4-LANE WITH TWO-WAY LEFT-TURN LANES

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

4-LANE UNDIVIDED FLARED - SYMMETRICAL

INTERSECTION TURNS AND STORAGE
**SPEED DESIGN MINIMUM UNDER RESTRAINTS**

30  40  60

---

**FLARED & PAINTED LEFT TURNS FOR 2-LANE 2-WAY ROADWAYS**

---

**ROADWAY TRANSITIONS**
4-LANE DIVIDED TO 4-LANE UNDIVided

4-LANE UNDIVIDED TO 2-LANE UNDIVided

4-LANE UNDIVIDED TO 2-LANE UNDIVided

LANE DIVERSION AND CONVERGENCE FOR CENTERED ROADWAYS
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

PAVED SHOULDER TREATMENT AT TRANSITIONS AND CONNECTIONS

S = Design speed (mph)
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.

**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 (Δ = 1') are suitable for normal crown for design speeds up to 50 mph. Merging curves (Δ = 5') will require superelevation.

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 THRU ROADWAY
FOUR LANE TO TWO LANE TRANSITION

Where:

\[ L = W \text{S} \text{ for speeds } 45 \text{ mph} \]
\[ L = \frac{W}{2} \text{ for speeds } 40 \text{ mph} \]

- \( W = \) Width of lateral transition in feet.
- \( S = \) Design speed.
RIGHT ROADWAY CENTERED ON APPROACH ROADWAY

TWO LANE TO FOUR LANE TRANSITION

Where:

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

L = W5 for speeds ≤45 mph
L = W30 for speeds ≤40 mph

2008 FDOT Design Standards

ROADWAY TRANSITIONS
RIGHT ROADWAY CENTERED ON THRU ROADWAY

FOUR LANE TO TWO LANE TRANSITION

L = WS for speeds > 45 mph
L = WS^2 for speeds ≤ 40 mph
Where:
W = Width of lateral transition in feet.
S = Design speed.