Appendix A
TYPICAL ROADWAY SECTIONS

A.1 INTRODUCTION

The purpose of this section is to provide typical roadway sections that will serve as a starting point for evaluating potential environmental, cultural, and sociocultural effects.

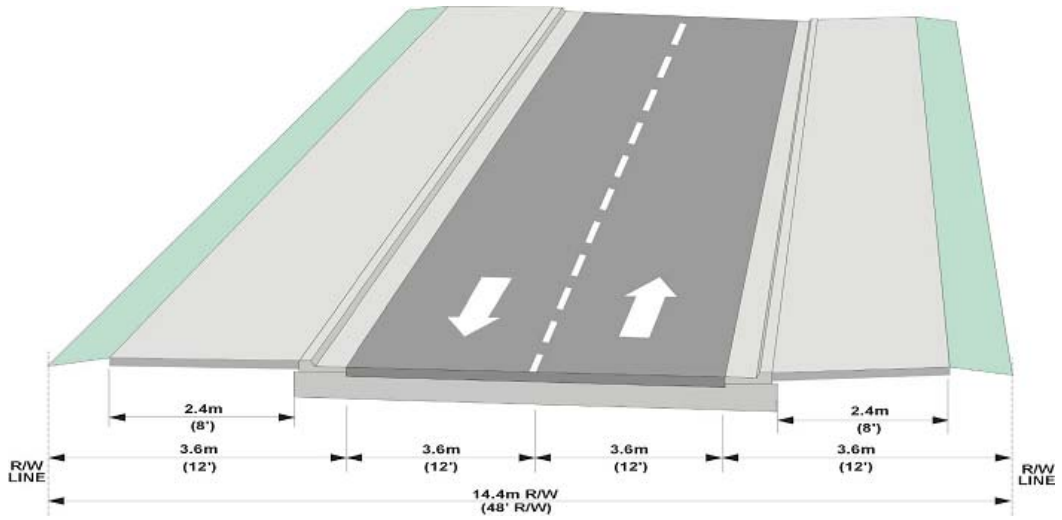
Figures A.1 through A.11 reflect typical sections consistent with FDOT design standards. The typical right-of-way dimensions shown represent minimum dimensions necessary to accommodate the cross-section. While these typical sections may not represent the specific standards for each jurisdiction within District 1, they reflect expected, average conditions for the area.

A.2 TWO-LANE FACILITIES

A.2.1 NEW TWO-LANE SECTION (URBAN)

The typical cross-section of a new two-lane roadway assumes that a typical application would be in an urbanized area where these new segments would, primarily, fill in gaps of the existing road network. The cross-section, as reflected in Figure A.1, assumes a minimum 48 feet right-of-way width, 12 feet paved lane widths, a closed drainage system with curb and gutter and 12 feet shoulder width on each side that is paved to accommodate sidewalks and bicycle considerations. Figure A.1 shows the cross-section as a one-way facility; however, the assumptions and dimensions are the same for a two-way facility.

FIGURE A.1
TWO-LANE URBAN FACILITY

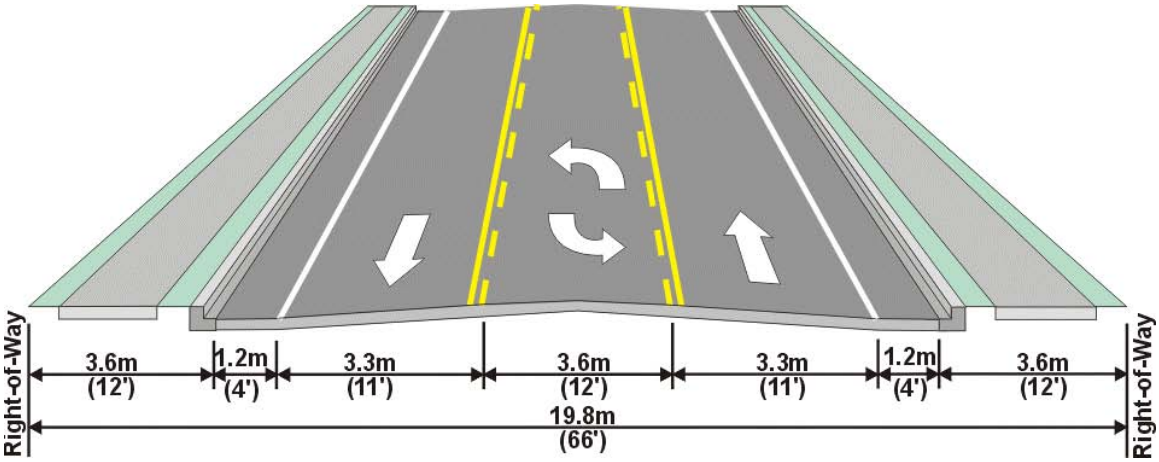


A.2.2 TWO-LANE DIVIDED URBAN

The typical cross-section of a 2-lane divided urban facility, as reflected in Figure A.2, assumes a minimum 66 feet right-of-way width necessary for these improvements, 11 feet paved lane widths, a closed drainage system with curb and gutter, a continuous center turn lane, paved shoulders for bicycle consideration and sidewalks on each side.

Figure A.2 shows the cross-section as a two-way facility with a continuous left turn lane. Figure A.3 shows a typical cross-section used as a 4-lane upgrade but would require the added right-of-way.

FIGURE A.2
TWO-LANE DIVIDED FACILTY

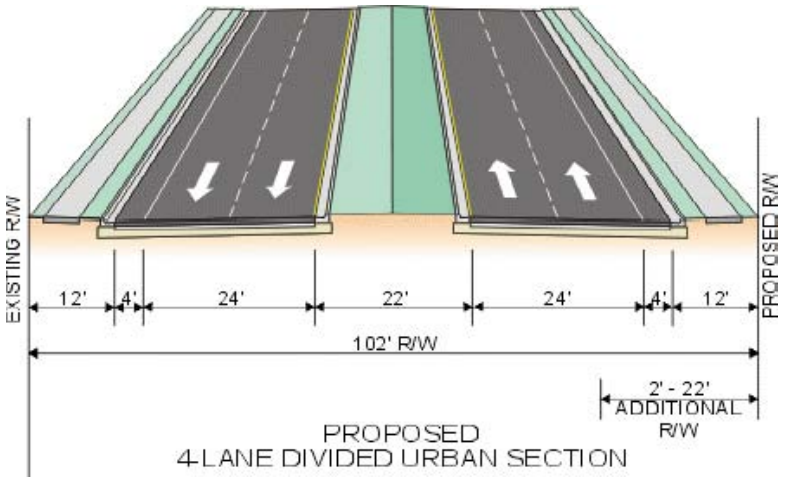


A.3 FOUR LANES DIVIDED

A.3.1 URBAN FACILITY

The typical cross-section of a 4-lane divided urban facility assumes, as reflected in Figure 4.3, a minimum 102 feet right-of-way width, 12 feet paved lane widths, a closed drainage system with curb and gutter, paved shoulders for bicycle consideration and sidewalks on each side. Figure 4.3 shows the cross-section as a two-way facility with a raised median.

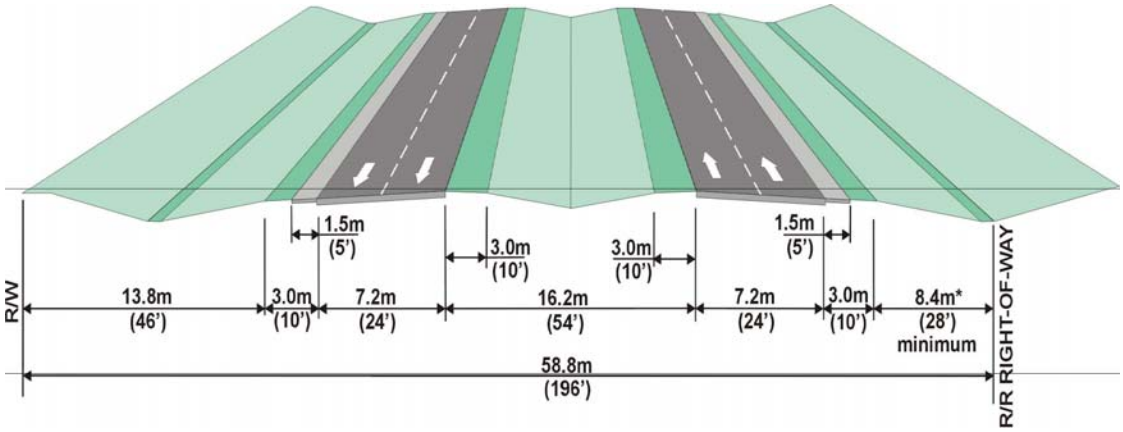
FIGURE A.3
FOUR-LANE URBAN FACILITY



A.3.2 RURAL FACILITY

The typical cross-section of a four-lane divided rural facility assumed that a typical application would be reconstructing an existing roadway to obtain a four-lane facility. The cross-section details, as reflected in Figure A.4, assume a minimum 196 feet right-of-way width, 12 feet paved lane widths, an open drainage system with swales in the median, and along the shoulders and paved shoulders. Figure A.4 shows the cross-section as a two-way facility with a median 54 feet wide and shoulders with adequate width to accommodate future expansion considerations and/or bicycle considerations.

FIGURE A.4
FOUR-LANE RURAL FACILITY



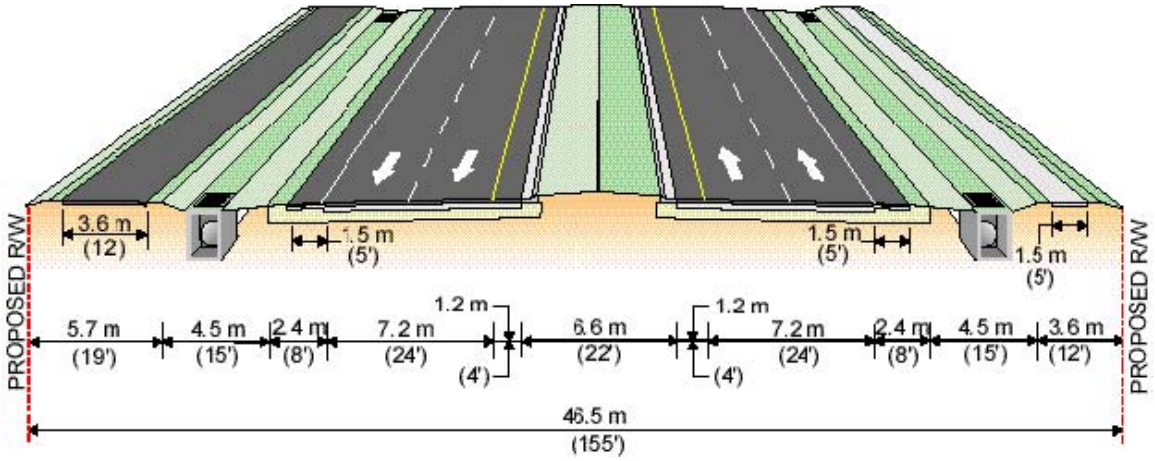
A.3.3 SUBURBAN FACILITY

The typical cross-section of a four-lane divided suburban facility, as reflected in Figure A.5, assumes a minimum 155 feet right-of-way width, 12 feet paved lane widths, a

drainage system with curb and gutter, a raised median and along the shoulders a sidewalk and auxiliary lane 12 feet wide.

Figure A.5 shows the cross-section as a two-way facility with a raised median 22 feet wide and shoulders with adequate width to accommodate possible future expansion considerations and/or bicycle considerations.

FIGURE A.5
FOUR-LANE SUBURBAN FACILITY

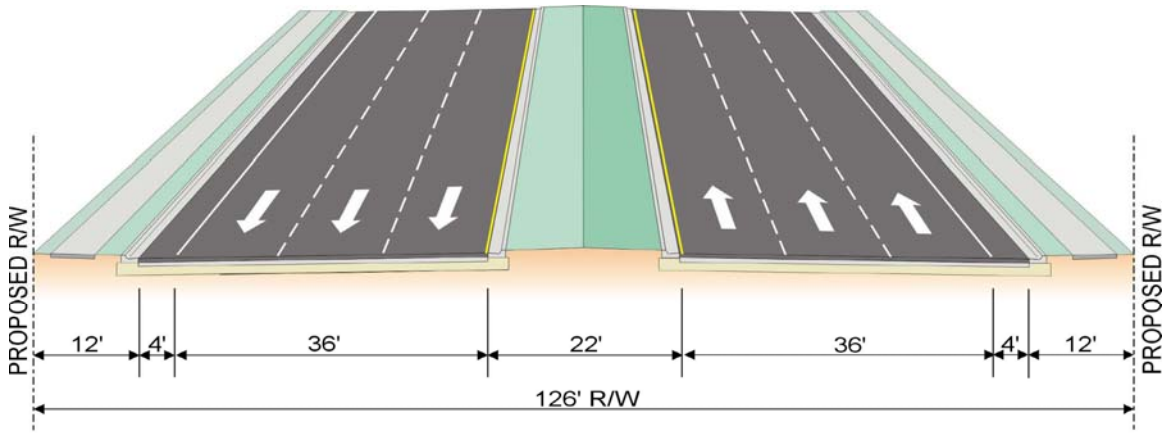


A.4 SIX LANES DIVIDED

A.4.1 URBAN FACILITY

The typical cross-section of a six-lane divided urban facility, as reflected in Figure A.6, assumes a minimum 126 feet right-of-way width, 12 feet paved lane widths, a closed drainage system with curb and gutter, paved shoulders for bicycle considerations and sidewalks on each side. Figure A.6 shows the cross-section as a two-way facility with a raised median.

FIGURE A.6
SIX-LANE URBAN FACILITY

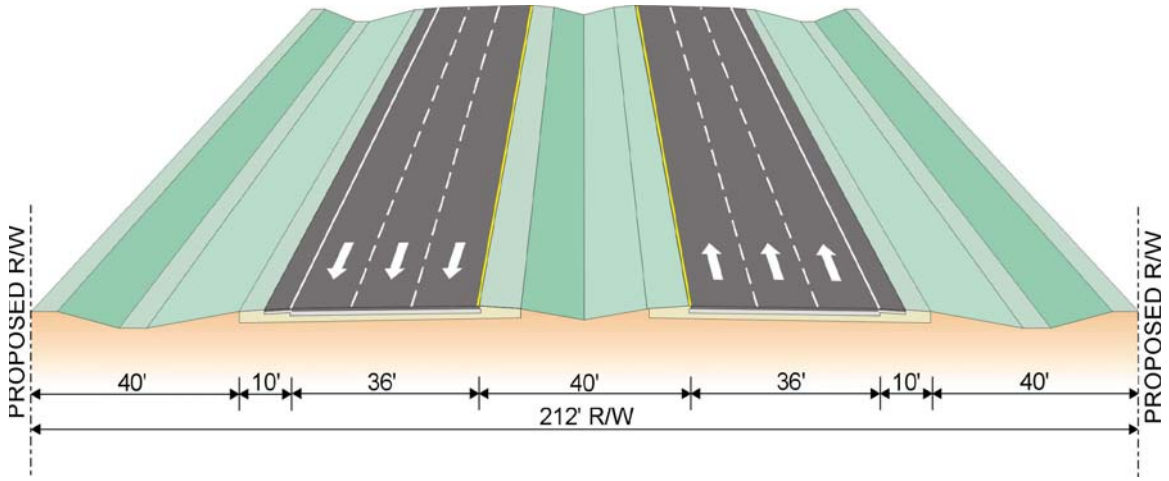


PROPOSED
6-LANE DIVIDED URBAN SECTION

4.4.2 RURAL FACILITY

The typical cross-section of a six-lane divided rural facility assumes, as reflected in Figure A.7, a minimum 212 feet right-of-way width, 12 feet paved lane widths, an open drainage system with swales in median and along the shoulders and paved shoulders for bicycle considerations. Figure A.7 shows the cross-section as a two-way facility with a median 40 feet wide and shoulders with adequate width to accommodate future expansion considerations.

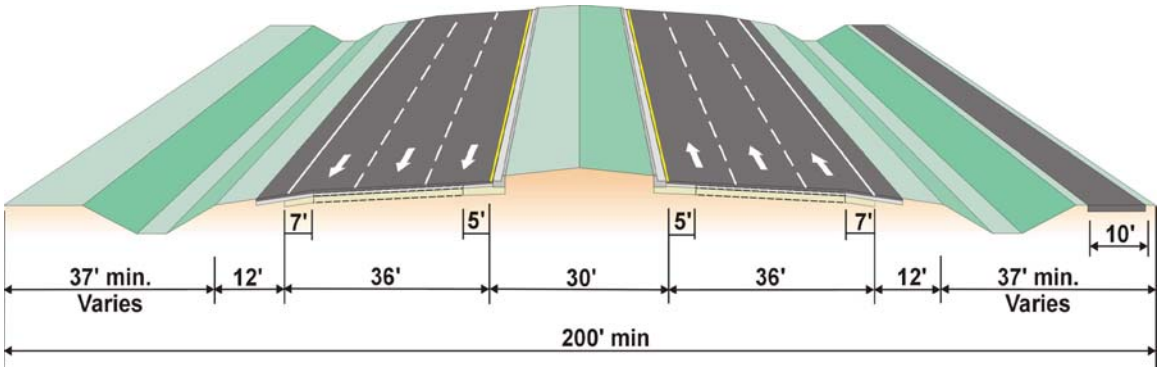
FIGURE A.7
SIX-LANE RURAL FACILITY



4.4.3 SUBURBAN FACILITY

The typical cross-section of a six-lane divided suburban facility assumes, as reflected in Figure A.8, a minimum 200 feet right-of-way width, 12 feet paved lane widths, a drainage system with swales along the shoulders and a 10 feet wide auxiliary lane. Figure A.8 shows the cross-section as a two-way facility with a raised median 30 feet wide and shoulders with adequate width to accommodate future expansion considerations and/or bicycle considerations.

FIGURE A.8
SIX-LANE SUBURBAN FACILITY



A.6 EIGHT LANES DIVIDED

A.6.1 URBAN FACILITY

The cross-section for an eight-lane divided urban facility assumes, as reflected in Figure A.9, assume a minimum 200 feet right-of-way width, 12 feet paved lane widths, a closed drainage system with curb and gutter, a 10-foot wide multi-use path plus a 5-foot wide sidewalk, and 4-foot bicycle lanes. Figure A.9 shows the cross-section as a two-way facility with a 30 feet wide raised median.

FIGURE A.9
EIGHT-LANE URBAN FACILITY