NOTE: Return configurations for each quadrant must be analyzed independently to ensure 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. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

NOTES:

- Returns Depicted:
  - Three Centered Compound Curves For All Returns Depicted:
  - 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:

<table>
<thead>
<tr>
<th>WB 40</th>
<th>SU</th>
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40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40
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. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 WB-50 tractor-semitrailer.

**Quadrant Nos. 1 & 2 Vacant**

**Returns Depicted:**
- Simple Curve with Tapers For Returns Nos. 1, 2 & 4 (Best Configuration)
- 70' Radius; 1:15 And 1:12 Tapers
- 2' And 4' Offsets
- Three Centered Compound Curves For Return No. 3: 129'-60'-200' Radii; 2' And 13' Offsets

**Returns:**
- Return No. 1: Curb Type E, Separator Wing (Optional), Chevrons (Optional)
- Return No. 2: Curb Type E
- Return No. 3: Curb Type E
- Return No. 4: Curb Type E

**Index No. 301**: WB-50 Expected In Storage

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

**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 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 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

RETURN NO. 1
RETURN NO. 2
RETURN NO. 3
RETURN NO. 4

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.

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

DIRECTIONAL MEDIAN OPENINGS

FY 2017-18
DESIGN STANDARDS

INDEX NO. 527
SHEET NO. 3 of 3