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 approaching road or street. Swept paths are by AutoTURN 4.0 for the AASHTO 2001 SU and WB-40 tractor-semitrailer.

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

SHEET No.
INDEX No.

2008 FDOT Design Standards
Revision 527

DIRECTIONAL MEDIAN OPENINGS

40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40 (WB-12)
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 movements. The depicted design only applies where roads and streets intersect at 90° to the mainline and have centerlines aligned with the opposing road or street. 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 (WB-15)
40’ MEDIAN • 4-LANE DIVIDED • TAPERED TURN BAY • 2001 AASHTO SU & WB-40 (WB-12)