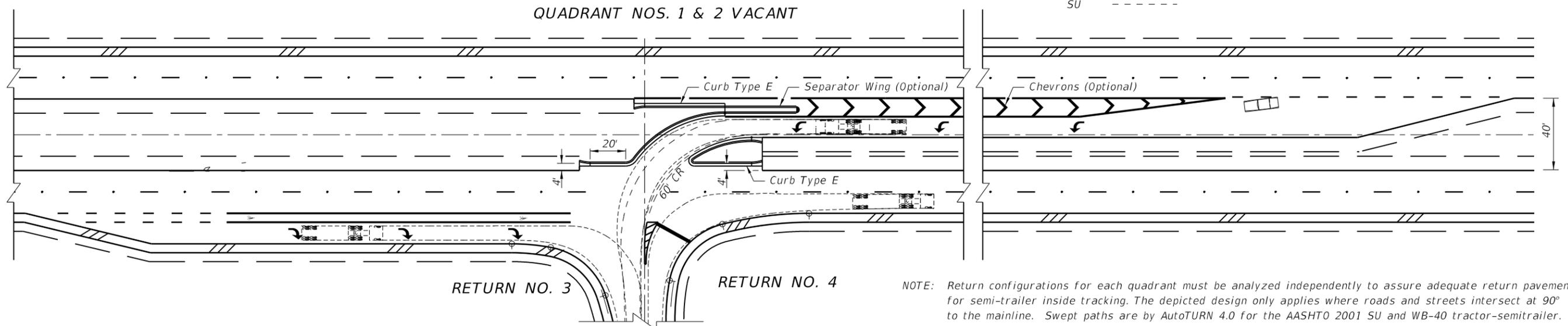
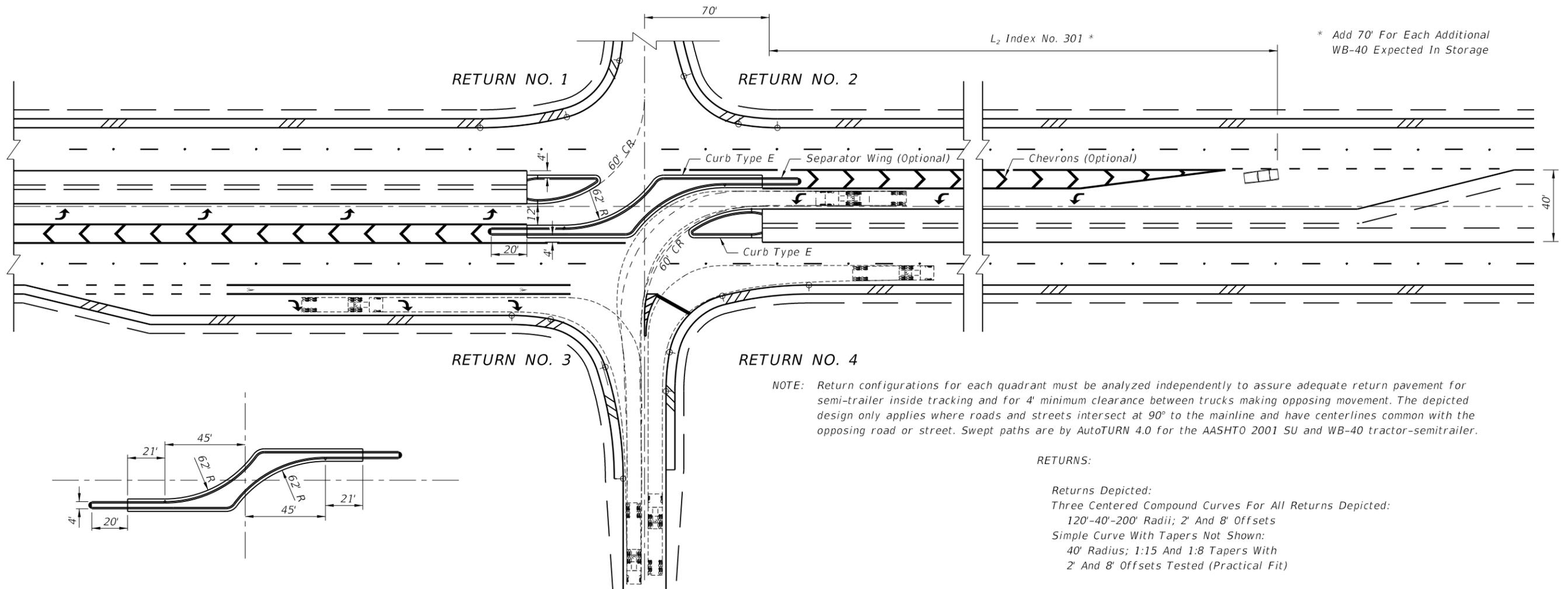


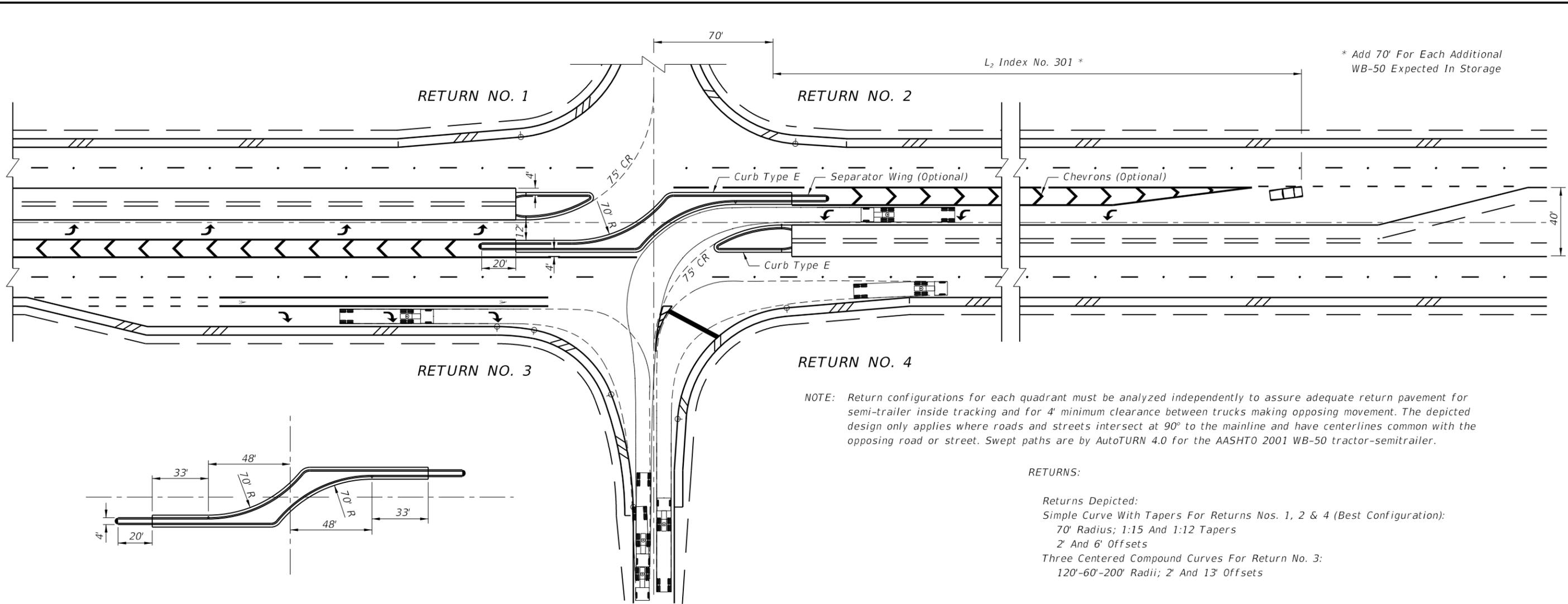
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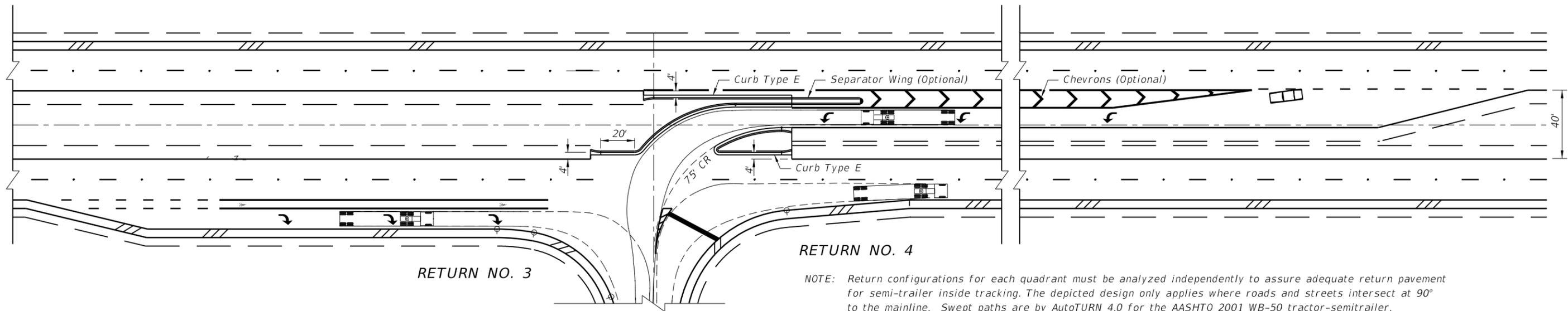
40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40

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

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 6/29/2012

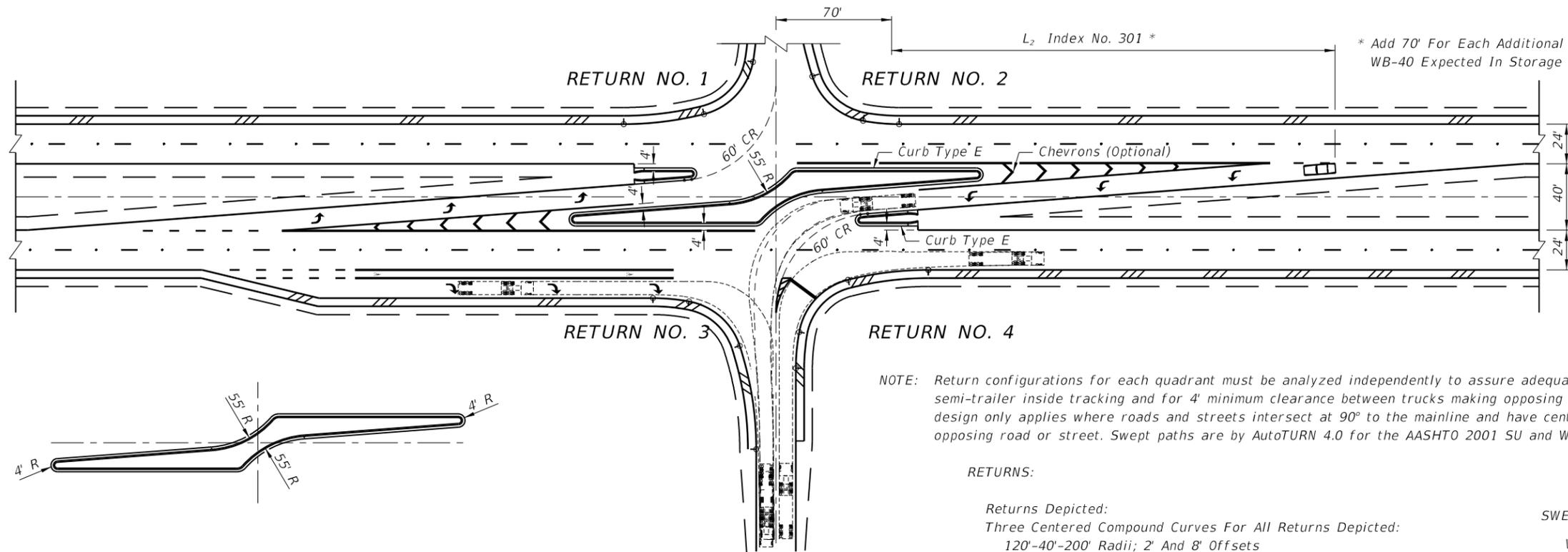


QUADRANT NOS. 1 & 2 VACANT



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. 527	SHEET NO. 2
04						

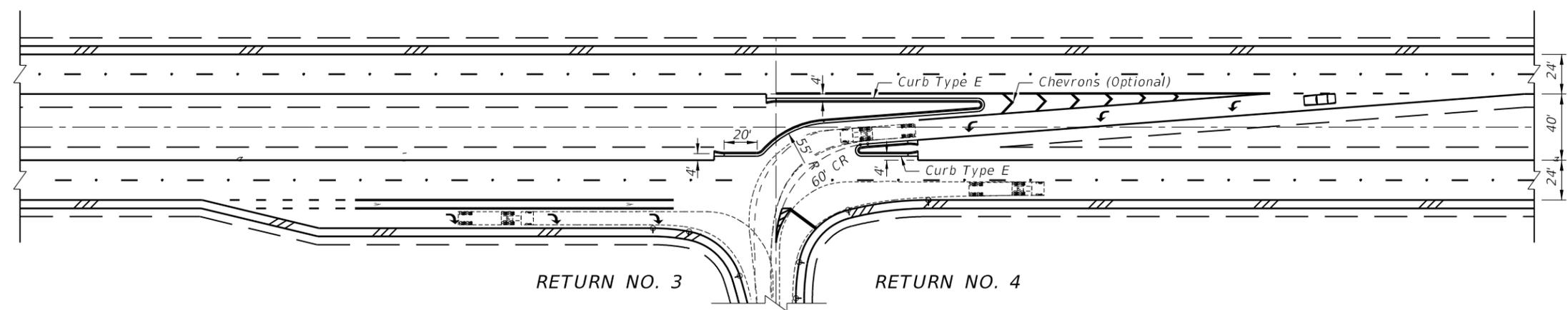


NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline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

6/28/2012 10:36:35 AM r0960rh C:\projects\standards\roadway\00500-s\00527-03.dgn

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