

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 m² (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)]

5. A. RYE. SECTION COUNTY TOTAL SHEET NO 99-1-N WILL 52 35 TO STA. FED. ROAD DIST. NO. BLIMOIS FED. AND 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 BACK OF CURB & GUTTER 1:10 MAX CROSS SLOPE VARIES _ 3.0 m (10'-0") UNLESS OTHERWISE NOTED 750 mm (2'-6") SHOULDER EDGE OF SHOULDER STABILIZATION -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

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

STABILIZATION AT TBT TY 1 SPL. SCALE: NONE DRAWN BY IIs

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