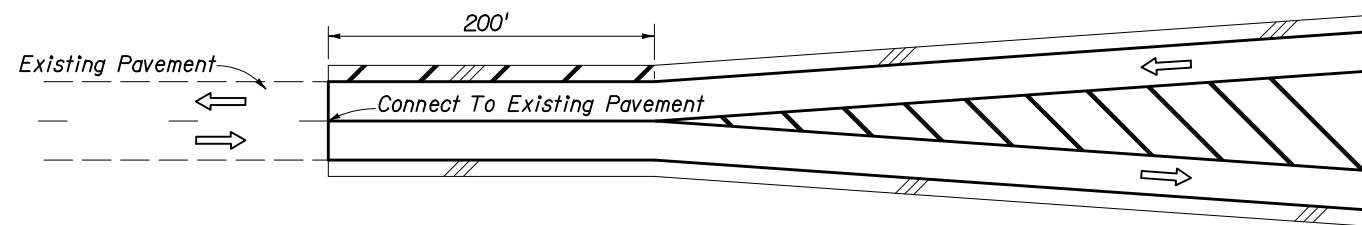


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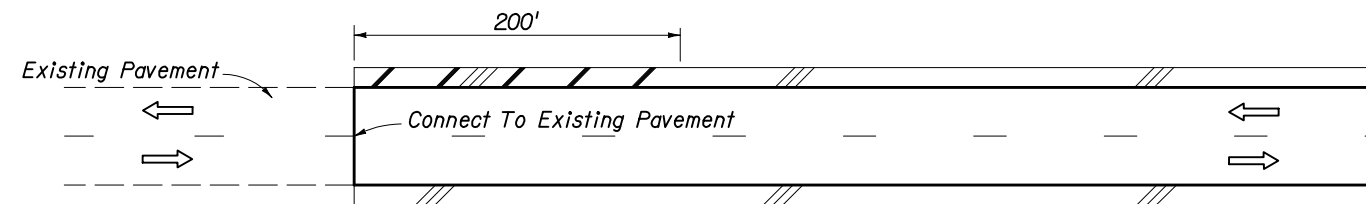
**ROADWAY TRANSITIONS**

Last Revision 00	Sheet No. 3 of 8
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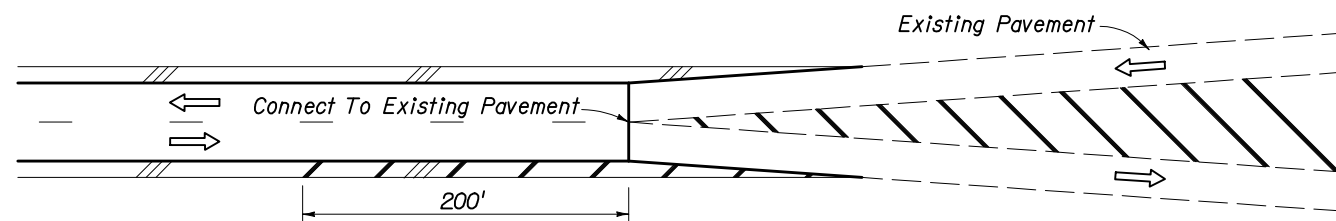
Index No.  
**526**



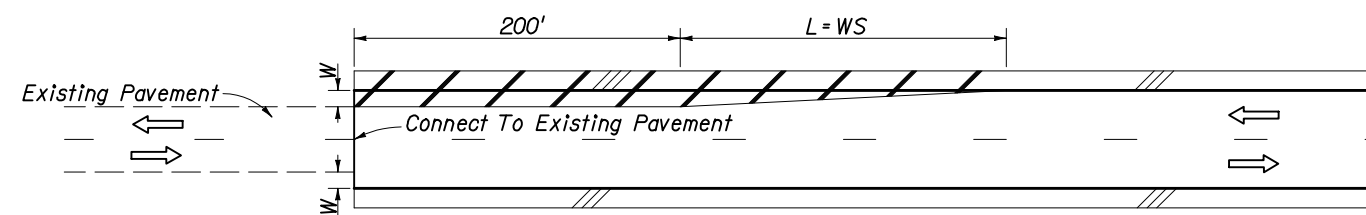
**CONNECTING FLARE WITH PAVED SHOULDERS TO EXISTING ROADWAY WITHOUT PAVED SHOULDERS**



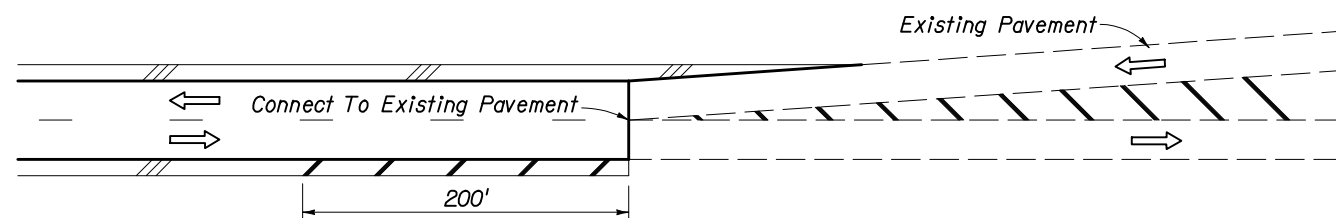
**CONNECTING SIMILAR WIDTH PAVEMENTS**



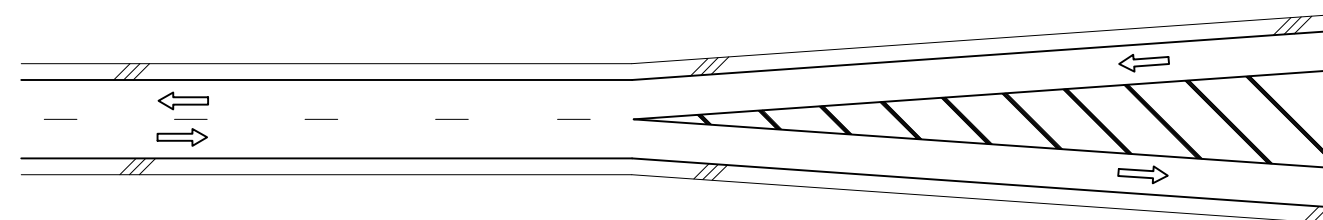
**CONNECTING ROADWAY WITH PAVED SHOULDERS TO EXISTING SYMMETRICAL FLARE WITHOUT PAVED SHOULDERS**



**CONNECTING DIFFERENT WIDTH PAVEMENTS**



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



**FLARED - PAVED SHOULDERS**

*S = Design speed (mph).*

**PAVED SHOULDER TREATMENT AT TRANSITIONS AND CONNECTIONS**



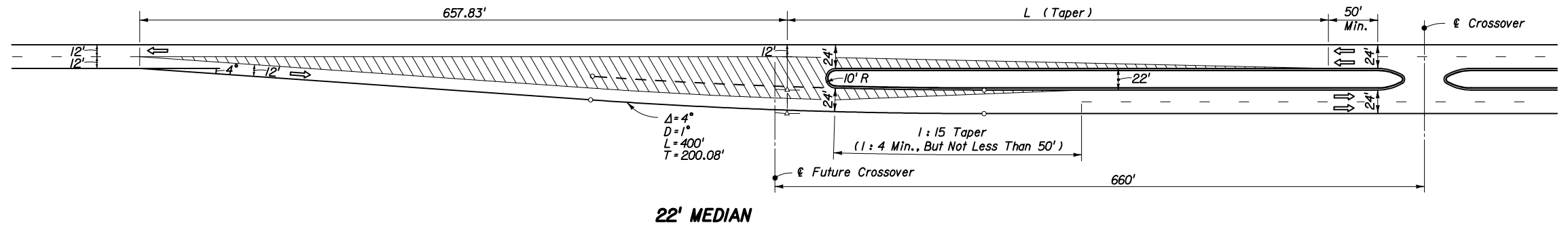
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**ROADWAY TRANSITIONS**

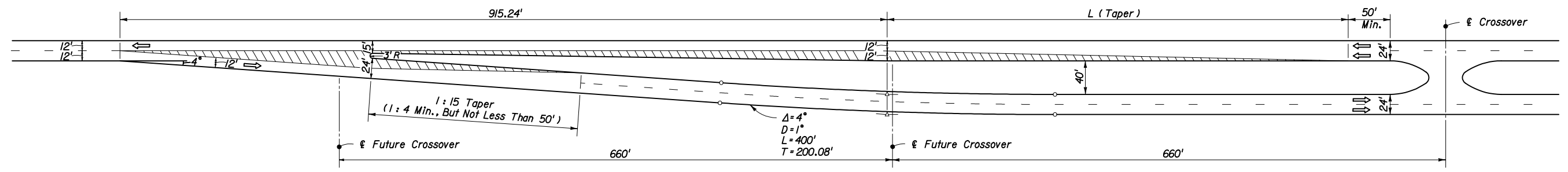
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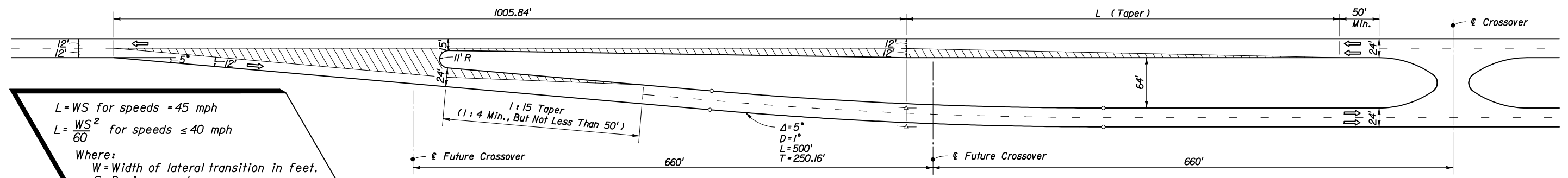
Index No.  
**526**



22' MEDIAN



40' MEDIAN



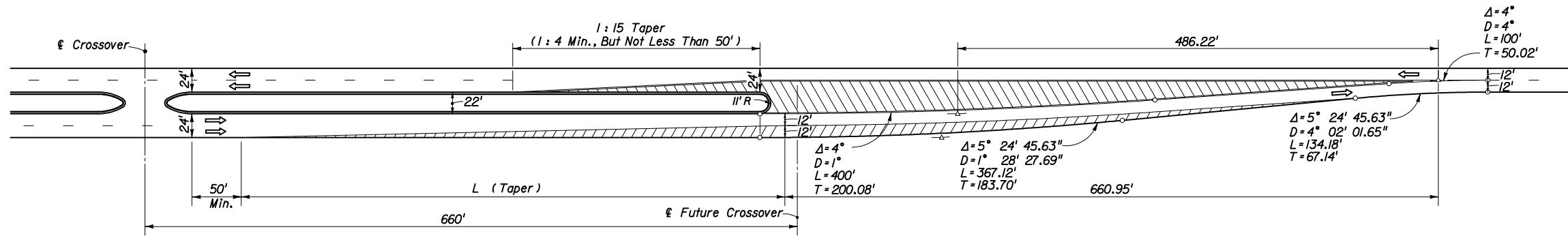
64' MEDIAN

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

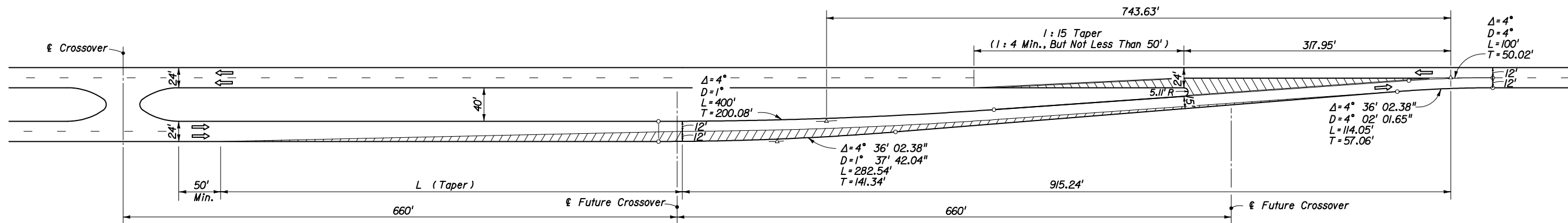
**NOTES FOR SHEETS 5 THRU 8**

- 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  $\leq 45$  mph, the median widths and lane widths shown.
- 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.
- 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.

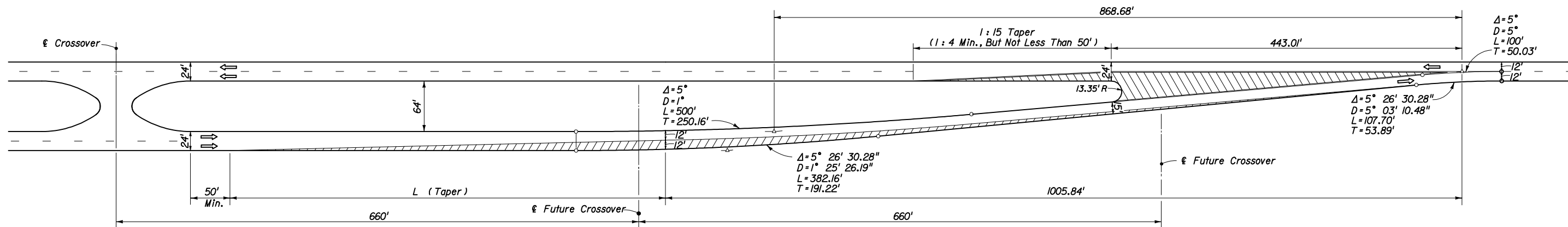
**LEFT ROADWAY CENTERED ON APPROACH ROADWAY  
TWO LANE TO FOUR LANE TRANSITION**



**22' MEDIAN**



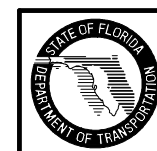
**40' MEDIAN**



**64' MEDIAN**

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

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

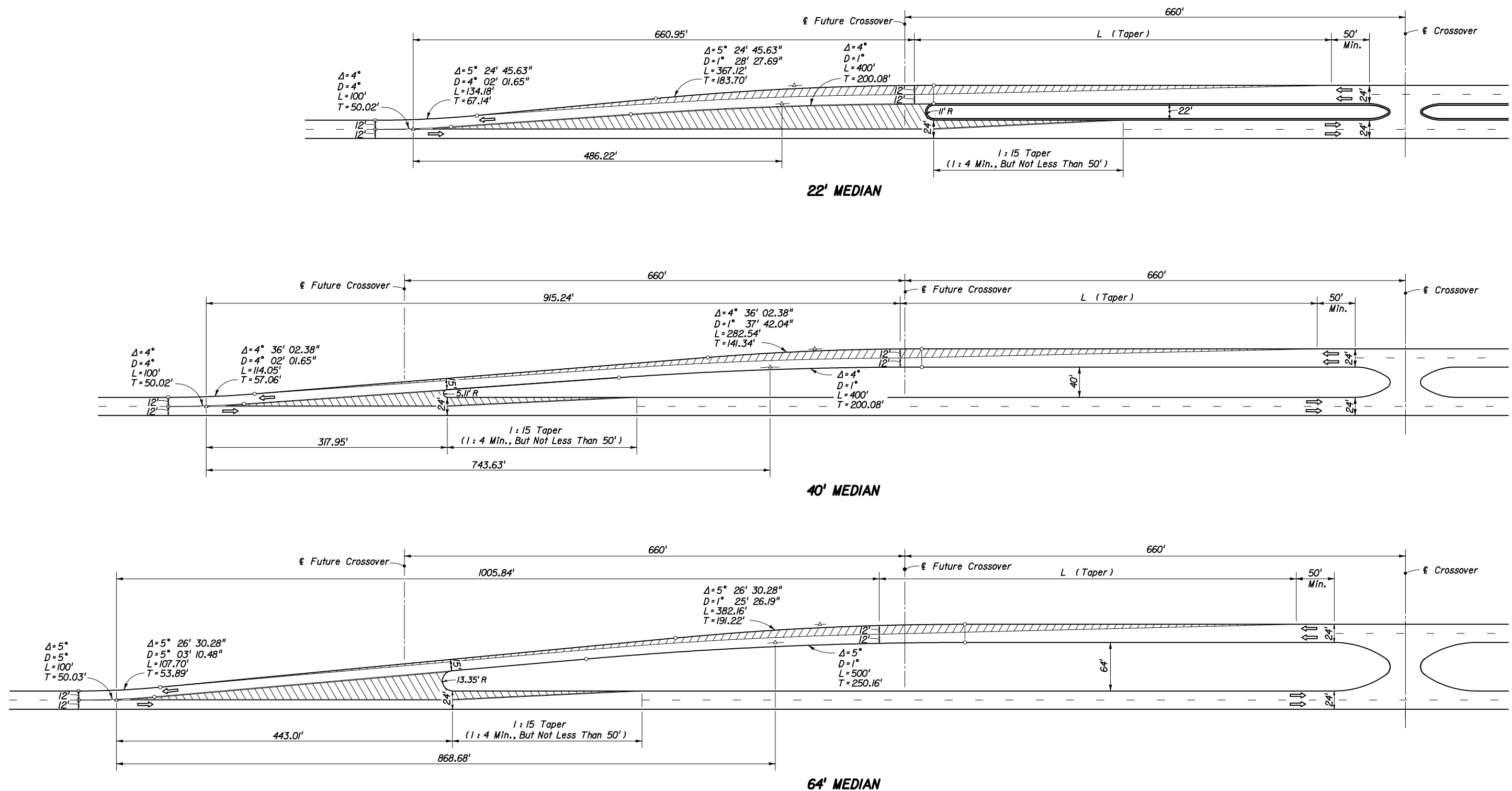


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**ROADWAY TRANSITIONS**

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

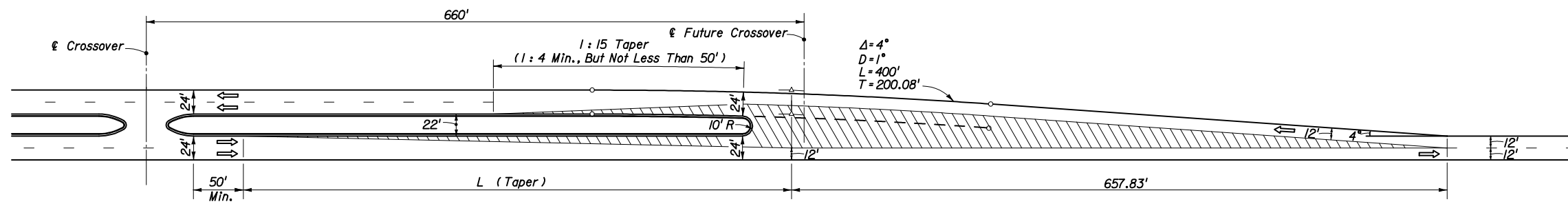
**RIGHT ROADWAY CENTERED ON APPROACH ROADWAY  
TWO LANE TO FOUR LANE TRANSITION**



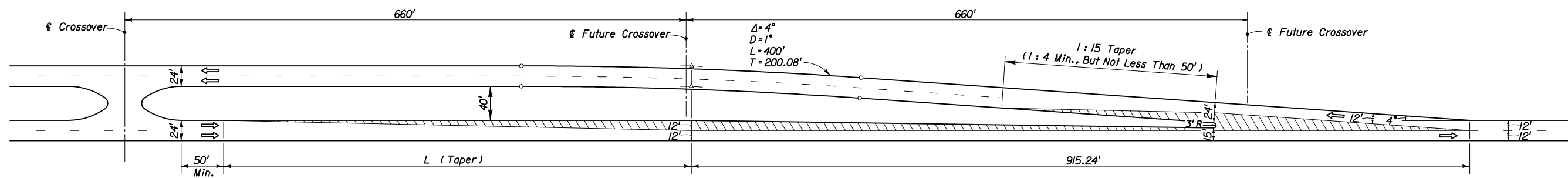
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**ROADWAY TRANSITIONS**

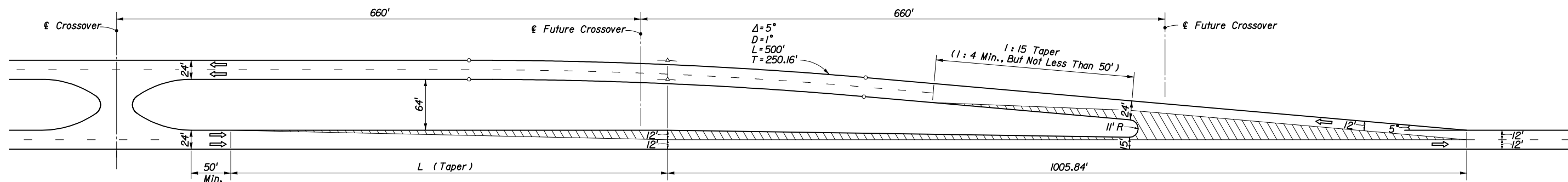
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**22' MEDIAN**



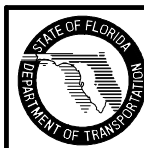
**40' MEDIAN**



**64' MEDIAN**

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

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



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**ROADWAY TRANSITIONS**

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