CONTRACT NO RTE." SECTION COUNTY TO STA. FED. ROAD DIST. NO. \_ ILLINOIS FED. AID PROJECT

① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length). ② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

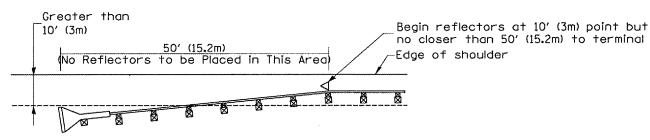
TWO-WAY TRAFFIC

# ONE-WAY TRAFFIC

### GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

#### **LEGEND**

- ✓ Monodirectional silver
- Monodirectional amber
- Terminal Marker Black/Yellow Left or Right as appropriate



NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

## Traffic Barrier Terminal Type 1 (Special) [Terminal over 10' (3m) from edge of shoulder]

10' (3m) Begin reflectors at 50' (15.2m) from terminal or less 50' (15.2m) -Edge of shoulder (No Reflectors to be Placed in This Area

Traffic Barrier Terminal Type 1(Specia)! [Terminal 10' (3m) or less from edge of shoulder] All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT CADD STANDARD

GUARDRAIL AND BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4 SCALE: NOT DRAWN TO SCALE

REVISED TO 2007 SPEC

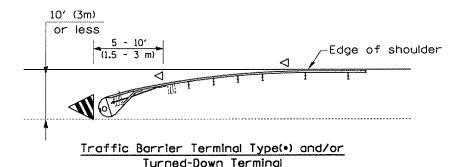
SHEET 1 OF 3 DRAWN BY CADD CHECKED BY

Greater than 10′ (3m) Begin reflectors at 10' (3m) point -Edge of shoulder

NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

#### Traffic Barrier Terminal Type(\*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder] •See Plans for Type



[Terminal over 10' (3m) or less from edge of shoulder] •See Plans for Type

TERMINAL MARKER PLACEMENT

OGN-ONLY