

NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL

2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m<sup>2</sup> (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

> STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 60 kmh (35 MPH) TO 70 kmh (45 MPH)]

764 539 STA. TO STA. FED, ROAD DIST. NO. ILLINOIS FED. AID PROJECT OFFSET BASED ON MANUFACTURERS' SPECIFICATIONS GUARDRAILTBT TAPER OR FLARE BASED ON MANUFACTURER'S SPECIFICATIONS DISTANCE FROM FACE OF RAIL 0.9 m (3'-0") EDGE OF PAVEMENT EDGE OF SHOULDER OR L BACK OF CURB & GUTTER 1:10 MAX\_ CROSS SLOPE VARIES 6:1 TAPER \_\_\_\_3.0 m (10'-0'')
UNLESS OTHERWISE NOTED EDGE OF SHOULDER STABILIZATION -750 mm (2'-6") SHOULDER 825 mm (2'-9") CURB & GUTTER EDGE OF SHOULDER STABILIZATION -BASED ON MANUFACTURER'S SPECIFICATIONS 11.4 m (37.5FT.) MIN. 15.2 m (50'-0") MAX. DEPRESSED CURB FOR URBAN CROSS SECTION WITH CURB AND GUTTER

STABILIZATION AT TBT TY. 1 SPL.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

M. DE YONG R. SHAH R. SHAH 10/25/94 02/23/95 03/21/97

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

STABILIZATION AT TBT TY 1 SPL.

SCALE; NONE 08/28/00 DATE 10/18/2002

DRAWN BY IIs CHECKED BY

> BD600-10 (BD 34) REVISION DATE: 08/28/00