NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 6' 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.

Swept Path Legend:

- WB 40
- SU

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

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.
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 15’ Offsets

40’ MEDIAN 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO WB-50
NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for a 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. Sweep paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semi-trailer.

Sweep Path Legend:

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)

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

DIRECTIONAL MEDIAN OPENINGS