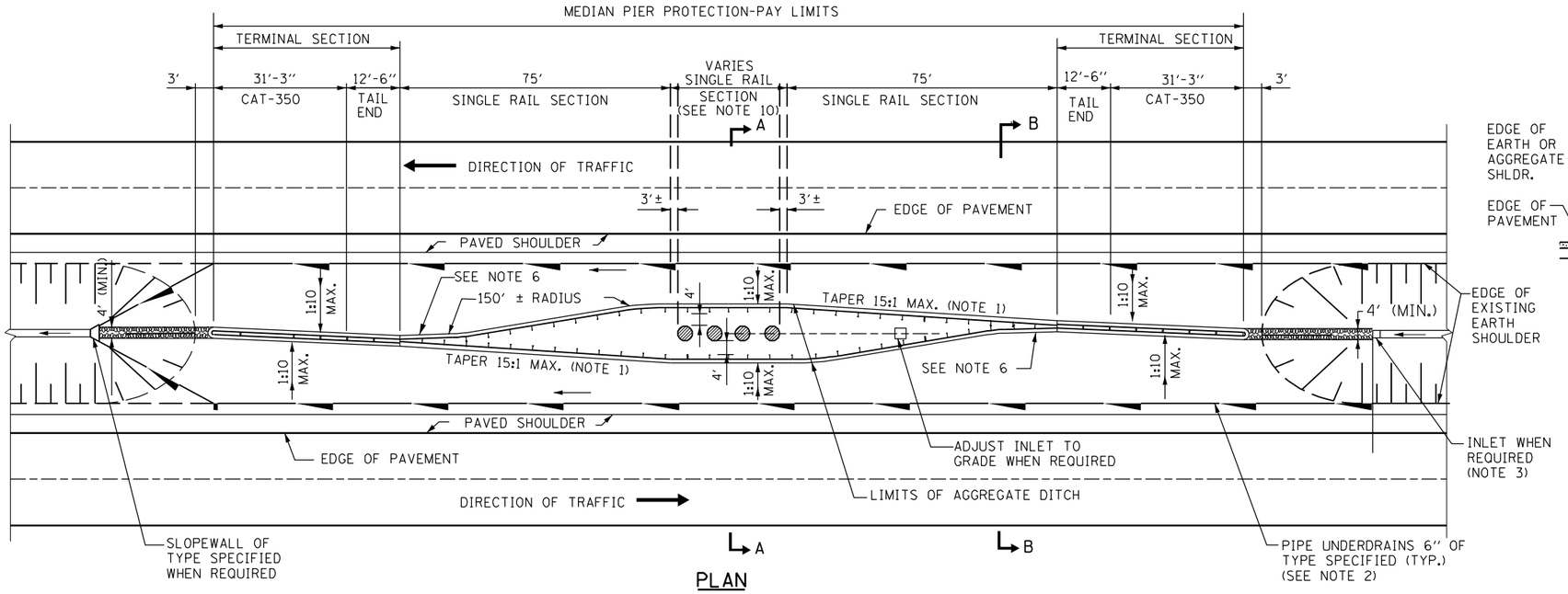
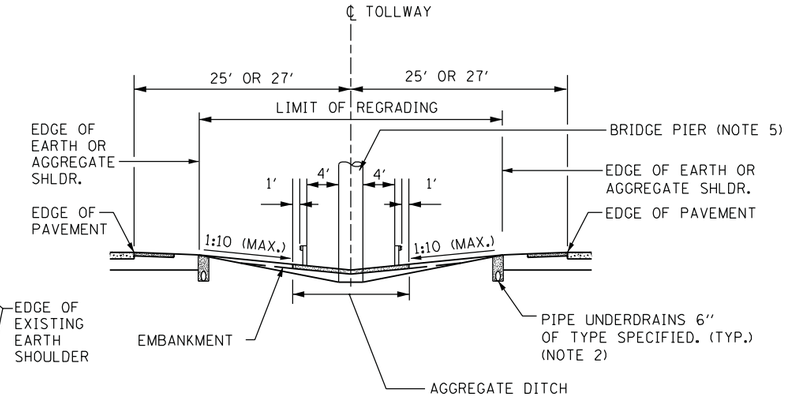
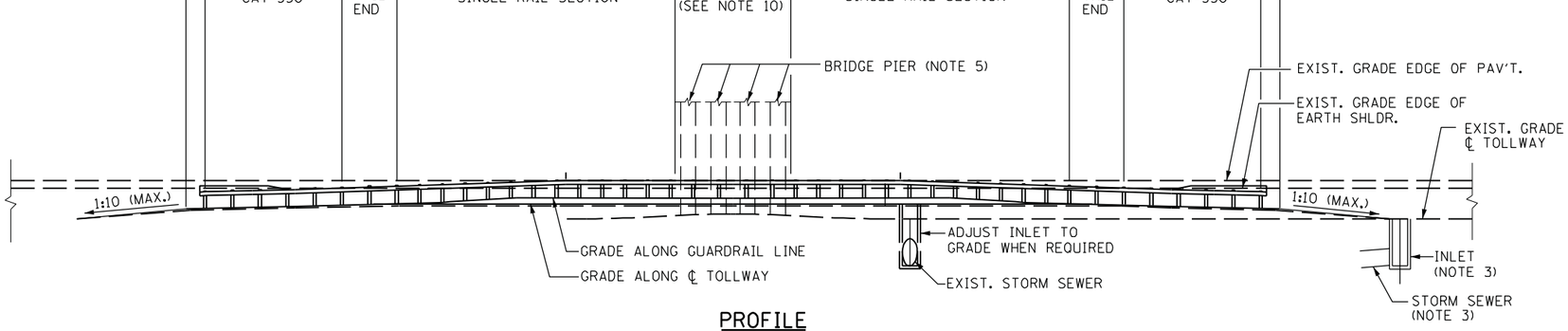


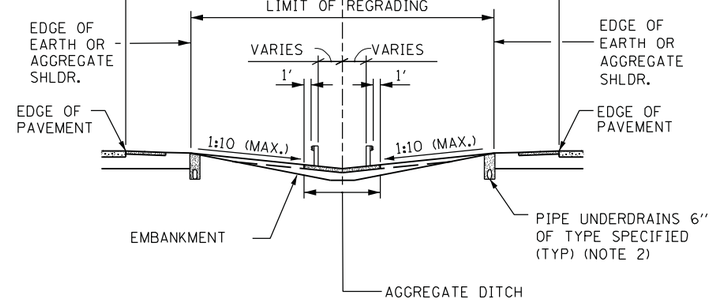
PLAN



SECTION A-A



PROFILE



SECTION B-B

NOTES:

1. FLATTER RATE OF TAPER MAY BE USED WHERE REQUIRED TO AVOID DAMAGE TO EXISTING STORM SEWERS.
2. PIPE UNDERDRAIN REQUIRED IN SAG VERTICAL CURVE OR WHEN FROST HEAVE IS EXPECTED.
3. AN INLET IS TO BE PROVIDED WHEN REQUIRED. THE INLET SHALL BE CONNECTED TO THE NEAREST DOWNSTREAM INLET OR CULVERT.
4. MAXIMUM CROSS SLOPE FROM THE EDGE OF THE EARTH SHOULDER TO THE FACE OF THE RAIL SHALL BE 1:10.
5. BRIDGE PIER OR OVERHEAD SIGN PIER.
6. SINGLE W6x8.5 STEEL POST WITH BLOCKOUTS MAY BE USED FOR THIS POST.
7. RAIL HEIGHT SHALL BE MEASURED FROM EXISTING SURFACE 1'-0" IN FRONT OF RAIL.
8. SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
9. TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURE'S DETAILS AND SPECIFICATIONS.
10. SEE PLAN FOR LIMITS.
11. THE GUARDRAIL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CRASHWORTHINESS UNDER PROCEDURES DEFINED IN THE NATIONAL COOPERATIVE RESEARCH PROGRAM (NCHRP) REPORT 350. NO MODIFICAOFTION ANY KIND TO THIS STANDARD DRAWING SHALL BE PERMITTED.

Paul Kovacs
APPROVED..... DATE 7-1-2009
CHIEF ENGINEER

CONTRACT 60I31 SHEET 901 OF 963
SHEET 1 OF 3

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS
7-1-2009	DITCH DIMENSION ON SECTION A-A
	MODIFIED GUARDRAIL BARRIER TERMINAL DIMENSIONS
	REVISED NOTES
3-1-2010	ADDED TERMINAL TAIL END SECTION
	REVISED NOTES

MEDIAN PIER PROTECTION

STANDARD C2-02