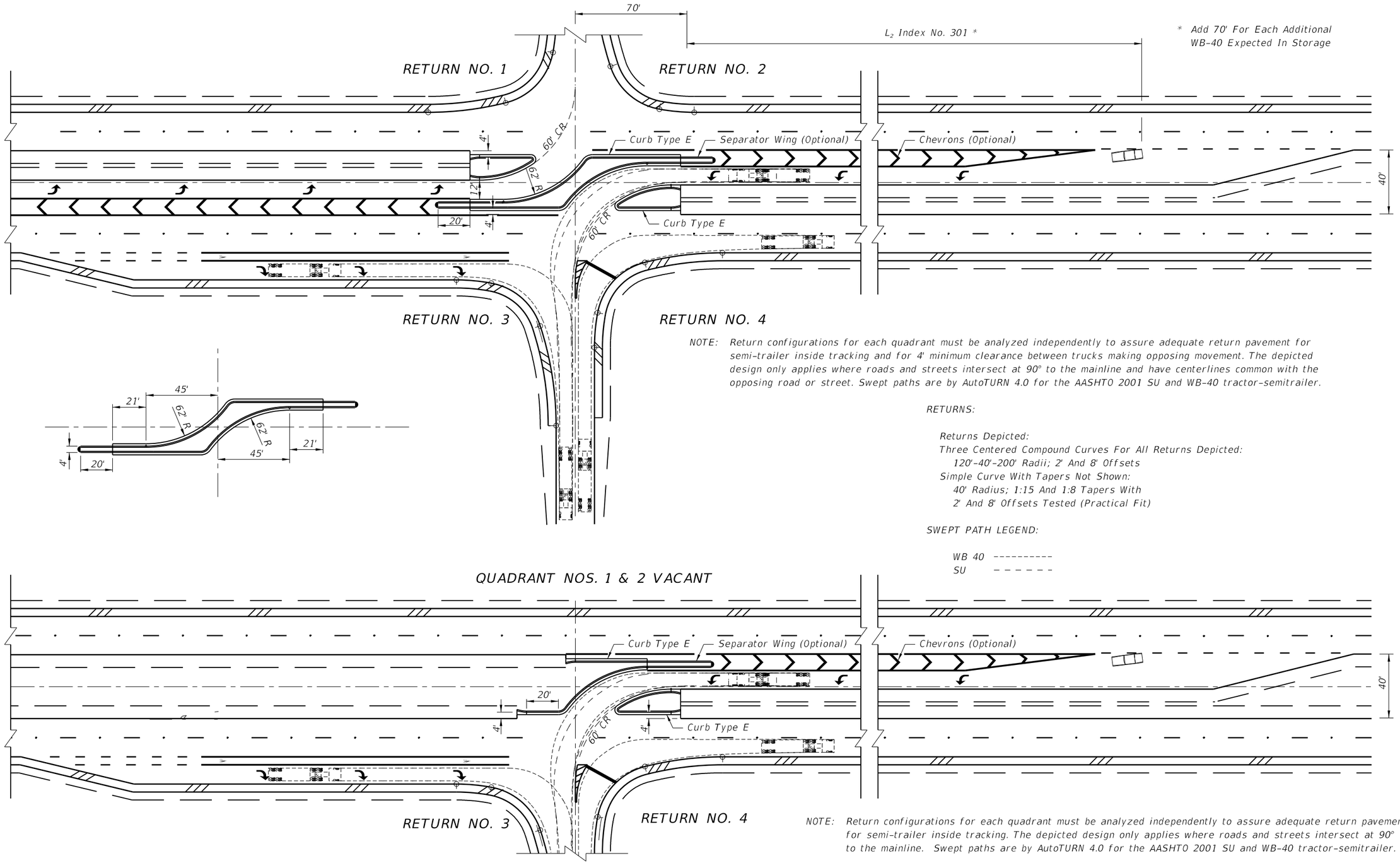

NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline and have centerlines common with the opposing road or street. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

RETURNS:

Returns Depicted:
Three Centered Compound Curves For All Returns Depicted:
120'-40'-200' Radii; 2' And 8' Offsets
Simple Curve With Tapers Not Shown:
40' Radius; 1:15 And 1:8 Tapers With
2' And 8' Offsets Tested (Practical Fit)

SWEPT PATH LEGEND:

WB 40 ----------
SU – – – – – –

NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking. The depicted design only applies where roads and streets intersect at 90° to the mainline. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
04			FDOT DESIGN STANDARDS 2013	DIRECTIONAL MEDIAN OPENINGS	527	1

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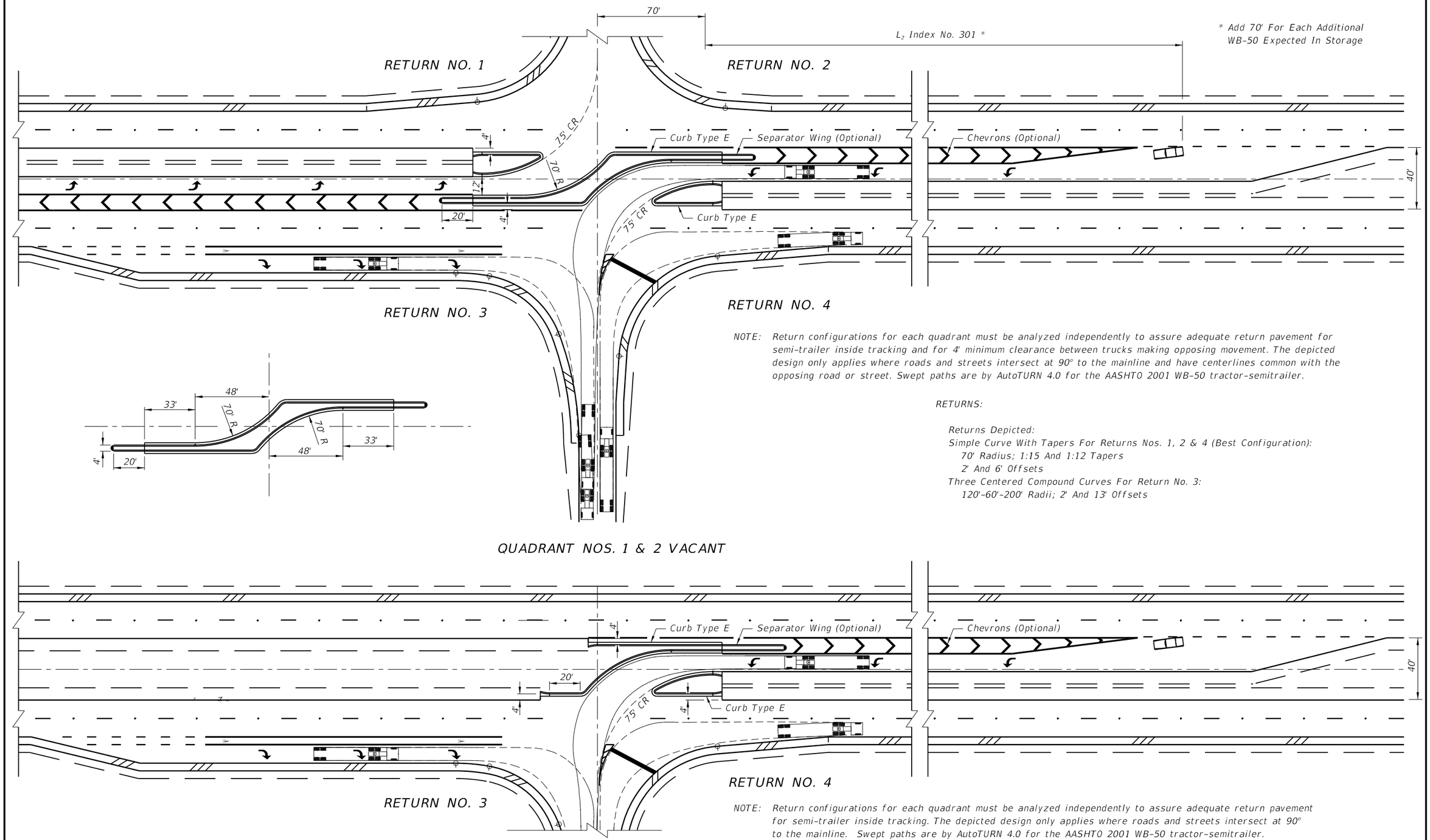

NOTE: *Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline and have centerlines common with the opposing road or street. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 WB-50 tractor-semitrailer.*

RETURNS:

Returns Depicted:
Simple Curve With Tapers For Returns Nos. 1, 2 & 4 (Best Configuration):
70' Radius; 1:15 And 1:12 Tapers
2' And 6' Offsets
Three Centered Compound Curves For Return No. 3:
120'-60'-200' Radii; 2' And 13' Offsets

QUADRANT NOS. 1 & 2 VACANT

NOTE: *Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking. The depicted design only applies where roads and streets intersect at 90° to the mainline. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 WB-50 tractor-semitrailer.*

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

LAST REVISION	REVISION	DESCRIPTION:		FDOT DESIGN STANDARDS 2013	DIRECTIONAL MEDIAN OPENINGS	INDEX NO.	SHEET NO.
04						527	2

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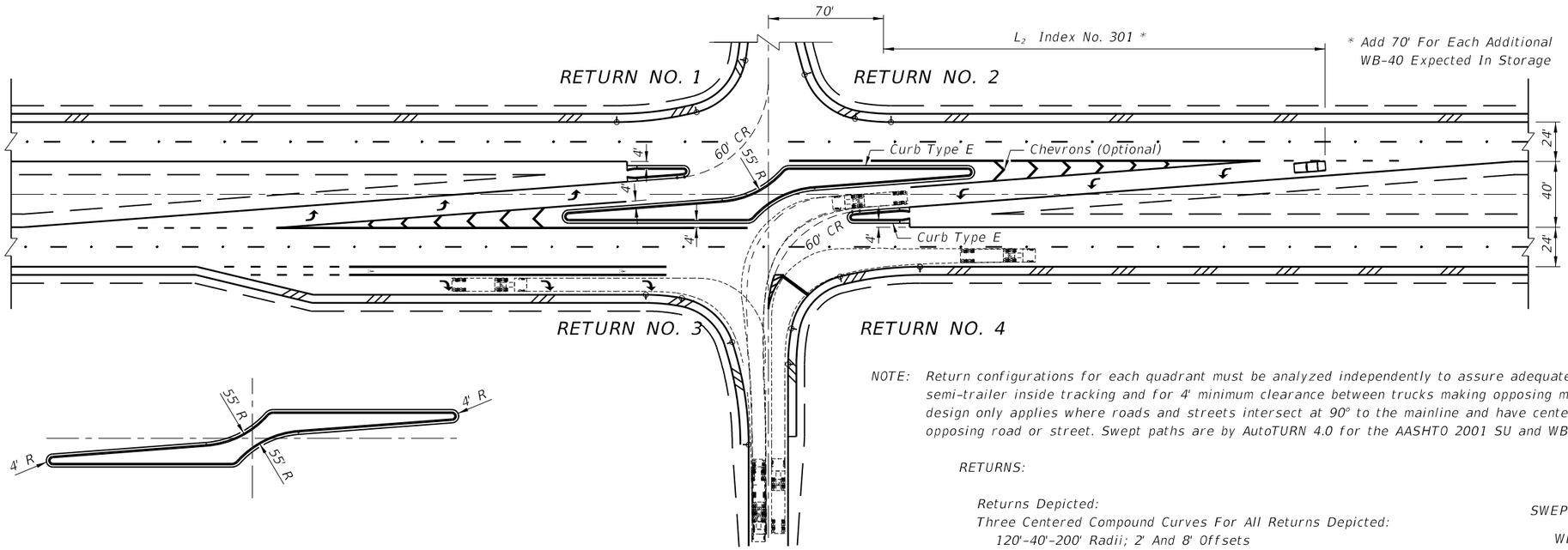


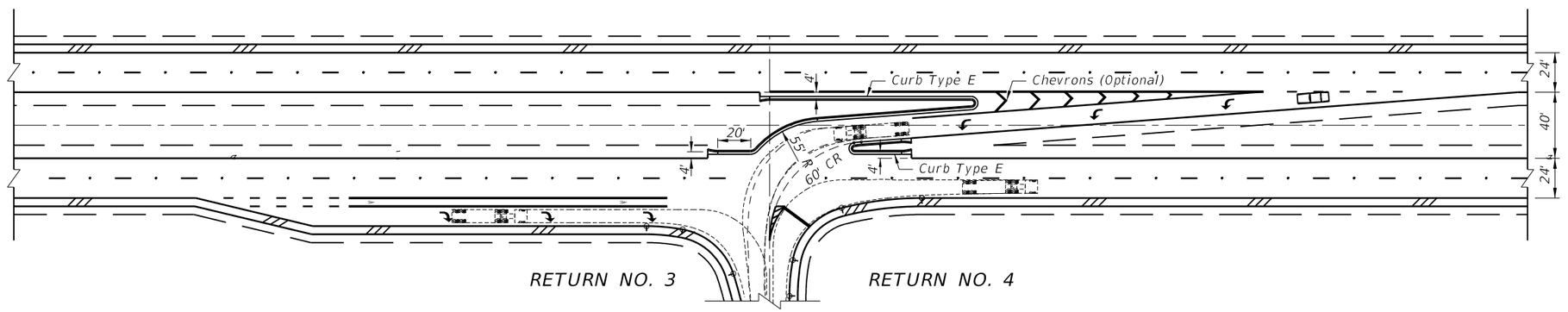
NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline and have centerlines common with the opposing road or street. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

RETURNS:

Returns Depicted:
Three Centered Compound Curves For All Returns Depicted:
120'-40'-200' Radii; 2' And 8' Offsets
Simple Curve With Tapers Not Shown:
40' Radius; 1:15 And 1:8 Tapers With
2' And 8' Offsets Tested (Practical Fit)

SWEPT PATH LEGEND:
WB 40 ----------
SU - - - - -

QUADRANT NOS. 1 & 2 VACANT



NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking. The depicted design only applies where roads and streets intersect at 90° to the mainline. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

40' MEDIAN • 4-LANE DIVIDED • TAPERED TURN BAY • 2001 AASHTO SU & WB-40

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LAST REVISION	REVISION	DESCRIPTION:		FDOT DESIGN STANDARDS	DIRECTIONAL MEDIAN OPENINGS	INDEX NO.	SHEET NO.
04				2013		527	3