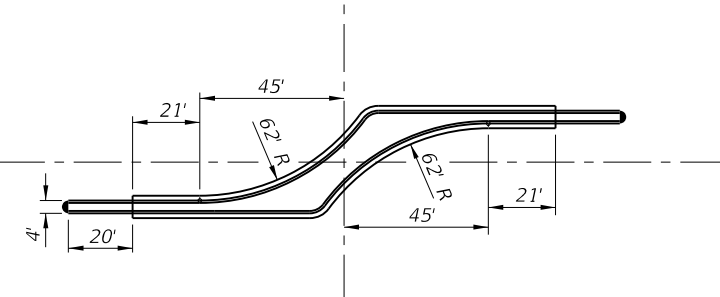
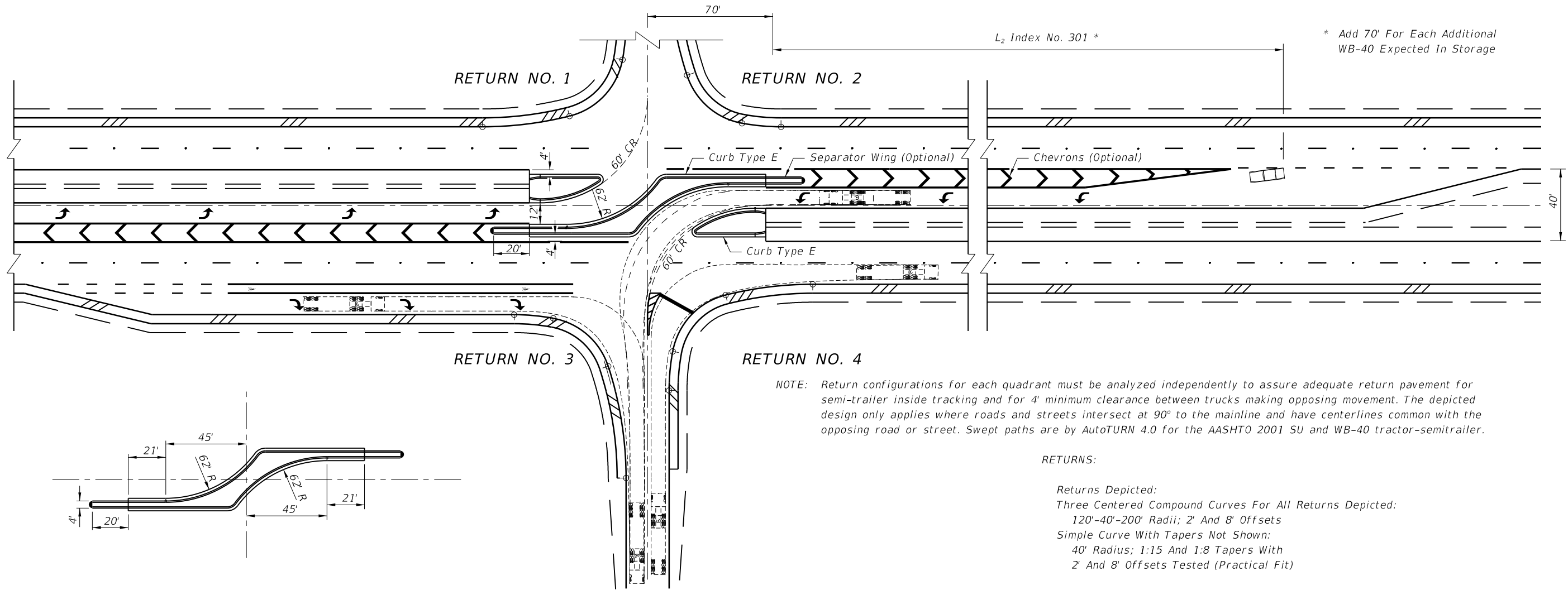


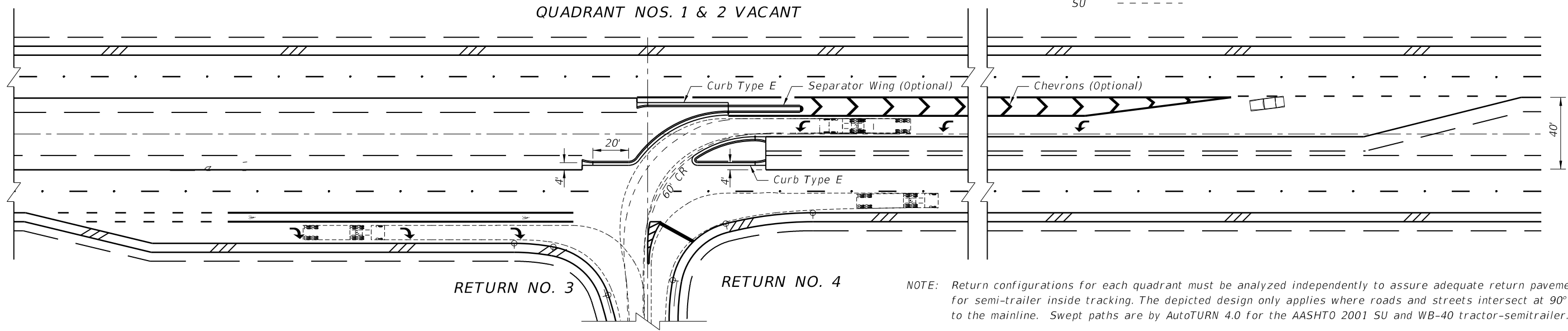
C:\projects\standards\roadway\00500-s\00527-01.dgn
 sm970re
 6/24/04 PM
 6/24/2013



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 - - - - -

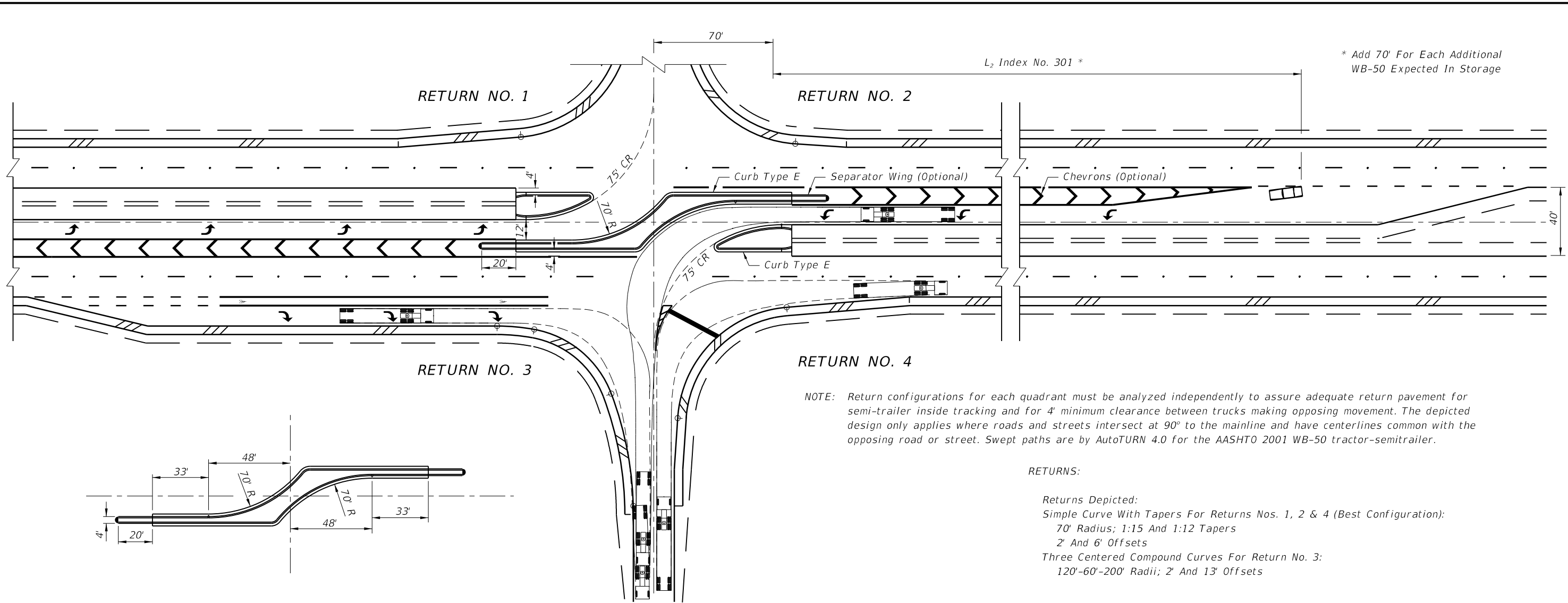


NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking. The depicted design only applies where roads and streets intersect at 90° to the mainline. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40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

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

LAST REVISION 07/01/04	REVISION	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	DIRECTIONAL MEDIAN OPENINGS	INDEX NO. 527	SHEET NO. 1 of 3
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 6/24/2013



* Add 70' For Each Additional WB-50 Expected In Storage

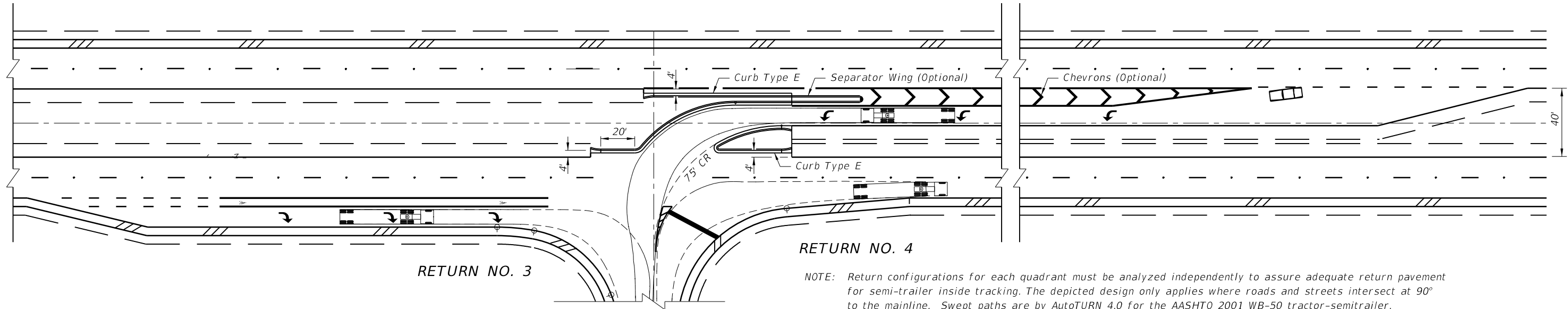
L₂ Index No. 301 *

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

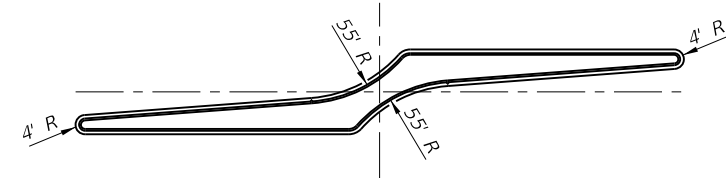
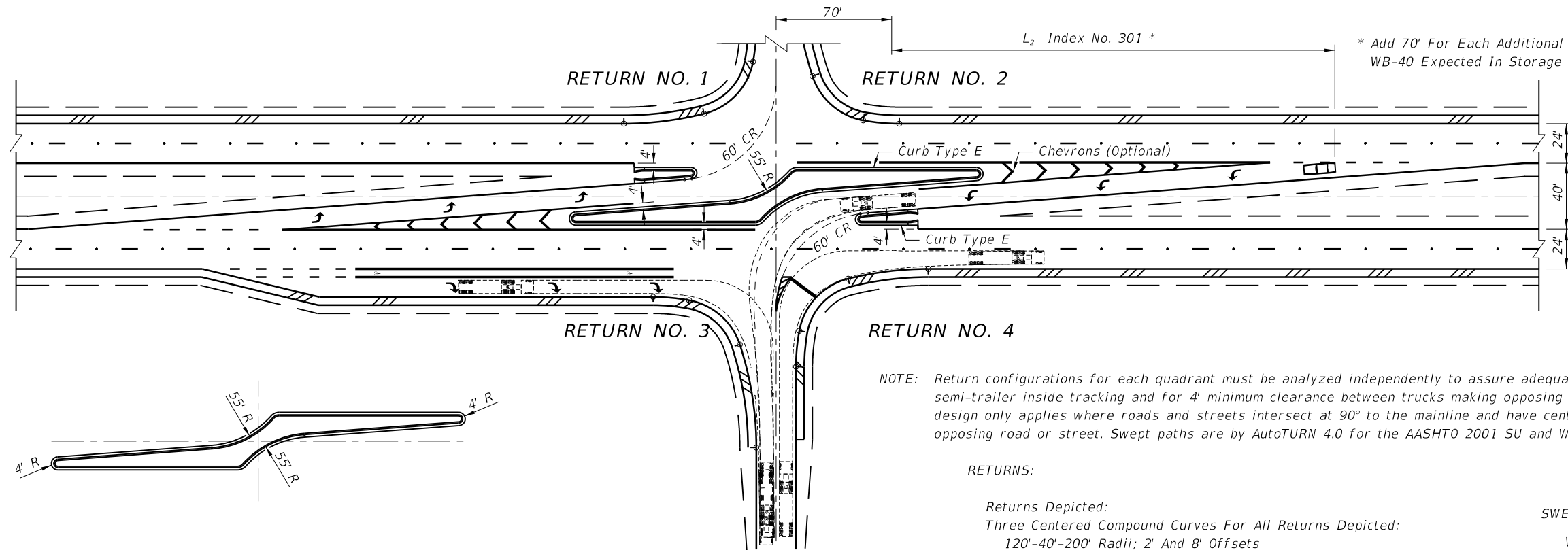
QUADRANT NOS. 1 & 2 VACANT



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 2014 DESIGN STANDARDS	DIRECTIONAL MEDIAN OPENINGS	INDEX NO. 527	SHEET NO. 2 of 3
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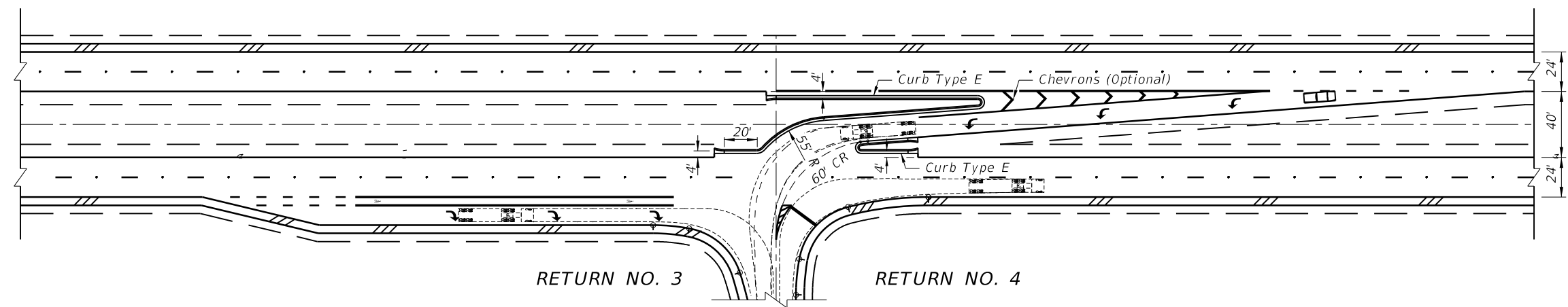


NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline 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-semi-trailer.

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-semi-trailer.

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

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LAST REVISION 07/01/04	REVISION	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	DIRECTIONAL MEDIAN OPENINGS	INDEX NO. 527	SHEET NO. 3 of 3
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