

# Design Guidance for Swept Path Analysis

- The swept path of vehicles should be analyzed using AutoTURN or a similar analysis software.
- In general, any portion of the vehicle that carries passengers should stay on the pavement and not go on the truck apron.
- The following design vehicles should be checked at the roundabout:
  - Buses: coordinate with the local transit authority to determine the largest existing or future bus that will be traversing the intersection. The swept path for buses should be checked at a speed of 15 mph (10 mph minimum). The bus should not go on the truck apron at any time.
  - Trucks: the roundabout should be designed to accommodate SU-40 and WB-62 trucks. SU-40s should be checked at a speed of 15 mph (10 mph minimum) and WB-62s at 5 mph (1 mph minimum). The cab of the WB-62 truck should stay on pavement and the trailer may ride up on the truck apron.
  - Oversize/Overweight (OSOW) vehicles: coordinate with OSOW Permit Unit to determine the type(s) of OSOW vehicles that need to be analyzed at the intersection
- The swept path for all design vehicles should be analyzed for all phases on construction. This will be used to determine if a detour is needed during one or more phases of the construction.

