NOTES:
1. OFFSET FROM EDGE OF PAVED SHOULDER TO FACE OF RAIL IS TYPICAL FOR ALL INSTALLATIONS EXCEPT AS OTHERWISE DETAILIED IN THE PLAN DRAWING.
2. WHERE GUARD RAILS SUCH AS TYPE C-02, C-03 ARE REQUIRED IN FRONT OF THE GUARDRAIL, THE POSTS SHALL BE LOCATED 6" BEHIND THE GUARD, OR AS OTHERWISE DETAILIED IN THE PLANS. THE OFFSET FROM THE EDGE OF SHOULDER TO THE FACE OF THE GUARDRAIL SHALL BE AS SHOWN ON STANDARD DRAW.
3. THE 24'6" TYPICAL RAIL HEIGHT IS MEASURED FROM ELEVATING SURFACE 1' IN FRONT OF RAIL, OR FROM EDGE OF SHOULDER EDGE OF GUARD WHEN EDGE IS MORE THAN 1' IN FRONT OF RAIL OR CENTER OF RAIL.
4. ACCURATE SHOULDER SPECIAL TYPE C SHALL COMPLY WITH THE REQUIREMENTS OF THE FILL BETWEEN REQUIRING SPECIAL PRESCRIPTION, WHERE GUARD IS PROPOSED WITH GUARDRAIL, A 3' MINIMUM THICKNESS OF ACCURATE SHOULDER SPECIAL TYPE C SHALL BE PLACED BEHIND Curb. GUARDRAIL WITHOUT CURB & GUARD, ACCURATE SHOULDER OF THE SAME THICKNESS SHALL BE PLACED FROM THE EDGE OF PAVED SHOULDERinsky A 3' MIN. THICKNESS.
5. ACCURATE SHOULDER SPECIAL TYPE C SHALL EXTEND A MINIMUM OF 1' BEHIND POST OR GUARDRAIL, WHEREVER IS FURTHER, EXCEPT AS DETAILLED ELSEWHERE IN THE PLANS.
6. PLASTIC BLOCK-OUTS SHALL NOT BE ALLOWED AS A SUBSTITUTE FOR WOOD BLOCK-OUTS ON NEW INSTALLATIONS.
7. WHERE CH 3'5" MIN, ACCURATE SHOULDER CANNOT BE USED, THE POST LENGTH SHALL BE 9'2" AND THE MIN. ACCURATE SHOULDER SHALL BE 1'6" MEASURED DISTANCE BEHIND POST TO THE SHOULDER POINT.
8. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENTS (PM).
9. UNDER NO CIRCUMSTANCES SHALL AN EXITING GUARDRAIL, THAT WAS DESIGNED USING A PREVIOUS STANDARD, BE EXTENDED OR ATTACHED TO OR MODIFIED IN ANY WAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED, A PROPER BARRIER WARRANT HAS BEEN COMPLETED. THE ENTIRE BARRIER INSTALLATION MUST BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.
10. WHEN CH 3'5" THE POST LENGTH SHALL BE 9'2" AND 6'- SQUARE SHOULDER MUST BE MAINTAINED.
11. THE GUARDRAIL SYSTEM HAS BEEN PERFORMANCE TESTED FOR CRAWL-WITHNESS UNDER PROCEDURES OFFERED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHP) REPORT 300. NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.
12. GUARDRAIL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR MIX PAVEMENTS, WHEN NECESSARY USE CAVE-IN DETAIL ON SHEET OR 4 OF THIS SERIES.
13. GUARDRAIL POSTS SHALL NOT BE ATTACHED TO ANY STRUCTURE.
Steel Post Construction

Two-Piece Wood Blockout Option

Wood Block-out and Steel Post Details

Rail Element Splice (See Detail)

Type A
6'-3" Typical Post Spacing

Type B
3'-15/16" Closed Post Spacing

Illinois Tollway
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Galvanized Steel Plate Beam Guardrail

Standard CI-04
### Footing for Post When Impervious Material is Encountered

**LEAVE-OUTS**

- **CONCRETE OR MUI**
- **EDGE OF SHORELINES OR EACK OF CURB**

**NOTES:**

1. **CAP SHALL BE INSTALLED TO MATCH THE EXISTING CROSS SLOPE.**
2. **THE LEAVE-OUTS SHALL BE DEFINED AS THE AREA AROUND THE POST THAT IS EITHER SHOT FROM THE NEW CONSTRUCTION OR REMOVED FROM THE EXISTING CONCRETE OR MUI.**

---

**PLAN**

- **ROUND HOLE**
- **FINISHED GROUND LINE**
- **LEDEGE**
  - **LEDEGE LINE IS TOP OF RIDE LEDEGE OR HARD SLAQ FILL.**
- **DRILLED HOLE**

**ELEVATION**

- **FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED**

---

**TABLE:**

<table>
<thead>
<tr>
<th>V</th>
<th>#</th>
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<tr>
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<td>21&quot;</td>
</tr>
<tr>
<td>10&quot; - 20&quot;</td>
<td>12&quot;</td>
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</tr>
<tr>
<td>20&quot; - 40&quot;</td>
<td>12&quot;</td>
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* V = 1/8"
GUARDRAIL CLEARANCE DISTANCE

<table>
<thead>
<tr>
<th>GUARDRAIL SYSTEM</th>
<th>POST SPACING</th>
<th>DESIRABLE GUARDRAIL CLEARANCE</th>
<th>MINIMUM GUARDRAIL CLEARANCE</th>
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<tbody>
<tr>
<td>TYPE A</td>
<td>6'-3&quot;</td>
<td>42&quot;</td>
<td>28&quot;</td>
</tr>
<tr>
<td>TYPE B 1/2 POST SPACING</td>
<td>3'-4 1/2&quot;</td>
<td>30&quot;</td>
<td>23&quot;</td>
</tr>
<tr>
<td>TYPE B 1/4 POST SPACING</td>
<td>1'-6 1/2&quot;</td>
<td>24&quot;</td>
<td>14&quot;</td>
</tr>
</tbody>
</table>

NOTES:
1. DESIRABLE GUARDRAIL CLEARANCE DISTANCES SHALL BE USED FOR ALL NEW INSTALLATIONS.
2. MINIMUM GUARDRAIL CLEARANCE DISTANCES ARE ONLY TO BE USED FOR EXISTING OBSTRUCTIONS.
3. WHEN LENGTH OF OBSTRUCTION IS 2'-3" OR LESS, THE DOWNSTREAM TRANSITION MAY BE OMITTED.
NOTES:
1. PLATTER RATE OF TAPER MAY BE USED WHERE REQUIRED TO AVOID DAMAGE TO EXISTING STORM SEWER.
2. PIPE UNDERGROUND REQUIRED IN THE VERTICAL CURVE OR WHEN FIRST HEAVY IS EXPECTED.
3. AN INLET IS TO BE PROVIDED WHEN REQUIRED. THE INLET SHALL BE CONNECTED TO THE NEAREST LOWER ELEVATION OR CULVERT.
4. MAXIMUM CROSS SLOPE FROM THE EOG TO THE ROAD SHOULDER TO THE AXIS OF THE RAIL SHALL BE 90.
5. BRIDGE PIER OR OVERCROSS SIGN PIER.
6. SINGLE RAIL, STEEL POST WITH BLOCKOUTS MAY BE USED FOR THIS POST.
7. PIPE UNDERGROUND IS TO BE PROVIDED WHERE REQUIRED.
8. SLOPE RADII ARE EXPRESSED AS UNITS OF MEASURE, E.G. 25 FEET / DEGREE OF INCLINE.
9. TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S DETAILS AND SPECIFICATIONS.
10. SEE PLAN FOR LIMITS.
11. THE GUARDRAIL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR COMPLIANCE WITH THE NATIONAL COOPERATIVE RESEARCH PROGRAM INDIAN RAIL REPORT. NO MODIFICATION ALLOY ANY KIND TO THIS STANDARD DRAWING SHALL BE PERMITTED.

ILLINOIS TOLLWAY
Open roads for a better future

DATE REVISIONS
Sheet 1 of 3

MEDIAN PIER PROTECTION

STATE STANDARD C2-02
OUTSIDE SHOULDER BARRIER TRANSITION, TYPE F

NOTES:
1. TAPER LENGTH REQUIRED FOR THE WIDE TRANSITION WILL BE 25 FT.
2. SHOULDER EDGE OF BARRIER BASE OUTLINE SHALL MATCH THE TOP OF SHOULDER ELEVATION.
3. DEEP CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN BOTH THE REINFORCED CONCRETE BARRIER WALL AND BASE. CONSTRUCTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 20 FEET.
4. THE CORING OF CONSTRUCTION JOINTS SHALL BE DONE WITH AN APPROVED CUTTING TOOL, AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CONSTRUCTION. SAWING OF CONSTRUCTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
5. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M186, M181, M182, AND M188. THE DETAILS OF SECTION 101 OF THE STANDARD SPECIFICATIONS.
6. REINFORCING BARS DESIGNATED "M" SHALL BE GRAY CONCRETE.
7. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICES FOR DETAILING REINFORCED CONCRETE STRUCTURES", AASHTO, 1976, LATEST EDITION.
8. REINFORCEMENT BENDING TRANSITIONS ARE OUT TO SUIT.
9. TYPE F BARRIER SHALL BE USED WITH ALL NEW CONSTRUCTION OR RECONSTRUCTION OF EXISTING BARRIERS.
CONCRETE BARRIER, DOUBLE FACE, 42"

NOTE:
1. DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL AND IN THE CONCRETE BARRIER BASE.
2. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 20'.
3. TIE BARS SHALL BE 6" LONG 4" DIAMETER 1/2" CTS, INSTALLED SIDE TO SIDE.
4. WHEN 6" OR DEATHER KID TOP TIE BARS,

CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT

CONCRETE BARRIER BASE, VARIABLE HEIGHT

CONCRETE BARRIER BASE AND CONCRETE BARRIER, DOUBLE FACE, 42" AND VARIABLE HEIGHT

STANDARD CS-00
SHOULDER WIDENING TRANSITION-WITHOUT GUTTER
FOR TRAFFIC BARRIER TERMINAL TYPE TI (SPECIAL)

NOTES:
1. TRAFFIC BARRIER TERMINAL SHALL BE INSTALLED AT A 5 DEG TAPER MEASURED FROM EDGE OF TRAVELED WAY.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V/H).
3. THE TYPE TI (SPECIAL) TERMINAL IS THE UPSTREAM END SECTION OF A GALVANIZED STEEL PLATE BEAM GUARDRAIL BARRIER SYSTEM.
4. REFERENCE STANDARD 828 FOR GUTTER TRANSITION AT TRAFFIC BARRIER TERMINAL TYPE TI (SPECIAL).
5. UNDER NO CIRCUMSTANCES SHALL AN EXISTING TERMINAL, THAT WAS DESIGNED USING A PREVIOUS STANDARD, BE ATTACHED TO OR MODIFIED IN ANY WAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A PROPER BARRIER WARRANT HAS BEEN COMPLETED, THE ENTIRE BARRIER INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.
6. TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S DETAILS AND SPECIFICATIONS.
7. NO ROADSIDE OBSTRUCTION OF ANY TYPE-FIXED OR BREAKAWAY, EITHER TEMPORARY OR PERMANENT SHALL BE ALLOWED WITHIN THIS RECOVERY AREA.
8. NO CURVED W-BEAM SECTIONS ARE PERMITTED WITHIN THE TERMINAL PAY LIMITS. TERMINAL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR CONCRETE, WHEN NECESSARY USE LEAVE OUT DETAIL SHOWN ON STANDARD CI.
9. THE TERMINAL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CRASHWORTHINESS UNDER PROCEDURES DEFINED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH REPORT (NCHRP) REPORT 350. NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.
10. FOR INSTALLATION OF TERMINAL ALONG CURVED ROADWAY, SEE DETAIL ON SHEET 2 OF THIS SERIES.
SHOULDER WIDENING TRANSITION-WITH GUTTER, TYPE G-3
FOR TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL)

CURVED ROADWAY
TRAFFIC BARRIER TERMINAL PLACEMENT

NOTES:
1. The traffic barrier terminal type T1 special shall always be laid out in a straight line.
2. No curved approach sections are permitted within the terminal’s path limits.
3. The edge of the terminal extender head shall be offset a distance from a point on the back of the curved edge of paved shoulder as shown in Table 1.

SECTION A-A
(Impact Gutter omitted for clarity)

| TABLE 1 |
|-----------------|-----------------|
| Lateral Offset Dimension to Edge of Terminal Extender Head | Inside Radii of Curve / Outside Radii of Curve |
| NO GUTTER | 2'-0" | 5'-0" MIN. |
| TYPE G-2 GUTTER | 1'-0" | 1'-0" | 2'-0" MIN. |
| TYPE G-3 GUTTER | 2'-0" | 2'-0" | 3'-0" MIN. |

1. Offset distance will vary based on radius of horizontal curve and the terminal being installed in a straight line.

SEE SHEET 3 OF THIS SERIES FOR NOTES.

ILLINOIS TOLLWAY
Open Roads for a Great Heritage

SHOULDER WIDENING FOR TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL)

STANDARD C6-02
TRAFFIC BARRIER TERMINAL TYPE T2 WITHOUT GUTTER

ELEVATION

TRAFFIC BARRIER TERMINAL TYPE T2 WITHOUT GUTTER

PLAN

NOTES:

1. SEE STANDARD C1 FOR DETAILS OF GUARDRAIL NOT SHOWN.

2. THE BEARING PLATE K SHALL BE HELD IN POSITION BY TWO 8D NAILS DRIVEN INTO THE POST AND BENT OVER THE TOP OF THE PLATE.

3. THE TYPE T2 TERMINAL IS TYPICALLY UTILIZED FOR THE DEPARTING END SECTION OF A GALVANIZED STEEL PLATE BEAM GUARDRAIL BARRIER SYSTEM.

4. UNDER NO CIRCUMSTANCES SHALL AN EXISTING TERMINAL, THAT WAS DESIGNED USING A PREVIOUS STANDARD, BE ATTACHED TO OR MODIFIED IN ANY WAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A PROPER BARRIER WARRANT HAS BEEN COMPLETED, THE ENTIRE BARRIER INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.

5. TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S DETAILS AND SPECIFICATIONS.

6. TERMINAL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR HMA PAVEMENT, WHEN NECESSARY USE LEAVE-OUT DETAIL PER STANDARD C1.


8. THE TERMINAL SYSTEM HAS BEEN PERFORMANCE TESTED FOR CRASHWORTHINESS UNDER PROCEDURES DEFINED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 501. NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.

SECTION A-A

REV. SHEET 1 OF 3

TRAFFIC BARRIER TERMINAL TYPE T2

STANDARD C7-02
FOR OTHER CONCRETE STRUCTURE (VERTICAL FACE)
WITH TYPE 6-3/6-2 GUTTER

NOTE:
SEE SHEET 1 OF THIS SERIES FOR NOTES.

SHEET 2 OF 4
NOTES:

1. SEE STANDARD CI FOR DETAILS OF GUARDRAIL NOT SHOWN.
2. THREE BEAM RAIL SHALL BE BOLTED TO BLOCK-OUT AT ALL POSTS.
3. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT
   RATIO.
4. THE TYPE TBE TERMINAL IS TYPICALLY UTILIZED TO ATTACH GALVANIZED STEEL PLATE BEAM GUARDRAIL AT THE UPSTREAM END OF THE BRIDGE
   CONCRETE PARAPET, WHERE A ROADSIDE GUARDER IS NOT TO BE INSTALLED.
5. UNDER NO CIRCUMSTANCES SHALL EXISTING TERMINAL, THAT WAS DESIGNED
   USING A PREVIOUS STANDARD, BE ATTACHED TO OR MODIFIED IN ANY
   WAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A
   PROPER BARRIERT HERMAN HAS BEEN COMPLETED, THE ENTIRE BARRIERS
   INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW
   SYSTEM THAT COMPLIES TO THE CURRENT STANDARD.
6. TERMINAL POSTS SHALL BE IN ACCORDANCE WITH THE MANUFACTURES
   DETAILS AND SPECIFICATIONS.
7. TERMINAL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR RIMA PAVEMENTS
   WHEN NECESSARY USE LEAF-OUT DETAILS PER STANDARD CI SHEET 4 OF 4.
8. THE TERMINAL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CRASH-WORTHINESS
   UNDER PROCEDURES Defined IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH
   PROGRAM NCRRP REPORT 305. NO MODIFICATION TO THIS STANDARD BREAKING
   SHALL BE PERMITTED.
**ELEVATION**

**CURVED WING**
- Drilled 1/2" hole
- Steel bearing plate
- 1/4" bolts
- 3/4" bolts
- Direction of traffic
- Cut wood block to fit, attach to rail only.

**TANGENT WING**
- Drilled 1/2" hole
- Steel bearing plate
- 1/4" bolts
- 3/4" bolts
- Direction of traffic
- 3/4" x 3/4" slotted hole

**PLAN**
- Steel bearing plate
- Drilled 1/2" hole
- Anchor
- 2" x 2"

**NOTES:**
1. See Standard C1 for details of guardrail not shown.
2. The Type T10 terminal is typically utilized to connect galvanized steel plate beam guardrail to the departing end of an existing bridge concrete wing wall or parapet.
3. Under no circumstances shall an existing terminal that was designed using a previous standard be attached to or modified in any way from its original design. If any modification is required and a proper barrier warrant has been completed, the entire barrier installation shall be completely removed and replaced with a new system that conforms to the current standard.
4. Traffic barrier terminal shall be in accordance with the manufacturer's details and specifications.
5. When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.
6. The anchor cone shall be set flush with the surface of the concrete.
7. The terminal system has been performance-tested for crashworthiness under procedures defined in the National Cooperative Highway Research Program Report 350, and no modification to this standard drawing shall be permitted.

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**Traffic Barrier Terminal, Type T10**

Illinois Tollway
Open Roads for a Good Future
SHOULDER WIDENING TRANSITION-WITHOUT GUTTER
FOR TRAFFIC BARRIER TERMINAL TYPE T1-A (SPECIAL)

NOTES:

1. TRAFFIC BARRIER TERMINAL SHALL BE INSTALLED AT A 250 TAPER MEASURED FROM EDGE OF TRAVELED WAY.

2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V/H).

3. THE TYPE T1-A SPECIALLY IS THE UPSTREAM END SECTION OF A GALVANIZED STEEL PLATE BEAM GUARDRAIL BARRIER SYSTEM, FOR RAMP INSTALLATION WITH POSTED SPEED LIMIT OF 40 MPH OR LESS, NCHRP 350, TEST LEVEL 7.1-1.0.

4. REFERENCE STANDARD 828 FOR GUTTER TRANSITION AT TRAFFIC BARRIER TERMINAL TYPE T1-A (SPECIAL).

5. UNDER NO CIRCUMSTANCES SHALL AN EXISTING TERMINAL, THAT HAS BEEN DESIGNATED USING A PREVIOUS STANDARD, BE ATTACHED TO OR MODIFIED IN ANY WAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A PROPER BARRIER MATTRESS HAS BEEN COMPLETED, THE ENTIRE BARRIER INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.

6. TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURER’S DETAILS AND SPECIFICATIONS.

7. NO ROADSIDE OBSTRUCTION OF ANY TYPE-FIXED OR BREAKAWAY, EITHER TEMPORARY OR PERMANENT SHALL BE ALLOWED WITHIN THIS RECOVERY AREA.

8. NO CURVED W-BEAM SECTIONS ARE PERMITTED WITHIN THE TERMINAL PAY LIMITS.

9. FOR INSTALLATION OF TERMINAL ALONG CURVED ROADSIDE, SEE DETAIL ON SHEET 2 OF THIS SERIES.

10. TERMINAL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR IAA, WHEN NECESSARY USE LEAVE OUT DETAIL SHOWN ON STANDARD CT.

11. THE TERMINAL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CRASHWORTHINESS UNDER PROCEDURES DESIGNED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH REPORT (NCHRP) REPORT 350, NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.
SHOULDER WIDENING TRANSITION - WITH GUTTER, TYPE C-2
FOR TRAFFIC BARRIER TERMINAL TYPE T-1-A (SPECIAL)

SECTION A-A
(IMPACT REAR GUTTER FOR CLARITY)

TABLE 1
LATERNAL OFFSET DIMENSION TO EDGE OF TERMINAL EXTENDER HEAD

<table>
<thead>
<tr>
<th>GUTTER TYPE</th>
<th>INSIDE RADIUS OF CURVE</th>
<th>OUTSIDE RADIUS OF CURVE</th>
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<tbody>
<tr>
<td>NO GUTTER</td>
<td>1'-0&quot;</td>
<td>1'-0&quot; MIN.</td>
</tr>
<tr>
<td>C-2 GUTTER</td>
<td>1'-2½&quot;</td>
<td>1'-2½&quot; MIN.+</td>
</tr>
<tr>
<td>C-3 GUTTER</td>
<td>2'-2½&quot;</td>
<td>2'-2½&quot; MIN.+</td>
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NOTES:
1. THE TRAFFIC BARRIER TERMINAL TYPE T-1-A (SPECIAL) SHOULD ALWAYS BE Laid OUT IN A STRAIGHT LINE.
2. NO CURVED W-BEAM SECTIONS ARE PERMITTED WITHIN THE TERMINAL PAY LIMITS.
4. SEE SHEET 1 OF THIS SERIES FOR NOTES.

STANDARD C12-00