

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.

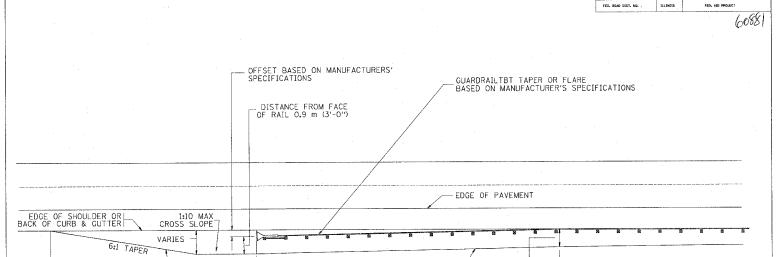
BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE

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)]



EDGE OF SHOULDER STABILIZATION -

DEPRESSED CURB FOR URBAN CROSS SECTION WITH CURB AND GUTTER

BASED ON MANUFACTURER'S SPECIFICATIONS 11.4 m (37.5FT.) MIN. 15.2 m (50'-0") MAX.

3.0 m (10'-0") UNLESS OTHERWISE NOTED

EDGE OF SHOULDER STABILIZATION --

STABILIZATION AT TBT TY. 1 SPL.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER R. SHAH R. SHAH A. ABBAS

STABILIZATION AT TBT TY 1 SPL.

SCALE: NONE 03/21/97 SCALE: NONE 08/28/00 DATE \$\$DATE\$\$ DRAWN BY jis CHECKED BY

TOTAL SHEETS

TO STA.

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750 mm (2'-6") SHOULDER

825 mm (2'-9") CURB & GUTTER

BD600-10 (BD 34)