



OFFSETS TO LAST POST OF TERMINAL										
Distance Along Flare <sup>(4)</sup>	37.5'	50.0'	62.5'	75.0'	87.5'	100.0'	112.5'	125.0'	137.5'	150.0'
(X)	37.29'	49.71'	62.14'	74.57'	87.00'	99.43'	111.86'	124.29'	136.72'	149.14'
(Y)	4.00'	5.33'	6.67'	8.00'	9.33'	10.67'	12.00'	13.33'	14.67'	16.00'

Horizontal and vertical alignment of the guardrail in the area immediately adjacent to the concrete barrier shall, where necessary, be adjusted to a smoothly curved line with no abrupt changes. Appropriate adjustment in method of installation shall be made for curved roadways or other conditions not shown.

Object markers and delineators shall be installed in accordance with Standard Road Plan RE-48B.

For grading details, refer to Standard Road Plan RL-14A or RL-14B.

Guardrail shall be lapped in the direction of adjacent traffic.

- ① Standard Transition Section. Refer to Standard Road Plan RE-68.
- ② Refer to Standard Road Plan RE-76 for details of flared end section.
- ③ For connection details, refer to Standard Road Plans RE-69A or RE-69C.
- ④ Variable Flare length (VF) + Terminal Length (ET) (37.5').

Contract items:

- Installation of Guardrail  
(Bid Item Length = A or T)
- Beam Guardrail Terminal (RE-76)
- Beam Guardrail End Anchorage (RE-69)

Tabulation:

108-8A

	REVISION	
	7	10-17-06
<b>STANDARD ROAD PLAN</b>	<b>RE-65B</b>	
SHEET 1 of 1		
REVISIONS: Modified notes, removed Paved Shoulder Itinerary and grading Itinerary.		
 APPROVED BY DESIGN METHODS ENGINEER		
<b>GUARDRAIL INSTALLATIONS WITH CONCRETE BARRIER</b>		