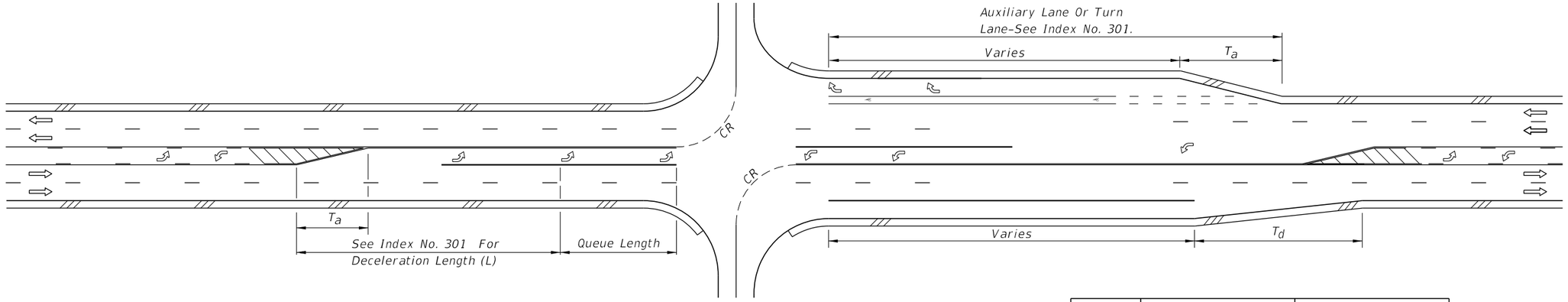
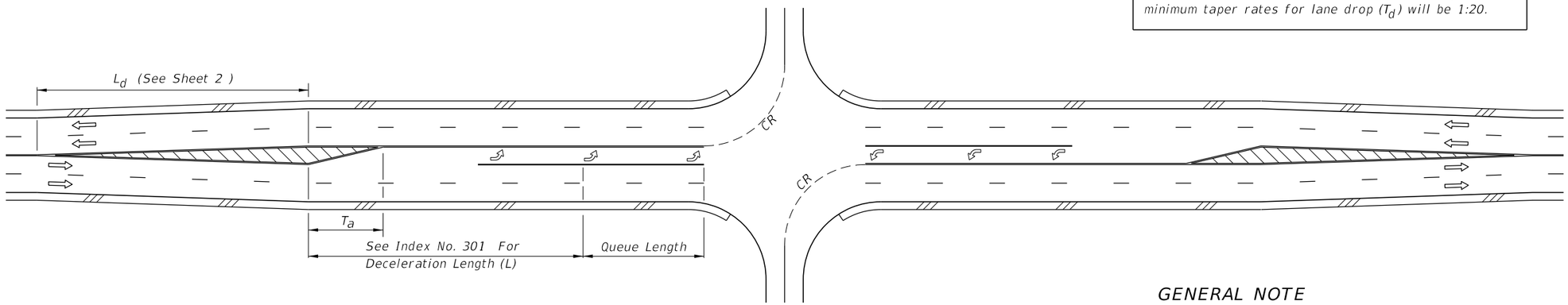


4-LANE WITH TWO-WAY LEFT-TURN LANES

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.



GENERAL NOTE

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

4-LANE UNDIVIDED FLARED - SYMMETRICAL

INTERSECTION TURNS AND STORAGE

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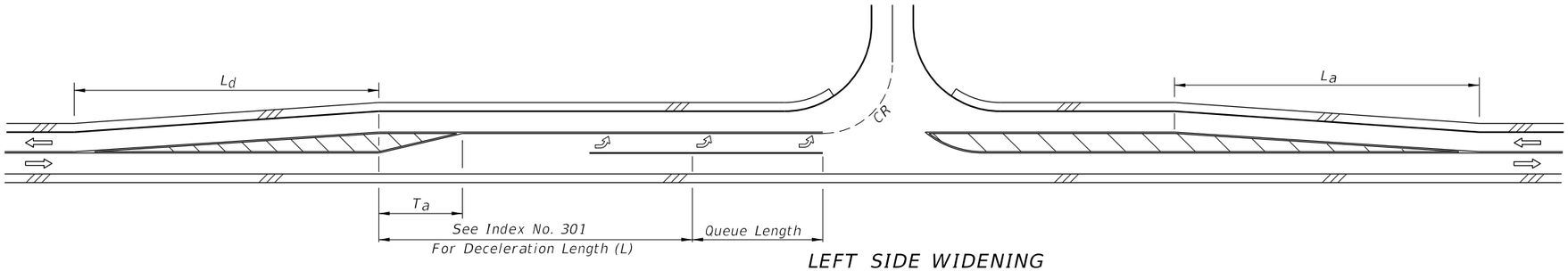
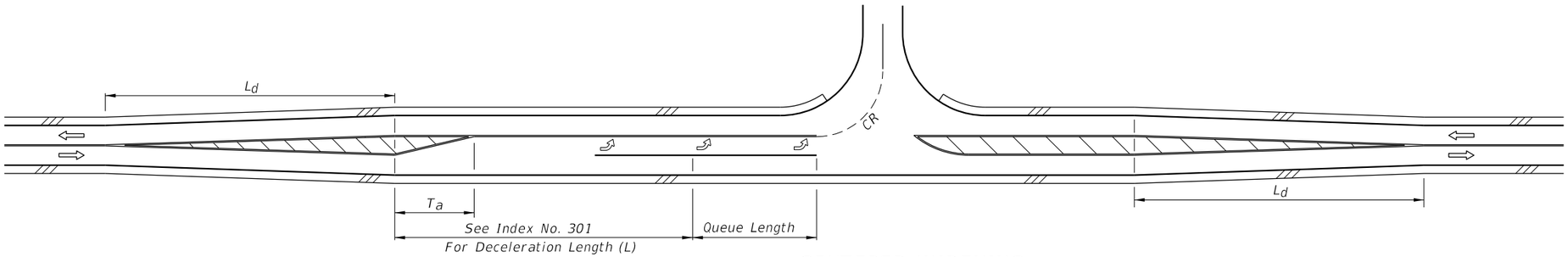
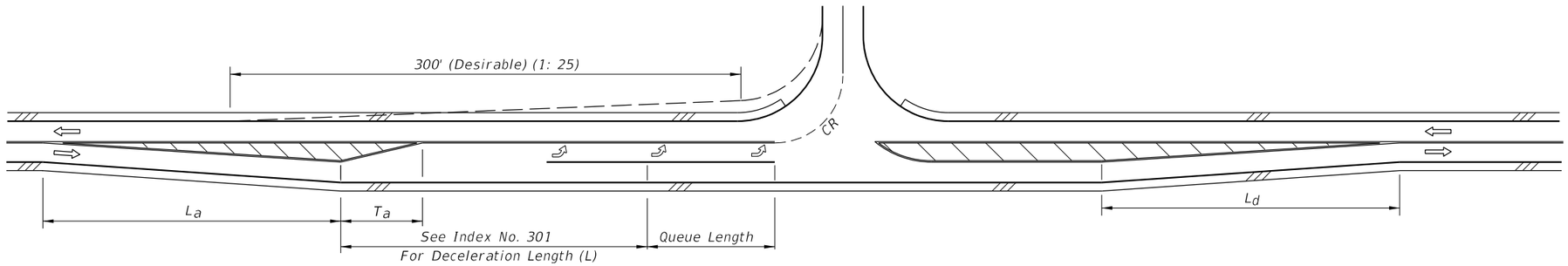


LEFT SIDE WIDENING



CENTERED WIDENING



RIGHT SIDE WIDENING

DESIGN SPEED (mph)	L_a (Ft.)	
	STANDARD	MINIMUM UNDER CONSTRAINTS
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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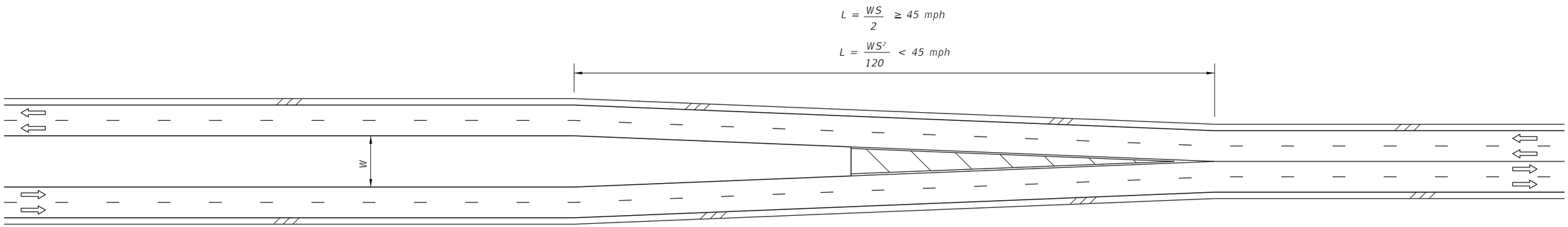
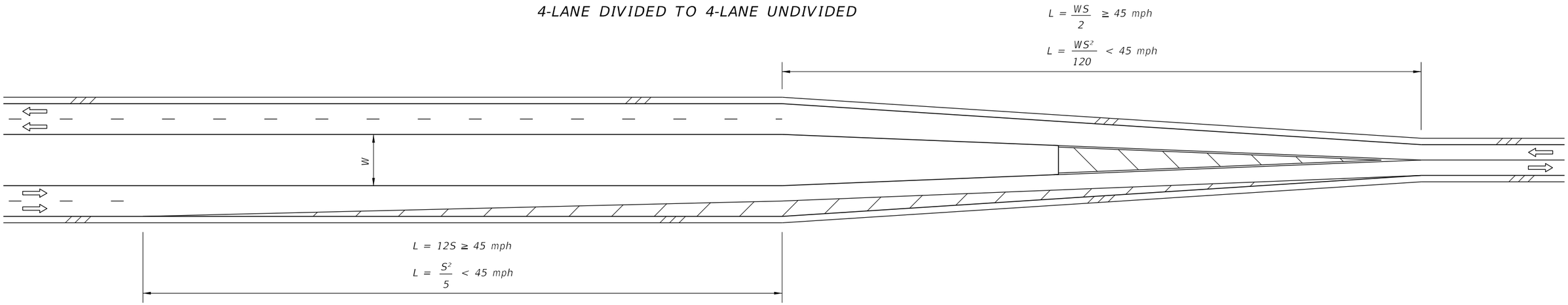
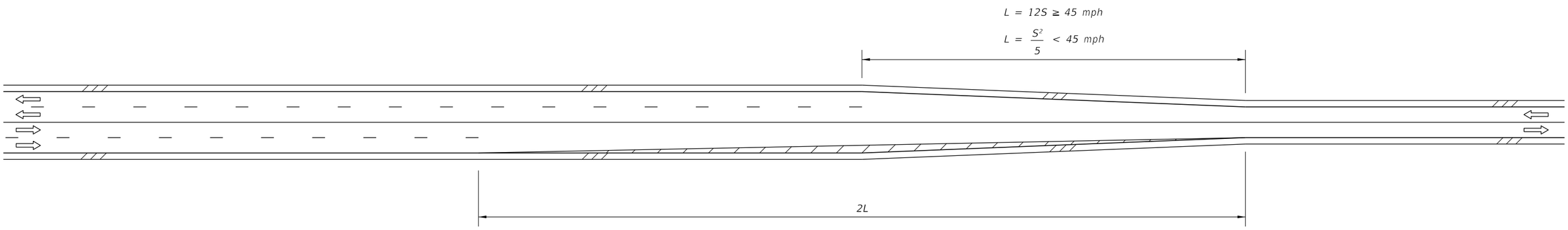


4-LANE DIVIDED TO 4-LANE UNDIVIDED



4-LANE DIVIDED TO 2-LANE UNDIVIDED



4-LANE UNDIVIDED TO 2-LANE UNDIVIDED

LANE DIVERGENCE AND CONVERGENCE FOR CENTERED ROADWAYS

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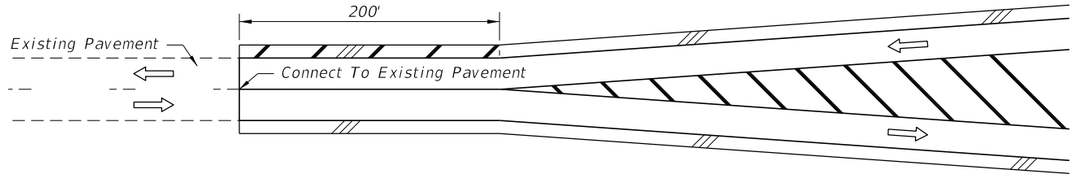
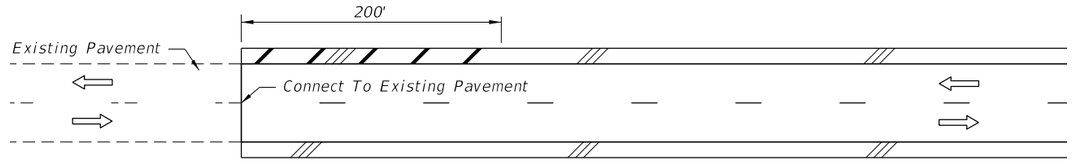
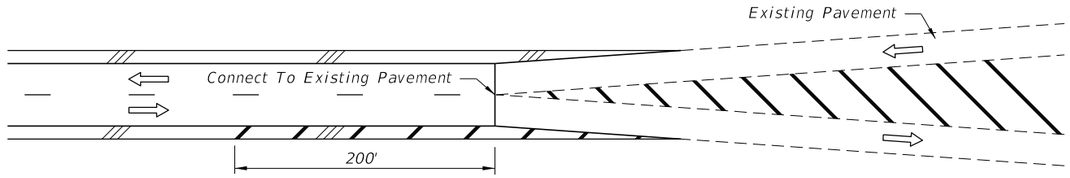
LAST REVISION	REVISION	DESCRIPTION:				
07/01/00			FDOT FY 2016-17 DESIGN STANDARDS	ROADWAY TRANSITIONS	INDEX NO. 526	SHEET NO. 3 of 8



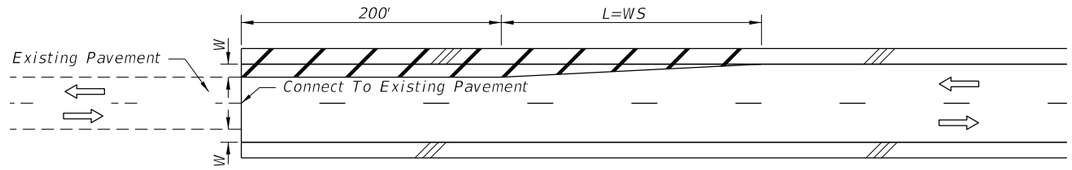
CONNECTING FLARE WITH PAVED SHOULDERS TO
EXISTING ROADWAY WITHOUT PAVED SHOULDERS



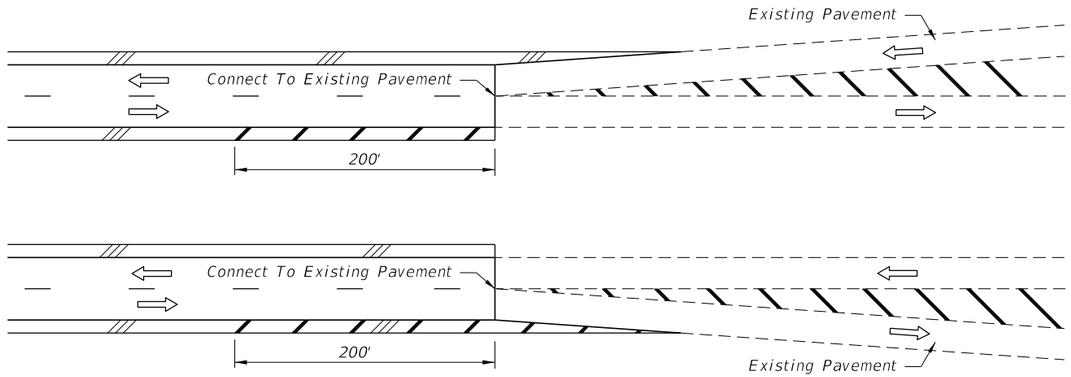
CONNECTING SIMILAR WIDTH PAVEMENTS



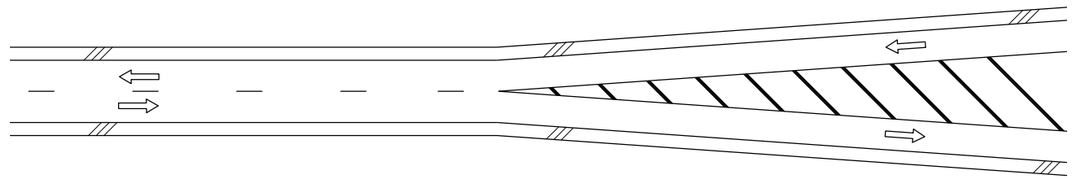
CONNECTING ROADWAY WITH PAVED SHOULDERS TO
EXISTING SYMMETRICAL FLARE WITHOUT PAVED SHOULDERS



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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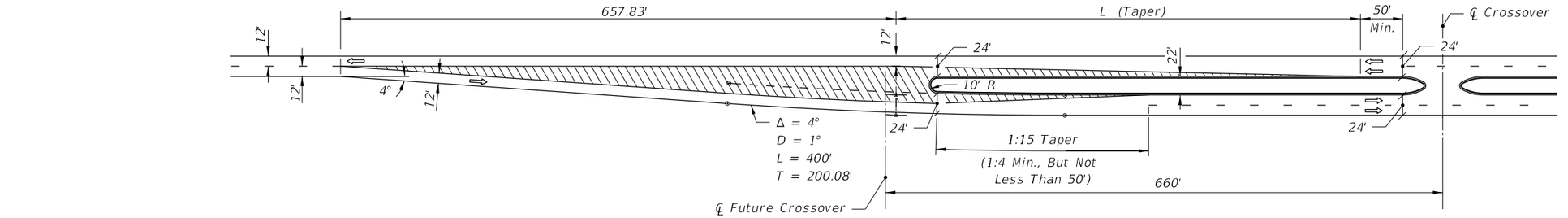
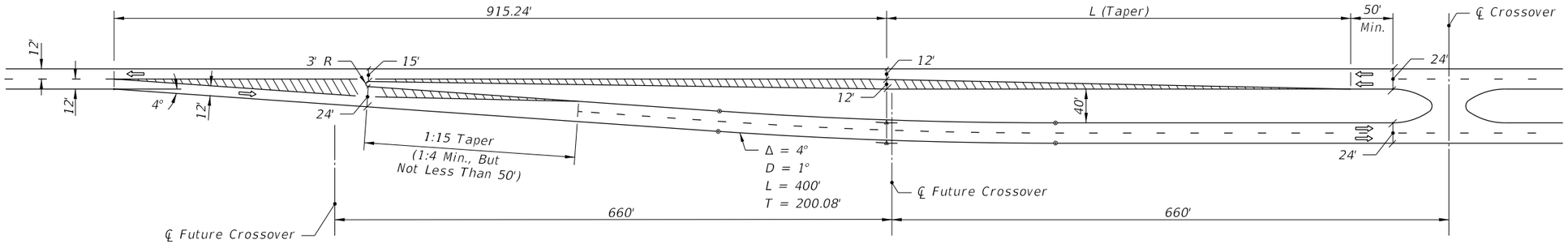
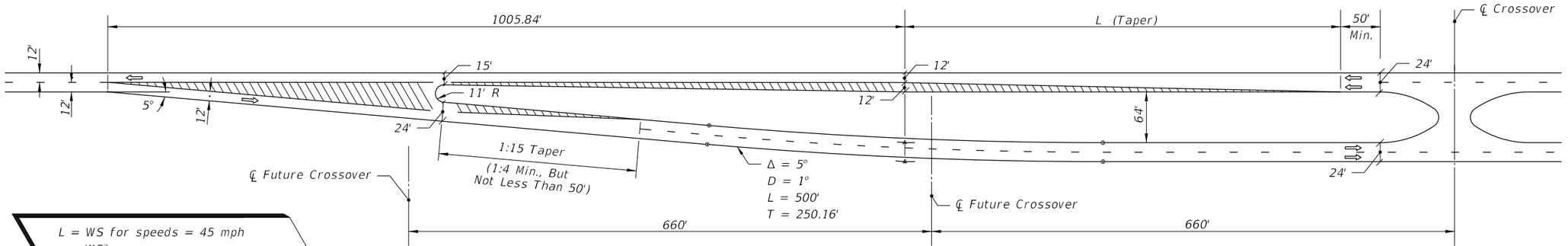


22' MEDIAN



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.

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 (Δ = 5°) 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 ≥ 5°) will require superelevation.

3. The geometrics of these schemes are associated with the standard subsectional spacing for side roads, but in any case will require modification to accommodate side road location, multilane and/or divided side roads, oblique side roads, crossover widths, storage and speed change lane requirements, and, other related features.

LEFT ROADWAY CENTERED ON APPROACH ROADWAY

TWO LANE TO FOUR LANE TRANSITION

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2016-17 DESIGN STANDARDS	ROADWAY TRANSITIONS	INDEX NO.	SHEET NO.
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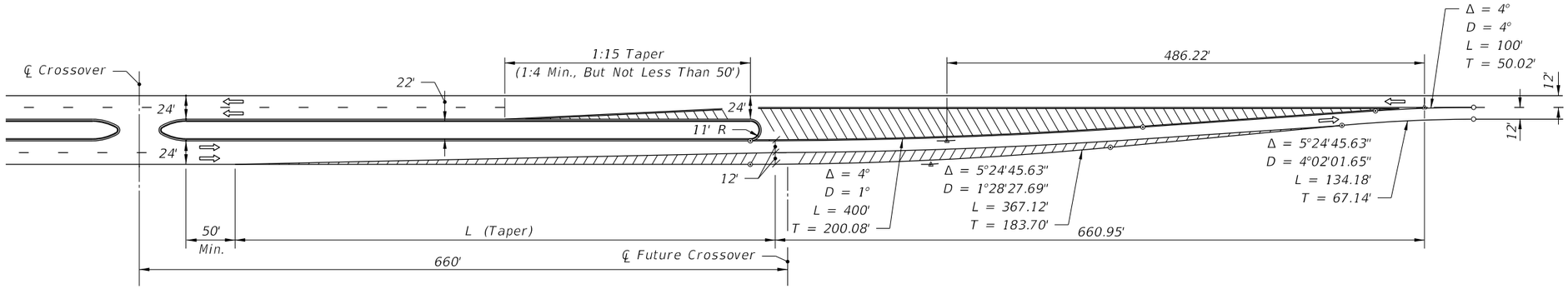
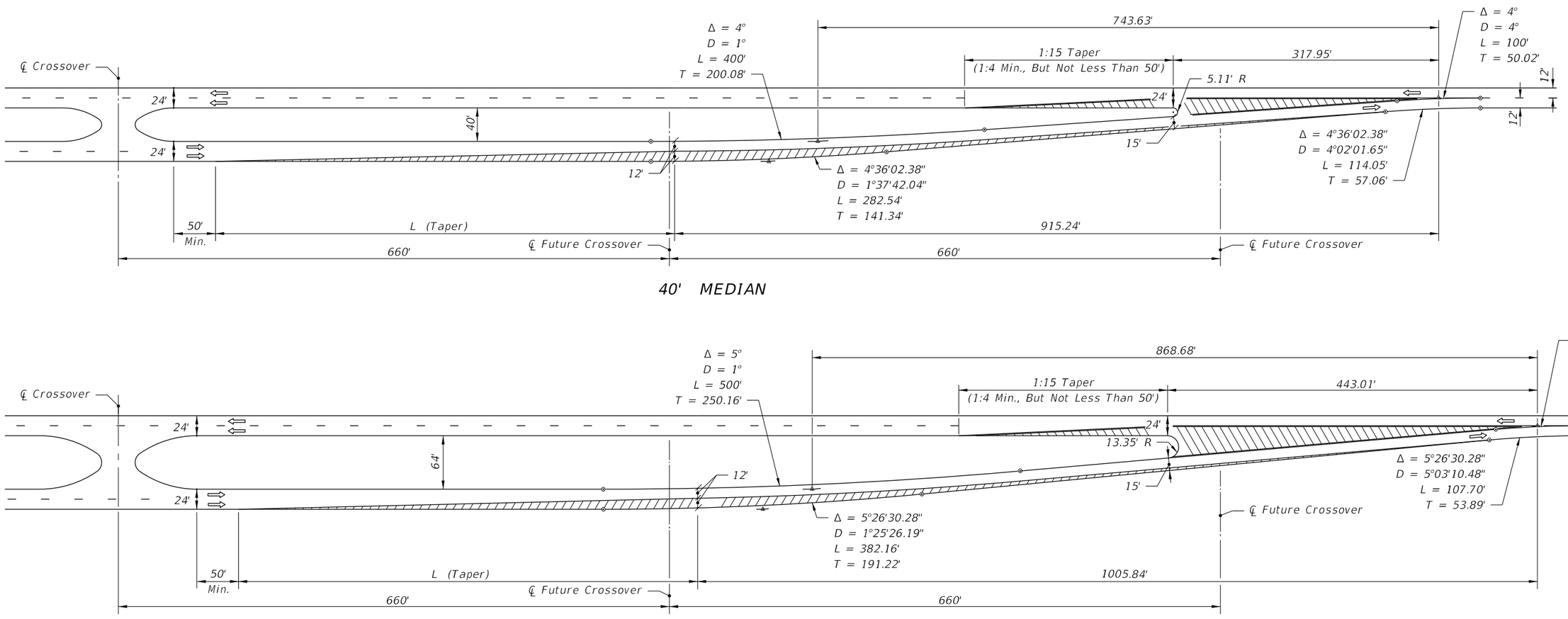


22' MEDIAN



40' MEDIAN

64' MEDIAN

$L = WS$ for speeds = 45 mph

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

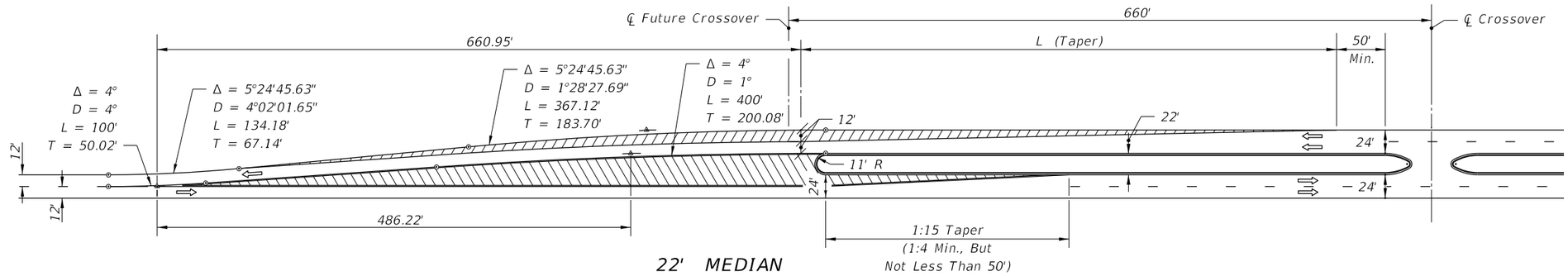
Where:
W = Width of lateral transition in feet.
S = Design speed.

LEFT ROADWAY CENTERED ON THRU ROADWAY

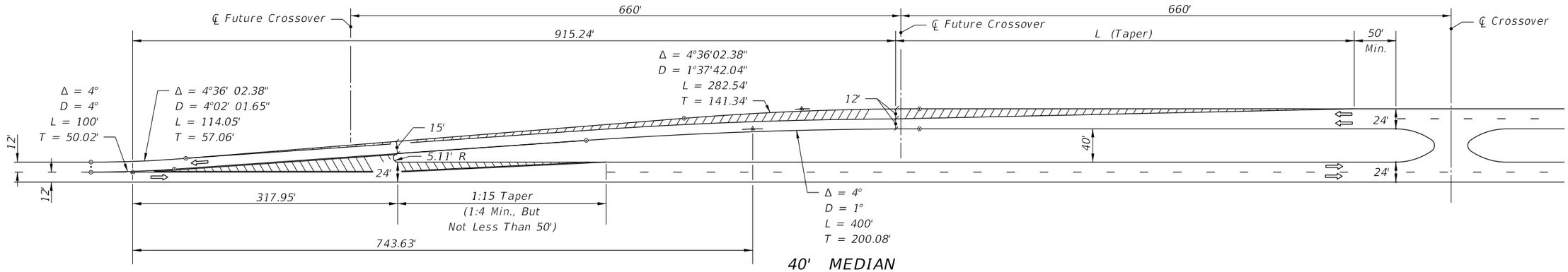
FOUR LANE TO TWO LANE TRANSITION

12/3/2015 9:24:15 AM

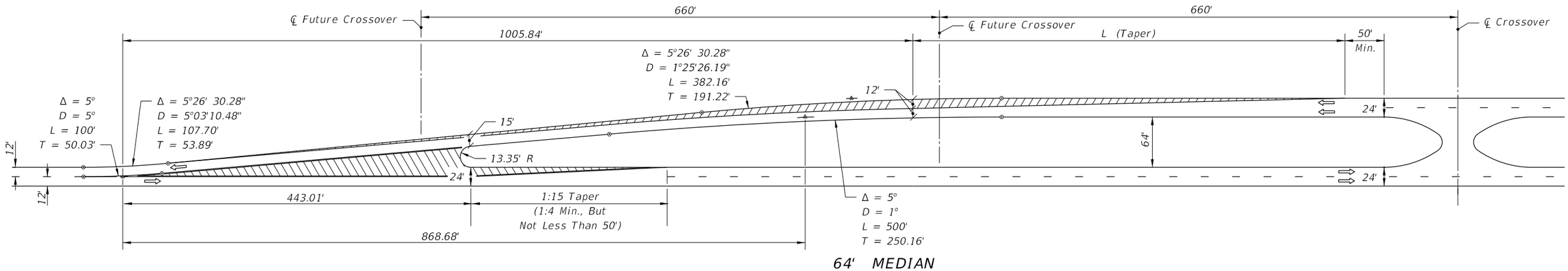
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/00			FY 2016-17 DESIGN STANDARDS	ROADWAY TRANSITIONS	526	6 of 8



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.

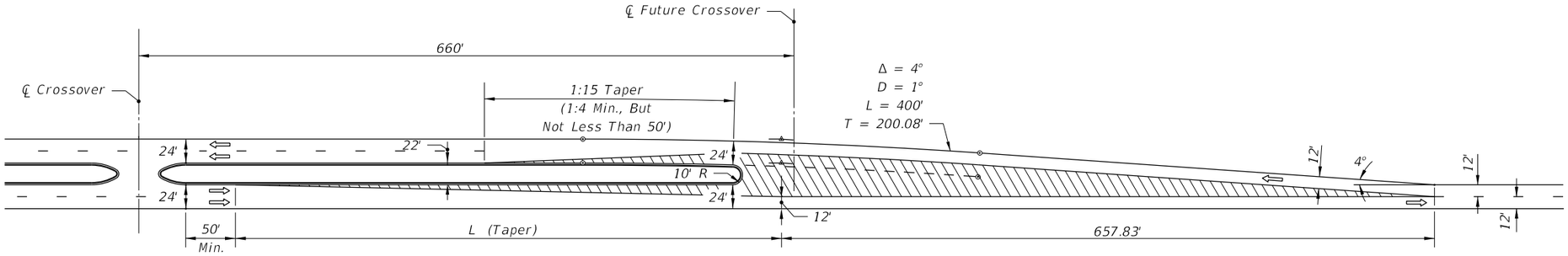
RIGHT ROADWAY CENTERED ON APPROACH ROADWAY

TWO LANE TO FOUR LANE TRANSITION

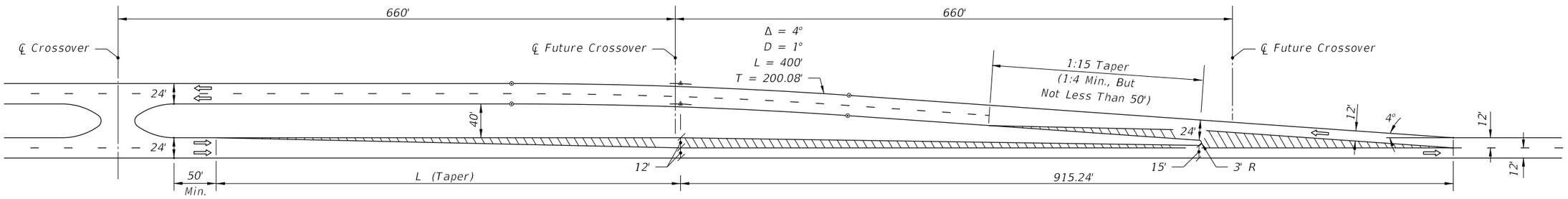
9:24:15 AM

12/3/2015

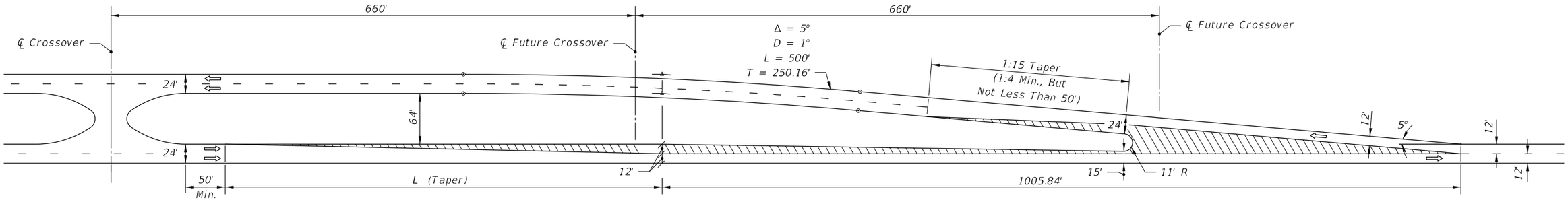
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2016-17 DESIGN STANDARDS	ROADWAY TRANSITIONS	INDEX NO.	SHEET NO.
07/01/00					526	7 of 8



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

9:24:16 AM

12/3/2015

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2016-17 DESIGN STANDARDS	ROADWAY TRANSITIONS	INDEX NO.	SHEET NO.
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