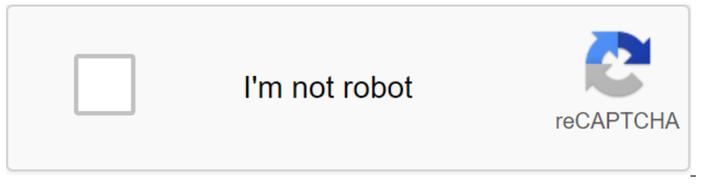

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Aashto turning templates

Anchor: #CHDBDAJD Anchor: #i1013368 This section contains the following information on minimum designs for trucks and bus turns: Anchor: #i1013404Application there are no firm guidelines governing the type of large vehicle to be used as a design vehicle. Factors influencing the choice of vehicle design are: Anchor: #EEMRIOFSType and frequency of use of large vehicles, Anchor: #YJCJLBORConsequences encroachment on other lanes or roadsides, anchor: #CNWFALBFAvailability the right side, and anchor: #WFYLPYGLFunctional class intersecting routes and locations (urban vs rural) affect this choice in a general sense. Project-oriented road traffic data, in particular the frequency of use by different vehicle classes, are often the most important factor in the selection process. The Transportation Planning and Programming Division (TPP) can be contacted for volume data for different vehicle classes. Minimum turn path patterns for single trucks or buses, semi-trailer combinations with a wheelbase of 40, The 50 and 62 feet (12.2, 15.24 and 18.9 m) and the combination with a double trailer with a wheelbase of 67 feet (20.43 m) are shown in the figures 7-1, 7-2, 7-3, 7-4, 7-5 and 7-6 respectively. AASHTO's Geometric Design Policy provides additional information on the turning paths and radii of these and other vehicles. Anchor: #i1001418grtopFigure 7-1. Turn the template for one unit of trucks or buses, (not for scaling). NOTE: In accordance with AASHTO's geometric design policy for motorways and streets (2018), the SU design accommodates internal turn radius for six types of buses and all but one (BUS-45, long-distance) external bending of radii. If bike racks are a consideration for buses, see AASHTO for additional external radii rotation requirements. Anchor: #i1001420grtopFigure 7-2. A rotary template for a semi-trailer with a 40-foot wheelbase (not for scaling). Anchor: #i1001422grtopFigure 7-3. A rotary template for a semi-trailer with a 50-foot wheelbase (not for scaling). Anchor: #i1001424grtopFigure 7-4. A rotary template for a semi-trailer with a 62-foot wheelbase (not for scaling). Anchor: #i1001426grtopFigure 7-5. A rotary template for a semi-trailer with a 62-foot wheelbase (a radius of 22.9 m) (not for scaling). Anchor: #i1001428grtopFigure 7-6. A rotary pattern for a two-trailer combination with a 67-foot wheelbase (the figure does not zoom). Anchor: #i1001430grtopFigure 7-7. (USA). An example of the geometry of the edge of the pavement (US Customary). Anchor: #HKNBRHHHgrtopFigure 7-8. (M) Example edge of the pavement (metric). Anchor: #i1013514Channelization Where the inner edges of the sidewalk for right turns at intersections are designed to accommodate semi-trailer combinations or where the design allows passenger vehicles to turn at 15 mph (20 km/h) or or or or (i.e. 50 feet or more of the radius), the pavement area at the intersection can become too large for proper traffic control. In these cases, channeling islands should be used to control, direct and/or separate paths of movement. Physically, the islands must be at least 50 feet2 (4.5 m2) in urban and 75 feet2 (7.0 m2) for rural conditions (100 feet2 (9.0 m2) preferred for both) in size and can range from painted to kerb area. Anchor: #i1013531Alternatives simple curvature to accommodate the longest vehicles, off-tracking characteristics combined with a large (simple curve) radius that should be used leading to a wide pavement area. In this regard, preference is given to three-centered curves or the displacement of simple curves in combination with cones, as they are more closely aligned with the paths of vehicles. Table 7-2 shows the minimum edge of the pavement design for right turns to accommodate the various design vehicles for turning 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 4.0 15:5 1 180-40-180 8.5 150-35-220 2.0-12.0 1 Угол поворота - это угол the vehicle is turning. It is measured from the extension of the tangent, by which the vehicle approaches the corresponding tangent on the intersecting road to which the vehicle turns. This is the same angle that is commonly referred to as the delta angle in shooting terminology. Anchor: #i1009993Table 7-2: Minimum edge of sidewalk samples for right turn for different design vehicles to turn the angle range from 60 to 120 degrees simple curve radius with Taper 3-centered connection curve, symmetrical 3-centered , 60 P 12 - - - - - - - - - - - - - - - - WB-15 - - - - - - - - -- - WB-12 28 - WB-15 45 29 1.0 15:15 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 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 extension of the tangent, by which the vehicle approaches the corresponding tangent on the intersecting road to which the vehicle turns. This is the same angle that is commonly referred to as the delta angle in shooting terminology. Figure 7-7 shows a sample alternative (to simple curvature) edge of the geometry of the pavement to turn 90 degrees using the WB 50 (WB-15) vehicle design. Although not shown in this figure, an 80-foot (25 m) radius without channeling the island will be required to accommodate the wide, off-track WB-50 WB-15 path without unwanted encroachment. However, this kind of geometric design is undesirable because there is a confusing, wide surface space; there is also no convenient and efficient location for traffic control devices. Anchor: #i1013545Urban Crossing of angular radii at intersections on arterial streets must meet the requirements of drivers using them to the extent that it is practical and taking into account the number of lanes available, the angle of intersection, the number and space for pedestrians, the width and number of lanes on intersecting streets, as well as the number of speed reductions. The following summary is offered as a guide: Anchor: #AQAQWKVRRadii 15 feet (4.5 m) to 25 feet (7.5 m) are adequate for passenger vehicles. These radii can be given at small intersections of streets where there are few reasons for truck traffic or at major intersections where there are parking lanes. Where the street has sufficient capacity to hold the kerb as a parking lane for the foreseeable future, parking should be limited at appropriate distances from the crossing. Anchor: #GYENMVRNRadii 25 feet (7.5 m) or more at a small street intersection should be provided for new construction and renovation where space allows. Anchor: #MGVDVJWBRadii 30ft (9m) or more at a major street intersection should be provided wherever possible, so the random truck can turn without too much Anchor: #URUTHCECRadii 40 feet (12 m) or more, and preferably 3-centered curves or simple curves with cones to fit the paths of appropriate vehicle design, design, be provided where large combinations of trucks and buses often turn around. Large radii is also desirable where a decrease in speed will cause problems. Anchor: #MLXDKCGYRadii sizes must be aligned with walking distances or special structures to make pedestrian crossings safe for all pedestrians. For arterial and arterial urban intersections, rotary radii of 75 feet (23 m) or more are desirable if frequent use is expected to WB-62 (WB-19) vehicle design. Where other types of truck combinations are used as vehicle design, the geometry of the edge of the pavement, as shown in table 7-2: The minimum edge of the sidewalk samples at intersections and the pattern 7-7 allow the use of smaller radii. An operational measure, which seems promising, is to provide guidance in the form of edge lines to accommodate the turning paths of passenger cars, while providing sufficient cobbled area behind the edge line to accommodate the turn of a random large vehicle. An additional guide to right-turn slip is provided in App D. Anchor: #i1013587Rural intersections In rural areas, space tends to be more accessible and speed higher. These factors indicate more liberal designs for truck turning, even if the frequency of long vehicles may not be as great as in urban areas. Long vehicles are usually rare when designing motorway intersections with other (non-public) public roads. Minimally, SU, or in some cases WB -40 WB-12, the design of the vehicle is suitable for use if special circumstances (the place of stop of the truck or terminal) affect the frequency of use of certain classes of vehicles. For arterial intersections with collectors, the WB-40 (WB-12) vehicle design is usually appropriate and the WB-50 (WB-15) should be used when specific circumstances require. The use of WB-62 (WB-19) should be foreseen for arterial intersections. Two pattern layouts, 7-4 and 7-5, are shown with radii of 45 feet (13.7 m) and 75 feet and 23 m respectively. In order for the width of the roadway to be reasonable in width, a radius of 75 feet or more is required. In cases where circumstances at a particular rural arterial intersection exclude the use of WB-62 (WB-19), WB-50 (WB-15) should be used. 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