4-LANE WITH TWO-WAY LEFT-TURN LANES

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>Td (feet)</th>
<th>Td</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-30</td>
<td>1.25</td>
<td></td>
</tr>
<tr>
<td>30-40</td>
<td>1.75</td>
<td></td>
</tr>
<tr>
<td>&gt;40</td>
<td>2.40</td>
<td></td>
</tr>
</tbody>
</table>

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

GENERAL NOTE
1. For pavement markings refer to Index No. 1346.

4-LANE UNDIVIDED FLARED - SYMMETRICAL

INTERSECTION TURNS AND STORAGE
FLARED & PAINTED LEFT TURNS FOR 2-LANE 2-WAY ROADWAYS

<table>
<thead>
<tr>
<th>DESIGN SPEED (mph)</th>
<th>$L_d$ (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>150</td>
</tr>
<tr>
<td>40</td>
<td>200</td>
</tr>
<tr>
<td>50</td>
<td>250</td>
</tr>
<tr>
<td>60</td>
<td>300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(mph)</th>
<th>$L_d$ (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>180</td>
</tr>
<tr>
<td>40</td>
<td>240</td>
</tr>
<tr>
<td>50</td>
<td>280</td>
</tr>
<tr>
<td>60</td>
<td>340</td>
</tr>
</tbody>
</table>
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

5 = Design speed (mph)
CONNECTING FLARE WITH PAVED SHOULDERS TO EXISTING ROADWAY WITHOUT PAVED SHOULDERS

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

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

CONNECTING SIMILAR WIDTH PAVEMENTS

CONNECTING DIFFERENT WIDTH PAVEMENTS

FLARED - PAVED SHOULDERS

S = Design speed (mph)

PAVED SHOULDER TREATMENT AT TRANSITIONS AND CONNECTIONS
22' MEDIAN

40' MEDIAN

64' MEDIAN

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 (D≤3") are suitable for design speeds up to 60 mph. Interior curves (D≤1") are suitable for normal crown for design speeds up to 50 mph. Merging curves (D≤3") will require super-elevation.

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

2010 FDOT Design Standards
LEFT ROADWAY CENTERED ON THRU ROADWAY

FOUR LANE TO TWO LANE TRANSITION

L = WS for speeds = 45 mph
L = 50 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
RIGHT ROADWAY CENTERED ON THRU ROADWAY

FOUR LANE TO TWO LANE TRANSITION

L = WS for speeds ≥ 45 mph
L = 20 for speeds ≤ 40 mph

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