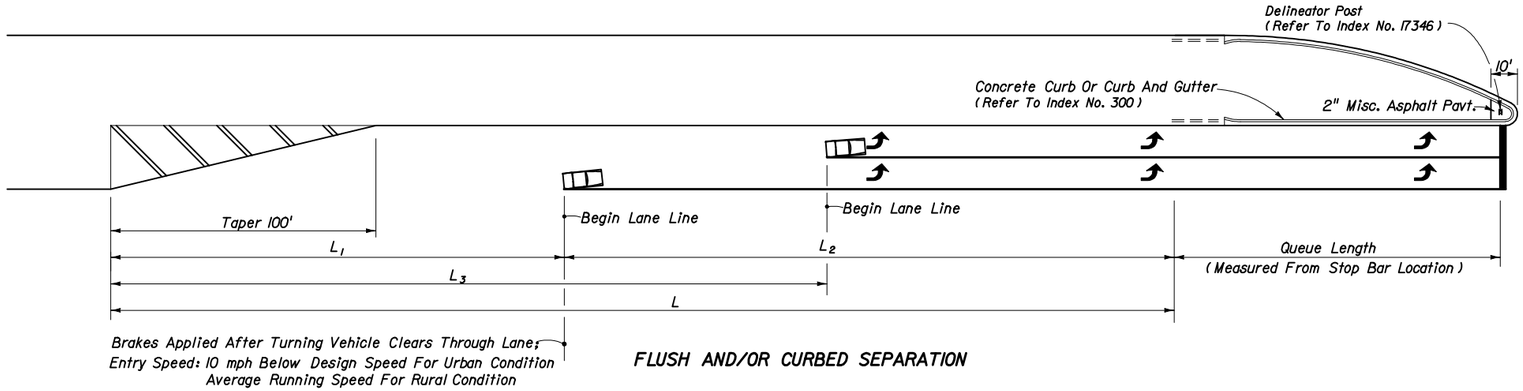
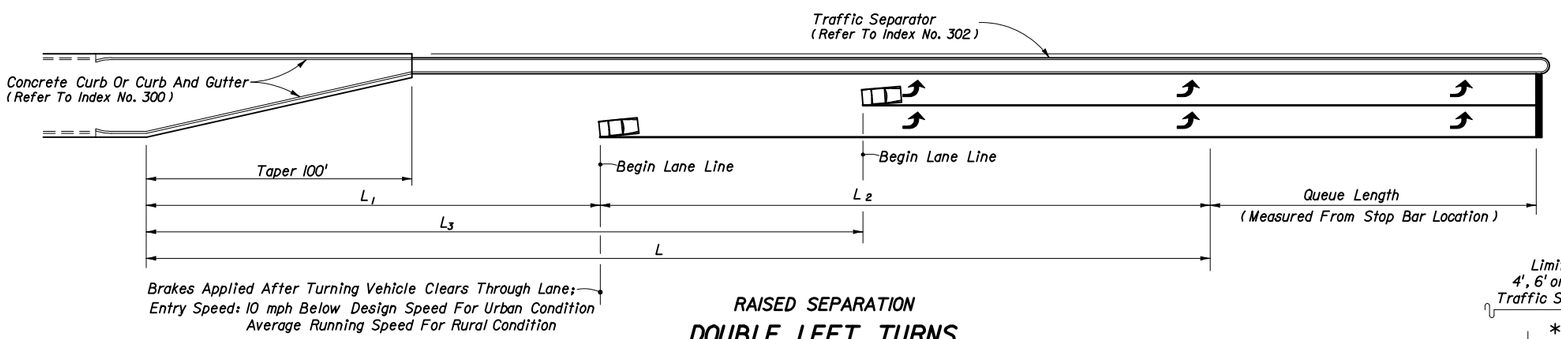
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.

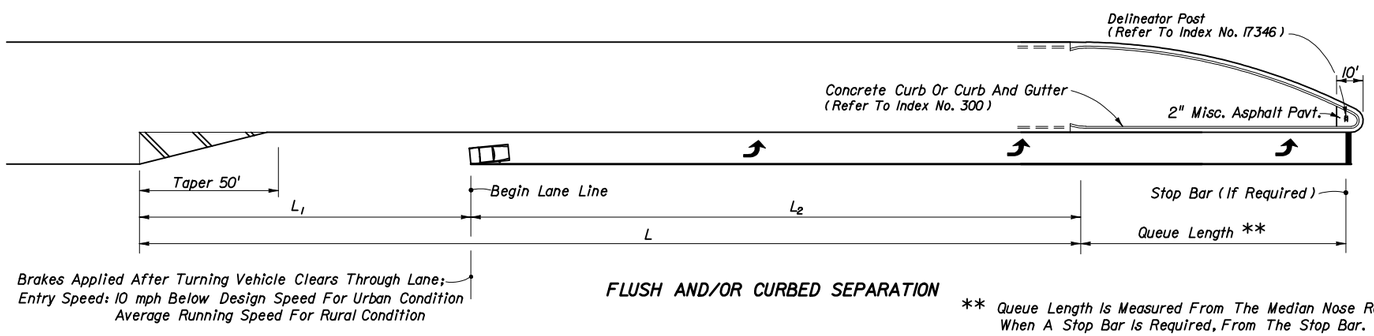


FLUSH AND/OR CURBED SEPARATION



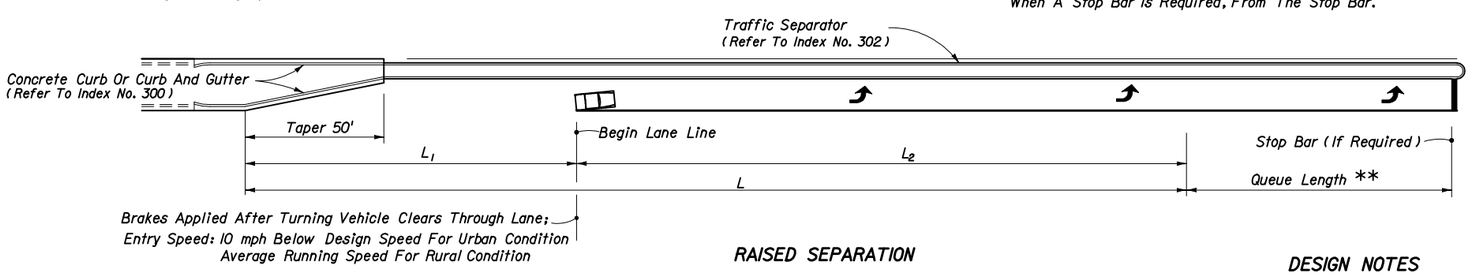
RAISED SEPARATION

DOUBLE LEFT TURNS



FLUSH AND/OR CURBED SEPARATION

** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.

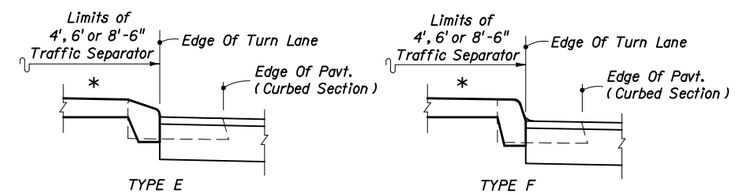


RAISED SEPARATION

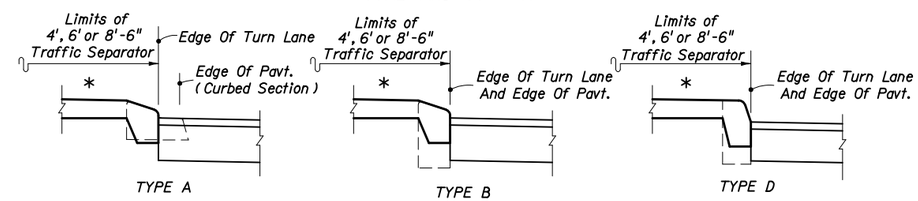
SINGLE LEFT TURNS

TURN LANES

TURN LANES • CURBED AND UNCURBED MEDIANS								
			URBAN CONDITITONS			RURAL CONDITITONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	25	70'	75'	145'	110'	— —	— —	— —
40	30	80'	75'	155'	120'	— —	— —	— —
45	35	85'	100'	185'	135'	— —	— —	— —
50	40/44	105'	135'	240'	160'	185'	290'	160'
55	48	125'	— —	— —	— —	225'	350'	195'
60	52	145'	— —	— —	— —	260'	405'	230'
65	55	170'	— —	— —	— —	290'	460'	270'



CURB AND GUTTER



CURB

For Curb And Curb & Gutter Types, See Index No. 300
* Option I Separators Shown (Refer To Index No. 302)

MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS

GENERAL NOTES

1. The plan views shown are for turn lane taper shapes and dimensional purposes only, they do not prescribe the use of curb, curb and gutter, shoulders nor separators specifically to either rural or urban conditions.
2. Total deceleration distances must not be reduced except where lesser values are imposed by unrelocatable control points.
3. Right turn lane tapers and distances identical to left turn lanes under stop control conditions. Right turn lane tapers and/or distances are site specific under free flow or yield conditions.
4. These left turn configurations apply to continuous left turn lanes only where specifically called for in the plans.
5. For pavement markings see Index No. 17346.

DESIGN NOTES

1. Basis for turn lane configurations:
   - Informed Driver.
   - Stop condition (With Or Without Stop Control).
   - Wet Pavement.
   - Reaction preceeding entry point.
   - Minimum braking distance for urban conditions.
   - 75' min. for L_2.
   - Comfortable deceleration rates for rural conditions (AASHTO 2001 threshold rate of 11.2 ft/s^2).

Date: 12-06-02

INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLET PUBLISHED IN METRIC UNITS.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TURN LANES

INTERIM STANDARD

THIS SHEET REPLACES INDEX NO. 301 OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2002.

APPROVED BY
Roadway Design Engineer

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