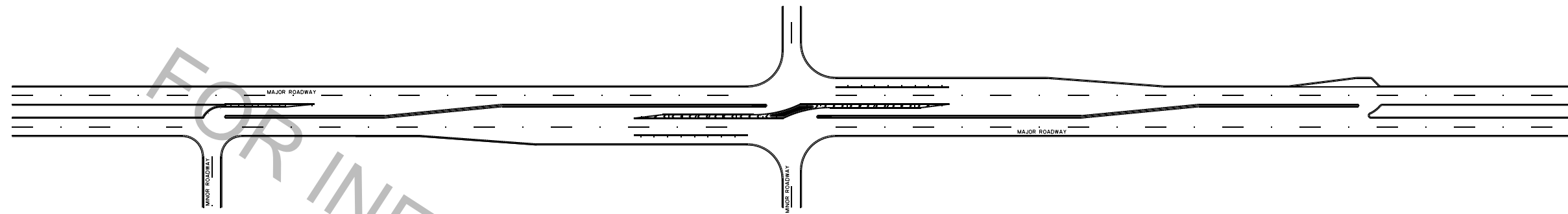
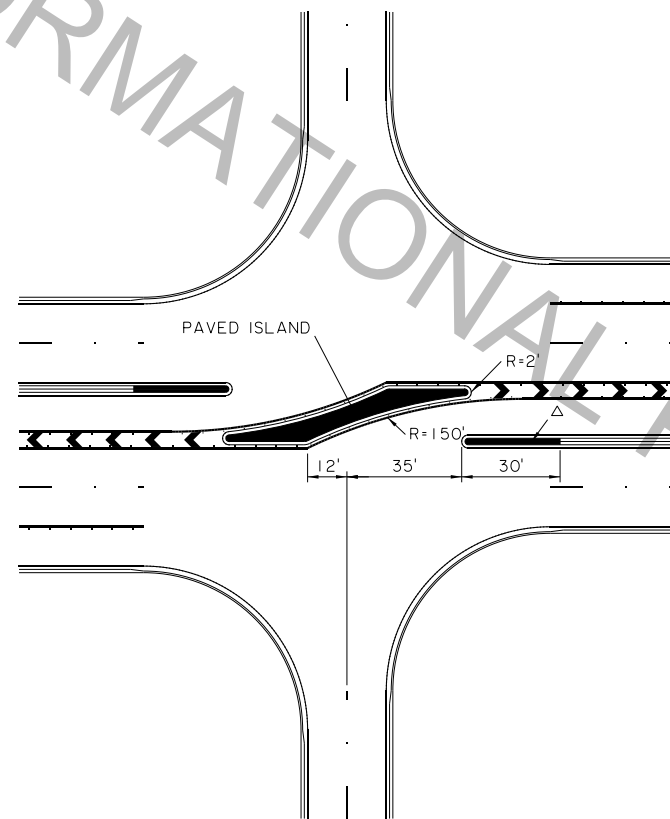
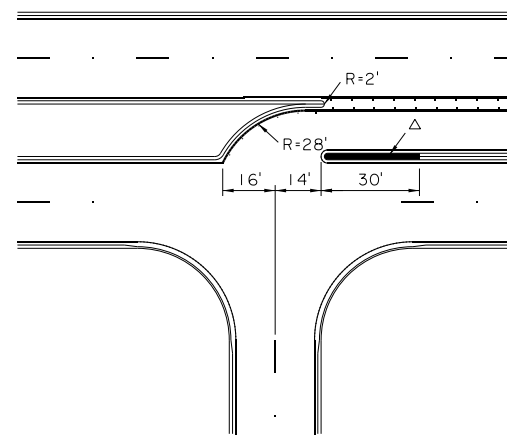


DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

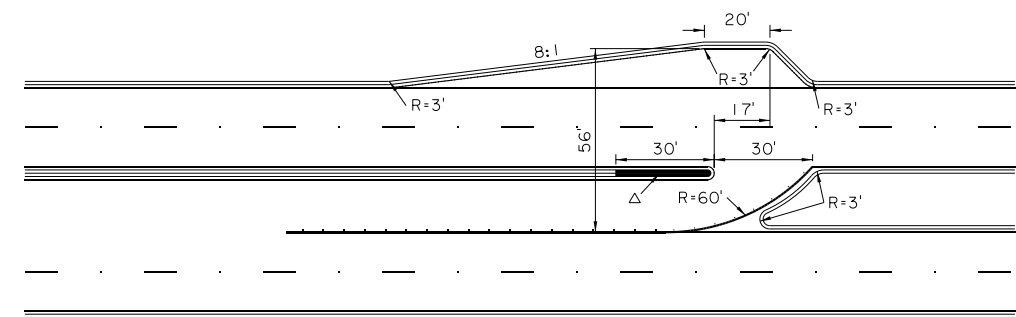


INTERSECTION DESIGN **
RESIDENTIAL AND LOW TRUCK VOLUMES

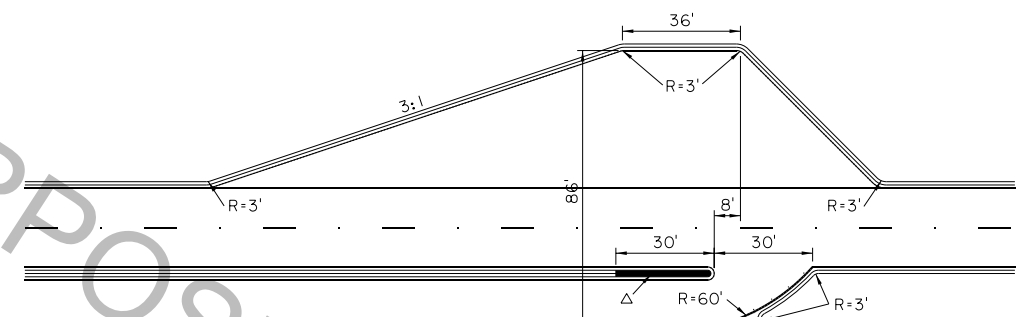
T-INTERSECTION DESIGN *
RESIDENTIAL



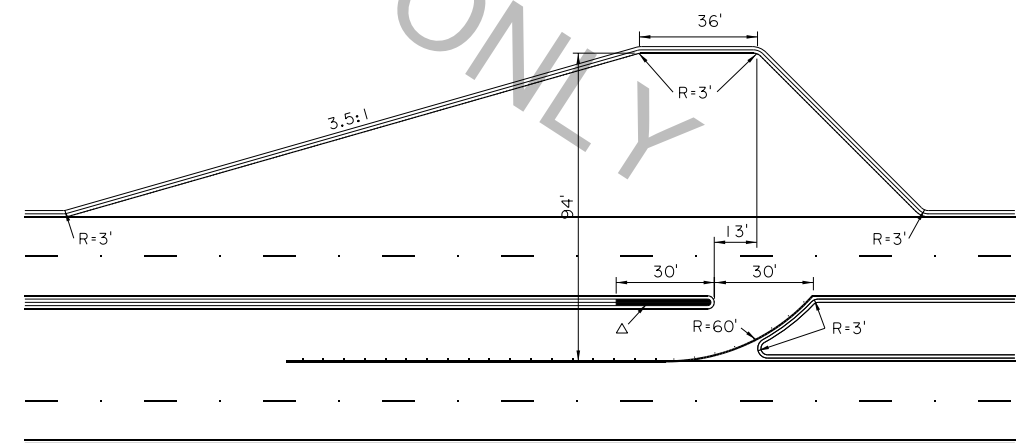
BULB OUT DESIGN FOR PASSENGER VEHICLE



BULB OUT DESIGN FOR SINGLE UNIT VEHICLE



BULB OUT DESIGN FOR WB-67 TRUCK



* LEFT TURN ALLOWED FOR LOW VOLUME TRUCK TRAFFIC.
U-TURN PERMITTED FOR PASSENGER VEHICLES ONLY.
△ MONOLITHICALLY POURED CURB FOR OFFTRACKING OF REAR TIRES.

** ALLOWS OCCASIONAL WB-67 TRAFFIC. FOR HIGHER VOLUMES,
THE DESIGNER SHOULD ADJUST THE GEOMETRY ACCORDINGLY.
U-TURNS ARE NOT PERMITTED.

NOTES:

1. Bulb outs should not be used in curves with superelevation in excess of 4.0%.
2. All striping shall conform to standard plan PM-01.
3. Design is for a 20' median with 0° skew. All other intersection geometry should be verified using autoturn.
4. A 4" Mountable Curb may be used for all islands and back to back curbs. All other curbs shall conform with EDSM 11.2.1.7.
5. Turnout radii should be adjusted for high truck volumes.
6. Curb design for off tracking of trucks shall be monolithic pour.
7. The offset provided is to improve sight distance. The designer shall be responsible for providing adequate sight distance.

SHEET NUMBER		PARTS	
FEDERAL PROJECT		STATE PROJECT	
DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS			
Traffic Engineering Development			
DESIGNED	ROBERT ISEMANN	DATE	AUG. 2011
CHECKED	NICK KALIVODA	SHEET	1 OF 1
DATE			
APPROVED		BY	
REVISION DESCRIPTION			
DATE			