



**FIGURE I-3-2**  
**SUGGESTED SLOPES FOR APPROACH BARRIERS**

### ASPHALT PAVING UNDER GUARDRAIL

Asphalt paving shall be used under guardrail to control the growth of vegetation on projects which have asphalt concrete or portland cement concrete paved shoulders unless otherwise directed by the District Maintenance Engineer. Aggregate or soil stabilized shoulders do not require asphalt concrete paving under the guardrail. The additional paving is to begin and end without transition as detailed on “Asphalt Curb and Asphalt Paving under Guardrail” and the station limits of each segment is to be shown on the plans.

If more than one allowable type of asphalt concrete is called for on the project, the one with the lowest estimated unit cost is to be used. If the estimated unit costs are the same, the one with the smaller aggregate gradation is to be used.

For details, see Standard MC-4.

### ASPHALT CURBS

Standard MC-3B Asphalt curb is to be used, where necessary, in conjunction with paving under Standard GR-2 or 2A guardrail on high fills to provide a means of erosion control to preserve the slopes. Asphalt curb is not permitted in conjunction with paving under Standard GR-8 (weak post) guardrail. The need for the asphalt curb should be determined during the project Field Inspection. The necessity for asphalt curb may affect the type of guardrail specified.

A minimum 5' (1.5 m) length of asphalt curb is to be constructed past the end of an inlet and transitioned to grade level.

Payment for Asphalt Concrete Curb and Asphalt Concrete Curb back-up material 11' before and 5' Min. past the inlet must be set up for separate payment.

For details, see Standard MC-3B.

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