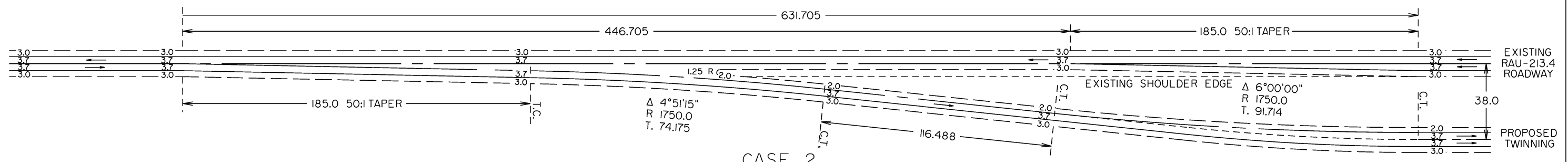
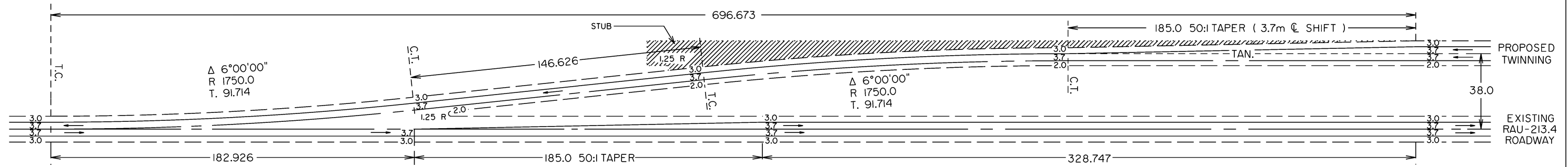


CASE 1



CASE 2

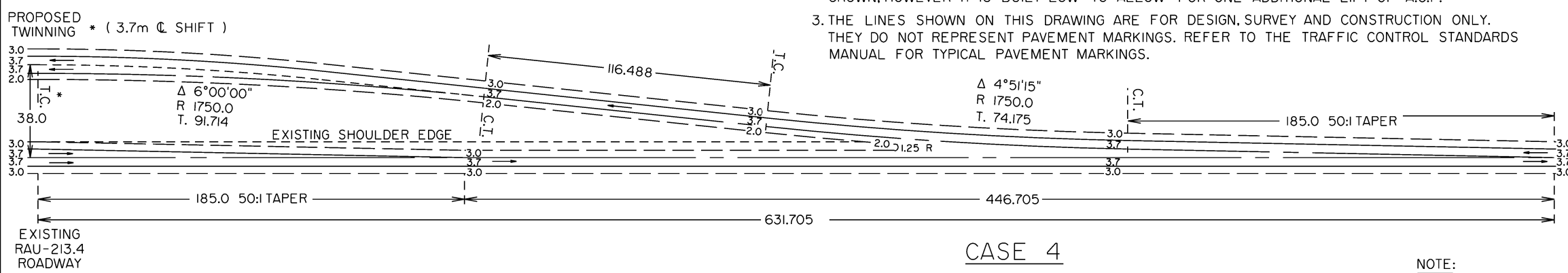
* (3.7m \varnothing SHIFT)



CASE 3

NOTES

1. TRANSITIONS ARE OFTEN BUILT WITH A 'STUB' FOR CONTINUATION OF FUTURE TWINNING ESPECIALLY IN CASES WHERE THE NEXT STAGE IS TO BE BUILT IN LESS THAN 5 YEARS. A TYPICAL STUB IS SHOWN IN THE CASE 3 SKETCH.
2. SUPERELEVATION ON TRANSITION IS USUALLY KEPT AT 2% TO MATCH THE FUTURE CROWN, HOWEVER IT IS BUILT LOW TO ALLOW FOR ONE ADDITIONAL LIFT OF A.C.P.
3. THE LINES SHOWN ON THIS DRAWING ARE FOR DESIGN, SURVEY AND CONSTRUCTION ONLY. THEY DO NOT REPRESENT PAVEMENT MARKINGS. REFER TO THE TRAFFIC CONTROL STANDARDS MANUAL FOR TYPICAL PAVEMENT MARKINGS.



CASE 4

NOTE:
T = SUB-TANGENT

No.	REVISIONS	BY	DATE
Date: MARCH 1993			
SEE FIGURE B6-1A TYPICAL HIGHWAY TRANSITIONS (2-LANE UNDIVIDED, 4-LANE DIVIDED) 38m \varnothing TO \varnothing SPACING			
Prepared By: R.T.	Checked By: BK	Scale: N.T.S.	Dwg No.: CB6-2.3C62