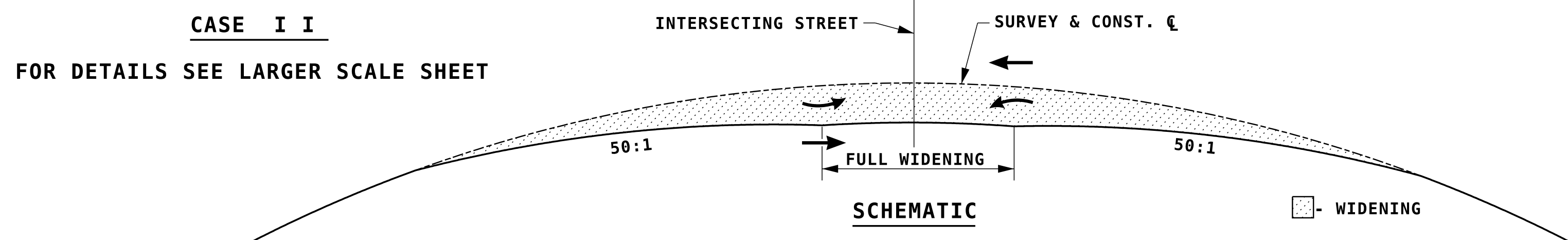


**LEFT TURN LANE
TANGENT ROADWAY
WITH MEDIAN ISLANDS**

CASE I, II, IIIA, IIIB, IV

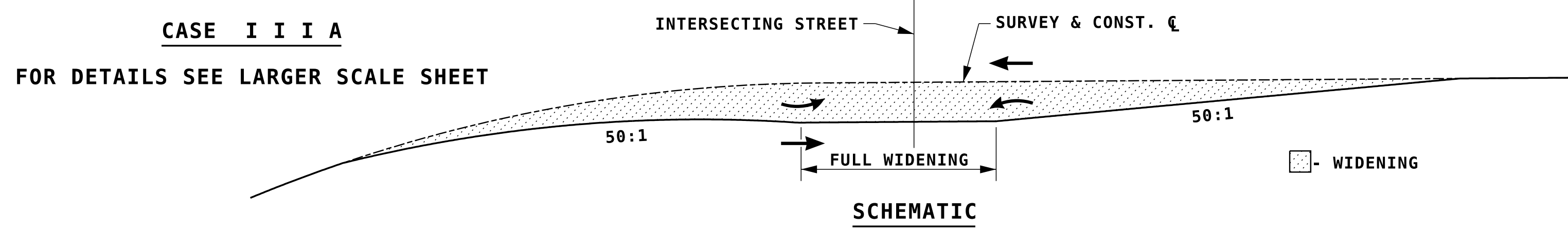
THE STORAGE LENGTH WILL BE DETERMINED BY THE PROCEDURE OUTLINED IN AASHTO - "A POLICY ON GEOMETRIC DESIGN OF RURAL HIGHWAYS" OR AN INTERSECTION CAPACITY ANALYSIS.



**LEFT TURN LANE
CURVED ROADWAY
WITH MEDIAN ISLANDS**

CASE II

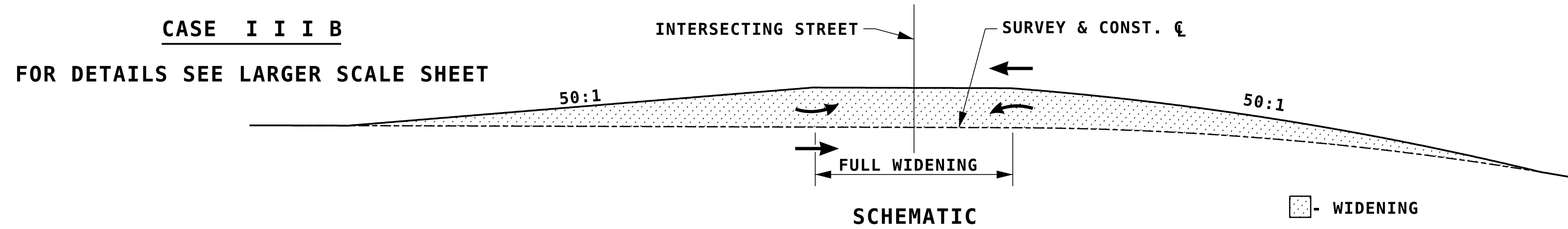
IF POSSIBLE, THE PAVEMENT WIDENING WILL BE ON THE INSIDE OF THE CURVE FOR BOTH RIGHT AND LEFT DEFLECTION CURVES.



**LEFT TURN LANE
CURVE - TANGENT ROADWAY
WITH MEDIAN ISLANDS**

CASE II, IIIA, IIIB, IV

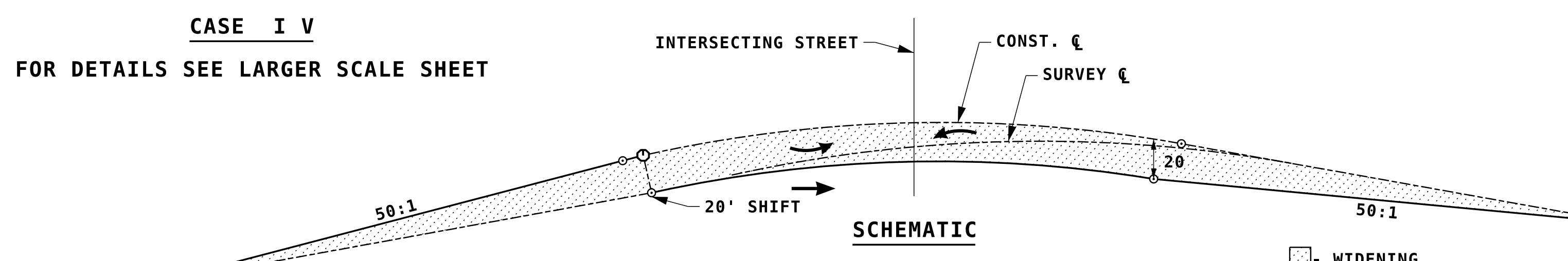
WHENEVER PRACTICAL, THE TAPER SHOULD BE TANGENT TO THE CURVE. HOWEVER, A COMPOUND CURVE IS ACCEPTABLE WHEN THE SITUATION WARRANTS.



**LEFT TURN LANE
TANGENT - CURVE ROADWAY
WITH MEDIAN ISLANDS**

CASE IV

APPROACH ALIGNMENTS ARE DESIGNED STRAIGHT THROUGH. ALL WIDENING WILL OCCUR ON THE EXIT SIDE OF THE INTERSECTION.



**LEFT TURN LANE
TANGENT - CURVE - TANGENT ROADWAY
WITH MEDIAN ISLANDS**

THESE SCHEMATICS DESCRIBE THE INTERSECTION WIDENING CASES ON THE SUBSEQUENT PAGES. THE INTENT OF THE CASES IS TO SHOW THE MOST DESIRABLE METHOD OF WIDENING FOR COMMONLY SEEN CONDITIONS. WHENEVER POSSIBLE, THRU TRAFFIC ENTERING THE INTERSECTION SHOULD NOT HAVE TO ALTER THEIR PATH (ANGLE POINT). TRAFFIC EXITING THE INTERSECTION SHOULD BE THE VEHICLE MADE TO DRIVE THE TAPER.

NOTES:

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ARROWS SHOWN ON THIS PLAN ARE ONLY TO SHOW TRAFFIC FLOW. THESE ARE NOT INTENDED TO REPRESENT PAVEMENT MARKINGS.

STATE OF NEW HAMPSHIRE				
SAMPLE				
DEPARTMENT OF TRANSPORTATION		BUREAU OF HIGHWAY DESIGN		
SCHEMATICS FOR INTERSECTION WIDENING				
REVISION DATE	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
DM_SAM-12 08/29/2023	dm-sam-12	12345	12	19