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Aashto wb-67 turning radius

Multi-modal Handbook The dimensions and operating characteristics of selected motor vehicles. Also known as: Vehicle turning radii and dimensions Standard Select Vehicle Dimensions and Turning Radii Symbol Design Vehicle Type Width (ft) Length (ft) A. Minimum Design Turning Radius (ft) B. Minimum Inside Turning Radius (ft) P Passenger Car 7.0 19 24 14.4 SU Single Unit Truck/Ambulance 8.0 30 42 28.3 BUS-40 Intercity Bus 8.5 40 45 27.6 A-BUS Articulated Bus 8.5 60 39.8 25.4 WB-40 Intermediate Semitrailer 8.0 45+ 40 19.3 WB-50 Large Semitrailer 8.5 55 45 17.0 WB-62 Interstate Semitrailer 8.5 69 45 7.9 WB-67 Interstate Semitrailer 8.5 74 45 4.4 WB-100T Triple Trailer Combination 8.5 105 45 9.9 WB-109D Turnpike Double Combination 8.5 114 60 14.9 MH Motor Home 8.0 30 40 25.9 P/T Car and Camper Trailer 8.0 49 33 17.4 P/B Car and Boat Trailer 8.0 42 24 8.0 MH/B Motor Home and Boat Trailer 8.0 53 50 35.1 Source: AASHTO - A Policy on Geometric Design of Highways and Streets (2004) Recommendation Follow the recommendations of AASHTO's, A Policy on the Geometric Design of Highways and Streets. View a PDF of this Design Element. View a PDF of the entire Multi-Modal Handbook. mweng (Civil/Environmental) (OP) 21 Feb 05 16:30 Does anyone know what a WB50, WB60 and WB62 really are? What type of vehicle are they and when are they typically used? And vice-versa, what design vehicle is typical of an automobile carrier, gasoline container truck, delivery truck to big box retail store, etc? Thank you for helping keep Eng-Tips Forums free from inappropriate posts.The Eng-Tips staff will check this out and take appropriate action. Page 2 Reducing IR and EM Issues with Automated Via Insertion The Calibe YieldEnhancer PowerVia utility uses manufacturing requirements to perform automated insertion of DRC/LVS-clean vias. Results show significant improvements in EM/IR results, including substantial reductions in current density violations. Download Now The Value of High-Performance Computing for Simulation This white paper describes the various Ansys HPC licensing models and demonstrates the value of a sustained investment in HPC developments. 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Download Now Context 1.... plan- ning a roundabout, an engineer should determine the design vehicle and con- duct a swept path analysis of the design vehicle at a roundabout using a CAD-based software to determine various geometric features of the roundabouts such as truck apron width, circulatory roadway width, entry roadway width, etc.; typically design vehicle turning requirements determines various roundabout dimensions [6]. ...Context 2... plan- ning a roundabout, an engineer should determine the design vehicle and con- duct a swept path analysis of the design vehicle at a roundabout using a CAD-based software to determine various geometric features of the roundabouts such as truck apron width, circulatory roadway width, entry roadway width, etc.; typically design vehicle turning requirements determines various roundabout dimensions [6]. 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Aashto Wb 67 Turning Template I looking in Architectural graphic standards 10th edition and all i get is a WB-60. Could someone help me out with this please. Jon Maybe this will help you Dave 'Terry Scanlon' wrote in message news:5328860@discussion.autodesk.com. AASHTO Geometric Design of Highways and Streets (the Green Book) lists a WB-65 & WB-67 as follows: Overall Height 13.5 Width 8.5 Length 73.5 Overhang Front 4 Rear 4.5-2.5 WB-65 wheelbase 65 WB-67 wheelbase 67 WB1 21.6 WB2 43.4-45.4 Typical Kingpin to Center of Rear Axle 45.5-47.5 Trailer Length 53 wrote in message news:5328170@discussion.autodesk.com. I'm looking for the what are the wheel base and overhang on a 75' semi trailer the trailer is 53' long. WB is the designation for a semitrailer vehicle (tractor and trailer). The number that follow refer to the wheelbase, measured from the front wheels of the truck tractor to the most rear wheels of the trailer. There are also units with double or triple trailers, desinated with a D or T after the number. AASHTO's green book has dimensions of various vehicles and their turning movements. Do a web search and you'll probably be able to find the information from a variety of sources. FHWA might be a source, or your state highway department. AASHTO does not show either tankers or automobile carriers, but I would try to design around a WB-67, which is the largest semi-trailer rig. Delivery trucks would likely be designated as single-unit (SU) vehicle (no trailer), which has different turning dimensions than a semi-trailer. A designer would typically use a copy of a turning movement diagram on a clear sheet to overlay the plans to check for conflicts. There are tables which give minimum turning radii for various vehicles, but this isn't always enough to design from. RE: AASHTO Design Vehicles (Civil/Environmental) 23 Feb 05 08:02. In NY state, WB 63's and larger are only allowed on a limited network of highways, so designing for them is a waste of money in most cases. NY's list of qualifying and access routes is available on the NYSDOT website, here: The templates show what most vehicles in that class are capable of, with no regard for the skill (or lack of it) of the driver. It's good practice to allow at least a 3 ft (1 m) margin of error. For tandems and triples, I'd make it even more. 'Come to think of it, there are already a million monkeys typing on a million typewriters, and the Usenet is NOTHING like Shakespeare. Blair Houghton RE: AASHTO Design Vehicles (Civil/Environmental). An 84' vehicle would need a special hauling permit in NY, so I have no experience with these. ASK your client if they can put you in contact with the vehicle manufacturer or dealer. They might have the information you are looking for. A stinger-steered vehicle would probably off-track less than a conventional semitrailer of the same length. 'Come to think of it, there are already a million monkeys typing on a million typewriters, and the Usenet is NOTHING like Shakespeare. Blair Houghton.

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