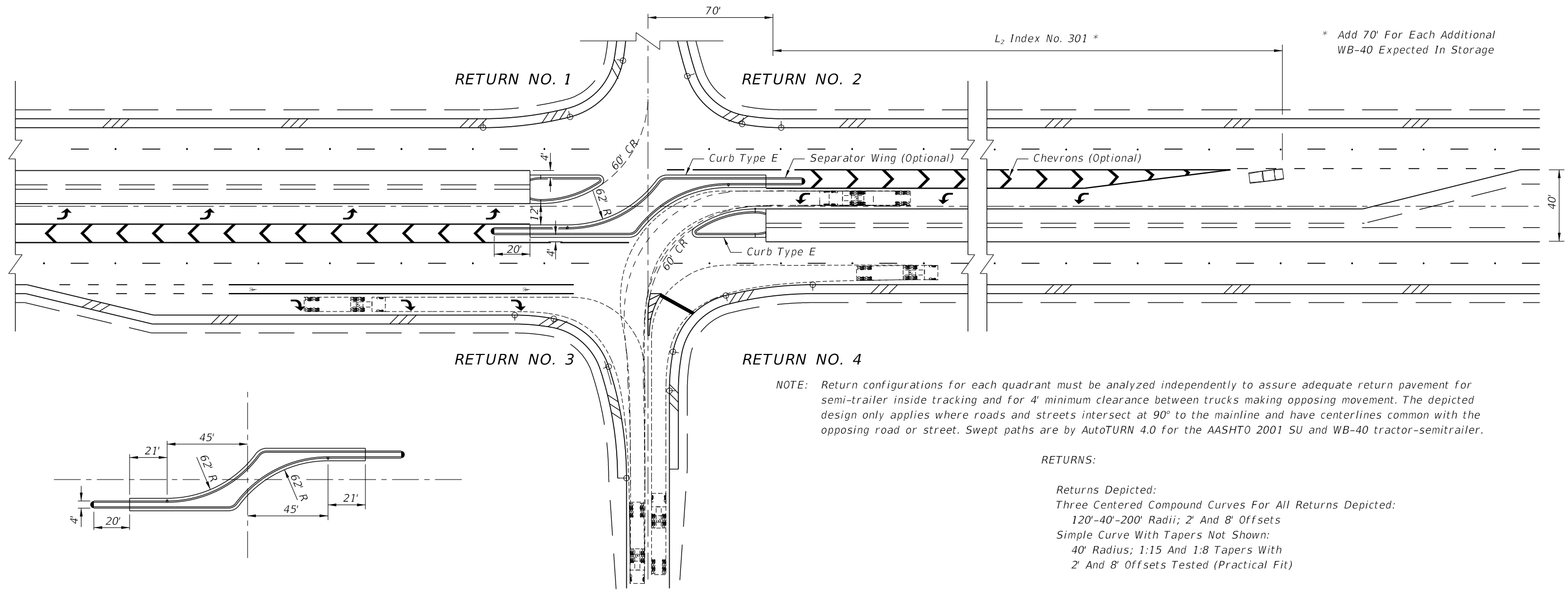
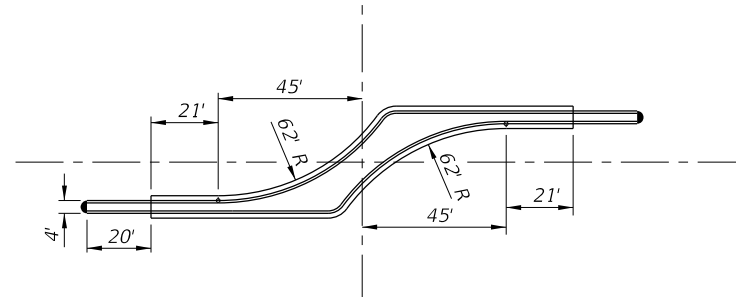


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 12/30/2011

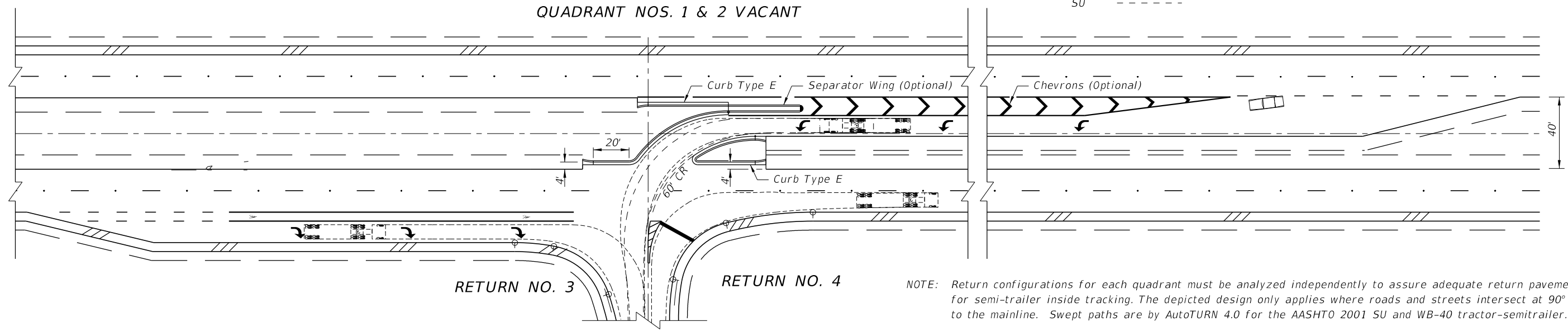


L_2 Index No. 301 *
 * Add 70' For Each Additional WB-40 Expected In Storage



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)

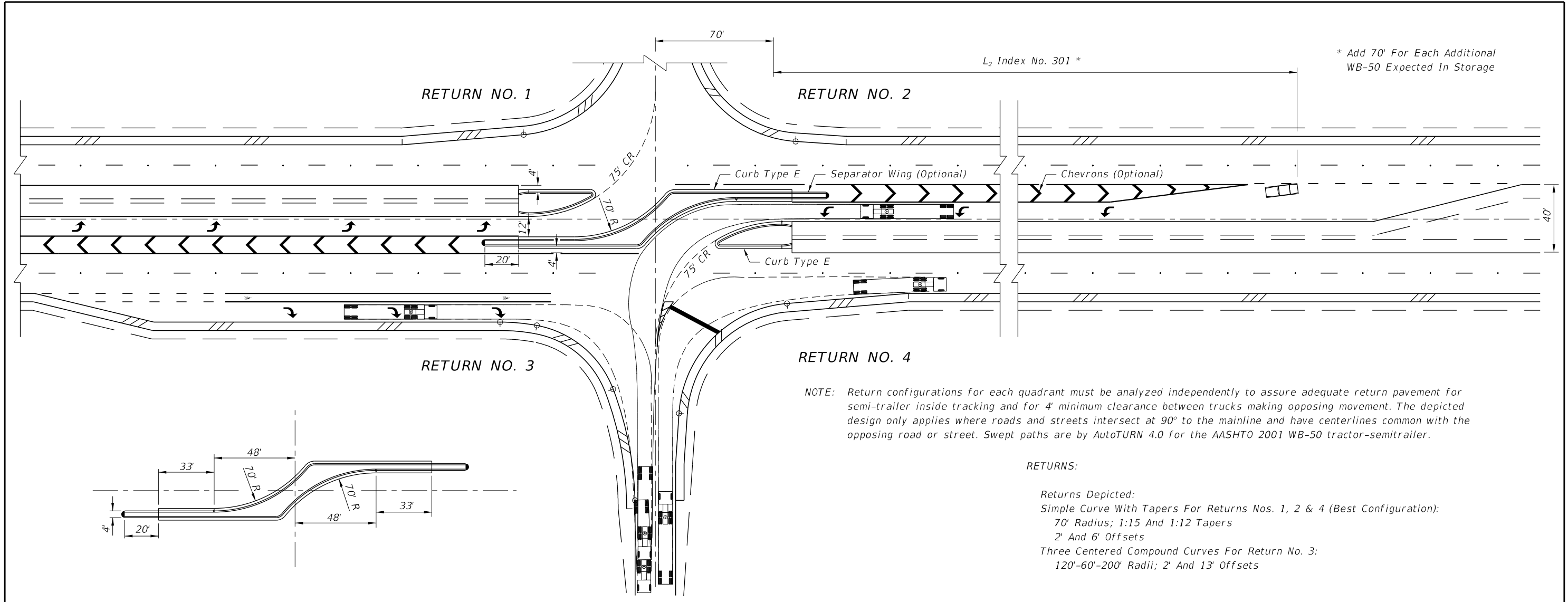
SWEPT PATH LEGEND:
 WB 40 -----
 SU - - - - -



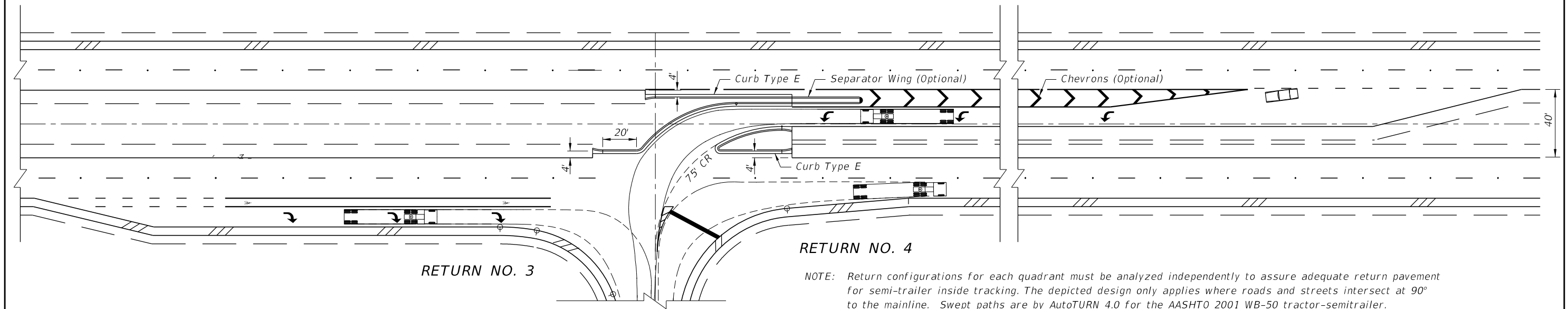
40' MEDIAN • 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO SU & WB-40

LAST REVISION	DESCRIPTION:	FDOT DESIGN STANDARDS FY 2012/2013	DIRECTIONAL MEDIAN OPENINGS	INDEX NO.	SHEET NO.
04				527	1


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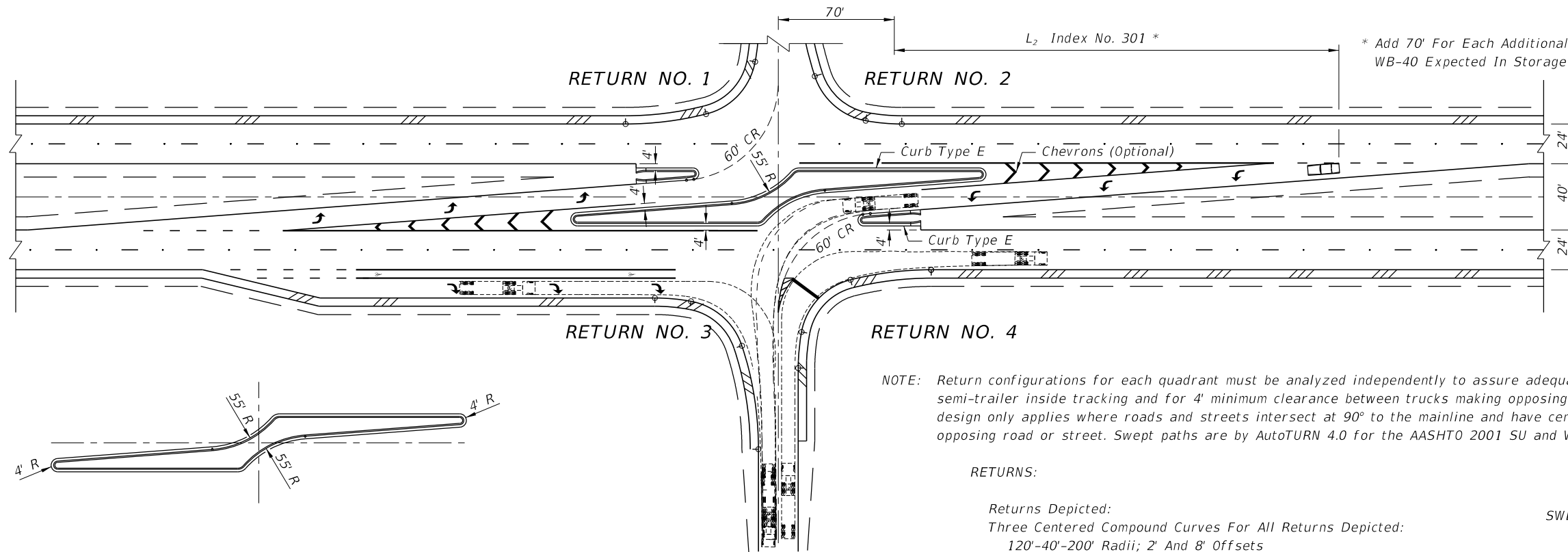


QUADRANT NOS. 1 & 2 VACANT



40' MEDIAN 4-LANE DIVIDED • PARALLEL TURN BAY • 2001 AASHTO WB-50

LAST REVISION	DESCRIPTION:	 FDOT DESIGN STANDARDS FY 2012/2013	DIRECTIONAL MEDIAN OPENINGS	INDEX NO.	SHEET NO.
04				527	2

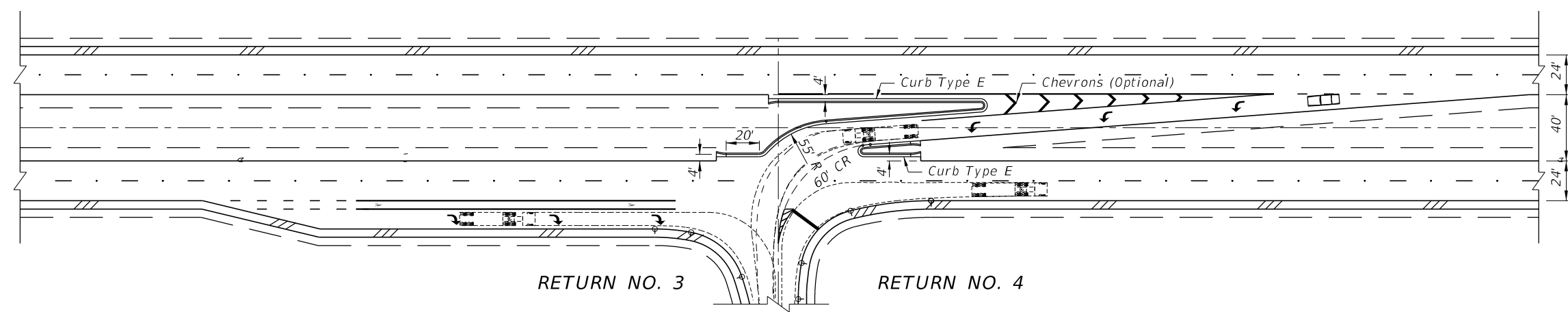


RETURNS:

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)

SWEPT PATH LEGEND:
 WB 40 -----
 SU - - - - -

QUADRANT NOS. 1 & 2 VACANT



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 2001 SU and WB-40 tractor-semitrailer.

40' MEDIAN • 4-LANE DIVIDED • TAPERED TURN BAY • 2001 AASHTO SU & WB-40

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LAST REVISION	REVISION	DESCRIPTION:	 FDOT DESIGN STANDARDS FY 2012/2013	DIRECTIONAL MEDIAN OPENINGS	INDEX NO. 527	SHEET NO. 3
04						