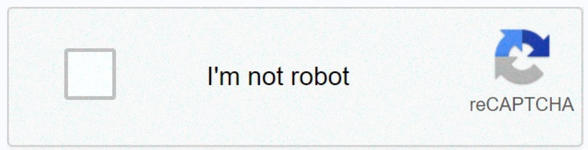

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Aashto vehicle turning templates

Anchor: anchor #CHDBDAJD: This section #i1013368 contains the following information about minimum designs for truck and bus shifts: Anchor: #i1013404Application there are no strict guidelines governing the choice of the type of large car to be used as a design vehicle. The factors affecting the design of the car selection are as follows: anchor: #EEMRIOFSType and frequency of use by large vehicles, anchor: #YJCJLBORConsequences encroaching on other lanes or by the side of the road, anchor: #CNWFALBFAvailability of the right of the road, anchor: #WFYLPYGLFunctional class of crossroads and location (urban vs. rural) affect this choice in the general sense. The project's traffic data, specifically the frequency with which vehicle categories of vehicles with different designs are used, are often the most important consideration in the selection process. The Transport Planning and Programming Division (TPP) can be contacted for volume data for different vehicle categories. Minimum rotational track templates for trucks or buses single unit, semi-trailer kits with wheelbase of 40, 50 and 62 feet [12.2, 15.24 and 18.9 m], and double trailer mix with wheelbase of 67 feet [20.43 m] appear in numbers 7-1, 7-2, 7-3, 7-4, 7-5, and 7-6 respectively. AASHTO's highway and street engineering design policy provides additional information about route conversion and beam conversion for these and other vehicles. Anchor: #i1001418grtopFigure 7-1. Convert a template for single unit trucks or buses, (not widespread). Note: According to the AASHTO policy on the engineering design of highways and streets (2018), the SU design accommodates the internal beam that transforms into the six types of buses, all but one (BUS-45, between the city) from the outside, which turns into radial. If bicycle racks are considered buses, run for radial requirements outside of additional buses. Anchor: #i1001420grtopFigure 7-2. Semi-trailer mold with 40 ft [12.20 m] wheelbase, (not widespread). Anchor: #i1001422grtopFigure 7-3. The mold is turned into a semi-trailer with a 50 ft [15.24 m] wheelbase, (not widespread). Anchor: #i1001424grtopFigure 7-4. The semi-trailer mold with a 62 ft [18.9 m] wheelbase, (not widespread), turned. Anchor: #i1001426grtopFigure 7-5. Turning template for semi-trailer with 62 ft [18.9 m] wheelbase (radius = 75 ft [22.9 m], (not widespread). Anchor: #i1001428grtopFigure 7-6. Turning mold for dual-trailer combination with 67 ft [20.41 m] wheelbase, (figure not widespread). #i1001430grtopFigure 7-7. (United States). An example of the pavement edge of geometry (us customary). Anchor: #HKNBRHHHgrtopFigure 7-8. (M). An example of the geometry of the edge of the pavement (metric). Anchor: #i1013514Channelization where the interior edges of the pier are designed to turn right at intersections to accommodate semi-trailer sets or where the design allows passenger vehicles to turn at 15 mph [20 km/h] or (i.e. 50 feet [15 m] or more than a radius), the sidewalk area at the intersection may become excessively large for proper traffic control. In such cases, island guidance should be used to monitor, direct and/or divide traffic routes more effectively. Physically, the islands must be at least 50 feet2 [4.5 m2] in urban areas and 75 feet2 [7.0 m2] for rural conditions (100 ft2 [9.0 m2] preferably for both, in size, and may range from a drawing to a depressed area. Anchor: #i1013531Alternatives to a simple curvature to accommodate longer vehicles, and the outside properties track in combination with a large radius (simple curve) that the results should be used in a wide pavement area. In this regard, three center complex curves are preferred, or simple compensation curves in combination with tabit, because they more closely fit vehicle paths. Table 7-2 shows a minimum edge of pavement designs to turn right to accommodate various design vehicles for turn angles ranging from 60 to 120 degrees. Anchor: #i1009736Table 7-2: Minimum Edge of Pavement Designs for Right Turns for Various Design Vehicles for Turn Angle Varying from 60 to 120 Degrees Simple Curve Radius (ft.) Simple Curve Radius with Taper 3-Centered Compound Curve, Symmetric 3-Centered Compound Curve, Asymmetric 60 P 40 - - - - - - - - SU 60 - - - - - - - - WB-40 90 - - - - - - - - WB-50 150 120 3.0 15:1 200-75-200 5.5 200-75-275 2.0-7.0 75 P 35 25 2.0 10:1 100-75-100 2.0 - - - SU 55 45 2.0 10:1 120-45-120 2.0 - - - WB-40 - 60 2.0 15:1 120-45-120 5.0 120-45-195 2.0-6.5 - WB-50 - 65 3.0 15:1 150-50-150 6.5 150-50-225 2.0-10.0 90 P 30 20 2.5 10:1 100-20-100 2.5 - - - SU 50 40 2.0 10:1 120-40-120 2.0 - - - WB-40 - 45 4.0 10:1 120-40-120 5.0 120-40-200 2.0-6.5 - WB-50 - 60 4.0 15:1 180-60-180 6.5 120-40-200 2.0-10.0 105 P - 20 2.5 - 100-20-100 2.5 - - - SU - 35 3.0 - 100-35-100 3.0 - - - WB-40 - 40 4.0 - 100-35-100 5.0 100-55-200 2.0-8.0 - WB-50 - 55 4.0 15:1 180-45-180 8.0 150-40-210 2.0-10.0 120 P - 20 2.0 - 100-20-100 2.0 - - - SU - 30 3.0 - 100-30-100 3.0 - - - WB-40 - 35 5.0- 120-30-120 6.0 100-30-180 2.0-9.0-WB-50-45-45-4510-40-180-180-150-220 2.0-12.0 angle in turn is the angle through which a car travels in turn. It is measured from the stretch of the tangent approaching the vehicle to the corresponding diamond on the cross road to which the vehicle is shifting. It is the same angle that is commonly called a delta angle in the scan of terms. Anchor: #i1009993Table 7-2: Minimum edge of pavement designs to turn right for different design vehicles for different turn angle vary from 60 to 120 degrees simple curve radius with taper 3-axis composite curve, symmetric 3-axis complex curve, asymmetric 60 p 12--- --28-12-28-45 29 29 1.0 15:1 1 60-2 3-60 1.7 60-23-84 0.6-2.0 75 P 11 8 0.6 10:1 30-8-30 0.6-- SU 17 0.6 10:1 36-14-36 0.6 - - - WB-12 - 18 0.6 15:1 36-14-36 1.5 36-14-60 0.6-2.0 - WB-15 - 20 1.0 15:1 45-15-45 2.0 45-15-69 0.6-3.0 90 P 9 6 0.8 10:1 30-6-30 0.8 - - - SU 15 12 0.6 10:1 36-12-36 0.6 - - - WB-12 - 14 1.2 10:1 36-12-36 1.5 36-12-60 0.6-2.0 - WB-15 - 18 1.2 15:1 55-18-55 2.0 36-12-60 0.6-3.0 105 P - 6 0.8 8:1 30-6-30 0.8 - - - SU - 11 1.0 10:1 30-11-30 1.0 - - - WB-12 - 12 1.2 10:1 30-11-30 1.5 30-17-60 0.6-2.5 - WB-15 - 17 1.2 15:1 55-14-55 2.5 45-12-64 0.6-3.0 120 P - 6 0.6 10:1 30-6-30 0.6 - - - SU - 9 1.0 10:1 30-9-30 1.0 - - - WB-12 - 11 1.5 8:1 36-9-36 2.0 30-9-55 0.6-2.7 - WB-15 - 14 1.2 15:1 55-12-55 2.6 45-11-67 0.6-3.6 1Angle of Turn is the angle through which a vehicle travels in making a turn. It is measured from the stretch of the tangent approaching the vehicle to the corresponding diamond on the cross road to which the vehicle is shifting. It is the same angle that is commonly called a delta angle in the scan of terms. Figure 7-7 shows an alternative model (to a simple curvature) edge of the pavement geometry for 90 degree turn using WB 50 [WB-15] car design. Although not shown in this figure, the radius of 80 feet [25 m] without the island's guidance will be necessary to accommodate a wide, tracking track of WB-50 [WB-15] without unwanted encroachment. However, engineering design of this type is undesirable, as there will be a confusing lysine of surface area; moreover, there is no suitable and effective location for traffic monitors. Anchor: #i1013545Urban the intersections of a radial corner at intersections in arterial streets must meet the requirements of drivers to use them to the practical extent and given the right amount of road available, the angle of the intersection, the number and space of pedestrians, the width and number of lanes in the crossstreets, and amounts of speed reductions. The following summary is provided as evidence: Anchor: #AQAQWKVRRadii from 15 ft [4.5 m] to 25 ft [7.5 m] sufficient for passenger vehicles. This beam can be provided on small crossstreets where there is little chance of trucks diverting or at the main intersections where there are parking lanes. Where there is sufficient capacity on the street to maintain the braking lane as a parking lot for the foreseeable future, parking should be restricted to appropriate distances from the crossing. Anchor: #GYENMVRNRadii of 25 feet [7.5 m] or more on slight lycéed streets should be offered on new construction and on reconstruction where the space permits. Anchor: #MGVDVJWBRadii of 30 feet [9 m] or more on the main cross streets should be provided where possible so that an occasional truck can turn without too much encroachment. Anchor: #URUTHCECRadii of 40 feet [12 m] or more, preferably 3-axis composite curves or simple curves with tapers to fit vehicle tracks suitable design, Where large truck sets and buses turn are provided often. Larger radi is also desirable where speed reductions would cause problems. Anchor: #MLXDKCGYRadii dimensions must be coordinated with pedestrian distances or special designs to make the lanes safe for all pedestrians. For urban arterial intersections, the diameter of the rays of 75 feet [23 meters] or more desirable is preferred if repeated use by the WB-62 design vehicle [WB-19] is expected. Where other types of truck sets are used as a design vehicle, the pavement edge geometry as shown in Table 7-2: Minimum edge of pavement designs at intersections and Figure 7-7 allows the use of less radiation. An operational measure that looks promising is to provide guidance in the form of edge lines to accommodate passenger car turning tracks, while providing sufficient paved space behind the edge lines to accommodate a large transverse vehicle turning path. Additional instructions are provided in Appendix D. Anchor intersections #i1013587Rural in rural areas are generally more available and higher speeds. These factors point to more liberal designs for truck shifting even when the frequency of long vehicles may not be as large as in urban areas. In the design of highway intersections with other highways (other than highways), long vehicles are usually unused. Minimum, the special unit, or in some cases, BB-40 [WB-12], the design method is suitable for use unless special conditions (location of a truck station or station) affect the frequency of use of certain vehicle categories. For artery intersections with collectors, the WB-40 [WB-12] design vehicle is generally suitable and SHOULD BE used WB-50 [WB-15] when certain circumstances require it. For arterial intersections, the design vehicle should be expected to be used by WB-62 [WB-19] in project life. The layouts are displayed two- and 7-4 and 7-5, with radi 45 feet [13.7 m] and 75 ft [23 m] respectively. To convert the road width to be reasonable in view, a design radius of 75 feet [23 m] or more is required. When conditions shift at a particular rural arterial junction using the WB-62 design vehicle [WB-19], WB-50 [WB-15] should be used. Use.

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