APPLICATION OF STANDARD PLANS

This book is a compilation of Standard Plans prepared by the Colorado Department of Transportation for use on CDOT construction projects. Others who use the CDOT Standard Plans do so at their own risk.

These Standard Plans are essential contract documents as described in subsection 105.09 of the CDOT Standard Specifications for Road and Bridge Construction book.

Standard Plans that are applicable to a specific project will be identified on the project plans and will not be physically attached to those plans. The designer who specifies any of these Standard Plans for a specific project accepts the responsibility of determining their applicability. Additional information concerning the Standards Plans are available in the CDOT Standard Specifications for Road and Bridge Construction book.

Standard Plans adopted or revised subsequent to the adoption of this book will be listed on the index of the project plans and will be physically included in the plans. The New and Revised Standards Plans may be accessed on the CDOT website here: https://www.codot.gov/business/designsupport/standard-plans.

These Standard Plans are adopted for use as of July 31, 2019.

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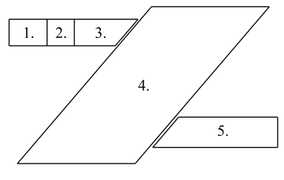

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APPLICATION OF STANDARD PLANS

Issued by the Project Development Branch: July 31, 2019

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Standard Sheet No. 1 of 1
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COLORADO
DEPARTMENT OF TRANSPORTATION

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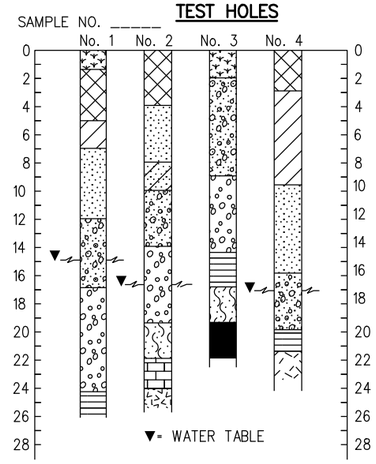
- TOPSOIL
- OVERBURDEN
- CLAY
- SILT
- SAND
- GRAVEL
- SHALE
- LIMESTONE
- SANDSTONE
- SOLID ROCK (IGNEOUS)
- SOLID ROCK (METAMORPHIC)
- COAL

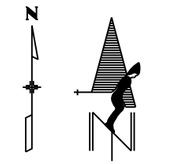
TEST HOLES



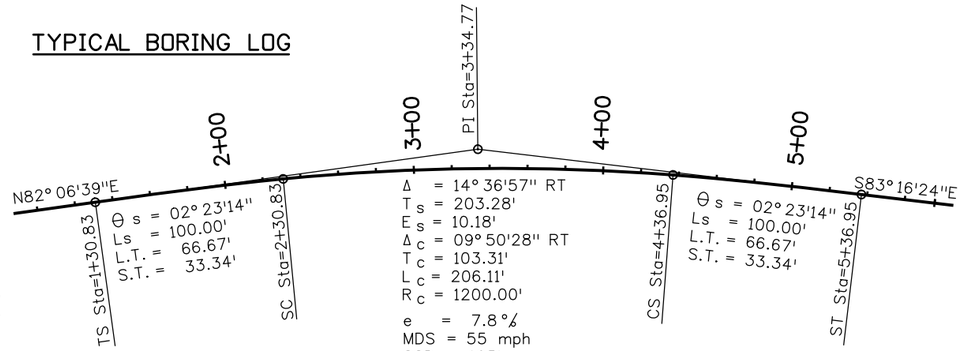
COMPOSITE MATERIALS ARE REPRESENTED BY COMBINATIONS OF THE ABOVE SYMBOLS, SUCH AS:

- SANDY CLAY

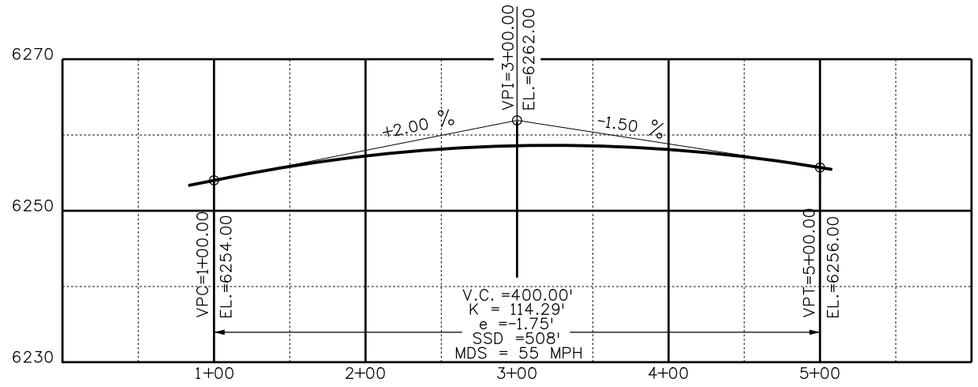
TYPICAL BORING LOG



NORTH ARROW



TYPICAL HORIZONTAL CURVE



TYPICAL VERTICAL CURVE

TERRAIN

- TERRAIN SINGLE SHOTS
- TOP OF CUT
- TOE OF FILL

ROADWAY

- GRAVEL ROAD OR DRIVEWAY
- INTERNATIONAL SYMBOL OF ACCESS
- SIDEWALK WITH RAMP
- EDGE OF PAVEMENT
- CENTERLINE OF DIRT ROAD

SURVEY/ROW

- SECTION CORNER
- QUARTER, SIXTEENTH, AND SECTION CORNERS
- PROTECT EXISTING MARKER
- SET EASEMENT MONUMENT
- TEMPORARY EASEMENT POINT
- RIGHT OF WAY MARKER
- BLM MARKER
- PROPERTY PIN
- NOAA MARKER
- QUARTER, SIXTEENTH, AND SECTION CORNERS
- FEDERAL MONUMENT
- WITNESS CORNER
- BENCH MARK
- USGS MARKER
- LOCAL OR PLSS MONUMENT
- SECONDARY CONTROL MONUMENT
- RIGHT OF WAY MARKER
- PROJECT CONTROL MONUMENT (N 9.88, E 3.81, EL 0.00)
- DENSIFICATION CONTROL MONUMENT (N 10.13, E 3.81, EL 0.00)
- HIGH ACCURACY REFERENCE NETWORK CONTROL MONUMENT (N 10.38, E 3.81, EL 0.00)
- PERMANENT, PROPERTY, SLOPE, & UTILITY EASEMENT LINE
- TEMPORARY EASEMENT LINE (EXISTING)
- PROPERTY BOUNDARY LINE (EXISTING AND PROPOSED)
- ACCESS CONTROL LINE
- BARRIER ACCESS CONTROL LINE
- RIGHT OF WAY LINE
- VIRGIN RIGHT OF WAY LINE (PROPOSED)
- CITY LIMIT LINE (EXISTING)
- COUNTY LINE (EXISTING)
- QUARTER SECTION LINE
- SECTION LINE
- SIXTEENTH SECTION LINE
- STATE LINE (EXISTING)
- TOWNSHIP LINE (EXISTING)

GENERAL NOTES

1. EXISTING FEATURES SHOWN AS SCREENED WEIGHT (LIGHT GRAY SCALE), EXCEPT AS NOTED WITH THE WORD (EXISTING). PROPOSED OR NEW FEATURES SHOWN AS FULL WEIGHT WITHOUT SCREENING, EXCEPT AS NOTED WITH THE WORD (PROPOSED).
2. THESE SYMBOLS ARE INTENDED TO EXPLAIN THE VARIOUS TOPOGRAPHIC FEATURES INVOLVED ON THE DESIGN PLAN SHEETS WHICH ARE PREPARED AT VARIOUS SCALES. NOTES ARE ADDED WHERE NECESSARY TO CLARIFY THE SYMBOL. A LEGEND IS PROVIDED IN THE PLANS FOR SYMBOLS NOT SHOWN ON THE STANDARD SYMBOLS SHEETS.
3. GUARDRAIL, CURB AND GUTTER, ETC., ARE REPRESENTED BY A SYMBOL WITH TYPE GIVEN BY NOTE.

CURB AND GUTTER

- BACK OF CURB
- TOP OF CURB
- FLOW LINE (FL)
- EDGE OF PAVEMENT
- CURB AND GUTTER
- CURB AND GUTTER-TYPE 2, 4 OR 6
- GUTTER
- CURB CUT
- CURB, GUTTER OR OTHER

GUARDRAIL

- GUARDRAIL END ANCHOR
- GUARD POST
- GUARDRAIL-TYPE 3 OR 6
- GUARDRAIL-TYPE 4 OR 7
- GUARDRAIL-TYPE 5 OR HANDRAIL
- GUARDRAIL-TYPE 3A DOUBLE OR TYPE 6 DOUBLE
- CABLE BARRIER

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ROCK, MASONRY OR MECHANICALLY STABILIZED WALL (FACE)

BRIDGE CURB

BRIDGE RAIL

BRIDGE RAIL-TYPE 3A

FLOW LINE CBC

STRUCTURES MISCELLANEOUS

STRUCTURE

MISCELLANEOUS BUILDING STRUCTURE (PRIMARY)

MISCELLANEOUS STRUCTURE (SECONDARY)

FOUNDATION OR PAD (CONCRETE OR BLOCK)

BUILDING STRUCTURES

RR TELEGRAPH POLE

RR SWITCH

RR GUY POLE

RR SIGNALS WITH OR WITHOUT GATE

RR CROSS BUCK SIGN

RR SIGNAL CONTROLLER CABINET

RR MISCELLANEOUS SYMBOL

RR TRACK CENTERLINE

RAILROAD

BOULDER UNDER 6FT

GEOLOGY MISC SYMBOL

MINESHAFT SYMBOL

ROCK OUTCROP

BOULDER FIELD OR ROCK OVERHANG

GEOLOGY

COMBINATION WIRE FENCE WITH GATE

CHAIN LINK FENCE WITH GATE

BARBED WIRE FENCE WITH GATE

SOUND OR BARRIER FENCE WITH GATE

DEER FENCE WITH GATE

WOOD FENCE WITH GATE

SNOW FENCE WITH GATE

PF PF PF PF PF PF PF

PLASTIC FENCE

SF SF SF SF SF SF SF

SILT FENCE

DEBRIS FENCE

FENCE

MISCELLANEOUS TREES

DECIDUOUS TREE

DECIDUOUS SHRUB

TEETER TOTTER SYMBOL

SWING SET SYMBOL

CONIFEROUS TREE

CONIFEROUS SHRUB

BENCH

SPRINKLER HEAD

TREES GROVE

HEDGE OR SHRUB GROVE

EDGE OF WETLANDS

LANDSCAPING

HAZARD WASTE MONITORING WELL

ENVIRONMENTAL CONCERN SITE

EROSION LOG

ROCK CHECK DAM

CONCRETE WASHOUT STRUCTURE

DROP INLET EROSION PROTECTION

TEMPORARY BERM

SOIL RETENTION BLANKET

PIPE INLET EROSION PROTECTION

RIGID INLET PROTECTION

STORM DRAIN INLET PROTECTION

EROSION CHECK

EROSION LOG DITCH CHECK

SILT DIKE

SEDIMENT TRAP/ DEWATERING STRUCTURE

EXISTING WETLAND PATTERN

TEMPORARY SLOPE DRAIN

STABILIZED CONSTRUCTION ENTRANCE

LDA LDA LDA LDA LDA LDA

LIMITS OF DISTRUBED AREA

ENVIRONMENTAL CONCERN

HAZARDOUS WASTE SITE

NW NW NW NW

NOXIOUS WEED

FLOW ARROW

ENVIRONMENTAL

SA SA

SANITARY SEWER MANHOLE

SANITARY SEWER MISCELLANEOUS SYMBOL

SIZE, MATERIAL, OWNER

SANITARY SEWER PIPE

SANITARY SEWER PIPE MISCELLANEOUS

SANITARY SEWER

METAL CONCRETE

PIPE WITH END SECTION

HEADWALL

PIPE MISCELLANEOUS

PIPES

CHECK DAM UNDER 4 FT

HEADGATE 1

DIVERSION BOX SYMBOL

SPRING SYMBOL

FLOW GAUGE

MISCELLANEOUS WATERWAYS

DITCH WITH FLOW

EDGE OF WATER, CANALS, PONDS, STREAM OR RIVER

DITCHES AND WATERWAY

INLET TYPE 13

INLET TYPE C

INLET TYPE D

INLET VANE GRATE

INLET TYPE R XX FT LENGTH

ST ST

STORM SEWER MANHOLE

G

MANHOLE EXISTING

ST

STORM SEWER MISCELLANEOUS

STORM SEWER PIPE

STORM SEWER PIPE MISCELLANEOUS

STORM SEWER

W

WATER SPIGOT

WATER VALVE

W W

WATER MANHOLE

FIRE HYDRANT

WATER METER

W

WATER WELL SYMBOL

SIZE, MATERIAL, OWNER

W W W W W W W

W W W W W W W

WATER LINE

W? W? W? W? W? W? W?

WATER MISCELLANEOUS LINE

WATER

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PROPANE TANK

GAS JUNCTION BOX

GAS VAULT

GAS LINE MARKER OR AIR VENT

GAS METER LOW PRESSURE

GAS METER HIGH PRESSURE

G GAS MISCELLANEOUS

GAS LIGHT

GAS VALVE HIGH OR LOW PRESSURE

— G — G — G — SIZE G — G — G — G —
– – G – – – G – – – G – – – G – – – G – – – G – – – G –
GAS LINE LOW PRESSURE

— G — HP — G — SIZE HP — G — HP — G
– – G – – – HP – – G – – – HP – – G – – – HP – – G – – -
GAS LINE HIGH PRESSURE

— PG — PG — PG — PG — PG — PG — PG —
– – PG – – – PG – – – PG – – – PG – – – PG – – – PG – – – PG –
PROPANE GAS LINE

– – G? – – – G? – – – G? – – – G? – – – G? – – – G? – – – G? –
GAS LINES MISCELLANEOUS

GAS

OIL METER HIGH AND LOW PRESSURE

OIL VALVE HIGH AND LOW PRESSURE

O OIL MISCELLANEOUS

— O — O — O — O — O — O — O —
– – O – – – O – – – O – – – O – – – O – – – O – – – O –
OIL LINE LOW OR HIGH PRESSURE

– – O? – – – O? – – – O? – – – O? – – – O? – – – O? – – – O? –
OIL MISCELLANEOUS LINE

OIL

GRAVE HEADSTONE SYMBOL

MAIL DROP BOX

FLAG POLE

TRASH BARREL POST

GRAVE SYMBOL

RADIO STATION ANTENNA

– –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?
MISCELLANEOUS TOPOGRAPHY

MISCELLANEOUS TOPOGRAPHY

CAMPSITE MARKER

–E– TRAILER ELECTRIC HOOKUP

TRAILER DUMP STATION

CAMPFIRE RING

–S– TRAILER SEWER INLET

–W– TRAILER WATER HOOKUP

CAMPSITE GRILL

CAMPSITE TABLE

CAMPING

LIGHT STANDARD

HIGH MAST LIGHT STANDARD

SPOT OR FLOOD LIGHT

LIGHTING

ELECTRICAL PEDESTAL OR PULL BOX

TRANSMISSION TOWER

WIND POWERED GENERATOR

RELOCATED LIGHT STANDARD

DECORATIVE LIGHT STANDARD

CATENARY POLE FOUNDATION

E ELECTRICAL MANHOLE

POWER POLE

TRANSFORMER ON POLE

–E– ELECTRICAL OUTLET

E ELECTRICAL MISCELLANEOUS

GUY WIRE

ELECTRICAL VAULT OR TRANSFORMER

GUY POST

FIRE ALARM BOX

— E — E — E — E — E — E — E —
– – E – – – E – – – E – – – E – – – E – – – E – – – E –
ELECTRICAL UNDERGROUND LINE

— E — OH — E — OH — E — OH — E —
– – E – – – OH – – – E – – – OH – – – E – – – OH – – – E –
ELECTRICAL OVERHEAD LINE

ELECTRICAL MISCELLANEOUS LINE

ELECTRICAL

CABLE TV POLE

CABLE TV RISER

COMBINATION POLE-POWER,TELEPHONE

TV ANTENNA

TV MISCELLANEOUS

TV MANHOLE

— TV — TV — TV — TV — TV — TV — TV —
– – TV – – – TV – – – TV – – – TV – – – TV – – – TV –
TV UNDERGROUND CABLE

— TV — OH — TV — OH — TV — OH — TV —
– – TV – – – OH – – – TV – – – OH – – – TV – – – OH – – – TV –
TV OVERHEAD CABLE

– –TV?– – –TV?– – –TV?– – –TV?– – –TV?– – –TV?– – –TV?–
TV MISCELLANEOUS CABLE

TELEVISION

TELEPHONE GUY POLE

FIBER OPTIC CABLE MARKER

T TELEPHONE MANHOLE

COMBINATION POLE-POWER

T TELEPHONE MISCELLANEOUS

COMBINATION GUY POLE-POWER

— T — T — T — T — T — T — T —
– – T – – – T – – – T – – – T – – – T – – – T – – – T –
TELEPHONE UNDERGROUND CONDUIT OR CABLE

— FO — FO — FO — FO — FO — FO — FO —
– – FO – – – FO – – – FO – – – FO – – – FO – – – FO – – – FO –
FIBER OPTICS UNDERGROUND CABLE

— T — OH — T — OH — T — OH — T —
– – T – – – OH – – – T – – – OH – – – T – – – OH – – – T –
TELEPHONE OVERHEAD LINE

– –T?– – –T?– – –T?– – –T?– – –T?– – –T?– – –T?– –
TELEPHONE MISCELLANEOUS LINE

TELEPHONE

FIBER MARKER DOME

FIBER MARKER SLATE

RWIS - REMOTE WEATHER SENSOR

VMS-BUTTERFLY

VMS-GROUND

VMS-CANTILEVER

VMS-SIGN BRIDGE

– ITS — ITS — ITS — ITS — ITS — ITS — ITS —
ITS CONDUIT

INTELLIGENT TRANSPORTATION SYSTEM

CENTER YELLOW SOLID DOUBLE

CENTER YELLOW SOLID BROKEN (NO PASS)

4 INCH WIDE
8 INCH WIDE
LANE LINE BROKEN

LANE DROP

CHANNELIZING OR EDGE LINE

4 INCH WIDE
8 INCH WIDE
DOTTED BROKEN

STOP LINE

- INTERNATIONAL SYMBOL OF ACCESS

R R - RAILROAD CROSSING

- BICYCLE PED ACCESS

TRAFFIC STRIPING

TRAVEL DIRECTION

BARRIER LIGHT

FLAGGER

G B CRY R Y DELINEATOR-TYPE I

SEQUENCING ARROW PANEL

FLASHING BEACON

CRY-R BK2BK Y-R BK2BK Y-Y BK2BK Y-Y BK2BK
CRY-CRY CRY-CRY BK2BK
DELINEATOR-TYPE II

CRY-CRY-R BK2BK Y-Y-R BK2BK Y-Y-Y BK2BK
DELINEATOR-TYPE III

BUTTERFLY SIGN

HALF BUTTERFLY SIGN

IMPACT ATTENUATOR

SIGN ASSEMBLY

SINGLE POST SIGN

DOUBLE POST SIGN

SIGN-WITH FLASHING BEACON

ROAD CLOSURE GATE BEACON SYMBOL

ROAD CLOSURE GATE SYMBOL

DEER REFLECTORS

– –?– – –?– – –?– – –?– – –?– – –?– – –?– – –?–
TRAFFIC CONTROL MISCELLANEOUS DEVICE

TRAFFIC CONTROL DEVICE

TRAFFIC CONTROL

SIGNAL SPAN WIRE POLE

DOUBLE MAST ARM POLE

LUMINAIRE

SIGNAL FACE

SIGNAL POLE WITH MAST ARM

SIGNAL FACE WITH BACKPLATE

SIGNAL CONTROLLER AND CABINET (4 FT)

TELEMETRY ANTENNA

PULL BOX

MICRODETECTOR

VIDEO DETECTION CAMERA

FIRE PREEMPTION UNIT AND TIMER

PEDESTRIAN SIGNAL FACE

PEDESTRIAN PUSH BUTTON

PEDESTAL POLE

PULL BOX SPECIAL

— TR — TR — TR — TR — TR — TR — TR —
TRAFFIC CONDUIT

TRAFFIC SIGNAL

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STANDARD SYMBOLS

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STANDARD PLAN NO.
M-100-1
Standard Sheet No. 3 of 3
Project Sheet Number:

A

AAC	Aluminum Arch Culvert
AADT	Annual Average Daily Traffic
ABC	Aggregate Base Course
Abut	Abutment
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AE	Architect-Engineer, Architecture, Engineering
AEC	Architecture, Engineering and Construction
AGA	American Gas Association
Alt	Alternate
API	American Petroleum Institute
APL	Approved Products List
Approx	Approximate
APWA	American Public Works Association
AQCC	Air Quality Control Commission
ARE	Additional Requested Element (Design/Build Terminology)
AREMA	American Railway Engineering & Maintenance-of-Way Association
AHSTA	Ahead Station
ARA	Asphalt Rejuvenating Agent
ASBI	American Segmental Bridge Institute
ASD	Allowable Stress Design
ASOP	American Society of Photogrammetry
ASR	Alkali Silica Reactivity
ASSE	American Society of Sanitary Engineering, American Society of Safety Engineers
Asst	Assistant
ATB	Asphalt Treated Base
ATM	Active Traffic Management
AUTS	Actual Ultimate Tensile Strength

B

Bk to Bk	Back to Back
BEI	By Equal Increments
BM	Bench mark
BPF	Blows per Foot
BAFO	Best and Final Offer
Bbl	Barrels
BC	Bolt Circle
Beg	Begin
Bk	Back
Bldg	Building
BLM	Bureau of Land Management
Blvd	Boulevard
BMP	Best Management Practice
BNSF	Burlington Northern & Santa Fe Railroad
Bott	Bottom
BP	Bearing Pressure
Brg	Bearing
Bk Sta	Back Station
BT	Beginning of Transition
Btwn	Between

C

℄	Centerline
C&G	Curb and Gutter
CA	Concrete Arch
CAC	Concrete Arch Culvert
CAD	Computer Aided Design, Computer Aided Drafting
CADD	Computer Aided Design and Drafting
CBC	Concrete Box Culvert
CBG	Concrete Box Girder
CBGC	Concrete Box Girder Continuous
CBGCP	Concrete Box Girder Continuous Prestressed
CBGP	Concrete Box Girder Prestressed
CBGS	Concrete Box Girder Segmented
CBR	California Bearing Ratio
CCR	Code of Colorado Regulations, as amended
CDTPG	Concrete Double-Tee Prestressed Girder
CE	Construction Engineering
CF	Cubic Feet
CFS	Cubic Feet per Second
CG	Center of Gravity
CHP	Colorado Highway Patrol
CI	Cast Iron or Concrete on Rolled I-Beam
CIC	Concrete on Rolled I-Beam Continuous
CICK	Concrete on Rolled I-Beam Continuous & Composite
CICKP	Concrete on Rolled I-Beam Continuous & Composite Prestressed
CIK	Concrete on Rolled I-Beam Composite
CIKP	Concrete on Rolled I-Beam Composite Prestressed
CIP	Cast-in-Place or Cost in Place
CIR	Cold In-Place Recycling
Clr	Clear
cm	Centimeters
CM	Corrugated Metal
CMAQ	Congestion Mitigation Air Quality
CMP	Corrugated Metal Pipe
CMU	Concrete Masonry Unit
COC	Certificate of Compliance
Col	Column
Comp	Composite
Conc	Concrete
Conn	Connection
Const	Construction
Const Jt	Construction Joint
Cont	Continuous
Corr	Corrugated
CPE	Corrugated Polyethylene Pipe
CPG	Concrete Prestressed Girder (Precast)
CPGC	Concrete Prestressed Girder Continuous (Precast)
CPT	Corrugated Polyethylene Tubing
CR	County Road
CRF	Concrete Rigid Frame
CS	Curve to Spiral, Commercial Standard, Concrete Slab
CSC	Concrete Slab Continuous
CSG	Concrete Slab & Girder (Poured in Place)
CSGC	Concrete Slab & Girder Continuous (Poured in Place)
CSGCP	Concrete Slab & Girder Continuous Prestressed (Poured in Place)
CSGP	Concrete Slab & Girder Prestressed (Poured in Place)
Csk	Countersunk
CSL	Cross Hole Sonic Logging
CSP	Corrugated Steel Pipe or Concrete Slab Prestressed
CSPC	Concrete Slab Prestressed Continuous
CTB	Cement Treated Base
CTR	Certified Test Reports
Ctr	Center
CY	Cubic Yards
CZ	Clear Zone

D

D	Degree of Curvature, or Density
DB	Design Build
DAS	Deformed Anchor Stud
dB	decibels
DBA	Deformed Bar Anchor
Dbl	Double

GENERAL NOTES

1. ABBREVIATIONS SHOULD BE UPPER AND LOWER CASE LETTERS EXCEPT WHERE ALL UPPER CASE LETTERS ARE REQUIRED.
   Const Jt = Construction Joint
2. ACRONYMS SHALL BE ALL UPPER CASE LETTERS.
   CBC = Concrete Box Culvert
3. ABBREVIATIONS SHALL BE USED ONLY WHEN THE WORDS CANNOT BE COMPLETELY SPELLED OUT DUE TO MULTIPLE FACTORS, SUCH AS A LACK OF SPACE ON THE SHEET.

Deg, °F, °C,	Degrees (Thermal) - Degrees Fahrenheit, Degrees Celsius
Dgn	Design or MicroStation Drawing
DH	Design Height or Avg height for qty calculations
DHV	Design Hour Volume
DHW	Design High Water
DI	Ductile Iron
Dia	Diameter
DNR	Department of Natural Resources
DOW	Division of Wildlife (Colorado)
DRCOG	Denver Regional Council of Governments
DTD	Division of Transportation Development (CDOT)
DTM	Digital Terrain Model
Dwg	AutoCAD Drawing

E

e.g.	Exempli Gratia (For Example)
EA	Environmental Assessment
EATB	Emulsified Asphalt Treated Base
EB	Eastbound
EF	Each Face
Elev	Elevation
Engr	Engineer
EPA	Environmental Protection Agency
EPDM	Ethylene Propylene Diene Monomer-class rubber
Eq	Equal
ESAL	Equivalent Single Axle Load
Est	Estimate
ET	Ending of Transition
EVT	Event Point (InRoads Terminology)
EW	Each Way
E	Expansion Bearing
Exc	Excavation
Exp Jt	Expansion Joint
Ext	Exterior

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ACRONYMS AND ABBREVIATIONS

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STANDARD PLAN NO.
M-100-2
Standard Sheet No. 1 of 4
Project Sheet Number:

F

F	Fixed Bearing
FL	Flow Line
FAA	Federal Aviation Administration
FASB	Foamed Asphalt Stabilized Base
FCM	Fracture Critical Member
FDR	Full Depth Reclamation
Fed	Federal
FEMA	Federal Emergency Management Agency
FES	Flared End Section
FF	Far Face or Front Face
Fig	Figure
Fin	Finished
Fl	Floor
Flg	Flange
FM	Factory Mutual
FMM	Field Materials Manual
FPM	Feet Per Minute
FPS	Feet Per Second
FRA	Federal Railroad Administration
Freq	Frequency
FRP	Fiber Reinforced Polymer
FS	Planned Finish Surface
Ft	Feet
Ft Kip	Foot Kips
Ft Lb	Foot Pounds
FTA	Federal Transit Administration
Ftg	Footing
FWD	Falling Weight Deflectometer

G

Ga	Gage or Gauge
Gal	Gallons
Galv	Galvanized
Gd	Guided expansion bearing
Gir, G	Girder
GIS	Geographical Information System
GL	Girt Line
GPM	Gallons Per Minute
GPS	Global Positioning System
GRI	Geosynthetic Research Institute
GRS	Geosynthetic Reinforced Soil
GSI	Geosynthetic Institute

H

HAS	Headed Anchor Stud
HAZMAT	Hazardous Materials
HC	Horizontal Clearance
HCL	Horizontal Control Line
HCM	Highway Capacity Manual
Hd	Head
HDPE	High Density Polyethylene
HDPP	High Density Polypropylene
Hex Hd	Hexagonal Head
HID	High Intensity Discharge (Lamps)
HIR	Hot In-Place Recycling
HLMR	Highload Multi-Rotational
HMA	Hot Mix Asphalt
Horiz	Horizontal
HOV	High-Occupancy Vehicle
HP	Horsepower
HPC	High Performance Concrete
HS	High Strength
Ht	Height
HW	High Water
Hwy	Highway
Hyd	Hydraulic

I

ICEA	Insulated Cable Engineers Association
ID	Inside Diameter
IMP	Incident Management Plan
In. Kips	Inch Kips
In. Lb.	Inch Pounds
In.	Inches
Incl	Included
Int	Interior
Inv	Invert
IRI	International Roughness Index
ISO	International Organization for Standards
ITAA	Information Technology Association of America
ITS	Intelligent Transportation System
IVHS	Intelligent Vehicle Highway System

J

JB	Junction Box
JPCP	Jointed Plain Concrete Pavement
Jt	Joint

K

Kip	Thousand Pounds
KSF	kips per square foot
KSI	Kips per square inch
KW	Kilowatt

L

L	Length, Angle (steel)
Lb	Pounds
Lb/Ft	pound per foot
Lb/SY	Pounds per square yard
Lb-Ft	pound foot
LCCA	Life Cycle Cost Analysis
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
LF	Linear Feet
LFD	Load Factor Design
LL	Liquid Limit
LLDPE	Linear Low-Density Polyethylene
LRFD	Load and Resistance Factor Design
LS	Lump Sum or Length of Spiral
Lt	Left
LTB	Lime Treated Base
LTDS	Required Long Term Design Strength
Lum	Luminaire

M

m	Meters
MA	Mobile Attenuator
Maint	Maintenance
MARV	Minimum Average Roll Value
Matl	Material
Max	Maximum
MBTA	Migratory Bird Treaty Act
MFBM	Thousand Foot Board Measure
Mfg	Manufactured or Manufacturer
MHT	Method of Handling Traffic
Mi	Mile
Min	Minimum
Misc	Miscellaneous
mm	Millimeters
MP	Milepost
MPH	Miles Per Hour
M_R	Resilient Modulus
MR	Modulus of Rupture

N

NAD	North American Datum
NAVD	North American Vertical Datum
NB	Northbound, Total Number of Blocks
N_{DES}	Recommended SuperPave™ Gyratory Design Revolution
NDT	Nondestructive Testing
NECA	National Electrical Contractors Association
NEPA	National Environmental Policy Act
NESC	National Electric Safety Code
NF	Near Face
NFPA	National Fire Protection Association
NGS	National Geodetic Survey
NGVD	National Geodetic Vertical Datum of 1929
NHS	National Highway System
NICET	National Institute for Certification of Engineering Technologies
NIP	Nail in Place
NMAS	Nominal Maximum Aggregate Size
No	Number
Nom	Nominal
NPDES	National Pollutant Discharge Elimination System
NPT	National Pipe Thread
NS	Near Side
NTCIP	National Transportation Communications for ITS Protocol
NTP	Notice to Proceed
NTS	Not to Scale

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M-100-2
Standard Sheet No. 2 of 4
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O

OC	On Center
OD	Outside Diameter
OGFC	Open Grade Friction Course
OJT	On-the-Job Trainee or On-the-Job Training
Opp Hand	Opposite Hand
oz	Ounces

P

PC	Point of Curve
PCA	Portland Cement Association
PCBC	Concrete Box Culvert Precast
PCC	Point of Compound Curve
PCCP	Portland Cement Concrete Pavement
PDA	Pile Driving Analyzer
PE	Preliminary Engineering, or Professional Engineer or Permanent Easement
Ped	Pedestrian
PG	Profile Grade or Performance Grade
PGL	Profile Grade Line
PI	Point of Intersection
PL, Pl	Plate
PLS	Professional Land Surveyor
PM	Project Manager
PMBB	Plant Mix Bituminous Base
PMBP	Plant Mix Bituminous Pavement
PMSC	Plant Mix Seal Coat
POC	Point on Curve
POSS	Point of Slope Selection
POT	Point on Tangent
PPE	Personal Protective Equipment
PRC	Point of Reverse Curve
Proj	Project or Projection
psf	Pounds per square foot
psi	Pounds per square inch
PT	Point of Tangent
PTFE	Polytetrafluoroethylene
PTI	Post-Tensioning Institute
PUC	Public Utilities Commission
PVC	Poly Vinyl Chloride (pipe), Point of Vertical Curve
PVI	Point of Vertical Intersection
Pvmt	Pavement
PVT	Point of Vertical Tangency

Q

Q	Peak Discharge or Flow Volume
QA	Quality Assurance
QC	Quality Control
QMP	Quality Management Plan
QML	Qualified Manufacturers List

R

R	Radius
RA	Rubble Arch
RAC	Rubble Arch Culvert
rad	radians
RAP	Reclaimed Asphalt Pavement
RAS	Reclaimed Asphalt Shingles
RC	Reverse Crown
RCC	Roller Compacted Concrete
RCP	Reinforced Concrete Pipe
RCPC	Reinforced Concrete Pipe Culvert
Rdwy	Roadway
RE	Resident Engineer or Railroad Easement
Ref	Reference
Reinf	Reinforcing
Rem	Remove or Removal
Repl	Replace
Req	Required
Rev	Revised, Revision
RG	Riveted Plate Girder
RGC	Riveted Plate Girder Continuous
RL	Reinforcement Length
RME	Region Materials Engineer
rpm	Revolutions Per Minute
RSC	Rigid Steel Conduit
RSS	Reinforced Soil Slope
Rt	Right
RTD	Region Transportation Director or Regional Transportation District
RWIS	Road Weather Information System

S

SA	Steel Arch
SAC	Steel Arch Culvert
San	Sanitary
SB	Southbound
SBA	Small Business Administration
SBG	Steel Box Girder
SBGC	Steel Box Girder Continuous
SC	Spiral to Curve
Sch	Schedule
SCS	Spiral Curve Spiral
SDG	Steel Deck Girder
SDGC	Steel Deck Girder with Floor Beam System
SDGCK	Steel Deck Girder Continuous & Composite
SDI	Steel Decks Institute
SDT	Steel Deck Truss
Sdwk	Sidewalk
Sect	Section
SF	Square Feet
SH	State Highway
Shldr	Shoulder
SHPO	State Historic Preservation Office
SHRP	Strategic Highway Research Program
Sht	Sheet
SIGN	Overhead Sign
SIGNB	Overhead Sign-Butterfly
SIGNC	Overhead Sign-Cantilever
SIGND	Overhead Sign + Cantilever
Sim	Similar
SIP	Stay in Place
SJI	Steel Joists Institute
SLT	Steel Low Truss
SMA	Stone Matrix Asphalt
SN	Structural Number
Spa	Spaces or Spaced
Specs	Specifications
SpG	Specific Gravity
Spl	Splice
Sq In	Square Inches
Sq Mi	Square Miles
Sq	Square
SRW	Segmental Retaining Walls
SSE	Steel Stringer-Earth Filled
SSM	Steel Stringer-Metal Plank Deck
SSMC	Steel Stringer-Metal Plank Deck Continuous
SSPC	Society for Protective Coatings
SSS	Steel Stringer-Timber Deck
SSSC	Steel Stringer-Timber Deck Continuous
ST	Spiral to Tangent
St	Straight or Street
Sta	Station
Std	Standard
STG	Steel Thru Girder
Str	Structure, Structural
STT	Steel Thru Truss
SUSP	Suspension Bridge
SY	Square Yards
Sym	Symmetrical

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M-100-2
Standard Sheet No. 3 of 4
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T

T&B	Top and Bottom
T&E	Threatened & Endangered Species
T	Tons
TAS	Threaded Anchor Stud
TBC	Timber Box Culvert
TC	Tangent to Curve
TCD	Traffic Control Devices
TCP	Traffic Control Plan
TD	Timber Stringer (Untreated) Concrete Deck
TDH	Total Dynamic Head
Temp	Temporary or Temperature
Thd	Thread
THHN	Thermoplastic High Heat-resistant Nylon coated (Insulation designation for wire)
THWN	Thermoplastic High Water-resistant Nylon coated (Insulation designation for wire)
TIG	Tungsten Inert Gas (Welding)
TLA	Timber Laminated Arch (Gluelam)
TLS	Timber Laminated Stringer (Gluelam)
TLT	Timber Low Truss
TM	Timber Stringer (Untreated) Metal Deck
TMP	Transportation Management Plan
Tot	Total
TPI	Threads per Inch
TS	Tangent to Spiral, Timber Stringer (Untreated) Timber Deck
TSLAB	Timber Slab
TTC	Timber Culvert
TTD	Timber Stringer-Concrete Deck
TTM	Timber Stringer- Metal Deck
TTS	Timber Stringer- Timber Deck
TTT	Timber Thru Truss
TUNC	Tunnel-Concrete Lined
TUNR	Tunnel-Thru Rock-No Lining
Typ	Typical

U

UG	Underground
UNC	Uniform National Coarse (screw thread)
UNCC	Utility Notification Center of Colorado
UNF	Uniform National Fine (screw thread)
UNO	Unless Noted Otherwise
UPRR	Union Pacific Railroad
UPS	Uninterruptible Power Supply
USACE	United States Army Corp of Engineers
USCS	Unified Soil Classification System
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	US Geological Survey
Util	Utility or Utilities
UV	Ultraviolet

V

VC	Vertical Curve
VCP	Vitrified Clay Pipe
Veh	Vehicle
Vert	Vertical
VFA	Voids Filled With Asphalt
VMA	Voids in the Mineral Aggregate
VMS	Variable Message Sign
Vol	Volume
VPC	Vertical Point of Curvature
VPI	Vertical Point of Intersection
VPT	Vertical Point of Tangency

W

W/C	Water-Cement Ratio
WALL	Retaining Wall
WB	Westbound
WBS	Work Breakdown Structure
WF	Wide Flange (Steel section)
WG	Welded Girder
WGC	Welded Girder Continuous
WGCK	Welded Girder Continuous & Composite
WGCKP	Welded Girder Continuous, Composite Prestressed
WGK	Welded Girder Composite
WGKP	Welded Girder Composite Prestressed
WIMS	Weigh-In-Motion Station
WP	Work Point
WQCD	Water Quality Control Division (Colorado Department of Public Health and Environment)
WRI	Wire Reinforcement Institute
WS	Water Surface
WSN	Weighted Structural Number
Wt	Weight
WWF	Welded Wire Fabric, typically referred to very light gauge wire for crack control
WWR	Welded Wire Reinforcement

Y

Yd	Yard

SYMBOLS

400	#4 REBAR BENDING SHAPE
500	#5 REBAR BENDING SHAPE
600	#6 REBAR BENDING SHAPE
@	at
&	and
ϕ ⌀	Diameter
°, ', ''	Degrees, Minutes, Seconds
', ''	Feet, inches
#	Number or Pound
Ⓔ	Epoxy Coated Rebar
Ⓝ	Non-Epoxy Coated Rebar
XX	Girder Label
°F	Fahrenheit
°C	Celsius
≈	Approximate
#	Interstate Highway
#	US Highway
#	State Highway

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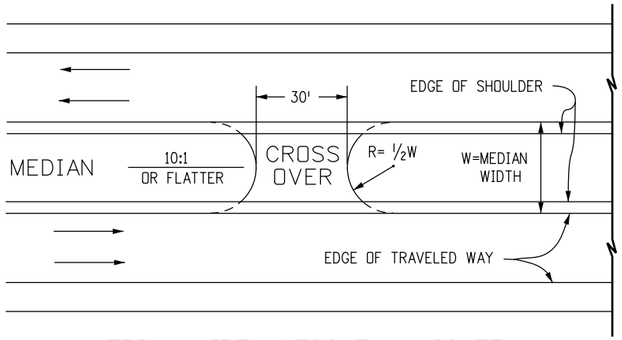
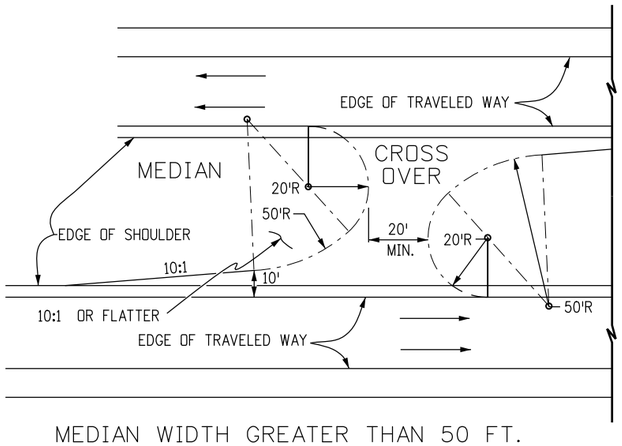


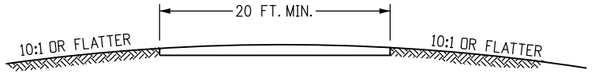
MEDIAN WIDTH LESS THAN 50 FT.



MEDIAN WIDTH GREATER THAN 50 FT.

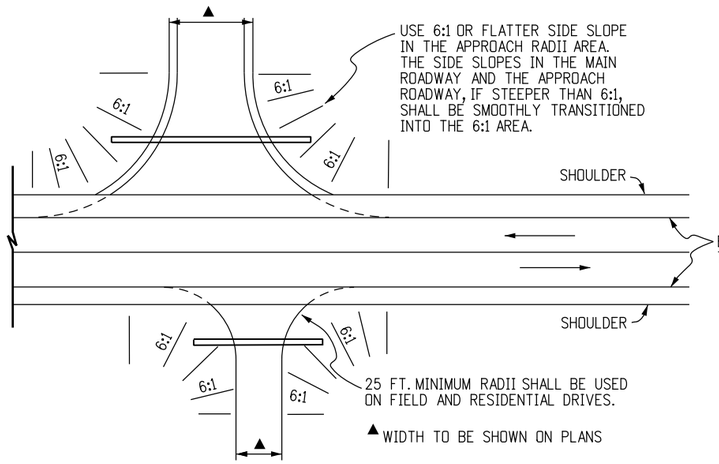
TYPICAL PLANS FOR EMERGENCY MEDIAN CROSS OVER

LOCATION OF RADIUS POINTS MAY BE ADJUSTED FOR BEST FIT



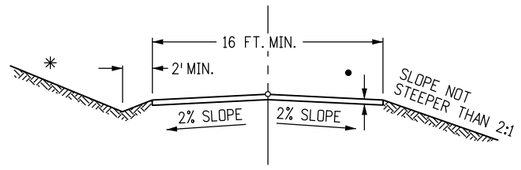
TYPICAL SECTION FOR MEDIAN CROSS OVER

ANY REQUIRED PIPE OR INLET FOR MEDIAN DRAINAGE SHALL HAVE A TRAVERSABLE DESIGN AS SPECIFIED ON THE PLANS



SIDE DRAINS SHALL BE LOCATED BEYOND THE CLEAR ZONE, OR WHEN WITHIN THE CLEAR ZONE, THEY SHALL BE INSTALLED WITH END SECTIONS CONFORMING TO A 6:1 SLOPE. FIFTY FT. RADII SHALL BE USED ON INTERSECTING ROADS, EXCEPT FOR FIELD AND RESIDENTIAL DRIVES OR UNLESS OTHERWISE SPECIFIED ON PLANS. RADII MAY BE VARIED TO SUIT FIELD CONDITIONS.

TYPICAL PLANS FOR SIDE APPROACH ROAD

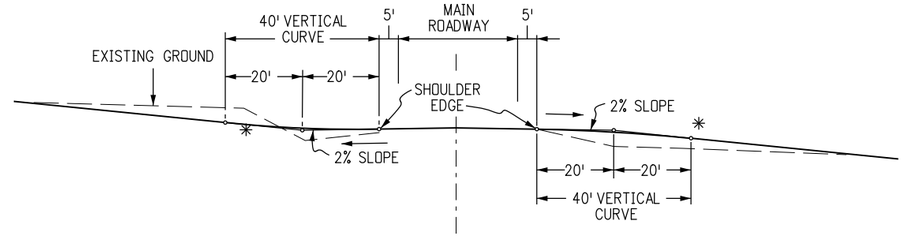


1/2 CUT SECTION 1/2 FILL SECTION

TYPICAL SECTION FOR APPROACH (ACCESS) ROAD

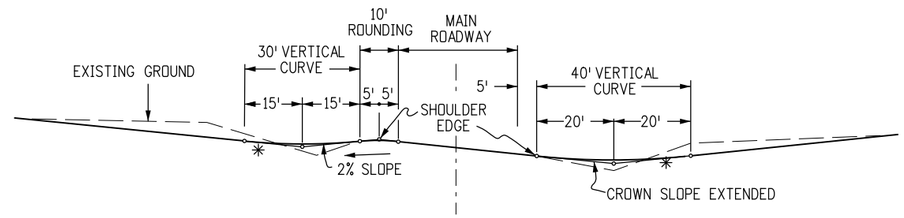
NOTE: ROAD APPROACHES WHICH REQUIRE HMA (ASPHALT) PAVEMENT SHALL BE PLACED AT THE FOLLOWING DISTANCES BACK FROM THE ROADWAY EDGE OF PAVEMENT:

1. RESIDENTIAL OR AGRICULTURAL FIELD ENTRANCES - PAVE 4 FEET BACK.
2. THREE OR MORE RESIDENCES OR COMMERCIAL PROPERTY - PAVE 20 FEET BACK OR TO ROW LINE, WHICHEVER IS LESS.
3. PUBLIC STREET - PAVE 50 FEET BACK OR TO ROW LINE, WHICHEVER IS LESS.
4. IF EXISTING ACCESS IS PAVED, THEN FEATHER NEW ASPHALT OVERLAY A MINIMUM OF 2 FEET BACK OR AS DIRECTED BY THE ENGINEER.

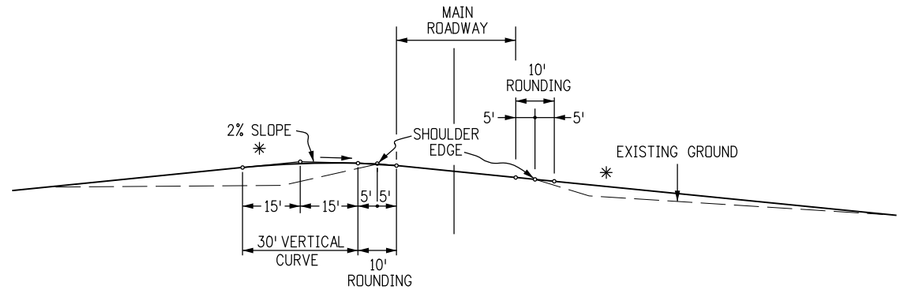


1/2 CUT SECTION 1/2 FILL SECTION

STANDARD CROWNED SECTION



SUPERELEVATED CUT SECTION



SUPERELEVATED FILL SECTION

VERTICAL ALIGNMENT SIDE APPROACH ROADS INTERSECTING MAIN ROADWAY

* TANGENT SLOPE NOT STEEPER THAN 8% BEYOND THE VERTICAL CURVE. THE SLOPE MAY BE STEEPER, IF REQUIRED, TO MEET EXISTING APPROACH SLOPE. HOWEVER, APPROACH ROAD SLOPE SHOULD NOT BE STEEPER THAN EXISTING SLOPE.

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APPROACH ROADS

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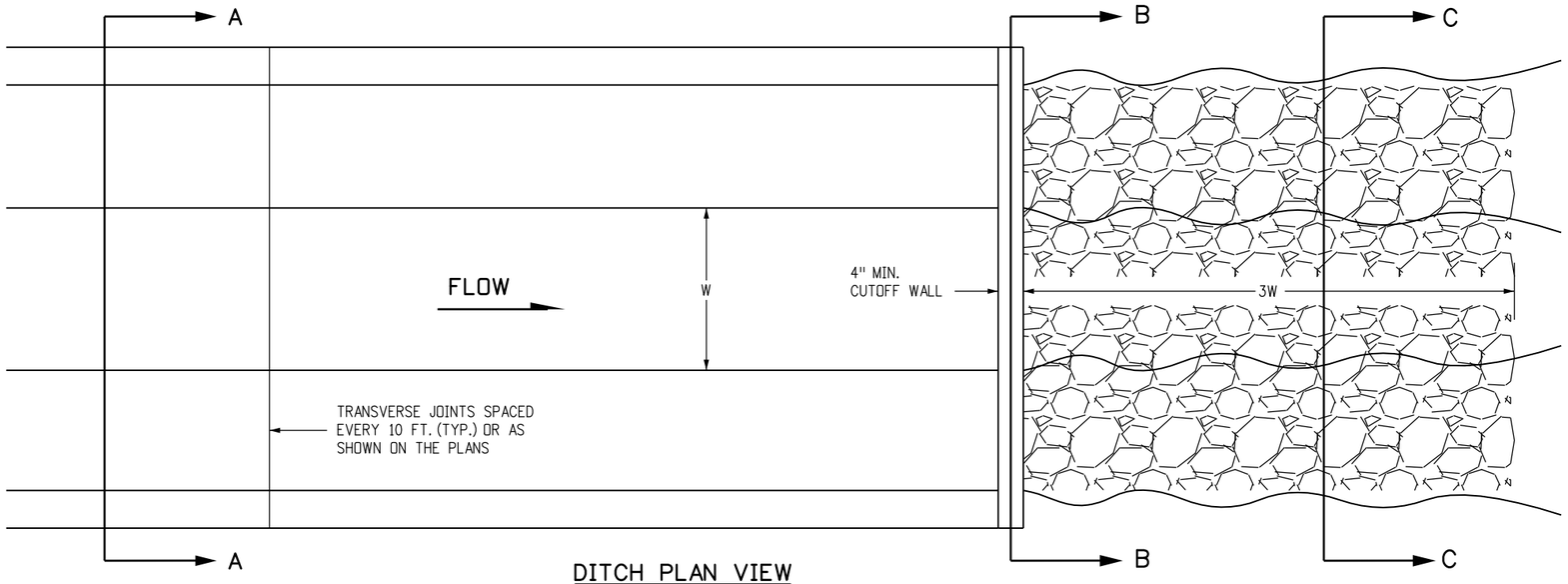
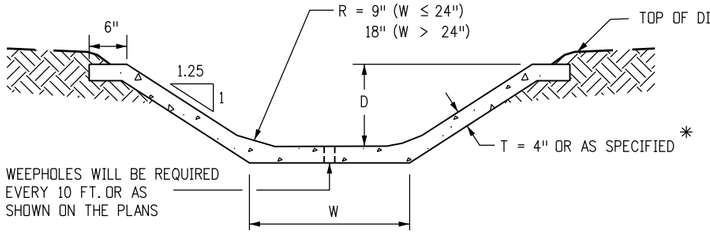
STANDARD PLAN NO.
M-203-1
Standard Sheet No. 1 of 1
Project Sheet Number:



DITCH PLAN VIEW

GENERAL NOTES

1. ALL DITCHES SHALL BE CONSTRUCTED TO THE LINES AND GRADES AS SHOWN ON THE PLANS, USING THE DITCH SECTION AS SHOWN ON THE PLANS, OR AS SPECIFIED BY THE ENGINEER.
2. CONCRETE LINING WILL BE PAID FOR AS CONCRETE SLOPE AND DITCH PAVING.
3. PROVIDE A CUTOFF WALL AND RIPRAP AT THE END OF CONCRETE-LINED DITCH.

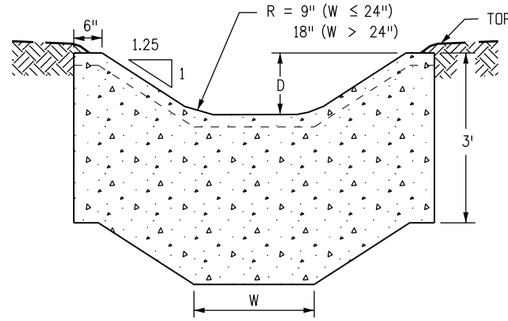


SECTION A-A
CONCRETE-LINED DITCH

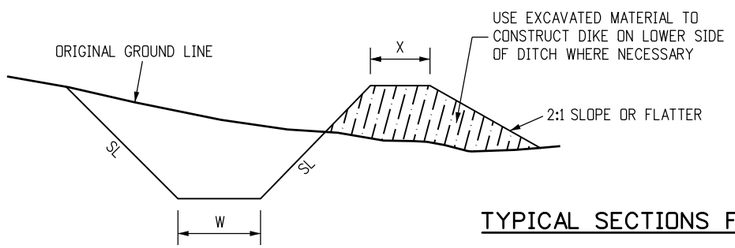
* FOR SECTIONS WHERE W ≤ 18"
AND D ≤ 18" USE T = 3"

D	CU. YDS. PER 100 LIN. FT.				
	W (INCHES)				
(INCHES)	12	18	24	36	48
18	6.3 *	6.7 *	9.6	10.8	12.0
24	9.9	10.5	11.6	12.8	14.0
30	12.3	12.9	13.5	14.8	16.0
36	14.3	14.9	15.5	16.7	18.0
48			19.4	20.7	21.9

CONCRETE-LINED DITCH
QUANTITIES



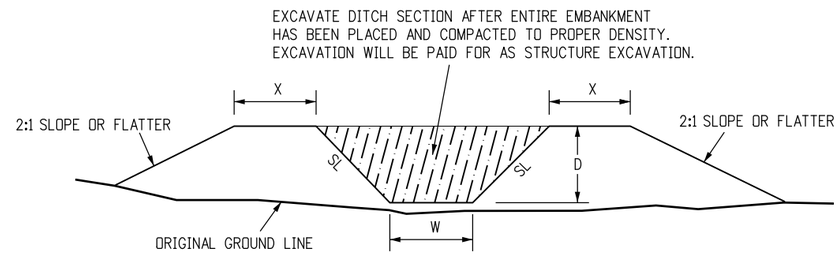
SECTION B-B
CUTOFF WALL



CUT SECTIONS

SECTION C-C
RIPRAP-LINED DITCH

RIPRAP GRADATION SHALL BE AS SPECIFIED IN THE CONTRACT.



EMBANKMENT SECTIONS

TYPICAL SECTIONS FOR DITCHES

NOTE: SEE STRUCTURE NOTES ON THE PLANS FOR DIMENSIONS W, D, AND SL.
DIMENSION X = W/2 WITH MINIMUM OF 2 FT. UNLESS OTHERWISE
SHOWN ON THE PLANS, W = 1 FT., SL = 2:1 OR FLATTER.

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DITCH TYPES

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STANDARD PLAN NO.
M-203-2
Standard Sheet No. 1 of 1
Project Sheet Number:

e_{max} = 8% TABLE CONTINUES ON SHEET 2.

	V_d =15 mph			V_d =20 mph			V_d =25 mph			V_d =30 mph			V_d =35 mph			V_d =40 mph			V_d =45 mph			V_d =50 mph			
		L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)	
e (%)	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	e (%)
2.0	676-<932	31	46	1190-<1640	32	49	1720-<2370	34	51	2370-<3240	36	55	3120-<4260	39	58	3970-<5410	41	62	4930-<6710	44	67	5990-<8150	48	72	2.0
2.2	605-<676	34	51	1070-<1190	36	54	1550-<1720	38	57	2130-<2370	40	60	2800-<3120	43	64	3570-<3970	46	68	4440-<4930	49	73	5400-<5990	53	79	2.2
2.4	546-<605	37	55	959-<1070	39	58	1400-<1550	41	62	1930-<2130	44	65	2540-<2800	46	70	3240-<3570	50	74	4030-<4440	53	80	4910-<5400	58	86	2.4
2.6	496-<546	40	60	872-<959	42	63	1280-<1400	45	67	1760-<1930	47	71	2320-<2540	50	75	2960-<3240	54	81	3690-<4030	58	87	4490-<4910	62	94	2.6
2.8	453-<496	43	65	796-<872	45	68	1170-<1280	48	72	1610-<1760	51	76	2130-<2320	54	81	2720-<2960	58	87	3390-<3690	62	93	4130-<4490	67	101	2.8
3.0	415-<453	46	69	730-<796	49	73	1070-<1170	51	77	1480-<1610	55	82	1960-<2130	58	87	2510-<2720	62	93	3130-<3390	67	100	3820-<4130	72	108	3.0
3.2	382-<415	49	74	672-<730	52	78	985-<1070	55	82	1370-<1480	58	87	1820-<1960	62	93	2330-<2510	66	99	2900-<3130	71	107	3550-<3820	77	115	3.2
3.4	352-<382	52	78	620-<672	55	83	911-<985	58	87	1270-<1370	62	93	1690-<1820	66	99	2170-<2330	70	106	2700-<2900	76	113	3300-<3550	82	122	3.4
3.6	324-<352	55	83	572-<620	58	88	845-<911	62	93	1180-<1270	65	98	1570-<1690	70	105	2020-<2170	74	112	2520-<2700	80	120	3090-<3300	86	130	3.6
3.8	300-<324	58	88	530-<572	62	92	784-<845	65	98	1100-<1180	69	104	1470-<1570	74	110	1890-<2020	79	118	2360-<2520	84	127	2890-<3090	91	137	3.8
4.0	277-<300	62	92	490-<530	65	97	729-<784	69	103	1030-<1100	73	109	1370-<1470	77	116	1770-<1890	83	124	2220-<2360	89	133	2720-<2890	96	144	4.0
4.2	255-<277	65	97	453-<490	68	102	678-<729	72	108	955-<1030	76	115	1280-<1370	81	122	1660-<1770	87	130	2080-<2220	93	140	2560-<2720	101	151	4.2
4.4	235-<255	68	102	418-<453	71	107	630-<678	75	113	893-<955	80	120	1200-<1280	85	128	1560-<1660	91	137	1960-<2080	98	147	2410-<2560	106	158	4.4
4.6	215-<235	71	106	384-<418	75	112	585-<630	79	118	834-<893	84	125	1130-<1200	89	134	1470-<1560	95	143	1850-<1960	102	153	2280-<2410	110	166	4.6
4.8	193-<215	74	111	349-<384	78	117	542-<585	82	123	779-<834	87	131	1060-<1130	93	139	1390-<1470	99	149	1750-<1850	107	160	2160-<2280	115	173	4.8
5.0	172-<193	77	115	314-<349	81	122	499-<542	86	129	727-<779	91	136	991-<1060	97	145	1310-<1390	103	155	1650-<1750	111	167	2040-<2160	120	180	5.0
5.2	154-<172	80	120	284-<314	84	126	457-<499	89	134	676-<727	95	142	929-<991	101	151	1230-<1310	108	161	1560-<1650	116	173	1930-<2040	125	187	5.2
5.4	139-<154	83	125	258-<284	88	131	420-<457	93	139	627-<676	98	147	870-<929	105	157	1160-<1230	112	168	1480-<1560	120	180	1830-<1930	130	194	5.4
5.6	126-<139	86	129	236-<258	91	136	387-<420	96	144	582-<627	102	153	813-<870	108	163	1090-<1160	116	174	1390-<1480	124	187	1740-<1830	134	202	5.6
5.8	115-<126	89	134	216-<236	94	141	358-<387	99	149	542-<582	105	158	761-<813	112	168	1030-<1090	120	180	1320-<1390	129	193	1650-<1740	139	209	5.8
6.0	105-<115	92	138	199-<216	97	146	332-<358	103	154	506-<542	109	164	713-<761	116	174	965-<1030	124	186	1250-<1320	133	200	1560-<1650	144	216	6.0
6.2	97-<105	95	143	184-<199	101	151	308-<332	106	159	472-<506	113	169	669-<713	120	180	909-<965	128	192	1180-<1250	138	207	1480-<1560	149	223	6.2
6.4	89-<97	98	148	170-<184	104	156	287-<308	110	165	442-<472	116	175	628-<669	124	186	857-<909	132	199	1110-<1180	142	213	1400-<1480	154	230	6.4
6.6	82-<89	102	152	157-<170	107	161	267-<287	113	170	413-<442	120	180	590-<628	128	192	808-<857	137	205	1050-<1110	147	220	1330-<1400	158	238	6.6
6.8	76-<82	105	157	146-<157	110	165	248-<267	117	175	386-<413	124	185	553-<590	132	197	761-<808	141	211	990-<1050	151	227	1260-<1330	163	245	6.8
7.0	70-<76	108	162	135-<146	114	170	231-<248	120	180	360-<386	127	191	518-<553	135	203	716-<761	145	217	933-<990	156	233	1190-<1260	168	252	7.0
7.2	64-<70	111	166	125-<135	117	175	214-<231	123	185	336-<360	131	196	485-<518	139	209	672-<716	149	223	878-<933	160	240	1120-<1190	173	259	7.2
7.4	59-<64	114	171	115-<125	120	180	198-<214	127	190	312-<336	135	202	451-<485	143	215	628-<672	153	230	822-<878	164	247	1060-<1120	178	266	7.4
7.6	54-<59	117	175	105-<115	123	185	182-<198	130	195	287-<312	138	207	417-<451	147	221	583-<628	157	236	765-<822	169	253	980-<1060	182	274	7.6
7.8	48-<54	120	180	94-<105	126	190	164-<182	134	201	261-<287	142	213	380-<417	151	226	533-<583	161	242	701-<765	173	260	901-<980	187	281	7.8
8.0	38-<48	123	185	76-<94	130	195	134-<164	137	206	214-<261	145	218	314-<380	155	232	444-<533	166	248	587-<701	178	267	758-<901	192	288	8.0

SUPERELEVATION NOTES

1. THIS STANDARD PLAN SHOWS THE REQUIRED RATES OF SUPERELEVATION FOR THE VARIOUS RADIUS LENGTHS AT DIFFERENT DESIGN SPEEDS FOR THE MAXIMUM SUPERELEVATION RATE OF 8%. ALTERNATIVE MAXIMUM RATE OF SUPERELEVATION SHALL BE USED FOR CROWNED HIGHWAYS WHEN SPECIFIED ON THE PLANS.
2. VALUES ARE FOR DESIGN ELEMENTS RELATED TO DESIGN SPEED AND HORIZONTAL CURVATURE FOR 2-LANE AND 4-LANE HIGHWAYS.
3. NUMBER OF LANES ROTATED:
   A. ONE LANE ROTATED IS TYPICAL FOR A TWO-LANE HIGHWAY.
   B. TWO LANES ROTATED ARE TYPICAL FOR A FOUR-LANE HIGHWAY.
4. SPIRALS ARE RECOMMENDED BELOW THE HEAVY LINE IN THE TABLES. SPIRALS ARE PERMISSIBLE BUT NOT RECOMMENDED ABOVE THE HEAVY LINE. SPIRAL LENGTHS MAY BE ROUNDED TO MULTIPLES OF 50 FEET FOR CALCULATION CONVENIENCE.

e = SUPERELEVATION RATE

R - RADIUS OF CURVE

Vd - ASSUMED DESIGN SPEED

L - LENGTH OF SUPERELEVATION RUNOFF OR SPIRAL LENGTH

LN - TRAVEL LANE

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SUPERELEVATION
CROWNED AND DIVIDED
HIGHWAYS

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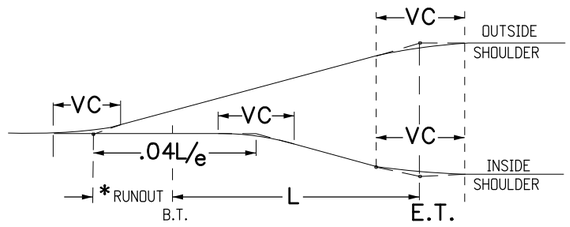
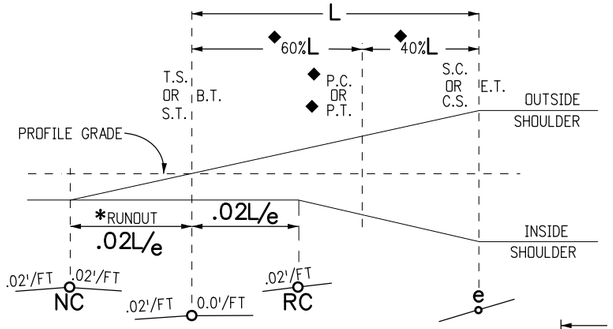
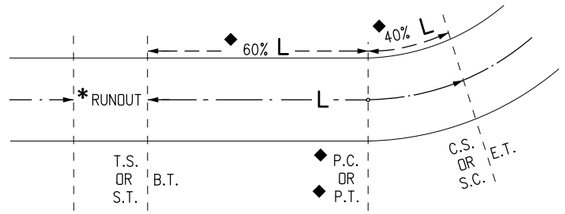
STANDARD PLAN NO.
M-203-11
Standard Sheet No. 1 of 3
Project Sheet Number:







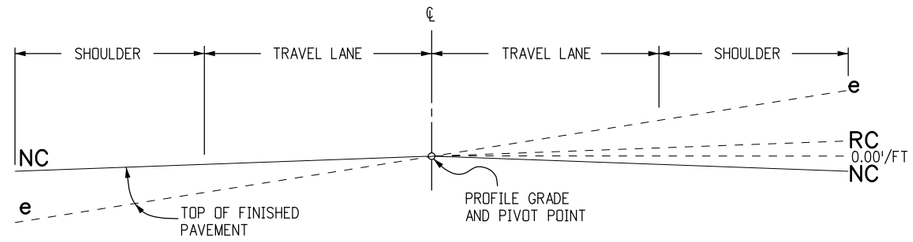
VC - TO OBTAIN SMOOTH PROFILES ON PAVEMENT EDGES, VERTICAL CURVES MAY BE INSERTED AT THE ANGULAR BREAK POINTS. UNLESS RESTRAINING CONDITIONS EXIST, THE LENGTH OF VERTICAL CURVE SELECTED, IN FEET, SHOULD BE AT LEAST NUMERICALLY EQUAL TO THE DESIGN SPEED, AND NO MORE THAN $.04L/e$.

* RUNOUT LENGTH SHOULD USUALLY BE $.02L/e$. WHEN CONDITIONS ARE SUCH THAT THIS LENGTH IS NOT SUITABLE, THE DESIGNER SHALL CHOOSE ANOTHER LENGTH TO SUIT CONDITIONS.

○ = PIVOT

◆ = WHEN CURVE IS NOT SPIRALED.

e = MAXIMUM RATE OF SUPERELEVATION IN FEET (PER FOOT OF WIDTH) FOR THE GIVEN RADIUS OF CURVE AND DESIGN SPEED.



SUPERELEVATION DIAGRAMS FOR CROWNED HIGHWAYS

$e_{max} = 8\%$ TABLE CONTINUED FROM SHEET 1.

	V_d =50 mph			V_d =55 mph			V_d =60 mph			V_d =65 mph			V_d =70 mph			V_d =75 mph			V_d =80 mph			
		L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)		
e (%)	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	e (%)
2.0	5990-<8150	48	72	7150-<9720	51	77	8440-<11500	53	80	9510-<12900	56	84	10700-<14500	60	90	12000-<16100	63	95	13300-<17800	69	103	2.0
2.2	5400-<5990	53	79	6450-<7150	56	84	7620-<8440	59	88	8600-<9510	61	92	9660-<10700	66	99	10800-<12000	69	104	12000-<13300	75	113	2.2
2.4	4910-<5400	58	86	5870-<6450	61	92	6930-<7620	64	96	7830-<8600	67	100	8810-<9660	72	108	9850-<10800	76	114	11000-<12000	82	123	2.4
2.6	4490-<4910	62	94	5370-<5870	66	100	6350-<6930	69	104	7180-<7830	73	109	8090-<8810	78	117	9050-<9850	82	123	10100-<11000	89	134	2.6
2.8	4130-<4490	67	101	4950-<5370	71	107	5850-<6350	75	112	6630-<7180	78	117	7470-<8090	84	126	8370-<9050	88	133	9340-<10100	96	144	2.8
3.0	3820-<4130	72	108	4580-<4950	77	115	5420-<5850	80	120	6140-<6630	84	126	6930-<7470	90	135	7780-<8370	95	142	8700-<9340	103	154	3.0
3.2	3550-<3820	77	115	4250-<4580	82	123	5040-<5420	85	128	5720-<6140	89	134	6460-<6930	96	144	7260-<7780	101	152	8130-<8700	110	165	3.2
3.4	3300-<3550	82	122	3970-<4250	87	130	4700-<5040	91	136	5350-<5720	95	142	6050-<6460	102	153	6800-<7260	107	161	7620-<8130	117	175	3.4
3.6	3090-<3300	86	130	3710-<3970	92	138	4400-<4700	96	144	5010-<5350	100	151	5680-<6050	108	162	6400-<6800	114	171	7180-<7620	123	185	3.6
3.8	2890-<3090	91	137	3480-<3710	97	146	4140-<4400	101	152	4710-<5010	106	159	5350-<5680	114	171	6030-<6400	120	180	6780-<7180	130	195	3.8
4.0	2720-<2890	96	144	3270-<3480	102	153	3890-<4140	107	160	4450-<4710	112	167	5050-<5350	120	180	5710-<6030	126	189	6420-<6780	137	206	4.0
4.2	2560-<2720	101	151	3080-<3270	107	161	3670-<3890	112	168	4200-<4450	117	176	4780-<5050	126	189	5410-<5710	133	199	6090-<6420	144	216	4.2
4.4	2410-<2560	106	158	2910-<3080	112	169	3470-<3670	117	176	3980-<4200	123	184	4540-<4780	132	198	5140-<5410	139	208	5800-<6090	151	226	4.4
4.6	2280-<2410	110	166	2750-<2910	117	176	3290-<3470	123	184	3770-<3980	128	193	4310-<4540	138	207	4890-<5140	145	218	5530-<5800	158	237	4.6
4.8	2160-<2280	115	173	2610-<2750	123	184	3120-<3290	128	192	3590-<3770	134	201	4100-<4310	144	216	4670-<4890	152	227	5280-<5530	165	247	4.8
5.0	2040-<2160	120	180	2470-<2610	128	191	2960-<3120	133	200	3410-<3590	140	209	3910-<4100	150	225	4460-<4670	158	237	5050-<5280	171	257	5.0
5.2	1930-<2040	125	187	2350-<2470	133	199	2820-<2960	139	208	3250-<3410	145	218	3740-<3910	156	234	4260-<4460	164	246	4840-<5050	178	267	5.2
5.4	1830-<1930	130	194	2230-<2350	138	207	2680-<2820	144	216	3110-<3250	151	226	3570-<3740	162	243	4090-<4260	171	256	4640-<4840	185	278	5.4
5.6	1740-<1830	134	202	2120-<2230	143	214	2550-<2680	149	224	2970-<3110	156	234	3420-<3570	168	252	3920-<4090	177	265	4460-<4640	192	288	5.6
5.8	1650-<1740	139	209	2010-<2120	148	222	2430-<2550	155	232	2840-<2970	162	243	3280-<3420	174	261	3760-<3920	183	275	4290-<4460	199	298	5.8
6.0	1560-<1650	144	216	1920-<2010	153	230	2320-<2430	160	240	2710-<2840	167	251	3150-<3280	180	270	3620-<3760	189	284	4140-<4290	206	309	6.0
6.2	1480-<1560	149	223	1820-<1920	158	237	2210-<2320	165	248	2600-<2710	173	260	3020-<3150	186	279	3480-<3620	196	294	3990-<4140	213	319	6.2
6.4	1400-<1480	154	230	1730-<1820	163	245	2110-<2210	171	256	2490-<2600	179	268	2910-<3020	192	288	3360-<3480	202	303	3850-<3990	219	329	6.4
6.6	1330-<1400	158	238	1650-<1730	169	253	2010-<2110	176	264	2380-<2490	184	276	2790-<2910	198	297	3240-<3360	208	313	3720-<3850	226	339	6.6
6.8	1260-<1330	163	245	1560-<1650	174	260	1910-<2010	181	272	2280-<2380	190	285	2690-<2790	204	306	3120-<3240	215	322	3600-<3720	233	350	6.8
7.0	1190-<1260	168	252	1480-<1560	179	268	1820-<1910	187	280	2180-<2280	195	293	2580-<2690	210	315	3010-<3120	221	332	3480-<3600	240	360	7.0
7.2	1120-<1190	173	259	1400-<1480	184	276	1720-<1820	192	288	2070-<2180	201	301	2470-<2580	216	324	2900-<3010	227	341	3370-<3480	247	370	7.2
7.4	1060-<1120	178	266	1320-<1400	189	283	1630-<1720	197	296	1970-<2070	207	310	2350-<2470	222	333	2780-<2900	234	351	3250-<3370	254	381	7.4
7.6	980-<1060	182	274	1230-<1320	194	291	1530-<1630	203	304	1850-<1970	212	318	2230-<2350	228	342	2650-<2780	240	360	3120-<3250	261	391	7.6
7.8	901-<980	187	281	1140-<1230	199	299	1410-<1530	208	312	1720-<1850	218	327	2090-<2230	234	351	2500-<2650	246	369	2970-<3120	267	401	7.8
8.0	758-<901	192	288	960-<1140	204	306	1200-<1410	213	320	1480-<1720	223	335	1810-<2090	240	360	2210-<2500	253	379	2670-<2970	274	411	8.0

R - RADIUS OF CURVE
V_d - ASSUMED DESIGN SPEED
L - LENGTH OF SUPERELEVATION RUNOFF OR SPIRAL LENGTH
NC - NORMAL CROWN SECTION
RC - REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN SLOPE
VC - VERTICAL CURVE
LN - TRAVEL LANE

BT - BEGINNING OF TRANSITION
ET - ENDING OF TRANSITION
TS - TANGENT TO SPIRAL
ST - SPIRAL TO TANGENT
PC - POINT OF CURVATURE
PI - POINT OF INTERSECTION
PT - POINT OF TANGENT
CS - CURVE TO SPIRAL
SC - SPIRAL TO CURVE

SUPERELEVATION NOTES

1. THIS STANDARD PLAN SHOWS THE REQUIRED RATES OF SUPERELEVATION FOR THE VARIOUS RADIUS LENGTHS AT DIFFERENT DESIGN SPEEDS FOR THE MAXIMUM SUPERELEVATION RATE OF 8%. ALTERNATIVE MAXIMUM RATE OF SUPERELEVATION SHALL BE USED FOR CROWNED HIGHWAYS WHEN SPECIFIED ON THE PLANS.
2. VALUES ARE FOR DESIGN ELEMENTS RELATED TO DESIGN SPEED AND HORIZONTAL CURVATURE FOR 2-LANE AND 4-LANE HIGHWAYS.
3. NUMBER OF LANES ROTATED:
   A. ONE LANE ROTATED IS TYPICAL FOR A TWO-LANE HIGHWAY.
   B. TWO LANES ROTATED ARE TYPICAL FOR A FOUR-LANE HIGHWAY.
4. SPIRALS ARE RECOMMENDED BELOW THE HEAVY LINE IN THE TABLES. SPIRALS ARE PERMISSIBLE BUT NOT RECOMMENDED ABOVE THE HEAVY LINE. SPIRAL LENGTHS MAY BE ROUNDED TO MULTIPLES OF 50 FEET FOR CALCULATION CONVENIENCE.

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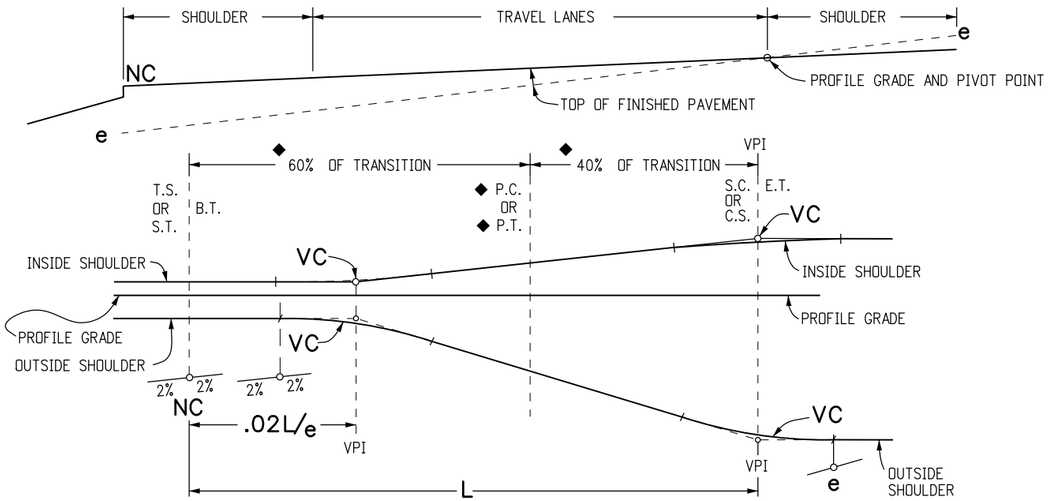
SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS

Issued by the Project Development Branch: July 31, 2019

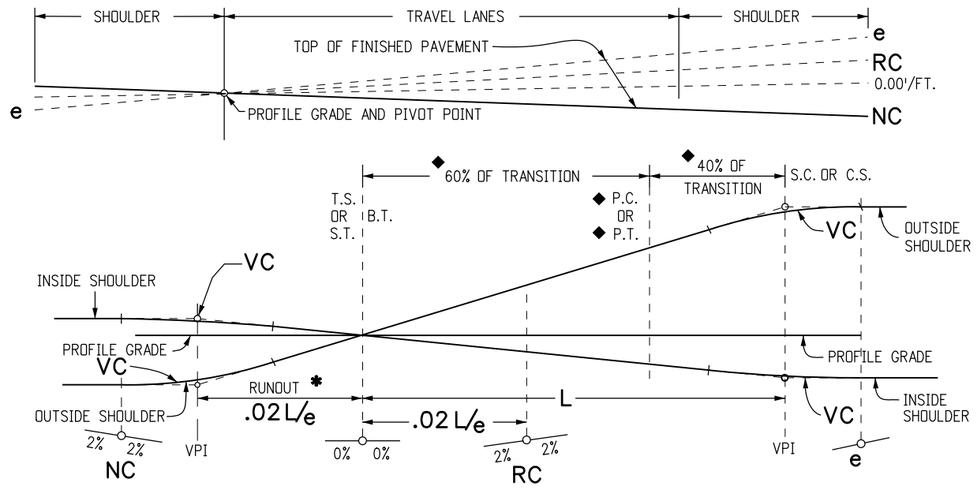
STANDARD PLAN NO. M-203-11

Standard Sheet No. 2 of 3

Project Sheet Number:



DIAGRAMMATIC PROFILE FOR SUPERELEVATION OF INSIDE LANES



DIAGRAMMATIC PROFILE FOR SUPERELEVATION OF OUTSIDE LANES

SUPERELEVATION DIAGRAMS FOR DIVIDED HIGHWAYS SHOULDER PIVOT

VC - TO OBTAIN SMOOTH PROFILES ON PAVEMENT EDGES, VERTICAL CURVES MAY BE INSERTED AT THE ANGULAR BREAK POINTS. UNLESS RESTRAINING CONDITIONS EXIST, THE LENGTH OF VERTICAL CURVE SELECTED, IN FEET, SHOULD BE AT LEAST NUMERICALLY EQUAL TO THE DESIGN SPEED, AND NO MORE THAN $.04L/e$.

R - RADIUS OF CURVE
Vd - ASSUMED DESIGN SPEED
L - LENGTH OF SUPERELEVATION RUNOFF OR SPIRAL LENGTH
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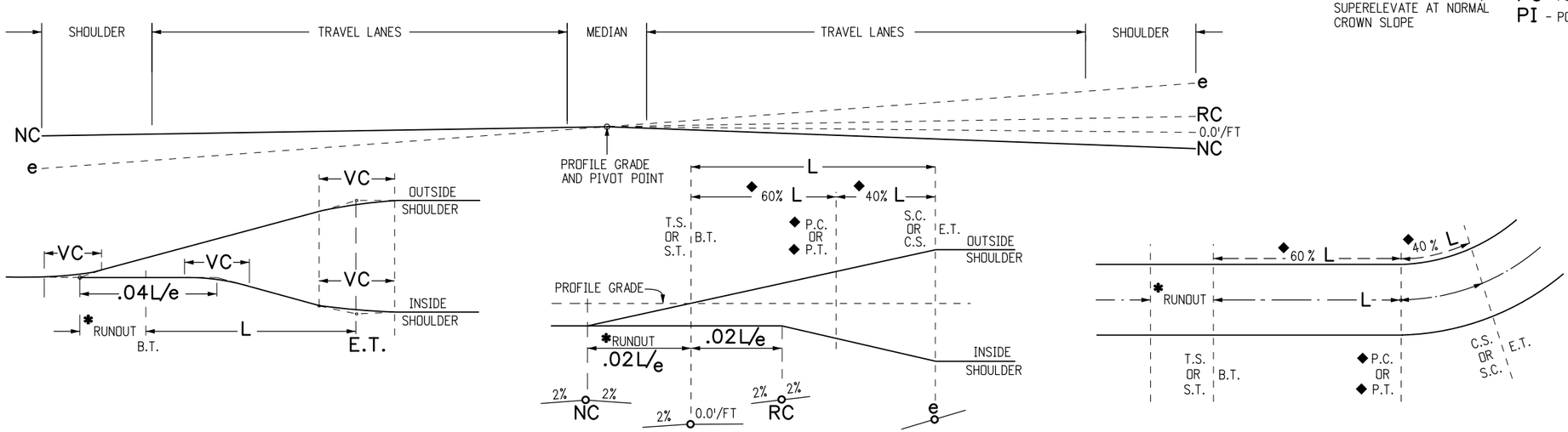
RC - REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN SLOPE

VC - VERTICAL CURVE
BT - BEGINNING OF TRANSITION
ET - ENDING OF TRANSITION
TS - TANGENT TO SPIRAL
ST - SPIRAL TO TANGENT
PC - POINT OF CURVATURE
PI - POINT OF INTERSECTION

PT - POINT OF TANGENT
CS - CURVE TO SPIRAL
SC - SPIRAL TO CURVE
LN - TRAVEL LANE



o = PIVOT
◆ = WHEN CURVE IS NOT SPIRALED.
e = MAXIMUM RATE OF SUPERELEVATION IN FEET (PER FOOT OF WIDTH) FOR THE GIVEN RADIUS OF CURVE AND DESIGN SPEED.
* RUNOUT LENGTH SHOULD USUALLY BE $.02\ L/e$. WHEN CONDITIONS ARE SUCH THAT THIS LENGTH IS NOT SUITABLE, THE DESIGNER SHALL CHOOSE ANOTHER LENGTH TO SUIT CONDITIONS.

SUPERELEVATION DIAGRAMS FOR DIVIDED HIGHWAY CENTER PIVOT

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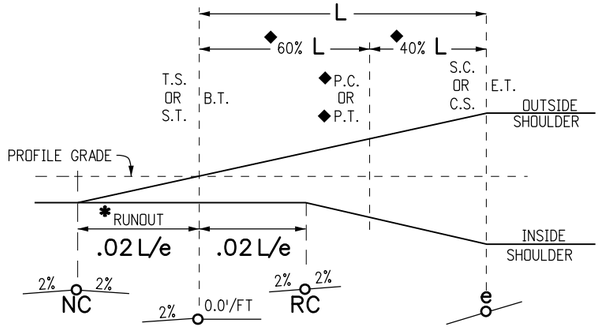
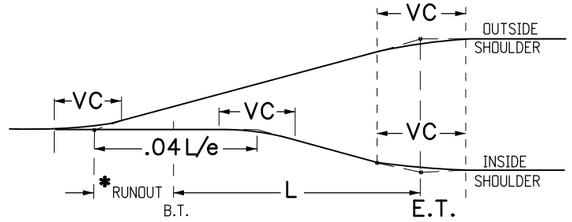
SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS

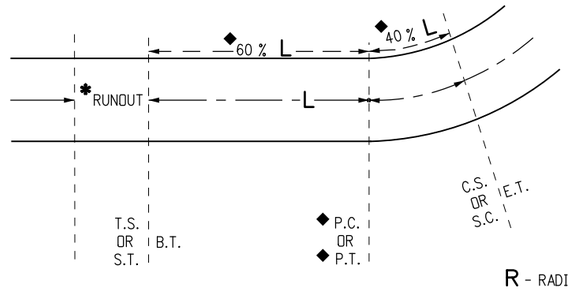
Issued by the Project Development Branch: July 31, 2019

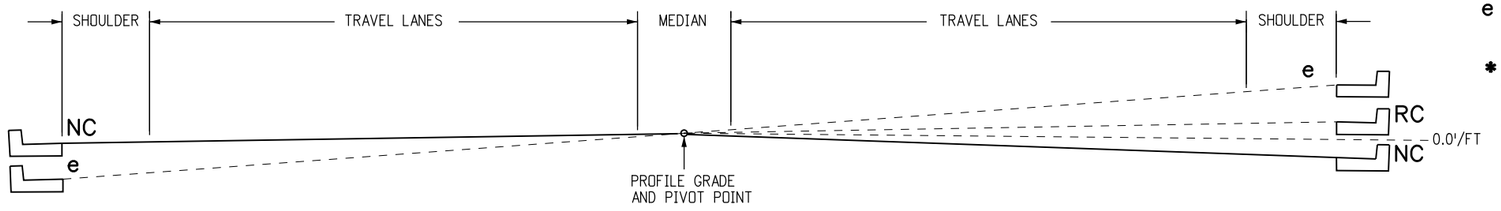
STANDARD PLAN NO.
M-203-11
Standard Sheet No. 3 of 3
Project Sheet Number:





VC - TO OBTAIN SMOOTH PROFILES ON PAVEMENT EDGES, VERTICAL CURVES MAY BE INSERTED AT THE ANGULAR BREAK POINTS. UNLESS RESTRAINING CONDITIONS EXIST, THE LENGTH OF VERTICAL CURVE SELECTED, IN FEET, SHOULD BE AT LEAST NUMERICALLY EQUAL TO THE DESIGN SPEED, AND NO MORE THAN .04 L/e.





o = PIVOT

◆ = WHEN CURVE IS NOT SPIRALLED.

e = MAXIMUM RATE OF SUPERELEVATION IN FEET (PER FOOT OF WIDTH) FOR THE GIVEN RADIUS OF CURVE AND DESIGN SPEED.

✱ RUNOUT LENGTH SHOULD USUALLY BE .02 L/e WHEN CONDITIONS ARE SUCH THAT THIS LENGTH IS NOT SUITABLE, THE DESIGNER SHALL CHOOSE ANOTHER LENGTH TO SUIT CONDITIONS.

R - RADIUS OF CURVE
Vd - ASSUMED DESIGN SPEED
L - LENGTH OF SUPERELEVATION RUNOFF OR SPIRAL LENGTH
NC - NORMAL CROWN SECTION
RC - REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN SLOPE
LN - TRAVEL LANE
VC - VERTICAL CURVE
BT - BEGINNING OF TRANSITION
ET - ENDING OF TRANSITION
TS - TANGENT TO SPIRAL
ST - SPIRAL TO TANGENT
PC - POINT OF CURVATURE
PI - POINT OF INTERSECTION
PT - POINT OF TANGENT
CS - CURVE TO SPIRAL
SC - SPIRAL TO CURVE

SUPERELEVATION DIAGRAMS

emax = 4%

IF THE CALCULATED RADIUS FALLS BETWEEN TWO RADII, GO TO THE NEXT LOWEST RADIUS VALUE.

	Vd =15 mph			Vd =20 mph			Vd =25 mph			Vd =30 mph			Vd =35 mph			Vd =40 mph			Vd =45 mph			Vd =50 mph			Vd =55 mph			Vd =60 mph			
		L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			
e (%)	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	e (%)
2.0	506-<796	31	46	902-<1410	32	49	1340-<2050	34	51	1880-<2830	36	55	2490-<3730	39	58	3220-<4770	41	62	4040-<5930	44	67	4940-<7220	48	72	5950-<8650	51	77	7080-<10300	53	80	2.0
2.2	399-<506	34	51	723-<902	36	54	1110-<1340	38	57	1580-<1880	40	60	2120-<2490	43	64	2760-<3220	46	68	3480-<4040	49	73	4280-<4940	53	79	5180-<5950	56	84	6190-<7080	59	88	2.2
2.4	271-<399	37	55	513-<723	39	58	838-<1110	41	62	1270-<1580	44	65	1760-<2120	46	70	2340-<2760	50	74	2980-<3480	53	80	3690-<4280	58	86	4500-<5180	61	92	5410-<6190	64	96	2.4
2.6	201-<271	40	60	388-<513	42	63	650-<838	45	67	1000-<1270	47	71	1420-<1760	50	75	1930-<2340	54	81	2490-<2980	58	87	3130-<3690	62	94	3870-<4500	66	100	4700-<5410	69	104	2.6
2.8	157-<201	43	65	308-<388	45	68	524-<650	48	72	817-<1000	51	76	1170-<1420	54	81	1620-<1930	58	87	2100-<2490	62	93	2660-<3130	67	101	3310-<3870	71	107	4060-<4700	75	112	2.8
3.0	127-<157	46	69	251-<308	49	73	433-<524	51	77	681-<817	55	82	982-<1170	58	87	1370-<1620	62	93	1800-<2100	67	100	2290-<2660	72	108	2860-<3310	77	115	3530-<4060	80	120	3.0
3.2	105-<127	49	74	209-<251	52	78	363-<433	55	82	576-<681	58	87	835-<982	62	93	1180-<1370	66	99	1550-<1800	71	107	1980-<2290	77	115	2490-<2860	82	123	3090-<3530	85	128	3.2
3.4	88-<105	52	78	175-<209	55	83	307-<363	58	87	490-<576	62	93	714-<835	66	99	1010-<1180	70	106	1340-<1550	76	113	1720-<1980	82	122	2170-<2490	87	130	2700-<3090	91	136	3.4
3.6	73-<88	55	83	147-<175	58	88	259-<307	62	93	416-<490	65	98	610-<714	70	105	865-<1010	74	112	1150-<1340	80	120	1480-<1720	86	130	1880-<2170	92	138	2350-<2700	96	144	3.6
3.8	61-<73	58	88	122-<147	62	92	215-<259	65	98	348-<416	69	104	512-<610	74	110	730-<865	79	118	970-<1150	84	127	1260-<1480	91	137	1600-<1880	97	146	2010-<2350	101	152	3.8
4.0	42-<61	62	92	86-<122	65	97	154-<215	69	103	250-<348	73	109	371-<512	77	116	533-<730	83	124	711-<970	89	133	926-<1260	96	144	1190-<1600	102	153	1500-<2010	107	160	4.0

SUPERELEVATION NOTES

1. THIS STANDARD PLAN SHOWS THE REQUIRED RATES OF SUPERELEVATION FOR THE VARIOUS RADIUS LENGTHS AT DIFFERENT DESIGN SPEEDS FOR THE MAXIMUM SUPERELEVATION RATE OF 4%. ALTERNATIVE MAXIMUM RATE OF SUPERELEVATION SHALL BE USED FOR STREETS WHEN SPECIFIED ON THE PLANS.
2. USE OF e_{max} = 4% SHOULD BE LIMITED TO URBAN CONDITIONS.
3. VALUES ARE FOR DESIGN ELEMENTS RELATED TO DESIGN SPEED AND HORIZONTAL CURVATURE FOR TWO LANE AND FOUR LANE STREETS.
4. WHERE SIDE STREETS OR ROADS INTERSECT, THE RATE OF SUPERELEVATION MAY BE REDUCED TO FACILITATE A SMOOTH INTERSECTION OF THE PROFILE GRADES.
5. NUMBER OF LANES ROTATED:
   A. ONE LANE ROTATED IS TYPICAL FOR A TWO-LANE HIGHWAY.
   B. TWO LANES ROTATED ARE TYPICAL FOR A FOUR-LANE HIGHWAY.
6. SPIRALS ARE RECOMMENDED BELOW THE HEAVY LINE IN THE TABLES. SPIRALS ARE PERMISSIBLE BUT NOT RECOMMENDED ABOVE THE HEAVY LINES. SPIRAL LENGTHS MAY BE ROUNDED TO MULTIPLES OF 50 FEET FOR CALCULATION CONVENIENCE.

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SUPERELEVATION STREETS

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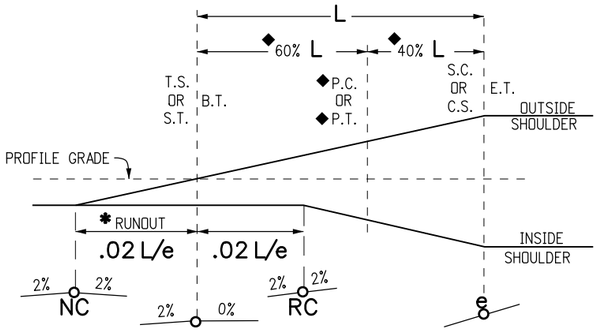
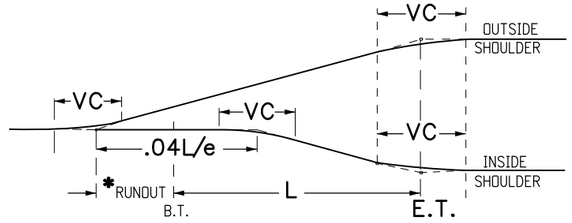
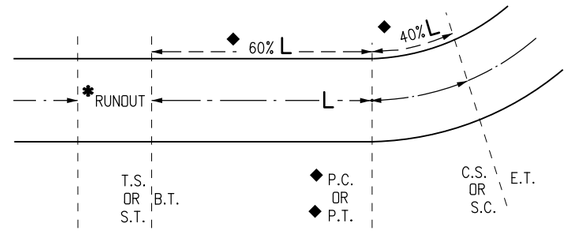
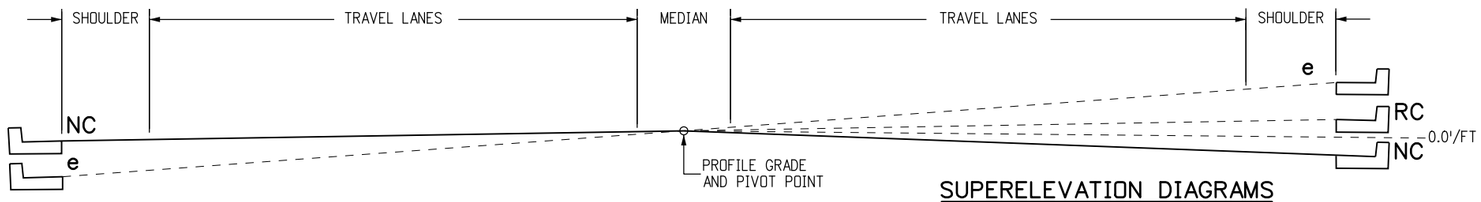
STANDARD PLAN NO.
M-203-12
Standard Sheet No. 1 of 2
Project Sheet Number:





VC - TO OBTAIN SMOOTH PROFILES ON PAVEMENT EDGES, VERTICAL CURVES MAY BE INSERTED AT THE ANGULAR BREAK POINTS. UNLESS RESTRAINING CONDITIONS EXIST, THE LENGTH OF VERTICAL CURVE SELECTED, IN FEET, SHOULD BE NO LESS THAN NUMERICALLY EQUAL TO THE DESIGN SPEED, AND NO MORE THAN .04 L/e.





SUPERELEVATION DIAGRAMS

o = PIVOT

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✱ RUNOUT LENGTH SHOULD USUALLY BE .02 L/e WHEN CONDITIONS ARE SUCH THAT THIS LENGTH IS NOT SUITABLE, THE DESIGNER SHALL CHOOSE ANOTHER LENGTH TO SUIT CONDITIONS.

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PT - POINT OF TANGENT
CS - CURVE TO SPIRAL
SC - SPIRAL TO CURVE

emax = 6%

	Vd =15 mph			Vd =20 mph			Vd =25 mph			Vd =30 mph			Vd =35 mph			Vd =40 mph			Vd =45 mph			Vd =50 mph			Vd =55 mph			Vd =60 mph			
		L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)			L (FT.)		
e (%)	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	R (FT.)	1 LN	2 LNS	e (%)
2.0	614-<868	31	46	1120-<1580	32	49	1630-<2290	34	51	2240-<3130	36	55	2950-<4100	39	58	3770-<5230	41	62	4680-<6480	44	67	5700-<7870	48	72	6820-<9410	51	77	8060-<11100	53	80	2.0
2.2	543-<614	34	51	991-<1120	36	54	1450-<1630	38	57	2000-<2240	40	60	2630-<2950	43	64	3370-<3770	46	68	4190-<4680	49	73	5100-<5700	53	79	6110-<6820	56	84	7230-<8060	59	88	2.2
2.4	482-<543	37	55	884-<991	39	58	1300-<1450	41	62	1790-<2000	44	65	2360-<2630	46	70	3030-<3370	50	74	3770-<4190	53	80	4600-<5100	58	86	5520-<6110	61	92	6540-<7230	64	96	2.4
2.6	430-<482	40	60	791-<884	42	63	1170-<1300	45	67	1610-<1790	47	71	2130-<2360	50	75	2740-<3030	54	81	3420-<3770	58	87	4170-<4600	62	94	5020-<5520	66	100	5950-<6540	69	104	2.6
2.8	384-<430	43	65	709-<791	45	68	1050-<1170	48	72	1460-<1610	51	76	1930-<2130	54	81	2490-<2740	58	87	3110-<3420	62	93	3800-<4170	67	101	4580-<5020	71	107	5440-<5950	75	112	2.8
3.0	341-<384	46	69	635-<709	49	73	944-<1050	51	77	1320-<1460	55	82	1760-<1930	58	87	2270-<2490	62	93	2840-<3110	67	100	3480-<3800	72	108	4200-<4580	77	115	4990-<5440	80	120	3.0
3.2	300-<341	49	74	566-<635	52	78	850-<944	55	82	1200-<1320	58	87	1600-<1760	62	93	2080-<2270	66	99	2600-<2840	71	107	3200-<3480	77	115	3860-<4200	82	123	4600-<4990	85	128	3.2
3.4	256-<300	52	78	498-<566	55	83	761-<850	58	87	1080-<1200	62	93	1460-<1600	66	99	1900-<2080	70	106	2390-<2600	76	113	2940-<3200	82	122	3560-<3860	87	130	4250-<4600	91	136	3.4
3.6	209-<256	55	83	422-<498	58	88	673-<761	62	93	972-<1080	65	98	1320-<1460	70	105	1740-<1900	74	112	2190-<2390	80	120	2710-<2940	86	130	3290-<3560	92	138	3940-<4250	96	144	3.6
3.8	176-<209	58	88	358-<422	62	92	583-<673	65	98	864-<972	69	104	1190-<1320	74	110	1590-<1740	79	118	2010-<2190	84	127	2490-<2710	91	137	3040-<3290	97	146	3650-<3940	101	152	3.8
4.0	151-<176	62	92	309-<358	65	97	511-<583	69	103	766-<864	73	109	1070-<1190	77	116	1440-<1590	83	124	1840-<2010	89	133	2300-<2490	96	144	2810-<3040	102	153	3390-<3650	107	160	4.0
4.2	131-<151	65	97	270-<309	68	102	452-<511	72	108	684-<766	76	115	960-<1070	81	122	1310-<1440	87	130	1680-<1840	93	140	2110-<2300	101	151	2590-<2810	107	161	3140-<3390	112	168	4.2
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4.6	102-<116	71	106	212-<238	75	112	360-<402	79	118	555-<615	84	125	788-<868	89	134	1090-<1190	95	143	1410-<1540	102	153	1780-<1940	110	166	2210-<2400	117	176	2710-<2920	123	184	4.6
4.8	91-<102	74	111	189-<212	78	117	324-<360	82	123	502-<555	87	131	718-<788	93	139	995-<1090	99	149	1300-<1410	107	160	1640-<1780	115	173	2050-<2210	123	184	2510-<2710	128	192	4.8
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5.4	65-<73	83	125	136-<152	88	131	237-<264	93	139	373-<413	98	147	540-<595	105	157	759-<833	112	168	995-<1090	120	180	1280-<1390	130	194	1610-<1750	138	207	1990-<2160	144	216	5.4
5.6	58-<65	86	129	121-<136	91	136	212-<237	96	144	335-<373	102	153	487-<540	108	163	687-<759	116	174	903-<995	124	187	1160-<1280	134	202	1470-<1610	143	214	1830-<1990	149	224	5.6
5.8	51-<58	89	134	106-<121	94	141	186-<212	99	149	296-<335	105	158	431-<487	112	168	611-<687	120	180	806-<903	129	193	1040-<1160	139	209	1320-<1470	148	222	1650-<1830	155	232	5.8
6.0	39-<51	92	138	81-<106	97	146	144-<186	103	154	231-<296	109	164	340-<431	116	174	485-<611	124	186	643-<806	133	200	833-<1040	144	216	1060-<1320	153	230	1330-<1650	160	240	6.0

SUPERELEVATION NOTES

1. THIS STANDARD PLAN SHOWS THE REQUIRED RATES OF SUPERELEVATION FOR THE VARIOUS RADIUS LENGTHS AT DIFFERENT DESIGN SPEEDS FOR THE MAXIMUM SUPERELEVATION RATE OF 6%. MAXIMUM RATE OF SUPERELEVATION SHALL BE USED FOR STREETS WHEN SPECIFIED ON THE PLANS.
2. VALUES ARE FOR DESIGN ELEMENTS RELATED TO DESIGN SPEED AND HORIZONTAL CURVATURE FOR TWO LANE AND FOUR LANE STREETS.
3. WHERE SIDE STREETS OR ROADS INTERSECT, THE RATE OF SUPERELEVATION MAY BE REDUCED TO FACILITATE A SMOOTH INTERSECTION OF THE PROFILE GRADES.
4. NUMBER OF LANES ROTATED:
   A. ONE LANE ROTATED IS TYPICAL FOR A TWO-LANE HIGHWAY.
   B. TWO LANES ROTATED ARE TYPICAL FOR A FOUR-LANE HIGHWAY.
5. SPIRALS ARE RECOMMENDED BELOW THE HEAVY LINE IN THE TABLES. SPIRALS ARE PERMISSIBLE BUT NOT RECOMMENDED ABOVE THE HEAVY LINES. SPIRAL LENGTHS MAY BE ROUNDED TO MULTIPLES OF 50 FEET FOR CALCULATION CONVENIENCE.

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SUPERELEVATION STREETS

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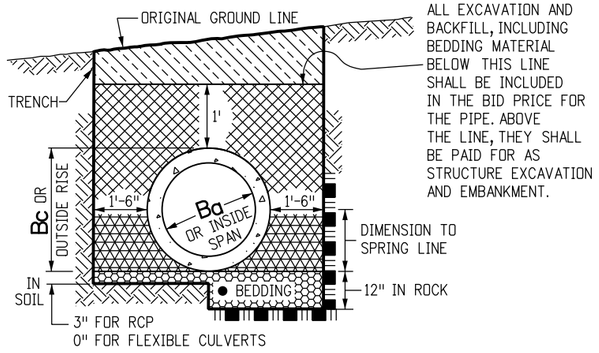
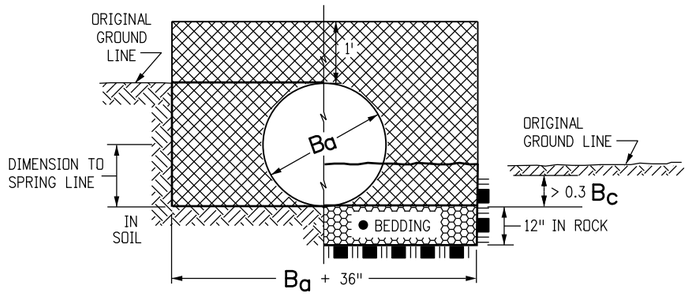
STANDARD PLAN NO.
M-203-12
Standard Sheet No. 2 of 2
Project Sheet Number:



PIPE IN TRENCH

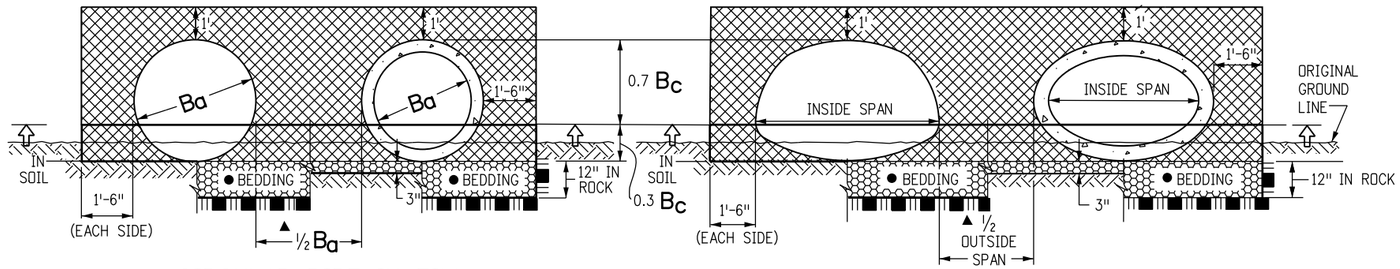


CIRCULAR PIPE

(WHERE ORIGINAL GROUND LINE IS BETWEEN 0.3 B_C AND B_C + 1 FT. ABOVE FLOWLINE)

● THE BEDDING MATERIAL FOR RIGID PIPE IN SOIL SHALL BE 3 IN. OF LOOSE STRUCTURE BACKFILL (CLASS 1 OR 2). BEDDING IS NOT REQUIRED FOR FLEXIBLE PIPE IN SOIL. BEDDING MATERIAL FOR RIGID OR FLEXIBLE PIPE IN ROCK SHALL BE 12 IN. OF LOOSE STRUCTURE BACKFILL, CLASS 1.

▲ WHEN TWO OR MORE CONDUITS ARE LAID SIDE-BY-SIDE, THEY SHALL BE PLACED SO THAT THEY ARE ½ OUTSIDE DIAMETER, OR ½ OUTSIDE SPAN, OR 3 FT. APART, WHICHEVER IS LESS. HOWEVER, IF END SECTIONS ARE USED, THE MINIMUM SPACING SHALL BE 1 FT. BETWEEN END SECTIONS.



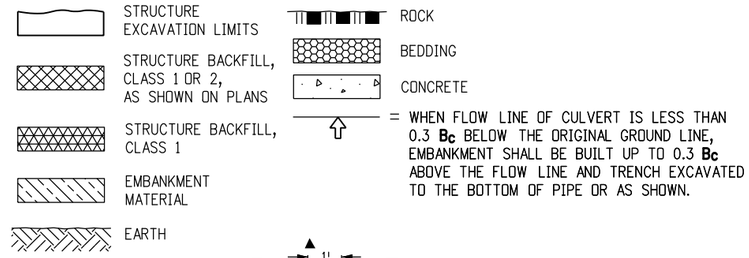
CIRCULAR PIPE IN FILL

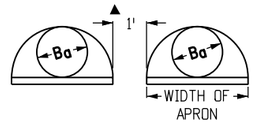
ARCH OR ELLIPTICAL PIPE IN FILL

GENERAL NOTES

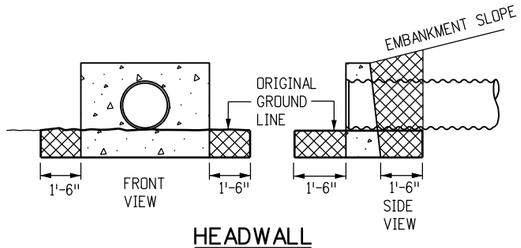
1. EXCAVATION AND BACKFILL PATTERNS DIFFERENT FROM THOSE INDICATED ON THESE SHEETS WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. EXCAVATION FOR CHANNEL CHANGE OR CHANNEL IMPROVEMENT WILL BE EITHER UNCLASSIFIED EXCAVATION OR MUCK EXCAVATION AND WILL BE NOTED ON THE PLANS. EXCAVATION FROM THE CHANNEL FLOWLINE TO THE DEPTH REQUIRED FOR THE NEW STRUCTURE AND INCIDENTAL CHANNEL EXCAVATION WILL BE PAID FOR AS STRUCTURE EXCAVATION.
3. STRUCTURE FOOTINGS WHICH ARE LOCATED IN ROCK SHALL BE POURED OUT TO UNDISTURBED ROCK WITHOUT FORMING IN CONFORMANCE WITH SUBSECTION 601.09(b).
4. STRUCTURAL PLATE CULVERTS SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.
5. **B_a** EQUALS THE INSIDE DIAMETER OF A PIPE AND **B_c** EQUALS THE OUTSIDE DIAMETER OF A PIPE. FOR THIN WALLED PIPES, IT IS ASSUMED THAT **$B_a = B_c$**.
6. APPROXIMATE STRUCTURE EXCAVATION AND BACKFILL QUANTITIES, UP TO 1 FT. OVER THE PIPE WILL BE SHOWN ON THE PLANS, FOR INFORMATION ONLY.

LEGEND

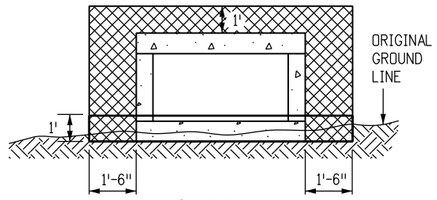




CONDUIT WITH END SECTIONS

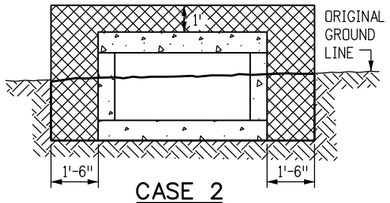


HEADWALL



CASE 1

APPLIES WHEN THE ORIGINAL GROUND LINE IS LESS THEN 1 FT. ABOVE THE BOTTOM OF THE BOX CULVERT. THE EMBANKMENT SHALL BE BUILT UP TO 1 FT. ABOVE THE BOTTOM OF THE BOX CULVERT AND THEN EXCAVATED TO THE BOTTOM OF THE BOX CULVERT. THIS EMBANKMENT AND EXCAVATION WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.

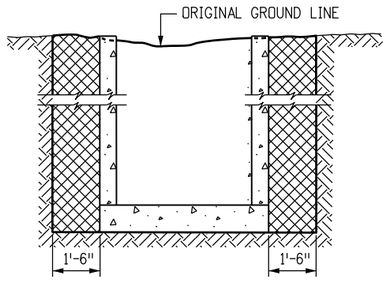


CASE 2

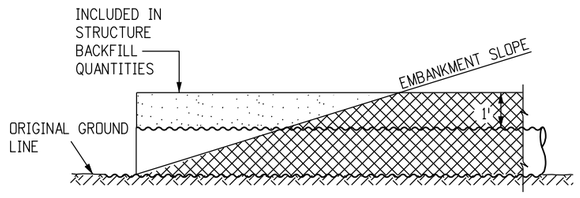
APPLIES WHEN THE ORIGINAL GROUND LINE IS MORE THAN 1 FT. ABOVE THE BOTTOM OF THE BOX CULVERT.

CONCRETE BOX CULVERT

IN BOTH CASES, THE TRENCH (OUTLINED BY THE THICK SOLID LINE) SHALL THEN BE EXCAVATED TO ACCOMMODATE CONSTRUCTION OF THE BOX CULVERT.



DROP INLETS AND DIVISION BOXES



END OF PIPE

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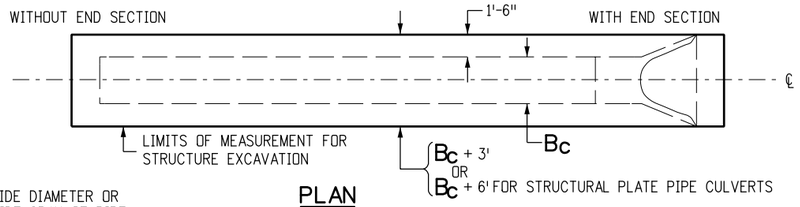
EXCAVATION AND BACKFILL FOR STRUCTURES

Issued by the Project Development Branch: July 31, 2019

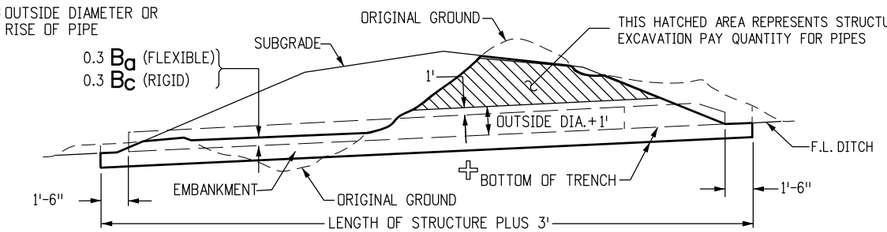
STANDARD PLAN NO.
M-206-1
Standard Sheet No. 1 of 2
Project Sheet Number:



PLAN

B_a = INSIDE DIAMETER OR INSIDE SPAN OF PIPE

B_c = OUTSIDE DIAMETER OR RISE OF PIPE

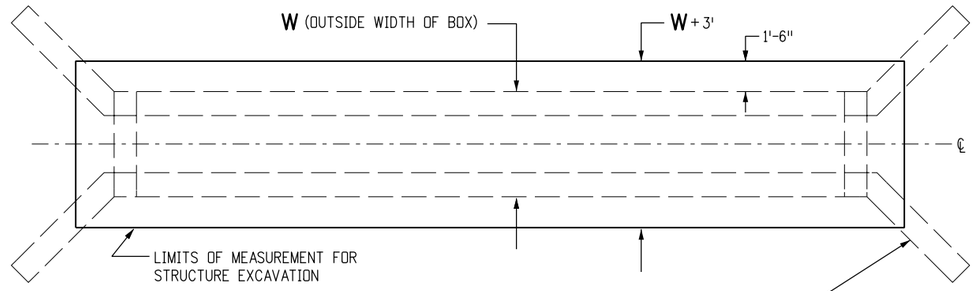


PROFILE

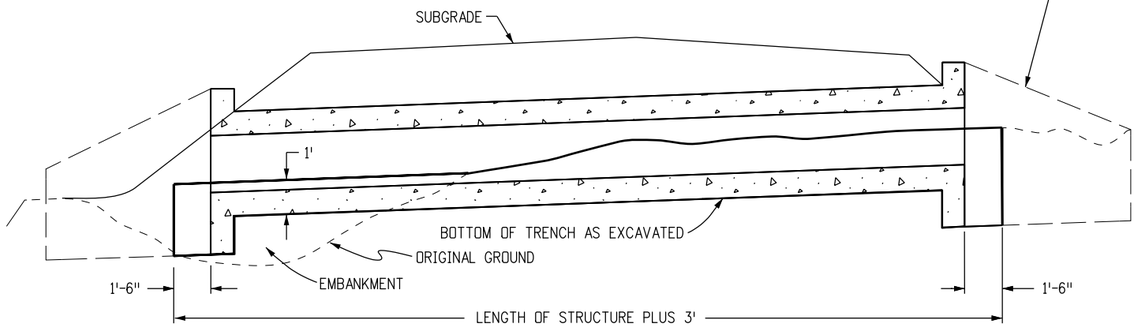
✛ FOR APPLICABLE LIMITS OF STRUCTURE EXCAVATION, SEE BEDDING DETAILS ON SHEET 1 OF THESE DETAILS.

STRUCTURE EXCAVATION UP TO 1 FT. ABOVE THE TOP OF THE PIPE SHALL BE INCLUDED IN THE BID PRICE OF THE PIPE.

STRUCTURE EXCAVATION MEASUREMENT FOR PIPE CULVERTS

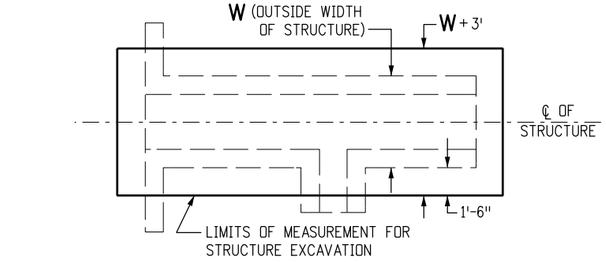


PLAN

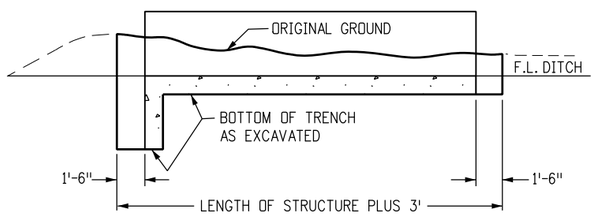


PROFILE

STRUCTURE EXCAVATION MEASUREMENT FOR CONCRETE BOX CULVERTS

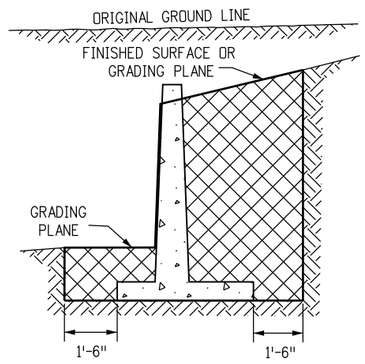


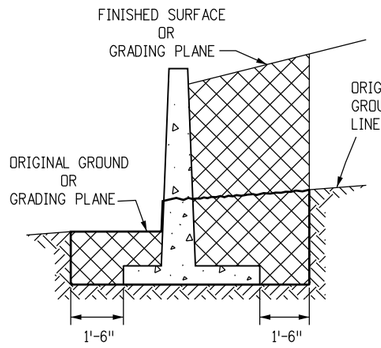
PLAN

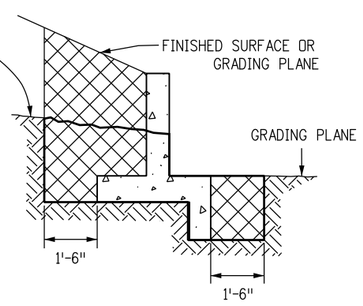


PROFILE

STRUCTURE EXCAVATION MEASUREMENT FOR DIVISION BOXES







WINGWALL

RETAINING WALL IN CUT & IN PARTIAL CUT

ANY ADDITIONAL EXCAVATION BEHIND THE LIMITS SHOWN SHALL BE FILLED WITH CLASS I BACKFILL MATERIAL. THE ADDITIONAL EXCAVATION AND BACKFILL WILL NOT BE MEASURED AND PAID FOR.

LEGEND

- STRUCTURE EXCAVATION LIMITS
- STRUCTURE BACKFILL, CLASS 1 OR 2, AS SHOWN ON PLANS
- CONCRETE

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EXCAVATION AND BACKFILL FOR STRUCTURES

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STANDARD PLAN NO.
M-206-1
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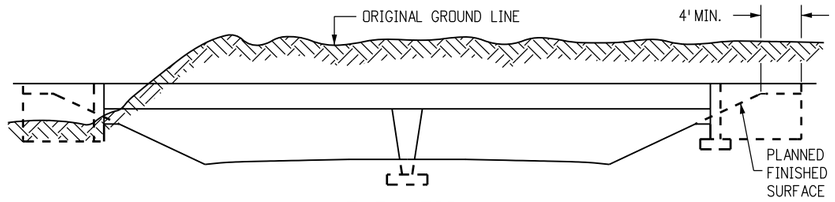
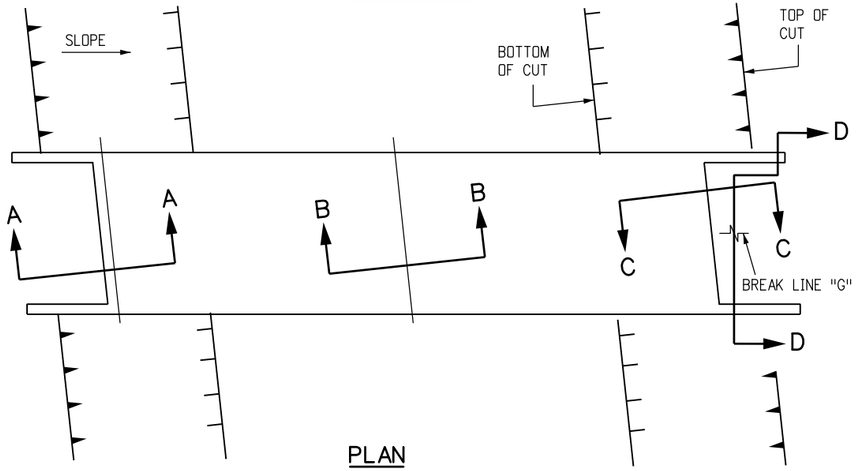
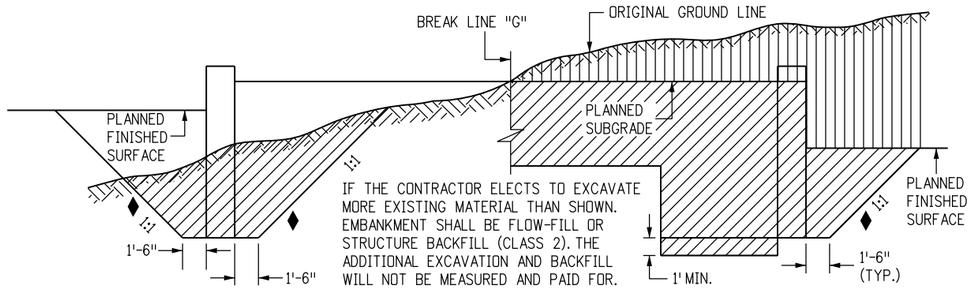


ELEVATION

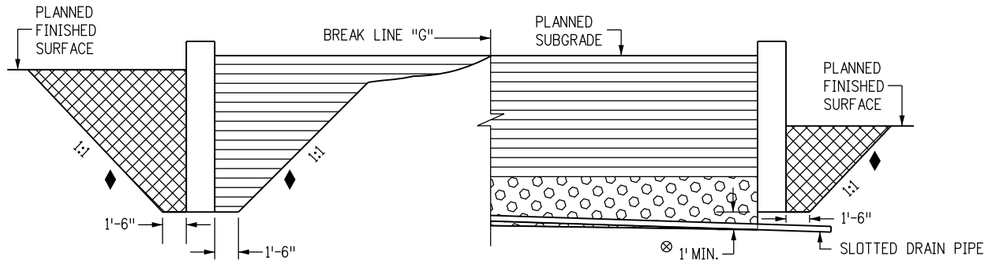


PLAN



▲ NEAR END OF WINGWALL — NEAR BACKFILL OF ABUTMENT

SECTION D-D (EXCAVATION)



▲ NEAR END OF WINGWALL — NEAR BACKFILL OF ABUTMENT

SECTION D-D (BACKFILL)

GENERAL NOTES

1. EXCAVATION AND BACKFILL PATTERNS DIFFERENT FROM THOSE INDICATED ON THIS SHEET WILL BE SHOWN ON THE PLANS.
2. STRUCTURE FOOTINGS WHICH ARE LOCATED IN ROCK SHALL BE POURED OUT TO UNDISTURBED ROCK WITHOUT FORMING, IN CONFORMANCE WITH SUBSECTION 601.09(b).
3. STRUCTURE EXCAVATION FOR SLOPE PAVING NOT SHOWN.

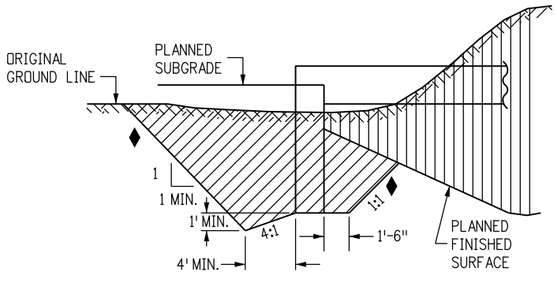
LEGEND

- UNCLASSIFIED EXCAVATION
- STRUCTURE EXCAVATION
- STRUCTURE BACKFILL (FLOW-FILL), OR STRUCTURE BACKFILL (CLASS 1) WITH MECHANICAL REINFORCEMENT AS SHOWN ON THE PLANS
- STRUCTURE BACKFILL CLASS 1
- FILTER MATERIAL

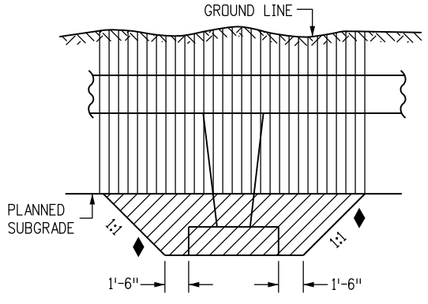
▲ FOR PURPOSES OF QUANTITY CALCULATIONS THIS TEMPLATE APPLIES TO END OF WINGWALL.

⊗ SLOPE TO DRAIN.

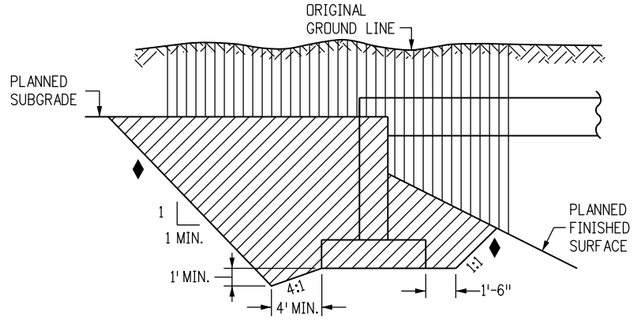
♦ SLOPE FOR PAY LIMITS OF EXCAVATION AND BACKFILL.



SECTION A-A (EXCAVATION)



SECTION B-B (EXCAVATION)



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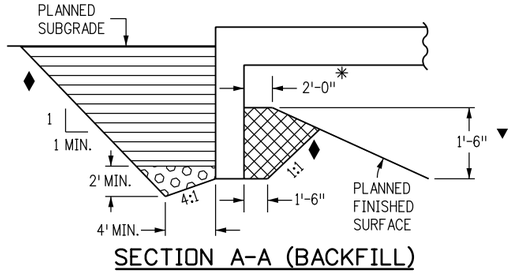
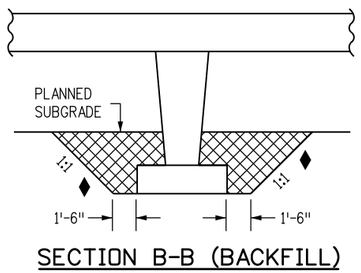
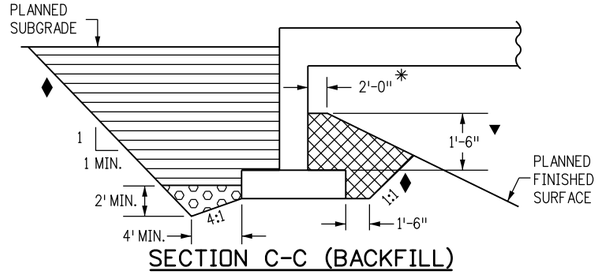


SECTION A-A (BACKFILL)



SECTION B-B (BACKFILL)



SECTION C-C (BACKFILL)

✳ MINIMUM BERM DIMENSION

▼ MINIMUM EMBEDMENT OF ABUTMENT, IN STRUCTURE BACKFILL

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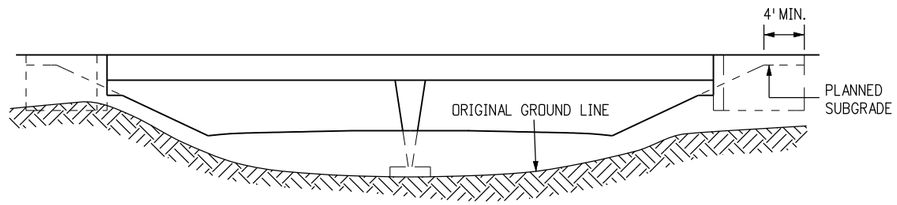
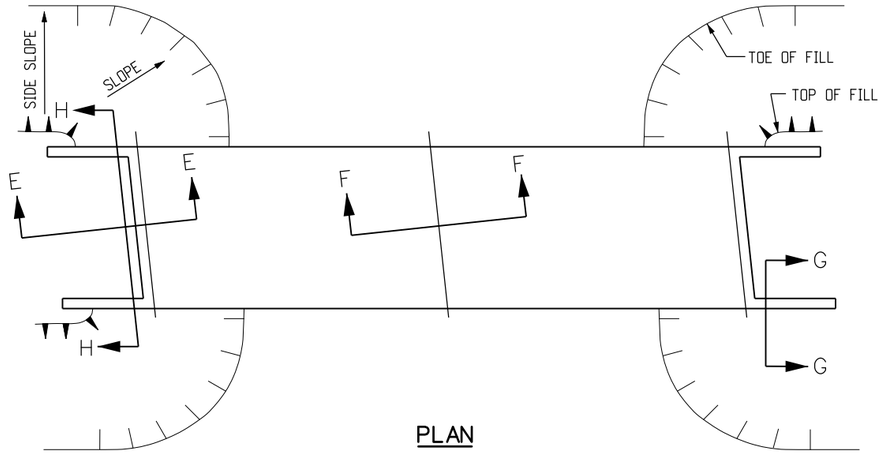
EXCAVATION AND BACKFILL FOR BRIDGES

Issued by the Project Development Branch: July 31, 2019

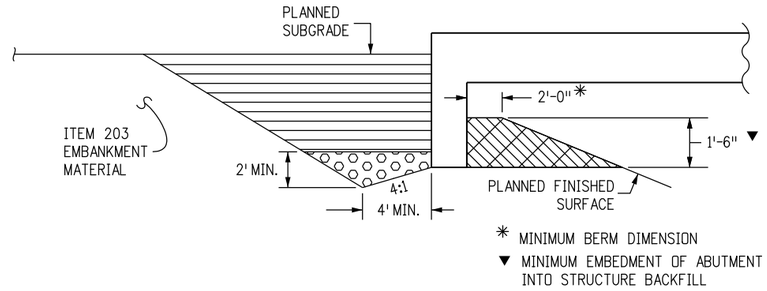
STANDARD PLAN NO.
M-206-2
Standard Sheet No. 1 of 2
Project Sheet Number:



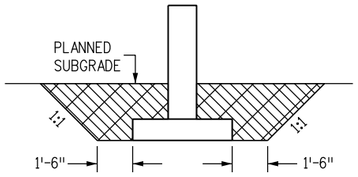
ELEVATION



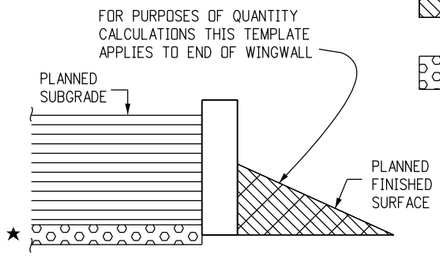
PLAN



SECTION E-E (BACKFILL)



SECTION F-F (BACKFILL)



SECTION G-G (BACKFILL)

★ FILTER MATERIAL IS ONLY USED IN AREA NEAR THE ABUTMENT AND NOT AT THE END OF THE WINGWALL

GENERAL NOTES

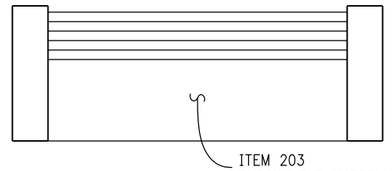
1. EXCAVATION AND BACKFILL PATTERNS DIFFERENT FROM THOSE INDICATED ON THIS SHEET WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. STRUCTURE FOOTINGS WHICH ARE LOCATED IN ROCK SHALL BE POURED OUT TO UNDISTURBED ROCK WITHOUT FORMING IN CONFORMANCE WITH SUBSECTION 601.09.
3. STRUCTURE EXCAVATION FOR SLOPE PAVING NOT SHOWN.

LEGEND

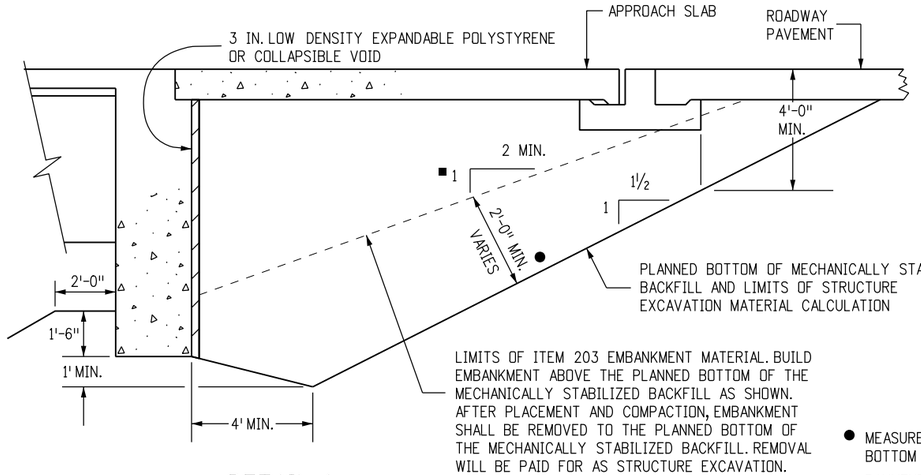
STRUCTURE BACKFILL (FLOW-FILL), OR STRUCTURE BACKFILL (CLASS 1) WITH MECHANICAL REINFORCEMENT AS SHOWN ON THE PLANS

STRUCTURE BACKFILL CLASS 2 (ON-SITE CLASS 2 MATERIALS MUST MEET CLASS 1 REQUIREMENTS)

FILTER MATERIAL



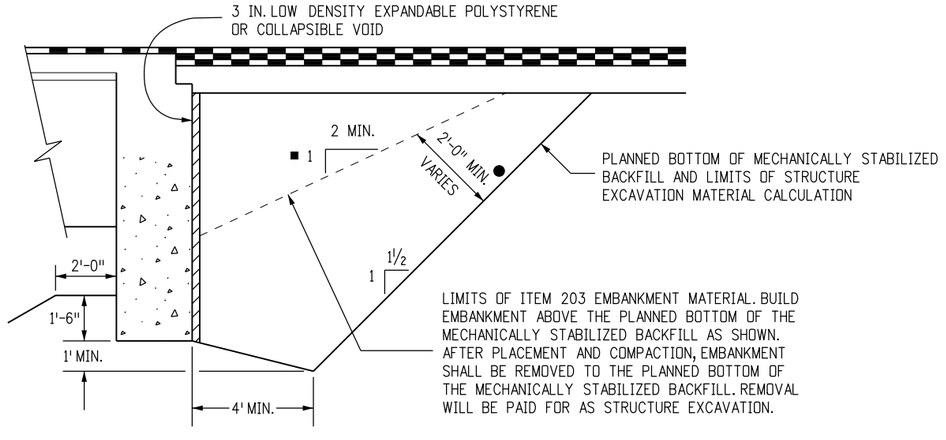
SECTION H-H (BACKFILL)



DETAIL 1
(WITH APPROACH SLAB)

● MEASURED PERPENDICULAR TO PLANNED BOTTOM OF MECHANICALLY STABILIZED BACKFILL.

■ PAYMENT BASED ON 2:1 SLOPE. ADDITIONAL QUANTITIES SHALL BE INCLUDED IN THE WORK.



DETAIL 2
(WITHOUT APPROACH SLAB)

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EXCAVATION AND BACKFILL FOR BRIDGES

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STANDARD PLAN NO.
M-206-2
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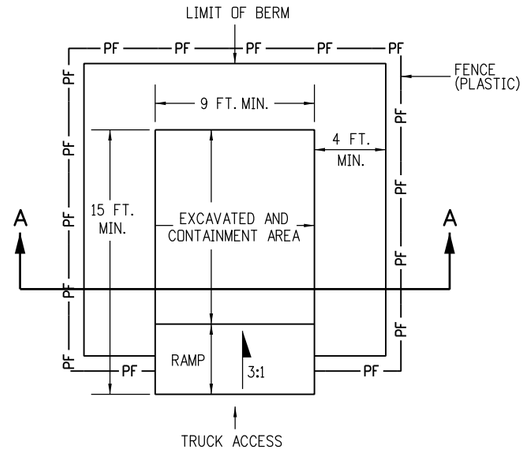
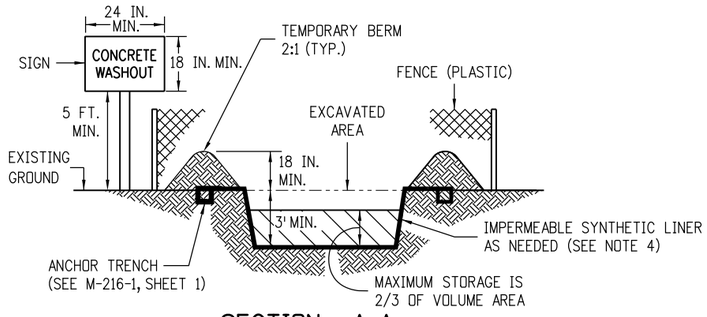


PLAN VIEW

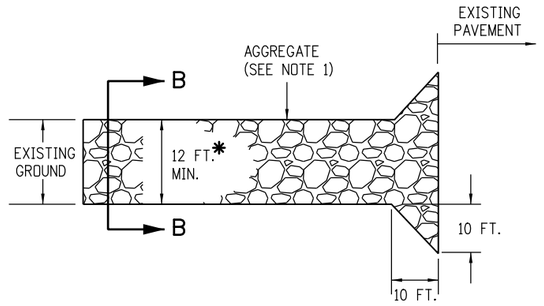


SECTION A-A

NOTES:

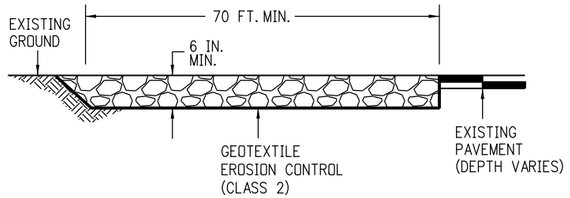
1. A FENCE (PLASTIC) CONFORMING TO SECTION 607 SHALL BE INSTALLED AROUND THE CONCRETE WASHOUT AREA, EXCEPT AT THE OPENING.
2. THE CONCRETE WASHOUT SIGN SHALL HAVE LETTERS AT LEAST 3 INCHES HIGH AND CONFORM TO SUBSECTION 630.02.
3. ALL MATERIALS AND LABOR TO COMPLETE THE CONCRETE WASHOUT STRUCTURE SHALL BE INCLUDED IN THE COST OF WORK AND NOT PAID FOR SEPARATELY.
4. THE BOTTOM OF EXCAVATION SHALL BE A MINIMUM OF FIVE FEET ABOVE GROUND WATER. IF NOT, THE BOTTOM OF EXCAVATION SHALL BE IN ACCORDANCE WITH 208.02 (j).
5. THE PAY ITEM NUMBER FOR CONCRETE WASHOUT STRUCTURE (EACH) IS 208-00045.

CONCRETE WASHOUT STRUCTURE

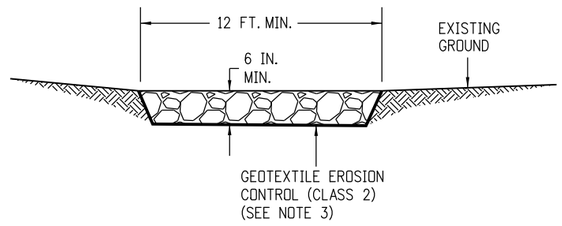


PLAN VIEW

* SHALL EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION.



ELEVATION SECTION



SECTION B-B

NOTES:

1. AGGREGATE SHALL CONFORM TO SUBSECTION 208.02 (I).
2. THE CONTRACTOR SHALL PROTECT CURB AND GUTTER THAT CROSSES THE ENTRANCE FROM DAMAGE, WHILE NOT BLOCKING FLOW OF WATER THRU STRUCTURE. PROTECTION OF THE CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF WORK AND NOT PAID FOR SEPARATELY.
3. GEOTEXTILE SHALL CONFORM TO SUBSECTION 712.08.
4. ALL MATERIALS AND LABOR TO COMPLETE THE VEHICLE TRACKING PAD SHALL BE INCLUDED IN THE COST OF WORK AND NOT PAID FOR SEPARATELY.
5. THE PAY ITEM NUMBER FOR VEHICLE TRACKING PAD (EACH) IS 208-00070.

VEHICLE TRACKING PAD

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TEMPORARY EROSION CONTROL

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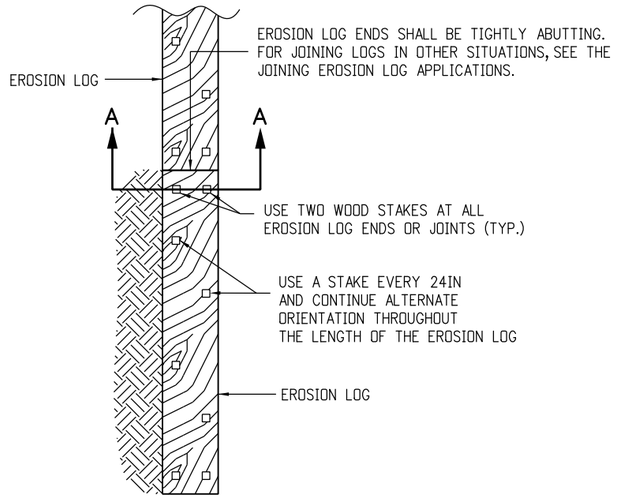
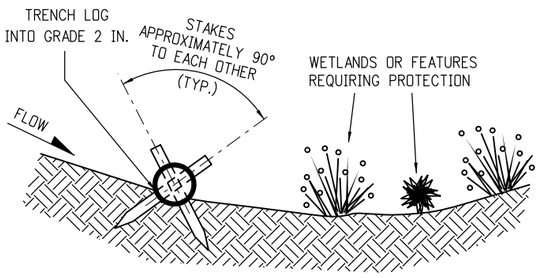
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 1 of 11
Project Sheet Number:



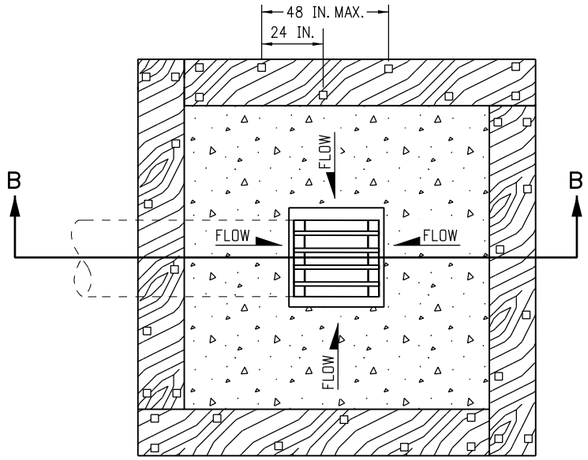
PLAN VIEW



SECTION A-A

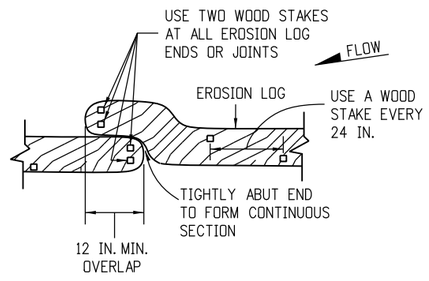
TYPICAL STAKE INSTALLATION

EROSION LOGS PAY ITEMS	
NUMBER	DESCRIPTION
208-00012	TYPE 1 (9 IN.)
208-00002	TYPE 1 (12 IN.)
208-00013	TYPE 1 (20 IN.)
208-00007	TYPE 2 (8 IN.)
208-00008	TYPE 2 (12 IN.)
208-00009	TYPE 2 (18 IN.)
208-00022	TYPE 3 (9 IN.)
208-00023	TYPE 3 (12 IN.)
208-00024	TYPE 3 (20 IN.)

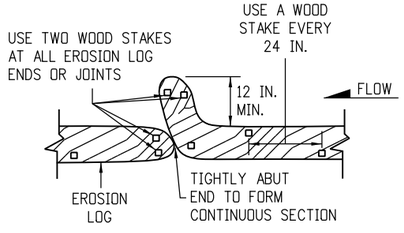


PLAN VIEW

NOTE: THE TOPS OF ALL STAKES SHALL NOT EXTEND MORE THAN 2 INCHES ABOVE THE TOPS OF EROSION LOGS.

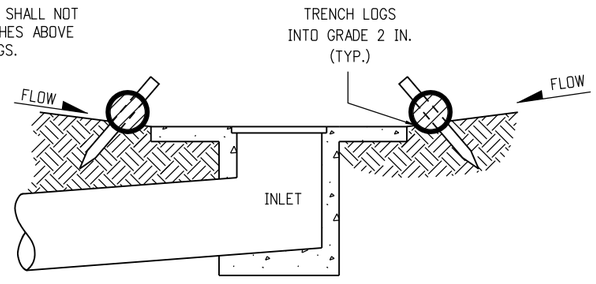


OVERLAP JOINING DETAIL



J-HOOK JOINING DETAIL

JOINING EROSION LOG APPLICATIONS



SECTION B-B

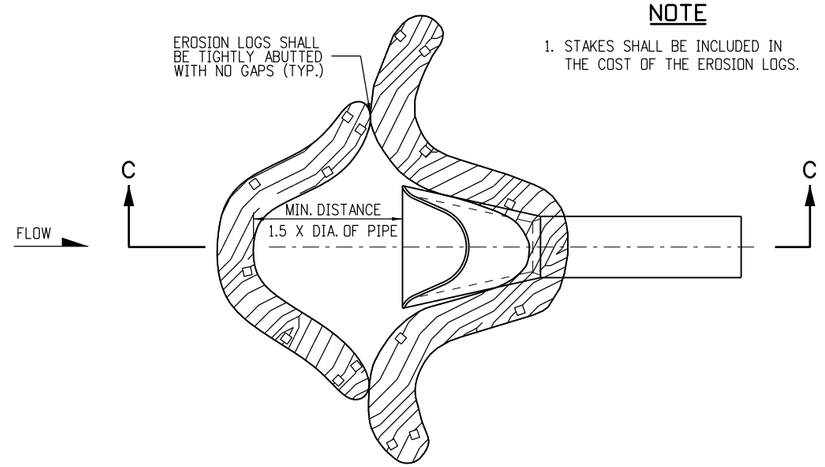
NOTE: LOCATE EROSION LOGS AT THE OUTSIDE EDGE OF THE CONCRETE APRON.

EROSION LOG FILTER AT DROP INLET

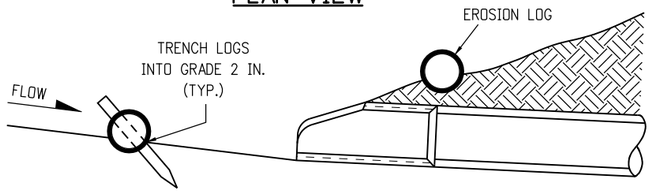
EROSION LOG APPLICATIONS

NOTE

1. STAKES SHALL BE INCLUDED IN THE COST OF THE EROSION LOGS.



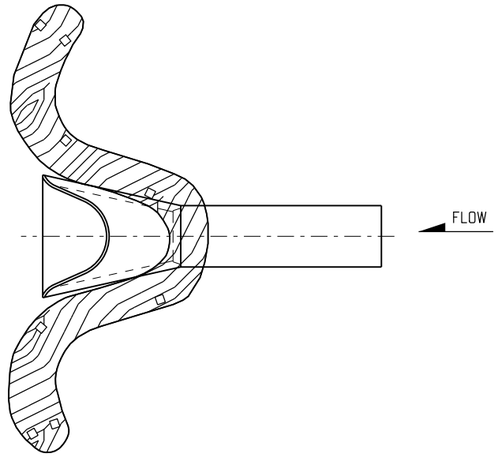
PLAN VIEW



SECTION C-C
(NOT ALL LOGS SHOWN)

NOTE: TOP OF STAKE SHALL NOT EXTEND PAST TOP OF EROSION LOG MORE THAN 2 IN.

EROSION LOG CULVERT INLET PROTECTION



EROSION LOG CULVERT OUTLET PROTECTION

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TEMPORARY EROSION CONTROL

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STANDARD PLAN NO.
M-208-1
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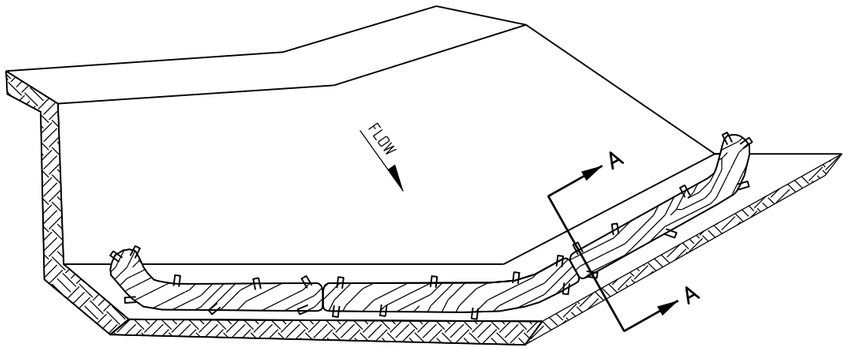
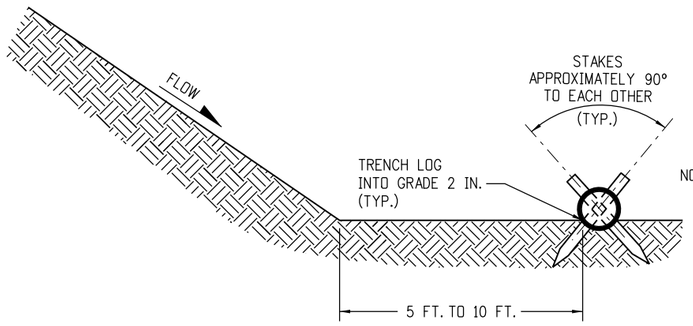
Project Sheet Number:



ISOMETRIC VIEW



NOTE: THE TOPS OF ALL STAKES SHALL NOT EXTEND MORE THAN 2 INCHES ABOVE THE TOPS OF EROSION LOGS.

SECTION A-A

NOTES:

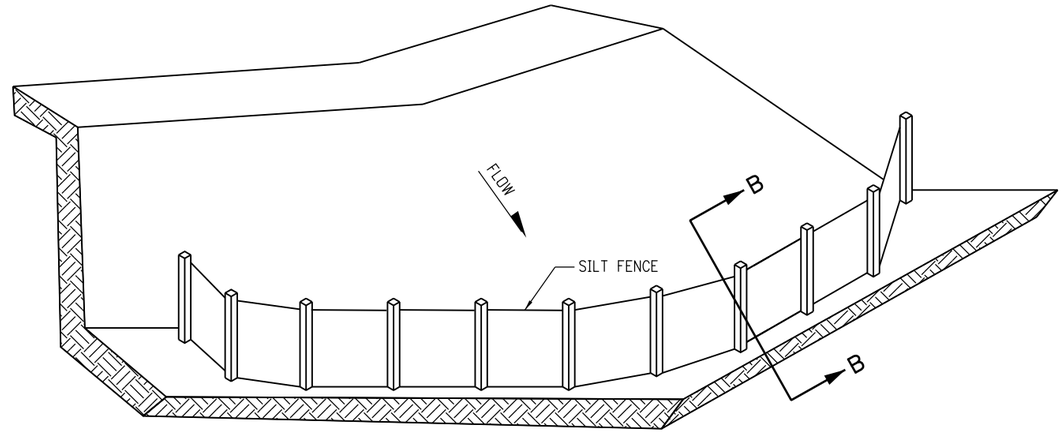
1. EROSION LOGS USED AT TOE OF SLOPE SHALL BE PLACED 5 TO 10 FEET BEYOND TOE OF SLOPE TO PROVIDE STORAGE CAPACITY.
2. EROSION LOGS SHALL BE PLACED ON THE CONTOUR WITH ENDS FLARED UP SLOPE.
3. SEE SHEET 2 OF 11 FOR JOINING LOGS DETAIL.

EROSION LOGS PAY ITEMS	
NUMBER	DESCRIPTION
208-00012	TYPE 1 (9 IN.)
208-00002	TYPE 1 (12 IN.)
208-00013	TYPE 1 (20 IN.)
208-00007	TYPE 2 (8 IN.)
208-00008	TYPE 2 (12 IN.)
208-00009	TYPE 2 (18 IN.)
208-00022	TYPE 3 (9 IN.)
208-00023	TYPE 3 (12 IN.)
208-00024	TYPE 3 (20 IN.)

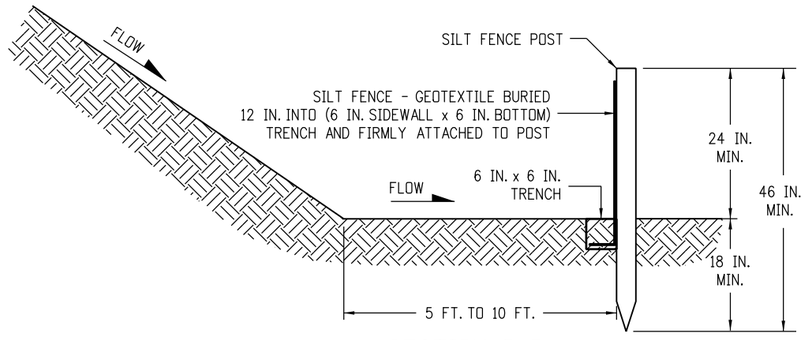
EROSION LOG TOE OF SLOPE PROTECTION

NOTES

1. SILT FENCE SHALL HAVE A MAXIMUM DRAINAGE AREA OF ONE-QUARTER ACRE PER 100 FEET OF SILT FENCE LENGTH; MAXIMUM SLOPE LENGTH BEHIND BARRIER IS 100 FEET.
2. SILT FENCE USED AT TOE OF SLOPE SHALL BE PLACED 5 TO 10 FEET BEYOND TOE OF SLOPE TO PROVIDE STORAGE CAPACITY.
3. SILT FENCE SHALL BE PLACED PARALLEL TO THE CONTOUR WITH ENDS FLARED UP SLOPE.
4. THE MAXIMUM LENGTH OF EROSION LOGS OR SILT FENCES WITHOUT A FLARED END TURNING UPSLOPE IS 150 FEET.



ISOMETRIC VIEW



SECTION B-B

SILT FENCE TOE OF SLOPE PROTECTION

NOTE: THE PAY ITEM NUMBER FOR SILT FENCE (LF) IS 208-00020.

TOE OF SLOPE PROTECTION APPLICATIONS

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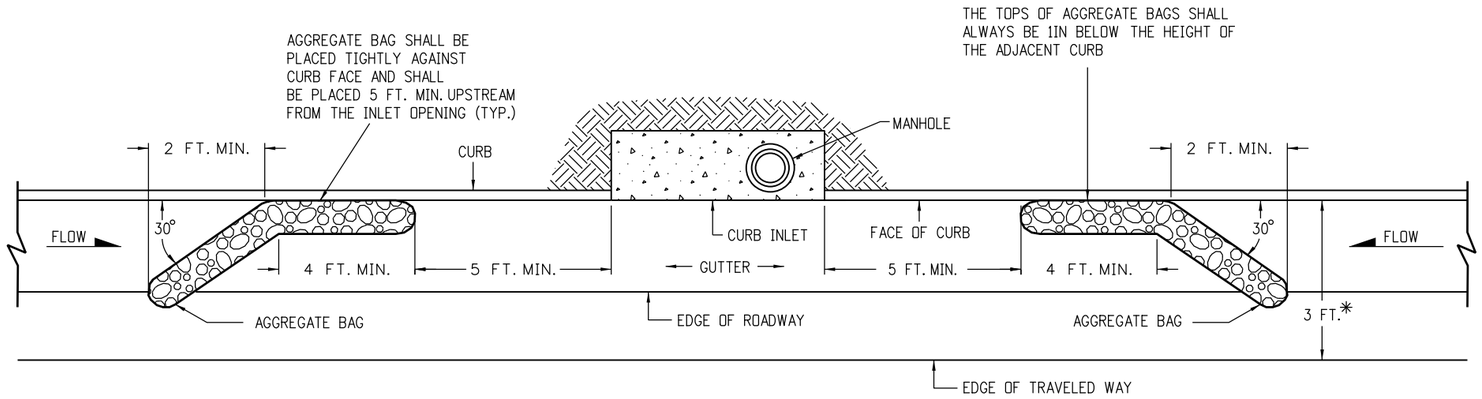
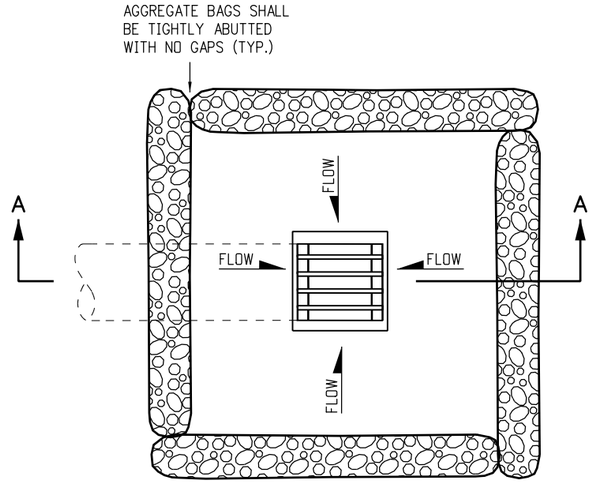


PLAN VIEW

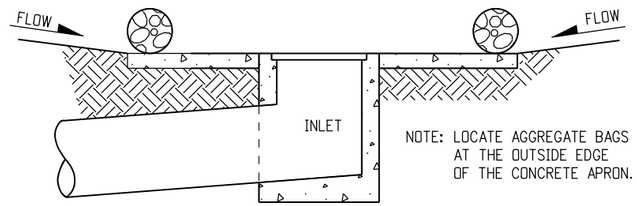
* NOTE: USE AGGREGATE BAGS ONLY WHEN THERE IS A MINIMUM CLEARANCE OF 3 FEET FROM THE EDGE OF THE TRAVELED WAY (INCLUDING CONDITIONS DURING DETOURS) TO THE FACE OF CURB.

LENGTH (L) OF INLET FT.	NUMBER OF AGGREGATE BAGS UPSTREAM OF INLET
0 - 5	1
6 - 10	2
L > 10	3

AGGREGATE BAGS AT STORM DRAIN INLET (TYPE I)



PLAN VIEW



SECTION A-A

AGGREGATE BAGS AT DROP INLET

AGGREGATE BAG APPLICATIONS

NOTE: THE PAY ITEM NUMBER FOR AGGREGATE BAG (LF) IS 208-00035

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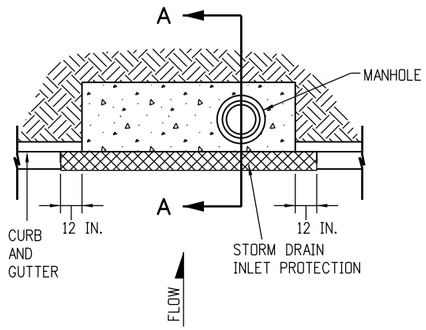
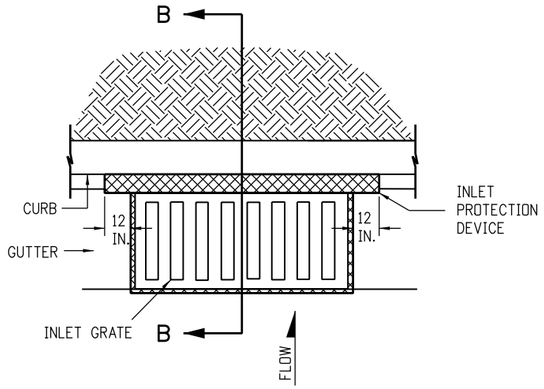
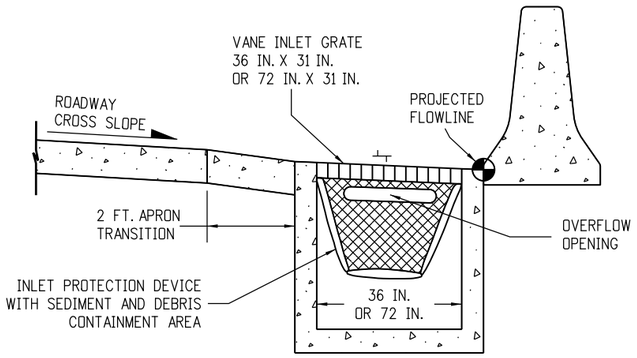
Standard Sheet No. 4 of 11
Project Sheet Number:



PLAN VIEW

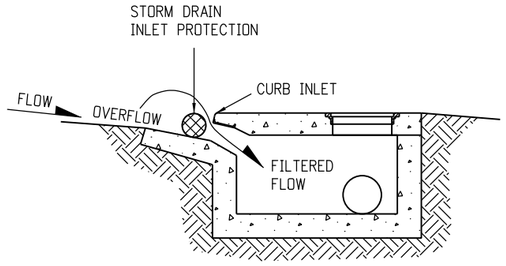


PLAN VIEW



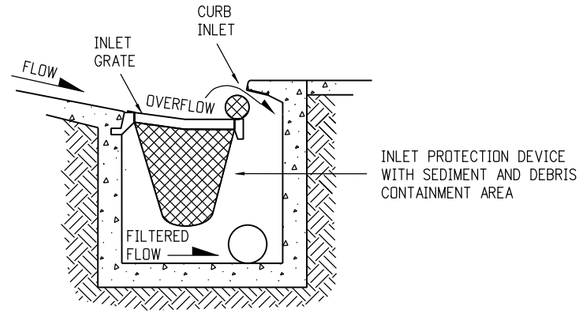
OPTION A

STORM DRAIN INLET PROTECTION (TYPE III)



SECTION A-A

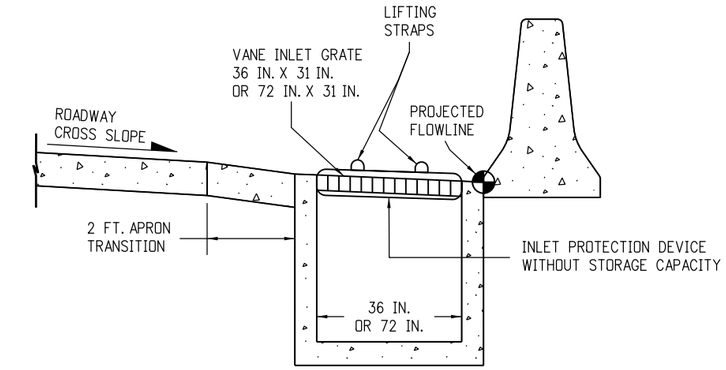
STORM DRAIN INLET PROTECTION (TYPE I)



SECTION B-B

OPTION A

STORM DRAIN INLET PROTECTION (TYPE II)



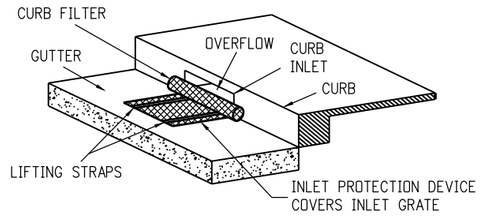
OPTION B

STORM DRAIN INLET PROTECTION (TYPE III)

NOTE: THE PAY ITEM NUMBER FOR STORM DRAIN INLET PROTECTION (TYPE III) (EACH) IS 208-00056.

NOTES:

1. INLET PROTECTION DEVICE SHALL EXTEND 12 INCHES PAST EACH END OF THE INLET.
2. THE PAY ITEM NUMBERS FOR STORM DRAIN INLET PROTECTION (TYPE I) ARE 208-00051 (LF), 208-00053 84 INCHES (EACH), 208-00057 144 INCHES (EACH), AND 208-00058 204 INCHES (EACH).
3. FOR STORM DRAIN INLET TYPES I AND II, IF THERE IS A MINIMUM CLEARANCE OF 3 FEET FROM THE EDGE OF THE TRAVELED WAY TO THE FACE OF CURB, USE THE AGGREGATE BAGS AT STORM DRAIN INLET (TYPE I) DETAIL ON SHEET 4 INSTEAD.



ISOMETRIC VIEW

OPTION B

STORM DRAIN INLET PROTECTION (TYPE II)

NOTE: THE PAY ITEM NUMBERS FOR STORM DRAIN INLET PROTECTION (TYPE II) ARE 208-00054 (EACH).

STORM DRAIN INLET PROTECTION TYPES

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TEMPORARY EROSION CONTROL

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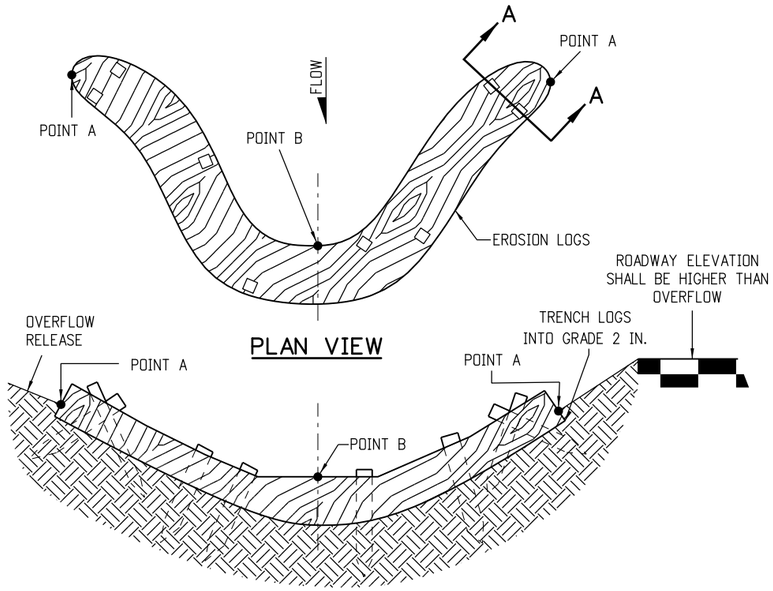
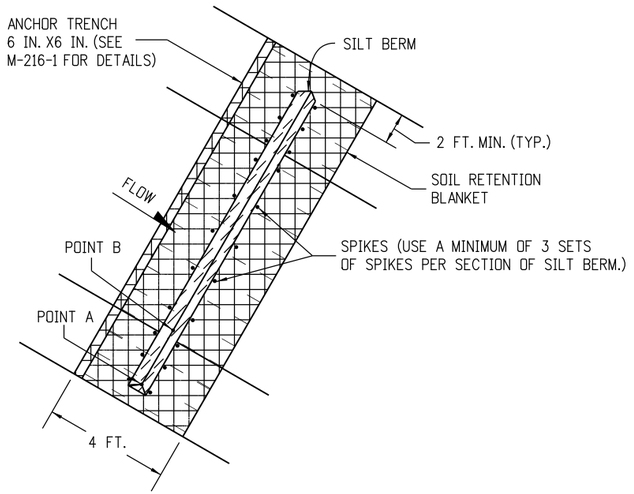
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 5 of 11
Project Sheet Number:



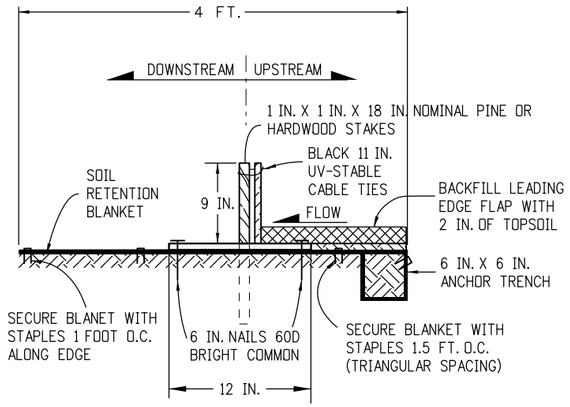
PLAN VIEW

NOTE: POINTS "A" SHALL BE A MINIMUM 4 IN. HIGHER THAN POINT "B".

ELEVATION

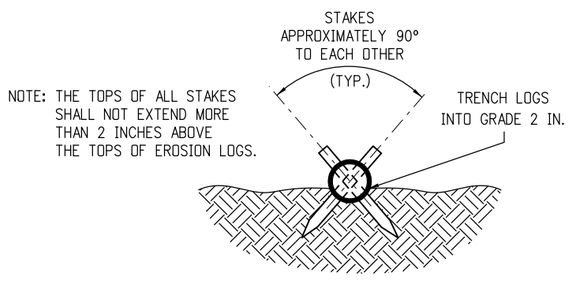


PLAN VIEW



NOTES:
1. MINIMUM 4 NAILS PER SEGMENT (UPSTREAM).
2. MINIMUM 2 NAILS PER SEGMENT (DOWNSTREAM).
3. MINIMUM 2 WOOD STAKES PER SEGMENT.

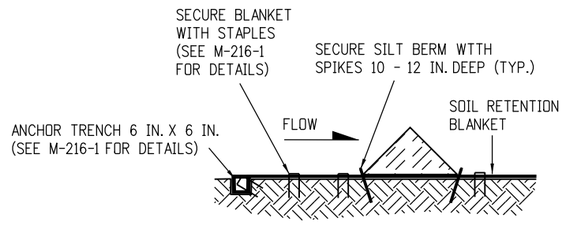
SILT BERM (2) SECTION VIEW



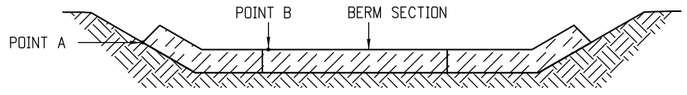
SECTION A-A

NOTES:
1. EROSION LOGS SHALL BE EMBEDDED 2 INCHES INTO THE SOIL.
2. EROSION LOGS SHALL BE TIGHTLY ABUTTED WITH NO GAPS.
3. V-SHAPED TEMPORARY DITCHES SHALL NOT BE USED. DITCHES SHAL BE GRADED IN A PARABOLIC OR TRAPEZOIDAL SHAPE.

EROSION LOG INSTALLATION



SILT BERM (1) SECTION VIEW



POINT "A" SHALL BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE BERM AND NOT AROUND THE ENDS.

FRONT VIEW

NOTES
1. ANCHOR SOIL RETENTION BLANKET INTO TRENCH WITH 8 INCHES MIN. STAPLES PLACED AT 1 FOOT INTERVALS ALONG EDGE.
2. FILL AND COMPACT TRENCH.
3. SECTIONS OF THE SILT BERM SHALL BE OVERLAPPED WITH NO GAPS.
4. FOR SLOPE AND CHANNEL SPACING SEE THE "SECTION VIEW ALONG DITCH FLOWLINE" DETAIL ON SHEET 11 OF 11.
5. SOIL RETENTION BLANKET SHALL ALWAYS BE REQUIRED.
6. THE PAY ITEM NUMBER FOR SILT BERM (LF) IS 208-00004.

SILT BERM INSTALLATION

DRAINAGE DITCH APPLICATIONS

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TEMPORARY EROSION CONTROL

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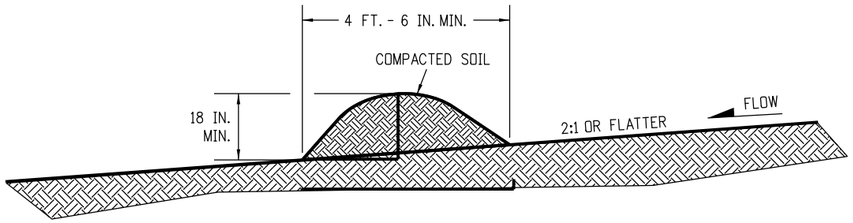
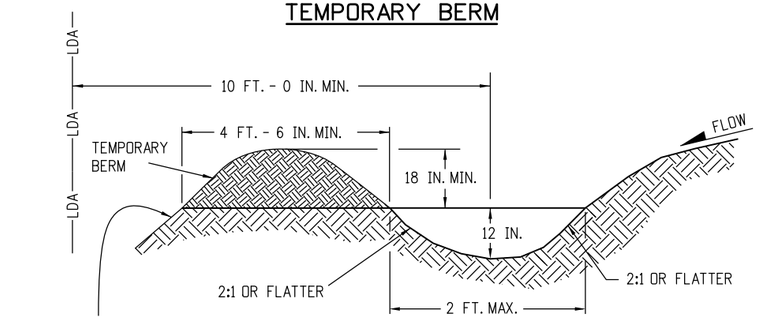
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 6 of 11
Project Sheet Number:



NOTES:

1. BERMS SHALL HAVE A HEIGHT OF 18 INCHES, SIDE SLOPES OF 2:1 OR FLATTER AND A MINIMUM BASE WIDTH OF 4 FT. -6 IN.
2. BERMS SHALL BE USED TO INTERCEPT AND DIVERT DRAINAGE TO A DESIGNATED OUTLET.
3. BERMS SHALL NOT BE USED WHERE DRAINAGE AREA EXCEEDS 10 ACRES.
4. BERMS SHALL BE CONSTRUCTED OUT OF ACCEPTABLE MATERIAL THAT CAN BE COMPACTED AND RECEIVE AT A MINIMUM HEAVY EQUIPMENT WHEEL ROLLED COMPACTION.
5. TEMPORARY BERMS SHALL BE CONSTRUCTED OUT OF EMBANKMENT (SUBSOIL) AND IN NO CIRCUMSTANCE CONSTRUCTED OUT OF SALVAGED TOPSOIL.
6. THE PAY ITEM NUMBER FOR TEMPORARY BERM (LF) IS 208-00300.

TEMPORARY BERM

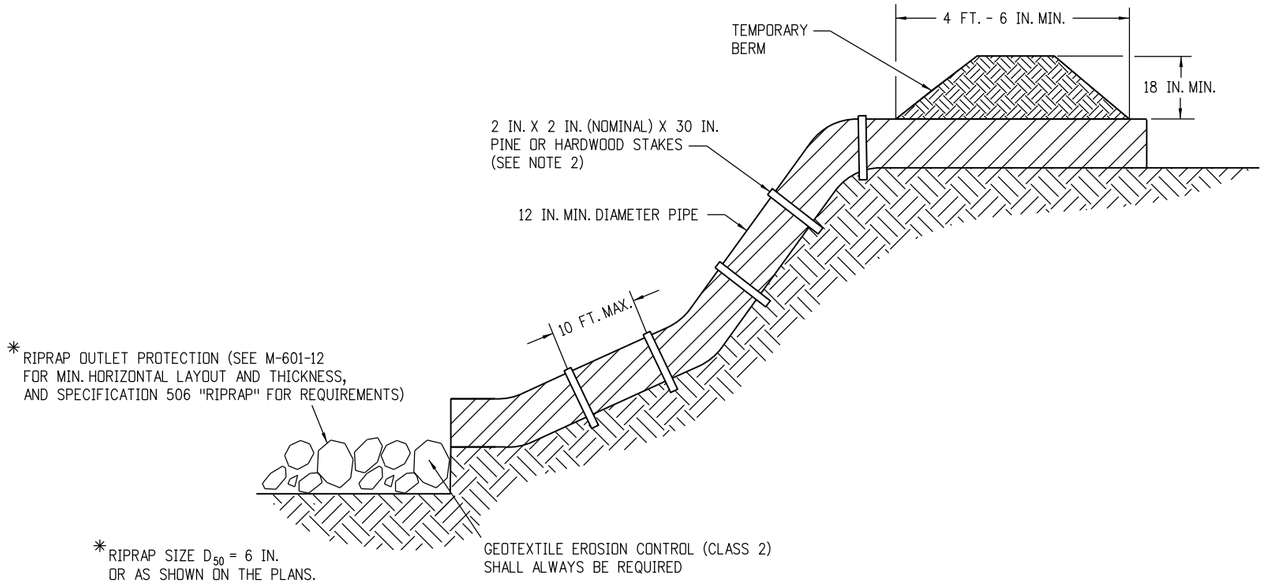


FOR BERMS TALLER THAN 2 FT.,
INSTALL TOE OF SLOPE CONTOL MEASURES.
SEE SHEET 3 OF 11 FOR DETAILS.

NOTES:

1. TEMPORARY DIVERSION DITCHES SHALL BE CONSTRUCTED ACROSS THE SLOPE TO INTERCEPT RUNOFF AND DIRECT IT TO A STABLE OUTLET OR SEDIMENT TRAP.
2. USE THE TEMPORARY DIVERSION DITCH IMMEDIATELY ABOVE A NEW CUT, FILL SLOPE, OR AROUND THE PERIMETER OF A DISTURBED AREA.
3. THE GRADIENT ALONG THE FLOW PATH SHALL HAVE A POSITIVE GRADE TO ASSURE DRAINAGE, BUT SHALL NOT BE SO STEEP AS TO RESULT IN EROSION DUE TO HIGH VELOCITY.
4. THE DIVERSION FLOWLINE SHALL ALWAYS BE LOCATED A MINIMUM 10 FEET FROM THE OUTSIDE LIMITS OF DISTURBED AREA BOUNDARY.
6. DIVERSION BERMS SHALL BE CONSTRUCTED OUT OF EMBANKMENT (SUBSOIL) AND IN NO CIRCUMSTANCE CONSTRUCTED OUT OF SALVAGED TOPSOIL.
5. THE PAY ITEM NUMBER FOR TEMPORARY DIVERSION (LF) IS 208-00301.

TEMPORARY DIVERSION



NOTES:

1. ANCHOR SIZE VARIES ACCORDING TO PIPE SIZE
2. TO SECURE THE PIPE, DRIVE STAKES INTO GROUND, THEN TIE A 12 GUAGE WIRE BETWEEN THEM ABOVE AND ACROSS THE PIPE'S WIDTH.
3. THE OUTLET SHALL BE ALIGNED WITH THE FLOW DIRECTION OF THE EXISTING GRADE. PERPENDICULAR DISCHARGE TO A CHANNEL SHALL NOT BE ACCEPTABLE.
4. THE GRADE AROUND THE INLET TO THE PIPE SHALL BE COMPACTED.
5. THE PAY ITEM NUMBER FOR TEMPORARY SLOPE DRAINS (LF) IS 208-00060.

TEMPORARY SLOPE DRAINS

GRADING APPLICATIONS

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TEMPORARY EROSION CONTROL

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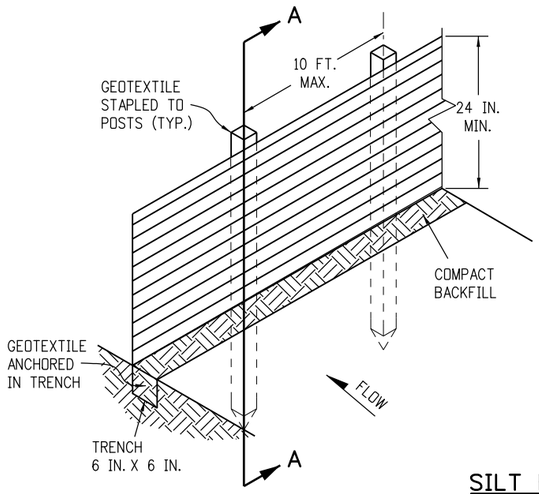
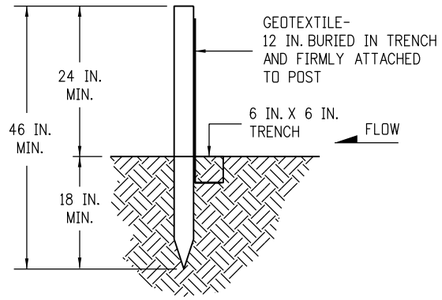
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 7 of 11
Project Sheet Number:



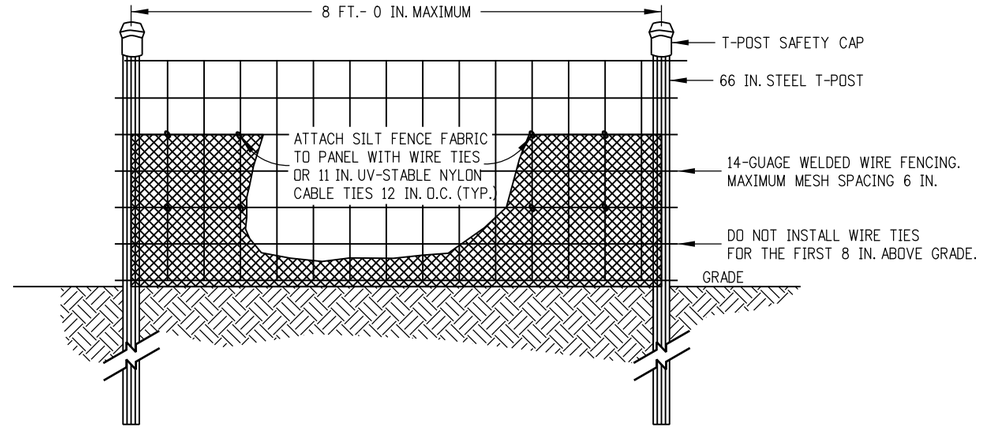


SECTION A-A

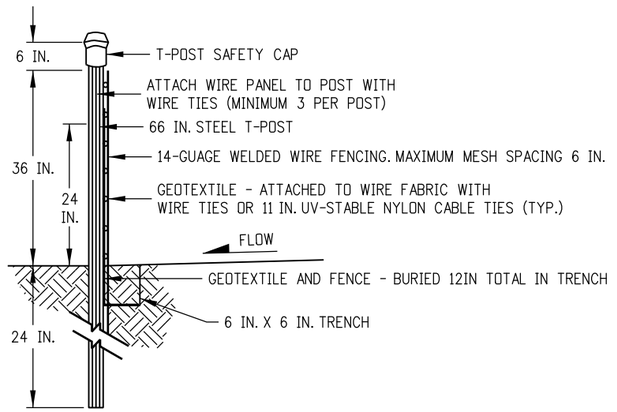
SILT FENCE

NOTES:

1. GEOTEXTILE SHALL BE ATTACHED TO WOOD POSTS WITH THREE OR MORE STAPLES PER POST. STAPLES SHALL BE HEAVY DUTY WIRE AND AT LEAST 1 INCH LONG.
2. WOOD POST SHALL BE 1 IN. X 1 IN. NOMINAL.
3. THE PAY ITEM NUMBER FOR SILT FENCE (LF) IS 208-00020.
4. THE SILT FENCE SHALL BE PLACED ON THE CONTOUR (AT THE SAME ELEVATION ±6 IN.). THE ENDS SHALL BE FLARED UP SLOPE (MINIMUM ELEVATION GAIN OF 18 IN.).



ELEVATION VIEW

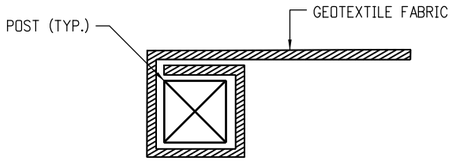


SIDE VIEW

NOTES:

1. THE ENDS OF THE SILT FENCE FABRIC SHALL BE JOINED TOGETHER BY WRAPPING APPROX. 6 INCHES OF EACH END AROUND A STEEL T-POST, THEN SECURED ALONG THE POST WITH WIRE TIES (MINIMUM 3 PER POST).
2. POSTS SHALL BE TIGHTLY ABUTTED WITH NO GAPS TO PREVENT POTENTIAL FLOW-THROUGH OF SEDIMENT AT JOINT.
3. SILT FENCES SHALL NOT BE USED FOR CHECK DAMS.
4. THE PAY ITEM NUMBER FOR SILT FENCE (REINFORCED) (LF) IS 208-00021.

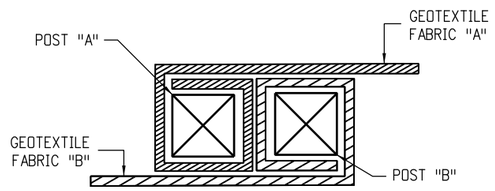
SILT FENCE (REINFORCED)



END SECTION DETAIL (PLAN VIEW)

NOTE:

1. THE END OF THE SILT FENCE FABRIC SHALL BE WRAPPED APPROX. 6 INCHES AROUND A WOODEN POST ONE FULL TURN, THEN SECURED ALONG THE POST WITH 6 HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG.



JOINING SECTION DETAIL (PLAN VIEW)

NOTES:

1. THE ENDS OF THE SILT FENCE FABRIC SHALL BE JOINED TOGETHER BY WRAPPING APPROX. 6 INCHES OF EACH END AROUND A WOODEN POST ONE FULL TURN, THEN SECURED ALONG THE POST WITH 6 HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG.
2. POSTS SHALL BE TIGHTLY ABUTTED WITH NO GAPS TO PREVENT POTENTIAL FLOW-THROUGH OF SEDIMENT AT JOINT.

SILT FENCE APPLICATIONS

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STANDARD PLAN NO.
M-208-1
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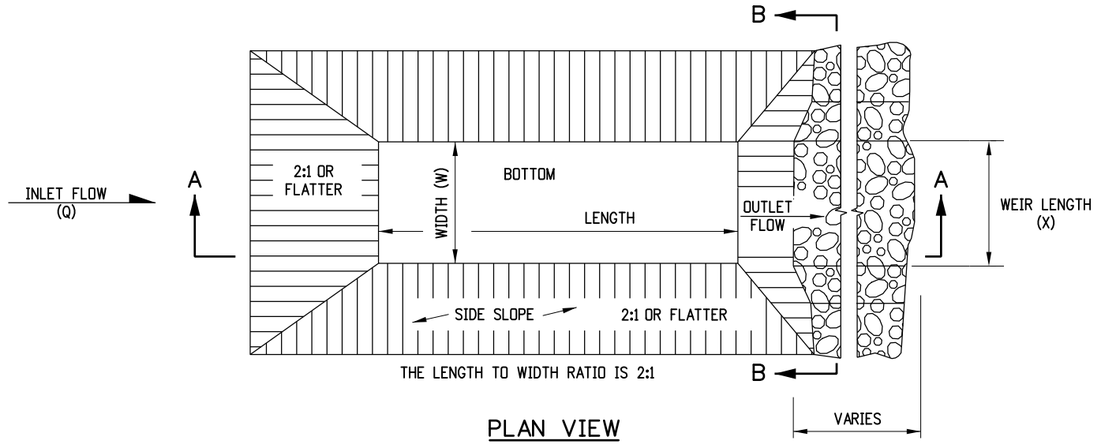
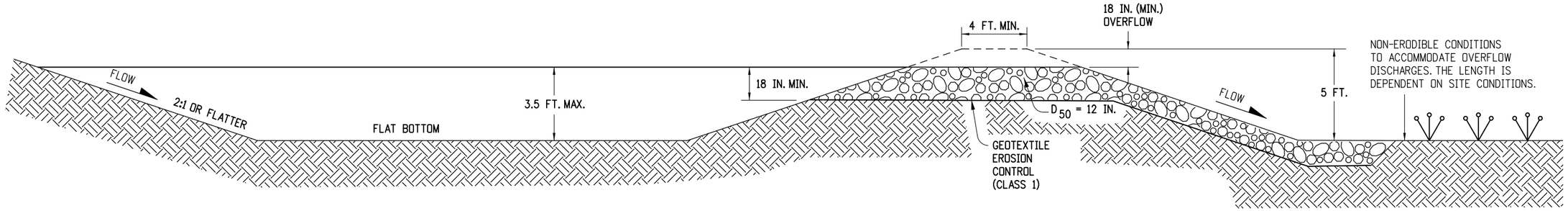


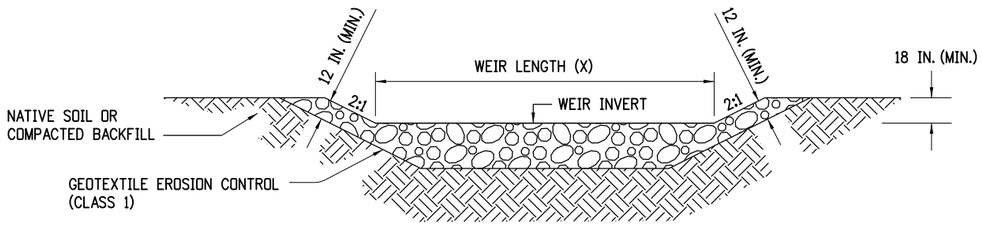
PLAN VIEW

NOTES

1. THE MAXIMUM DRAINAGE AREA IS 5 ACRES.
2. THE MAXIMUM STRUCTURE LIFE IS 2 YEARS.
3. THE STORAGE AREA IS 1800 CUBIC FEET PER ACRE.
4. THE MAXIMUM EMBANKMENT HEIGHT SHALL BE 5 FT. MEASURED ON THE DOWNSTREAM SIDE.
5. THE LENGTH/WIDTH RATIO MAY BE ADJUSTED TO MEET SITE CONDITIONS WHEN APPROVED BY THE ENGINEER.
6. WIDTH (W) OF SEDIMENT TRAP IS APPROXIMATELY EQUAL TO THE WEIR LENGTH (X).
7. SEDIMENT TRAP DESIGN SHALL BE APPROVED BY THE ENGINEER.
8. THE DOWN GRADE FROM WEIR SHALL BE STABLE AND NON-ERODIABLE.
9. THE PAY ITEM NUMBER FOR SEDIMENT TRAP (LF) IS 208-00033.



SECTION A-A



SECTION B-B

DRAINAGE AREA (ACRES)	WEIR LENGTH (FEET)
1	4
2	6
3	8
4	10
5	12

WEIR LENGTH TABLE

SEDIMENT TRAP

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Sheet Revisions	
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TEMPORARY EROSION CONTROL

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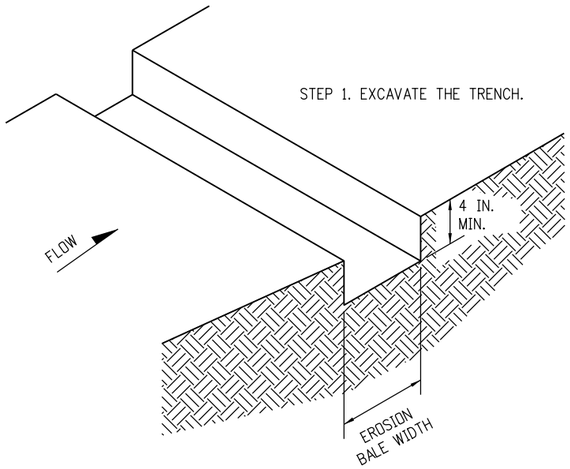
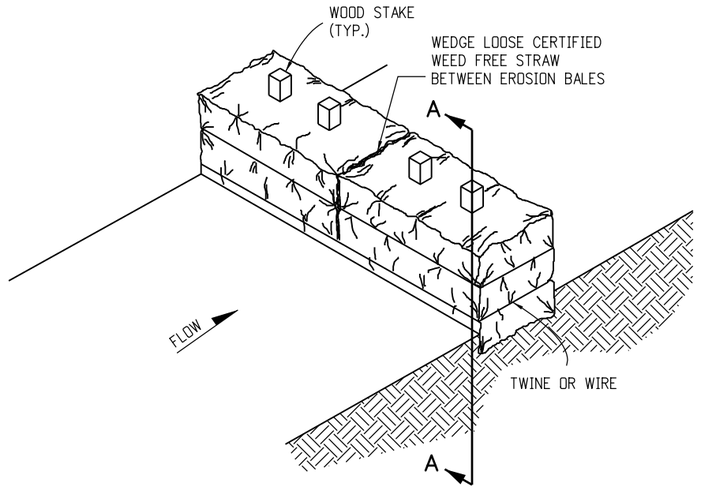
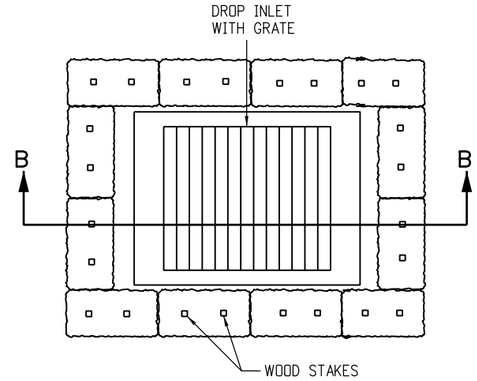
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 9 of 11
Project Sheet Number:

NOTES

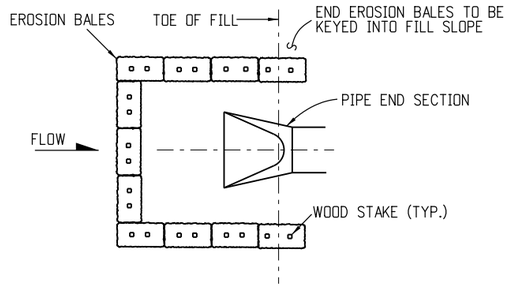
1. STAKES SHALL BE WOOD AND SHALL BE 2 IN. X 2 IN. X 30 IN. NOMINAL.
2. EROSION BALES SHALL BE 18 IN. X 18 IN. X 36 IN.
3. EROSION BALES SHALL BE ENTRENCHED 4 IN. MINIMUM INTO THE SOIL, THIGHTLY ABUTTED WITH NO GAPS, STAKED, AND BACKFILLED AROUND THE ENTIRE OUTSIDE PERIMETER.
4. EROSION BALES CANNOT BE USED FOR CHECK DAMS.
5. EROSION BALE FILTER SHALL BE LOWER THAN BERM ELEVATION OR USED IN A SUMP CONDITION.
6. THE PAY ITEM NUMBER FOR EROSION BALES (WEED FREE) (EA) IS 208-00011.





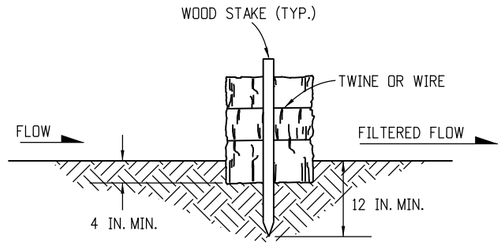


PLAN VIEW



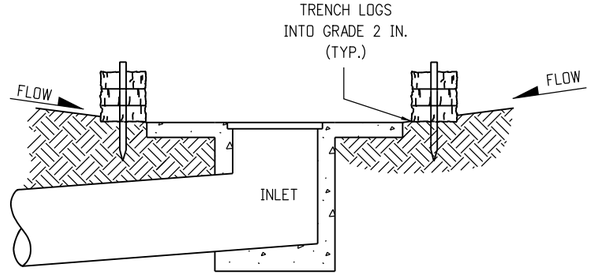
PLAN VIEW

EROSION BALE CULVERT INLET PROTECTION



SECTION A-A

EROSION BALE TRENCHING AND STAKING



SECTION B-B

NOTE: LOCATE EROSION BALES AT THE OUTSIDE EDGE OF THE CONCRETE APRON.

EROSION LOG FILTER AT DROP INLET

EROSION BALE APPLICATIONS

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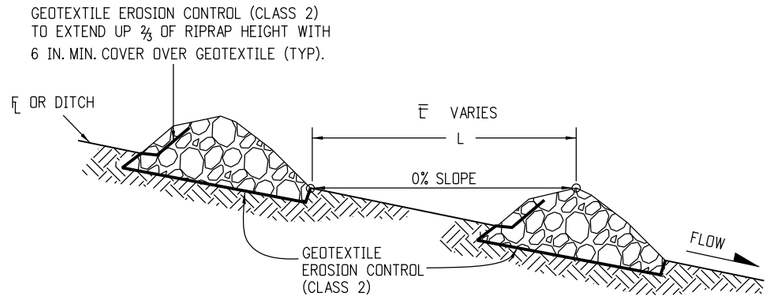
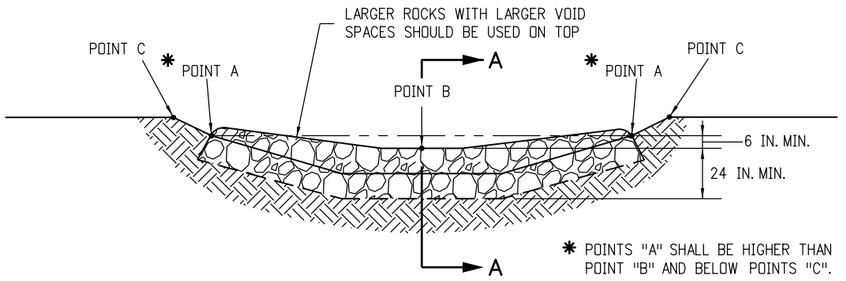
TEMPORARY EROSION CONTROL

Issued by the Project Development Branch: July 31, 2019

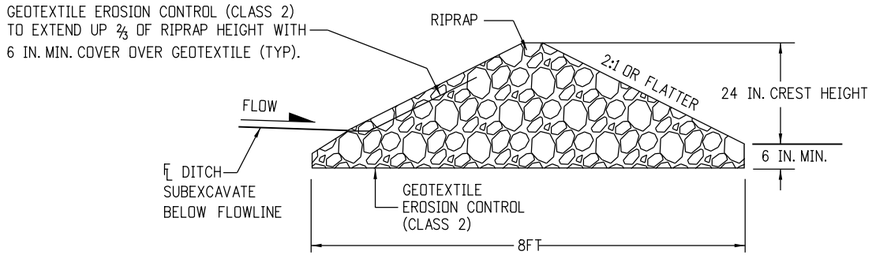
STANDARD PLAN NO.
M-208-1
Standard Sheet No. 10 of 11
Project Sheet Number:



SECTION VIEW ALONG DITCH FLOWLINE



TYPICAL SECTION VIEW



SECTION A-A

NOTES:

1. RIPRAP SIZE D_{50} = 6IN OR AS SHOWN ON THE PLANS.
2. THE GEOTEXTILE EROSION CONTROL SHALL BE CLASS 2 AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 712.08.
3. THE ENDS OF RIPRAP CHECK DAM SHALL BE A MINIMUM OF 6 IN. HIGHER THAN CENTER OF CHECK DAM.
4. FOR USE AS TEMPORARY CHECK DAMS ONLY AND NOT FOR PERMANENT INSTALLATIONS.
5. THE PAY ITEM NUMBER FOR ROCK CHECK DAM (EA) IS 208-00041.

NOTE: ALL MATERIALS AND LABOR TO COMPLETE THE ROCK CHECK DAM SHALL BE INCLUDED IN THE COST OF WORK.

ROCK CHECK DAM

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TEMPORARY EROSION CONTROL

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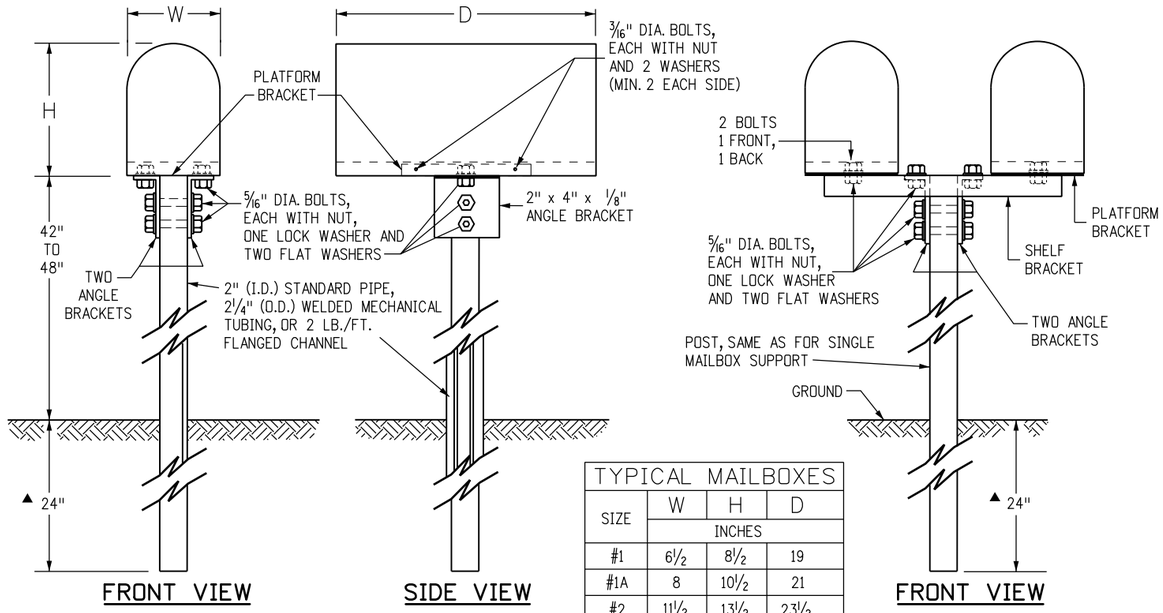
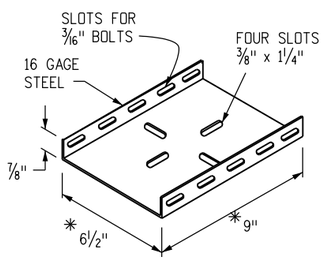


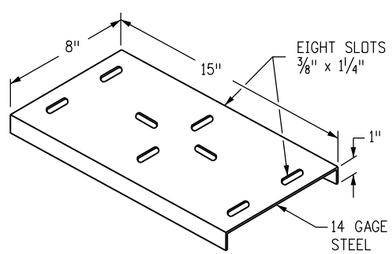
TYPICAL MAILBOXES			
SIZE	W	H	D
	INCHES		
#1	6½	8½	19
#1A	8	10½	21
#2	11½	13½	23½

▲ 30 IN. WITH POST MOUNTING SOCKET MAY BE USED, SEE DETAIL ON SHEET 2 OF 2.

SINGLE (TYPE 1) AND DOUBLE (TYPE 2) MAILBOX SUPPORTS



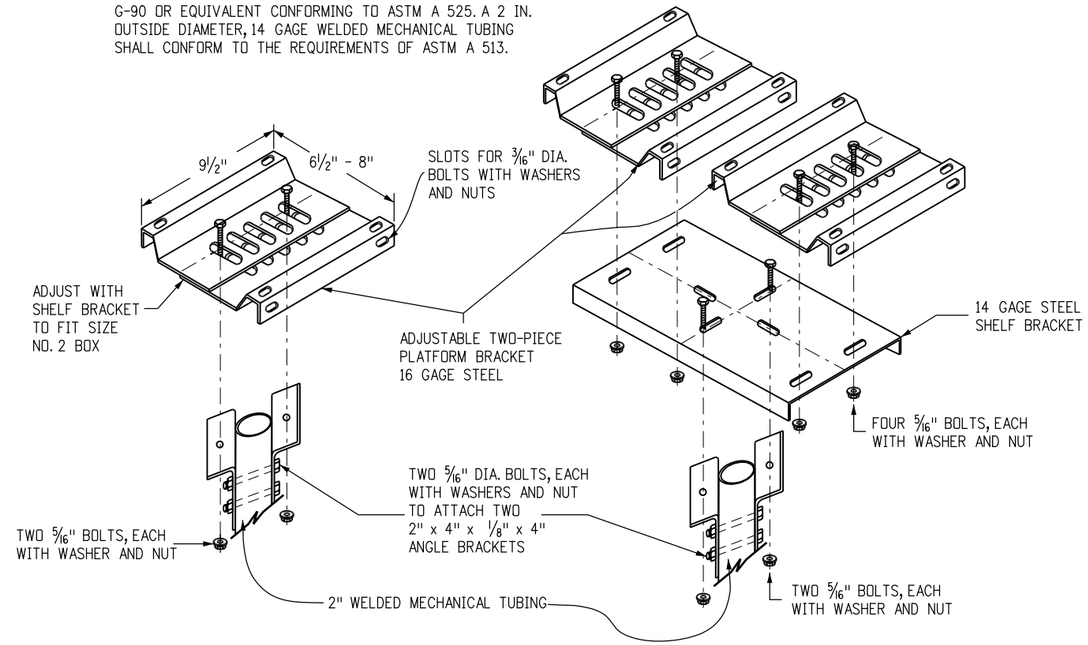
PLATFORM BRACKET



SHELF BRACKET

GENERAL NOTES

1. WHEN A MAILBOX TURNOUT IS REQUIRED, THE NECESSARY PAY QUANTITIES WILL BE SHOWN ON THE PLANS.
2. A SINGLE MAILBOX SHALL BE RESET AT THE FINAL DESIGNATED LOCATION ON A NEW TYPE 1 SUPPORT. TWO MAILBOXES RESET AT THE SAME LOCATION SHALL BE RESET ON ONE DOUBLE (TYPE 2) SUPPORT OR ON TWO SINGLE (TYPE 1) SUPPORTS AS DESIGNATED. THREE, FOUR, OR FIVE MAILBOXES SHALL BE RESET ON A MULTIPLE (TYPE 3) SUPPORT. AN EXISTING MAILBOX THAT IS MOUNTED ON A CANTILEVER SUPPORT SHALL BE RESET ON A CANTILEVER (TYPE 4) SUPPORT. ALL WORK AND MATERIALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "RESET MAILBOX STRUCTURE (TYPE _)".
3. WHEN THE ENGINEER DETERMINES THAT THE EXISTING MAILBOX CAN NOT BE REUSED, A NEW METAL MAILBOX OF SIMILAR SIZE SHALL BE SUPPLIED AND ERECTED BY THE CONTRACTOR. A NEW PLASTIC MAILBOX CONFORMING TO POSTAL SERVICE SPECIFICATIONS MAY BE USED AS AN ALTERNATIVE WHEN APPROVED BY THE ENGINEER. AN EXISTING MAILBOX LARGER THAN A SIZE NO. 2 SHALL BE REPLACED WITH A NEW SIZE NO. 2 MAILBOX. THE COST OF SUPPLYING THE NEW MAILBOX WILL BE PAID FOR IN ACCORDANCE WITH SUBSECTION 109.04(b). EXCEPTION: A CUSTOM BUILT, RURAL-TYPE MAILBOX MAY BE RESET IF THE MAILBOX OWNER OBTAINS PRIOR WRITTEN APPROVAL FROM THE POSTMASTER.
4. THE ADDRESS INFORMATION THAT APPEARED ON THE ORIGINAL MAILBOX SHALL BE PLACED ON THE APPROACH SIDE OF THE REPLACEMENT MAILBOX. SIZE AND STYLE OF LETTERING AND MATERIALS ARE SUBJECT TO THE ENGINEER'S APPROVAL.
6. POSTS, BRACKETS, AND ALL MOUNTING HARDWARE SHALL BE GALVANIZED IN CONFORMANCE WITH AASHTO M 232 AND M 111, EXCEPT THE WELDED MECHANICAL TUBING COATING SHALL BE G-90 OR EQUIVALENT CONFORMING TO ASTM A 525. A 2 IN. OUTSIDE DIAMETER, 14 GAGE WELDED MECHANICAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 513.
6. EXACT DIMENSIONS OF ANGLES, PLATFORM AND SHELF BRACKETS, BOLT HOLES, SLOTS AND MULTIPLE MAILBOX SUPPORT COMPONENTS MAY VARY FROM THOSE SHOWN OR IMPLIED HEREIN SO THAT ALL COMPONENTS WILL FIT TOGETHER PROPERLY.
7. PLASTIC NEWSPAPER RECEPTACLES MAY BE REMOUNTED BELOW THE MAILBOX ON THE SUPPORT. PLASTIC NEWSPAPER RECEPTACLES SHALL BE MOUNTED IN THEIR INTENDED ORIENTATION USING A GALVANIZED U-BOLT AND HARDWARE OR OTHER MOUNTING SYSTEM APPROVED BY THE ENGINEER. ASSOCIATED COSTS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE WORK.
8. ON ROADS WITH CURB AND GUTTER, THE MAILBOX SUPPORT SHALL BE LOCATED IN THE GROUND SO THE FRONT OF THE MAILBOX SHALL BE 8 IN. TO 12 IN. BACK FROM THE CURB FACE. THE HEIGHT SHALL BE 42 IN. TO 48 IN. MEASURED FROM THE GUTTER FLOW LINE TO THE BOTTOM OF THE MAILBOX.
9. ON ROADS WITH SIDEWALK ATTACHED TO CURB AND GUTTER, THE MAILBOX SUPPORT SHALL BE LOCATED IN THE GROUND BEHIND THE SIDEWALK. THE FRONT OF THE MAILBOX SHALL BE IN LINE WITH OR SLIGHTLY BEHIND THE EDGE OF THE SIDEWALK. THE MOUNTING HEIGHT SHALL BE 42 IN. TO 48 IN. ABOVE THE SIDEWALK.
10. THE GROUND SURROUNDING THE MAILBOX SUPPORTS SHALL BE FIRM, UNDISTURBED GROUND, OR WELL COMPACTED REGRADED SOIL. THE SUPPORTS ARE NORMALLY DRIVEN, BUT THEY MAY BE PLACED IN A DUG HOLE WITH WELL COMPACTED BACKFILL.
11. PROPRIETARY MAILBOX SUPPORT SYSTEMS LISTED ON THE CDOT APPROVED PRODUCTS LIST WILL BE ACCEPTED AS EQUIVALENT ALTERNATIVES.



SINGLE AND DOUBLE MAILBOX SUPPORTS ALTERNATIVE

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MAILBOX SUPPORTS

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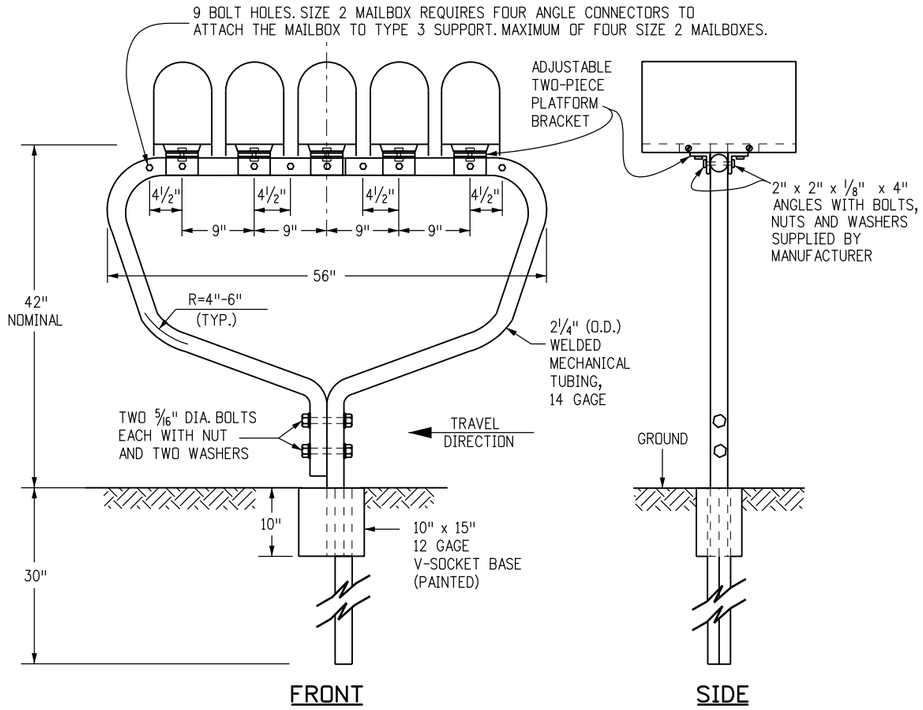
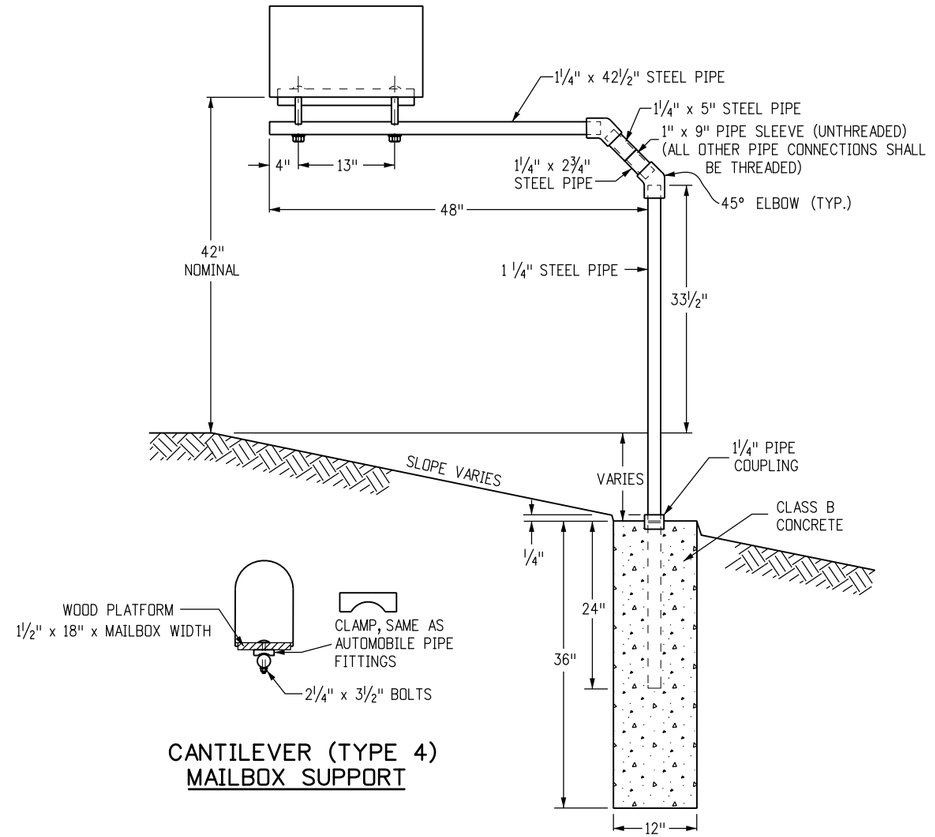
M-210-1
Standard Sheet No. 1 of 2
Project Sheet Number:

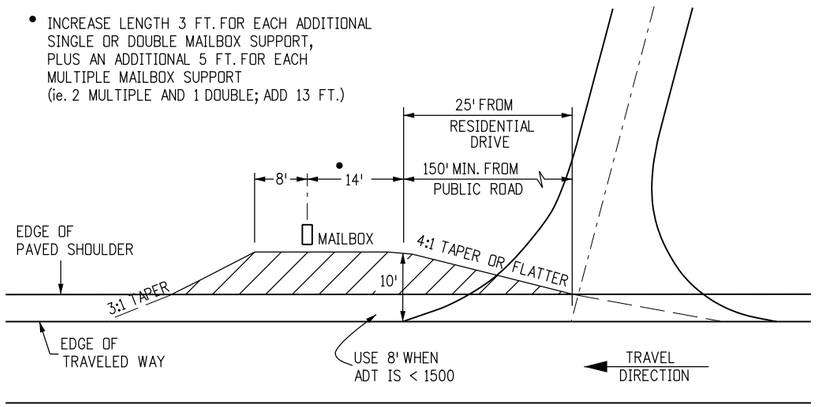


MULTIPLE (TYPE 3) MAILBOX SUPPORT
FOR 3, 4, OR 5 MAILBOXES OR APPROVED EQUAL

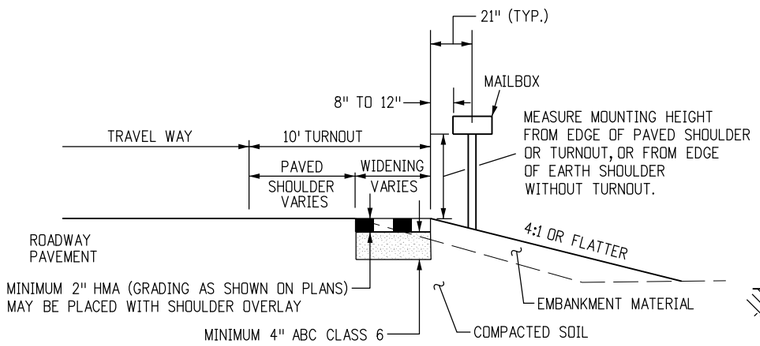
FIVE SIZE 1 MAILBOXES SHOWN



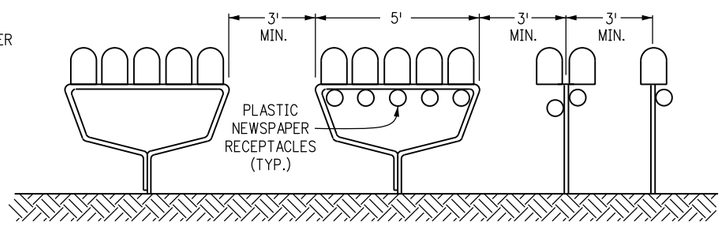
CANTILEVER (TYPE 4) MAILBOX SUPPORT



MAILBOX TURNOUT



TURNOUT TYPICAL SECTION



SUPPORT SPACING

NOTE: SEE SHEET 1, GENERAL NOTE 7, FOR MOUNTING PLASTIC NEWSPAPER RECEPTACLES.

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MAILBOX SUPPORTS

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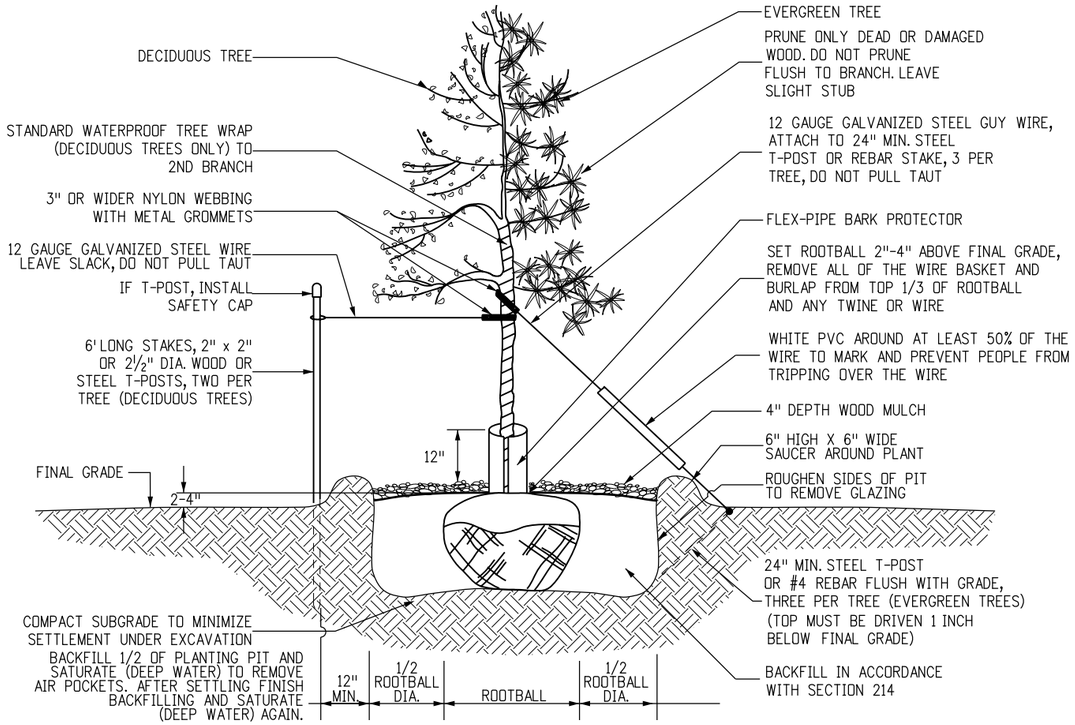
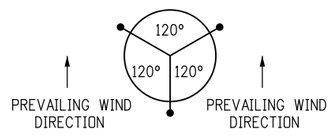
M-210-1
Standard Sheet No. 2 of 2
Project Sheet Number:



DECIDUOUS AND EVERGREEN BALLED AND BURLAPPED TREE PLANTING AND GUYING DETAIL

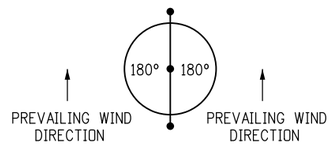
(GUY AND STAKE DECIDUOUS TREES 2" AND LARGER CALIPER AND EVERGREEN TREES OVER 4' HEIGHT.)

NOT TO SCALE

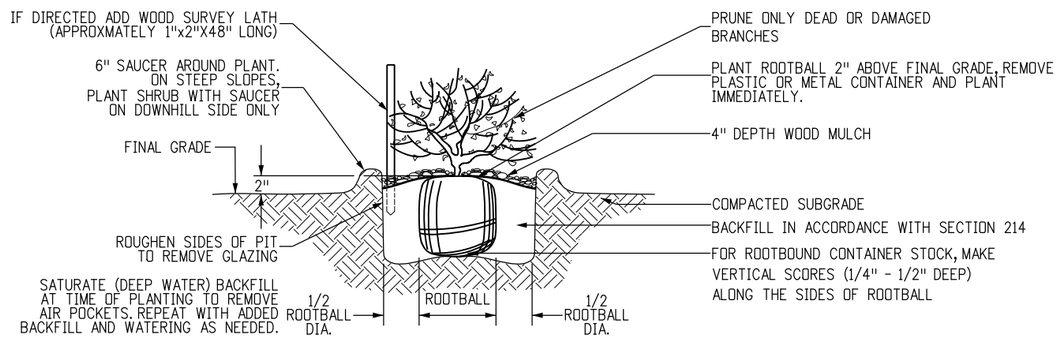


NOTE: FOR TREES ON 4:1 OR STEEPER SLOPES, PLACE TWO GUYS UPSLOPE AND ONE DOWN SLOPE. OTHERWISE, PLACE FOR PREVAILING WIND.

GUYING PATTERN FOR EVERGREEN TREE BALLED AND BURLAPPED TREE PLANTINGS



GUYING PATTERN FOR DECIDUOUS TREE BALLED AND BURLAPPED TREE PLANTINGS



STANDARD NURSERY STOCK CONTAINERS (#5, #10 AND #20) PLANTING DETAIL

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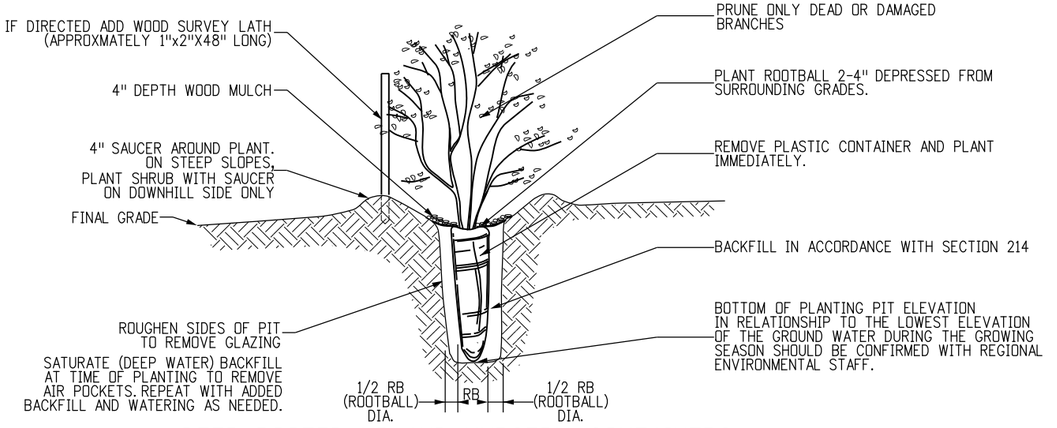
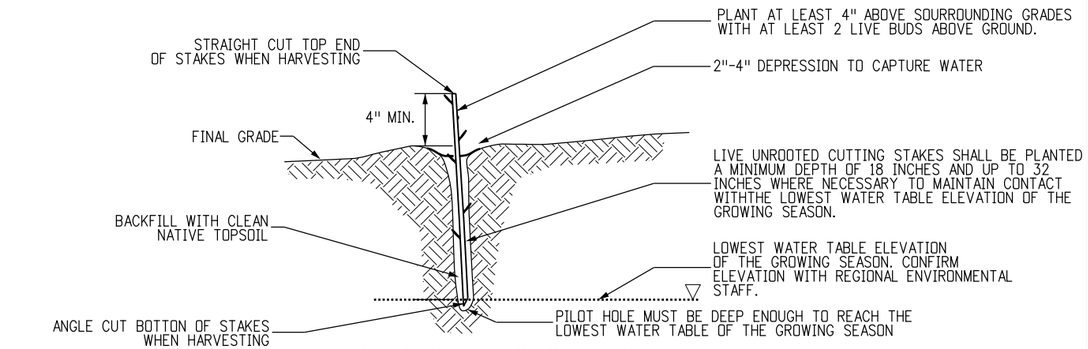


DEEP ROOTED UPLAND NURSERY CONTAINERS (DRC #10, #40, #60 AND #180) PLANTING DETAIL

NOT TO SCALE



UNROOTED CUTTING STAKES PLANTING DETAIL

NOT TO SCALE

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NURSERY STOCK DETAILS

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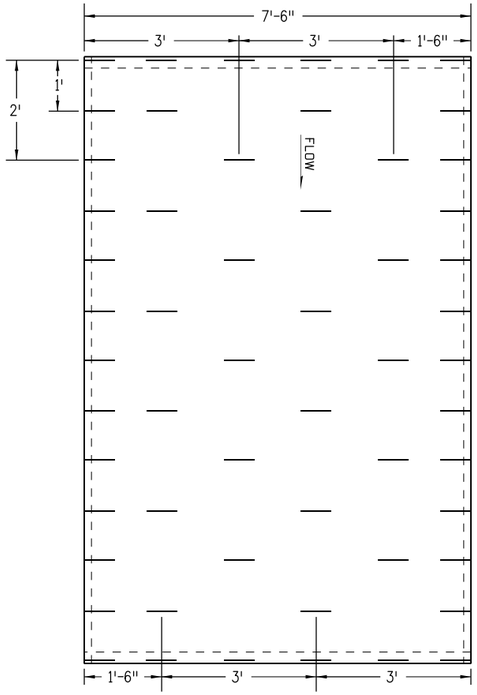
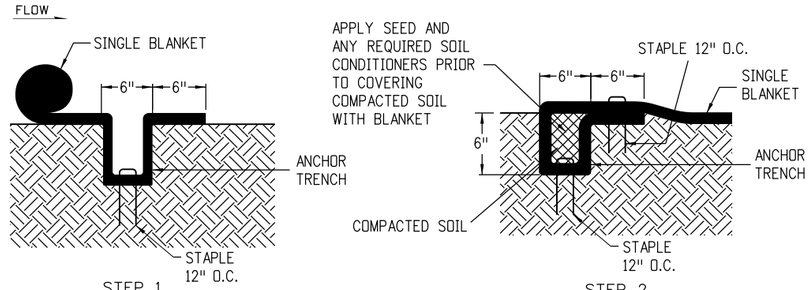


TYPICAL STAPLE PATTERN FOR CHANNEL APPLICATION

SEE SUBSECTION 216.05.

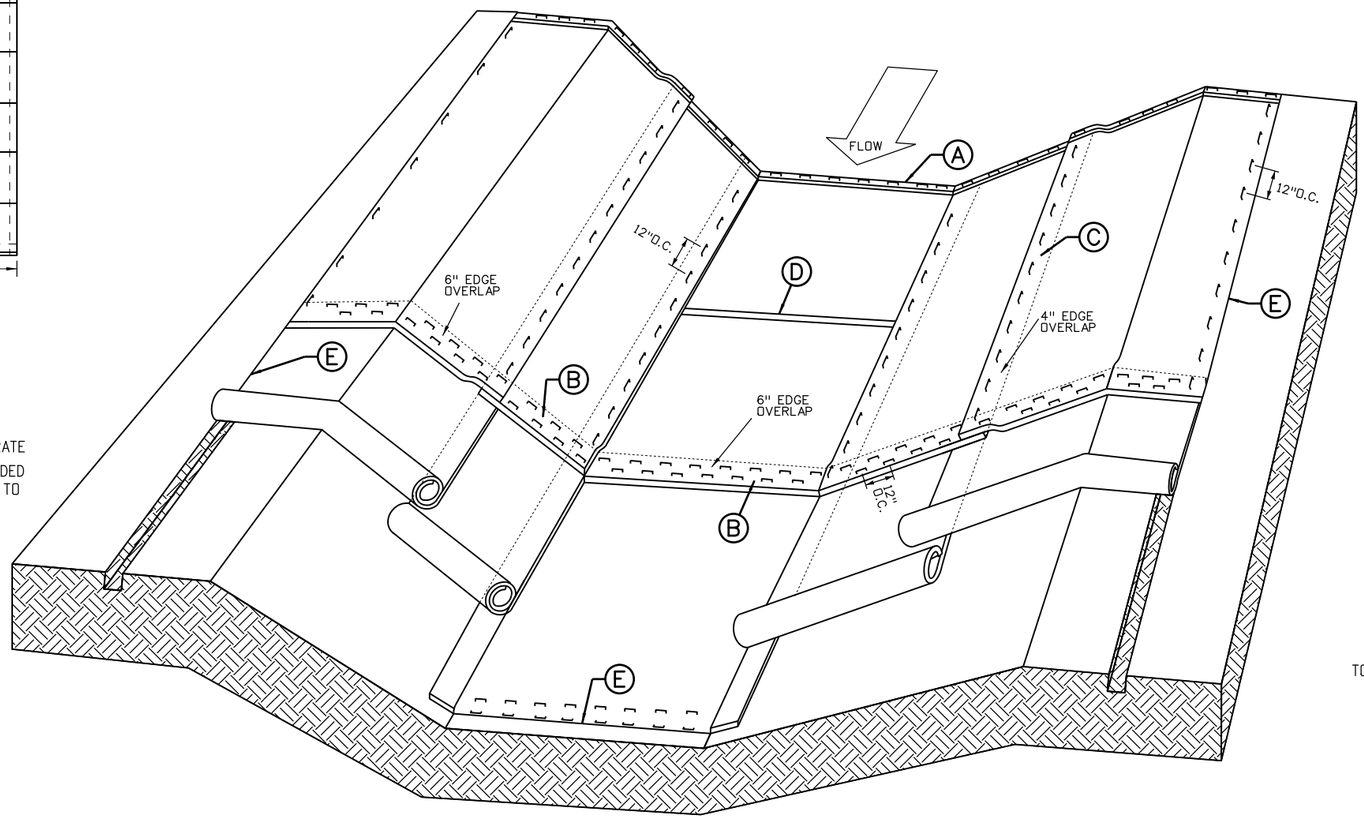
SOIL FILLED TRM APPLICATION

1. PLACE 3" TOPSOIL OR SOIL AMENDED WITH SOIL CONDITIONING.
2. APPLY HALF OF THE SPECIFIED SEED AT THE BROADCAST RATE AND RAKE IT INTO THE SOIL.
3. INSTALL TRM.
4. PLACE 1" TOPSOIL OR SOIL AMENDED WITH SOIL CONDITIONING INTO THE MATRIX TO COVER THE PRODUCT'S THICKNESS.
5. APPLY THE REMAINING HALF OF THE SPECIFIED SEED AT THE BROADCAST RATE AND RAKE IT INTO THE SOIL.
6. INSTALL SOIL RETENTION BLANKET (CLASS 1).



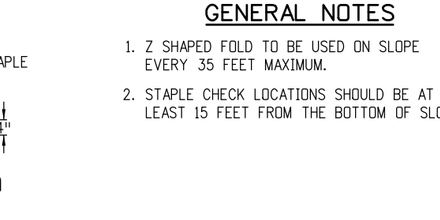
ANCHOR TRENCH (A)

TO BE USED AT THE BEGINNING AND END OF THE CHANNEL ACROSS IT'S ENTIRE WIDTH.



SOIL RETENTION BLANKETS/TURF REINFORCEMENT MATS (TRM) CHANNEL APPLICATION

IN ACCORDANCE WITH SECTION 216.

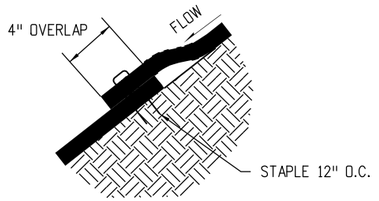


CONSECUTIVE ROLL OVERLAP (B)

TO BE USED WHEREVER ONE ROLL OF BLANKET ENDS AND ANOTHER BEGINS WITH UPSTREAM BLANKET PLACED ON TOP OF THE BLANKET ON THE DOWNSTREAM SIDE.

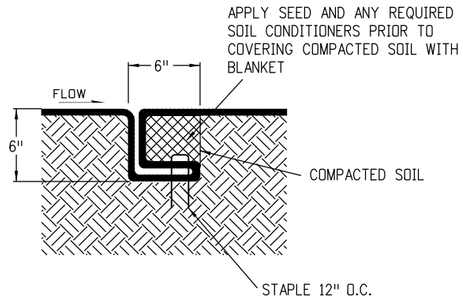
GENERAL NOTES

1. Z SHAPED FOLD TO BE USED ON SLOPE EVERY 35 FEET MAXIMUM.
2. STAPLE CHECK LOCATIONS SHOULD BE AT LEAST 15 FEET FROM THE BOTTOM OF SLOPE.



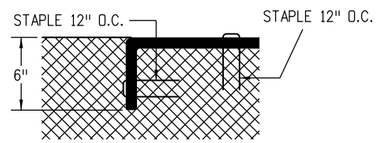
SIDE SEAM OVERLAP (C)

TO BE USED FOR OVERLAP WHEN 2 WIDTHS OF BLANKET ARE APPLIED SIDE BY SIDE WITH THE UPHILL BLANKET PLACED ON TOP OF THE BLANKET ON THE DOWNHILL SIDE.



CHANNEL CHECK SLOT (D)

TO BE USED AT 30' INTERVALS IN CHANNEL FLOWLINE.



TERMINATION OF CHANNEL (E)

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SOIL RETENTION COVERING

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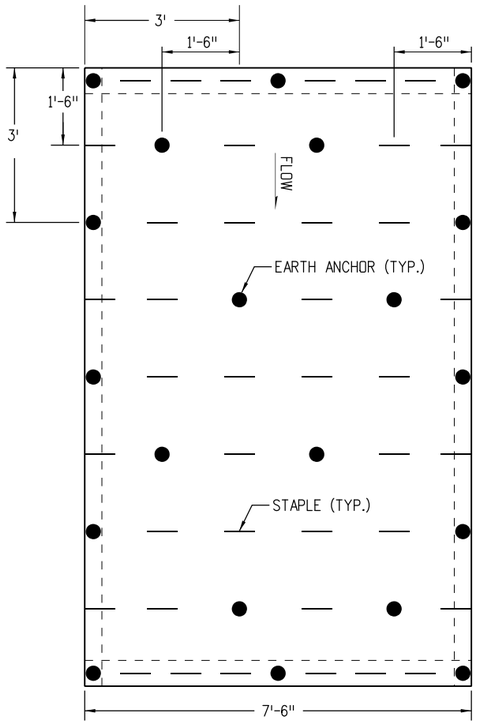
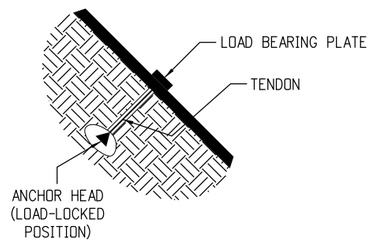


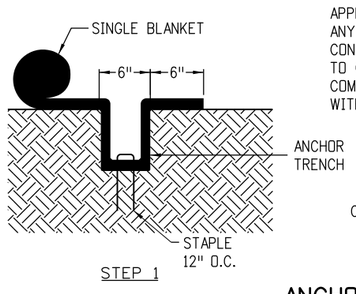
TYPICAL STAPLE OR EARTH ANCHOR PATTERN FOR SLOPE APPLICATION

IF EARTH ANCHORS ARE NOT SPECIFIED ON THE PLANS, ONLY STAPLES SHALL BE USED. SEE SUBSECTION 216.04



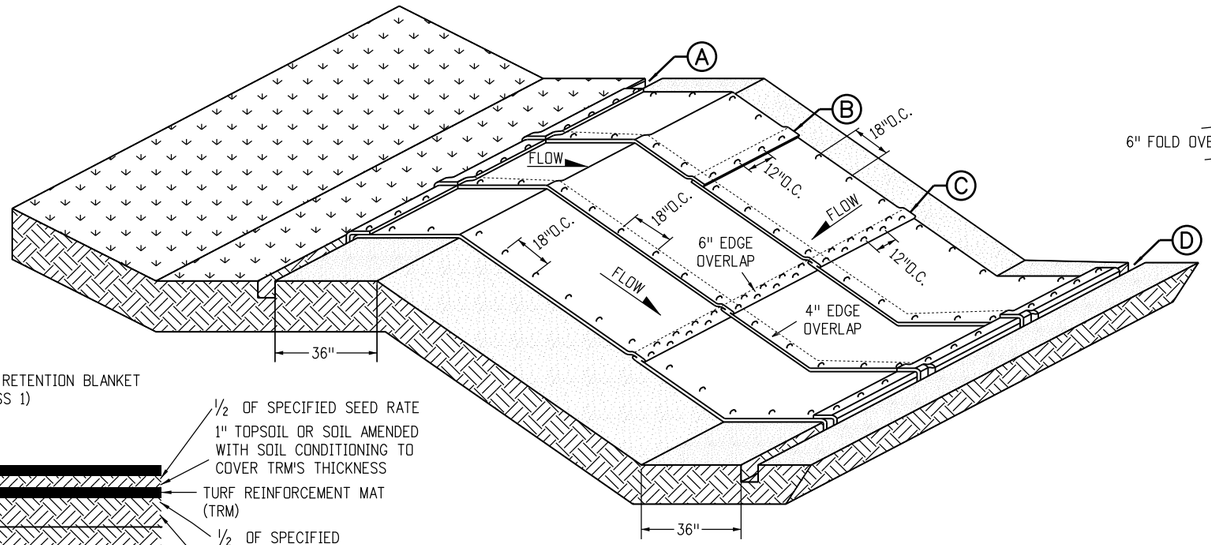
EARTH ANCHOR

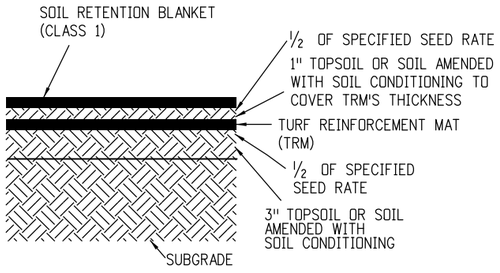
NOTES:
1. EARTH ANCHORS WILL BE USED INSTEAD OF STAPLES WHEN SPECIFIED IN THE PLANS.
2. EARTH ANCHORS SHALL BE PAID FOR SEPERATLY AS SPECIFIED IN SECTION 216.



ANCHOR TRENCH (A)

TO BE USED AT THE UPSLOPE AND DOWNSLOPE ENDS OF BLANKET ACROSS THE ENTIRE WIDTH OF SLOPE UNLESS SLOPE RUNS INTO RECEIVING WATER. (SEE DOWNSLOPE END STAPLE CHECK).



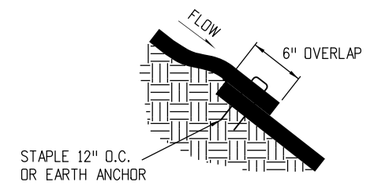


SOIL FILLED TRM APPLICATION

1. PLACE 3" TOPSOIL OR SOIL AMENDED WITH SOIL CONDITIONING.
2. APPLY HALF OF THE SPECIFIED SEED AT THE BROADCAST RATE AND RAKE IT INTO THE SOIL.
3. INSTALL TRM.
4. PLACE 1" TOPSOIL OR SOIL AMENDED WITH SOIL CONDITIONING INTO THE MATRIX TO COVER THE PRODUCT'S THICKNESS.
5. APPLY THE REMAINING HALF OF THE SPECIFIED SEED AT THE BROADCAST RATE AND RAKE IT INTO THE SOIL.
6. INSTALL SOIL RETENTION BLANKET (CLASS 1).

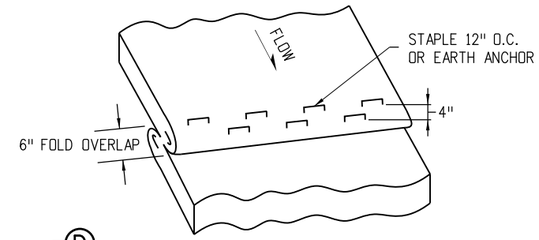
SOIL RETENTION BLANKETS/TURF REINFORCEMENT MATS (TRM) SLOPE APPLICATION

IN ACCORDANCE WITH SECTION 216.

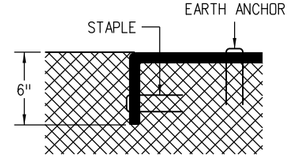


CONSECUTIVE ROLL OVERLAP (B)

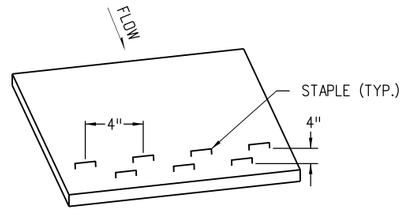
TO BE USED WHEREVER ONE ROLL OF BLANKET ENDS AND ANOTHER BEGINS WITH THE UPHILL BLANKET PLACED ON TOP OF THE BLANKET ON THE DOWNHILL SIDE.



STAPLE CHECK (C)



TERMINATION OF CHANNEL (D)



DOWNSLOPE END STAPLE CHECK

TO BE USED WHEN SLOPE RUNS INTO A RECEIVING WATER AND CANNOT BE EXTENDED 3 FEET BEYOND SLOPE.

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SOIL RETENTION COVERING

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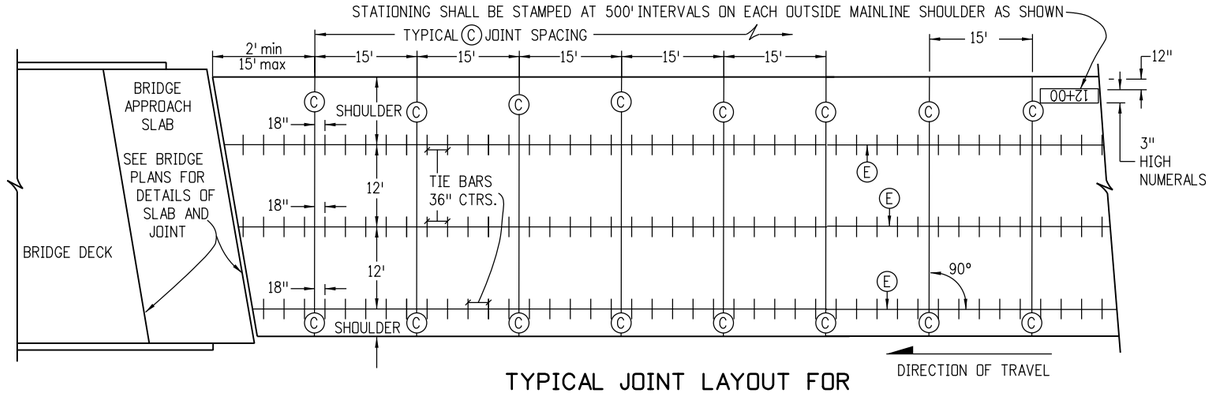
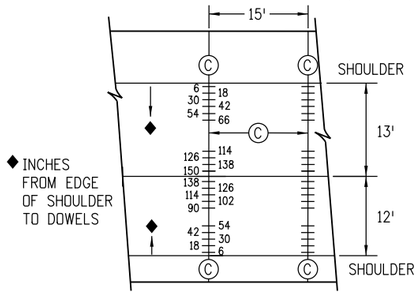
STANDARD PLAN NO.
M-216-1
Standard Sheet No. 2 of 2
Project Sheet Number:



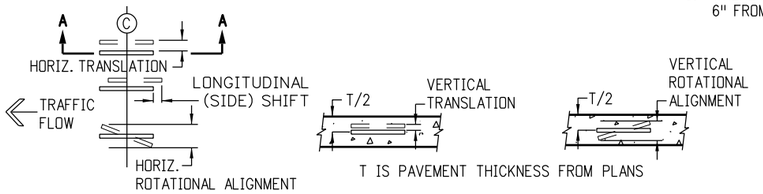
TYPICAL JOINT LAYOUT FOR CONCRETE ROADWAY WITH CONCRETE SHOULDERS

GENERAL NOTES

1. THIS STANDARD PLAN DOES NOT APPLY TO THIN CONCRETE OVERLAYS (WHITETOPPING).
2. TRANSVERSE CONSTRUCTION JOINTS SHALL BE LOCATED AT A Ⓒ JOINT.
3. THIS JOINT LAYOUT SHALL BE USED AS A STANDARD OF THE JOINT LAYOUT FOR THE PROJECT. IF THE CONTRACTOR PROPOSES VARIATIONS FROM THIS STANDARD OR THE PROJECT HAS UNUSUAL OR IRREGULAR CONDITIONS NOT COVERED HEREIN, THE CONTRACTOR SHALL PREPARE A PAVEMENT JOINT LAYOUT FOR APPROVAL BY THE ENGINEER. SLABS 13 FT. IN WIDTH SHALL BE CONSTRUCTED ONLY WHERE DESIGNATED ON THE PLANS.
4. ON MULTILANE DIVIDED HIGHWAYS, THE MULTILANE DIRECTIONAL PAVEMENT AND BOTH SHOULDERS SHALL BE PLACED WITH Ⓔ LONGITUDINAL SAWED CONTRACTION JOINTS.
5. ON MULTILANE DIVIDED HIGHWAYS SEPARATED BY A CONCRETE BARRIER, A Ⓓ JOINT SHALL BE CONSTRUCTED AT ONE OF THE BARRIER FACES.
6. Ⓓ JOINTS SHALL BE CONSTRUCTED BETWEEN THE TWO OPPOSING DIRECTIONS OF TRAVEL ON A MULTILANE UNDIVIDED HIGHWAY WHEN ALL OF THE FOLLOWING APPLY:
   A. PAVEMENT IS CONTINUOUS ACROSS BOTH DIRECTIONS OF TRAVEL.
   B. THERE IS NO MEDIAN BARRIER.
   C. THE WIDTH OF THE PAVEMENT IN ONE DIRECTION IS GREATER THAN 80 FEET.
7. ON VARIABLE WIDTH SLABS, THE 2 FT. OR 4 FT. END OF SLAB WIDTH DIMENSION MAY VARY ±6 INCHES.
8. Ⓛ JOINTS ARE TO BE USED WHEN A TRAFFIC LANE IS ADDED SEPARATELY, OR FOR TAPERS, OR FOR SPEED CHANGE LANES. ALTERNATIVE LONGITUDINAL JOINT LOCATIONS AT SPEED CHANGE LANES MAY BE USED IF APPROVED.
9. WHERE Ⓒ JOINTS ARE SHOWN IN THE SHOULDER, THE DOWEL BARS WILL BE PLACED ON 12" CENTERS STARTING 6" FROM THE ROADWAY Ⓔ JOINT.



DOWEL BAR DETAIL FOR Ⓒ JOINT WITH 13 FT. AND 12 FT. WIDE SLABS

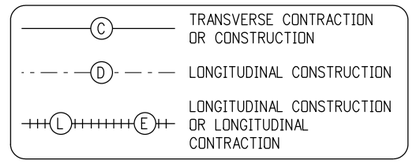


PLAN VIEW
SHOWING HORIZ. TRANSLATION, LONGITUDINAL (SIDE) SHIFT AND HORIZ. ROTATIONAL ALIGNMENT

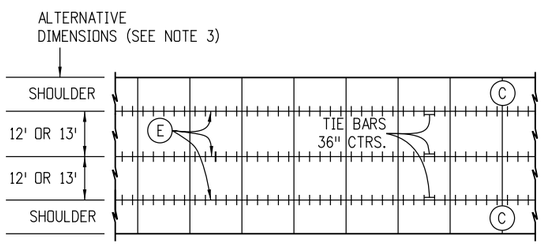
SECTION A-A
SHOWING VERTICAL TRANSLATION TOLERANCE

SECTION A-A
SHOWING VERTICAL ROTATIONAL ALIGNMENT

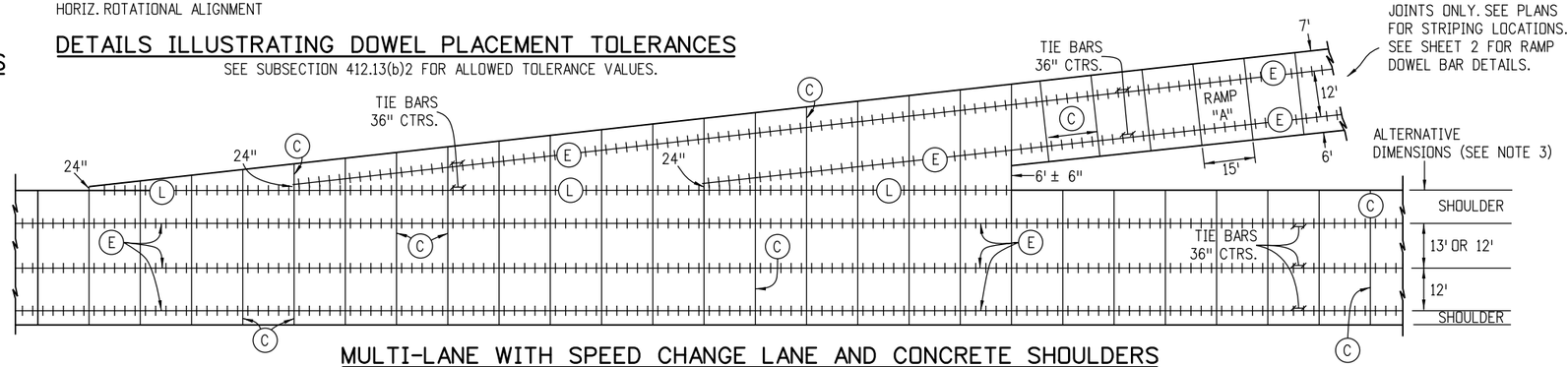
JOINT LEGEND
(SEE SHEET 5 FOR JOINT DETAILS)



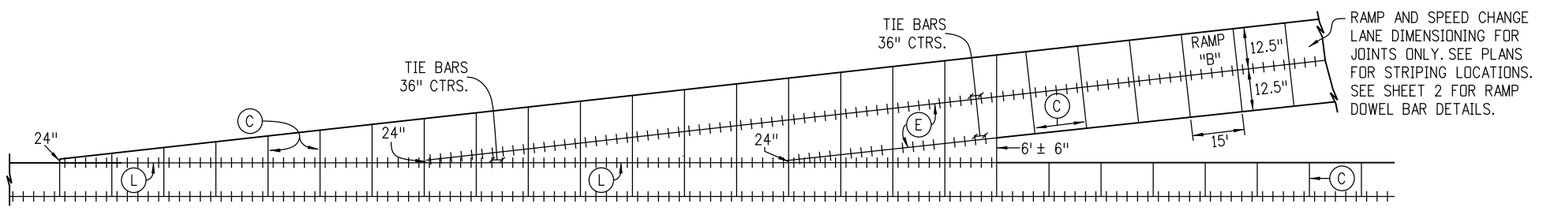
DETAILS ILLUSTRATING DOWEL PLACEMENT TOLERANCES
SEE SUBSECTION 412.13(b)2 FOR ALLOWED TOLERANCE VALUES.



RURAL TWO-LANE



MULTI-LANE WITH SPEED CHANGE LANE AND CONCRETE SHOULDERS



OPTIONAL LONGITUDINAL JOINT IN CENTER FOR SINGLE LANE SPEED CHANGE LANE

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CONCRETE PAVEMENT JOINTS

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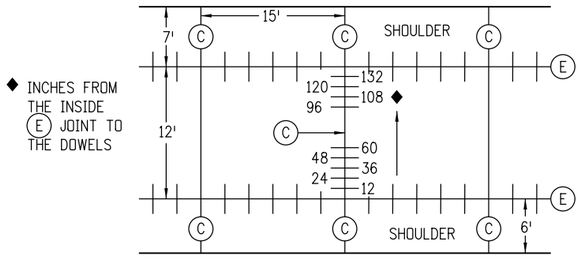
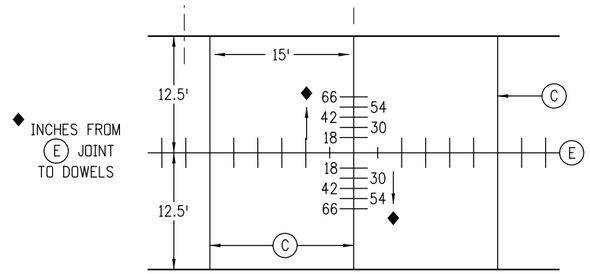
STANDARD PLAN NO.
M-412-1
Standard Sheet No. 1 of 5
Project Sheet Number:



RAMP "A" DOWEL BAR DETAIL
FOR C JOINT WITH A 12 FT. LANE

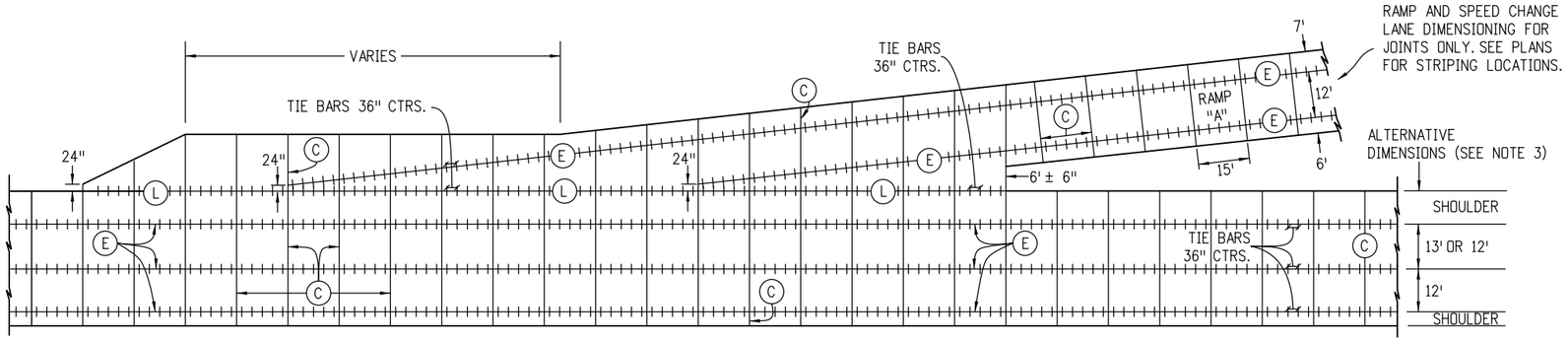


RAMP "B" DOWEL BAR DETAIL FOR C JOINT
WITH CENTER LONGITUDINAL SPLIT LANE

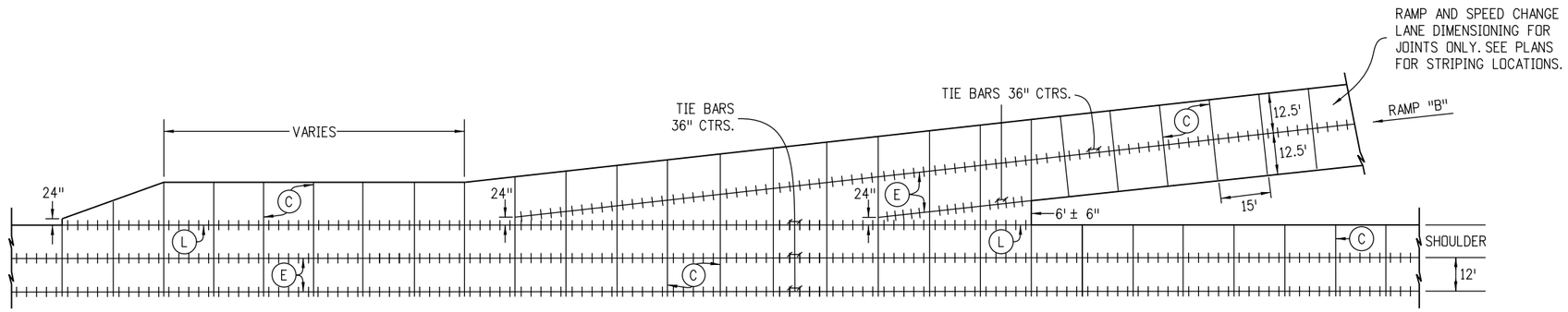
JOINT LEGEND

(SEE SHEET 5 FOR JOINT DETAILS)

- (C) TRANSVERSE CONTRACTION OR CONSTRUCTION
- (D) LONGITUDINAL CONSTRUCTION
- (L) (E) LONGITUDINAL CONSTRUCTION OR LONGITUDINAL CONTRACTION



MULTI-LANE WITH ACCELERATION AND DECELERATION LANES AND CONCRETE SHOULDERS



OPTIONAL LONGITUDINAL JOINT IN CENTER FOR SINGLE LANE ACCELERATION AND DECELERATION LANE

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CONCRETE PAVEMENT JOINTS

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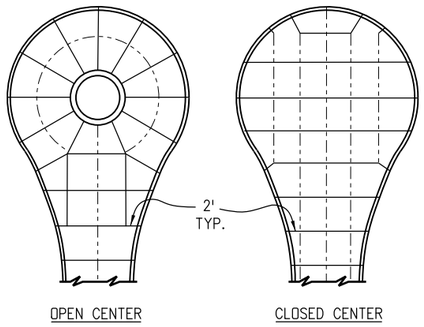
STANDARD PLAN NO.
M-412-1
Standard Sheet No. 2 of 5
Project Sheet Number:



CUL-DE-SAC

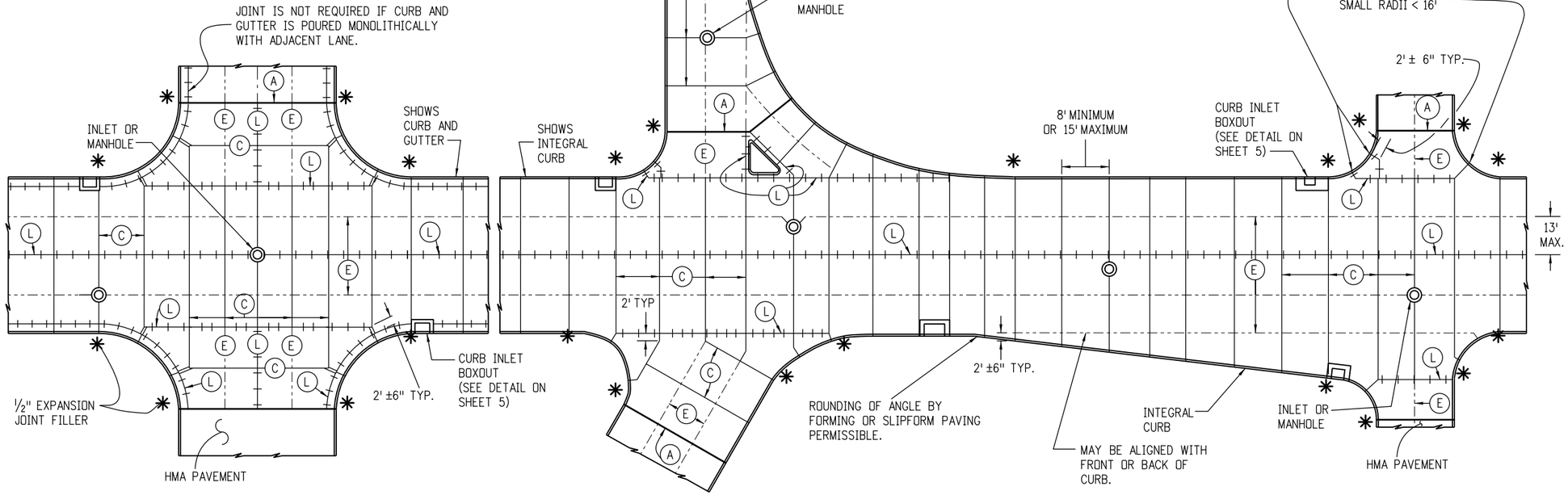
JOINT LEGEND

(SEE SHEET 5 FOR JOINT DETAILS)

- (A) EXPANSION
- (C) TRANSVERSE CONTRACTION OR CONSTRUCTION
- (D) LONGITUDINAL CONSTRUCTION
- (E) LONGITUDINAL CONTRACTION
- (L) LONGITUDINAL CONSTRUCTION

NOTES

1. LONGITUDINAL JOINTS SHALL BE PLACED ADJACENT TO LANE MARKINGS WHEN POSSIBLE, AND HAVE A MAXIMUM SPACING OF 13 FT. (15 FT. IS PERMITTED WITH MONOLITHIC CURB AND GUTTER).
2. CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE CENTERLINE OF PAVEMENT AND EXTEND THROUGH THE CURB OR CURB AND GUTTER.
3. * PLACE ½ IN. MIN. EXPANSION JOINT FILLER IN TOP 6 IN. OF CURB JOINT AT INTERSECTION RETURN RADIUS POINTS.
4. THE CONTRACTOR SHALL, UNLESS OTHERWISE SHOWN ON THE PLANS, SELECT AND USE A BOND BREAKER AT INLETS, MANHOLES AND SIMILAR SIZE STRUCTURES. SMALLER STRUCTURES SUCH AS VALVE AND MONUMENT BOXES SHALL NOT REQUIRE A BOND BREAKER.
5. WHERE A LONGITUDINAL JOINT PASSES LESS THAN 1 FT. FROM A CAST-IN-PAVEMENT MANHOLE OR SIMILAR SIZE STRUCTURE, A TYPICAL 2 FT. RADIAL JOINT, AS SHOWN IN THE DETAILS, SHALL BE USED.
6. TRANSVERSE JOINTS SHALL EITHER INTERSECT THE CENTER OF CIRCULAR MANHOLES AND INLETS OR BE AT LEAST 4 FT. AWAY FROM THE EDGE OF CIRCULAR MANHOLES. SEE CURB INLET BOXOUT DETAIL ON SHEET 5.
7. TRANSVERSE CONSTRUCTION JOINTS SHALL BE LOCATED AT A (C) JOINT.
6. THE ENGINEERS SHALL HAVE AN OPTION TO USE INDIVIDUAL DOWELS IN THE (C) JOINT ON SHORT RUN (2' ± 6") TO CURB RADIUS RETURNS.



TYPICAL CURBED PAVEMENT JOINT LAYOUT

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CONCRETE PAVEMENT JOINTS

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STANDARD PLAN NO.
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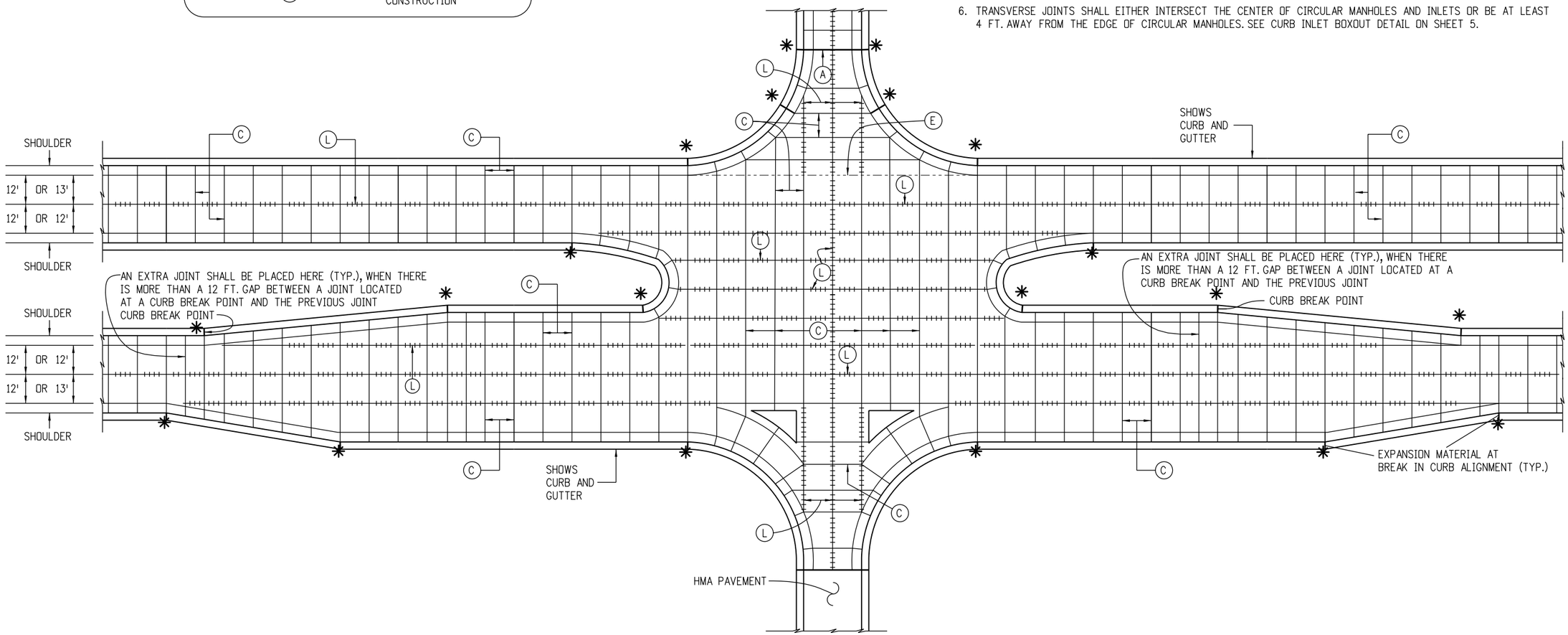
JOINT LEGEND

(SEE SHEET 5 FOR JOINT DETAILS)

- (A) EXPANSION
- (C) TRANSVERSE CONTRACTION OR CONSTRUCTION
- (D) LONGITUDINAL CONSTRUCTION
- (E) LONGITUDINAL CONTRACTION
- (L) LONGITUDINAL CONSTRUCTION

NOTES

1. LONGITUDINAL JOINTS SHALL BE PLACED ADJACENT TO LANE MARKINGS WHEN POSSIBLE, AND HAVE A MAXIMUM SPACING OF 13 FT. (15 FT. IS PERMITTED WITH MONOLITHIC CURB AND GUTTER).
2. CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE CENTERLINE OF PAVEMENT AND EXTEND THROUGH THE CURB OR CURB AND GUTTER.
3. * PLACE ½ IN. MIN. EXPANSION JOINT FILLER IN TOP 6 IN. OF CURB JOINT AT INTERSECTION RETURN RADIUS POINTS.
4. THE CONTRACTOR SHALL, UNLESS OTHERWISE SHOWN ON THE PLANS, SELECT AND USE A BOND BREAKER AT INLETS, MANHOLES AND SIMILAR SIZE STRUCTURES. SMALLER STRUCTURES SUCH AS VALVE AND MONUMENT BOXES DO NOT REQUIRE A BOND BREAKER.
5. WHERE A LONGITUDINAL JOINT WOULD PASS LESS THAN 1 FT. FROM A CAST-IN-PAVEMENT MANHOLE OR SIMILAR SIZE STRUCTURE, A TYPICAL 2 FT. RADIAL JOINT, AS SHOWN IN THE DETAILS, SHALL BE USED.
6. TRANSVERSE JOINTS SHALL EITHER INTERSECT THE CENTER OF CIRCULAR MANHOLES AND INLETS OR BE AT LEAST 4 FT. AWAY FROM THE EDGE OF CIRCULAR MANHOLES. SEE CURB INLET BOXOUT DETAIL ON SHEET 5.



MULTI-LANE INTERSECTION WITH SPEED CHANGE LANE AND CONCRETE SHOULDERS

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CONCRETE PAVEMENT JOINTS

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M-412-1
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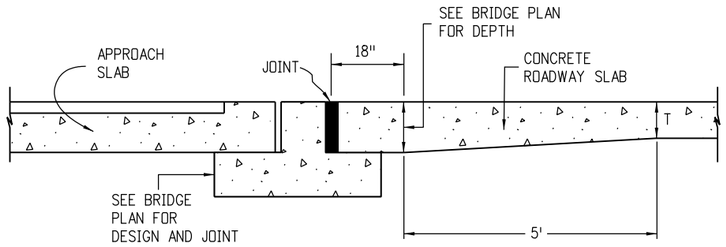
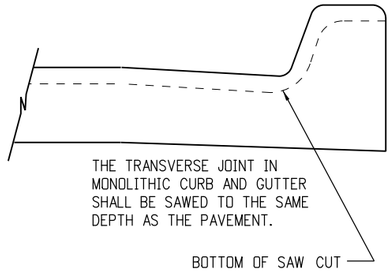
Project Sheet Number:



BRIDGE APPROACH



NOTE

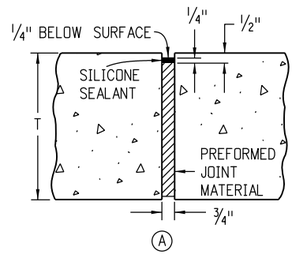
1. PAVEMENT THICKNESS (T), SHALL BE AS SHOWN ON THE PLANS.

PAVEMENT THICKNESS (T)	DOWEL BAR DIAMETER
7 IN. ≤ T < 8 IN.	1 IN.
8 IN. ≤ T ≤ 10 IN.	1.25 IN.
10 IN. < T ≤ 15 IN.	1.50 IN.

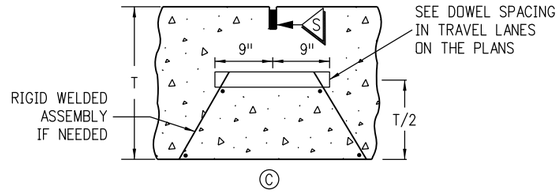
REINFORCING SIZE TABLE

TIE BAR SIZE IS NO. 5 WHEN PAVEMENT IS PLACED ON UNBOUND BASES.

TIE BAR IS NO. 6 WHEN PAVEMENT IS PLACED ON LIME TREATED SOIL, ASPHALT OR CEMENT TREATED, MILLED ASPHALT, OR RECYCLED ASPHALT BASES.

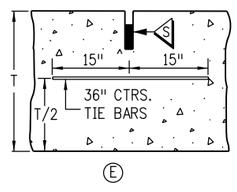


EXPANSION JOINT



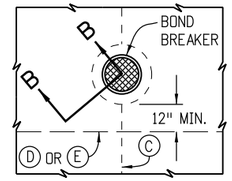
DOWELED TRANSVERSE CONSTRUCTION OR CONTRACTION JOINT

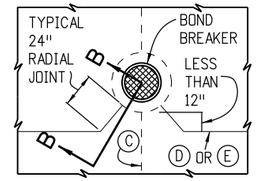
(TRANSVERSE WEAKENED PLANE JOINT)



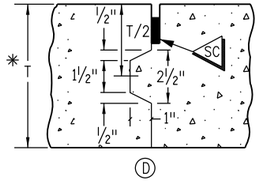
LONGITUDINAL CONTRACTION JOINT

(LONGITUDINAL WEAKENED PLANE JOINT)



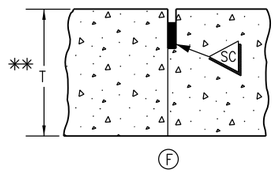


INLET OR MANHOLE CAST IN PAVEMENT



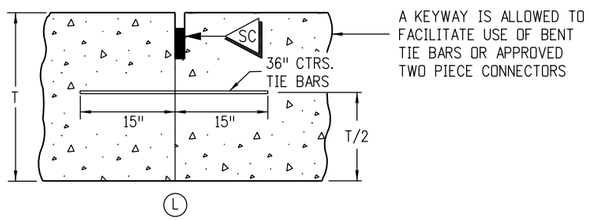
LONGITUDINAL CONSTRUCTION JOINT

* USE ONLY IF T ≥ 8 IN.
FORM ONLY FEMALE KEYWAY

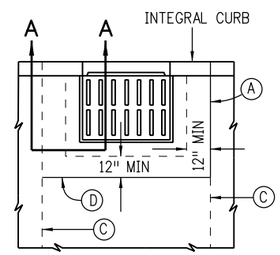


LONGITUDINAL CONSTRUCTION JOINT

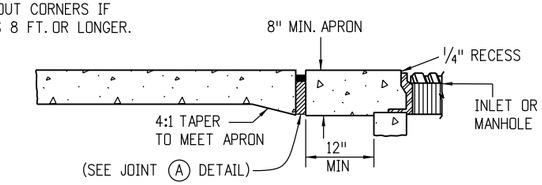
** USE ONLY IF T < 8 IN.



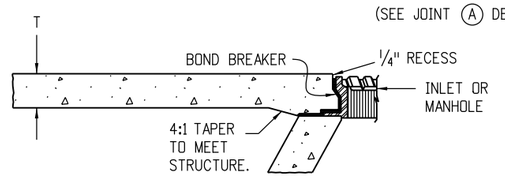
LONGITUDINAL CONSTRUCTION JOINT



CURB INLET BOXOUT

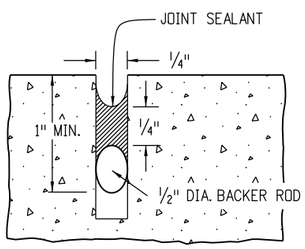


SECTION A-A

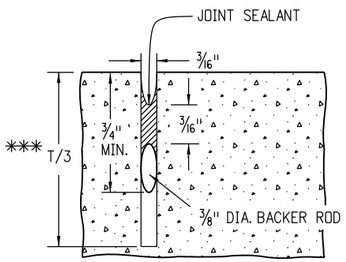


SECTION B-B

BOND BREAKER SHALL BE COMPOSED OF PLASTIC SHEET, BUILDING PAPER OR OTHER APPROVED MATERIAL THAT PREVENTS BONDING.



SEAL AT CONSTRUCTION JOINT SC



SAWED JOINT S

*** USE T/4 WHEN T < 8 IN.

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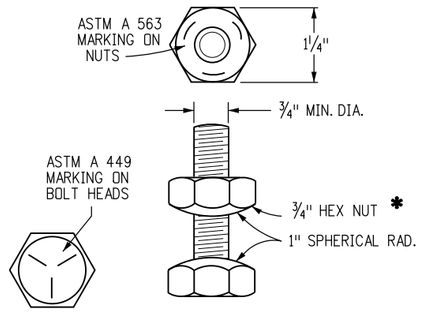
CONCRETE PAVEMENT JOINTS

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-412-1
Standard Sheet No. 5 of 5
Project Sheet Number:

PIPE DIA.	MIN. COVER	MAX. HEIGHT OF COVER H (FT.)						
		WALL THICKNESS (IN.)						
IN.		0.109	0.138	0.168	0.188	0.218	0.249	0.280
60 66	12 12	47 43	68 62	90 81	100 93	100 100	100 100	100 100
72 76	12 12	39 36	57 52	75 69	86 79	100 95	100 100	100 100
84 90	12 12	34 31	49 45	64 60	73 68	88 82	100 97	100 100
96 102	12 18	29 28	43 40	56 52	64 60	77 73	91 86	100 94
108 114	18 18	26 25	38 36	50 47	57 54	69 65	81 77	88 84
120 126	18 18	23 22	34 32	45 42	51 49	62 59	73 69	80 76
132 138	18 18	21 20	31 29	40 39	46 44	56 54	66 63	72 69
144 150	18 24	19 19	28 27	37 36	43 41	51 49	61 58	66 64
156 162	24 24	18 17	26 25	34 33	39 38	47 46	56 54	61 59
168 174	24 24	17 16	24 23	32 31	36 35	44 42	52 50	57 55
180 186	24 24	15 15	22 22	30 29	34 33	41 40	48 47	53 51
192 198	24 30		21 20	28 27	32 31	38 37	45 44	50 48
204 210	30 30		20 19	26 25	30 29	36 35	43 41	47 45
216 222	30 30			25 24	28 27	34 33	40 39	44 43
228 234	30 30			23 23	27 26	32 31	38 37	42 41
240	30				25	31	36	40

TABLE I - 6 IN. x 2 IN. CORRUGATIONS
ROUND STEEL PIPE



PIPE BOLT AND NUT

✱ INSTALL CULVERT NUTS AS SHOWN. DO NOT INVERT.

NOTES:

1. NUTS MADE IN CONFORMANCE WITH ASTM A 194, GRADE 2 OR GRADE 2H, AND MARKED WITH THE GRADE SYMBOL ARE ACCEPTABLE EQUIVALENTS FOR ASTM A 563, GRADE C NUTS.
2. BOLTS SHALL BE PLACED LOOSE TO ALIGN PLATES, THEN TIGHTENED TO MAINTAIN STRUCTURE SHAPE.

PIPE SIZE ∇ SPAN x RISE	MIN. COVER	MIN. WALL THICKNESS	CORNER RADII	MAX. H
FT. - IN.	IN.			FT.
6- 1 x 4- 7 6- 4 x 4- 9	12 12	0.109 0.109	18 18	15 15
6- 9 x 4-11 7- 0 x 5- 1	12 12	0.109 0.109	18 18	14 14
7- 3 x 5- 3 7- 8 x 5- 5	12 12	0.109 0.109	18 18	13 13
7-11 x 5- 7 8- 2 x 5- 9	12 18	0.109 0.109	18 18	12 12
8- 7 x 5-11 8-10 x 6- 1	18 18	0.109 0.109	18 18	11 11
9- 4 x 6- 3 9- 6 x 6- 5	18 18	0.109 0.109	18 18	10 10
9- 9 x 6- 7 10- 3 x 6- 9	18 18	0.109 0.109	18 18	10 9
10- 8 x 6-11 10-11 x 7- 1	18 18	0.109 0.109	18 18	9 9
11- 5 x 7- 3 11- 7 x 7- 5	18 18	0.109 0.109	18 18	8 7
11-10 x 7- 7 12- 4 x 7- 9	18 30	0.109 0.109	18 18	7 6
12- 6 x 7-11 12- 8 x 8- 1	30 30	0.109 0.109	18 18	6 6
12-10 x 8- 4 13- 3 x 9- 4	30 30	0.109 0.109	18 31	6 13
13- 6 x 9- 6 14- 0 x 9- 8	30 30	0.109 0.109	31 31	12 12
14- 2 x 9-10 14- 5 x 10- 0	30 30	0.109 0.109	31 31	12 11
14-11 x 10- 2 15- 4 x 10- 4	30 30	0.109 0.109	31 31	11 11
15- 7 x 10- 6 15-10 x 10- 8	30 30	0.109 0.109	31 31	11 10
16- 3 x 10-10 16- 6 x 11- 0	30 30	0.138 0.138	31 31	10 10
17- 0 x 11- 2 17- 2 x 11- 4	30 30	0.138 0.138	31 31	10 10
17- 5 x 11- 6 17-11 x 11- 8	30 30	0.138 0.138	31 31	9 9
18- 1 x 11-10 18- 7 x 12- 0	30 30	0.168 0.168	31 31	9 9
18- 9 x 12- 2 19- 3 x 12- 4	30 30	0.168 0.168	31 31	9 8
19- 6 x 12- 6 19- 8 x 12- 8 19-11 x 12-10	30 30 30	0.168 0.168 0.168	31 31	8 7 7
20- 5 x 13- 0 20- 7 x 13- 2	36 36	0.188 0.188	31 31	7 6

TABLE II - 6 IN. x 2 IN. CORRUGATIONS
STEEL PIPE-ARCH ◪

◪ - PIPE-ARCH IS INTENDED FOR USE WHERE MINIMUM COVER REQUIREMENTS FOR ROUND PIPE CANNOT BE MET. USE ROUND PIPE WHEN H EXCEEDS 15 FT.

PIPE SIZE ∇ SPAN x RISE	MIN. COVER	MIN. WALL THICKNESS	CORNER RADII	MAX. H
FT. - IN.	IN.			FT.
6- 2 x 5- 0 6- 7 x 4-11	21 21	0.100 0.100	27 27	15 15
6- 7 x 5- 8 6-11 x 5- 9	21 21	0.100 0.100	32 32	15 15
7- 3 x 5-11 7- 9 x 6- 0	21 24	0.100 0.100	32 32	15 15
8- 1 x 6- 1 8- 5 x 6- 3	24 24	0.100 0.100	32 32	15 15
8-10 x 6- 4 9- 3 x 6- 5	27 27	0.100 0.100	32 32	15 15
9- 7 x 6- 6 9-11 x 6- 8	27 27	0.100 0.100	32 32	15 15
10- 3 x 6- 9 10- 9 x 6-10	27 30	0.100 0.100	32 32	15 14
11- 1 x 7- 0 11- 5 x 7- 1	30 30	0.100 0.100	32 32	14 14
11- 9 x 7- 2 12- 3 x 7- 3	33 33	0.100 0.100	32 32	13 13
12- 7 x 7- 5 12-11 x 7- 6	33 33	0.100 0.100	32 32	12 12
13- 1 x 8- 2 13- 1 x 8- 4	33 33	0.100 0.100	32 32	12 12
13-11 x 8- 5 14- 0 x 8- 7	30 33	0.125 0.125	32 32	13 13
13-11 x 9- 5 14- 3 x 9- 7	30 33	0.125 0.125	32 32	13 12
14- 8 x 9- 8 14-11 x 9-10	33 33	0.125 0.125	32 32	12 12
15- 4 x 10- 0 15- 7 x 10- 2	33 30	0.125 0.150	32 32	12 11
16- 1 x 10- 4 16- 4 x 10- 6	33 33	0.150 0.150	32 32	11 11
16- 9 x 10- 8 17- 0 x 10-10	33 33	0.150 0.150	32 32	11 10
17- 3 x 11- 0 17- 9 x 11- 2	33 30	0.150 0.175	32 32	10 10
18- 0 x 11- 4 18- 5 x 11- 6	33 33	0.175 0.175	32 32	10 10
18- 8 x 11- 8 19- 2 x 11- 9	33 30	0.175 0.200	32 32	9 9
19- 5 x 11-11 19-10 x 12- 1	30 33	0.200 0.200	32 32	9 9
20- 1 x 12- 3 20- 1 x 12- 6	33 33	0.200 0.200	32 32	9 9
20-10 x 12- 7 21- 1 x 12- 9 21- 6 x 12-11	30 33 33	0.225 0.225 0.225	32 32 32	8 8 8

TABLE III - 9 IN. x 2½ IN. CORRUGATIONS
ALUMINUM PIPE-ARCH ◪

H - HEIGHT OF COVER LIMIT. MAXIMUM HEIGHT OF FILL OVER THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP.

FILL HEIGHTS GREATER THAN MAXIMUM ALLOWED IN THE FILL HEIGHT TABLE REQUIRE SPECIAL DESIGN.

PIPE DIA.	MIN. COVER	MAX. HEIGHT OF COVER H (FT.)						
		WALL THICKNESS (IN.)						
IN.		0.100	0.125	0.150	0.175	0.200	0.225	0.250
60 66	15 18	31 28	45 41	60 54	70 64	81 74	92 84	100 94
72 78	21 21	25 23	37 35	50 46	58 54	67 62	77 71	86 79
84 90	21 24	22 20	32 30	42 40	50 47	58 54	66 61	73 68
96 102	24 24	19 18	28 26	37 35	44 41	50 47	57 54	64 60
108 114	27 27	17 16	25 23	33 31	39 37	45 42	51 48	57 54
120 126	27 30	15 14	22 21	30 28	35 33	40 38	46 44	51 49
132 138	30 30	14 13	20 19	27 26	32 30	37 35	42 40	46 44
144 150	33 30	12	18 18	25 24	29 28	33 32	38 36	42 40
156 162	30 30		17	23 22	27 26	31 30	35 34	38 37
168 174	30 30			21 20	25 24	29 28	32 31	35 34
180 186	27 27				23 22	27 26	30 29	33 31
192 198	27 27					25 24	28 27	30 29
204 210	27 27					23	26 25	28 27
216 222	27 27							26 25
228	27							25

TABLE IV - 9 IN. x 2½ IN. CORRUGATIONS
ROUND ALUMINUM PIPE

GENERAL NOTES

1. PIPE OR PIPE-ARCH WITH ENDS CUT TO FIT A SLOPE AND REPAIRED IN ACCORDANCE WITH SUBSECTION 707.09, SHALL BE REINFORCED AS SHOWN ON THE PLANS.
2. WHERE MULTIPLE PIPES ARE USED, THEY SHALL BE SPACED SO THAT ADJACENT SIDES OF THE PIPE SHALL BE AT LEAST ONE-HALF DIAMETER OR ONE-HALF SPAN APART TO PERMIT CAREFUL TAMPING OF THE BACKFILL MATERIAL, EXCEPT THAT THE CLEAR DISTANCE BETWEEN ADJACENT SIDES SHALL NOT BE MORE THAN 3 FT.
3. MINIMUM COVER FOR STRUCTURAL PLATE PIPE OR PIPE ARCH IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP. DURING CONSTRUCTION, ADEQUATE COVER SHALL BE PROVIDED TO PROTECT THE STRUCTURE FROM DAMAGE. THE COVER DURING CONSTRUCTION SHALL BE AT LEAST 1 FT.

∇ - PIPE ARCH WITH EQUAL PERIPHERY AND WITH SPAN AND RISE DIMENSIONS APPROXIMATELY EQUAL TO THOSE SPECIFIED ON THE PLANS WILL BE PERMITTED.

PIPE OR PIPE-ARCH CONFORMING TO SECTION 603 SHALL NOT BE SUBSTITUTED FOR STRUCTURAL PLATE PIPE OR PIPE-ARCH.

PIPE-ARCH DESIGN IS BASED ON CORNER BEARING PRESSURE ON THE SOIL OF 2 TONS PER SQUARE FT.

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Date:	Comments

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STRUCTURAL PLATE PIPE H-20 LOADING

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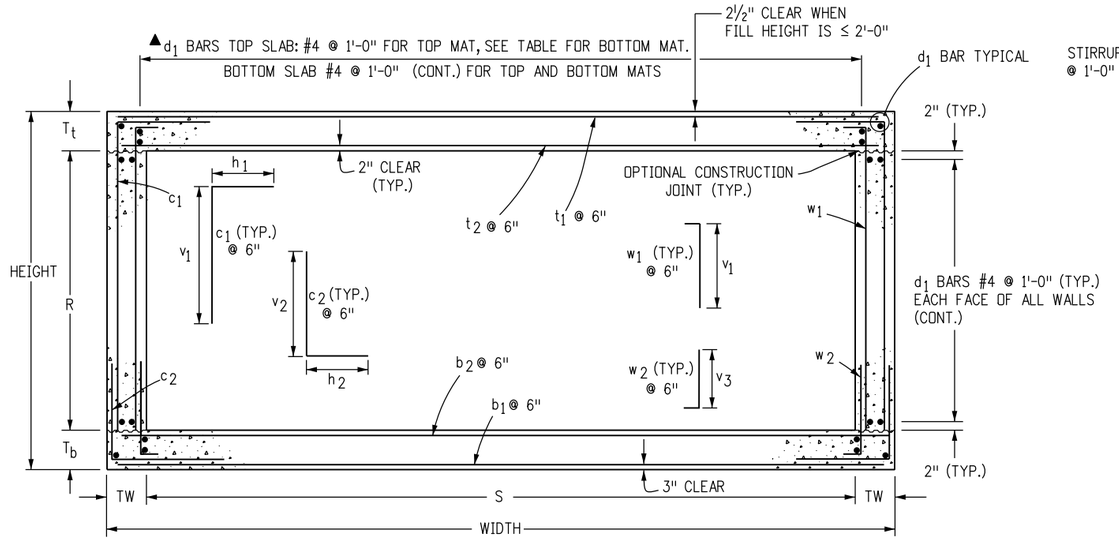
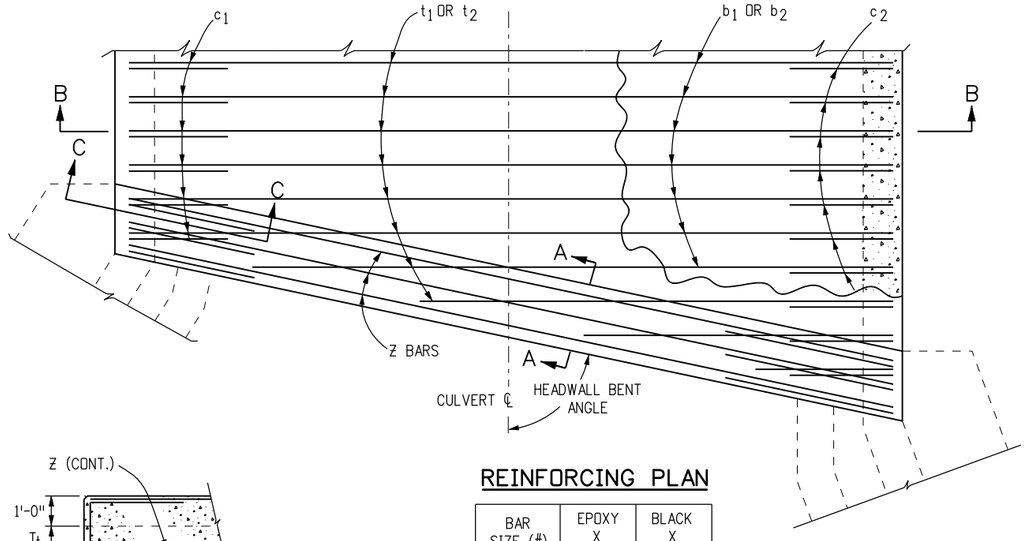
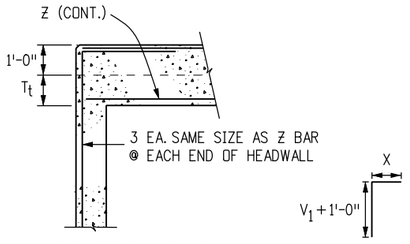
STANDARD PLAN NO.
M-510-1
Standard Sheet No. 1 of 1
Project Sheet Number:



SECTION B-B



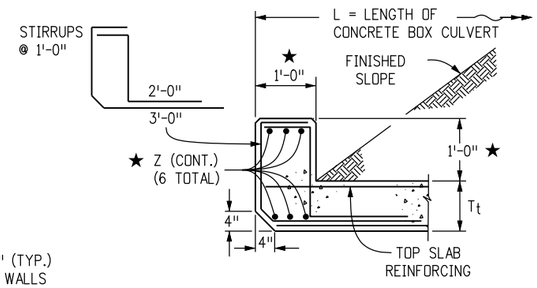


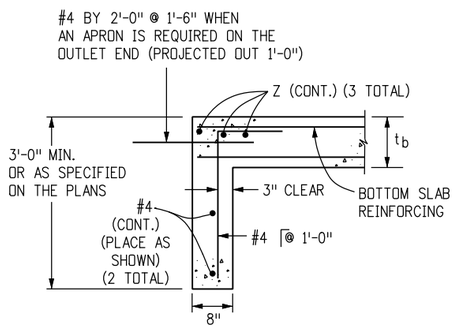
SECTION C-C

HEADWALL CORNER REINFORCING DETAIL

REINFORCING PLAN

BAR SIZE (#)	EPOXY X (FT.-IN.)	BLACK X (FT.-IN.)
4	2-4	1-11
5	2-10	2-4
6	3-5	2-10
7	4-1	3-3
8	5-3	4-3
9	6-8	5-5





SECTION A-A

CONSTRUCTION JOINT DETAIL FOR STAGED CONSTRUCTION

NOTE: THIS DETAIL IS FOR CONSTRUCTION JOINTS INSTALLED PERPENDICULAR TO THE ℄ OF THE BOX ONLY. THE CONTRACTOR CAN DESIGN AND INSTALL J BARS AT HIS EXPENSE TO SUPPORT TEMPORARY LIVE LOADS DURING STAGE 1 CONSTRUCTION. J BARS SHALL BE THE SAME SIZE AS THE TOP AND BOTTOM SLAB REINFORCING WHEN THERE ARE NO TEMPORARY LIVE LOADS TO SUPPORT.

GENERAL NOTES

1. ALL CONCRETE SHALL BE CLASS D (BOX CULVERT).
2. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS PLACED.
3. ALL CONSTRUCTION JOINTS NOT SHOWN ON THE PLANS SHALL BE CONSTRUCTED ONLY IF APPROVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL MAINTAIN THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.
5. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD PLAN M-206-1.
6. ANY CULVERT SPAN 20 FT. OR GREATER, A FOUNDATION INVESTIGATION AND REPORT ARE REQUIRED.
7. BACKFILL SHALL NOT BEGIN UNTIL TOP SLAB HAS REACHED DESIGN STRENGTH, f'c.
8. SPLICE QUANTITIES FOR LONGITUDINAL AND TRANSVERSE BARS ARE NOT INCLUDED.
9. REINFORCING STEEL SHALL BE GRADE 60.
10. THE MINIMUM LAP SPLICE LENGTH FOR EPOXY COATED REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-3"	1'-7"	2'-5"	2'-10"	3'-8"	4'-8"	5'-11"	7'-3"

THE MINIMUM LAP SPLICE LENGTH FOR BLACK REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-1"	1'-4"	1'-7"	1'-11"	2'-6"	3'-1"	3'-11"	4'-10"

THE ABOVE SPLICE LENGTHS ARE FOR CLASS B SPLICES.

11. ALL DIMENSIONS ARE PERPENDICULAR TO THE CENTERLINE OF THE BOX.
12. WINGWALLS SHALL BE TIED TO CONCRETE BOX CULVERT IN ACCORDANCE WITH STANDARD PLAN M-601-20.
13. ALL TRANSVERSE REINFORCING SHALL BE NORMAL TO THE CENTERLINE OF THE BOX.
14. THE FILL HEIGHT IS THE DISTANCE MEASURED FROM THE TOP OF THE TOP SLAB TO THE TOP OF PAVEMENT.
15. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾".
16. FOR FILL HEIGHTS LESS THAN 2 FT. A WATERPROOFING MEMBRANE SHALL BE PROVIDED FOR THE TOP OF THE TOP SLAB AND 18 INCHES DOWN FROM THE TOP OF THE EXTERIOR WALLS.
17. FOR FILL HEIGHTS LESS THAN 2 FT, THE d_1 BARS FOR THE BOTTOM MAT OF THE TOP SLAB SHALL BE AS FOLLOWS: ▲

S	6	8	10	12, 14, 16, 18, 20
BAR SIZE:	#5	#6	#6	#5
SPACING	1'-0"	1'-0"	0'-6"	0'-6"

DESIGN DATA: 7TH EDITION, 2014, OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

RATING DATA: 2ND EDITION, 2011, OF THE AASHTO MANUAL FOR BRIDGE EVALUATION
f_y = 60,000 psi.,
f'_c = 4,500 psi.,

LOADING DATA:

LIVE LOAD = AASHTO LRFD, HL-93 TRUCK, HL-93 TANDEM, COLORADO PERMIT TRUCK, AND NRL

DEAD LOAD CASE 1: VERTICAL EARTH LOAD = 120 LBS./CU. FT.
HORIZONTAL EARTH LOAD = 30 LBS./CU.FT.

DEAD LOAD CASE 2: VERTICAL EARTH LOAD = 120 LBS./CU. FT.
HORIZONTAL EARTH LOAD = 60 LBS./CU. FT.

THRUST IS NOT CONSIDERED IN THIS STANDARD, I.E. THRUST = 0.

WEARING SURFACE - 12 INCHES THICK CONCRETE PAVEMENT.

DEAD LOAD - TYPE 7 BARRIER.

EXTREME HEADWATER TO DEPTH RATIO IS IN ACCORDANCE WITH THE CDOT DRAINAGE MANUAL.

EXTREME HEADWATER TO DEPTH RATIO WAS INCLUDED IN THE DESIGN BUT EXCLUDED FROM THE RATINGS AS PER THE AASHTO MANUAL FOR BRIDGE EVALUATION.

LIVE LOAD SURCHARGE ON EXTERIOR WALLS = 2 FT. OF EARTH

★ IF HEADWALL MOUNT GUARDRAIL IS USED (SEE STANDARD PLAN M-606-1, SHEET 19, AND THE INFORMATION BELOW):
- ALL REINFORCING STEEL SHALL BE ACCORDING TO THIS BOX CULVERT PLAN.
- ANY SPECIAL DESIGN FOR STIRRUPS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- HEADWALL DIMENSION AND CONCRETE QUANTITY SHALL BE ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS SHALL BE PROVIDED ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS AND CONCRETE FOR HEADWALL MOUNT OF GUARDRAIL WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- POST ANCHORS WHEN REQUIRED AND ENCASED IN HEADWALL CONCRETE, SHALL CONFORM TO ASTM A 36 OR AASHTO M 169 STEEL.

18. SEE M-603-3 FOR PRECAST CONCRETE BOX CULVERT DETAILS.

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SINGLE CONCRETE BOX CULVERT (CAST-IN-PLACE)

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-1
Standard Sheet No. 1 of 2
Project Sheet Number:

SINGLE CONCRETE BOX CULVERT DIMENSIONS, QUANTITIES & RATING FACTORS (EXCLUDING HEADWALL & TOEWALL QUANTITIES)

BOX SIZE			FILL HEIGHT ALLOWED	SLAB & WALL THICKNESS (INHES)			BAR SIZES						d_1 ▲	DIMENSIONS					QUANTITIES			RATING FACTORS			
S	R	HT.	WIDTH				t_1* & b_1	t_2	b_2	w_1* & w_2	c_1*	c_2		h_1	h_2	v_1	v_2	v_3	CONCRETE	REBAR STL	WATERPROOFING	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE
FT	FT	FT-IN	FT-IN	FT-FT	T_t	T_b	TW	#	#	#	#	#	#	NO.	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	CY/LF	LBS/LF	SY/LF				
6	7	8-8	7-8	< 2	10	10	10	4	6	6	4	5	5	64	3-5	4-4	7-7	3-1	1-11	0.905	215	1.185	1.23	1.59	2.03	2.09
		8-4.5	7-8	2 TO 8	8.5	8	10	4	5	5	4	5	5	64	3-10	4-4	7-6	2-11	1-9	0.823	199		1.67	2.17	2.51	2.58
		8-5	7-8	8 TO 15	8.5	8.5	10	4	5	5	4	5	5	64	3-8	2-4	7-6	3-0	1-9	0.834	190		♦	♦	♦	♦
		8-5	7-8	15 TO 20	8.5	8.5	10	4	5	5	4	5	5	64	3-8	2-4	7-6	3-0	1-9	0.834	190		♦	♦	♦	♦
8	6	7-9	9-8	< 2	11	10	10	4	7	7	4	5	5	68	4-9	2-4	6-8	3-1	1-11	0.997	251	1.407	1.10	1.43	1.65	1.63
		7-6	9-8	2 TO 8	8.5	9.5	10	4	6	6	4	5	5	66	4-8	2-4	6-6	3-1	1-10	0.907	220		1.59	2.07	2.39	2.46
		7-6	9-8	8 TO 15	8.5	9.5	10	4	6	6	4	5	5	66	3-7	2-4	6-6	3-1	1-10	0.907	216		♦	♦	♦	♦
		7-6	9-8	15 TO 20	8.5	9.5	10	4	6	6	4	5	5	66	3-7	2-4	6-6	3-1	1-10	0.907	216		♦	♦	♦	♦
	8	9-9.5	9-8	< 2	11.5	10	10	4	7	7	4	5	5	76	5-8	5-4	8-9	3-1	1-11	1.135	287	1.407	1.07	1.38	1.60	1.58
		9-7	9-8	2 TO 8	9	10	10	4	6	6	4	5	5	74	4-8	2-4	8-7	3-1	1-11	1.061	240		1.61	2.09	2.54	2.57
		9-7	9-8	8 TO 15	9	10	10	4	6	6	4	5	5	74	3-7	2-4	8-7	3-1	1-11	1.061	235		♦	♦	♦	♦
		9-7	9-8	15 TO 20	9	10	10	4	6	6	4	5	5	74	3-7	2-4	8-7	3-1	1-11	1.061	235		♦	♦	♦	♦
	10	11-10	9-8	< 2	11.5	10.5	10	4	7	7	4	5	5	84	3-5	2-4	10-9	3-2	2-0	1.274	285	1.407	1.12	1.46	1.69	1.66
		11-7	9-8	2 TO 8	9	10	10	4	6	6	4	5	5	82	5-6	2-4	10-7	3-1	1-11	1.184	262		1.61	2.09	2.52	2.56
		11-7	9-8	8 TO 15	9	10	10	4	6	6	4	5	5	82	4-6	2-4	10-7	3-1	1-11	1.184	258		♦	♦	♦	♦
		11-9	9-11	15 TO 20	10	11	11.5	4	6	6	4	6	6	85	4-7	2-5	10-8	3-1	1-11	1.353	302		♦	♦	♦	♦
10	6	7-11.5	11-8	< 2	12.5	11	10	4	8	8	4	5	5	87	5-8	2-7	6-10	3-2	2-0	1.217	321	1.630	1.05	1.36	1.49	1.48
		7-7	11-8	2 TO 10	9	10	10	4	6	6	4	5	5	72	5-5	2-7	6-7	3-1	1-11	1.055	246		1.25	1.62	1.88	1.84
		7-8	11-8	10 TO 15	10	10	10	4	6	6	4	5	5	72	4-2	2-7	6-8	3-1	1-11	1.091	242		♦	♦	♦	♦
		8-1	11-10	15 TO 20	13	12	11	4	6	6	4	5	5	75	4-7	2-9	6-11	3-3	2-1	1.320	251		♦	♦	♦	♦
	8	9-11.5	11-8	< 2	12.5	11	10	4	9	9	4	5	5	95	5-8	2-7	8-10	3-2	2-0	1.340	383	1.630	1.02	1.32	1.44	1.43
		9-7.5	11-8	2 TO 10	9.5	10	10	4	6	6	4	5	5	80	5-5	2-7	8-7	3-1	1-11	1.196	265		1.21	1.57	1.82	1.78
		9-8	11-8	10 TO 15	10	10	10	4	6	6	4	5	5	80	4-3	2-7	8-8	3-1	1-11	1.214	261		♦	♦	♦	♦
		10-0	12-0	15 TO 20	12	12	12	4	6	6	4	5	5	83	4-7	2-10	8-10	3-3	2-1	1.481	271		♦	♦	♦	♦
	10	12-0	11-8	< 2	12.5	11.5	10	4	9	9	4	5	5	103	6-7	6-5	10-10	3-3	2-1	1.481	423	1.630	1.07	1.39	1.51	1.50
		11-7.5	11-8	2 TO 10	9.5	10	10	4	6	6	4	5	5	88	5-5	2-7	10-7	3-1	1-11	1.319	285		1.16	1.51	1.74	1.71
		11-9	11-10	10 TO 15	10	11	11	4	6	6	4	5	5	91	4-4	2-8	10-8	3-2	1-11	1.446	285		♦	♦	♦	♦
		12-0.5	12-0	15 TO 20	12	12.5	12	4	6	6	5	5	5	91	4-7	2-10	10-10	3-4	2-6	1.648	315		♦	♦	♦	♦
12	6	8-1.5	13-8	< 2	13.5	12	10	4	9	9	4	6	6	97	5-5	3-0	6-11	3-7	2-1	1.446	433	1.852	1.03	1.33	1.42	1.39
		7-7.5	13-8	2 TO 8	9.5	10	10	4	7	7	4	6	6	78	6-4	3-0	6-7	3-5	1-11	1.193	339		1.27	1.65	1.89	1.84
		7-9	13-8	8 TO 12	9.5	11.5	10	4	7	7	4	6	6	78	5-1	3-0	6-7	3-7	2-0	1.256	333		2.28	2.95	3.25	3.54
		8-0.5	13-10	12 TO 16	12	12.5	11	4	7	7	4	6	6	81	5-0	3-1	6-10	3-7	2-0	1.453	339		♦	♦	♦	♦
		8-0.5	14-0	16 TO 20	12	12.5	12	5	7	7	5	6	6	81	5-2	3-2	6-10	3-8	2-6	1.503	361		♦	♦	♦	♦
	8	10-1.5	13-8	< 2	13.5	12	10	4	9	9	4	6	6	105	6-6	3-0	8-11	3-7	2-1	1.569	462	1.852	1.00	1.29	1.37	1.35
		9-8	13-8	2 TO 8	9.5	10.5	10	4	7	7	4	6	6	86	5-1	3-0	8-7	3-6	1-11	1.337	355		1.21	1.57	1.77	1.73
		9-9.5	13-8	8 TO 12	10	11.5	10	4	7	7	4	6	6	86	5-5	3-0	8-8	3-7	2-0	1.401	358		2.32	3.01	3.31	3.60
		9-9.5	13-10	12 TO 16	10	11.5	11	4	7	7	4	6	6	89	5-0	3-1	8-8	3-7	2-0	1.461	360		♦	♦	♦	♦
		10-0.5	14-0	16 TO 20	12	12.5	12	5	7	7	4	6	6	89	5-1	3-1	8-10	3-7	2-1	1.651	385		♦	♦	♦	♦
	10	12-2	13-8	< 2	13.5	12.5	10	4	9	9	4	6	6	113	7-10	6-3	10-11	3-8	2-2	1.714	513	1.852	1.04	1.35	1.43	1.41
		11-8	13-8	2 TO 8	9.5	10.5	10	4	7	7	4	6	6	94	6-4	3-0	10-7	3-6	1-11	1.461	385		1.15	1.50	1.69	1.65
		11-9.5	13-8	8 TO 12	10	11.5	10	4	7	7	4	6	6	94	5-1	3-0	10-8	3-7	2-0	1.524	379		2.08	2.70	2.97	2.16
		11-9.5	13-10	12 TO 16	10	11.5	11	5	7	7	4	7	7	97	5-1	3-2	10-8	4-0	2-0	1.597	456		♦	♦	♦	♦
		12-1	14-0	16 TO 20	12.5	12.5	12	5	7	7	4	7	7	97	5-2	3-3	10-10	4-0	2-1	1.821	462		♦	♦	♦	♦
14	6	8-3.5	15-8	< 2	14	13.5	10	4	9	9	4	6	6	107	5-10	3-5	6-11	3-9	2-0	1.700	479	2.074	1.10	1.43	1.48	1.41
		7-8	15-8	2 TO 6	9.5	10.5	10	4	8	8	4	7	7	84	7-3	3-5	6-7	3-11	1-11	1.337	460		1.13	1.47	1.65	1.59
		7-8.5	15-8	6 TO 8	9.5	11	10	4	8	8	4	7	7	84	5-9	3-5	6-7	3-11	2-0	1.362	448		1.67	2.16	2.50	3.01
		7-10.5	15-8	8 TO 10	10.5	12	10	4	8	8	4	7	7	84	5-9	3-5	6-8	4-0	2-1	1.458	450		2.66	3.45	3.89	4.43
		7-11.5	15-8	10 TO 12	11	12.5	10	4	8	8	4	7	7	84	5-9	3-5	6-9	4-1	2-1	1.507	452		2.65	3.44	3.79	4.11
		8-1.5	15-8	12 TO 14	12	13.5	10	4	8	8	4	7	7	84	5-9	3-5	6-10	4-2	2-2	1.603	453		3.13	4.05	4.38	4.89
		8-1.5	15-10	14 TO 18	12	13.5	11	5	8	8	5	7	7	87	5-9	3-6	6-10	4-2	2-7	1.654	500		♦	♦	♦	♦
	8	10-4	15-8	< 2	14	14	10	4	9	9	4	6	6	115	5-10	3-6	8-11	3-9	2-0	1.848	502	2.074	1.12	1.46	1.60	1.52
		9-8	15-8	2 TO 6	9.5	10.5	10	4	8	8	4	7	7	92	7-3	3-5	8-7	3-11	1-11	1.461	487		1.16	1.51	1.69	1.63
		9-9	15-8	6 TO 8	9.5	11.5	10	4	8	8	4	7	7	92	5-9	3-5	8-7	4-0	2-0	1.509	476		1.70	2.21	2.56	3.08
		9-10.5	15-8	8 TO 10	10.5	12	10	4	8	8	4	7	7	92	5-9	3-5	8-8	4-0	2-1	1.582	477		2.78	3.61	4.08	4.64
		9-11.5	15-8	10 TO 12	11	12.5	10	4	8	8	4	7	7	92	5-9	3-5	8-9	4-1	2-1	1.630	479		2.62	3.40	3.74	4.07
		10-1.5	15-8	12 TO 14	12	13.5	10	4	8	8	4	7	7	92	5-9	3-5	8-10	4-2	2-2	1.727	480		2.51	3.25	3.51	3.92
		10-1.5	15-10	14 TO 18	12	13.5	11	5	8	8	5	7	7	95	5-9	3-6	8-10	4-2	2-7	1.789	530		♦	♦	♦	♦
	10	12-4	15-8	< 2	14	14	10	4	9	9	5	6	6	123	7-4	3-6	10-11	3-9	2-3	1.971	558	2.074	1.10	1.42	1.50	1.42
		11-8.5	15-8	2 TO 6	9.5	11	10	4	8	8	5	7	7	100	7-3	3-5	10-7	3-11	2-5	1.609	538		1.17	1.51	1.67	1.63
		11-9	15-8	6 TO 8	9.5	11.5	10	4	8	8	5	7	7	100	5-9	3-5	10-7	4-0	2-3	1.633	526		1.64	2.13	2.47	2.97
		11-10.5	15-8	8 TO 10	10.5	12	10	4	8	8	5	7	7	100	5-9	3-5	10-8	4-0	2-5	1.705	528		2.53	3.28	3.71	2.77
		12-0	15-8	10 TO 12	11	13	10	4	8	8	5	7	7	100	5-9	3-5	10-9	4-1	2-6	1.778	530		2.40	3.11	3.20	2.27
		12-1.5	15-8	12 TO 14	12	13.5	10	4	8	8	5	7	7	100	5-9	3-5	10-10	4-2	2-5	1.850	531		1.78	2.31	2.23	1.58
		12-1.5	15-10	14 TO 18	12	13.5	11	5	8	8	5	7	7	103	5-9	3-6	10-10	4-2	2-7	1.925	560		♦	♦	♦	♦
16	6	8-5.5	17-8	< 2	15	14.5	10	4	9	9	5	7	7	117	6-7	3-10	7-0	4-3	2-3	1.979	596	2.296	1.11	1.44	1.46	1.37
		7-10	17-8	2 TO 6	10.5	11.5	10	4	8	8	5	7	7	90	8-3	3-10	6-8	4-0	2-3	1.570	522		1.02	1.32	1.36	1.32
		7-10.5	17-8	6 TO 8	10.5	12	10	4	8	8	5	8	8	90	6-6	3-10	6-8	4-9	2-5	1.597	569		1.78	2.32	2.63	3.15
		8-0	17-8	8 TO 10	11.5	12.5	10	4	8	8	5	8	8	90	6-6	3-10	6-9	4-10	2-4	1.679	570		2.00	2.60	2.88	3.27
	8	10-6	17-8	< 2	15	15	10	4	9	9	5	7	7	125	6-7	3-10	9-0	4-3	2-3	2.130	626	2.296	1.17	1.51	1.62	1.51
		9-10	17-8	2 TO 6	10.5	11.5	10	4	8	8	5	7	7	98	8-3	3-10	8-8	4-0	2-3	1.693	552		1.09	1.42	1.49	1.45
		9-10.5	17-8	6 TO 8	10.5	12	10	4	8	8	5	8	8	98	6-6	3-10	8-8	4-9	2-5	1.721	604		1.77	2.29	2.52	3.02
		10-0	17-8	8 TO 10	11.5	12.5	10	4	8	8	5	8	8	98	6-6	3-10	8-9	4-10	2-4	1.802	606		1.64	2.13	2.35	2.68
	10	12-6	17-8	< 2	15	15	10	4	9	9	5	7	7	133	8-3	3-10	11-0	4-3	2-3	2.253	669	2.296	1.12	1.46	1.47	1.38
		11-10	17-8	2 TO 6	10.5	11.5	10	4	8	8	5	7	7	106	8-3	3-10	10-8	4-0	2-3	1.817	582		1.04	1.35	1.43	1.38
		11-10.5	17-8	6 TO 8	10.5	12	10	4	8	8	5	8	8	106	6-6	3-10	10-8	4-9	2-5	1.844	639		1.59	2.06	2.26	2.72
		12-0.5	17-8	8 TO 10	11.5	13	10	4	8	8	5	8	8	106	6-6	3-10	10-9	4-10	2-6	1.953	641		1.47	1.91	2.11	2.40
18	8	10-8	19-8	< 2	16	16	10	4	10	10	5	8	8	135	7-3	4-3	9-1	5-1	2-3	2.436	817	2.519	1.17	1.51	1.50	1.36
		9-11	19-8	2 TO 5	10.5	12.5	10	4	9	9	5	8	8	104	9-2	4-3	8-8	4-10	2-4	1.890	724		1.12	1.45	1.43	1.37
		9-11.5	19-8	5 TO 7	11	12.5	10	4	9	9	5	8	8	104	7-3	4-3	8-9	4-10	2-4	1.920	705		1.60	2.08	2.24	2.71
	10	12-8	19-8	< 2	16	16	10	4	10	10	5	8	8	143	7-3	4-3	11-1	5-1	2-3	2.560	852	2.519	1.14	1.47	1.46	1.32
		11-11	19-8	2 TO 5	10.5	12.5	10	4	9	9	5	8	8	112	9-2	4-3	10-8	4-10	2-4	2.013	759		1.11	1.44	1.50	1.42
		12-0.5	19-8	5 TO 7	11.5	13	10	4	9	9	5	8	8	112	7-3	4-3	10-9	4-10	2-6	2.104	741		1.89	2.45	2.60	3.18
20	8	10-9.5	21-8	< 2	16.5	17	10	4	10	10	5	8	8	145	8-0	4-9	9-2	5-2	2-10	2.734	883	2.741	1.19	1.55	1.48	1.35
		10-0	21-8	2 TO 3	11.5	12.5	10	4	9	9	5	8	8	110	8-0	4-8	8-9	4-10	2-4	2.099	754		1.00	1.29	1.25	1.17
		10-2	21-8	3 TO 6	12.5	13.5	10	4	9	9	5	8	8	110	8-0	4-8	8-10	4-10	2-5	2.233	756		1.37	1.78	1.71	1.59
		10-3	21-10	6 TO 8	13	14	11	4	9	9	5	8	8	113	8-0	4-8	8-11	4-11	2-7	2.363	763		1.66	2.16	2.16	2.51
		10-5.5	22-1	8 TO 10	14	15.5	12.5	4	9	9	5	8	8	113	8-0	4-10	9-0	5-11	2-7	2.628	781		1.99	2.58	2.69	3.02
	10	12-10	21-10	< 2	17	17	11	4	10	10	5	8	8	210	8-0	4-9	11-2	5-2	2-10	2.970	980	2.759	1.14	1.48	1.41	1.29
		12-0	21-8	2 TO 3	11.5	12.5	10	4	9	9	5	8	8	118	8-0	4-8	10-9	4-10	2-4	2.222	789		1.01	1.31	1.33	1.23
		12-2	21-8	3 TO 6	12.5	13.5	10	4	9	9	5	8	8	118	8-0	4-8	10-10	4-11	2-5	2.356	792		1.30	1.69	1.74	1.58
		12-3.5	21-10	6 TO 8	13	14.5	11	4	9	9	5	8	8	121	8-0	4-10	10-11	5-10	2-7	2.532	810		1.80	2.34	2.40	2.73
		12-5.5	22-1	8 TO 10	14	15.5	12.5	4	9	9	5	8	8	121	8-0	4-10	11-0	5-11	2-7	2.782	816		2.12	2.75	2.89	3.17

HEADWALL AND TOEWALL QUANTITIES

HEADWALL BENT ANGLE	90° TO 75°			74° TO 60°			59° TO 45°		
CLEAR SPAN (S)	Z	STIRRUPS	REBAR QUANT.	Z	STIRRUPS	REBAR QUANT.	Z	STIRRUPS	REBAR QUANT.
	#	#	LBS/LF	#	#	LBS/LF	#	#	LBS/LF
6	4	4	22.8	4	4	22.2	6	4	34.6
8	4	4	23.0	5	4	28.8	7	4	44.0
10	5	4	28.5	6	4	35.1	9	4■	68.7
12	6	4	35.3	6	4	34.4	9	5■	71.7
14	6	4	34.2	7	4	41.5	★	★	★
16	6	4	33.1	8	5	54.0	★	★	★
18	7	4	39.5	9	5	63.3	★	★	★
20	7	4	39.3	★	★	★	★	★	★
CONCRETE QUANTITY = 0.086 CY/LF									

NOTES

■ 1. SIX INCH SPACING AT EACH END OF THE SPAN FOR A DISTANCE OF 1/4 OF THE SPAN LENGTH; 12 INCH SPACING ELSEWHERE.

2. QUANTITIES ARE GIVEN FOR ONE HEADWALL AND ONE TOEWALL AND ARE BASED ON PER LINEAR FOOT OF HEADWALL. STEEL QUANTITIES INCLUDE ALL REINFORCING. QUANTITIES SHALL BE PAID FOR AS SHOWN ON THE PLANS.

★ 3. SKEWED HEADWALLS ARE NOT RECOMMENDED FOR THESE SPANS. A SPECIAL DESIGN IS REQUIRED.

4. FOR HEADWALL AND TOEWALL DETAILS SEE M-601-1, SHEET 1 OF 2.

5. WHEN THE FILL HEIGHTS ARE LESS THAN OR EQUAL TO 2 FT, ALL REINFORCING BARS IN THE HEADWALL, ALL REINFORCING BARS DESIGNATED BY AN ASTERISK (*), AND THE d_1 BARS IN THE TOP MAT OF THE TOP SLAB SHALL BE EPOXY COATED.

6. REINFORCING QUANTITIES INCLUDE BOTH EPOXY-COATED AND UNCOATED BARS.

7. WHEN A (RISE) R OF LESS THAN 6 FT IS REQUIRED, USE THE BAR SIZES AND THE SLAB AND WALL THICKNESSES FOR THE 6 FT RISE (IF AVAILABLE ON THE TABLE).

▲ 8. FOR SIZE AND SPACING OF THE BOTTOM MAT BARS IN THE TOP SLAB SEE TABLE ON M-601-1, SHEET 1 OF 2. ALL OTHER d_1 BARS ARE #4's AT 1'-0" SPACING. THE NUMBER OF BARS REQUIRED IS LISTED ON THIS SHEET AND INCLUDES BOTH #4 BARS AND THOSE FROM THE TABLE.

♦ 9. LIVE LOAD IS NEGLECTED AS PER AASHTO LRFD SECTION 3.6.1.2.6. FOR THESE STRUCTURES REFER TO THE CDOT RATING MANUAL.

10. FOR ALL NEW CULVERT DESIGNS, A RATING IS REQUIRED. THE RATING SUMMARY SHEET SHOULD BE PRINTED FROM THE CDOT EXTERNAL WEBSITE AND SUBMITTED TO THE BRIDGE RATING UNIT OR INCLUDED AS PART OF A LARGER DESIGN PACKAGE. FOR ADDITIONAL INFORMATION, SEE THE CDOT RATING MANUAL.

Computer File Information	
Creation Date: 07/31/19	
Designer Initials: JBE	(R-X)
Last Modification Date: 07/31/19	(R-X)
Detailer Initials: LTA	(R-X)
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)

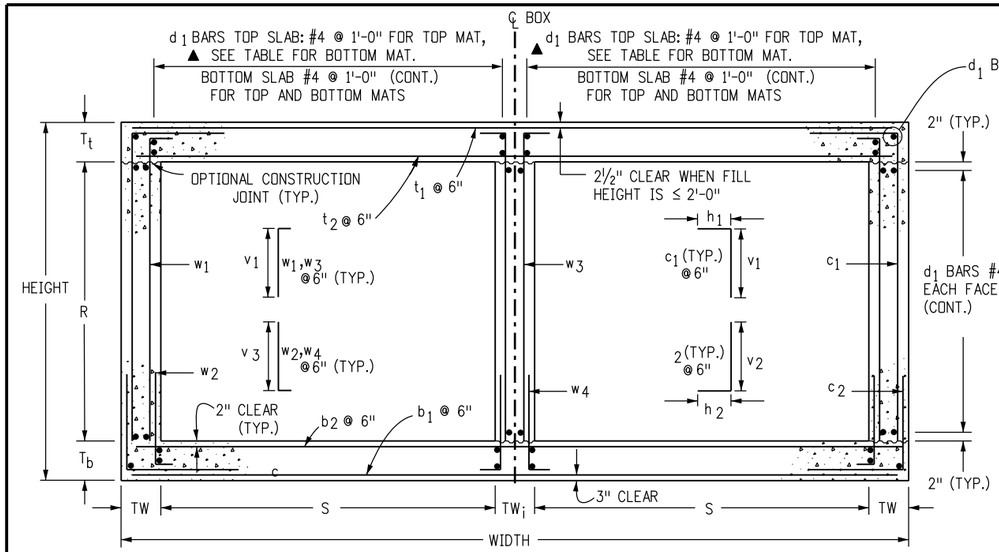
Sheet Revisions	
Date:	Comments

Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
Denver, CO 80204
Phone: 303-757-9021 FAX: 303-757-9868
Project Development Branch JBK

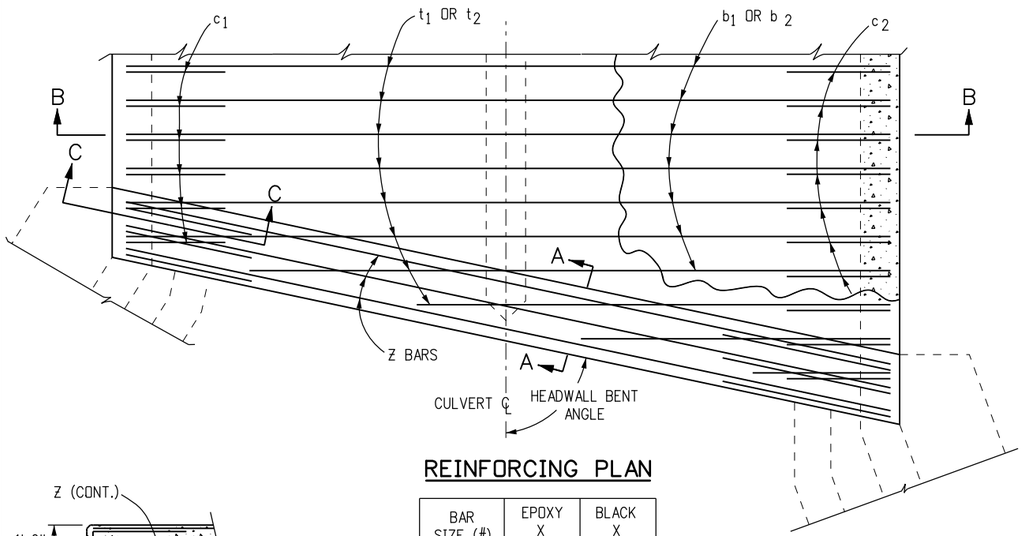
SINGLE CONCRETE BOX CULVERT (CAST-IN-PLACE)

Issued by the Project Development Branch: July 31, 2019

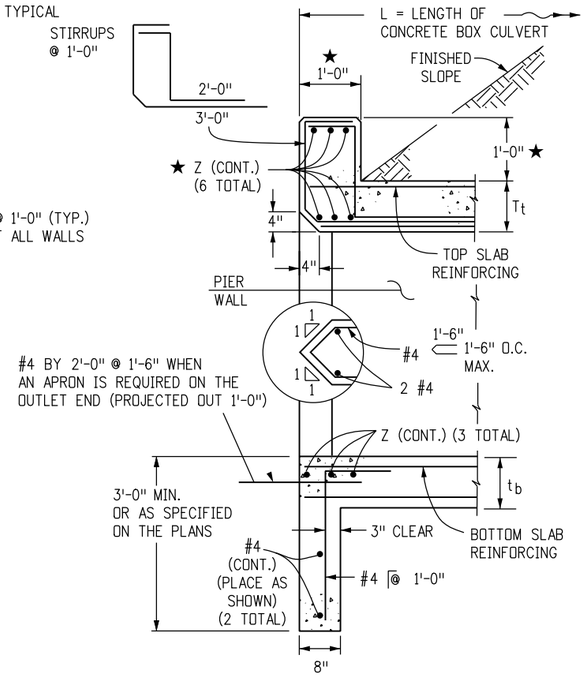
STANDARD PLAN NO.
M-601-1
Standard Sheet No. 2 of 2
Project Sheet Number:



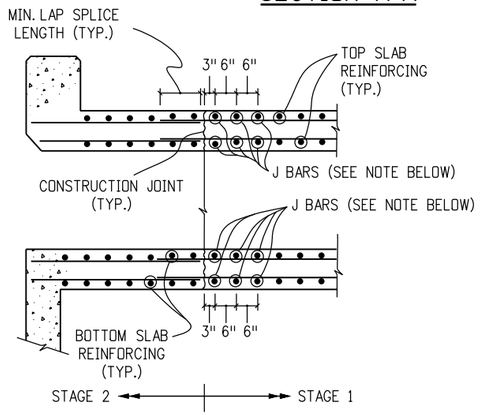
SECTION B-B



REINFORCING PLAN



SECTION A-A

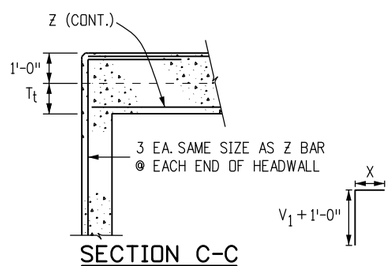


NOT TO SCALE

CONSTRUCTION JOINT DETAIL FOR STAGED CONSTRUCTION

NOTE: THIS DETAIL IS FOR CONSTRUCTION JOINTS INSTALLED PERPENDICULAR TO THE ℄ OF THE BOX ONLY. THE CONTRACTOR CAN DESIGN AND INSTALL J BARS AT HIS EXPENSE TO SUPPORT TEMPORARY LIVE LOADS DURING STAGE 1 CONSTRUCTION. J BARS SHALL BE THE SAME SIZE AS THE TOP AND BOTTOM SLAB REINFORCING WHEN THERE ARE NO TEMPORARY LIVE LOADS TO SUPPORT.

BAR SIZE (#)	EPOXY X (FT.-IN.)	BLACK X (FT.-IN.)
4	2-4	1-11
5	2-10	2-4
6	3-5	2-10
7	4-1	3-3
8	5-3	4-3
9	6-8	5-5



SECTION C-C

HEADWALL CORNER REINFORCING DETAIL

GENERAL NOTES

1. ALL CONCRETE SHALL BE CLASS D (BOX CULVERT).
2. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS PLACED.
3. ALL CONSTRUCTION JOINTS NOT SHOWN ON THE PLANS SHALL BE CONSTRUCTED ONLY IF APPROVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL MAINTAIN THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.
5. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD PLAN M-206-1.
6. FOR ANY CULVERT SPAN 20 FT. OR GREATER, A FOUNDATION INVESTIGATION AND REPORT ARE REQUIRED.
7. BACKFILL SHALL NOT BEGIN UNTIL TOP SLAB HAS REACHED DESIGN STRENGTH, f'c.
8. SPLICE QUANTITIES FOR LONGITUDINAL AND TRANSVERSE BARS ARE NOT INCLUDED.
9. REINFORCING STEEL SHALL BE GRADE 60.
10. THE MINIMUM LAP SPLICE LENGTH FOR EPOXY COATED REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-3"	1'-7"	2'-5"	2'-10"	3'-8"	4'-8"	5'-11"	7'-3"

THE MINIMUM LAP SPLICE LENGTH FOR BLACK REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-1"	1'-4"	1'-7"	1'-11"	2'-6"	3'-1"	3'-11"	4'-10"

THE ABOVE SPLICE LENGTHS ARE FOR CLASS B SPLICES.

11. ALL DIMENSIONS ARE PERPENDICULAR TO THE CENTERLINE OF THE BOX.
12. WINGWALLS SHALL BE TIED TO CONCRETE BOX CULVERT IN ACCORDANCE WITH STANDARD PLAN M-601-20.
13. ALL TRANSVERSE REINFORCING SHALL BE NORMAL TO THE CENTERLINE OF THE BOX.
14. THE FILL HEIGHT IS THE DISTANCE MEASURED FROM THE TOP OF THE TOP SLAB TO THE TOP OF PAVEMENT.
15. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾".
16. FOR FILL HEIGHTS LESS THAN 2 FT, A WATERPROOFING MEMBRANE SHALL BE PROVIDED FOR THE TOP OF THE TOP SLAB AND 18" DOWN ALONG THE TOPS OF THE EXTERIOR WALLS.

▲17. FOR FILL HIEGHTS LESS THAN 2 FT, THE d_1 BARS FOR THE BOTTOM MAT OF THE TOP SLAB SHALL BE AS FOLLOWS:

S	6, 8	10, 12, 16	14, 18	20
BAR SIZE:	#4	#5	#6	#7
SPACING	0'-6"	1'-0"	1'-2"	1'-2"

DESIGN DATA: 7TH EDITION, 2014, OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
RATING DATA: 2ND EDITION, 2011, OF THE AASHTO MANUAL FOR BRIDGE EVALUATION
f_y = 60,000 psi.,
LOADING DATA: f'_c = 4,500 psi.,
LIVE LOAD = AASHTO LRFD, HL-93 TRUCK, HL-93 TANDEM, COLORADO PERMIT TRUCK AND NRL
DEAD LOAD CASE 1: VERTICAL EARTH LOAD = 120 LBS./CU. FT.
HORIZONTAL EARTH LOAD = 30 LBS./CU.FT.
DEAD LOAD CASE 2: VERTICAL EARTH LOAD = 120 LBS./CU. FT.
HORIZONTAL EARTH LOAD = 60 LBS./CU. FT.
WEARING SURFACE - 12 IN. THICK CONCRETE PAVEMENT.
DEAD LOAD - TYPE 7 BARRIER.
THRUST IS NOT CONSIDERED IN THIS STANDARD, I.E. THRUST = 0.
EXTREME HEADWATER TO DEPTH RATIO IS IN ACCORDANCE WITH THE CDOT DRAINAGE MANUAL.
EXTREME HEADWATER TO DEPTH RATIO WAS INCLUDED IN THE CULVERT DESIGNS BUT EXCLUDED FROM THE RATINGS AS PER THE AASHTO MANUAL FOR BRIDGE EVALUATION.
LIVE LOAD SURCHARGE ON EXTERIOR WALLS = 2 FT. OF EARTH

★ IF HEADWALL MOUNT GUARDRAIL IS USED (SEE STANDARD PLAN M-606-1, SHEET 19) AND THE NOTES BELOW:
- ALL REINFORCING STEEL SHALL BE ACCORDING TO THIS BOX CULVERT PLAN.
- ANY SPECIAL DESIGN FOR STIRRUPS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- HEADWALL DIMENSION AND CONCRETE QUANTITY SHALL BE ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS SHALL BE PROVIDED ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS AND CONCRETE FOR HEADWALL MOUNT OF GUARDRAIL WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- POST ANCHORS WHEN REQUIRED AND ENCASED IN HEADWALL CONCRETE, SHALL CONFORM TO ASTM A 36 OR AASHTO M 169 STEEL.

18. SEE M-603-3 FOR PRECAST CONCRETE BOX CULVERT DETAILS.

Computer File Information		Sheet Revisions	
		Date:	Comments
Creation Date: 07/31/19			
Designer Initials: JBE	(R-X)		
Last Modification Date: 07/31/19	(R-X)		
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CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)		

Colorado Department of Transportation
2829 West Howard Place
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Project Development Branch JBK

DOUBLE CONCRETE BOX CULVERT (CAST-IN-PLACE)

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-2
Standard Sheet No. 1 of 2
Project Sheet Number:

DOUBLE CONCRETE BOX CULVERT DIMENSIONS, QUANTITIES & RATING FACTORS (EXCLUDING HEADWALL & TOEWALL QUANTITIES)

BOX SIZE			FILL HEIGHT ALLOWED	SLAB & WALL THICKNESS (INHES)			BAR SIZES									DIMENSIONS					QUANTITIES			RATING FACTORS			
S	R	HT.	WIDTH				t_1*	t_2	b_1	b_2	w_1* & w_2	w_3* & w_4	c_1*	c_2	d_1▲	h_1	h_2	v_1	v_2	v_3	CONCRETE	REBAR STL	MEMBRANE	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE
FT	FT	FT-IN	FT-IN	FT-FT	T_t	T_b	TW & TW_i	#	#	#	#	#	#	#	NO.	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	CY/LF	LBS/LF	CY/LF				
6	6	7-9	14-6	< 2	11	10	10	5	6	5	6	4	4	5	5	114	3-5	2-4	6-8	3-1	1-11	1.495	338	1.944	1.27	1.65	2.09	2.05
		7-7.5	14-6	2 TO 10	10	9.5	10	5	5	5	5	4	4	5	5	102	2-6	2-4	6-8	3-1	1-11	1.428	300		1.81	2.35	2.90	2.82
		7-7.5	14-6	10 TO 12.8	10	9.5	10	4	4	4	4	4	4	5	5	102	2-6	2-4	6-8	3-1	1-11	1.428	258		4.53	5.88	6.42	7.36
		7-8	14-6	12.8 TO 20	10	10	10	4	4	4	4	4	4	5	5	102	2-6	2-4	6-8	3-1	1-11	1.451	258		◆	◆	◆	◆
	8	9-9	14-6	< 2	11	10	10	5	6	5	6	4	4	5	5	126	3-5	2-4	8-8	3-1	1-11	1.681	365	1.944	1.28	1.66	2.10	2.05
		9-7.5	14-6	2 TO 10	10	9.5	10	5	5	5	5	4	4	5	5	114	2-6	2-4	8-8	3-1	1-11	1.613	327		1.82	2.36	2.85	2.77
		9-7.5	14-6	10 TO 12.8	10	9.5	10	4	4	4	4	4	4	5	5	114	2-6	2-4	8-8	3-1	1-11	1.613	285		4.66	6.04	6.82	5.08
		9-8	14-6	12.8 TO 20	10	10	10	4	5	5	5	4	4	5	5	114	2-6	2-4	8-8	3-1	1-11	1.636	317		◆	◆	◆	◆
	10	11-9	14-6	< 2	11	10	10	5	6	5	6	4	4	5	5	138	3-5	2-4	10-8	3-1	1-11	1.866	392	1.944	1.28	1.67	1.00	2.06
		11-7.5	14-6	2 TO 10	10	9.5	10	5	5	5	5	4	4	5	5	126	2-6	2-4	10-8	3-1	1-11	1.799	354		1.83	2.38	1.00	2.78
		11-7.5	14-6	10 TO 12.8	10	9.5	10	4	4	4	4	4	4	5	5	126	2-6	2-4	10-8	3-1	1-11	1.799	312		2.22	2.88	2.79	1.96
		11-8.5	14-10.5	12.8 TO 20	10	10.5	11.5	4	5	4	5	4	4	5	5	126	2-6	2-4	10-8	3-2	2-0	2.006	336		◆	◆	◆	◆
8	6	7-10.5	18-6	< 2	12.5	10	10	5	6	5	6	4	4	5	5	134	3-5	2-4	6-10	3-1	1-11	1.840	394	2.389	1.20	1.56	1.76	1.65
		7-8	18-6	2 TO 10	10	10	10	5	5	5	5	4	4	5	5	118	2-6	2-4	6-8	3-1	1-11	1.698	344		1.47	1.90	2.19	2.15
		7-10	18-6	10 TO 15	10	12	10	5	4	5	5	4	4	5	5	118	2-6	2-4	6-8	3-3	2-1	1.812	332		2.89	3.74	4.00	4.38
		7-11	18-9	15 TO 16.8	10.5	12.5	11	5	4	5	5	4	4	5	5	118	2-6	2-5	6-8	3-4	2-2	1.942	335		3.37	4.37	4.60	4.86
		7-11	18-9	16.8 TO 20	10.5	12.5	11	5	4	5	5	4	4	5	5	118	2-6	2-4	6-8	3-4	2-2	1.942	335		◆	◆	◆	◆
	8	9-10.5	18-6	< 2	12.5	10	10	5	6	5	6	4	4	5	5	146	3-5	2-4	8-10	3-1	1-11	2.025	421	2.389	1.21	1.57	1.71	1.61
		9-8	18-6	2 TO 10	10	10	10	5	5	5	5	4	4	5	5	130	2-6	2-4	8-8	3-1	1-11	1.883	371		1.46	1.89	2.18	2.13
		9-10	18-6	10 TO 15	10	12	10	5	4	5	5	4	4	5	5	130	2-6	2-4	8-8	3-3	2-1	1.997	359		2.96	3.83	4.10	4.37
		9-11	18-9	15 TO 16.8	10.5	12.5	11	5	4	5	5	4	4	5	5	130	2-6	2-5	8-8	3-4	2-2	2.146	362		3.44	4.46	4.70	4.96
		9-11	18-9	16.8 TO 20	10.5	12.5	11	5	4	5	5	4	4	5	5	130	2-6	2-5	8-8	3-4	2-2	2.146	362		◆	◆	◆	◆
10	6	8-0.5	22-6	< 2	13.5	11	10	5	6	5	6	4	4	5	5	134	3-5	2-4	6-11	3-2	2-0	2.257	444	2.833	1.15	1.49	1.65	1.49
		8-1.5	22-6	2 TO 5	13	12.5	10	5	6	5	6	4	4	5	5	134	2-6	2-4	6-11	3-4	2-2	2.326	434		1.52	1.98	1.82	1.84
		8-2	22-6	5 TO 10	13	13	10	5	4	6	6	4	4	5	5	134	2-6	2-4	6-11	3-5	2-2	2.361	417		1.77	2.29	2.65	3.77
		8-2.5	22-9	10 TO 15	13	13.5	11	6	5	6	6	5	5	5	5	134	2-6	2-5	6-11	3-5	2-7	2.472	495		3.57	4.63	4.62	5.05
		8-5.5	23-0	15 TO 20	14	15.5	12	6	5	6	6	5	5	5	5	134	2-6	2-6	7-0	3-7	2-9	2.761	501		3.36	4.36	4.38	4.52
	8	10-1	22-6	< 2	14	11	10	5	6	5	6	4	4	5	5	146	3-5	2-5	8-11	3-2	2-0	2.477	472	2.833	1.22	1.58	1.60	1.44
		10-1.5	22-6	2 TO 5	13	12.5	10	5	6	5	6	4	4	5	5	146	2-6	2-4	8-11	3-4	2-2	2.512	461		1.52	1.97	1.79	1.79
		10-3	22-6	5 TO 10	13	14	10	5	4	5	6	4	4	5	5	146	2-6	2-4	8-11	3-5	2-3	2.616	425		1.74	2.25	2.61	3.53
		10-3	22-9	10 TO 15	13	14	11	6	5	6	5	5	5	5	5	146	2-6	2-5	8-11	3-5	2-7	2.711	508		3.95	5.12	5.26	5.69
		10-5.5	23-0	15 TO 20	14	15.5	12	6	5	6	6	6	6	5	5	146	2-6	2-6	9-0	3-7	2-9	2.983	588		3.46	4.48	4.51	4.64
	10	12-2	22-6	< 2	14	12	10	5	6	5	6	4	4	5	5	158	3-5	2-5	10-11	3-3	2-1	2.731	499	2.833	1.24	1.60	1.79	1.61
		12-2	22-6	2 TO 5	13	13	10	5	6	5	6	4	4	5	5	158	2-6	2-4	10-11	3-4	2-2	2.731	488		1.64	2.12	1.89	1.88
		12-3	22-6	5 TO 10	13	14	10	5	4	5	6	4	4	5	5	158	2-6	2-4	10-11	3-5	2-3	2.801	452		1.72	2.23	2.58	2.74
		12-5.5	22-9	10 TO 15	14	15.5	11	5	6	6	4	5	5	5	5	158	2-6	2-5	11-0	3-7	2-9	3.090	527		2.42	3.14	3.18	2.25
		12-5.5	23-0	15 TO 20	14	15.5	12	6	5	6	6	5	5	5	5	158	2-6	2-5	11-0	3-7	2-9	3.205	567		2.11	2.73	2.64	1.86
12	6	8-3.5	26-6	< 2	14.5	13	10	5	6	5	6	4	4	5	5	150	3-5	2-5	7-0	3-4	2-2	2.805	500	3.278	1.16	1.51	1.51	1.59
		8-5	26-6	2 TO 5	14	15	10	5	6	6	6	4	4	5	5	150	2-6	2-4	7-0	3-6	2-4	2.927	512		1.22	1.59	1.43	1.54
		8-5.5	26-6	5 TO 10	14	15.5	10	6	5	6	6	4	4	5	5	150	2-6	2-4	7-0	3-6	2-5	2.968	488		2.10	2.72	3.13	3.89
		8-6.5	26-9	10 TO 15	15	15.5	11	6	6	7	6	5	5	5	5	150	3-3	2-5	7-1	3-7	2-9	3.129	610		1.86	2.42	2.36	2.53
	8	10-4	26-6	< 2	14.5	13.5	10	5	6	5	6	4	4	5	5	162	3-5	2-5	9-0	3-5	2-3	3.031	528	3.278	1.16	1.51	1.56	1.59
		10-5.5	26-6	2 TO 5	14	15.5	10	5	6	5	6	4	4	5	5	162	2-6	2-4	9-0	3-7	2-5	3.154	515		1.22	1.58	1.43	1.51
		10-7.5	26-6	5 TO 10	16	15.5	10	5	6	6	6	4	4	5	5	162	3-3	2-4	9-2	3-7	2-5	3.317	544		1.70	2.21	2.16	2.39
		10-7.5	26-9	10 TO 15	16	15.5	11	6	6	7	6	5	5	5	5	162	3-3	2-5	9-2	3-7	2-9	3.416	644		2.83	3.67	3.54	3.80
	10	12-5	26-6	< 2	15	14	10	5	6	5	6	4	4	5	5	174	3-9	2-5	11-0	3-5	2-3	3.298	556	3.278	1.23	1.60	1.66	1.69
		12-5.5	26-6	2 TO 5	14	15.5	10	5	6	5	6	4	4	5	5	174	2-6	2-5	11-0	3-7	2-5	3.339	543		1.22	1.58	1.43	1.52
		12-7.5	26-6	5 TO 10	16	15.5	10	5	6	6	6	4	4	5	5	174	3-3	2-4	11-2	3-7	2-5	3.502	571		1.82	2.36	2.31	2.56
		12-7.5	26-9	10 TO 15	16	15.5	11	6	6	7	6	5	5	5	5	174	3-3	2-5	11-2	3-7	2-9	3.619	678		2.33	3.02	2.92	2.08
14	6	8-5.5	30-6	< 2	15.5	14	10	6	7	6	7	5	5	6	6	166	4-4	2-9	7-1	3-9	2-7	3.333	766	3.722	1.15	1.49	1.54	1.53
		8-4.5	30-6	2 TO 5	14	14.5	10	6	7	6	7	5	5	6	6	166	2-10	2-8	7-0	3-10	2-8	3.238	731		1.28	1.66	1.41	1.50
		8-6.5	30-6	5 TO 10	15.5	15	10	6	7	7	7	5	5	6	6	166	3-8	2-8	7-1	3-10	2-8	3.427	770		1.37	1.78	1.65	1.83
		8-8	30-6	10 TO 12	16	16	10	7	6	7	7	5	5	6	6	166	3-8	2-9	7-2	3-11	2-9	3.568	773		2.27	2.95	2.50	2.66
	8	10-5.5	30-6	< 2	15.5	14	10	6	7	6	7	5	5	6	6	178	4-4	2-9	9-1	3-9	2-7	3.518	803	3.722	1.15	1.49	1.49	1.50
		10-4.5	30-6	2 TO 5	14	14.5	10	6	7	6	7	5	5	6	6	178	2-10	2-8	9-0	3-10	2-8	3.424	768		1.26	1.64	1.38	1.46
		10-6.5	30-6	5 TO 10	15.5	15	10	6	7	7	7	5	5	6	6	178	3-8	2-8	9-1	3-10	2-8	3.612	807		1.37	1.77	1.65	1.83
		10-8.5	30-6	10 TO 12	16	16.5	10	7	5	7	7	5	5	6	6	178	3-8	2-8	9-2	4-0	2-10	3.800	783		1.46	1.90	2.09	2.27
	10	12-5.5	30-6	< 2	15.5	14	10	6	7	6	7	5	5	6	6	190	4-4	2-9	11-1	3-9	2-7	3.703	839	3.722	1.15	1.50	1.46	1.48
		12-5	30-9	2 TO 5	14	15	11	6	7	6	7	5	5	6	6	190	2-10	2-9	11-0	3-10	2-8	3.771	809		1.30	1.69	1.42	1.57
		12-6.5	30-6	5 TO 7	15.5	15	10	6	5	7	7	5	5	6	6	190	3-8	2-8	11-1	3-10	2-8	3.797	783		1.49	1.93	2.18	2.78
		12-8.5	30-6	7 TO 12	16	16.5	10	7	5	7	7	5	5	6	6	190	3-8	2-8	11-2	4-0	2-10	3.985	820		1.47	1.91	2.11	2.02
16	6	8-6.5	34-9	< 2	16	14.5	11	6	7	6	7	5	5	6	6	182	4-4	2-9	7-1	3-9	2-8	3.882	825	4.194	1.12	1.46	1.44	1.44
		8-5	34-6	2 TO 5	14	15	10	7	6	6	7	5	5	6	6	182	2-10	2-8	7-0	3-10	2-8	3.644	799		1.00	1.29	1.09	1.02
		8-6	34-6	5 TO 7	14	16	10	7	6	7	6	5	5	6	6	182	2-10	2-8	7-0	3-11	2-9	3.750	800		1.66	2.16	1.94	2.21
		8-7.5	34-9	7 TO 10	15.5	16	11	7	6	8	6	5	5	6	6	182	3-8	2-9	7-1	3-11	2-9	3.990	853		1.64	2.13	1.89	2.06
	8	10-7.5	34-9	< 2	16.5	15	11	6	7	6	7	5	5	6	6	194	4-4	2-9	9-2	3-10	2-8	4.193	864	4.194	1.18	1.54	1.45	1.46
		10-6	34-6	2 TO 5	15	15	10	8	6	7	6	5	5	6	6	194	2-10	2-8	9-1	3-10	2-8	3.935	880		1.02	1.32	1.42	1.36
		10-7	34-6	5 TO 7	15	16	10	8	6	7	6	5	5	6	6	194	2-10	2-8	9-1	3-11	2-9	4.042	881		1.72	2.23	2.23	2.13
		10-8	34-9	7 TO 10	15.5	16.5	11	7	6	8	6	5	5	6	6	194	3-8	2-9	9-1	4-0	2-10	4.247	891		1.60	2.07	1.84	2.00
	10	12-7.5	34-9	< 2	16.5	15	11	6	7	6	7	5	5	6	6	206	4-4	2-9	11-2	3-10	2-8	4.397	901	4.194	1.19	1.54	1.41	1.42
		12-6.5	34-6	2 TO 5	15.5	15	10	8	6	7	6	5	5	6	6	206	2-10	2-8	11-1	3-10	2-8	4.174	916		1.02	1.33	1.43	1.37
		12-7.5	34-6	5 TO 7	15.5	16	10	8	6	7	6	5	5	6	6	206	2-10	2-8	11-1	3-11	2-9	4.280	918		1.74	2.26	2.23	2.12
18	6	8-8	38-9	< 2	17	15	11	7	8	7	8	5	5	6	6	198	4-4	2-10	7-2	3-10	2-9	4.438	1094	4.639	1.14	1.47	1.27	1.32
		8-6.5	38-9	2 TO 5	15	15.5	11	8	8	8	8	5	5	6	6	198	3-8	2-9	7-1	3-11	2-9	4.259	1153		1.32	1.71	1.73	1.65
		8-7.5	38-9	5 TO 7	15.5	16	11	8	8	8	8	5	5	6	6	198	3-8	2-9	7-1	3-11	2-9	4.378	1153		2.23	2.89	2.57	2.58
	8	10-9	38-9	< 2	17.5	15.5	11	7	8	7	8	5	5	6	6	210	4-4	2-9	9-3	3-10	2-9	4.762	1132	4.639	1.19	1.55	1.28	1.33
		10-7	38-9	2 TO 5	15	16	11	8	9	8	9	5	5	6	6	210	3-8	2-9	9-1	3-11	2-9	4.522	1302		1.47	1.90	1.80	1.83
		10-7	38-9	5 TO 7	15	16	11	8	9	8	9	5	5	6	6	210	3-8	2-9	9-1	3-11	2-9	4.522	1302		2.20	2.85	2.45	2.46
	10	12-9	38-9	< 2	17.5	15.5	11	7	8	7	8	5	5	6	6	222	4-4	2-9	11-3	3-10	2-9	4.965	1168	4.639	1.16	1.51	1.24	1.29
		12-7	38-9	2 TO 5	15	16	11	8	9	8	9	6	6	6	6	222	3-8	2-9	11-1	3-11	3-1	4.726	1404		1.53	1.98	1.78	1.88
		12-7	38-9	5 TO 7	15	16	11	8	9	8	9	6	6	6	6	222	3-8	2-9	11-1	3-11	3-1	4.726	1404		2.20	2.85	2.39	2.39
20	6	8-10	43-0	< 2	18	16	12	8	9	8	9	6	6	7	7	214	5-0	3-3	7-3	4-3	3-1	5.179	1546	5.111	1.16	1.51	1.22	1.31
		8-7.5	43-0	2 TO 5	15.5	16	12	8	9	8	9	6	6	7	7	214	4-3	3-3	7-1	4-4	3-1	4.847	1480		1.48	1.91	1.51	1.70
	8	10-10	43-0	< 2	18	16	12	8	9	8	9	6	6	7	7	226	5-0	3-3	9-3	4-4	3-1	5.401	1595	5.111	1.14	1.48	1.16	1.24
		10-7.5	43-0	2 TO 5	15.5	16	12	8	9	8	9	6	6	7	7	226	4-3	3-3	9-1	4-4	3-1	5.069	1528		1.52	1.97	1.46	1.68
	10	12-10.5	43-0	< 2	18	16.5	12	8	9	8	9	6	6	7	7	238	5-0	3-3	11-3	4-4	3-2	5.690	1645	5.111	1.16	1.50	1.20	1.28
		12-7.5	43-0	2 TO 5	15.5	16	12	8	9	8	9	6	6	7	7	238	5-4	3-3	11-1	4-4	3-1	5.292	1585		1.52	1.97	1.43	1.64

HEADWALL AND TOEWALL QUANTITIES

HEADWALL BENT ANGLE	90° TO 75°			74° TO 60°			59° TO 45°		
CLEAR SPAN (S)	℄	STIRRUPS	REBAR QUANT.	℄	STIRRUPS	REBAR QUANT.	℄	STIRRUPS	REBAR QUANT.
	#	#	LBS/LF	#	#	LBS/LF	#	#	LBS/LF
6	4	4	20.8	4	4	20.4	6	4	31.2
8	4	4	19.9	5	4	24.3	7	4	36.2
10	5	4	25.0	6	4	30.6	9	4■	57.8
12	6	4	30.0	6	4	29.6	9	5■	61.3
14	6	4	29.7	7	4	35.7	★	★	★
16	6	4	29.0	8	5	46.7	★	★	★
18	7	4	35.0	9	5	54.9	★	★	★
20	7	4	34.4	★	★	★	★	★	★
CONCRETE QUANTITY = 0.086 CY/LF									

NOTES

■ 1. SIX INCH SPACING AT EACH END OF THE SPAN FOR A DISTANCE OF 1/4 OF THE SPAN LENGTH; 12 INCH SPACING ELSEWHERE.

2. QUANTITIES ARE GIVEN FOR ONE HEADWALL AND ONE TOEWALL AND ARE BASED ON PER LINEAR FOOT OF HEADWALL. STEEL QUANTITIES INCLUDE ALL REINFORCING. QUANTITIES SHALL BE PAID FOR AS SHOWN ON THE PLANS.

★ 3. SKEWED HEADWALLS ARE NOT RECOMMENDED FOR THESE SPANS. A SPECIAL DESIGN IS REQUIRED.

4. FOR HEADWALL AND TOEWALL DETAILS SEE M-601-2, SHEET 1 OF 2.

5. WHEN THE FILL HEIGHTS ARE LESS THAN OR EQUAL TO 2 FT, ALL REINFORCING BARS IN THE HEADWALL, ALL REINFORCING BARS DESIGNATED BY AN ASTERISK (*), AND THE d_1 BARS IN THE TOP MAT OF THE TOP SLAB SHALL BE EPOXY COATED.

6. REINFORCING QUANTITIES INCLUDE BOTH EPOXY-COATED AND UNCOATED BARS.

7. WHEN A (RISE) R OF LESS THAN 6 FT IS REQUIRED, USE THE BAR SIZES AND THE SLAB AND WALL THICKNESSES FOR THE 6 FT RISE (IF AVAILABLE ON THE TABLE).

▲ 8. FOR SIZE AND SPACING OF THE BOTTOM MAT BARS IN THE TOP SLAB SEE TABLE ON M-601-2, SHEET 1 OF 2. ALL OTHER d_1 BARS ARE #4's AT 1'-0" SPACING. THE NUMBER OF BARS REQUIRED IS LISTED ON THIS SHEET AND INCLUDES BOTH #4 BARS AND THOSE FROM THE TABLE.

◆ 9. LIVE LOAD IS NEGLECTED AS PER AASHTO LRFD SECTION 3.6.1.2.6. FOR THESE STRUCTURES REFER TO THE CDOT RATING MANUAL.

10. FOR ALL NEW CULVERT DESIGNS, A RATING IS REQUIRED. THE RATING SUMMARY SHEET SHOULD BE PRINTED FROM THE CDOT EXTERNAL WEBSITE AND SUBMITTED TO THE BRIDGE RATING UNIT OR INCLUDED AS PART OF A LARGER DESIGN PACKAGE. FOR ADDITIONAL INFORMATION, SEE THE CDOT RATING MANUAL.

Computer File Information	
Creation Date: 07/31/19	
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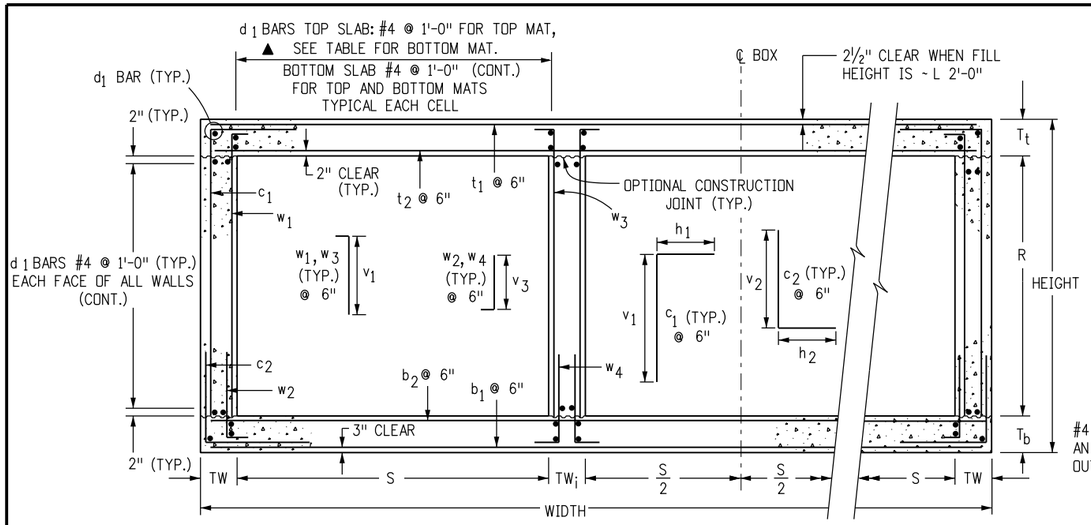
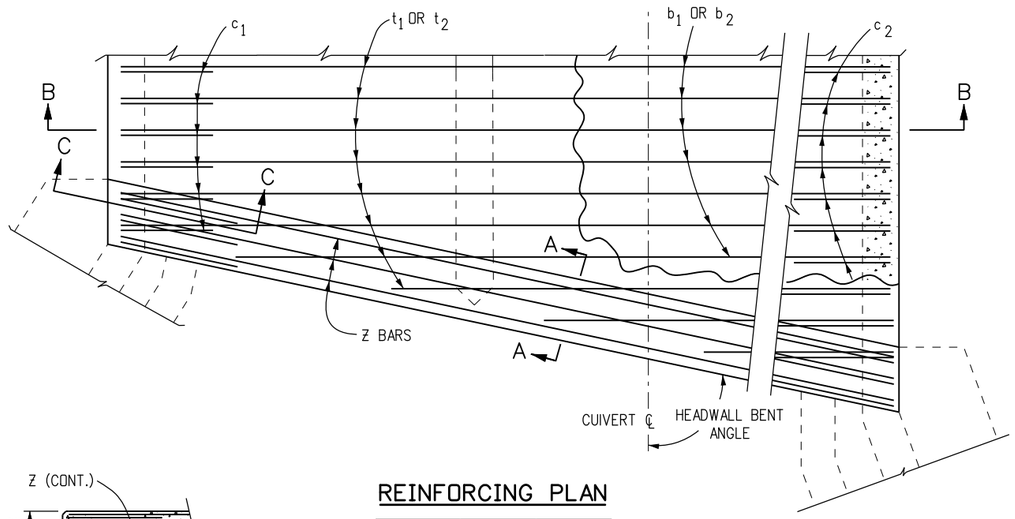
DOUBLE CONCRETE BOX CULVERT (CAST-IN-PLACE)

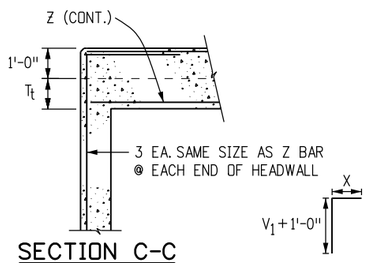
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-2
Standard Sheet No. 2 of 2
Project Sheet Number:



SECTION B-B



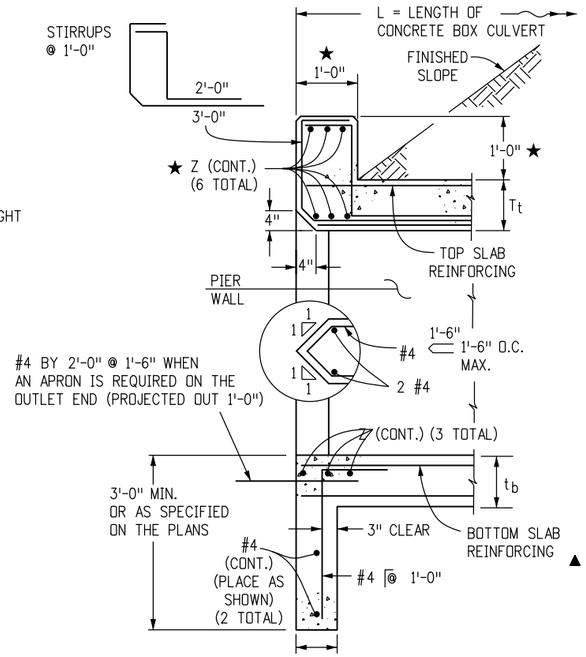


SECTION C-C

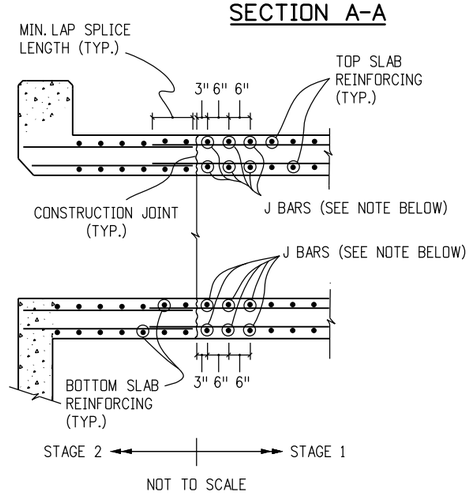
REINFORCING PLAN

BAR SIZE (#)	EPOXY X (FT.-IN.)	BLACK X (FT.-IN.)
4	2-4	1-11
5	2-10	2-4
6	3-5	2-10
7	4-1	3-3
8	5-3	4-3
9	6-8	5-5

HEADWALL CORNER REINFORCING DETAIL



SECTION A-A



CONSTRUCTION JOINT DETAIL FOR STAGED CONSTRUCTION

NOTE: THIS DETAIL IS FOR CONSTRUCTION JOINTS INSTALLED PERPENDICULAR TO THE ℄ OF THE BOX ONLY. THE CONTRACTOR CAN DESIGN AND INSTALL J BARS AT HIS EXPENSE TO SUPPORT TEMPORARY LIVE LOADS DURING STAGE 1 CONSTRUCTION. J BARS SHALL BE THE SAME SIZE AS THE TOP AND BOTTOM SLAB REINFORCING WHEN THERE ARE NO TEMPORARY LIVE LOADS TO SUPPORT.

GENERAL NOTES

1. ALL CONCRETE SHALL BE CLASS D (BOX CULVERT).
2. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS PLACED.
3. ALL CONSTRUCTION JOINTS NOT SHOWN ON THE PLANS SHALL BE CONSTRUCTED ONLY IF APPROVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL MAINTAIN THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.
5. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD PLAN M-206-1.
6. FOR ANY CULVERT SPAN 20 FT. OR GREATER, A FOUNDATION INVESTIGATION AND REPORT ARE REQUIRED.
7. BACKFILL SHALL NOT BEGIN UNTIL TOP SLAB HAS REACHED DESIGN STRENGTH, f'c.
8. SPLICE QUANTITIES FOR LONGITUDINAL AND TRANSVERSE BARS ARE NOT INCLUDED.
9. REINFORCING STEEL SHALL BE GRADE 60.
10. THE MINIMUM LAP SPLICE LENGTH FOR EPOXY COATED REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-3"	1'-7"	2'-5"	2'-10"	3'-8"	4'-8"	5'-11"	7'-3"

THE MINIMUM LAP SPLICE LENGTH FOR BLACK REINFORCING BARS SHALL BE:

BAR SIZE:	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH:	1'-1"	1'-4"	1'-7"	1'-11"	2'-6"	3'-1"	3'-11"	4'-10"

THE ABOVE SPLICE LENGTHS ARE FOR CLASS B SPLICES.

11. ALL DIMENSIONS ARE PERPENDICULAR TO THE CENTERLINE OF THE BOX.
12. WINGWALLS SHALL BE TIED TO CONCRETE BOX CULVERT IN ACCORDANCE WITH STANDARD PLAN M-601-20.
13. ALL TRANSVERSE REINFORCING SHALL BE NORMAL TO THE CENTERLINE OF THE BOX.
14. THE FILL HEIGHT IS THE DISTANCE MEASURED FROM THE TOP OF THE TOP SLAB TO THE TOP OF PAVEMENT.
15. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ IN.
16. FOR FILL HIEGHTS LESS THAN 2 FT, A WATERPROOFING MEMBRANE SHALL BE PROVIDED FOR THE TOP OF THE TOP SLAB AND 18" DOWN ALONG THE TOPS OF THE EXTERIOR WALLS.
17. ▲ FOR FILL HIEGHTS LESS THAN 2 FT. THE d_1 BARS FOR THE BOTTOM MAT OF THE TOP SLAB SHALL BE AS FOLLOWS:

S	8, 9, 10	14, 16, 18	20
BAR SIZE:	#5	#6	#7
SPACING	1'-0"	1'-0"	1'-0"

DESIGN DATA: 7TH EDITION, 2014, OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
RATING DATA: 2ND EDITION, 2011, OF THE AASHTO MANUAL FOR BRIDGE EVALUATION
LOADING DATA: f_y = 60,000 psi., f'_c = 4,500 psi.,
LIVE LOAD = AASHTO LRFD, HL-93 TRUCK, HL-93 TANDEM, COLORADO PERMIT TRUCK AND NRL
DEAD LOAD CASE 1: VERTICAL EARTH LOAD = 120 LBS./CU. FT. HORIZONTAL EARTH LOAD = 30 LBS./CU.FT.
DEAD LOAD CASE 2: VERTICAL EARTH LOAD = 120 LBS./CU. FT. HORIZONTAL EARTH LOAD = 60 LBS./CU. FT.
WEARING SURFACE - 12 IN. THICK CONCRETE PAVEMENT.
DEAD LOAD - TYPE 7 BARRIER.
THRUST IS NOT CONSIDERED IN THIS STANDARD, I.E. THRUST = 0.
EXTREME HEADWATER TO DEPTH RATIO IS IN ACCORDANCE WITH THE CDOT DRAINAGE MANUAL.
EXTREME HEADWATER TO DEPTH RATIO WAS INCLUDED IN THE CULVERT DESIGNS BUT EXCLUDED FROM THE RATINGS AS PER THE AASHTO MANUAL FOR BRIDGE EVALUATION.
LIVE LOAD SURCHARGE ON EXTERIOR WALLS = 2 FT. OF EARTH

★ IF HEADWALL MOUNT GUARDRAIL IS USED (SEE STANDARD PLAN M-606-1, SHEET 19 AND NOTES BELOW):
- ALL REINFORCING STEEL SHALL BE ACCORDING TO THIS BOX CULVERT PLAN.
- ANY SPECIAL DESIGN FOR STIRRUPS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- HEADWALL DIMENSION AND CONCRETE QUANTITY SHALL BE ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS SHALL BE PROVIDED ACCORDING TO STANDARD PLAN M-606-1, SHEET 19.
- POST ANCHORS AND CONCRETE FOR HEADWALL MOUNT OF GUARDRAIL WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- POST ANCHORS WHEN REQUIRED AND ENCASED IN HEADWALL CONCRETE, SHALL CONFORM TO ASTM A 36 OR AASHTO M 169 STEEL.

18. SEE M-603-3 FOR PRECAST CONCRETE BOX CULVERT DETAILS.

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TRIPLE CONCRETE BOX CULVERT (CAST-IN-PLACE)

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-3
Standard Sheet No. 1 of 2
Project Sheet Number:

TRIPLE CONCRETE BOX CULVERT DIMENSIONS, QUANTITIES & RATING FACTORS (EXCLUDING HEADWALL & TOEWALL QUANTITIES)

BOX SIZE			FILL HEIGHT ALLOWED	SLAB & WALL THICKNESS (INCHES)			BAR SIZES									d1 ▲	DIMENSIONS					QUANTITIES			RATING FACTORS			
S	R	HT.	WIDTH				t1*	t2	b1	b2	w1* & w2	w3* & w4	c1*	c2			h1	h2	v1	v2	v3	CONCRETE	REBAR STL	WATERPROOFING	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE
FT	FT	FT-IN	FT-IN	FT-FT	T_t	T_b	TW & TW_i	#	#	#	#	#	#	#	#	NO.	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	CY/LF	LBS/LF	SY/LF				
8	6	7-10.5	27-4	< 2	12.5	10	10	5	6	5	6	4	4	5	5	168	3-5	2-4	6-10	2-4	1-11	2.639	531	3.370	1.21	1.57	1.82	1.69
		7-9.5	27-4	2 TO 8	10.5	11	10	4	5	4	5	4	4	5	5	168	2-6	2-4	6-8	3-2	2-0	2.555	429		1.47	1.90	2.07	1.83
		8-0	27-4	8 TO 12	11	13	10	4	5	4	5	4	4	5	5	168	2-6	2-4	6-9	3-4	2-2	2.765	432		3.38	4.39	4.80	5.22
		8-0	27-4	12 TO 16	11	13	10	5	4	4	4	5	5	5	5	168	2-6	2-4	6-9	3-4	2-2	2.765	462		6.80	8.81	9.35	8.63
		8-0	27-4	16 TO 20	11	13	10	5	4	5	4	5	5	5	5	168	2-4	2-4	6-9	3-5	2-2	2.765	482		1.69	2.19	2.20	2.27
		8-3.5	27-4	20 TO 25.9	13	14.5	10	5	5	5	5	5	5	5	5	168	2-6	2-4	6-11	2-4	2-3	3.061	523		6.80	8.82	8.50	5.95
		8-4.5	27-10	26 TO 30	13.5	15	11.5	5	6	5	6	5	5	5	5	168	3-3	2-6	6-11	3-6	2-4	3.300	587		◆	◆	◆	◆
	8	9-10.5	27-4	< 2	12.5	10	10	5	6	5	6	4	4	5	5	184	3-5	2-4	8-10	3-1	1-11	2.886	566	3.370	1.21	1.57	1.82	1.65
		9-9.5	27-4	2 TO 8	10.5	11	10	4	5	4	5	4	4	5	5	175	2-6	2-4	8-8	3-2	2-0	2.801	461		1.46	1.89	2.00	1.82
		10-0	27-4	8 TO 12	11	13	10	4	5	4	5	4	4	5	5	184	2-6	2-4	8-9	3-4	2-2	3.012	464		3.45	4.47	4.89	5.12
		10-0	27-4	12 TO 16	11	13	10	5	4	4	5	4	4	5	5	184	2-6	2-4	8-9	3-4	2-2	3.012	460		2.53	3.27	3.47	3.73
		10-4	27-4	16 TO 20	13.5	14.5	10	5	4	5	5	4	4	5	5	184	3-3	2-4	8-11	3-5	2-2	3.350	490		3.07	3.98	3.84	2.72
		10-4	27-6	20 TO 25.9	13.5	14.5	10.5	5	6	5	5	6	6	5	5	184	3-3	2-4	8-11	3-6	2-3	3.414	675		1.78	2.32	2.23	1.56
		10-4.5	27-10	26 TO 30	13.5	15	11.5	5	5	5	5	5	5	5	5	184	3-3	2-6	8-11	3-6	2-4	3.584	578		◆	◆	◆	◆
10	6	8-0	33-4	< 2	14	10	10	6	7	6	7	5	5	5	5	192	3-5	2-4	6-11	3-1	1-11	3.210	796	4.037	1.20	1.55	1.44	1.37
		7-9	33-4	2 TO 8	11	10	10	6	7	6	7	5	5	5	5	192	2-6	2-4	6-9	2-4	1-11	2.901	774		1.56	2.02	1.81	1.73
		8-1	33-4	8 TO 12	11.5	13.5	10	5	7	5	7	5	5	5	5	192	2-6	2-4	6-9	3-4	2-2	3.313	721		2.81	3.65	3.73	4.04
		8-2.5	33-4	12 TO 16	12	14.5	10	6	6	5	7	5	5	5	5	192	2-6	2-4	6-10	3-7	2-4	3.467	720		2.67	3.47	3.58	3.84
		8-6	33-4	16 TO 22	14	16	10	6	5	6	5	5	5	5	5	192	2-6	2-4	7-0	3-7	2-5	3.827	658		2.44	3.17	3.04	3.14
	8	10-0	33-6	< 2	14	10	10.5	6	7	6	7	5	5	5	5	208	3-5	2-4	8-11	3-1	1-11	3.519	840	4.056	1.20	1.56	1.40	1.33
		9-11.5	33-4	2 TO 6	11.5	12	10	6	7	6	7	5	5	5	5	208	2-6	2-4	8-9	2-4	2-0	3.405	817		1.65	2.14	2.44	2.39
		10-1	33-4	6 TO 8	11.5	13.5	10	5	7	5	7	5	5	5	5	208	2-6	2-4	8-9	3-3	2-0	3.560	760		3.11	4.04	3.99	4.60
		10-1	33-4	8 TO 12	11.5	13.5	10	5	7	5	7	5	5	5	5	208	2-6	2-4	8-9	3-5	2-2	3.560	763		2.85	3.69	3.76	4.07
		10-5	33-4	12 TO 16	13.5	15.5	10	5	7	5	7	5	5	5	5	208	2-6	2-4	8-11	3-7	2-4	3.971	768		3.36	4.36	4.60	4.04
		10-6	33-4	16 TO 22	14	16	10	6	7	6	7	5	5	5	5	208	2-6	2-4	9-0	3-7	2-5	4.074	831		2.37	3.08	2.93	2.10
	10	12-0	33-6	< 2	14	10	10.5	6	7	6	7	5	5	5	5	224	3-5	2-4	10-11	2-4	1-11	3.778	879	4.056	1.17	1.52	1.36	1.30
		11-10.5	33-6	2 TO 8	11.5	11	10.5	6	7	6	7	5	5	5	5	224	2-6	2-4	10-9	3-2	2-0	3.623	864		1.65	2.14	2.15	2.06
		12-0.5	33-8	8 TO 12	11.5	13	11	5	7	5	7	5	5	5	5	224	2-6	2-5	10-9	3-4	2-2	3.904	808		3.09	4.00	3.92	3.08
		12-3	33-4	12 TO 14	12.5	14.5	10	5	7	5	5	5	5	5	5	224	2-6	2-4	10-10	3-6	2-3	4.012	675		1.68	2.17	2.10	1.50
		12-5	33-6	14 TO 16	13.5	15.5	10.5	5	7	5	7	5	5	5	5	224	2-6	2-4	10-11	3-7	2-4	4.295	812		1.59	2.06	1.99	1.41
		12-6	34-0	16 TO 22	14	16	12	6	7	6	7	5	5	6	6	224	2-10	2-8	11-0	2-4	2-5	4.630	914		1.40	1.82	1.75	1.24
12	6	8-1	39-6	< 2	15	10	10.5	6	7	6	7	5	5	5	5	216	3-9	2-4	7-0	3-1	1-11	3.826	905	4.722	1.03	1.33	1.14	1.15
		7-11.5	39-4	2 TO 4	12.5	11	10	6	7	6	7	5	5	5	5	203	2-6	2-4	6-10	3-2	2-0	3.594	881		1.34	1.74	1.46	1.55
		8-2	39-4	4 TO 8	13.5	12.5	10	5	7	5	7	5	5	5	5	216	2-6	2-4	6-11	3-7	2-5	3.897	818		1.10	1.42	1.27	1.36
		8-6.5	39-4	8 TO 10	14.5	16	10	5	7	5	7	5	5	5	5	216	3-3	2-4	7-0	3-7	2-5	4.443	823		2.22	2.88	2.82	3.06
		8-8	39-6	10 TO 12	16	16	10.5	6	5	6	5	5	5	5	5	216	3-3	2-4	7-2	2-4	2-3	4.679	735		3.48	4.51	4.97	5.27
		8-8	39-8	12 TO 16	16	16	11	6	5	6	5	5	5	5	5	216	3-3	2-5	7-2	3-7	2-5	4.733	745		2.48	3.22	3.40	3.59
		8-11	39-8	16 TO 18	17	18	11	6	5	6	5	5	5	5	5	216	3-3	2-4	7-3	3-9	2-7	5.100	748		2.09	2.71	2.79	2.86
	8	10-1.5	39-6	< 2	15	10.5	10.5	6	7	6	7	5	5	6	6	232	3-9	2-8	9-0	3-5	1-11	4.146	984	4.722	1.07	1.39	1.19	1.20
		9-11.5	39-4	2 TO 4	12.5	11	10	6	7	6	7	5	5	5	5	232	2-6	2-4	8-10	3-2	2-0	3.841	923		1.31	1.70	1.44	1.52
		10-2.5	39-4	4 TO 8	13.5	13	10	5	5	5	5	5	5	5	5	232	2-6	2-4	8-11	2-4	2-2	4.205	695		1.15	1.50	1.34	1.43
		10-9.5	39-8	8 TO 12	16	17.5	11	5	5	5	5	5	5	5	5	232	3-3	2-5	9-2	3-9	2-6	5.188	716		2.51	3.26	2.93	3.11
		10-11	39-8	12 TO 18	17	18	11	6	5	6	5	5	5	5	5	232	3-3	2-5	9-3	3-9	2-7	5.371	790		1.98	2.57	2.63	2.71
	10	12-3	39-6	< 2	16	11	10.5	6	7	6	7	5	5	6	6	248	3-9	2-8	11-1	2-8	2-0	4.588	1030	4.722	1.11	1.44	1.23	1.24
		11-11.5	39-4	2 TO 4	12.5	11	10	6	7	6	7	5	5	5	5	248	2-6	2-4	10-10	3-2	2-0	4.087	964		1.30	1.69	1.43	1.50
		12-4.5	39-4	4 TO 8	13.5	15	10	5	5	5	5	5	5	5	5	248	2-6	2-4	10-11	2-4	2-4	4.694	739		1.60	2.07	2.17	2.61
		12-9.5	39-8	8 TO 12	16	17.5	11	5	5	5	5	5	5	5	5	248	3-3	2-5	11-2	3-9	2-6	5.459	757		2.57	3.34	3.00	3.06
		12-11	39-8	12 TO 18	17	18	11	6	5	6	5	5	5	5	5	248	3-3	2-5	11-3	3-9	2-7	5.643	832		1.36	1.77	1.70	1.21
14	6	8-3	45-6	< 2	16	11	10.5	7	8	7	8	5	5	5	5	240	3-9	2-4	7-1	3-2	2-0	4.569	1243	5.389	1.00	1.30	1.10	1.12
		8-1	45-4	2 TO 4	13	12	10	7	8	7	8	5	5	5	5	240	2-6	2-4	6-11	3-3	2-1	4.239	1196		1.31	1.69	1.67	1.69
		8-2	45-4	4 TO 8	13	13	10	7	8	7	8	5	5	5	5	240	2-6	2-4	6-11	2-4	2-2	4.379	1193		1.98	2.57	2.82	2.90
		8-5	45-8	8 TO 12	14	15	11	7	8	7	8	5	5	6	6	240	2-10	2-9	7-0	3-10	2-4	4.902	1242		3.51	4.54	3.93	4.17
	8	10-3.5	45-6	< 2	16	11.5	10.5	7	8	7	8	5	5	5	5	256	3-9	2-4	9-1	3-2	2-0	4.899	1284	5.389	1.04	1.35	1.14	1.16
		10-1	45-4	2 TO 4	13	12	10	7	8	7	8	5	5	5	5	256	2-6	2-4	8-11	3-3	2-1	4.486	1237		1.43	1.86	1.63	1.65
		10-2	45-4	4 TO 8	13	13	10	7	8	7	8	5	5	5	5	256	2-6	2-4	8-11	3-4	2-2	4.626	1238		2.10	2.73	2.76	2.84
		10-5	46-0	8 TO 12	14	15	12	7	8	7	8	5	5	6	6	256	2-10	2-10	9-0	2-4	2-4	5.302	1285		3.52	4.56	3.95	4.19
	10	12-4.5	45-6	< 2	16.5	12	10.5	7	8	7	8	5	5	5	5	272	3-9	2-4	11-2	3-2	2-1	5.299	1328	5.389	1.07	1.39	1.18	1.20
		12-1	45-4	2 TO 4	13	12	10	7	8	7	8	5	5	5	5	272	2-6	2-4	10-11	3-3	2-1	4.733	1278		1.41	1.83	1.61	1.62
		12-2	45-4	4 TO 8	13	13	10	7	8	7	8	5	5	5	5	272	2-6	2-4	10-11	3-4	2-2	4.872	1280		1.95	2.53	2.62	2.81
		12-5.5	46-0	8 TO 12	14	15.5	12	7	8	7	8	7	7	6	6	272	2-10	2-10	11-0	3-11	2-4	5.670	1561		3.77	4.89	4.56	3.99
16	6	8-5	51-6	< 2	16.5	12.5	10.5	7	8	7	8	5	5	6	6	264	4-4	2-8	7-2	2-4	2-1	5.387	1410	6.056	1.07	1.39	1.13	1.18
		8-1.5	51-4	2 TO 4	13	12.5	10	7	8	7	8	5	5	6	6	264	2-10	2-8	6-11	3-8	2-1	4.781	1359		1.25	1.62	1.31	1.37
		8-2	51-4	4 TO 6	13	13	10	7	8	7	8	5	5	6	6	264	2-10	2-10	6-11	3-8	2-2	4.860	1361		1.64	2.13	1.75	1.77
		8-3.5	51-4	6 TO 8	13.5	14	10	7	8	7	8	5	5	6	6	264	2-10	2-8	6-11	3-9	2-3	5.098	1361		1.75	2.27	1.87	1.92
		8-6	51-8	8 TO 10	14.5	15.5	11	7	8	7	8	5	5	6	6	264	3-8	2-9	7-0	3-11	2-4	5.599	1377		2.06	2.68	2.21	2.28
	8	10-5	51-6	< 2	16.5	12.5	10.5	7	8	7	8	5	5	6	6	280	4-4	2-8	9-2	2-4	2-1	5.647	1455	6.056	1.02	1.33	1.08	1.13
		10-3	51-4	2 TO 4	14	13	10	7	8	7	8	5	5	6	6	280	2-10	2-8	9-0	3-8	2-2	5.265	1406		1.31	1.70	1.38	1.44
		10-3	51-4	4 TO 6	14	13	10	7	8	7	8	5	5	6	6	280	2-10	2-8	9-0	3-8	2-2	5.265	1406		1.57	2.03	1.67	1.70
		10-4.5	51-4	6 TO 8	14	14.5	10	7	8	7	8	5	5	6	6	280	2-10	2-8	9-0	3-10	2-4	5.503	1410		2.01	2.61	2.15	2.21
		10-6.5	51-8	8 TO 10	15	15.5	11	7	8	7	8	6	6	6	6	280	3-8	2-9	9-1	3-11	2-4	5.950	1519		1.99	2.58	2.13	2.21
	10	12-6	51-6	< 2	17	13	10.5	7	8	7	8	5	5	6	6	296	4-4	2-8	11-2	2-4	2-1	6.065	1500	6.056	1.06	1.37	1.12	1.16
		12-3	51-4	2 TO 4	14	13	10	7	8	7	8	5	5	6	6	296	2-10	2-8	11-0	3-8	2-2	5.512	1452		1.30	1.68	1.36	1.43
		12-3	51-4	4 TO 6	14	13	10	7	8	7	8	5	5	6	6	296	2-10	2-8	11-0	3-8	2-2	5.512	1452		1.54	2.00	1.64	1.68
		12-5	51-4	6 TO 8	14	15	10	7	8	7	8	5	5	6	6	296	2-10	2-8	11-0	3-10	2-4	5.829	1455		2.24	2.91	2.50	2.57
		12-7	51-8	8 TO 10	15	16	11	7	8	7	8	5	5	6	6	296	3-8	2-9	11-1	3-11	2-5	6.301	1469		2.35	3.05	2.52	2.61
18	6	8-6.5	57-6	< 2	17	13.5	10.5	7	8	7	8	5	5	7	7	288	5-0	3-1	7-2	2-4	2-1	6.191	1589	6.722	1.07	1.39	1.09	1.16
		8-5	57-4	2 TO 4	15	14	10	7	8	7	8	5	5	6	6	288	3-8	2-8	7-1	3-9	2-3	5.872	1499		1.15	1.50	1.15	1.25
		8-6.5	57-8	4 TO 6	15.5	15	11	7	8	7	8	5	5	6	6	288	3-8	2-9	7-1	3-10	2-4	6.243	1507		1.50	1.94	1.52	1.57
		8-9	57-8	6 TO 8	16	17	11	7	8	7	8	5	5	6	6	288	3-8	2-9	7-2	4-0	2-6	6.688	1512		1.91	2.48	1.98	2.04
	8	10-6.5	57-6	< 2	17	13.5	10.5	7	8	7	8	5	5	7	7	304	5-0	3-1	9-2	4-1	2-1	6.450	1653	6.722	1.02	1.33	1.05	1.11
		10-5	57-4	2 TO 4	15	14	10	7	8	7	8	5	5	6	6	304	3-8	2-8	9-1	2-4	2-3	6.119	1535		1.13	1.46	1.13	1.22
		10-6.5	57-8	4 TO 6	15.5	15	11	7	8	7	8	5	5	6	6	304	3-8	2-9	9-1	3-10	2-4	6.515	1552		1.44	1.87	1.47	1.52
		10-9	57-8	6 TO 8	16	17	11	7	8	7	8	5	5	6	6	304	3-8	2-9	9-2	4-0	2-6	6.960	1557		1.88	2.44	1.93	1.99
	10	12-7	57-6	< 2	17	14	10.5	7	8	7	8	5	5	7	7	320	5-0	3-1	11-2	4-1	2-2	6.798	1703	6.722	1.06	1.38	1.08	1.15
		11-5	57-4	2 TO 4	15	14	10	7	8	7	8	5	5	6	6	320	3-8	2-8	11-1	3-9	2-3	6.366	1589		1.11	1.44	1.11	1.20
		12-6.5	57-8	4 TO 6	15.5	15	11	7	8	7	8	5	5	6	6	320	3-8	2-9	11-1	2-4	2-4	6.787	1588		1.41	1.83	1.43	1.49
		12-9	57-8	6 TO 8	16	17	11	7	8	7	8	5	5	6	6	320	3-8	2-9	11-2	4-0	2-6	7.231	1602		1.85	2.40	1.90	1.97
20	6	8-8	63-8	< 2	18	14	11	8	9	8	9	6	6	7	7	312	5-0	3-2	7-3	4-2	2-6	7.103	2195	7.407	1.00	1.30	1.00	1.07
		8-8	63-8	2 TO 4	16	16	11	7	8	7	8	5	5	6	6	312	3-8	2-9	7-2	3-11	2-5	7.103	1639		1.14	1.47	1.13	1.25
		8-8	63-8	4 TO 6	16	16	11	8	8	8	8	5	5	6	6	312	3-8	2-9	7-2	3-11	2-5	7.103	1798		1.61	2.09	2.00	2.27
	8	10-8.5	63-8	< 2	18	14.5	11	8	9	8	9	6	6	7	7	328	5-0	3-2	9-3	2-4	2-6	7.473	2259	7.407	1.02	1.33	1.02	1.09
		10-8	63-8	2 TO 4	16	16	11	7	8	7	8	5	5	6	6	328	3-8	2-9	9-2	3-11	2-5	7.374	1684		1.14	1.48	1.10	1.22
		10-8	63-8	4 TO 6	16	16	11	8	8	8	8	5	5	6	6	328	3-8	2-9	9-2	3-11	2-5	7.374	1843		1.83	2.38	2.08	2.21
	10	12-9	63-8	< 2	18	15	11	8	9	8	9	6	6	7	7	344	5-0	3-2	11-3	4-3	2-6	7.843	2335	7.407	1.06	1.37	1.05	1.13
		12-8	63-8	2 TO 4	16	16	11	7	8	7	8	5	5	6	6	344	3-8	2-9	11-2	3-11	2-5	7.646	1729		1.12	1.46	1.09	1.20
		12-8	63-8	4 TO 6	16	16	11	8	8	8	8	5	5	6	6	344	3-8	2-9	11-2	2-4	2-5	7.646	1878		1.87	2.43	2.05	2.18

HEADWALL AND TOEWALL QUANTITIES

HEADWALL BENT ANGLE	90° TO 75°			74° TO 60°			59° TO 45°		
CLEAR SPAN (S)	Z	STIRRUPS	REBAR QUANT.	Z	STIRRUPS	REBAR QUANT.	Z	STIRRUPS	REBAR QUANT.
	#	#	LBS/LF	#	#	LBS/LF	#	#	LBS/LF
8	4	4	19.2	5	4	23.5	7	4	34.4
10	5	4	23.9	6	4	28.7	9	4■	54.0
12	6	4	28.7	6	4	28.2	9	5■	59.2
14	6	4	27.9	7	4	33.5	★	★	★
16	6	4	27.5	8	5	44.1	★	★	★
18	7	4	33.0	9	5	51.8	★	★	★
20	7	4	32.8	★	★	★	★	★	★
CONCRETE QUANTITY = 0.086 CY/LF									

NOTES

■ 1. SIX INCH SPACING AT EACH END OF THE SPAN FOR A DISTANCE OF 1/4 OF THE SPAN LENGTH; 12 INCH SPACING ELSEWHERE.

2. QUANTITIES ARE GIVEN FOR ONE HEADWALL AND ONE TOEWALL AND ARE BASED ON PER LINEAR FOOT OF HEADWALL. STEEL QUANTITIES INCLUDE ALL REINFORCING. QUANTITIES SHALL BE PAID FOR AS SHOWN ON THE PLANS.

★ 3. SKEWED HEADWALLS ARE NOT RECOMMENDED FOR THESE SPANS. A SPECIAL DESIGN IS REQUIRED.

4. FOR HEADWALL AND TOEWALL DETAILS SEE M-601-3, SHEET 1 OF 2.

5. WHEN THE FILL HEIGHTS ARE LESS THAN OR EQUAL TO 2 FT, ALL REINFORCING BARS IN THE HEADWALL, ALL REINFORCING BARS DESIGNATED BY AN ASTERISK (*), AND THE d_1 BARS IN THE TOP MAT OF THE TOP SLAB SHALL BE EPOXY COATED.

6. REINFORCING QUANTITIES INCLUDE BOTH EPOXY-COATED AND UNCOATED BARS.

7. WHEN A (RISE) R OF LESS THAN 6 FT IS REQUIRED, USE THE BAR SIZES AND THE SLAB AND WALL THICKNESSES FOR THE 6 FT RISE (IF AVAILABLE ON THE TABLE).

▲ 8. FOR SIZE AND SPACING OF THE BOTTOM MAT BARS IN THE TOP SLAB SEE TABLE ON M-601-3, SHEET 1 OF 2. ALL OTHER d_1 BARS ARE #4's AT 1'-0" SPACING. THE NUMBER OF BARS REQUIRED IS LISTED ON THIS SHEET AND INCLUDES BOTH #4 BARS AND THOSE FROM THE TABLE.

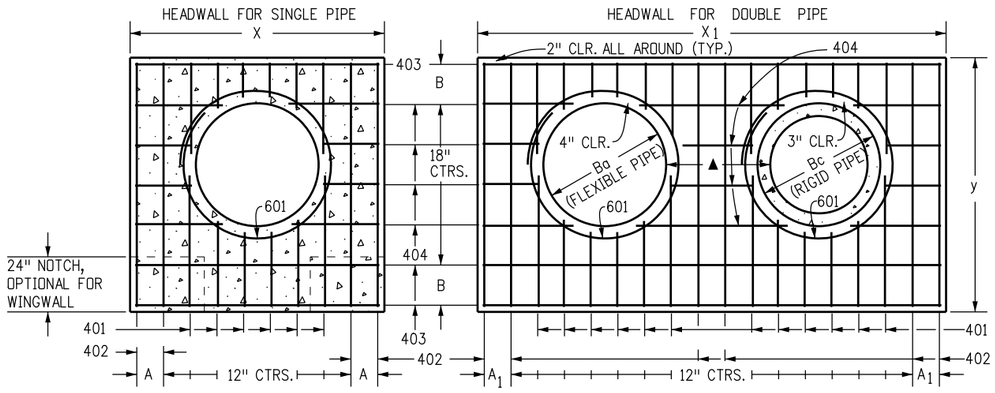
◆ 9. LIVE LOAD IS NEGLECTED AS PER AASHTO LRFD SECTION 3.6.1.2.6. FOR THESE STRUCTURES REFER TO THE CDOT RATING MANUAL.

10. FOR ALL NEW CULVERT DESIGNS, A RATING IS REQUIRED. THE RATING SUMMARY SHEET SHOULD BE PRINTED FROM THE CDOT EXTERNAL WEBSITE AND SUBMITTED TO THE BRIDGE RATING UNIT OR INCLUDED AS PART OF A LARGER DESIGN PACKAGE. FOR ADDITIONAL INFORMATION, SEE THE CDOT RATING MANUAL.

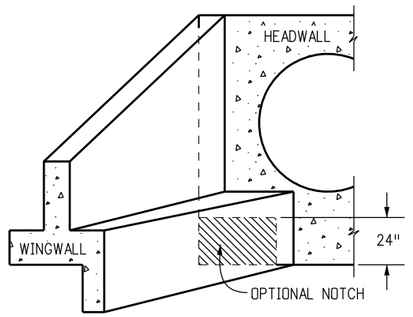
Computer File Information	
Creation Date: 07/31/19	
Designer Initials: JBE	(R-X)
Last Modification Date: 07/31/19	(R-X)
Detailer Initials: LTA	(R-X)
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)

Sheet Revisions	
Date:	Comments

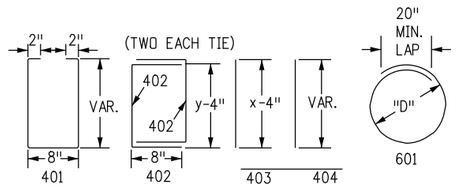
Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
Den



TYPICAL BAR LAYOUT FOR CONCRETE HEADWALLS

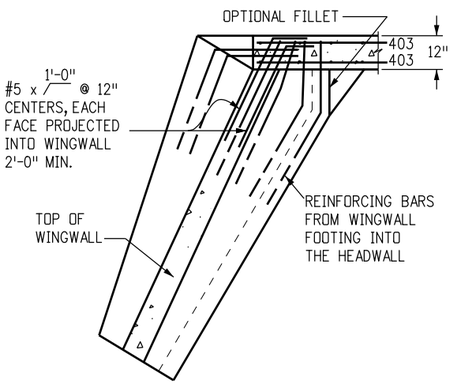


FRONT VIEW



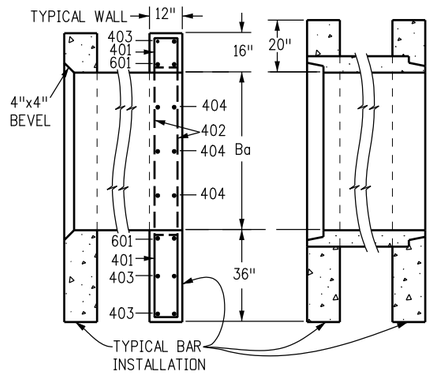
"D" = RIGID PIPE = Bc + 6"
FLEXIBLE PIPE = Ba + 8"
FLEXIBLE ARCH = SPAN + 8"
STRUCTURAL PLATE ARCH = RISE + 8"

BAR BENDING



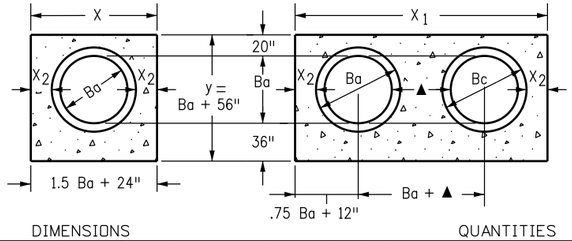
TOP VIEW

WINGWALL CONNECTION



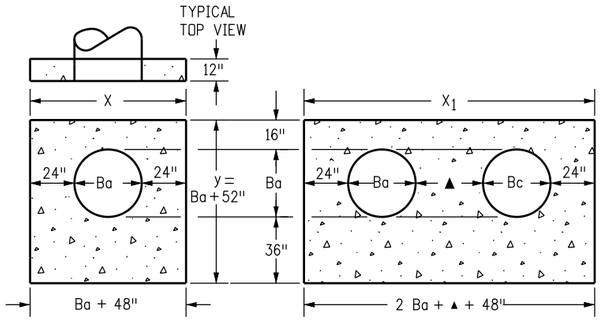
INLET OUTLET
ENDS OF FLEXIBLE PIPE

INLET OUTLET
ENDS OF RIGID PIPE



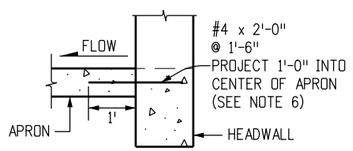
DIMENSIONS									QUANTITIES			
									CONCRETE		STEEL ■	
Ba IN.	Bc IN.	X FT.-IN.	A IN.	X_1 FT.-IN.	A_1 IN.	y FT.-IN.	B IN.	X_2 IN.	SGL CU.YD.	DBL CU.YD.	SGL LBS.	DBL LBS.
54	65	8-9	8½	15-6	7	9-2	17	20	2.12	3.55	209	364
60	72	9-6	7	17-0	10	9-8	11	21	2.35	3.99	236	414
66	79	10-3	11½	18-6	7	10-2	14	22	2.60	4.44	249	453
72	86	11-0	10	20-0	10	10-8	17	23	2.85	4.91	270	476
78	93	11-9	8½	21-3	11	11-2	11	24	3.11	5.29	306	527
84	100	12-6	7	22-6	7	11-8	14	25	3.38	5.68	333	572
90	107	13-3	11½	23-9	8½	12-2	17	26	3.66	6.08	335	593
96	114	14-0	10	25-0	10	12-8	11	27	3.94	6.48	379	649
102	121	14-9	8½	26-3	11½	13-2	14	28	4.24	6.89	400	664
108	128	15-6	7	27-6	7	13-8	17	29	4.54	7.30	424	707

HEADWALL FOR RIGID ROUND PIPE



DIMENSIONS							QUANTITIES			
							CONCRETE		STEEL ■	
Ba IN.	X FT.-IN.	A IN.	X_1 FT.-IN.	A_1 IN.	y FT.-IN.	B IN.	SGL CU. YD.	DBL CU. YD.	SGL LBS.	DBL LBS.
54	8-6	7	15-3	11½	8-10	15	2.19	3.81	211	358
60	9-0	10	16-6	7	9-4	18	2.38	4.25	217	396
66	9-6	7	17-9	8½	9-10	12	2.58	4.70	252	454
72	10-0	10	19-0	10	10-4	15	2.78	5.17	255	472
78	10-6	7	20-0	10	10-10	18	2.98	5.56	276	499
84	11-0	10	21-0	10	11-4	12	3.19	5.95	297	553
90	11-6	7	22-0	10	11-10	15	3.40	6.36	317	517
96	12-0	10	23-0	10	12-4	18	3.62	6.79	321	597
102	12-6	7	24-0	10	12-10	12	3.84	7.21	364	663
108	13-0	10	25-0	10	13-4	15	4.06	7.63	362	678

HEADWALL FOR FLEXIBLE ROUND PIPE



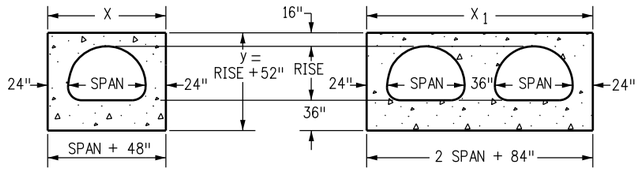
WHEN APRON IS REQUIRED

GENERAL NOTES

1. CONCRETE SHALL BE CLASS B.
2. HEADWALL SHALL BE PERPENDICULAR TO THE PIPE ℄ UNLESS OTHERWISE SHOWN ON THE PLANS. TABULATED DIMENSIONS AND QUANTITIES MUST BE ADJUSTED FOR SKEWED INSTALLATIONS.
3. FOR WINGWALL DETAILS, SEE STANDARD PLAN M-601-20.
4. VOLUME OCCUPIED BY PIPE HAS BEEN DEDUCTED FROM STEEL AND CONCRETE QUANTITIES.
5. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ IN.
6. ALL REINFORCING BARS SHALL HAVE A 2 IN. MINIMUM CLEARANCE.

▲ WHEN TWO OR MORE PIPES ARE LAID SIDE BY SIDE, THEY SHALL BE PLACED SO THAT THE ADJACENT PIPES WILL BE ½ INSIDE DIAMETER APART, OR ½ INSIDE SPAN APART, OR 3 FT. APART (INCLUDING WALL THICKNESS), WHICHEVER IS LESS.

■ ADD 0.89 x (X OR X_1) (LB.) WHEN APRON IS REQUIRED.



DIMENSIONS									QUANTITIES			
									CONCRETE		STEEL ■	
EQUIV. Ba IN.	SPAN IN.	RISE IN.	X FT.-IN.	A IN.	X_1 FT.-IN.	A_1 IN.	y FT.-IN.	B IN.	SGL CU. YD.	DBL CU. YD.	SGL LBS.	DBL LBS.
72	81	59	10-9	8½	20-6	7	9-3	17½	2.72	5.10	250	467
78	87	63	11-3	11½	21-6	7	9-7	10½	2.85	5.34	275	531
84	95	67	11-9	8½	22-10	9	9-11	12½	3.08	5.79	290	547
90	103	71	12-7	7½	24-2	11	10-3	15	3.30	6.21	321	591
96	112	75	13-4	12	25-8	8	10-7	16½	3.52	6.65	314	606
102	117	79	13-9	8½	26-6	7	10-11	9½	3.63	6.86	356	672
108	128	83	14-8	8	28-4	12	11-3	11½	3.96	7.51	376	699

HEADWALL FOR FLEXIBLE PIPE ARCH

DIMENSIONS									QUANTITIES			
									CONCRETE		STEEL ■	
EQUIV. Ba IN.	SPAN FT.-IN.	RISE FT.-IN.	X FT.-IN.	A IN.	X_1 FT.-IN.	A_1 IN.	y FT.-IN.	B IN.	SGL CU. YD.	DBL CU. YD.	SGL LBS.	DBL LBS.
66	6-1	4-7	10-1	10½	19-2	11	8-11	15½	2.52	4.70	232	424
75	7-0	5-1	11-0	10	21-0	10	9-5	9½	2.80	5.25	282	509
84	7-11	5-7	11-11	9½	22-10	9	9-11	12½	3.08	5.79	291	540
93	8-10	6-1	12-10	9	24-8	8	10-5	15½	3.36	6.33	309	622
102	9-9	6-7	13-9	8½	26-6	7	10-11	9½	3.63	6.86	379	673
111	10-11	7-1	14-11	9½	28-10	9	11-5	12½	4.05	7.67	377	711
120	11-10	7-7	15-10	9	30-8	8	11-11	15½	4.36	8.28	395	731
132	12-10	8-4	16-10	9	32-8	8	12-8	11	4.75	9.03	441	839
141	14-1	8-9	18-1	10½	35-2	11	13-1	13½	5.17	9.86	448	931
150	15-4	9-3	19-4	12	37-8	8	13-7	16½	5.69	10.88	490	953
159	15-10	9-10	19-10	9	38-8	8	14-2	11	5.89	11.25	534	1019

HEADWALL FOR STRUCTURAL PLATE ARCH

SKEW ANGLE A°	90	85	80	75	70	65	60	55	50	45	40	35	30
FACTOR (cosecA°)	1.000	1.004	1.015	1.035	1.064	1.103	1.155	1.221	1.305	1.414	1.556	1.743	2.000

SKEW FACTOR TABLE

Computer File Information		Sheet Revisions	
		Date:	Comments
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Last Modification Date: 07/31/19	(R-X)		
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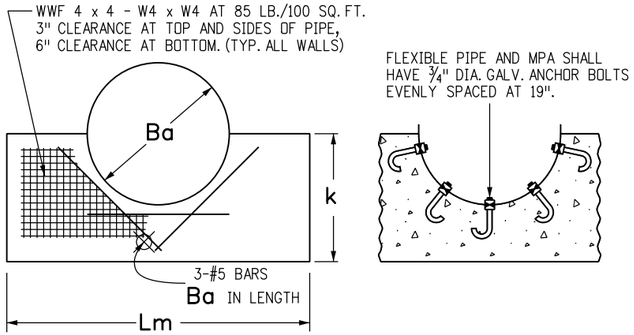
Project Development Branch JBK

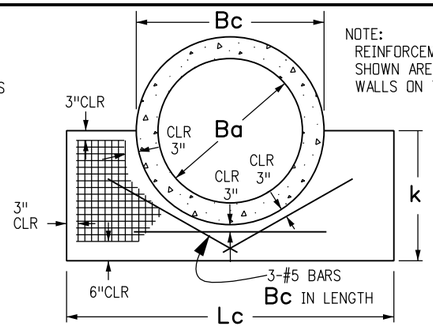
HEADWALL FOR PIPES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-10
Standard Sheet No. 1 of 1
Project Sheet Number:

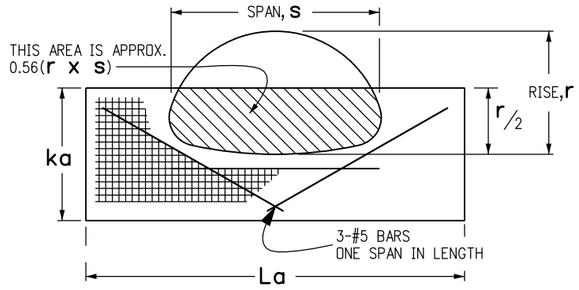


FLEXIBLE SINGLE PIPE



NOTE:
REINFORCEMENT CLEARANCES SHOWN ARE TYPICAL FOR ALL WALLS ON THIS SHEET.

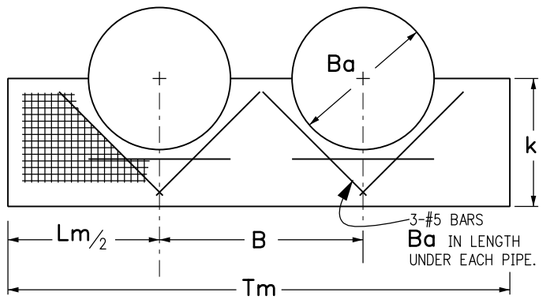
RIGID SINGLE PIPE



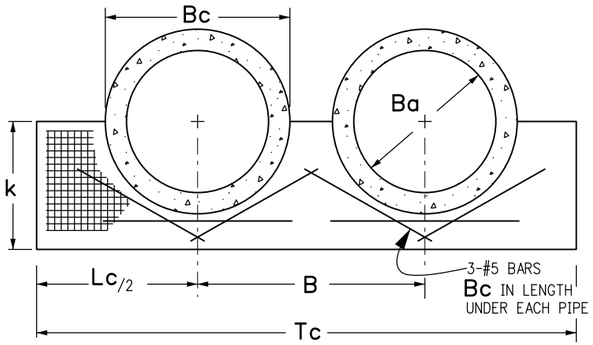
SINGLE MPA

GENERAL NOTES

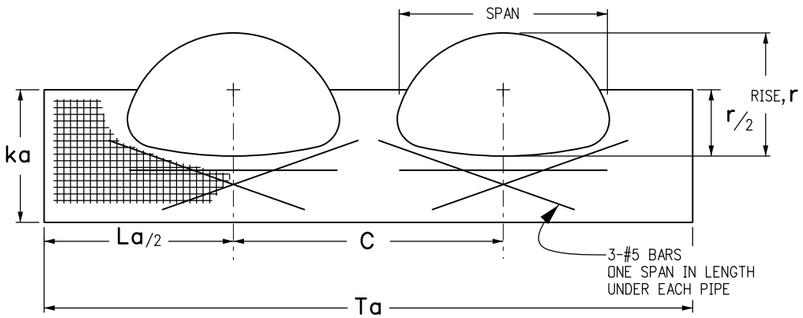
1. CONCRETE SHALL BE CLASS B.
2. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ IN.
3. IF A PRECAST HEADWALL IS USED, A PERMANENT EPOXY BOND, APPROVED BY THE ENGINEER, SHALL BE USED BETWEEN PIPE AND HEADWALL.
4. HEADWALL SHALL BE PERPENDICULAR TO THE CULVERT CENTERLINE UNLESS OTHERWISE SPECIFIED. TABULATED DIMENSIONS AND QUANTITIES SHALL BE ADJUSTED FOR SKEWED INSTALLATIONS.
5. HEADWALL ANCHOR BOLTS SHALL CONFORM TO AASHTO M 167 AND SHALL BE INCLUDED IN THE COST OF PIPE.
6. HEADWALL ANCHOR BOLTS SHALL BE USED ONLY WITH FLEXIBLE PIPE, BOTH ROUND AND ARCH.



FLEXIBLE DOUBLE PIPE



RIGID DOUBLE PIPE



DOUBLE MPA

RANGE OF EQUIV. DIAMS.	RANGE OF SPANS s	RANGE OF RISES r	ka	La	C	Ta	SINGLE CONCRETE CU. YDS.	SINGLE STEEL LBS.	DOUBLE CONCRETE CU. YDS.	DOUBLE STEEL LBS.
IN.										
36-42	39-47	30-36	36	94	71	165	0.72	26.2	1.22	49.8
42-48	48-59	31-41	41	118	89	207	1.04	36.5	1.77	68.7
54-60	60-71	40-51	51	142	107	249	1.53	52.2	2.61	97.2
60-75	72-83	44-69	69	166	119	285	2.49	78.3	4.14	142.0
72-81	84-95	63-72	72	190	131	321	2.93	93.1	4.76	166.5
84-90	96-107	69-76	76	214	143	357	3.42	110.1	5.45	194.6

FLEXIBLE DOUBLE PIPE

RIGID DOUBLE PIPE

Ø NOTE: EACH LINE OF THE PIPE ARCH TABLE DESCRIBES A SINGLE HEADWALL THAT WILL ACCOMMODATE SEVERAL SIZES OF PIPE-ARCH. THE CONCRETE QUANTITIES IN THIS TABLE ARE BASED ON DEDUCTION OF CONCRETE FROM THE HEADWALL OF THE MEDIAN SIZE PIPE IN THE RANGE OF EQUIVALENT DIAMETERS SHOWN.

◪ ADJUST L, B, T, C, #5 BAR LENGTH AND QUANTITIES WHEN SKEW IS < 90°

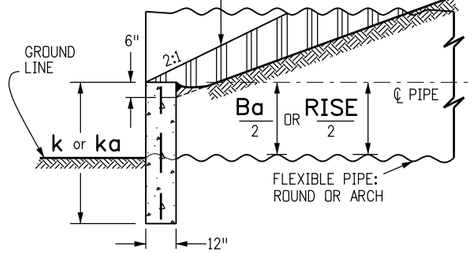
Ø HEADWALL FOR METAL PIPE ARCH (MPA)

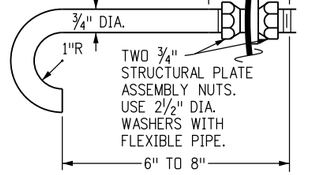
NOM. DIA. Ba	RCP O.D. Bc	k	Lm	Lc	B	Tm	Tc	FLEXIBLE PIPE SINGLE CONCRETE CU. YDS.	FLEXIBLE PIPE SINGLE STEEL LBS.	FLEXIBLE PIPE DOUBLE CONCRETE CU. YDS.	FLEXIBLE PIPE DOUBLE STEEL LBS.	RIGID PIPE SINGLE CONCRETE CU. YDS.	RIGID PIPE SINGLE STEEL LBS.	RIGID PIPE DOUBLE CONCRETE CU. YDS.	RIGID PIPE DOUBLE STEEL LBS.
IN.															
36	44	36	81	99	56	137	155	0.62	21.3	1.01	39.6	0.72	26.3	1.04	46.2
42	51	42	94	114	63	157	177	0.84	28.1	1.34	51.3	0.97	34.3	1.39	59.8
48	58	48	108	130	72	180	202	1.10	36.0	1.76	64.4	1.27	43.6	1.81	75.3
54	65	54	121	146	81	202	227	1.39	44.6	2.22	80.1	1.60	54.1	2.30	92.5
60	72	60	134	161	90	224	251	1.70	54.1	2.73	96.8	1.96	65.7	2.83	111.2
66	79	66	148	177	99	247	276	2.07	64.9	3.31	115.4	2.37	78.1	3.42	131.9
72	86	72	161	193	108	269	301	2.46	76.4	3.93	135.2	2.83	91.9	4.08	154.4
78	93	78	175	208	114	289	322	2.90	89.1	4.57	155.8	3.30	106.5	4.71	177.1
84	100	84	188	224	120	308	344	3.35	102.4	5.23	177.4	3.83	122.5	5.41	201.6
90	107	90	202	240	126	328	366	3.86	117.1	5.96	200.8	4.40	139.7	6.16	227.8
96	114	96	215	255	132	347	387	4.38	132.3	6.71	225.1	4.98	157.5	6.93	254.9

HEADWALL FOR ROUND PIPE

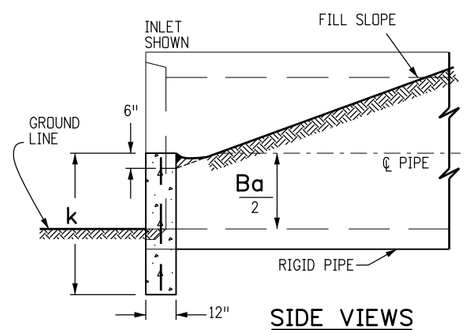
◪

SKEW°	FACTOR
90	1.000
85	1.004
80	1.015
75	1.035
70	1.064
65	1.103
60	1.155
55	1.221
50	1.305
45	1.414
40	1.556
35	1.743
30	2.000

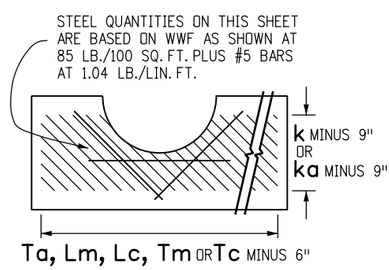




TYPICAL GALVANIZED ANCHOR BOLTS



SIDE VIEWS



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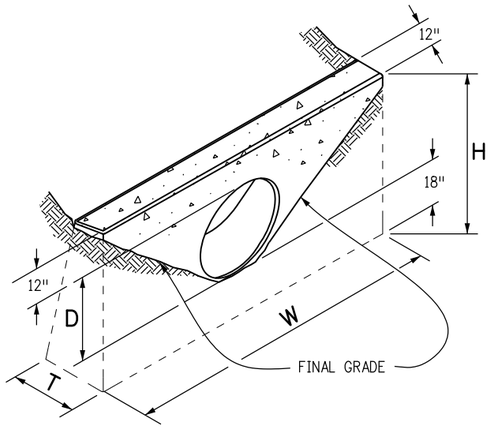
Project Development Branch JBK

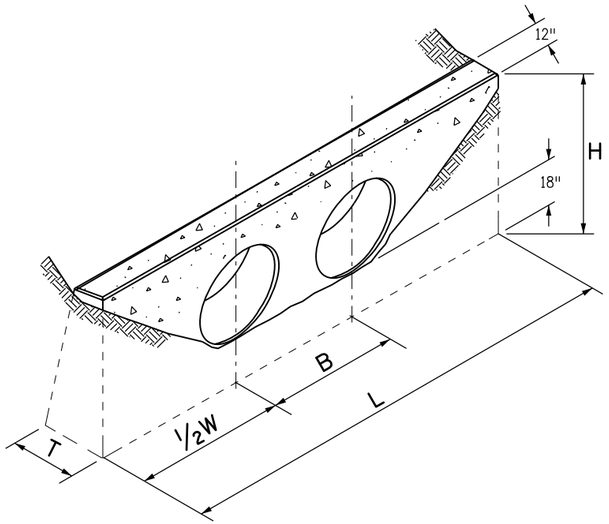
TYPE "S" SADDLE HEADWALLS FOR PIPE

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-11
Standard Sheet No. 1 of 1
Project Sheet Number:



SINGLE PIPE



DOUBLE PIPE

CONCRETE HEADWALL INSTALLATIONS

SEE STANDARD PLAN M-601-10 FOR REINFORCING DETAILS.

PIPE		PIPE DIAMETER (AND EQUIVALENT DIAMETER) (IN.)											
		18		24		30		36		42		48	
TYPE	MATERIAL	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE
CIRCULAR	RIGID	1.0	1.3	1.5	2.0	2.0	2.7	2.8	3.6	3.6	4.6	4.6	6.0
	FLEXIBLE	1.1	1.4	1.6	2.1	2.2	3.0	3.0	4.0	3.9	5.3	5.0	6.8
ELLIPTICAL	RIGID	23 x 14		30 x 19		38 x 24		45 x 29		53 x 34		60 x 38	
		0.9	1.2	1.3	1.6	1.7	2.2	2.3	2.9	2.9	3.7	3.5	4.4
ARCH	METAL	22 x 13		29 x 18		36 x 22		43 x 27		50 x 31		58 x 36	
		0.9	1.3	1.4	1.9	1.8	2.4	2.4	3.4	3.2	4.4	3.4	5.0

CONCRETE QUANTITIES FOR ONE CONCRETE HEADWALL (CUBIC YARDS)

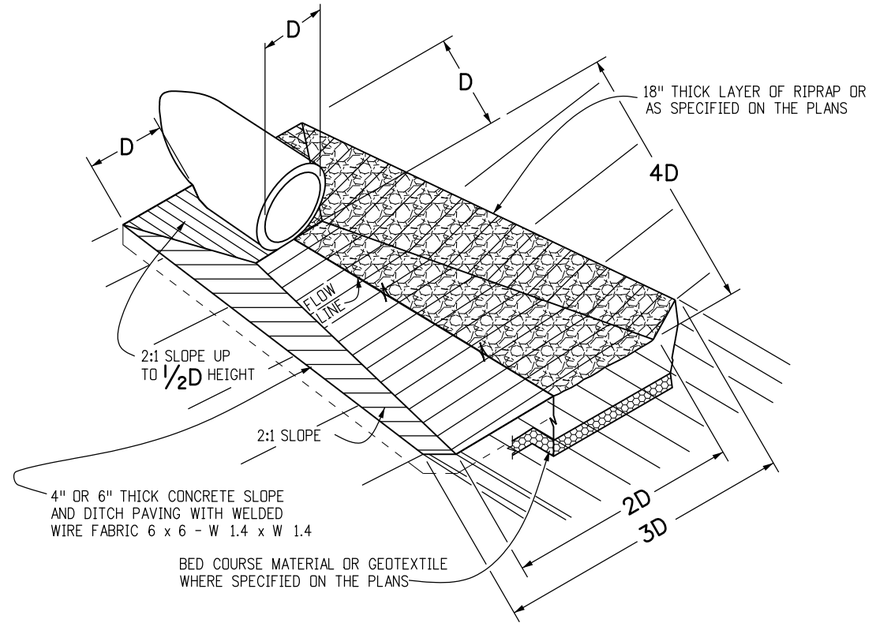
THICKNESS	MATERIAL	PIPE DIAMETER (IN.)					
		18	24	30	36	42	48
4"	CONCRETE	0.4	0.8	1.2			
6"	CONCRETE				2.6	3.6	4.7
18"	RIPRAP	2.0	3.5	5.4	7.8	10.7	13.9

PIPE OUTLET PAVING (CUBIC YARDS)

NOTE: VOLUME OCCUPIED BY PIPE HAS BEEN DEDUCTED.

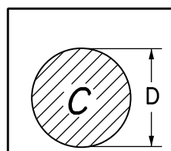
GENERAL NOTES

1. FOR SIZE AND LOCATION OF PIPES, SEE THE PLANS.
2. ALL CONCRETE SHALL BE CLASS B.
3. FOOTINGS IN ROCK SHALL BE POURED OUT TO ROCK AND NOT FORMED IN ACCORDANCE WITH SUBSECTION 601.09(b).
4. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED $\frac{3}{4}$ IN.
5. HEADWALL SHALL HAVE REINFORCING STEEL INSTALLED IN A PATTERN SIMILAR TO STANDARD PLAN M-601-10.
6. THE COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE WORK UNLESS THE STEEL QUANTITIES ARE LISTED IN THE PLANS AND ARE PAID FOR SEPARATELY.



PIPE OUTLET PAVING

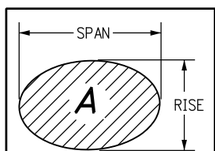
MAY BE USED WITH MULTIPLE PIPES.



CIRCULAR

D = PIPE DIAMETER (INSIDE)
H = D + 30"
W = 3D + 18"
T = 0.4 H (NEAREST IN.)
B = 1.5 D (30" MINIMUM)
L = W + B

TYPE OF PIPE — HEADWALL DIMENSIONS



ARCH OR ELLIPTICAL

D = EQUIVALENT CIRCULAR DIAMETER (INSIDE)
H = RISE + 30"
W = 3D + 18"
T = 0.4 H (NEAREST IN.)
B = 1.5 D (30" MINIMUM)
L = W + B

TYPE OF PIPE — HEADWALL DIMENSIONS

Computer File Information		Sheet Revisions	
Creation Date: 07/31/19	(R-X)	Date:	Comments
Designer Initials: JBK	(R-X)		
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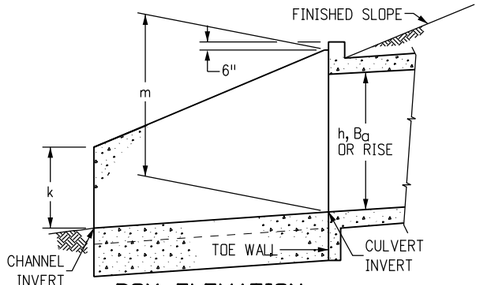
HEADWALLS AND PIPE OUTLET PAVING

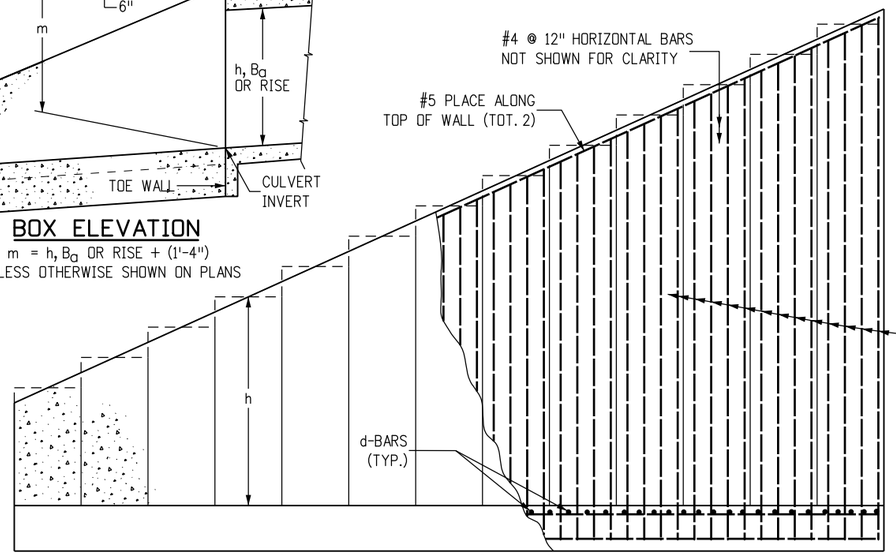
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-601-12
Standard Sheet No. 1 of 1
Project Sheet Number:



BOX ELEVATION

m = h, B_a OR RISE + (1'-4")
UNLESS OTHERWISE SHOWN ON PLANS

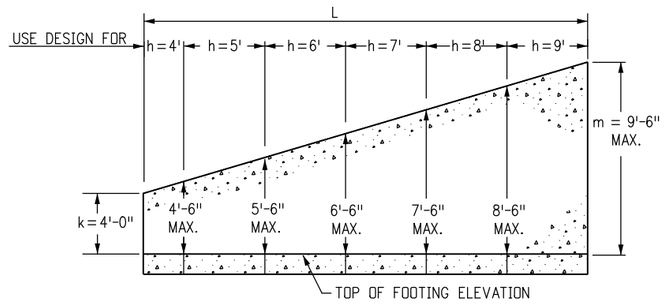


h =	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'	■ 12'	■ 13'	■ 14'
a =	1'-0"	1'-2"	1'-4"	1'-6"	1'-8"	1'-10"	2'-0"	2'-2"	2'-4"	2'-6"	2'-8"	2'-10"	3'-0"
b =	1'-8"	2'-0"	2'-4"	2'-8"	3'-0"	3'-4"	3'-8"	4'-0"	4'-4"	4'-8"	5'-0"	5'-4"	5'-8"
w =	2'-8"	3'-2"	3'-8"	4'-2"	4'-8"	5'-2"	5'-8"	6'-2"	6'-8"	7'-2"	7'-8"	8'-2"	8'-8"
d-BARS	#4 @ 9"	#4 @ 9"	#4 @ 9"	#4 @ 9"	#4 @ 9"	#4 @ 9"	#5 @ 11"	#5 @ 10"	#5 @ 10"	#5 @ 8"	#6 @ 8"	#7 @ 9"	#7 @ 7"
✳ CONC. CY/LF	0.161	0.210	0.259	0.309	0.358	0.407	0.457	0.506	0.556	0.605	0.654	0.704	0.753

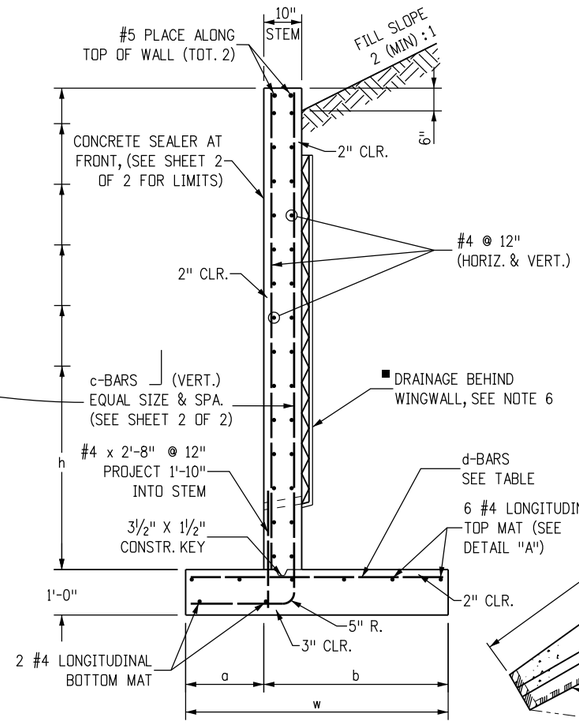
✳ DOES NOT INCLUDE TOE WALL QUANTITIES
SEE SHEET 2 OF 2 FOR REINFORCING STEEL QUANTITY

■ REQUIRED DRAINAGE BEHIND WINGWALLS
SEE NOTE 6

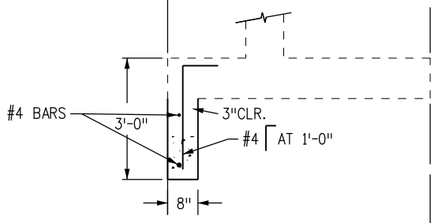
PLAN



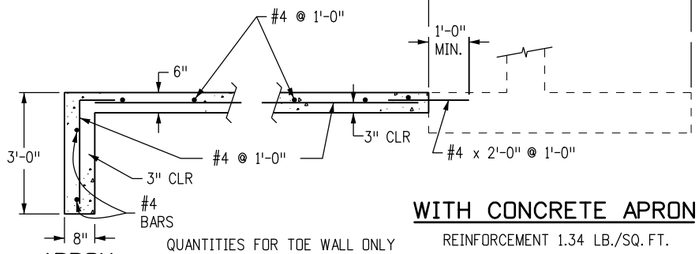
ELEVATION
DESIGN EXAMPLE



TYPICAL SECTION



WITH TOE WALL

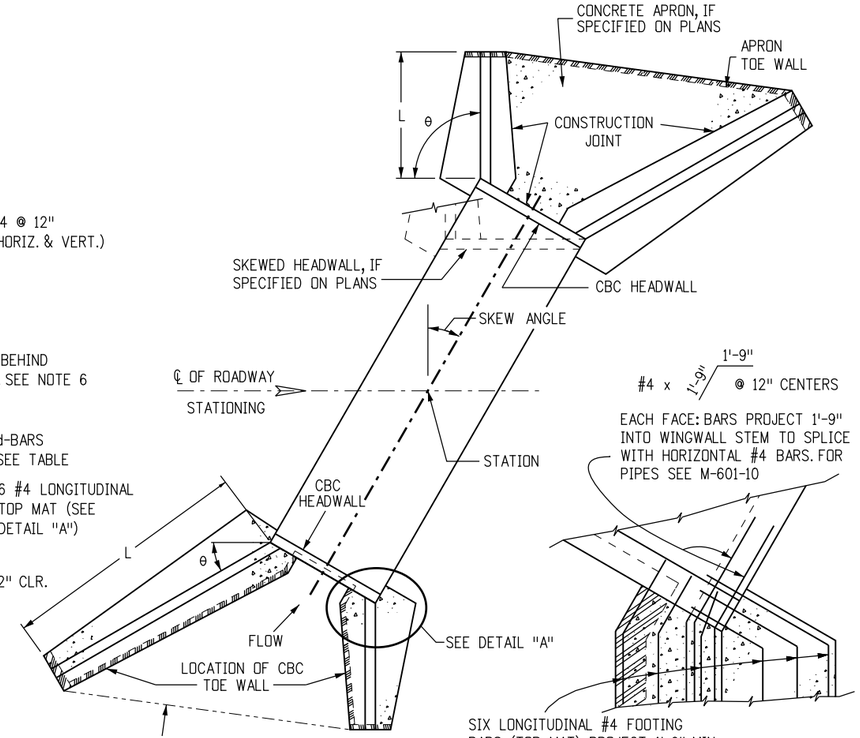


APRON TOE WALL

QUANTITIES FOR TOE WALL ONLY
CONCRETE 0.049 CU. YD./LIN. FT.
REINFORCEMENT 5.1 LB./LIN. FT.

WITH CONCRETE APRON

REINFORCEMENT 1.34 LB./SQ. FT.



TYPICAL CULVERT LAYOUT

DETAIL "A"

DESIGN DATA:

AASHTO LRFD EIGHTH EDITION, 2017
DESIGN METHOD: LOAD AND RESISTANCE FACTOR DESIGN, YIELD LINE METHOD

REINFORCED CONCRETE:
CONCRETE CLASS D (BOX CULVERT): f'_c = 4,500 PSI
REINFORCING STEEL: f_y = 60,000 PSI

LOADING:
AT-REST EARTH (FLUID) PRESSURE FOR CONCRETE STEM DESIGN = 55 PCF FOR 2 (MIN.) : 1 SLOPED BACKFILL
ACTIVE EARTH (FLUID) PRESSURE FOR CONCRETE FOOTING DESIGN = 40 PCF FOR 2 (MIN.) : 1 SLOPED BACKFILL
LIVE LOAD SURCHARGE = 2'
MINIMUM RESISTANCE FOR SOIL BEARING = 5.5 KSF
SOIL BEARING RESISTANCE FACTOR = 0.45

GENERAL NOTES:

1. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ IN.
2. WINGWALL FOOTING AND FLOOR OF BOX CULVERT SHALL BE PLACED MONOLITHICALLY.
3. DIMENSIONS "h", "k", "L", "m" AND ANGLE "θ" FOR WINGWALL SHALL BE AS SHOWN ON THE PLANS.
4. MINIMUM CLASS B LAP SPLICE LENGTH FOR BLACK REINFORCING BARS:

BAR SIZE:	#4	#5	#6	#7
SPLICE LENGTH:	1'- 6"	1'-11"	2'-3"	2'-7"

5. DESIGN DOES NOT CONSIDER ANY SCOUR EFFECTS.
6. WINGWALL DRAIN SHALL BE REQUIRED IF "h" ≥ 12.0 FT., SEE SHEET 2 OF 2 FOR DETAILS.

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WINGWALLS FOR PIPE OR BOX CULVERTS

STANDARD PLAN NO.
M-601-20
Standard Sheet No. 1 of 2
Issued by the Project Development Branch: July 31, 2019
Project Sheet Number:

c-BARS AND REINFORCING STEEL QUANTITY (EXCLUDE TOE WALL)

✳ REINFORCING STEEL QUANTITY INCLUDES STEM AND FOOTING QUANTITIES, BUT DOES NOT INCLUDE TOE WALL QUANTITIES.

L (MULTIPLE OF m)		≤ (1.0 x m)		≤ (1.25 x m)		≤ (1.5 x m)		≤ (1.75 x m)		≤ (2.0 x m)		≤ (2.25 x m)		≤ (2.5 x m)		≤ (2.75 x m)		≤ (3.0 x m)		≤ (3.25 x m)		≤ (3.5 x m)	
m (FT)	k (FT)	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.	c-BARS	✳ REINF. LB./L.F.
14	4	#4 @ 10"	53.60	#5 @ 10"	57.95	#5 @ 10"	57.10	#5 @ 8"	60.22	#5 @ 7"	62.43	#5 @ 7"	62.09	#5 @ 6"	65.38	#5 @ 6"	65.15	#6 @ 8"	67.10	#6 @ 8"	66.94	#6 @ 7"	70.66
	5	#4 @ 10"	55.86	#5 @ 10"	60.46	#5 @ 10"	59.60	#5 @ 8"	62.89	#5 @ 7"	65.23	#5 @ 7"	64.88	#5 @ 6"	68.34	#5 @ 6"	68.11	#6 @ 8"	70.17	#6 @ 8"	70.00	#6 @ 7"	73.90
	6	#5 @ 10"	64.43	#6 @ 10"	70.60	#6 @ 10"	69.69	#6 @ 8"	74.93	#6 @ 8"	74.45	#6 @ 7"	78.30	#6 @ 6"	83.64	#6 @ 6"	83.40	#6 @ 6"	83.22	#6 @ 6"	83.05	#7 @ 7"	89.64
	7	#5 @ 10"	67.29	#6 @ 10"	73.76	#6 @ 10"	72.83	#6 @ 8"	78.32	#6 @ 8"	77.84	#6 @ 7"	81.87	#6 @ 6"	87.45	#6 @ 6"	87.21	#6 @ 6"	87.02	#6 @ 6"	86.86	#7 @ 7"	93.73
	8	#5 @ 8"	74.71	#6 @ 8"	83.46	#6 @ 7"	87.09	#6 @ 6"	92.54	#7 @ 7"	99.47	#7 @ 7"	99.08	#7 @ 6"	107.11	#7 @ 6"	106.86	#7 @ 6"	106.66	#7 @ 6"	106.49	#7 @ 6"	106.35
	9	#5 @ 8"	78.10	#6 @ 8"	87.23	#6 @ 7"	91.03	#6 @ 6"	96.72	#7 @ 7"	103.93	#7 @ 7"	103.54	#7 @ 6"	111.90	#7 @ 6"	111.65	#7 @ 6"	111.45	#7 @ 6"	111.28	#7 @ 6"	111.13
13	4	#4 @ 10"	50.51	#4 @ 10"	49.25	#5 @ 10"	53.71	#5 @ 10"	53.09	#5 @ 10"	52.36	#5 @ 9"	53.85	#5 @ 8"	55.54	#5 @ 7"	57.85	#5 @ 7"	57.67	#5 @ 7"	57.51	#6 @ 9"	59.93
	5	#4 @ 10"	52.66	#4 @ 10"	51.37	#5 @ 10"	56.09	#5 @ 10"	55.46	#5 @ 10"	54.99	#5 @ 9"	56.29	#5 @ 8"	58.08	#5 @ 7"	60.51	#5 @ 7"	60.33	#5 @ 7"	60.17	#6 @ 9"	62.72
	6	#4 @ 10"	54.92	#5 @ 10"	59.48	#5 @ 9"	60.31	#6 @ 9"	67.56	#6 @ 9"	67.08	#6 @ 9"	66.70	#6 @ 8"	69.53	#6 @ 8"	69.28	#6 @ 7"	73.12	#6 @ 7"	72.95	#6 @ 7"	72.81
	7	#4 @ 10"	57.36	#5 @ 10"	62.16	#5 @ 9"	63.05	#6 @ 9"	70.66	#6 @ 9"	70.16	#6 @ 9"	69.78	#6 @ 8"	72.75	#6 @ 8"	72.50	#6 @ 7"	76.52	#6 @ 7"	76.35	#6 @ 7"	76.20
	8	#5 @ 10"	66.39	#6 @ 10"	72.82	#6 @ 8"	77.97	#6 @ 7"	81.68	#6 @ 7"	81.19	#6 @ 6"	86.67	#6 @ 6"	86.37	#7 @ 7"	93.18	#7 @ 7"	92.97	#7 @ 7"	92.80	#7 @ 7"	92.64
	9	#5 @ 10"	69.37	#6 @ 10"	76.10	#6 @ 8"	81.49	#6 @ 7"	85.37	#6 @ 7"	84.87	#6 @ 6"	90.59	#6 @ 6"	90.29	#7 @ 7"	97.39	#7 @ 7"	97.18	#7 @ 7"	97.00	#7 @ 7"	96.85
12	2	#4 @ 10"	43.91	#4 @ 10"	42.65	#4 @ 10"	41.82	#4 @ 10"	41.22	#4 @ 10"	40.78	#4 @ 9"	41.29	#5 @ 10"	44.61	#5 @ 10"	44.37	#5 @ 10"	44.18	#5 @ 10"	44.01	#5 @ 10"	43.87
	3	#4 @ 10"	45.82	#4 @ 10"	44.55	#4 @ 10"	43.71	#4 @ 10"	43.11	#4 @ 10"	42.66	#4 @ 9"	43.22	#5 @ 10"	46.75	#5 @ 10"	46.51	#5 @ 10"	46.32	#5 @ 10"	46.15	#5 @ 10"	46.01
	4	#4 @ 10"	47.80	#4 @ 10"	46.51	#4 @ 10"	45.65	#5 @ 10"	50.06	#5 @ 10"	49.59	#5 @ 10"	49.23	#5 @ 10"	48.94	#5 @ 9"	48.69	#5 @ 9"	50.00	#5 @ 8"	51.72	#5 @ 8"	51.57
	5	#4 @ 10"	49.84	#4 @ 10"	48.53	#4 @ 10"	47.66	#5 @ 10"	52.33	#5 @ 10"	51.85	#5 @ 10"	51.48	#5 @ 10"	51.19	#5 @ 10"	50.94	#5 @ 9"	52.33	#5 @ 8"	54.14	#5 @ 8"	54.00
	6	#4 @ 10"	51.99	#4 @ 10"	50.65	#5 @ 10"	55.34	#5 @ 8"	58.41	#5 @ 8"	57.93	#6 @ 10"	60.60	#6 @ 10"	60.29	#6 @ 9"	62.42	#6 @ 9"	62.22	#6 @ 9"	62.04	#6 @ 8"	64.89
	7	#4 @ 10"	54.30	#5 @ 10"	58.80	#5 @ 10"	57.87	#5 @ 8"	61.10	#5 @ 8"	60.61	#6 @ 10"	63.43	#6 @ 10"	63.11	#6 @ 9"	65.35	#6 @ 9"	65.15	#6 @ 9"	64.97	#6 @ 8"	67.96
	8	#5 @ 10"	62.91	#5 @ 10"	61.45	#5 @ 7"	67.46	#5 @ 6"	70.68	#5 @ 6"	70.20	#6 @ 7"	76.44	#6 @ 7"	76.13	#6 @ 7"	75.87	#6 @ 6"	81.30	#6 @ 6"	81.12	#6 @ 6"	80.98
	9	#5 @ 10"	65.64	#5 @ 10"	64.15	#5 @ 7"	70.44	#5 @ 6"	73.82	#5 @ 6"	73.33	#6 @ 7"	79.86	#6 @ 7"	79.54	#6 @ 7"	79.28	#6 @ 6"	84.95	#6 @ 6"	84.77	#6 @ 6"	84.62
11	2	#4 @ 10"	41.70	#4 @ 10"	40.42	#4 @ 10"	39.57	#4 @ 10"	38.96	#4 @ 10"	38.50	#4 @ 10"	38.15	#4 @ 10"	37.87	#4 @ 10"	37.63	#4 @ 9"	38.25	#5 @ 10"	41.46	#5 @ 10"	41.31
	3	#4 @ 10"	43.57	#4 @ 10"	42.27	#4 @ 10"	41.40	#4 @ 10"	40.79	#4 @ 10"	40.33	#4 @ 10"	39.97	#4 @ 10"	39.69	#4 @ 10"	39.45	#4 @ 9"	40.12	#5 @ 10"	43.54	#5 @ 10"	43.39
	4	#4 @ 10"	45.48	#4 @ 10"	44.16	#4 @ 10"	43.28	#4 @ 10"	42.66	#4 @ 9"	43.09	#5 @ 10"	46.57	#5 @ 10"	46.27	#5 @ 10"	46.02	#5 @ 10"	45.82	#5 @ 10"	45.65	#5 @ 10"	45.50
	5	#4 @ 10"	47.46	#4 @ 10"	46.10	#4 @ 10"	45.21	#4 @ 10"	44.58	#4 @ 9"	45.06	#5 @ 10"	48.74	#5 @ 10"	48.44	#5 @ 10"	48.19	#5 @ 10"	47.99	#5 @ 10"	47.81	#5 @ 10"	47.67
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	7	#4 @ 10"	51.73	#4 @ 10"	50.31	#4 @ 9"	50.43	#5 @ 10"	54.29	#5 @ 10"	53.78	#5 @ 9"	55.04	#5 @ 9"	54.73	#5 @ 8"	56.55	#5 @ 8"	56.35	#5 @ 7"	58.84	#5 @ 7"	58.70
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	5	#4 @ 10"	45.53	#4 @ 10"	44.14	#4 @ 10"	43.21	#4 @ 10"	42.56	#4 @ 10"	42.07	#5 @ 10"	46.44	#5 @ 10"	46.13	#5 @ 10"	45.87	#5 @ 10"	45.67	#5 @ 10"	45.49	#5 @ 10"	45.34
	6	#4 @ 10"	47.58	#4 @ 10"	46.14	#4 @ 10"	45.20	#4 @ 10"	44.53	#4 @ 10"	44.03	#5 @ 10"	48.67	#5 @ 10"	48.35	#5 @ 10"	48.08	#5 @ 10"	47.88	#5 @ 10"	47.69	#5 @ 10"	47.54
	7	#4 @ 10"	49.79	#4 @ 10"	48.31	#4 @ 10"	47.34	#5 @ 10"	51.97	#5 @ 10"	51.45	#5 @ 10"	51.04	#5 @ 9"	52.29	#5 @ 9"	52.03	#5 @ 8"	53.79	#5 @ 8"	53.61	#5 @ 7"	56.00
	8	#4 @ 10"	52.06	#4 @ 10"	50.54	#4 @ 10"	49.54	#5 @ 10"	54.43	#5 @ 10"	53.89	#5 @ 10"	53.47	#5 @ 9"	54.80	#5 @ 9"	54.53	#5 @ 8"	56.39	#5 @ 8"	56.20	#5 @ 7"	58.72
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	3	#4 @ 10"	39.93	#4 @ 10"	38.56	#4 @ 10"	37.64	#4 @ 10"	36.99	#4 @ 10"	36.51	#4 @ 10"	36.13	#4 @ 10"	35.83	#4 @ 10"	35.58	#4 @ 10"	35.38	#4 @ 10"	35.21	#4 @ 10"	35.06
	4	#4 @ 10"	41.81	#4 @ 10"	40.40	#4 @ 10"	39.47	#4 @ 10"	38.81	#4 @ 10"	38.31	#4 @ 10"	37.93	#4 @ 10"	37.63	#4 @ 10"	37.37	#4 @ 10"	37.17	#4 @ 10"	36.99	#4 @ 10"	36.84
	5	#4 @ 10"	43.75	#4 @ 10"	42.30	#4 @ 10"	41.35	#4 @ 10"	40.67	#4 @ 10"	40.17	#4 @ 10"	39.78	#4 @ 10"	39.47	#4 @ 10"	39.20	#4 @ 9"	39.86	#5 @ 10"	43.28	#5 @ 10"	43.12
	6	#4 @ 10"	45.79	#4 @ 10"	44.30	#4 @ 10"	43.31	#4 @ 10"	42.62	#4 @ 10"	42.10	#4 @ 10"	41.71	#4 @ 10"	41.39	#4 @ 10"	41.12	#4 @ 9"	41.82	#5 @ 10"	45.46	#5 @ 10"	45.30
	7	#4 @ 10"	48.04	#4 @ 10"	46.50	#4 @ 10"	45.49	#4 @ 10"	44.77	#5 @ 10"	49.29	#5 @ 10"	48.86	#5 @ 10"	48.53	#5 @ 10"	48.24	#5 @ 10"	48.03	#5 @ 10"	47.84	#5 @ 10"	47.67
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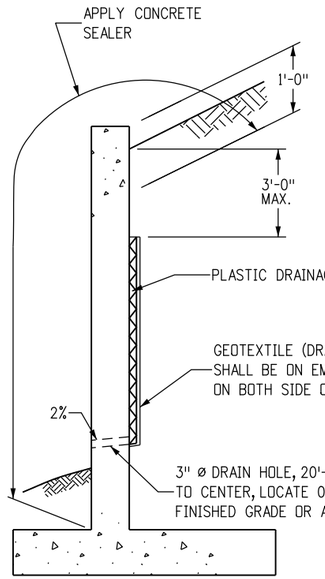
	4	#4 @ 10"	40.09	#4 @ 10"	38.61	#4 @ 10"	37.64	#4 @ 10"	36.95	#4 @ 10"	36.44	#4 @ 10"	36.04	#4 @ 10"	35.72	#4 @ 10"	33.45	#4 @ 10"	35.25	#4 @ 10"	35.07	#4 @ 10"	34.91
	5	#4 @ 10"	41.99	#4 @ 10"	40.47	#4 @ 10"	39.47	#4 @ 10"	38.76	#4 @ 10"	38.24	#4 @ 10"	37.83	#4 @ 10"	37.50	#4 @ 10"	37.23	#4 @ 10"	37.02	#4 @ 10"	36.84	#4 @ 10"	36.68
	6	#4 @ 10"	43.97	#4 @ 10"	42.40	#4 @ 10"	41.36	#4 @ 10"	40.64	#4 @ 10"	40.10	#4 @ 10"	39.68	#4 @ 10"	39.35	#4 @ 10"	39.07	#4 @ 9"	43.33	#5 @ 10"	43.13	#5 @ 10"	42.96
	7	#4 @ 10"	46.19	#4 @ 10"	44.56	#4 @ 10"	43.49	#4 @ 10"	42.74	#4 @ 10"	42.18	#4 @ 10"	41.75	#4 @ 10"	41.41	#4 @ 10"	41.13	#4 @ 9"	45.65	#5 @ 10"	45.45	#5 @ 10"	45.28
7	2	#4 @ 10"	34.90	#4 @ 10"	33.44	#4 @ 10"	32.47	#4 @ 10"	31.78	#4 @ 10"	31.27	#4 @ 10"	30.86	#4 @ 10"	30.54	#4 @ 10"	30.27	#4 @ 10"	30.06	#4 @ 10"	29.88	#4 @ 10"	29.72
	3	#4 @ 10"	36.73	#4 @ 10"	35.23	#4 @ 10"	34.23	#4 @ 10"	33.53	#4 @ 10"	33.00	#4 @ 10"	32.59	#4 @ 10"	32.26	#4 @ 10"	31.99	#4 @ 10"	31.78	#4 @ 10"	31.59	#4 @ 10"	31.43
	4	#4 @ 10"	38.59	#4 @ 10"	37.04	#4 @ 10"	36.01	#4 @ 10"	35.29	#4 @ 10"	34.75	#4 @ 10"	34.33	#4 @ 10"	33.99	#4 @ 10"	33.71	#4 @ 10"	33.50	#4 @ 10"	33.31	#4 @ 10"	33.14
	5	#4 @ 10"	40.48	#4 @ 10"	38.86	#4 @ 10"	37.80	#4 @ 10"	37.06	#4 @ 10"	36.50	#4 @ 10"	36.07	#4 @ 10"	35.73	#4 @ 10"	35.44	#4 @ 10"	35.22	#4 @ 10"	35.03	#4 @ 10"	34.86
	6	#4 @ 10"	42.39	#4 @ 10"	40.71	#4 @ 10"	39.61	#4 @ 10"	38.84	#4 @ 10"	38.26	#4 @ 10"	37.82	#4 @ 10"	37.47	#4 @ 10"	37.17	#4 @ 10"	36.95	#4 @ 10"	36.75	#4 @ 10"	36.58

EXAMPLE:

SELECT THE c-BARS SIZE, SPACING AND STEEL QUANTITY FOR A 25.0 FEET LONG WINGWALL WITH m = 11.8 FT. AND k = 6.3 FT.

SOLUTION:

1. DETERMINE WINGWALL LENGTH IN MULTIPLE OF m:
   L / m = 25.0 / 11.8 = 2.12
   L = (2.12 x m), USE L ≤ (2.25 x m)
2. ROUND TO REAREST WHOLE NUMBER FOR m AND k:
   m = 11.8 FT., USE m = 12.0 FT.
   k = 6.3 FT., USE k = 6.0 FT.
3. DETERMINE c-BARS BY USING THE TABLE:
   L ≤ (2.25 x m)
   m = 12
   k = 6
   c-BARS: #6 @ 10"
   REINF. STEEL = 60.60 LB / LF
4. DETERMINE REINFORCING STEEL QUANTITY OF WHOLE WINGWALL:
   REINFORCING STEEL QUANTITY = 25.0 x 60.60 = 1,515 LB.



LIMITS OF CONCRETE SEALER AND WINGWALL DRAIN DETAILS

NOTES: 1. THE GEOCOMPOSITE SHALL BE SECURED TO THE WALL TO PREVENT MOVEMENT DURING BACKFILLING.

2. COST OF GEOCOMPOSITE DRAIN AND CONCRETE SEALER SHALL BE INCLUDED IN THE WORK.

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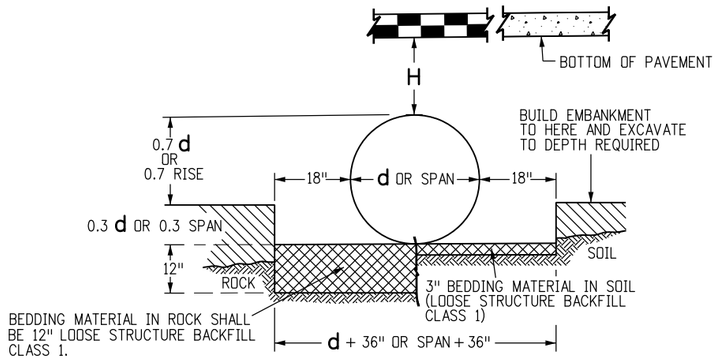
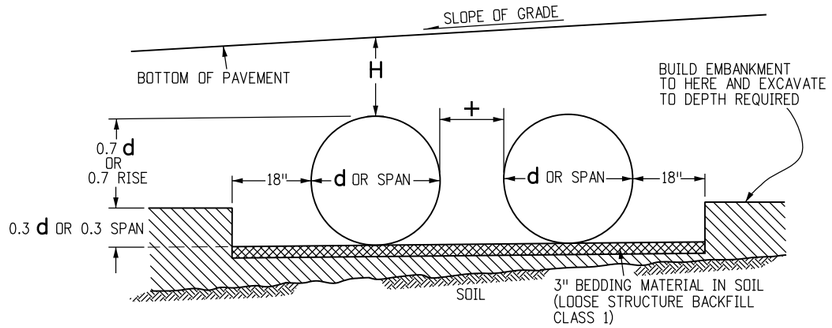
WINGWALLS FOR PIPE OR BOX CULVERTS

Issued by the Project Development Branch: July 31, 2019

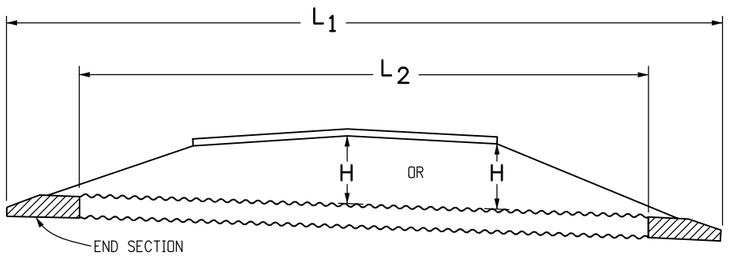
STANDARD PLAN NO.
M-601-20
Standard Sheet No. 2 of 2
Project Sheet Number:



INSTALLATION OF METAL PIPE

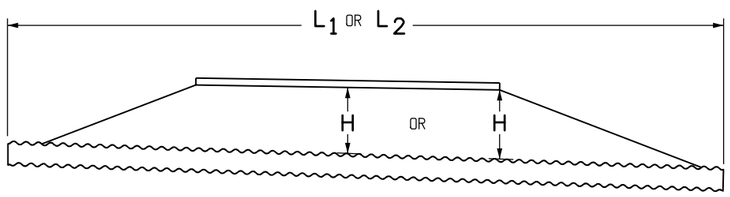


INSTALLATION OF MULTIPLE METAL PIPES



METAL PIPE WITH END SECTIONS

NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

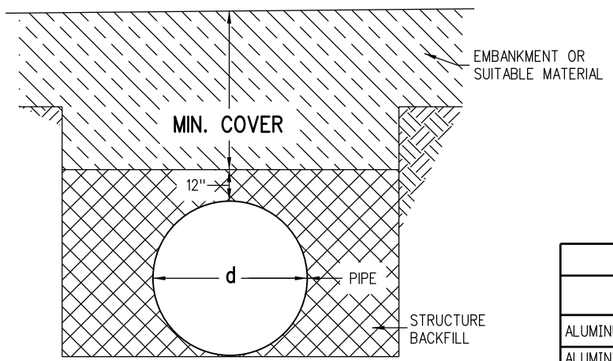


METAL PIPE WITHOUT END SECTIONS

NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS, kips			
PIPE SPAN (IN.)	18.0 - 50.0	50.0 - 75.0	75.0 - 110.0	110.0 - 150.0
12.0 - 42.0	24	30	36	36
48.0 - 72.0	36	36	42	48
78.0 - 120.0	36	42	48	48
126.0 - 144.0	42	48	54	54

MINIMUM COVER FOR CONSTRUCTION LOADS



CONSTRUCTION MINIMUM COVER FOR PIPE

GENERAL NOTES

1. STEEL PIPES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M36. ALUMINUM PIPES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M196. ALUMINIZED STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M274.
2. MINIMUM COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE STRUCTURE FROM DAMAGE.
3. PIPE SHALL BE PLACED WITH LONGITUDINAL SEAMS AT THE SIDES OR QUARTER POINTS BUT NOT ALONG TOP OF VERTICAL AXIS.
4. STRUCTURAL PLATE PIPES OF EQUAL OR GREATER DIAMETER THAT CONFORM TO SECTION 510 MAY BE SUBSTITUTED FOR THE PIPES ON THESE SHEETS AT THE CONTRACTOR'S EXPENSE.
5. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
6. EXTENSIONS FOR CMP ARCH PIPE SHALL MATCH THE CORRUGATIONS, AND THE SPAN AND RISE DIMENSIONS OF THE PIPE TO BE EXTENDED.
7. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE BOTTOM OF THE POST MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
8. PIPE ARCH WITH EQUAL PERIPHERY AND WITH SPAN AND RISE DIMENSIONS APPROXIMATELY EQUAL TO THOSE SPECIFIED ON THE PLANS WILL BE PERMITTED.
9. PIPE ARCH IS INTENDED FOR USE WHERE MINIMUM COVER REQUIREMENTS FOR ROUND PIPE CANNOT BE MET. WHEN COVER EXCEEDS 11 FT. USE ROUND PIPE.
10. PIPE COVER GREATER THAN 90 FT. SHALL REQUIRE AN INVESTIGATION OF THE FOUNDATION MATERIAL.

LEGEND

H = THE MAXIMUM ALLOWABLE HEIGHTS OF FILL OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS, ARE SHOWN IN THE TABLES OF THIS STANDARD.

THE MINIMUM COVER SHALL BE AS SHOWN ON THESE TABLES OR CONFORM TO AASHTO REQUIREMENTS, WHICHEVER IS GREATER.

THE MINIMUM COVER FOR PIPE IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP.

THE MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE SUBGRADE FOR CONSTRUCTION LOADS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.

\+ = THE MINIMUM SPACING BETWEEN THE OUTSIDE WALLS OF MULTIPLE PIPES OR END SECTIONS IS 18" OR ½ d, WHICHEVER IS GREATER, BUT NOT TO EXCEED 36".

CONVERSION OF NOMINAL GAGE TO THICKNESS					
GAGE NO.	16	14	12	10	8
ALUMINUM THICKNESS - IN.	0.060	0.075	0.105	0.135	0.164
ALUMINIZED OR GALVANIZED STEEL THICKNESS - IN.	0.064	0.079	0.109	0.138	0.168

ALLOWED WALL THICKNESS

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METAL PIPE

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STANDARD PLAN NO.
M-603-1
Standard Sheet No. 1 of 4
Project Sheet Number:

THESE TABLES ARE APPLICABLE FOR THE FOLLOWING LIST OF CORRUGATED STEEL PIPE:

1. GALVANIZED CORRUGATED STEEL PIPE (CSP)
2. ALUMINIZED CORRUGATED STEEL PIPE TYPE 2 (ALT2 CSP)
3. BITUMINOUS COATED CORRUGATED STEEL PIPE (BIT. CO. CSP)
4. ARAMID FIBER BONDED CORRUGATED STEEL PIPE (A.F. BO. CSP)
5. PRECOATED CORRUGATED STEEL PIPE (PCSP- BOTH SIDES)

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
12	24	207	259			
15	24	165	207			
18	24	138	172	242		
21	24	118	148	207		
24	24	103	129	181		
30	24	82	103	145		
36	24	68	86	120	155	
42	24	58	73	103	133	163
48	36	51	64	90	103	142
54	36		57	80	93	126
60	36			72	84	114
66	36				77	103
72	36					94
78	36					84
84	36					72

2-⅔" X ½" CORRUGATIONS
CORRUGATED STEEL PIPE

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
17 X 13	15	24	16	13
21 X 15	18	24	16	12
24 X 18	21	24	16	13
28 X 20	24	24	16	12
35 X 24	30	24	16	12
42 X 29	36	24	16	12
49 X 33	42	24	14	12
57 X 38	48	36	12	12
64 X 43	54	36	12	12
71 X 47	60	36	10	12
77 X 52	66	36	8	12
83 X 57	72	36	8	12

2-⅔" X ½" CORRUGATIONS *
CORRUGATED STEEL PIPE ARCH

* CORNER BEARING PRESSURE OF 2 TONS PER SQ. FT.

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	
		H MAXIMUM OF COVER (FT.)	
		16	14
6	24	408	509
8	24	306	382
10	24	244	305

1-½" X ¼" CORRUGATIONS
CORRUGATED STEEL PIPE

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
48	36	59	74	104	134	164
54	36	52	65	92	119	146
60	36	47	59	83	107	131
66	36	42	53	75	97	119
72	36	39	49	69	89	109
78	36		45	63	82	101
84	36		42	59	76	93
90	36			55	71	87
96	36			51	66	81
102	36			48	62	77
108	36				59	72
114	36				56	68
120	36				53	65
126	42					62

3" X 1" CORRUGATIONS
CORRUGATED STEEL PIPE

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
53 X 41	48	36	14	12
60 X 46	54	36	14	20
66 X 51	60	36	14	20
73 X 55	66	36	14	20
81 X 59	72	36	14	17
87 X 63	78	36	14	16
95 X 67	84	36	14	16
103 X 71	90	36	12	16
112 X 75	96	36	12	16
117 X 79	102	36	12	16

3" X 1" CORRUGATIONS *
CORRUGATED STEEL PIPE ARCH

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METAL PIPE

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STANDARD PLAN NO.
M-603-1
Standard Sheet No. 2 of 4
Project Sheet Number:

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
54	36	46	58	82	106	129
60	36		52	74	95	116
66	36		47	66	86	106
72	36			61	79	97
78	36			56	73	89
84	36			53	68	83
90	36				63	77
96	36				59	72
102	36				55	68
108	36					64

5" X 1" CORRUGATIONS CORRUGATED STEEL PIPE

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE			
		H MAXIMUM OF COVER (FT.)			
		16	14	12	10
18	24	90	126		
21	24	77	108	181	
24	24	67	95	158	
30	24	54	75	126	
36	24	45	63	105	
42	24	38	54	90	
48	36	33	47	78	114
54	36	29	41	70	101
60	36		37	63	91
66	36		34	57	83
72	36			52	76
78	36			48	70
84	36			44	65
90	36				60
96	36				56
102	36				50

3/4" X 3/4 7-1/2" CORRUGATIONS CORRUGATED STEEL PIPE

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1. GALVANIZED CORRUGATED STEEL PIPE (CSP)
2. ALUMINIZED CORRUGATED STEEL PIPE TYPE 2 (ALT2 CSP)
3. BITUMINOUS COATED CORRUGATED STEEL PIPE (BIT. CO. CSP)
4. ARAMID FIBER BONDED CORRUGATED STEEL PIPE (A.F. BO. CSP)
5. PRECOATED CORRUGATED STEEL PIPE (PCSP- BOTH SIDES)

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
81 X 59	72	36	12	17
87 X 63	78	36	12	16
95 X 67	84	36	12	16

5" X 1" CORRUGATIONS CORRUGATED STEEL PIPE ARCH *

* CORNER BEARING PRESSURE OF 2 TONS PER SQ. FT.

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
20 X 16	18	24	16	16
23 X 19	21	24	16	15
27 X 21	24	24	16	13
33 X 26	30	24	16	13
40 X 31	36	24	16	14
46 X 36	42	24	12	13
53 X 41	48	36	12	13
60 X 46	54	36	12	20
66 X 51	60	36	12	20

3/4" X 3/4 7-1/2" CORRUGATIONS CORRUGATED STEEL PIPE ARCH *

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METAL PIPE

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M-603-1
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2. ALUMINIZED CORRUGATED STEEL PIPE TYPE 2 (ALT2 CSP)
3. BITUMINOUS COATED CORRUGATED STEEL PIPE (BIT. CO. CSP)
4. ARAMID FIBER BONDED CORRUGATED STEEL PIPE (A.F. BO. CSP)
5. PRECOATED CORRUGATED STEEL PIPE (PCSP- BOTH SIDES)

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE
		H MAXIMUM OF COVER (FT.)
		16
6	24	247
8	24	185
10	24	148

1-½" X ¼" CORRUGATIONS
CORRUGATED ALUMINUM PIPE

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE			
		H MAXIMUM OF COVER (FT.)			
		16	14	12	10
18	24	43	61		
21	24	38	52	84	
24	24	33	45	73	
30	24	26	36	58	
36	24	21	30	49	69
42	24		25	41	59
48	36			36	51
54	36			32	46
60	36			29	41
66	36				37
72	36				34

¾" X ¾" 7-½" CORRUGATIONS
CORRUGATED ALUMINUM PIPE

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE			
			H MAXIMUM OF COVER (FT.)			
			16	14	12	10
20 X 16	18	24	16			
23 X 19	21	24	15			
27 X 21	24	24	13	13		
33 X 26	30	24	13	13	13	
40 X 31	36	24		13	13	
46 X 36	42	24			13	13
53 X 41	48	36			13	13
60 X 46	54	36			20	20
66 X 51	60	36				20

¾" X ¾" 7-½" CORRUGATIONS
CORRUGATED ALUMINUM PIPE ARCH *

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
12	24	125	157			
15	24	100	125			
18	24	83	104			
21	24	71	89			
24	24	62	78	109		
27	24		69	97		
30	24		62	87		
36	24		51	73	94	
42	24			62	80	
48	36			54	70	85
54	36			48	62	76
60	36				52	64
66	36					52
72	36					43

2-⅔" X ½" CORRUGATIONS
CORRUGATED ALUMINUM PIPE

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
17 X 13	15	24	16	13
21 X 15	18	24	16	12
24 X 18	21	24	16	13
28 X 20	24	24	16	12
35 X 24	30	24	16	12
42 X 29	36	24	16	12
49 X 33	42	24	14	12
57 X 38	48	36	12	12
64 X 43	54	36	12	12
71 X 47	60	36	10	12

2-⅔" X ½" CORRUGATIONS
CORRUGATED ALUMINUM PIPE ARCH *

* CORNER BEARING PRESSURE OF 2 TONS PER SQ. FT.

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
30	24	57	72	101	135	159
36	24	47	60	84	112	132
42	24	40	51	72	96	113
48	36	35	44	62	84	99
54	36	31	39	55	74	88
60	36	28	35	50	67	79
66	36	25	32	45	61	72
72	36	23	29	41	56	66
78	36		27	38	51	61
84	36			35	48	56
90	36			33	44	52
96	36			31	41	49
102	36				39	46
108	36				37	43
114	36					39
120	36					36

3" X 1" CORRUGATIONS
CORRUGATED ALUMINUM PIPE

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAGE	H MAXIMUM COVER (FT.)
60 X 46	54	36	14	20
66 X 51	60	36	14	20
73 X 55	66	36	14	20
81 X 59	72	36	12	16
87 X 63	78	36	12	16
95 X 67	84	36	12	16
103 X 71	90	36	10	16
112 X 75	96	36	8	16

3" X 1" CORRUGATIONS
CORRUGATED ALUMINUM PIPE ARCH *

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Standard Sheet No. 4 of 4
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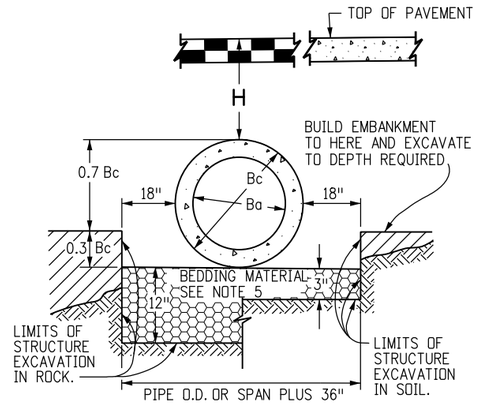


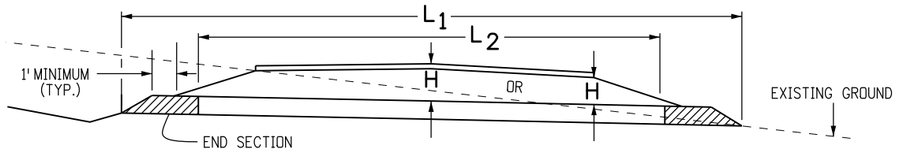
NOTE: Bc IS THE OUTSIDE DIMENSION FOR DIAMETER, SPAN OR RISE.

PIPE INSTALLATION
(WITH 0.7 PROJECTION RATIO)

CIRCULAR (CIR)			VERTICAL ELLIPTICAL (VE)				HORIZONTAL ELLIPTICAL (HE)			
△ PIPE SIZE= *Ba* (INSIDE DIA)	WALL THICKNESS	0.3 *Bc* (OUTSIDE DIA)	SPAN	RISE	WALL THICKNESS	0.3 OUTSIDE RISE	SPAN	RISE	WALL THICKNESS	0.3 OUTSIDE RISE
IN.		FT.	IN.			FT.	IN.			FT.
12	2	0.40								
15	2-1/4	0.49								
18	2-1/2	0.58					23	14	2-3/4	0.49
21	2-3/4	0.66								
24	3	0.75					30	19	3-1/4	0.66
27	3-1/4	0.84					34	22	3-1/2	0.73
30	3-1/2	0.92					38	24	3-3/4	0.79
33	3-3/4	1.01								
36	4	1.10	29	45	4-1/2	1.35	45	29	4-1/2	0.95
42	4-1/2	1.28	34	53	5	1.58	53	34	5	1.10
48	5	1.45	38	60	5-1/2	1.78	60	38	5-1/2	1.23
54	5-1/2	1.62	43	68	6	2.00	68	43	6	1.38
60	6	1.80	48	76	6-1/2	2.23	76	48	6-1/2	1.53
66	6-1/2	1.97	53	83	7	2.43	83	53	7	1.68
72	7	2.15	58	91	7-1/2	2.65	91	58	7-1/2	1.83
78	7-1/2	2.32	63	98	8	2.85	98	63	8	1.98
84	8	2.50	68	106	8-1/2	3.08	106	68	8-1/2	2.13
90	8-1/2	2.68	72	113	9	3.28	113	72	9	2.25
96	9	2.85	77	121	9-1/2	3.50	121	77	9-1/2	2.40
102	9-1/2	3.02	82	128	9-3/4	3.69	128	82	9-3/4	2.54
108	10	3.20	87	136	10	3.90	136	87	10	2.68

△ ALSO EQUIVALENT ROUND DIMENSION FOR ELLIPTICAL PIPE.

DIMENSIONS FOR REINFORCED CONCRETE PIPE
(FOR INFORMATION ONLY)



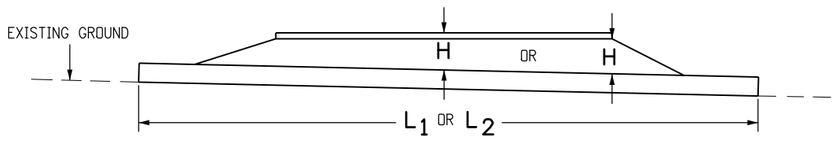
CONCRETE PIPE WITH END SECTIONS

NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

H = HEIGHT OF FILL OVER TOP OF PIPE, INCLUDING PAVEMENT THICKNESS.

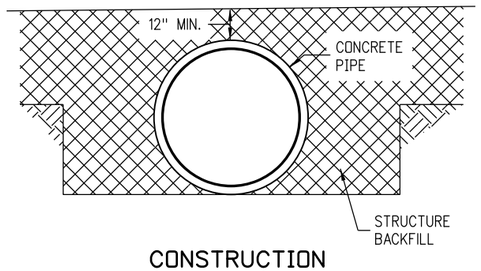
L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.



CONCRETE PIPE WITHOUT END SECTIONS

NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.



CONSTRUCTION MINIMUM COVER FOR RIGID PIPE

GENERAL NOTES

REINFORCED CONCRETE PIPE

1. FILL HEIGHTS GREATER THAN MAXIMUM ALLOWED IN THE HEIGHTS OF FILL TABLE ON THIS SHEET REQUIRE SPECIAL DESIGN OF STRUCTURE.
2. PIPE DESIGN IS BASED ON SAFETY FACTOR OF 1.33 ON ULTIMATE STRENGTH.
3. THE HEIGHTS OF FILL OVER TOP OF PIPE ARE BASED ON UNIT WEIGHT OF SOIL AT 135 LBS. PER CUBIC FT.
4. PIPE CLASS IS DETERMINED FROM 0.01 IN. CRACK D-LOAD.
5. BEDDING IS CLASS B (MODIFIED) (FROM CONCRETE PIPE DESIGN MANUAL-AMERICAN CONCRETE PIPE ASSOCIATION) WITH SETTLEMENT RATIO R = 0.0 $_{sd}$ (YIELDING BED). BEDDING MATERIAL FOR RIGID PIPE IN SOIL SHALL BE 3 IN. LOOSE THICKNESS STRUCTURE BACKFILL CLASS 2. BEDDING MATERIAL FOR RIGID PIPE IN ROCK SHALL BE 12 IN. LOOSE THICKNESS STRUCTURE BACKFILL CLASS 1.
6. CHANGES IN DESIGN FACTORS REQUIRE COMPENSATING CHANGES IN PIPE DESIGN.
7. MINIMUM WALL THICKNESS DIMENSIONS ARE BASED ON AASHTO M 170 (WALL B) FOR CIRCULAR PIPE, AND AASHTO M 207 FOR ELLIPTICAL PIPE.
8. SPACING FOR MULTIPLE PIPE INSTALLATIONS SHALL CONFORM TO THE DETAILS SHOWN ON STANDARD PLAN M-206-1.
9. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL PIPE INSTALLATION SHALL BE USED.

NONREINFORCED CONCRETE PIPE

1. AT THE OPTION OF THE CONTRACTOR, NONREINFORCED CONCRETE PIPE CONFORMING TO AASHTO M 86 MAY BE USED IN LIEU OF REINFORCED CONCRETE PIPE FOR ALL SIZES 36 INCHES IN DIAMETER AND SMALLER. THE NONREINFORCED CONCRETE PIPE SHALL MEET THE SAME D-LOAD TO PRODUCE THE ULTIMATE LOAD UNDER THE THREE-EDGE BEARING METHOD AS SPECIFIED FOR REINFORCED CONCRETE PIPE IN CONFORMANCE WITH AASHTO M 170. THE CONTRACTOR SHALL PROVIDE WRITTEN CERTIFICATION OF CONFORMACE. THE WALL THICKNESS OF THE NONREINFORCED PIPE MAY BE INCREASED AS REQUIRED TO MEET D-LOAD REQUIREMENT.
2. ALL REQUIREMENTS FOR REINFORCED CONCRETE PIPE, EXCEPT THOSE REFERRING TO REINFORCEMENT, SHALL APPLY TO NONREINFORCED CONCRETE PIPE.

TYPE OF PIPE	HEIGHT OF FILL OVER TOP OF PIPE, H (FEET)				
	CLASS OF PIPE (0.01 IN. CRACK D-LOAD)				
	CLASS CIR II CLASS VE II CLASS HE II 1000 D	CLASS CIR III CLASS VE III CLASS HE III 1350 D	CLASS CIR IV CLASS VE IV CLASS HE IV 2000 D	CLASS CIR V CLASS VE V 3000 D	CLASS VE VI 4000 D
CIRCULAR (CIR)	1 TO 18	1 TO 25	± 25 TO 37	± 37 TO 45	
VERTICAL ELLIPTICAL (VE)	1 TO 18	1 TO 25	± 25 TO 37	± 37 TO 45	± 45 TO 62
HORIZONTAL ELLIPTICAL (HE)	1 TO 18	1 TO 25	± 25 TO 37		

ALLOWABLE RANGE OF HEIGHTS FOR FILL OVER REINFORCED CONCRETE PIPE
(ALL SIZES)

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REINFORCED CONCRETE PIPE

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M-603-2
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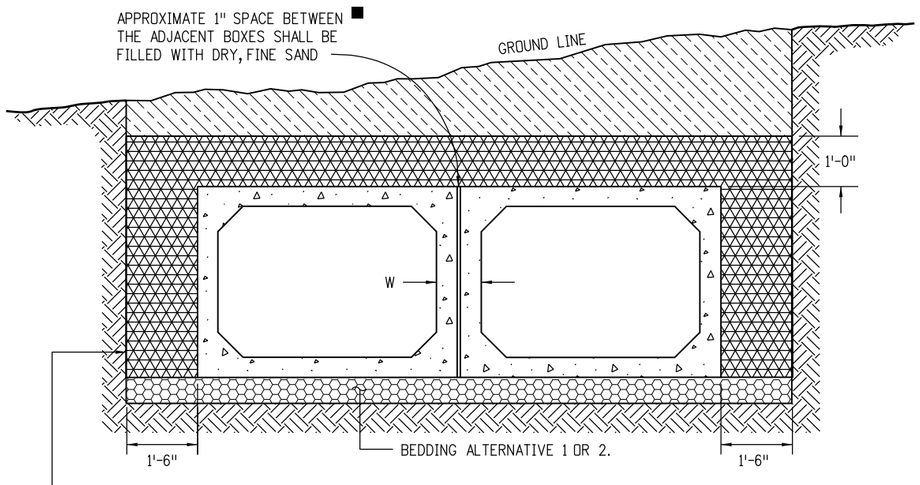
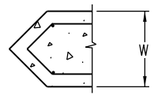


■ GROUT OR FOAM SEALANT SHALL BE USED WHEN SPECIFIED ON THE PLANS.

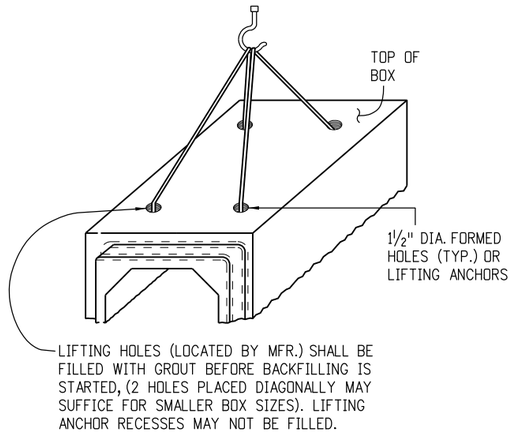
EXCAVATION & BACKFILL

(DOUBLE PARALLEL PRECAST BOX CULVERT INSTALLATION SHOWN)

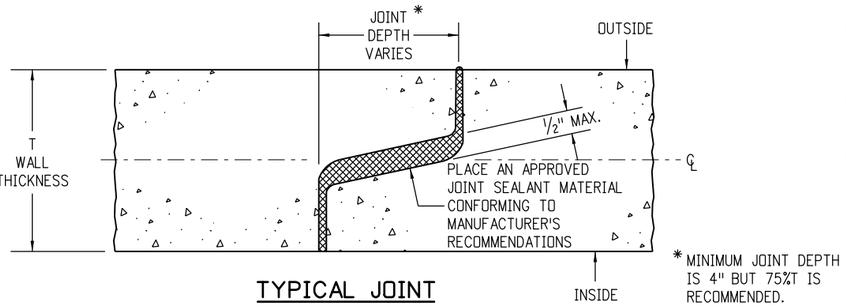


NOSE ANGLE DETAIL

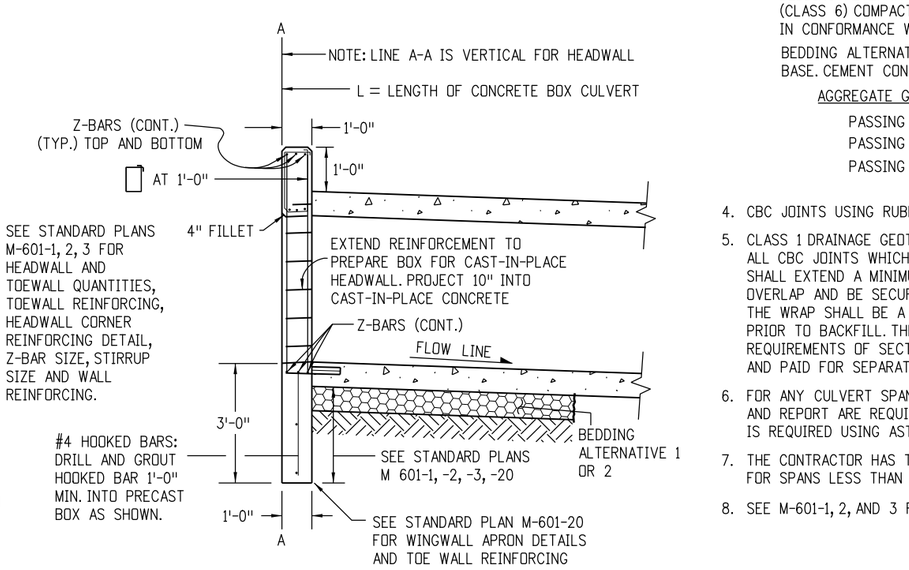
SEE STANDARD PLANS M-601-2, AND 3 TYPICAL AT ADJACENT BOXES DRILL AND GROUT REINFORCING BARS (TYP.)



LIFTING

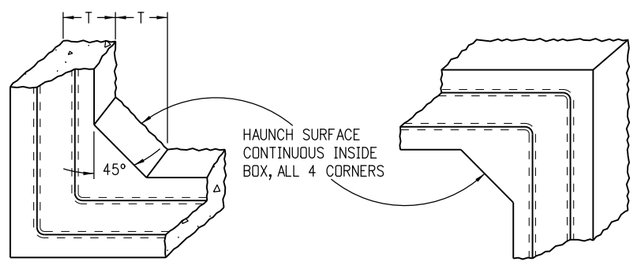


TYPICAL JOINT

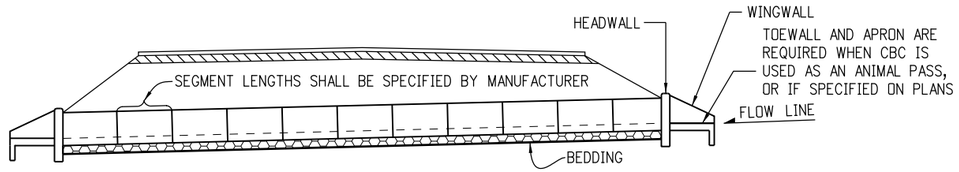


CULVERT END

(WITH HEADWALL)



CORNERS



TYPICAL CULVERT INSTALLATION

GENERAL NOTES

1. PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO THE REQUIREMENTS OF THE FOLLOWING SPECIFICATIONS:

ITEM OR CONDITION	MIN. COVER	AASHTO	EQUIV. ASTM
2 FT. OR MORE COVER	2 FT.	M 259, TABLE 2	C 1433, TABLE 2
LESS THAN 2 FT. COVER	0 FT.	M 273, TABLE 2	C 1433, TABLE 2
PREFORMED JOINT MATERIAL	———	M 198, 6.1 OR 6.2	C 990, 6.1 OR 6.2
SPAN 20 FT. OR MORE	0 FT.	———	C 1577

   THE SPECIFICATIONS LISTED ABOVE SHOW REINFORCING PLACEMENT, EARTH COVER AND OTHER DETAILS NEEDED TO MANUFACTURE THE BOX CULVERTS.

   THE DESIGN FOR A PRECAST CONCRETE BOX WITH A SPAN LARGER THEN 12 FT. SHALL BE PROVIDED BY THE MANUFACTURER.

2. THE CONTRACTOR SHALL SUBMIT TWO SETS OF WORKING DRAWINGS TO THE ENGINEER FOR INFORMATION ONLY, PRIOR TO FABRICATION.

3. BEDDING ALTERNATIVE 1 OR 2 IS REQUIRED:

   BEDDING ALTERNATIVE IS AT THE CONTRACTOR'S OPTION. BEDDING AND EXCAVATION FOR BEDDING WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.

   BEDDING ALTERNATIVE 1 CONSISTS OF 6 IN. OF AGGREGATE BASE COURSE (CLASS 6) COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY DETERMINED IN CONFORMANCE WITH AASHTO T 180.

   BEDDING ALTERNATIVE 2 CONSISTS OF AN 3 IN. THICK, MINIMUM, LEAN CONCRETE BASE. CEMENT CONTENT = 250 LBS./CU. YD.

   AGGREGATE GRADATION FOR ALTERNATIVE 2 BEDDING:

PASSING 2 IN. SIEVE	—	100%
PASSING NO. 4 SIEVE	—	20% TO 70%
PASSING NO. 200 SIEVE	—	5% TO 15%

4. CBC JOINTS USING RUBBER GASKETS SHALL MEET ASTM C1677.

5. CLASS 1 DRAINAGE GEOTEXTILE SHALL BE COMPLETELY WRAPPED AROUND ALL CBC JOINTS WHICH DO NOT HAVE RUBBER GASKETS. THE GEOTEXTILE SHALL EXTEND A MINIMUM OF 1 FT. ON EACH SIDE OF JOINTS AND SHALL OVERLAP AND BE SECURELY ATTACHED FOR AT LEAST 1 FT. AT ITS ENDS. THE WRAP SHALL BE A SMOOTH FIT (NOT LOOSE OR STRETCHED) JUST PRIOR TO BACKFILL. THE GEOTEXTILE MATERIAL SHALL MEET THE APPLICABLE REQUIREMENTS OF SECTION 420. COST FOR GEOTEXTILE WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.

6. FOR ANY CULVERT SPAN 20 FT. OR GREATER, A FOUNDATION INVESTIGATION AND REPORT ARE REQUIRED. A LOAD-AND-RESISTANCE FACTOR DESIGN (LRFD) IS REQUIRED USING ASTM C 1577.

7. THE CONTRACTOR HAS THE OPTION OF PROVIDING A CBC WHICH MEETS ASTM C 1577 FOR SPANS LESS THAN 20 FT.

8. SEE M-601-1, 2, AND 3 FOR CAST-IN-PLACE CONCRETE BOX CULVERT DETAILS.

LEGEND

- STRUCTURE EXCAVATION LIMITS
- STRUCTURE BACKFILL, (CLASS 1)
- EMBANKMENT MATERIAL
- EARTH
- BEDDING
- CONCRETE

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PRECAST CONCRETE BOX CULVERT

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-603-3
Standard Sheet No. 1 of 1
Project Sheet Number:

LEGEND

H = MAXIMUM ALLOWABLE HEIGHT OF COVER OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS.

FILL HEIGHTS AND DESIGN ASSUMPTIONS ARE BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION, SECTION 12, FOR 900 PSI LONG TERM STRENGTH OF HDPE, AND AASHTO T180 MINIMUM RELATIVE COMPACTION OF 95% OR 90%.

FILL HEIGHTS ARE BASED ON AASHTO M294 FOR POLYLEHTELENE AND AASHTO M330 FOR POLYPROPYLENE, TYPE S PIPES WITH OUTER, CORRUGATED WALLS AND SMOOTH INNER LINEARS.

FILL HEIGHTS, FOR INSTALLATION WITH HIGH WATER TABLE, REQUIRE A SPECIAL DESIGN. THE MAXIMUM HEIGHT IN HIGHWATER LOCATIONS SHOULD BE 15 FEET OR BASED ON AASHTO LRFD DESIGN SPECIFICATIONS.

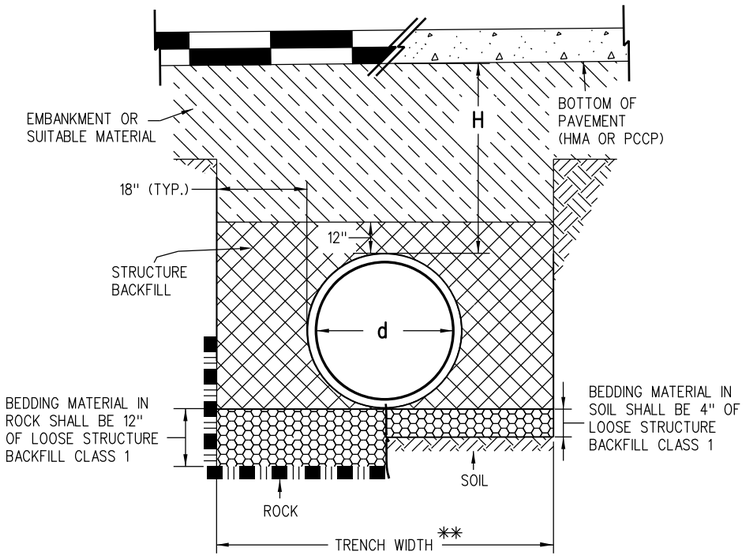
THE MINIMUM COVER SHALL BE AS SHOWN ON THESE TABLES OR CONFORM TO AASHTO REQUIREMENTS, WHICHEVER IS GREATER. THE MINIMUM COVER FOR PIPE IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP.

THE MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE SUBGRADE DURING CONSTRUCTION. THE MINIMUM COVER IS BASED ON DUAL AXLE LOADS UP TO 50,000 POUNDS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.

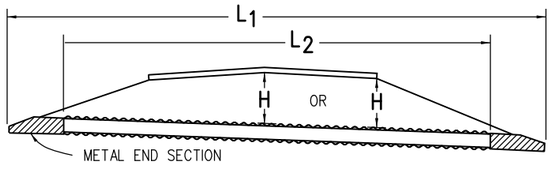
\+ = THE MINIMUM SPACING BETWEEN THE OUTSIDE WALLS OF MULTIPLE PIPES OR END SECTIONS IS 18" OR ½(d), WHICHEVER IS GREATER.



INSTALLATION OF PIPE

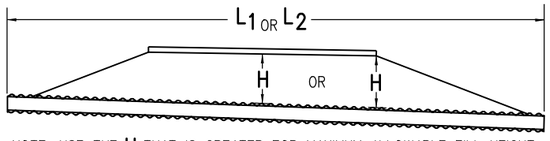
GENERAL NOTES

1. ALL PIPES SHALL MEET THE REQUIREMENTS OF AASHTO M294 FOR POLYETHELENE AND AASHTO M330 FOR POLYPROPYLENE, TYPE S FOR HIGH DENSITY CORRUGATED POLYETHYLENE PIPE (HDPE) AND POLYPROPYLENE PIPE (PP) RESPECTIVELY, WITH SMOOTH INNER SURFACE.
2. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
3. MINIMUM COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE PIPE FROM DAMAGE.
4. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE POST'S BOTTOM MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
5. STRUCTURE BACKFILL MATERIAL SHALL BE CLASS 1.
6. FOR PIPES 24 INCHES OR LESS IN DIAMETER, H MIN. MAY BE REDUCED TO ONE FOOT FOR LOW VOLUME APPROACH ROADS NOT ON STATE HIGHWAYS.



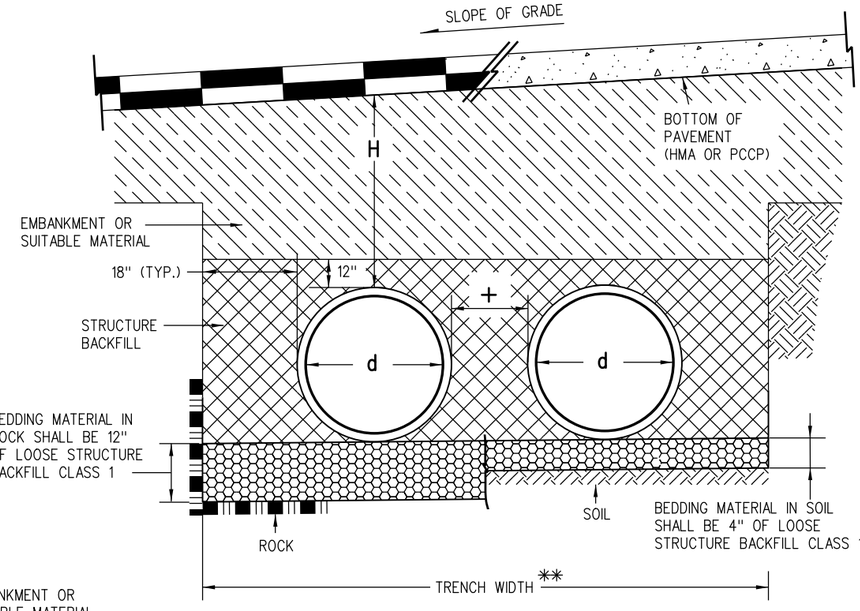
NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITH END SECTIONS



NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITHOUT END SECTIONS



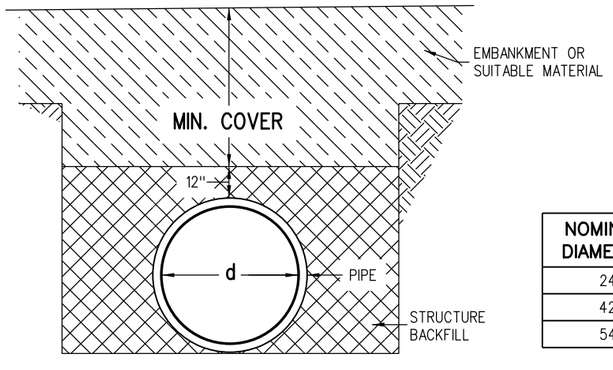
INSTALLATION OF MULTIPLE PIPES

** TRENCH WIDTH ASSUMES STABLE IN-SITU SIDE WALL

PIPE DIAMETER, d (IN.)	H MINIMUM HEIGHT OF COVER (FT.)		H MAXIMUM HEIGHT OF COVER (FT.)			
			95% COMPACTION		90% COMPACTION	
12	2	*2*	27	*25*	19	*17*
15	2	*2*	29	*27*	20	*20*
18	2	*2*	24	*23*	17	*17*
24	2	*2*	21	*20*	15	*14*
30	2	*2*	18	*23*	12	*17*
36	2	*2*	20	*20*	13	*14*
42	2	*2*	19	*18*	13	*13*
48	3	*2*	17	*20*	12	*13*
60	3	*2.5*	20	*21*	13	*14*

NOTE: THE VALUES FOR POLYPROPYLENE PIPES (AASHTO M330) ARE SHOWN IN ITALICS.

MINIMUM AND MAXIMUM COVER



CONSTRUCTION MINIMUM COVER FOR PIPE

NOMINAL PIPE DIAMETER (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS (KIPS)			
	18.0-50.0	50.0-75.0	75.0-110.0	110.0-150.0
24 - 36	24.0	30.0	36.0	36.0
42 - 48	36.0	36.0	42.0	48.0
54 - 60	36.0	36.0	42.0	48.0

AASHTO MINIMUM COVER FOR CONSTRUCTION LOADS

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CORRUGATED POLYETHYLENE PIPE (AASHTO M294) AND POLYPROPYLENE PIPE (AASHTO M330)

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LEGEND

H = MAXIMUM ALLOWABLE HEIGHT OF COVER OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS.

FILL HEIGHTS ARE BASED ON AASHTO M304 POLYVINYL CHLORIDE (PVC) PIPE WITH OUTER, RIBBED WALL AND SMOOTH INNER WALL, AND ON AASHTO T180 MINIMUM RELATIVE COMPACTION OF 95% OR 90%.

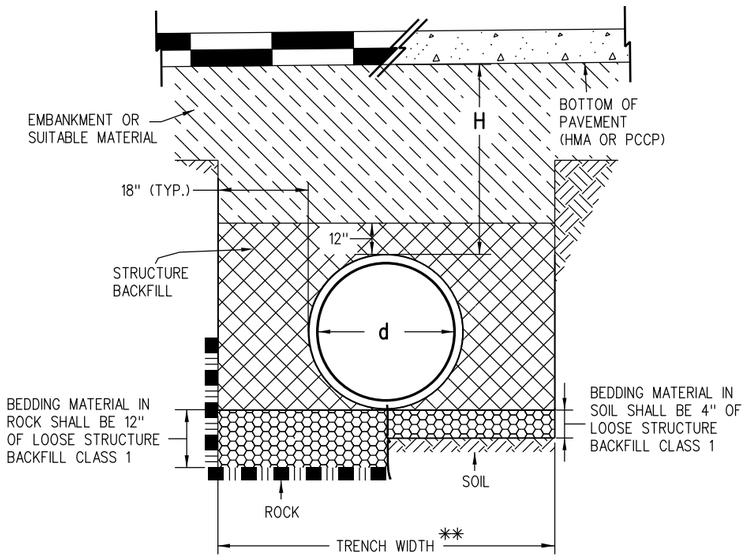
FILL HEIGHTS, FOR INSTALLATION WITH HIGH WATER TABLE, REQUIRE A SPECIAL DESIGN. THE MAXIMUM HEIGHT IN HIGHWATER LOCATIONS SHOULD BE 15 FEET OR BASED ON AASHTO LRFD DESIGN SPECIFICATIONS.

THE MINIMUM COVER SHALL BE AS SHOWN ON THESE TABLES OR CONFORM TO AASHTO REQUIREMENTS, WHICHEVER IS GREATER. THE MINIMUM COVER FOR PIPE IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP.

THE MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE SUBGRADE DURING CONSTRUCTION. THE MINIMUM COVER IS BASED ON DUAL AXLE LOADS UP TO 50,000 POUNDS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

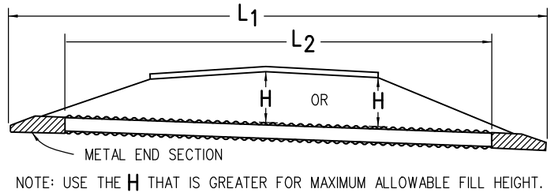
L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.



INSTALLATION OF PIPE

GENERAL NOTES

1. ALL PIPES SHALL MEET THE REQUIREMENTS OF AASHTO M304 FOR POLYVINYL CHLORIDE (PVC) PROFILE WALL DRAIN PIPE WITH 46 PSI WALL STIFFNESS PER ASTM F949.
2. FOR PIPES WITH DIAMETERS OF 15 INCHES OR LESS, SOLID WALL PVC PIPES MEETING AASHTO M278 MAY BE USED.
3. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
4. MINIMUM COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE PIPE FROM DAMAGE.
5. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE POST'S BOTTOM MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
6. STRUCTURE BACKFILL MATERIAL SHALL BE CLASS 1.
7. FOR PIPES 24 INCHES OR LESS IN DIAMETER, H MIN. MAY BE REDUCED TO ONE FOOT FOR LOW VOLUME APPROACH ROADS NOT ON STATE HIGHWAYS.

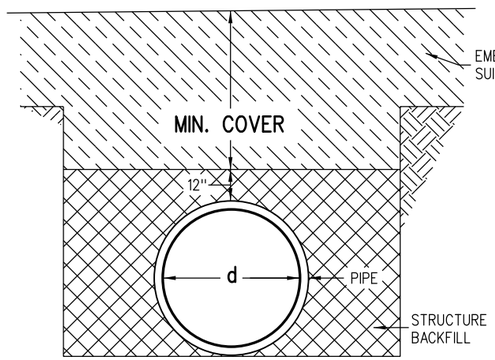


NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

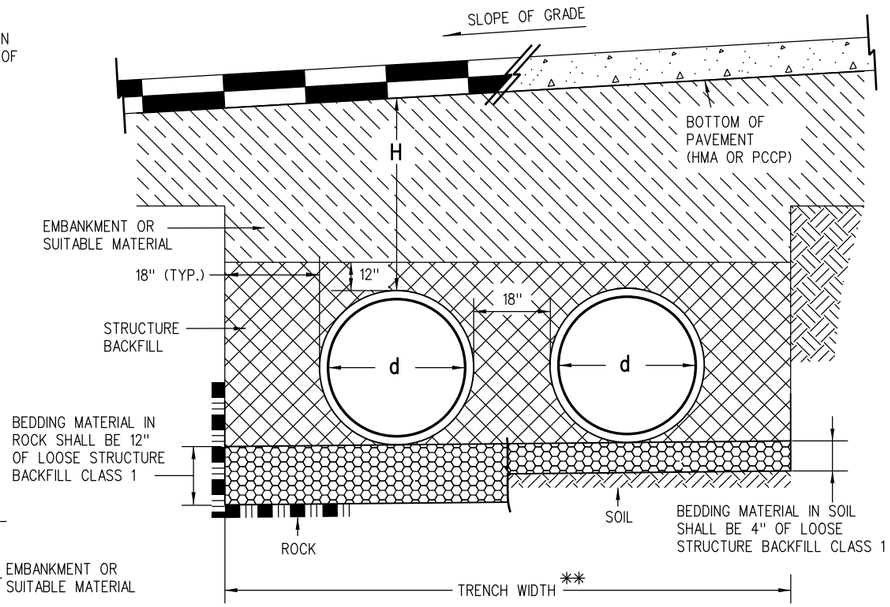
PIPE WITH END SECTIONS

PIPE DIAMETER, d (IN.)	H MINIMUM HEIGHT OF COVER (FT.)	H MAXIMUM HEIGHT OF COVER (FT.)	
		95% COMPACTION	90% COMPACTION
12	2	65	55
15	2	59	51
18	2	63	53
21	2	58	49
24	2	58	49
30	2	56	47
36	2	56	47

MINIMUM AND MAXIMUM COVER



CONSTRUCTION MINIMUM COVER FOR PIPE



INSTALLATION OF MULTIPLE PIPES

** TRENCH WIDTH ASSUMES STABLE IN-SITU SIDE WALL

NOMINAL PIPE DIAMETER (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS (KIPS)			
	18.0-50.0	50.0-75.0	75.0-110.0	110.0-150.0
24 - 36	24.0	30.0	36.0	36.0

AASHTO MINIMUM COVER FOR CONSTRUCTION LOADS

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Project Development Branch JBK

POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304)

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-603-5
Standard Sheet No. 1 of 1
Project Sheet Number:

LEGEND

H = MAXIMUM ALLOWABLE HEIGHT OF COVER OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS.

FILL HEIGHTS AND DESIGN ASSUMPTIONS ARE BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION, SECTION 12.7.

FILL HEIGHTS ARE BASED ON AASHTO MP 20, TYPE S PIPES WITH RIBBED REINFORCED STEEL WALLS.

FILL HEIGHTS FOR INSTALLATION WITH HIGH WATER TABLE REQUIRE A SPECIAL DESIGN.

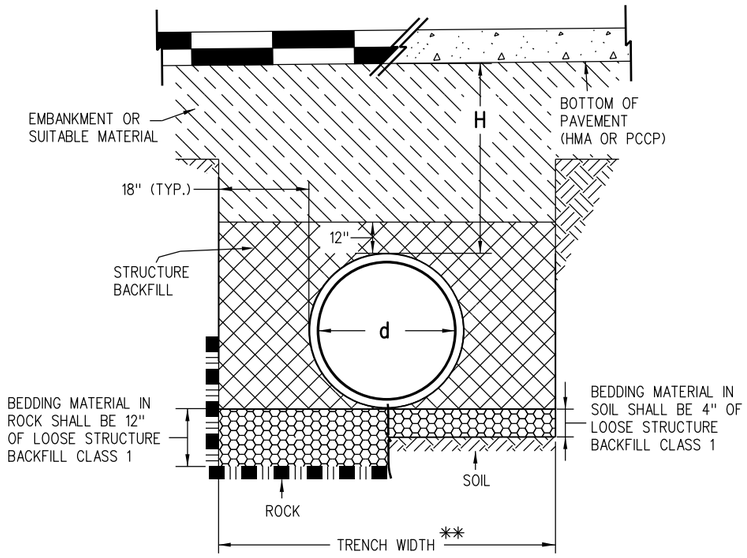
THE MINIMUM COVER SHALL BE AS SHOWN ON THESE TABLES OR CONFORM TO AASHTO REQUIREMENTS, WHICHEVER IS GREATER. THE MINIMUM COVER FOR PIPE IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP.

THE MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE SUBGRADE DURING CONSTRUCTION. THE MINIMUM COVER IS BASED ON DUAL AXLE LOADS UP TO 50,000 POUNDS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.

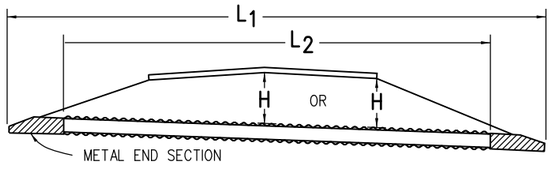
\+ = THE MINIMUM SPACING BETWEEN THE OUTSIDE WALLS OF MULTIPLE PIPES OR END SECTIONS IS 18" OR d/2, WHICHEVER IS GREATER.



INSTALLATION OF PIPE

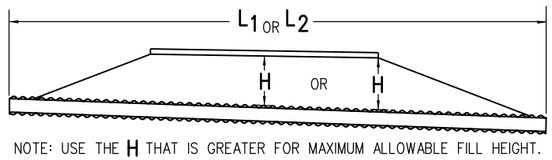
GENERAL NOTES

1. ALL PIPES SHALL MEET THE REQUIREMENTS OF AASHTO MP 20 FOR STEEL REINFORCED, POLYETHYLENE, TYPE S RIBBED PIPE WITH SMOOTH INNER SURFACE. INSTALLATION SHALL CONFORM TO AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, 3RD EDITION, SECTION 26.
2. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
3. MINIMUM COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE PIPE FROM DAMAGE.
4. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE POST'S BOTTOM MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
5. STRUCTURE BACKFILL MATERIAL SHALL BE CLASS 1.



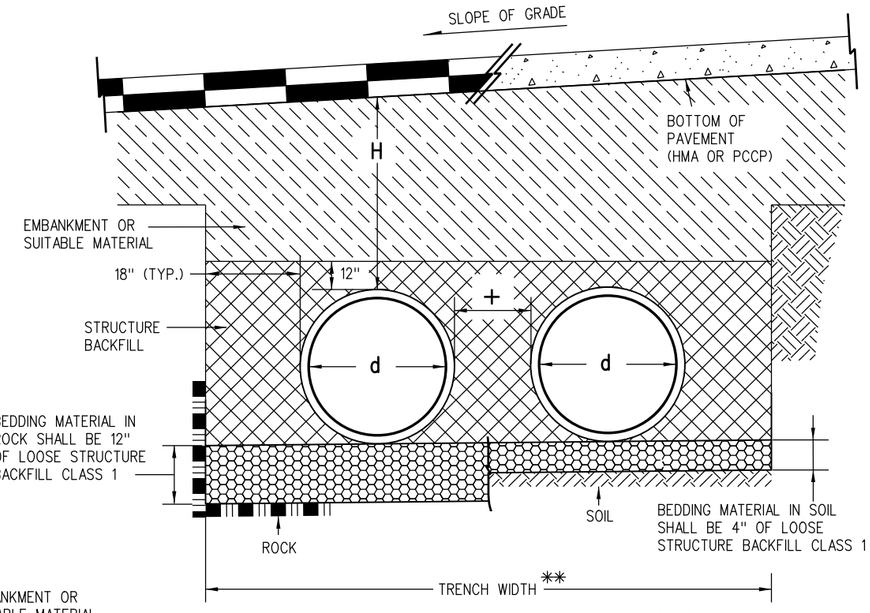
NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITH END SECTIONS



NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITHOUT END SECTIONS



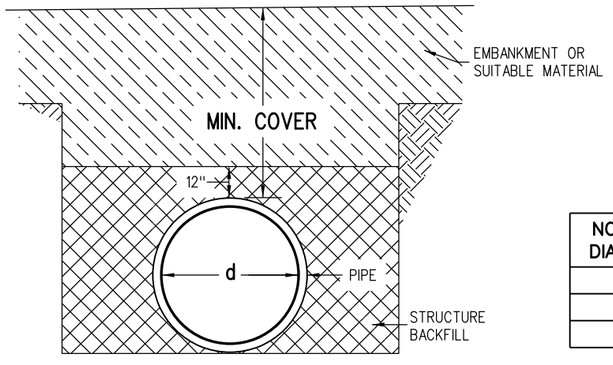
INSTALLATION OF MULTIPLE PIPES

** TRENCH WIDTH ASSUMES STABLE IN-SITU SIDE WALL

PIPE DIAMETER, d (IN.)	H MINIMUM HEIGHT OF COVER (FT.)	H MAXIMUM HEIGHT* OF COVER (FT.)
30	2	50
36	2	50
42	2	50
48	2	30
54	2	30
60	2.5	30

* A MANUFACTURER'S CERTIFICATION OF MAXIMUM ALLOWABLE FILL HEIGHT IS REQUIRED PRIOR TO INSTALLATION.

MINIMUM AND MAXIMUM COVER



CONSTRUCTION MINIMUM COVER FOR PIPE

NOMINAL PIPE DIAMETER (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS (KIPS)			
	18.0-50.0	50.0-75.0	75.0-110.0	110.0-150.0
30 - 36	24.0	30.0	36.0	36.0
42 - 48	36.0	36.0	42.0	48.0
54 - 60	36.0	36.0	42.0	48.0

AASHTO MINIMUM COVER FOR CONSTRUCTION LOADS

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Project Development Branch JBK

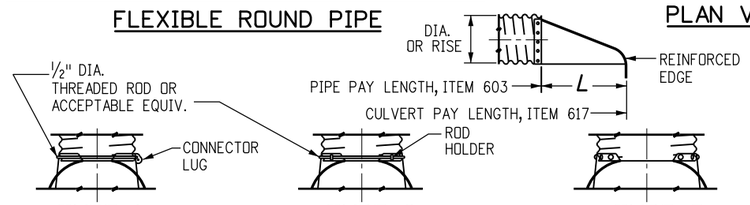
STEEL REINFORCED POLYETHYLENE RIBBED PIPE (AASHTO MP 20)

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-603-6
Standard Sheet No. 1 of 1
Project Sheet Number:

PIPE DIA.	THICKNESS	DIMENSIONS					
		A	B	H	L	W	T
		IN.					
12	0.064	6	6	6	21	24	34
18	0.064	8	10	6	31	36	46
21	0.064	9	12	6	36	42	52
24	0.064	10	13	6	41	48	58
30	0.079	12	16	8	51	60	70
36	0.079	14	19	9	60	72	94
42	0.109	16	22	11	69	84	106
48	0.109	18	27	12	78	90	112
54	0.109	18	30	12	84	102	124
60	0.109	18	33	12	87	114	136
66	0.109	18	36	12	87	120	142
72	0.109	18	39	12	87	126	148
78	0.109	18	42	12	87	132	154
84	0.109	18	45	12	87	138	160

FLEXIBLE ROUND PIPE



TYPE 1

FOR 18 IN. THRU 24 IN. ROUND PIPE WITH ANNULAR CORRUGATIONS. NOT TO BE USED ON HELICALLY-FORMED PIPE UNLESS RECORRUGATED.

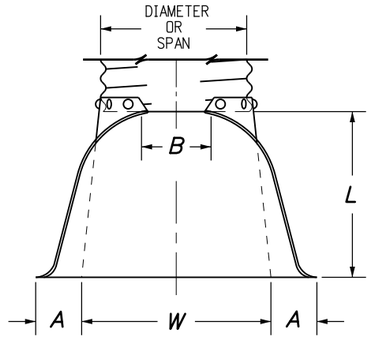
TYPE 2

FOR 30 IN. THRU 36 IN. ROUND PIPE WITH ANNULAR CORRUGATIONS. NOT TO BE USED ON HELICALLY-FORMED PIPE UNLESS RECORRUGATED.

TYPE 3

FOR 42 IN. THRU 84 IN. ROUND PIPE WITH ANNULAR CORRUGATIONS AND ALL SIZES WITH HELICAL CORRUGATIONS AND FOR ALL METAL PIPE ARCH CULVERTS. SHOP ATTACH A 24 IN. MIN. LENGTH OF ANNULAR PIPE WITH GALV. RIVETS OR BOLTS, SPOT WELDS, OR 2 IN. LONG SKIP WELDS ON 8 IN. CTRS. REPAIR BURNT GALVANIZING IN ACCORDANCE WITH SUBSECTION 707.09.

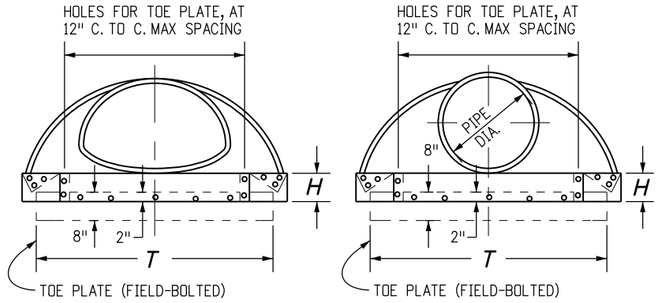
TYPICAL CONNECTIONS



PLAN VIEW

PIPE ARCH SPAN x RISE	THICK-NESS	DIMENSIONS					
		A (±1")	B (MAX.)	H (±1")	L (±1.5")	W (±2")	T
		IN.					
21 x 15	0.064	7	10	6	23	36	46
24 x 18	0.064	8	12	6	28	42	52
28 x 20	0.064	9	14	6	32	48	58
35 x 24	0.079	10	16	6	39	60	70
42 x 29	0.079	12	18	8	46	75	85
49 x 33	0.109	13	21	9	53	85	103
57 x 38	0.109	18	26	12	63	90	108
64 x 43	0.109	18	30	12	70	102	120
71 x 47	0.109	18	33	12	77	114	132

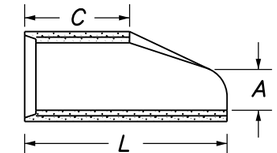
FLEXIBLE PIPE ARCH



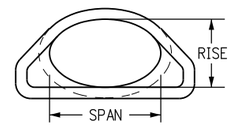
ELEVATIONS

GENERAL NOTES

1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURERS' CONFIGURATIONS.
2. CONCRETE END SECTIONS SHALL BE FURNISHED WITH TONGUE OR GROOVE AS REQUIRED.
3. DESIGN LENGTH OF PIPE OR SIDE DRAIN IS BASED ON LENGTH OF END SECTION SHOWN IN TABLE. ANY ADDITIONAL PIPE REQUIRED TO PROVIDE THE DESIGN LENGTH SHALL BE FURNISHED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.
4. THE INSIDE CONFIGURATION AND THE JOINT OF CONCRETE END SECTION AND PIPE SHALL MATCH.
5. END SECTIONS FOR CMP ARCH PIPE SHALL MATCH THE DIMENSIONS OF THE PIPE SHOWN ON THE PLANS.
6. GALVANIZED TOE PLATE AS SHOWN IS REQUIRED ON END SECTIONS FOR CORRUGATED STEEL PIPE AND SHALL BE THE SAME THICKNESS AS END SECTIONS. TOE PLATE SHALL BE FIELD-BOLTED TO END SECTION WITH ⅜ IN. GALVANIZED BOLTS, NUTS AND WASHERS.
7. GALVANIZED STEEL SHALL CONFORM TO AASHTO M 111, M 218 OR M 232.
8. CONCRETE PIPE JOINT FASTENERS, WHERE SHOWN ON PLANS, SHALL BE INSTALLED SO THAT A MINIMUM OF 15 LINEAR FEET OF THE OUTLET END OF THE PIPE ARE MECHANICALLY LOCKED TOGETHER. END SECTION LENGTHS WHEN USED, SHALL BE INCLUDED IN THE 15 LF REQUIREMENT.
9. CONNECTIONS OF METAL END SECTIONS TO PLASTIC PIPE SHALL BE APPROVED BY THE ENGINEER. PLASTIC END SECTIONS SHALL NOT BE USED.
10. THE END SECTION STYLE, EITHER REGULAR OR SAFETY, SHALL BE AS SHOWN ON THE PLANS.
11. AT THE OPTION OF THE CONTRACTOR AND APPROVAL OF THE CDOT PROJECT ENGINNER, REINFORCED CONCRETE END SECTIONS MAY BE MADE WITH SYNTHETIC FIBERS INSTEAD OF STEEL FOR PIPES 36 INCHES IN DIAMETER AND SMALLER, AND CONFORM TO AASHTO M 86 AND SUBSECTION 601.03.

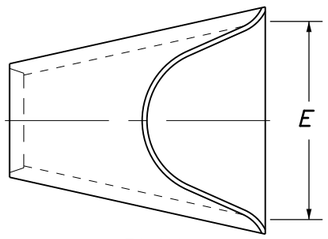


SECTION F-F



END VIEW

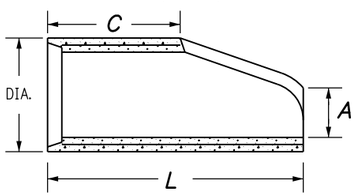
END SECTION AND CONNECTION DETAILS FOR ROUND AND ARCH METAL PIPES



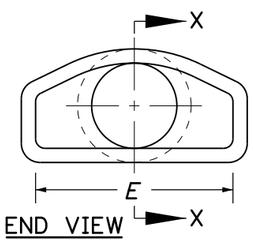
PLAN

PIPE I.D.	DIMENSIONS			
	A	C	L	E
	IN.			
18	10	48	78	36
24	10	48	78	48
30	14	36	96	60
36	18	36	96	72
42	24	36	96	78
48	28	24	96	84
54	30	36	96	90
60	36	36	96	96
72	34	20	96	108

REINFORCED CONCRETE CIRCULAR PIPE

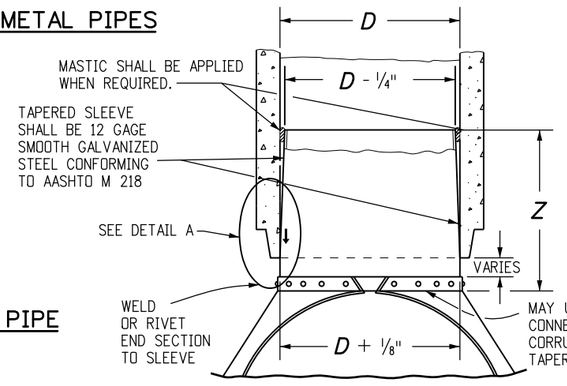


SECTION X-X



END VIEW

END SECTION FOR REINFORCED CONCRETE CIRCULAR PIPE

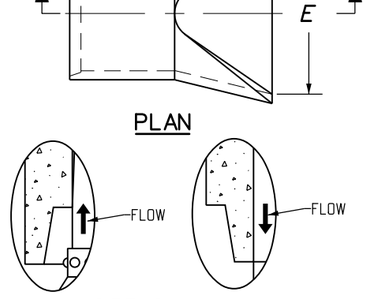


D	Z (MIN.)
IN.	
18 - 24	12
30 AND 36	16
42 AND LARGER	24

NOTE: METAL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING.

STEEL END SECTION FOR CONCRETE CIRCULAR PIPE

(ALTERNATIVE FOR CONCRETE END SECTION)



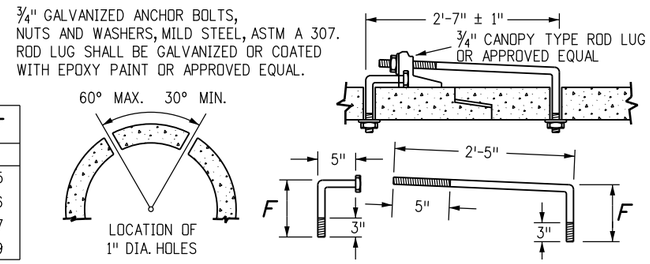
PLAN

DETAIL A

PIPE DIAMETER	F
IN.	
18 - 30	5
36 - 42	6
48 - 60	7
72 - 84	9

EQUIVALENT CIRCULAR DIA.	DIMENSIONS					
	NOMINAL SPAN x RISE	A	C	L	E	
	IN.					
24	30 x 19	9	33	72	48	
30	38 x 24	10	18	72	60	
36	45 x 29	12	24	84	72	
42	53 x 34	16	36	96	78	
48	60 x 38	21	36	96	84	
54	68 x 43	26	36	96	90	
60	76 x 48	30	36	96	96	

END SECTION FOR REINFORCED CONCRETE ELLIPTICAL PIPE



CONCRETE JOINT FASTENER (TWO PER JOINT)

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CONCRETE AND METAL END SECTIONS

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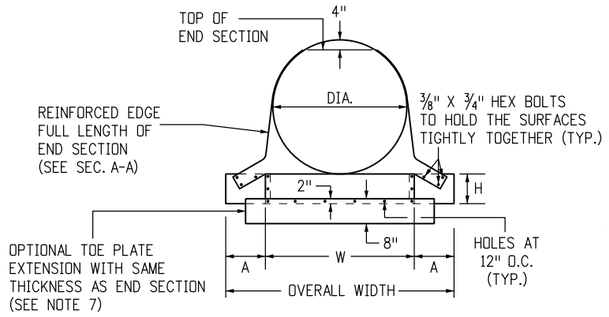
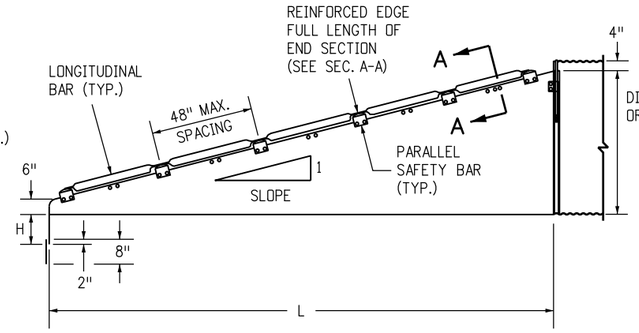
STANDARD PLAN NO.
M-603-10
Standard Sheet No. 1 of 1
Project Sheet Number:



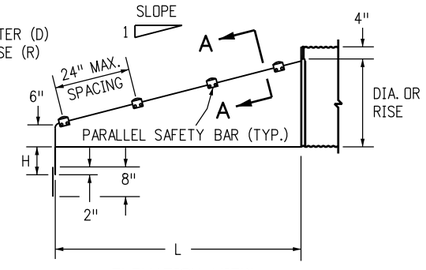
FRONT VIEW

ROUND PIPE CULVERT



ELEVATION VIEW

CROSS DRAINAGE END SECTION

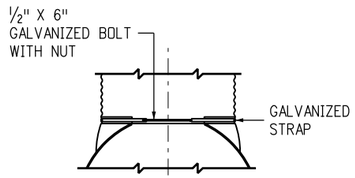


ELEVATION VIEW

PARALLEL DRAINAGE END SECTION

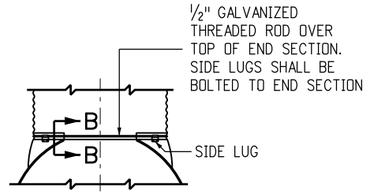
GENERAL NOTES

1. USE END SECTIONS ON 1V:4H TO 1V:6H SLOPES ONLY. USE TOE PLATE EXTENSION WHERE SHOWN ON THE PLANS.
2. FABRICATE SAFETY AND LONGITUDINAL BARS FROM STEEL PIPE CONFORMING TO ASTM A53 SCHEDULE 40 SPECIFICATIONS. GALVANIZE BARS HOT DIPPED AFTER FABRICATION.
3. A LONGITUDINAL BAR IS REQUIRED FOR CROSS DRAINAGE END SECTIONS WHEN THE SPAN IS GREATER THAN 30 INCHES. USE ADDITIONAL LONGITUDINAL BARS IF SPACING EXCEEDS 30 INCHES ON LARGER END SECTIONS.
4. SAFETY AND LONGITUDINAL BARS ARE NOT REQUIRED ON 30 INCHES AND SMALLER CROSS DRAINAGE END SECTIONS.
5. SAFETY BARS ARE NOT REQUIRED ON 18 INCHES AND SMALLER PARALLEL DRAINAGE END SECTIONS.
6. WHEN REQUIRED, TOE PLATE EXTENSIONS SHALL BE THE SAME GAGE AS END SECTIONS. DIMENSIONS SHALL BE OVERALL WIDTH LESS 6 INCHES BY 8 INCHES HIGH.



FOR ROUND AND ELLPTICAL PIPES WITH 24 INCHES OR LESS DIAMETERS

TYPE 1

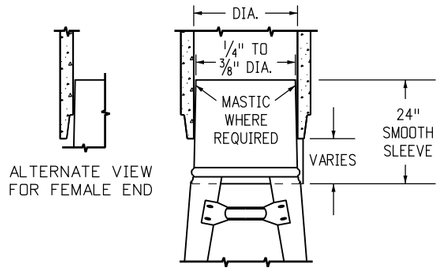


FOR ROUND AND ELLPTICAL PIPES WITH 30 INCHES OR GREATER DIAMETERS

TYPE 2

CONNECTOR DETAILS

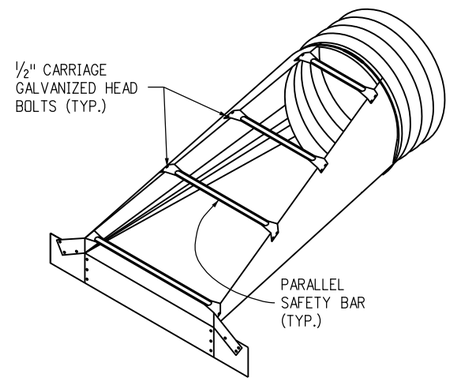
NOTE: SIZES THRU 24" ATTACH TO PIPE WITH TYPE 1 STRAPS. ALL OTHER SIZES ATTACH WITH TYPE 2 RODS AND LUGS.



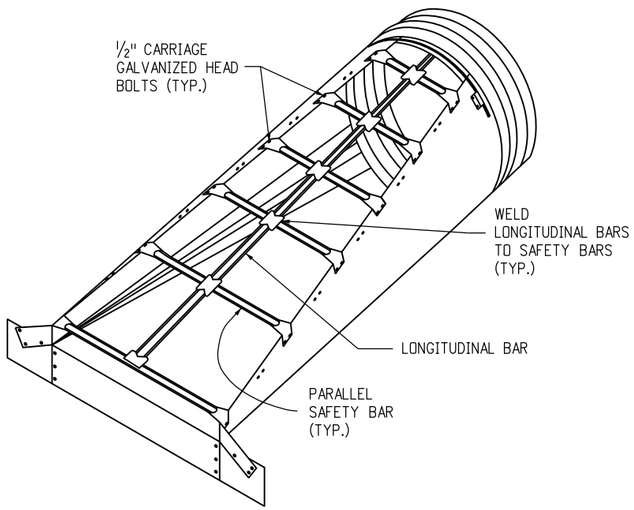
FOR ALL SIZES OF CONCRETE ROUND OR PIPE ARCHES

TAPER SLEEVE CONNECTION

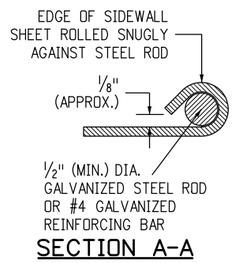
METAL END SECTIONS FOR ROUND PIPE CULVERT							
PIPE DIA. SIZE (INCHES)	METAL THICK MIN. (INCH/GAGE)	DIMENSIONS IN INCHES					
		A	H	W	OVERALL WIDTH	L	
						Slope = 4	Slope = 6
18	0.064/16	8	6	24	40	32	47
24	0.064/16	8	6	30	46	55	83
30	0.109/12	12	9	36	60	79	118
36	0.109/12	12	9	42	66	102	154
42	0.109/12	16	12	48	80	126	189
48	0.109/12	16	12	54	86	150	224
54	0.109/12	16	12	60	92	173	260
60	0.109/12	16	12	66	98	197	295



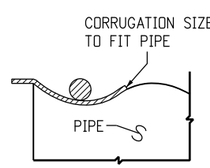
PARALLEL DRAINAGE END SECTION



CROSS DRAINAGE END SECTION

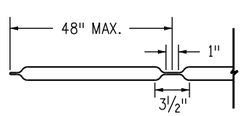


SECTION A-A

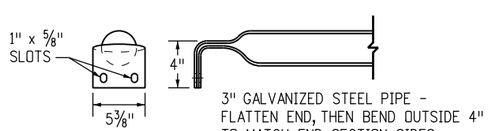


SECTION B-B

METAL END SECTIONS FOR PIPE ARCH CULVERT									
PIPE SIZE (INCHES)			METAL THICK MIN. (INCH/GAGE)	DIMENSIONS (INCHES)					
EQUIV. DIA.	SPAN	RISE		A	H	W	OVERALL WIDTH	L	
								Slope = 4	Slope = 6
18	21	15	0.064/16	8	6	27	43	20	30
24	28	20	0.064/16	8	6	33	49	40	60
30	35	24	0.109/12	12	9	40	64	55	83
36	41	29	0.109/12	12	9	47	71	75	112
42	48	32	0.109/12	16	12	54	86	90	136
48	56	37	0.109/12	16	12	62	94	110	165
54	63	42	0.109/12	16	12	69	101	130	195
60	70	46	0.109/12	16	12	76	107	146	218
72	82	56	0.109/12	16	12	88	120	185	278



LONGITUDINAL DRAINAGE BAR



PARALLEL BARS

SAFETY BAR DETAILS

Computer File Information		Sheet Revisions	
		Date:	Comments
Creation Date: 07/31/19			
Designer Initials: JJP	(R-X)		
Last Modification Date: 07/31/19	(R-X)		
Detailer Initials: LTA	(R-X)		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)		

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TRAVERSABLE END SECTIONS AND SAFETY GRATES

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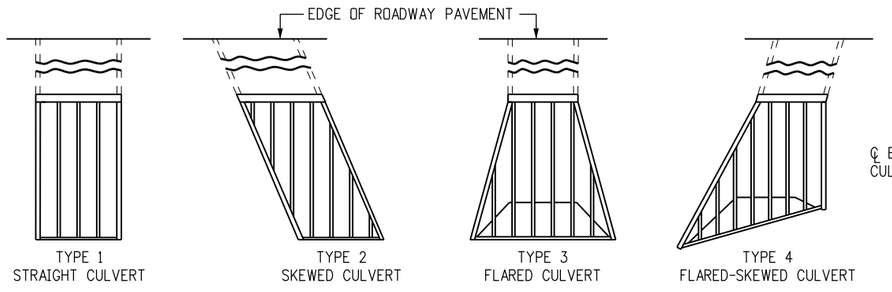
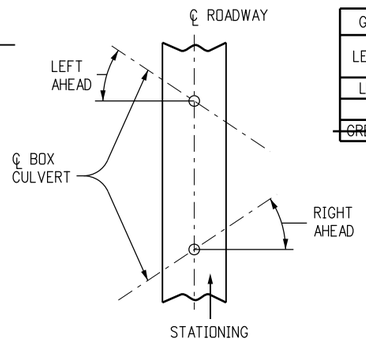
STANDARD PLAN NO.
M-603-12
Standard Sheet No. 1 of 3
Project Sheet Number:



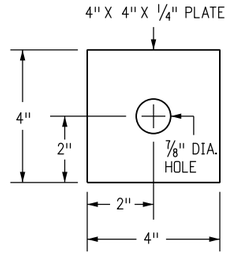
INSTALLATION TYPES

GRATE BARS SHALL BE PERPENDICULAR TO DIRECTION OF TRAFFIC FLOW.



SKEW ANGLE DETERMINATION

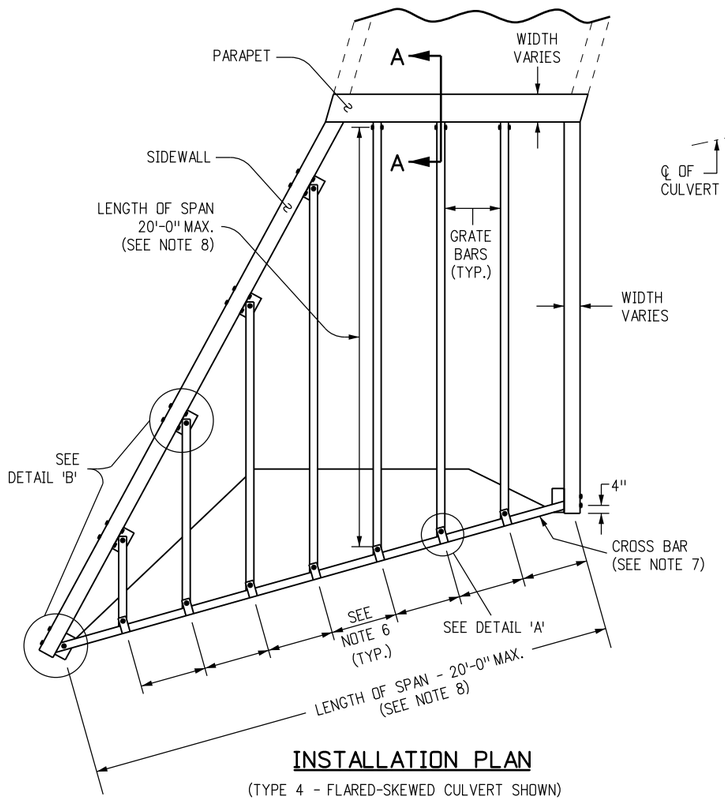
GRATE & CROSS BAR SIZE REQUIREMENTS		
LENGTH OF SPAN	NOMINAL PIPE SIZE (SEE NOTE 7)	O.D. SIZE
LESS THAN 12'	3.0"	3.0"
12' - 16'	3.5"	3.5"
GREATER THAN 16'	4.0"	4.0"



SHIM DETAIL

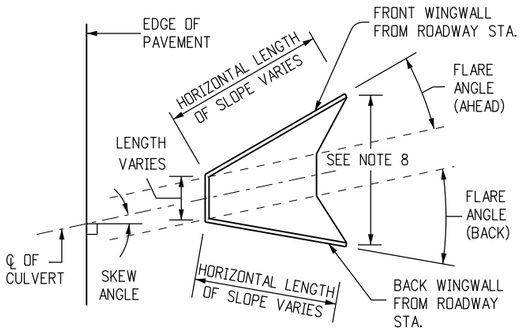
NOTES

1. SHOP DRAWINGS SHALL BE SUBMITTED PER 105.02
2. HARDWARE SUCH AS BOLTS, WASHERS, AND LOCK NUTS SHALL BE HOT-DIPPED GALVANIZED PER ASTM A123
3. INTENDED FOR USE ON TERRAIN XX SLOPES WITH A CLEAR RUNOUT FOR ERRANT VEHICLES. GUARDRAIL IS THE PREFERRED OPTION ON STEEPER TERRAIN OR WITH HIGHER TRAFFIC VOLUMES
4. MINIMUM SCHEDULE 40 PIPE SHALL BE UED. GALVANIZE ALL PIPES, FITTINGS AND HARDWARE AFTER ALL CUTTING, WELDING, DRILLING, AND FABRICATION.
5. BOTH ENDS OF CULVERT SHALL BE TREATED TO PREVENT DEBRIS FROM ENTERING
6. EQUALLY SPACED 24 INCHES MIN. TO 30 INCHES MAX. FROM EDGE OF SIDEWALL TO CENTER OF BRACKET, OR FROM CENTER TO CENTER OF BRACKET.
7. THE CROSS BAR DIAMETER SHALL BE EQUAL TO OR GREATER THAN THE GRATE BAR DIAMETER.
8. IF MORE THAN 20 FEET THAN A MIDSPAN SUPPORT SHALL BE REQUIRED. SEE SHEETS 3 AND 4.
9. DRILL HOLES USING EQUIPMENT DESIGNED TO CUT THROUGH CONCRETE AND REINFORCING STEEL.
10. A 3/4 INCH BOLT, LOCK NUT AND WASHERS. ALL HOLES ARE TO BE 7/8 INCH IN DIAMETER.
11. BEND PLATES OR STRIPS WITHOUT CRACKING MATERIAL.
12. SHIM THICKNESS EQUALS THE DIFFERENCE IN DIAMETERS OF THE GRATE BAR AND CROSS BAR.

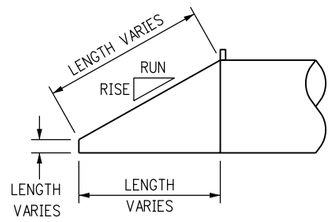


INSTALLATION PLAN

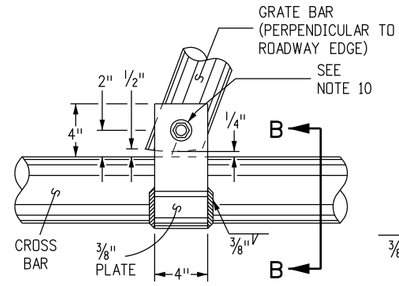
(TYPE 4 - FLARED-SKEWED CULVERT SHOWN)



TOP VIEW

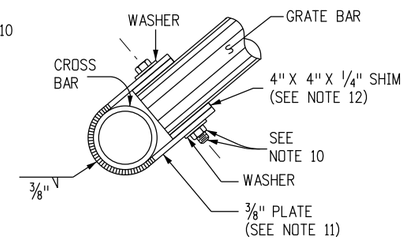


SIDE VIEW

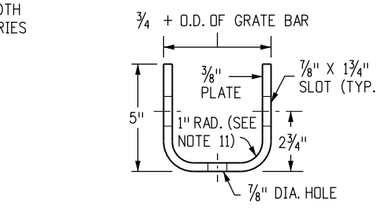


DETAIL "A"

TOP VIEW

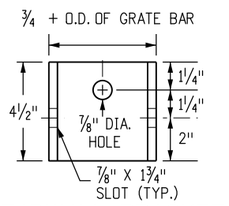


SECTION B-B



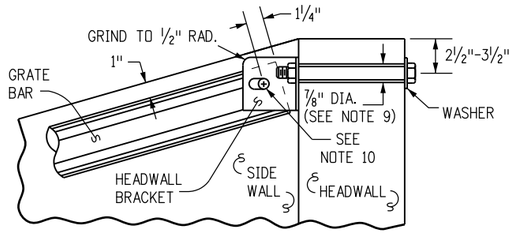
HEADWALL BRACKET

TOP VIEW

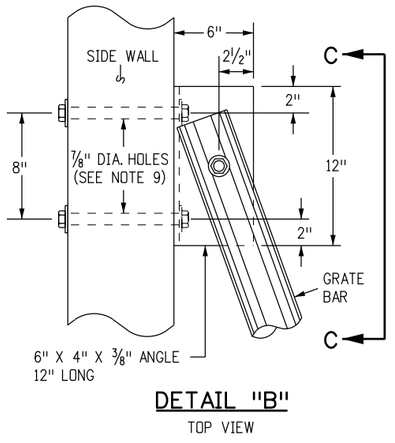


HEADWALL BRACKET

FRONT VIEW

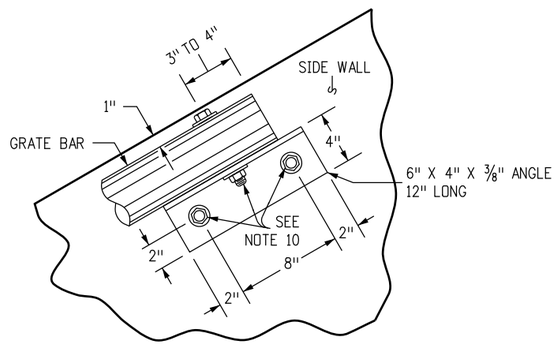


SECTION A-A



DETAIL "B"

TOP VIEW



SECTION C-C

Computer File Information		Sheet Revisions	
Creation Date: 07/31/19		Date:	Comments
Designer Initials: JJP	(R-X)		
Last Modification Date: 07/31/19	(R-X)		
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TRAVERSABLE END SECTIONS AND SAFETY GRATES

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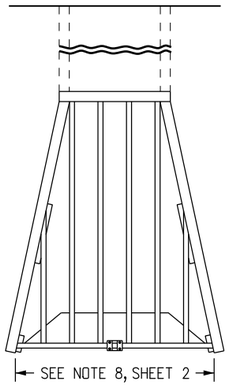
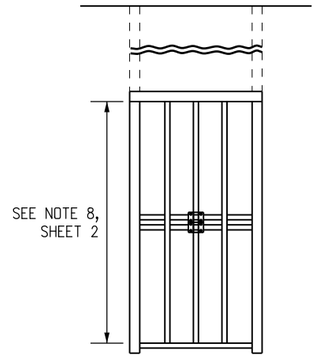
STANDARD PLAN NO.
M-603-12
Standard Sheet No. 2 of 3
Project Sheet Number:

NOTES

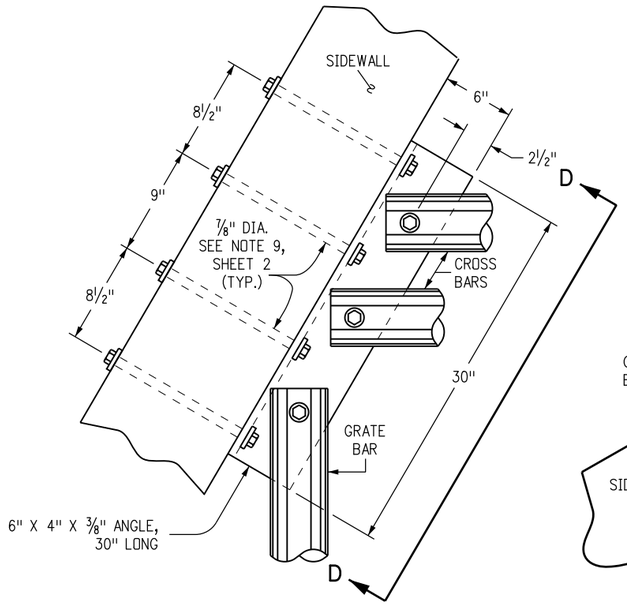
1. LENGTH OF SPAN (20 FEET MAXIMUM).
2. ALL ANCHOR BOLTS SHALL BE GROUTED IN PLACE WITH A NONSHRINK OR EPOXY GROUT WHICH SHALL COMPLETELY FILL THE HOLES.



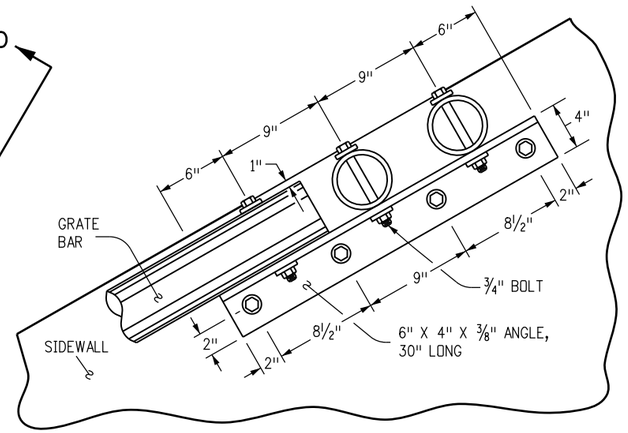
CASE 1



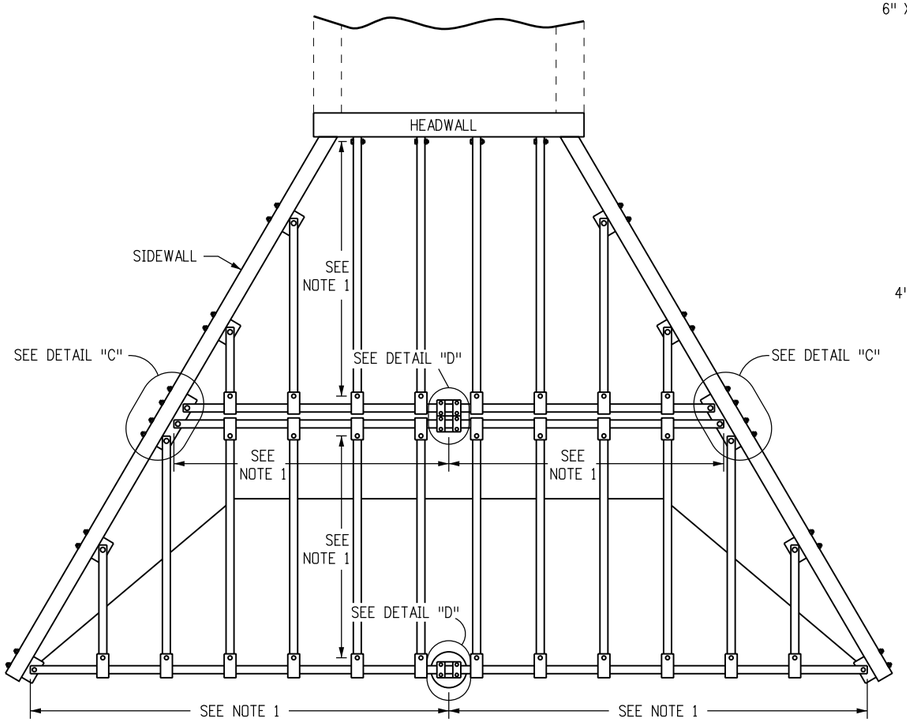
CASE 2



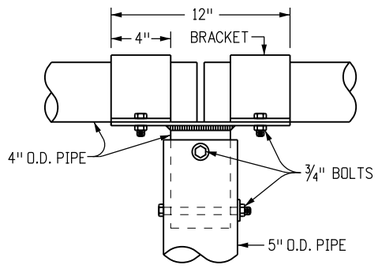
DETAIL "C"



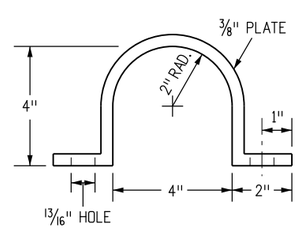
SECTION D-D



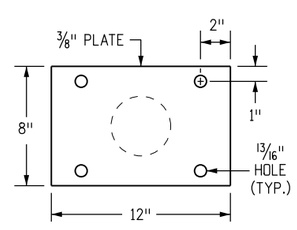
INSTALLATION PLAN WITH MIDSPAN SUPPORT



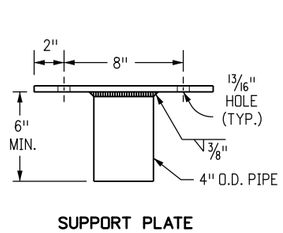
CROSS BAR SUPPORT ASSEMBLY
SIDE VIEW



BRACKET END VIEW
END VIEW

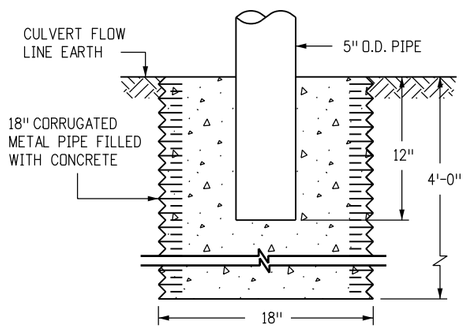


TOP VIEW

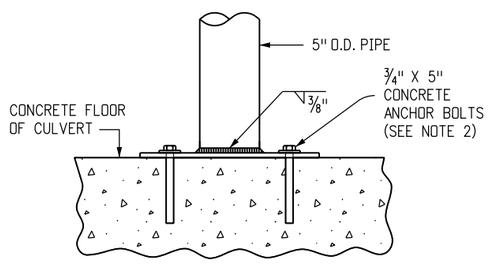


SUPPORT PLATE
SIDE VIEW

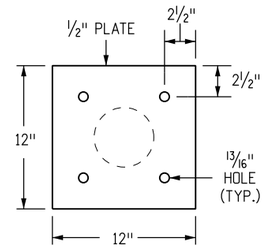
DETAIL "D"



BOTTOM SUPPORT ON EARTH



BOTTOM SUPPORT ON CULVERT FLOOR



BOTTOM SUPPORT PLATE

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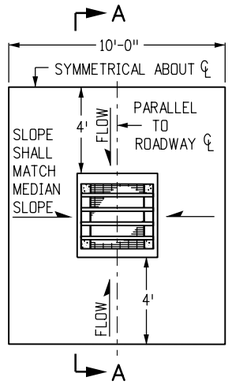
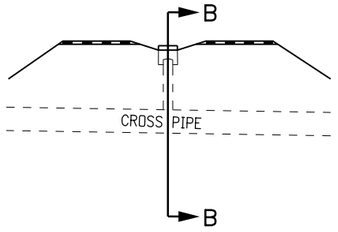


INLET WITH DITCH PAVING

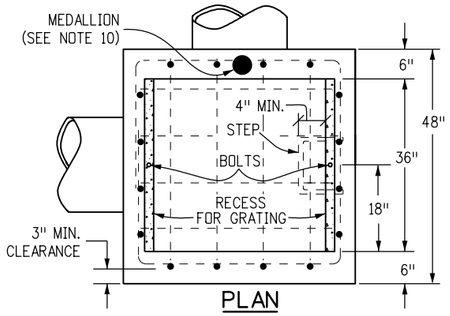
STEEL GRATE QUANTITIES

NO. PIECES	DESCRIPTION	LENGTH	LBS PER FT.	WEIGHT (LBS.)
4	S4 x 7.7 BEAM	41"	7.90	106
2	3½" x ¼" FLAT	26⅝"	2.98	13
2	3" x ¼" FLAT	26⅝"	2.55	12

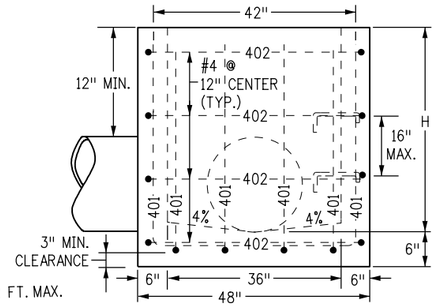
TOTAL LBS. - 131



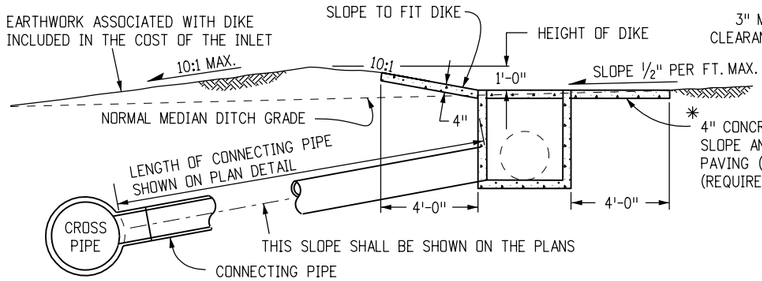
SECTION VIEW



PLAN



ELEVATION
CONCRETE INLET

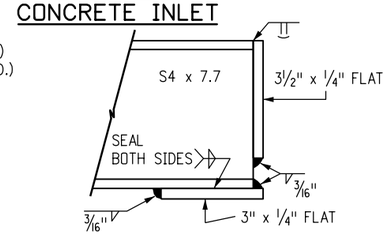


SECTION B-B

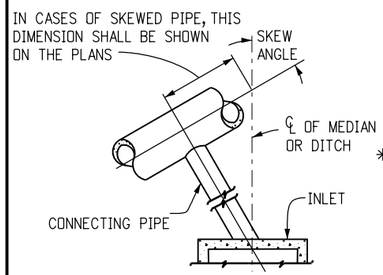
INLET CONNECTED TO A CROSS PIPE

SECTION A-A

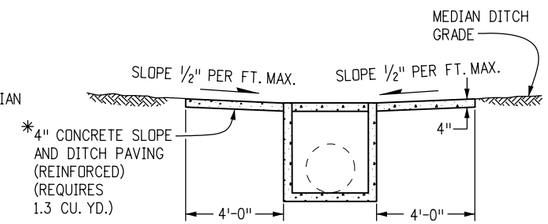
INLET ON GRADE (FLOW FROM ONE DIRECTION)



SECTION D-D



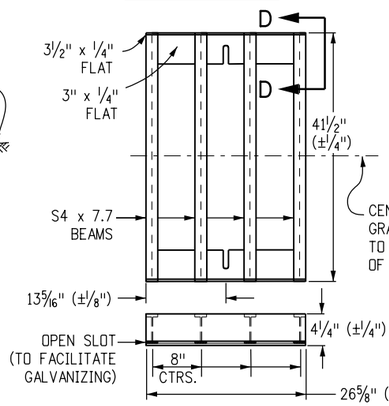
INLET CONNECTED TO A SKEWED CROSS PIPE



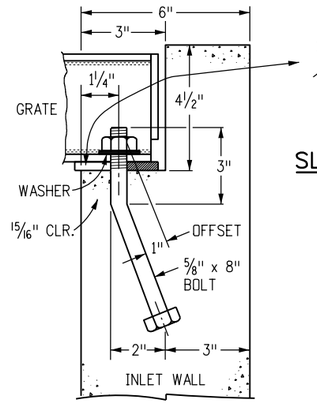
SECTION A-A

*CONCRETE SLOPE AND DITCH PAVING WILL BE REQUIRED WHEN SHOWN ON THE PLANS.

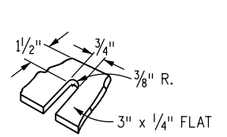
INLET AT BOTTOM OF VERTICAL CURVE (FLOW FROM TWO DIRECTIONS)



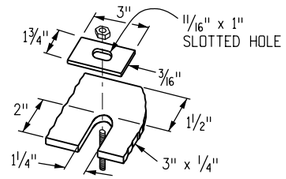
STANDARD INLET GRATE



GRATE INSTALLATION DETAIL



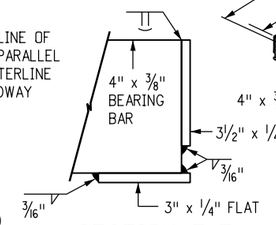
SLOT DETAIL



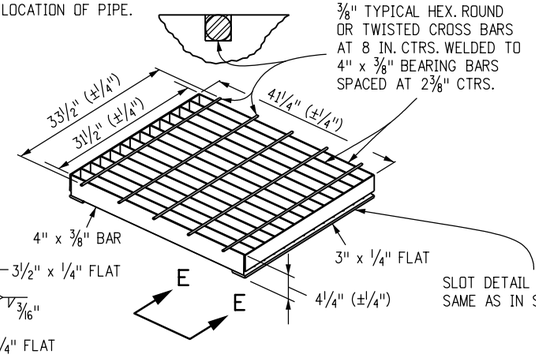
ALTERNATE SLOT AND HOLD DOWN PLATE DETAIL

GENERAL NOTES

1. INLET TYPE C IS NOT HS-20 RATED AND SHALL NOT BE PLACED IN PAVED ROADWAYS. THIS INLET SHALL BE USED ONLY OUTSIDE PAVED ROADWAYS.
2. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
3. REINFORCING BARS SHALL BE GRADE 60, EPOXY COATED, AND DEFORMED #4, AND SHALL HAVE A MIN. 2 INCH CLEARANCE. CUT OR BEND AROUND PIPES AS REQUIRED.
4. CONCRETE SLOPE AND DITCH PAVING SHALL BE IN ACCORDANCE WITH SECTION 507. REINFORCEMENT FOR CONCRETE SLOPE PAVING SHALL BE 6 X 6 - W1.4 X W1.4 OR 6 X 6 - W2.1 X W2.1.
5. STRUCTURAL STEEL FOR GRATES AND GRATE INSTALLATION HARDWARE SHALL BE GALVANIZED, AND SHALL BE IN ACCORDANCE WITH SUBSECTION 712.06.
6. THE STANDARD INLET GRATES SHALL BE USED ON ALL TYPE C INLETS UNLESS CLOSE MESH INLET GRATES ARE SPECIFIED ON THE PLANS.
7. CLOSE MESH GRATES ARE RECOMMENDED WHERE FOOT TRAFFIC OR BICYCLE ROUTES ARE IN CLOSE PROXIMITY TO GRATE. THIS GRATE IS NOT ADA COMPLIANT OR BICYCLE FRIENDLY AND SHALL NOT BE PLACED DIRECTLY IN SIDEWALKS, CROSSWALKS OR BIKE PATHS.
8. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" IS EQUAL TO OR GREATER THAN 3 FEET - 6 INCHES AND SHALL CONFORM TO AASHTO M 199.
9. SEE STANDARD PLAN M-604-11, FOR REINFORCEMENT AROUND THE PIPE OPENING.
10. ALL INLETS SHALL HAVE A 4 INCH DIA. METAL MEDALLION WITH A "NO DUMPING DRAINS TO STREAM" MESSAGE ON IT. THE MEDALLION SHALL HAVE A FISH SYMBOL WITH A BLUE BACKGROUND. IT SHALL BE FIRMLY ATTACHED TO THE TOP OF THE INLET WITH A PERMANENT FASTENER.
11. SEE PLANS FOR SIZE AND LOCATION OF PIPE.



SECTION E-E



CLOSE MESH INLET GRATE

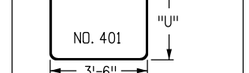
QUANTITIES FOR ONE INLET

H	CONCRETE (CU. YDS.) ▼	STEEL (LBS.) ▼	NO. STEPS REQ'D.
2'-6"	1.0	76	0
3'-0"	1.1	81	0
3'-6"	1.2	97	0
4'-0"	1.3	102	1
4'-6"	1.5	117	2
5'-0"	1.6	123	2
5'-6"	1.7	138	2
6'-0"	1.9	143	3
6'-6"	2.0	159	3
7'-0"	2.1	164	3
7'-6"	2.2	180	4
8'-0"	2.4	185	4
8'-6"	2.5	200	4
9'-0"	2.6	206	5
9'-6"	2.8	221	5
10'-0"	2.9	236	6
11'-6"	3.3	252	6

▼ PIPE INSIDE DIAMETER SHALL BE 30 IN. OR LESS. CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

BAR LIST FOR H = 2 FT.-6 IN. AND BENDING DIAGRAM

MARK	NO. REQ'D.	HEIGHT	LENGTH
401	2	2'-2½"	8'-0"
401	6	2'-7"	8'-8"
402	4	"U"	15'-4"



"U" INCREASE DIMENSION 6 IN. FOR EACH 6 IN. INCREASE OF "H" ABOVE 2 FT.-6 IN.

ADD ONE BAR FOR EACH FT. INCREASE OF "H" ABOVE 2 FT. - 6 IN.

402 BARS SHALL BE EQUALLY SPACED FROM EACH OTHER.

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INLET, TYPE C

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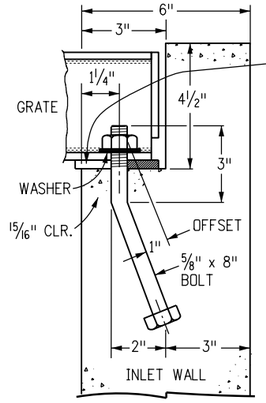
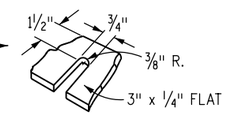
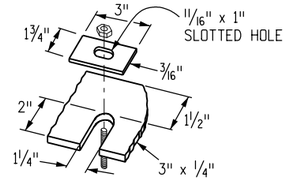
STANDARD PLAN NO.
M-604-10
Standard Sheet No. 1 of 1
Project Sheet Number:



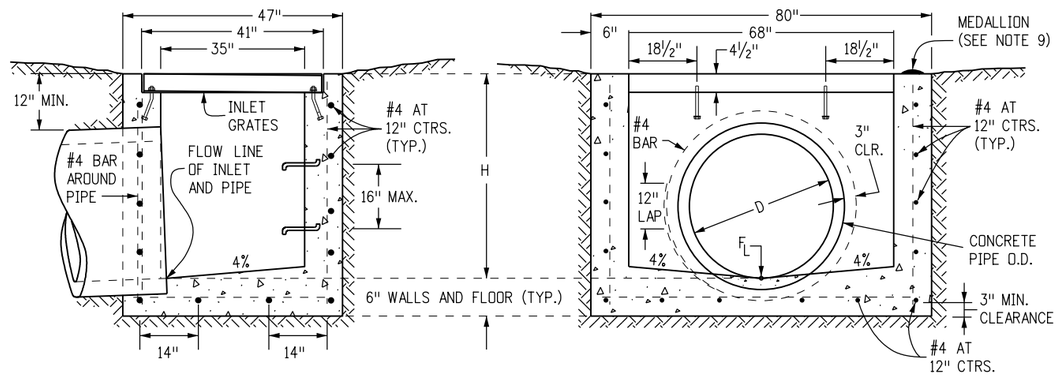


SLOT DETAIL



ALTERNATE SLOT AND HOLD DOWN PLATE DETAIL

GRATE INSTALLATION DETAIL



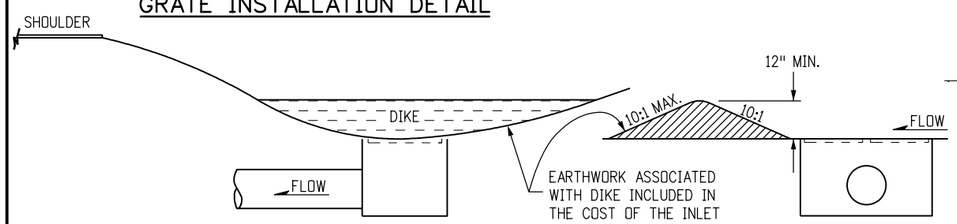
TRANSVERSE CROSS SECTION

LONGITUDINAL CROSS SECTION

LEVEL GRATE INSTALLATION

GENERAL NOTES

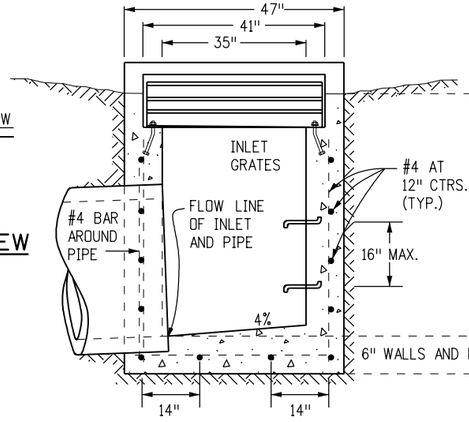
1. INLET TYPE D IS NOT HS-20 RATED AND SHALL NOT BE PLACED IN PAVED ROADWAYS. THIS INLET SHALL BE USED ONLY OUTSIDE PAVED ROADWAYS.
2. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
3. SEE PLANS FOR SIZE AND LOCATION OF PIPE.
4. STRUCTURAL STEEL FOR GRATES AND GRATE INSTALLATION HARDWARE SHALL BE GALVANIZED AND SHALL BE IN ACCORDANCE WITH SUBSECTION 712.06.
5. STANDARD INLET GRATES SHALL BE USED ON ALL TYPE D INLETS UNLESS CLOSE MESH GRATES ARE SPECIFIED ON THE PLANS.
6. CLOSE MESH GRATES ARE RECOMMENDED WHERE FOOT TRAFFIC OR BICYCLE ROUTES ARE IN CLOSE PROXIMITY TO GRATE. THIS GRATE IS NOT ADA COMPLIANT OR BICYCLE FRIENDLY AND SHALL NOT BE PLACED DIRECTLY IN SIDEWALKS, CROSSWALKS OR BIKE PATHS.
7. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" IS EQUAL TO OR GREATER THAN 3 FEET-6 INCHES AND SHALL CONFORM WITH AASHTO M 199.
8. REINFORCING BARS SHALL BE GRADE 60, EPOXY COATED, AND DEFORMED #4, AND SHALL HAVE A 2 INCH MIN. CLEARANCE. CUT OR BEND BARS AROUND PIPE AS REQUIRED.
9. ALL INLETS SHALL HAVE A 4 INCH DIA. METAL MEDALLION WITH A "NO DUMPING DRAINS TO STREAM" MESSAGE ON IT. THE MEDALLION SHALL HAVE A FISH SYMBOL WITH A BLUE BACKGROUND. IT SHALL BE FIRMLY ATTACHED TO THE INLET'S SURFACE WITH A PERMANENT FASTENER.



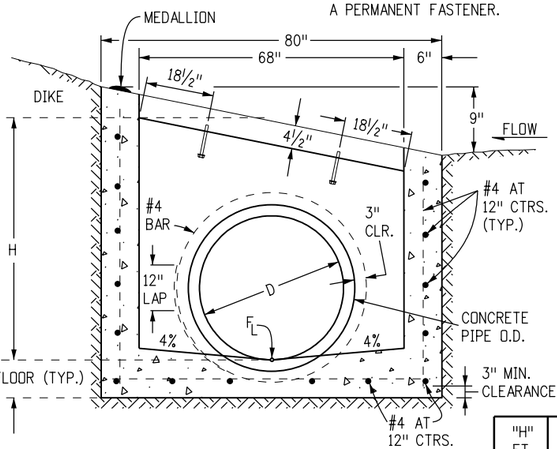
TRANSVERSE VIEW

LONGITUDINAL VIEW

DIKE

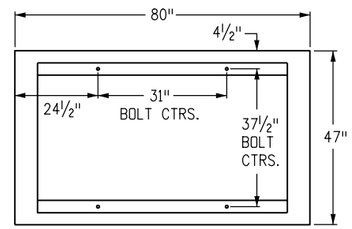


TRANSVERSE CROSS SECTION

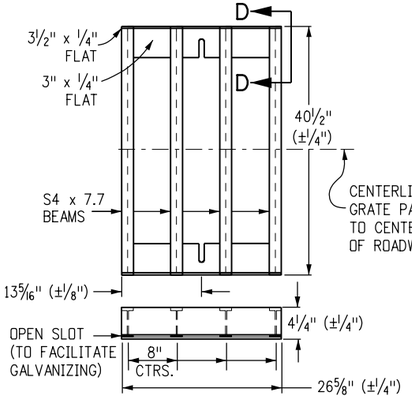


LONGITUDINAL CROSS SECTION

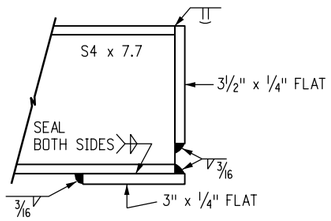
SLOPING GRATE INSTALLATION



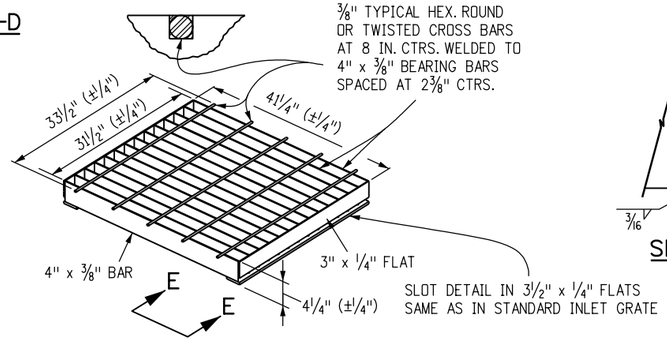
PLAN VIEW
(SHOWING ANCHOR BOLT LAYOUT)



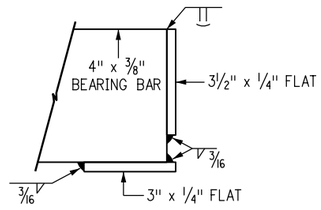
STANDARD INLET GRATE



SECTION D-D



CLOSE MESH GRATE



SECTION E-E

OUTLET PIPE INSIDE DIA. FT. - "D"	MIN. "H" FT.
1.5	3.0
2.0	3.5
2.5	4.0
3.0	4.5
3.5	5.0

TWO STEEL GRATE PER INLET QUANTITIES

NO. PIECES	DESCRIPTION	LENGTH	LBS PER FT.	WEIGHT (LBS.)
8	S4 x 7.7 BEAM	40"	7.70	206
4	3½" x ¼" FLAT	265/8"	2.98	26
4	3" x ¼" FLAT	265/8"	2.55	24

TOTAL LBS. - 256

"H" FT.	CONCRETE CU. YDS.	STEEL LBS.	CIRCULAR PIPE RANGE INSIDE DIA., IN. - "D"
3.0	1.5	127	18
3.5	1.7	149	18-24
4.0	1.9	157	18-30
4.5	2.0	179	18-36
5.0	2.2	187	18-42
5.5	2.4	208	18-42
6.0	2.6	215	18-42
6.5	2.8	236	18-42
7.0	2.9	243	18-42
7.5	3.1	264	18-42
8.0	3.3	271	18-42
8.5	3.5	292	18-42
9.0	3.6	299	18-42
9.5	3.8	320	18-42
10.0	4.0	327	18-42

▼ CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

QUANTITIES FOR ONE INLET

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Date:	Comments

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Project Development Branch JBK

INLET, TYPE D

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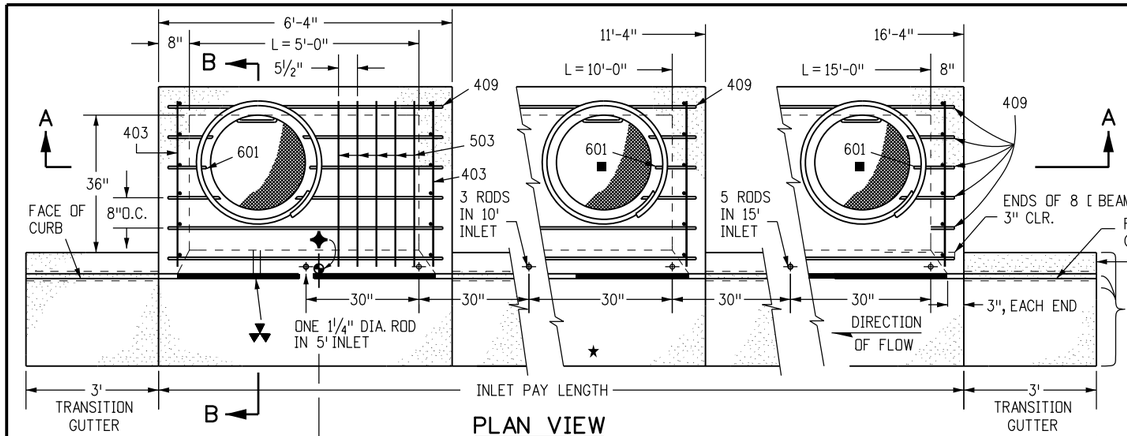
Project Sheet Number:

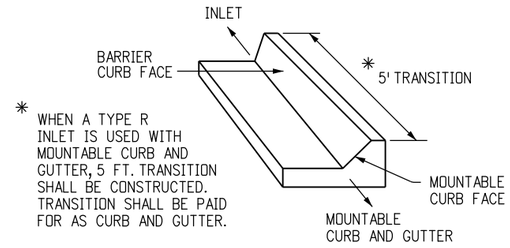


PLAN VIEW

★ FOR LENGTH (L) 10 FT. OR MORE, PROVIDE MAINTENANCE ACCESS AT BOTH ENDS WITH AN ADDITIONAL MANHOLE RING AND COVER. CUT REINFORCEMENT BAR ACCORDINGLY.

✦ STATION POINT AT MIDPOINT OF INLET ALONG FLOWLINE

✳ MEET SHAPE OF NORMAL BARRIER CURB AND GUTTER HERE.

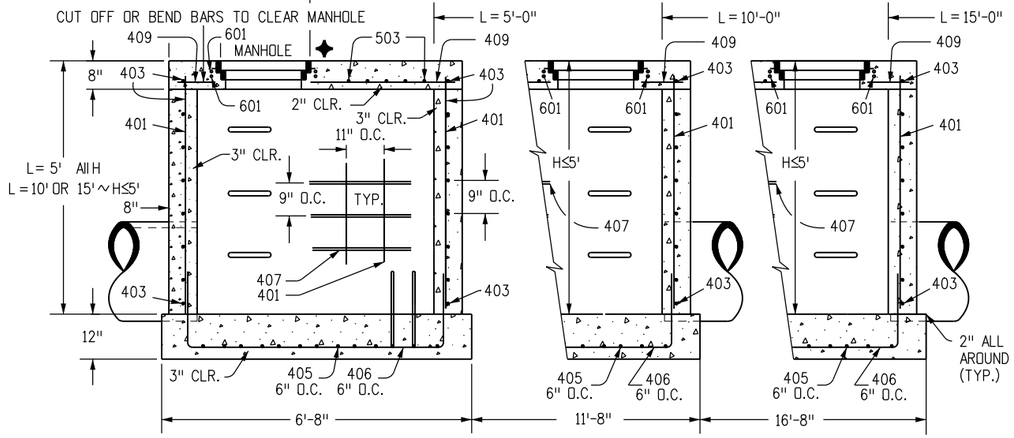


✳ WHEN A TYPE R INLET IS USED WITH MOUNTABLE CURB AND GUTTER, 5 FT. TRANSITION SHALL BE CONSTRUCTED. TRANSITION SHALL BE PAID FOR AS CURB AND GUTTER.

TRANSITION CURB

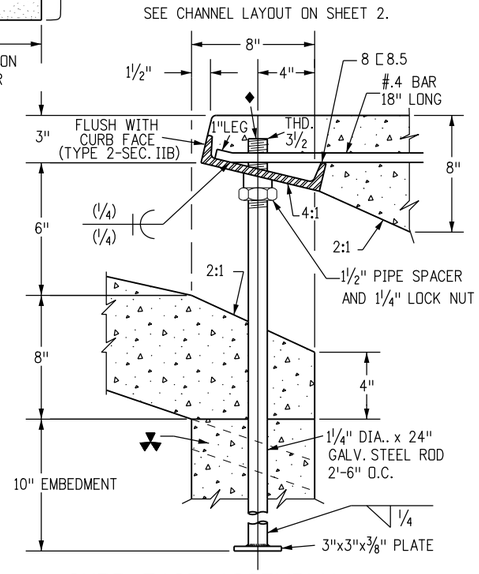
GENERAL NOTES:

SEE SHEET 2.



SECTION A-A REGULAR INLET

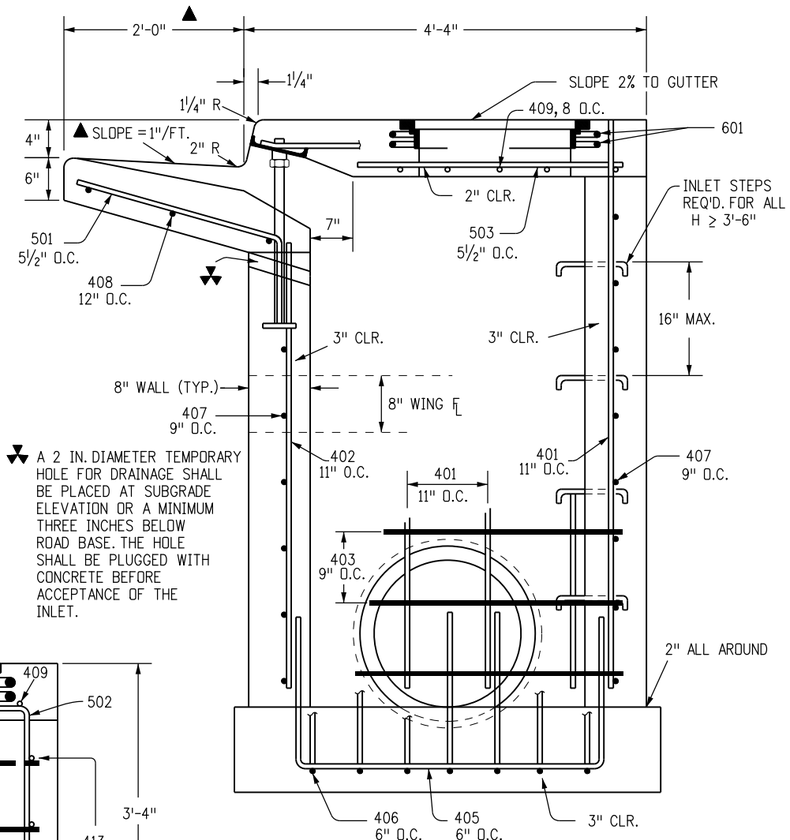
SEE CHANNEL LAYOUT ON SHEET 2.



CURB FACE ASSEMBLY

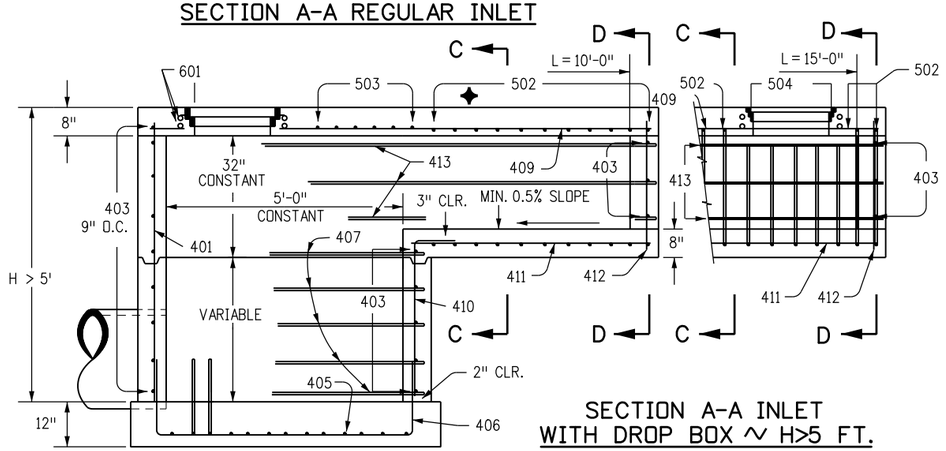
◆ PLACE ENTIRE ASSEMBLY BEFORE POURING CONCRETE.

▲ - FOR A 1'-0" PAN SLOPE 2" PER FT.

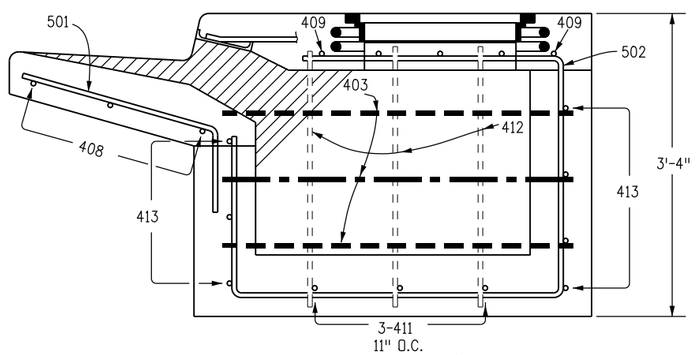


SECTION B-B END VIEW

✳✳ A 2 IN. DIAMETER TEMPORARY HOLE FOR DRAINAGE SHALL BE PLACED AT SUBGRADE ELEVATION OR A MINIMUM THREE INCHES BELOW ROAD BASE. THE HOLE SHALL BE PLUGGED WITH CONCRETE BEFORE ACCEPTANCE OF THE INLET.



SECTION A-A INLET WITH DROP BOX ~ H>5 FT.



SECTIONS C-C & D-D (DOTTED BARS ARE IN SECTION D-D)

NOTE: MANHOLE RING AND COVER, STATION POINT AND OUTFLOW PIPE SHALL BE LOCATED AT THE SAME END OF THE INLET.

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CURB INLET TYPE R

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M-604-12
Standard Sheet No. 1 of 2
Project Sheet Number:

MARK	BAR # OR SIZE	O.C. SPACING	TYPE	ALL INLETS L = 5 FT.		INLETS: H ≤ 5 FT. L = 10 FT.		INLETS: H ≤ 5 FT. L = 15 FT.		INLETS: H > 5 FT. L = 10 FT.		INLETS: H > 5 FT. L = 15 FT.	
				NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH
401	4	11"	II	15	*	21	*	26	*	11	*	11	*
402	4	11"	II	7	*	13	*	18	*	7	*	7	*
403	4	9"	II	*	4'-0"	*	4'-0"	*	4'-0"	*	4'-0"	*	4'-0"
405	4	6"	VI	11	6'-10"	21	6'-10"	31	6'-10"	11	6'-10"	11	6'-10"
406	4	6"	VIII	7	8'-10"	7	13'-10"	7	18'-10"	7	8'-10"	7	8'-10"
407	4	9"	II	*	5'-10"	*	10'-10"	*	15'-10"	*	5'-10"	*	5'-10"
408	4	12"	II	3	6'-10"	3	11'-10"	3	16'-0"	3	11'-10"	3	16'-0"
409	4	8"	II	6	5'-10"	6	10'-10"	6	15'-10"	6	10'-10"	6	15'-10"
410	4	11"	VII							3		3	*
411	4	11"	II							3	5'-2"	3	10-2"
412	4	11"	II							3	2'-9"	3	2'-9"
413	4	9"	II							7	10'-10"	7	15'-10"
501	5	5½"	IV	11	3'-4"	22	3'-4"	33	3'-4"	22	3'-4"	33	3'-4"
502	5	5½"	III							11	11'-5"	17	11'-5"
503	5	5½"	II	5	3'-6"	16	3'-6"	27	3'-6"	6	3'-6"	6	3'-6"
504	5	5½"	IX									5	8'-4"
601	6	2½"	V	2	8'-10"	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"
■8[8.5				1	5'-10"	1	10'-10"	1	15'-10"	1	10'-10"	1	15'-10"
				2 BARS, 1 RODS	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——

* VARIABLE REFER TO TABLE TWO.

■ INCLUDE #4, 18 IN. BARS (SEE CHANNEL LAYOUT).

REGULAR INLETS

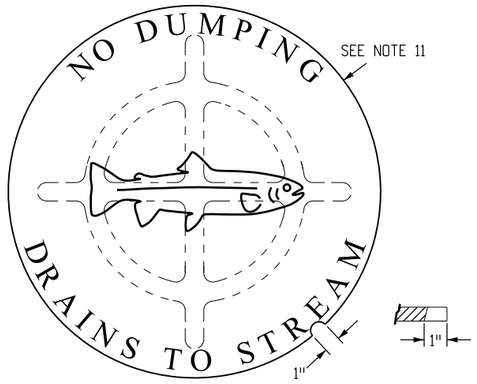
DROP BOX INLETS

TABLE ONE ~ BAR LIST FOR CURB INLETS, TYPE "R"

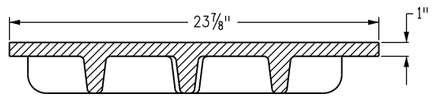
"H"	LENGTH 401	LENGTH 402	LENGTH 410	NO. REQ'D. REGULAR 403	NO. REQ'D. REGULAR 407	NO. REQ'D. DROP BOX 403	NO. REQ'D. DROP BOX 407	L = 5 FT. CONC. CU. YDS.	L = 5 FT. STEEL LBS.	L = 10 FT. CONC. CU. YDS.	L = 10 FT. STEEL LBS.	L = 15 FT. CONC. CU. YDS.	L = 15 FT. STEEL LBS.
3'-0"	2'-8"	1'-8"		10	7			3.2	285	5.3	497	7.4	706
3'-6"	3'-2"	2'-2"		10	7			3.4	305	5.7	528	7.9	747
4'-0"	3'-8"	2'-8"		12	9			3.7	326	6.0	559	8.4	786
4'-6"	4'-2"	3'-2"		12	9			3.9	334	6.4	571	8.8	803
5'-0"	4'-8"	3'-8"		14	11			4.1	354	6.7	602	9.3	844
5'-6"	5'-2"	4'-2"	3'-5"	16	13	15	6	4.4	375	6.0	607	7.4	850
6'-0"	5'-8"	4'-8"	3'-11"	16	13	16	6	4.6	382	6.2	616	7.6	860
6'-6"	6'-2"	5'-2"	4'-5"	18	15	18	8	4.8	402	6.4	637	7.8	880
7'-0"	6'-8"	5'-8"	4'-11"	20	17	19	10	5.0	423	6.6	654	8.0	897
7'-6"	7'-2"	6-2"	5'-5"	20	17	20	10	5.3	430	6.9	664	8.3	907
8'-0"	7'-8"	6'-8"	5'-11"	22	19	22	12	5.5	451	7.1	684	8.5	927
8'-6"	8'-2"	7'-2"	6'-5"	24	21	23	14	5.7	471	7.3	702	8.7	944
9'-0"	8'-8"	7'-8"	6'-11"	24	21	24	14	6.0	479	7.6	711	9.0	954
9'-6"	9'-2"	8'-2"	7'-5"	26	23	26	16	6.2	499	7.8	732	9.2	974
10'-0"	9'-8"	8'-8"	7'-11"	28	25	27	18	6.4	520	8.0	749	9.4	992
10'-6"	10'-2"	9'-2"	8'-5"	28	25	28	18	6.7	527	8.3	759	9.7	1001
11'-0"	10'-8"	9'-8"	8'-11"	30	27	30	20	6.9	547	8.5	779	9.9	1022

NOTES: FOR L = 5 FT., L = 10 FT., AND L = 15 FT.
REGULAR INLETS: TOTAL QUANTITIES NEEDED ARE OUTSIDE THE HEAVY BLACK LINE.
DROP BOX INLETS: TOTAL QUANTITIES NEEDED ARE INSIDE THE HEAVY BLACK LINE.
STEEL WEIGHTS DO NOT INCLUDE STRUCTURAL STEEL CHANNEL.

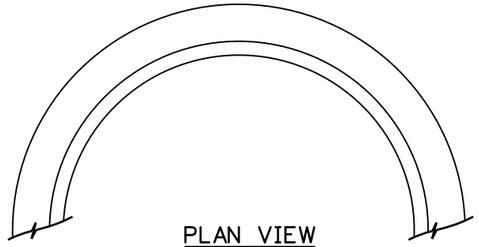
TABLE TWO ~ BARS AND QUANTITIES VARIABLE WITH "H"



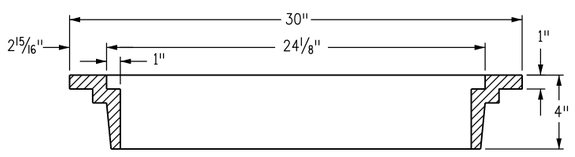
PLAN VIEW



ELEVATION VIEW
MANHOLE COVER (TYP.)



PLAN VIEW

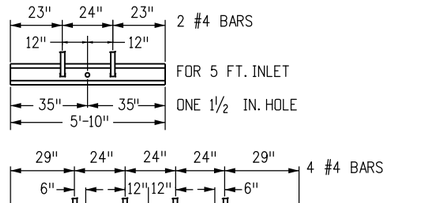


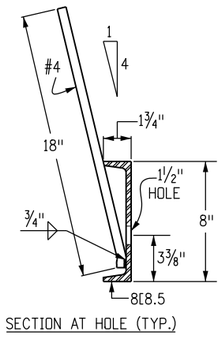
ELEVATION VIEW
MANHOLE RING (TYP.)

WEIGHTS: COVER = 125 LBS.
+ RING = 135 LBS.
TOTAL = 260 LBS.

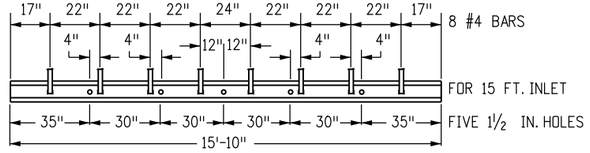
GENERAL NOTES

1. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
2. CONCRETE WALLS SHALL BE FORMED ON BOTH SIDES AND SHALL BE 8 INCHES THICK.
3. INLET STEPS SHALL BE IN CONFORMANCE WITH AASHTO M 199.
4. CURB FACE ASSEMBLY SHALL BE GALVANIZED AFTER WELDING.
5. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ OF A INCH. CURB AND GUTTER CORNERS SHALL BE FINISHED TO MATCH THE EXISTING CURB AND GUTTER BEYOND THE TRANSITION GUTTER.
6. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A 2 INCH MINIMUM CLEARANCE. ALL REINFORCING BARS SHALL BE GRADE 60 AND EPOXY COATED.
7. DIMENSIONS AND WEIGHTS OF TYPICAL MANHOLE RING AND COVER ARE NOMINAL.
8. MATERIAL FOR MANHOLE RINGS AND COVERS SHALL BE GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06.
9. SINCE PIPE ENTRIES INTO THE INLET ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK. QUANTITIES INCLUDE VOLUMES OCCUPIED BY PIPES.
10. STRUCTURAL STEEL SHALL BE GALVANIZED AND SHALL BE IN ACCORDANCE WITH SUBSECTION 712.06.
11. ALL MANHOLE COVERS SHALL BE CAST WITH A "NO DUMPING DRAINS TO STREAM" MESSAGE AND A FISH SYMBOL. THE SURFACE OF THE MANHOLE COVER SHALL HAVE A NON-SLIP PATTERN.



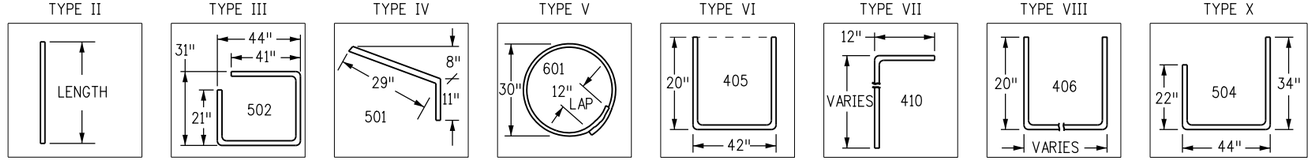


SECTION AT HOLE (TYP.)



CHANNEL LAYOUT DETAILS

SEE CURB FACE ASSEMBLY ON SHEET 1.



BAR BENDING DIAGRAMS ~ (DIMENSIONS ARE OUT-TO-OUT OF BAR)

Computer File Information	
Creation Date: 07/31/19	
Designer Initials: JBK	(R-X)
Last Modification Date: 07/31/19	(R-X)
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Sheet Revisions	
Date:	Comments

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CURB INLET TYPE R

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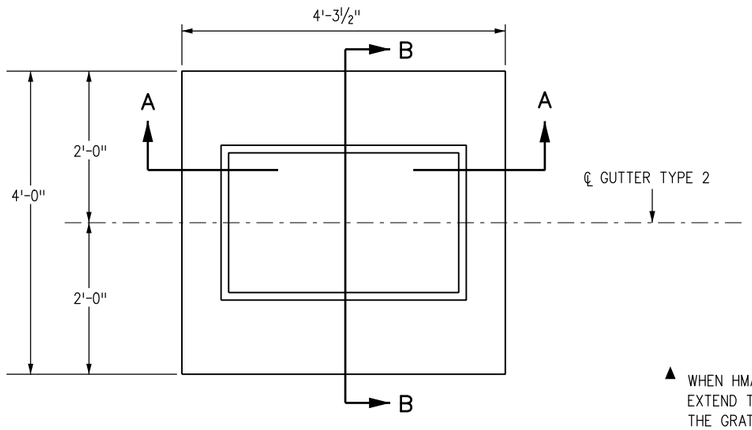
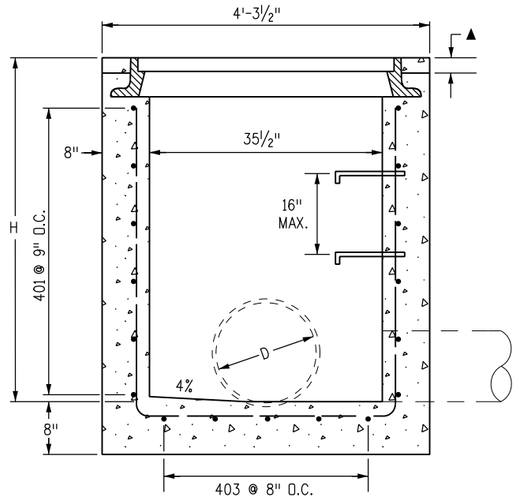
STANDARD PLAN NO.
M-604-12
Standard Sheet No. 2 of 2
Project Sheet Number:



PLAN VIEW

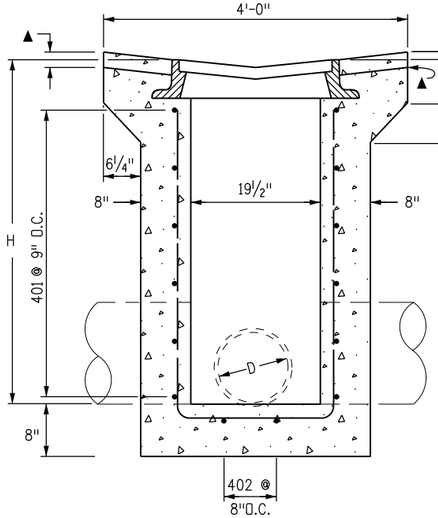
TYPE 13 INLET FOR GUTTER TYPE 2

▲ WHEN HMA MATERIAL IS TO EXTEND TO THE EDGE OF THE GRATING FRAME, CONCRETE MAY BE DEPRESSED.



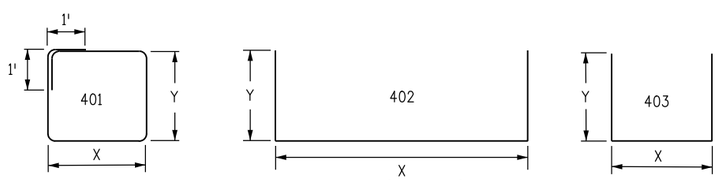
SECTION A-A

D MAX = 30 IN. FOR H > 4 FT.



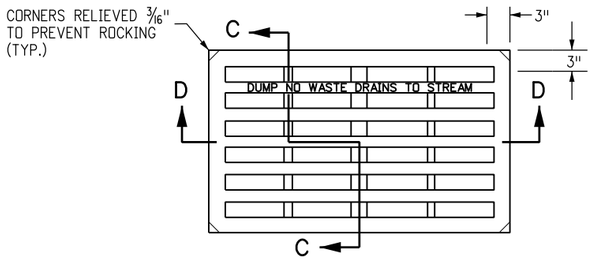
SECTION B-B

D MAX = 18 IN. FOR ALL H

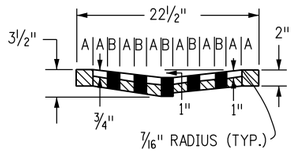


BENDING DIAGRAMS

ALL DIMENSIONS ARE OUT-TO-OUT OF BAR.

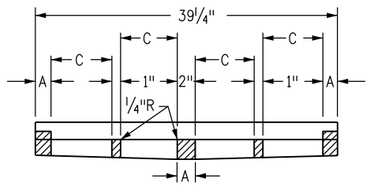


NO. 13 GRATE

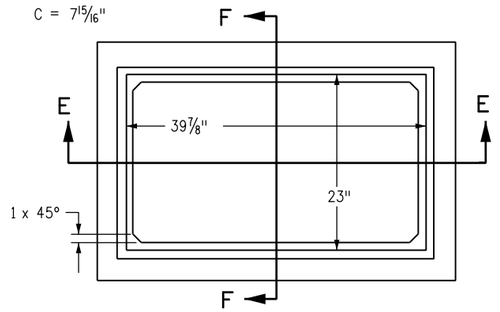


SECTION C-C

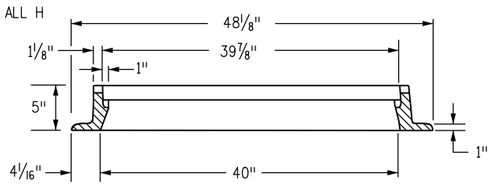
A = 1¾"
B = 1 11/16"
C = 7 15/16"



SECTION D-D

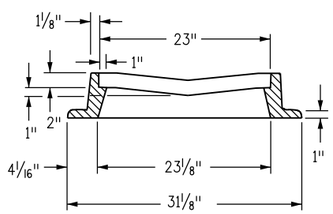


NO. 13 GRATING & FRAMES



SECTION E-E

APPROXIMATE WEIGHT = 590 LBS.



SECTION F-F

GENERAL NOTES

1. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
2. CAST-IN-PLACE CONCRETE WALLS SHALL BE FORMED ON BOTH SIDES.
3. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ OF A INCH.
4. REINFORCING BARS SHALL BE DEFORMED #4 AND SHALL HAVE A 2 INCH MINIMUM CLEARANCE. ALL REINFORCING BARS SHALL BE GRADE 60 AND EPOXY COATED.
5. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" IS EQUAL TO OR GREATER THAN 3 FEET-6 INCHES AND SHALL CONFORM TO AASHTO M 199.
6. ALL GRATES AND FRAMES SHALL BE GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06. GRATES AND FRAMES SHALL BE DESIGNED TO WITHSTAND HS 20 LOADING.
7. STATION POINT IS AT THE CENTER OF THE INLET.
8. GRATE SHALL HAVE "DUMP NO WASTE DRAINS TO STREAM" MESSAGE CAST ON SURFACE.

H	CONCRETE	REINFORCING STEEL	NO. OF 401 BARS REQ'D.	MAXIMUM PIPE I.D.	
				SEC. A-A	SEC. B-B
	CU. YDS.	θ LB.		IN.	IN.
3'-0"	1.3	72	4	18	18
3'-6"	1.5	76	4	24	18
4'-0"	1.6	90	5	30	18
4'-6"	1.8	104	6	30	18
5'-0"	1.9	109	6	30	18
5'-6"	2.1	122	7	30	18
6'-0"	2.2	136	8	30	18
6'-6"	2.4	141	8	30	18
7'-0"	2.5	154	9	30	18
7'-6"	2.7	168	10	30	18
8'-0"	2.8	173	10	30	18
8'-6"	3.0	187	11	30	18
9'-0"	3.1	200	12	30	18
9'-6"	3.3	205	12	30	18
10'-0"	3.4	219	13	30	18

θ INCLUDES 1% FOR OVERRUN.
NOTE: CONCRETE QUANTITIES INCLUDE VOLUME OCCUPIED BY PIPE.

QUANTITIES FOR ONE INLET

MARK	NO. REQ'D.	DIMENSIONS		LENGTH
		X	Y	
401	4	3'-6"	2'-2"	13'-4"
402	2	3'-4½"	* 2'-6½"	8'-5½"
403	5	2'-½"	* 2'-7"	7'-2½"

* ADD 6 IN. TO THIS DIMENSION FOR EACH 6 IN. INCREASE OF "H" OVER 3 FT.-0 IN.

BAR LIST FOR H = 3 FT.-0 IN.

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Designer Initials: JBK	(R-X)		
Last Modification Date: 07/31/19	(R-X)		
Detailer Initials: LTA	(R-X)		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)		

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Project Development Branch JBK

CONCRETE INLET TYPE 13

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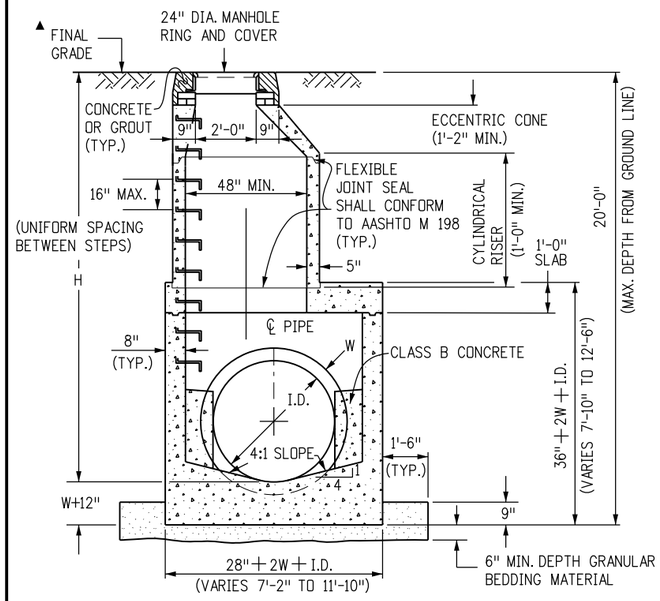
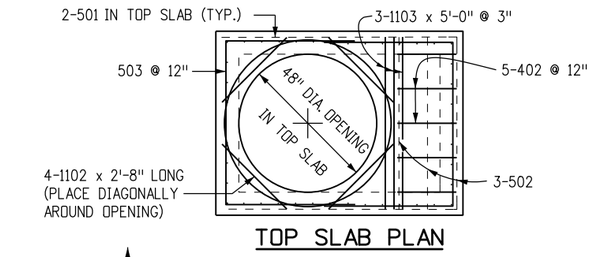
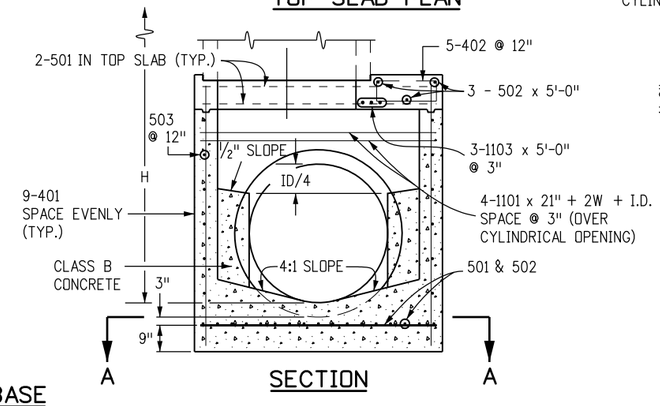
STANDARD PLAN NO.
M-604-13
Standard Sheet No. 1 of 1
Project Sheet Number:



SECTION

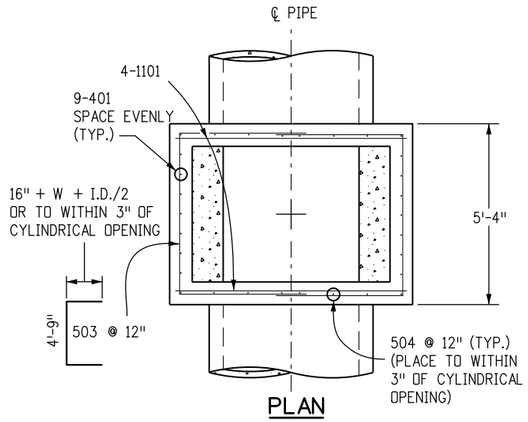


TOP SLAB PLAN

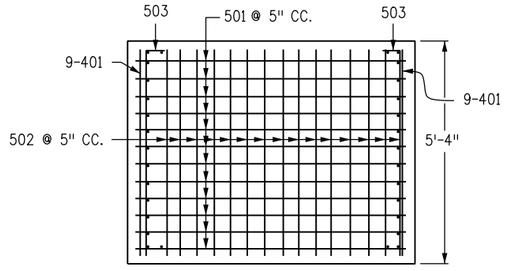


SECTION

MAHHOLE BOX BASE



PLAN



SECTION A-A
(STEEL IN BOTTOM OF BASE)

GENERAL NOTES

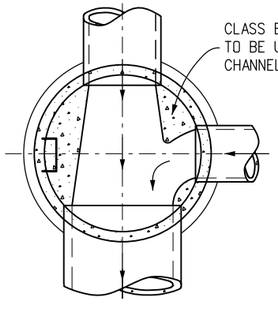
1. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
2. THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE. THE ECCENTRIC CONE MAY BE USED WHEN THE MANHOLE "H" HEIGHT IS AT LEAST 8 FT.
3. THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT. THE FRAME SHALL BE SURROUNDED WITH A CEMENT GROUT IN UNPAVED AREA, OR A CONCRETE COLLAR IN PAVED AREA. SEE DETAILS ON SHEETS 2 AND 3.
4. DESIGN OF BOX BASE IS BASED ON STRAIGHT RUNS OF PIPE OR CHANGE IN DIRECTION OF LESS THAN 45°. SPECIAL DESIGN IS REQUIRED FOR 45° OR GREATER.
5. PRECAST MANHOLES AND REINFORCEMENT SHALL CONFORM TO AASHTO M 199 (ASTM C 478).
6. CAST-IN-PLACE MANHOLES SHALL BE CLASS B CONCRETE.
7. STEPS SHALL BE REQUIRED WHEN THE MANHOLE DEPTH EXCEEDS 3 FT.-6 IN. AND SHALL CONFORM TO AASHTO M 199.
8. ALL REINFORCING STEEL SHALL BE GRADE 60 AND EPOXY COATED. VERTICAL STEEL SHALL BE PLACED AT CENTERLINE OF WALL. ALL BARS SHALL HAVE A 2 IN. MINIMUM CLEARANCE.
9. ALL PIPE ENTRIES INTO THE BASE OF MANHOLE SHALL BE CONNECTED BY OPEN CHANNELIZATION ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. DETAILS SHOWN ARE TYPICAL FOR INSTALLATIONS WITH ALL INVERTS OF SAME RELATIVE ELEVATION. FOR EXCESSIVE ELEVATION DIFFERENCE BETWEEN INVERTS, SPECIAL BASE/CHANNEL DETAILS WILL BE SHOWN ON THE PLANS.
10. FLOW CHANNELS AND INVERTS SHALL BE FORMED BY SHAPING WITH CLASS B CONCRETE OR APPROVED GROUT.
11. STUB-OUTS SHALL EXTEND 2 FT. MINIMUM BEYOND OUTSIDE WALL SURFACE OF MANHOLE AND BE SATISFACTORILY PLUGGED.
12. THE SLOPE OF THE MANHOLE COVER SHALL MATCH THE ROADWAY PROFILE AND CROSS SLOPE.

▲ WHEN FINAL GRADE IS PAVEMENT SURFACE, RECESS MANHOLE RING AND COVER 1/4" MIN. TO 1/2" MAX.

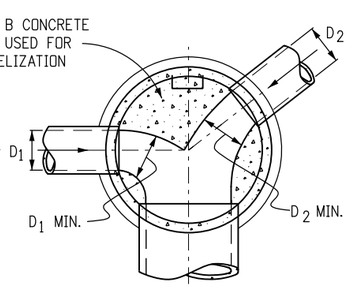
MARK	SIZE	TYPE	WT. #/FT.	BARS	I.D. 54"	60"	66"	72"	84"	96"	FORMULAS
401	4	I	0.668	NO. REQ'D.	18	18	18	18	18	18	401
				LENGTH	8'-1"	8'-8"	9'-3"	9'-10"	11'-0"	12'-2"	BAR LENGTH = 32" + 2W + I.D.
				WEIGHT *	97.2	104.2	111.2	118.2	132.3	146.3	
402	4	III	0.668	NO. REQ'D.	5	5	5	5	5	5	402
				LENGTH	5'-5"	6'-0"	6'-7"	7'-2"	8'-4"	9'-6"	BAR LENGTH = I.D. + 2W
				WEIGHT *	18.1	20.0	22.0	23.9	27.8	31.7	
501	5	I	1.043	NO. REQ'D.	17	17	17	17	17	17	501
				LENGTH	7'-5"	8'-0"	8'-7"	9'-2"	10'-4"	11'-6"	BAR LENGTH = 24" + I.D. + 2W
				WEIGHT *	131.5	141.8	152.2	162.5	183.2	203.9	
502	5	I	1.043	NO. REQ'D.	22	23	25	26	29	32	502
				LENGTH	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	NUMBER BARS REQ'D. = 3 + ((24+I.D.+2W)/@ 5" +1)
				WEIGHT *	114.7	119.9	130.4	135.6	151.2	166.9	
503	5	II	1.043	NO. REQ'D.	16	16	18	18	20	24	503
				LENGTH	12'-10"	13'-5"	14'-0"	14'-7"	15'-9"	16'-11"	NUMBER BARS REQ'D. = 2((13+I.D.+2W)/@ 12" +1)
				WEIGHT *	214.2	223.9	262.8	273.8	328.5	423.5	BAR LENGTH = 4'-9"+2(16+W+I.D./2)
504	5	I	1.043	NO. REQ'D.	12	14	14	16	18	20	504
				LENGTH	8'-1"	8'-8"	9'-3"	9'-10"	11'-0"	12'-2"	NUMBER BARS REQ'D. = 2((2W+I.D.-4)/@ 12" +1)
				WEIGHT *	101.2	126.6	135.1	164.1	206.5	253.8	BAR LENGTH = 32"+2W+I.D.
1101	11	I	5.313	NO. REQ'D.	4	4	4	4	4	4	1101
				LENGTH	7'-2"	7'-9"	8'-4"	8'-11"	10'-1"	11'-3"	BAR LENGTH = 21" + I.D. + 2W
				WEIGHT *	152.3	164.7	177.1	189.5	214.3	239.1	
1102	11	I	5.313	NO. REQ'D.	4	4	4	4	4	4	BENDING
				LENGTH	2'-8"	2'-8"	2'-8"	2'-8"	2'-8"	2'-8"	TYPE I STRAIGHT
				WEIGHT *	56.7	56.7	56.7	56.7	56.7	56.7	
1103	11	I	5.313	NO. REQ'D.	3	3	3	3	3	3	TYPE II 4'-9", 16"+W+I.D./2
				LENGTH	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	
				WEIGHT *	79.7	79.7	79.7	79.7	79.7	79.7	TYPE III 12", 12", 7", I.D.+2W-38"
* REINFORCING STEEL TOTAL					965.6	1,037.5	1,127.2	1,204.0	1,380.2	1,601.6	
CONCRETE - CUBIC YARDS - TOTAL					6.0	6.6	7.3	8.0	9.5	11.1	

NOTE: QUANTITIES ARE BASED ON SAME SIZE PIPE ENTRANCE TO AND EXIT FROM, BASE AND A 4 FT. MANHOLE ENTRANCE INTO TOP SLAB OF BASE.

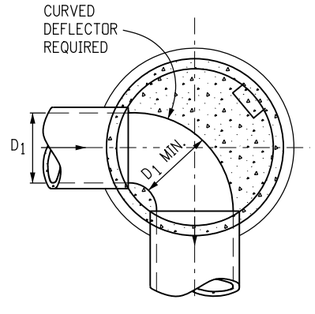
QUANTITIES FOR CONCRETE MANHOLE BOX BASE



THROUGH PIPE ONE LATERAL



ANGLED LATERALS



SHARP ANGLE

TYPICAL CHANNELIZATION DETAILS

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MANHOLES

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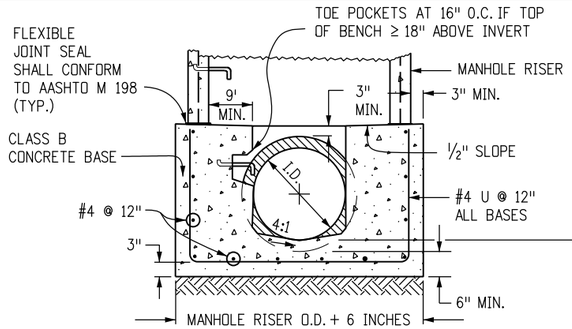
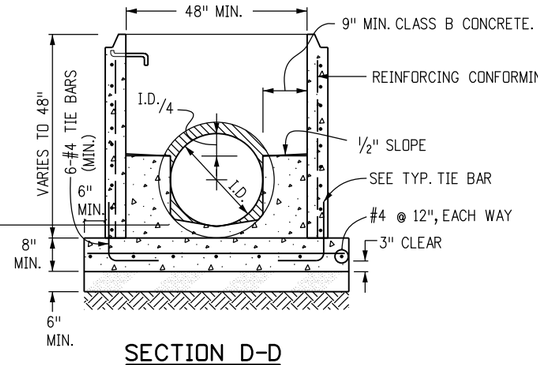


SECTION B-B



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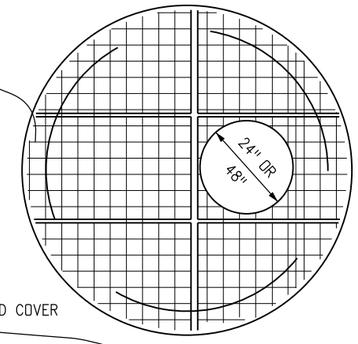
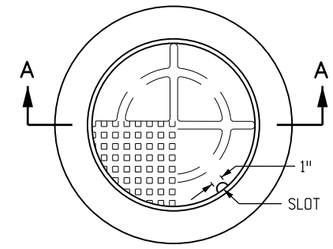
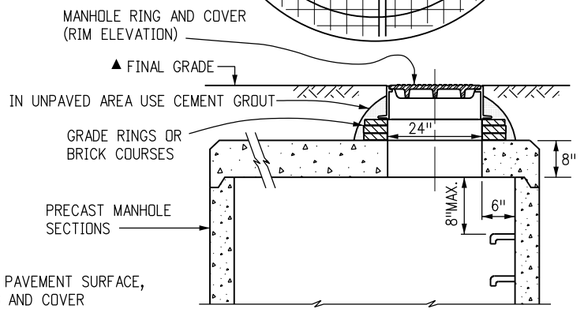
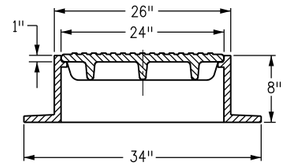






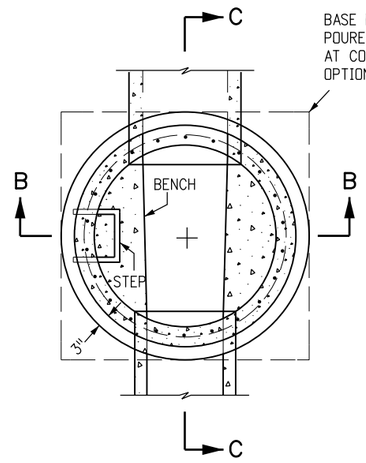
▲ WHEN FINAL GRADE IS PAVEMENT SURFACE, RECESS MANHOLE RING AND COVER ¼" MIN. TO ½" MAX.

FLAT TOP SECTION DETAIL

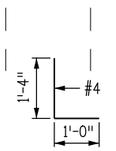


TOTAL WEIGHT: APPROXIMATELY 400 LBS. SHALL BE GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06.

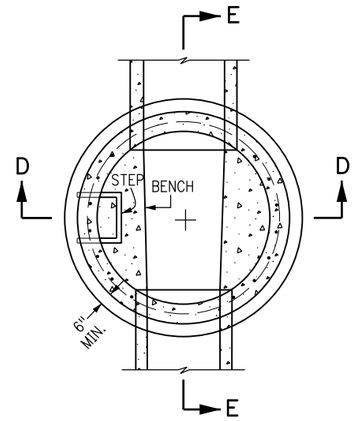
SECTION A-A
MANHOLE RING AND COVER



PLAN



TYPICAL TIE BAR



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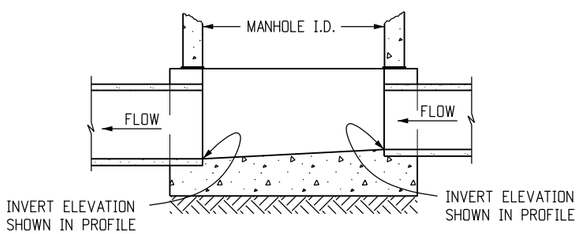
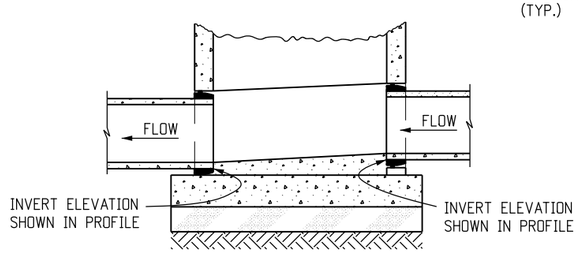
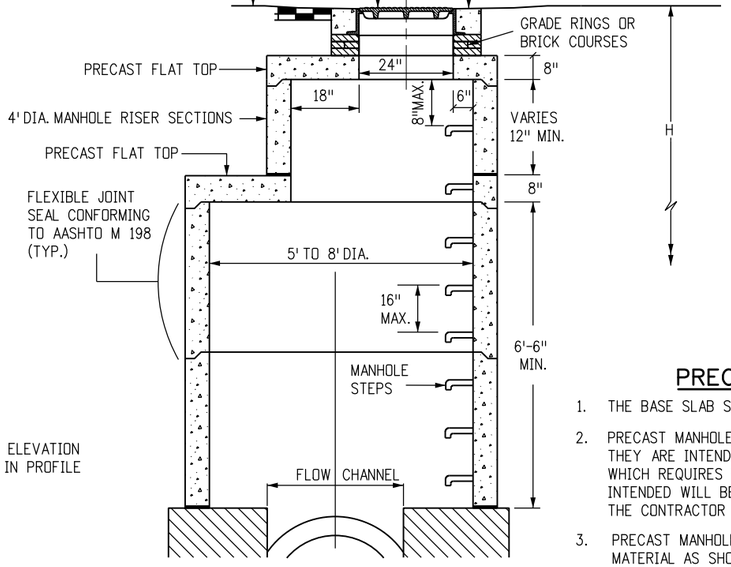


SECTION C-C
CAST-IN-PLACE SLAB BASE



SECTION E-E
PRECAST SLAB BASE



MANHOLE RISER DETAIL

LEGEND

- SUITABLE SUBGRADE
- GRANULAR BEDDING MATERIAL
- CONCRETE

PRECAST MANHOLE BASES NOTES:

1. THE BASE SLAB SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
2. PRECAST MANHOLE BASES SHALL FIT THE CONDITIONS AND LOCATIONS FOR WHICH THEY ARE INTENDED WITHOUT ANY FIELD MODIFICATIONS. ANY MANHOLE BASE WHICH REQUIRES FIELD CUTTING OR MODIFICATION IN ORDER TO FIT THE LOCATIONS INTENDED WILL BE REJECTED BY THE ENGINEER AND REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE DEPARTMENT.
3. PRECAST MANHOLE BASES SHALL BE BEDDED ON AN APPROVED GRANULAR BEDDING MATERIAL AS SHOWN ABOVE.

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MANHOLES

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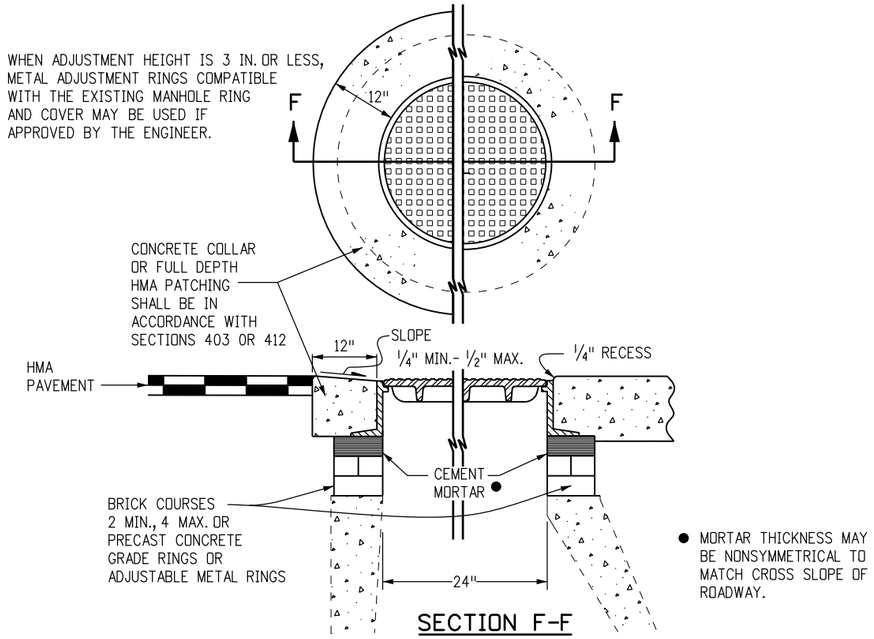
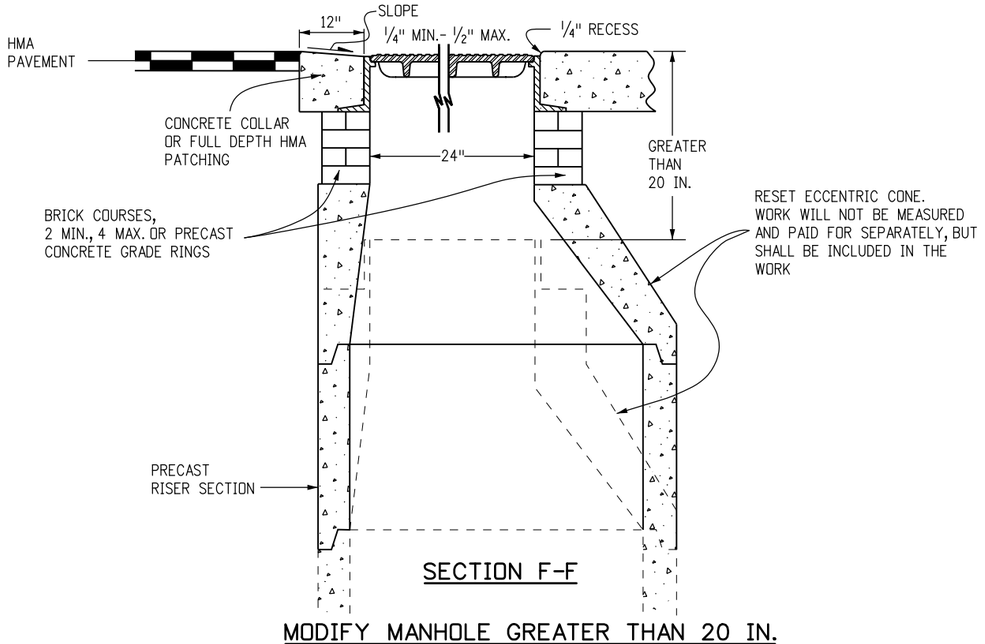


SECTION F-F

ADJUST MANHOLE 20 IN. OR LESS

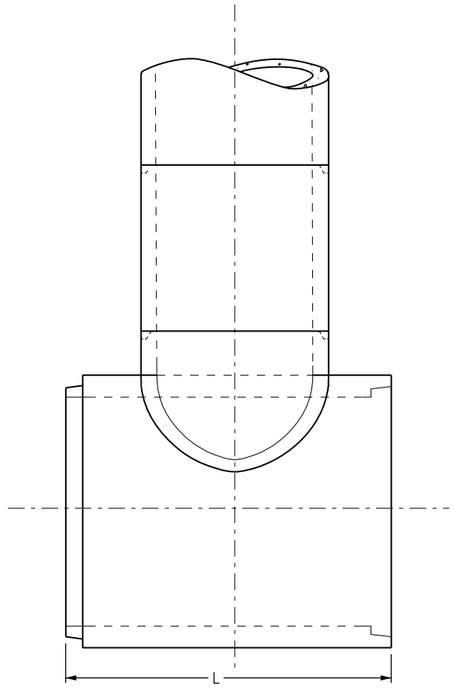


SECTION F-F

MODIFY MANHOLE GREATER THAN 20 IN.

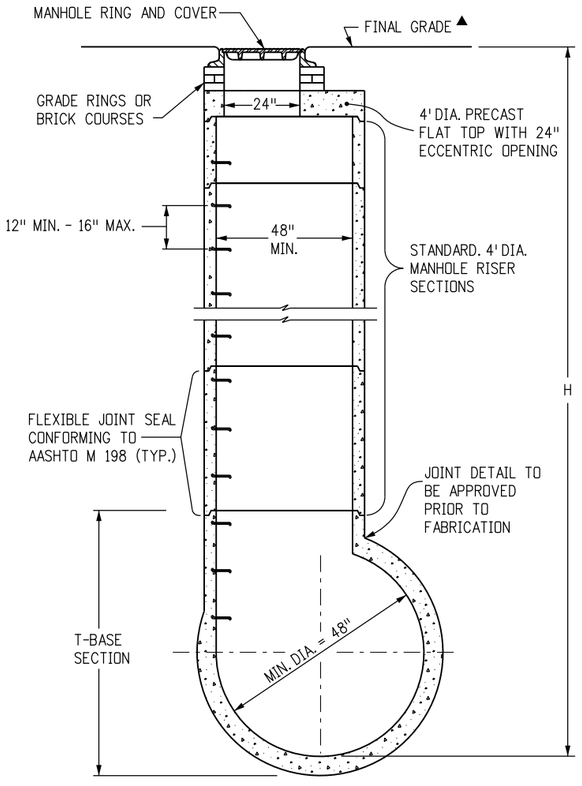
T-BASE MANHOLES NOTES

1. THE T-BASE SECTION SHALL BE SHOP-FABRICATED FOR DELIVERY TO THE CONSTRUCTION SITE AS A COMPLETE UNIT.
2. THESE DETAILS SHOW ONLY THE CONCEPTUAL AND STANDARD DIMENSIONAL REQUIREMENTS FOR TYPE T-BASE MANHOLES. THE CONTRACTOR SHALL FURNISH DETAILED SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. THE DETAILS SHOWN HEREIN APPLY ONLY TO 48 IN. AND GREATER DIAMETER PIPES.
3. EXCEPT FOR CLASS OF PIPE, SPECIFICATIONS FOR THE MANHOLE SHALL BE THE SAME AS THOSE REQUIRED FOR THE ADJOINING PIPE.
4. THE T-BASE SECTION SHALL MAINTAIN ITS INTERNAL SHAPE AND FLOW AREA. GROUTING OR FILLING SHALL BE APPLIED SO AS TO NOT DISTURB THE NORMAL FLOW OR REDUCE THE AREA.



CIRCULAR RIGID PIPE (LONGITUDINAL SECTION)

▲ WHEN FINAL GRADE IS PAVEMENT SURFACE, RECESS MANHOLE RING AND COVER 1/4" MIN. TO 1/2" MAX.



CIRCULAR RIGID PIPE (TRANSVERSE SECTION)

MANHOLE T-BASE

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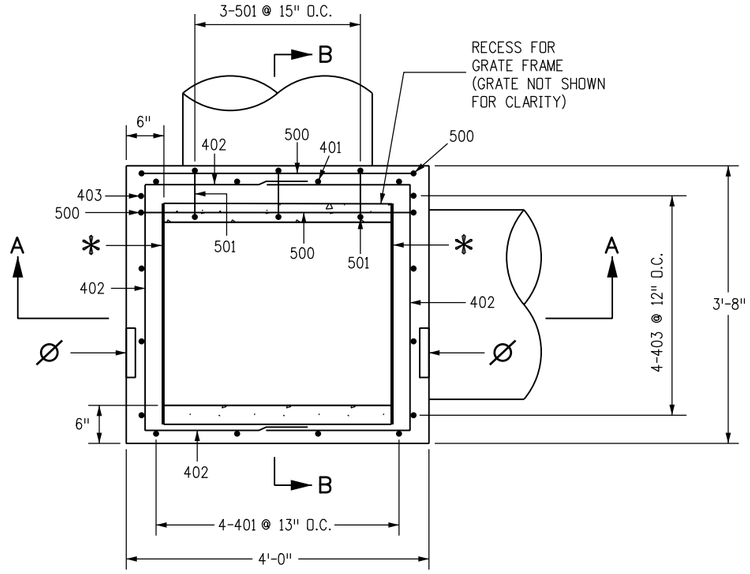
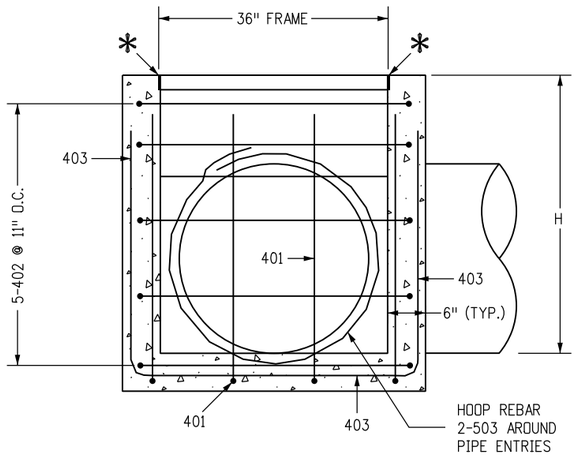


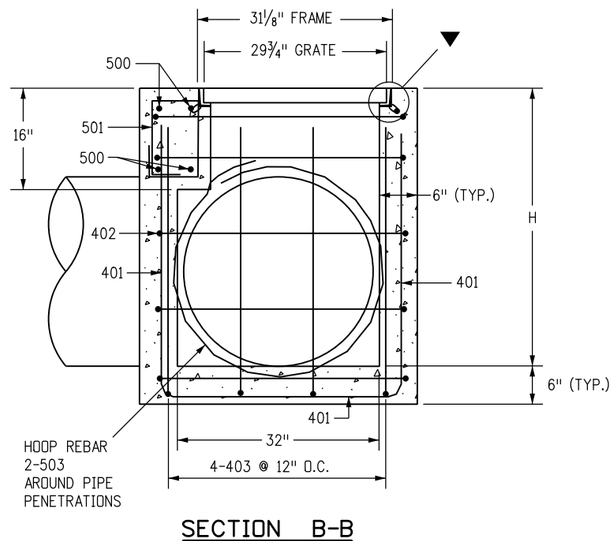
PLAN

GENERAL NOTES

1. FOR THE 32 INCH AND 36 INCH INSIDE INLET DIMENSIONS, THE ALLOWABLE PIPE I.D. IS 30 INCHES OR LESS. FOR THE 72 INCH INSIDE INLET DIMENSION, THE ALLOWABLE PIPE I.D. IS "H" MINUS 18 INCHES, OR LESS, UP TO A MAXIMUM OF 66 INCHES FOR "H" OF 7 FEET OR MORE.
2. ALL CONCRETE SHALL BE CLASS B.
3. INLET MAY BE CAST-IN-PLACE OR PRECAST.
4. REINFORCING BARS SHALL BE #4 UNLESS SHOWN OTHERWISE.
5. ALL REINFORCING BARS SHALL BE GRADE 60 AND EPOXY COATED. REINFORCING BARS SHALL HAVE A MINIMUM CLEARANCE OF 2 IN.
6. ALL EDGE DISTANCES NOT MARKED "CLEAR" ARE TO THE CENTERLINE OF THE BAR.
7. CUT OR BEND REINFORCING BARS AROUND PIPES AS REQUIRED.
8. STEPS SHALL BE REQUIRED WHEN THE INLET DEPTH "H" IS EQUAL TO OR GREATER THAN 4 FT. AND SHALL CONFORM TO AASHTO M 199.
9. THE INVERT OF THE BOX SHALL BE SLOPED TO DRAIN.
10. THE CONTRACTOR SHALL STAMP FLOW ARROWS INTO THE TOP SURFACE OF THE INLET BOX SIDEWALLS TO INDICATE THE DIRECTION OF RUNOFF. THE STAMPED ARROWS SHALL BE 6 IN. LONG, 1 IN. HIGH, AND $\frac{3}{8}$ IN. DEEP. FOR INLETS IN SUMP CONDITIONS, THE STAMPED FLOW ARROWS SHALL INDICATE THE PREDOMINATE DIRECTION OF RUNOFF FLOW.
11. A 4 IN. DIA. STAINLESS STEEL MEDALLION WITH "NO DUMPING DRAINS TO STREAM" OR SIMILAR MESSAGE SHALL BE FIRMLY ATTACHED TO TOP OF THE INLET SURFACE WITH A PERMANENT FASTENER. THE MEDALLION WILL HAVE A FISH SYMBOL AND BLUE COLOR BACKGROUND. ALTERNATIVELY, THIS MESSAGE MAY BE CAST WITH 1 IN. HEIGHT LETTERS INTO THE TOP OF THE INLET'S CONCRETE SURFACE OR SURROUNDING CONCRETE APRON. THE NO DUMPING MESSAGE SHALL BE ELIMINATED FOR INLETS LOCATED WITHIN THE SHOULDER OF CONTROLLED ACCESS FREEWAYS WHEN SPECIFIED IN THE PLANS.



SECTION A-A



SECTION B-B

LEGEND

▼ GRATE TO BE INSTALLED DURING CONSTRUCTION OF THE BOX WITH THE VANE GRATE BOLTED IN PLACE TO THE FRAME.

* TO FACILITATE REMOVAL OF THE GRATE, PLACE PLYWOOD 3 IN. x ¼ IN. x 31-⅜ IN. ALONG EDGE OF THE GRATE AS SHOWN.

Ø FLOW ARROW STAMP IN DIRECTION OF FLOW (TYP.). FLOW →

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VANE GRATE INLET

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Standard Sheet No. 1 of 5
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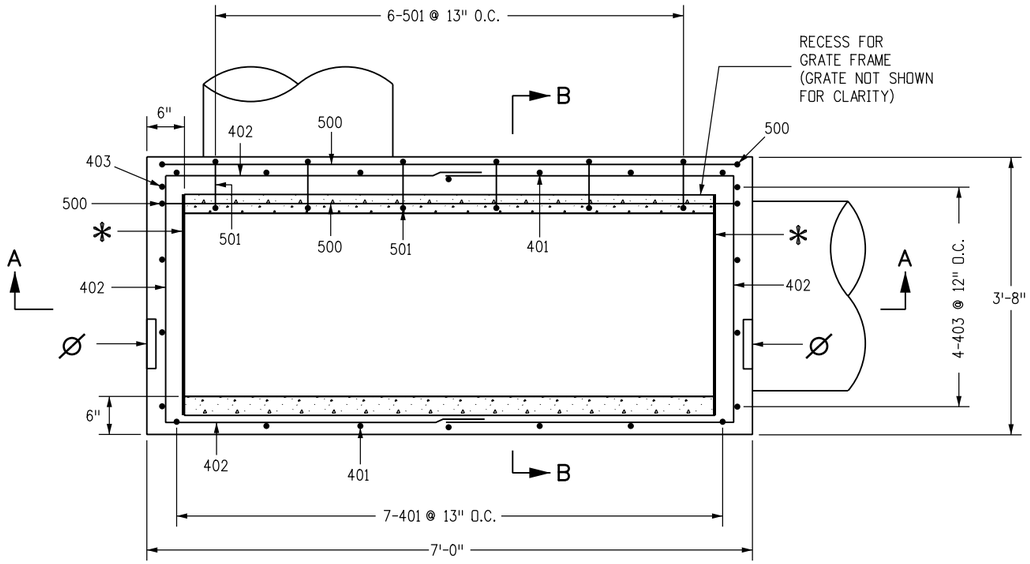
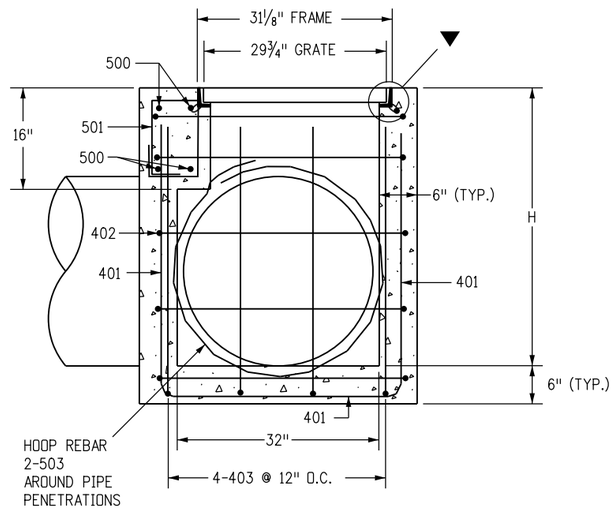
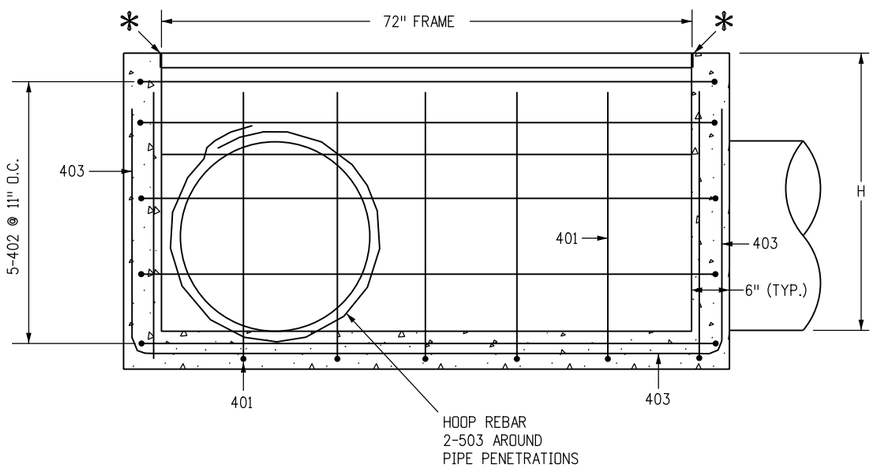


PLAN



SECTION B-B



SECTION A-A

LEGEND

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Ø FLOW ARROW STAMP IN DIRECTION OF FLOW (TYP.). FLOW →

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VANE GRATE INLET

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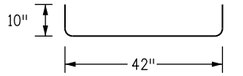

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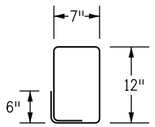

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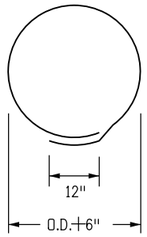

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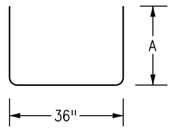
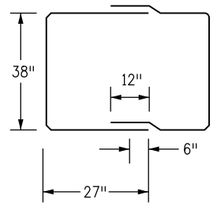


INCREASE DIMENSION "A" 1 IN. FOR EACH 1 IN. INCREASE OF "H" ABOVE 4 FT.

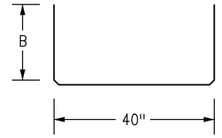
401



(2-402 BARS SHOWN TO INDICATE PROPER PLACEMENT)

ADD TWO BARS FOR EACH 6 IN. INCREASE OF "H" ABOVE 4 FT.

402



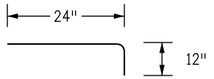
INCREASE DIMENSION "B" 1 IN. FOR EACH 1 IN. INCREASE OF "H" ABOVE 4 FT.

403

36 IN. INLET BOX BENDING DIAGRAM

QUANTITIES FOR ONE 36 IN. INLET

H	NUMBER OF STEPS REQUIRED	CONC. CU. YD.	STEEL LBS.
4'-0"	1	1.3	180
4'-6"	2	1.5	186
5'-0"	2	1.6	201
5'-6"	2	1.7	207
6'-0"	3	1.8	222
6'-6"	3	1.9	227
7'-0"	3	2.1	243
7'-6"	4	2.2	248
8'-0"	4	2.3	263
8'-6"	4	2.4	269
9'-0"	5	2.5	285
9'-6"	5	2.7	289
10'-0"	5	2.8	306
10'-6"	6	2.9	310
11'-0"	6	3.0	326
11'-6"	6	3.1	331



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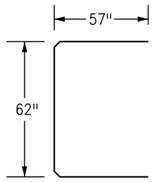

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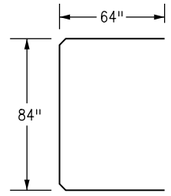


407

INLET APRON BENDING DIAGRAM FOR 36 IN. INLET

MARK	NO. REQ'D	LENGTH (EACH)
405	9	3'-0"
406	1	14'-8"
407	1	17'-8"

BAR LIST FOR CONCRETE APRON

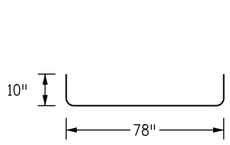
(FOR INFORMATION ONLY)

MARK	NO. REQ'D	HEIGHT "A"	HEIGHT "B"	LENGTH (EACH)
500	4			5'-2"
501	3			4"-2"
503	4			10'-5"
401	4	3'-10"		10'-8"
402	10			7'-8"
403	4		4'-0"	11'-4"

BAR LIST FOR H = 4'-0" 36 IN. INLET

NOTES

1. CONCRETE QUANTITY INCLUDES VOLUME OCCUPIED BY PIPES.
2. REINFORCING STEEL QUANTITY ASSUMES TWO 503 HOOPS FOR EACH 24 IN. PIPE.
3. BARS NUMBERED IN 400 SERIES INDICATES #4 SIZE BAR. BARS NUMBERED IN 500 SERIES INDICATES #5 SIZE BAR.
4. ALL REINFORCING BARS SHALL BE GRADE 40 AND EPOXY COATED.



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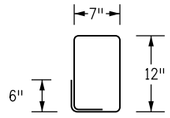

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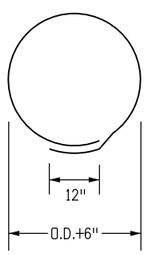

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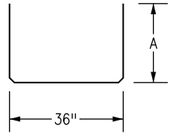
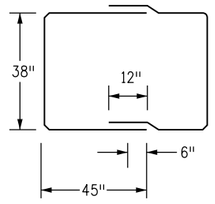


INCREASE DIMENSION "A" 1 IN. FOR EACH 1 IN. INCREASE OF "H" ABOVE 4 FT.

401



(2-402 BARS SHOWN TO INDICATE PROPER PLACEMENT)

ADD TWO BARS FOR EACH 6 IN. INCREASE OF "H" ABOVE 4 FT.

402

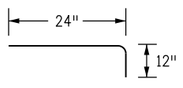
INCREASE DIMENSION "B" 1 IN. FOR EACH 1 IN. INCREASE OF "H" ABOVE 4 FT.

403

72 IN. INLET BOX BENDING DIAGRAM

QUANTITIES FOR ONE 72 IN. INLET

H	NUMBER OF STEPS REQUIRED	CONC. CU. YD.	STEEL LBS.
4'-0"	1	2.1	253
4'-6"	2	2.3	260
5'-0"	2	2.4	282
5'-6"	2	2.6	289
6'-0"	3	2.8	310
6'-6"	3	3.0	318
7'-0"	3	3.2	339
7'-6"	4	3.3	346
8'-0"	4	3.5	369
8'-6"	4	3.7	376
9'-0"	5	3.9	397
9'-6"	5	4.1	405
10'-0"	5	4.2	426
10'-6"	6	4.4	433
11'-0"	6	4.6	455
11'-6"	6	4.8	462



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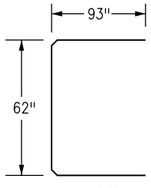

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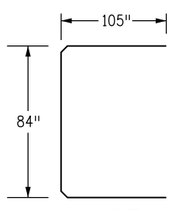

407

INLET APRON BENDING DIAGRAM FOR 72 IN. INLET

MARK	NO. REQ'D	LENGTH (EACH)
405	13	3'-0"
406	1	20'-8"
407	1	24'-6"

BAR LIST FOR CONCRETE APRON

(FOR INFORMATION ONLY)

MARK	NO. REQ'D	HEIGHT "A"	HEIGHT "B"	LENGTH (EACH)
500	4			8'-2"
501	6			4'-2"
503	4			10'-5"
401	7	3'-10"		10'-8"
402	10			10'-8"
403	4		4'-0"	14'-4"

BAR LIST FOR H = 4'-0" 72 IN. INLET

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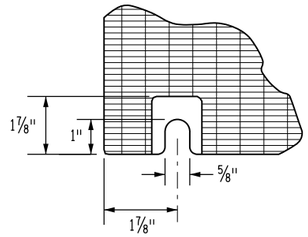
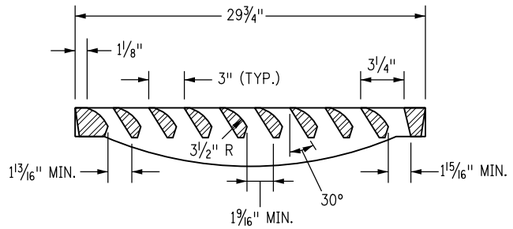
VANE GRATE INLET

Issued by the Project Development Branch: July 31, 2019

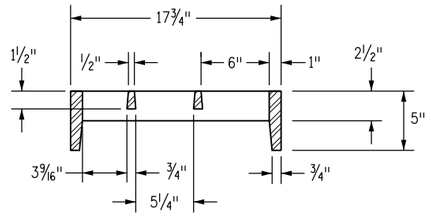
STANDARD PLAN NO.
M-604-25
Standard Sheet No. 3 of 5
Project Sheet Number:



DETAIL A
BOLT SLOT AT CORNER (TYP.)



SECTION A-A



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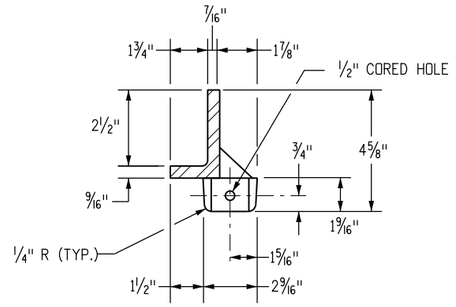
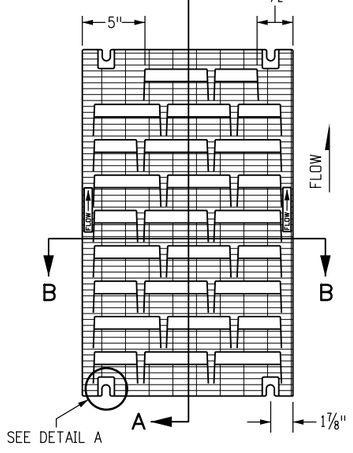


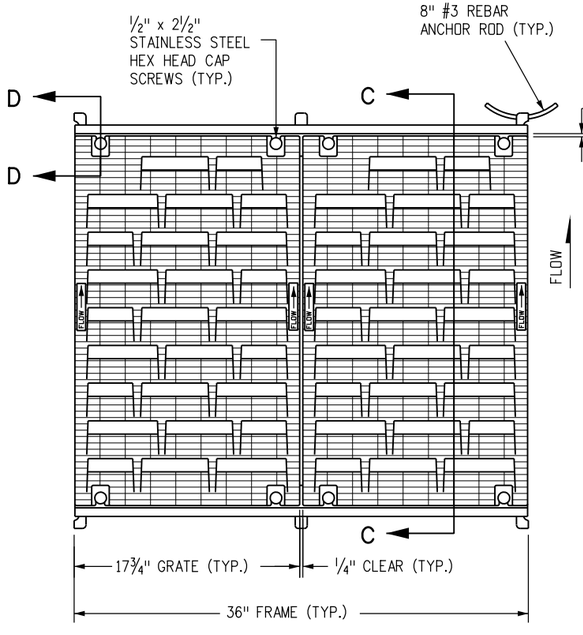
DETAIL B

NOTES

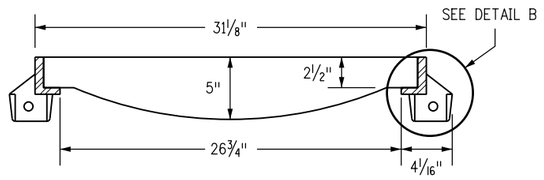
1. FREE OPEN AREA: 190 SQ. IN./GRATE.
2. MATERIAL: CAST GRAY IRON ASTM A-48 CLASS 35B.
3. FINISH: NO PAINT.
4. WEIGHT: GRATE 170 LBS. EACH; FRAME 29 LBS. EACH.
5. ALL REINFORCING BARS SHALL BE EPOXY COATED.



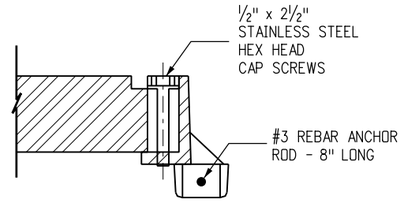
GRATE PLAN



MULTIPLE GRATE WITH FRAME PLAN



SECTION C-C



SECTION D-D

Computer File Information		Sheet Revisions	
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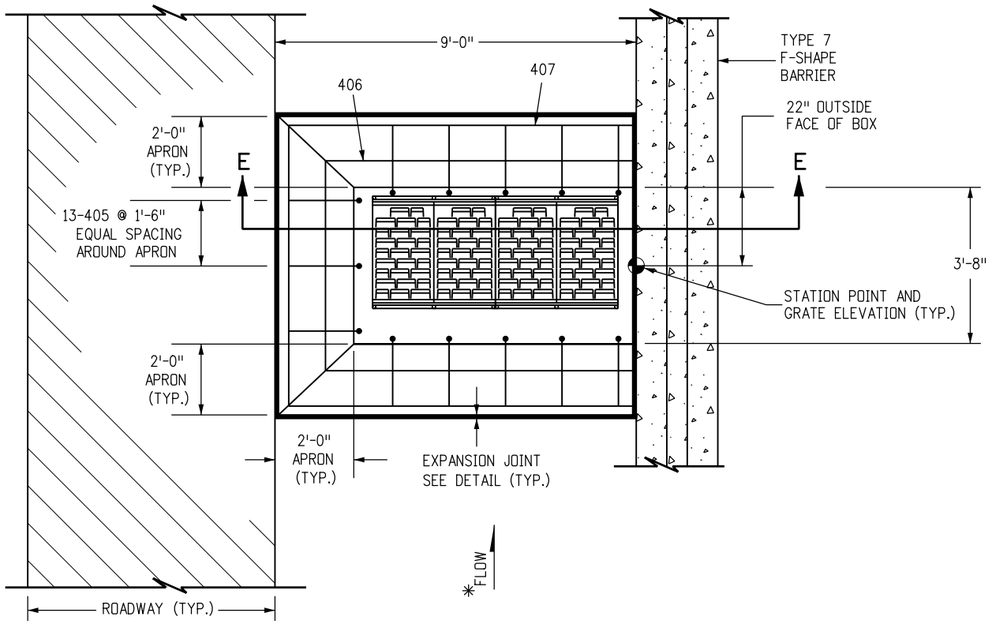
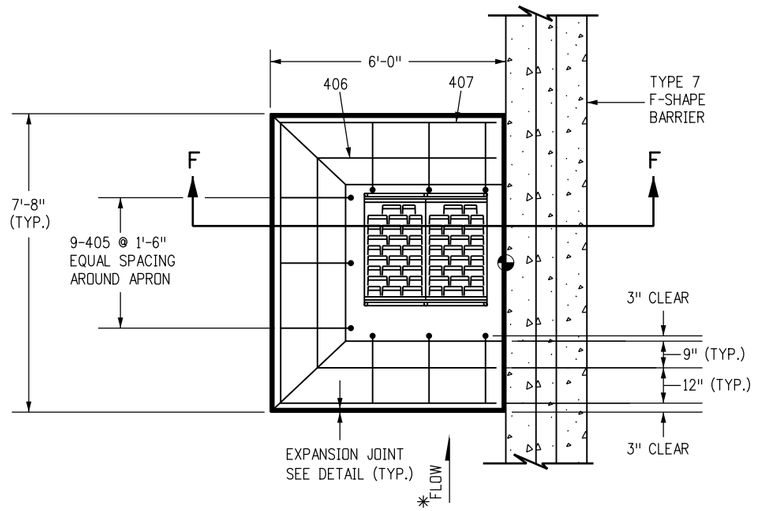
VANE GRATE INLET

Issued by the Project Development Branch: July 31, 2019

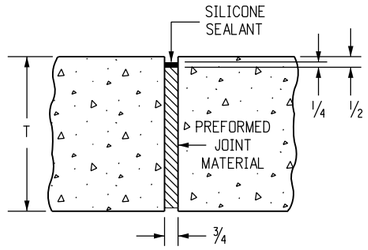
STANDARD PLAN NO.
M-604-25
Standard Sheet No. 4 of 5
Project Sheet Number:



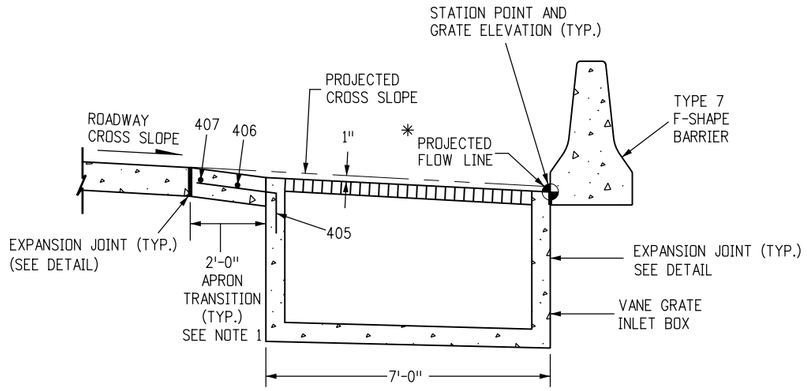
CONCRETE APRON FOR 72 IN. INLET



CONCRETE APRON FOR 36 IN. INLET



EXPANSION JOINT (TYP.)

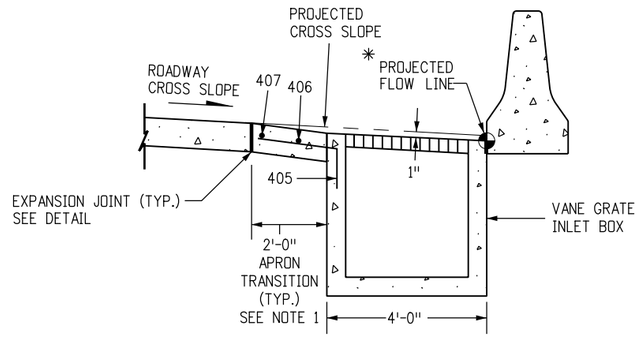


SECTION E-E

NOTES

1. A 2 FT. CONCRETE TRANSITION APRON SHALL BE CONSTRUCTED AS SHOWN AND SHALL BE KEYED INTO THE INLET.
2. CONCRETE APRON SHALL BE THE SAME THICKNESS AND TYPE AS THE SURROUNDING CONCRETE.
3. THE COST OF THE CONCRETE APRON SHALL BE INCLUDED THE COST OF THE INLET.

* IF THE INLET IS OFFSET FROM THE BARRIER, SLOPE THE APRON ADJACENT TO THE BARRIER TO DIRECT FLOW TOWARD THE GRATE.



SECTION F-F

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VANE GRATE INLET

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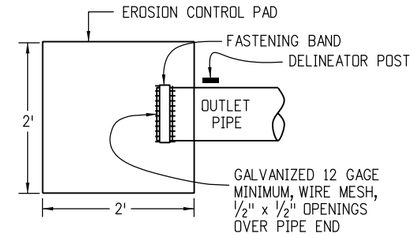
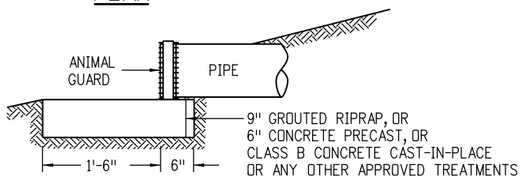
M-604-25
Standard Sheet No. 5 of 5
Project Sheet Number:

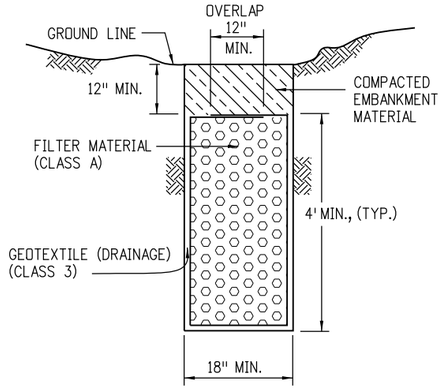


PLAN

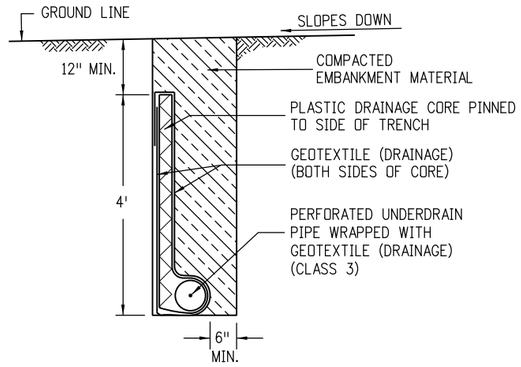


PROFILE

OUTLET PIPE END TREATMENT



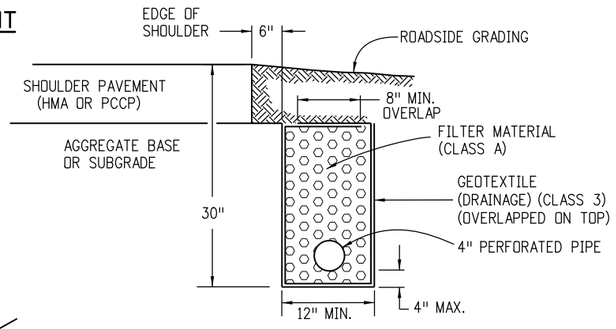
FRENCH DRAIN



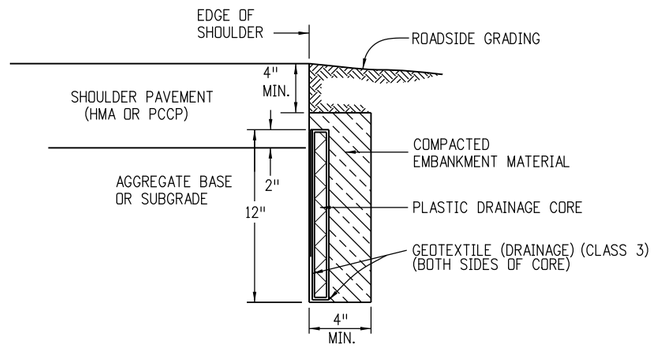
GEOCOMPOSITE UNDERDRAIN

GENERAL NOTES

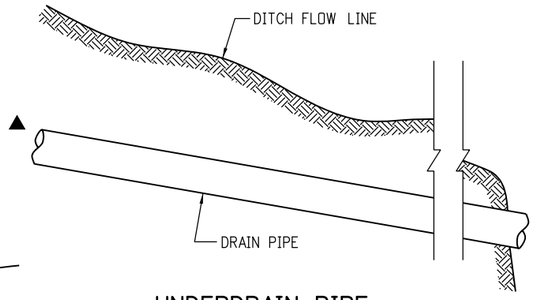
1. THE LOCATION AND GRADE OF SUBSURFACE DRAINS AND OUTLET PIPES WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. OUTLETS FOR THE EDGE DRAINS ARE TO BE SPACED AT MAXIMUM 600 FT. INTERVALS OR AS SHOWN ON THE PLANS. GEOCOMPOSITE OUTLET CONNECTIONS SHALL CONFORM TO MANUFACTURER'S RECOMMENDATIONS.
3. WHERE THE UNDERDRAIN PIPE OUTLETS ONTO A SLOPE OR DITCH, THE OUTLET PIPE END SHALL BE MARKED WITH A DELINEATOR POST, AND HAVE AN ANIMAL GUARD AND AN EROSION CONTROL PAD.
4. THE GEOCOMPOSITE SHALL BE SECURED TO THE WALL OR TO THE TRENCH SIDE TO PREVENT MOVEMENT DURING BACKFILLING.
5. DRAIN HOLES IN RETAINING WALL SHALL BE SPACED AT 10 FT. INTERVALS OR AS SHOWN ON THE PLANS.
6. STRUCTURE EXCAVATION AND BACKFILL LIMITS FOR RETAINING WALLS ARE SHOWN ON STANDARD PLAN M-206-1. ALL EXTRA EXCAVATION AND BACKFILL WORK NECESSARY TO COMPLETE RETAINING WALL, AGGREGATE, AND GEOCOMPOSITE DRAINS IS INCLUDED IN THE DRAIN WORK.
7. FILTER MATERIAL SHALL BE TAMPED WITH A LIGHT VIBRATORY TAMPER PRIOR TO OVERLAPPING THE GEOTEXTILE FABRIC.
8. THE EDGE DRAIN TRENCH SHALL BE CONSTRUCTED AFTER PLACEMENT OF THE AGGREGATE BASE AND SUBBASE.



PIPE EDGE DRAIN



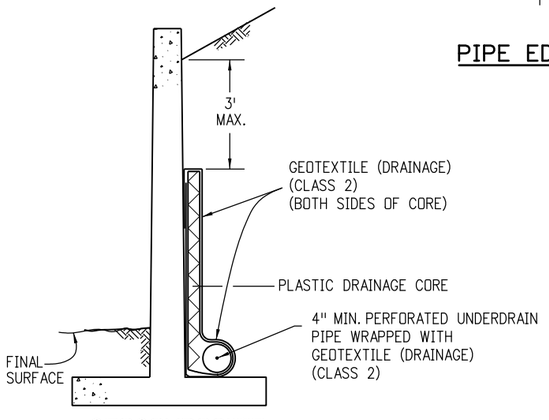
GEOCOMPOSITE EDGE DRAIN



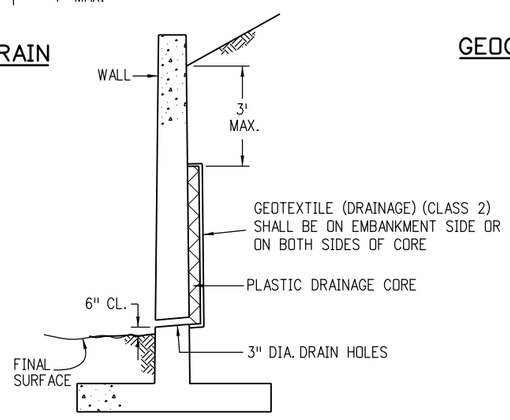
UNDERDRAIN PIPE

FLOWLINE OF PIPE SHALL FOLLOW ESTABLISHED GRADE AND NOT NATURAL SLOPE OF GROUND LINE.

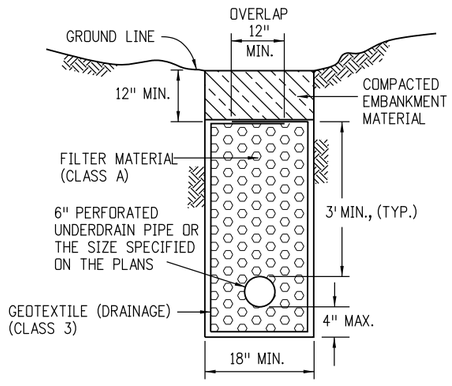
▲ THE SLOPE OF PERFORATED UNDERDRAIN PIPES AND NON-PERFORATED UNDERDRAIN PIPES SHALL BE UNIFORM.



GEOCOMPOSITE DRAIN WITH PIPE



GEOCOMPOSITE DRAIN WITHOUT PIPE



PIPE UNDERDRAIN

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SUBSURFACE DRAINS

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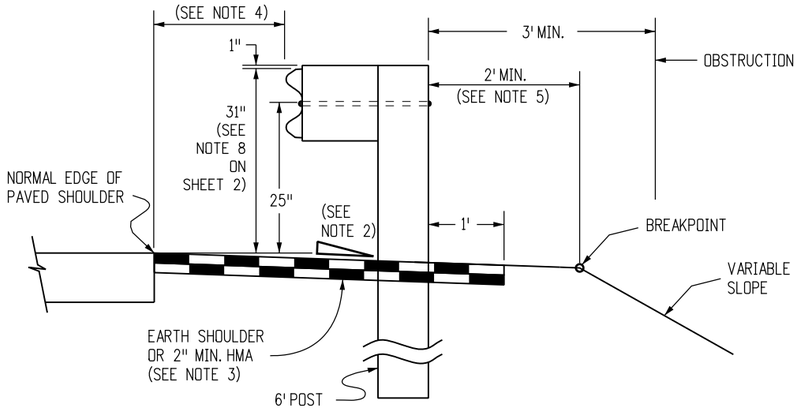
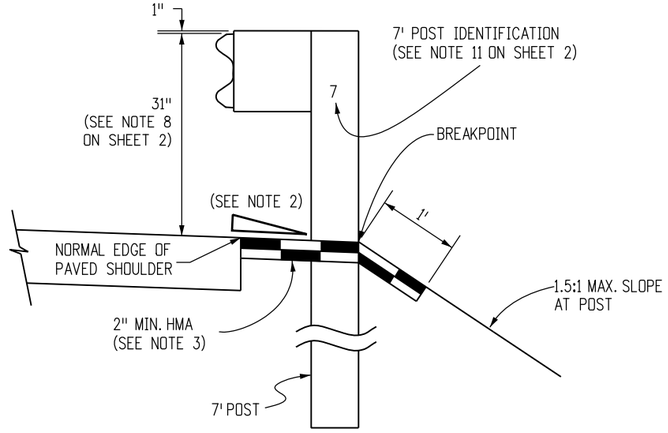
M-605-1
Standard Sheet No. 1 of 1
Project Sheet Number:

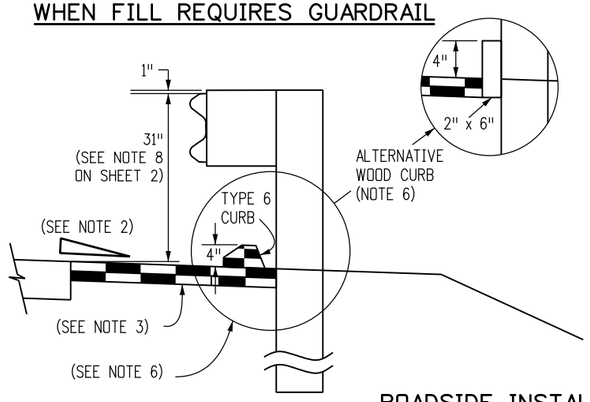


NORMAL ROADSIDE INSTALLATION WHEN FILL REQUIRES GUARDRAIL

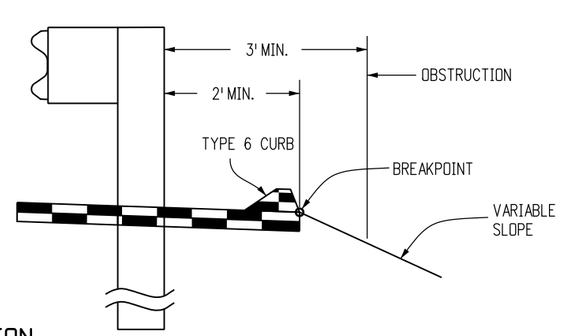


RESTRICTIVE ROADSIDE INSTALLATION WITH 7 FOOT GUARDRAIL POSTS

(SEE NOTE 5)

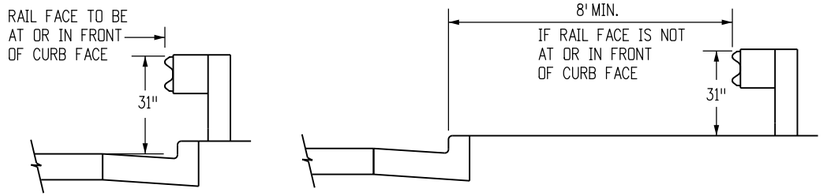


OPTION A



OPTION B (PREFERRED)

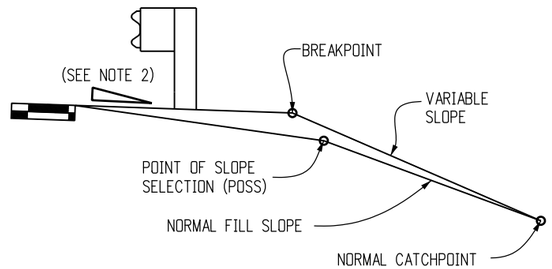
ROADSIDE INSTALLATION WITH EROSION CONTROL CURB



URBAN ROADSIDE INSTALLATION WITH CURB AND GUTTER

LOCATION	SPACING
ALL LOCATIONS EXCEPT BRIDGE RAIL LOCATIONS	6'-3"
BRIDGE OR STRUCTURE APPROACH	SEE SHEETS 11 & 19

NORMAL CENTER-TO-CENTER POST SPACING



EMBANKMENT WITH GUARDRAIL

(NOTE: THE CATCHPOINT REMAINS THE SAME AS THAT FOR "NORMAL" FILL SLOPE. FOR THE WIDER "Z" DISTANCES, THE VARIABLE SLOPE MAY "CATCH" AT THE POSS.)

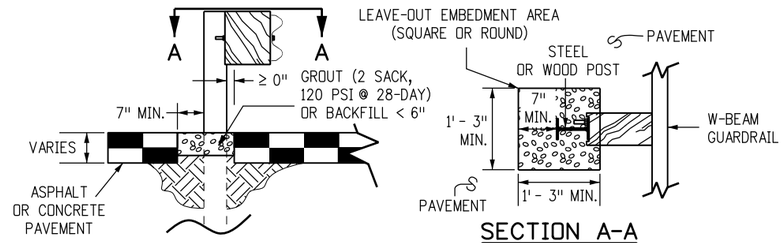
GENERAL NOTES (CONTINUE ON SHEET 2)

1. TOLERANCE FOR TOP OF GUARDRAIL BEAM IS ±1 IN.
2. RATE OF SLOPE DEPENDS ON GUARDRAIL LOCATION:
   A. FOR GUARDRAIL FACE 2 FT. OR LESS FROM THE NORMAL EDGE OF PAVED SHOULDER, CONTINUE THE RATE OF SLOPE OF THE NORMAL PAVED SHOULDER TO THE BREAKPOINT.
   B. FOR GUARDRAIL FACE MORE THAN 2 FT. FROM THE NORMAL EDGE OF THE PAVED SHOULDER, THE SLOPE SHALL BE 10:1 OR FLATTER.
3. WHEN SPECIFIED ON THE PLANS, EXTEND A 2 IN. MINIMUM THICKNESS PAVED SURFACE TO 1 FT. BEHIND THE GUARDRAIL POSTS OR TO THE EROSION CONTROL CURB AS SHOWN ON PLANS. ASPHALT CUTTING & PATCHING OR OTHER APPROVED METHOD SHALL BE USED TO MINIMIZE DAMAGE TO ALL PAVED SURFACES UNDER GUARDRAIL INSTALLATIONS. ALL REPAIRS TO THE PAVED AREA WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK. A MINIMUM 3 IN. THICK FIBER REINFORCED CONCRETE PAVEMENT MAY ALSO BE USED FOR PAVING BENEATH THE GUARDRAIL. INSTALL THE POST IN A ½ IN. OVERSIZED FORMED HOLE FOR GUARDRAIL RUNS AND TERMINALS AS DIRECTED. PAYMENT FOR THIS PAVED SURFACE WILL BE MADE UNDER A PAVEMENT OR CONCRETE PAY ITEM WITH QUANTITIES SHOWN ON THE PLANS.
4. THE MINIMUM GUARDRAIL OFFSET FROM PAVED SHOULDER EDGE SHALL BE:
   0 FT. FOR SHOULDERS 8 FT. OR WIDER
   2 FT. FOR SHOULDERS 6 FT. OR LESS

   THE GUARDRAIL OFFSET FROM PAVED INSIDE SHOULDER EDGE OF A DIVIDED HIGHWAY SHALL BE;
   0 FT. MINIMUM FOR SHOULDERS 6 FT. OR WIDER
   2 FT. DESIRABLE FOR 4 FT. SHOULDERS

   THE ABOVE 2 FT. GUARDRAIL TO SHOULDER OFFSET IS DESIRABLE BUT NOT REQUIRED FOR:
   A. FOR AN EXISTING HIGHWAY WITH A DESIGN SPEED LESS THAN 50 MPH, THE MINIMUM OFFSET IS 4 FT. FROM THE TRAVELED WAY.
   B. FOR A ONE-WAY ONE-LANE RAMP, AND WHERE ONE OR MORE OF THE FOLLOWING ARE TRUE:
      (1) THE NON-OFFSET GUARDRAIL BEGINS AT LEAST 100 FT. BEYOND RAMP NOSE.
      (2) THE NON-OFFSET GUARDRAIL IS NOT LOCATED ON THE RAMP EXIT OR ENTRANCE CURVE CONNECTION TO THE MAJOR HIGHWAY.
      (3) THE RAMP SHOULDERS ARE 4 FT. OR WIDER.

   USE OF GREATER THAN MINIMUM OFFSET DIMENSIONS IS ENCOURAGED TO MEET THE DESIRABLE GOAL OF PLACING THE GUARDRAIL AS FAR AS POSSIBLE FROM THE TRAVEL WAY, EVEN FOR SHORT DISTANCES, WHILE PROVIDING A SMOOTH CHANGE IN GUARDRAIL ALIGNMENT.
5. IF 2 FT. CANNOT BE PROVIDED BETWEEN THE BACK OF THE GUARDRAIL POST AND THE BREAKPOINT, USE 7 FT. GUARDRAIL POSTS. REFER TO THE "RESTRICTIVE ROADSIDE INSTALLATION" DETAIL.
6. WHEN SPECIFIED ON THE PLANS, INSTALL 4 IN. HIGH TYPE 6 CURB WITH ITS FACE AT OR BEHIND THE RAIL FACE. AS AN ALTERNATIVE WHEN SPECIFIED ON THE PLANS, INSTALL A 2 IN. x 6 IN. TREATED (AASHTO M 133) WOOD CURB. FASTEN WITH A 4 IN. LAG BOLT AND WASHER AT EACH WOOD POST, OR WITH A 1#4 IN. DIA. BOLT WITH WASHER AND NUT AT EACH STEEL POST. IF THE 2 IN. x 6 IN. WOOD CURB IS SPECIFIED, IT WILL BE INCLUDED IN THE COST OF THE GUARDRAIL. IF APPROVED BY THE ENGINEER, A 2 IN. x 4 IN. TREATED WOOD CURB MAY BE SUBSTITUTED FOR THE 2 IN. x 6 IN. CURB AND SET ON TOP OF PAVEMENT SURFACE AND ATTACHED AS DESCRIBED ABOVE. NO SPLICING SHALL BE ALLOWED IN WOOD CURBS. ADJACENT BOARDS SHALL BE BUTTED TOGETHER AND BOLTED AT A POST LOCATION. JOINTS SHALL BE LOCATED AT THE POSTS.



SECTION A-A

LEAVE-OUT AREA FOR GUARDRAIL POSTS LOCATED IN PAVEMENT

NOTE: LEAVE-OUT AREAS SHALL BE PROVIDED FOR ALL GUARDRAIL POSTS LOCATED IN PAVEMENT TO ALLOW THE POSTS TO ROTATE IN THEIR EMBEDMENT SUCH THAT VEHICLE IMPACT LOADS ARE DISTRIBUTED THROUGH THE POST INTO THE EMBEDMENT MATERIAL PRIOR TO THE POSTS BREAKING PREMATURELY.

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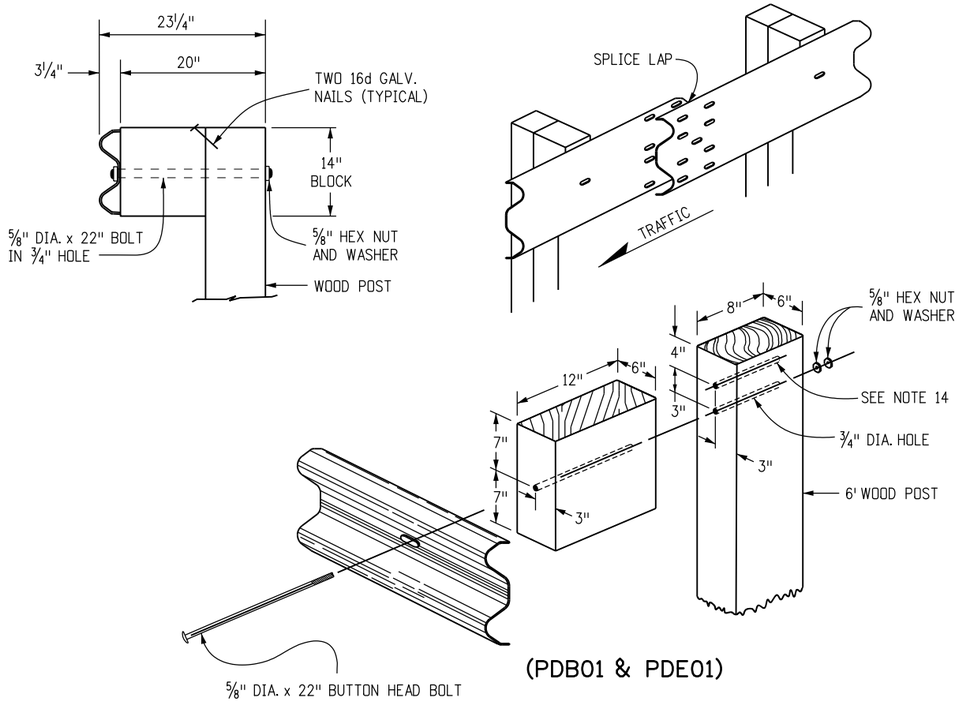
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

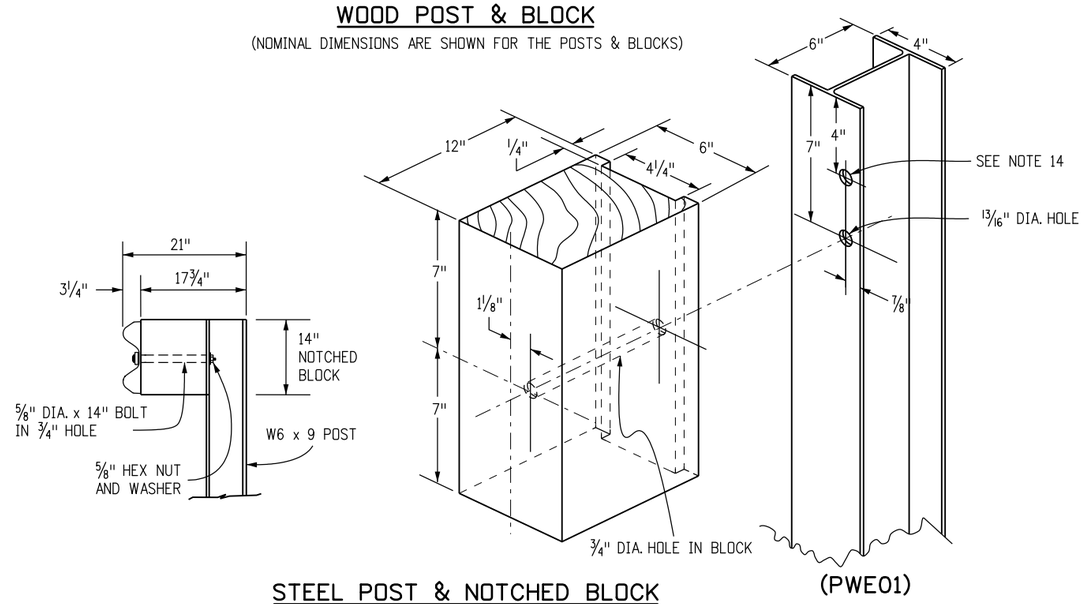
STANDARD PLAN NO.
M-606-1
Standard Sheet No. 1 of 19
Project Sheet Number:



(PDB01 & PDE01)

WOOD POST & BLOCK

(NOMINAL DIMENSIONS ARE SHOWN FOR THE POSTS & BLOCKS)



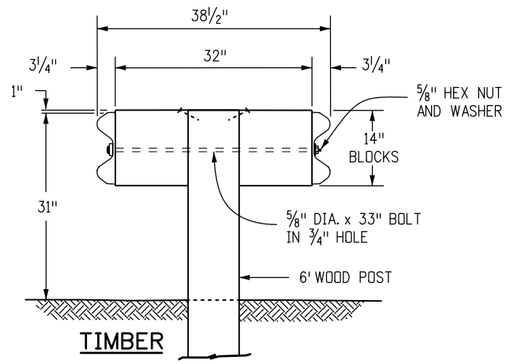
(PWE01)

STEEL POST & NOTCHED BLOCK

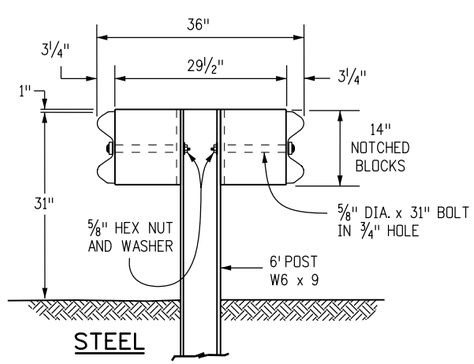
(NOMINAL DIMENSIONS ARE SHOWN FOR THE POSTS & BLOCKS)

GENERAL NOTES (CONTINUED FROM SHEET 1)

7. SEE SHEETS 7 AND 9 FOR CURB TREATMENTS AT GUARDRAIL TERMINALS.
8. IF THIS DIMENSION WILL BE LESS THAN 28 INCHES, RESET GUARDRAIL HEIGHT TO 28 INCHES OR ABOVE.
9. ALL W-BEAM SPLICES, AND SPLICES OF TERMINAL CONNECTORS TO W-BEAM SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC UNLESS OTHERWISE NOTED IN THE PLANS OR BY THE MANUFACTURER.
10. MATERIAL TYPE AND SHAPE OF POSTS AND BLOCKS SHALL BE THE SAME THROUGHOUT THE PROJECT EXCEPT WHEN SPECIFIC POSTS AND BLOCKS ARE SPECIFIED, i.e. AT END ANCHORAGES AND BOX CULVERTS.
11. WHEN SPECIFIED IN THE CONTRACT, 7 FT. POSTS SHALL BE INSTALLED INSTEAD OF THE STANDARD 6 FT. POSTS. THE 7 FT. POSTS SHALL BE MARKED WITH THE NUMBER 7 TO ENSURE PERMANENT INDENTIFICATION. STEEL POSTS SHALL BE STAMPED PRIOR TO GALVANIZING. THE NUMBER 7 SHALL BE A MINIMUM 2 IN. TALL AND LOCATED AS SHOWN ON THE ELEVATION VIEW ON SHEET 1.
12. THE STANDARD 3 IN. X 1¾ IN. X 3/16 IN. RECTANGULAR WASHER USED UNDER POST BOLT HEADS IN THE PAST MAY REMAIN IN EXISTING INSTALLATIONS BUT SHALL NOT BE USED IN NEW CONSTRUCTION, REPAIRS, OR RESETTING OF RAIL, EXCEPT WHEN SPECIFICALLY IDENTIFIED ON THE STANDARD PLAN.
13. STANDARD GALVANIZED ROUND STEEL WASHERS SHALL BE USED UNDER ALL NUTS IN CONTACT WITH WOOD POSTS.
14. AN ADDITIONAL HOLE SHALL BE PROVIDED IN THE POSTS TO FACILITATE FUTURE RAISING OF THE RAIL ELEMENTS AND BLOCKS FOR OVERLAYS. POSTS PROVIDED MAY ALSO HAVE ADDITIONAL HOLES (UP TO 4 PER FLANGE) FOR MEDIAN GUARDRAIL APPLICATION.
15. RETROREFLECTOR TABS SHALL BE INSTALLED AT 25 FT. INTERVALS (SEE SHEETS 6 AND 8 FOR EXCEPTIONS). RETROREFLECTOR TABS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK. THE TABS SHALL BE INSTALLED ON SPLICE BOLTS, NOT ON POST BOLTS AND SHALL BE MOUNTED SO THE BOLT SLOT FACES AWAY FROM TRAFFIC, AND THE RETROREFLECTOR SURFACE FACES THE APPROACHING TRAFFIC FOR ONE-WAY ROADS. FOR TWO-WAY ROADS, BOTH SIDES OF THE TABS SHALL BE RETROREFLECTIVE, SO THAT DELINEATION IS PROVIDED FOR BOTH DIRECTIONS OF TRAVEL. THE RETROREFLECTIVE SHEETING COLOR SHALL MATCH THE COLOR OF THE ADJACENT TRAVEL WAY EDGE LINE. SEE THE RETROREFLECTOR TAB DETAIL ON SHEET 3.
16. AT THE TIME OF INSTALLATION, WOOD POSTS OR BLOCKS WITH SEASONING CHECKS GREATER THAN ¼ IN. SHALL NOT BE USED WHEN THE CHECK EXTENDS THE FULL LENGTH OF THE PIECE.
17. WOOD BLOCKS SHALL BE CUT FROM THE SAME CROSS-SECTION, SPECIES, AND GRADE, AND SHALL RECEIVE THE SAME PRESERVATIVE TREATMENT AS THE POSTS WHEN WOOD POSTS ARE USED.
18. REFERENCES SUCH AS "00PDB01", "00PDE01", AND "00PWE01" IN THIS STANDARD PLAN SPECIFY HARDWARE DETAILS FROM "00A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE" PREPARED BY THE AASHTO-AGC-ARTBA JOINT COOPERATIVE COMMITTEE.
19. RAIL BLOCKS MANUFACTURED FROM SYNTHETIC MATERIAL WILL BE ACCEPTED AS ALTERNATIVES TO WOOD BLOCKS FOR USE WITH STEEL POSTS PROVIDED THAT THE BLOCKS HAVE RECEIVED FHWA APPROVAL.
20. WOOD POSTS SHALL BE MADE OF TIMBER WITH AN EXTREME FIBER STRESS IN BENDING OF 1200 PSI STRESS GRADING AND POST DIMENSIONS SHALL CONFORM WITH THE RULES OF THE WEST COAST INSPECTION BUREAU, OR THE SOUTHERN PINE BUREAU, OR THE WESTERN WOOD PRODUCTS ASSOCIATION. TIMBER FOR POSTS SHALL BE EITHER ROUGH SAWN (UNPLANED) OR S4S (SURFACED FOUR SIDES) WITH NOMINAL DIMENSIONS INDICATED. ONLY ONE TYPE OF SURFACE FINISH SHALL BE USED FOR POSTS AND BLOCKS IN ANY ONE CONTINUOUS LENGTH OF GUARDRAIL.
21. GLULAM POSTS AND BLOCKS WILL BE ACCEPTED AS ALTERNATIVES PROVIDED THAT THE SUPPLIED MATERIALS HAVE RECEIVED FHWA APPROVAL AND ARE CERTIFIED AS IDENTICAL TO THE SPECIMENS USED FOR TESTING AND APPROVAL.
22. PRESSURE TREATMENT OF POSTS AND BLOCKS SHALL CONFORM TO AASHTO M 133 EXCEPT THAT BLOCKS NEED NOT BE INCISED. PRESERVATION ASSAY RETENTION REPORTS SHALL BE SUBMITTED TO THE ENGINEER. THE CONTRACTOR SHALL CERTIFY THAT THE SPECIES AND GRADE MEET THE REQUIREMENTS OF THE CONTRACT.
23. W-BEAM AND THRIE-BEAM GUARDRAIL POSTS SHALL BE MANUFACTURED USING AASHTO M 270 (ASTM A 709) GRADE 36 STEEL UNLESS CORROSION RESISTANT STEEL IS REQUIRED, IN WHICH CASE THE POST SHALL BE MANUFACTURED FROM AASHTO M 270 (ASTM A 709) GRADE 50W STEEL. THE DIMENSIONS OF THE CROSS-SECTION SHALL CONFORM TO A W6 X 9 SECTION AS DEFINED IN AASHTO M 160 (ASTM A 6). W6 X 8.5 WIDE FLANGE STEEL POSTS ARE AN ACCEPTABLE ALTERNATIVE TO THE W6 X 9.
24. AFTER THE SECTION IS CUT AND ALL HOLES ARE DRILLED OR PUNCHED THE COMPONENT SHALL BE ZINC-COATED CONFORMING TO AASHTO M 111 (ASTM A 123) UNLESS CORROSION-RESISTANT STEEL IS USED. WHEN CORROSION-RESISTANT STEEL IS USED THE PORTION OF THE POST TO BE EMBEDDED IN SOIL SHALL BE ZINC-COATED CONFORMING TO AASHTO M 111 (ASTM A 123) AND THE PORTION ABOVE THE SOIL SHALL NOT BE ZINC-COATED, PAINTED OR OTHERWISE TREATED.
25. FIELD MODIFICATION TO RAIL ELEMENTS IS ALLOWED PER MANUFACTURER'S RECOMMENDATIONS, OR WITH THE APPROVAL OF THE STANDARDS AND SPECIFICATIONS UNIT. POSTS SHALL NOT BE MODIFIED. COMPONENTS ON WHICH THE SPELTER COATING HAS BEEN DAMAGED SHALL BE EITHER REGALVANIZED OR RECOATED IN CONFORMANCE WITH AASHTO M 36, OR PAINTED WITH ONE FULL BRUSH COAT OF ZINC RICH PAINT CONFORMING TO MILITARY SPECIFICATION DOD-P-21035A.



TIMBER



STEEL

DOUBLE BLOCK AND GUARDRAIL TYPE 3 (DOUBLE) FOR MEDIAN BARRIER

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO. M-606-1

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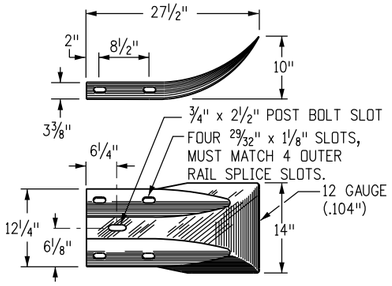
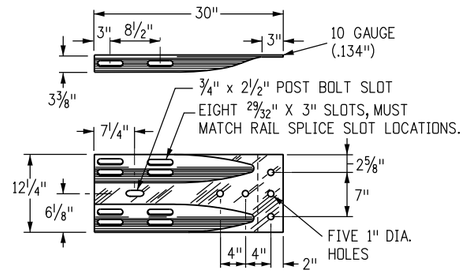
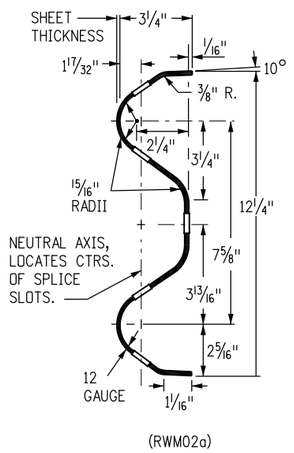


(RWE01a)

TERMINAL SECTION (FLARED)

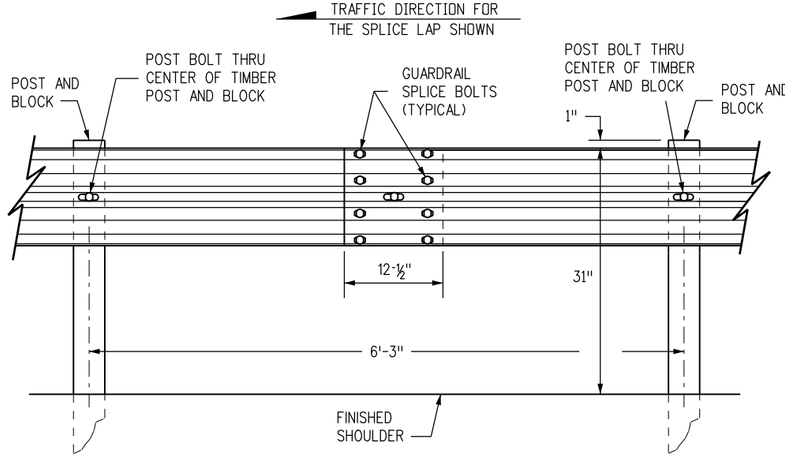


TERMINAL SECTION (CONNECTOR)



(RWM02a)

W-BEAM RAIL SECTION

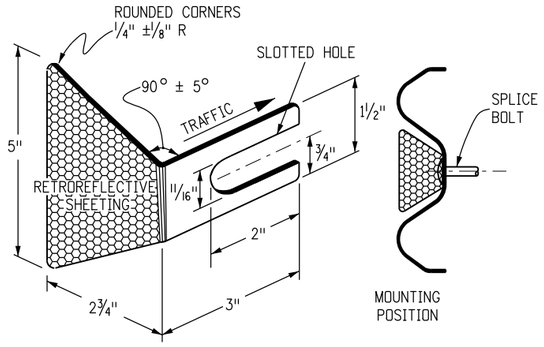


W-BEAM RAIL SPLICE

PART	MATERIAL SPEC.	GALVANIZING SPEC.	CORROSION-RESISTANT SPEC.
W-BEAM RAIL & TERMINAL SECTIONS	AASHTO M 180, CLASS A OR B	AASHTO M 180, TYPE 1 OR 2	AASHTO M 180, TYPE 4
BASE PLATE	ASTM A 36	AASHTO M 111	N.A.
NUTS, BOLTS & STUDS FOR GENERAL USE	ASTM A 307	AASHTO M 232, CLASS C OR ASTM B 695 CLASS 50 TYPE 1	
HIGH STRENGTH BOLTS & NUTS	ASTM A 325		
HIGH STRENGTH STUDS & NUTS	ASTM A 449		
ROUND STEEL WASHERS	ASTM F 436		
RECTANGULAR WASHERS	AASHTO M 180		
OTHER FITTINGS	ASTM A 36	AASHTO M 111	

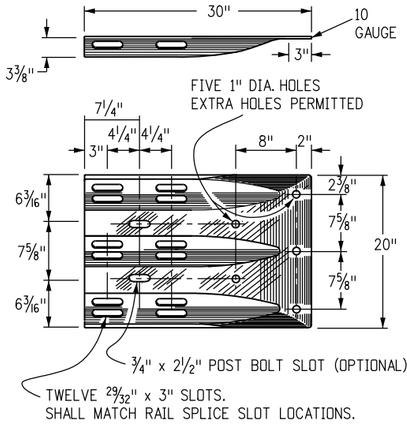
THE TABULATION OF GUARDRAIL WILL SPECIFY THE TYPE OF CORROSION PROTECTION: GALVANIZED OR CORROSION - RESISTANT STEEL.

STEEL POSTS SHALL HAVE THE SAME CORROSION PROTECTION AS SPECIFIED FOR THE METAL BEAM RAIL. PUNCHING, DRILLING, CUTTING, OR WELDING OF POSTS WILL NOT BE PERMITTED AFTER GALVANIZING.

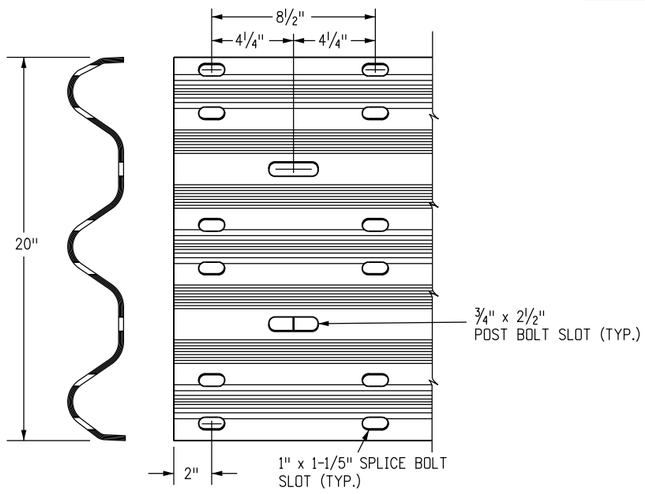


RETROREFLECTOR TAB

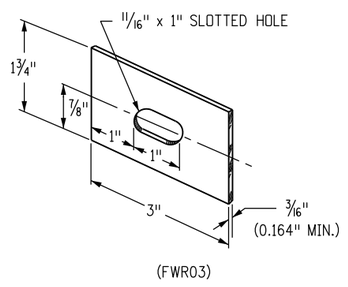
NOTE: RETROREFLECTOR TABS SHALL BE MANUFACTURED FROM 12 TO 14 GAUGE STEEL AND SHALL CONFORM TO THE REQUIREMENTS OF S STANDARD S-612-1.



THRIE BEAM TERMINAL SECTION (CONNECTOR)



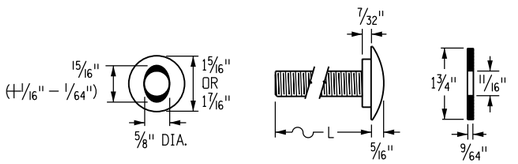
THRIE BEAM DETAIL



(FWR03)

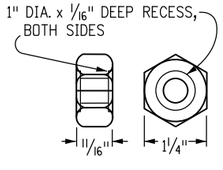
RECTANGULAR WASHER

(TO BE USED ONLY WHERE SPECIFIED.)



BUTTON HEAD BOLT WITH OVAL SHOULDER

WASHER



HEX NUT

DIAMETER & TYPE (INCHES)	12" BLOCKS L = LENGTH (INCHES)	THREAD LENGTH (INCHES)	INTENDED USE	AASHTO-AGC-ARTBA STANDARD NUMBER	NO. BOLTS, NUTS & WASHERS
5/8	1¼	FULL (1 1/32)	ALL RAIL SPLICES	FBB01	8 PER SPLICE*
BUTTONHEAD OVAL SHLDR.	22	MIN. 2½	SINGLE BLOCK & POST (TIMBER)	FBB04	1 PER POST
	33	MIN. 2	DOUBLE BLOCK & POST (TIMBER)	FBB05	1 PER POST
	14	MIN. 2	FASTEN NOTCHED BLOCK TO STEEL POST	FBB03	1 PER BLOCK
WASHERS NOT USED AT RAIL SPLICES					

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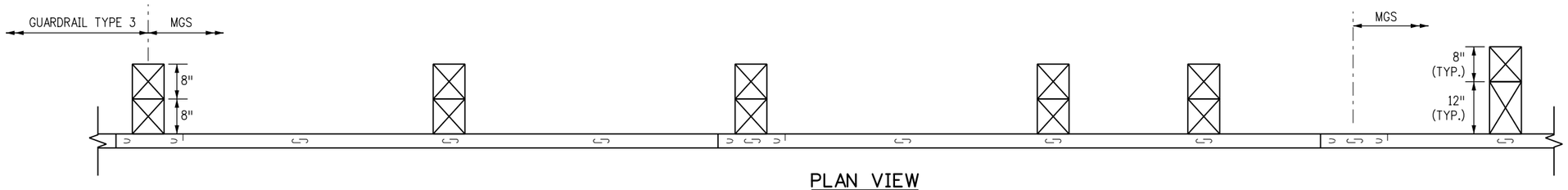
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

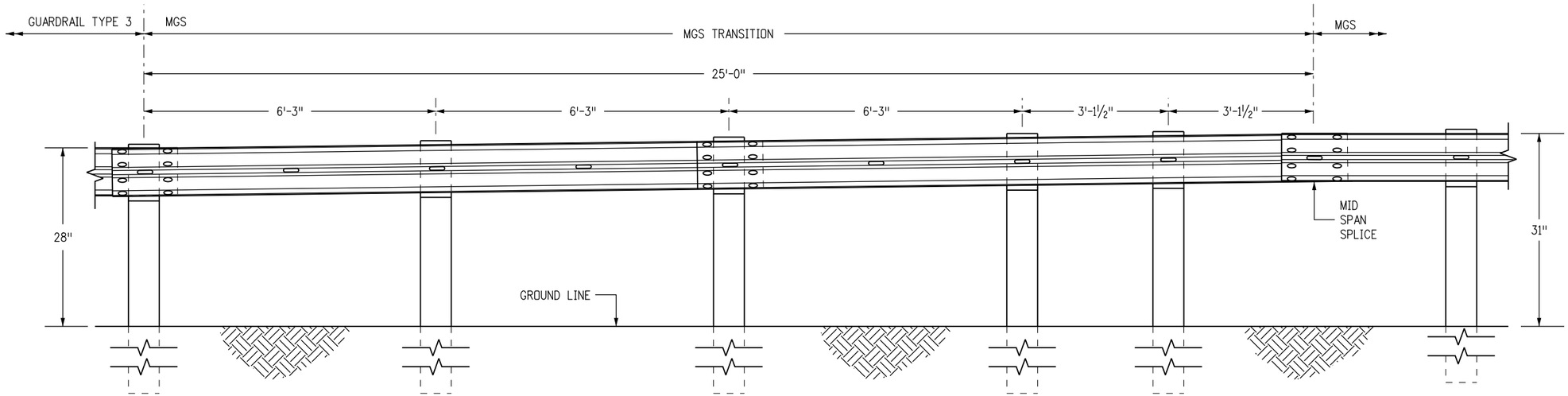
STANDARD PLAN NO.
M-606-1
Standard Sheet No. 3 of 19
Project Sheet Number:

NOTES

1. THE MGS TRANSITION FROM A TYPE 3 GUARDRAIL SHALL BE COMPLETED OUTSIDE THE MGS END ANCHORAGE LIMITS.

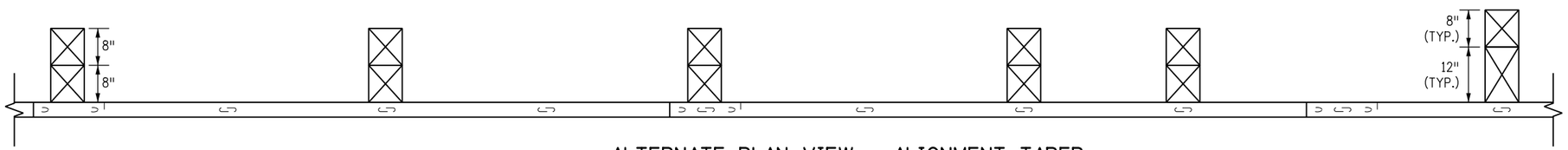


PLAN VIEW



ELEVATION VIEW

TRANSITION FROM 28 INCH GUARDRAIL TO 31 INCH MGS



ALTERNATE PLAN VIEW - ALIGNMENT TAPER

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

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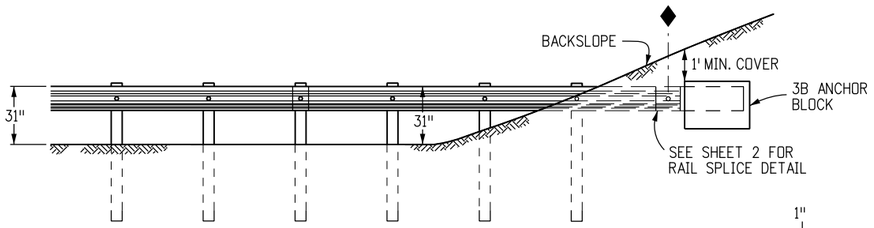
STANDARD PLAN NO. M-606-1

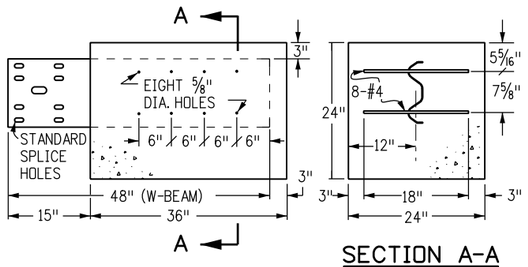
Standard Sheet No. 4 of 19

Project Sheet Number:



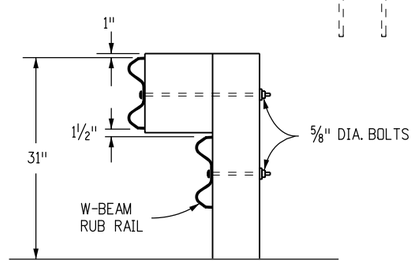
SEE TYPE 3B (RUB RAIL) PLAN VIEW FOR ALIGNMENT. THE 100 FT. FLARE LENGTH MAY BE SHORTENED IF THE SLOPE IS LESS THAN 8 FT. WIDE.

END ANCHORAGE TYPE 3B
(WITHOUT ROADSIDE DITCH AT GUARDRAIL)



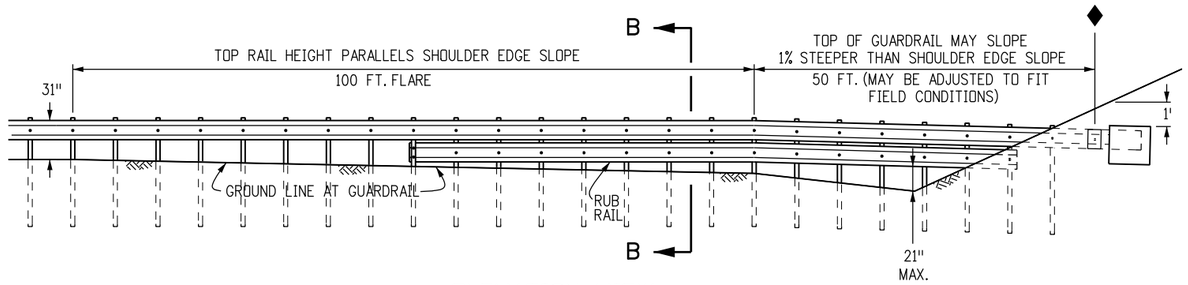
SECTION A-A

TYPE 3B ANCHOR BLOCK DETAIL

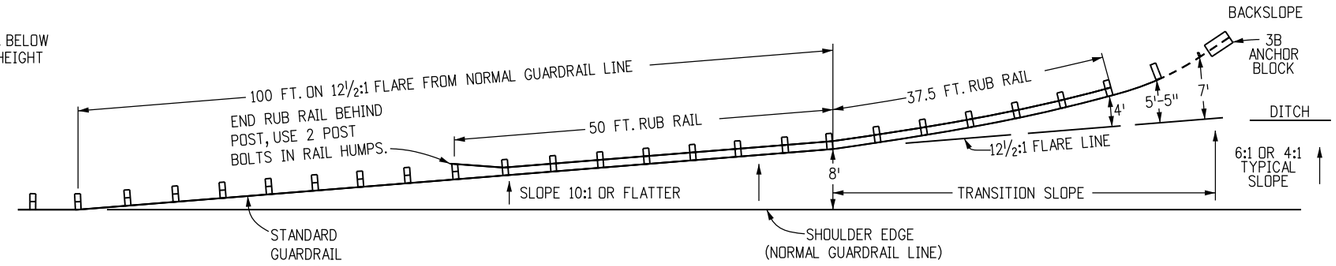


SECTION B-B

MOUNT A W-BEAM RUB RAIL 1-1/2 IN. BELOW THE TOP RAIL WHEN THE TOP RAIL HEIGHT EXCEEDS 33 IN. ABOVE THE GROUND



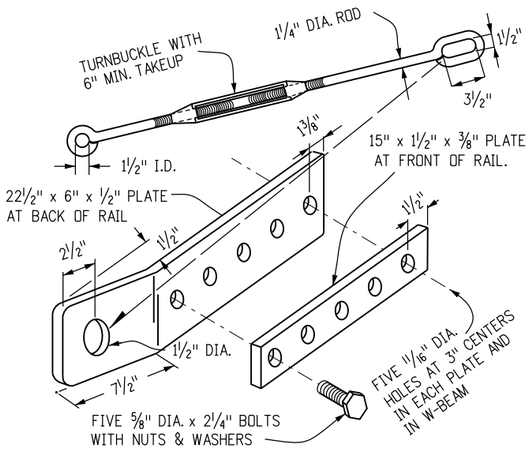
ELEVATION VIEW



PLAN VIEW

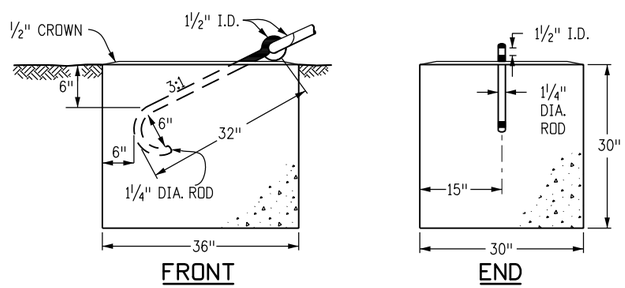
◆ END OF GUARDRAIL PAY LENGTH

END ANCHORAGE TYPE 3B (RUB RAIL)
(WITH ROADSIDE DITCH AT GUARDRAIL)



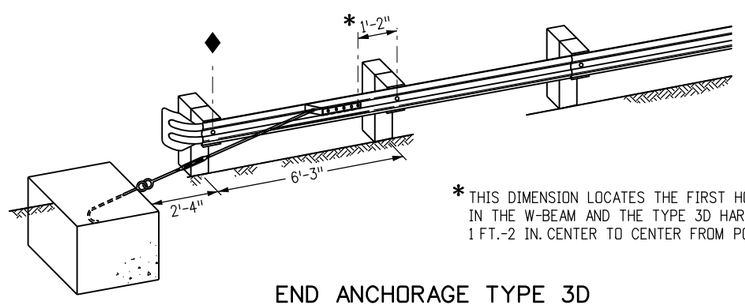
TYPE 3D HARDWARE DETAILS

NOTE: ALL PARTS SHALL BE GALVANIZED



FRONT END

TYPE 3D ANCHOR BLOCK DETAIL



* THIS DIMENSION LOCATES THE FIRST HOLE IN THE W-BEAM AND THE TYPE 3D HARDWARE. 1 FT.-2 IN. CENTER TO CENTER FROM POST BOLT HOLE.

END ANCHORAGE TYPE 3D DEPARTURE TERMINAL

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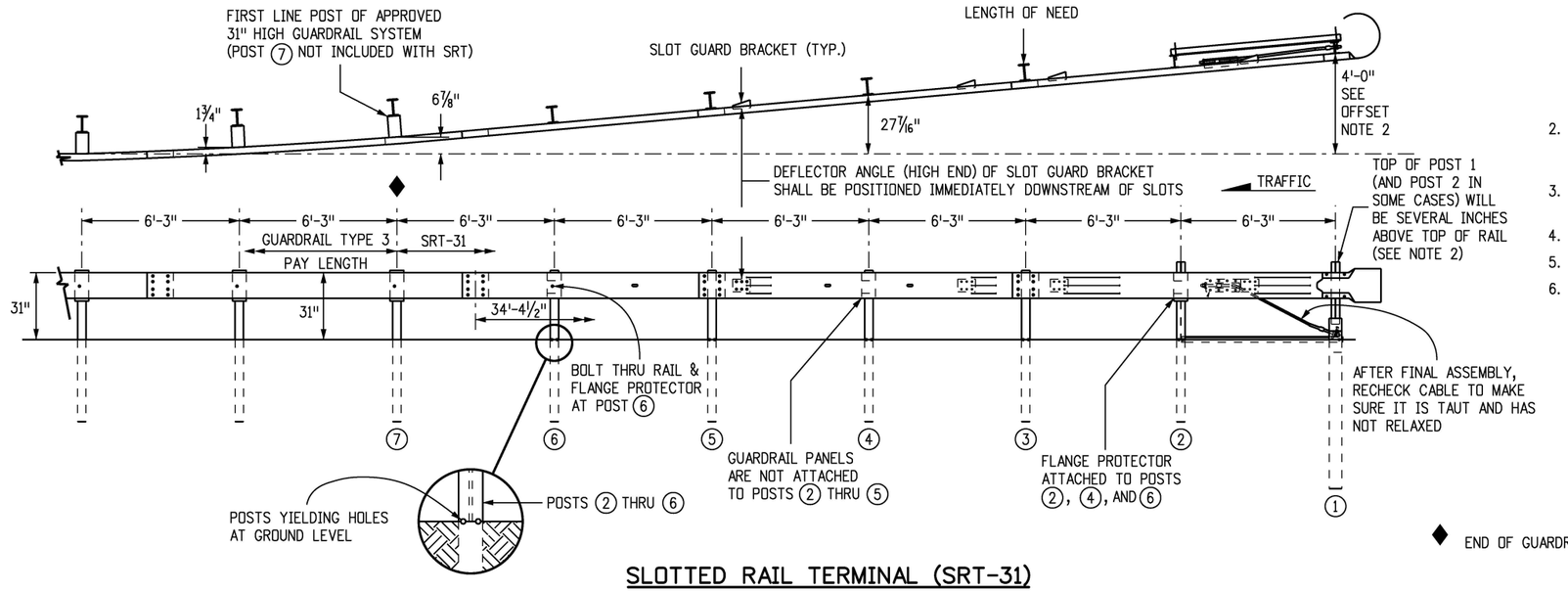
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-1
Standard Sheet No. 5 of 19
Project Sheet Number:

OFFSET NOTES

1. POST OFFSET DIMENSIONS ARE GIVEN TO THE CENTER OF THE TRAFFIC FACE OF POSTS.
2. THE GUARDRAIL BETWEEN POST (1) THRU (7) IS ON A STRAIGHT LINE FLARE.



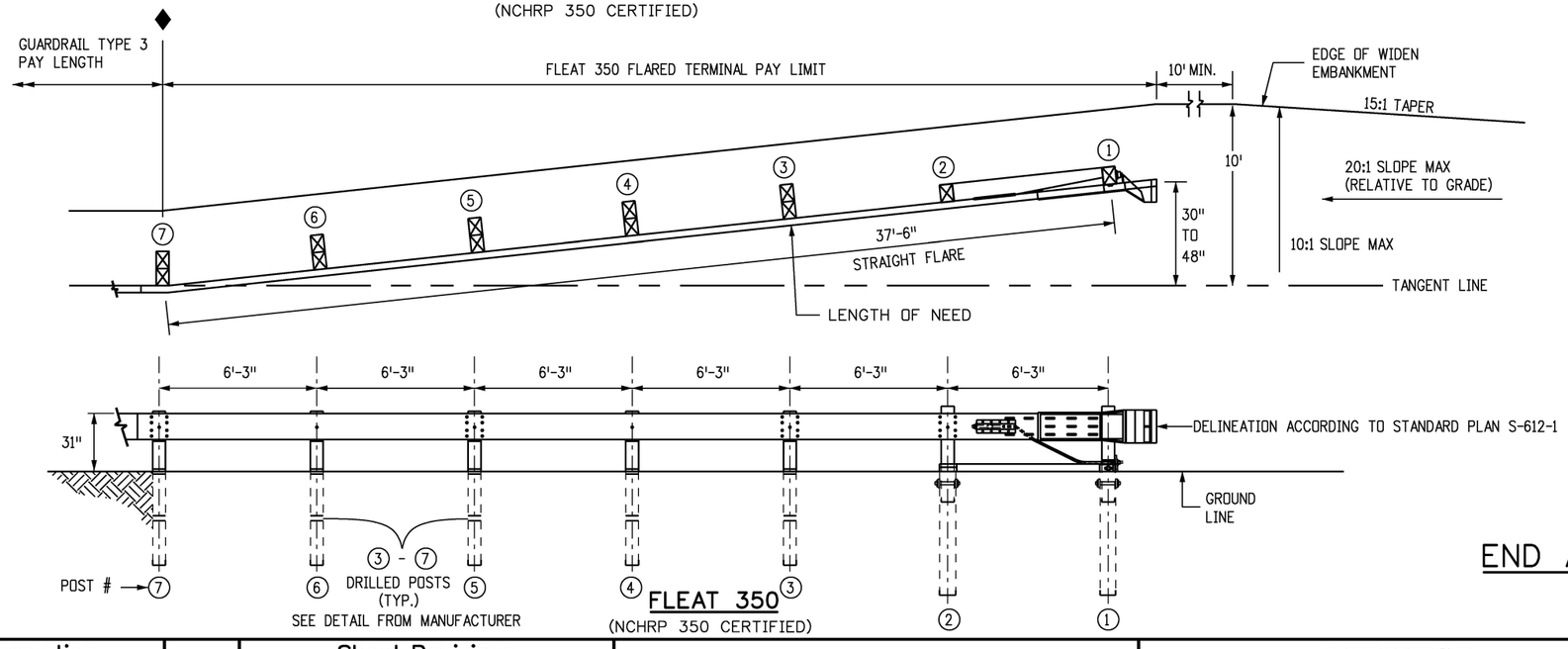
◆ END OF GUARDRAIL PAY LENGTH

NOTES

1. THE END ANCHORAGES (FLARED) SHALL EITHER BE THE SLOTTED RAIL TERMINAL SRT-31 AS MANUFACTURED BY TRINITY HIGHWAY PRODUCTS LLC (TELEPHONE #: 1-888-356-2363), OR THE FLEAT-350, AS MANUFACTURED BY ROAD SYSTEMS INC. (TELEPHONE #: 432-263-2435). ONE END ANCHORAGE (FLARED) SHALL INCLUDE ALL POST, RAIL, AND ALL HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE END ANCHORAGE (FLARES) SHALL BE INSTALLED CONFORMING TO THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LIST TO THE ENGINEER PRIOR TO INSTALLATION OF THE DEVICE.
2. AFTER INSTALLATION AND IN HEAVY SNOW LOCATIONS, TRIM POSTS (1) AND (2) (IF THEY ARE WOODEN) FLUSH WITH RAIL TOP AND TREAT END WITH SEALANT, IN CONFORMANCE WITH AASHTO M 133.
3. POSTS SHALL BE DRILLED FOR BREAKAWAY ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
4. SEE SHEETS 1, 3 AND 5 FOR STANDARD GUARDRAIL TYPE 3 AND INSTALLATION DETAILS.
5. RETROREFLECTOR TABS SHALL NOT BE USED ON END ANCHORAGE POSTS.
6. DELINEATION SHALL BE APPLIED TO THE END PIECE, AND SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.

SLOTTED RAIL TERMINAL (SRT-31)

(NCHRP 350 CERTIFIED)



FLEAT 350

(NCHRP 350 CERTIFIED)

END ANCHORAGES (FLARED)

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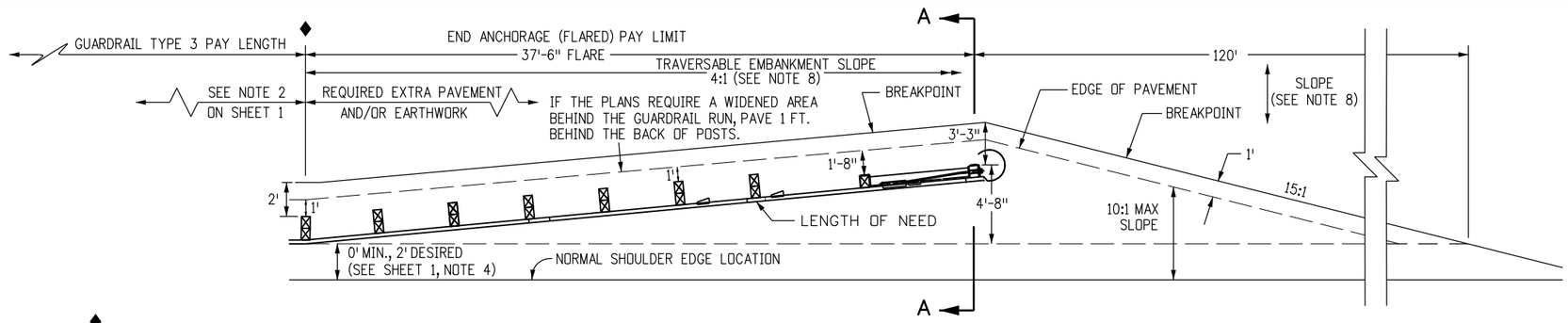
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

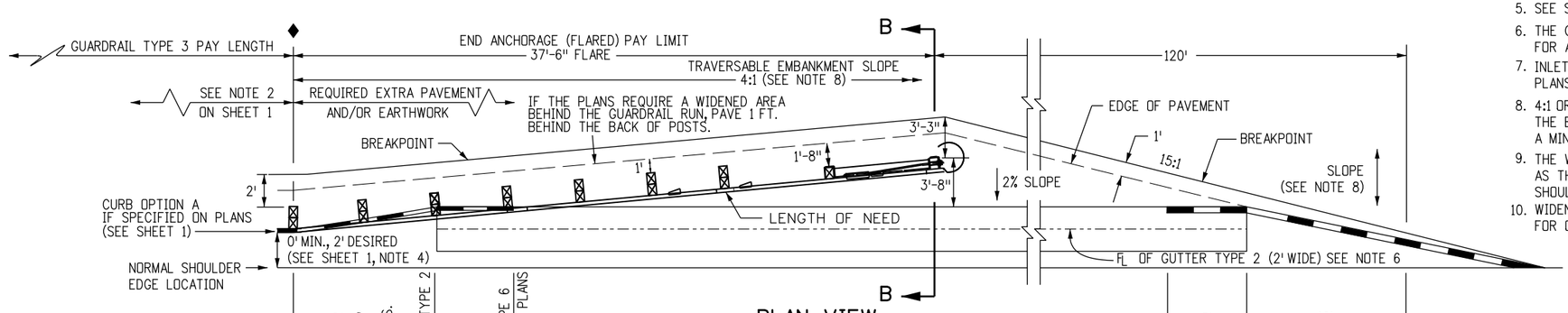
STANDARD PLAN NO.
M-606-1
Standard Sheet No. 6 of 19
Project Sheet Number:



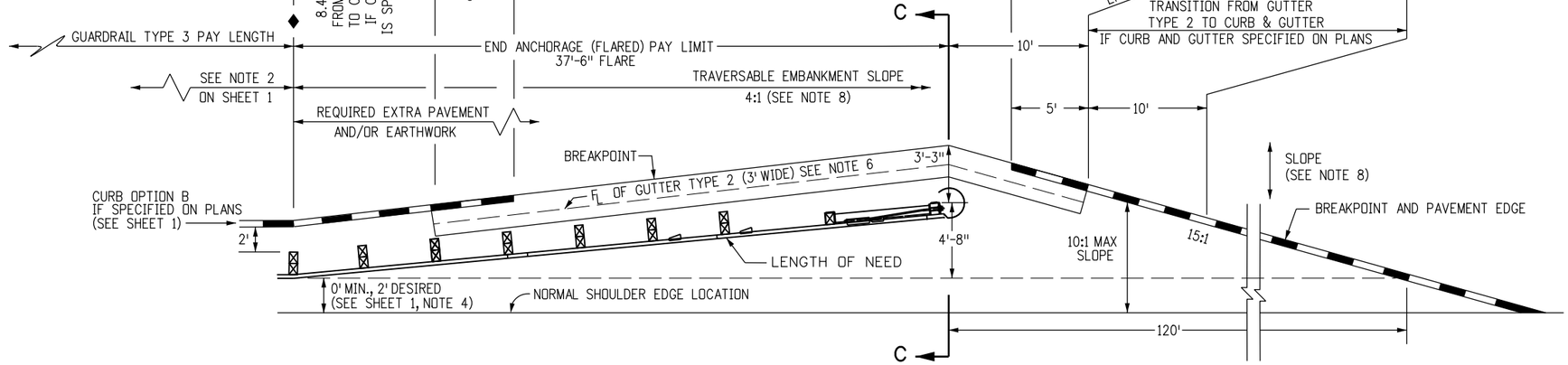
◆ END OF GUARDRAIL PAY LENGTH

PLAN VIEW
WIDENING FOR END ANCHORAGE (FLARED) *

* THIS PLAN VIEW SHOWS ONLY THE SRT-31. THE FLEAT-350 USES THE SAME WIDENING DETAILS.



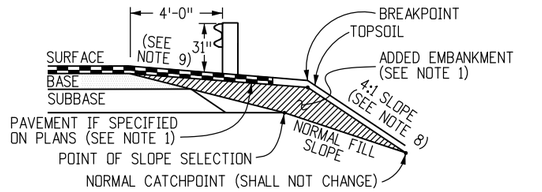
PLAN VIEW
WIDENING FOR END ANCHORAGE (FLARED) WITH CURB OPTION A *



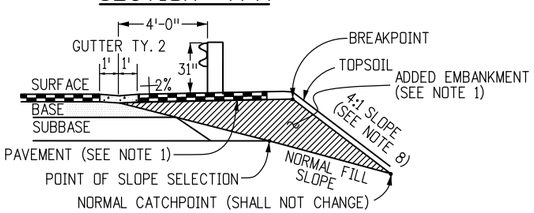
PLAN VIEW
WIDENING FOR END ANCHORAGE (FLARED) WITH CURB OPTION B *

NOTES

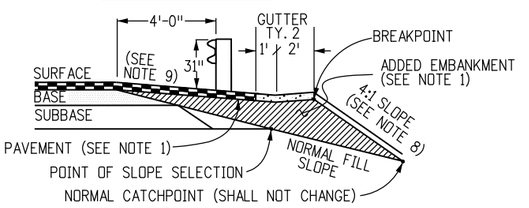
1. PAYMENT FOR THE ADDED EMBANKMENT (APPROXIMATELY 45 CU. YDS.) FOR THE FLARE SHALL BE AS FOLLOWS:
   A. UNDER PAY ITEM 203 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 203
   B. INCLUDED IN THE COST OF THE END ANCHORAGE (FLARED) WHEN THE CONTRACT PLANS DO NOT INCLUDE PAY ITEM 203. THE ADDED EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBSECTION 203.07, AASHTO T 99.
2. WHEN THE WIDENED AREA IS PAVED, PAYMENT FOR THE PAVEMENT (APPROX. 70 SQ. YDS.) SHALL BE AS FOLLOWS:
   A. UNDER PAY ITEM 403 OR 412 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 403 OR 412
   B. INCLUDED IN THE COST OF THE END ANCHORAGE (FLARED) WHEN THE CONTRACT PLAN DOES NOT INCLUDE PAY ITEM 403 OR 412 (SEE SHEET 1, NOTE 2 FOR PAVEMENT TYPES)
3. CONCRETE PAVED AREAS SHALL HAVE THEIR TAPERED ENDS SQUARED OFF AS DIRECTED BY THE ENGINEER.
4. WHEN OVERLAY PAVING, THE FINISHED SURFACE AT EACH POST SHALL NOT BE ABOVE THE TOP BREAKAWAY HOLE OR STRUT ASSEMBLY. THE WIDENED AREA AT THE FLARED END ANCHORAGE SHOULD NOT BE OVERLAYED UNLESS PAVEMENT CONDITIONS WARRANT IT BEING OVERLAYED. ANY OVERLAY PAVEMENT ABUTTING THE FLARED END ANCHORAGE SHALL BE TAPERED TO PREVENT A DROP IN THE PAVED SURFACE BELOW THE RAIL.
5. SEE SHEETS 1, 2, 3, AND 5 FOR STANDARD TYPE 3 GUARDRAIL INSTALLATION DETAILS.
6. THE COST OF THE GUTTER WILL BE PAID FOR AS "GUTTER TYPE 2 (2 FT.)" FOR A LENGTH OF 134 FT. OR "GUTTER TY. 2 (3 FT.)" FOR A LENGTH OF 40 FT.
7. INLETS OR RUNDOWNS MAY BE USED INSTEAD OF THE GUTTER IF SPECIFIED ON THE PLANS. NO ADDITIONAL CURB SHALL BE ADDED IN THE VICINITY OF THE END ANCHORAGE.
8. 4:1 OR FLATTER SLOPES IN THE TRAVERSABLE AREA SHALL BE USED BEHIND THE END ANCHORAGE, AND IN ADVANCE OF POST (1). IF THIS IS NOT POSSIBLE, A MINIMUM 3:1 SLOPE MAY BE USED IF APPROVED BY THE ENGINEER.
9. THE WIDENED AREA, EXCEPT FOR CURB OPTION A, SHALL HAVE THE SAME GRADING AS THE ADJACENT GUARDRAIL: 10:1 OR FLATTER IF MORE THAN 2 FT. FROM SHOULDER OR SLOPE EQUAL TO ROADWAY SLOPE IF 2 FT. OR LESS FROM SHOULDER.
10. WIDENING FOR END ANCHORAGES SHALL BE PAVED ON INTERSTATES AND FREEWAYS. FOR OTHER HIGHWAYS, PAVING SHALL BE AS SHOWN ON THE PLANS.



SECTION A-A



SECTION B-B



SECTION C-C

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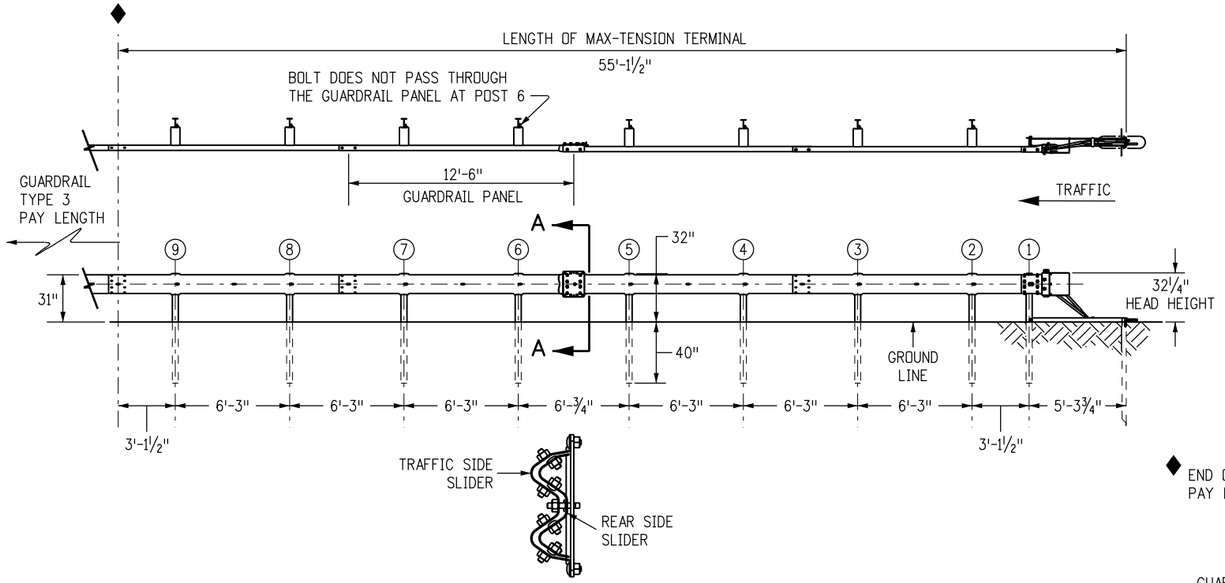
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

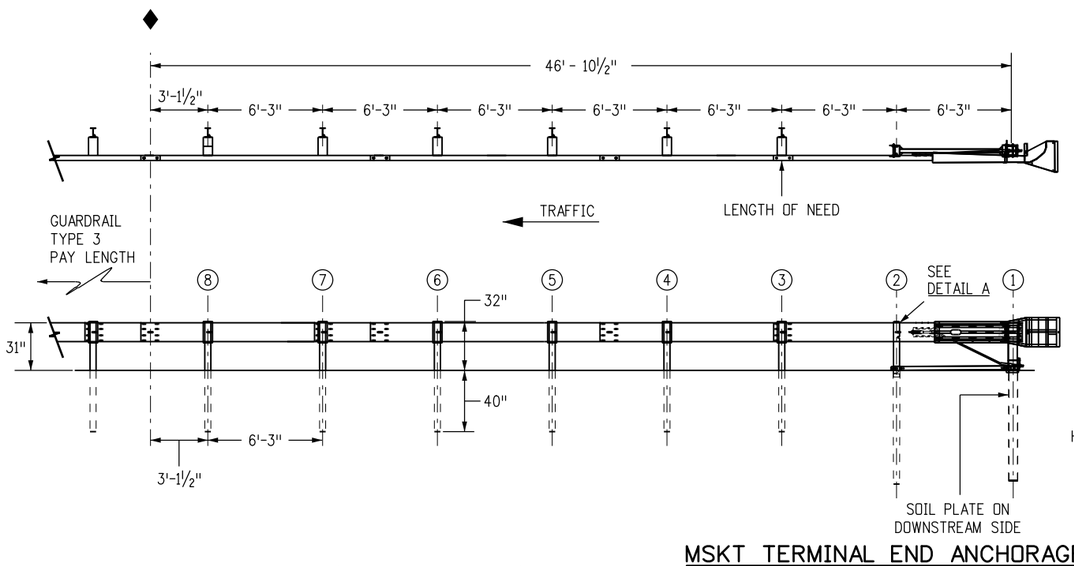
STANDARD PLAN NO.
M-606-1
Standard Sheet No. 7 of 19
Project Sheet Number:



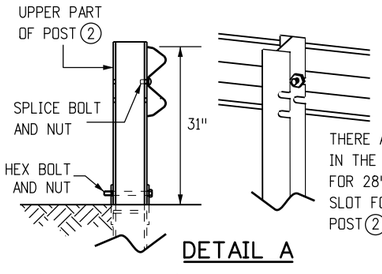
SECTION A-A

MAX-TENSION TERMINAL END ANCHORAGE (NONFLARED)

(MASH CERTIFIED)



END ANCHORAGES (NONFLARED)



DETAIL A

THERE ARE TWO SETS OF OPEN-ENDED SLOTS IN THE UPPER PART OF POST (2). THESE ARE FOR 28" AND 31" RAIL HEIGHTS. USE THE TOP SLOT FOR THE 31" MSKT TERMINAL. INSTALL POST (2) WITH THE SLOTS FACING POST (1)

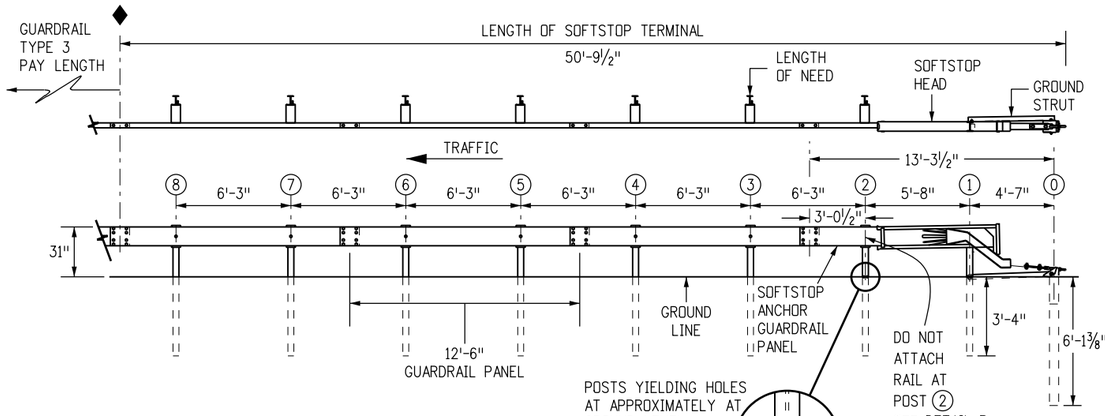
MSKT TERMINAL END ANCHORAGE (NONFLARED)

(MASH CERTIFIED)

NOTES FOR NONFLARED

1. THE END ANCHORAGE (NONFLARED) SHALL EITHER BE THE SOFTSTOP AS MANUFACTURED BY TRINITY INDUSTRIES, INC. (TEL. #: 1-888-356-2363), OR THE MAX-TENSION AS MANUFACTURED BY LINDSAY TRANSPORTATION SOLUTIONS (TEL. #: 402-829-6800), OR THE MSKT AS MANUFACTURED BY ROAD SYSTEMS, INC. (TEL. #: 432-263-2435). THE END ANCHORAGE (NONFLARED) SHALL INCLUDE ALL POST, RAIL, AND HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE END ANCHORAGE (NONFLARED) SHALL BE INSTALLED CONFORMING TO THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LIST TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE DEVICE.
2. DO NOT ATTACH THESE END ANCHORAGES DIRECTLY TO A RIGID BARRIER (EX. CONCRETE BARRIER, STEEL BARRIER, CONCRETE STRUCTURE) WITHOUT A PROPER TRANSITION.
3. CONNECTIONS TO W-BEAMS WHERE THE SPLICE IS NOT AT MID-SPAN BUT AT A POST CAN BE MADE USING A 3'-1½", 9'-4½", OR 15'-7½" W-BEAM PANEL DOWNSTREAM OF TRAFFIC.
4. FOR MSKT END ANCHORAGES (NONFLARED), USE THE MANUFACTURER'S SPECIFIED STEEL FOUNDATION TUBES FOR POSTS (1) AND (2).
5. RETROREFLECTOR TABS SHALL NOT BE USED ON END ANCHORAGE POSTS.
6. DELINEATION SHALL BE APPLIED TO THE END PIECE AND SHALL NOT BE PAID FOR SEPARATELY BUT BE INCLUDED IN THE COST OF THE WORK. SEE STANDARD PLAN S-612-1.

END OF GUARDRAIL
PAY LENGTH



DETAIL B

SOFTSTOP TERMINAL END ANCHORAGE (NONFLARED)

(MASH CERTIFIED)

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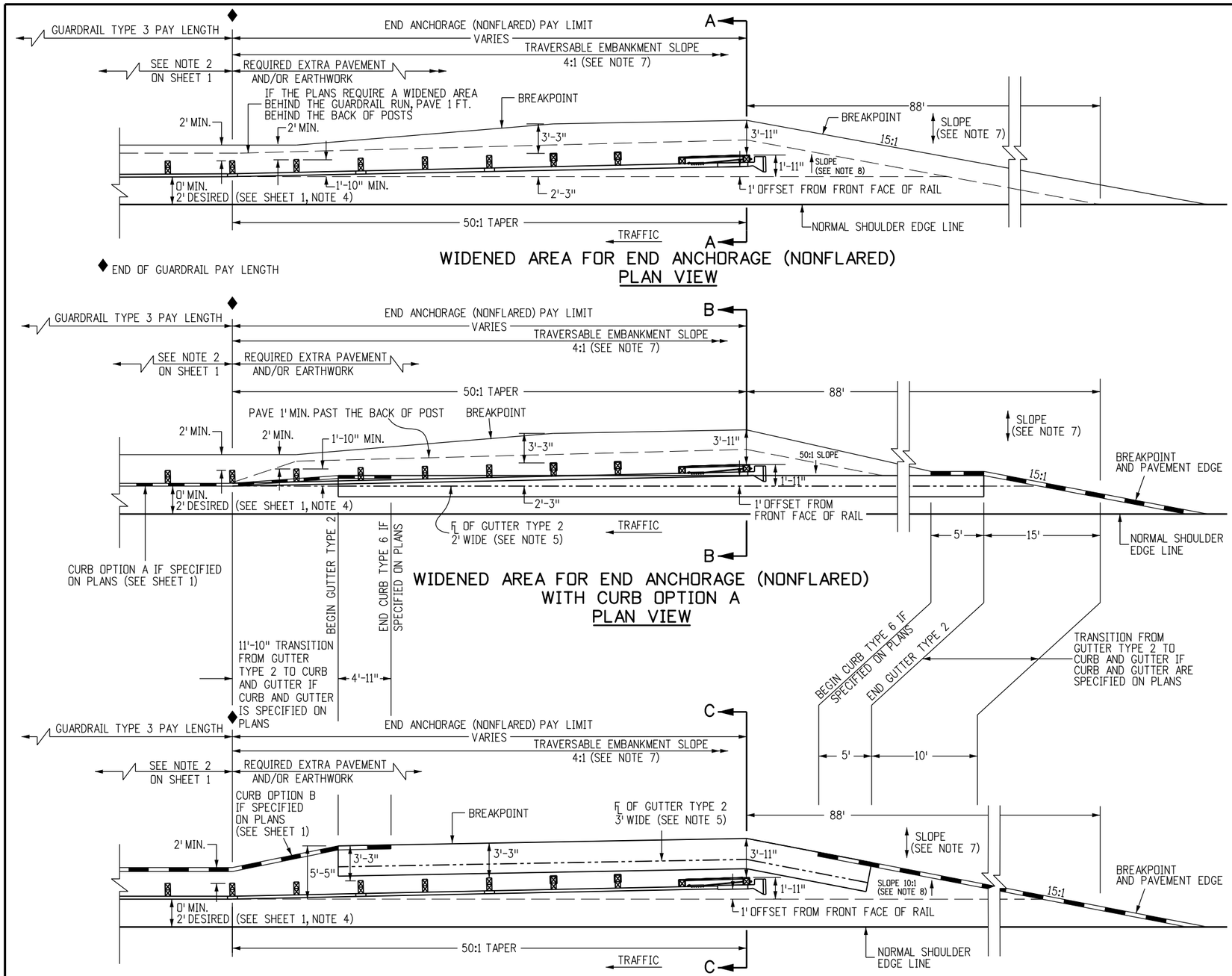
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

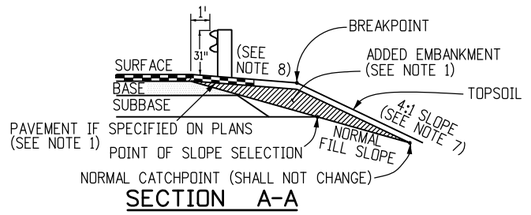
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-1
Standard Sheet No. 8 of 19
Project Sheet Number:



NOTES

1. PAYMENT FOR THE ADDED EMBANKMENT (APPROXIMATELY 25 CU. YDS.) FOR THE FLARE SHALL BE AS FOLLOWS:
   A. UNDER PAY ITEM 203 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 203.
   B. INCLUDED IN THE COST OF THE END ANCHORAGE (NONFLARED) WHEN THE CONTRACT PLANS DOES NOT INCLUDE PAY ITEM 203. THE ADDED EMBANKMENT SHALL BE BE CONSTRUCTED IN ACCORDANCE WITH SUBSECTION 203.07, AASHTO T 99.
2. WHEN THE WIDENED AREA IS PAVED, PAYMENT FOR THE PAVEMENT (APPROX. 39 SQ. YDS.) SHALL BE AS FOLLOWS:
   A. UNDER PAY ITEM 403 OR 412 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 403 OR 412.
   B. INCLUDED IN THE COST OF THE END ANCHORAGE (NONFLARED) WHEN THE CONTRACT PLAN DOES NOT INCLUDE PAY ITEM 403 OR 412, (SEE SHEET 1, NOTE 2 FOR PAYMENT TYPES).
3. WHEN OVERLAY PAVING, THE FINISHED SURFACE AT EACH POST SHALL NOT BE ABOVE THE TOP BREAKWAY HOLE OR STRUT ASSEMBLY. THE WIDENED AREA AT THE END ANCHORAGE (NONFLARED) SHALL NOT BE OVERLAYED UNLESS PAVEMENT CONDITIONS WARRANT IT BEING OVERLAYED. ANY OVERLAY PAVEMENT ABUTTING THE END ANCHORAGE (NONFLARED) SHALL BE TAPERED TO PREVENT A DROP IN THE PAVED SURFACE BELOW THE RAIL.
4. SEE SHEETS 1, 2, 3, AND 5 FOR STANDARD TYPE 3 GUARDRAIL INSTALLATION DETAILS.
5. THE COST OF THE GUTTER WILL BE PAID FOR AS "GUTTER TYPE 2 (2 FT.)" FOR A LENGTH OF 111 FT., OR "GUTTER TY. 2 (3 FT.)" FOR A LENGTH OF 50 FT.
6. INLETS OR RUNDOWNS MAY BE USED INSTEAD OF THE GUTTER IF SPECIFIED ON THE PLANS. NO ADDITIONAL CURB SHALL BE ADDED IN THE VICINITY OF THE END TREATMENT.
7. 4:1 OR FLATTER SLOPES IN THE TRAVERSABLE AREA SHALL BE USED BEHIND THE END ANCHORAGE AREA, AND IN ADVANCE OF POST (1). IF THIS IS NOT POSSIBLE A MINIMUM 3:1 SLOPE MAY BE USED IF APPROVED BY THE ENGINEER.
8. THE WIDENED AREA, EXCEPT FOR CURB OPTION A, SHALL HAVE THE SAME GRADING AS BENEATH THE ADJACENT GUARDRAIL: 10:1 OR FLATTER IF MORE THAN 2 FT. FROM SHOULDER, OR SLOPE EQUAL TO ROADWAY SLOPE IF 2 FT. OR LESS FROM SHOULDER.
9. WIDENING FOR END ANCHORAGES SHALL BE PAVED ON INTERSTATES AND FREEWAYS. FOR OTHER HIGHWAYS, PAVING SHALL BE AS SHOWN ON THE PLANS.



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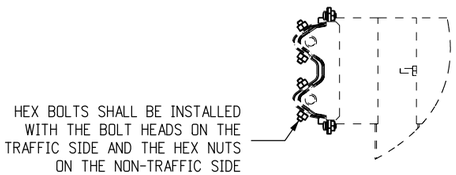
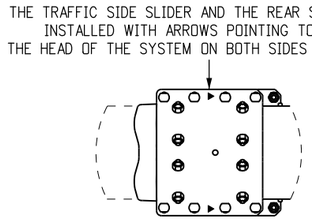
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-1
Standard Sheet No. 9 of 19
Project Sheet Number:



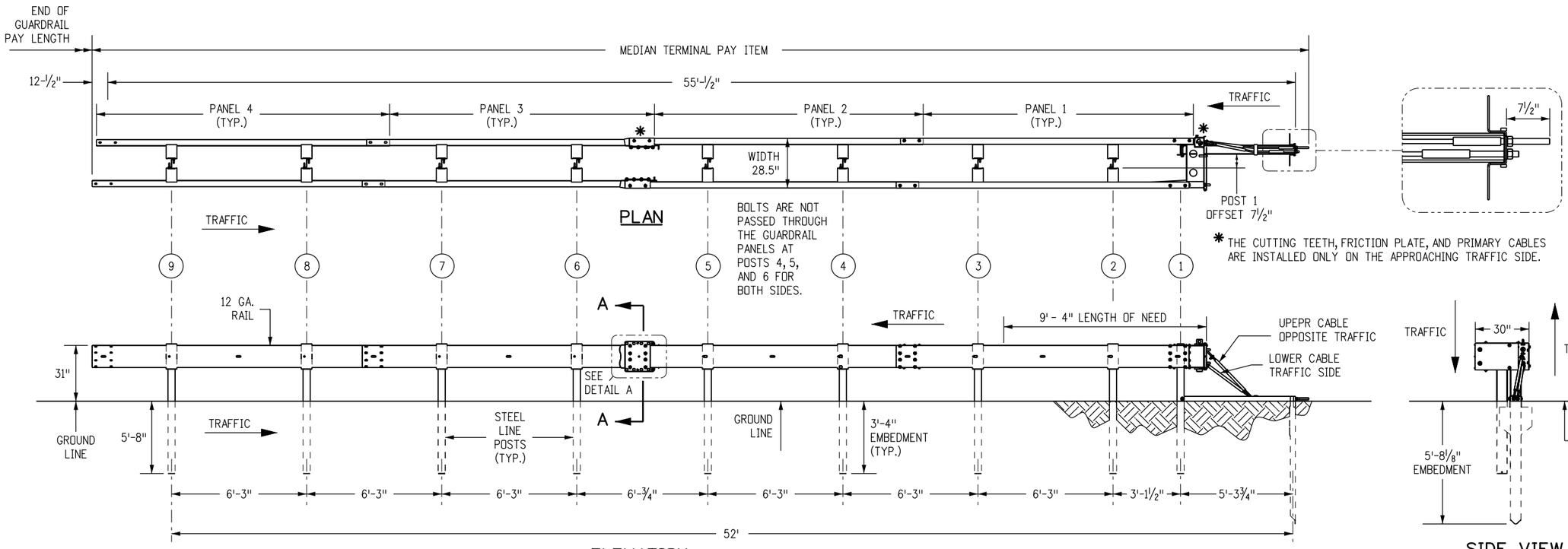
SECTION A-A



DETAIL A

MEDIAN TERMINAL NOTES

1. THE MEDIAN TERMINAL SHALL BE THE MAX-TENSION MEDIAN AS MANUFACTURED BY BY BARRIER SYSTEM BY LINDSAY (LINDSAY TRANSPORTATION SOLUTIONS) (TEL #: 888 800-3691).
2. THE MAX-TENSION SHALL BE APPLIED DIRECTLY TO W-BEAM GUARDRAIL SYSTEMS AT, OR TRANSITIONED TO, 31 INCH WITH PANELS AND POST SPACING CONFIGURED AT MID-SPAN SPLICE. TRANSITIONS TO STRONG POST W-BEAM GUARDRAIL SYSTEMS OR OTHER BARRIERS WHERE THE SPLICE IS NOT MID-SPAN SHALL BE ACCOMPLISHED USING A 3 FT. 1-1/2 INCH, 9 FT. 4-1/2 INCH OR 15 FT. 7-1/2 INCH PANELS AFTER THE MAX-TENSION SYSTEM (MIN. OF 50 FT. DOWNSTREAM OF THE FIRST POST). TRANSITIONS TO OTHER BARRIER SYSTEMS SHALL ALSO BE AT A MIN. OF 50 FT. DOWNSTREAM FROM THE FIRST POST. SEE SHEET 4.
3. THE MAX-TENSION SHALL NOT BE ATTACHED DIRECTLY TO RIGID BARRIERS SUCH AS CONCRETE BARRIERS, STEEL BARRIERS OR CONCRETE STRUCTURES WITHOUT PROPER TRANSITION. IF ROCK OR STIFF SOIL IS ENCOUNTERED, THE POSTS AND SOIL ANCHOR MAY BE INSTALLED BY AUGURING AND BACKFILLING THE HOLE.
4. EITHER 8 INCH OR 12 INCH COMPOSITE OR TIMBER BLOCKOUTS SHALL BE USED PER MANUFACTURE'S RECOMMENDATIONS.
5. EITHER 12 FT.-6 INCH OR 25 FOOT PANELS SHALL BE USED DEPENDING ON SITE CONDITIONS OR CONNECTED BARRIER SYSTEMS.
6. RAIL PANELS SHALL BE LAPPED PER MANUFACTURER'S INSTALLATION MANUAL, REGARDLESS OF AN UPSTREAM OR DOWNSTREAM END SYSTEM POSITION.
7. ALL STEEL COMPONENTS SHALL BE GALVANIZED PER ASTM A123 OR EQUIVALENT UNLESS OTHERWISE STATED.
8. ONE MEDIAN TERMINAL SHALL INCLUDE ALL POSTS, RAIL, AND HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE DEVICE SHALL BE INSTALLED IN CONFORMANCE WITH THE MANUFACTURER'S INSTRUCTIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LISTS TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE DEVICE.
9. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE MEDIAN TERMINAL SHALL BE INSTALLED FOR BIDIRECTIONAL TRAFFIC APPLICATION.
10. EACH INSTALLATION SHALL BE SUPERVISED AND CERTIFIED AS CORRECT UPON COMPLETION BY A REPRESENTATIVE OF THE DEVICE MANUFACTURER OR BY AN EMPLOYEE OF THE CONTRACTOR WHO IS A CERTIFIED INSTALLER. THE CERTIFIED INSTALLER SHALL HAVE COMPLETED DEVICE TRAINING AND SHALL BE REGISTERED WITH THE MANUFACTURER AS A CERTIFIED INSTALLER.
11. DELINEATION, IF REQUIRED, SHALL BE APPLIED TO THE END PIECE AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK. SEE STANDARD PLAN S-612-1.



MAX-TENSION MEDIAN

(MASH CERTIFIED)

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO. M-606-1

Standard Sheet No. 10 of 19

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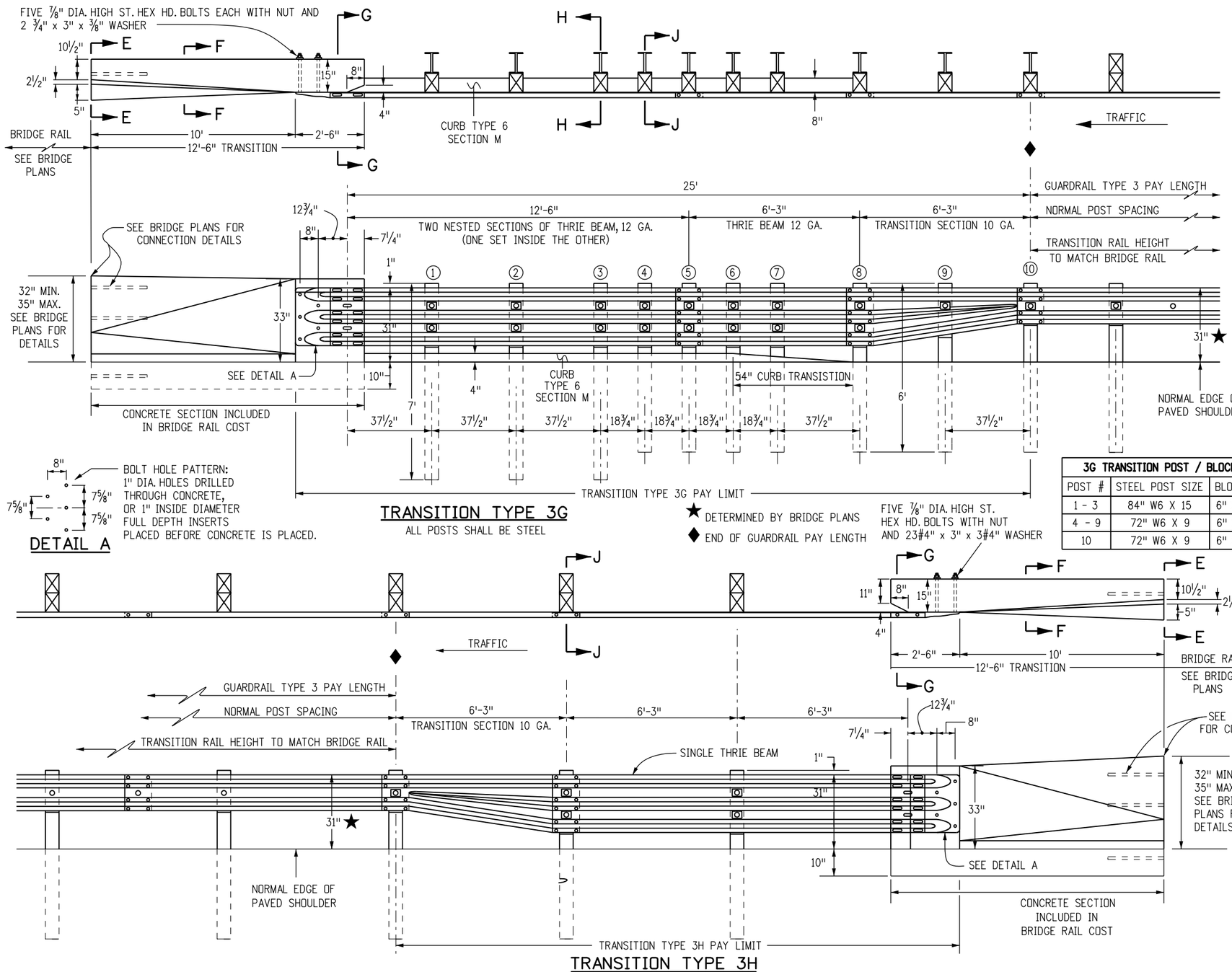


TRANSITION TYPE 3G

ALL POSTS SHALL BE STEEL

★ DETERMINED BY BRIDGE PLANS

◆ END OF GUARDRAIL PAY LENGTH

DETAIL A

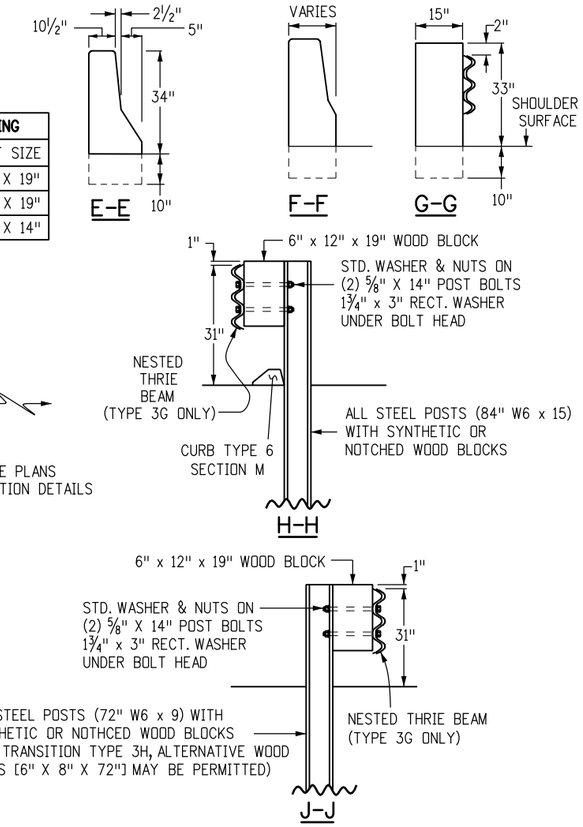
TRANSITION TYPE 3H

NOTES

1. TRANSITION TYPE 3G IS FOR USE AT BOTH ENDS OF BRIDGES ON TWO-WAY HIGHWAYS AND AT THE APPROACH END OF BRIDGES ON ONE-WAY HIGHWAYS.
2. TRANSITION TYPE 3H IS FOR USE AT THE TRAILING END OF BRIDGES ON ONE-WAY HIGHWAYS.
3. THE THRIE BEAM SECTION IN TRANSITIONS TYPES 3G AND 3H MAY BE SHOP BENT TO FIT CURVES THAT ARE GREATER THAN OR EQUAL TO A 10 FT. RADIUS. HOWEVER, THE 6 FT.-3 IN. TRANSITION SECTION SHALL NOT BE BENT.
4. A 12 FT.-6 IN. CONCRETE TRANSITION IS REQUIRED BETWEEN THE TYPE 3G OR 3H AND TYPE 7 BRIDGE RAIL. SEE STANDARD PLAN M-606-15 FOR THE TRANSITION BETWEEN TYPE 3 GUARDRAIL AND TYPE 9 GUARDRAIL.
5. TRANSITIONS TYPE 3G AND TYPE 3H ARE ALSO USED TO CONNECT TO TYPE 8 AND TYPE 10 BRIDGE RAIL. SEE BRIDGE PLANS FOR CONNECTION DETAILS.
6. BACKUP PLATE IS NOT REQUIRED AT POSTS ON TYPE 3G AND 3H.
7. ⊡ THIS SYMBOL IN THE ELEVATION DRAWINGS SHOWS THE LOCATIONS WHERE A RECTANGULAR WASHER IS REQUIRED UNDER THE POST BOLT HEAD.
8. CURB TYPE 6 SECTION M, MAY BE ASPHALT OR CONCRETE. THE COST OF CURB IS INCLUDED IN THE WORK, UNLESS A SEPARATE PAY ITEM IS INCLUDED IN THE BID SCHEDULE.
9. FOR TYPE 3G, POSTS ① THRU ③ ARE 7 FT. LONG. ALL OTHER POSTS SHALL BE A STANDARD 6 FT. LONG UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
10. NOTCHED RAIL BLOCKS MANUFACTURED FROM SYNTHETIC MATERIAL WILL BE ACCEPTED AS ALTERNATIVES TO WOOD NOTCHED BLOCKS FOR USE WITH STEEL POSTS PROVIDED THAT THE BLOCKS HAVE RECEIVED FHWA APPROVAL AND ARE CERTIFIED AS IDENTICAL TO THE SPECIMENS USED FOR TESTING AND APPROVAL. STEEL BLOCKS ARE NOT ALLOWED.

3G TRANSITION POST / BLOCK SIZING

POST #	STEEL POST SIZE	BLOCKOUT SIZE
1 - 3	84" W6 X 15	6" X 12" X 19"
4 - 9	72" W6 X 9	6" X 12" X 19"
10	72" W6 X 9	6" X 12" X 14"



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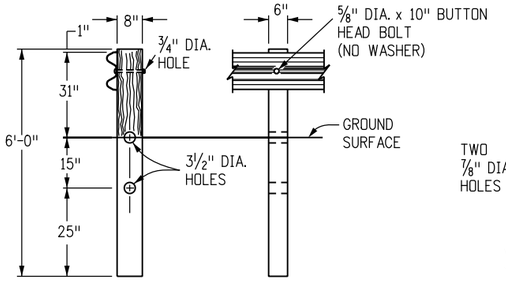
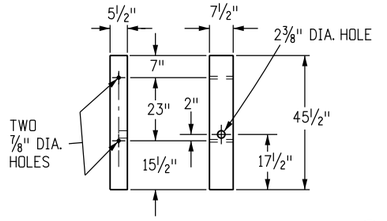
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO. M-606-1



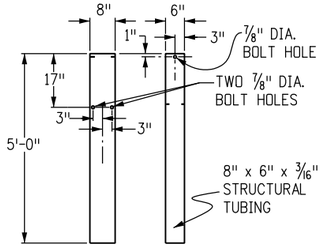
CONTROLLED RELEASING TERMINAL (CRT) POST ①



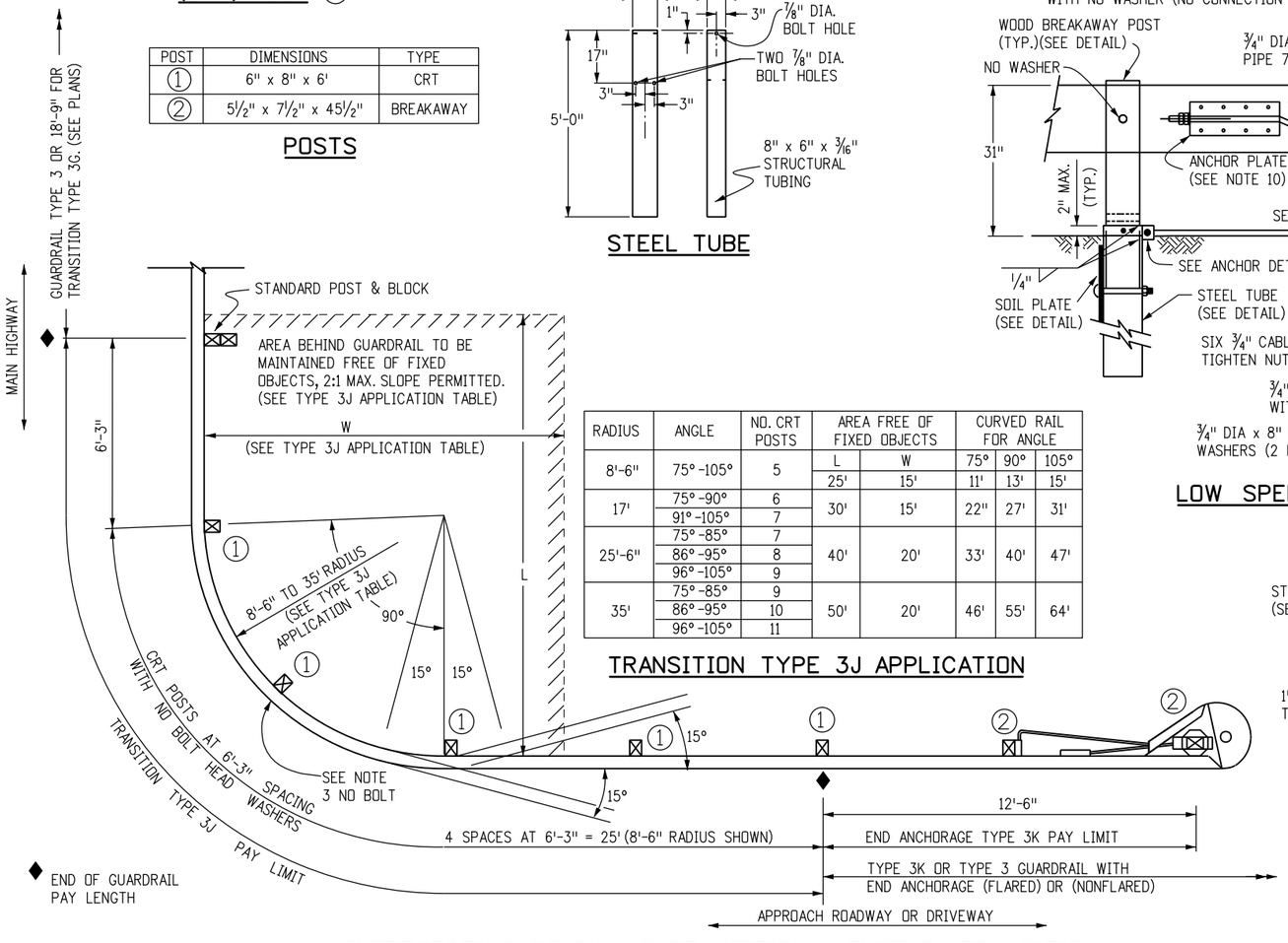
WOOD BREAKAWAY POST ②

POST	DIMENSIONS	TYPE
①	6" x 8" x 6'	CRT
②	5 1/2" x 7 1/2" x 45 1/2"	BREAKAWAY

POSTS



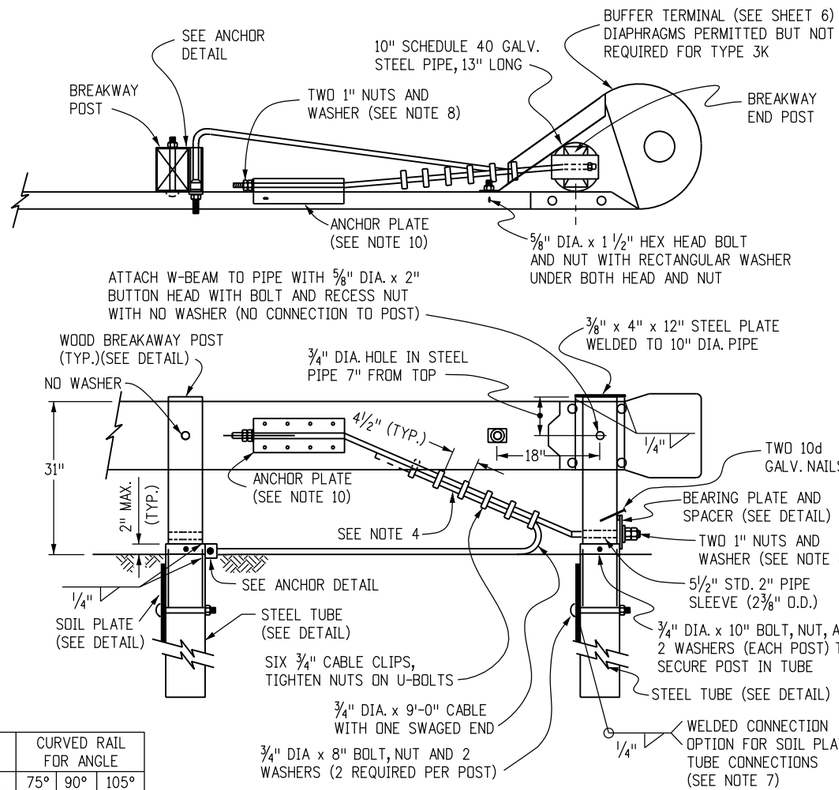
STEEL TUBE



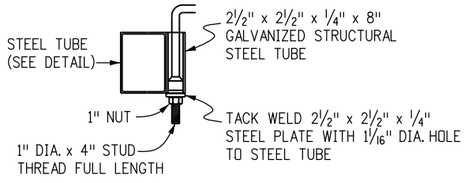
RADIUS	ANGLE	NO. CRT POSTS	AREA FREE OF FIXED OBJECTS		CURVED RAIL FOR ANGLE		
			L	W	75°	90°	105°
8'-6"	75°-105°	5	25'	15'	11'	13'	15'
17'	75°-90°	6	30'	15'	22"	27'	31'
	91°-105°	7					
25'-6"	75°-85°	7	40'	20'	33'	40'	47'
	86°-95°	8					
	96°-105°	9					
35'	75°-85°	9	50'	20'	46'	55'	64'
	86°-95°	10					
	96°-105°	11					

TRANSITION TYPE 3J APPLICATION

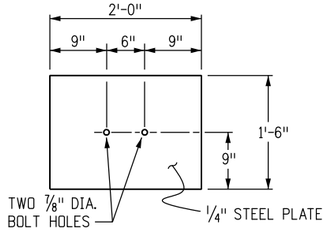
INTERSECTING ROADWAYS TRANSITION - TYPE 3J TRANSITION



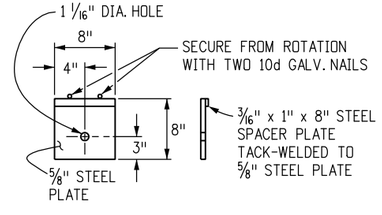
LOW SPEED END ANCHORAGE - TYPE 3K



ANCHOR DETAIL



SOIL PLATE



BEARING PLATE FOR STEEL TUBE

NOTES

1. APPLICATION: THE TRANSITION TYPE 3J MAY BE USED TO SHIELD HAZARDS AT THE INTERSECTION OF TWO ROADWAYS. TYPICAL APPLICATIONS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:
   A. CANAL SERVICE ROADS AT BRIDGE ENDS.
   B. INTERRUPTIONS IN GUARDRAIL RUNS BY INTERSECTING ROADWAYS, ETC..

   THE LOW SPEED (<45 MPH) END ANCHORAGE TYPE 3K SHALL BE USED ONLY ON DRIVEWAYS AND LOW SPEED SERVICE ROADS. WHEN AN APPROVED CRASH-TESTED END TREATMENT IS REQUIRED USE THE END ANCHORAGE (FLARED) OR (NONFLARED) WITH 37 FT.-6 IN. LENGTH.
2. GRADING AND PAVING FOR THE 3J & 3K SHALL MATCH THE GRADING AND PAVING OF THE GUARDRAIL TO WHICH THEY ARE ATTACHED, AND SHALL BE IN ACCORDANCE WITH SHEET ONE OF THIS STANDARD. MAXIMUM FILL SLOPE SHALL BE 2:1.
3. THE RAIL IS NOT BOLTED TO THE CRT POST AT THE CENTER OF THE CURVE FOR THE 8 FT.-6 IN., 17 FT., AND 25 FT.-6 IN. RADII. PLATES SHALL CONFORM TO ASTM A 36, AND THE STRUCTURAL TUBING TO ASTM A 500.
4. THE 3/4IN. GALVANIZED WIRE ROPE (CABLE) SHALL CONFORM TO AASHTO M 30 TYPE II.
5. PLATES SHALL CONFORM TO ASTM A 36, AND STRUCTURAL TUBING TO ASTM A 500. WELDING SHALL MEET ALL REQUIREMENTS OF THE AMERICAN WELDING SOCIETY.
6. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN CONFORMANCE WITH ASTM A 123. POSTS SHALL NOT BE PUNCHED, DRILLED, CUT, OR WELDED AFTER GALVANIZING.
7. WHEN THE SOIL PLATE WELDED OPTION IS SELECTED, SOIL PLATE CONNECTION BOLT HOLES ARE NOT REQUIRED.
8. OUTSIDE NUT SHALL BE TORQUED AGAINST INSIDE NUT WITH THE CABLE INSTALLED TAUT BETWEEN THE ANCHOR PLATE AND FIRST POST.
9. ALL CURVED GUARDRAIL SHALL BE SHOP BENT.
10. SEE SHEET 5 FOR ANCHOR PLATE AND OTHER DETAILS.
11. THE STEEL TUBE MAY BE DRIVEN WITH WOOD POST INSERTED IF NO DAMAGE OCCURS TO THE POST OR BOLTS.

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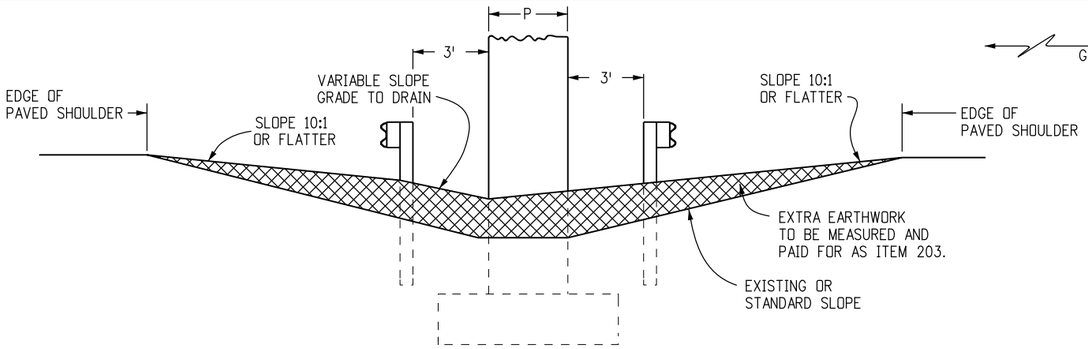
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

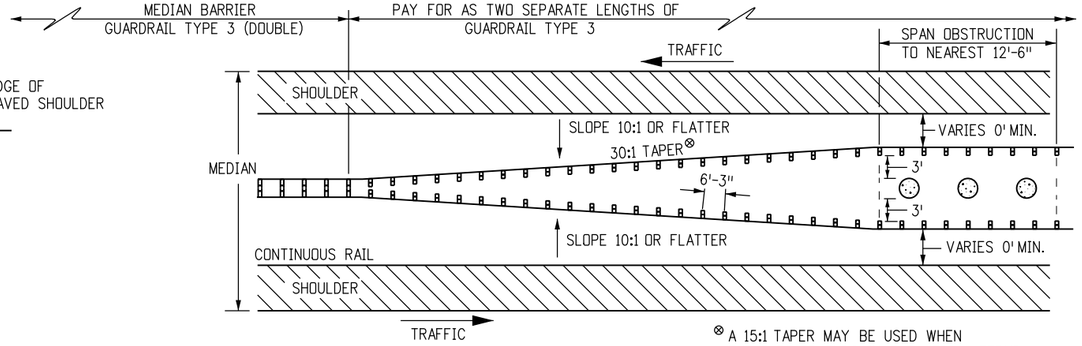
STANDARD PLAN NO. M-606-1

Standard Sheet No. 12 of 19

Project Sheet Number:

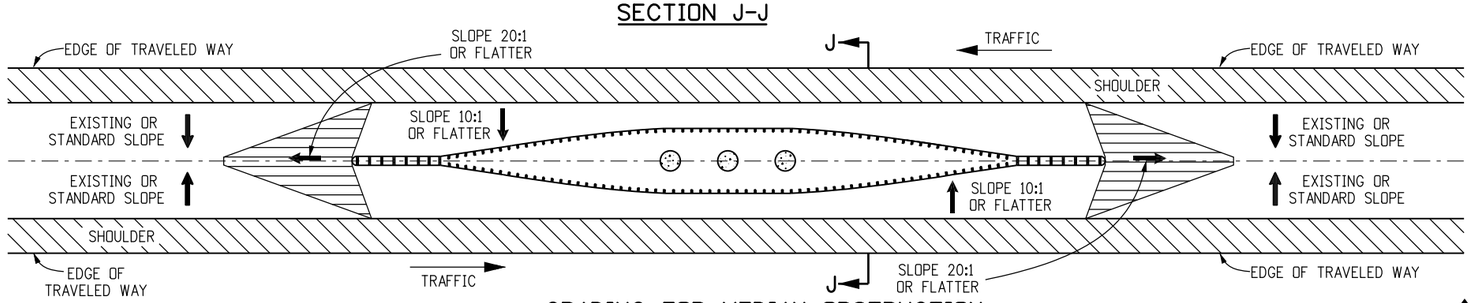


SECTION J-J

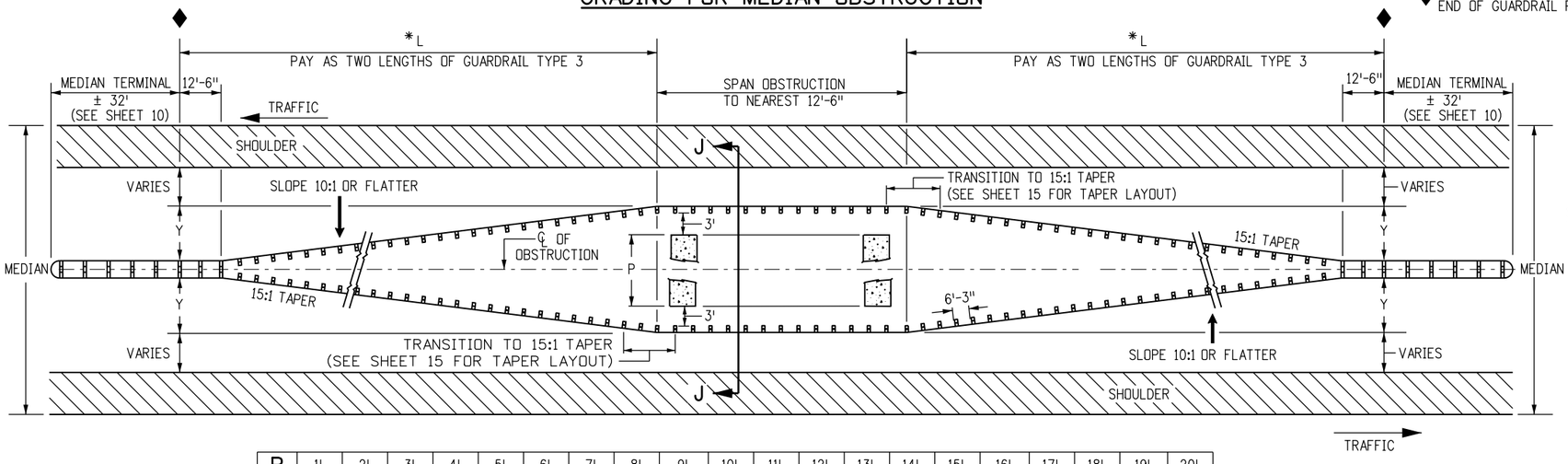


⊗ A 15:1 TAPER MAY BE USED WHEN THE BARRIER ENDS IN THE MEDIAN TERMINAL

OBSTRUCTION IN MEDIAN 30 FT. WIDE OR LESS



GRADING FOR MEDIAN OBSTRUCTION



◆ END OF GUARDRAIL PAY LENGTH

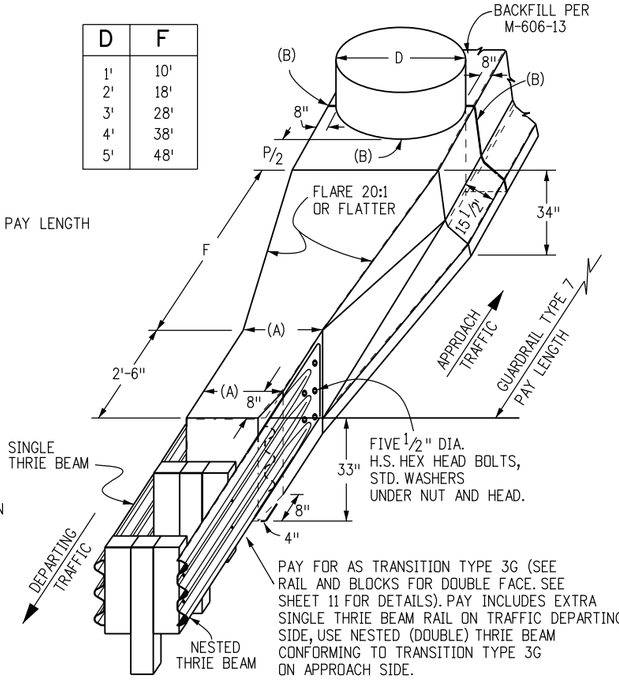
P	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'	12'	13'	14'	15'	16'	17'	18'	19'	20'
Y	4'-1"	4'-7"	5'-1"	5'-7"	6'-1"	6'-7"	7'-1"	7'-7"	8'-1"	8'-7"	9'-1"	9'-7"	10'-1"	10'-7"	11'-1"	11'-7"	12'-1"	12'-7"	13'-1"	13'-7"
L	75'	87'-6"		100'	112'-6"		125'		137'-6"	150'		162'-6"		175'		187'-6"	200'		212'-6"	225'

*L IS MEASURED ALONG FACE OF GUARDRAIL

GUARDRAIL FOR OBSTRUCTION IN MEDIANS WIDER THAN 30 FT.

NOTE: FOR OBSTRUCTIONS (P) THAT ARE WIDER THAN 20 FT. IN MEDIANS USE SHEET 16.

D	F
1'	10'
2'	18'
3'	28'
4'	38'
5'	48'



(A). TIMBER POSTS 2 FT., STEEL POSTS 1 FT.-9½IN.

(B). ½ IN. PREFORMED JOINT MATERIAL

NARROW MEDIAN DETAIL

USUALLY LESS THAN 30 FT. WIDE MEDIAN
WITH ALL PAVED SURFACE

OBSTRUCTIONS IN MEDIANS

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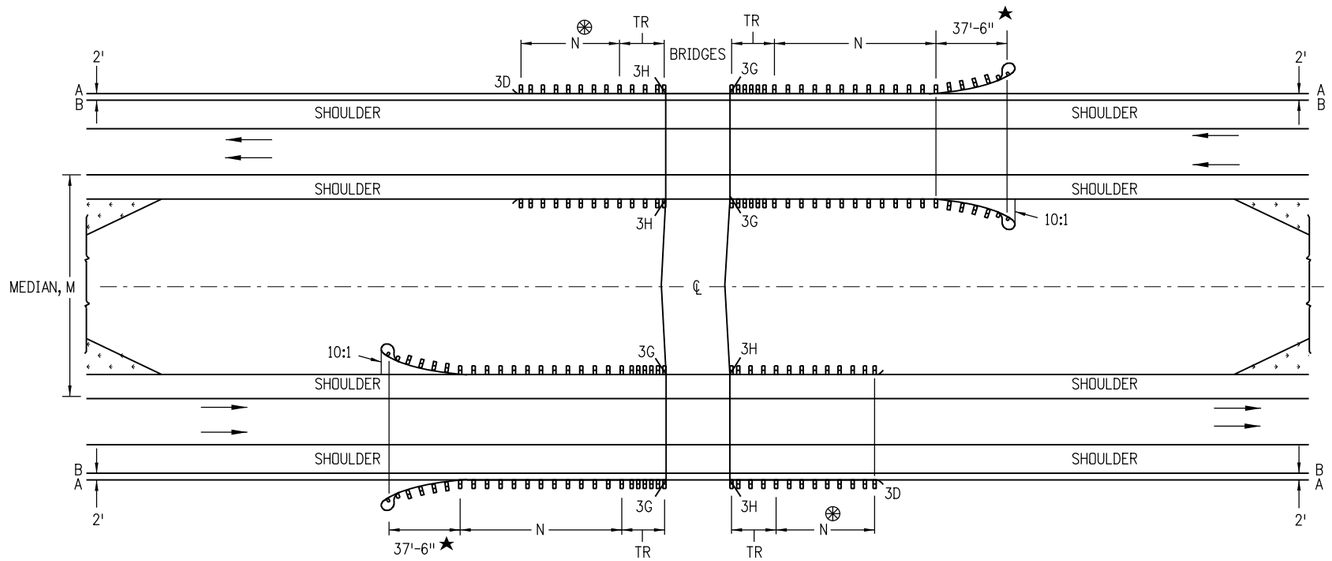
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-1
Standard Sheet No. 13 of 19
Project Sheet Number:



MULTILANE DIVIDED HIGHWAYS FOR STEEP EMBANKMENTS IN MEDIAN

NOTES

1. MEDIAN BARRIERS TANGENT TO THE ROADWAY MAY BE USED WHERE THE SHOULDER SLOPES IN THE MEDIAN ARE STEEP.
2. BARRIER LENGTHS SHALL BE INCREASED TO ACCOUNT FOR STEEP EMBANKMENTS OR OTHER HAZARDS WITHIN CLOSE PROXIMITY OF BRIDGES.

⊛ — DO NOT CONSTRUCT THE TR AND GUARDRAIL ON THE TRAILING BRIDGE ENDS IF SITE CONDITIONS DO NOT WARRANT THE USE OF GUARDRAIL.

N — SHOWN ON PLANS. LENGTH TO SHIELD ALL HAZARDS IS BASED ON GUARDRAIL'S LENGTH OF NEED COMPUTATION. SEE AASHTO ROADWAY DESIGN GUIDE. THE MINIMUM SHALL BE 12 FT. - 6 IN., WHERE SITE CONDITIONS ALLOW. THE TOTAL LENGTH OF NEED WILL INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT.

TR — 25 FEET FOR TRANSITION TYPES 3G AND 3H.

A — EDGE OF 8 FT. OR 10 FT. SHOULDER.

B — EDGE OF 6 FT. OR LESS SHOULDER.

★ — END ANCHORAGE CAN BE FLARED OR NONFLARED.

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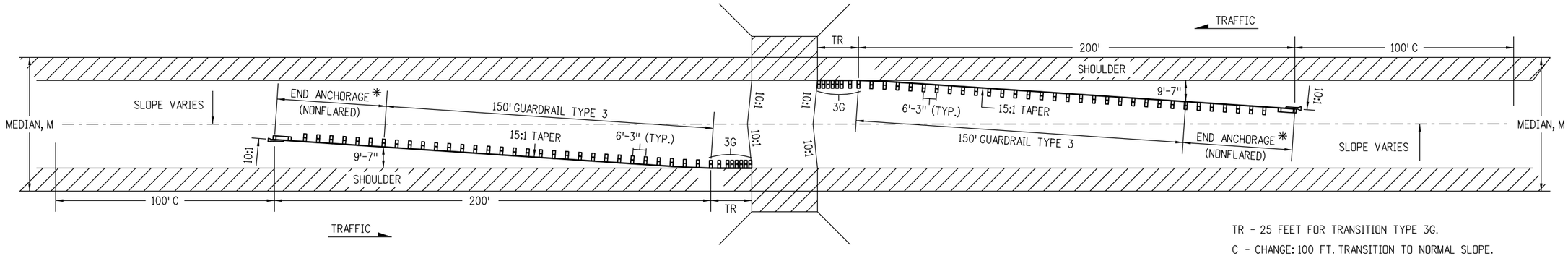


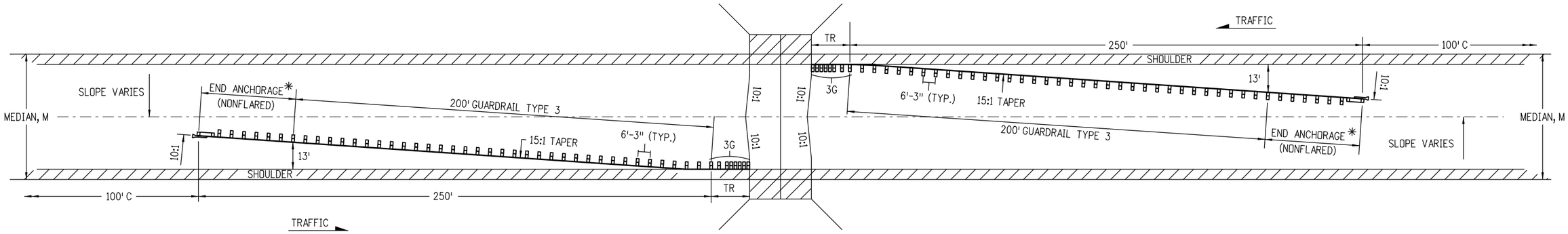
TR - 25 FEET FOR TRANSITION TYPE 3G.

C - CHANGE: 100 FT. TRANSITION TO NORMAL SLOPE.

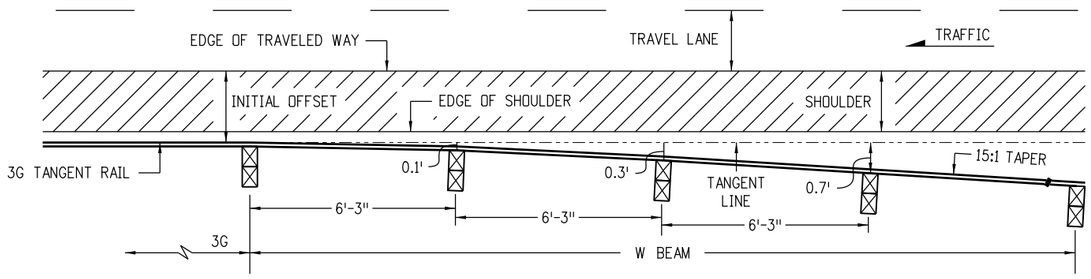
M - WIDTH OF MEDIAN.

MEDIANS 60 FT. AND OVER WITH 10 FT. OR WIDER SHOULDERS.

* END ANCHORAGE LENGTH AND FLARE RATES VARY BY DEVICE.
SEE MANUFACTUERER/SUPPLIER FOR INSTALLATION REQUIREMENTS.



MEDIANS 60 FT. AND OVER WITH 4 to 8 FT. SHOULDERS.



TRANSITION TO TYPICAL 15:1 TAPER

NOTES

1. GUARDRAIL TRANSITIONS FROM PARALLEL TO ROADWAY SHOULDER AT 3G SEGMENT TO 15:1 TAPER WITHIN 25 FEET BASED ON POST OFFSET DIMENSIONS SHOWN.
2. SEE SHEET 14 FOR THE RIGHT SHOULDER GUARDRAIL LAYOUT.

MULTILANE DIVIDED HIGHWAYS - (DEPRESSED MEDIANS, 60 FT. AND OVER WITH OPEN HAZARDS OR OBSTRUCTIONS)

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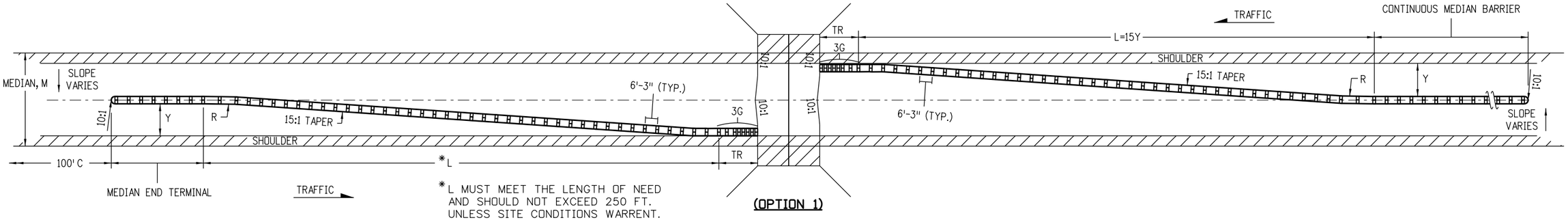
STANDARD PLAN NO. M-606-1

Standard Sheet No. 15 of 19

Project Sheet Number:

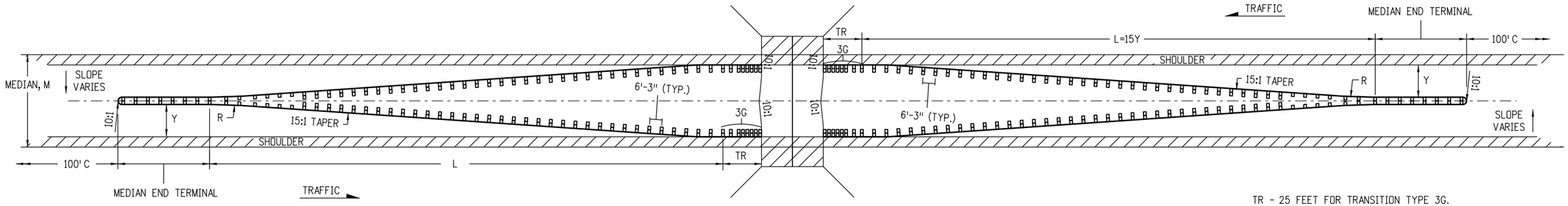
NOTES

1. GUARDRAIL TRANSITIONS FROM PARALLEL TO ROADWAY SHOULDER AT 3G SEGMENT TO 15:1 TAPER WITHIN 25 FEET BASED ON POST OFFSET DIMENSIONS SHOWN.
2. THE OPTION 1 LAYOUT SHALL BE USED WHEN "Y" EXCEEDS 16 FEET OR WHEN MEDIAN BARRIER IS CONTINUOUS.
3. THE OPTION 2 LAYOUT SHALL BE USED WHEN "Y" IS 16 FEET OR LESS.
4. SEE SHEET 14 FOR RIGHT SHOULDER GUARDRAIL LAYOUT.



*L MUST MEET THE LENGTH OF NEED AND SHOULD NOT EXCEED 250 FT. UNLESS SITE CONDITIONS WARRENT.

(OPTION 1)



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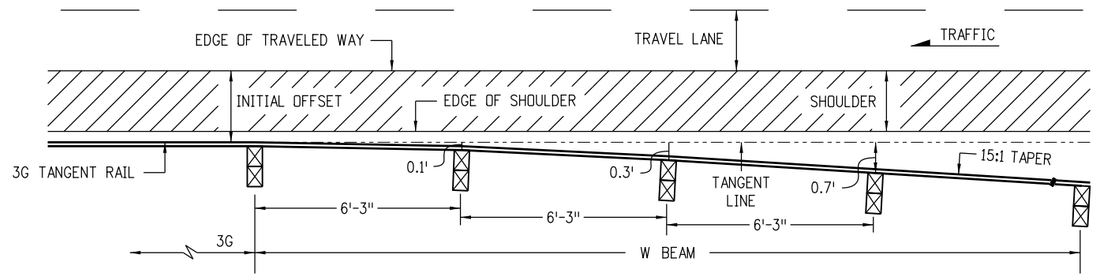

TRANSITION TO TYPICAL 15:1 TAPER

TR - 25 FEET FOR TRANSITION TYPE 3G.
C - CHANGE: 100 FT. TRANSITION TO NORMAL SLOPE.
M - WIDTH OF MEDIAN.
L - TOTAL LENGTH PAID AS GUARDRAIL TYPE 3.
Y - FINAL OFFSET AT END.

MULTILANE DIVIDED HIGHWAYS - (DEPRESSED MEDIANS, 21 - 59 FT. WITH OPEN HAZARDS OR OBSTRUCTIONS)

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

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STANDARD PLAN NO. M-606-1

Standard Sheet No. 16 of 19

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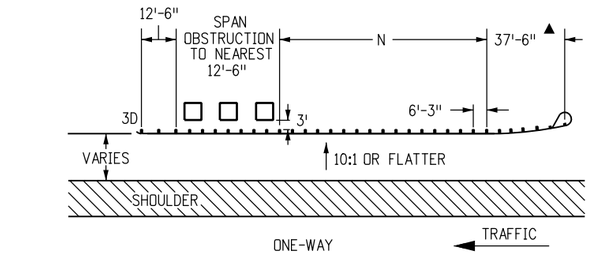
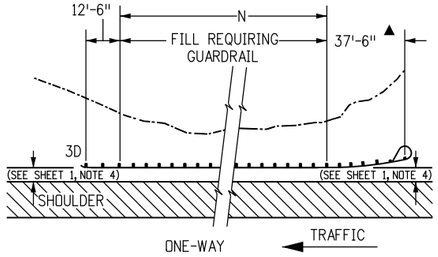
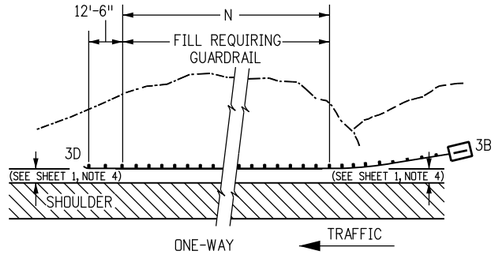
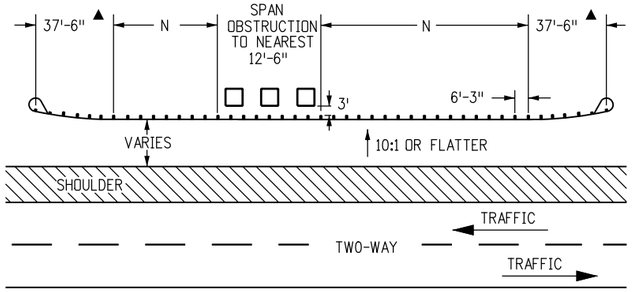
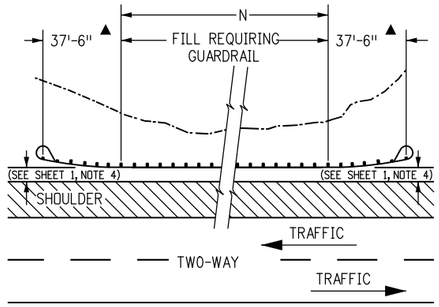




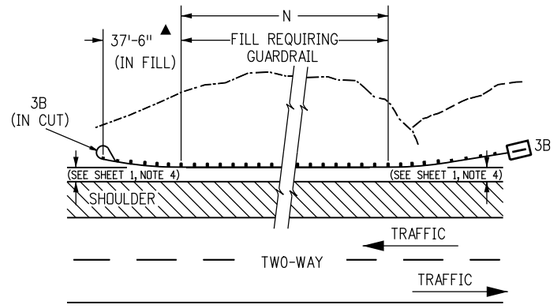




GUARDRAIL FOR ROADSIDE OBSTRUCTIONS



GUARDRAIL FOR ROADSIDE FILL CONSTRUCTION

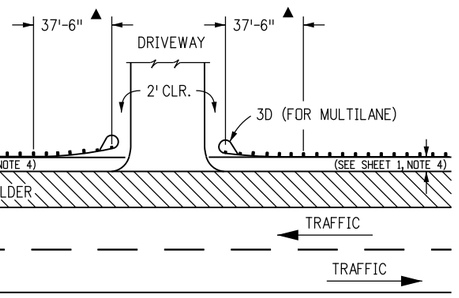


GUARDRAIL FOR ROADSIDE CUT-TO-FILL CONDITION

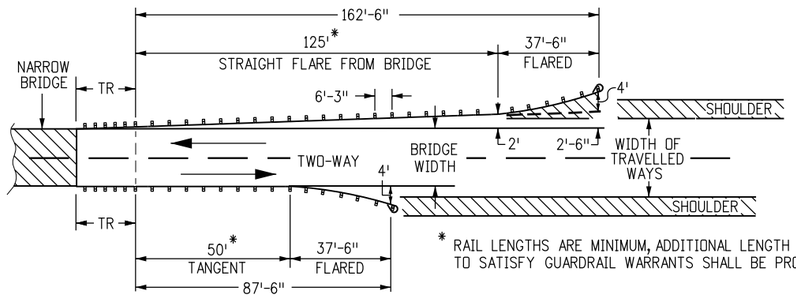
NOTES

1. A TYPE 3G OR 3H TRANSITION (SEE SHEET 11) SHALL BE USED TO CONNECT THE TYPE 3 W-BEAM TO A TYPE 9 CONCRETE BARRIER (SEE M-606-15) OR TO A TYPE 8 OR 10 BRIDGE RAIL.
2. "TR" SHALL BE 25 FEET FOR THE TRANSITION TYPES 3G AND 3H.
3. THE GUARDRAIL LENGTH DIMENSION "N" IS THE LENGTH AS DETERMINED BY THE LENGTH OF NEED COMPUTATION AND IS SHOWN ON THE PLANS. THE MINIMUM IS 12 FT.-6 IN. WHERE SITE CONDITIONS ALLOW. THE OVERALL REQUIRED LENGTH OF NEED CAN INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT. A TRAVERSABLE SLOPE SHALL BE PROVIDED BEHIND THE TERMINAL TO DIMENSION "N" PRIOR TO THE OBSTRUCTION UNLESS OTHERWISE APPROVED BY THE ENGINEER.

▲ END ANCHORAGE CAN BE FLARED OR NONFLARED

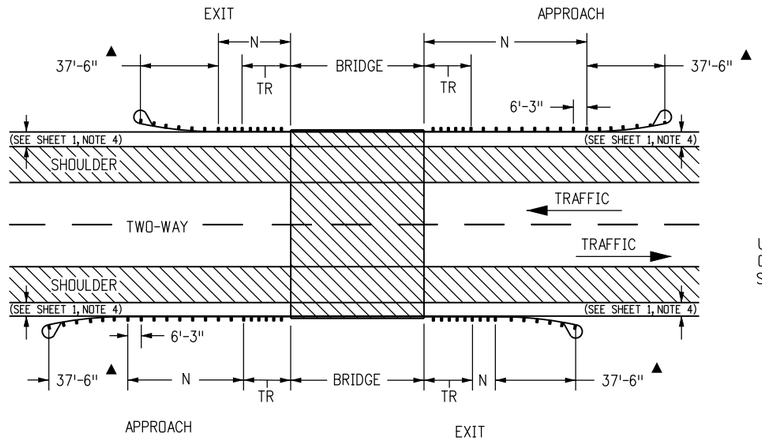


LAYOUT FOR DRIVEWAY APPROACH

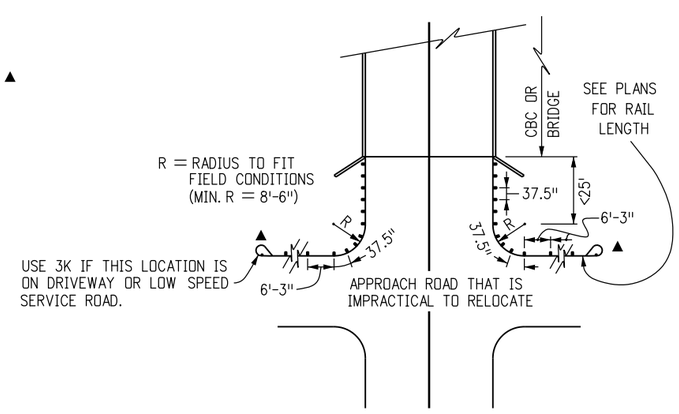


* RAIL LENGTHS ARE MINIMUM, ADDITIONAL LENGTH TO SATISFY GUARDRAIL WARRANTS SHALL BE PROVIDED

2-WAY NARROW APPLICATION



2-WAY NORMAL BRIDGE APPLICATION



GUARDRAIL TYPE 3 WITH BLOCKED OUT POSTS SPACED AT 3'-1½" FROM STRUCTURE AROUND CURVE.

INTERRUPTED STRUCTURE APPROACH

(USE TYPE 3J ON SHEET 12 WHEN PRACTICAL)

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MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

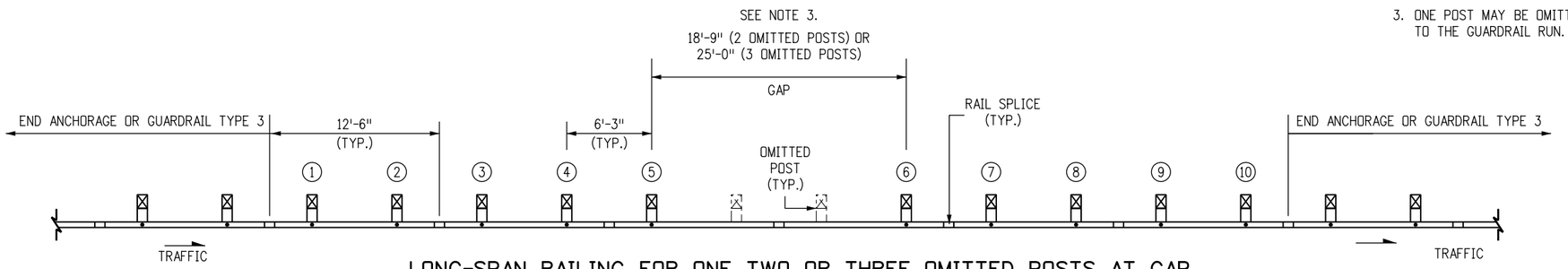
STANDARD PLAN NO. M-606-1

Standard Sheet No. 17 of 19

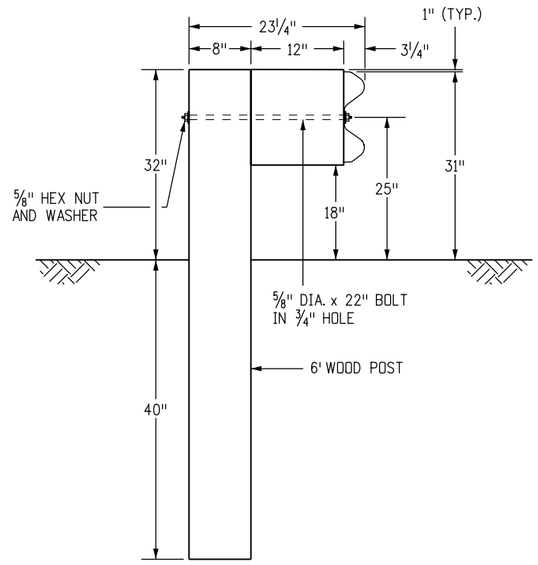
Project Sheet Number:

NOTES

1. POSTS ①, ②, ⑨, and ⑩ MAY BE TIMBER OR STEEL.
2. THE NUMBER OF OMITTED POSTS IS DEPENDENT ON THE LENGTH OF THE GAP.
3. ONE POST MAY BE OMITTED WITHOUT ANY MODIFICATION TO THE GUARDRAIL RUN.

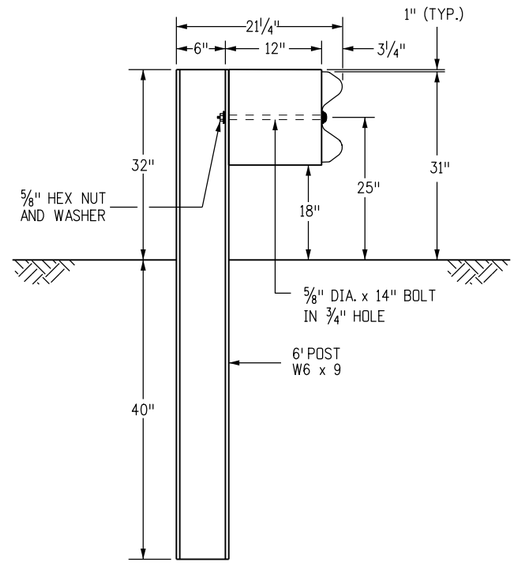


LONG-SPAN RAILING FOR ONE, TWO, OR THREE OMITTED POSTS AT GAP



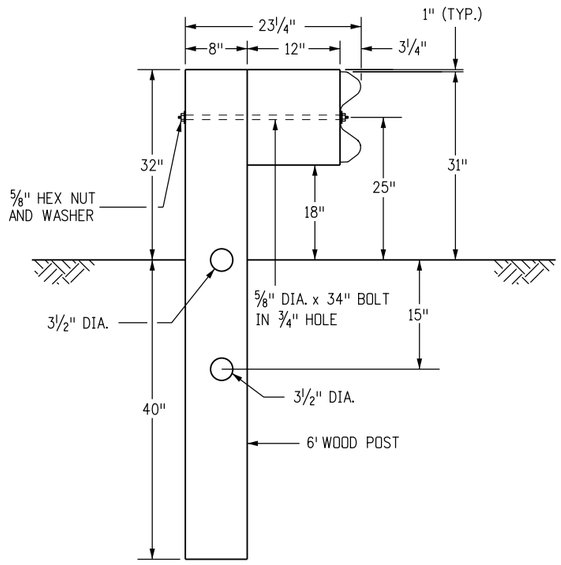
TIMBER POST

POSTS ①-② AND ⑨-⑩
(SEE NOTE 1)



STEEL POST

POSTS ①-② AND ⑨-⑩
(SEE NOTE 1)



BREAKWAY TIMBER POST

POSTS ③ - ⑧

Computer File Information		Sheet Revisions	
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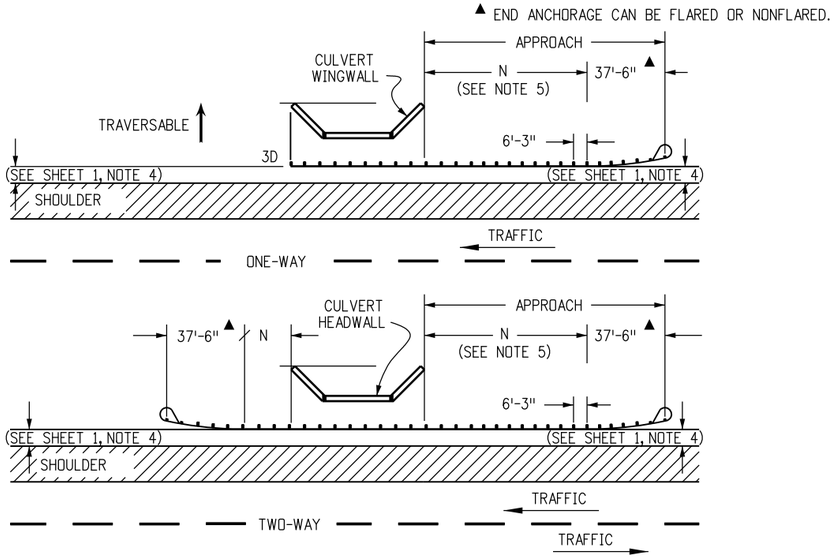
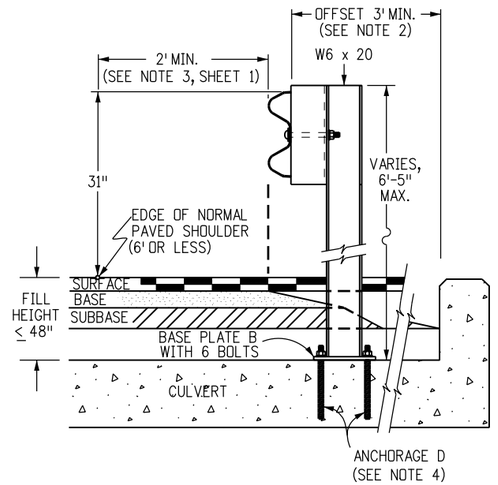
MIDWEST
GUARDRAIL SYSTEM (MGS)
TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

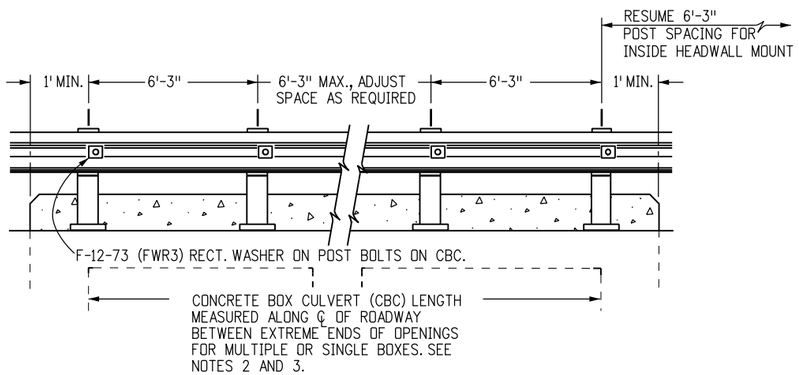
STANDARD PLAN NO.
M-606-1
Standard Sheet No. 18 of 19
Project Sheet Number:



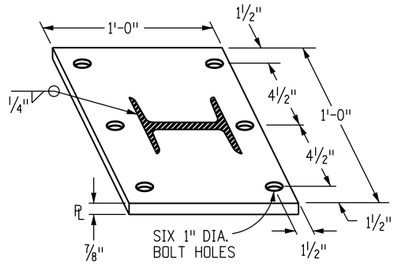
GUARDRAIL FOR CULVERTS



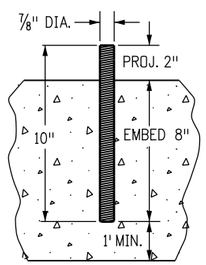
INSIDE MOUNT ON CBC



RAIL PLACEMENT FOR INSIDE MOUNT



BASE PLATE B
(FOR INSIDE MOUNT)



ANCHORAGE D
(FOR INSIDE MOUNT)

NOTES

1. LOCATION AND LENGTH OF MEDIAN GUARDRAIL APPROACHES TO CULVERTS WITH FULL HEADWALL AND WINGWALLS SHALL BE AS SHOWN FOR BRIDGES ON SHEET 15. THE GUARDRAIL TYPE 3 SHALL CONTINUE ACROSS THE CULVERT AS SHOWN ON THIS SHEET.

2. RIGHT SHOULDER BOX CULVERT TREATMENT IS SHOWN ON THIS SHEET FOR CULVERTS 20 FT. OR LESS IN LENGTH.

3. CONSTRUCTION AND PAYMENT FOR FILL HEIGHTS SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL TYPE 3.

4. ANCHORAGE D: SIX BOLTS FOR BASE PLATE "B" WITH INSIDE MOUNT. THE BOLTS SHALL BE 7/8 IN. DIA X 10 IN. HIGH STRENGTH RODS THREADED FULL LENGTH AND ALL GALVANIZED. RODS SHALL BE CAST-IN-PLACE FOR NEW STRUCTURES. FOR EXISTING STRUCTURES, THE RODS SHALL BE INSTALLED IN 1-1/4 IN. DIA HOLES WITH NON-SHRINK GROUT OR EPOXY CONFORMING TO ASTM C 881. IF THE THICKNESS OF A CULVERT'S TOP PANEL REQUIRES BOLTS TO BE LESS THAN 10 IN. HIGH, THE BOLTS SHALL BE APPROVED BY THE ENGINEER.

5. THE GUARDRAIL LENGTH DIMENSION "N" IS THE LENGTH AS DETERMINED BY THE LENGTH OF NEED COMPUTATION AND IS SHOWN ON THE PLANS. THE MINIMUM IS 12 FT.-6 IN. WHERE SITE CONDITIONS ALLOW. THE OVERALL REQUIRED LENGTH OF NEED CAN INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT.

6. ALL POSTS, BASE PLATES, AND ANCHOR BOLTS SHALL BE FABRICATED FROM ASTM A 36 STEEL. THE ABOVE MATERIAL, W-BEAM, AND ALL ANCHOR BOLTS AND MISCELLANEOUS BOLTS, NUTS,AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION INACCORDANCE WITH SECTION 509. CONCRETE, REINFORCING STEEL, AND STRUCTURAL STEEL ELEMENTS SHALL BE IN ACCORDANCE WITH SECTIONS 601, 602, AND 509, RESPECTIVELY.

7. POST ANCHORS, ENCASED IN CONCRETE, SHALL BE ASTM A 36 STEEL, AND NEED NOT BE GALVANIZED.

8. PRIOR TO INSTALLATION OF GUARDRAIL ON CULVERTS, THREE SETS OF WORKING DRAWINGS WHICH COMPLY WITH THE REQUIREMENTS OF SECTION 105 SHALL BE SUBMITTED TO THE ENGINEER FOR INFORMATION ONLY.

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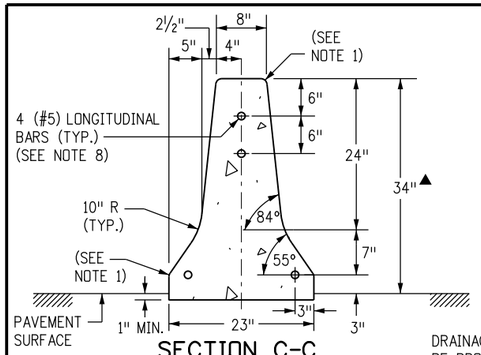
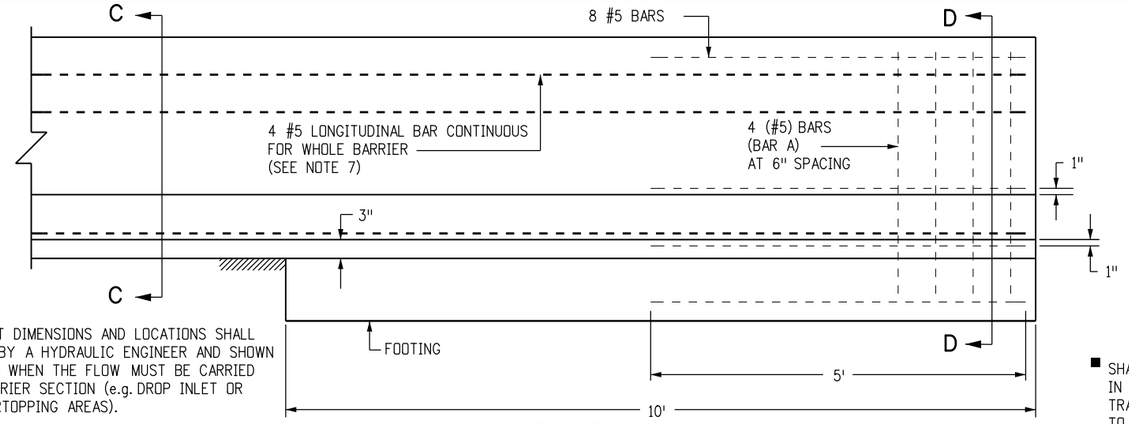
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 3 W-BEAM 31 INCHES

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-1
Standard Sheet No. 19 of 19
Project Sheet Number:



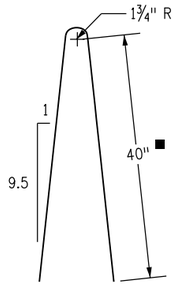
SECTION C-C
STYLE CA
CONCRETE BARRIER (TYP.)



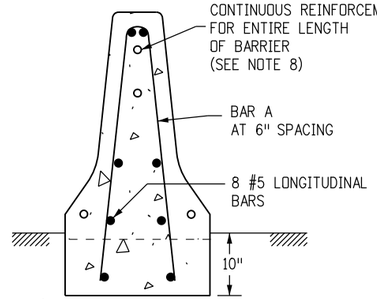
ANCHORAGE

BARRIER ELEVATION VIEW INCLUDING REINFORCED ANCHORAGE AT END
(FOR ANCHORAGE THAT TRANSITIONS TO BRIDGE RAIL OR THRIE BEAM, SEE SHEET 2)

DRAINAGE SLOT DIMENSIONS AND LOCATIONS SHALL BE PROVIDED BY A HYDRAULIC ENGINEER AND SHOWN ON THE PLANS WHEN THE FLOW MUST BE CARRIED ACROSS A BARRIER SECTION (e.g. DROP INLET OR CULVERT OVERTOPPING AREAS).

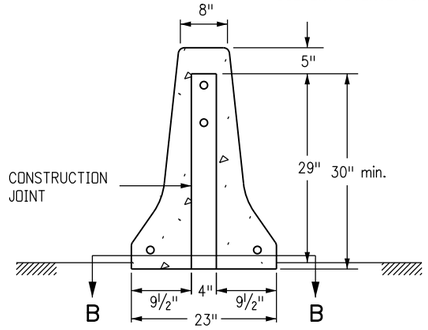


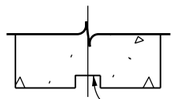
BAR A (#5)



✱SECTION D-D
ANCHORAGE

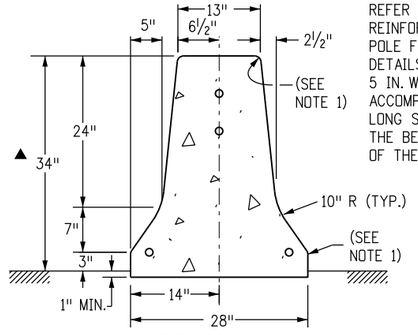
■ SHALL BE 38 IN. IN ANCHORAGE THAT TRANSITIONS FROM TYPE 7 TO TYPE 3G-THRIE BEAM (SEE SHEET 2)





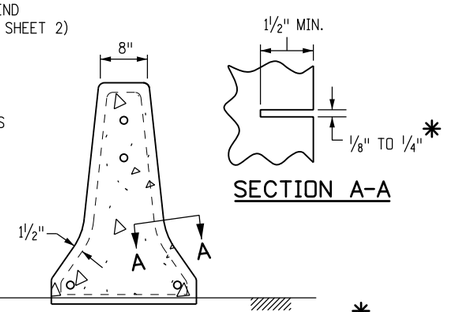
SECTION B-B
✱CONSTRUCTION JOINT

✱ SEE STYLE CA DETAIL FOR TYPICAL DIMENSIONS.



STYLE CL
BARRIER FOR MOUNTED LIGHT POLES

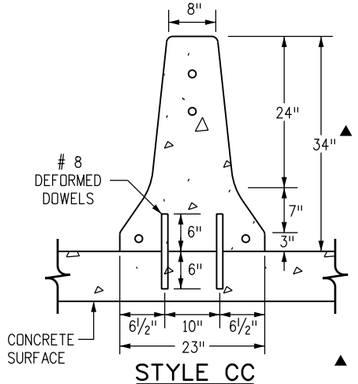
REFER TO THE PLANS FOR THE REINFORCING, WIRING, AND LIGHT POLE FOUNDATION INSTALLATION DETAILS. THE TRANSITION TO THIS 5 IN. WIDER SECTION SHALL BE ACCOMPLISHED IN ONE 10 FT. LONG SEGMENT OF BARRIER AT THE BEGINNING AND THE END OF THE RUN OF LIGHT POLES.



SECTION A-A

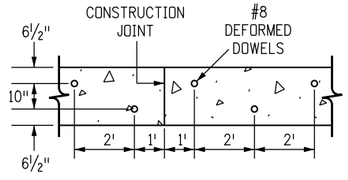
TRANSVERSE CONTRACTION JOINTS ✱

FORMED OR SAWED TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20 FT. INTERVALS OR THE INTERVALS SHALL MATCH THE CONCRETE PAVEMENT JOINTS FOR INSTALLATIONS ON TOP OF THE CONCRETE ROADWAY PAVEMENT.

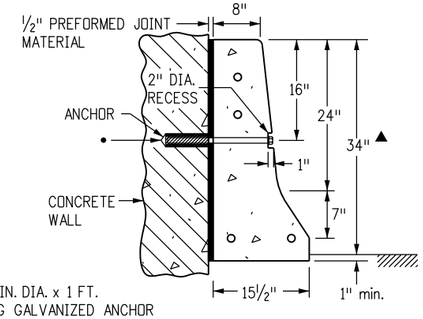


STYLE CC
BARRIER DOWELLED TO CONCRETE SURFACE

▲ IN FUTURE OVERLAYS, AN OVERALL MINIMUM HEIGHT OF 31 IN. IS REQUIRED.

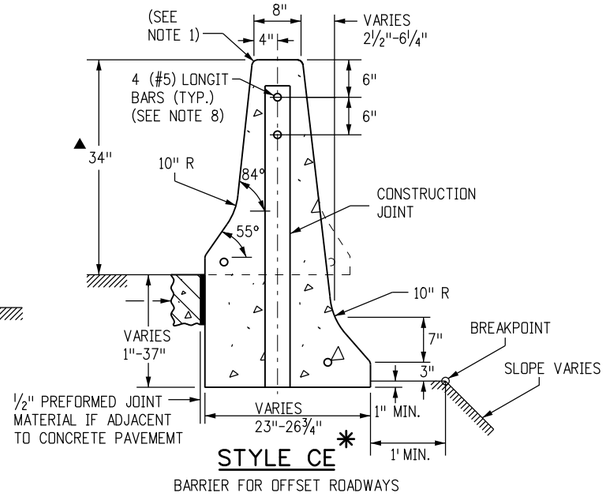


DOWEL PLACEMENT LAYOUT
FOR STYLE CC BARRIER (PLAN VIEW)



STYLE CD
BARRIER AGAINST WALL

• ½ IN. DIA. x 1 FT. LONG GALVANIZED ANCHOR BOLT AND WASHER, MECHANICALLY FASTENED AT 2 FT. - 6 IN. CENTERS. USE ONLY WHEN CALLED FOR ON PLANS.



STYLE CE ✱
BARRIER FOR OFFSET ROADWAYS

GENERAL NOTES

1. ALL EDGES SHALL BE ROUNDED WITH A 1 IN. RADIUS EXCEPT AS SHOWN.
2. THE BARRIER SHALL BE ANCHORED AT THE ENDS AND AT INTERRUPTIONS WITH THE 10 FT. REINFORCED ANCHORAGE. THE FOOTING AND END BARRIER MAY BE MONOLITHIC OR THE BARRIER MAY BE CONNECTED TO THE 10 IN. DEEP FOOTING USING TEN #8 REBAR DOWELS (10 IN. LONG) SET TWO IN LINE AT 24 IN. SPACING.
3. BARRIER MAY BE CAST-IN-PLACE, SLIP FORMED, OR PRECAST (SEE STANDARD PLAN M-606-14).
4. BARRIER FOUNDATION SHALL BE PAVEMENT, OR COMPACTED AGGREGATE BASE, OR EMBANKMENT MATERIAL.
5. NO FOOTING IS REQUIRED (TYP.) EXCEPT FOR 10 FT. ANCHORAGE.
6. CONSTRUCTION JOINTS SHALL BE USED ON ALL BARRIER TYPES SHOWN, AT THE END OF THE DAY'S POUR OR AFTER ANY INTERRUPTION LONGER THAN 30 MINUTES. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
7. REINFORCING STEEL IN ANCHORAGE SHALL BE GRADE 60 EPOXY COATED DEFORMED BARS.
8. CONTINUOUS LONGITUDINAL REINFORCEMENT SHALL BE EITHER GRADE 60 EPOXY COATED DEFORMED BARS OR WIRE STRAND WITH MINIMUM ULTIMATE TENSILE STRENGTH OF 28,000 LBS. AND CLASS C GALVANIZING ACCORDING TO ASTM A 603.
9. TRANSITION TO EXISTING CONCRETE BARRIER INSTALLATIONS OF DISSIMILAR SHAPE SHALL BE ACCOMPLISHED IN ONE 10 FT. LONG SEGMENT OF BARRIER.
10. CONCRETE SHALL BE CLASS D.
11. ADDITIONAL MATERIAL FOR BARRIER EMBEDMENT GREATER THAN 1 IN. WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
12. EPOXY COATED LONGITUDINAL REBAR SHALL HAVE A MINIMUM LAP SPLICE OF 38 IN. WIRE STRAND LONGITUDINAL REINFORCEMENT SHALL BE BUTT WELDED OR MECHANICALLY SPLICED TO MAINTAIN 100 PERCENT OF THE MINIMUM REQUIRED TENSILE STRENGTH.
13. ALL INCIDENTAL WORK AND MATERIAL SUCH AS DOWELS, GROUT, ANCHORS, BOLTS, PINS, JOINT MATERIAL, EXCAVATION FOR BASES, CONTINUOUS LONGITUDINAL REINFORCEMENT, SHALL BE INCLUDED IN THE COST OF GUARDRAIL.
14. RETROREFLECTORIZATION IS REQUIRED ON ALL BARRIER TYPES. SEE BARRIER RETROREFLECTOR NOTES ON STANDARD PLAN S-612-1.

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GUARDRAIL TYPE 7 F-SHAPE BARRIER

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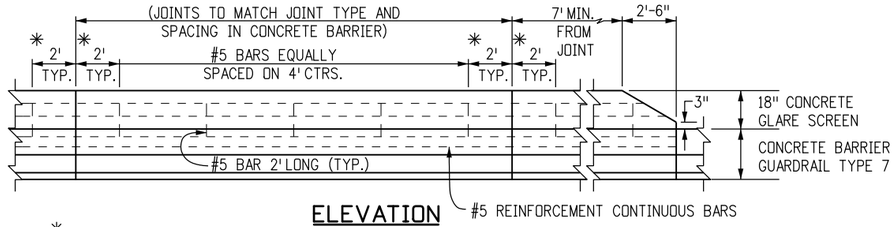
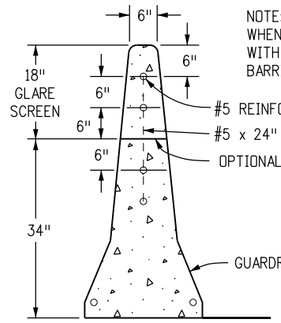


ELEVATION

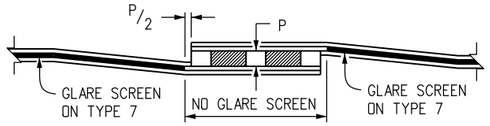
* 2 FT. IS TYPICAL FOR CAST-IN-PLACE BARRIERS.
1 FT. IS TYPICAL FOR PRECAST BARRIERS.
THE MINIMUM ACCEPTABLE DIMENSION IS 6 IN.



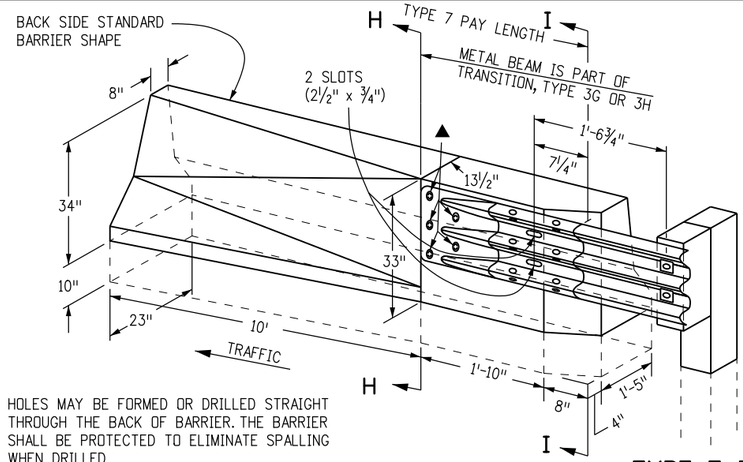
NOTE: VERTICAL TIE BARS ARE NOT REQUIRED WHEN THE GLARE SCREEN IS POURED MONOLITHICALLY WITH THE BARRIER. SEE SHEETS 1 AND 2 FOR BARRIER DIMENSIONS.

#5 REINFORCEMENT CONTINUOUS BARS
#5 x 24" TIE BARS SPACED AT 4' CENTERS
OPTIONAL CONSTRUCTION JOINT

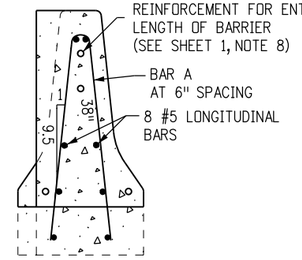
CONCRETE GLARE SCREEN



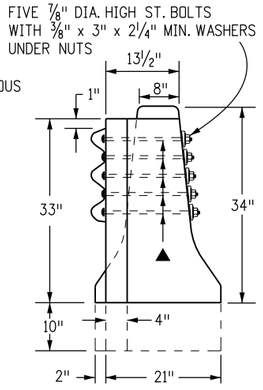
GLARE SCREEN AT MEDIAN OBSTRUCTIONS



▲ HOLES MAY BE FORMED OR DRILLED STRAIGHT THROUGH THE BACK OF BARRIER. THE BARRIER SHALL BE PROTECTED TO ELIMINATE SPALLING WHEN DRILLED.



SECTION H-H

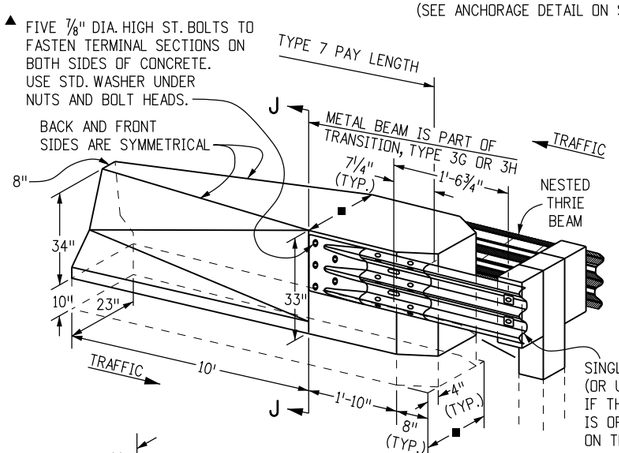


SECTION I-I

TYPE 7 TO SINGLE TYPE 3G TRANSITION AND ANCHORAGE

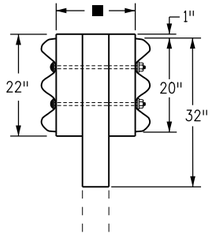
(SEE ANCHORAGE DETAIL ON SHEET 1 FOR REINFORCEMENT INFORMATION)

▲ FIVE ⅞" DIA. HIGH ST. BOLTS TO FASTEN TERMINAL SECTIONS ON BOTH SIDES OF CONCRETE. USE STD. WASHER UNDER NUTS AND BOLT HEADS.

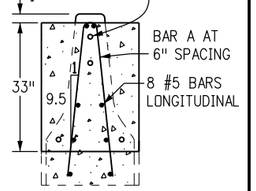


SINGLE THRIE BEAM (OR USE DOUBLE THRIE BEAM IF THE DIRECTION OF TRAFFIC IS OPPOSITE OF THAT SHOWN ON THIS SIDE)

■ 24" WOOD POSTS OR 21½" STEEL POSTS WITH WOOD BLOCKS



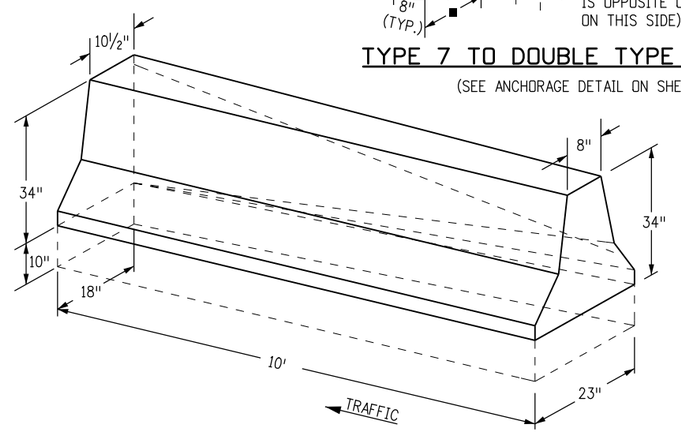
4 #5 LONGITUDINAL CONTINUOUS REINFORCEMENT FOR ENTIRE LENGTH OF BARRIER (SEE SHEET 1, NOTE 7)

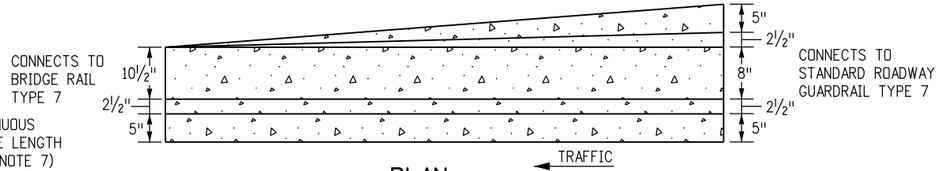


SECTION J-J

TYPE 7 TO DOUBLE TYPE 3G TRANSITION AND ANCHORAGE

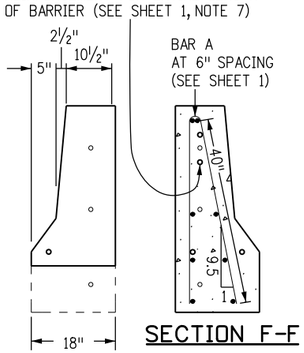
(SEE ANCHORAGE DETAIL ON SHEET 1 FOR REINFORCEMENT INFORMATION)





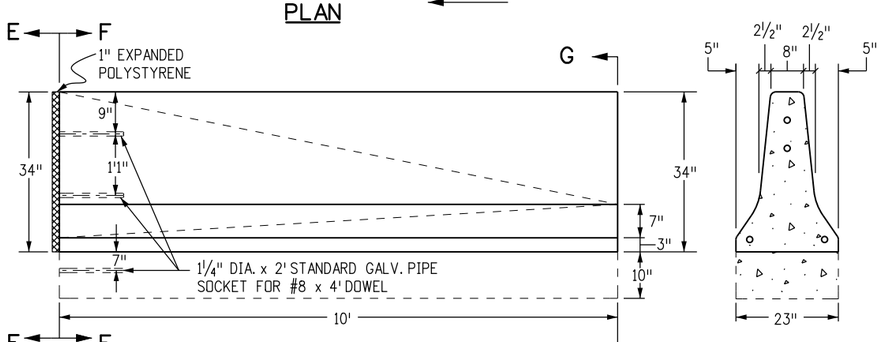
PLAN

4 #5 LONGITUDINAL CONTINUOUS REINFORCEMENT FOR ENTIRE LENGTH OF BARRIER (SEE SHEET 1, NOTE 7)



SECTION E-E

SECTION F-F



ELEVATION

SECTION G-G

THIS SECTION PROVIDES A TRANSITION FOR THE SHAPE OF THE BRIDGE RAIL TYPE 7 TO THE ROADWAY GUARDRAIL TYPE 7. MEASURED AND PAID FOR AS GUARDRAIL TYPE 7.
(SEE ANCHORAGE DETAIL ON SHEET 1 FOR REINFORCEMENT INFORMATION)

BRIDGE RAIL TYPE 7 TO ROADWAY SHOULDER TYPE 7 TRANSITION AND ANCHORAGE

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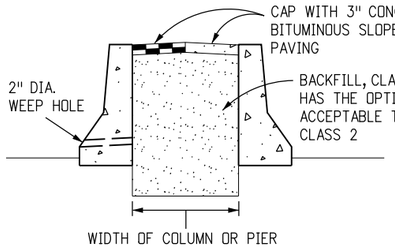
Project Development Branch JBK

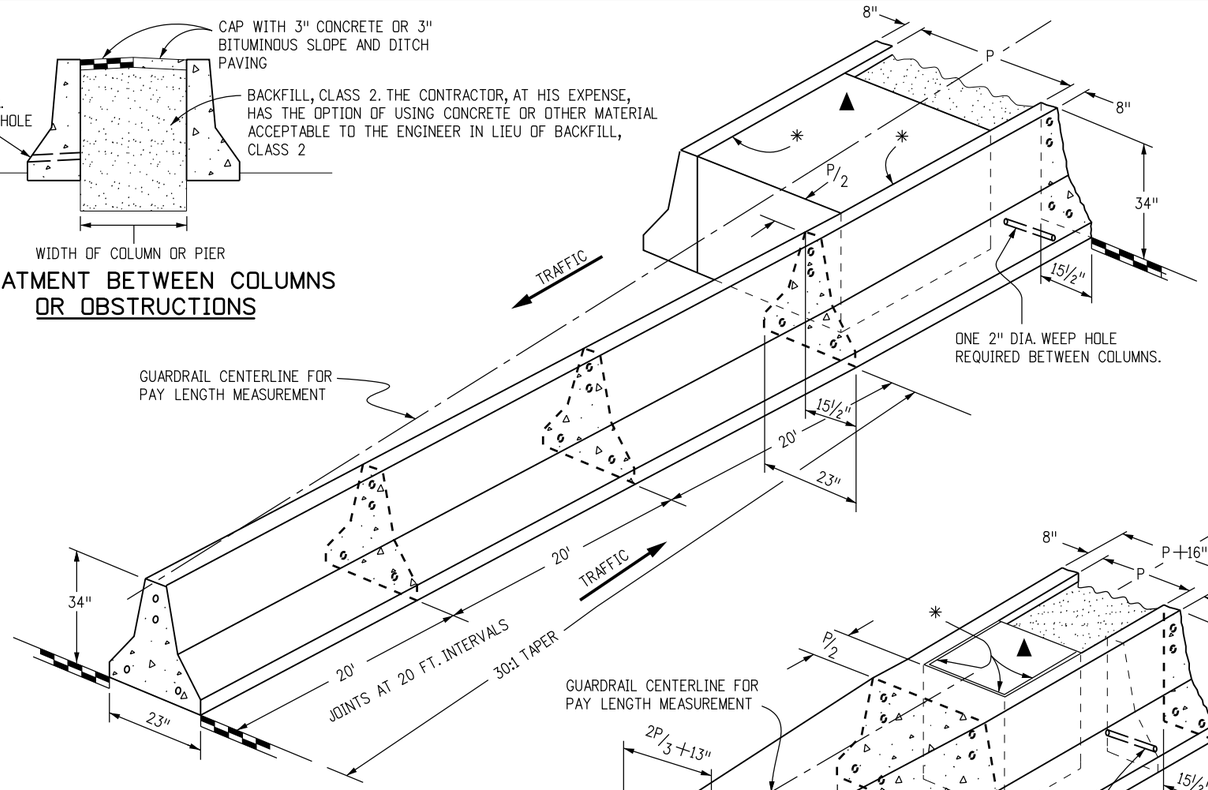
GUARDRAIL TYPE 7 F-SHAPE BARRIER

Issued by the Project Development Branch: July 31, 2019

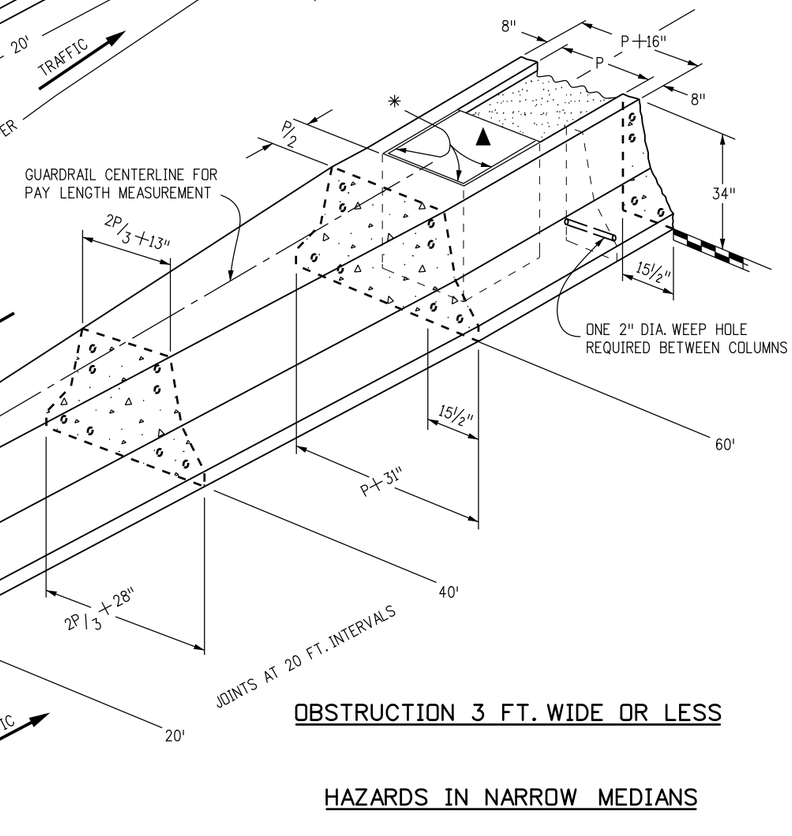
STANDARD PLAN NO.
M-606-13
Standard Sheet No. 2 of 4
Project Sheet Number:



TREATMENT BETWEEN COLUMNS OR OBSTRUCTIONS



OBSTRUCTION WIDER THAN 3 FT.



✱ ½" PREFORMED JOINT MATERIAL

▲ PIER COLUMN, SIGN SUPPORT FOOTING, CONCRETE WALL, OR SIMILAR OBSTRUCTIONS.

OBSTRUCTION 3 FT. WIDE OR LESS

HAZARDS IN NARROW MEDIANS

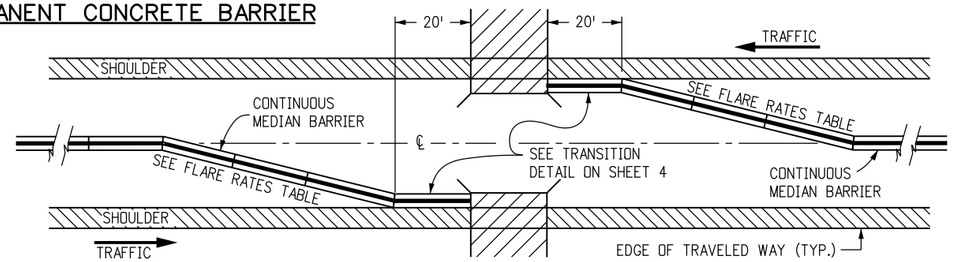
DESIGN SPEED (MPH)	SHY LINE OFFSET (FT.)✱	FLARE RATE FOR BARRIER INSIDE SHY LINE	FLARE RATE FOR BARRIER OUTSIDE SHY LINE
80	12	30:1	20:1
75	10	30:1	20:1
70	9	30:1	20:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
30	4	13:1	8:1

✱ THE SHY LINE OFFSET IS MEASURED FROM THE EDGE OF THE TRAVELED WAY.

TABLE OF FLARE RATES FOR PERMANENT CONCRETE BARRIER

NOTES

1. THE MEDIAN IN THESE APPLICATIONS SHALL BE PAVED ON A SLOPE CONTINUED FROM THE ADJACENT PAVED SHOULDER OR A 10:1 OR FLATTER SLOPE.
2. THE PAY LENGTH FOR BARRIER ON BOTH SIDES OF AN OBSTRUCTION WILL BE DETERMINED BY ONE LINEAR MEASUREMENT ALONG THE GUARDRAIL CENTERLINE. THE BACKFILL AND CAP BETWEEN COLUMNS OR OBSTRUCTIONS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
3. GUARDRAIL BETWEEN COLUMNS OR OBSTRUCTIONS MAY BE STYLES CD OR CA AS SHOWN ON THE PLANS.



BRIDGE APPROACH

STYLE CA AT OBSTRUCTION

(OBSTRUCTION NOT SUITABLE FOR TYPE CD)

MEDIAN BARRIER END TREATMENT

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GUARDRAIL TYPE 7 F-SHAPE BARRIER

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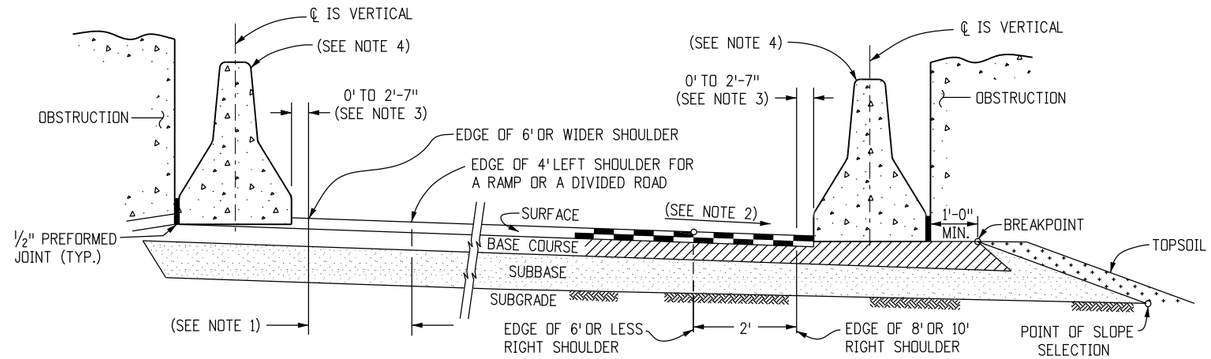
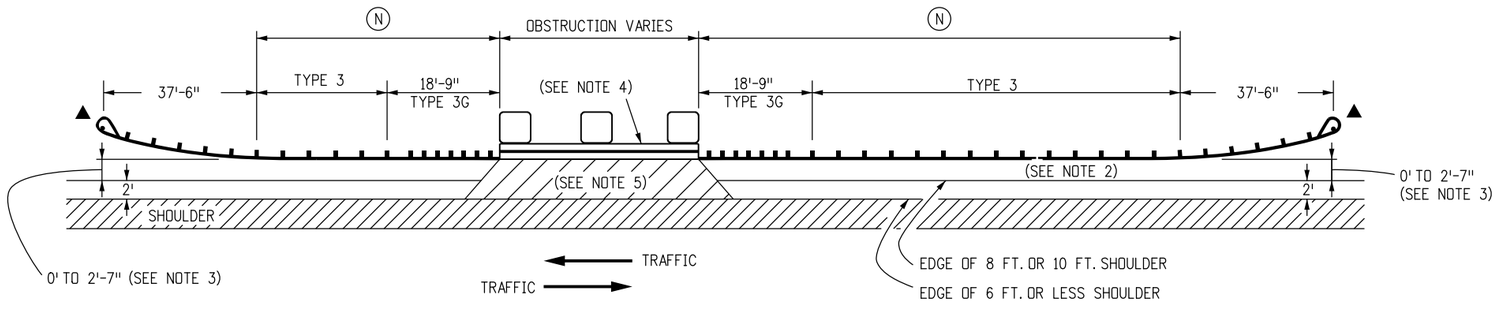
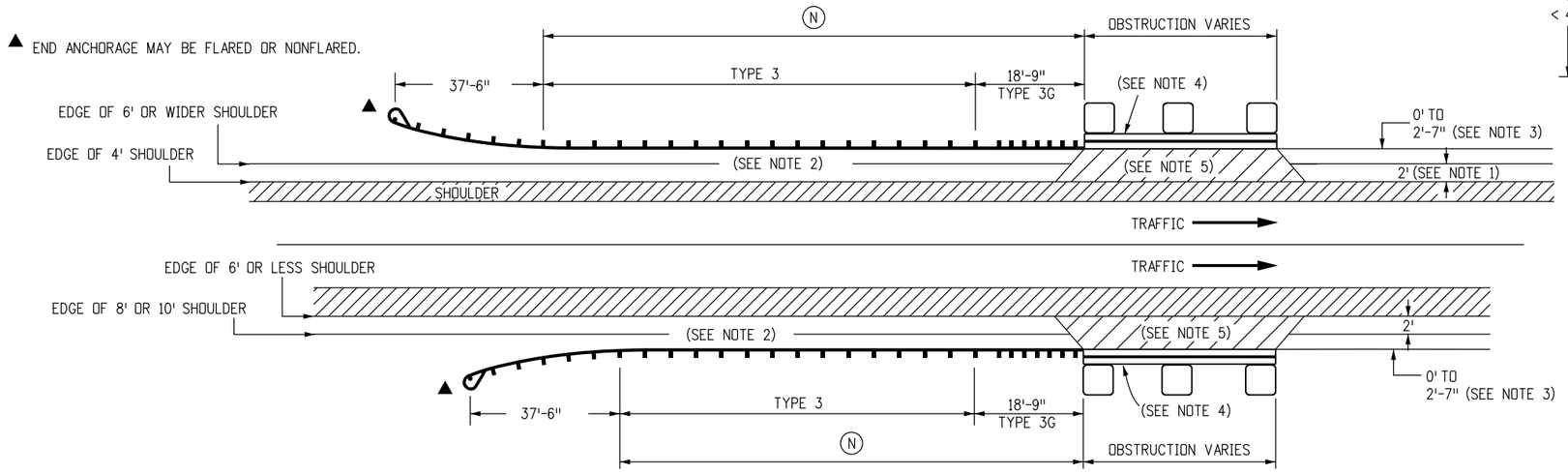
Standard Sheet No. 3 of 4
Project Sheet Number:



TYPE 7 ON LEFT AND RIGHT SHOULDERS AT OBSTRUCTIONS



2-LANE 2-WAY ROADS

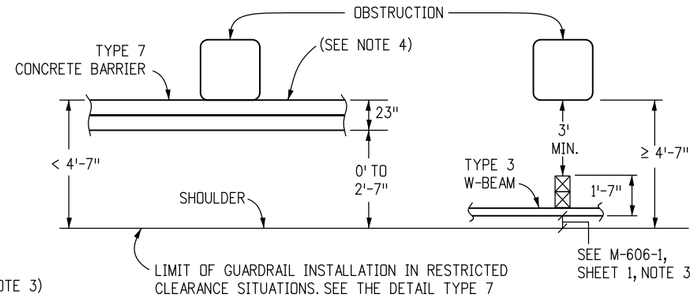


DIRECTIONAL ROADWAYS AND RAMPS

NOTES

1. TWO FT. IS DESIRABLE FOR THIS DIMENSION WITH A 4 FT. LEFT SHOULDER. THE MINIMUM IS 0 FT., WHICH IS ACCEPTABLE FOR 6 FT. OR WIDER SHOULDERS.
2. RATE OF SLOPE DEPENDS ON GUARDRAIL LOCATION:
   A. FOR GUARDRAIL FACE 2 FT. OR LESS FROM THE NORMAL EDGE OF PAVED SHOULDER, CONTINUE THE RATE OF SLOPE OF THE NORMAL PAVED SHOULDER TO THE BREAKPOINT.
   B. FOR GUARDRAIL FACE MORE THAN 2 FT. FROM THE NORMAL EDGE OF THE PAVED SHOULDER, THE SLOPE SHALL BE 10:1 OR FLATTER.
3. IF THE DISTANCE FROM THE EDGE OF SHOULDER TO THE OBSTRUCTION EXCEEDS 4 FT.-7 IN., TYPE 3-W BEAM GUARDRAIL MAY BE SPECIFIED ON THE PLANS INSTEAD OF TYPE 7 (SEE PLANS, AND DETAIL BELOW).
4. STYLE CA BARRIERS ARE SHOWN. STYLE CD MAY BE USED AS APPROPRIATE. SEE SHEET 2 FOR TYPE 7 TO SINGLE TYPE 3G TRANSITION.
5. THE AREA BETWEEN SHOULDER AND THE TYPE 7 SHALL BE PAVED. PAYMENT FOR THE PAVED SURFACE WILL BE MADE UNDER A PAVEMENT PAY ITEM, HMA OR CONCRETE, WITH QUANTITIES SHOWN ON THE PLANS.

Ⓝ THE GUARDRAIL LENGTH DIMENSION "N" IS THE LENGTH AS DETERMINED BY THE LENGTH OF NEED COMPUTATION AND AS SHOWN ON THE PLANS. MINIMUM SHALL BE 12 FT.-6 IN. WHERE SITE CONDITIONS ALLOW.



HAZARDS ON ROADSIDES

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GUARDRAIL TYPE 7 F-SHAPE BARRIER

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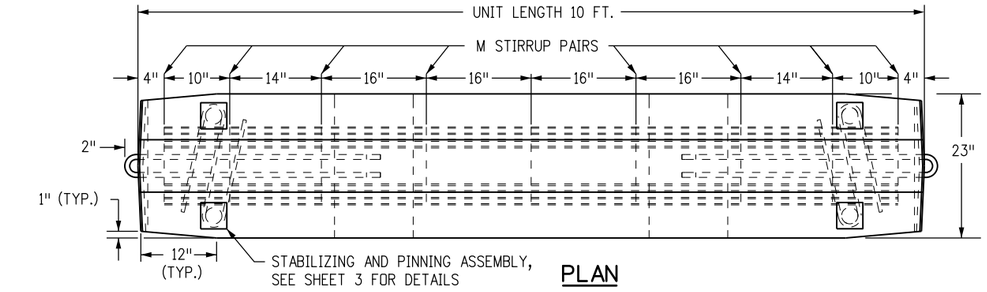
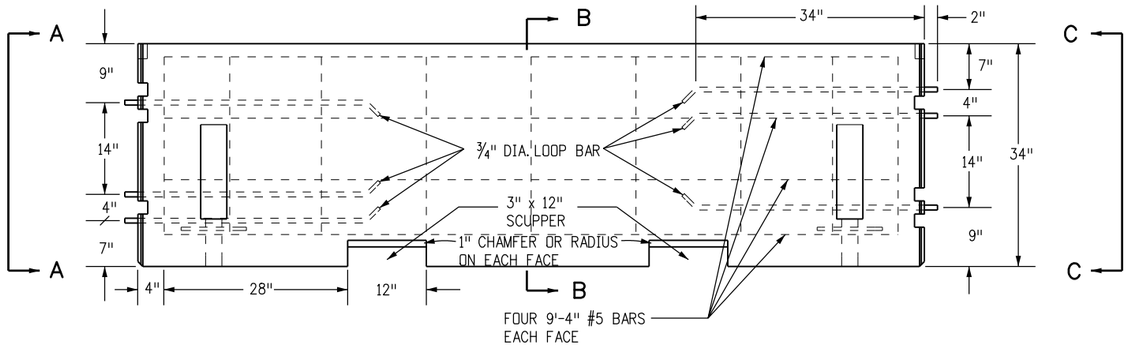
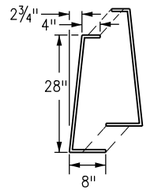
STANDARD PLAN NO.
M-606-13
Standard Sheet No. 4 of 4
Project Sheet Number:



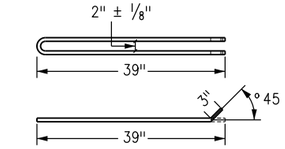
PLAN



ELEVATION BARRIER



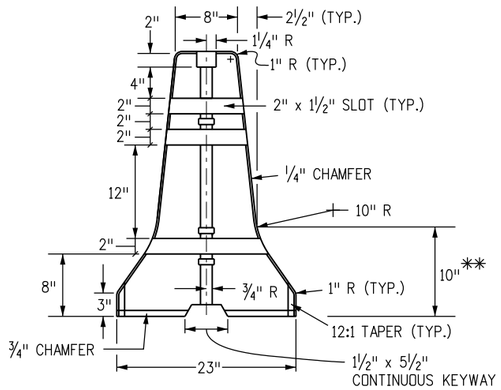
STIRRUP "M" #5 REBAR PAIR



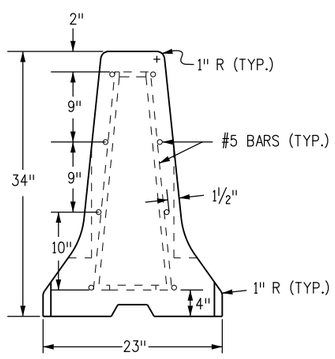
LOOP BAR BENDING DETAIL
(ASTM A36)
(HOT-DIP GALVANIZED
AFTER FABRICATION)

GENERAL NOTES

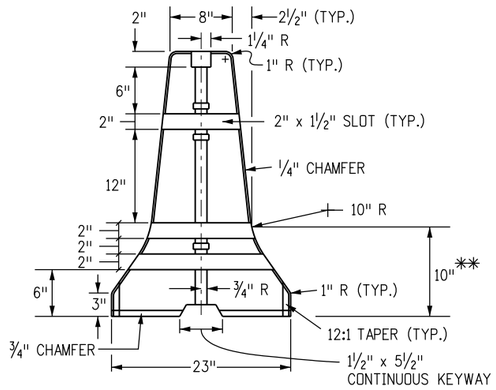
1. ALL STEEL REINFORCING SHALL BE 2 IN. CLEAR OF THE NEAREST SURFACE OF CONCRETE UNLESS OTHERWISE SHOWN. REINFORCING STEEL SHALL BE GRADE 40 MINIMUM.
2. CONCRETE SHALL BE CLASS D.
3. ALL PERMANENT PRECAST BARRIERS USED TO REPLACE OTHER CONCRETE BARRIERS, SHALL BE IN NEW CONDITION, UNDAMAGED, AND WITH NO REPAIRS.
4. FOR TEMPORARY INSTALLATIONS, INSTALL WITH A MINIMUM 4 FT. DISTANCE FROM THE CENTERLINE OF THE CONCRETE BARRIER TO ANY OBSTRUCTIONS BEHIND IT. FOR TEMPORARY INSTALLATIONS WITH LESS THAN A 4 FT. MINIMUM DISTANCE, STABILIZATION PINS SHALL BE USED ON EACH BARRIER UNIT ADJACENT TO, AND WITHIN 10 FT. OF BOTH SIDES OF THE OBSTRUCTION. SEE SHEET 3 FOR STABILIZATION PINNING DETAILS.
5. THE FLARE RATE FOR TEMPORARY INSTALLATIONS SHALL BE 10:1 OR FLATTER UNLESS OTHERWISE APPROVED BY THE ENGINEER FOR PERMANENT INSTALLATIONS. SEE THE FLARE RATES TABLE ON STANDARD M-606-13, SHEET 3.
6. STABILIZATION PINS SHALL BE USED TO ANCHOR EACH 10 FT. UNIT IN ALL PERMANENT INSTALLATIONS. SEE SHEET 3 FOR STABILIZATION PINNING DETAILS.
7. FOR ALL PERMANENT INSTALLATIONS THAT REQUIRE END ANCHORAGES. SEE STANDARD PLAN M-606-13, SHEET 1, FOR ANCHORAGE DETAILS.
8. THE MONTH AND YEAR THE PRECAST TYPE 7 CONCRETE BARRIER WAS MANUFACTURED SHALL BE MOLDED INTO ONE END OF EACH 10 FT. BARRIER UNIT.
9. APPROVED NON-SHRINK GROUT SHALL BE USED FOR GROUTING OVER ALL PINS AND GROUTING OF SCUPPERS.
10. WHEN HYDRAULIC ANALYSIS ALLOWS, SCUPPERS MAY NOT BE NEEDED ON:
    A. MEDIAN INSTALLATION WITH INLET DRAINAGE.
    B. SHOULDER BARRIER ON HIGH EDGE OF A SUPERELEVATED SHOULDER.
    C. MEDIAN BARRIER ON A CREST VERTICAL CURVE.
    D. PERMANENT BARRIER, IF SPECIFIED ON PLANS.
11. ALL INCIDENTAL WORK AND MATERIALS SUCH AS CONNECTING PINS, ANCHORS BOLTS, GROUT, AND EXCAVATION FOR END ANCHORAGE, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
12. ONE IN. DIAMETER THREADED INSERTS MAY BE CAST-IN-PLACE TO FACILITATE LIFTING FOR TEMPORARY BARRIER APPLICATIONS ONLY.
13. RETROREFLECTORIZATION IS REQUIRED ON BARRIERS. SEE BARRIER RETROREFLECTOR NOTES ON STANDARD PLAN S-612-1.



SECTION A-A

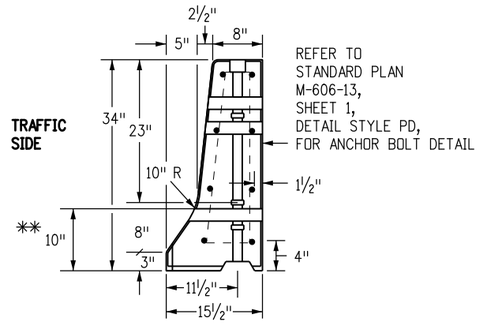


SECTION B-B

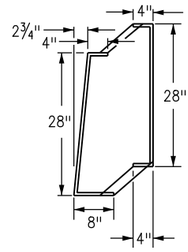


SECTION C-C

** DIMENSIONS MARKED ARE TO THE INTERSECTION POINT OF THE BARRIER SLOPES. CONSTRUCT THE 10 IN. RADIUS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE SLOPES.



NARROW BASE
SHOULDER BARRIER



NARROW BASE
STIRRUP "M" #5 REBAR PAIR

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PRECAST TYPE 7 CONCRETE BARRIER

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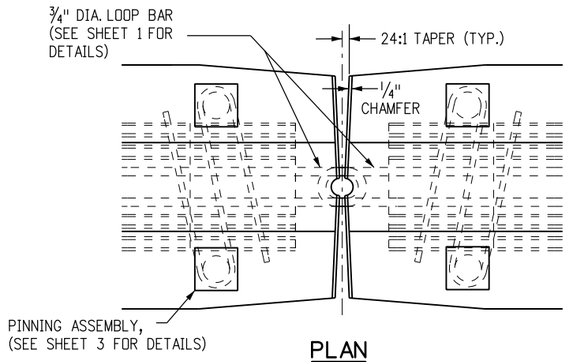
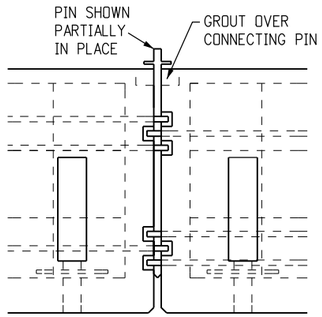
Project Sheet Number:



PLAN

SHOWN PRIOR TO PIN INSTALLATION.

FOR DETAILS NOT SHOWN,
SEE SECTION VIEWS A-A, B-B AND C-C
ON SHEET 1.

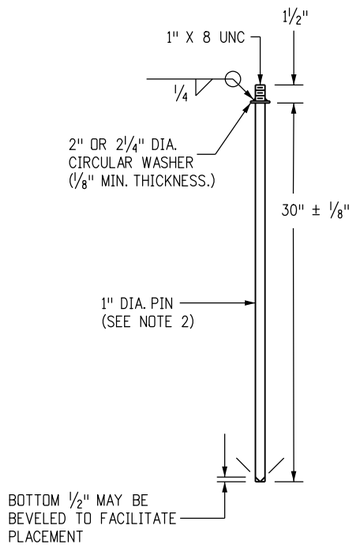


ELEVATION

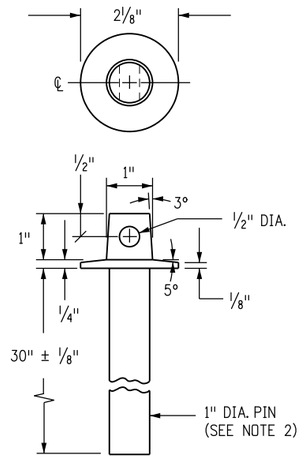
FOR DETAILS NOT SHOWN,
SEE SECTION VIEWS A-A, B-B, AND C-C
ON SHEET 1

NOTES

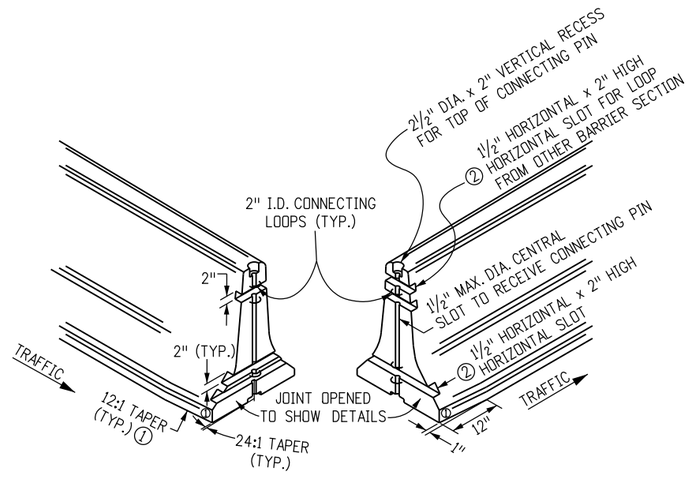
1. WASHERS SHALL BE FORGED AS AN INTEGRAL PART OF THE PIN, OR SHALL BE WELDED AS SHOWN.
2. PINS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
3. IF AN ALTERNATIVE TOP CONFIGURATION IS USED FOR LIFTING, THE LIFTING PIN SHALL BE PROVIDED. PINS SHALL CONFORM TO CRITICAL DIMENSIONS (PIN LENGTH DIAMETER).
4. PINS SHALL CONFORM TO ASTM A449.
5. APPROVED NON-SHRINK GROUT SHALL BE USED FOR GROUTING OVER ALL PINS, AND GROUTING OF SCUPPERS.
6. BOTH ENDS OF THE BARRIER SHALL HAVE A 24:1 TAPER IN EACH DIRECTION FROM THE CENTER PIN RECESS TO IT'S OUTER EDGE TO FACILITATE PLACEMENT ON CURVES.
7. JOINTS BETWEEN CAST-IN-PLACE GUARDRAIL TYPE 7 AND PERMANENT INSTALLATION PRECAST TYPE 7 CONCRETE BARRIER SHALL INCLUDE ALL REGRESSES AND LOOPS IN THE CAST-IN-PLACE END, ALONG WITH THE PIN TO COMPLETE THE TYPICAL PRECAST TYPE 7 CONCRETE BARRIER JOINT.



CONNECTING PIN DETAIL



ALTERNATIVE PIN DETAIL



JOINT STYLE

① A 1 IN. BY 12 IN. TAPER IS REQUIRED AT THE BOTTOM OF ALL FOUR CORNERS OF THE BARRIER SECTIONS TO ELIMINATE SNAGGING OF SNOW PLOW BLADES. THE TAPER IS OPTIONAL ON PERMANENT INSTALLATIONS.

② THE HORIZONTAL SLOTS SHALL BE 1½ IN. IN DEPTH AT THE CENTER OF THE BARRIER AND MAY DECREASE IN DEPTH AT THE EDGE OF THE BARRIER DUE TO THE (24:1) TAPER.

DETAILS FOR PIN AND LOOP CONNECTION

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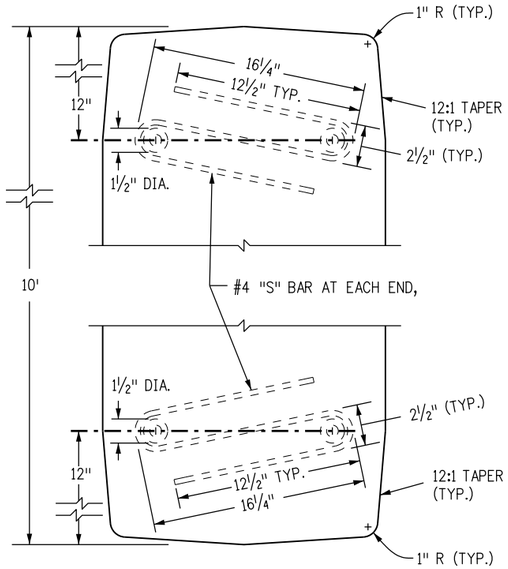
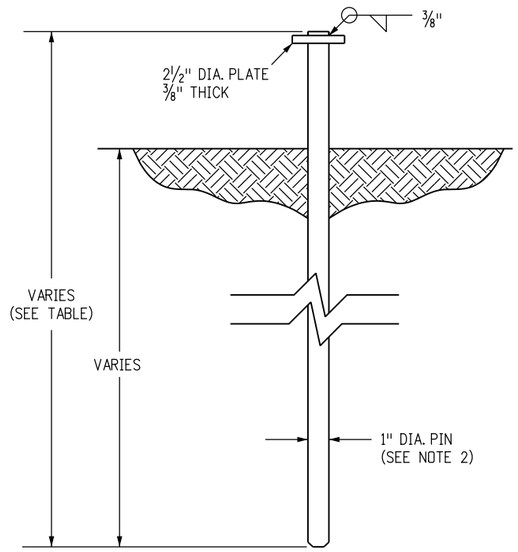
PRECAST TYPE 7 CONCRETE BARRIER

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-14
Standard Sheet No. 2 of 3
Project Sheet Number:

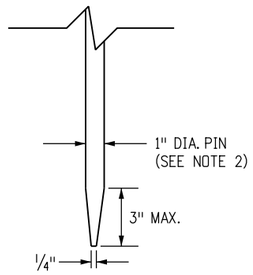


PLAN VIEW OF S BAR ENDS



STABILIZATION PIN

(ASTM A 36 STEEL)



OPTIONAL TAPERED END PIN

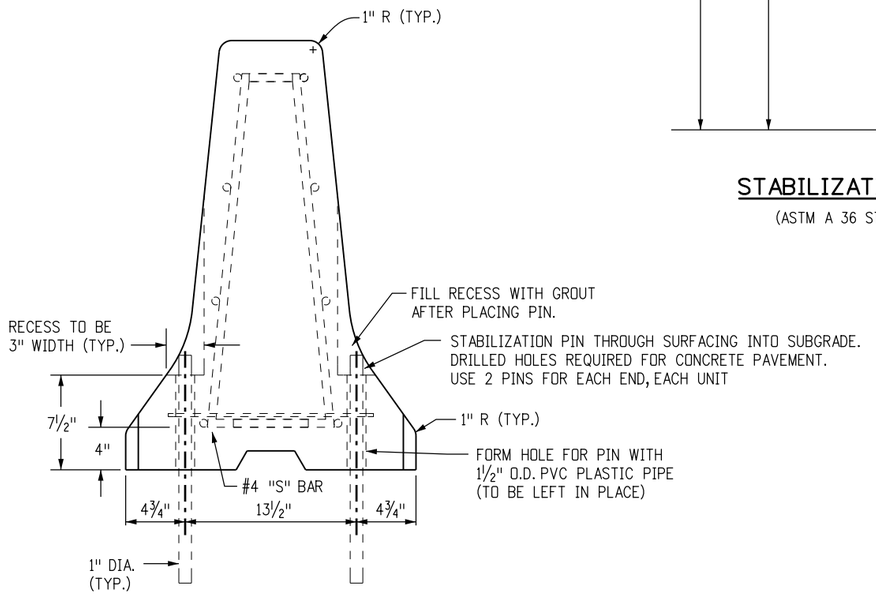
(SEE NOTE 4)

NOTES

1. SEE SHEET 1 FOR REINFORCEMENT AND OTHER DETAILS NOT SHOWN HERE.
2. PINS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION
3. FOR TERMINAL ANCHORING OF THE PERMANENT INSTALLATION OF PRECAST TYPE 7 CONCRETE BARRIER, SEE THE END ANCHORAGE DETAIL ON STANDARD PLAN M-606-13, SHEET 1.
4. AN OPTIONAL 3 IN. MAXIMUM TAPERED END POINT MAY BE PROVIDED ON THE STABILIZATION PIN TO FACILITATE DRIVING.

ROAD SURFACE	PIN LENGTH
CONCRETE	2 FT.-6 IN.
HMA	3 FT.
SOIL	3 FT.-6 IN.

TABLE OF STABILIZATION PIN LENGTHS



ELEVATION VIEW WITH PINS

DETAILS FOR STABILIZATION OF PERMANENT OR TEMPORARY PINNED PRECAST TYPE 7 CONCRETE BARRIER

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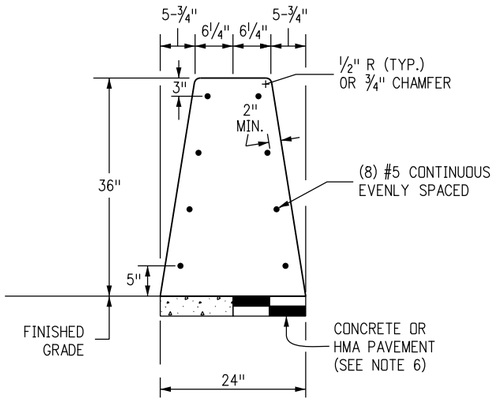
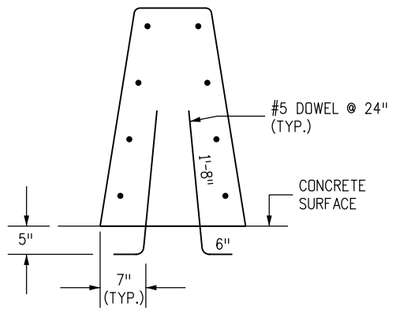
PRECAST TYPE 7 CONCRETE BARRIER

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-14
Standard Sheet No. 3 of 3
Project Sheet Number:

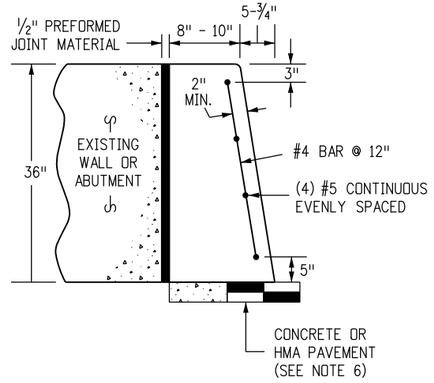


CONCRETE BARRIER STYLE CA



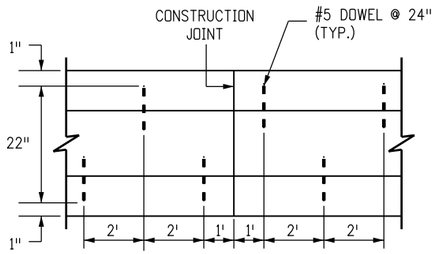
CONCRETE BARRIER STYLE CC

DETAILS SIMILAR TO STYLE CA EXCEPT AS NOTED.
BARRIER DOWELLED TO CONCRETE SURFACES.



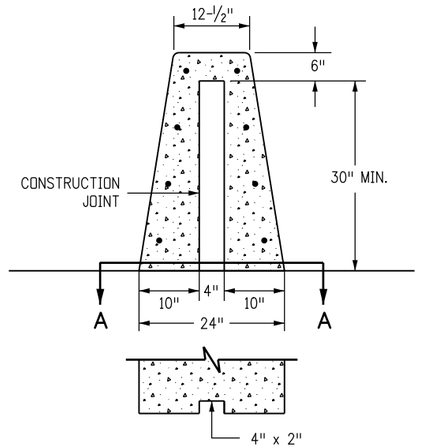
CONCRETE BARRIER STYLE CD

BARRIER AGAINST WALLS.



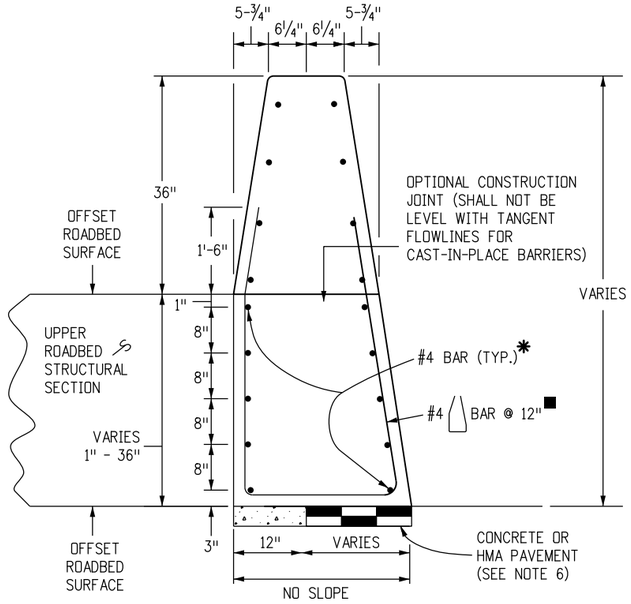
FOR STYLE CC BARRIER.
PLAN VIEW

DOWEL PLACEMENT LAYOUT



SECTION A-A
CONSTRUCTION JOINT

SEE NOTE 15.



CONCRETE BARRIER STYLE CE

DETAILS SIMILAR TO STYLE CA EXCEPT AS NOTED.
USE CONCRETE BARRIER END ANCHOR WHEN NECESSARY.
SHOWN 36 INCH ROADBED SURFACES OFFSET.

* FOR SURFACES OFFSETS LESS THAN OR EQUAL TO 3 INCHES, NO ADDITIONAL REINFORCEMENT IS REQUIRED.

SURFACE OFFSETS GREATER THAN 3 INCHES WILL REQUIRE ADDITIONAL REINFORCEMENT AS SHOWN.

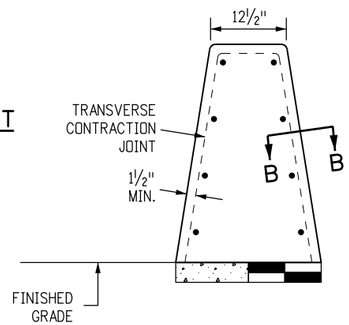
THE LOWEST LAYER OF TWO #4 SHALL BE 3 INCHES ABOVE THE BOTTOM OF THE BARRIER. EACH VERTICAL INCREMENT OF 8 INCHES MEASURED FROM THE LOWEST LAYER OF REINFORCEMENT SHALL INCLUDE AN ADDITIONAL TWO #4.

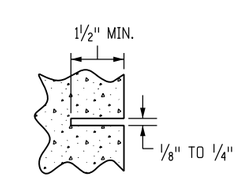
FOR BARRIER TRANSISTIONING IN HEIGHT MAINTAIN THE BOTTOM REINFORCEMENT LAYER COVER AND DISCONTINUE/ADD INCREMENTAL REINFORCING PARALLEL TO THE BARRIER AS HEIGHT REQUIRES.

■ REINFORCING STIRRUP NOT REQUIRED FOR ROADBED OFFSETS LESS THAN 1 FOOT.

GENERAL NOTES

1. SEE SHEET 2 FOR DETAILS OF CONCRETE BARRIER STYLE CA END ANCHOR CONNECTIONS TO STRUCTURES OR TRANSITION TO GUARDRAIL TYPE 7.
2. SEE SHEET 6 FOR CONCRETE BARRIER STYLE CA TRANSITIONS AT BRIDGE COLUMNS AND SIGN PEDESTALS IN MEDIANS.
3. WHERE GLARE SCREENS ARE REQUIRED, USE CONCRETE BARRIER STYLE CG ON SHEET 4.
4. WHERE ROADBED OFFSET IS GREATER THAN 1½ INCH, SEE CONCRETE BARRIER STYLE CE
5. BARRIER MAY BE CAST-IN-PLACE OR SLIP FORMED.
6. BARRIER FOUNDATION SHALL BE PAVEMENT, OR COMPACTED AGGREGATE BASE, OR COMPACTED EMBANKMENT MATERIAL.
7. NO ANCHORAGE IS REQUIRED (TYP.) EXCEPT FOR THE 10 FOOT ANCHORAGE. SEE SHEETS 2 AND 3 FOR DETAILS.
8. CONSTRUCTION JOINTS SHALL BE USED ON ALL BARRIER TYPES SHOWN, AT THE END OF THE DAY'S POUR OR AFTER ANY INTERRUPTION LONGER THAN 30 MINUTES. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
9. ALL REINFORCING STEEL SHALL BE GRADE 60 EPOXY COATED DEFORMED BARS AND SHALL BE A MINIMUM OF 2 INCHES IN FROM THE NEAREST CONCRETE SURFACE, UNLESS OTHERWISE NOTED.
10. CONTINUOUS LONGITUDINAL REINFORCEMENT SHALL BE EITHER GRADE 60 EPOXY COATED DEFORMED BARS OR WIRE STRAND WITH MINIMUM ULTIMATE TENSILE STRENGTH OF 28,000 LBS. AND CLASS C GALVANIZING ACCORDING TO ASTM A 603.
11. TRANSITION TO EXISTING CONCRETE BARRIER INSTALLATIONS OF DISSIMILAR SHAPE SHALL BE ACCOMPLISHED IN ONE 15 FOOT LONG SEGMENT OF BARRIER.
12. CONCRETE SHALL BE CLASS D.
13. ADDITIONAL MATERIAL FOR BARRIER EMBEDMENT GREATER THAN 1 INCH WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
14. EPOXY COATED LONGITUDINAL REBAR SHALL HAVE A MINIMUM LAP SPLICE OF 38 INCHES. WIRE STRAND LONGITUDINAL REINFORCEMENT SHALL BE BUTT WELDED OR MECHANICALLY SPLICED TO MAINTAIN 100 PERCENT OF THE MINIMUM REQUIRED TENSILE STRENGTH.
15. ALL INCIDENTAL WORK AND MATERIAL SUCH AS DOWELS, GROUT, ANCHORS, BOLTS, PINS, JOINT MATERIAL, EXCAVATION FOR BASES, CONTINUOUS LONGITUDINAL REINFORCEMENT, SHALL BE INCLUDED IN THE COST OF GUARDRAIL.
16. RETROREFLECTORIZATION IS REQUIRED ON ALL BARRIER TYPES. SEE BARRIER RETROREFLECTOR NOTES ON STANDARD PLAN S-612-1.





SECTION B-B

TRANSVERSE CONTRACTION JOINTS

FORMED OR SAWED TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20 FT. INTERVALS OR THE INTERVALS SHALL MATCH THE CONCRETE PAVEMENT JOINTS FOR INSTALLATIONS THAT ARE ON TOP OF THE CONCRETE ROADWAY PAVEMENT. SEE CONCRETE BARRIER STYLE CA FOR TYPICAL DIMENSIONS.

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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

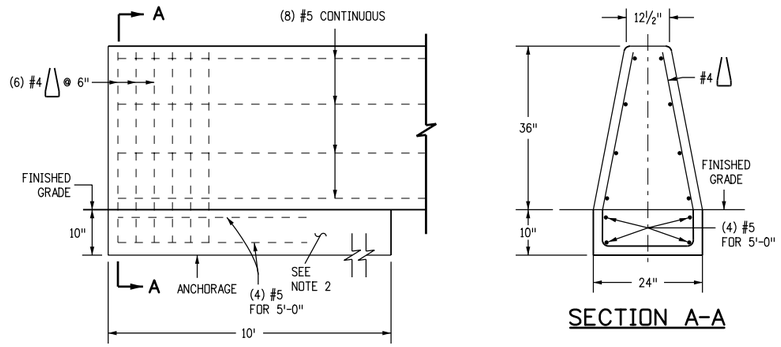
STANDARD PLAN NO.
M-606-15
Standard Sheet No. 1 of 11

Issued by the Project Development Branch: July 31, 2019

Project Sheet Number:

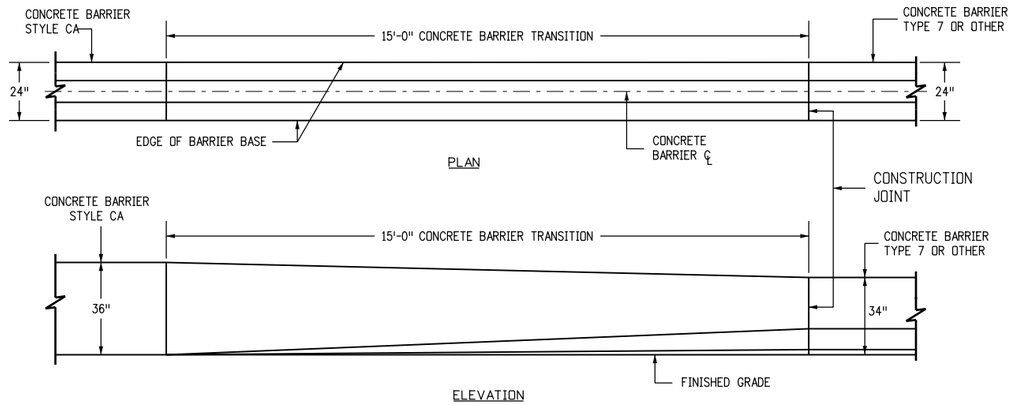
NOTES

1. SEE SHEET 3 FOR END ANCHORAGE REQUIREMENTS. AT A MINIMUM, THE BARRIER SHALL BE ANCHORED AT THE ENDS AND AT INTERRUPTIONS WITH THE A 10 FOOT ANCHORAGE. THE ANCHORAGE. SHALL BE MONOLITHIC OR DOWELED WITH 2-#8 X 8" @ 2'-0 BARS.
2. SEE SHEET 1 FOR CONCRETE BARRIER STYLE CA AND STYLE CC.
3. TRANSITION TO EXISTING CONCRETE BARRIER INSTALLATIONS OF DISSIMILAR SHAPE SHALL BE ACCOMPLISHED IN ONE 15 FOOT LONG SEGMENT OF BARRIER.
4. SEE SHEET 6 FOR CONCRETE BARRIER STYLE CA TRANSITIONS AT BRIDGE COLUMNS AND SIGN PEDESTALS IN MEDIANS.
5. FOR STYLE CA CONNECTIONS TO STRUCTURES, SEE THE BRIDGE PLANS.



SECTION A-A

END ANCHORAGE



TRANSITION CONCRETE BARRIER TYPE 9 TO CONCRETE BARRIER TYPE 7 OR EXISTING

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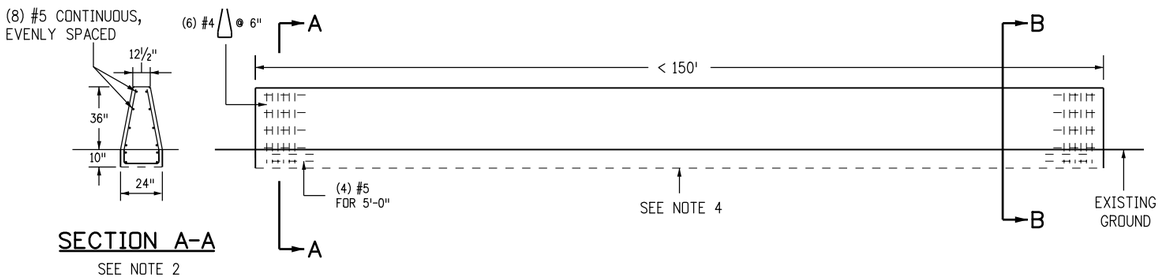
GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

Issued by the Project Development Branch: July 31, 2019

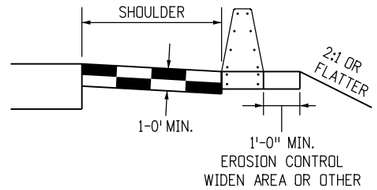
STANDARD PLAN NO.
M-606-15
Standard Sheet No. 2 of 11
Project Sheet Number:



SECTION A-A

SEE NOTE 2

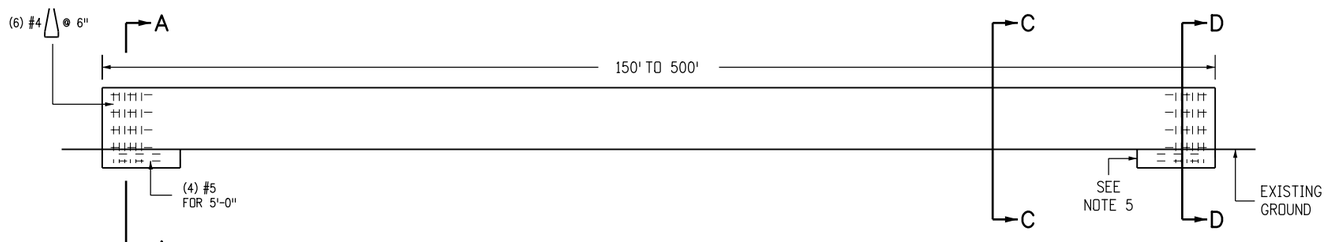
CONCRETE BARRIER END ANCHORAGE UNDER 150 FEET



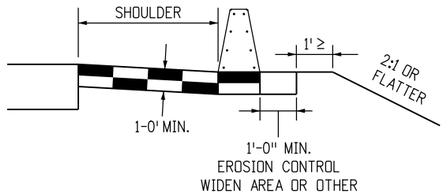
SECTION B-B

NOTES

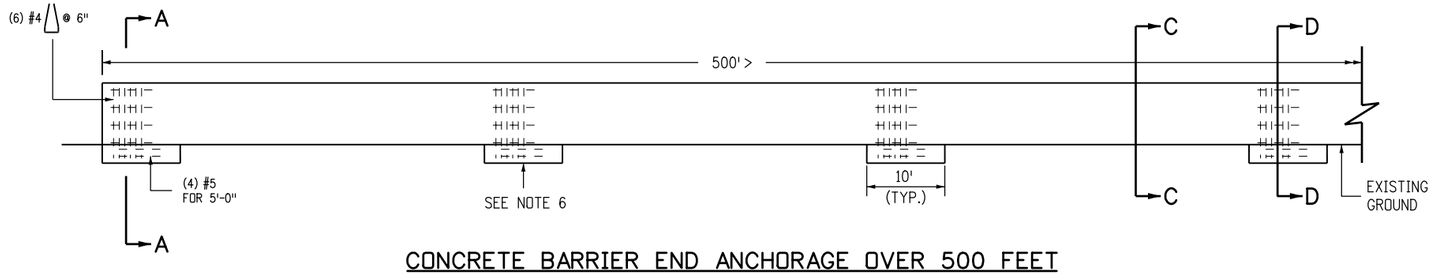
1. SEE PLANS FOR CONCRETE BARRIER LENGTHS LESS THAN 150 FEET AND/OR HINGE WIDTHS EQUAL TO OR LESS THAN 1 FOOT BEHIND THE CONCRETE BARRIER.
2. SEE SHEET 2 FOR REINFORCING BAR DETAILS.
3. NEW CONCRETE BARRIERS UNDER 150 FEET SHALL BE DOWELED INTO EXISTING CONCRETE BRIDGE BARRIERS OR WINGWALLS TO MINIMIZE ROTATIONS TO ANY OF THEM. SEE SHEET 1 FOR DOWEL PLACEMENT LAYOUT.
4. FOR END ANCHORAGES UNDER 150 FEET, CONSTRUCT THE ANCHORAGE FOR THE ENTIRE LENGTH OF THE CONCRETE BARRIER.
5. FOR CONCRETE BARRIER RUNS GREATER THAN 150 FEET BUT LESS THAN 500 FEET, THE RUN SHALL BE ANCHORED AT THE ENDS AND AT GAPS, SUCH AS AN EMERGENCY ACCESS.
6. FOR END ANCHORAGES OVER 500 FEET, CONSTRUCT ANCHORAGES EVERY 250 FEET.
7. REINFORCING STEEL IN ANCHORAGE SHALL BE GRADE 60 EPOXY COATED DEFORMED BARS.
8. CONCRETE SHALL BE CLASS D.
9. ALL INCIDENTAL WORK AND ADDITIONAL MATERIALS SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER.



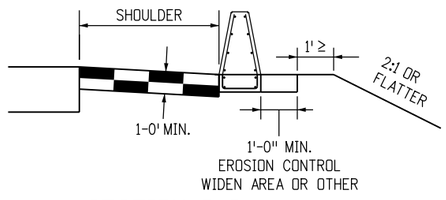
CONCRETE BARRIER END ANCHORAGE BETWEEN 150 FEET AND 500 FEET



SECTION C-C



CONCRETE BARRIER END ANCHORAGE OVER 500 FEET



SECTION D-D

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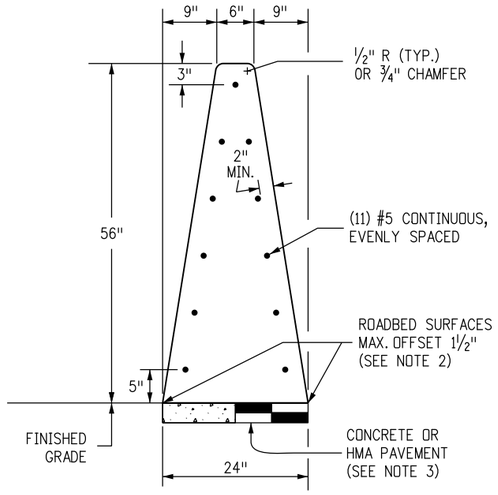
GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-15
Standard Sheet No. 3 of 11
Project Sheet Number:

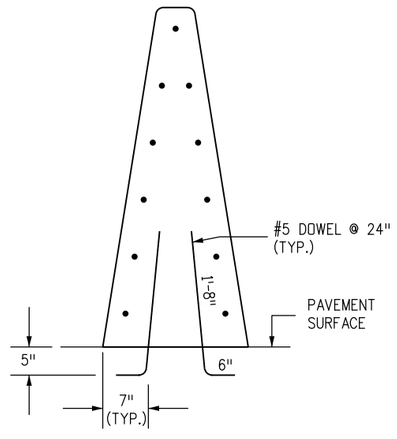
NOTES

1. SEE SHEET 5 FOR DETAILS OF CONCRETE BARRIER STYLE CGE/CG END ANCHORS CONNECTIONS TO STRUCTURES AND TRANSITIONS TO GUARDRAIL TYPE 7.
2. WHERE ROADBED OFFSET IS GREATER THAN 1½ INCH, SEE CONCRETE BARRIER TYPE CGE.
3. BARRIER FOUNDATION SHALL BE PAVEMENT, OR COMPACTED AGGREGATE BASE, OR COMPACTED EMBANKMENT MATERIAL.
4. RETROREFLECTORIZATION IS REQUIRED ON ALL BARRIER TYPES. SEE THE BARRIER RETROREFLECTOR NOTES ON STANDARD PLAN S-612-1.



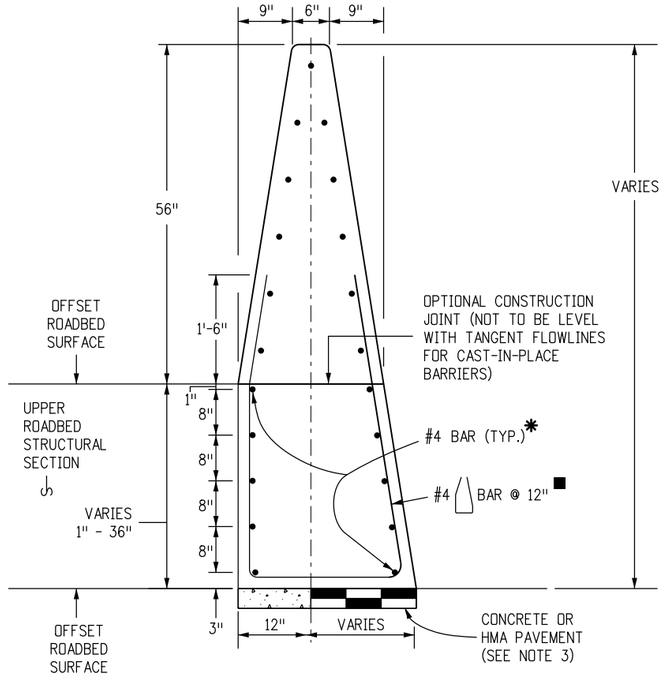
CONCRETE BARRIER STYLE CG (56")

MONOLITHIC CONCRETE GLARE SCREEN/BARRIER



CONCRETE BARRIER STYLE CGC

DETAILS SIMILAR TO STYLE CG EXCEPT AS NOTED.
BARRIER DOWELLED TO CONCRETE SURFACES.



CONCRETE BARRIER STYLE CGE

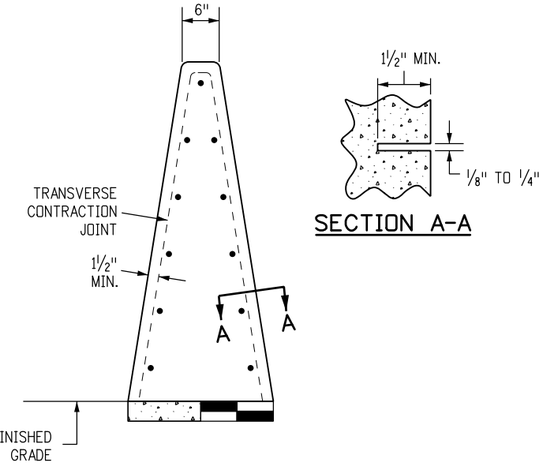
DETAILS SIMILAR TO STYLE CE EXCEPT AS NOTED.
USE CONCRETE BARRIER END ANCHOR WHEN NECESSARY.
SHOWN WITH A 36 INCH ROADBED SURFACES OFFSET.
BARRIER FOR OFFSET ROADWAYS.

* FOR SURFACES OFFSETS LESS THAN OR EQUAL TO 3 INCHES, NO ADDITIONAL REINFORCEMENT IS REQUIRED.

SURFACE OFFSETS GREATER THAN 3 INCHES WILL REQUIRE ADDITIONAL REINFORCEMENT AS SHOWN.

THE LOWEST LAYER OF TWO #4 SHALL BE 3 INCHES ABOVE THE BOTTOM OF THE BARRIER. EACH VERTICAL INCREMENT OF 8 INCHES MEASURED FROM THE LOWEST LAYER OF REINFORCEMENT SHALL INCLUDE AN ADDITIONAL TWO #4.

■ REINFORCING STIRRUP NOT REQUIRED FOR ROADBED OFFSETS LESS THAN 1 FOOT.



SECTION A-A

TRANSVERSE CONTRACTION JOINTS

FORMED OR SAWED TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20 FT. INTERVALS OR THE INTERVALS SHALL MATCH THE CONCRETE PAVEMENT JOINTS FOR INSTALLATIONS THAT ARE ON TOP OF THE CONCRETE ROADWAY PAVEMENT. SEE CONCRETE BARRIER STYLE CG FOR TYPICAL DIMENSIONS.

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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

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STANDARD PLAN NO.
M-606-15
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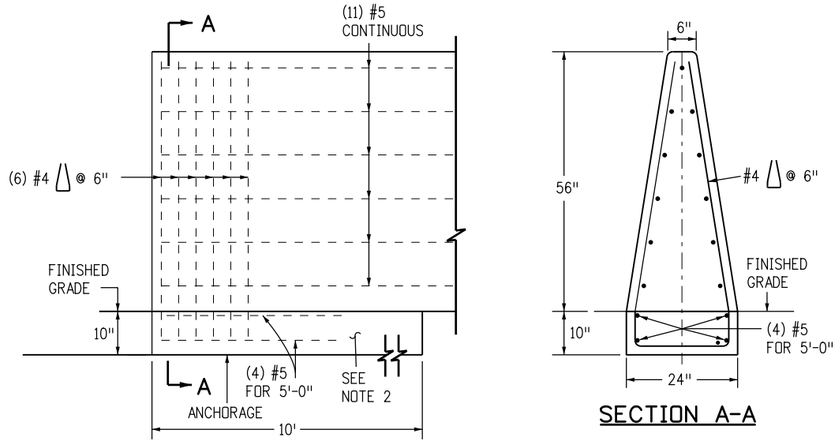


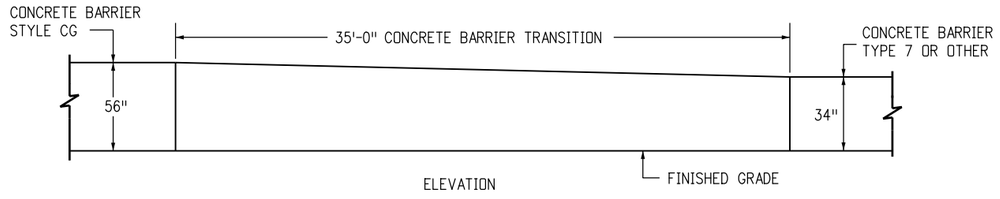
SECTION A-A

ANCHORAGE

BARRIER ELEVATION VIEW INCLUDING REINFORCED ANCHORAGE AT END.

NOTES

1. SEE SHEET 3 FOR END ANCHORAGE REQUIREMENTS. AT A MINIMUM, THE BARRIER SHALL BE ANCHORED AT THE ENDS AND AT INTERRUPTIONS WITH THE 10 FOOT ANCHORAGE. ANCHORAGE SHALL BE MONOLITHIC OR DOWELED WITH 2-#8 X 8" @ 2'-0 BARS.
2. SEE SHEET 4 FOR CONCRETE BARRIER STYLE CG AND STYLE CGC.
3. SEE SHEET 9 FOR TRANSITION TO THRIE BEAMS.
4. TRANSITION TO EXISTING CONCRETE BARRIER INSTALLATIONS OF DISSIMILAR SHAPE SHALL BE ACCOMPLISHED IN ONE 15 FOOT LONG SEGMENT OF BARRIER.
5. SEE SHEET 6 FOR CONCRETE BARRIER STYLE CA TRANSITIONS AT BRIDGE COLUMNS AND SIGN PEDESTALS IN MEDIANS.
6. FOR STYLE CG CONNECTIONS TO STRUCTURES, SEE THE BRIDGE PLANS.



TRANSITION CONCRETE BARRIER STYLE CGE/CG TO CONCRETE BARRIER TYPE 7 OR EXISTING

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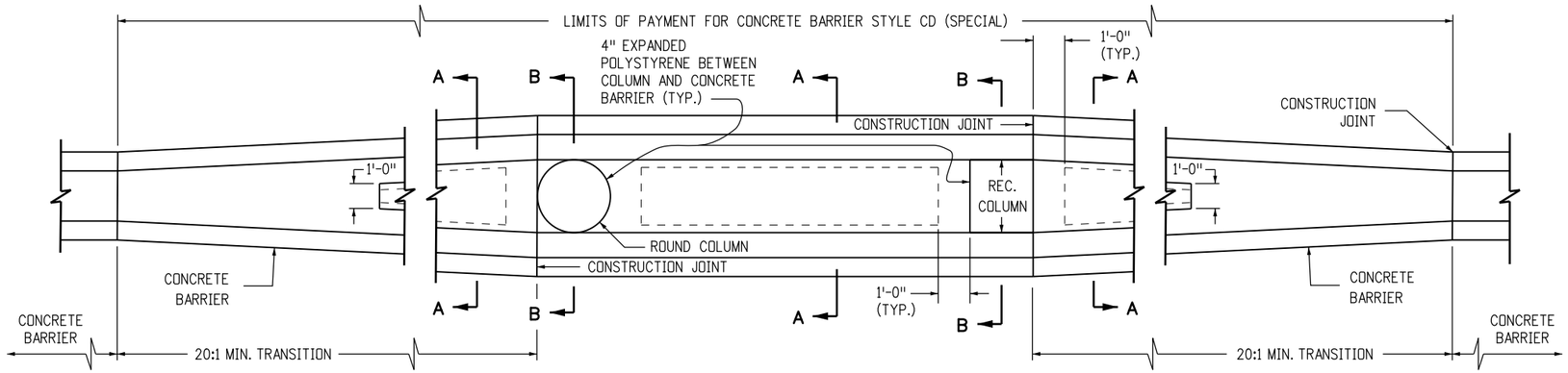
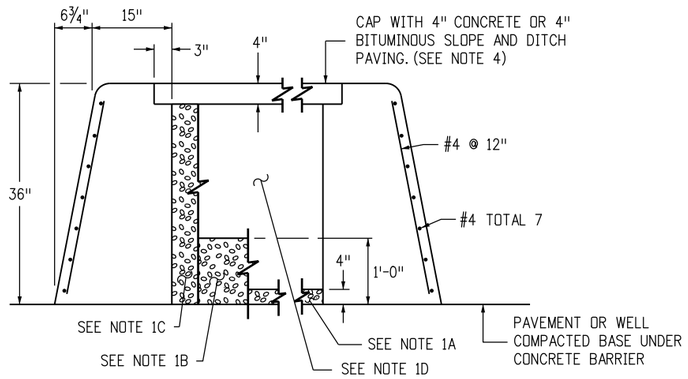
GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

Issued by the Project Development Branch: July 31, 2019

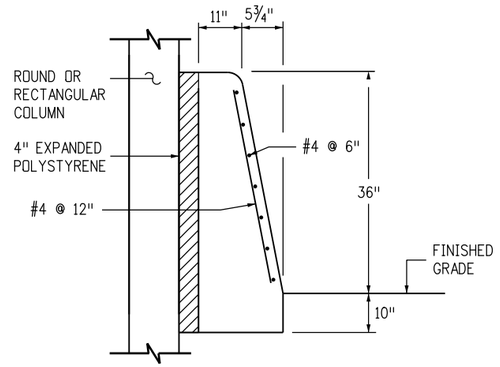
STANDARD PLAN NO.
M-606-15
Standard Sheet No. 5 of 11
Project Sheet Number:



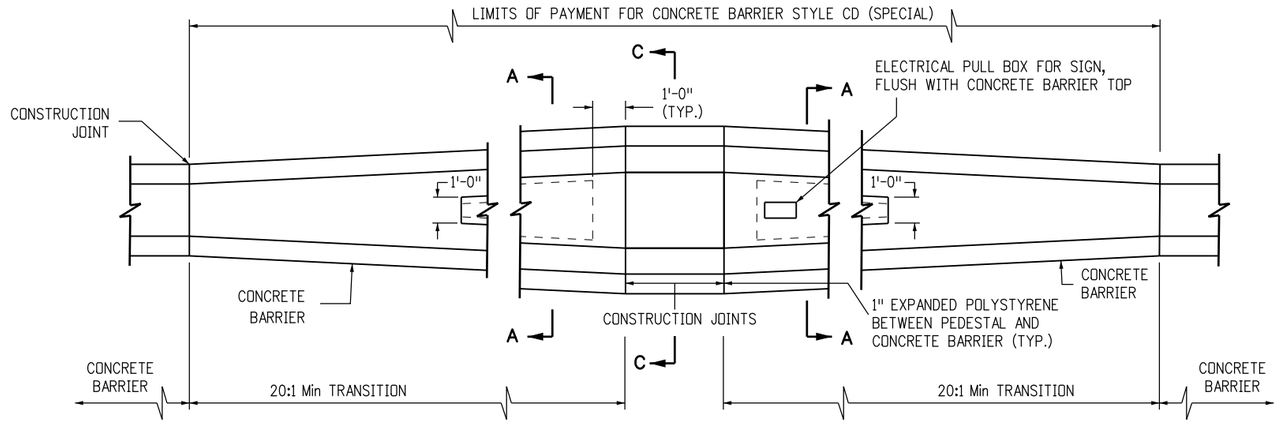
CONCRETE BARRIER TRANSITION AT BRIDGE COLUMNS



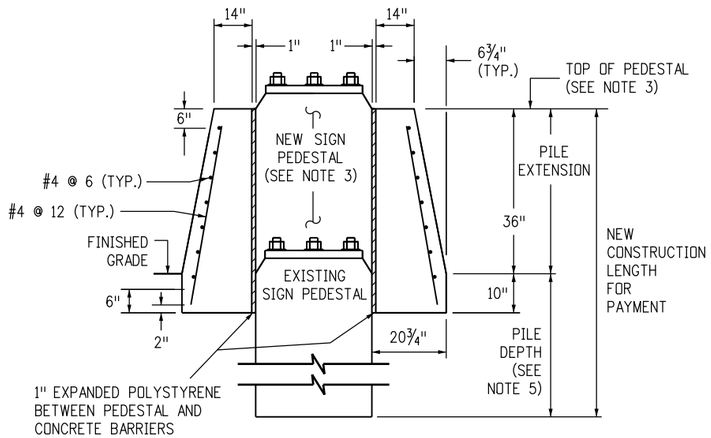
SECTION A-A



SECTION B-B



CONCRETE BARRIER TRANSITION AT SIGN PEDESTAL



SECTION C-C

NOTES

1. THE CONTRACTOR'S OPTIONS FOR FILL BETWEEN CONCRETE BARRIER WALLS:
   A. PLACE 4 INCHES OF POLYSTYRENE AT BASE BETWEEN CONCRETE BARRIER WALLS.
   B. PLACE 1 FOOT OF GRANULAR MATERIAL AT BASE BETWEEN WALLS.
   C. PLACE GRANULAR MATERIAL FROM BASE TO BOTTOM OF 4 INCH CAP.
   D. MONOLITHIC CONCRETE WITH FOAM BLOCKOUTS IS NOT PERMITTED.
2. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
3. SEE OVERHEAD SIGN PLANS FOR SIGN PEDESTAL ELEVATIONS FOR NEW CONSTRUCTION.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE BARRIER CAP.
5. FOR OVERHEAD SIGNS, SEE STANDARD PLAN S-614-60.

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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

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Standard Sheet No. 6 of 11
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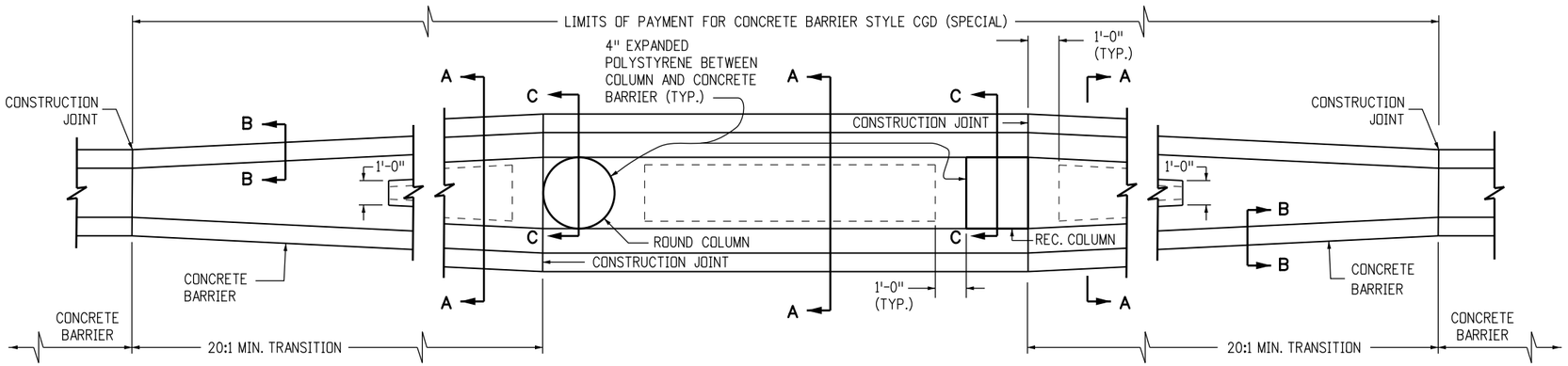
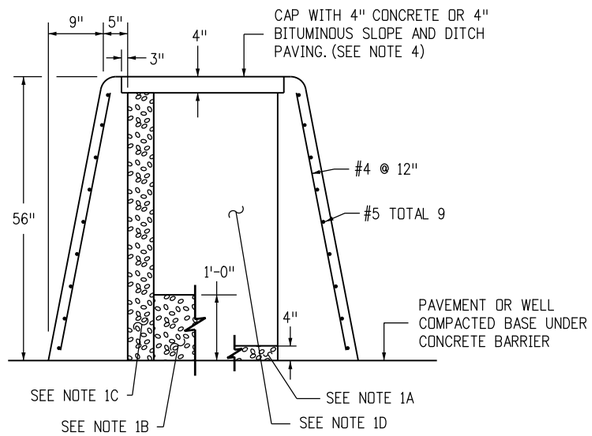
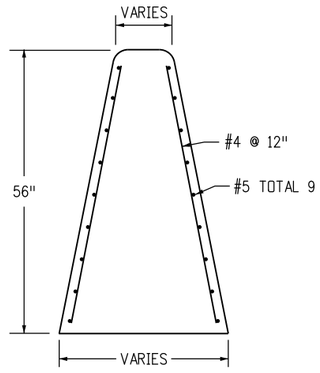


CONCRETE BARRIER TRANSITION AT BRIDGE COLUMNS



SECTION A-A



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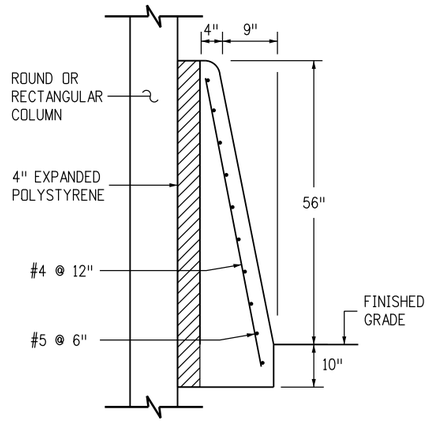
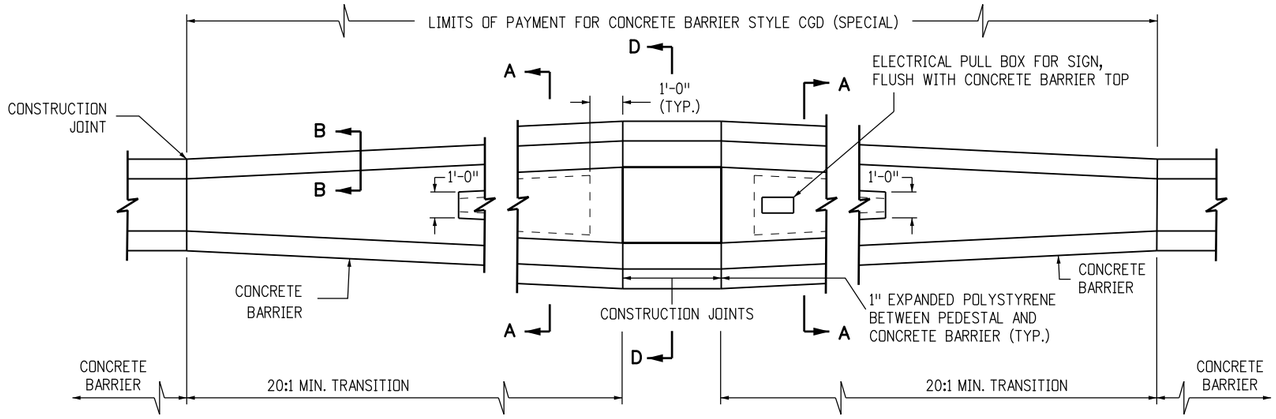
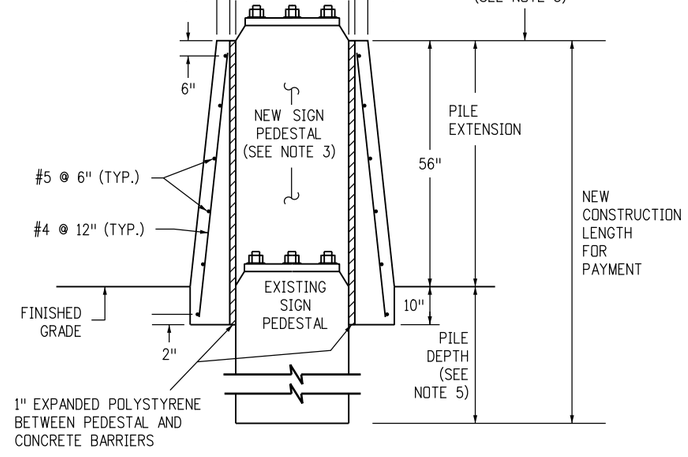


SECTION C-C



CONCRETE BARRIER TRANSITION AT SIGN PEDESTAL



SECTION D-D

NOTES

1. THE CONTRACTOR'S OPTIONS FOR FILL BETWEEN CONCRETE BARRIER WALLS:
   A. PLACE 4 INCHES OF POLYSTYRENE AT BASE BETWEEN CONCRETE BARRIER WALLS.
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   C. PLACE GRANULAR MATERIAL FROM BASE TO BOTTOM OF 4 INCH CAP.
   D. MONOLITHIC CONCRETE WITH FOAM BLOCKOUTS IS NOT PERMITTED.
2. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
3. SEE OVERHEAD SIGN PLANS FOR SIGN PEDESTAL ELEVATIONS FOR NEW CONSTRUCTION.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE BARRIER CAP.
5. FOR OVERHEAD SIGNS, SEE STANDARD PLAN S-614-60.

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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

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STANDARD PLAN NO.
M-606-15
Standard Sheet No. 7 of 11
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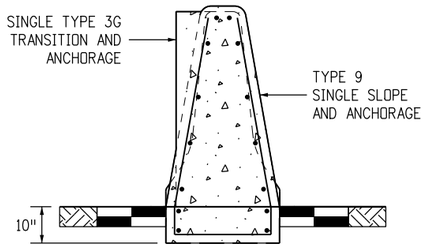

CONCRETE AND
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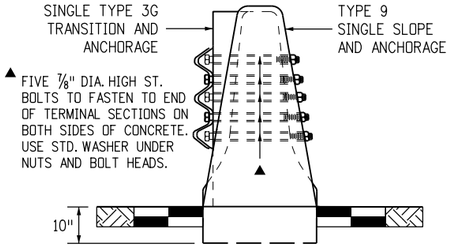
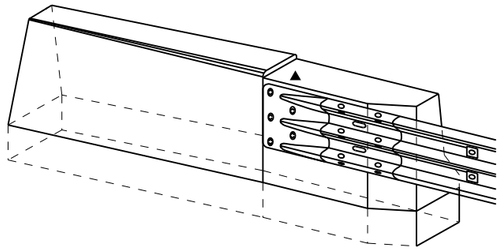


CONNECTION DETAIL



SINGLE TYPE 3G ISOMETRIC VIEW

TYPE 9 TO SINGLE TYPE 3G TRANSITION AND ANCHORAGE OPTION

SEE SHEET 1 FOR REINFORCEMENT INFORMATION AND SHEET 3 FOR ANCHORAGE DETAILS

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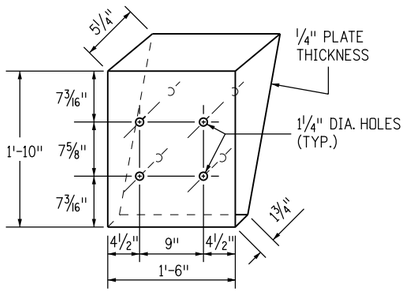
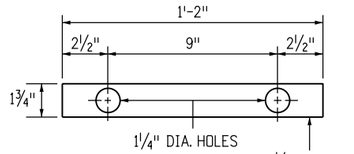


DETAIL A
BEVELED METAL BOX SPACE
(SEE NOTE 1)



DETAIL B
PLATE A

LEGEND

(A) NESTED THRIE BEAM ELEMENTS (ONE 12 GAUGE ELEMENT NESTED OVER ONE 10 GAUGE ELEMENT).

(B) ONE 10 GAUGE THRIE BEAM ELEMENT.

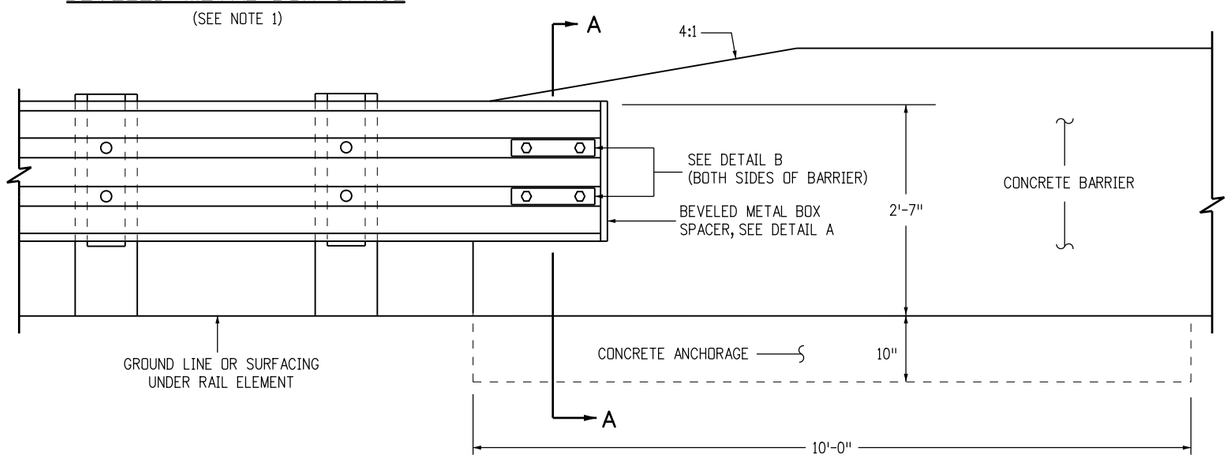
(C) ONE 12 GAUGE THRIE BEAM ELEMENT.

10 GAUGE = 0.135" THICK

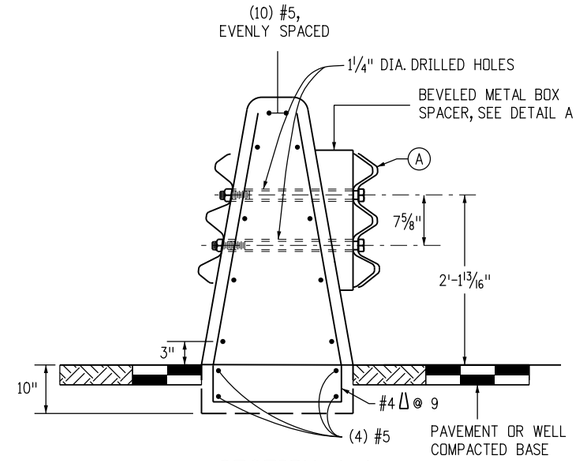
12 GAUGE = 0.108" THICK

NOTES

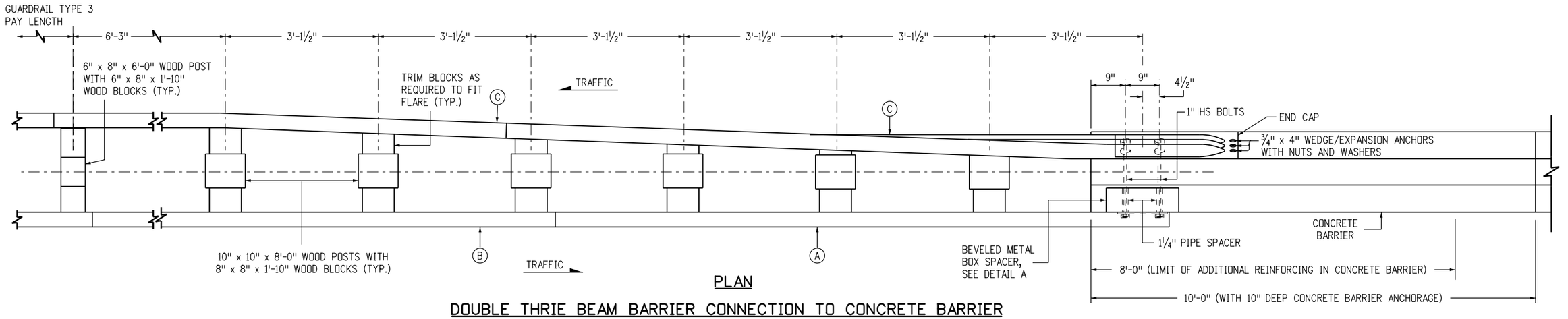
1. WHERE BEVELED METAL BOX SPACERS ARE INSTALLED, PLACE A 11¼ INCH X 3¼ INCH AND A 1¼ INCH X 2 INCH PIPE SPACERS ON 1 INCH HS BOLTS PASSING THROUGH THE INTERIOR OF BOX.
2. ALL METAL BOXES SHALL BE GALVANIZED.



ELEVATION



SECTION A-A



PLAN

DOUBLE THRIE BEAM BARRIER CONNECTION TO CONCRETE BARRIER

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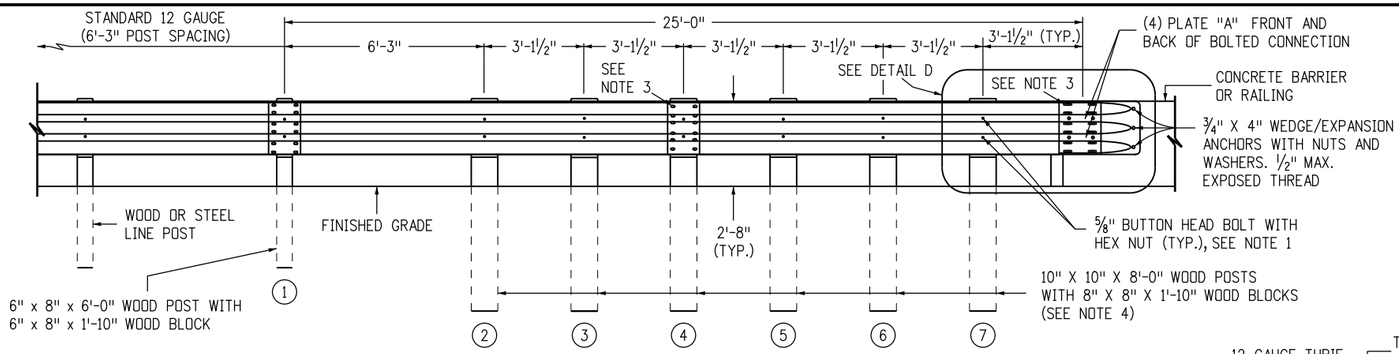
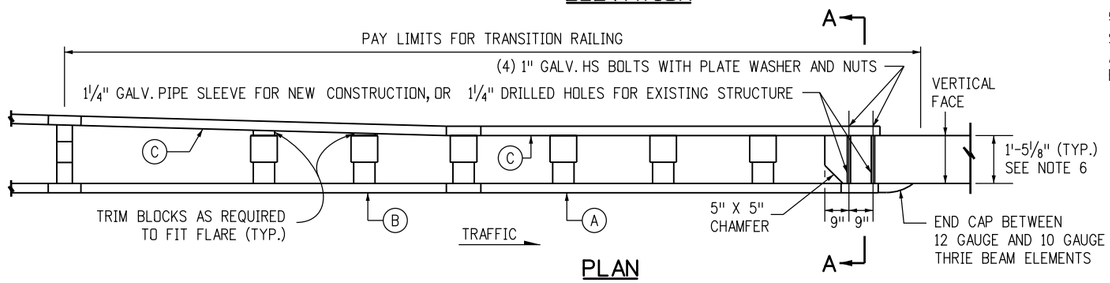
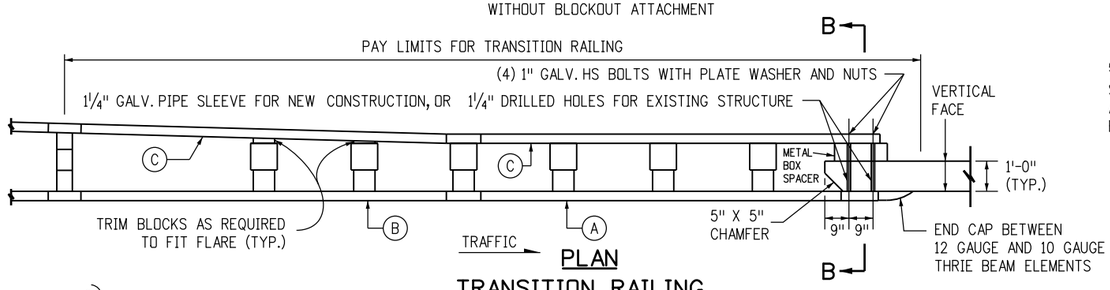


ELEVATION



PLAN
TRANSITION RAILING
WITHOUT BLOCKOUT ATTACHMENT



PLAN
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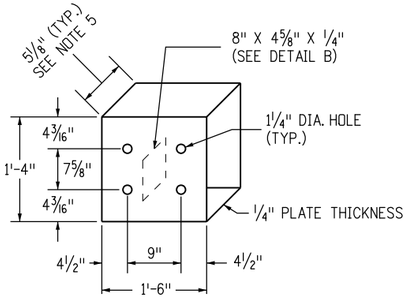
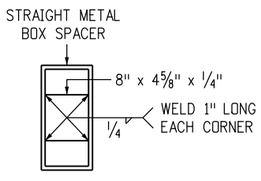
WITH BLOCKOUT ATTACHMENT



DETAIL A
PLACEMENT OF HOLES FOR FRONT AND BACK PANELS



DETAIL B

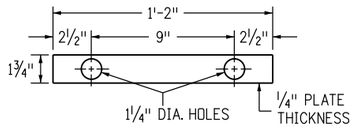


PLATE "A"
DETAIL C

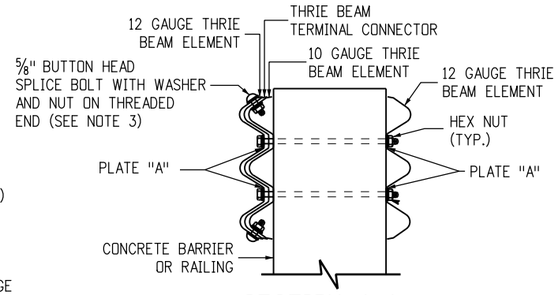
STRAIGHT METAL BOX SPACER

LEGEND

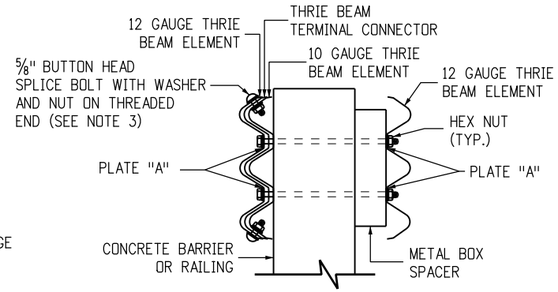
Ⓐ NESTED THRIE BEAM ELEMENTS (ONE 12 GAUGE ELEMENT NESTED OVER ONE 10 GAUGE ELEMENT)

Ⓑ ONE 10 GAUGE THRIE BEAM ELEMENT

Ⓒ ONE 12 GAUGE THRIE BEAM ELEMENT
10 GAUGE = 0.135" THICK
12 GAUGE = 0.108" THICK



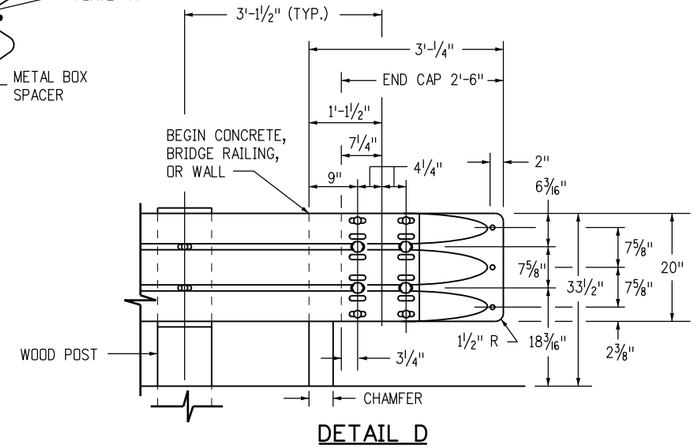
SECTION A-A



SECTION B-B

NOTES

1. USE ⅝" BUTTON HEAD BOLTS AND HEX NUTS FOR CONNECTIONS TO POSTS. NO WASHER ON RAIL FACE FOR BOLTED CONNECTIONS TO POST.
2. THE NESTED RAIL ELEMENTS, END CAP AND SINGLE 10 GAUGE THRIE BEAM ELEMENT, MAY BE SPLICED TOGETHER PRIOR TO BOLTING THE ELEMENTS TO THE WOOD POST AND CONCRETE BARRIER OR RAILING.
3. EXTERIOR SPLICE BOLT HOLES FOR RAIL ELEMENT SPLICES AT POST (4) AND THE CONNECTION TO THE CONCRETE BARRIER OR RAILING SHALL BE THE STANDARD $^{29}/_{32}$" X 1⅛" SLOT SIZE. INTERIOR SPLICE BOLT HOLES AT THESE LOCATIONS MAY BE INCREASED UP TO 1¼". ONLY THE TOP TWO AND THE BOTTOM TWO SPLICE BOLTS WITH WASHERS AND NUTS ARE REQUIRED FOR RAIL SPLICES AT POST (4) AND THE CONNECTION TO THE CONCRETE BARRIER OR RAILING.
4. THE TOP ELEVATION OF POSTS (1) THROUGH (7) SHALL NOT PROJECT MORE THAN 1 INCH ABOVE THE TOP ELEVATION OF THE RAIL ELEMENT.
5. THE DEPTH OF THE METAL BOX SPACER VARIES FROM THE 5⅛" TO 1½" AND IS DEPENDENT ON THE WIDTH OF THE CONCRETE RAILING OR WALL. THE COMBINED DIMENSION FOR THE DEPTH OF THE METAL BOX SPACER PLUS THE WIDTH OF RAILING OR WALL IS TYPICALLY 17⅛". WHERE THE SPACE BETWEEN THE BACKSIDE OF THE CONCRETE RAILING OR WALL AND THE REAR THRIE BEAM ELEMENT IS LESS THAN 1½", METAL PLATES SIMILAR TO PLATE "A" ARE BE USED AS SPACERS.
6. WHERE THE WIDTH OF THE CONCRETE RAILING OR WALL IS GREATER THAN 17⅛", WOOD BLOCKS ARE TO BE USED TO FILL THE SPACE CREATED BETWEEN THE BACKSIDE OF POST (4) THROUGH NO. (7) AND THE REAR THRIE BEAM ELEMENT. THESE WOOD BLOCKS SHALL BE 8 INCHES IN WIDTH AND ONE FOOT-TWO INCHES IN LENGTH. THE DIMENSION BETWEEN THE FRONT THRIE BEAM ELEMENT AND THE REAR THRIE BEAM ELEMENT IS TO MATCH THE WIDTH OF THE CONCRETE RAILING OR WALL.



DETAIL D
SEE MANUFACTURER'S DETAILS FOR EXACT DIMENSIONS

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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

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STANDARD PLAN NO.
M-606-15
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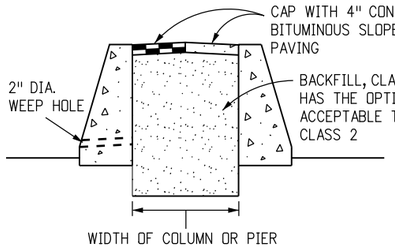
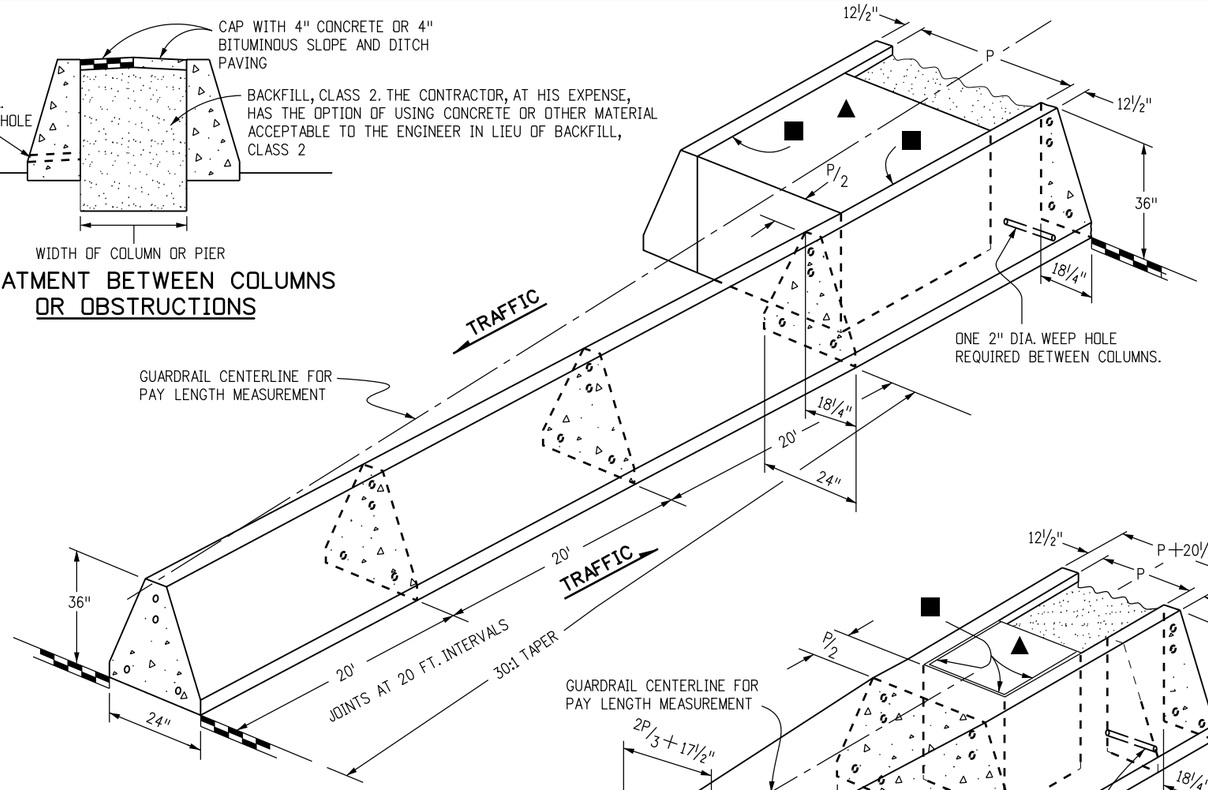


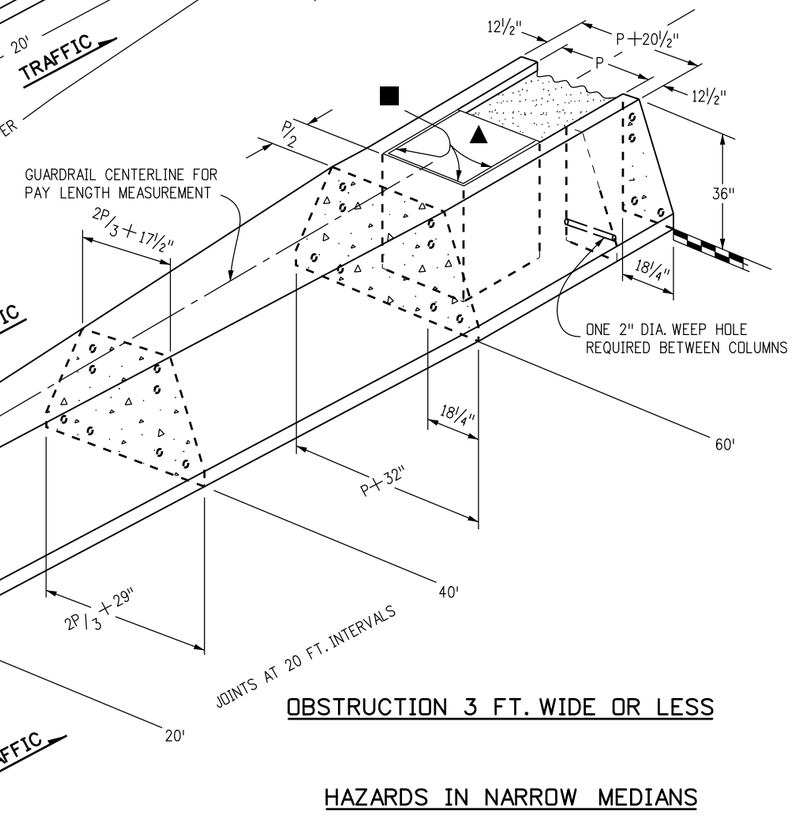
TREATMENT BETWEEN COLUMNS OR OBSTRUCTIONS



OBSTRUCTION WIDER THAN 3 FT.

■ ½" PREFORMED JOINT MATERIAL

▲ PIER COLUMN, SIGN SUPPORT FOOTING, CONCRETE WALL, OR SIMILAR OBSTRUCTIONS.



OBSTRUCTION 3 FT. WIDE OR LESS

HAZARDS IN NARROW MEDIANS

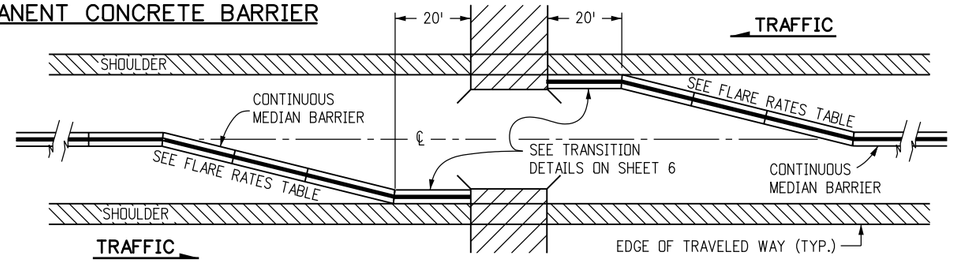
DESIGN SPEED (MPH)	SHY LINE OFFSET (FT.)*	FLARE RATE FOR BARRIER INSIDE SHY LINE	FLARE RATE FOR BARRIER OUTSIDE SHY LINE
80	12	30:1	20:1
75	10	30:1	20:1
70	9	30:1	20:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
30	4	13:1	8:1

* THE SHY LINE OFFSET IS MEASURED FROM THE EDGE OF THE TRAVELED WAY.

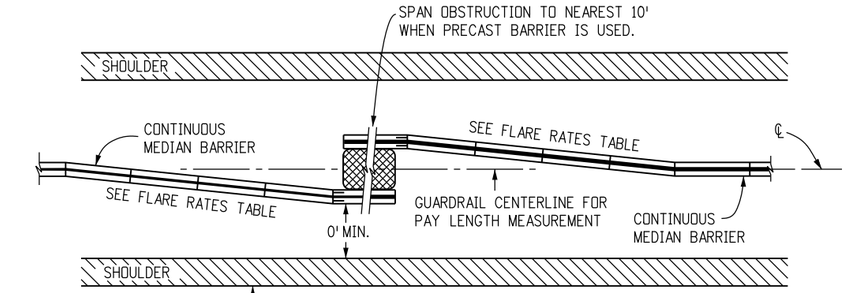
TABLE OF FLARE RATES FOR PERMANENT CONCRETE BARRIER

NOTES

1. THE MEDIAN IN THESE APPLICATIONS SHALL BE PAVED ON A SLOPE CONTINUED FROM THE ADJACENT PAVED SHOULDER OR A 10:1 OR FLATTER SLOPE.
2. THE PAY LENGTH FOR BARRIER ON BOTH SIDES OF AN OBSTRUCTION WILL BE DETERMINED BY ONE LINEAR MEASUREMENT ALONG THE GUARDRAIL CENTERLINE. THE BACKFILL AND CAP BETWEEN COLUMNS OR OBSTRUCTIONS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
3. GUARDRAIL BETWEEN COLUMNS OR OBSTRUCTIONS MAY BE STYLES CA OR CD AS SHOWN ON THE PLANS.

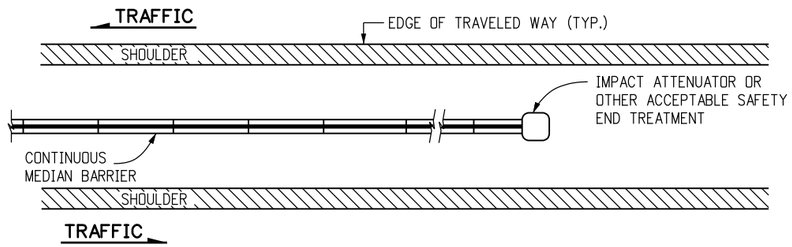


BRIDGE APPROACH



STYLE CA AT OBSTRUCTION

(OBSTRUCTION NOT SUITABLE FOR STYLE CD)



MEDIAN BARRIER END TREATMENT

Computer File Information		Sheet Revisions	
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GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-606-15
Standard Sheet No. 11 of 11
Project Sheet Number:

GENERAL NOTES

1. ALL MATERIAL DIMENSIONS AND WEIGHTS ON THIS STANDARD ARE NOMINAL UNLESS OTHERWISE INDICATED.

2. AT EACH LOCATION WHERE AN ELECTRIC TRANSMISSION, DISTRIBUTION OR SECONDARY LINE CROSSES A WOOD POST FENCE, THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUND CONFORMING TO ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE. THE GROUND ROD SHALL BE A MINIMUM DIAMETER OF 1/2 IN. AND 8 FT. IN LENGTH, AND DRIVEN AT LEAST 7 1/2 FT. INTO THE GROUND. THE ROD SHALL BE CONNECTED TO EACH WIRE WITH A MINIMUM AWG NO. 8 STRANDED COPPER WIRE. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.

   A METAL LINE POST SHALL BE INSTALLED A MAXIMUM OF EVERY 500 FT. ALONG A WOOD POST FENCE. THE METAL POST SHALL BE WITHIN 1 FT. OF THE NEAREST WOOD POST, AND SHALL BE TIED TO EACH STRAND WITH A WIRE CLAMP.

3. DIMENSIONS SHOWN FOR "STANDARD" AND "ALTERNATIVE" APPLY FOR BOTH WOOD AND METAL POST FENCE.

4. FENCE WIRE SHALL BE ENDED, DOUBLE WRAPPED AND TIED OFF AT END POSTS, ANGLE POSTS AND LINE BRACE POSTS. FENCE TO BE CONTINUED SHALL THEN BE RESTARTED IN THE SAME MANNER.

5. FENCE WIRE SHALL BE PLACED ON EITHER ROAD OR FIELD SIDE OF POSTS, DEPENDING ON LOCAL CONDITIONS, i.e. ON CURVES, THE WIRE SHALL BE PLACED ON THE SIDE OF THE POST WHICH WILL RESULT IN THE LEAST TENSION ON FENCE TIES. THIS WILL ALSO APPLY WHERE WIND DRIFT, TUMBLE WEEDS OR OTHER CONDITIONS WOULD EXERT UNUSUAL PRESSURE AGAINST THE WIRE. WHERE POSSIBLE, WIRE SHOULD BE PLACED ON THE LIVESTOCK SIDE OF THE POSTS.

6. WHERE STEEL POSTS ARE SPECIFIED, EVERY FIFTH POST SHALL BE WOOD, WHEN SPECIFIED ON THE PLANS.

7. RIGHT OF WAY FENCES SHALL BE CONSTRUCTED APPROXIMATELY 6 IN. INSIDE THE BOUNDARY OF THE RIGHT OF WAY AS SHOWN ON THE PLANS, OR AS STAKED.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING DISTURBED OR DESTROYED SURVEY MONUMENTS TO THE APPROPRIATE ACCURACY IN ACCORDANCE WITH SUBSECTION 625.08 OF THE STANDARD SPECIFICATIONS.

WOOD POSTS:

ALL LINE POSTS SHALL HAVE A MINIMUM DIAMETER OF 4 IN. AND BE A MINIMUM OF 6 FT.-0 IN. LONG.

ALL END, CORNER, INTERSECTION AND BRACE POSTS SHALL HAVE A MINIMUM DIAMETER OF 5 IN. AND BE 7 FT. IN LENGTH.

WOOD POSTS HAVING NONUNIFORM CROSS SECTION SHALL BE SET WITH THE LARGER DIAMETER END IN THE GROUND.

FENCE WIRE SHALL BE STAPLED TO WOOD POSTS OR TIED TO METAL POSTS AS SHOWN MARKED ✚ ON BARBED WIRE OR COMBINATION WIRE FENCE DETAILS. STAPLES SHALL BE NO. 9 WIRE MINIMUM, AND AT LEAST 1 1/2 IN. LONG.

METAL POSTS:

ALL POSTS AND BRACES SHALL BE THE TYPES AND WEIGHTS SHOWN OR ACCEPTABLE EQUIVALENTS, AND SHALL BE IN ACCORDANCE WITH AASHTO M 281. HOLES SHALL BE PROVIDED IN END, CORNER, AND GATE POSTS AS DETAILED.

CORNER AND LINE BRACE POSTS:

TYPE: 2 1/2 IN. x 2 1/2 IN. x 1/4 IN. STRUCTURAL STEEL ANGLES
WEIGHT: 4.10 LBS./LIN. FT.
LENGTH: 6 FT.-6 IN. MIN.
NUMBER OF BRACES: TWO

LINE POSTS:

TYPE: "STUDDED TEE" OR "U"
WEIGHT: 1.33 LBS./LIN. FT. (WITHOUT ANCHOR)
LENGTH: 6 FT.-0 IN. MINIMUM
ANCHOR: SECURELY FASTENED, WITH BEARING SURFACE SUFFICIENT TO RESIST MOVEMENT OF POST. WEIGHT: 0.67 LB.

METAL END POSTS AND GATE POSTS:

TYPE: 2 1/2 IN. x 2 1/2 IN. x 1/4 IN. STRUCTURAL STEEL ANGLES
WEIGHT: 4.10 LBS./LIN. FT.
NUMBER OF BRACES: ONE
LENGTH: END, 6 FT.-6 IN. MINIMUM. PANEL GATE, 7 FT.-0 IN. MINIMUM.

BRACES: (FOR CORNER, END OR LINE BRACE POSTS)

TYPE: 2 IN. x 2 IN. x 1/4 IN. STRUCTURAL STEEL ANGLES
WEIGHT: 3.19 LBS./LIN. FT.
LENGTH: SAME AS CORNER AND END POSTS USED.

FOOTINGS OR BASES:

CONCRETE SHALL BE CLASS B.
CONCRETE WITH LIGHTWEIGHT AGGREGATES CONFORMING TO AASHTO M 195 (ASTM C 330) WILL BE PERMITTED.

ALTERNATIVES: (CONTRACTOR'S OPTION)

END, CORNER AND LINE BRACE POSTS

TYPE	I.D.	O.D.	WEIGHT	WALL THICKNESS
	INCHES	INCHES	LB/FT.	INCHES
1. STD. GALV. PIPE	2 1/2	2 7/8	5.79 ± 5%	0.203
2. H.S. COLD ROLLED PIPE	2 1/2	2 7/8 ± 0.16	4.64 ± 5%	0.160 ± 5%

LENGTHS SHALL BE 6 FT.-6 IN. MINIMUM

BRACES:

TYPE: 1 3/8 IN. O.D. TUBULAR STEEL WITH 2 1/2 IN. BRACE BAND, HINGE BOLT AND 1 3/8 IN. I.D. RAIL END; ALL GALVANIZED.
WEIGHT: 16 LBS/LIN. FT. ± 5%
LENGTH: 6 FT.-6 IN. MINIMUM.

BARBED WIRE:

ZINC-COATED STEEL BARBED WIRE SHALL CONFORM TO AASHTO M 280, (ASTM A 121), 12-1/2 GAGE WITH CLASS 1 COATING, OR ALUMINUM-COATED STEEL BARBED WIRE CONFORMING TO ASTM A 585 TYPE 1.

WOVEN WIRE MESH:

WOVEN WIRE USED IN COMBINATION WIRE FENCE SHALL BE GALVANIZED AND CONFORM TO AASHTO M 279, (ASTM A 116) COATING CLASS 1, AND THE FOLLOWING:

STANDARD WOVEN WIRE FIELD FENCE, STYLE OR DESIGN NO.	ALTERNATIVE 4 IN. X 4 IN. WIRE "V" MESH
832-6-11* 32 IN. WIDTH 0.65 LBS/LIN.FT.	34 IN. WIDTH - 0.75 LBS/LIN.FT.
726-6-11* 26 IN. WIDTH 0.55 LBS/LIN.FT.	26 IN. WIDTH - 0.54 LBS/LIN.FT.
	CROSS WIRES-1 STRAND-14-1/2 GAGE MIN. HORIZONTAL-2 STRAND-12-1/2 GAGE

* 12-1/2 GAGE WOVEN WIRE FENCE FABRIC (832-6-12-1/2 OR 726-6-12-1/2) MAY BE USED WHEN SPECIFIED IN THE CONTRACT.

ALL FENCE WIRE TIES, CLIPS, CLAMPS, STAPLES AND OTHER WIRE APPURTENANCES SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232.

DRIVEWAY GATES (SINGLE):

HEIGHT: 42 IN.
WEIGHT: NOT LESS THAN 90 LBS. COMPLETE WITH LATCH AND HINGES.
WIDTH OF GATE OPENING: 16 FT.-0 IN. MINIMUM TO 20 FT.-0 IN. MAXIMUM.
GATE FRAME: 1 IN. I.D. STANDARD GALVANIZED PIPE OR ACCEPTABLE EQUIVALENT AND SHALL BE OF ALL WELDED CONSTRUCTION.

WOVEN WIRE SHALL ENCLOSE THE GATE FRAME AS SHOWN AND SHALL BE THE SAME WOVEN WIRE DESIGN AS THE FENCE, OR AS APPROVED BY THE ENGINEER.

ALTERNATIVE DRIVEWAY GATES (SINGLE PANEL):

WEIGHT: GALVANIZED STEEL, 75 LBS.
HEIGHT: APPROXIMATELY 42 IN. (5 PANELS),
WIDTH OF GATE OPENING: 16 FT.-0 IN. MINIMUM TO 20 FT.-0 IN. MAXIMUM.

GATES SHALL BE OF RIVETED CONSTRUCTION AS FOLLOWS:
MINIMUM FOUR NO. 10 RIVETS AT EACH RIGHT ANGLE CONNECTION AND WHERE DIAGONAL BRACES CONNECT TO HORIZONTAL PANELS.

MINIMUM THREE NO. 10 RIVETS WHERE DIAGONAL BRACES CONNECT TO TOP AND BOTTOM PANELS.

WALK GATES:

HEIGHT: APPROXIMATELY 42 IN. (5 PANELS)
WEIGHT: GALVANIZED STEEL, 16 LBS.; TEMPERED ALUMINUM, 10 LBS.
WIDTH OF GATE OPENING: 3 FT.-0 IN. MINIMUM.

ALTERNATIVE WALK GATES:

HEIGHT: 42 IN.
WEIGHT: NOT LESS THAN 18 LBS. COMPLETE WITH LATCH AND HINGES.
WIDTH OF GATE OPENING: 3 FT.-0 IN. MINIMUM.
GATE FRAME: 3/4 IN. I.D. STANDARD GALVANIZED PIPE OR ACCEPTABLE EQUIVALENT AND SHALL BE OF ALL-WELDED CONSTRUCTION.

WOVEN WIRE SHALL BE OF THE SAME CONSTRUCTION DESIGNATED FOR DRIVEWAY GATE.

ALTERNATIVE EQUIVALENT STANDARD METAL GATES OTHER THAN SHOWN WILL BE ACCEPTABLE SUBJECT TO THE ENGINEER'S APPROVAL.

IN LIEU OF GALVANIZED FINISH ON GATE FRAMES, CADMIUM-PLATED PIPE OR ALUMINUM PAINTING WILL BE ACCEPTED.

LATCHES AND HINGES:

GALVANIZED STEEL OR ALUMINUM OF STANDARD MANUFACTURE. HINGES SHALL BE PLACED AS SHOWN TO PREVENT THEFT.

IN LIEU OF STANDARD MAKE LATCHES, THE CONTRACTOR MAY USE AN ELECTRO-GALVANIZED CHAIN, EYEBOLT AND SNAPHOOK TYPE LATCH.

EYEBOLT, CHAIN AND SNAPHOOK ASSEMBLY SHALL BE SECURED TO LATCH SIDE OF GATE. GATE CLOSURE MAY BE ACCOMPLISHED BY WRAPPING CHAIN AROUND END POST AND SNAPPING HOOK INTO CHAIN.

WOOD STAYS:

WOOD STAYS SHALL BE UNTREATED NATIVE TIMBER. STAY DIMENSIONS SHALL BE 2 IN. x 2 IN. NOMINAL MINIMUM (1 1/2 IN. x 1 1/2 IN.).
WOOD STAYS MAY BE STAPLED, OR DRILLED AND TIED WITH WIRE.
METAL STAYS MAY BE TIED TO THE BOTTOM WIRE.

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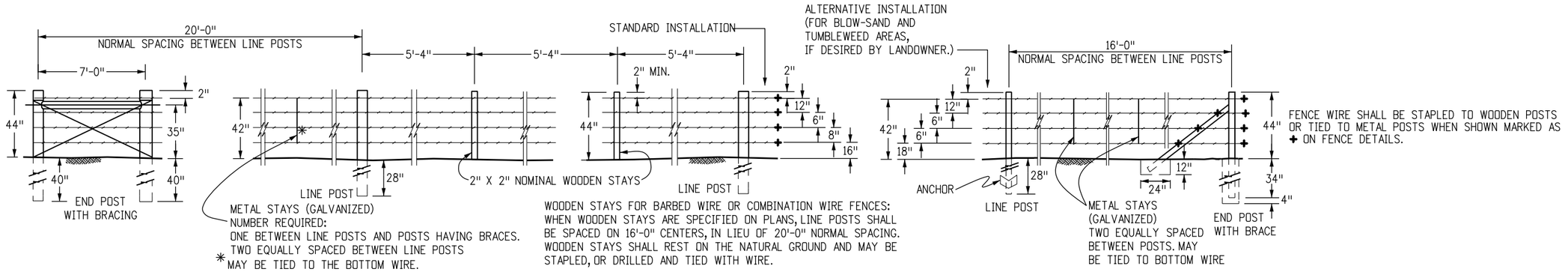
WIRE FENCES AND GATES

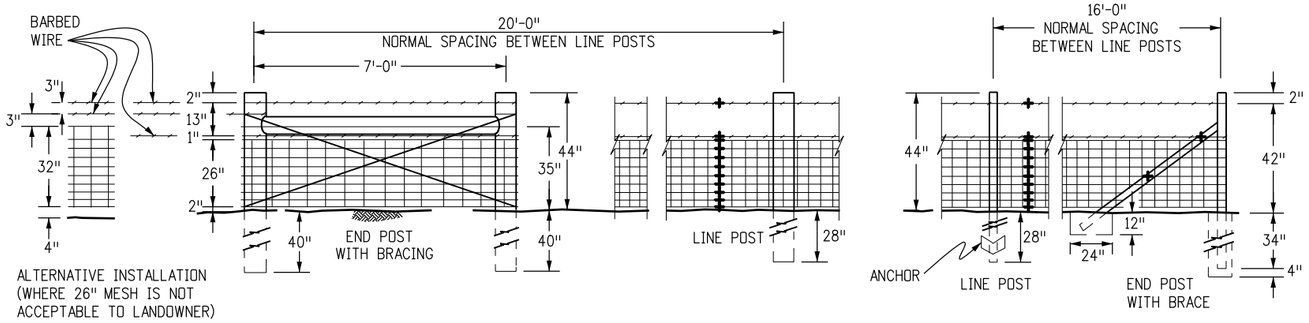
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-607-1
Standard Sheet No. 1 of 3
Project Sheet Number:



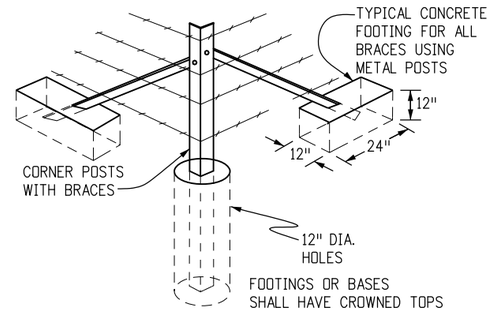
BARBED WIRE FENCE WITH WOODEN POSTS

BARBED WIRE FENCE WITH METAL POSTS

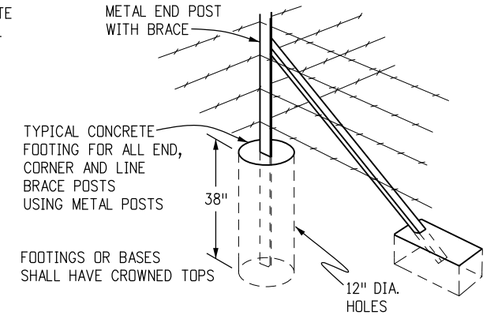


COMBINATION WIRE FENCE WITH WOODEN POSTS

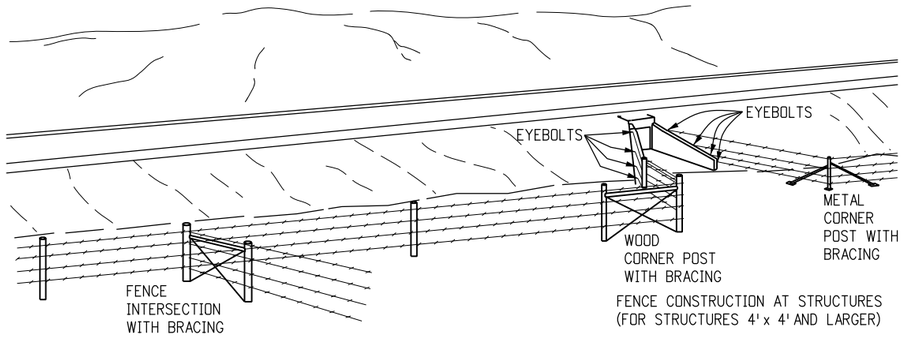
COMBINATION WIRE FENCE WITH METAL POSTS



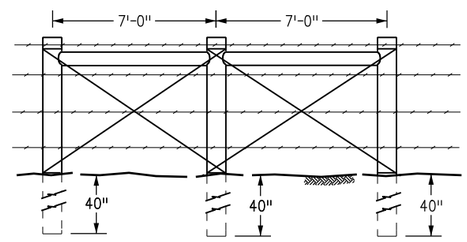
TYPICAL CORNER POST INSTALLATION

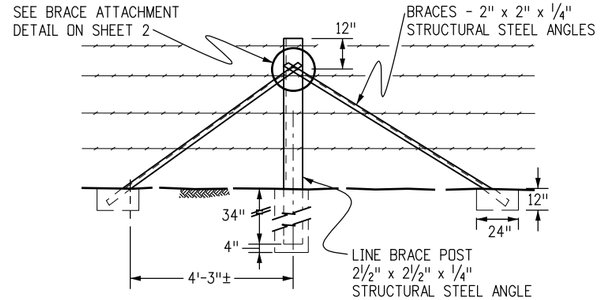


TYPICAL INSTALLATION AT FENCE INTERSECTIONS



FENCE CONSTRUCTION AT STRUCTURES
(FOR STRUCTURES 4' x 4' AND LARGER)





NOTES

1. AT ALL STRUCTURES OF 4 FT. x 4 FT. AND LARGER, THE FENCE SHALL END AT THE EYEBOLTS IN THE WINGS OF THE STRUCTURE. WHERE THE TYPE OF STRUCTURE PROHIBITS THE USE OF EYEBOLTS, AN END POST WITH BRACE SHALL BE USED.
2. EYEBOLTS SHALL BE MADE OF ½ IN. ROUND BARS WITH A MINIMUM OF 6 IN. OF BODY LENGTH EMBEDDED (HOOKED OR BENT) IN FRESH CONCRETE.
3. FOR EYEBOLTS IN EXISTING CONCRETE, THE ½ IN. ROUND BARS SHALL BE DEFORMED AND GROUTED INTO DRILLED HOLES.
4. EYEBOLTS SHALL HAVE A MINIMUM OF 1 IN. INSIDE EYE DIAMETER.
5. EYEBOLTS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. EYEBOLTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.

LINE BRACES

WHEN GATES, ANGLES, CORNERS OR INTERSECTING FENCES ARE NOT REQUIRED, LINE BRACES SHALL BE SPACED AS FOLLOWS:
METAL POSTS - 800 FT. INTERVALS
WOOD POSTS - 1,400 FT. INTERVALS

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WIRE FENCES AND GATES

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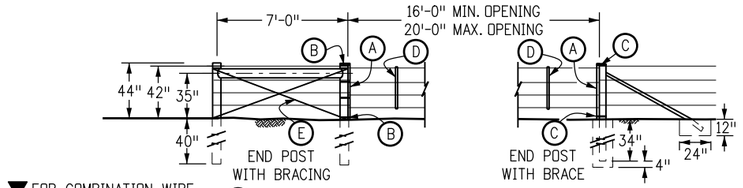
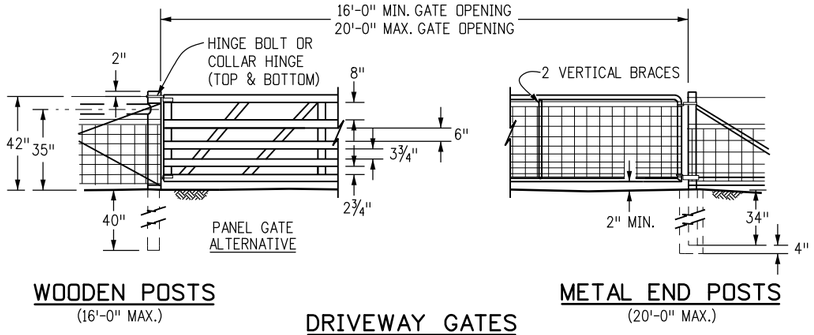


▼ FOR COMBINATION WIRE GATE, USE 34" MESH AND ONE STRAND OF BARBED WIRE. EXTEND WOODEN STAYS TO GROUND.

(A) 2 IN. x 4 IN. x 4 FT. WOODEN STAYS
(B) FOUR NO. 12-1/2 GA. WIRE LOOPS TO ACT AS HINGES
(C) NO. 12-1/2 GA. WIRE LOOPS
(D) TWO 2 IN. x 2 IN. NOMINAL WOODEN STAYS EQUALLY SPACED
(E) NO. 12-1/2 GA. BRACE WIRE, DOUBLE STRAND

WOODEN POSTS — METAL END POSTS

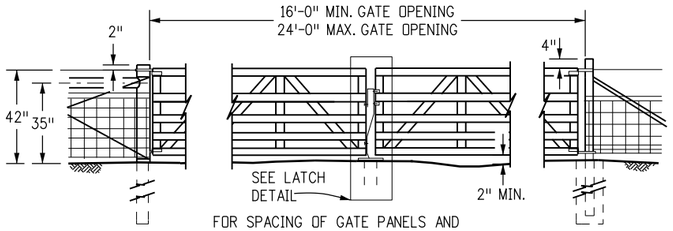
▼ BARBED WIRE GATE



WOODEN POSTS (16'-0" MAX.) — METAL END POSTS (20'-0" MAX.)

DRIVEWAY GATES

(METAL AND WOOD END POSTS SHALL BE BRACED SAME AS FOR BARBED WIRE GATES)

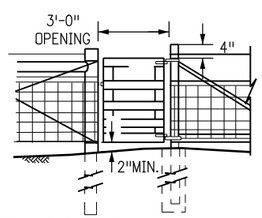


WOODEN POSTS — PANEL GATE POSTS

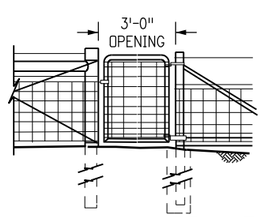
FOR SPACING OF GATE PANELS AND LENGTH OF POSTS, SEE DETAIL ABOVE.

TWIN DRIVEWAY GATES

(METAL AND WOOD END POSTS SHALL BE BRACED SAME AS FOR BARBED WIRE GATES)



FOR LENGTH OF POSTS AND SPACING OF WIRE AND GATE PANELS, SEE DRIVEWAY GATE DETAIL ABOVE.



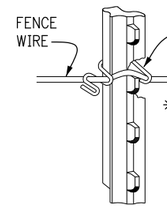
WOODEN POSTS — PANEL GATE POSTS

WALK GATE

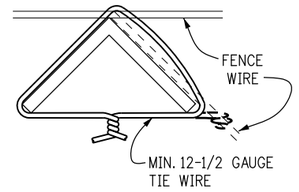
WOODEN POSTS — METAL END POSTS

ALTERNATIVE WALK GATE

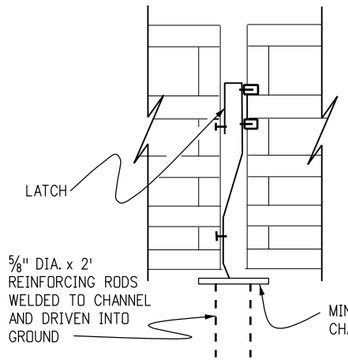
(METAL AND WOOD END POSTS SHALL BE BRACED SAME AS FOR BARBED WIRE GATES)



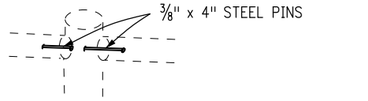
TIES FOR "STUDDED TEE" OR "U" POSTS



TIES FOR ANGLE POSTS FENCE WIRE TIES

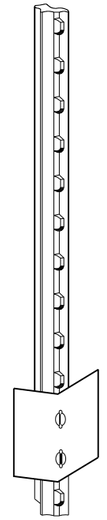


LATCH DETAIL

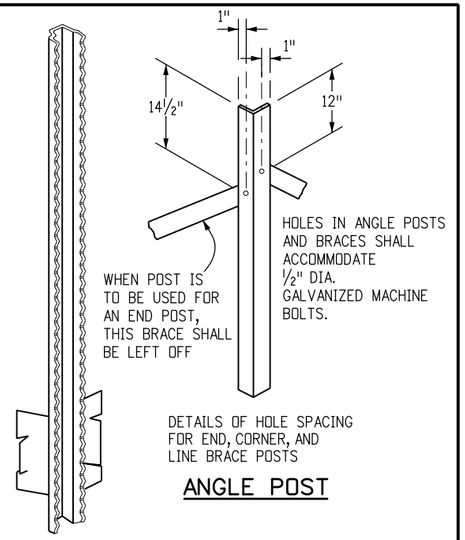


BORE A ⅜" x 2" HOLE IN EACH POST AND BRACE TO RECEIVE THE PINS. WRAP THE ENDS OF THE BRACES TIGHTLY WITH SEVERAL TURNS OF 12-½ GA. SMOOTH GALV. WIRE TO PREVENT SPLITTING OR NOTCH POST AND NAIL WITH 40d COMMON NAILS.

CROSS BRACE DOWELING DETAIL



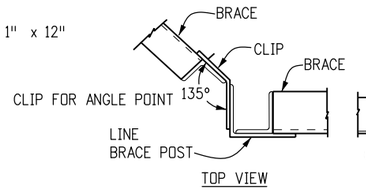
STUDDED "TEE" LINE POST



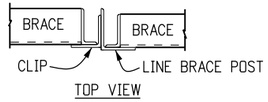
"U" LINE POST

ANGLE POST

TYPICAL METAL POSTS



TOP VIEW



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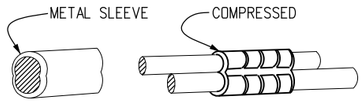
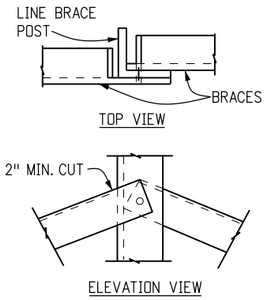


SPLICING SLEEVE SHALL BE APPROVED BY THE ENGINEER

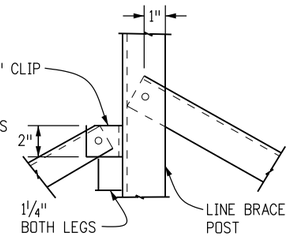
WIRE SPLICE



TOP VIEW

ELEVATION VIEW

⌀ BRACE ATTACHMENT DETAIL



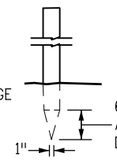
HOLES IN POSTS, BRACES AND CLIPS SHALL ACCOMMODATE ½" DIA. GALVANIZED MACHINE BOLTS.

ELEVATION VIEW

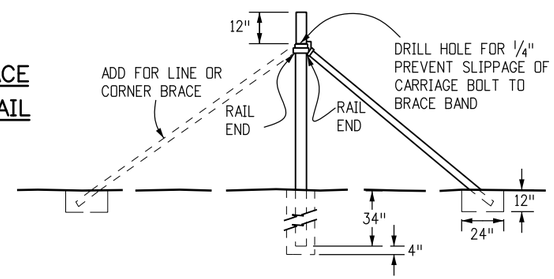
⌀ ALTERNATIVE BRACE ATTACHMENT DETAIL

⌀ ALTERNATIVE ATTACHMENT METHODS, ACCEPTABLE TO THE ENGINEER, MAY BE USED.

WOODEN POSTS MAY BE DRIVEN IN LIEU OF SETTING AND TAMPING, AT THE OPTION OF THE CONTRACTOR. DRIVING METHODS SHALL NOT DAMAGE POST.



POST POINTING



ALTERNATIVE POST

(FOR END, CORNER OR LINE BRACE POSTS)

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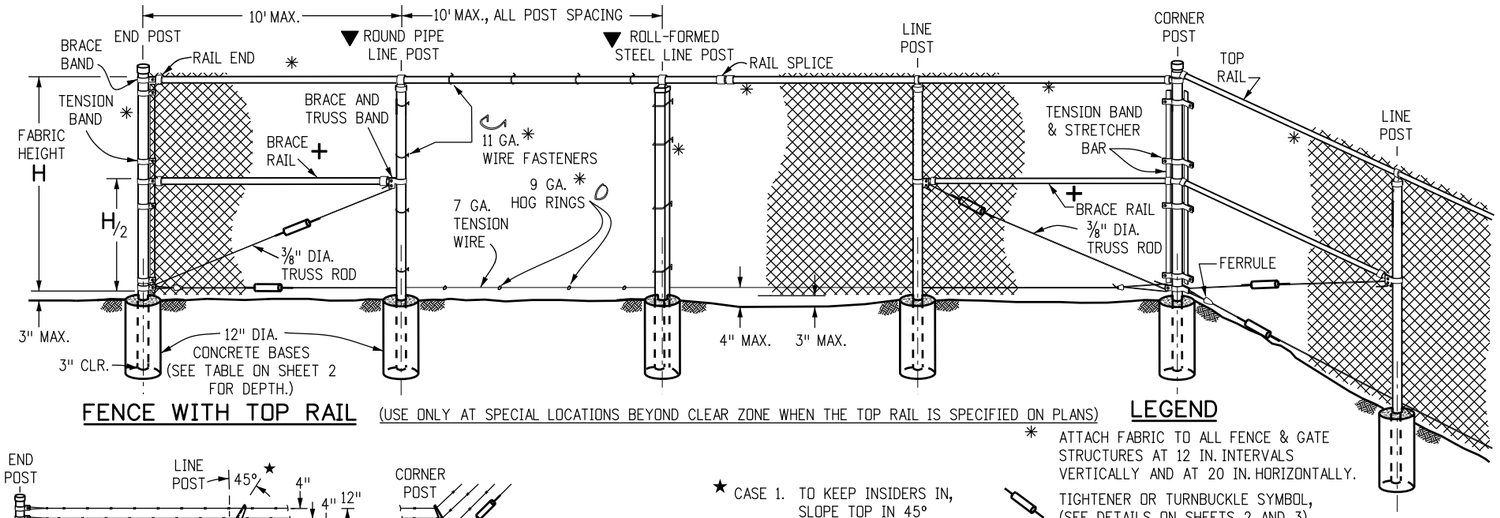
WIRE FENCES AND GATES

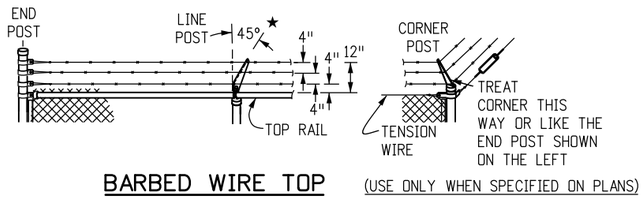
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-607-1
Standard Sheet No. 3 of 3
Project Sheet Number:



FENCE WITH TOP RAIL

(USE ONLY AT SPECIAL LOCATIONS BEYOND CLEAR ZONE WHEN THE TOP RAIL IS SPECIFIED ON PLANS)

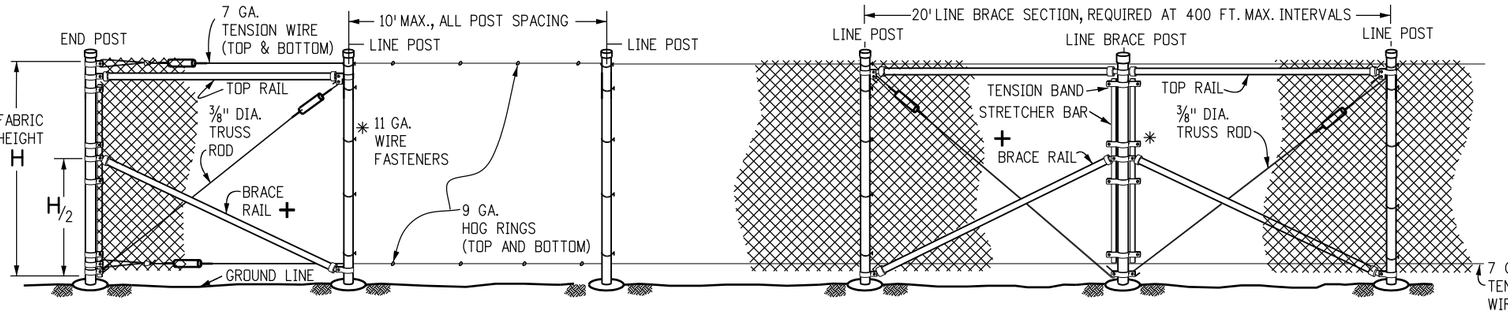


BARBED WIRE TOP

(USE ONLY WHEN SPECIFIED ON PLANS)

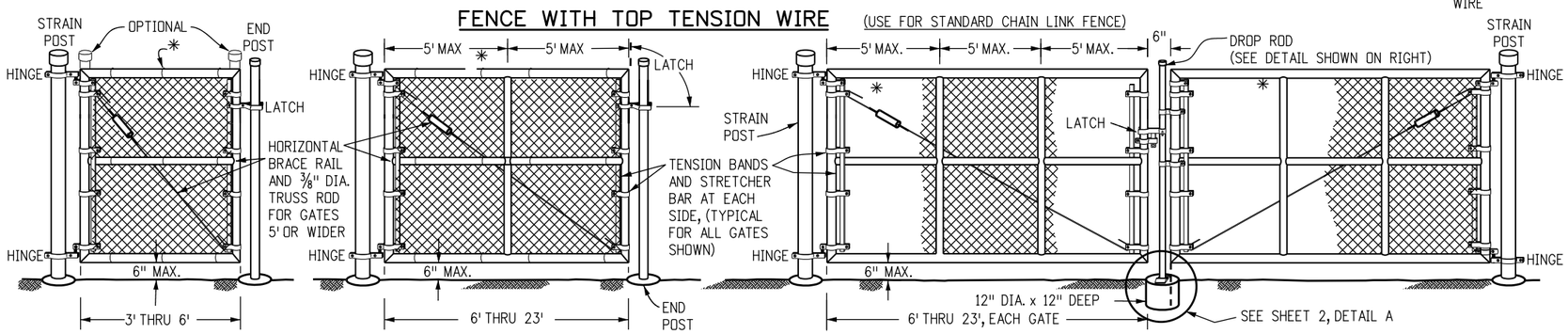
LEGEND

- ✳ ATTACH FABRIC TO ALL FENCE & GATE STRUCTURES AT 12 IN. INTERVALS VERTICALLY AND AT 20 IN. HORIZONTALLY.
- ★ CASE 1. TO KEEP INSIDERS IN, SLOPE TOP IN 45°
- ★ CASE 2. TO KEEP OUTSIDERS OUT, SLOPE TOP OUT 45° BARBED WIRE OVER GATES SHALL NOT BE SLOPED
- TIGHTENER OR TURNBUCKLE SYMBOL, (SEE DETAILS ON SHEETS 2 AND 3).
- ▼ TYPE OF LINE POST (ROUND PIPE OR ROLL-FORMED STEEL) SHALL BE AT THE OPTION OF THE CONTRACTOR UNLESS OTHERWISE SHOWN ON THE PLANS.
- \+ BRACE RAIL IS NOT REQUIRED FOR 36 IN., 42 IN., OR 48 IN. FABRIC HEIGHTS. BRACE RAIL FOR FENCE WITH ROLL-FORMED STEEL ELEMENTS IS 12 IN. BELOW THE TOP RAIL, (SEE SHEET 3).



FENCE WITH TOP TENSION WIRE

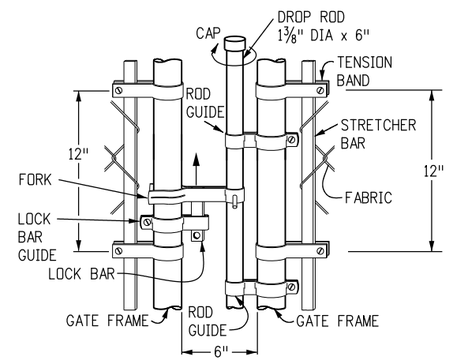
(USE FOR STANDARD CHAIN LINK FENCE)



WALK GATE | SINGLE GATE | DOUBLE GATE

GENERAL NOTES

1. AT EACH LOCATION WHERE AN ELECTRIC TRANSMISSION, DISTRIBUTION, OR SECONDARY LINE CROSSES A FENCE, THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUND CONFORMING TO ARTICLE 250 OF THE NATIONAL ELECTRIC CODE. A GROUND SHALL ALSO BE INSTALLED A MAXIMUM OF EVERY 500 FT. ALONG THE FENCE. THE GROUND ROD SHALL BE A MINIMUM DIAMETER OF ½ IN. AND 8 FT. IN LENGTH, AND DRIVEN AT LEAST 7½ FT. INTO THE GROUND. THE ROD SHALL BE CONNECTED TO EACH WIRE WITH A MINIMUM AWG NO. 8 STRANDED COPPER WIRE. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE FENCE.
2. H (HEIGHT OF FABRIC) SHALL BE AS SHOWN ON THE PLANS. FABRIC IS AVALIABLE IN THE FOLLOWING HEIGHTS: 36 IN., 42 IN., 48 IN., 60 IN., 72 IN., 84 IN., 96 IN., 108 IN., 120 IN., AND 144 IN.
3. CHAIN LINK FENCE SHALL CONFORM TO AASHTO M 181.
4. CHAIN LINK FABRIC SHALL BE 2 IN. MESH NO. 9 GAGE GALVANIZED OR ALUMINUM COATED WIRE SECURELY FASTENED TO TENSION WIRE, LINE POSTS, RAILS, BRACES AND STRETCHER BARS SPACED AS SHOWN HEREON. WIRE FASTENERS AND TIE CLIPS SHALL BE NO. 11 GAGE (W&M) GALVANIZED STEEL WIRE OR NO. 7 GAGE (B&S) ALUMINUM WIRE, AND HOG RINGS SHALL BE NO. 9 GAGE, ALL IN CONFORMANCE WITH ASTM F 626.
5. STEEL POSTS, RAILS AND GATE FRAMES SHALL CONFORM TO AASHTO M 181 TYPE 1, GRADE 1 OR GRADE 2.
6. AT THE CONTRACTOR'S OPTION, PIPE USED FOR FENCE CONSTRUCTION SHALL CONFORM TO THE DIMENSIONS AND WEIGHTS FOR EITHER "ORDINARY PIPE" OR "ALTERNATIVE PIPE" AS SHOWN ON SHEET 2. "ALTERNATIVE PIPE" SHALL BE HIGH STRENGTH STEEL PIPE CONFORMING TO FEDERAL SPECIFICATION RR-F-191/3C.
7. TENSION WIRE SHALL BE CONTINUOUS BETWEEN END OR CORNER POST AND LINE BRACE POST. A TURNBUCKLE OR OTHER APPROVED TIGHTENING DEVICE SHALL BE USED FOR EACH CONTINUOUS SPAN OF TENSION WIRE.
8. TENSION WIRE SHALL CONFORM TO AASHTO M 181.
9. CONCRETE FOOTINGS SHALL HAVE TOPS CROWNED AT GROUND LEVEL AND SHALL BE CLASS B. CONCRETE WITH LIGHTWEIGHT AGGREGATE CONFORMING TO AASHTO M 195, MAY BE SUBSTITUTED.
10. TERMINATION OF FENCE AT BRIDGES OR OTHER STRUCTURES SHALL BE AS SHOWN ON THE PLANS.
11. CHAIN LINK FABRIC UP TO 5 FT. HIGH SHALL BE KNUCKLED AT THE TOP AND BOTTOM SELVAGES. FABRIC OVER 5 FT. HIGH SHALL BE TWISTED AND BARBED ON THE TOP SELVAGE AND KNUCKLED ON THE BOTTOM SELVAGE.
12. FENCE MAY BE CONSTRUCTED WITH EITHER ROUND PIPE OR ROLL-FORMED STEEL COMPONENTS. THE CONTRACTOR SHALL STATE AT THE PRECONSTRUCTION CONFERENCE, THE TYPE OF CONSTRUCTION AND TYPE OF LINE POST TO BE USED THROUGHOUT THE PROJECT.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING DISTURBED OR DESTROYED SURVEY MONUMENTS TO THE APPROPRIATE ACCURACY IN ACCORDANCE WITH SUBSECTION 625.08 OF THE STANDARD SPECIFICATIONS.



TYPICAL DROP ROD ASSEMBLY

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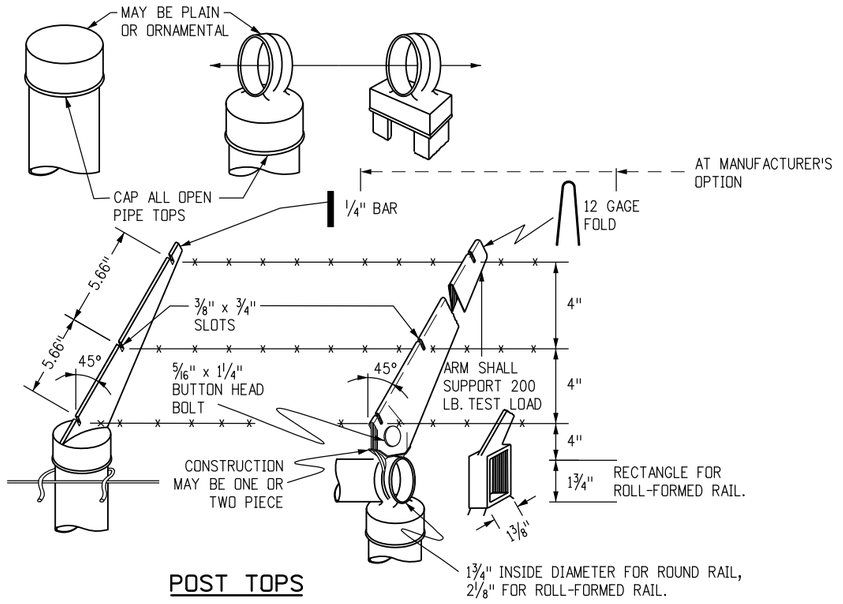
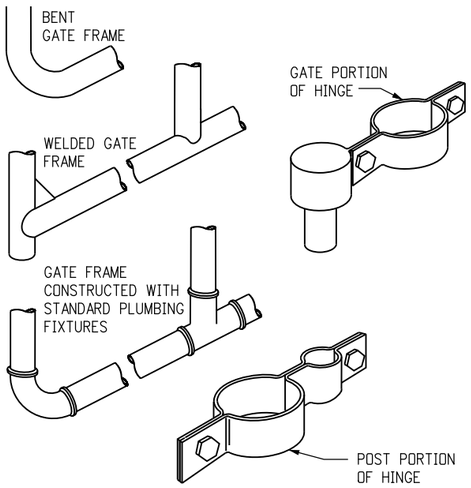
CHAIN LINK FENCE

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-607-2
Standard Sheet No. 1 of 3
Project Sheet Number:



POST TOPS



GATE FRAMES & HINGE

FENCE MATERIAL

FABRIC HEIGHT	END, CORNER AND LINE BRACE POSTS		LINE POSTS		TOP & BRACE RAILS	
H	ROUND PIPE I.D.	ROLL-FORMED STEEL	ROUND PIPE I.D.	ROLL-FORMED STEEL	ROUND PIPE I.D.	ROLL-FORMED STEEL
FEET	INCHES		INCHES		INCHES	
3 THRU 6	2.5	3.5 x 3.5	1.5	1.875 x 1.625	1.25	1.25 x 1.625
> 6 THRU 8	2.5	3.5 x 3.5	2.0	1.875 x 1.625	1.25	1.25 x 1.625
> 8 THRU 12	2.5	3.5 x 3.5	2.0	2.250 x 1.625	1.25	1.25 x 1.625

FABRIC HEIGHT	△ CONCRETE BASE			
	DEPTH	DIA.	DEPTH	DIA.
H				
FEET	INCHES		INCHES	
3 THRU 4	34	12	28	12
> 4 THRU 12	40	12	40	12

△ ALL POSTS 3 IN CLEAR FROM BOTTOM OF CONCRETE BASE

ORDINARY PIPE

NOMINAL I.D.	O.D.	WALL THICK.	WEIGHT
INCHES			LB/FT
1.25	1.660	0.140	2.27
1.50	1.900	0.145	2.72
2.00	2.375	0.154	3.65
2.50	2.875	0.203	5.79
3.00	3.500	0.216	7.58
3.50	4.000	0.226	9.11
4.00	4.500	0.237	10.79
5.00	5.563	0.258	14.62
6.00	6.625	0.280	18.97
8.00	8.625	0.322	28.55

ALTERNATIVE PIPE

NOMINAL I.D.	O.D.	WALL THICK.	WEIGHT
INCHES			LB/FT
1.25	1.660	0.111	1.836
1.50	1.900	0.120	2.281
2.00	2.375	0.130	3.117
2.50	2.875	0.160	4.640

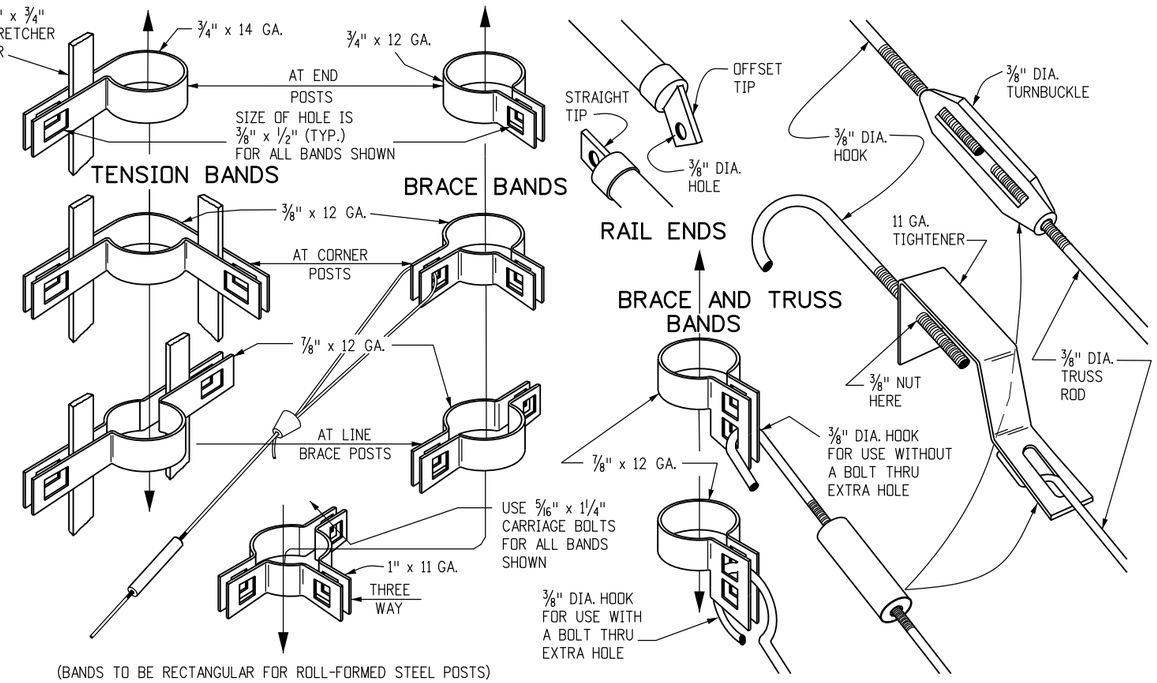
GATE MATERIAL

GATE FRAME WIDTH	STRAIN POST		△ CONCRETE BASE	
	ROUND I.D.	ROLL-FORMED	DEPTH	DIA.
FEET	INCHES		INCHES	
3 THRU 6	2.5	3.5 x 3.5	36	12
> 6 THRU 13	3.5		42	12
> 13 THRU 18	6.0		48	18
> 18 THRU 23	8.0		48	24

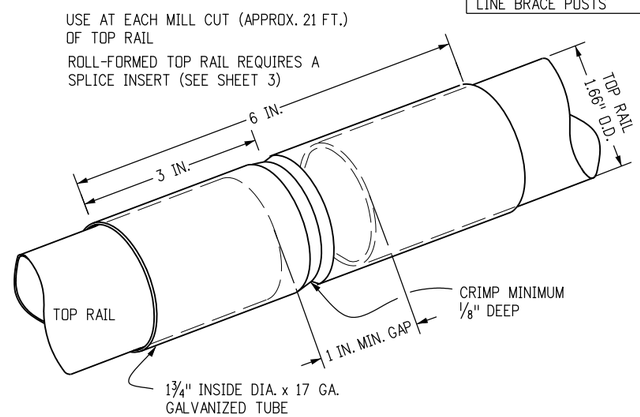
GATE FRAME		FRAME PIPE	BRACING PIPE
WIDTH	HEIGHT	I.D.	I.D.
FEET		INCHES	
3 THRU 8	3 THRU 6	1.25	1.25
> 8 THRU 23	6	1.50	1.25
> 8 THRU 23	> 6 THRU 12	1.50	1.50

ROLL-FORMED STEEL

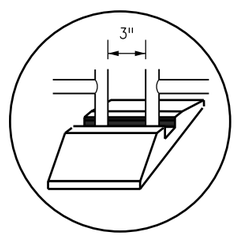
PART	SIZE	THICK.	WEIGHT
	INCHES	GAGE	LB/FT
TOP & BRACE RAILS	1.250 x 1.625	14	2.08
LINE POST (H: 3FT - 6FT)	1.875 x 1.625	12	2.75
LINE POST (H: > 6FT - 8FT)	1.875 x 1.625	11	3.36
LINE POST (H: > 8FT - 12FT)	2.250 x 1.625	11	4.02
END, CORNER & LINE BRACE POSTS	3.50 x 3.50	10	7.59



BANDS, RAIL ENDS & TIGHTENERS (DIMENSIONS SHOWN ARE MINIMUMS)



RAIL SPLICE



DROP ROD IS OPTIONAL IF GATE FRAMES EXTEND DOWN TO CENTER REST. USE LATCH SHOWN FOR WALK OR SINGLE GATE.

DETAIL A TYPICAL CENTER REST

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CHAIN LINK FENCE

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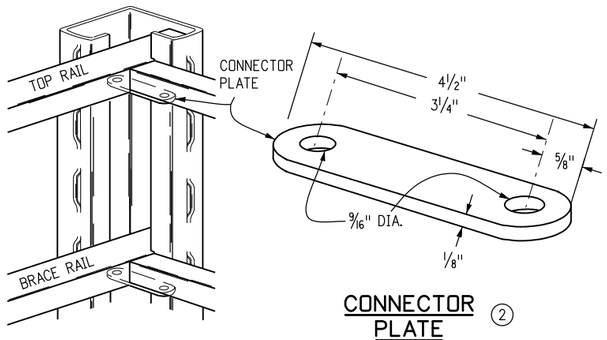
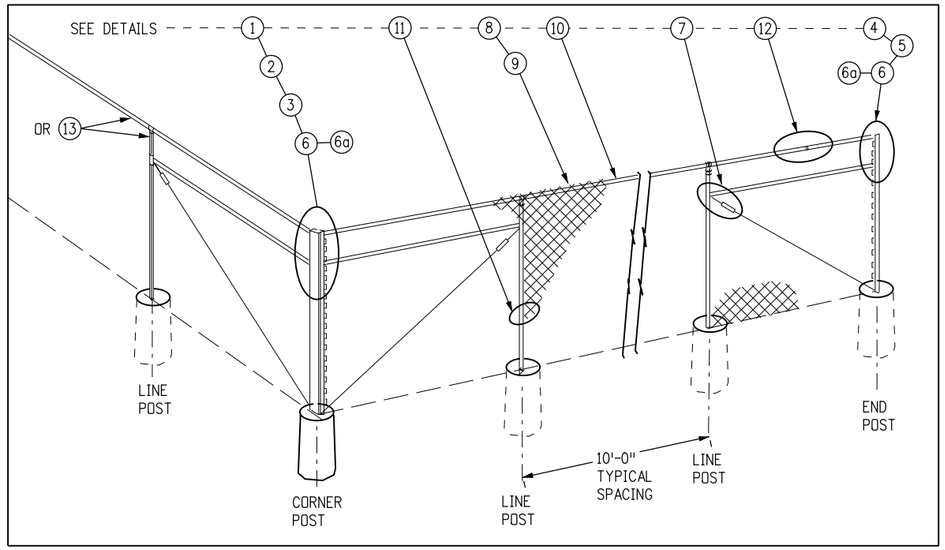
STANDARD PLAN NO.
M-607-2
Standard Sheet No. 2 of 3
Project Sheet Number:



CORNER POST TREATMENT ①

CONNECTOR PLATE ②



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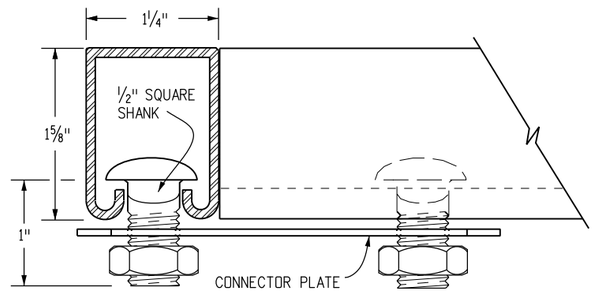
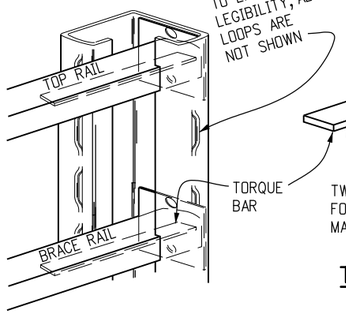
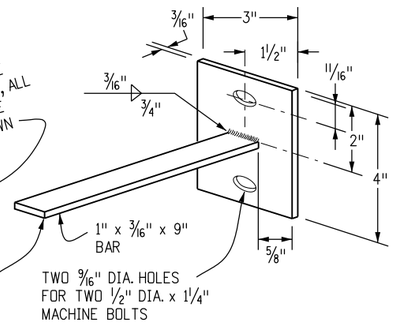


RAIL (SHOWING CORNER ASSEMBLY) ③

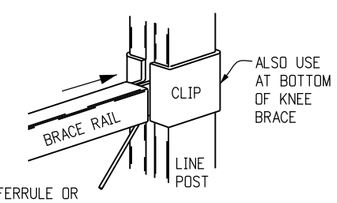
14 GAGE ROLL-FORMED STEEL, 20 FT. LENGTHS, 1.40 LB. PER LIN. FT.

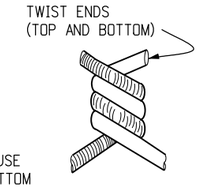


END POST TREATMENT ④

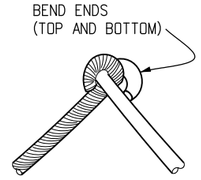


TORQUE BAR ⑤



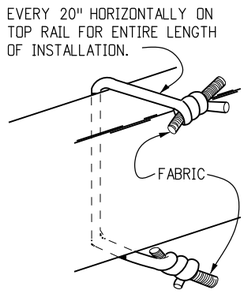


BARBED SELVAGE ⑧

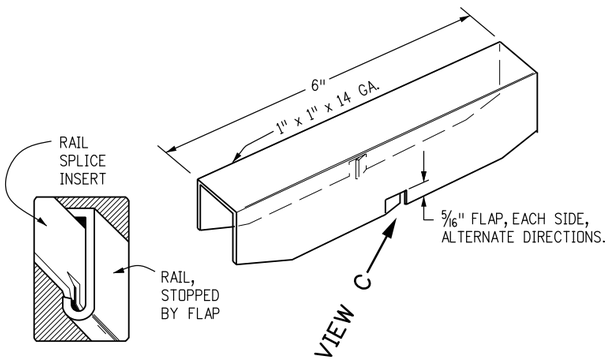


KNUCKLED SELVAGE ⑨

ALTERNATIVE, USE ONLY WHEN CALLED FOR ON THE PLANS

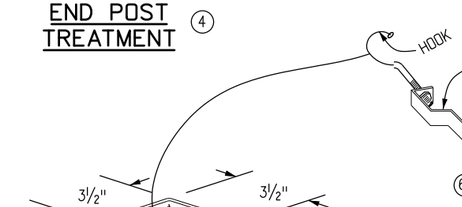


WIRE FASTENER ⑩

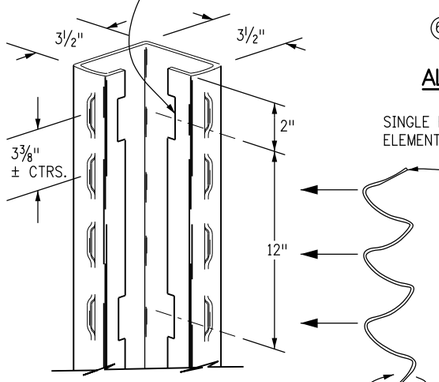


VIEW C

RAIL SPLICE INSERT ⑫

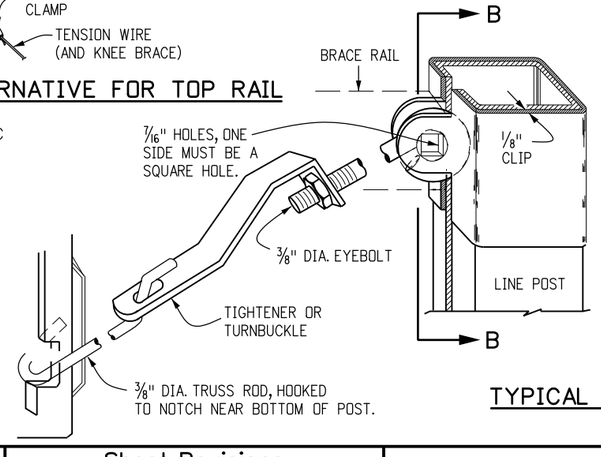


ALTERNATIVE FOR TOP RAIL

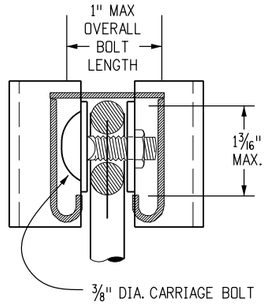


END POST OR CORNER POST

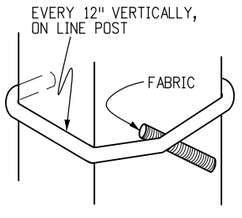
10 GAGE ROLL-FORMED STEEL, 5.10 LB. PER LINEAR FT. ⑥



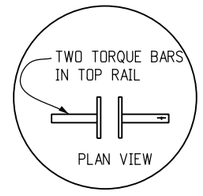
TYPICAL BRACING ⑦



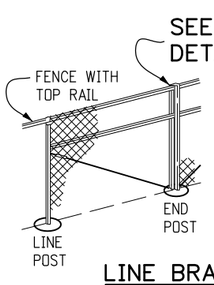
SECTION B-B

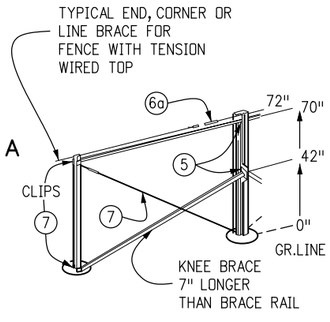


TIE CLIP ⑪



DETAIL A





LINE BRACE (ONE HALF SHOWN) ⑬

400 FT. INTERVALS

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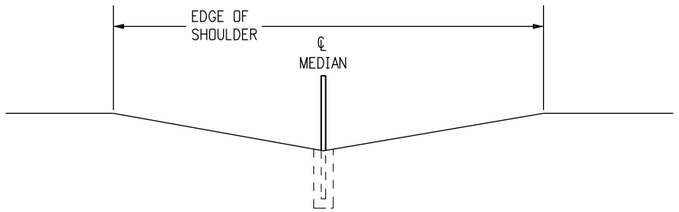
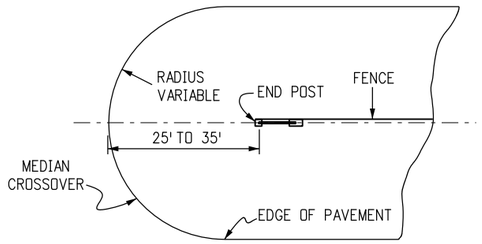
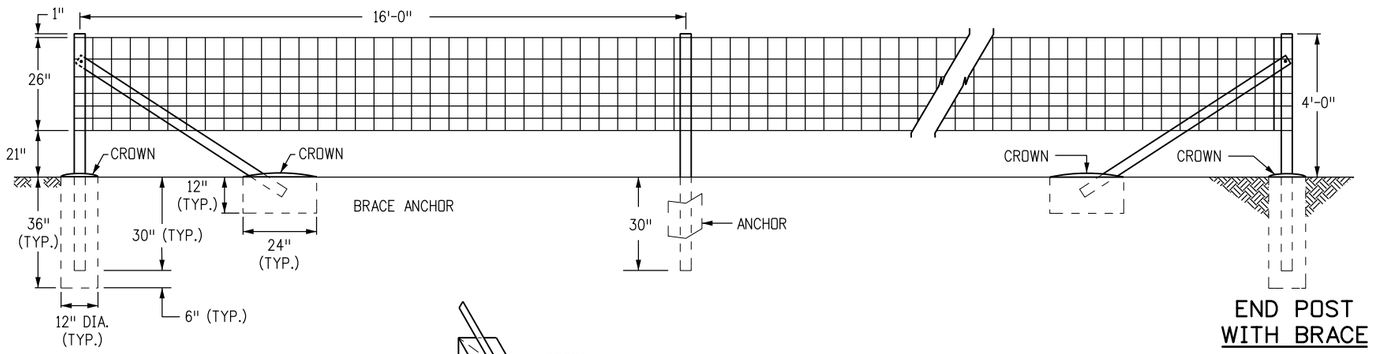
CHAIN LINK FENCE

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-607-2
Standard Sheet No. 3 of 3
Project Sheet Number:

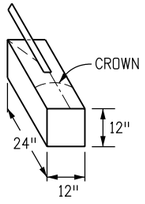




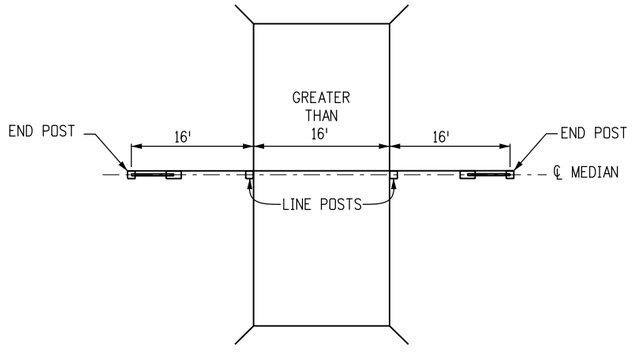


END POST WITH BRACE

END POST WITH BRACE



SKETCH OF BRACE ANCHOR



LOCATION OF BARRIER FENCE AT BOX CULVERTS WITH NO FILL

SPECIFICATIONS

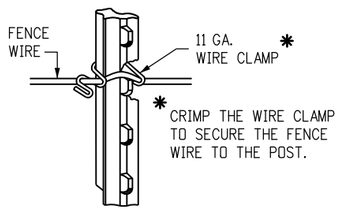
END POSTS:
- TYPE: 2½" x 2½" x ¼" STRUCTURAL STEEL ANGLES
- WEIGHT: 4.10 LBS. PER LIN. FT. NOMINAL (RAW)
- LENGTH: 6'-6" MINIMUM
- NO. OF BRACES: ONE

LINE POSTS:
- TYPE: "STUDDED TEE" OR "U" POST
- WEIGHT: 1.33 LBS. PER. LIN. FT. NOMINAL WITHOUT ANCHOR. (RAW)
- LENGTH: 6'-6" MINIMUM
- ANCHOR: SECURELY FASTENED, WITH BEARING SURFACE SUFFICIENT TO RESIST MOVEMENT OF POST. WGT. 0.67 LBS. MINIMUM

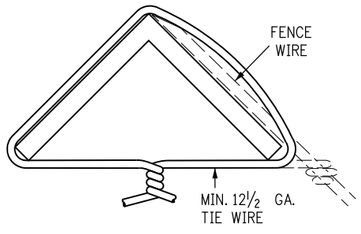
BRACES:
- TYPE: 2" x 2" x ¼" STRUCTURAL STEEL ANGLES
- WEIGHT: 3.19 LBS. PER LIN. FT. NOMINAL (RAW)
- LENGTH: 6'-6" MINIMUM

WOVEN WIRE FENCE FABRIC:
- STYLE OR DESIGN NUMBER: 726 - 6 - 12½

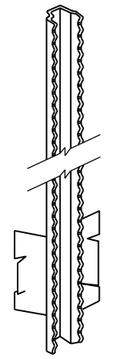
TIES:
- END POSTS: EACH HORIZONTAL WIRE OF WOVEN WIRE FABRIC TO BE WRAPPED AROUND POST AND FASTENED IN ADDITION TO TWO TIE WIRES.
- LINE POSTS: MINIMUM THREE TIES PER POST FOR WOVEN WIRE FABRIC



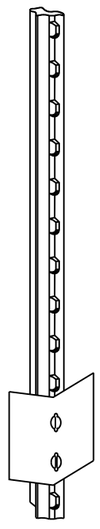
TIES FOR "STUDDED TEE" OR "U" POSTS



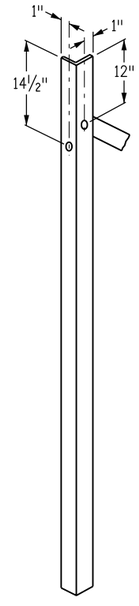
END POST TIE



"U" LINE POST



"STUDDED TEE" LINE POST



END POST WITH BRACING

NOTE: HOLES IN END POSTS AND BRACES SHALL ACCOMMODATE ½" DIA. GALVANIZED MACHINE BOLTS.

GENERAL NOTES

1. ALL POSTS AND BRACES SHALL BE OF THE TYPES AND WEIGHTS SHOWN ON THIS SHEET OR ACCEPTABLE EQUIVALENTS, ALL IN CONFORMANCE WITH AASHTO M 281. HOLES TO BE PROVIDED IN END POSTS AS DETAILED. ADDITIONAL END POSTS SHALL BE SUPPLIED FOR PULL BRACE POSTS WHEN REQUIRED BY THE ENGINEER.
2. LINE BRACE POSTS SHALL BE INSTALLED EVERY 800 FT. OR LESS WHERE THE FENCING IS CONTINUOUS. THE COST SHALL BE INCLUDED IN THE WORK. SEE STANDARD PLAN M-607-1.
3. WOVEN WIRE FENCE FABRIC, USED AS SHOWN, SHALL BE GALVANIZED (ZINC-COATED) CLASS 1 AND CONFORM TO AASHTO M 279 (ASTM A 116).
4. CONCRETE FOOTINGS SHALL HAVE TOPS CROWNED AT GROUND LEVEL AND SHALL BE CLASS B. CONCRETE WITH LIGHT WEIGHT AGGREGATE, CONFORMING TO AASHTO M 195 (ASTM C 330) WILL BE PERMITTED. THE COST OF THE CONCRETE SHALL BE INCLUDED IN THE WORK.
5. ON CURVES, FENCE WIRE SHALL BE PLACED ON SIDE OF POST WHICH WILL RESULT IN THE LEAST AMOUNT OF TENSION ON FENCE TIES.
6. AT EACH LOCATION WHERE AN ELECTRIC TRANSMISSION, DISTRIBUTION OR SECONDARY LINE CROSSES A BARRIER FENCE, THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUND CONFORMING TO ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE. THE GROUND ROD SHALL BE A MINIMUM DIAMETER OF ½ IN. AND 8 FT. IN LENGTH, AND DRIVEN AT LEAST 7½ FT. INTO THE GROUND. THE ROD SHALL BE CONNECTED TO EACH WIRE WITH A MINIMUM AWG NO. 8 STRANDED COPPER WIRE. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.

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BARRIER FENCE

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STANDARD PLAN NO.
M-607-3
Standard Sheet No. 1 of 1
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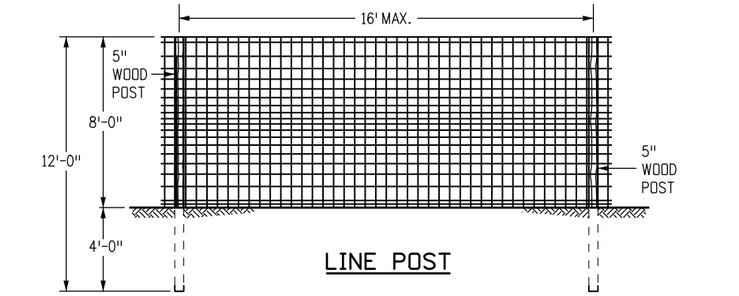
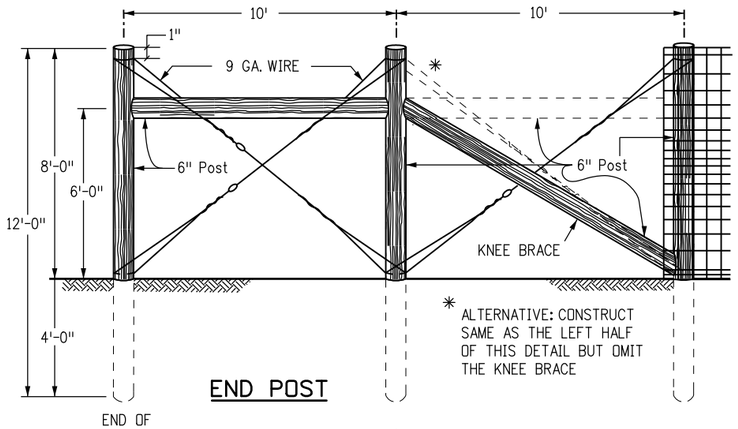
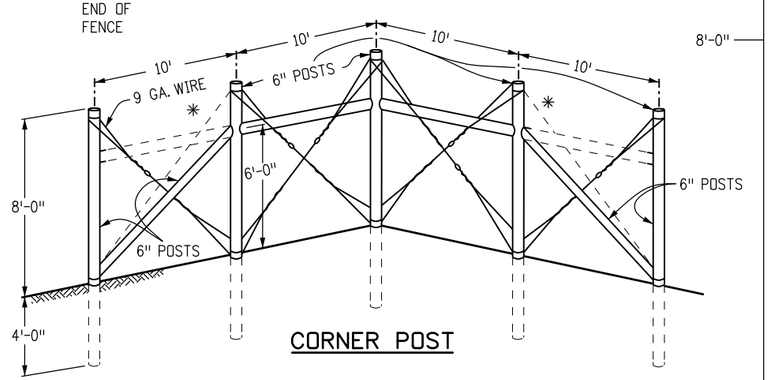


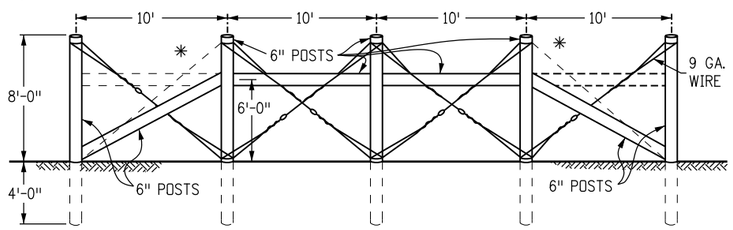
LINE POST



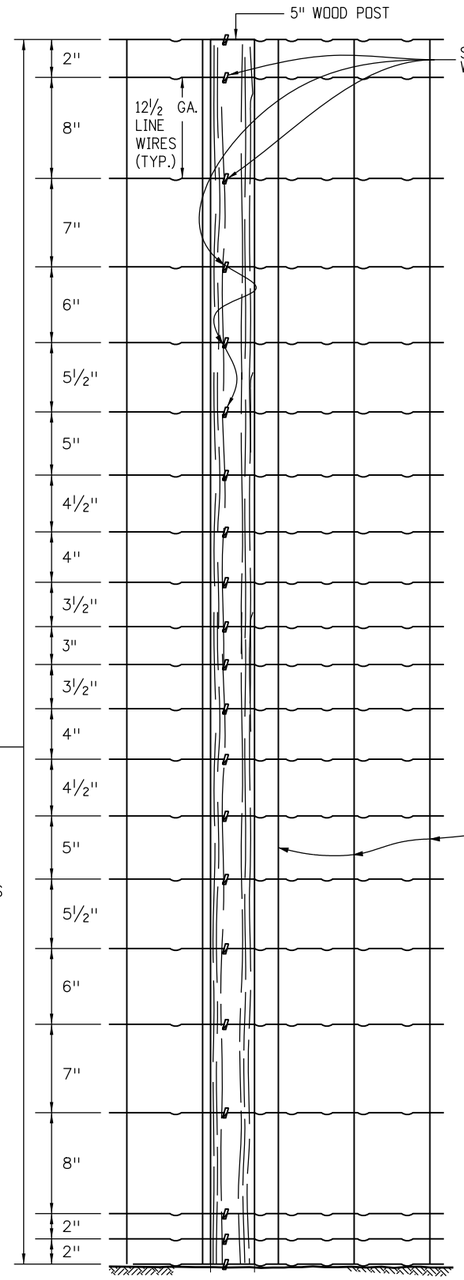
END POST



CORNER POST



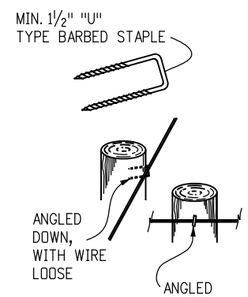
LINE BRACE POST



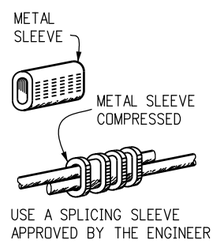
DEER FENCE WIRE FABRIC

GENERAL NOTES

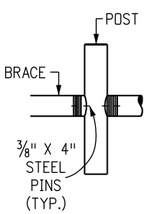
1. AT EACH LOCATION WHERE AN ELECTRIC TRANSMISSION, DISTRIBUTION OR SECONDARY LINE CROSSES A BARRIER FENCE, THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUND CONFORMING TO ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE. THE GROUND ROD SHALL BE A MINIMUM DIAMETER OF ½ IN. AND 8 FT. IN LENGTH, AND DRIVEN AT LEAST 7½ FT. INTO THE GROUND. THE ROD SHALL BE CONNECTED TO EACH WIRE WITH A MINIMUM AWG NO. 8 STRANDED COPPER WIRE. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
2. END POST, CORNER POST, AND LINE BRACE POST SHALL BE ASSEMBLED BY THE UNIT AND PAID FOR AS SUCH. ALL WORK AND MATERIAL ASSOCIATED WITH EACH ASSEMBLY, SHALL BE INCLUDED IN THE UNIT PRICE FOR THAT ASSEMBLY.
3. LINE BRACE POSTS SHALL BE SPACED AT 400 FT. INTERVALS, WHERE FENCING IS CONTINUOUS AND WHERE END, CORNER & LINE BRACE POSTS ARE NOT SPECIFIED.
4. ALL LINE POSTS SHALL BE 5 IN. MIN. DIAMETER AND 12 FT. LONG. ALL END, CORNER AND LINE BRACE POSTS SHALL BE 6 IN. MIN. DIAMETER AND 12 FT. LONG. ALL POSTS AND BRACES SHALL BE TREATED IN ACCORDANCE WITH SUBSECTION 710.07.
5. FENCE WIRE MAY BE PLACED ON EITHER THE ROAD SIDE OR THE FIELD SIDE OF POSTS, DEPENDING ON LOCAL CONDITIONS; i.e., ON CURVES, THE WIRE SHOULD BE PLACED ON THE SIDE WHICH WOULD RESULT IN THE LEAST AMOUNT OF TENSION ON THE STAPLES. THIS ALSO APPLIES WHERE WIND DRIFT OR OTHER CONDITIONS WOULD EXERT UNUSUAL PRESSURE AGAINST THE WIRE.
6. WHERE CONCRETE STRUCTURES ARE USED AS A DEER PASS, THE FENCE SHALL END AT EYEBOLTS IN WINGS OF THE STRUCTURE. EYEBOLTS IN FRESH CONCRETE SHALL BE MADE OF ½ IN. ROUND BARS AND EMBEDDED A MINIMUM OF 6 IN. WITH A HOOKED OR BENT END. IN EXISTING CONCRETE, THE ½ IN. ROUND BARS SHALL BE DEFORMED AND GROUTED INTO DRILLED HOLES. EYEBOLTS SHALL HAVE A MINIMUM OF 1 IN. INSIDE EYE DIAMETER AND SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. COST OF EYEBOLTS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR FENCING.
7. WOVEN WIRE FENCE FABRIC SHALL CONFORM TO AASHTO M 279 (ASTM A 116). DESIGN NO. 2096-6-12½, GRADE 60, COATING TYPE ZA, COATING CLASS 80.
8. ALL FENCE WIRE TIES, BRACE WIRES, STAPLES AND OTHER WIRE APPURTENANCES SHALL BE GALVANIZED IN CONFORMANCE WITH AASHTO M 232.
9. THE CONTRACTOR SHALL RE-ESTABLISH DISTURBED OR DESTROYED SURVEY MONUMENTS TO THE APPROPRIATE ACCURACY IN ACCORDANCE WITH SUBSECTION 625.08 OF THE STANDARD SPECIFICATIONS.
10. CONTINUOUS LINE WIRE SHALL BE HIGH TENSILE (175 K MIN.). CONTINUOUS STAY WIRE SHALL BE MID-TENSILE (125 K MIN.). FIXED KNOT 13 GAUGE WIRE (60K MIN.) SHALL CONNECT LINE WIRE WITH THE VERTICAL STAY WIRE.
11. DEER GATE AND TOP BRACES SHALL BE PAINTED WITH GREEN PAINT ACCORDING TO SUBSECTION 708.03 AND COLOR NO. 14109 OF FEDERAL STANDARD 595B.



TYPICAL STAPLING



WIRE SPLICE



BORE A 3/8" X 2" HOLE IN EACH BRACE AND POST TO RECEIVE THE PINS. WRAP THE ENDS OF THE BRACES WITH SEVERAL TURNS OF 12-½ GAGE SMOOTH GALV. WIRE TO PREVENT SPLITTING. OR: NOTCH POST AND NAIL WITH 40d COMMON NAILS

CROSS BRACE DOWELING

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DEER FENCE, GATES, AND GAME RAMPS

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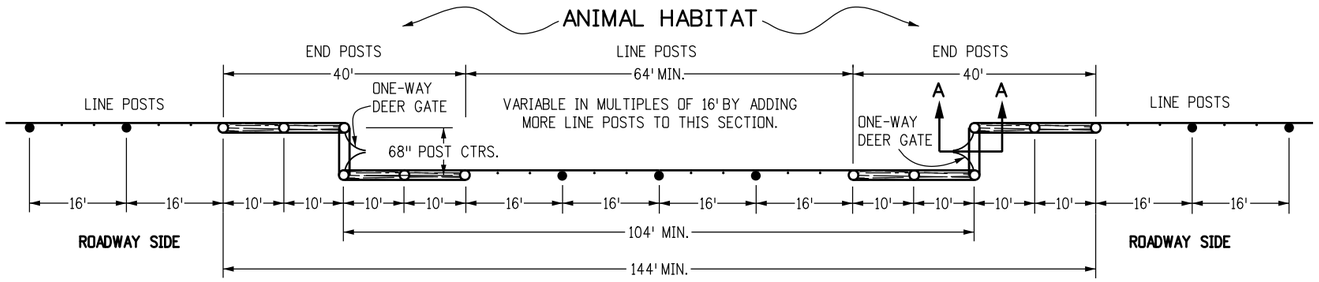
STANDARD PLAN NO.
M-607-4
Standard Sheet No. 1 of 5
Project Sheet Number:



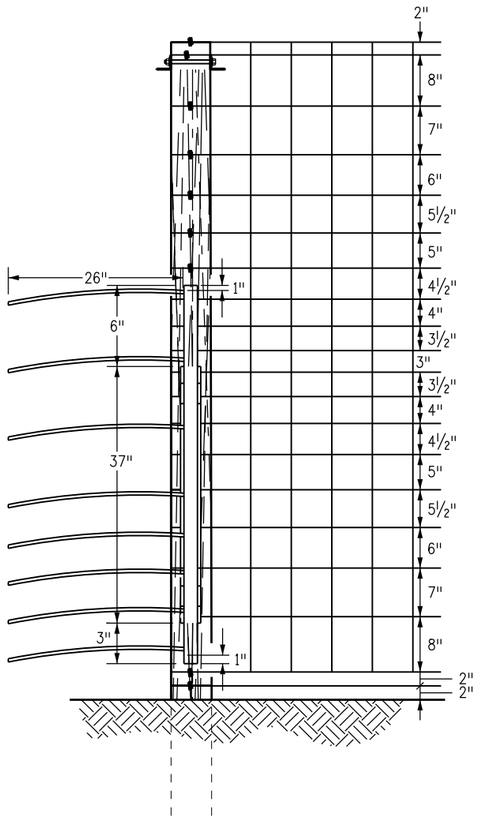
PLAN VIEW - TYPICAL DEER GATE INSTALLATION

LEGEND

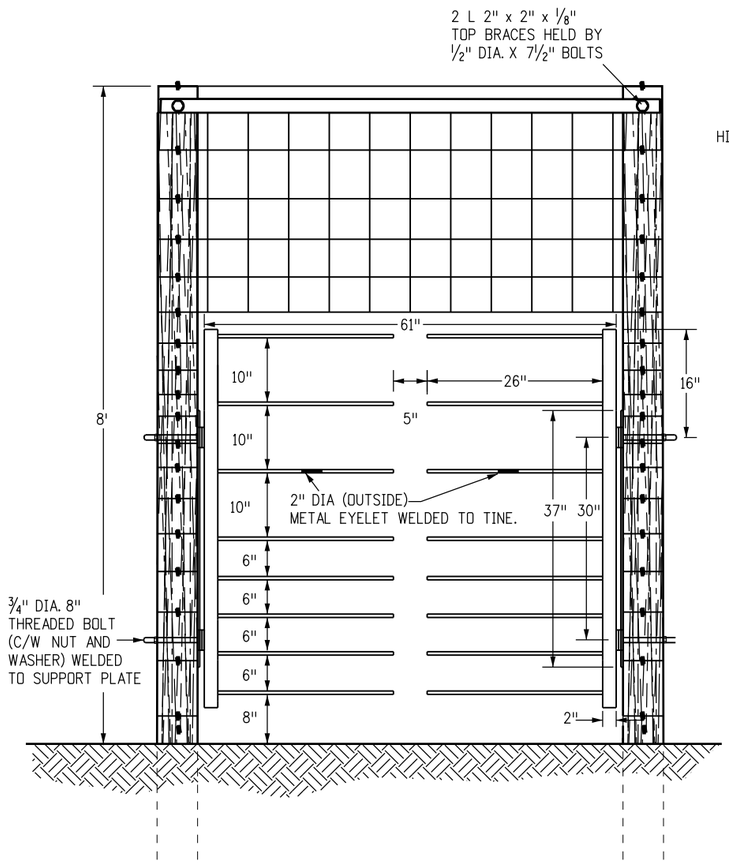
- =LINE POST
- =WOODEN STAY
- =END POST
- =BRACE

NOTES

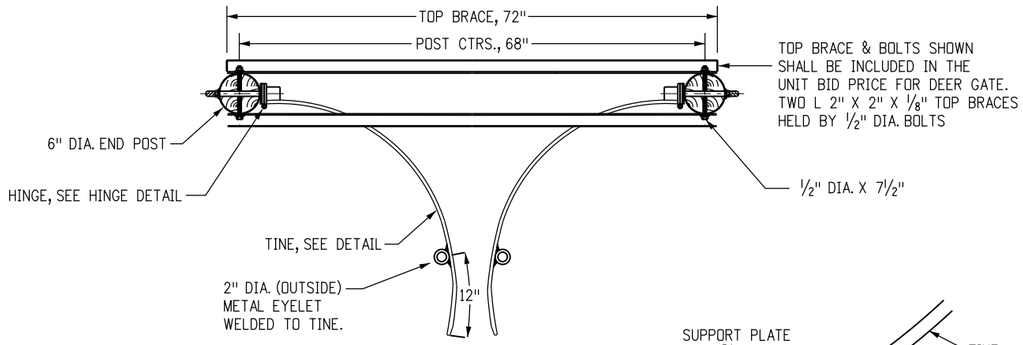
1. SIX IN. DOUBLE ACTING SPRING DOOR HINGE WITH FLAT BUTTON TIPS CUT IN TWO SHALL BE USED AS A SINGLE SWING HINGE AND BE PROVIDED WITH A GREASING NIPPLE AND WELDED TO SUPPORT PLATE.
2. TINES SHALL BE MOLDED IN ONE PIECE OF STEEL (AASHTO M 169, GRADE 1050), WITH NO WELDS ALLOWED.



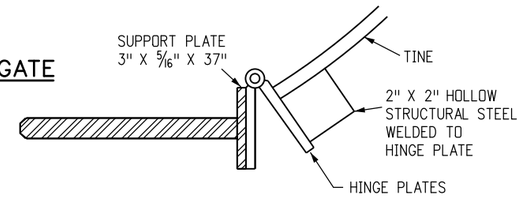
SECTION A-A



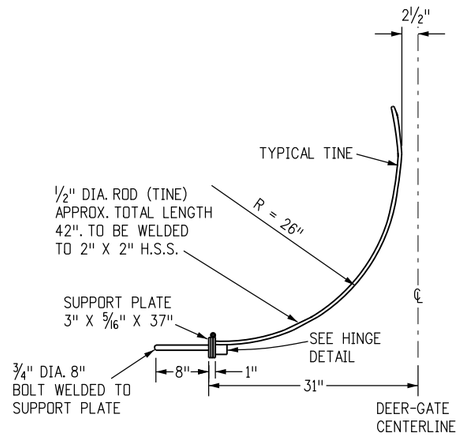
FRONT VIEW - DEER GATE



TOP VIEW - DEER GATE



TYPICAL HINGE DETAIL



TYPICAL TINE DETAIL

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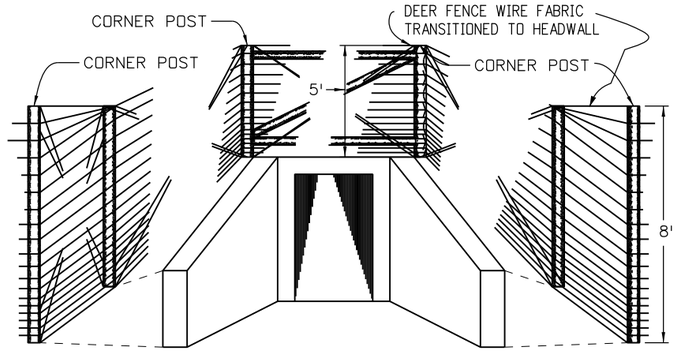
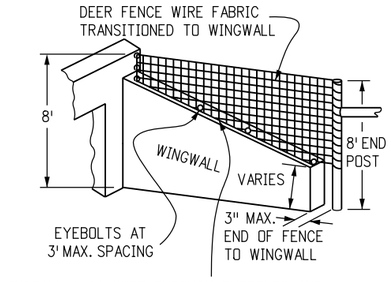


FENCE DEER OVER CONCRETE BOX CULVERT

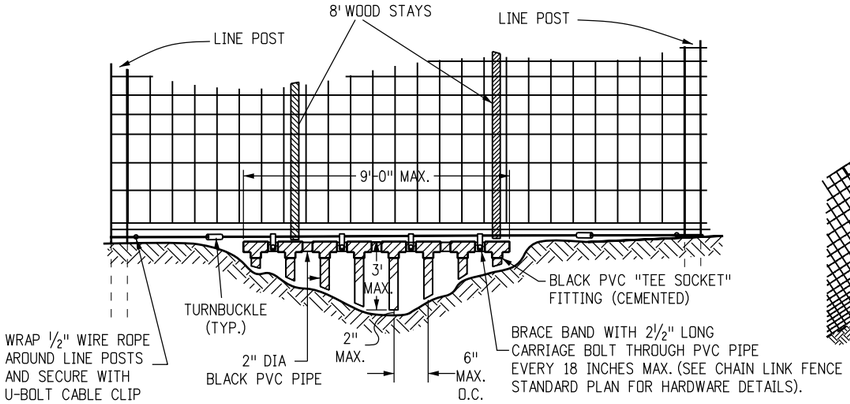
FIVE FOOT POSTS AND WIRE FABRIC SHALL BE INSTALLED WHERE THE FENCE PASSES OVER A CBC AT LOCATIONS SHOWN IN THE PLANS. THIS WORK WILL BE PAID FOR AS FENCE DEER (SPECIAL).

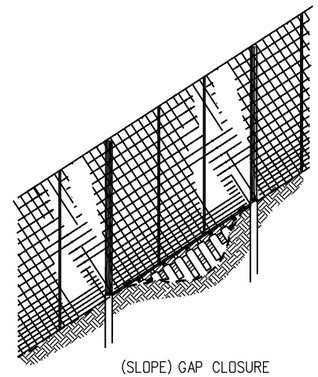


INSTALL 9 GA. WIRE THROUGH EYEBOLTS AND ATTACH FENCE FABRIC TO WIRE AT 1 FT. INTERVALS

NOTES

1. LOCATIONS OF DEER FENCE IN THE CLEAR ZONE SHALL BE SHOWN IN THE PLANS.
2. POSTS WITHIN THE CLEAR ZONE SHALL BE DRILLED.
3. DRILL HOLES PERPENDICULAR TO THE ROADWAY.
4. KNEE BRACE SHALL BE OMITTED FROM ANY END POST OR CORNER POST WITHIN THE CLEAR ZONE.

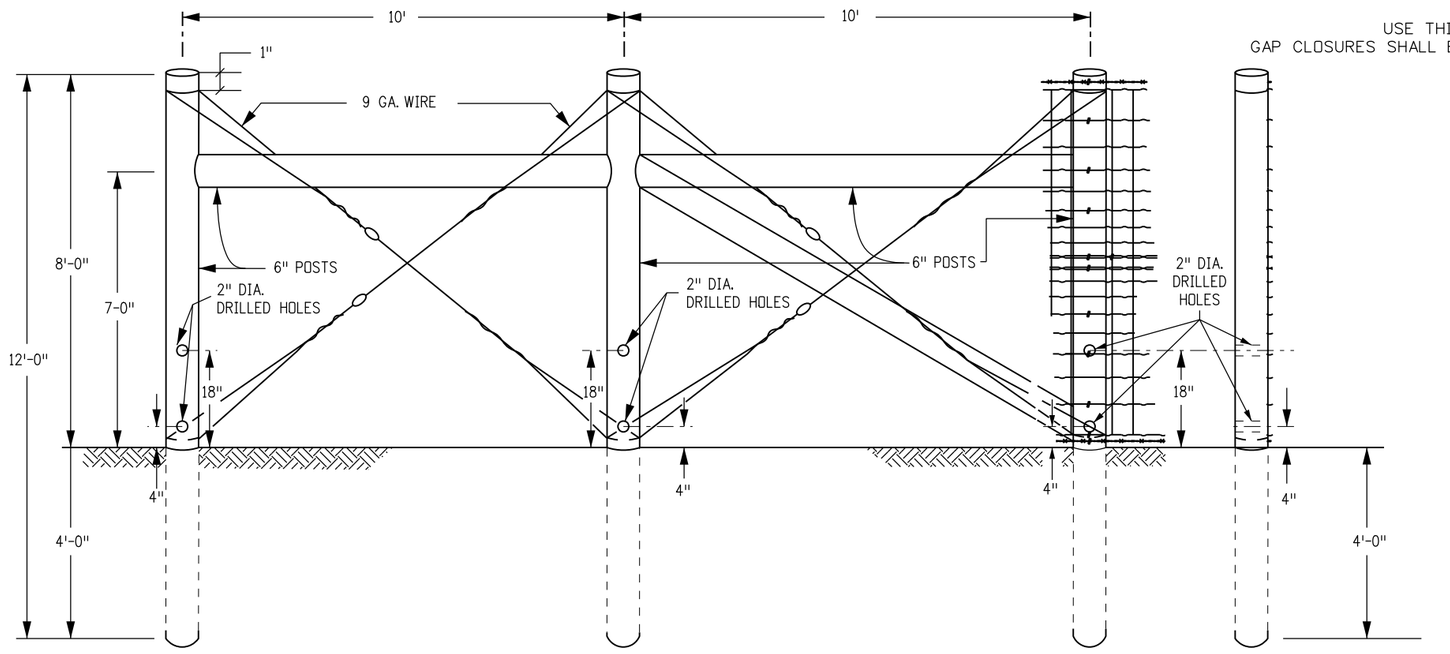




(SLOPE) GAP CLOSURE

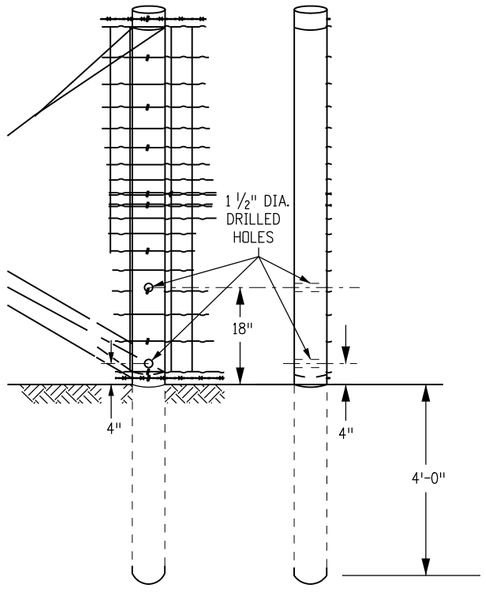
GAP CLOSURE

USE THIS DETAIL TO CLOSE ALL GAPS BEWTEEN 6 INCHES AND 3 FEET.
GAP CLOSURES SHALL BE INCLUDED IN THE PRICE OF THE FENCE AND NOT BE PAID FOR SEPARATELY.



END POST AND CORNER POST

SIDE VIEW



FRONT VIEW SIDE VIEW

5 IN. LINE POST

MODIFIED FOR PLACEMENT WITHIN ROADWAY CLEAR ZONE

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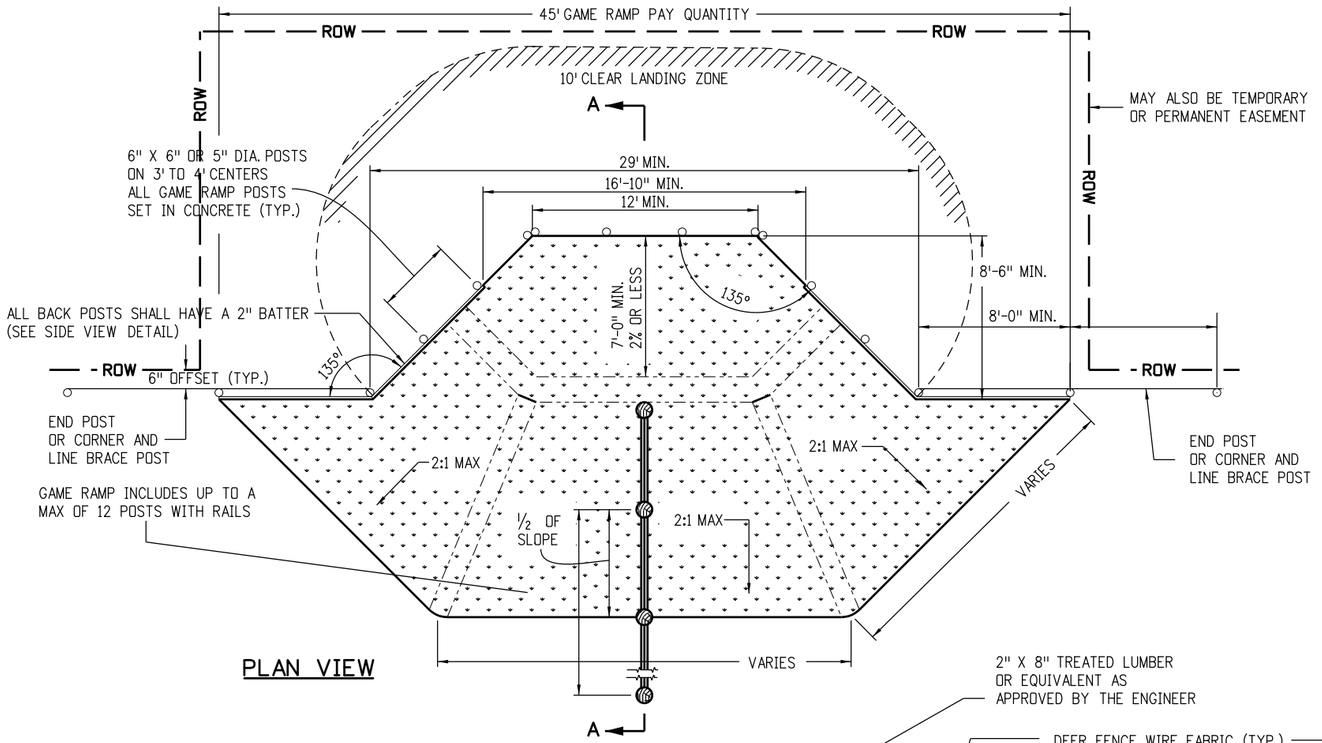
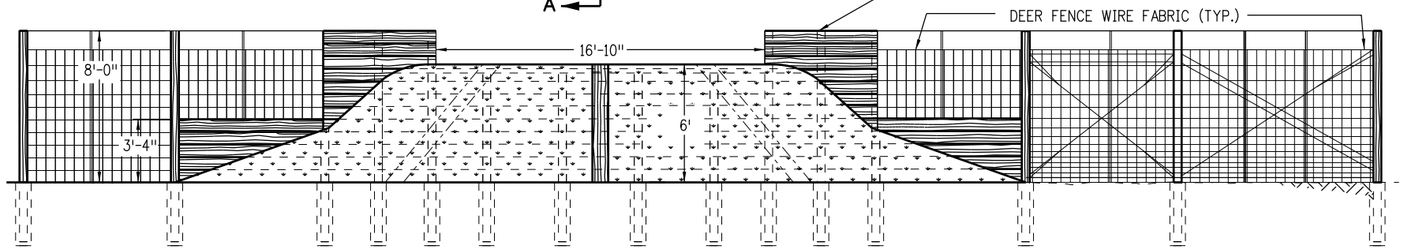
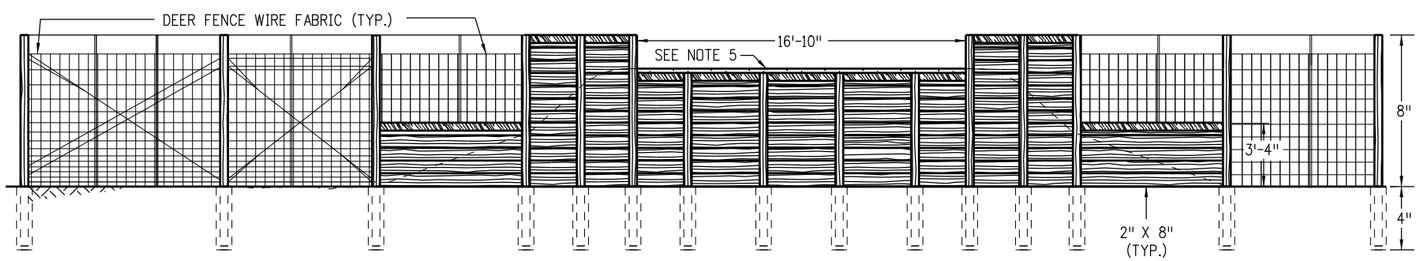


PLAN VIEW



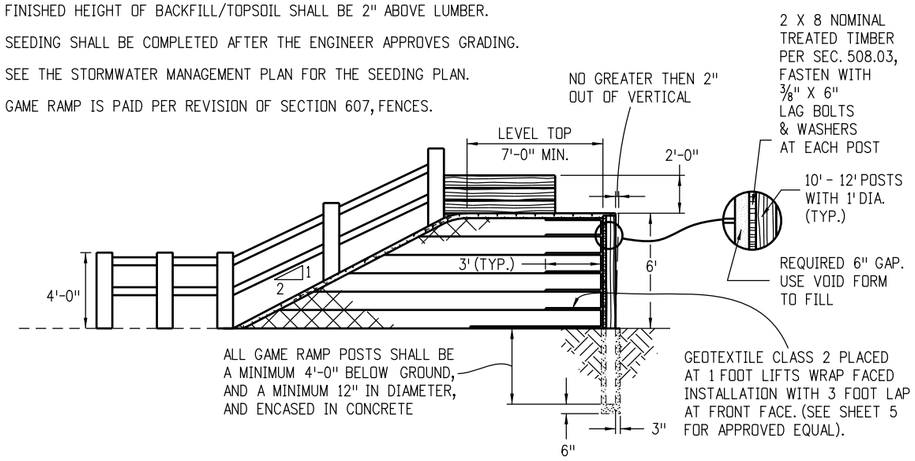
FRONT ELEVATION VIEW



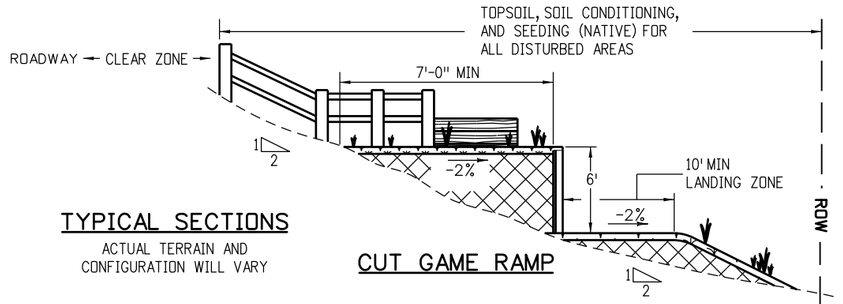
REAR ELEVATION VIEW

NOTES

1. THE LANDING ZONE SHALL BE FLAT, STABLE, AND EARTHEN. THE AREA SHALL BE VOID OF OBJECTS THAT MAY HINDER OR ENDANGER WILDLIFE. THE ENGINEER MAY ADJUST THE GAME RAMP LOCATION AS NEEDED.
2. THERE SHALL BE NO DISTURBANCE BEYOND THE ROW OR TEMPORARY/PERMANANT EASETMENTS.
3. FILL MATERIAL SHALL BE STRUCTURE BACKFILL (CLASS 2) AND MEET THE REQUIREMENTS OF SECTION 206 WITH A MINIMUM COMPACTION OF 90%.
4. FOUR INCHES OF TOPSOIL SHALL BE PLACED IN ACCORDANCE WITH SECTION 207.
5. FINISHED HEIGHT OF BACKFILL/TOPSOIL SHALL BE 2" ABOVE LUMBER.
6. SEEDING SHALL BE COMPLETED AFTER THE ENGINEER APPROVES GRADING.
7. SEE THE STORMWATER MANAGEMENT PLAN FOR THE SEEDING PLAN.
8. GAME RAMP IS PAID PER REVISION OF SECTION 607, FENCES.



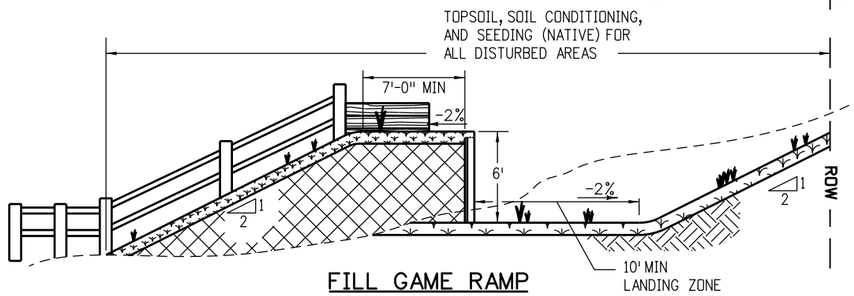
SECTION A-A



TYPICAL SECTIONS

ACTUAL TERRAIN AND CONFIGURATION WILL VARY

CUT GAME RAMP



FILL GAME RAMP

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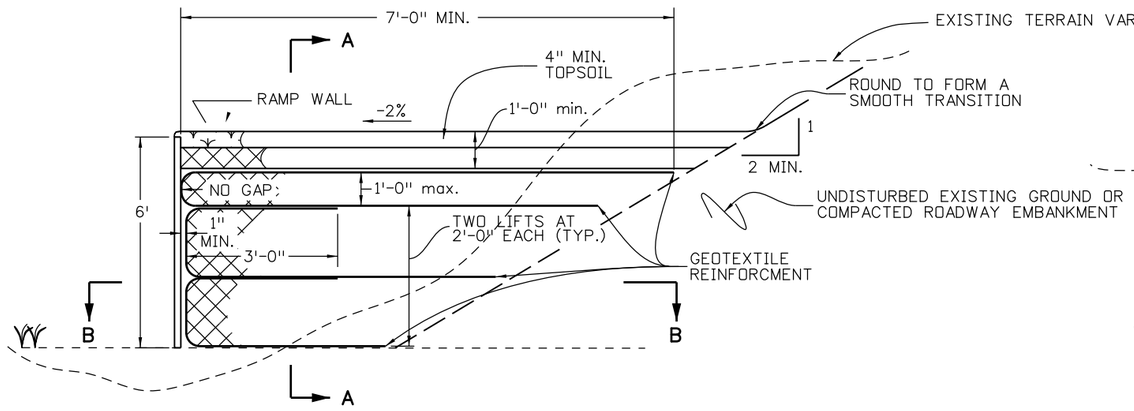
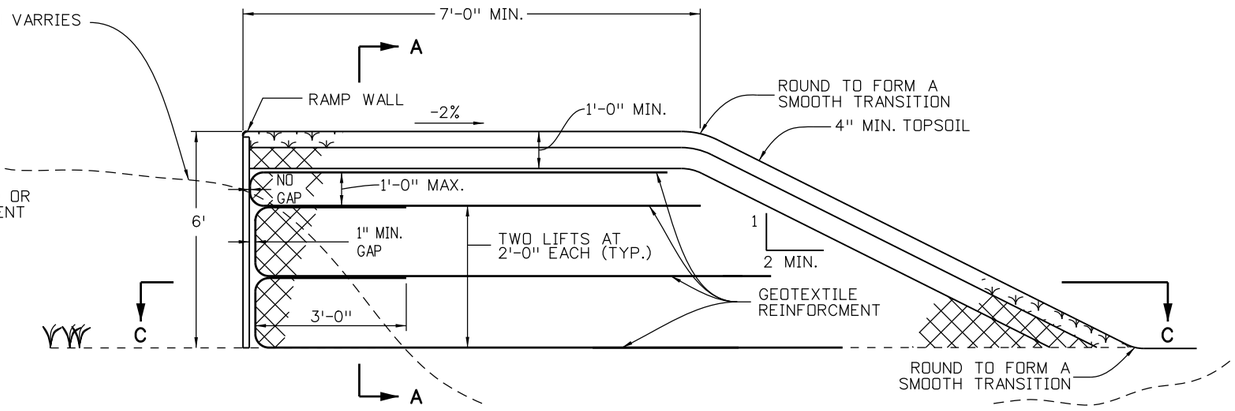
DEER FENCE, GATES, AND GAME RAMPS

Issued by the Project Development Branch: July 31, 2019

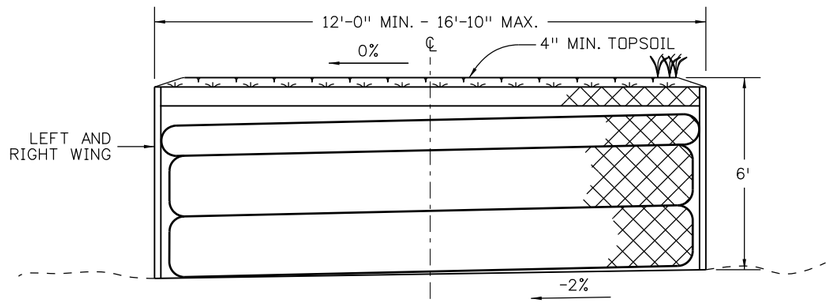
STANDARD PLAN NO.
M-607-4
Standard Sheet No. 4 of 5
Project Sheet Number:



CUT SECTION PERPENDICULAR TO GAME RAMP

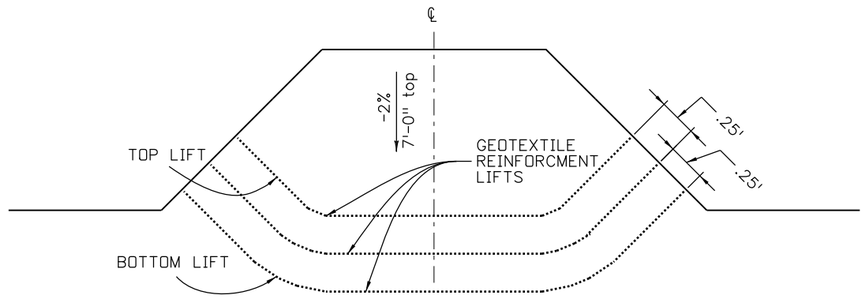


FILL SECTION PERPENDICULAR TO GAME RAMP

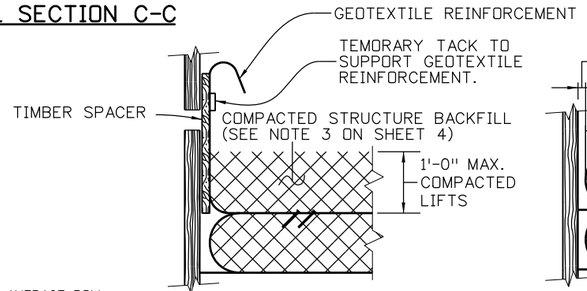


SECTION A-A

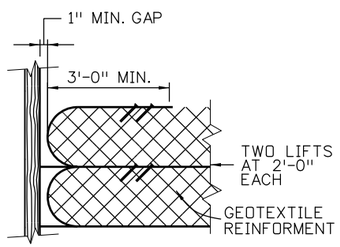
CUT SECTION B-B



FILL SECTION C-C



GAP DETAIL STEP 1



GAP DETAIL STEP 2

NOTES

1. GEOTEXTILE REINFORCEMENT SHALL BE WOVEN FABRIC WITH A MINIMUM AVERAGE ROLL VALUE OF 4800 LB/FT FOR INSTALLATIONS WITH A GAP AND 2400 LB/FT FOR INSTALLATIONS WITHOUT A GAP BASED ON ASTM D4595.
2. GEOTEXTILE REINFORCEMENT SHALL BE PLACED BY ALTERNATING MACHINE DIRECTION (MD) WITH CROSS MACHINE DIRECTION (XD) FROM LAYER TO LAYER.
3. THE GEOTEXTILE REINFORCEMENT WRAP AT BACK FACE OF GAME RAMP SHALL BE PULLED BACK SLACK FREE WITH ITS END ANCHORED TO SOIL UNDERNEATH WITH STAPLES OR PINS.
4. MINIMUM SPLICE OF ALL GEOTEXTILE SHALL CONSIST OF 1 FOOT OF OVERLAP.
5. GEOTEXTILE REINFORCEMENT WRAP AT BACK FACE OF GAME RAMP WALL SHALL BE TEMPORARILY HUNG WITH A SPACER BOARD AND TACK STRIP. AFTER REACHING A TOTAL OF 2'-0" COMPACTED LIFT, THE TACK STRIP SHALL BE REMOVED AND GEOTEXTILE REINFORCEMENT SHALL BE PULLED BACK SLACK FREE WITH ITS END ANCHORED TO SOIL UNDERNEATH WITH STAPLE OR PINS BEFORE THE SPACER BOARD IS PULLED.
6. DO NOT USE SPACER FOR THE TOP LIFT (FINAL LIFT). TOP LIFT SHALL ABUT THE GAME RAMP WALL.

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DEER FENCE, GATES, AND GAME RAMPS

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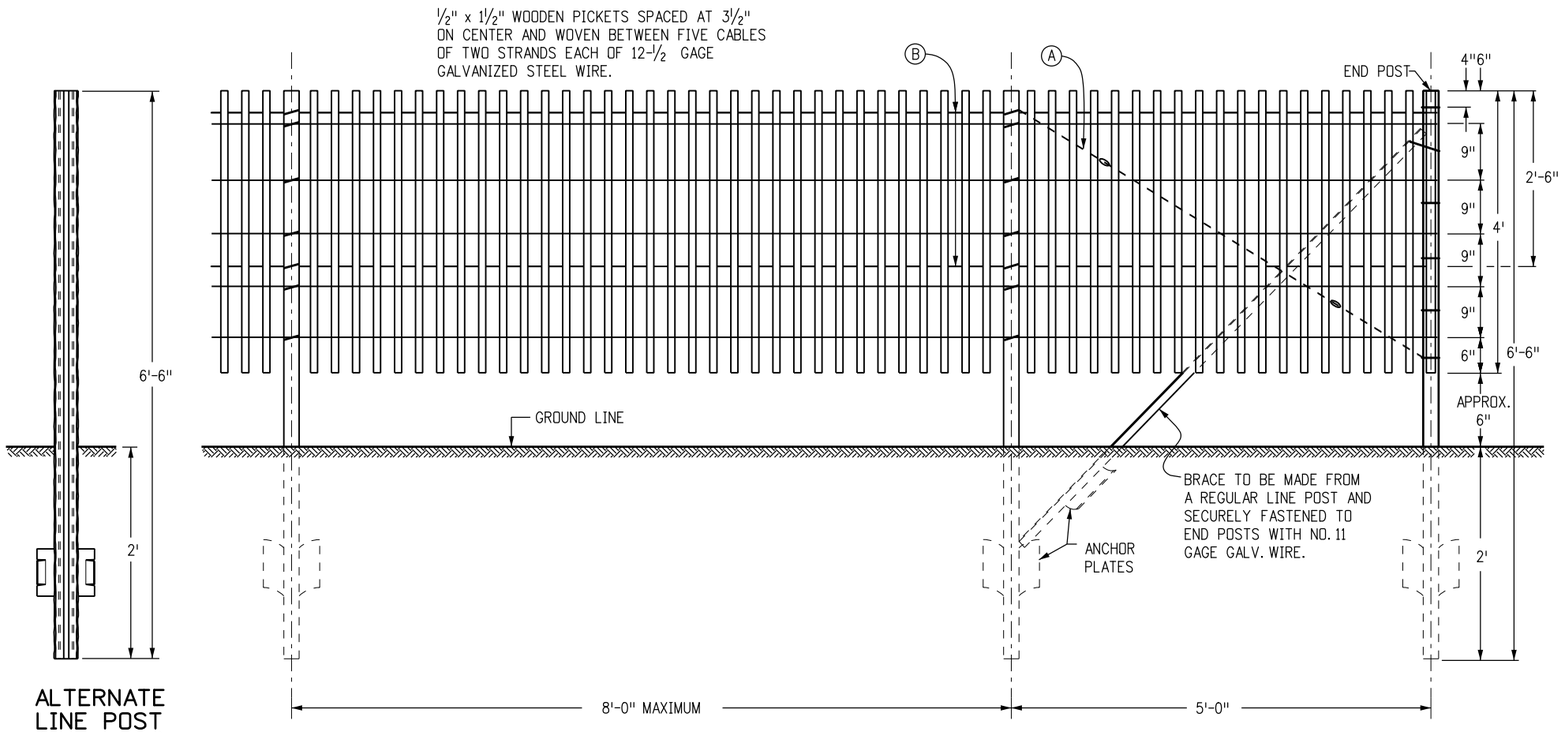
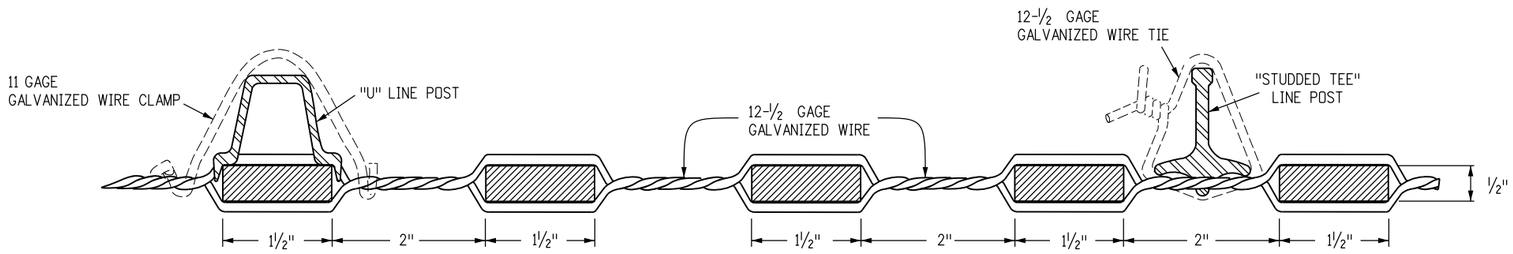
M-607-4
Standard Sheet No. 5 of 5
Project Sheet Number:



FRONT ELEVATION OF PICKET SNOW FENCE

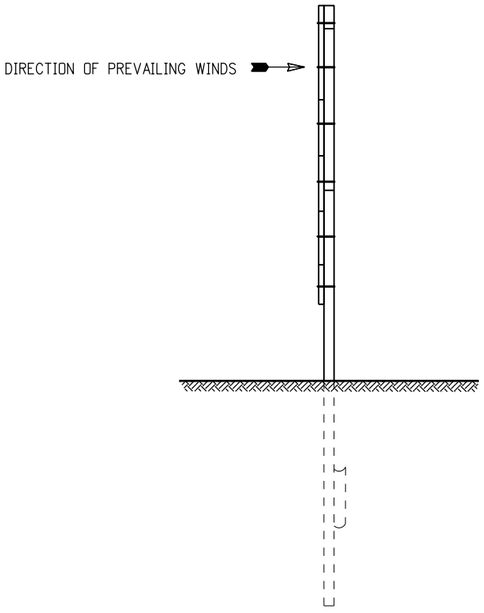


TYPICAL SECTIONS THROUGH SNOW FENCE POST AND PICKETS

NOTE: OTHER SECTIONS OF STEEL POSTS HAVING EQUAL WEIGHT AND EQUIVALENT STRENGTH MAY BE USED IN LIEU OF EITHER OF THESE SECTIONS SHOWN.

GENERAL NOTES

1. WIRE-BOUND PICKET FENCE, CONFORMING TO ASTM F 537, SHALL BE STRETCHED TIGHT AND SECURELY FASTENED TO ALL POSTS WITH 11 GAGE GALVANIZED STEEL WIRE CLAMPS OR 12-½ GAGE GALVANIZED STEEL WIRE TIES.
2. ALL FENCE POSTS COMPLETE WITH ANCHOR PLATE, SHALL BE HOT-DIPPED GALVANIZED CONFORMING TO AASHTO M 281. LINE POSTS (WITHOUT ANCHOR) SHALL WEIGH AT LEAST 1.33 LBS. PER LIN. FT. (RAW). SUITABLE ANCHOR PLATES SHALL BE SECURELY FASTENED TO EACH LINE POST AND SHALL WEIGH 0.67 LB. NOMINAL.
3. IN GENERAL, SNOW FENCE SHALL BE PLACED 100 TO 150 FT. FROM THE CENTERLINE OF ROADWAY. HOWEVER, THE SPECIFIC LOCATION ON EACH PROJECT WILL BE SHOWN ON THE PLANS, OR AS DETERMINED BY THE ENGINEER.
4. SNOW FENCE MAY BE PLACED IMMEDIATELY IN FRONT OF THE RIGHT OF WAY FENCE ON THE HIGHWAY SIDE WHEN SUCH LOCATION IS SUITABLE. THIS WILL AVOID TRAPPING OF WEEDS AND DEBRIS BETWEEN THE FENCES. IN SUCH INSTALLATIONS THE SNOW FENCE SHALL NOT BE TIED OR FASTENED TO THE RIGHT OF WAY FENCE.
5. FENCE SHALL BE SECURELY BRACED AT EACH END PANEL WITH A REGULAR LINE POST AND 1 DIAGONAL CABLE CONSISTING OF 2 STRANDS OF TWISTED WIRE. EACH STRAND TO CONSIST OF TWO 12-½ GAGE GALVANIZED WIRES (A).
6. LINE BRACE POSTS SHALL BE INSTALLED EVERY 400 FT. OR LESS WHERE THE FENCING IS CONTINUOUS AND SHALL NOT BE PAID FOR SEPARATELY BUT BE INCLUDED IN THE WORK.
7. TWO HORIZONTAL WIRES (B) SHALL BE STRUNG BEHIND THE PICKETS FOR THE FULL LENGTH OF THE FENCE. EACH HORIZONTAL WIRE SHALL CONSIST OF TWO 12 GAGE TWISTED GALVANIZED WIRES. EACH HORIZONTAL WIRE SHALL BE FASTENED SECURELY TO EACH FENCE POST BY MEANS OF 11 GAGE WIRE CLAMPS OR 12-½ GAGE WIRE TIES.



END ELEVATION

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PICKET SNOW FENCE

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Standard Sheet No. 1 of 1
Project Sheet Number:

GENERAL NOTES

1. STEEL LIGHT STANDARDS SHALL HAVE AN 8 IN. OUTSIDE DIAMETER AT THE BASE WITH A 3/16 IN. MINIMUM WALL THICKNESS, AND A UNIFORM TAPER THROUGHOUT. LIGHT STANDARDS SHALL BE ROUND OR TWELVE OR MORE SIDED, AND FABRICATED IN ACCORDANCE WITH SECTIONS 613 AND 715.

2. A CERTIFICATE OF COMPLIANCE (C.O.C) SHALL BE SUBMITTED TO THE ENGINEER AFTER FABRICATION OF THE LIGHT STANDARDS. THE C.O.C. SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 106.12.

3. THE GATE ARM SHALL BE FABRICATED FROM HIGH STRENGTH RECTANGULAR FIBERGLASS AND 6061-T6 RECTANGULAR ALUMINUM TUBING. THE MAXIMUM ARM LENGTH SHALL BE 40 FT. THE FIBERGLASS/ALUMINUM GATE SHALL BE SUPPLIED BY SAFETRAN, B&B ELECTRONIC, OR AN APPROVED EQUIVALENT.

4. THE CONTRACTOR SHALL SURVEY THE CROSS SECTION OF THE ROADWAY, DETERMINE EACH GATE ARM LENGTH, AND SUBMIT THIS INFORMATION TO THE ENGINEER BEFORE ORDERING MATERIAL. THE LOCATION OF THE ROAD CLOSURE GATES AND THE REQUIRED MOUNTING HEIGHT OF THE GATE ARM PIVOT SHALL BE VERIFIED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER.

5. A BREAKAWAY SHEAR PIN BASE IS REQUIRED FOR THE LIGHTWEIGHT ALUMINUM/FIBERGLASS ARMS. WHEN EXCESSIVE FORCE IS APPLIED TO THE GATE ARMS EQUIPPED WITH THE SHEAR PIN BASE, THE PIN SHALL SHEAR, AND THE ARM SHALL THEN SWING 45 DEGREES HORIZONTALLY AND DROP FREE OF THE GATE OPERATOR, MINIMIZING DAMAGE TO THE VEHICLE AND THE GATE.

6. THE HEIGHTS OF THE GATE ARM GUIDES WERE DETERMINED FOR A 29 FT. TALL TAPERED LIGHT STANDARD WITH A BASE DIAMETER OF 8 IN. AND A TOP DIAMETER OF 4 IN. GUIDE LOCATIONS MAY BE ADJUSTED FOR VARIOUS GATE ARM LENGTHS AND WARNING LIGHT SPACINGS. THE HEIGHT OF THE GATE ARM OVER THE ROADWAY SHALL BE 3 FT. - 7 IN. TO 4 FT. - 7 IN. FROM THE BOTTOM OF THE ARM TO THE ROADWAY.

7. THE WORM GEAR WINCH AND CABLE SHALL BE MANUFACTURED BY DUTTON-LAINSON, MFR. MODEL NO. WG2000, WITH A 7/32" THICK CABLE, AND A PULL CAPACITY OF 2000 LBS.

8. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL FIT SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND BE PADLOCKED IN PLACE. THE CONTRACTOR SHALL SUPPLY ONE HEAVY, WEATHERPROOF PADLOCK WITH TWO KEYS FOR EACH GATE ARM PIVOT. INFORMATION ON THE KEY TYPE REQUIREMENTS WILL BE PROVIDE BY THE ENGINEER. PAIRED PIVOTS FOR DIVIDED HIGHWAYS SHALL BE KEYED ALIKE.

9. ELECTRICAL CONNECTION TO THE POWER SOURCE SHOWN ON THE PLANS WILL BE PAID FOR BY FORCE ACCOUNT. IF NO POWER SOURCE IS AVAILABLE, OMIT THE LUMINAIRE AND USE BATTERY OR SOLAR PANEL POWER FOR THE LED LIGHTS AS APPROVED BY THE ENGINEER.

10. GATE WARNING LIGHTS SHALL BE RED LED (TYPE B) HIGH INTENSITY. THE LIGHT AT THE END OF THE ARM NEAR THE CENTERLINE OF THE ROADWAY SHALL BE STEADY BURN. THE OTHER TWO LIGHTS SHALL FLASH AT THE RATE REQUIRED BY THE "MUTCD". SPACING OF THE LIGHTS SHALL VARY BASED ON ROADWAY WIDTH AND GATE ARM LENGTH. THE CONTRACTOR SHALL DETERMINE THE SPACING AND SUBMIT THE LED LAYOUT TO THE ENGINEER FOR VERIFICATION PRIOR TO PLACEMENT.

11. GALVANIZING: THE STEEL LIGHT STANDARDS, MAST ARMS, DROP GATE PIVOTS, SUPPORTS, GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 715. ALL ROUGH EDGES AND BURRS SHALL BE GROUNDED SMOOTH PRIOR TO GALVANIZING.

12. BOLTED CONNECTIONS: ALL BOLTS SHALL CONFORM TO ASTM A 307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH). HS BOLTS SHALL CONFORM TO ASTM A 325. AFTER THE ROAD CLOSURE GATE IS ASSEMBLED, ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ALUMINUM PAINT. THE ALUMINUM PAINT SHALL MEET THE REQUIREMENTS OF SUBSECTION 708.04.

13. FIELD ASSEMBLY: IN SOME INSTALLATIONS, THE CONNECTION PLATES FOR THE LUMINAIRE ARMS MAY REQUIRE MODIFICATION TO ALLOW THE PIVOT SLEEVE TO SLIP OVER. ALL DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ALUMINUM PAINT.

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ROAD CLOSURE GATE

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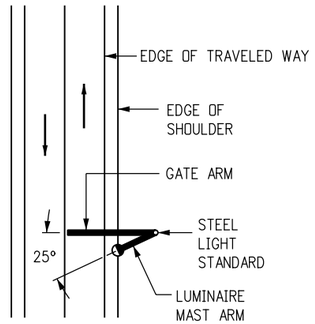
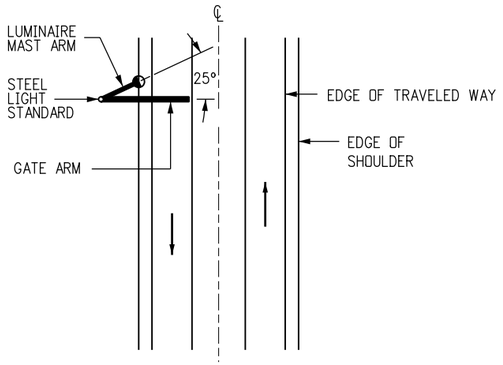
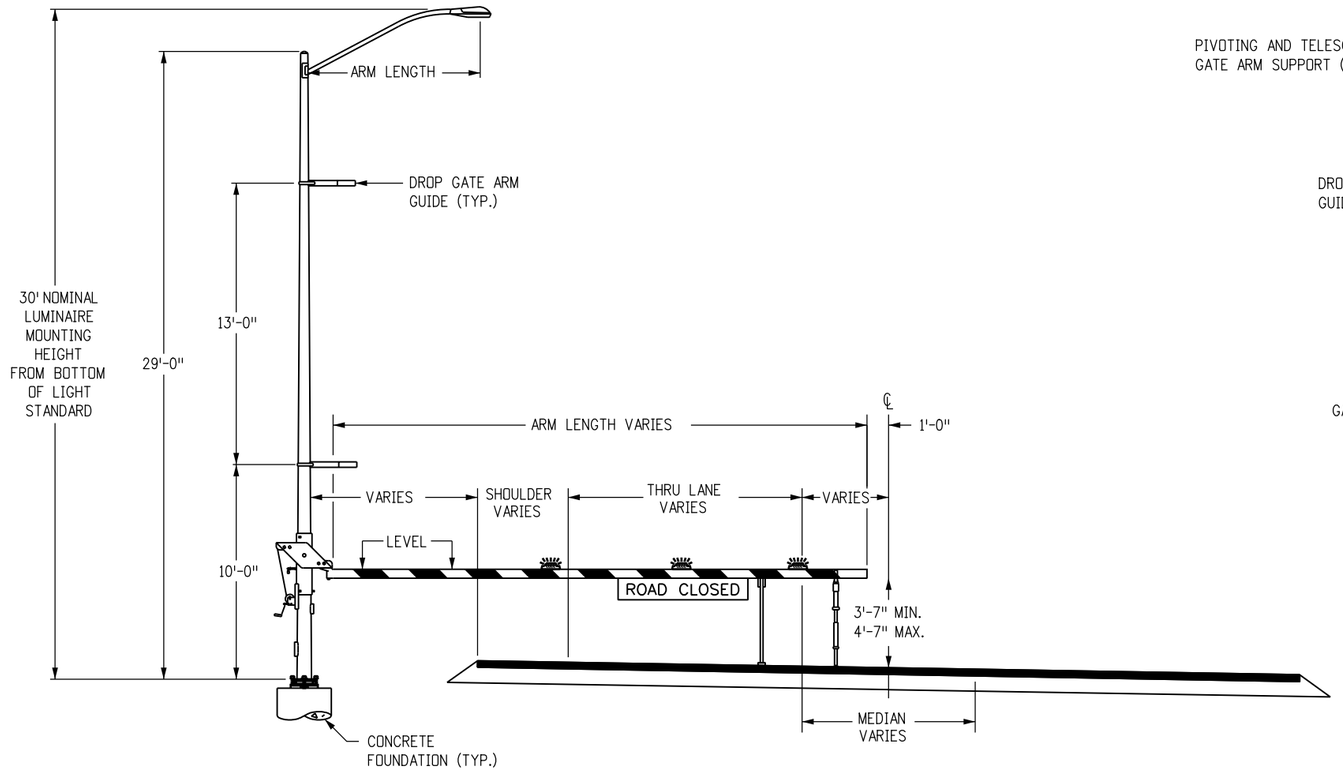
STANDARD PLAN NO.
M-607-15
Standard Sheet No. 1 of 9
Project Sheet Number:



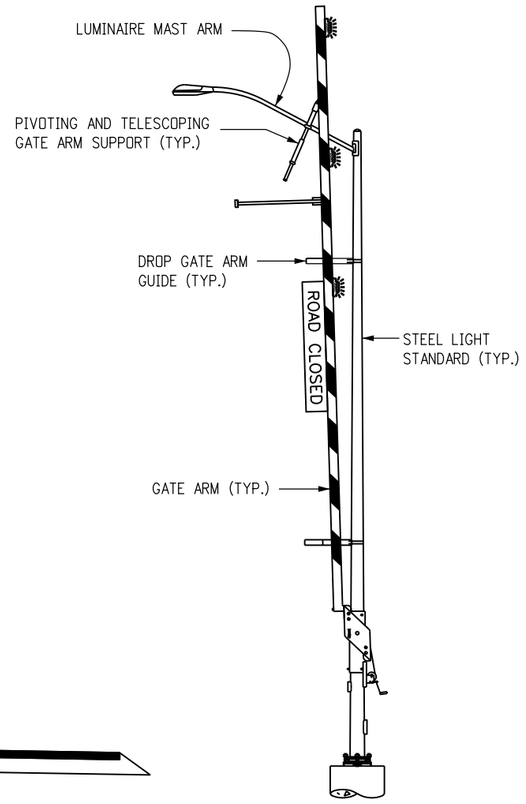
TWO-WAY HIGHWAY
(ONE GATE REQUIRED)



TWO-LANE DIVIDED
HIGHWAY WITH MEDIAN
(ONE GATE REQUIRED)



TYPICAL LOWERED POSITION



TYPICAL RAISED POSITION

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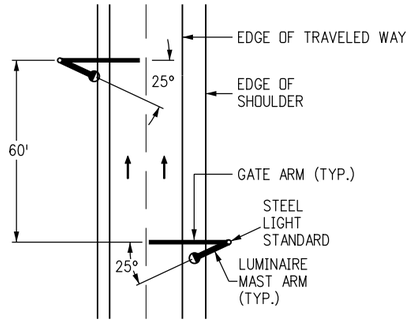
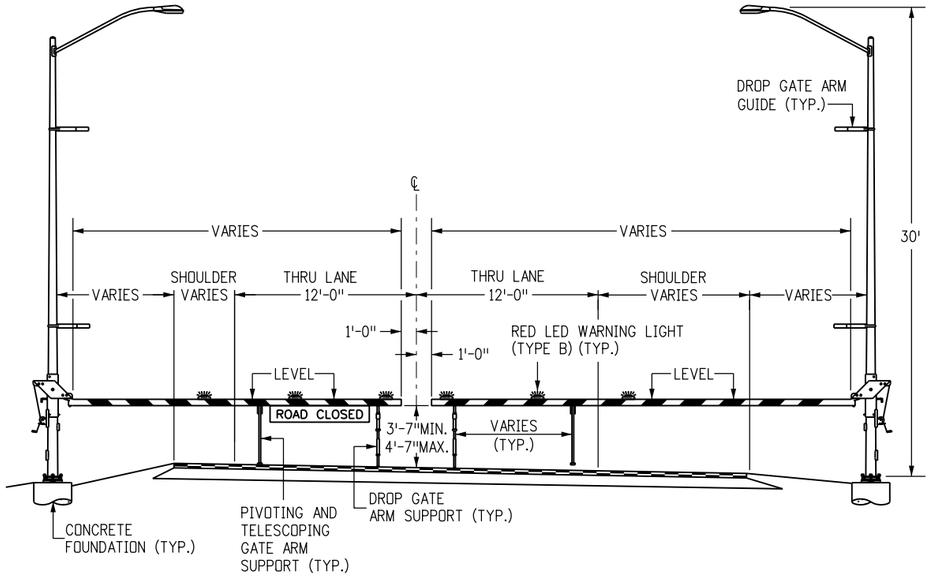
M-607-15
Standard Sheet No. 2 of 9
Project Sheet Number:



DIVIDED HIGHWAY INSTALLATION

(TWO GATES REQUIRED)



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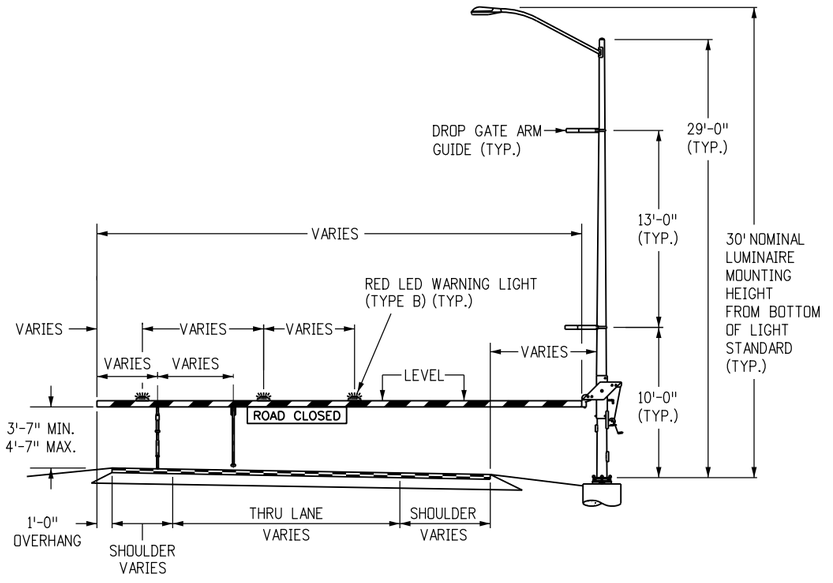

LUMINAIRE AND GATE

(RAMP LOCATIONS)

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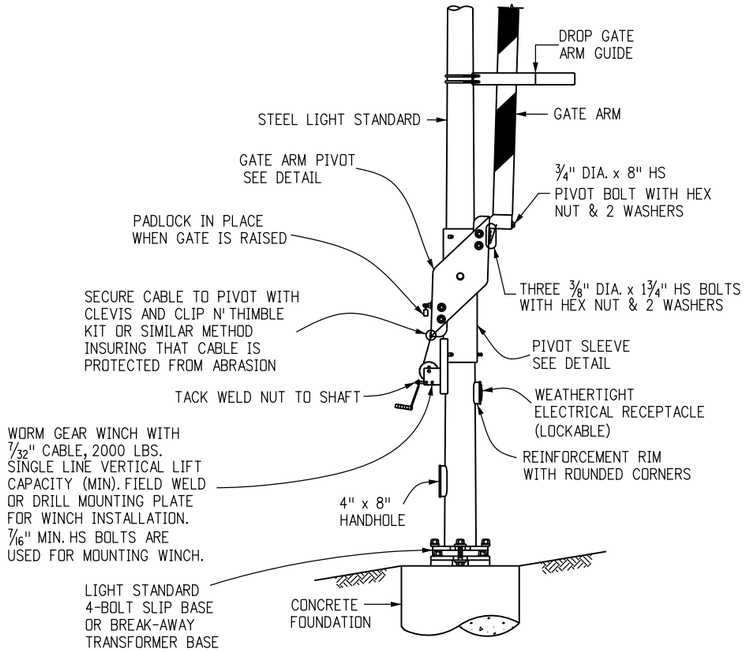
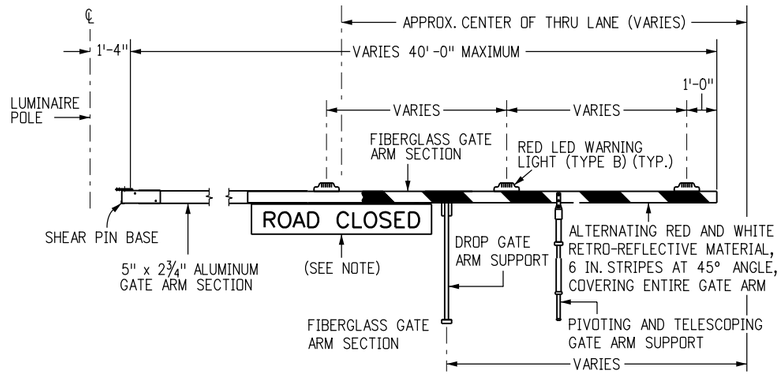
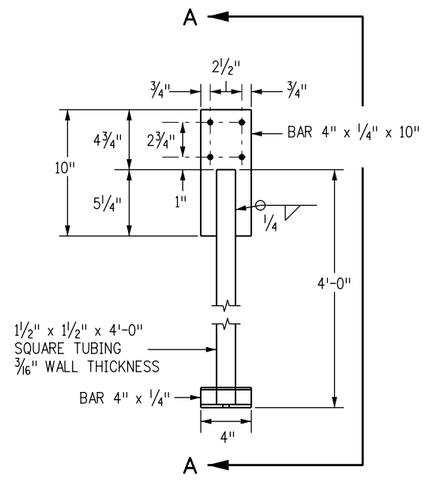


PIVOT ASSEMBLY



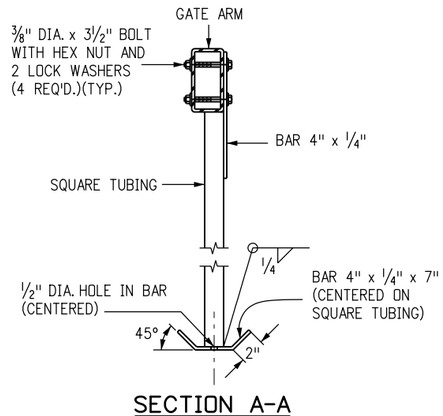
DROP GATE DETAIL

NOTE: PLACE THE BLACK AND WHITE "ROAD CLOSED" SIGN IN THE CENTER OF THE THROUGH LANE. THE SIGN LETTERS WILL BE 6" IN HEIGHT.



DROP GATE ARM SUPPORT DETAIL

GATE ARM AND BOLTS NOT SHOWN.



SECTION A-A

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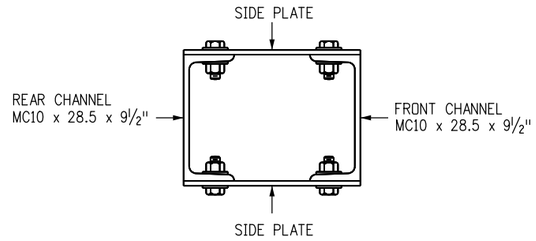
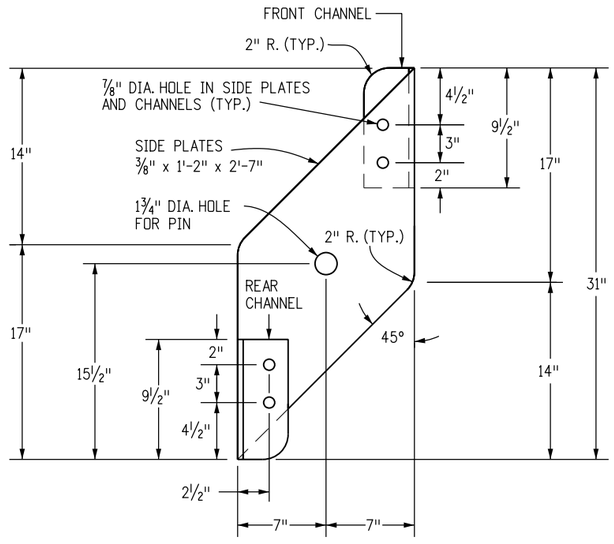
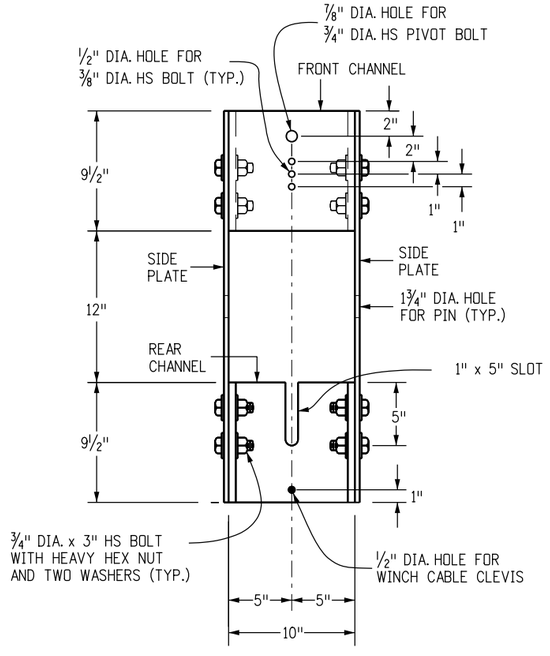


TOP VIEW

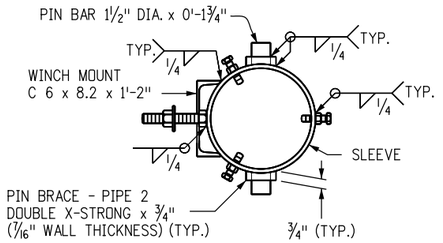


SIDE VIEW

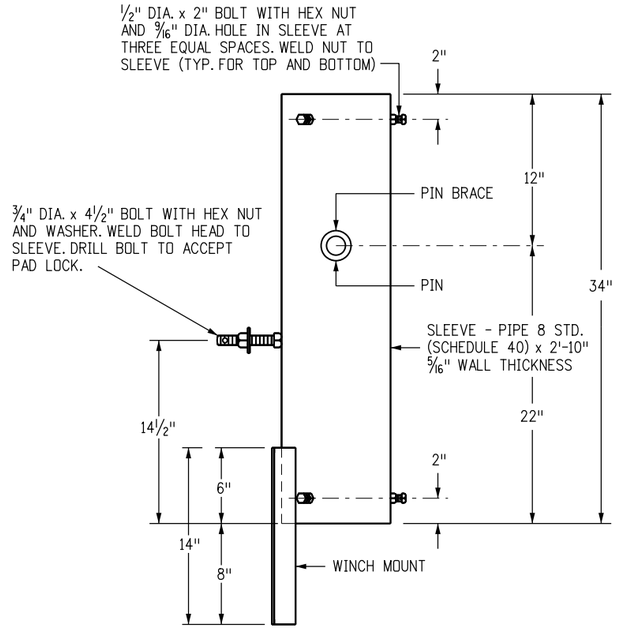


FRONT VIEW

GATE ARM PIVOT SIDE PLATE DETAIL



TOP VIEW



SIDE VIEW

PIVOT SLEEVE DETAIL

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ROAD CLOSURE GATE

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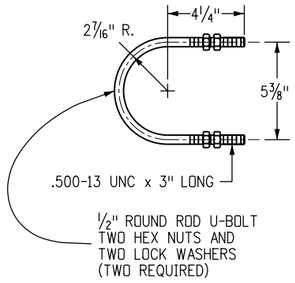
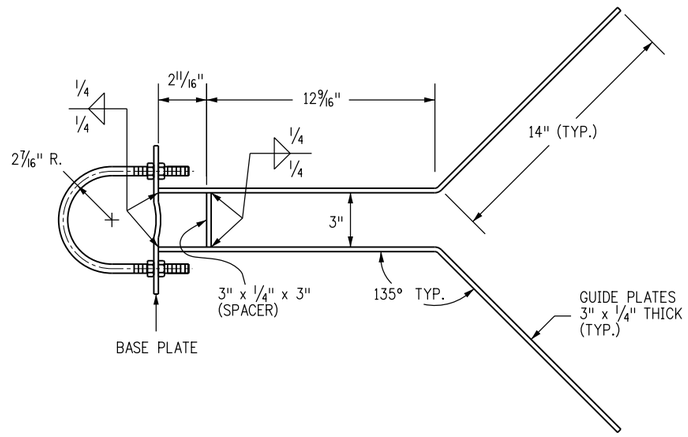
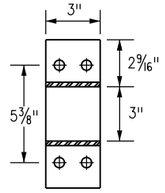
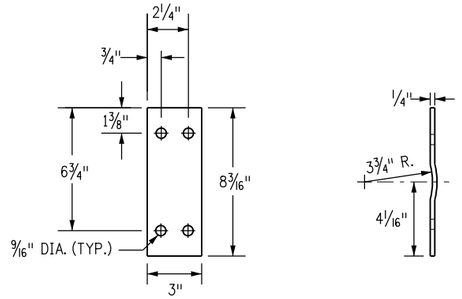


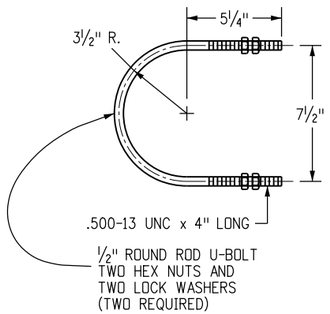


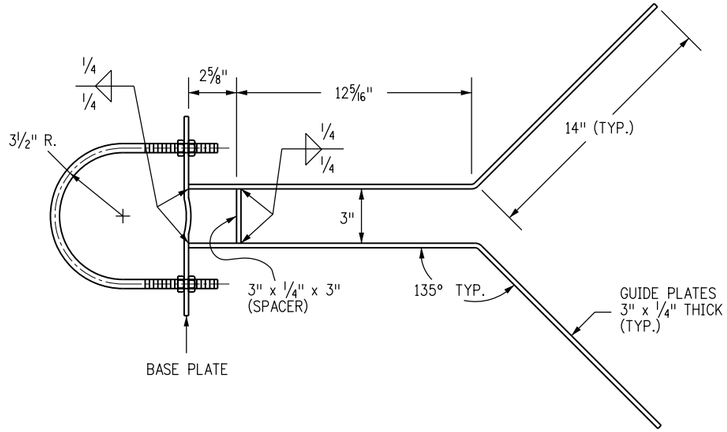
TOP GATE ARM GUIDE



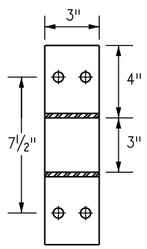


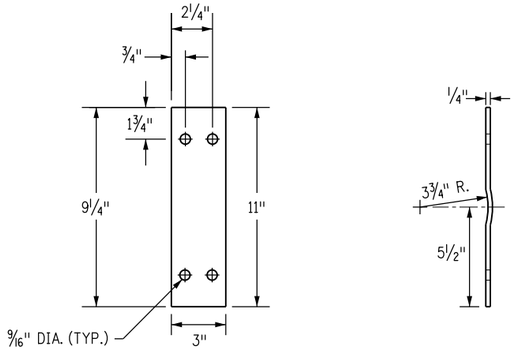
TOP BASE PLATE DETAILS

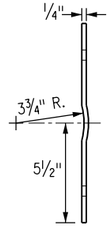




BOTTOM GATE ARM GUIDE







BOTTOM BASE PLATE DETAILS

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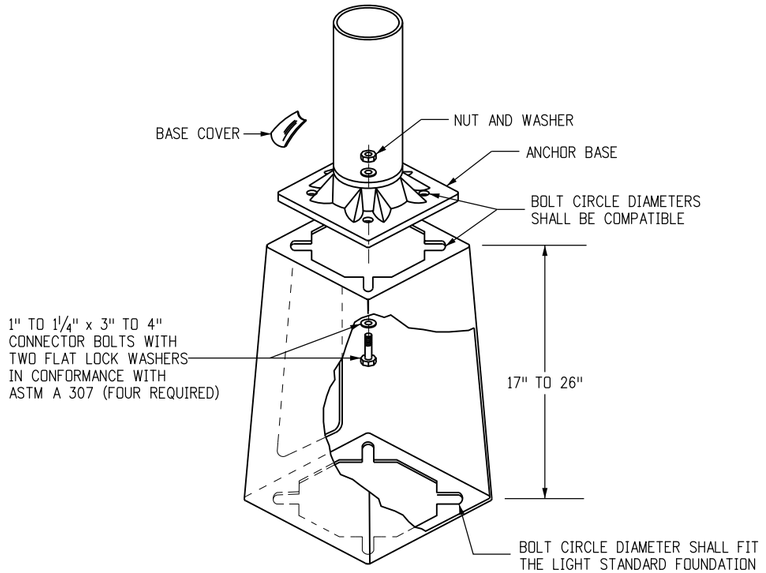
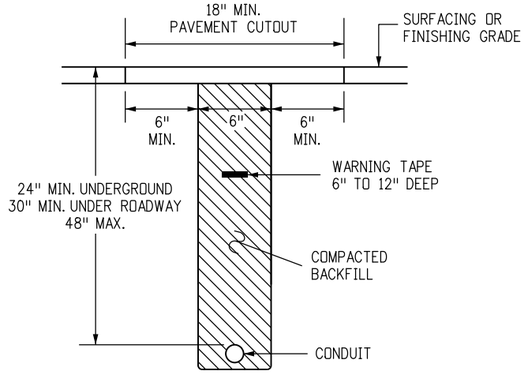


TYPICAL BREAK-AWAY TYPE TRANSFORMER BASE DETAIL

NOTES:

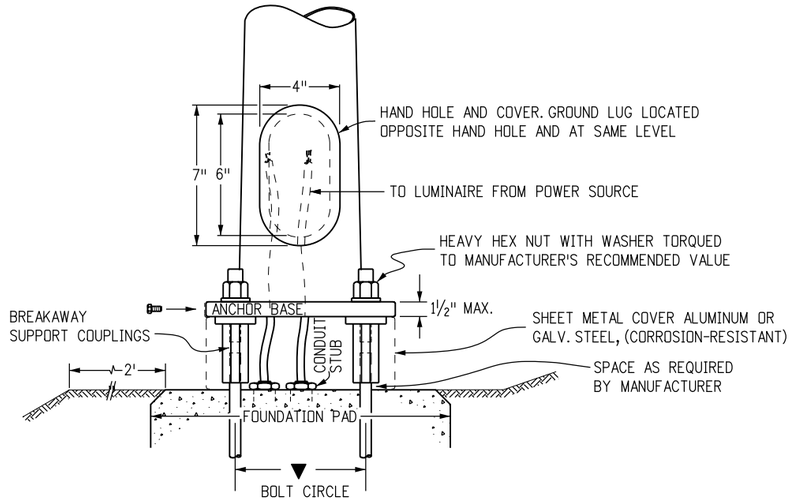
1. HARDWARE SHALL CONFORM TO MANUFACTURER'S REQUIREMENTS.
2. A HAND HOLE IS NOT REQUIRED IN POLE IF A BREAK-AWAY TRANSFORMER BASE IS USED.



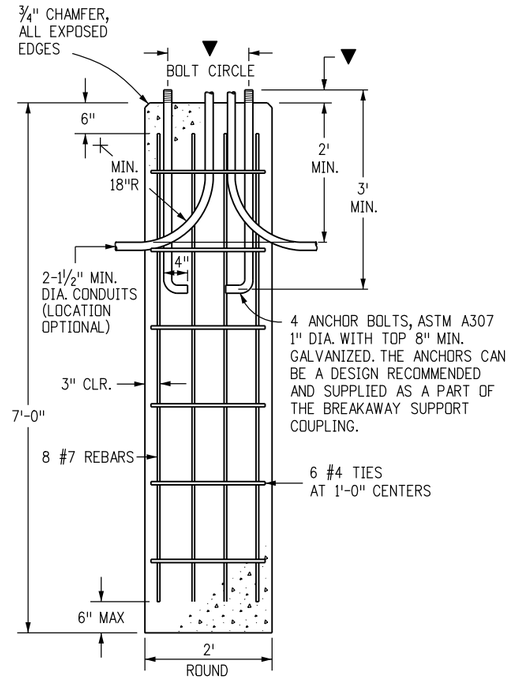
TYPICAL CONDUIT BURIAL SECTION

NOTES:

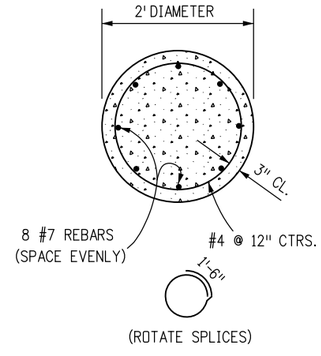
1. THE CONTRACTOR SHALL COORDINATE TRENCHING WITH OTHER UNDERGROUND UTILITIES, RAMP METERING, AND IRRIGATION. THE CONTRACTOR SHALL USE COMMON TRENCHES AT ALL ROAD CROSSINGS WHERE POSSIBLE.
2. ONE #14 AWG LOCATE WIRE AND A NYLON PULL STRING IN ALL EMPTY CONDUITS.



BREAK-AWAY SUPPORT COUPLING



TYPICAL CONCRETE FOUNDATION



TYPICAL FOUNDATION SECTION

FOUNDATION NOTES

▼ 1. SEE POLE SUPPLIER DETAILS FOR BOLT CIRCLE AND PROJECTION.

2. ALL BREAKAWAY SUPPORT COUPLINGS SHALL MEET THE BREAKAWAY REQUIREMENTS STATED IN THE LATEST EDITION OF AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".
3. BREAKAWAY SUPPORT COUPLINGS SHALL BE INSTALLED IN CONFORMANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL HAVE A COUPLING MANUFACTURER'S REPRESENTATIVE ON THE PROJECT PRIOR TO CONSTRUCTION TO INSTRUCT THE CONTRACTOR AND PROJECT PERSONNEL IN THE PROPER INSTALLATION OF THE BREAKAWAY SUPPORT COUPLINGS.
4. LIGHT STANDARD FOUNDATIONS MAY BE PRECAST CONCRETE OR CAST-IN PLACE CONCRETE.
5. CONCRETE SHALL BE CLASS B.
6. EACH LIGHT STANDARD SHALL BE WIRED WITH A BREAKAWAY FUSED CONNECTOR AND BE GROUNDED AS STATED IN THE SPECIFICATIONS.
7. LIGHT STANDARDS SHALL NOT BE PLACED IN DITCHES OR OTHER LOW AREAS. EMBANKMENT AND BACKFILL SHALL BE COMPACTED IN CONFORMANCE WITH SECTION 203.
8. THE PHYSICAL SHAPES OF THE POLE CAPS, BRACKETS, AND CONCRETE PULL BOXES SHALL BE CONSIDERED APPROXIMATE AS SHOWN.
9. ALL NUTS, BOLTS, STUDS AND WASHERS SHALL BE GALVANIZED IN CONFORMANCE WITH AASHTO M 232 (ASTM A 153).

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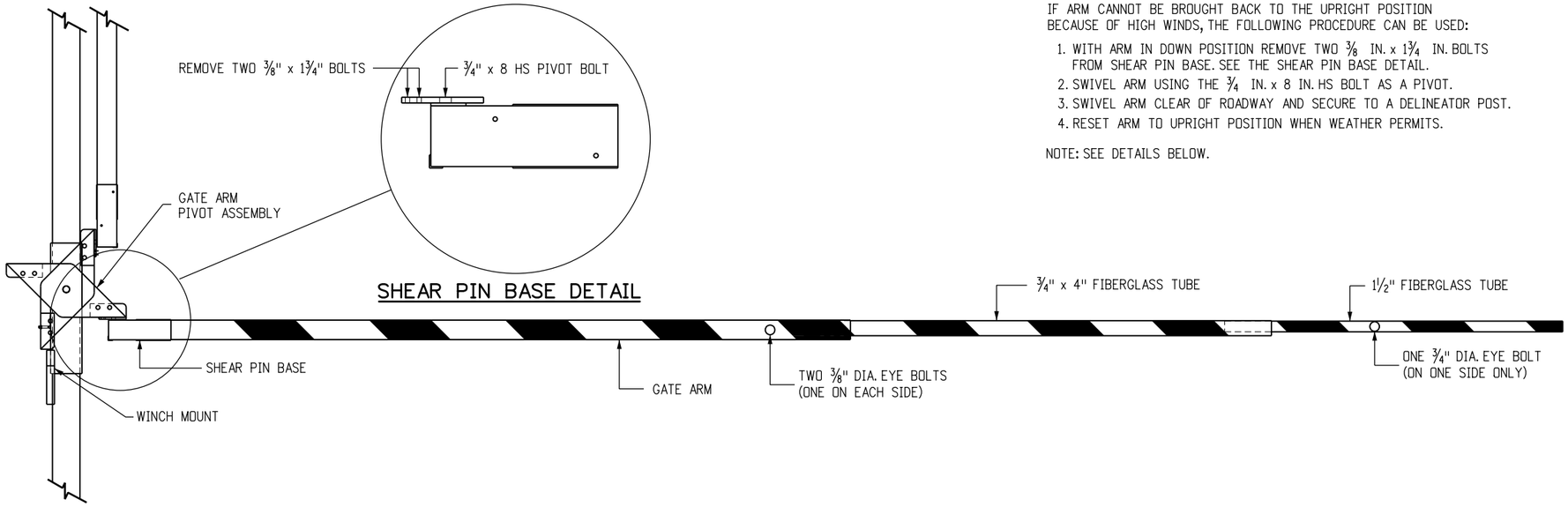
HIGH WIND STOWING PROCEDURE

IF ARM CANNOT BE BROUGHT BACK TO THE UPRIGHT POSITION BECAUSE OF HIGH WINDS, THE FOLLOWING PROCEDURE CAN BE USED:

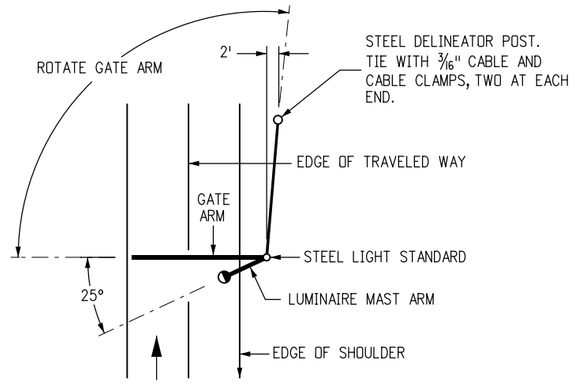
1. WITH ARM IN DOWN POSITION REMOVE TWO 3/8 IN. x 1 3/4 IN. BOLTS FROM SHEAR PIN BASE. SEE THE SHEAR PIN BASE DETAIL.
2. SWIVEL ARM USING THE 3/4 IN. x 8 IN. HS BOLT AS A PIVOT.
3. SWIVEL ARM CLEAR OF ROADWAY AND SECURE TO A DELINEATOR POST.
4. RESET ARM TO UPRIGHT POSITION WHEN WEATHER PERMITS.

NOTE: SEE DETAILS BELOW.

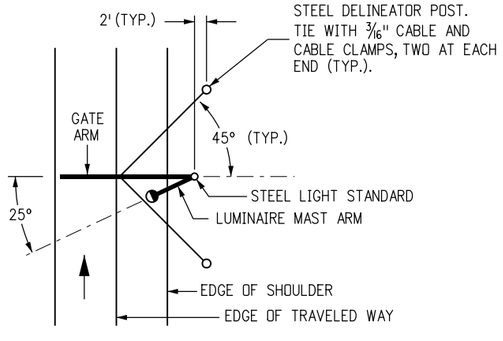


SHEAR PIN BASE DETAIL

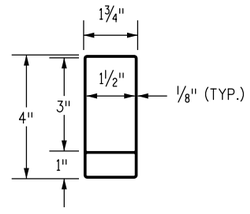
GATE ARM PROFILE



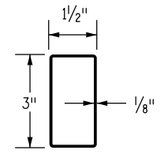
DETAIL FOR HIGH WIND STOW POSITION



DETAIL TO SECURE GATE IN HIGH WIND



SECTION 1 3/4 IN. x 4 IN. FIBERGLASS TUBE



SECTION 1 1/2 IN. x 3 IN. FIBERGLASS TUBE

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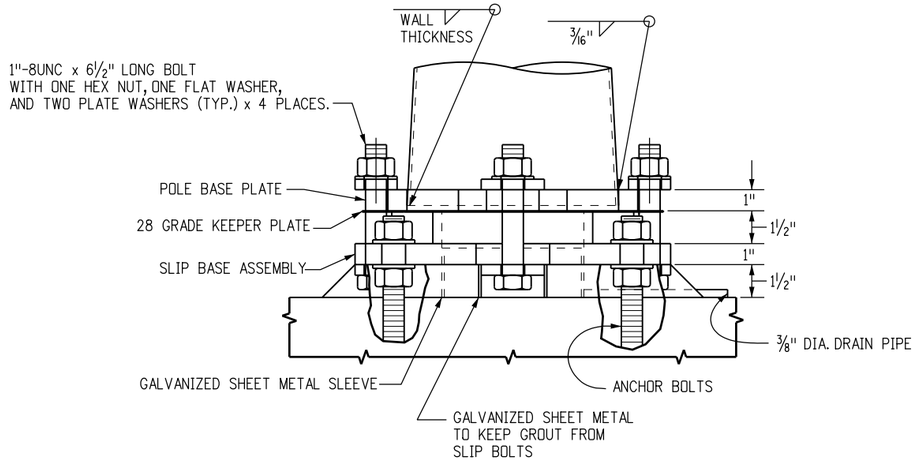


BREAK-AWAY BASE (FOR INFORMATION ONLY)

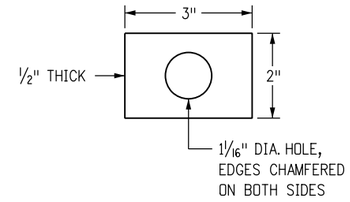
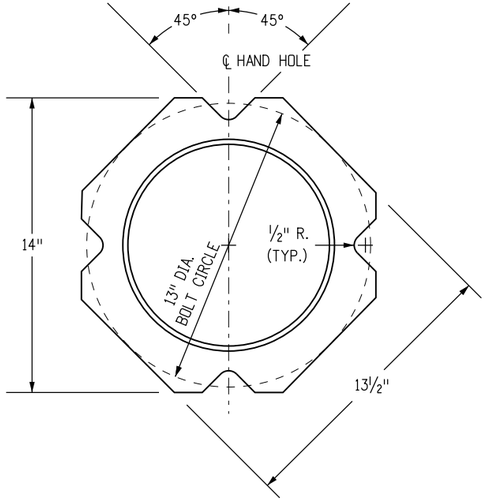


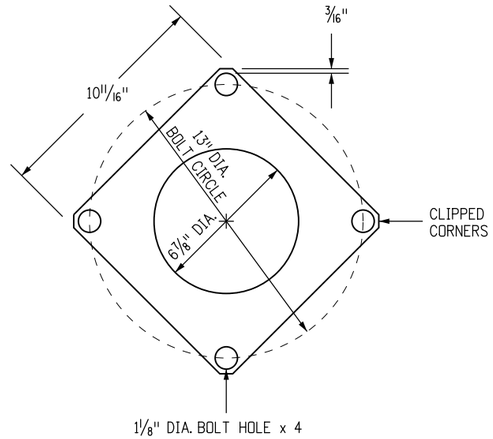
PLATE WASHER

NOTES

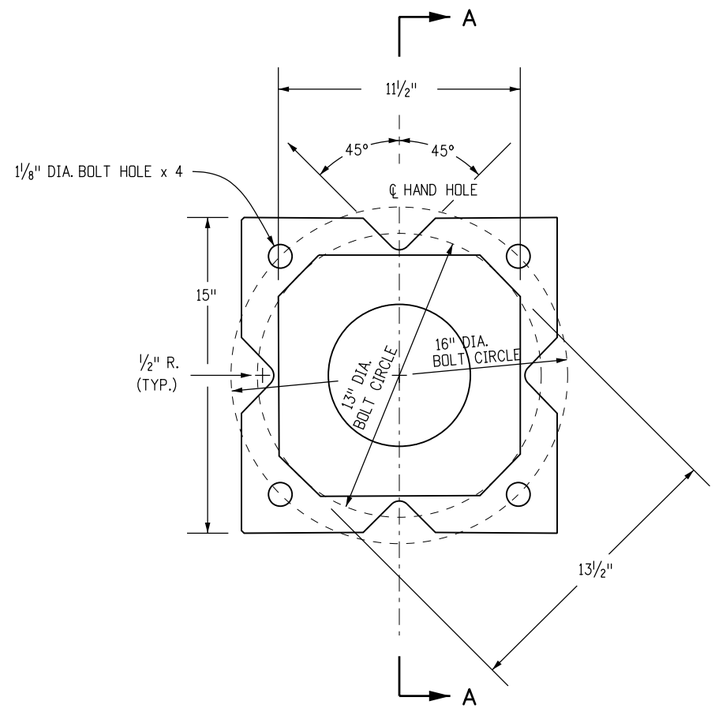
1. POLE BASE PLATE SHALL CONFORM TO ASTM A 572, GRADE 42.
2. BOTTOM PLATE OF SLIP BASE ASSEMBLY SHALL CONFORM TO ASTM A 572, GRADE 50.
3. ALL STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION IN CONFORMANCE WITH ASTM A 123. ALL CONTACT AREAS OF THE STRUCTURAL STEEL SHALL BE FREE OF GALVANIZING BEADS AND RUNS.
4. SLIP BASE CONNECTING HARDWARE SHALL CONFORM TO ASTM A 325, AND SHALL BE ELECTROPLATED CADMIUM IN CONFORMANCE WITH ASTM B 766 TYPE NS.
5. KEEPER PLATE SHALL CONFORM TO ASTM A 653, GRADE 33, AND COATING G 90.



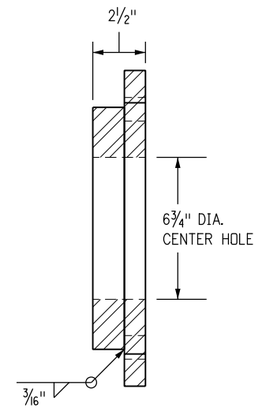
LIGHT STANDARD BASE PLATE



28 GRADE KEEPER PLATE



SLIP BASE ASSEMBLY



SECTION A-A

OPTIONAL BREAK-AWAY TYPE BASE

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CURB RAMP GENERAL NOTES:

1. IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN STREET CROSSING. CURB RAMPS SHALL BE CONTAINED WHOLLY WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING OR CROSSWALK THEY SERVE, OR AS SHOWN ON THE CONTRACT PLANS.

2. ALTERATIONS ARE DEFINED AS CHANGES TO AN EXISTING HIGHWAY THAT AFFECT PEDESTRIAN ACCESS, CIRCULATION, OR USE. ALTERATIONS INCLUDE, BUT ARE NOT LIMITED TO, RESURFACING, REHABILITATION, RECONSTRUCTION, CURB RAMP RETROFITS, HISTORIC RESTORATION, OR CHANGES OR REARRANGEMENT TO STRUCTURAL PARTS OR ELEMENTS OF A PEDESTRIAN FACILITY.

3. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP OR TURNING SPACE, WITHOUT RAISED OBSTACLES, THAT COULD BE MISTAKENLY TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

4. IN ALTERATIONS, WHERE AN EXISTING PHYSICAL CONSTRAINT PREVENTS PROVIDING A SEPARATE CURB RAMP FOR EACH PEDESTRIAN STREET CROSSING, A SINGLE DIAGONAL RAMP (ON THE APEX) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. THE USE OF A SINGLE DIAGONAL RAMP SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION.

5. DETECTABLE WARNINGS SURFACES (DWS) ARE INTENDED TO INDICATE THE BOUNDARY BETWEEN A PEDESTRIAN ROUTE AND VEHICULAR ROUTE WHERE THERE IS A FLUSH RATHER THAN CURBED CONNECTION. DWS ARE NOT INTENDED TO PROVIDE WAYFINDING. DWS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS;
   1. CURB RAMPS, BLENDED TRANSITIONS, AND DEPRESSED CORNERS AT PEDESTRIAN STREET CROSSINGS;
   2. PEDESTRIAN REFUGE ISLANDS (6 FEET IN WIDTH OR GREATER);
   3. BOARDING PLATFORMS AT TRANSIT STOPS WHERE THE EDGE OF THE PLATFORM IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC; AND
   4. BOARDING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS WHERE THE AREA IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC.

6. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT GUTTER, HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. FEDERAL YELLOW COLOR IS PREFERRED, HOWEVER, OTHER COLORS MAY BE USED IF APPROVED BY THE ENGINEER.

7. IN ALTERATIONS, TO AVOID CHASING GRADE INDEFINITELY ON STEEP ROADWAYS, A CURB RAMPS LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLESS OF THE RESULTING RAMP RUNNING SLOPE.

8. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE.

9. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED ON THE CURB RAMP, OR TURNING SPACE AREAS.

10. IN NEW CONSTRUCTION, PULL BOXES, METER BOXES, MAINTENANCE HOLE COVERS, VAULT LIDS, OR SIMILAR, SHALL NOT BE CONSTRUCTED WITHIN ANY PART OF CURB RAMP OR TURNING SPACE. IN ALTERATIONS, WHERE THESE ITEMS CANNOT BE RELOCATED OUTSIDE OF THE CURB RAMP OR TURNING SPACE, THEY MUST NOT CREATE A VERTICAL DISCONTINUITY GRATER THAN 1/2 INCH. ANY VERTICAL DISCONTINUITY BETWEEN 1/4 INCH AND 1/2 INCH SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1V:2H. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE SURFACE DISCONTINUITY.

11. CONSTRUCTION OF ANY REQUIRED PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP AND WILL NOT BE PAID FOR SEPARATELY.

12. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH (0'-1/8"). THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAN SHALL BE FLUSH.

13. THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID PONDING IN THE FINAL CONFIGURATION.

14. FLARED SIDE SLOPES MAY EXCEED 10.0% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS BLOCKED TO PEDESTRIAN TRAFFIC.

15. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER AT THE FOOT OF A RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%.

16. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF THE RAMP RUN OR TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

17. A BROOM FINISH, WITH SWEEPS PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAFFIC, SHALL BE APPLIED TO ALL RAMP AND TURNING SPACE SURFACES.

18. IN ALTERATIONS, WHERE A RAMP OR TURNING SPACE MUST TIE INTO AN EXISTING GRADE THAT CANNOT BE ALTERED, THE RAMP OR TURNING SPACE MAY BE WARPED TO TRANSITION TO THE REQUIRED CROSS SLOPE. THE TRANSITION TO THE REQUIRED CROSS SLOPE SHALL BE SPREAD EVENLY OVER THE LENGTH OF THE RAMP OR TURNING SPACE TO MINIMIZE THE DEGREE OF WARPING. THE RATE OF CHANGE ON A RAMP OR TURNING SPACE SHALL NOT EXCEED 3% PER LINEAR FOOT.

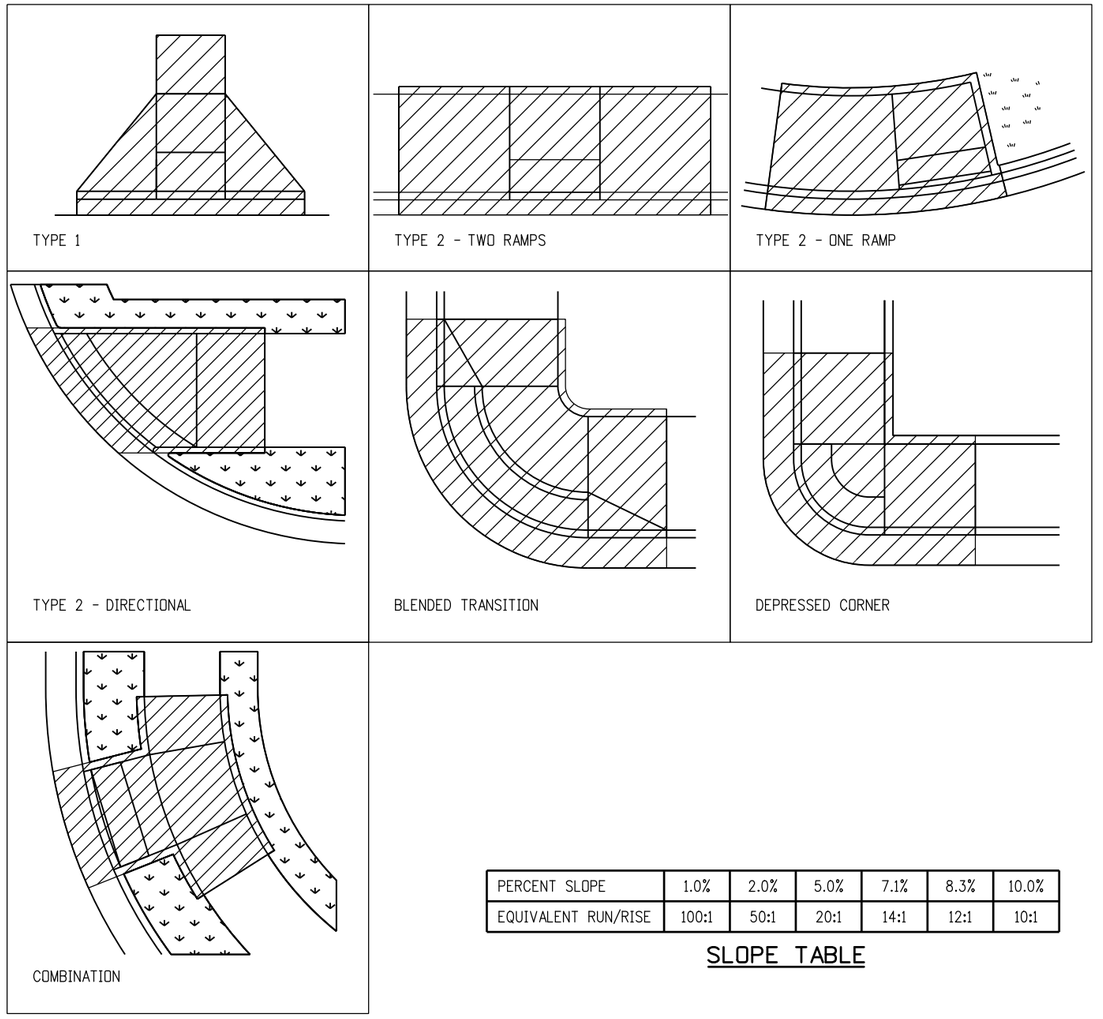
19. DESIGN AND CONSTRUCT CURB RAMPS, TURNING SPACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE. THE SLOPES INDICATED IN THESE DETAILS SHOW THE MAXIMUM SLOPES ALLOWABLE. **PREFERRED VALUES** TO BE USED DURING DESIGN, LAYOUT, AND CONSTRUCTION ARE:
   - **RAMP RUNNING SLOPE 7.5%**
   - **RAMP CROSS SLOPE 1**
   - **TURNING SPACE RUNNING SLOPE 1.5%**
   - **TURNING SPACE CROSS SLOPE 1.5%**
   - **FLARE SLOPE 8.0-9.0%**

20. WHERE SNOW REMOVAL EQUIPMENT WILL BE USED TO CLEAR THE PEDESTRIAN ACCESS ROUTE, CONSULT THE ENGINEER PRIOR TO CONSTRUCTION TO ENSURE THE WIDTH AND THICKNESS OF CURB RAMPS IS SUFFICIENT TO ACCOMODATE SUCH EQUIPMENT.

21. PROVIDE EXPANSION JOINT MATERIAL 1/2" THICK WHERE CURB RAMPS ADJOIN ANY RIGID PAVEMENT, OR STRUCTURE. THE TOP OF THE JOINT FILLER MATERIAL SHALL BE FLUSH WITH ADJOINING CONCRETE SURFACES. THE EXPANSION JOINT MATERIAL SHALL EXTEND FOR THE FULL DEPTH OF THE CONCRETE SURFACE.

22. PROVIDE TIE BAR REINFORCING BETWEEN INDEPEDENTLY POURED CONCRETE CURB RAMPS OR TURNING SPACES AND CURB AND GUTTER. DRILL AND GROUT NO. 4 12 INCH LONG REINFORCEMENT BARS (EPOXY COATED) AT 18 INCHES CENTER TO CENTER MINIMUM.

CURB RAMP PAY AREAS



PERCENT SLOPE	1.0%	2.0%	5.0%	7.1%	8.3%	10.0%
EQUIVALENT RUN/RISE	100:1	50:1	20:1	14:1	12:1	10:1

SLOPE TABLE

GENERAL NOTES & PAY AREAS

Computer File Information		Sheet Revisions	
Creation Date: 07/31/19		Date:	Comments
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CURB RAMPS

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STANDARD PLAN NO.
M-608-1
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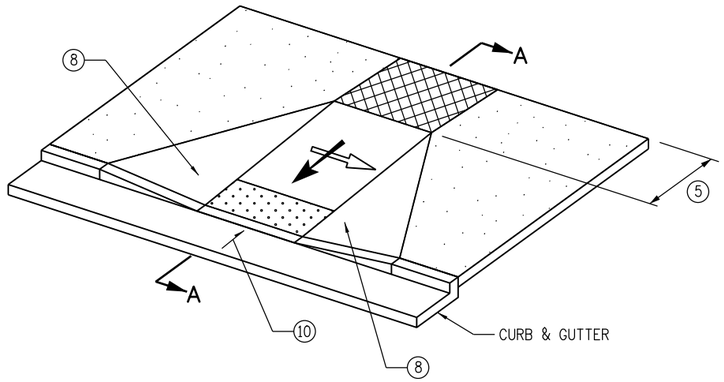
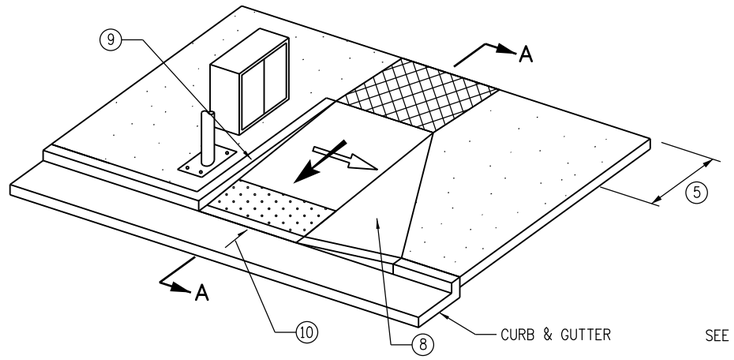
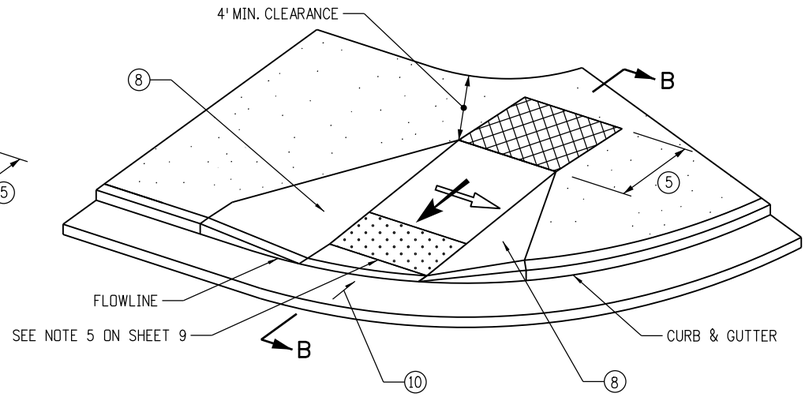
Project Sheet Number:



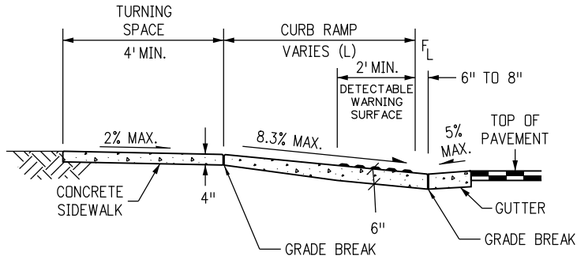
PERPENDICULAR RAMP
(TYPICAL)



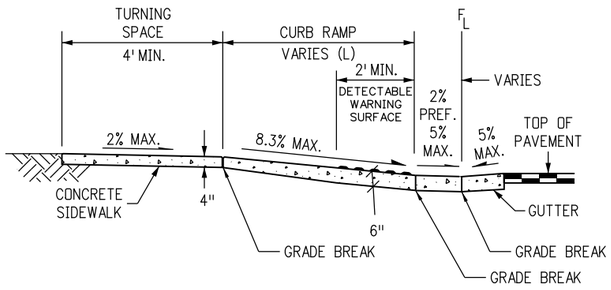
PERPENDICULAR RAMP
(WITH VERTICAL RETURN CURB)



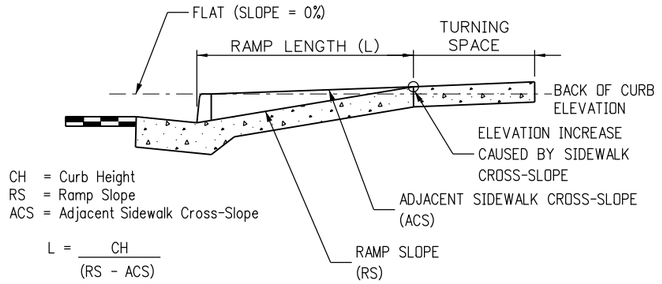
PERPENDICULAR RAMP
(DIRECTIONAL)



SECTION A-A



SECTION B-B



EXAMPLE: CH = 6" (0.5 ft.), RS = 7.5% (0.075), ACS = 1.5% (0.015)
L = 0.5/(0.075-0.015) = 8.3 ft.

DETAIL A - RAMP LENGTH

SIDEWALK

TURNING SPACE (3) (4) (5)

DETECTABLE WARNING SURFACE (DWS)

PERPENDICULAR RAMP NOTES

(1) RAMP WIDTH - PROVIDE 5 FT. OR GREATER WHERE POSSIBLE. IF SITE CONSTRAINTS DO NOT PERMIT, PROVIDE 4 FT. MINIMUM. RAMPS SERVICING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.

(2) RAMP RUNNING SLOPE - 8.3% MAX.

(3) TURNING SPACE RUNNING SLOPE - 2.0% MAX. TURNING SPACE RUNNING SLOPE IS MEASURED IN THE SAME DIRECTION AS THE RAMP RUNNING SLOPE.

(4) RAMP AND TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF RAMPS AND TURNING SPACES MAY EQUAL THE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE RAMP AND TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE.

(5) TURNING SPACE DIMENSIONS - PROVIDE A TURNING SPACE AT THE TOP OF PERPENDICULAR RAMPS WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. TURNING SPACE LENGTH MUST BE 4 FT. MINIMUM, MEASURED IN THE DIRECTION OF THE RAMP RUN. WHEN A TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, INCREASE LENGTH TO 5 FT. MINIMUM IN THE DIRECTION OF THE RAMP RUN.

(6) RAMP ALIGNMENT - RAMPS SHALL BE ALIGNED TO BE FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING THEY SERVE. PROVIDE ONE RAMP FOR EACH STREET CROSSING DIRECTION. IN ALTERATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP (ON THE APEX OF A CORNER) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. IF A DIAGONAL RAMP IS USED, A CLEAR SPACE 4 FT. X 4FT. MUST BE PROVIDED AT THE BASE OF THE RAMP. THE CLEAR SPACE MUST BE WITHIN BOTH CROSSWALKS AND WHOLLY OUTSIDE OF ANY ADJACENT VEHICULAR TRAVEL LANES. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION, OR FULL-DEPTH RECONSTRUCTION.

(7) RAMP LENGTH - PERPENDICULAR RAMP LENGTH IS DEPENDENT UPON THE RAMP SLOPE, HEIGHT OF CURB, AND ADJACENT SIDEWALK CROSS-SLOPE WHICH MUST BE INTERCEPTED. SEE DETAIL A FOR CALCULATING RAMP LENGTH WHEN CHASING SIDEWALK CROSS-SLOPE. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO CHASE GRADE MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.

(8) RAMP FLARES - WHERE A RAMP EDGE ABUTS A WALKABLE SURFACE, A FLARED SIDE SHALL BE PROVIDED. RAMP FLARE SLOPES SHALL NOT EXCEED 10.0%.

(9) VERTICAL CURB RETURNS - VERTICAL CURB RETURNS MAY BE USED ONLY WHERE A RAMP ABUTS A NON-WALKABLE SURFACE, OR WHERE A RAMP IS PROTECTED FROM PEDESTRIAN CROSS TRAFFIC (FOR EXAMPLE BY A SIGNAL CABINET OR UTILITY POLE WHICH BLOCKS PASSAGE).

(10) GUTTER COUNTER SLOPE - 5.0% MAX.

TYPE 1 PERPENDICULAR CURB RAMPS

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CURB RAMPS

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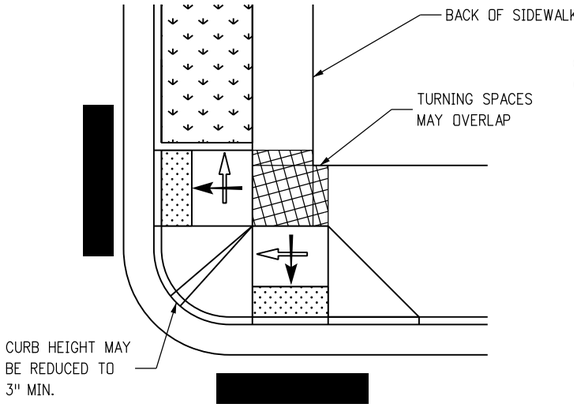
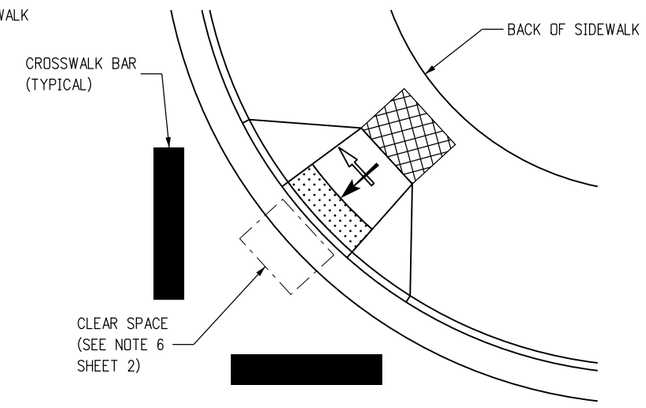
STANDARD PLAN NO.
M-608-1
Standard Sheet No. 2 of 10
Project Sheet Number:

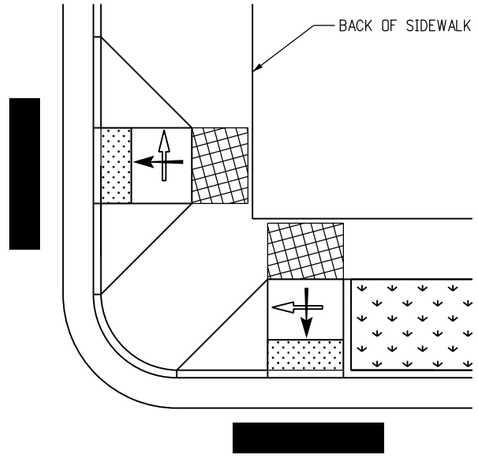


TYPE 1 RAMPS FOR WIDE SIDEWALK
(3" REDUCED CURB)



TYPE 1 RAMP
(DIAGONAL)

NOT ALLOWABLE IN NEW CONSTRUCTION/FULL DEPTH RECONSTRUCTION
SEE GENERAL NOTE 4



TYPE 1 RAMPS FOR WIDE SIDEWALK

TURNING SPACE
(SEE NOTES 3, 4, 5 - SHEET 2)

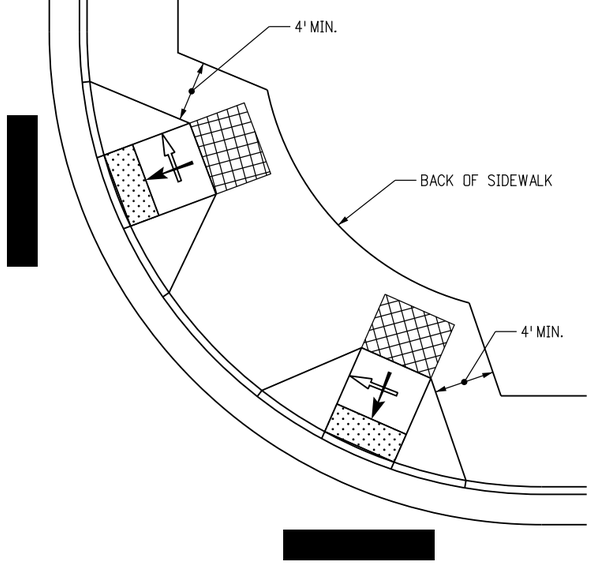
DETECTABLE WARNING SURFACE (DWS)
SEE DWS SHEETS FOR PLACEMENT DETAILS

RAMP RUNNING SLOPE

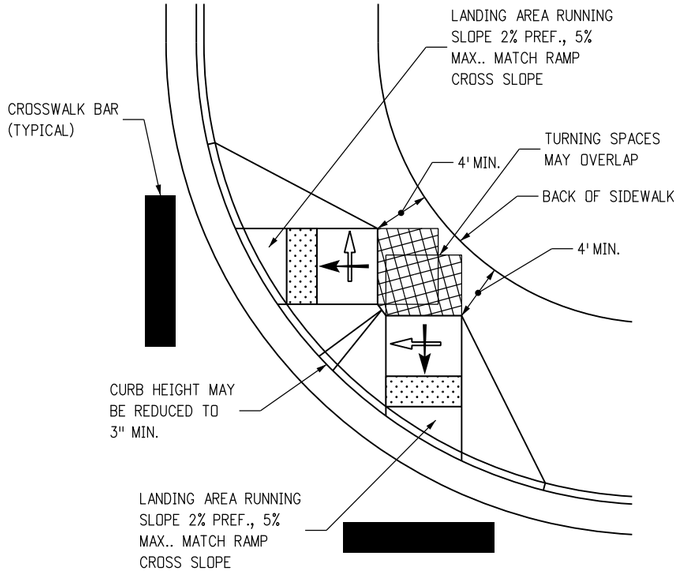
RAMP CROSS SLOPE

NOTE

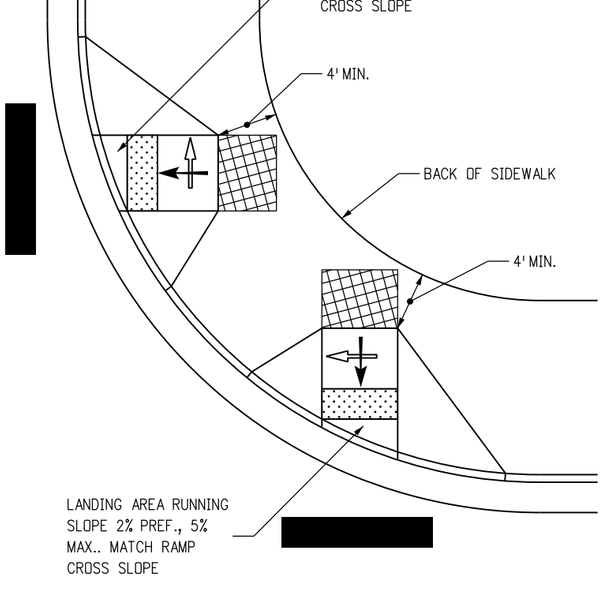
PLACEMENTS SHOWN ARE TYPICAL CONFIGURATIONS ONLY AND NOT INDICATIVE OF ALL OPTIONS. OTHER RAMP CONFIGURATIONS MAY BE ACCEPTABLE AS LONG AS THEY CONFORM TO THE CRITERIA IN THESE STANDARDS, AND ARE APPROVED BY THE ENGINEER.



TYPE 1 PERPENDICULAR RAMPS



TYPE 1 DIRECTIONAL RAMPS
(3" REDUCED CURB)



TYPE 1 DIRECTIONAL RAMPS
(LARGE RADIUS)

TYPE 1 CURB RAMPS TYPICAL CONFIGURATIONS

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CURB RAMPS

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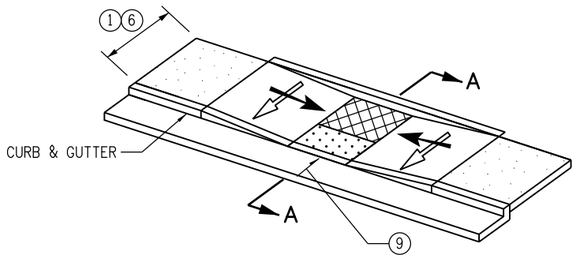
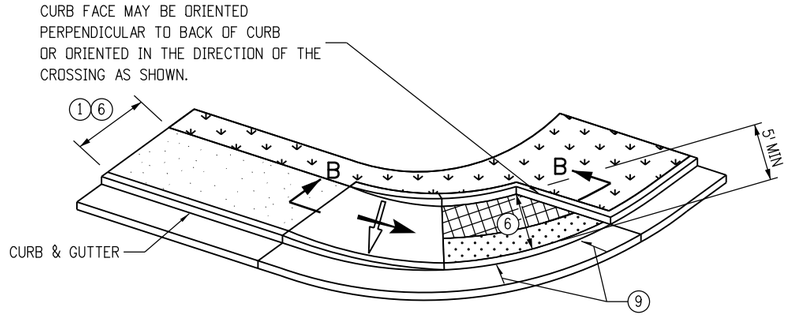
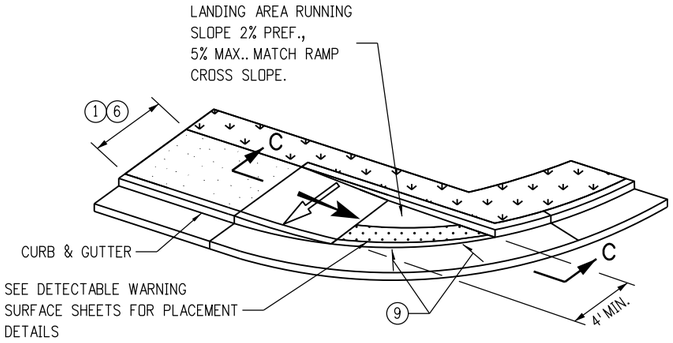


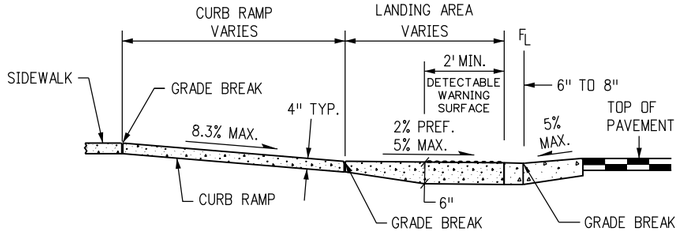
PARALLEL RAMP
(TYPICAL)



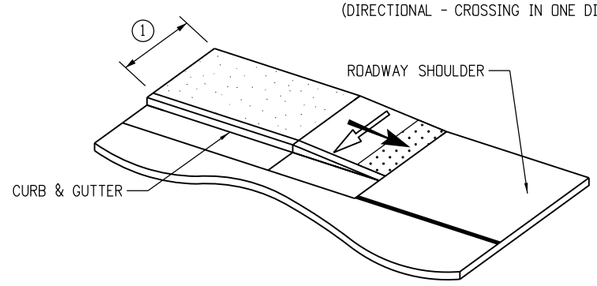
PARALLEL RAMP
(SIDEWALK ENDS)



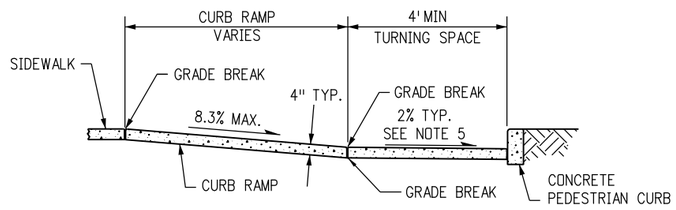
PARALLEL RAMP
(DIRECTIONAL - CROSSING IN ONE DIRECTION ONLY)



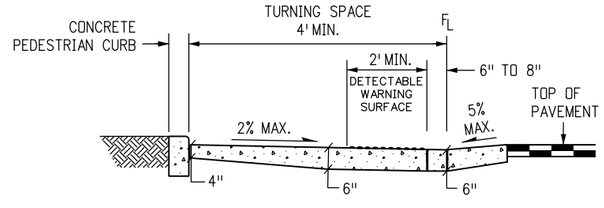
SECTION C-C



SIDEWALK TO SHOULDER TRANSITION



SECTION B-B



SECTION A-A

SIDEWALK

TURNING SPACE (4) (5) (6)

DETECTABLE WARNING SURFACE (DWS)

PARALLEL RAMP NOTES

(1) RAMP WIDTH - PROVIDE A RAMP WIDTH EQUAL TO THE ADJOINING SIDEWALK, PROVIDE 4 FT. WIDTH MINIMUM. RAMPS SERVICING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.

(2) RAMP RUNNING SLOPE - 8.3% MAX.

(3) RAMP CROSS SLOPE - 2.0% MAX.

(4) TURNING SPACE RUNNING SLOPE - 2.0% MAX. TURNING SPACE RUNNING SLOPE IS MEASURED PERPENDICULAR TO THE BACK OF CURB.

(5) TURNING SPACE CROSS SLOPE - 2.0% TYPICAL, AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF THE TURNING SPACE MAY EQUAL THE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE. TURNING SPACE CROSS SLOPE IS MEASURED IN THE DIRECTION OF THE RAMP RUN.

(6) TURNING SPACE DIMENSIONS - PROVIDE A TURNING SPACE AT THE BOTTOM OF PARALLEL RAMPS WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. PROVIDE 4 FT. MINIMUM, MEASURED IN THE DIRECTION OF THE RAMP RUN. IF THE TURNING SPACE IS CONSTRAINED ON TWO SIDES, PROVIDE 5 FT. MEASURED IN THE DIRECTION OF PEDESTRIAN STREET CROSSING. THE TURNING SPACE MAY CONTAIN THE DETECTABLE WARNING SURFACE.

(7) RAMP ALIGNMENT - RAMPS SHALL BE ALIGNED SO THE TURNING SPACE IS FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING THEY SERVE. PROVIDE ONE RAMP FOR EACH STREET CROSSING DIRECTION. IN ALTERATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP (ON THE APEX OF A CORNER) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION, OR FULL-DEPTH RECONSTRUCTION.

(8) RAMP LENGTH - PARALLEL RAMP LENGTH IS DEPENDENT UPON THE RAMP SLOPE AND THE CHANGE OF ELEVATION FROM THE TURNING SPACE TO THE SIDEWALK. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO CHASE GRADE MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.

(9) GUTTER COUNTER SLOPE - 5.0% MAX.

TYPE 2 PARALLEL CURB RAMPS

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STANDARD PLAN NO.
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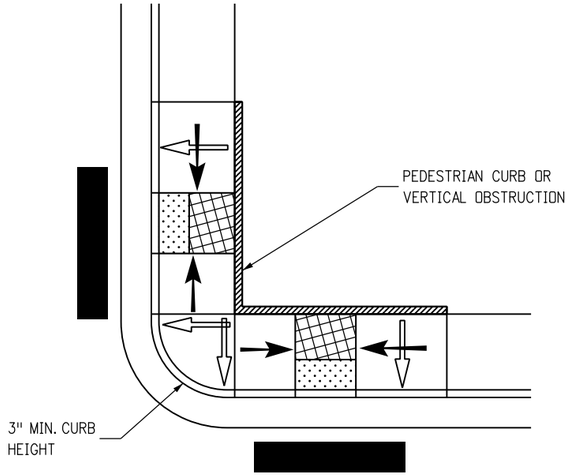
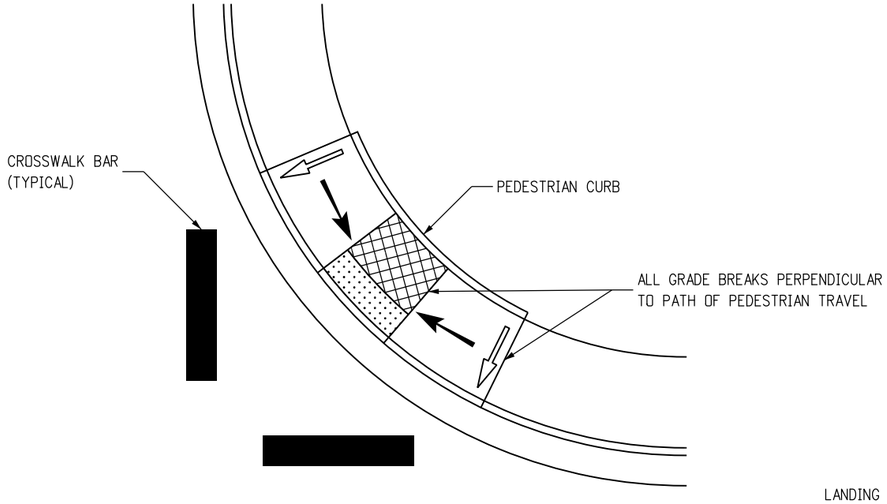
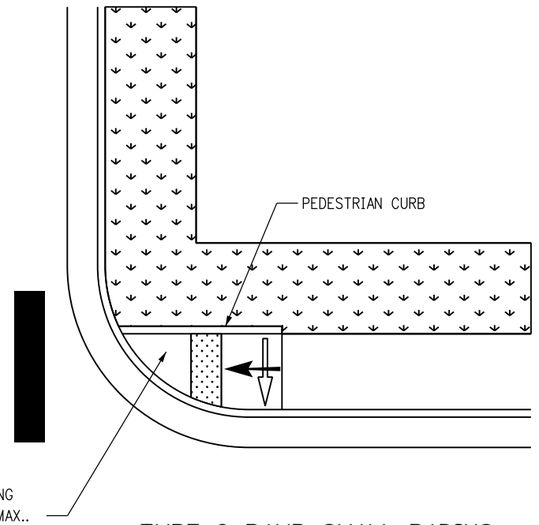


TYPE 2 RAMPS SMALL RADIUS
(3" REDUCED CURB)



TYPE 2 RAMP (DIAGONAL)
NOT ALLOWABLE IN NEW CONSTRUCTION/FULL-DEPTH RECONSTRUCTION
SEE NOTE GENERAL NOTE 4



TYPE 2 RAMP SMALL RADIUS
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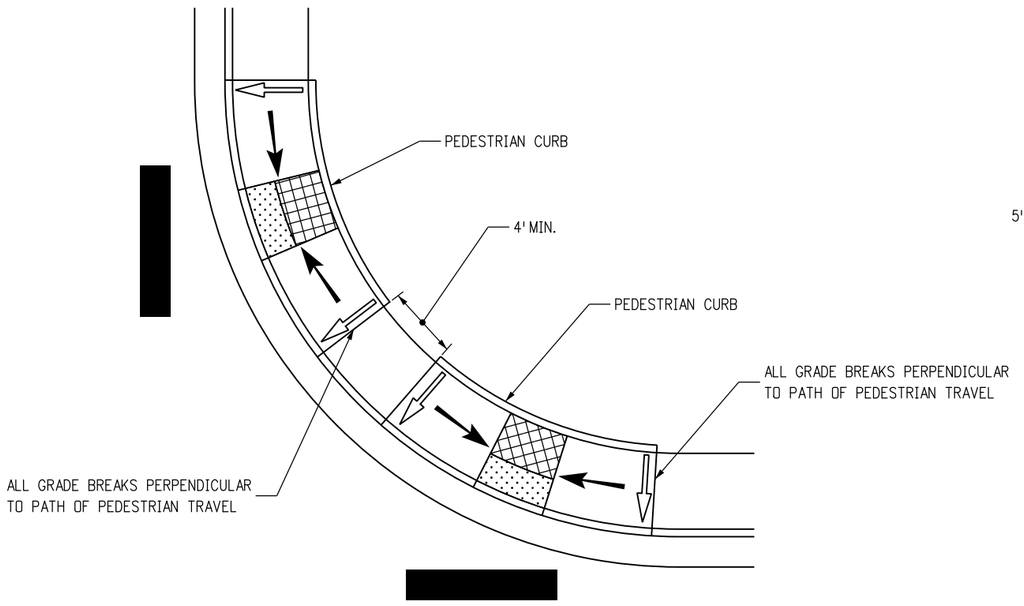
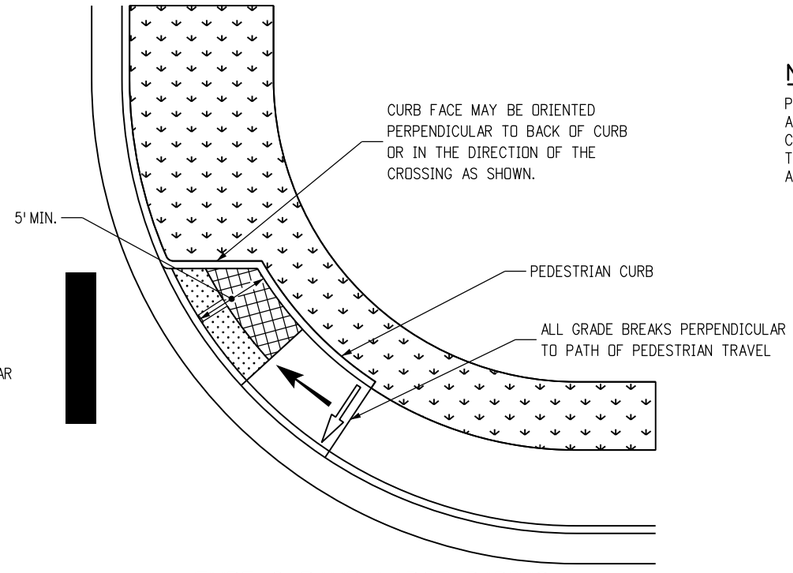


TYPE 2 RAMPS LARGE RADIUS



TYPE 2 RAMP LARGE RADIUS
(CROSSING IN ONE DIRECTION)

NOTE
PLACEMENTS SHOWN ARE TYPICAL CONFIGURATIONS ONLY AND NOT INDICATIVE OF ALL OPTIONS. OTHER RAMP CONFIGURATIONS MAY BE ACCEPTABLE AS LONG AS THEY CONFORM TO THE CRITERIA IN THESE STANDARDS, AND ARE APPROVED BY THE ENGINEER.

TURNING SPACE
(SEE NOTE 4, 5, 6 - SHEET 4)

DETECTABLE WARNING SURFACE (DWS)
SEE DWS SHEETS FOR PLACEMENT
DETAILS

RAMP RUNNING SLOPE

RAMP CROSS SLOPE

TYPE 2 CURB RAMPS TYPICAL CONFIGURATIONS

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CURB RAMPS

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STANDARD PLAN NO.
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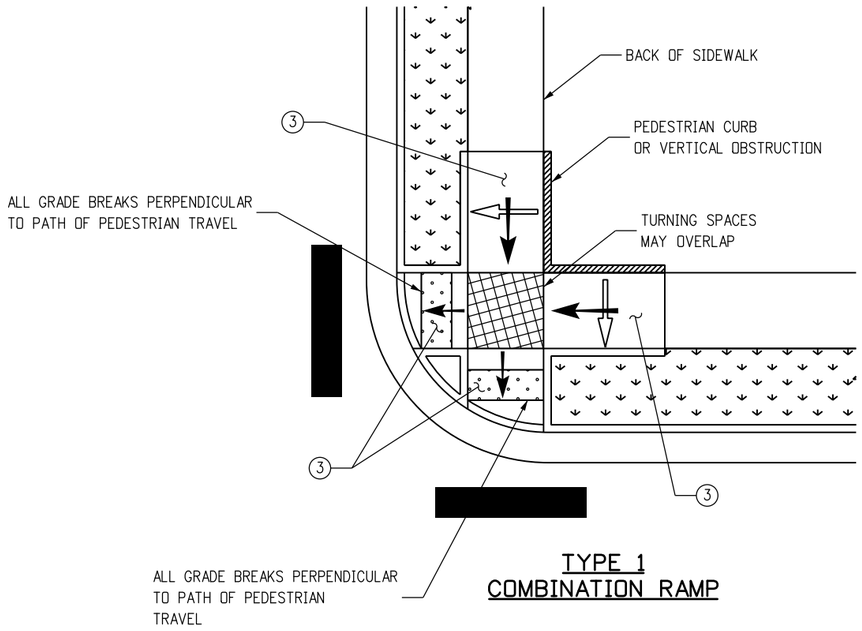
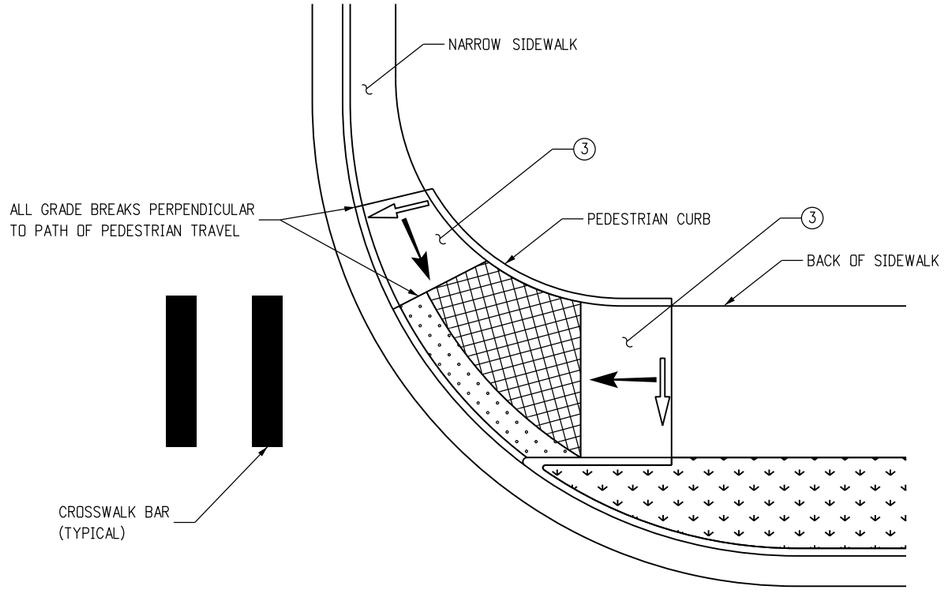
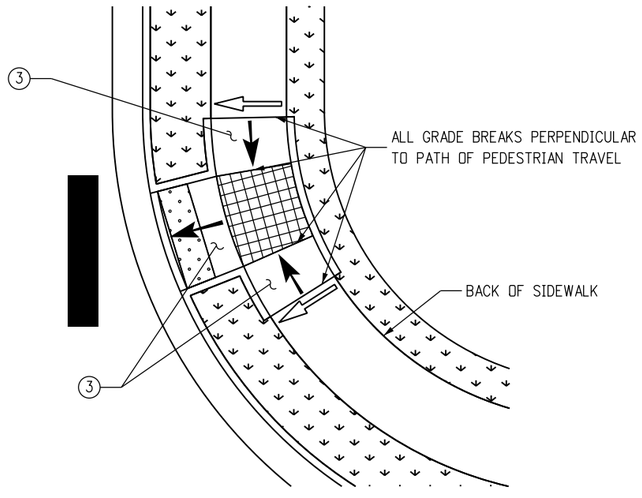
Project Sheet Number:



TYPE 1
COMBINATION RAMP



TYPE 1/TYPE 2
COMBINATION RAMP



TYPE 1/TYPE 2
COMBINATION RAMP

COMBINATION CURB RAMP NOTES:

1. THE CURB RAMP PLACEMENTS SHOWN ARE TYPICAL CONFIGURATIONS ONLY AND NOT INDICATIVE OF ALL OPTIONS. OTHER CURB RAMP CONFIGURATIONS MAY BE ACCEPTABLE AS LONG AS THEY CONFORM TO THE CRITERIA IN THESE STANDARDS, AND ARE APPROVED BY THE ENGINEER.

2. RAMP AND TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF THE RAMP AND TURNING SPACE MAY EQUALTHE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE RAMP AND TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE.

3. WHERE IT IS ACCEPTABLE FOR A RAMP OR TURNING SPACE CROSS SLOPE TO EXCEED 2.0% AND MATCH THE HIGHWAY GRADE, THE RAMP ABOVE THE TURNING SPACE MAY BE WARPED TO TIE INTO THE ADJOINING SIDEWALK CROSS SLOPE. THE TRANSITION TO THE SIDEWALK CROSS SLOPE SHALL BE SPREAD EVENLY OVER THE LENGTH OF THE RAMP TO MINIMIZE WARPING. THE RATE OF CHANGE IN CROSS SLOPE MAY NOT EXCEED 3.0% PER LINEAR FOOT.

TURNING SPACE (2) (3)

DETECTABLE WARNING SURFACE (DWS)
SEE DWS SHEETS FOR PLACEMENT DETAILS

RAMP RUNNING SLOPE

RAMP CROSS SLOPE (2) (3)

COMBINATION CURB RAMPS TYPICAL CONFIGURATIONS

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CURB RAMPS

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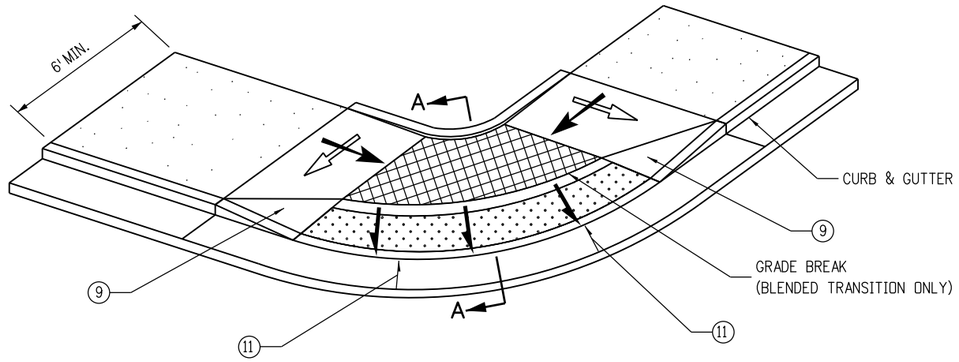
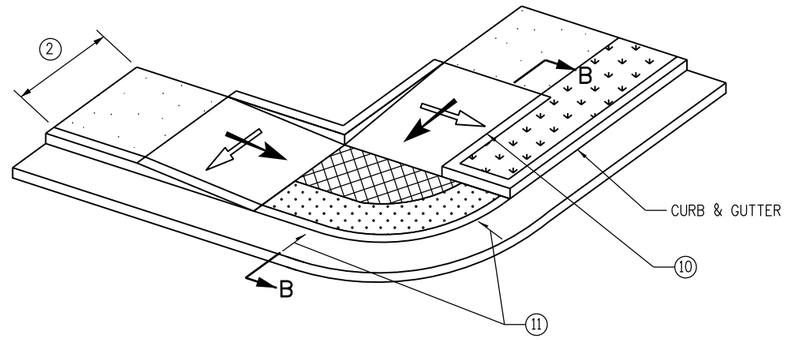
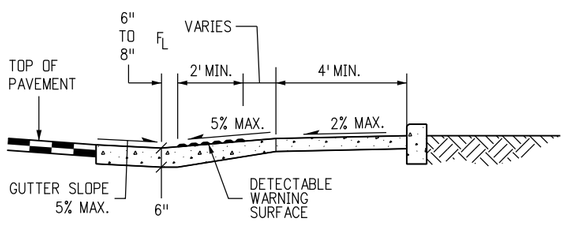


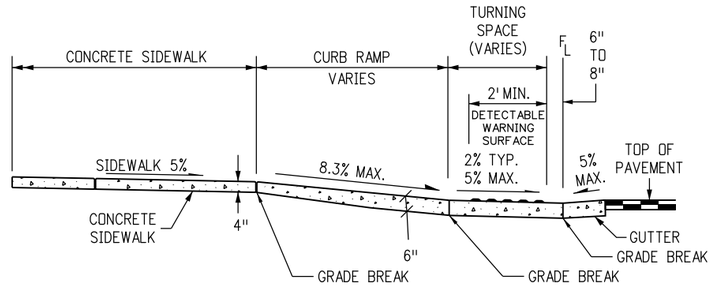
BLENDED TRANSITION



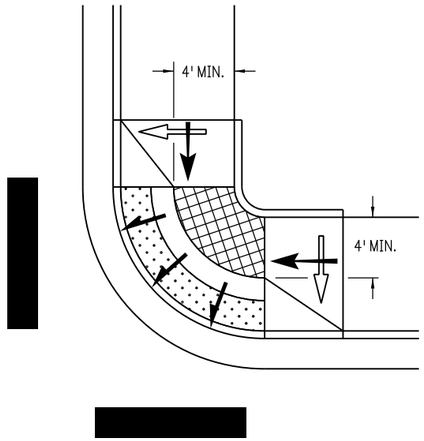
DEPRESSED CORNER



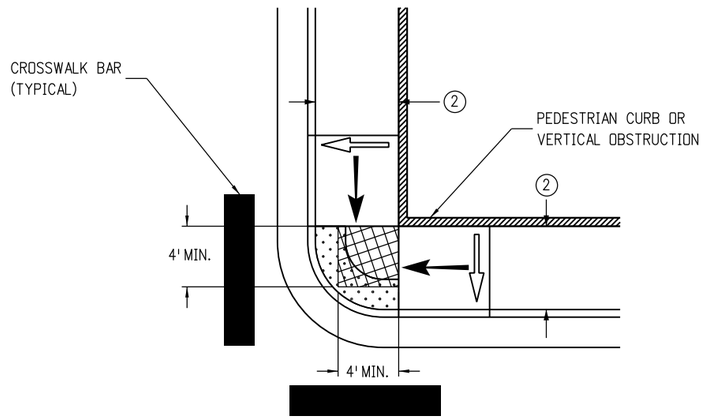
SECTION A-A



SECTION B-B



BLENDED TRANSITION



DEPRESSED CORNER

SIDEWALK

TURNING SPACE (4) (5) (6)

DETECTABLE WARNING SURFACE (DWS)

BLENDED TRANSITION & DEPRESSED CORNER NOTES

(1) PERPENDICULAR AND PARALLEL RAMP CONFIGURATIONS ARE PREFFERED. BLENDED TRANSITIONS AND DEPRESSED CORNERS SHOULD ONLY BE USED WHERE SITE CONDITIONS MAKE THEM A MORE APPROPRIATE OPTION, OR WHERE PERPENDICULAR OR PARALLEL RAMPS CANNOT BE INSTALLED DUE TO A PHYSICAL SITE CONSTRAINT.

(2) RAMP WIDTH - PROVIDE 5 FT. OR GREATER WHERE POSSIBLE. IF SITE CONSTRAINTS DO NOT PERMIT, PROVIDE 4FT. WIDTH MINIMUM. RAMPS SERVICING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.

(3) RAMP RUNNING SLOPE - 8.3% MAX.

(4) BLENDED TRANSITION RUNNING SLOPE - 5.0% MAX.

(5) RAMP AND TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF RAMPS AND TURNING SPACES MAY EQUAL THE HIGHWAY GRADE.

(6) TURNING SPACE DIMENSIONS - PROVIDE A 4 FT. X 4 FT. MIN. TURNING SPACE AT THE BOTTOM OF RAMP RUNS. THE TURNING SPACE MAY CONTAIN THE DETECTABLE WARNING SURFACES.

(7) RAMP ALIGNMENT - TURNING SPACE SHALL BE ALIGNED TO BE FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING(S) THEY SERVE.

(8) RAMP LENGTH - RAMP LENGTH IS DEPENDENT UPON THE RAMP SLOPE AND THE CHANGE OF ELEVATION FROM THE TURNING SPACE TO THE SIDEWALK. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO CHASE GRADE MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.

(9) RAMP FLARES - WHERE A RAMP EDGE ABUTS A WALKABLE SURFACE, A FLARED SIDE MUST BE PROVIDED. RAMP FLARE SLOPES SHALL NOT EXCEED 10.0%.

(10) VERTICAL CURB RETURNS - VERTICAL CURB RETURNS MAY BE USED ONLY WHERE A RAMP ABUTS A NON-WALKABLE SURFACE, OR WHERE A RAMP IS PROTECTED FROM PEDESTRIAN CROSS TRAFFIC (FOR EXAMPLE BY A SIGNAL CABINET OR UTILITY POLE WHICH BLOCKS PASSAGE).

(11) GUTTER COUNTER SLOPE - 5.0% MAX.

(12) DWS PLACEMENT - DWS SHALL BE PLACED AROUND THE RADIUS AND LOCATED AT THE BACK OF CURB ON BLENDED TRANSITION AND DEPRESSED CORNER RAMPS.

TYPE 5 - DEPRESSED CORNER/BLENDED TRANSITION

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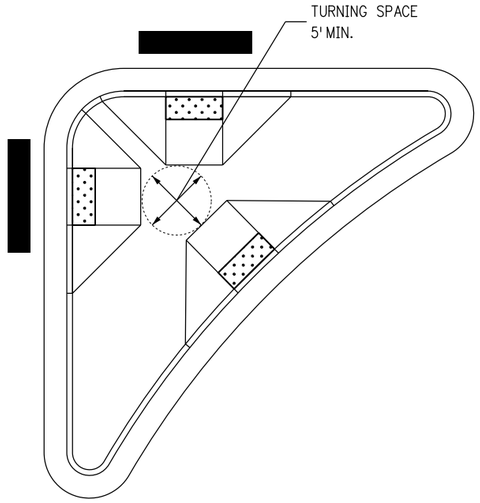
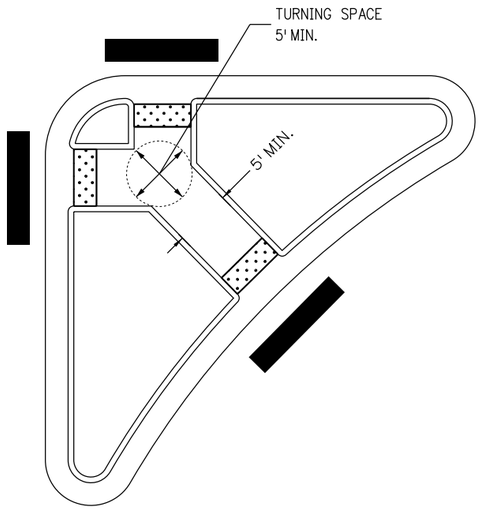
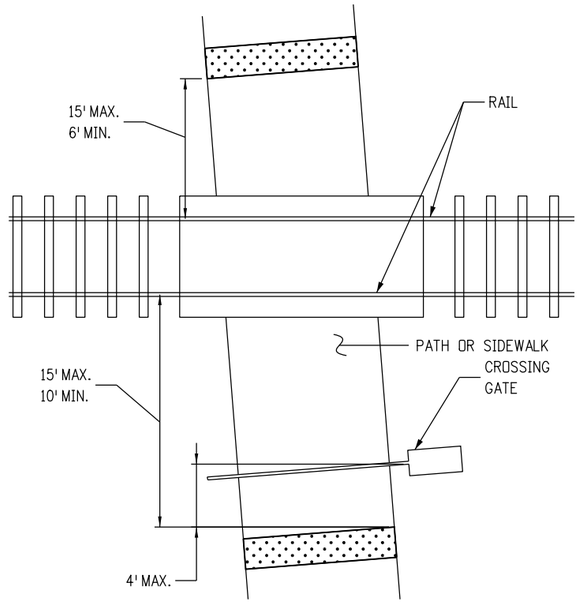




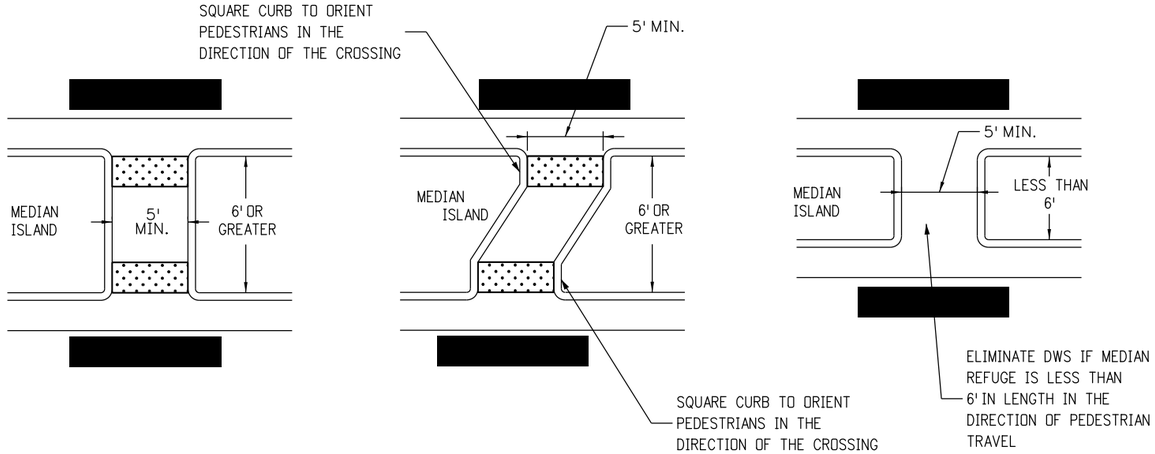
INTERSECTION ISLANDS

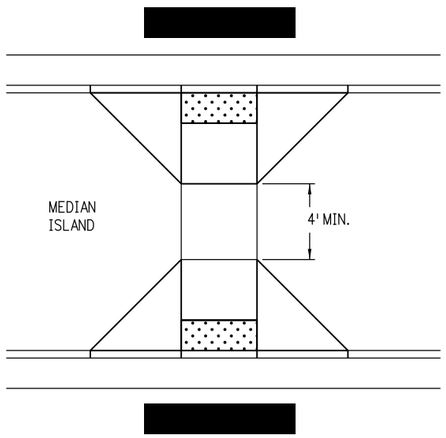


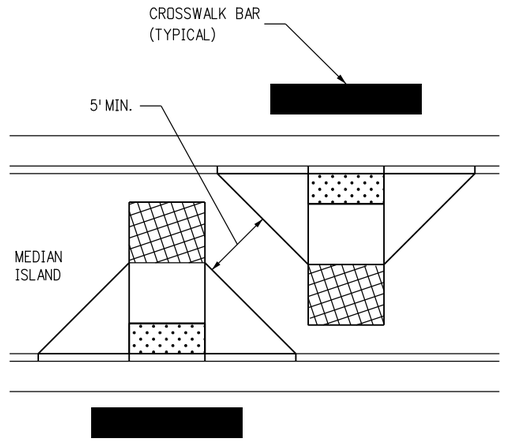
AT-GRADE RAIL CROSSING

NOTES:

1. DETECTABLE WARNING SURFACES SHALL BE PLACED IN ALIGNMENT WITH THE BACK OF CURB.
2. FLARED SIDES ARE PREFERENTIAL ON RAISED INTERSECTION ISLANDS AND SHOULD BE PROVIDED ON ISLANDS WHICH SERVE SHARED USE PATHS, OR AT LOCATIONS WHERE BICYCLE USE IS EXPECTED.
3. FOR CUT-THROUGH MEDIAN ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED IN ALIGNMENT WITH THE BACK OF CURB AND BE SEPARATED BY A MINIMUM 2 FOOT SPACE WITHOUT DWS. IF A 2 FOOT SEPARATION BETWEEN DETECTABLE WARNING SURFACES CANNOT BE PROVIDED NO DETECTABLE WARNING SURFACE SHALL BE INSTALLED.
4. CURB RAMP AND CUT-THROUGH WIDTHS SHOULD BE THE SAME WIDTH AS ANY SIDEWALK OR SHARED USE PATH WHICH THEY SERVE.







MEDIAN ISLANDS

TURNING SPACE

MEDIANS / RAILROADS / ISLANDS

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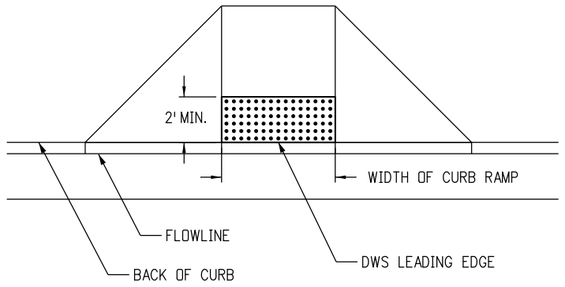
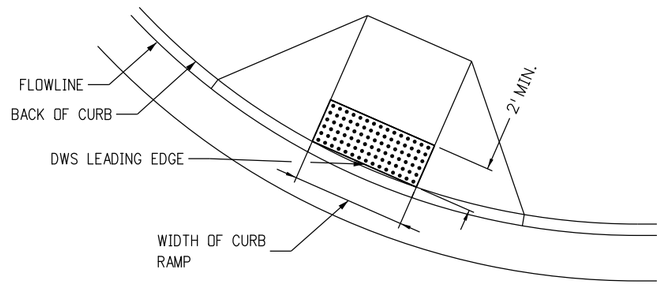
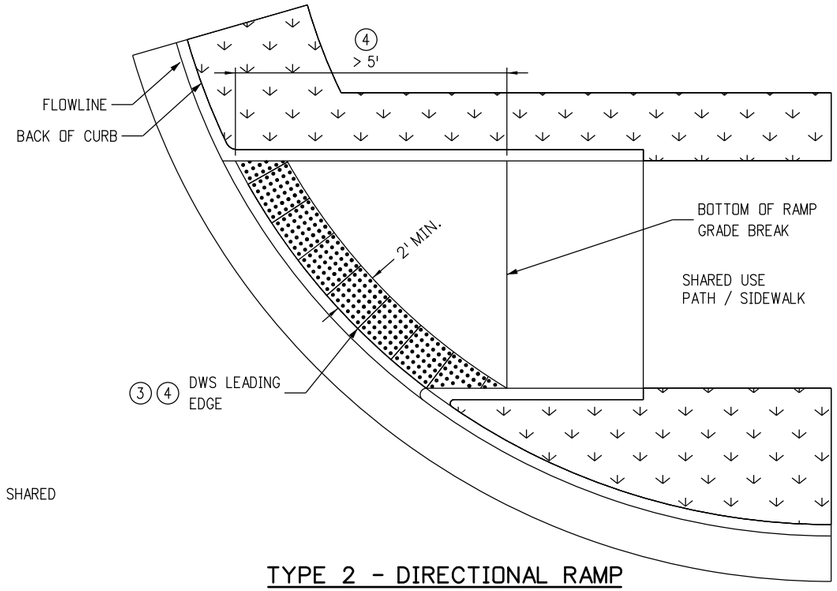


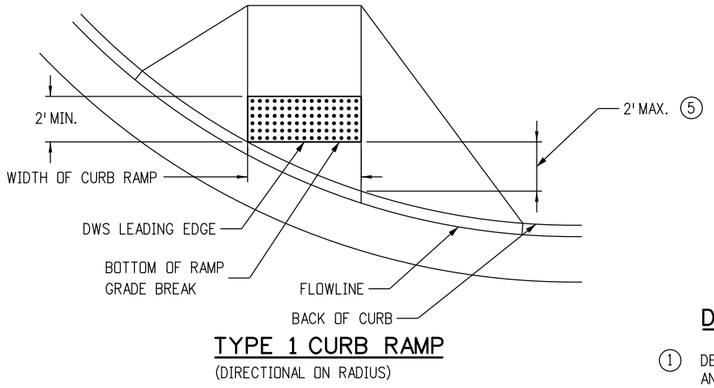
TYPE 1 CURB RAMP
(PERPENDICULAR ON TANGENT)



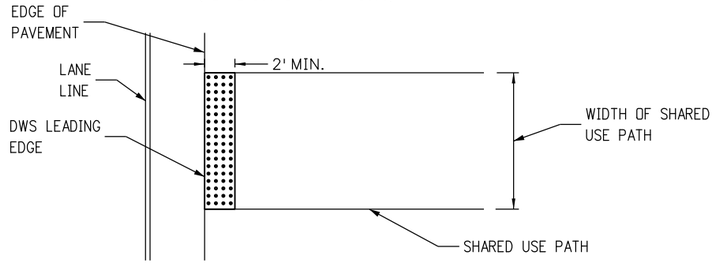
TYPE 1 CURB RAMP
(PERPENDICULAR ON RADIUS)



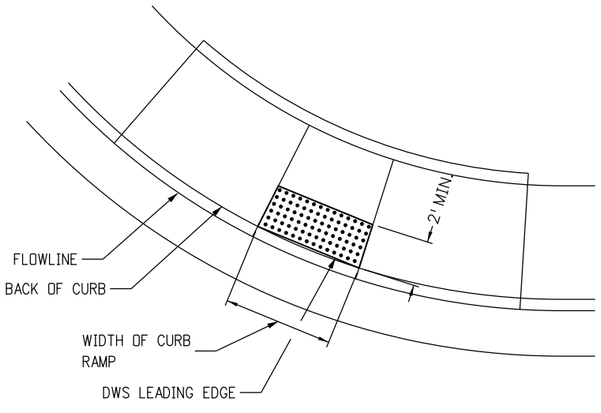
TYPE 2 - DIRECTIONAL RAMP



TYPE 1 CURB RAMP
(DIRECTIONAL ON RADIUS)



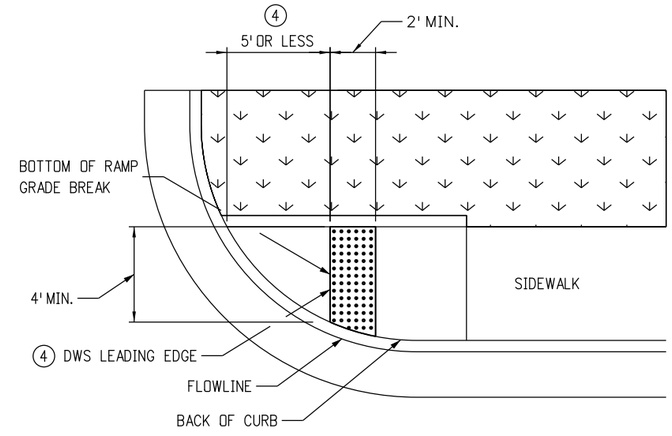
SHARED USE PATH CROSSING



TYPE 2 CURB RAMP

DETECTABLE WARNING SURFACE NOTES:

1. DETECTABLE WARNING SURFACES (DWS) SHALL BE INSTALLED AT SIDEWALK, OR SHARED USE PATH, TO STREET TRANSITIONS, AND SHALL CONSIST OF TRUNCATED DOME SURFACES. ANY TRUNCATED DOME PANELS OR PAVERS WHICH ARE USED MUST BE ON THE CDOT APPROVED PRODUCTS LIST (APL).
2. THE DETECTABLE WARNING SURFACE SHALL SPAN THE FULL WIDTH OF THE CURB RAMP, SHARED USE PATH, OR OTHER ROADWAY ENTRANCE AS APPLICABLE. A GAP OF 2 INCHES FROM THE EDGE OF THE DETECTABLE WARNING SURFACE TO THE EDGE OF THE CURB RAMP OR SHARED USE PATH IS PERMITTED.
3. WHEN DETECTABLE WARNING SURFACES ARE PLACED ON A SLOPE GREATER THAN 5.0%, TRUNCATED DOMES SHOULD BE ALIGNED IN THE DIRECTION OF THE RAMP RUN; OTHERWISE DOMES ARE NOT REQUIRED TO BE ALIGNED. TRUNCATED DOMES SHALL BE IN A SQUARE GRID OR RADIAL PATTERN. WHEN PLACED RADIALLY, PLACE ADJACENT DWS PLATES EDGE TO EDGE. EDGES OF CUT PLATES SHALL BE STRAIGHT.
4. LOCATE ONE CORNER OF THE DWS LEADING EDGE AT THE BACK OF CURB. NO POINT ON THE LEADING EDGE OF THE DWS MAY BE MORE THAN 5 FT. FROM THE BACK OF CURB. WHEN ANY POINT OF THE LEADING EDGE OF THE DWS WILL BE GREATER THAN 5 FT. FROM THE BACK OF CURB, PLACE THE DWS RADIALLY AT THE BACK OF CURB.
5. WHERE PERPENDICULAR DIRECTIONAL RAMPS ABUT A WALKABLE SURFACE, THE LEADING EDGE OF THE DWS SHALL NOT BE PLACED FURTHER THAN 2 FEET FROM THE BACK OF CURB. IF THE RADIUS OF A CORNER MAKES THIS IMPOSSIBLE, ORIENT THE CURB RAMP PERPENDICULAR TO THE CURB AND GUTTER.
6. IF THE DETECTABLE WARNING SURFACE IS CUT, GRIND OFF THE REMAINING PORTION OF ANY CUT TRUNCATED DOMES. SEAL ALL CUT PANEL EDGES WITH AN APL SEALANT TO PREVENT WATER DAMAGE.
7. TRUNCATED DOME PLATES SHALL BE EMBEDED IN THE CONCRETE CURB RAMP WHILE THE CONCRETE IS PLASTIC.
8. DWS SHALL NOT BE PLACED OVER GRADE BREAKS.



TYPE 2 - DIRECTIONAL RAMP

DETECTABLE WARNING SURFACE (DWS)

DETECTABLE WARNING SURFACE PLACEMENT

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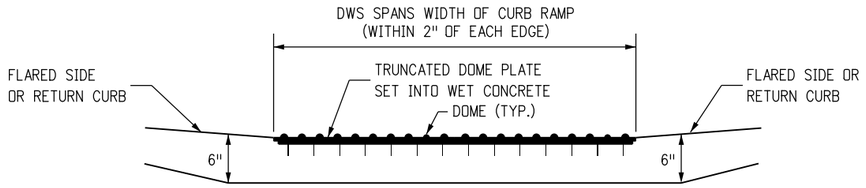
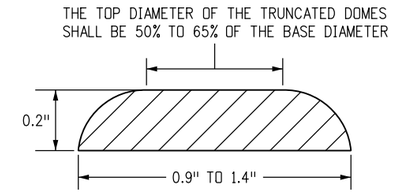
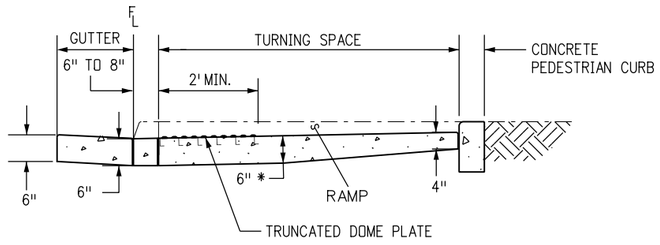


SECTION VIEW OF DETECTABLE WARNING SURFACE PLATE

(LOOKING AT PERPENDICULAR RAMP
RUN FROM STREET)

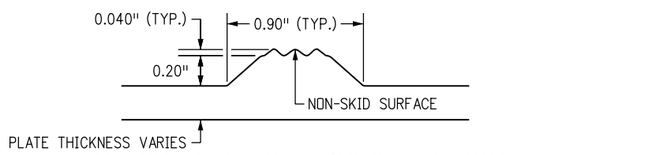


ELEVATION VIEW OF SINGLE TRUNCATED DOME

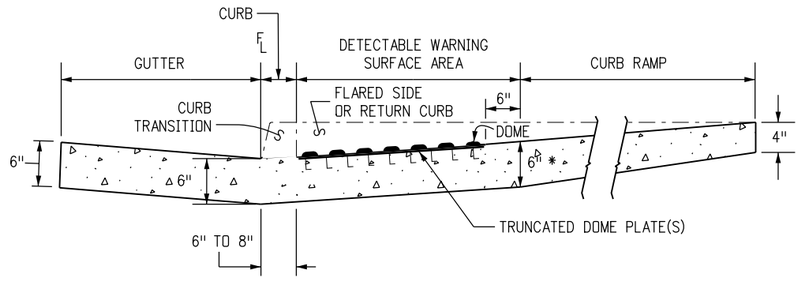


SECTION VIEW FOR PARALLEL CURB RAMP TYPES

(LOOKING PERPENDICULAR TO TURNING SPACE)

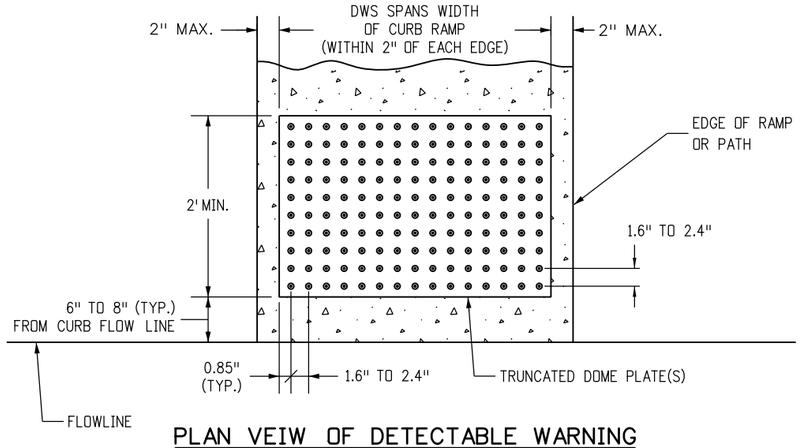


ELEVATION VIEW OF TRUNCATED DOME FOR DETECTABLE WARNING PLATE



SECTION VIEW FOR PERPENDICULAR CURB RAMP TYPES

(LOOKING PERPENDICULAR TO RAMP RUN)



PLAN VEIW OF DETECTABLE WARNING SURFACE PLATE

DETECTABLE WARNING SURFACE DETAILS

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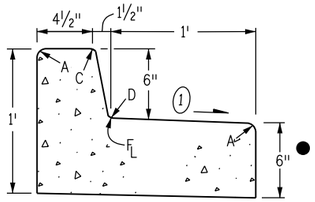
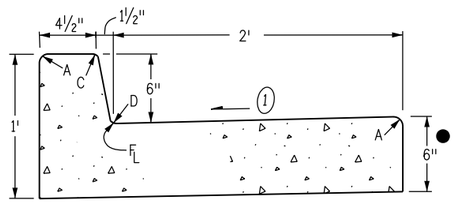
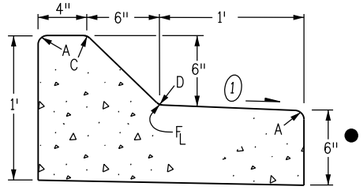


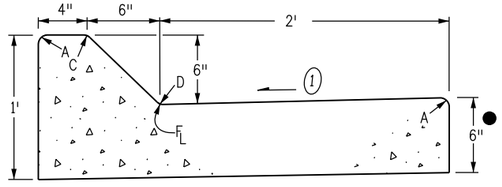
CURB AND GUTTER TYPE 2
(SECTION IB)
(6 IN. BARRIER - 1 FT. GUTTER)



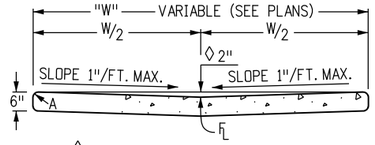
CURB AND GUTTER TYPE 2
(SECTION IIB)
(6 IN. BARRIER - 2 FT. GUTTER)



CURB AND GUTTER TYPE 2
(SECTION IM)
(6 IN. MOUNTABLE - 1 FT. GUTTER)

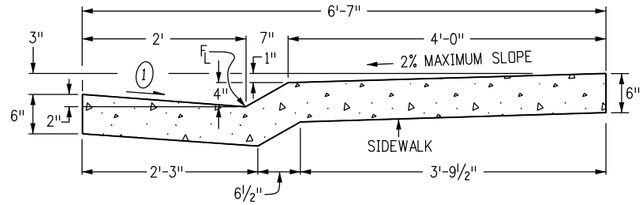


CURB AND GUTTER TYPE 2
(SECTION IIM)
(6 IN. MOUNTABLE - 2 FT. GUTTER)



◊ 2 IN. DEPTH WHEN USED AS A CROSSPAN IN AN INTERSECTION

GUTTER TYPE 2



CURB AND GUTTER TYPE 2
(SECTION MS)
(4 IN. MOUNTABLE WITH SIDEWALK)

GENERAL NOTES

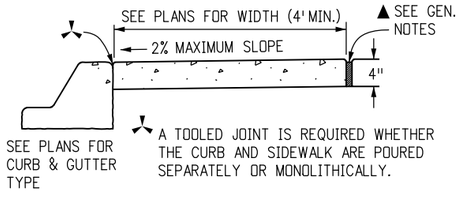
1. ON ROADWAY CURVES WITH A RADIUS OF 1,900 FT. OR LESS, CURBS AND GUTTERS ARE TO BE PLACED ON THE ARC OF THE CURVE, UNLESS OTHERWISE NOTED ON THE PLANS. A MAXIMUM CHORD LENGTH OF 10 FT. MAY BE USED WHEN THE CURVE RADIUS IS GREATER THAN 1,900 FT.
2. CONCRETE SHALL BE CLASS B.
3. PROFILE GRADE OF CURBS AND GUTTERS SHALL BE LOCATED AT THE FLOW LINE.
4. CURB TYPE 4 (KEY-WAY) MAY BE USED IN LIEU OF CURB AND GUTTER TYPE 2 (SECTIONS IB AND IM) UNLESS OTHERWISE SPECIFIED ON THE PLANS.
5. GUTTER CROSS SLOPES MAY BE ADJUSTED TO FACILITATE DRAINAGE FOR PROFILE GRADES AS SHOWN ON THE PLANS.
6. THICKNESS OF CURB AND GUTTER SECTION SHALL MATCH CONCRETE PAVEMENT THICKNESS IF SHOWN ON THE PLANS. CURB AND GUTTER SHALL BE CLASS P CONCRETE IF PLACED MONOLITHICALLY WITH CONCRETE PAVEMENT.
7. INCREASE SIDEWALK THICKNESS TO 6 IN. AT LOCATIONS SHOWN ON THE PLANS.
8. MINIMUM SIDEWALK WIDTH IS 4 FT.

▲ EXPANSION JOINTS SHALL BE INSTALLED WHEN ABUTTING EXISTING CONCRETE OR FIXED STRUCTURE. EXPANSION JOINT MATERIAL SHALL BE ½ IN. THICK AND SHALL EXTEND THE FULL DEPTH OF CONTACT SURFACE.

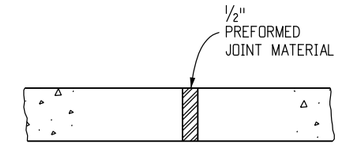
(1) GUTTER CROSS SLOPES SHALL BE ½ IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARD CURB (WITH EXCEPTION TO IMMEDIATELY ADJACENT TO CURB RAMPS - SEE STANDARD PLAN M-608-1 FOR SLOPE REQUIREMENTS).

● WHEN TIE BARS ARE REQUIRED, THE GUTTER THICKNESS SHALL BE INCREASED TO THE PAVEMENT THICKNESS (T). BARS SHALL BE EPOXY-COATED #4 CONFORMING TO AASHTO M 284 AND SPACED AT 3 FT. INTERVALS. THEY SHALL BE INSERTED T/2 AND 1#2 LENGTH INTO THE GUTTER.

LEGEND FOR RADII
A = 1/8" TO 1/4"
B = 1"
C = 1½"
D = 1½" TO 2"



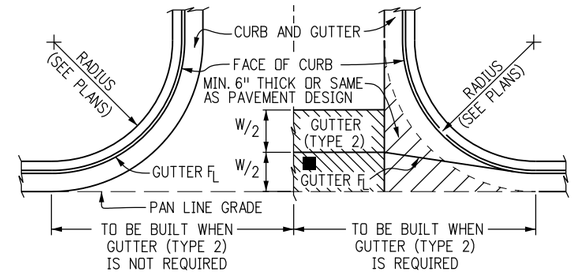
CONCRETE SIDEWALK



NOTES: 1. EXPANSION JOINTS SHALL BE PLACED IN THE SIDEWALK AT INTERVALS OF NOT MORE THAN 500 FT.

2. EXPANSION JOINTS MAY BE SEALED WHEN SPECIFIED ON THE PLANS.

SIDEWALK EXPANSION JOINT



▨ THIS AREA SHALL BE POURED MONOLITHICALLY WITH CURB AND GUTTER AND PAID FOR AS "CONCRETE PAVEMENT".

■ FLOW LINE LOCATION WILL BE ESTABLISHED BY W/2 SHOWN ON PLANS.

CONSTRUCTION OF CONCRETE GUTTERS AT INTERSECTION

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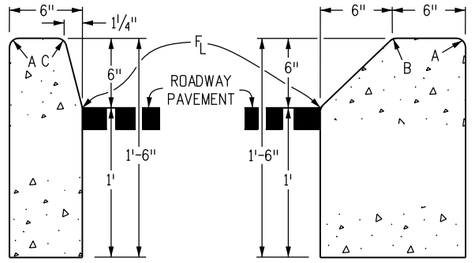
CURB, GUTTERS, AND SIDEWALKS

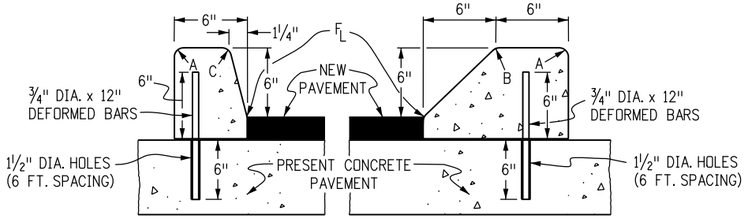
Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-609-1
Standard Sheet No. 1 of 4
Project Sheet Number:



CURB TYPE 2
(SECTION B)
6 IN. BARRIER

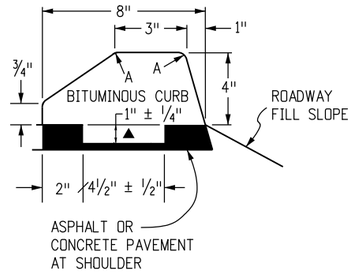
CURB TYPE 2
(SECTION M)
6 IN. MOUNTABLE

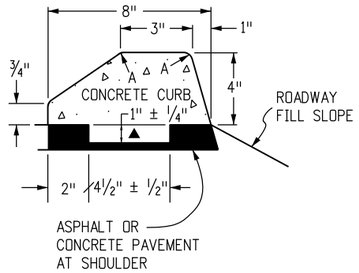


¾" DIA. x 12" DEFORMED REINFORCING BARS AT 6 FT. SPACING SHALL BE GROUTED IN 1¼" DIA. HOLES IN EXISTING CONCRETE. GROUT SHALL CONSIST OF 2 PARTS CLEAN SAND AND 1 PART CEMENT. COST OF INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR CURB.

CURB TYPE 4
(SECTION B)
6 IN. BARRIER

CURB TYPE 4
(SECTION M)
6 IN. MOUNTABLE



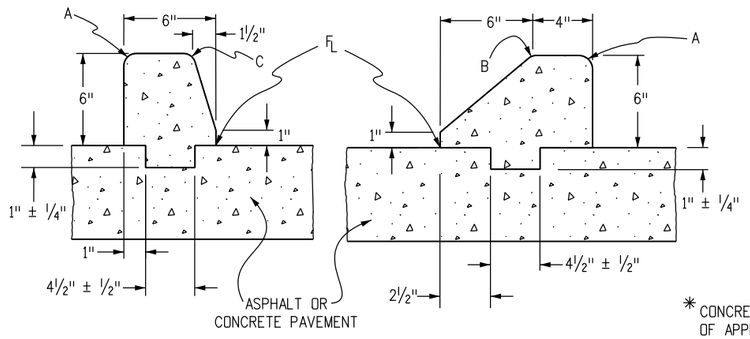


CURB TYPE 6
(SECTION M)
4 IN. MOUNTABLE

NOTE: BITUMINOUS OR CONCRETE * UNLESS OTHWISE SPECIFIED ON THE PLANS.

▲ KEY-WAY MAY BE OMITTED WHEN PLACED UNDER GUARDRAIL.

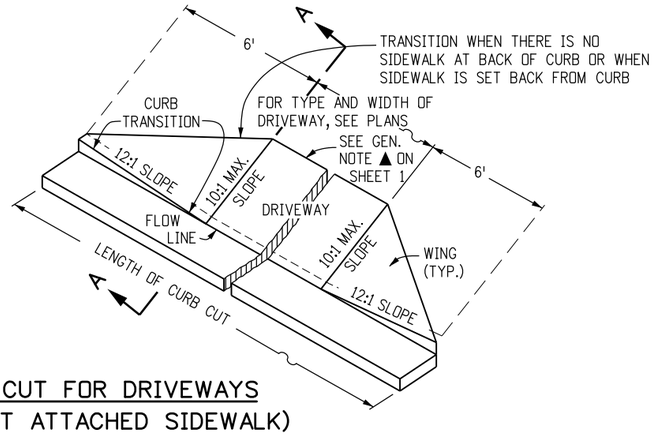
LEGEND FOR RADII
A = ⅛ TO ¼"
B = 1"
C = 1½"
D = 1½" TO 2"



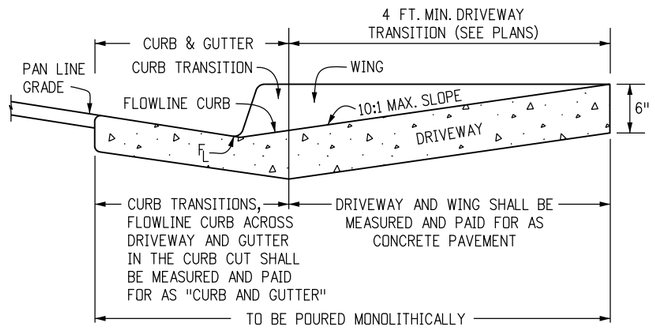
(SECTION B) (SECTION M)

CURB TYPE 4 (KEY-WAY) *

* CONCRETE CLASS B SHALL CONTAIN 1.5 POUNDS PER CUBIC YARD OF APPROVED POLYPROPYLENE FIBERS AND MAY HAVE A NOMINAL AGGREGATE SIZE OF ⅜ IN.

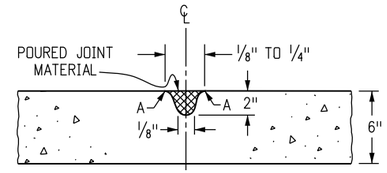


CURB CUT FOR DRIVEWAYS
(WITHOUT ATTACHED SIDEWALK)



SECTION A-A

CONCRETE PAVEMENT (DRIVEWAYS)



NOTE: RECOMMENED JOINT SPACING IS EVERY 8 FOOT ALONG THE WIDTH AND LENGTH OF DRIVEWAY. FOR DRIVEWAYS WIDER THAN 12 FEET, JOINTS ARE REQUIRED.

TRANSVERSE CONTRACTION JOINT
FOR CONCRETE PAVEMENT (DRIVEWAYS)

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CURB, GUTTERS, AND SIDEWALKS

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STANDARD PLAN NO.
M-609-1
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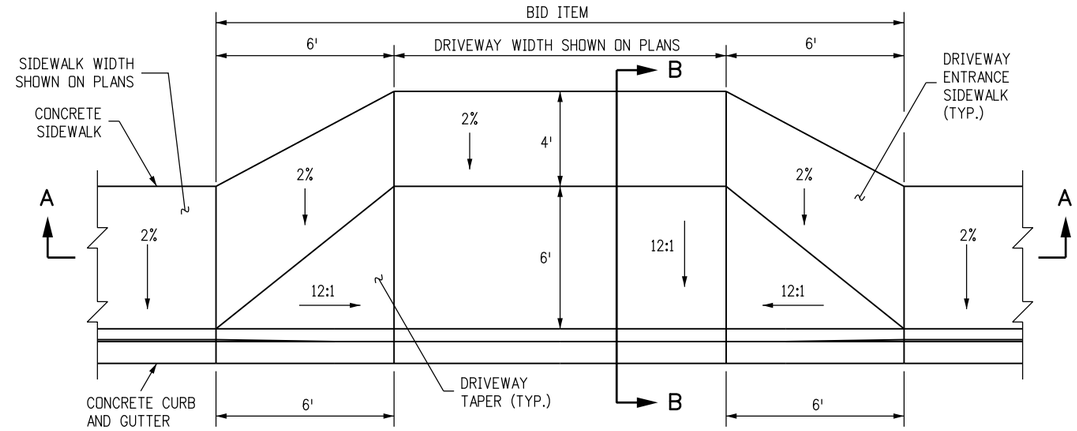
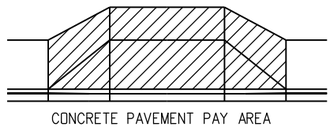
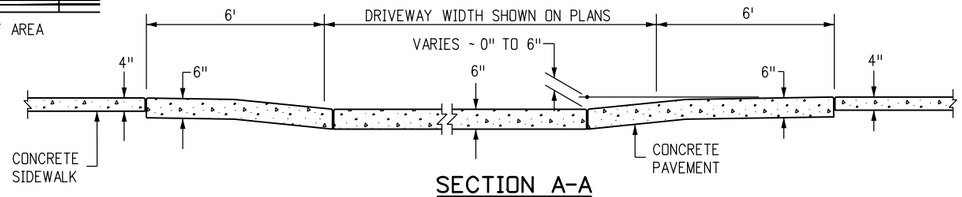
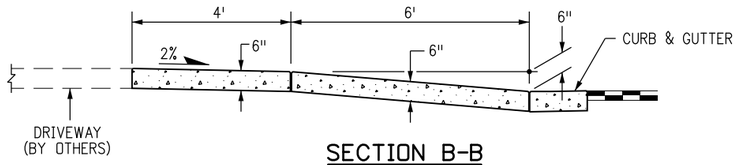


CONCRETE DRIVEWAY ENTRANCE TYPE 1

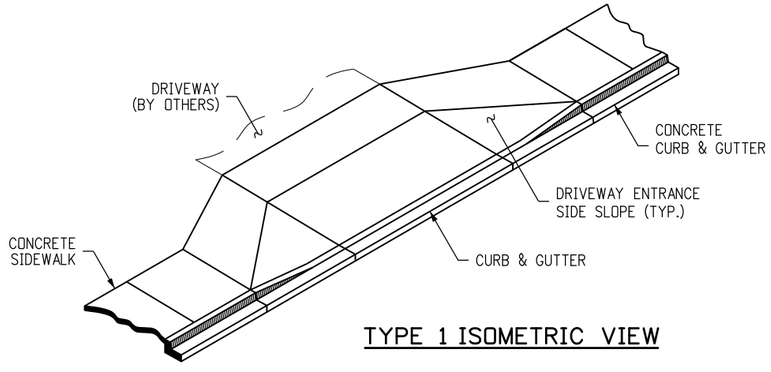




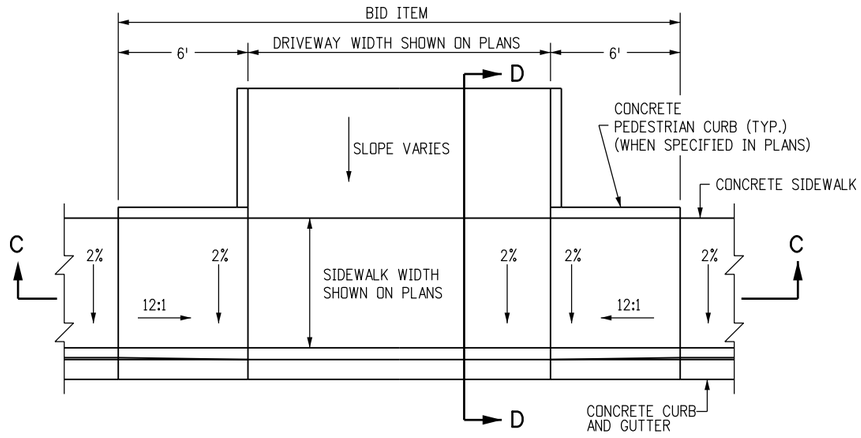
SECTION A-A



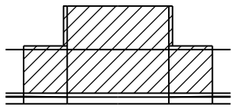
SECTION B-B

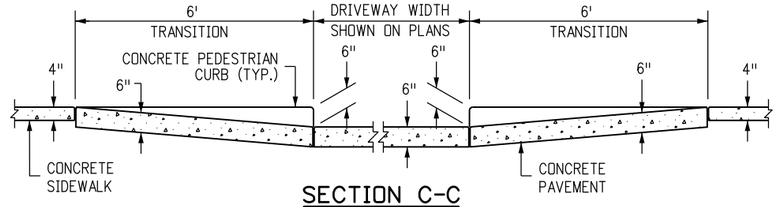


TYPE 1 ISOMETRIC VIEW

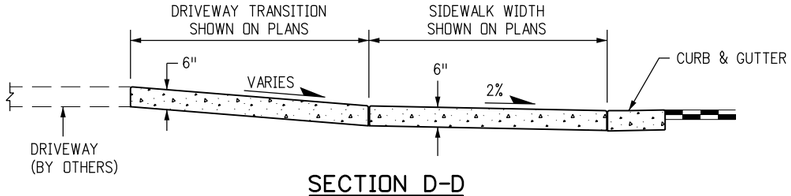


CONCRETE DRIVEWAY ENTRANCE TYPE 2

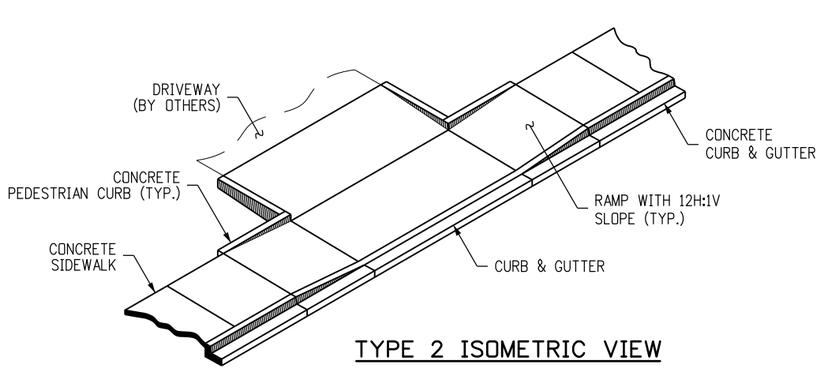




SECTION C-C



SECTION D-D



TYPE 2 ISOMETRIC VIEW

NOTES

1. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES, AND OTHER OBSTRUCTIONS SHOULD NOT BE PLACED IN FRONT OF THE DRIVEWAY RAMP ACCESS AREAS.
2. FOR THE CURB AND GUTTER SHOWN, SEE PLANS FOR CURB TYPE.
3. RAMP SLOPES SHALL BE 12:1 OR FLATTER.
4. CONSTRUCTION OF THE CONCRETE PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.

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CURB, GUTTERS, AND SIDEWALKS

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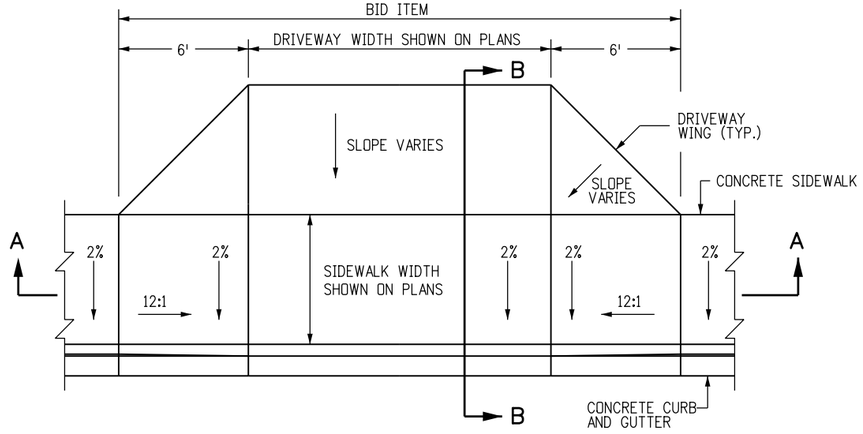
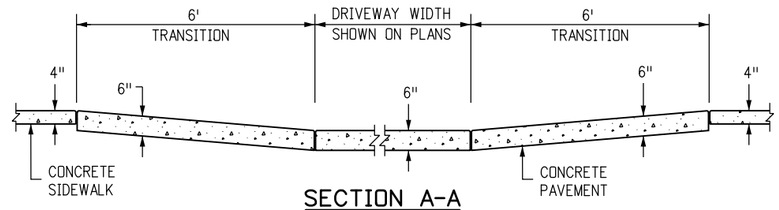
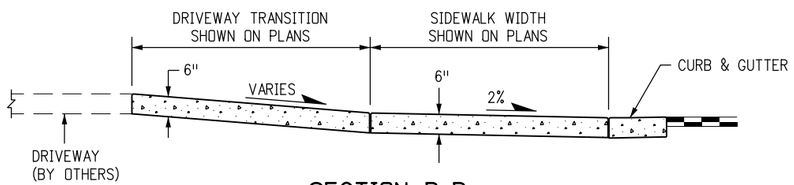
STANDARD PLAN NO.
M-609-1
Standard Sheet No. 3 of 4
Project Sheet Number:



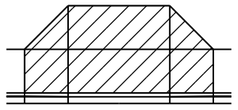
CONCRETE DRIVEWAY ENTRANCE TYPE 3



SECTION A-A



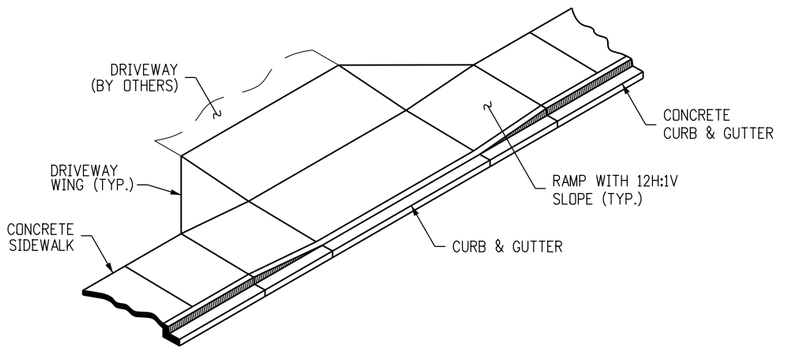
SECTION B-B



CONCRETE PAVEMENT PAY AREA

NOTES

1. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES, AND OTHER OBSTRUCTIONS SHOULD NOT BE PLACED IN FRONT OF THE DRIVEWAY RAMP ACCESS AREAS.
2. FOR THE CURB AND GUTTER SHOWN, SEE PLANS FOR CURB TYPE.
3. RAMP SLOPES SHALL BE 12:1 OR FLATTER.



TYPE 3 ISOMETRIC VIEW

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CURB, GUTTERS, AND SIDEWALKS

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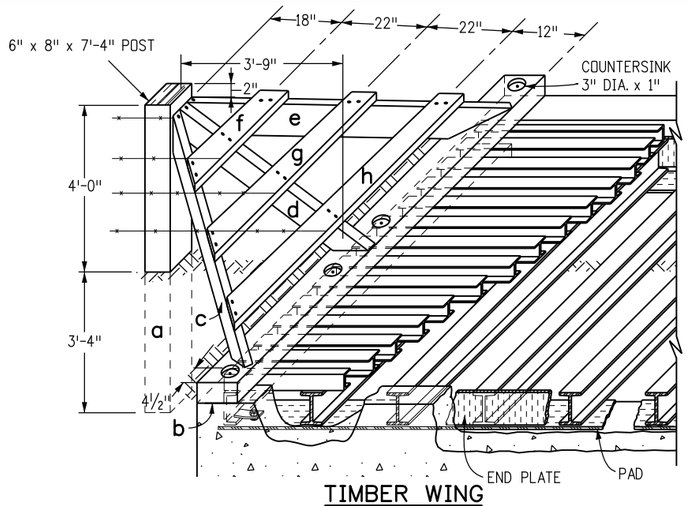
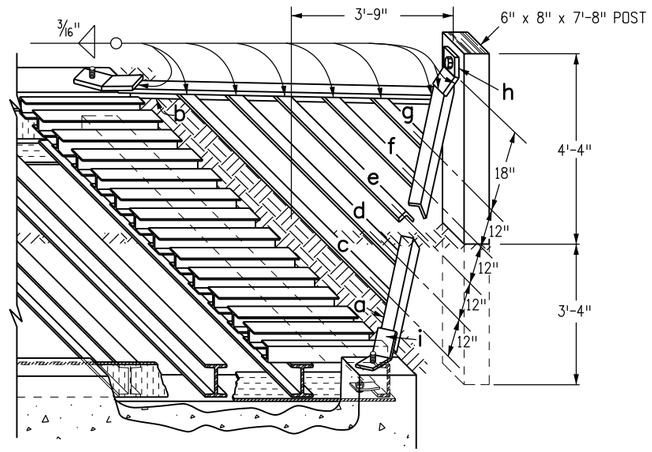
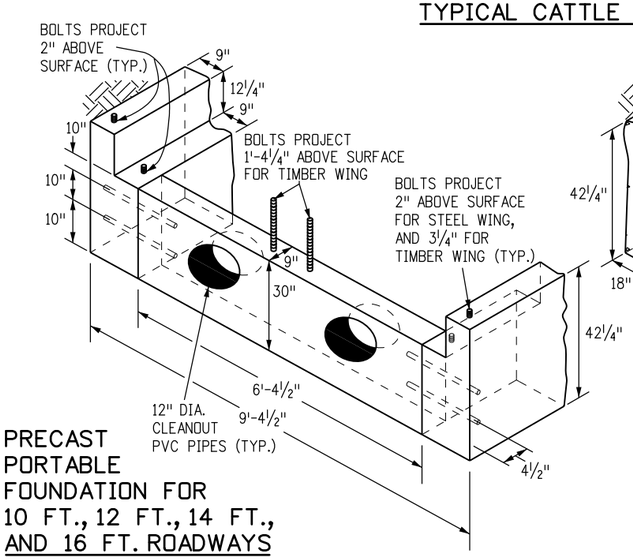


TIMBER WING

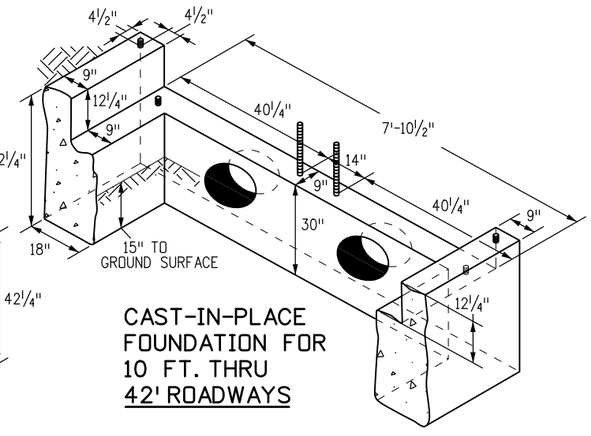


STEEL WING

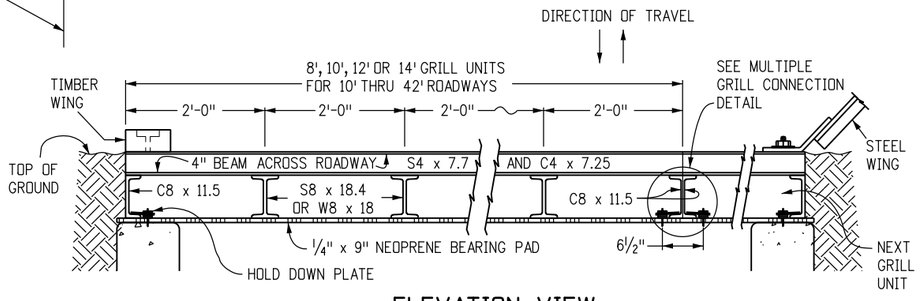
TYPICAL CATTLE GUARD INSTALLATIONS



PRECAST PORTABLE FOUNDATION FOR 10 FT., 12 FT., 14 FT., AND 16 FT. ROADWAYS



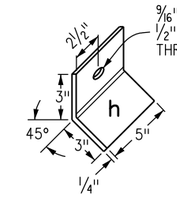
CAST-IN-PLACE FOUNDATION FOR 10 FT. THRU 42' ROADWAYS

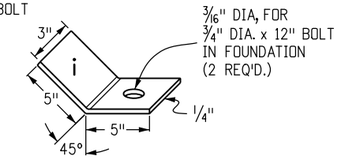


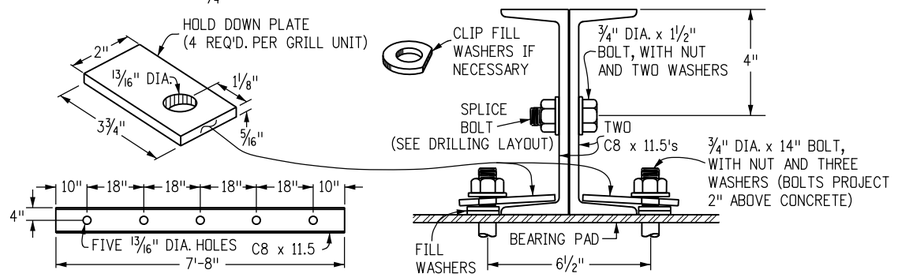
ELEVATION VIEW

GENERAL NOTES

1. CONCRETE SHALL BE CLASS B. FOUNDATION MAY BE CAST-IN-PLACE OR PRECAST.
2. REINFORCING BARS SHALL BE #4, GRADE 60.
3. ALL TIMBER SHALL BE TREATED IN CONFORMANCE WITH ASSHTO M 133 AND AWPA C14.
4. WING POSTS MAY BE MADE FROM 8 IN. ROUND NATIVE TIMBER.
5. ALL STRUCTURAL STEEL SHALL BE FABRICATED AND PAINTED WITH ALUMINUM PAINT IN ACCORDANCE WITH SECTION 509. ALL HARDWARE SHALL BE GALVANIZED IN CONFOMRANCE WITH AASHTO M 111 OR PAINTED WITH ZINC-RICH PAINT MEETING MILITARY SPECIFICATION DOD-P-21035
6. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36.
7. WELDING SHALL CONFORM TO THE AWS STRUCTURAL WELDING CODE AND AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES.
8. WHEN A CATTLE GUARD IS TO BE INSTALLED IN IMPERVIOUS MATERIAL, ADEQUATE DRAINAGE SHALL BE PROVIDED TO INSURE AGAINST POSSIBLE SUBGRADE DAMAGE. DRAINAGE DETAILS SHALL BE AS SHOWN ON THE PLANS. AN OUTLET PIPE MAY BE CONSIDERED.
9. TYPE OF WING (TIMBER OR STEEL) SHALL BE STEEL UNLESS OTHERWISE SHOWN ON THE PLANS.
10. STRUCTURE EXCAVATION AND STRUCTURE BACKFILL WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
11. ALTERNATIVE CATTLE GUARDS MAY BE CONSTRUCTED UPON APPROVAL BY THE PROJECT ENGINEER.

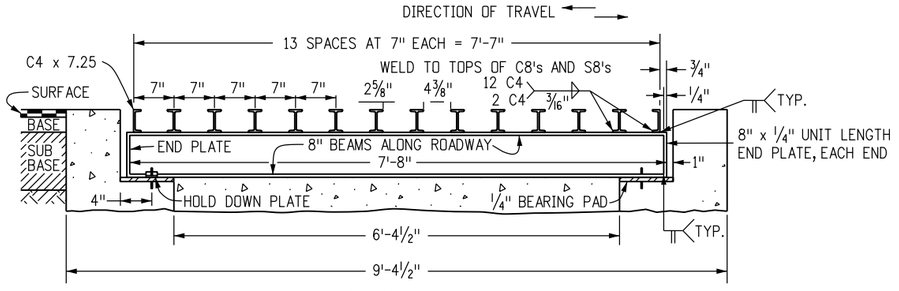






DRILLING LAYOUT

MULTIPLE GRILL UNIT CONNECTION



SIDE VIEW

WELDED GRILL CROSS SECTIONS

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CATTLE GUARD

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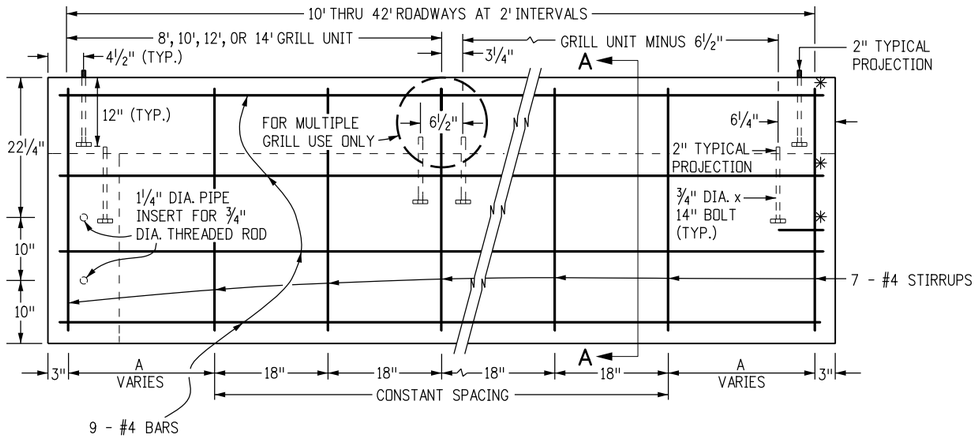
M-611-1
Standard Sheet No. 1 of 2
Project Sheet Number:



PRECAST PORTABLE FOUNDATION

CAST-IN-PLACE FOUNDATION

ELEVATION OF FOUNDATION

* WHEN CAST IN PLACE, LONGITUDINAL BARS EXTENDING FROM AND INTO THE LATERAL SUPPORT SHALL BE BENT 90° WITH A 2 IN. RADIUS AND CONTINUE PERPENDICULARY 10 IN. FROM THE BEND

a - 6" x 8" x 7'-4"
b - 4" x 8" x 9'-4½"
c - 2" x 6" x 6'-7"
d - 2" x 6" x 5'-8"
e - 2" x 6" x 6'-7"
f - 2" x 6" x 2'-5"
g - 2" x 6" x 4'-4"
h - 2" x 6" x 6'-2"
16d NAILS (GALV.) - 2 LB.

ONE TIMBER WING

a - 2" x 2" x ¼" x 79" b - 2" x 2" x ¼" x 79" c - 2" x 2" x ¼" x 84"	63.26 LBS.
d - 1½" x 1½" x ¼" x 69" e - 1½" x 1½" x ¼" x 55" f - 1½" x 1½" x ¼" x 40" g - 1½" x 1½" x ¼" x 25"	36.86 LBS.
h - 5" x 6" x ¼" x BAR - 2.13 LBS.	
i - TWO 3" x 10" x ¼" x BARS - 4.25 LBS.	
6" x 8" x 7'-8" TIMBER POST ———	
TOTAL LBS. STEEL = ~106.5	

ONE STEEL WING

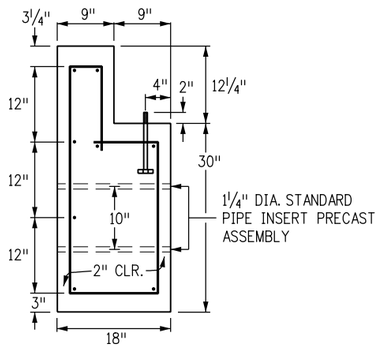
WING QUANTITIES

ROADWAY WIDTH (FT.)	USE GRILL UNITS (FT.)	PRECAST CONCRETE (CU. YD.)	PRECAST REINF. STEEL (LBS.)	CAST-IN-PLACE CONCRETE (CU. YD.)	CAST-IN-PLACE REINF. STEEL (LBS.)	A (IN.)	TOTAL GRILL WEIGHT (LBS.)
10 12	10 12	5.6 6.5	295 342	5.6 6.5	316 364	24 18	1946 2328
14 16	14 8 8	7.4 8.1	378 414	7.4 8.1	399 435	21 24	2170 3128
18 20	8 10 10 10			9.0 9.8	482 518	18 21	3434 3806
22 24	10 12 12 12			10.6 11.5	553 601	24 18	4274 4656
26 28	12 14 14 14			12.3 13.1	636 672	21 24	5038 5420
30 32	10 10 10 10 12 10			13.9 14.8	719 755	18 21	5838 6220
34 36	12 10 12 12 12 12			15.5 16.4	790 838	24 18	6602 6984
38 40 42	12 14 12 14 12 14 14 14 14			17.3 18.0 18.9	873 909 956	21 24 18	7366 7748 8130

FOUNDATION QUANTITIES

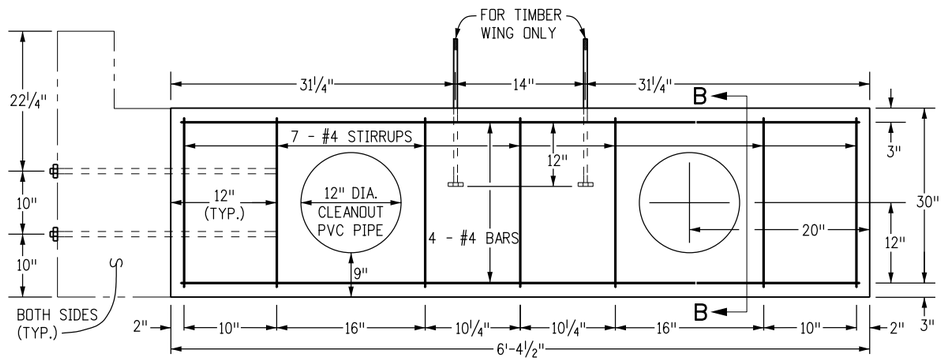
SIZE	WEIGHT (LBS.)
8'	1564
10'	1946
12'	2328
14'	2710

WELDED GRILL UNITS

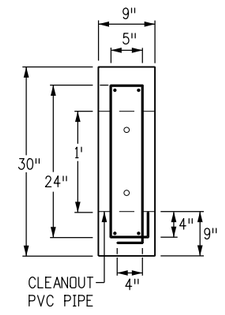


END SECTION OF FOUNDATION

SECTION A-A



ELEVATION OF LATERAL SUPPORT



LATERAL SUPPORT

SECTION B-B

Computer File Information		Sheet Revisions	
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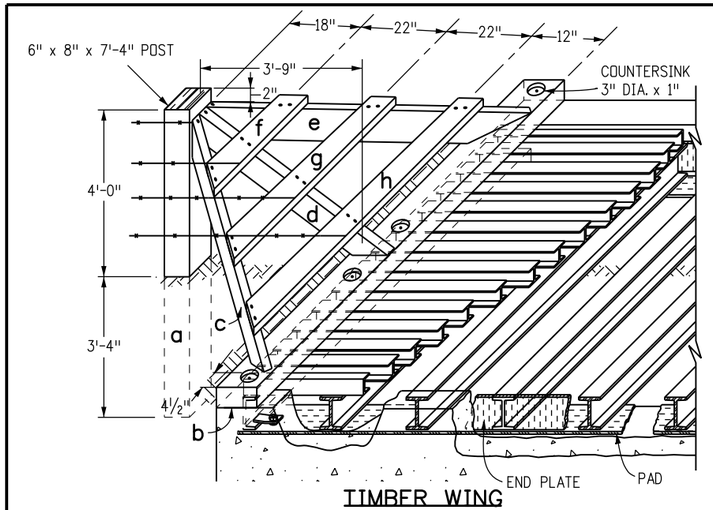
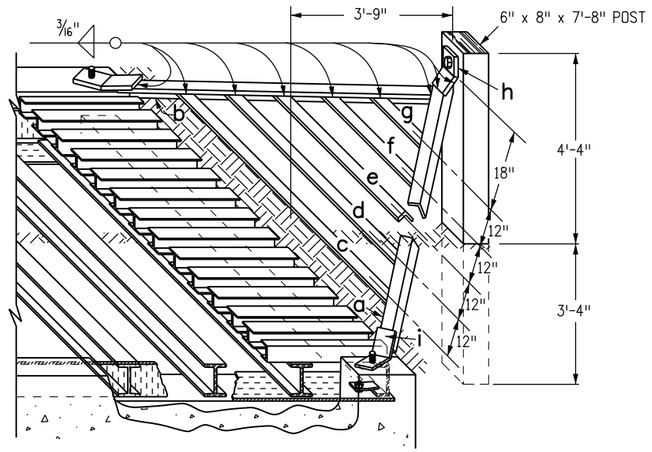
CATTLE GUARD

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-611-1
Standard Sheet No. 2 of 2
Project Sheet Number:

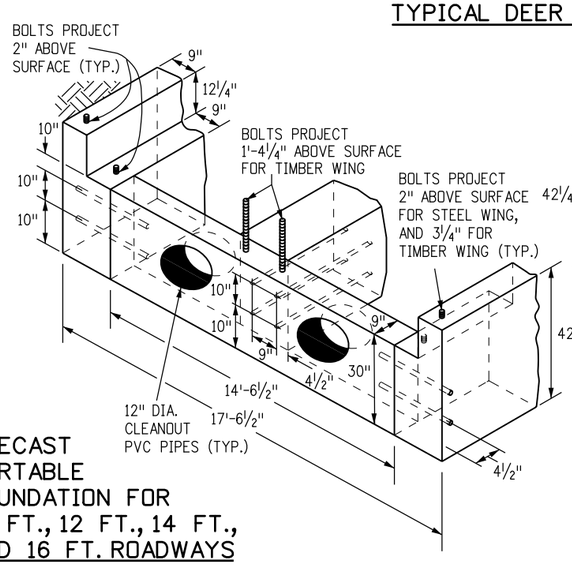


TIMBER WING

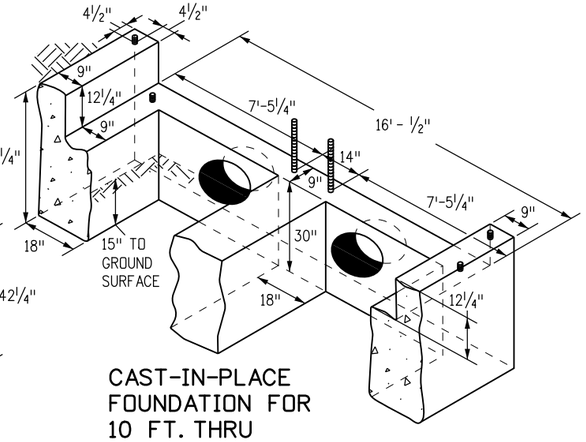


STEEL WING

TYPICAL DEER GUARD INSTALLATIONS



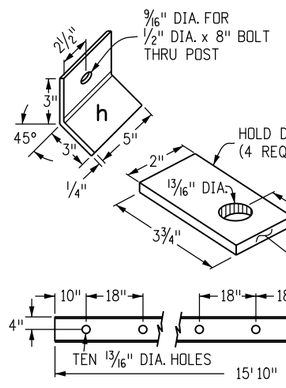
PRECAST PORTABLE FOUNDATION FOR 10 FT., 12 FT., 14 FT., AND 16 FT. ROADWAYS

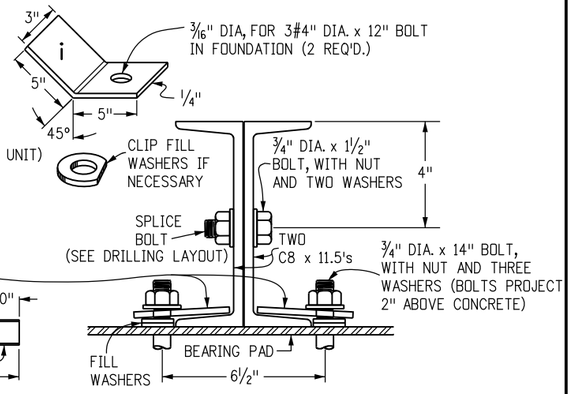


CAST-IN-PLACE FOUNDATION FOR 10 FT. THRU 72' ROADWAYS

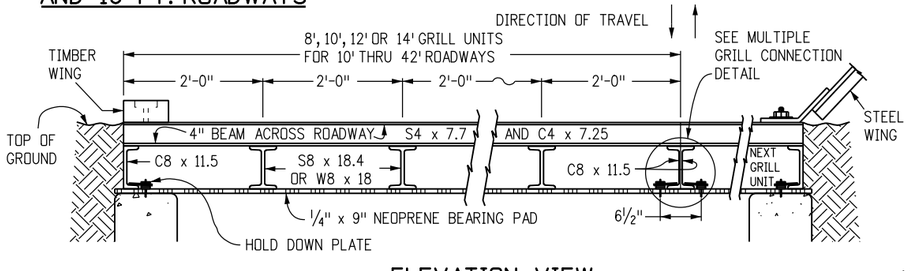
GENERAL NOTES

1. CONCRETE SHALL BE CLASS B. FOUNDATION MAY BE CAST-IN-PLACE OR PRECAST.
2. REINFORCING BARS SHALL BE #4, GRADE 60.
3. ALL TIMBER SHALL BE TREATED IN CONFORMANCE WITH ASSHTO M 133 AND AWPA C14.
4. WING POSTS MAY BE MADE FROM 6 IN. DIAMETER AND TREATED IN ACCORDANCE WITH 710.07
5. ALL STRUCTURAL STEEL SHALL BE FABRICATED AND PAINTED WITH ALUMINUM PAINT IN ACCORDANCE WITH SECTION 509. ALL HARDWARE SHALL BE GALVANIZED IN CONFOMRANCE WITH AASHTO M 111 OR PAINTED WITH ZINC-RICH PAINT MEETING MILITARY SPECIFICATION DOD-P-21035
6. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36.
7. WELDING SHALL CONFORM TO THE AWS STRUCTURAL WELDING CODE AND AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES.
8. OUTLET PIPES WILL BE REQUIRED AND PAID FOR AS SHOWN IN THE PLANS. A 6 INCH SLEEVE MAY BE USED THROUGH THE CENTRAL SUPPORT TO DRAIN FROM ONE CELL TO THE OTHER TO MINIMIZE THE NUMBER OF OUTLET PIPES.
9. TYPE OF WING (TIMBER OR STEEL) SHALL BE STEEL UNLESS OTHERWISE SHOWN ON THE PLANS.
10. STRUCTURE EXCAVATION, STRUCTURE BACKFILL, AND SURVEY WORK WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
11. A 4 IN. CONCRETE FLOOR SHALL BE PLACED IN THE DEER GUARD AND SHALL BE GRADED TO DRAIN. THIS QUANTITY WILL NOT BE PAID FOR SEPERATELTY, BUT SHALL BE INCLUDED IN THE WORK.
12. EXPANSION JOINT MATERIAL SHALL BE USED BETWEEN THE 4 INCH CONCRETE FLOOR AND THE FOUNDATION. THIS QUANTITY WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE WORK.
13. TOOLED OR SAWCUT JOINTS WILL BE REQUIRED IN THE 4 INCH CONRETE FLOOR AS DIRECTED. DETAIL. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THIS WORK
14. HIGHWAY LOADING DESIGN DATA:
    HL-93 (DESIGN TRUCK OR TANDEM, AND DESIGN LANE LOAD)
15. A TREATED 2X6 MAY BE USED AT THE OPEN END OF THE DEER GUARD TO KEEP FILL MATERIAL FROM FALLING IN.
16. ALTERNATIVE DEER GUARDS MAY BE CONSTRUCTED UPON APPROVAL BY THE PROJECT ENGINEER.



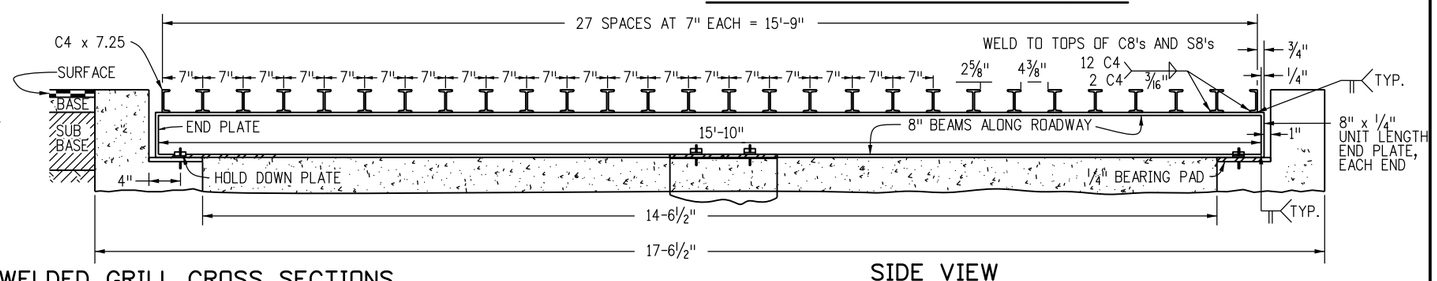


DRILLING LAYOUT



ELEVATION VIEW

MULTIPLE GRILL UNIT CONNECTION



WELDED GRILL CROSS SECTIONS

SIDE VIEW

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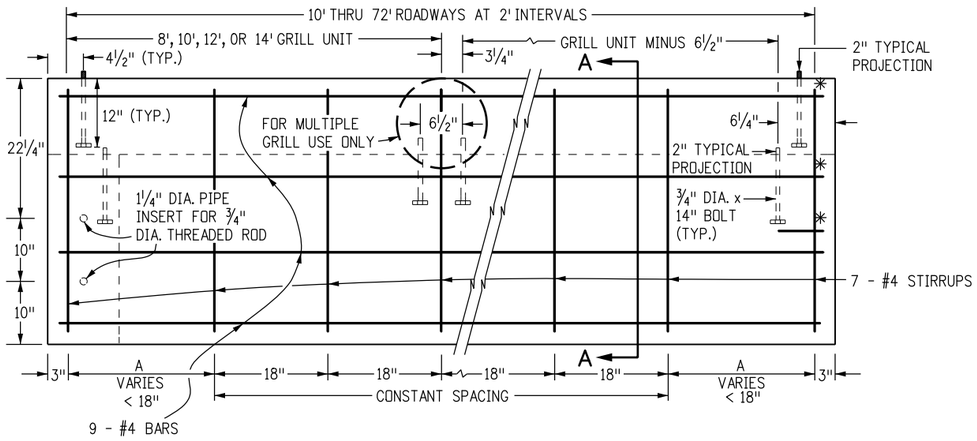
DEER GUARD

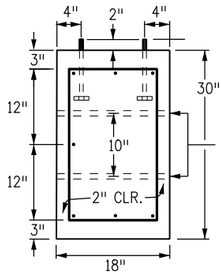
STANDARD PLAN NO.
M-611-2
Standard Sheet No. 1 of 2
Project Sheet Number:

Issued by the Project Development Branch: July 31, 2019



PRECAST PORTABLE FOUNDATION

CAST-IN-PLACE FOUNDATION



CENTRAL SUPPORT

ELEVATION OF FOUNDATION

* WHEN CAST IN PLACE, LONGITUDINAL BARS EXTENDING FROM AND INTO THE LATERAL SUPPORT SHALL BE BENT 90° WITH A 2 IN. RADIUS AND CONTINUE PERPENDICULARY 10 IN. FROM THE BEND

a - 6" x 8" x 7'-4"	
b - 4" x 8" x 9'-4½"	
c - 2" x 6" x 6'-7"	
d - 2" x 6" x 5'-8"	
e - 2" x 6" x 6'-7"	
f - 2" x 6" x 2'-5"	
g - 2" x 6" x 4'-4"	
h - 2" x 6" x 6'-2"	
16d NAILS (GALV.) - 2 LB.	

ONE TIMBER WING

a - 2" x 2" x ¼" x 123.70"	32.88 LBS.
b - 2" x 2" x ¼" x 123.70"	32.88 LBS.
c - 2" x 2" x ¼" x 177.93"	47.30 LBS.
d - 1½" x 1½" x ¼" x 141.99"	43.19 LBS.
e - 1½" x 1½" x ¼" x 106.04"	32.25 LBS.
f - 1½" x 1½" x ¼" x 70.09"	21.32 LBS.
g - 1½" x 1½" x ¼" x 34.15"	10.39 LBS.
h - 5" x 6" x ¼" x BAR - 2.13 LBS.	
i - TWO 3" x 10" x ¼" x BARS - 4.25 LBS.	
6" x 8" x 7'-8" TIMBER POST	———
TOTAL LBS. STEEL =	~ 226.6

ONE STEEL WING

ROADWAY WIDTH (FT.)	USE GRILL UNITS (FT.)	PRECAST		CAST-IN-PLACE		A (IN.)	TOTAL GRILL WEIGHT (LBS.)
		CONCRETE (CU. YD.)	REINF. STEEL (LBS.)	CONCRETE (CU. YD.)	REINF. STEEL (LBS.)		
16	8 8	9.4	670	9.4	670	15	5905
20	10 10	11.2	821	11.2	821	15	7345
24	12 12	13.1	934	13.1	934	15	8785
28	14 14	15.0	1059	15.0	1059	15	10224
30	10 10 10	14.1	1136	14.1	1136	12	10809
32	10 12 10	16.9	1184	16.9	1184	15	11737
38	12 14 12	17.3	1353	17.3	1353	12	13628
40	14 12 14	20.7	1419	20.7	1419	15	14617

FOUNDATION QUANTITIES

SIZE	WEIGHT (LBS.)
8'	2952
10'	3672
12'	4392
14'	5112

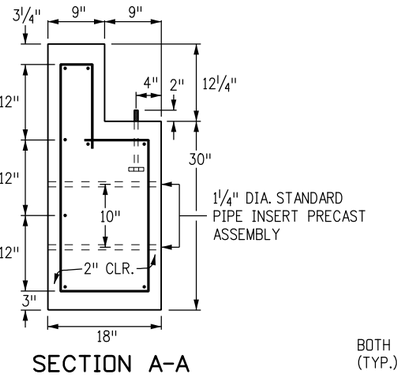
WELDED GRILL UNITS FULL LENGTH

SIZE	WEIGHT (LBS.)
8'	1476
10'	1836
12'	2196
14'	2556

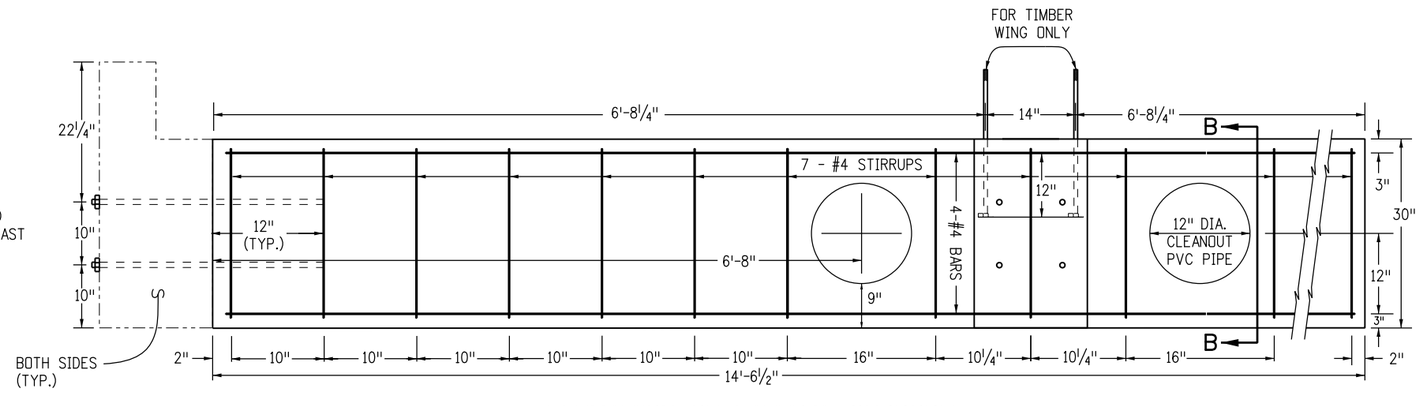
WELDED GRILL UNITS HALF LENGTH

HALF GRILLS SHALL BE BOLTED ON 18 INCH CENTERS MAX. (SEE MULTIPLE GRILL UNIT CONNECTION DETAIL ON SHEET ONE)

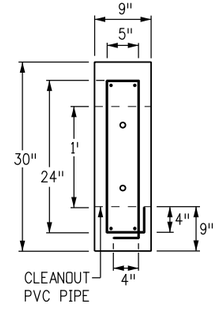
WING QUANTITIES



SECTION A-A
END SECTION OF FOUNDATION



ELEVATION OF LATERAL SUPPORT



SECTION B-B
LATERAL SUPPORT

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DEER GUARD

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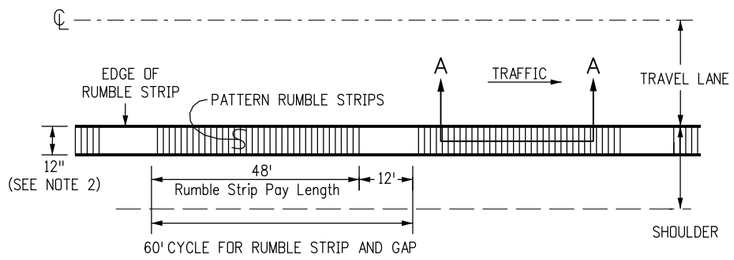
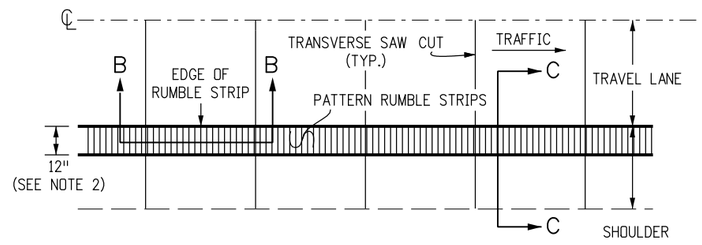
STANDARD PLAN NO.
M-611-2
Standard Sheet No. 2 of 2
Project Sheet Number:

GENERAL NOTES

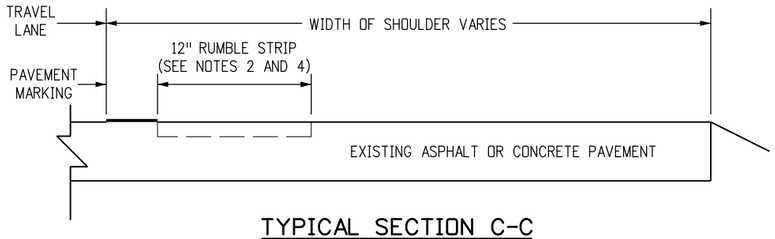
1. RUMBLE STRIPS SHALL BE OMITTED AT TURN AND AUXILIARY LANES, ROAD APPROACHES, RESIDENCES, 250 FT. BEFORE ROAD INTERSECTIONS, AND OTHER INTERRUPTIONS AS DIRECTED BY THE ENGINEER.
2. RUMBLE STRIPS MAY BE INSTALLED BY GRINDING, ROLLING, OR FORMING ON CONCRETE PAVEMENT, AND BY GRINDING ONLY ON HMA PAVEMENT. RUMBLE STRIP WIDTH SHALL BE 12 IN. FOR GRIND-IN AND 18 IN. FOR FORMED OR ROLLED.
3. MINIMIZE THE DISTANCE BETWEEN RUMBLE STRIP AND EDGE LINE ON CONCRETE PAVEMENTS WITH 14 FT. WIDE SLABS.
4. BEGIN RUMBLE STRIPS ON THE OUTSIDE EDGE OF THE TRAVEL LANE EDGE LINE.
5. DO NOT INSTALL RUMBLE STRIPS ON SHOULDERS LESS THAN 6 FT. WIDE WHEN GUARDRAIL IS PLACED ALONG THE EDGE OF THE SHOULDER.
6. APPLY THE 60 FT. GAP PATTERN WHEN RUMBLE STRIPS (GRIND-IN) ARE INSTALLED IN CONCRETE PAVEMENT.



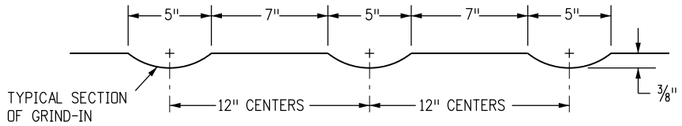
INTERMITTENT RUMBLE STRIP
TWO-LANE ROADWAY (HMA)



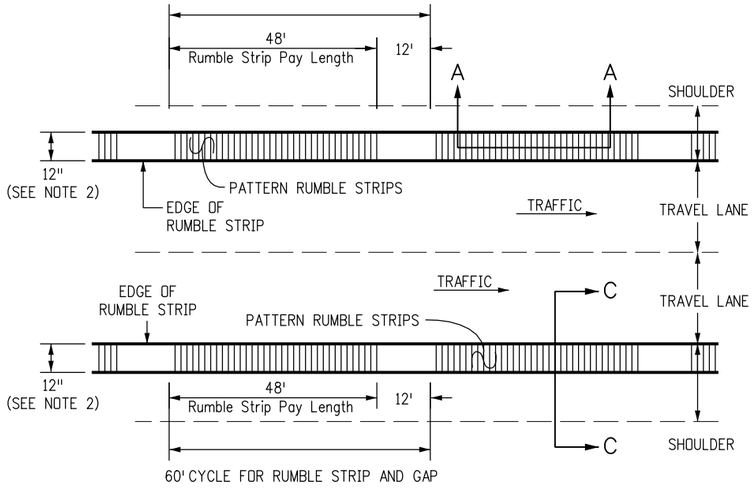
CONTINUOUS RUMBLE STRIP
TWO-LANE ROADWAY (CONCRETE)



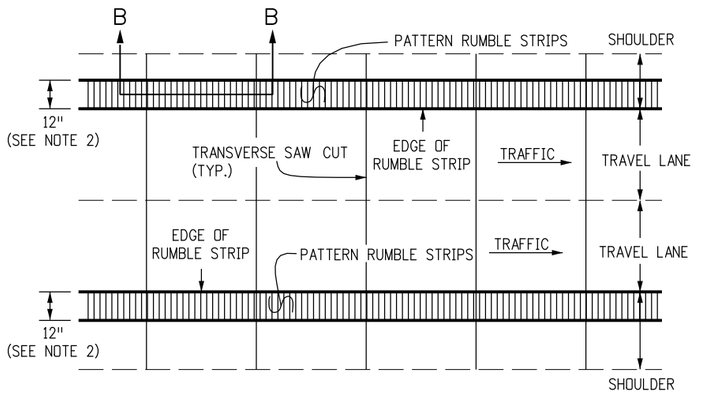
TYPICAL SECTION C-C



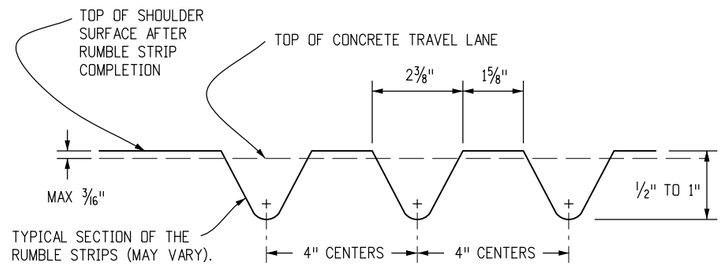
TYPICAL SECTIONS A-A AND B-B
FOR GRIND-IN RUMBLE STRIP
ON EXISTING HMA OR CONCRETE PAVEMENT



INTERMITTENT RUMBLE STRIP
FOUR-LANE DIVIDED ROADWAY (HMA)



CONTINUOUS RUMBLE STRIP
FOUR-LANE DIVIDED ROADWAY (CONCRETE)



TYPICAL SECTION B-B
FOR FORMED OR ROLLED ON CONCRETE PAVEMENTS ONLY

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RUMBLE STRIPS

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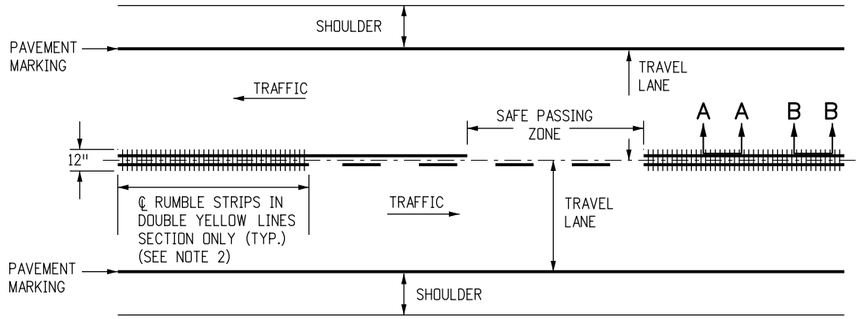
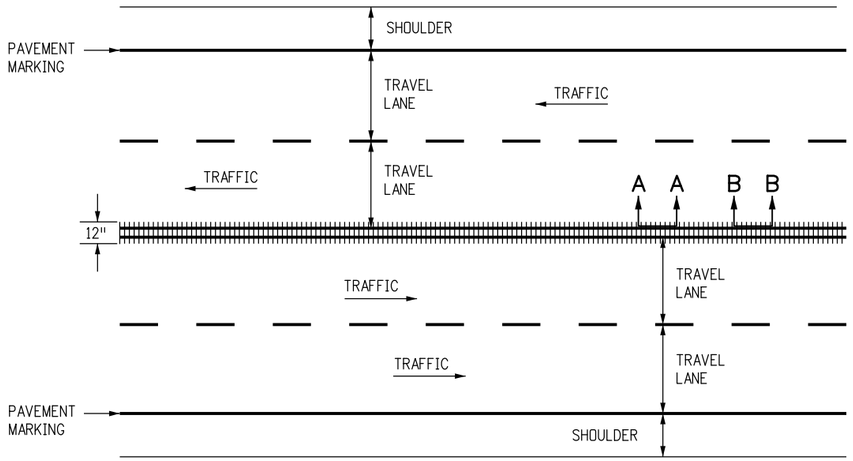
STANDARD PLAN NO.
M-614-1
Standard Sheet No. 1 of 3
Project Sheet Number:



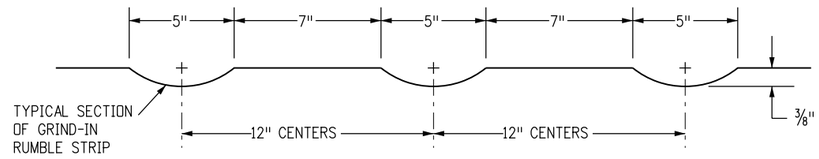
TWO LANE HIGHWAY (HMA AND CONCRETE) CONTINUOUS CENTER LINE RUMBLE STRIPS



FOUR LANE UNDIVIDED HIGHWAY (HMA AND CONCRETE) CONTINUOUS CENTER LINE RUMBLE STRIPS

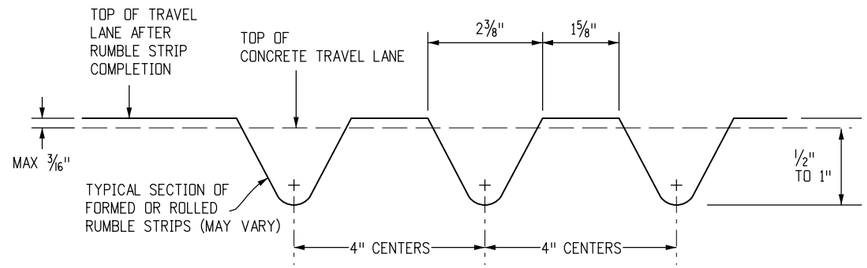
NOTES

1. RUMBLE STRIP WIDTH SHALL BE 12 IN. FOR GRIND-IN, FORMED, OR ROLLED.
2. CENTERLINE RUMBLE STRIPS MAY BE CONTINUOUS THROUGH PASSING ZONES AS DETERMINED BY THE ENGINEER AND SHOWN ON THE PLANS.



TYPICAL SECTIONS A-A AND B-B

FOR GRIND-IN RUMBLE STRIP
ON EXISTING ASPHALT OR CONCRETE PAVEMENT



TYPICAL SECTION B-B

FOR FORMED OR ROLLED ON CONCRETE PAVEMENTS ONLY

DETAILS FOR CENTER LINE RUMBLE STRIPS

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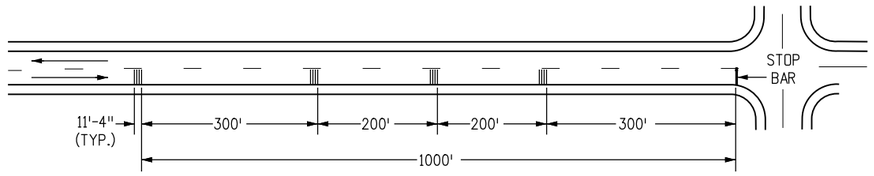
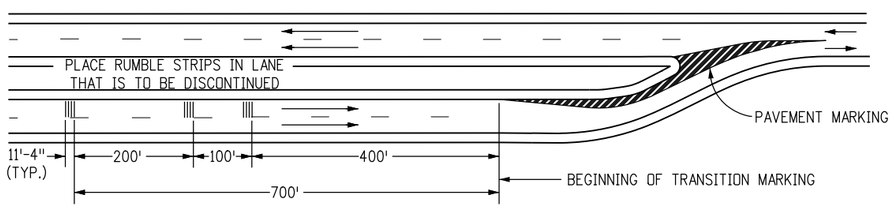
RUMBLE STRIPS

Issued by the Project Development Branch: July 31, 2019

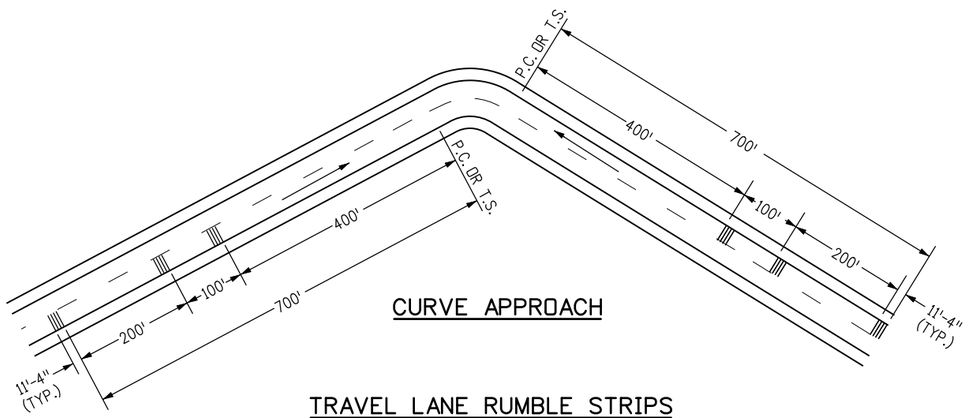
STANDARD PLAN NO.
M-614-1
Standard Sheet No. 2 of 3
Project Sheet Number:



STOP SIGN APPROACH

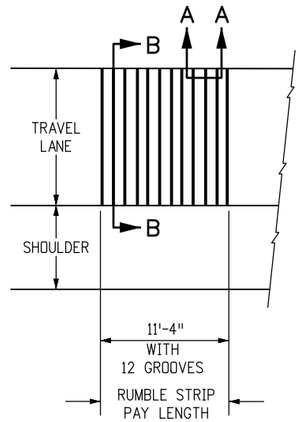


LANE REDUCTION TRANSITION

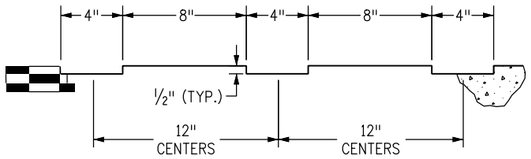


CURVE APPROACH

TRAVEL LANE RUMBLE STRIPS

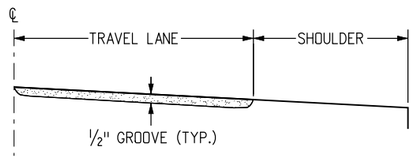


TYPICAL RUMBLE STRIP CLUSTER



RUMBLE STRIP GROOVES IN HMA OR CONCRETE SURFACE
12 STRIPS PER CLUSTER TYPICAL

SECTION
A-A
(GROOVED)

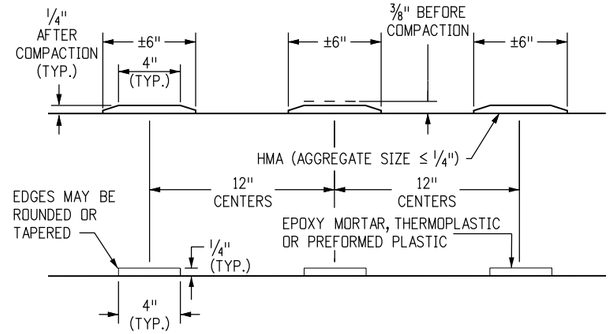


SECTION
B-B
(GROOVED)

PERMANENT GROOVED RUMBLE STRIPS

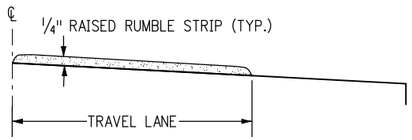
NOTES

1. GROOVED RUMBLE STRIP SKEW OR CLUSTER SPACING SHALL BE MODIFIED TO AVOID LOCATING A GROOVE ON A CONCRETE PAVEMENT TRANSVERSE JOINT.
2. PERMANENT TRAVEL LANE RUMBLE STRIPS SHALL BE THE GROOVE DESIGN, AND MAY BE CUT IN EXISTING, NEW HMA, OR CONCRETE PAVEMENT. THE GROOVES MAY BE CUT BY SAWING, GRINDING, OR OTHER METHOD AS APPROVED.
3. TEMPORARY RUMBLE STRIPS SHOULD NORMALLY BE THE RAISED DESIGN. THEY MAY BE GROOVES IF LOCATED IN A PAVEMENT THAT WILL BE REMOVED OR COVERED WITH A PAVEMENT COURSE BEFORE COMPLETION OF THE PROJECT. TYPICAL USES OF TEMPORARY RUMBLE STRIPS ARE FOR LANE CLOSURES OR ALIGNMENT CHANGES IN CONSTRUCTION ZONES.
4. THE HMA (RAISED RUMBLE STRIPS) SHALL BE PLACED ON A CLEAN, TACK COATED TREATED PAVEMENT IN ⅜ IN. HIGH FORMS. THE FORMS SHALL BE REMOVED AND THE ASPHALT COMPACTED BY ROLLING ALONG THE STRIPS. EPOXY MORTAR SHALL BE FORMED, TROWELED, AND LEVELED WITH A ROLLER AND THE TOP EDGES ROUNDED, THERMOPLASTIC STRIPS SHALL BE APPLIED BY THE EXTRUSION PROCESS. PREFORMED PLASTIC SHALL BE INSTALLED IN CONFORMANCE WITH THE INSTRUCTIONS OF THE MANUFACTURER.



PREFORMED PLASTIC STRIPS SHALL BE SPACED ON 12 IN. CENTERS AND MAY VARY FROM THE 4 IN. TYPICAL WIDTH. 12 STRIPS PER CLUSTER TYPICAL

SECTION
A-A
(RAISED)



SECTION
B-B
(RAISED)

TEMPORARY RAISED RUMBLE STRIPS

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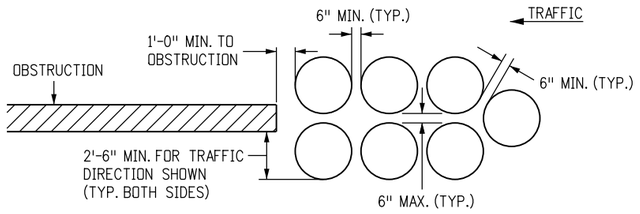
RUMBLE STRIPS

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-614-1
Standard Sheet No. 3 of 3
Project Sheet Number:



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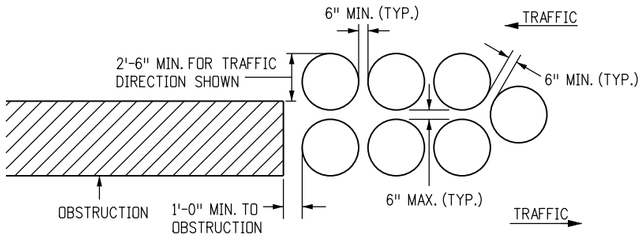
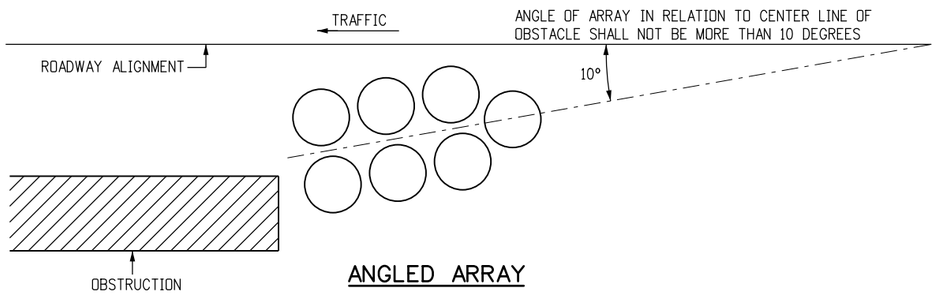


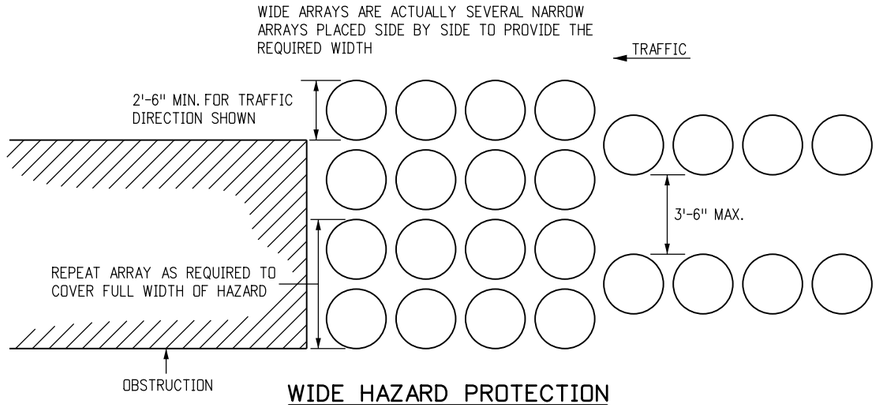
BIDIRECTIONAL



ANGLED ARRAY

GENERAL NOTES

1. SAND SHALL BE MIXED WITH 5% SALT BY WEIGHT.
2. WHEN ARRAYS ARE PLACED ON STRUCTURES WHERE THE VIBRATIONS FROM MOVING TRAFFIC MAY CAUSE THE MODULES TO SHIFT, STEEL OR FORMED-IN-PLACE HMA HALF-RINGS MAY BE PLACED ON THE DOWNHILL SIDE OF THE MODULES TO PREVENT MOVEMENT. NAILS OR BOLTS MAY BE PLACED THROUGH THE BOTTOM OF THE OUTER CONTAINER INTO THE ROADWAY TO PREVENT MODULE MOVEMENT.
3. OFFSET THE ARRAY TO AVOID IMPACT TO THE REAR MODULE FROM WRONG-WAY VEHICLES.
4. ARRAYS SHALL NOT BE PLACED ON SLOPES WITH LATERAL OR HORIZONTAL GRADES OF 5% OR GREATER.
5. CURBS AND RAISED ISLANDS SHALL BE NO MORE THAN 4 IN. HIGH.
6. FOUNDATION PADS SHALL BE FLAT AND MADE OF 6 IN. THICK CONCRETE OR HMA.
7. INTERMIXING OF DIFFERENT BRANDS OF MODULES ARE ACCEPTABLE, IF THE MODULES ARE FHWA APPROVED, AND THE ARRAY MEETS THE DESIGN CRITERIA.
8. ARRAY CONFIGURATION MAY VARY IN LAYOUT AND SAND WEIGHT (LBS) PROVIDED THEY CONFORM TO MANUFACTURER'S DETAILS.



WIDE HAZARD PROTECTION

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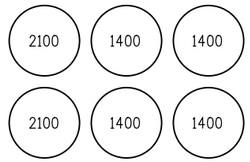
SAND BARREL ARRAYS

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-614-2
Standard Sheet No. 1 of 2
Project Sheet Number:



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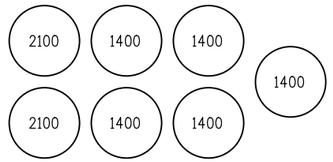

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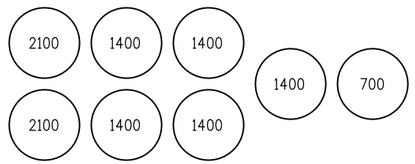

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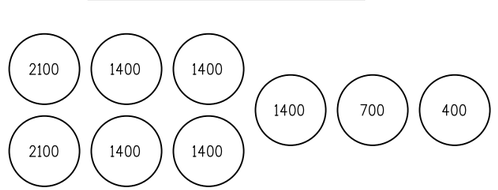

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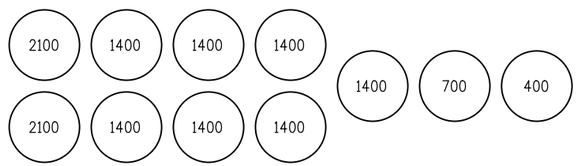

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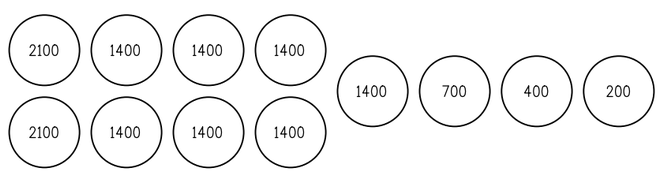
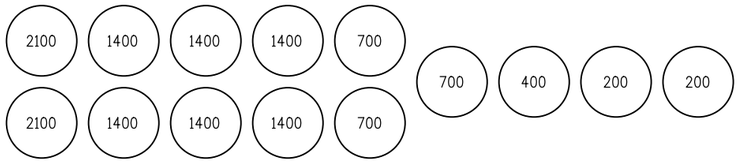


DESIGN SPEED 50 MPH

NOTES

1. SAND WEIGHT (LBS) IN MODULES IS DENOTED BY THE NUMBERS IN THE ARRAY DETAILS.
2. ARRAY CONFIGURATION MAY VARY IN LAYOUT AND SAND WEIGHT (LBS) PROVIDED THEY CONFORM TO MANUFACTURER'S DETAILS.



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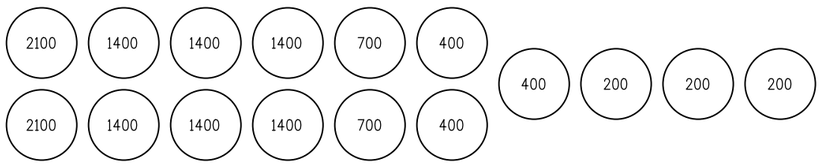

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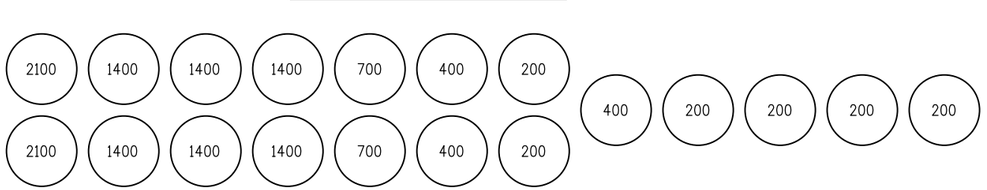

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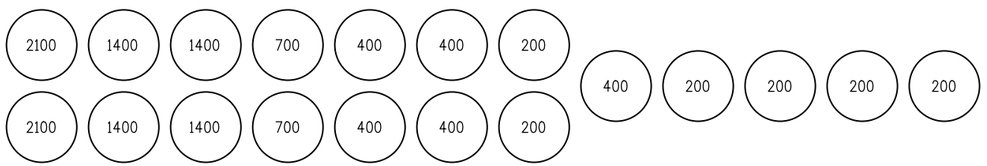

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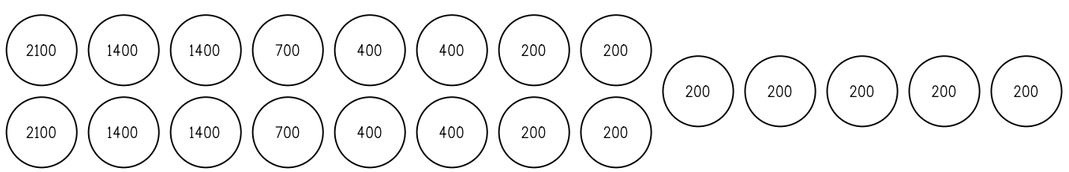

DESIGN SPEED 75 MPH

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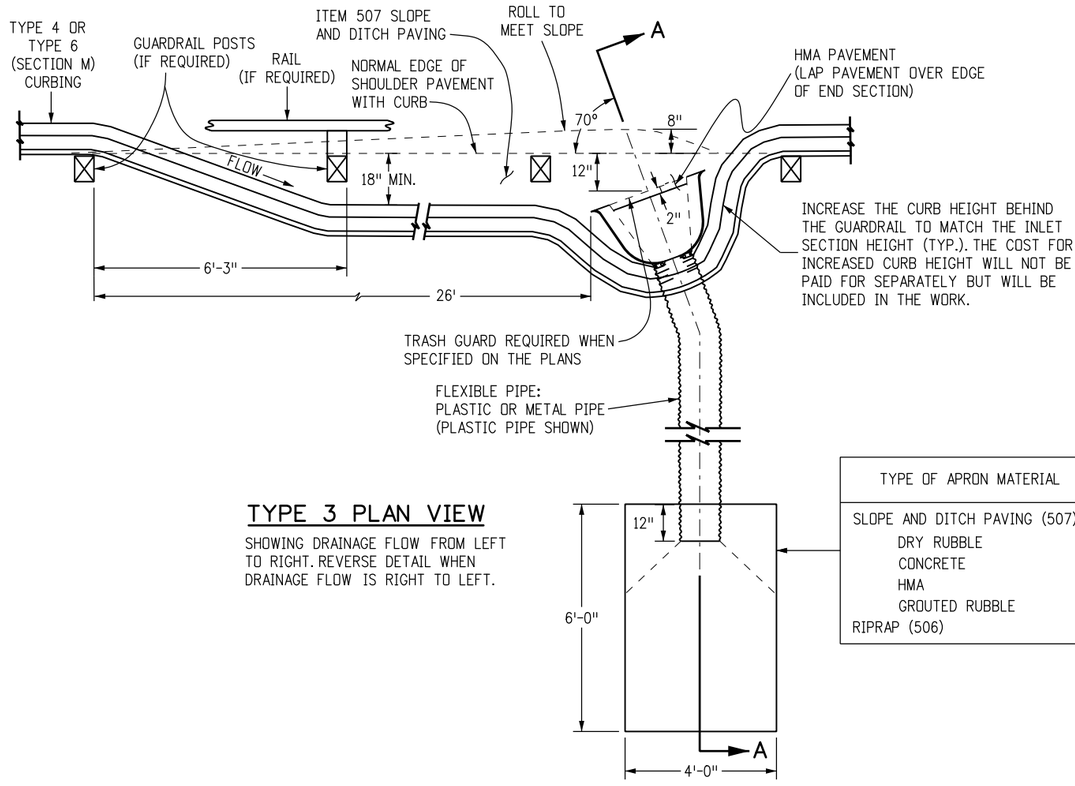
SAND BARREL ARRAYS

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-614-2
Standard Sheet No. 2 of 2
Project Sheet Number:



TYPE 3 PLAN VIEW

SHOWING DRAINAGE FLOW FROM LEFT TO RIGHT. REVERSE DETAIL WHEN DRAINAGE FLOW IS RIGHT TO LEFT.

TYPE OF APRON MATERIAL	THICKNESS IN.
SLOPE AND DITCH PAVING (507)	
DRY RUBBLE	6
CONCRETE	4
HMA	4
GROUTED RUBBLE	4
RIPRAP (506)	9 (MIN.)

GENERAL NOTES

1. IF THE EMBANKMENT PROTECTOR IS LOCATED IN THE BOTTOM OF A VERTICAL CURVE, FLARE THE CURB ON EACH SIDE OF THE INLET TO ALLOW FOR FLOW FROM BOTH DIRECTIONS.
2. DETAILS OF GUARD RAIL INSTALLATION ARE SHOWN IN STANDARD PLAN M-606-1.
3. THE END SECTION-TO-PIPE STUB JOINT FOR CORRUGATED METAL PIPE SHALL BE IN ACCORDANCE WITH THE TYPE 3 TYPICAL CONNECTION DETAILED IN STANDARD PLAN M-603-10. THE TYPE 1 OR TYPE 2 TYPICAL CONNECTIONS ARE NOT ACCEPTABLE. (AS AN OPTION, THE END SECTION MAY BE CONNECTED DIRECTLY TO A SECTION OF PIPE). JOINTS BETWEEN THE STUB AND PIPE, OR SECTIONS OF PIPE, SHALL BE IN ACCORDANCE WITH SECTION 603. CONNECTIONS FOR PLASTIC PIPE SHALL PROVIDE A FIRM DIRECT CONNECTION SIMILAR TO THE TYPE 3. PLASTIC END SECTIONS ARE NOT ALLOWED. ALL PLASTIC PIPE JOINTS SHALL BE AS RECOMMENDED BY THE PIPE MANUFACTURER AND APPROVED BY THE ENGINEER.
4. PLASTIC PIPE SHALL CONFORM TO AASHTO M 294 TYPE C.
5. DETAILS OF BITUMINOUS CURBING ARE SHOWN IN STANDARD PLAN M-609-1.
6. STRUCTURE BACKFILL MATERIAL SHALL NOT BE USED WITH THE EMBANKMENT PROTECTOR (TYPE 3). EMBANKMENT MATERIAL SHALL BE USED WITH CONSTRUCTION REQUIREMENTS IN ACCORDANCE WITH SECTION 203. PAYMENT FOR THIS EMBANKMENT MATERIAL SHALL BE INCLUDED IN THE PAY ITEM FOR EMBANKMENT PROTECTOR (TYPE 3).

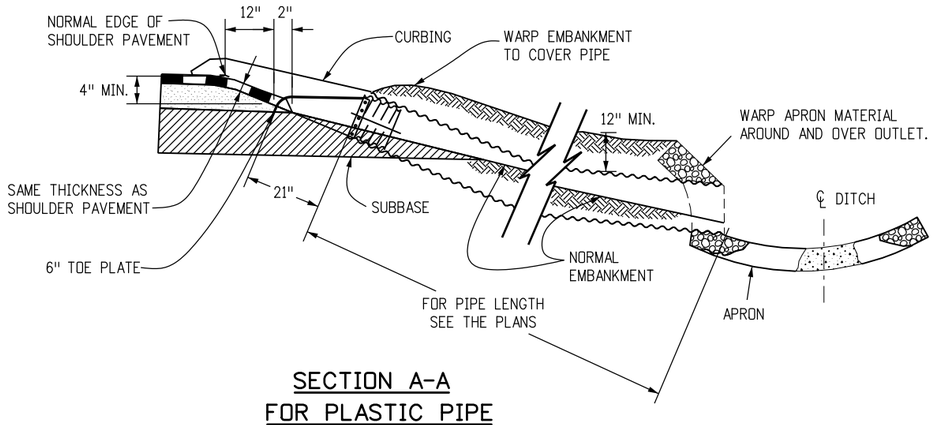
PAYMENT FOR THE QUANTITIES SHOWN ON THE PLANS FOR THIS WORK SHALL BE AS FOLLOWS:

506 OR 507 - PAY ITEMS AS SPECIFIED ON THE PLANS.

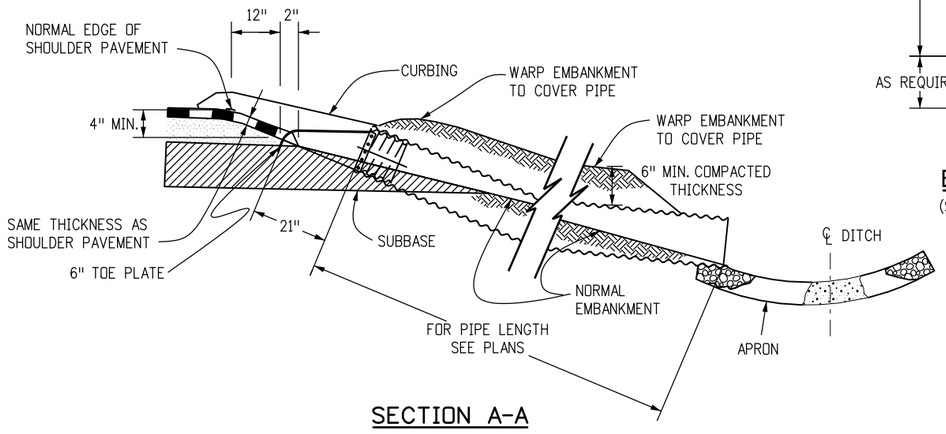
609 - CURB, TYPE 4 OR TYPE 6 (SECTION M) . . . . . .LINEAR FT.

615 - EMBANKMENT PROTECTOR (TYPE 3) . . . . . EACH
NOTE: THIS PAYMENT INCLUDES THE END SECTION, THE TRASH GUARD (WHEN SPECIFIED ON THE PLANS), PIPE CONNECTION, STRUCTURE EXCAVATION, EMBANKMENT MATERIAL AND ANY EXTRA WORK REQUIRED TO MODIFY OTHER PAY ITEMS.

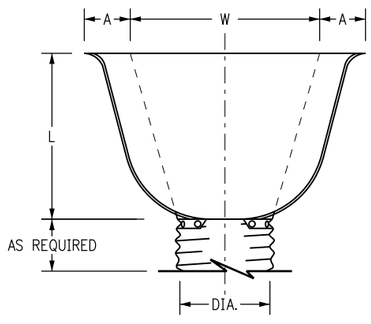
603 - 12 IN. TO 18 IN. PIPE . . . . . .LINEAR FT.



SECTION A-A
FOR PLASTIC PIPE



SECTION A-A
FOR METAL PIPE



END SECTION OF STUB
(SEE STANDARD M-603-10, SHEET 2 OF 2 FOR DIMENSIONS)

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EMBANKMENT PROTECTOR TYPE 3

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STANDARD PLAN NO.
M-615-1
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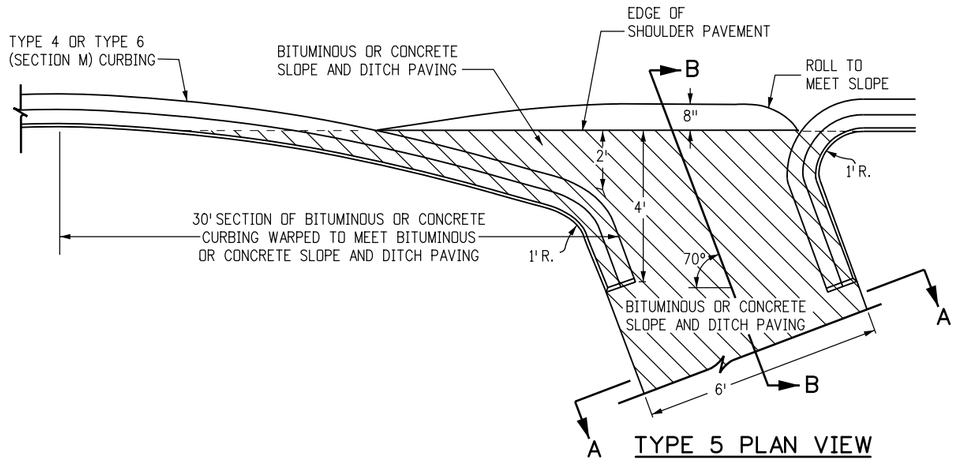
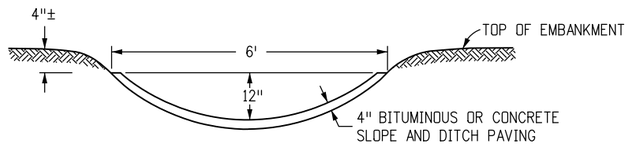
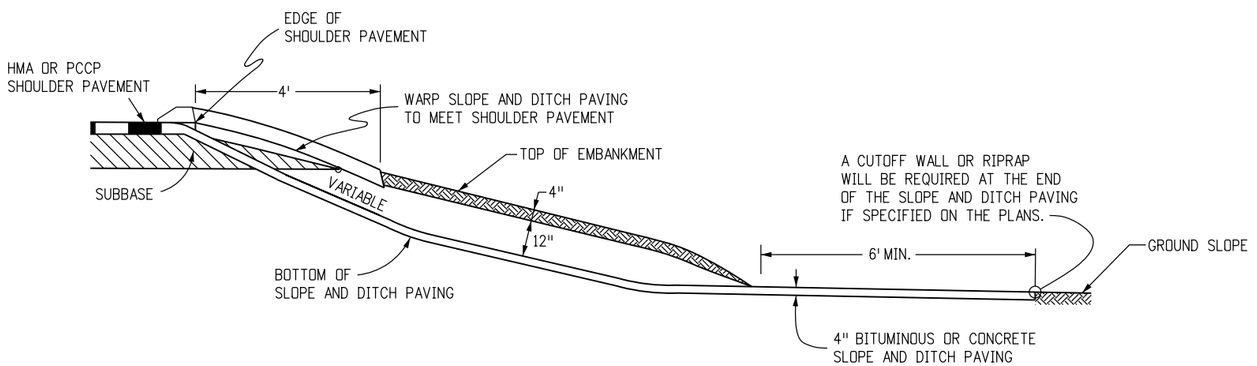
Project Sheet Number:



TYPE 5 PLAN VIEW



SECTION A-A



SECTION B-B

(WITH 4 IN. BITUMINOUS OR CONCRETE SLOPE AND DITCH PAVING)

GENERAL NOTES

1. IF THE EMBANKMENT PROTECTOR IS LOCATED IN THE BOTTOM OF A SAG VERTICAL CURVE, FLARE THE CURB ON EACH SIDE OF THE INLET TO ALLOW FOR FLOW FROM BOTH DIRECTIONS.
2. DETAILS OF CURBING ARE SHOWN IN STANDARD PLAN M-609-1.
3. STRUCTURE BACKFILL MATERIAL SHALL NOT BE USED IN THIS WORK. EMBANKMENT MATERIAL SHALL BE USED WITH CONSTRUCTION REQUIREMENTS IN ACCORDANCE WITH SECTION 203. EMBANKMENT MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PAY ITEM FOR EMBANKMENT PROTECTOR (TYPE 5).
4. PAYMENT FOR THE QUANTITIES SHOWN ON THE PLANS FOR THIS WORK SHALL BE AS FOLLOWS:

   507 - BITUMINOUS SLOPE AND DITCH PAVING (ASPHALT) . . . . . TON

   507 - CONCRETE SLOPE AND DITCH PAVING . . . . . CU. YD.

   609 - CURB, TYPE 4 OR TYPE 6 (SECTION M) . . . . . LINEAR FT.

   615 - EMBANKMENT PROTECTOR (TYPE 5) . . . . . EACH
   NOTE: THIS PAYMENT INCLUDES THE STRUCTURE EXCAVATION, ANY OTHER EARTHWORK, AND ANY EXTRA WORK REQUIRED TO MODIFY OTHER PAY ITEMS.

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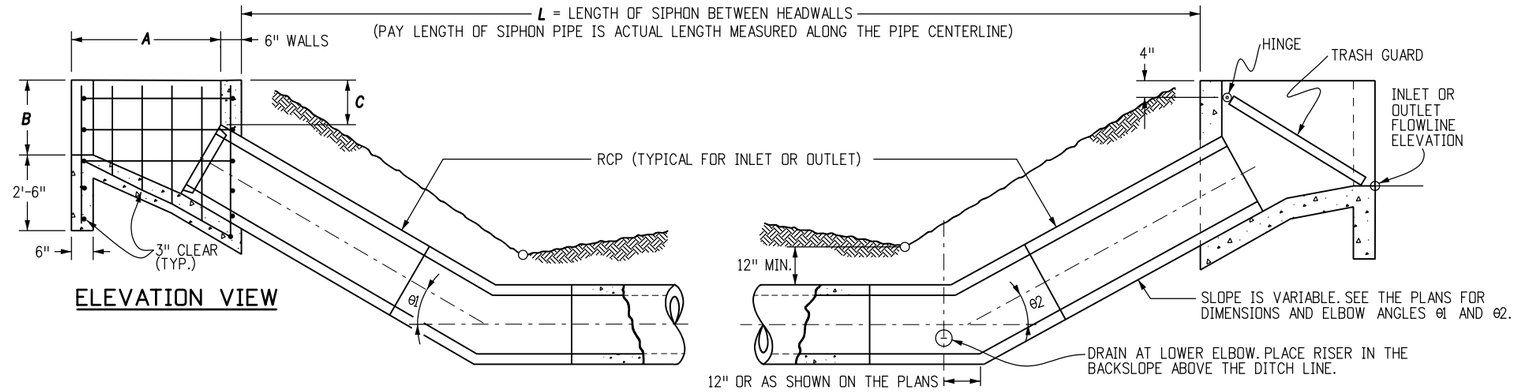
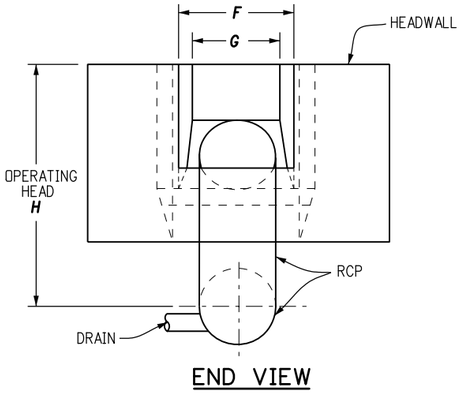
EMBANKMENT PROTECTOR TYPE 5

Issued by the Project Development Branch: July 31, 2019

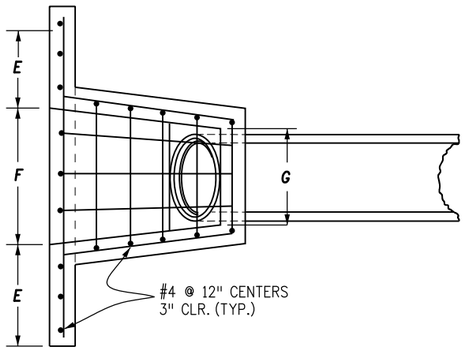
STANDARD PLAN NO.
M-615-2
Standard Sheet No. 1 of 1
Project Sheet Number:



ELEVATION VIEW



END VIEW



PLAN VIEW

PIPE DIAMETER	DIMENSIONS					
IN.	A	B	C	E	F	G
12	2'-6"	1'-6"	0'-9"	1'-6"	2'-0"	1'-6"
18	3'-9"	2'-0"	1'-2"	2'-3"	3'-0"	2'-1"
24	5'-0"	2'-6"	1'-6"	3'-0"	4'-0"	2'-8"
30	6'-3"	3'-0"	1'-11"	3'-9"	5'-0"	3'-3"
36	7'-6"	3'-6"	2'-3"	4'-6"	6'-0"	3'-10"

HEADWALL DIMENSIONS

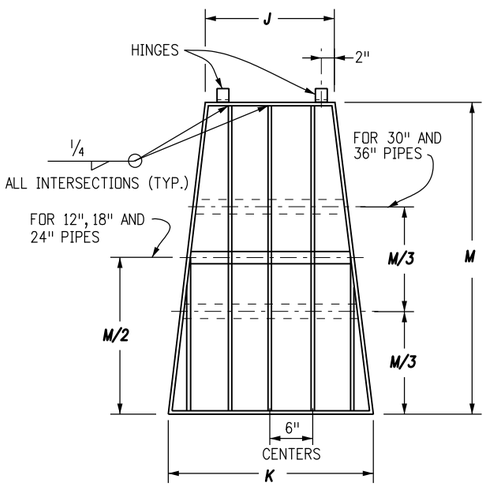
PIPE DIAMETER	CONCRETE	REINFORCED STEEL
IN.	CU. YDS.	LBS.
12	0.62	55
18	1.17	88
24	1.92	146
30	2.72	203
36	3.74	275

HEADWALL QUANTITIES

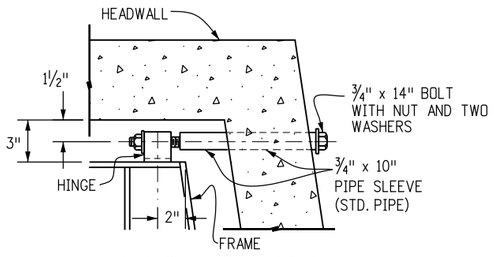
QUANTITIES FOR ONE HEADWALL AFTER DEDUCTION FOR PIPE.

GENERAL NOTES

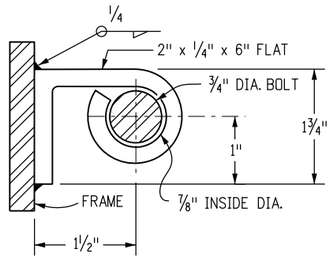
1. SIPHON DRAIN, VALVE AND VALVE BOX, AND TRASH GUARDS ARE TO BE PROVIDED ONLY WHEN CALLED FOR ON THE PLANS.
2. CONCRETE SHALL BE CLASS B.
3. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾ IN.
4. THE LOCATION, SIZE, PIPE MATERIAL AND GOVERNING DIMENSIONS OF SIPHONS WILL BE SHOWN ON THE PLANS.
5. TO DETERMINE WALL THICKNESS OR CLASS FOR SIPHON PIPE, SEE APPROPRIATE TABLES ON STANDARD PLAN M-603-2.
6. COST OF JOINT SEALERS, GASKETS, FITTINGS AND CONNECTIONS SHALL BE INCLUDED IN THE BID PRICE FOR SIPHON PIPE.
7. TRASH GUARDS AND APPURTENANCES SHALL BE GALVANIZED IN CONFORMANCE WITH AASHTO M 111.



TRASH GUARD DETAILS



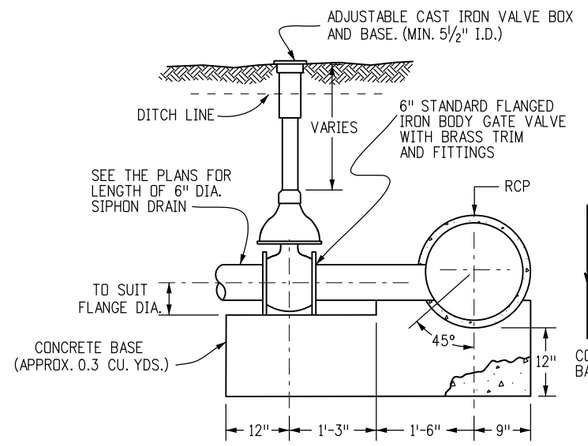
HINGE ASSEMBLY



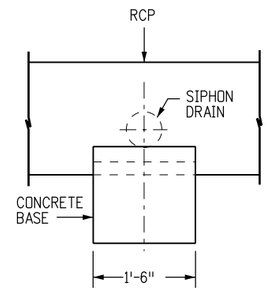
HINGE

PIPE DIAMETER	BAR AND BRACE SIZE	NO. OF BRACES	DIMENSIONS			WEIGHT
INCHES		EACH	J	K	M	LBS.
12	⅜" x 2"	1	1'-0"	1'-6"	2'-6"	35.1
18	⅜" x 2"	1	1'-7"	2'-6"	3'-10"	74.4
24	⅜" x 2"	1	2'-2"	3'-6"	5'-2"	120.5
30	⅜" x 2½"	2	2'-9"	4'-6"	6'-6"	235.9
36	⅜" x 2½"	2	3'-4"	5'-6"	7'-10"	317.6

TRASH GUARD DIMENSIONS AND QUANTITIES



ELEVATION VIEW



PARTIAL END VIEW

DRAIN DETAILS

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INVERTED SIPHON

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-616-1
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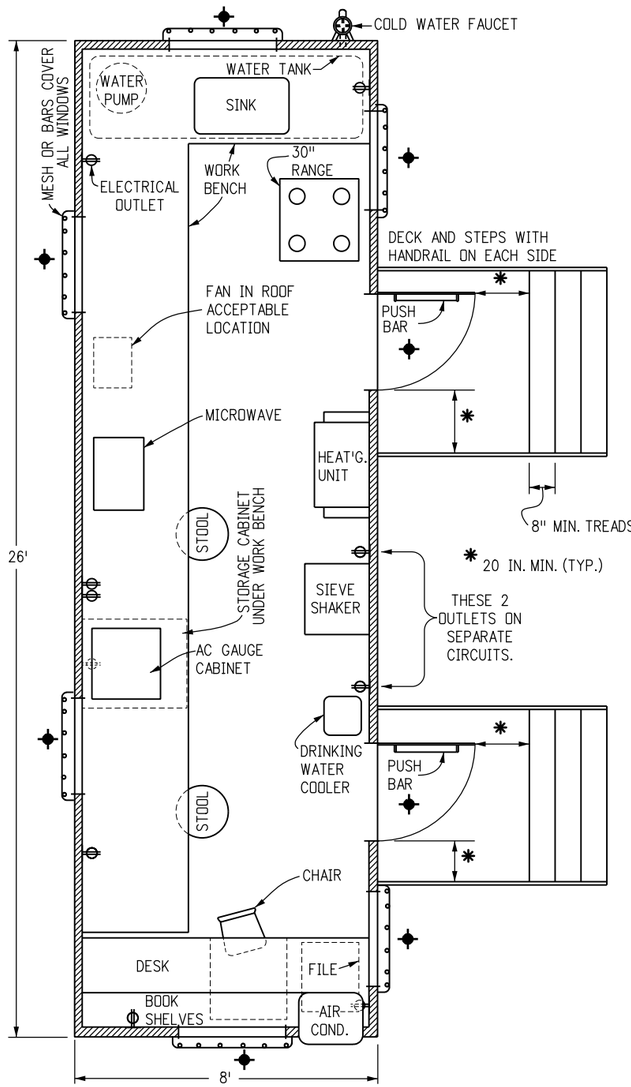
Project Sheet Number:



FLOOR PLAN

GENERAL NOTES

1. CLASS 1 FIELD LABORATORIES SHALL CONSIST OF A WEATHERPROOF, INSULATED, TEMPORARY OFFICE TYPE TRAILER, CONSTRUCTED TO THE UNIFORM BUILDING CODES SERIES, WITH FLOOR PLAN AND EQUIPMENT LAYOUT SIMILAR TO THE DRAWING ON THIS SHEET. IT SHALL MEET OR EXCEED THE FOLLOWING REQUIREMENTS.
2. **DIMENSIONS:** 26 FT. LONG x 8 FT. WIDE OUTSIDE, 7 FT.-6 IN. HEIGHT INSIDE.
3. **WINDOWS:** A MINIMUM OF 4, WITH PROVISION FOR CROSS VENTILATION AND LOCKING.
4. **DOORS:** TWO, EQUIPPED WITH DEADBOLT LOCKS, 36 IN. x 80 IN., INSULATED STEEL WITH A SMALL CLEAR GLASS WINDOW. EQUIPPED WITH HORIZONTAL PUSH BAR, HEAVY DUTY DOOR CLOSER, AND PULL HANDLE MOUNTED ABOVE PUSH BAR. EACH DOOR SHALL HAVE A SET OF STEPS WITH DECK, AND HANDRAILS. THE STEPS SHALL BE PLACED SO THE DECK CAN BE ACCESSED EITHER FROM THE SIDE OR FROM THE FRONT. THE DECK, RAILS, AND STEPS SHALL MEET OSHA REQUIREMENTS.
5. **FLOOR:** ADEQUATE INSULATION UNDER THE FLOOR. FLOOR COVERING SHALL BE SKID RESISTANT.
6. **HEATING:** FURNACE, 41,000 BTU, FORCED AIR TYPE.
7. **AIR CONDITIONING:** ONE, 8,300 BTU MINIMUM.
8. **ELECTRICAL:** WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE FOR 110/220 VOLTS, 60 HZ, APPLICATIONS AND PROVIDE RELIABLE UNIFORM POWER TO PROPERLY OPERATE ALL FIELD LABORATORY EQUIPMENT. ALL TRAILERS CONSTRUCTED AFTER JULY 1, 2006 SHALL HAVE AN APPROPRIATELY SIZED CIRCUIT BREAKER TO HANDLE THE LOAD OF ALL LABORATORY AND ENVIRONMENTAL EQUIPMENT OPERATING AT ONE TIME. PROVIDE A SEPARATE ELECTRICAL CIRCUIT TO SUPPLY POWER TO THE ASPHALT CONTENT GAUGE AND THE OUTLET IN THE STORAGE CABINET UNDER THE WORK BENCH.
9. **LIGHTING:** ADEQUATE FLUORESCENT LIGHTING DIRECTLY OVER ALL WORK BENCH AND DESK AREAS. THERE SHALL BE ONE 110 VOLT EXTERIOR PORCH LIGHT FIXTURE WITHIN 2 FT. OF EACH EXTERIOR DOOR.
10. **VENT FAN:** ONE, GENERAL VENTILATION WITH 500 CFM CAPACITY AND TWO-SPEED SWITCH. MOUNTED IN THE ROOF OR AT TOP OF WALL NEAR THE RANGE. THE THREE FANS AND TWO WORK BENCH GRILLES PREVIOUSLY REQUIRED MAY BE RETAINED IN THOSE CLASS 1 FIELD LABORATORIES PURCHASED BEFORE THE DATE OF THIS STANDARD.
11. **FURNITURE:** ONE, TWO-DRAWER, LEGAL SIZE FILE CABINET BUILT INTO DESK AREA. DESK SHALL BE BUILT-IN WITH ONE CENTER DRAWER. ONE DESK CHAIR WITH ROLLERS. TWO STOOLS FOR WORK AREA WITH HEIGHT COMPATIBLE WITH WORK BENCHES. ALL CHAIRS SHALL BE ERGONOMICALLY BUILT.
12. **BOOK SHELVES:** MINIMUM 10 LINEAR FT. LONG AND 10 IN. DEEP, BUILT OVER DESK AREA. TOP SHELF SHALL BE AT LEAST 14 IN. BELOW CEILING.
13. **WORK BENCHES:** 30 IN. WIDE x 36 IN. HIGH WITH A DURABLE WORKING SURFACE SUCH AS FORMICA.
14. **STORAGE CABINETS:** TWO, ONE BUILT-IN UNDER THE WORK BENCH WITH A 28 IN. x 28 IN. LOCK EQUIPPED DOOR, WITH ELECTRICAL OUTLET INSIDE. ONE REMOVABLE, WITH OPEN BOTTOM, LOCK EQUIPPED TO SECURE CABINET TO TOP OF WORK BENCH, LARGE ENOUGH TO COVER A 22 IN. x 18 IN. x 18 IN. HIGH ASPHALT CONTENT (AC) GAUGE.
15. **SINK:** ONE, SINGLE TUB, STAINLESS STEEL, 25 IN. x 22 IN. x 6 1/2 IN. EQUIPPED WITH SPRAY NOZZLE, ONE COMBINATION (MIXING) HOT AND COLD WATER FAUCET AND ONE SINGLE COLD WATER FAUCET. ALL FAUCETS SHALL BE EQUIPPED WITH STANDARD HOSE THREAD SPIGOTS. DRAINS SHALL HAVE NO TRAP.
16. **DRINKING WATER SUPPLY:** DRINKING WATER DISPENSED FROM AN ACCEPTABLE WATER COOLING DEVICE.
17. **TESTING WATER SUPPLY:** ONE HUNDRED GALLON WATER CAPACITY, VENTED, WITH MEANS OF DETERMINING WATER LEVEL, WITH ONE PRESSURE PUMP, MINIMUM 30 PSI DELIVERY PRESSURE. ONE COLD WATER FAUCET WITH BACK FLOW PREVENTER LOCATED OUTSIDE OF TRAILER. WATER PIPES SHALL BE LOCATED SO THEY ARE UNEXPOSED AND PROTECTED FROM DAMAGE. WATER SHALL BE SUPPLIED BY THE CONTRACTOR. USE POTABLE WATER ONLY.
18. **TELEPHONES:** TWO TELEPHONES. TWO PRIVATE LINES (1FB) WITH TOUCH TONE SERVICE (IF AVAILABLE) FROM THE LOCAL CARRIER. ONE LINE SHALL BE SHARED BY THE TWO TELEPHONES. THE SECOND LINE SHALL BE SHARED BY A COMPUTER AND A FACSIMILE MACHINE. THE CONTRACTOR SHALL PROVIDE AN EXCLUSION SWITCH (AB SWITCH) FOR THE COMPUTER AND FAX. TRAILER WIRING SHALL INCLUDE FOUR BOXES EQUIPPED WITH RJ-11 JACKS (TWO WIRE PAIRS PER JACK). TWO AT EACH END OF THE TRAILER. LOCATIONS WHERE PRIVATE LINE SERVICE IS NOT AVAILABLE, PROVIDE ONLY ONE TELEPHONE LINE.
19. **FIRE EXTINGUISHER:** ONE, DRY CHEMICAL, 10 LBS. CLASS ABC, UNDERWRITERS LABORATORIES, INC. APPROVED.
20. **SIEVE SHAKER:** ONE MOTOR DRIVEN STANDARD PORTABLE SHAKER INCLUDING:

    A. A SAFETY SHIELD ON DRIVE BELT.
    B. AN ADJUSTABLE TIMED - ON/OFF SWITCH LOCATED NEAR THE SHAKER.
    C. ADAPTERS TO HANDLE EITHER 8 IN. OR 12 IN. SIEVES.

    THE SHAKER SHALL BE CAPABLE OF SHAKING A FULL SET OF 8 IN. SIEVES AS WELL AS 12 IN. SIEVES, AND SHALL BE MOUNTED 24 IN. ABOVE THE FLOOR IN A SOUND PROOF, INSULATED ENCLOSURE HAVING HINGED OPENINGS.

    THE SIEVE SHAKER SHALL BE A RO-TAP, ENDOCOTT FROM SOILTEST, SS-12R FROM GILSON OR APPROVED EQUAL. THE SHAKER SHALL BE SECURELY BOLTED TO A RIGID AND STURDY SURFACE.
21. **RANGE:** 30 IN. KITCHEN RANGE, ELECTRIC OR GAS, HAVING FOUR SURFACE BURNERS AND A 3.5 CU. FT. OVEN WITH REINFORCED OVEN RACKS.
22. **FORCED AIR OVEN:** IF A FORCED AIR OVEN IS REQUIRED, THE LOCATION WHERE THE OVEN IS PLACED SHALL HAVE A MINIMUM 3 IN. DIAMETER PIPE INSTALLED AND VENTED TO THE OUTSIDE. (SEE M-620-2, SHEET 2 OF 2, GENERAL NOTE 27 FOR MORE REQUIREMENTS.)
23. **MICROWAVE OVEN:** ONE, 1.5 CU. FT. WITH AT LEAST FIVE POWER LEVELS AND A REVOLVING FLOOR OR ROTATING POWER SOURCE.
24. **ELECTRONIC BALANCE:** THE BALANCE SHALL COMPLY WITH AASHTO M 231 FOR GENERAL PURPOSE, CLASS G2 BALANCES, AND THE FOLLOWING:

    A. POWER: 115 VAC
    B. MODEL: TOP LOADING
    C. CAPACITY: MINIMUM OF 35 LBS.
    D. READABILITY AND SENSITIVITY: 0.0005 LB.
    E. ACCURACY: 0.001 LB. OR 0.1%
    F. DISPLAY PANEL SHALL BE EQUIPPED WITH THE FOLLOWING:
    LED DISPLAY ON/OFF KEY, PRINT KEY, RE-ZERO KEY, WEIGHING MODE KEY, SAMPLE % KEY, SERIAL RS-232C I/O PORT, AND A CALIBRATION SWITCH.
    G. WEIGHING MODES: GRAMS, POUNDS, AND PERCENT OF TARGET MASS (WEIGHT).
    H. WEIGHING SURFACE DIMENSION: MINIMUM OF 9 IN. WIDE BY 12 IN. DEEP.
    I. BASE: SHALL HAVE ADJUSTABLE LEVELING FEET AND A LEVEL VIAL ATTACHED.

    THE BALANCE SHALL BE EQUIPPED WITH AN UNDERHOOK WEIGHING DEVICE AND ONE COPY OF THE OWNER'S MANUAL.
25. **SECURITY:** THIS SYMBOL ✛ ON THE FLOOR PLAN DENOTES AREAS ON THE TRAILER WHERE ADEQUATE PROTECTION AGAINST ILLEGAL ENTRY, VANDALISM AND THEFT SHALL BE PROVIDED.
26. THE REQUIREMENTS LISTED HEREIN ARE INTENDED TO MEET THE NEEDS OF THE CDOT TESTING PERSONNEL CONCERNING TESTING FACILITIES. THERE IS NO INTENT TO SPECIFY ANY STRUCTURAL PORTIONS OF THE LABORATORY EXCEPT AS NEEDED TO SATISFACTORILY PERFORM THE REQUIRED TESTING OF MATERIALS. THE CONTRACTOR MAY SUBSTITUTE CLASS 2 FIELD LABORATORY FOR CLASS 1 FIELD LABORATORY.

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FIELD LABORATORY CLASS 1

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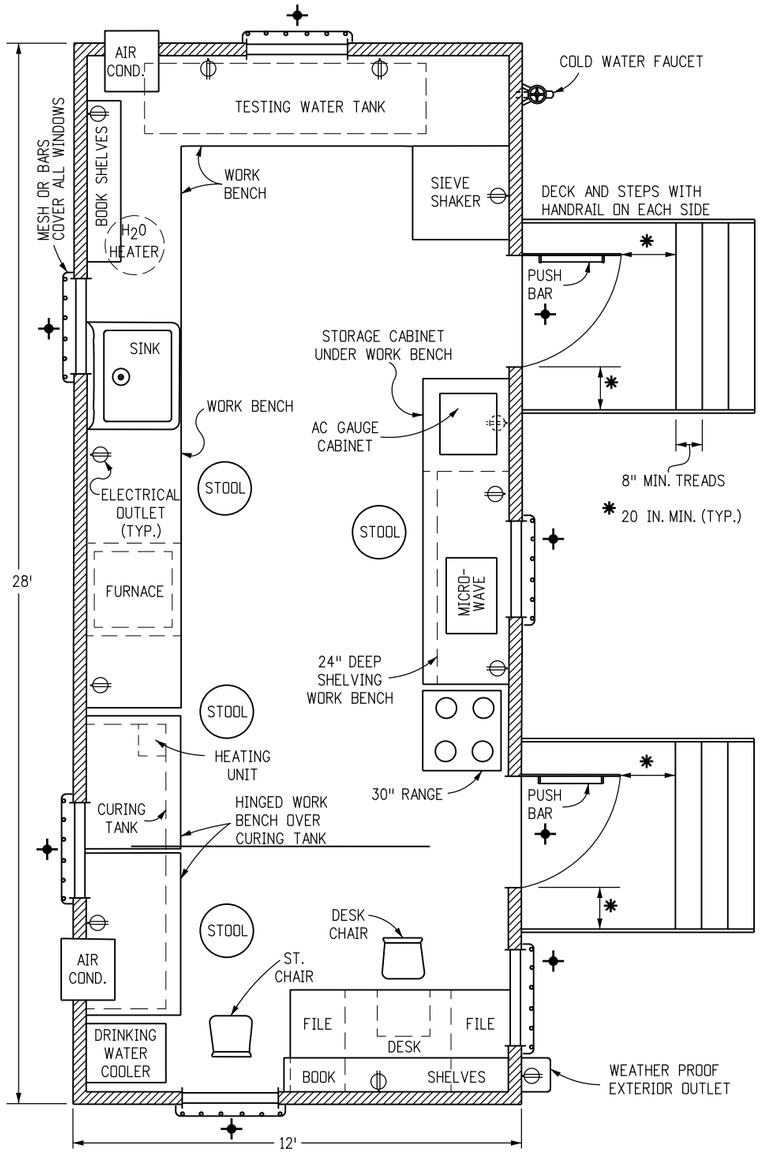

FLOOR PLAN

GENERAL NOTES

1. CLASS 2 FIELD LABORATORIES SHALL CONSIST OF A WEATHERPROOF, INSULATED, TEMPORARY OFFICE TYPE TRAILER, CONSTRUCTED TO THE UNIFORM BUILDING CODE SERIES, WITH FLOOR PLAN AND EQUIPMENT LAYOUT SIMILAR TO THE DRAWING ON THIS SHEET. IT SHALL MEET OR EXCEED THE FOLLOWING REQUIREMENTS.
2. **DIMENSIONS:** 28 FT. LONG x 12 FT. WIDE OUTSIDE, 7 FT.-6 IN. HEIGHT INSIDE.
3. **WINDOWS:** SIX, 30 IN x 27 IN., CAPABLE OF OPENING AND LOCKING.
4. **DOORS:** TWO, EQUIPPED WITH DEADBOLT LOCKS, 36 IN. x 80 IN., INSULATED STEEL WITH SMALL CLEAR GLASS WINDOW. EQUIPPED WITH HORIZONTAL PUSH BAR, HEAVY DUTY DOOR CLOSER, AND PULL HANDLE MOUNTED ABOVE PUSH BAR. EACH DOOR SHALL HAVE A SET OF STEPS WITH DECK, AND HANDRAILS. THE STEPS SHALL BE PLACED SO THE DECK CAN BE ACCESSED EITHER FROM THE SIDE OR FROM THE FRONT. THE DECK, RAILS, AND STEPS SHALL MEET OSHA REQUIREMENTS.
5. **FLOOR:** ADEQUATE INSULATION UNDER THE FLOOR. FLOOR COVERING SHALL BE SKID RESISTANT.
6. **HEATING:** FURNACE, 55,000 BTU, FORCED AIR TYPE.
7. **AIR CONDITIONING:** TWO, 8,300 BTU MINIMUM.
8. **ELECTRICAL:** WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE FOR 110/220 VOLTS, 60 HZ, APPLICATIONS AND PROVIDE RELIABLE UNIFORM POWER TO PROPERLY OPERATE ALL FIELD LABORATORY EQUIPMENT. ALL TRAILERS CONSTRUCTED AFTER JULY 1, 2006 SHALL HAVE AN APPROPRIATELY SIZED CIRCUIT BREAKER TO HANDLE THE LOAD OF ALL LABORATORY AND ENVIRONMENTAL EQUIPMENT OPERATING AT ONE TIME. PROVIDE A SEPARATE ELECTRICAL CIRCUIT TO SUPPLY POWER TO THE ASPHALT CONTENT GAUGE AND THE OUTLET IN THE STORAGE CABINET UNDER THE WORK BENCH.
9. **LIGHTING:** ADEQUATE FLUORESCENT LIGHTING DIRECTLY OVER ALL WORK BENCH AND DESK AREAS. THERE SHALL BE ONE 110 VOLT EXTERIOR PORCH LIGHT FIXTURE WITHIN 2 FT. OF EACH EXTERIOR DOOR.
10. **VENT FAN:** ONE, GENERAL VENTILATION WITH 800 CFM CAPACITY AND 2 SPEED SWITCH. MOUNTED IN THE ROOF OR AT TOP OF WALL NEAR THE RANGE.
11. **FURNITURE:** TWO, TWO-DRAWER, LEGAL SIZE FILE CABINETS BUILT INTO DESK AREA. DESK SHALL BE BUILT-IN WITH ONE CENTER DRAWER. ONE DESK CHAIR WITH ROLLERS, ONE STRAIGHT CHAIR, AND FOUR STOOLS FOR WORK AREA WITH HEIGHT COMPATIBLE WITH WORK BENCHES. ALL CHAIRS SHALL BE ERGONOMICALLY BUILT.
12. **BOOK SHELVES:** A MINIMUM OF 10 LINEAR FT. LONG BUILT OVER DESK AREA AND 8 LINEAR FT. LONG BUILT OVER WORK BENCH. ALL SHELVES SHALL BE 10 IN. DEEP. TOP SHELF SHALL BE AT LEAST 14 IN. BELOW CEILING.
13. **WORK BENCHES:** 30 IN. DEEP x 36 IN. HIGH WITH A DURABLE WORKING SURFACE SUCH AS FORMICA.
14. **STORAGE CABINETS:** TWO, ONE BUILT-IN UNDER THE WORK BENCH WITH A 28 IN. x 28 IN. LOCK EQUIPPED DOOR, WITH ELECTRICAL OUTLET INSIDE. ONE REMOVABLE, WITH OPEN BOTTOM, LOCK EQUIPPED TO SECURE CABINET TO TOP OF WORK BENCH, AND LARGE ENOUGH TO COVER A 22 IN. x 18 IN. x 18 IN. HIGH ASPHALT CONTENT (AC) GAUGE.
15. **SINK:** ONE, SINGLE TUB, STAINLESS STEEL, 25 IN. x 22 IN. x 6½ IN. EQUIPPED WITH SPRAY NOZZLE, ONE COMBINATION (MIXING) HOT AND COLD WATER FAUCET AND ONE SINGLE COLD WATER FAUCET. ALL FAUCETS SHALL BE EQUIPPED WITH STANDARD HOSE THREAD SPIGOTS. DRAIN SHALL HAVE NO TRAP.
16. **DRINKING WATER SUPPLY:** DRINKING WATER DISPENSED FROM AN ACCEPTABLE WATER COOLING DEVICE.
17. **TESTING WATER SUPPLY:** 300 GALLON WATER CAPACITY, IN ONE OR MORE TANKS LOCATED ALONG THE TRAILER END OR ALONG BOTH SIDES OF THE TRAILER END, VENTED WITH MEANS OF DETERMINING WATER LEVEL, WITH ONE PRESSURE PUMP, MINIMUM 30 PSI DELIVERY PRESSURE. TEN GALLON ELECTRIC WATER HEATER. ONE COLD WATER FAUCET WITH BACK FLOW PREVENTER LOCATED ON OUTSIDE OF TRAILER. WATER PIPES SHALL BE LOCATED SO THEY ARE UNEXPOSED AND PROTECTED FROM DAMAGE. WATER SHALL BE SUPPLIED BY THE CONTRACTOR. USE POTABLE WATER ONLY.
18. **TELEPHONES:** TWO TELEPHONES. TWO PRIVATE LINES (1FB) WITH TOUCH TONE SERVICE (IF AVAILABLE) FROM THE LOCAL CARRIER. ONE LINE SHALL BE SHARED BY THE TWO TELEPHONES. THE SECOND LINE SHALL BE SHARED BY A COMPUTER AND FACSIMILE MACHINE. THE CONTRACTOR SHALL PROVIDE AN EXCLUSION SWITCH (AB SWITCH) FOR THE COMPUTER AND FAX. TRAILER WIRING SHALL INCLUDE FOUR BOXES EQUIPPED WITH RJ-11 JACKS (TWO WIRE PAIRS PER JACK). TWO AT EACH END OF THE TRAILER. LOCATIONS WHERE PRIVATE LINE SERVICE IS NOT AVAILABLE, PROVIDE ONLY ONE LINE.
19. **FIRE EXTINGUISHER:** ONE, DRY CHEMICAL, 10 LBS. CLASS ABC, UNDERWRITERS LABORATORIES, INC. APPROVED.
20. **RANGE:** 30 IN. KITCHEN RANGE, ELECTRIC OR GAS, HAVING FOUR SURFACE BURNERS AND A 3.5 CU. FT. OVEN WITH REINFORCED OVEN RACKS.
21. **MICROWAVE OVEN:** ONE, 1.5 CU. FT. WITH AT LEAST FIVE POWER LEVELS AND A REVOLVING FLOOR OR ROTATING POWER SOURCE.
22. **SECURITY:** THIS SYMBOL ✱ ON THE FLOOR PLAN DENOTES AREAS ON THE TRAILER WHERE ADEQUATE PROTECTION AGAINST ILLEGAL ENTRY, VANDALISM AND THEFT SHALL BE PROVIDED.
23. **SIEVE SHAKER:** ONE MOTOR DRIVEN STANDARD PORTABLE SHAKER INCLUDING:
    A. A SAFETY SHIELD ON DRIVE BELT.
    B. AN ADJUSTABLE TIMED - ON/OFF SWITCH LOCATED NEAR THE SHAKER.
    C. ADAPTERS TO HANDLE EITHER 8 IN. OR 12 IN. SIEVES.

    THE SHAKER SHALL BE CAPABLE OF SHAKING A FULL SET OF 8 IN. SIEVES AS WELL AS 12 IN. SIEVES, AND SHALL BE MOUNTED 24 IN. ABOVE THE FLOOR IN A SOUND PROOF, INSULATED ENCLOSURE HAVING HINGED OPENINGS.

    THE SIEVE SHAKER SHALL BE A RO-TAP, ENDOCOTT FROM SOILTEST, SS-12R FROM GILSON OR APPROVED EQUAL. THE SHAKER SHALL BE SECURELY BOLTED TO A RIGID, STURDY SURFACE.
24. **ELECTRONIC BALANCE:** THE BALANCE SHALL COMPLY WITH ASSHTO M 231 FOR GENERAL PURPOSE, CLASS G2 BALANCES, AND THE FOLLOWING:
    A. POWER: 115 VAC
    B. MODEL: TOP LOADING
    C. CAPACITY: MINIMUM OF 35 LBS.
    D. READABILITY AND SENSITIVITY: 0.0005 LB.
    E. ACCURACY: 0.001 LB. OR 0.1%
    F. DISPLAY PANEL: SHALL BE EQUIPPED WITH THE FOLLOWING: LED DISPLAY, ON/OFF KEY, PRINT KEY, RE-ZERO KEY, WEIGHING MODE KEY, SAMPLE % KEY, SERIAL RS- 232C PORT, AND A CALIBRATION SWITCH.
    G. WEIGHING MODES: GRAMS, POUNDS, AND PERCENT OF TARGET MASS (WEIGHT).
    H. WEIGHING SURFACE DIMENSION: MINIMUM OF 9 IN. WIDE BY 12 IN. DEEP.
    I. BASE: SHALL HAVE ADJUSTABLE LEVELING FEET AND A LEVEL VIAL ATTACHED.

    THE BALANCE SHALL BE EQUIPPED WITH AN UNDERHOOK WEIGHING DEVICE AND ONE COPY OF THE OWNER'S MANUAL.
25. **RECORDING THERMOMETER:** RECORDING THERMOMETER FOR CURING TANKS SHALL BE EITHER ELECTRICAL OR MECHANICAL TYPE.
    A. THE ELECTRICAL RECORDING THERMOMETER SHALL BE EQUIPPED WITH THE FOLLOWING:
    (1) 120 VAC/60 Hz WITH A MINIMUM 3 FT. LONG POWER CORD.
    (2) MINIMUM 6 IN. DIAMETER CIRCULAR PAPER CHART WITH A BOX OF BLANK CHARTS.
    (3) A SELECTABLE TEMPERATURE SCALE WITH ONE SCALE THAT HAS A RANGE FROM 50° F. TO 120° F.
    (4) A SELECTABLE CHART SPEED WITH ONE SPEED OF 24 HOURS AND ONE SPEED OF 7 DAYS. THE SPEED ACCURACY SHALL BE ± 1.5%.
    (5) THE DISPLAY SHALL BE A MINIMUM 3 DIGIT LED WITH A MINIMUM DIGIT SIZE OF 0.5 IN.
    (6) THE TEMPERATURE ACCURACY OF THE MONITOR SHALL BE ± 1° F
    (7) THE MONITOR SHALL HAVE A CHART ADVANCE BUTTON, A TIME POINTER, A PEN ADJUST BUTTON, AND A TEMPERATURE ADJUST KNOB.

    THE RECORDING PEN SHALL BE AN INK TYPE WITH A SPARE PEN INCLUDED.

    THE TEMPERATURE PROBE SHALL BE SUBMERSIBLE TYPE J THERMOCOUPLE WITH A 15 FT. MINIMUM CORD LENGTH.

    B. THE MECHANICAL RECORDING THERMOMETER SHALL BE EQUIPPED WITH THE FOLLOWING:
    (1) MINIMUM 3 IN. DIAMETER PRESSURE SENSITIVE PAPER CHART WITH A BOX OF BLANK CHARTS.
    (2) THE STEM OF THE THERMOMETER SHALL BE A MINIMUM OF 12 IN. LONG.
    (3) THE THERMOMETER SHALL BE A KEY TYPE, WINDING MODEL CAPABLE OF 7 DAY, 24 HOUR RECORDING.
    (4) THE DRIVE MECHANISM SHALL BE CAPABLE OF OPERATING BEYOND ITS FULL RECORDING RANGE BY A MINIMUM OF 20%.
    (5) THE THERMOMETER SHALL BE CAPABLE OF OPERATING FROM 0° F TO 200° F.
    (6) THE CLOCK MECHANISM ACCURACY SHALL BE A MINIMUM OF 2% OF THE FULL-SCALE RANGE BEING USED.
    (7) THE RECORDING RANGE SHALL BE A MINIMUM OF 20° F TO 220° F.

    THE RECORDING THERMOMETER SHALL BE MOUNTED IN SUCH A WAY THAT A MINIMUM 8 IN. OF THE STEM IS IMMERSED IN THE CURING TANKS AND IS EASILY ACCESSIBLE TO CHANGE THE RECORDING TEMPERATURE CHARTS.
26. THE REQUIREMENTS LISTED HEREIN ARE INTENDED TO MEET THE NEEDS OF THE CDOT TESTING PERSONNEL CONCERNING TESTING FACILITIES. THERE IS NO INTENT TO SPECIFY ANY STRUCTURAL PORTIONS OF THE SUBJECT LABORATORY EXCEPT AS NEEDED TO SATISFACTORILY PERFORM THE REQUIRED TESTING OF MATERIALS.

THE GENERAL NOTES ARE CONTINUED ON SHEET 2.

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FIELD LABORATORY CLASS 2

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STANDARD PLAN NO.
M-620-2
Standard Sheet No. 1 of 2
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GENERAL NOTES (CONTINUED FROM SHEET 1)

27. **FORCED AIR CONVECTION OVEN:** REQUIRED ON PROJECTS WITH 5,000 OR MORE TONS OF HMA OR WHEN SPECIFIED IN THE PLANS. THE FORCED AIR OVEN REPLACES THE RANGE. THE OVEN SHALL BE RATED TO AT LEAST 1500 WATTS INCLUDING:

    1. AT LEAST ONE BLOWER TO CIRCULATE AIR INSIDE WITHOUT DISTURBING FINE GRAINED SOILS PLACED IN THE OVEN.
    2. A MINIMUM INTERIOR CAPACITY OF 4.8 CUBIC FEET.
    3. AN EXHAUST CHAMBER ADAPTER TO CONNECT TO A 3 INCH PIPE WHICH SHALL BE VENTED TO THE OUTSIDE.
    4. AT LEAST TWO ADJUSTABLE SHELVES.
    5. AN OVER-TEMPERATURE PROTECTION DEVICE.
    6. AN ELECTRONIC CONTROL SYSTEM WITH DIGITAL TEMPERATURE READ-OUT AND DIGITAL TEMPERATURE SET POINTS TO PRECISELY READ AND SET THE OVEN TEMPERATURE.

    THE OVEN SHALL HAVE A TEMPERATURE RANGE FROM 104 °F TO 464 °F AND HAVE A UNIFORM TEMPERATURE OF ± 3 °F AT 230 °F.

    THE OVEN SHALL BE CAPABLE OF MAINTAINING A CONSTANT TEMPERATURE, ± 5 °F, THROUGHOUT ITS TEMPERATURE RANGE.

    THE OVEN HEATING ELEMENTS SHALL NOT BE ALLOWED TO OPERATE WITHOUT THE BLOWER.

    THE FIELD LABORATORY SHALL BE EQUIPPED WITH A SEPARATE ELECTRICAL CIRCUIT TO SUPPLY POWER TO THE FORCED CONVECTION OVEN.

    IN ADDITION TO THE ABOVE FORCED AIR CONVECTION OVEN, A HOT PLATE CONFORMING TO THE FOLLOWING SHALL BE PROVIDED:

    1. TWO BURNER, PORTABLE, ELECTRICAL "CAL-ROD" OR "RANGETTE" TYPE.
    2. AT LEAST ONE BURNER SHALL BE RATED A MINIMUM OF 800 WATTS.
    3. EACH HOT PLATE SHALL BE EQUIPPED WITH AN ON-OFF INDICATOR LIGHT.

28. **CURING TANK:** MINIMUM 95 GALLON CAPACITY WITH A CIRCULATING PUMP WITH A 120 GPH RATING. TANK CAPACITY WILL INCREASE FOR LARGE CONCRETE PROJECTS WHEN SPECIFIED IN THE PLANS.

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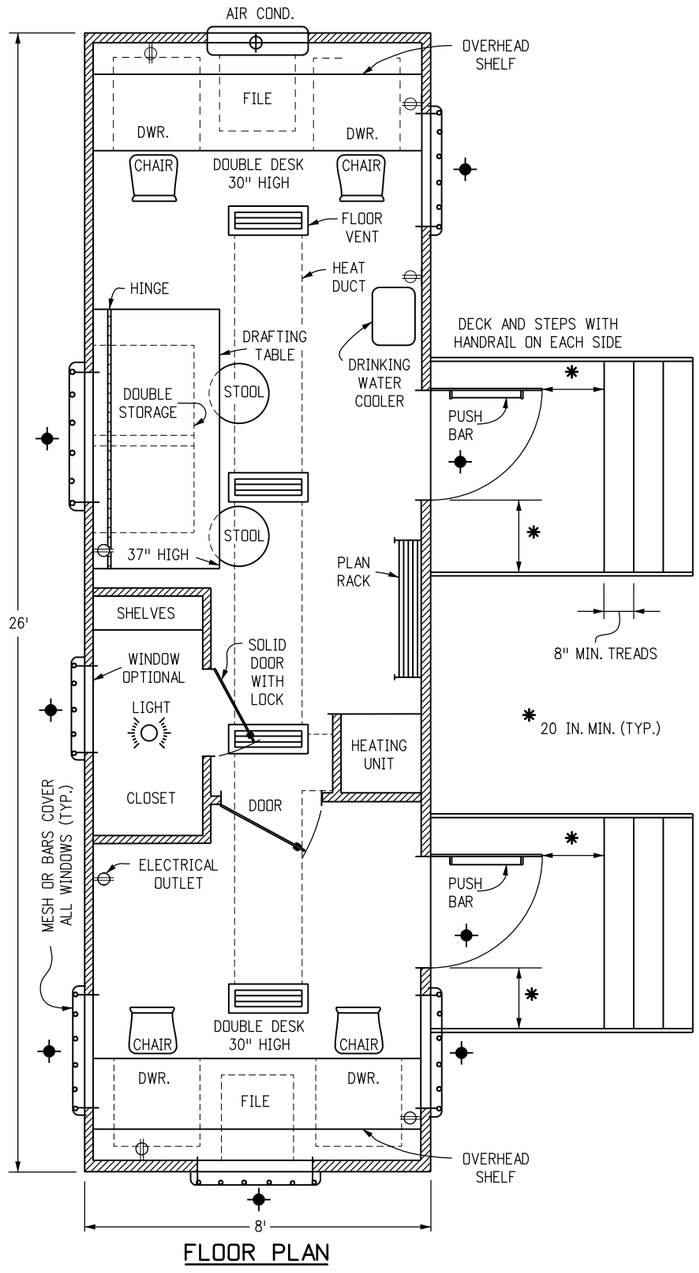
FIELD LABORATORY CLASS 2

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-620-2
Standard Sheet No. 2 of 2
Project Sheet Number:



FLOOR PLAN

GENERAL NOTES

1. CLASS 1 FIELD OFFICES SHALL CONSIST OF A WEATHERPROOF, INSULATED, TEMPORARY OFFICE TYPE TRAILER, CONSTRUCTED TO THE UNIFORM BUILDING CODE SERIES, WITH FLOOR PLAN AND EQUIPMENT LAYOUT SIMILAR TO THE DRAWING ON THIS SHEET. IT SHALL MEET OR EXCEED THE FOLLOWING REQUIREMENTS.
2. **DIMENSIONS:** 26 FT. LONG x 8 FT. WIDE OUTSIDE, 7 FT.-6 IN. HEIGHT INSIDE.
3. **WINDOWS:** A MINIMUM OF 4, WITH PROVISION FOR CROSS VENTILATION AND LOCKING.
4. **OUTSIDE DOORS:** TWO, REINFORCED WITH DEADBOLT LOCKS. DECK, STEPS, AND HANDRAILS AT EACH DOOR. THE STEPS SHALL BE PLACED SO THE DECK CAN BE ACCESSED EITHER FROM THE SIDE OR FROM THE FRONT. THE DECK, RAILS, AND STEPS SHALL MEET OSHA REQUIREMENTS.
5. **HEATING:** A THERMOSTAT CONTROLLED FORCED AIR UNIT WITH A MINIMUM INPUT CAPACITY OF 200 BTU PER SQUARE FT. OF FLOOR AREA.
6. **AIR CONDITIONING:** ONE, 8,300 BTU MINIMUM.
7. **ELECTRICAL:** WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE FOR 110/220 VOLTS, 60 Hz, APPLICATIONS AND PROVIDE RELIABLE UNIFORM POWER TO PROPERLY OPERATE ALL FIELD OFFICE EQUIPMENT.
8. **LIGHTING:** ADEQUATE FLUORESCENT LIGHTING OVER ALL DRAFTING TABLES AND DESK AREAS. THERE SHALL BE ONE 110 VOLT EXTERIOR PORCH LIGHT FIXTURE WITHIN 2 FT. OF EACH EXTERIOR DOOR.
9. **DESKS:** ONE 30 IN. x FULL INSIDE WIDTH x 30 IN. HIGH, AT EACH END OF THE TRAILER, SUPPORTED BY A LEGAL SIZE 2 DRAWER METAL FILE CENTER PEDESTAL. EACH DESK TOP SHALL HAVE AN OVERHEAD SHELF AND TWO PEN DRAWERS.
10. **DRAFTING TABLES:** ONE 26 IN. x 72 IN. HINGED BOARD WITH DOUBLE STORAGE BELOW. SLOPE BOARD 12:1 DOWN TO 37 IN. HEIGHT AT FRONT EDGE.
11. **FURNITURE:** FOUR CHAIRS WITH ROLLERS AND TWO DRAFTING STOOLS. EACH OF APPROPRIATE HEIGHT. ALL CHAIRS SHALL BE ERGONOMICALLY BUILT.
12. **PLAN STORAGE:** A PLAN RACK OR FILE FOR FULL SIZE PLANS.
13. **CLOSET:** A LOCKED STORAGE AREA OF 15 SQ. FT.
14. **DRINKING WATER SUPPLY:** DRINKING WATER DISPENSED FROM AN ACCEPTABLE WATER COOLING DEVICE.
15. **TELEPHONES:** TWO TELEPHONES. TWO PRIVATE LINES (1FB) WITH TOUCH TONE SERVICE (IF AVAILABLE) FROM THE LOCAL CARRIER. ONE LINE SHALL BE SHARED BY THE TWO TELEPHONES. THE SECOND LINE SHALL BE SHARED BY A COMPUTER AND A FACSIMILE MACHINE. THE CONTRACTOR SHALL PROVIDE AN EXCLUSION SWITCH (AB SWITCH) FOR THE COMPUTER AND FACSIMILE MACHINE. TRAILER WIRING SHALL INCLUDE FOUR BOXES EQUIPPED WITH RJ-11 JACKS (TWO WIRE PAIRS PER JACK), TWO AT EACH END OF THE TRAILER. LOCATIONS WHERE PRIVATE LINE SERVICE IS NOT AVAILABLE, PROVIDE ONLY ONE TELEPHONE LINE.
16. **FIRE EXTINGUISHER:** ONE, DRY CHEMICAL, 10 LBS. CLASS ABC, UNDERWRITERS LABORATORIES, INC. APPROVED.
17. **SECURITY:** THIS SYMBOL ✛ ON THE FLOOR PLAN DENOTES AREAS ON THE TRAILER WHERE ADEQUATE PROTECTION AGAINST ILLEGAL ENTRY, VANDALISM AND THEFT SHALL BE PROVIDED.

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Project Development Branch JBK

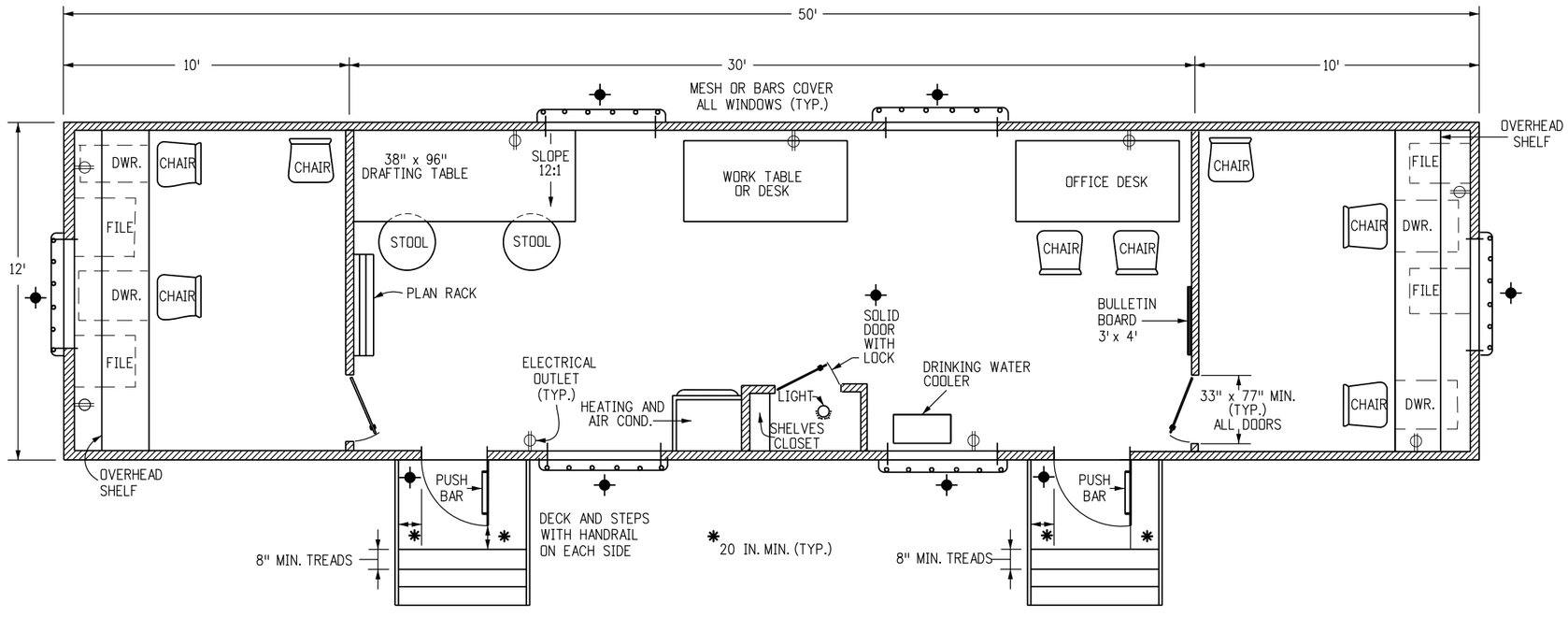
FIELD OFFICE CLASS 1

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO.
M-620-11
Standard Sheet No. 1 of 1
Project Sheet Number:

GENERAL NOTES

1. CLASS 2 FIELD OFFICES SHALL CONSIST OF A WEATHERPROOF, INSULATED, TEMPORARY OFFICE TYPE TRAILER, BUILT TO THE UNIFORM BUILDING CODE SERIES OF CODES, WITH FLOOR PLAN AND EQUIPMENT LAYOUT SIMILAR TO THE DRAWING ON THIS SHEET. IT SHALL MEET OR EXCEED THE FOLLOWING REQUIREMENTS.
2. **DIMENSIONS:** 50 FT. LONG x 12 FT. WIDE OUTSIDE, 7 FT.-6 IN. HEIGHT INSIDE.
3. **WINDOWS:** A MINIMUM OF 6, WITH PROVISION FOR CROSS VENTILATION AND LOCKING.
4. **DOORS:** TWO INSIDE DOORS, MAY BE LOCATED EITHER TO ONE SIDE OR AT CENTER OF PARTITION. ONE CLOSET DOOR. TWO OUTSIDE DOORS SHALL BE REINFORCED AND HAVE DEADBOLT LOCKS. DECK, STEPS, AND HANDRAILS AT EACH OUTER DOOR. THE STEPS SHALL BE PLACED SO THE DECK CAN BE ACCESSED EITHER FROM THE SIDE OR FROM THE FRONT. THE DECK, RAILS, AND STEPS SHALL MEET OSHA REQUIREMENTS.
5. **HEATING & AIR CONDITIONING:** THREE TON CAPACITY AIR CONDITIONING AND 80,000 BTU CAPACITY HEATING, CONNECTED TO DUCTING & THERMOSTAT CONTROLLED.
6. **ELECTRICAL:** WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE FOR 110/220 VOLTS, 60 Hz, APPLICATIONS AND PROVIDE RELIABLE UNIFORM POWER TO PROPERLY OPERATE ALL FIELD OFFICE EQUIPMENT.
7. **LIGHTING:** ADEQUATE FLUORESCENT LIGHTING OVER ALL DRAFTING TABLES AND DESK AREAS. THERE SHALL BE ONE 110 VOLT EXTERIOR PORCH LIGHT FIXTURE WITHIN 2 FT. OF EACH EXTERIOR DOOR.
8. **DESKS:** ONE 30 IN. x FULL INSIDE WIDTH x 30 IN. HIGH AT EACH END OF THE TRAILER, SUPPORTED BY A LEGAL SIZE 2 DRAWER METAL FILE CENTER PEDESTAL. EACH DESK TOP SHALL HAVE AN OVERHEAD SHELF AND TWO PEN DRAWERS.
9. **DRAFTING TABLE:** ONE 38 IN. x 96 IN. TABLE, SLOPED 12:1 TO 37 IN. HEIGHT AT FRONT EDGE OR WITH PROVISION FOR ADJUSTING THE SLOPE.
10. **WORK TABLE:** ONE 72 IN. x 36 IN. TABLE. THE TOP OF THE TABLE SHALL BE FREE OF ALL SCRATCHES, CHIPS, AND DENTS.
11. **OFFICE DESK:** ONE 72 IN. x 36 IN. DESK WITH SIX DRAWERS AND ONE CENTER PEN DRAWER. THE TOP OF THE DESK SHALL BE FREE OF ALL SCRATCHES, CHIPS, AND DENTS.
12. **FURNITURE:** EIGHT CHAIRS WITH ROLLERS AND TWO DRAFTING STOOLS. EACH OF APPROPRIATE HEIGHT. ONE WORK TABLE OR DESK. ALL CHAIRS SHALL BE ERGONOMICALLY BUILT.
13. **PLAN STORAGE:** A PLAN RACK OR FILE FOR FULL SIZE PLANS.
14. **CLOSET:** A LOCKED STORAGE AREA OF 15 SQ. FT.
15. **DRINKING WATER SUPPLY:** DRINKING WATER DISPENSED FROM AN ACCEPTABLE WATER COOLING DEVICE.
16. **TELEPHONES:** THREE, 2-LINE TELEPHONES. FOUR PRIVATE LINES (1FB) WITH TOUCH TONE SERVICE. TWO LINES ARE FOR TELEPHONE SERVICES, WITH ROLL-OVER CAPABILITY FOR THE THREE TELEPHONES. ONE LINE SHALL BE USED FOR THE COMPUTER, AND ONE LINE SHALL BE USED FOR THE FACSIMILE MACHINE. TRAILER WIRING SHALL INCLUDE 9 RJ-11 JACKS, ONE JACK EACH FOR A TWO-LINE TELEPHONE, A COMPUTER LINE, AND A FACSIMILE MACHINE LINE AT EACH END OF THE OFFICE, AND IN THE CENTER AREA OF THE OFFICE.
17. **FIRE EXTINGUISHER:** TWO, DRY CHEMICAL, 10 LBS. CLASS ABC, UNDERWRITERS LABORATORIES, INC. APPROVED.
18. **SECURITY:** THIS SYMBOL ⌖ ON THE FLOOR PLAN DENOTES AREAS ON THE TRAILER WHERE ADEQUATE PROTECTION AGAINST ILLEGAL ENTRY, VANDALISM AND THEFT SHALL BE PROVIDED.



FLOOR PLAN

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FIELD OFFICE CLASS 2

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STANDARD PLAN NO.
M-620-12
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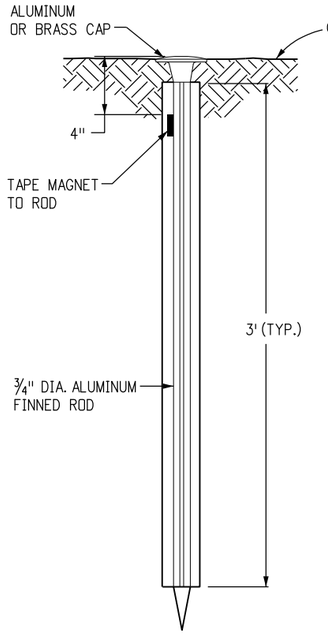
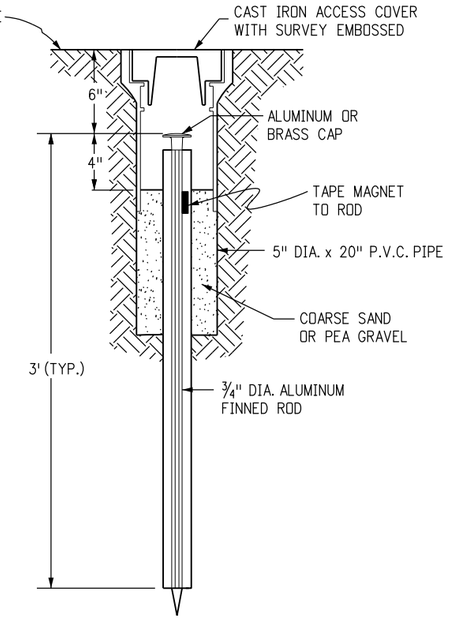
Project Sheet Number:

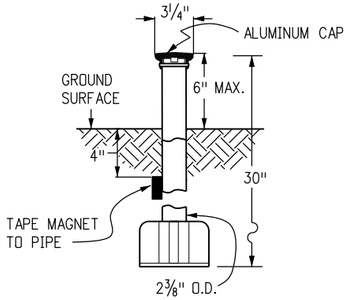


TYPE 1 MONUMENT

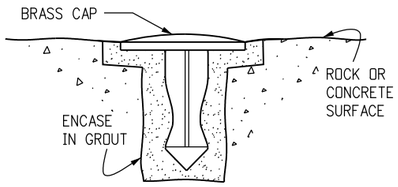


TYPE 1A MONUMENT

INCLUDES MONUMENT BOX

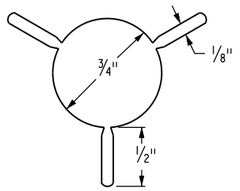


TYPE 3 MONUMENT

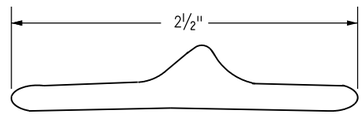


TYPE 5 MONUMENT

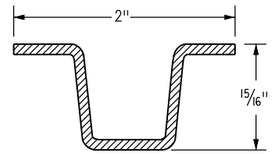
ALUMINUM CAP AND TYPE 5(S)
DETAILS SHOWN ON SHEET 2



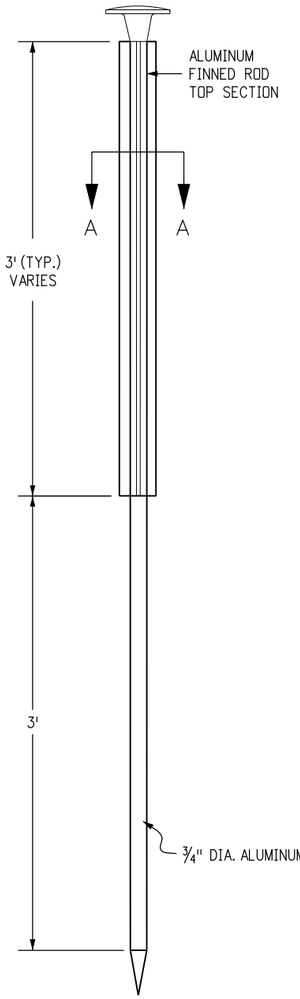
SECTION A-A

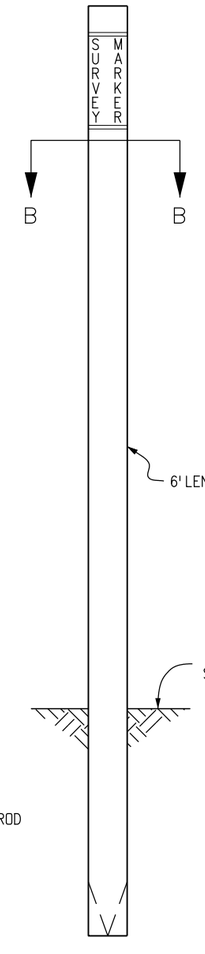


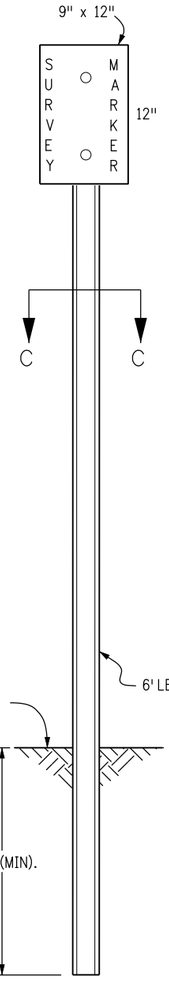
SECTION B-B



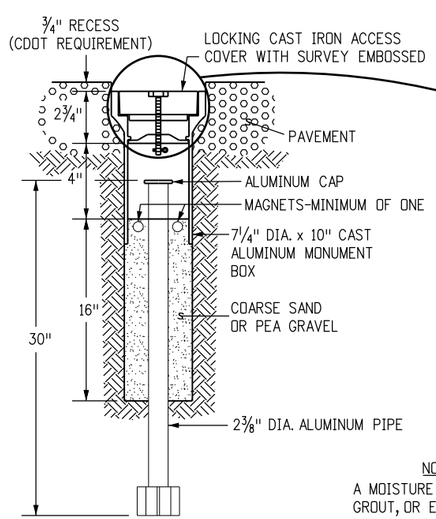
DELINEATOR POST
SECTION C-C







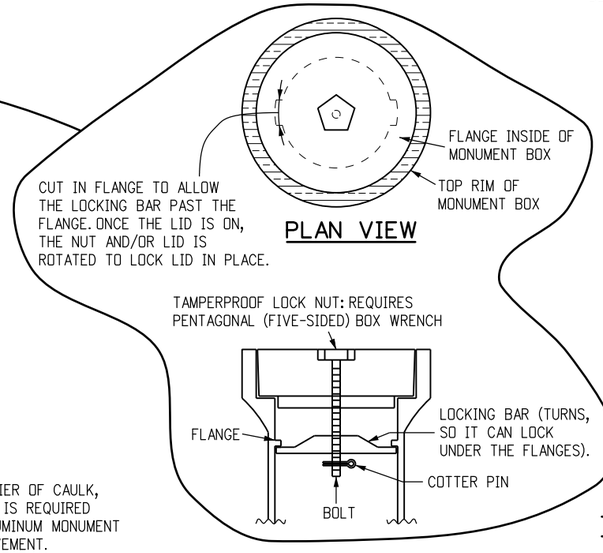
WITNESS POSTS



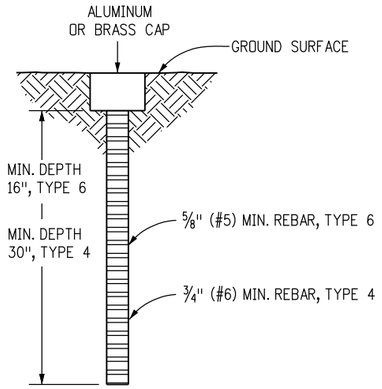
TYPE 3A MONUMENT

ROADWAY INSTALLATION
INCLUDES MONUMENT BOX

NOTE:
A MOISTURE BARRIER OF CAULK, GROUT, OR EPOXY IS REQUIRED BETWEEN THE ALUMINUM MONUMENT BOX AND THE PAVEMENT.



LOCKING CAST IRON ACCESS COVER



TYPE 4 AND TYPE 6 MONUMENT

TYPE 2 MONUMENT

TYPE 2A INCLUDES MONUMENT BOX

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SURVEY MONUMENTS

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STANDARD PLAN NO.
M-629-1
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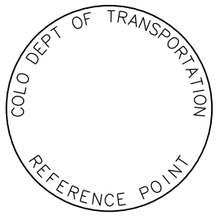
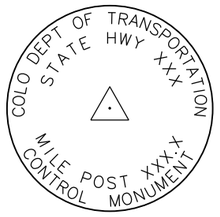
Project Sheet Number:

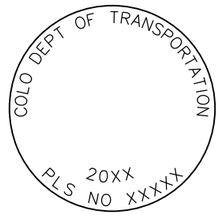


REFERENCE
MONUMENT CAP

ROW
MONUMENT CAP



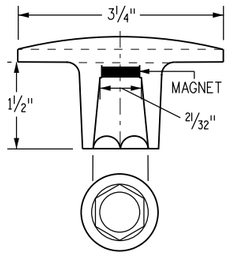
CONTROL
MONUMENT CAP



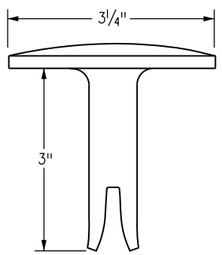
ALIQUOT CORNER
MONUMENT CAP

ALUMINUM CAP

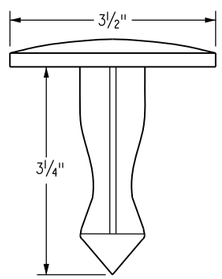
NOTE: A BLANK CAP MAY BE SUBSTITUTED IF THE APPROPRIATE CAP SHOWN ABOVE IS NOT AVAILABLE. IF A BLANK CAP IS USED, ALL INFORMATION NORMALLY INCLUDED ON THE APPROPRIATE STANDARD CAP, SHALL BE STAMPED ON THE BLANK CAP ALONG WITH SPECIFIC PROJECT INFORMATION SUCH AS PROJECT NO., DATE, POINT NO., ETC..



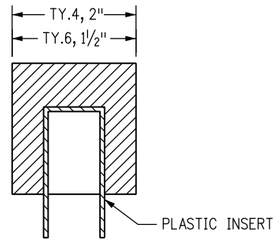
ALUMINUM CAP
USED WITH ALUMINUM ROD



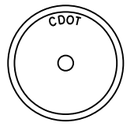
ALUMINUM CAP
TYPE 5
FOR PLACING IN EXISTING
CONCRETE OR ROCK

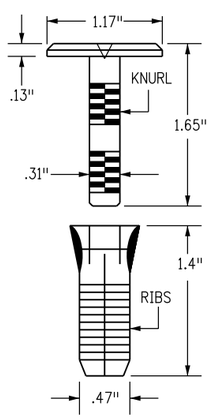


BRASS CAP
TYPE 5
FOR PLACING IN EXISTING
CONCRETE OR ROCK



ALUMINUM CAP





COPPER ALLOY CAP
TYPE 5(S)
FOR PLACING IN EXISTING
SIDEWALK, CURB, OR GUTTER

MONUMENT APPLICATION

CAP TYPE	MONUMENT TYPE									
	1	1A	2	2A	3	3A	4	5	5(S)	6
REFERENCE	X	X						X	X	X
ROW	X	X						X	X	
CONTROL			X	X				X	X	
ALIQUOT CORNER	X	X			X	X	X	X		
PERMANENT EASEMENT								X	X	X
PROJECT POINTS								X	X	X
WITNESS POST* (REQUIRED)	X		X	X	X			X		

ALL MONUMENTATION MATERIALS WILL BE FURNISHED BY CDOT

THE MONUMENT TYPE SHALL MEET THE MINIMUM STANDARDS AS DETERMINED BY THE COLORADO STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS RULES (STATE BOARD RULES).
THE CDOT SURVEY COORDINATOR SHALL APPROVE ALL EXCEPTIONS FOR STAMPING MONUMENTS DIFFERING FROM THE STANDARDS.

TYPE 1 AND TYPE 1A ALUMINUM FINNED ROD MONUMENTS

THIS MONUMENT SHALL BE USED FOR ROW OR REFERENCE MONUMENTS OR MAY BE USED FOR AN ALIQUOT CORNER MONUMENT. WHEN USED AS AN ALIQUOT CORNER MONUMENT, INSTALLATION AND RECORD FILING REQUIREMENTS SHALL BE AS STATED FOR TYPE 3 AND TYPE 3A MONUMENTS.
MONUMENTS SHALL BE INSTALLED BY ATTACHING THE PROPER SIZE TIP TO ONE END OF A SECTION OF FINNED ROD, AND A 3 IN. LONG X ¾ IN. DIA. STAINLESS STEEL ADAPTER TO THE OTHER END. THE DRIVER IS THEN PLACED OVER THE STAINLESS STEEL ADAPTER FOR THE HAMMER TO CONTACT. TYPE 1 MONUMENTS SHALL USE A MINIMUM 3 FT. SECTION OF FINNED ROD. WHEN SUBSURFACE ROCK OR CONCRETE IS ENCOUNTERED LESS THAN 3 FT. BELOW THE GROUND SURFACE, THE ROD SHALL BE EMBEDDED IN THE ROCK OR IN CONCRETE AT LEAST 6 IN. AND GROUTED IN PLACE. THE ROD MAY BE SHORTENED TO ACCOMMODATE THE CONDITIONS.
WHEN UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED, ADDITIONAL SECTIONS OF ROD SHALL BE ADDED TO ACHIEVE STABILITY. HORIZONTAL AND VERTICAL STABILITY ARE REQUIRED.
TYPE 1A MONUMENT INCLUDES MONUMENT BOX. A LOCKING CAST IRON ACCESS COVER SHALL BE INSTALLED WHEN THE MONUMENT IS LOCATED IN THE ROADWAY PAVEMENT.

TYPE 2 AND TYPE 2A ALUMINUM FINNED ROD MONUMENTS

THIS MONUMENT SHALL BE USED FOR HORIZONTAL AND VERTICAL CONTROL MONUMENTS. WHEN UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED, ADDITIONAL SECTIONS OF ROD SHALL BE ADDED TO ACHIEVE STABILITY. HORIZONTAL AND VERTICAL STABILITY ARE REQUIRED. IN MOST SOIL CONDITIONS THE TYPE 2 MONUMENT IS EMBEDDED 6 FT. INTO THE GROUND.
THE MONUMENT SHALL BE INSTALLED BY FIRST ATTACHING THE PROPER SIZE TIP TO A 3 FT. LONG X ¾ IN. DIA. ROD, THEN DRIVING THE ROD AT LEAST 30 IN. INTO THE GROUND. ADDITIONAL 3 FT. LONG X ¾ IN. FINNED ROD SECTIONS SHALL BE ADDED AND DRIVEN FLUSH WITH THE GROUND UNTIL THE MONUMENT IS IN A STABLE POSITION. THE FINS ARE BENT OVER USING PLIERS TO ACCOMMODATE INSTALLING THE CAP. THE CAP IS FIRMLY SEATED ONTO THE LAST FINNED SECTION OF ROD USING A DEAD BLOW SLEDGE HAMMER.
TYPE 2A MONUMENT INCLUDES MONUMENT BOX. A LOCKING CAST IRON ACCESS COVER SHALL BE INSTALLED WHEN THE MONUMENT IS LOCATED IN THE ROADWAY PAVEMENT.

TYPE 3 AND TYPE 3A ALUMINUM PIPE MONUMENTS

THIS MONUMENT SHALL BE USED FOR AN ALIQUOT CORNER MONUMENT. THE INSTALLATION OF THIS MONUMENT AND RECORD FILING SHALL BE DONE IN ACCORDANCE WITH THE STATE BOARD RULES. ALSO REFER TO THE CDOT SURVEY MANUAL AND THE BUREAU OF LAND MANAGEMENT REQUIREMENTS FOR MONUMENT INSTALLATION. THE LAND SURVEYOR'S LICENSE NUMBER AND THE YEAR SHALL BE STAMPED ON THE CAP.
TYPE 3A MONUMENT INCLUDES MONUMENT BOX. A LOCKING CAST IRON ACCESS COVER SHALL BE INSTALLED WHEN THE MONUMENT IS LOCATED IN THE ROADWAY PAVEMENT.

TYPE 4 ALUMINUM MONUMENT

THIS MONUMENT MAY BE INSTALLED IN LIEU OF REPLACING THE ENTIRE MONUMENT WHEN REBAR IS IN PLACE AT AN ALIQUOT CORNER LOCATION. REFER TO THE STATE BOARD RULES. A MINIMUM 2 IN. DIA. CAP SHALL BE USED ON ¾ IN. (#6) REBAR.

TYPE 5 BRASS/ALUMINUM CAP MONUMENT

THIS MONUMENT MAY BE INSTALLED IN LIEU OF ALL OTHER CDOT MONUMENTS, WHEN THE POSITION IS LOCATED IN CONCRETE OR STABLE ROCK FORMATION.

TYPE 5(S) COPPER ALLOY CAP MONUMENT - SMALL

THIS MONUMENT MAY BE INSTALLED IN LIEU OF A TYPE 5 MONUMENT, WHEN THE POSITION IS LOCATED IN A CONCRETE SIDEWALK, CURB OR GUTTER, OR WHEN SETTING A TYPE 5 WOULD COMPROMISE THE INTEGRITY OF THE RECEIVING STRUCTURE.

STAMPING REQUIREMENTS:

- "RP", WHEN THE APPLICATION IS A REFERENCE POINT.
- "ROW", POINT NUMBER, "LS", AND REGISTRATION NUMBER WHEN THE APPLICATION IS A ROW POINT.
- "CP" AND A UNIQUE IDENTIFIER PROVIDED BY THE REGION SURVEY COORDINATOR, WHEN THE APPLICATION IS A CONTROL POINT.
- "PE", POINT NUMBER, "LS", AND REGISTRATION NUMBER, WHEN THE APPLICATION IS A PERMANENT EASEMENT POINT.
- "PP" AND POINT NUMBER, WHEN THE APPLICATION IS A PROJECT POINT.

TYPE 6 ALUMINUM MONUMENT

THIS MONUMENT SHALL BE USED FOR PERMANENT EASEMENTS, PROJECT BENCH MARKS, PROJECT POINTS, AND REFERENCES. AN ALUMINUM CAP WITH A MINIMUM DIAMETER OF 1 ½ IN., SHALL BE USED ON ⅝ IN. (#5) MINIMUM REBAR.

* WITNESS POSTS

THE WITNESS POST WILL BE SUPPLIED BY CDOT AND INSTALLATION SHALL BE INCLUDED IN THE WORK. IT SHALL BE DRIVEN WITHIN 1 FT. OF THE MONUMENT WHEN POSSIBLE. A DELINEATOR POST WITH A 9 IN. X 12 IN. METAL SIGN PANEL MAY BE USED IN LIEU OF THE PLASTIC POST. THIS POST SHALL CONFORM TO STANDARD PLAN S-612-1. A REQUIRED WITNESS POST MAY BE OMITTED WITH THE APPROVAL OF THE ENGINEER IF THE WITNESS POST LOCATION IS WITHIN A TRAVELED WAY, DRIVEWAY, OR ACCESS OPENING.

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SURVEY MONUMENTS

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