RETURN NO. 1

RETURN NO. 2

RETURN NO. 3

RETURN NO. 4

QUADRANT NO. 1 & 2 VACANT

NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return alignment for semi-trailer truck turning and for minimum clearance between inside turning radii. The depicted design only applies where road and interstate intersect at 90° to the majority and have centerline common to the opposing road or street. Swept path are by AutoTURN 4.0 for the AASHTO 2001SU and WB-40 tractor-trailer.

REMARKS:
- Return Depicted:
  - Three Centered Compound Curve For All Returns Depicted
  - 90°-40°-90° Ross E and B Offset
  - Single Curve With Tapered Not Shown:
  - 40° Radii, 1/5 And 1/8 Tapers With
  - 2° And 8° Offset, Tooled (Preferred Fit)

SWEPT PATH LEGEND:
- WB-40
- SU

40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40 (WB-12)
NOTE 1: Return configurations for each quadrant must be analyzed independently to assure adequate return permeance for anti-tractor indole braking. The depicted design only applies where roads and extreme intersection of 90° to the median and rear perpendicular overlap with the opposing road or street. Swept path are by AutoTURN 4.0 for the AASHTO 50x50 tractor-semitrailer.

NOTE 2: Return configurations for each quadrant must be analyzed independently to assure adequate return permeance for anti-tractor indole braking. The depicted design only applies where roads and extreme intersection of 90° to the median. Swept path are by AutoTURN 4.0 for the AASHTO 50x50 tractor-semitrailer.

40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO WB-50 (WB-15)