

## INTERSECTING CROSS ROAD GRADES

The grade of a connecting facility must be carefully studied when approaching an intersection where the mainline is superelevated. A smooth grade tie-in is desirable, with sufficient area on a relatively flat grade for a vehicle to stop before entering the main roadway. Also, when a connection is on the outside of a superelevated curve, the grade must be designed so that the connection is visible to a driver on the main roadway desiring to turn onto the connection.

Every attempt must be made to provide an adequate area for this vehicular stoppage, giving full consideration to the horizontal and vertical sight distances.

The desirable tie-in is one that is no steeper than the pavement cross slope whether this is superelevated or the normal crown. The maximum difference between the pavement cross slope and the approach road grade shall not exceed 8% at stop intersections, or 4% at continuous-movement intersections. The stoppage area should be a minimum of 50' before beginning the steeper grade. (See AASHTO's A Policy on Geometric Design of Highways and Streets)

## LEFT-TURN LANES

As a general policy, left-turn lanes are to be provided for traffic in both directions in the design of all median crossovers on non-access controlled divided highways using controls as shown in Figure C-1-1. Left-turn lanes should also be established on two-lane highways where needed for storage of left-turn vehicles and/or prevention of thru-traffic delay.

In general, when left-turn volumes are higher than 100 vph, an exclusive left-turn lane shall be considered.\*

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