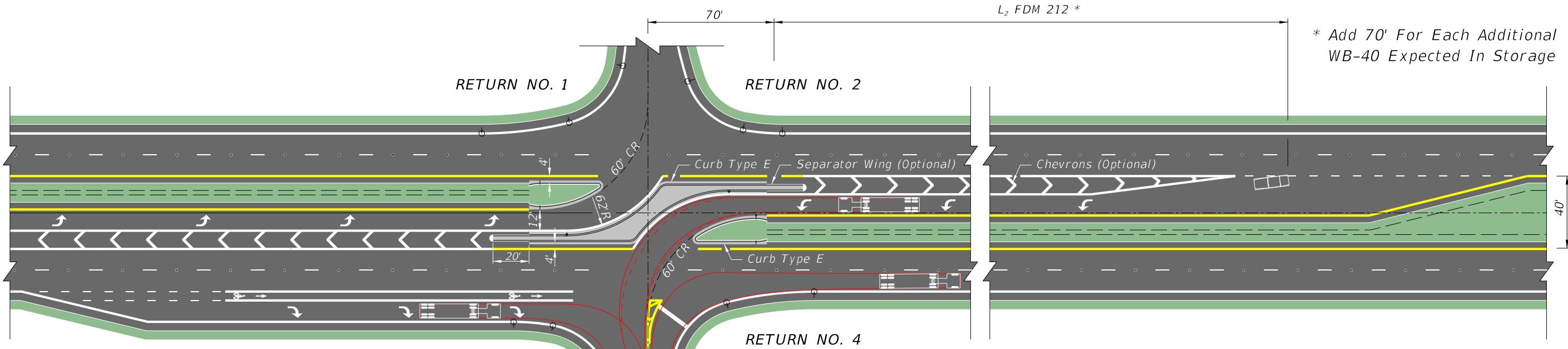


**DIRECTIONAL MEDIAN OPENING: SU & WB-40  
PARALLEL TURN BAY**

*L<sub>2</sub> FDM 212 \**

\* Add 70' For Each Additional  
WB-40 Expected In Storage



RETURN NO. 4

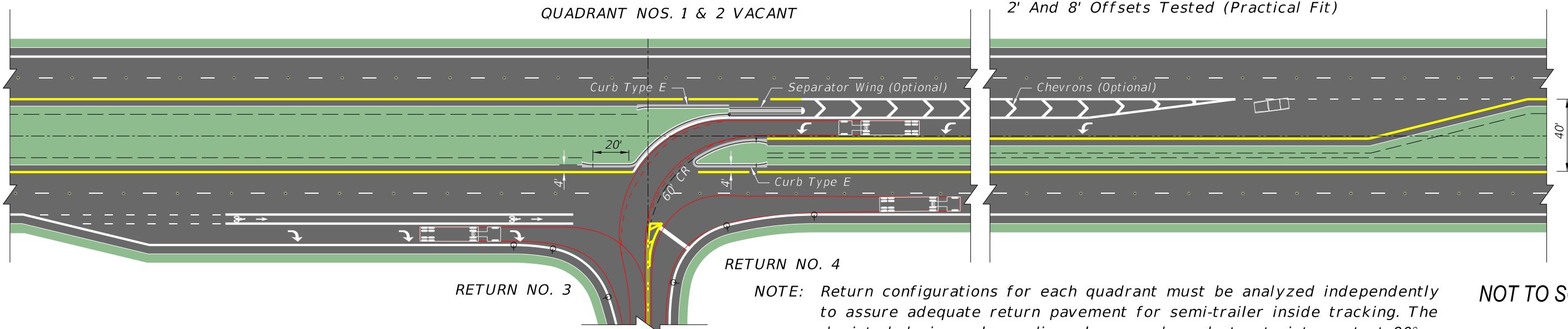
NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking and for 4' minimum clearance between trucks making opposing movement. The depicted design only applies where roads and streets intersect at 90° to the mainline and have centerlines common with the opposing road or street. Swept paths are by AutoTURN 4.0 for the AASHTO 2018 SU and WB-40 tractor-semitrailer.

SWEPT PATH LEGEND:

WB-40 —————  
SU - - -

RETURNS:

Returns Depicted:  
Three Centered Compound Curves For All Returns Depicted:  
120'-40'-200' Radii; 2' And 8' Offsets  
Simple Curve With Tapers Not Shown:  
40' Radius; 1:15 And 1:8 Tapers With  
2' And 8' Offsets Tested (Practical Fit)



RETURN NO. 4

NOTE: Return configurations for each quadrant must be analyzed independently to assure adequate return pavement for semi-trailer inside tracking. The depicted design only applies where roads and streets intersect at 90° to the mainline. Swept paths are by AutoTURN 4.0 for the AASHTO 2018 SU and WB-40 tractor-semitrailer.

NOT TO SCALE

EXHIBIT 212-8  
01/01/2025