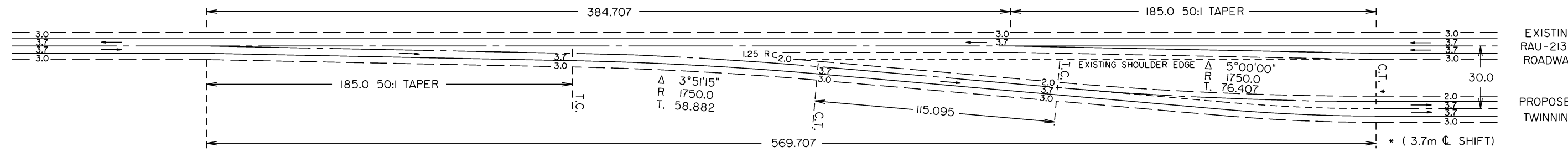
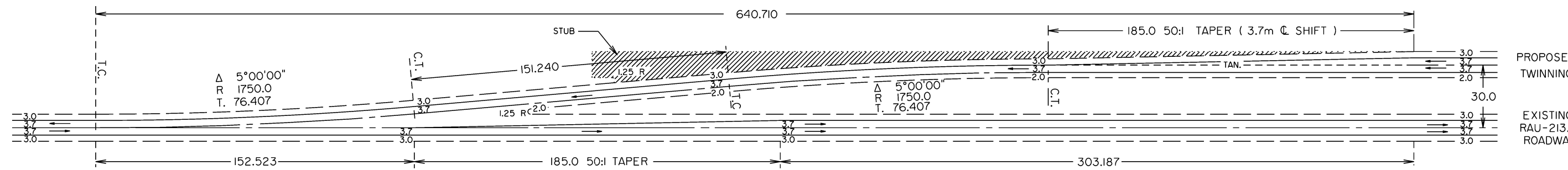


CASE 1



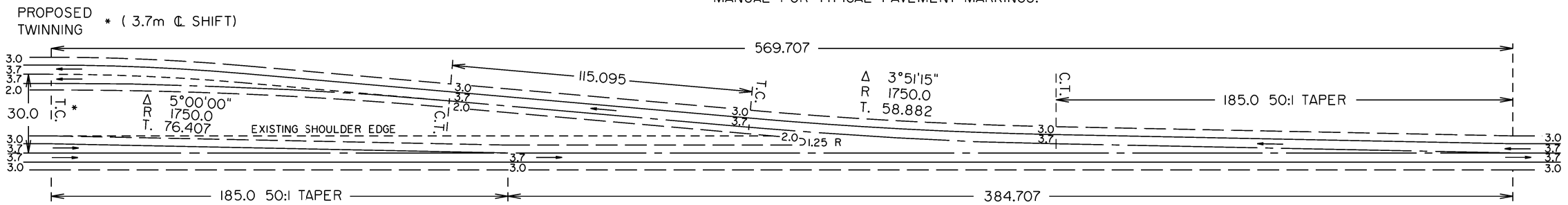
CASE 2



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 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
Approved: ORIGINAL SIGNED BY PETER TAJCNER Executive Director, Technical Standards Branch			
Date:	MARCH 1993		
TYPICAL HIGHWAY TRANSITIONS (2-LANE UNDIVIDED, 4-LANE DIVIDED) 30m C TO C SPACING			
Prepared By:	Checked By:	Scale:	Dwg No.:
R.T	BK	N.T.S.	CB6-2.3C63

**OBSOLETE**  
**SEE FIGURE B-6.1A**