

# Colorado Department of Transportation

## Miscellaneous (M) Standard Drawings

Issued July 01, 2026



# 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.

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.

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/mstandards>.

These Standard Plans are adopted for use as of July 01, 2026.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Application of Standard Plans</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	Comments			APPLICATION OF STANDARD PLANS
Designer Initials: JBK						Standard Sheet No. 1 of 1
Last Modification Date: 07/01/2026					Project Sheet Number:	
Last Modified By: DLK						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					Issued by Construction Engineering Services: July 01, 2026	

**Plan Number**

**M Standard Title**

M-100-1	Standard Symbols
M-100-2	Acronyms and Abbreviations
M-203-1	Approach Roads
M-203-2	Ditch Types
M-203-11	Superelevation Crowned and Divided Highways
M-203-12	Superelevation Streets
M-206-1	Excavation and Backfill for Structures
M-206-2	Excavation and Backfill for Bridges
M-208-1	Temporary Erosion Control
M-210-1	Mailbox Supports
M-214-1	Nursery Stock Details
M-216-1	Soil Retention Covering
M-400-1	Safetyedge for Pavement
M-412-1	Concrete Pavement Joints
M-412-2	Concrete Pavement Crack Repair
M-510-1	Structural Plate Pipe H-20 Loading
M-601-1	Single Concrete Box Culvert (Cast-in-Place)
M-601-2	Double Concrete Box Culvert (Cast-in-Place)
M-601-3	Triple Concrete Box Culvert (Cast-in-Place)
M-601-10	Headwall for Pipes
M-601-11	Type "S" Saddle Headwalls for Pipe

**Plan Number**

**M Standard Title**

M-601-12	Headwalls and Pipe Outlet Paving
M-601-20	Wingwalls for Pipe or Box Culverts
M-603-1	Metal Pipe
M-603-2	Reinforced Concrete Pipe
M-603-3	Precast Concrete Box Culvert
M-603-4	Corrugated Polyethylene Pipe (AASHTO M294) and Corrugated Polypropylene Pipe (AASHTO M330)
M-603-5	Polyvinyl Chloride (PVC) Pipe (AASHTO M304)
M-603-6	Steel Reinforced Polyethylene Ribbed Pipe (AASHTO M 20)
M-603-10	Concrete and Metal End Sections
M-603-12	Traversable End Sections and Safety Grates
M-604-10	Inlet, Type C
M-604-11	Inlet, Type D
M-604-12	Curb Inlet Type R
M-604-13	Concrete Inlet Type 13
M-604-20	Manholes
M-604-25	Vane Grate Inlet
M-605-1	Subsurface Drains
M-606-1	Midwest Guardrail System Type 3 W-Beam 31 Inches
M-606-13	Guardrail Type 7 F-Shape Barrier

**Plan Number**

**M Standard Title**

M-606-14	Precast Type 7 Concrete Barrier
M-606-15	Guardrail Type 9 Single Slope Barrier
M-607-1	Wire Fences and Gates
M-607-2	Chain Link Fence
M-607-3	Barrier Fence
M-607-4	Deer Fence, Gates, and Game Ramps
M-607-10	Picket Snow Fence
M-607-15	Road Closure Gate
M-608-1	Curb Ramps
M-609-1	Curbs, Gutters, and Sidewalks
M-611-1	Cattle Guard
M-611-2	Deer Guard
M-614-1	Rumble Strips
M-614-2	Sand Barrel Arrays
M-615-1	Embankment Protector Type 3
M-615-2	Embankment Protector Type 5
M-616-1	Inverted Siphon
M-620-1	Field Laboratory Class 1
M-620-2	Field Laboratory Class 2
M-620-11	Field Office Class 1
M-620-12	Field Office Class 2
M-629-1	Survey Monuments

**CDOT Standards and Specifications**

The CDOT M Standards contain details common for roadway construction, such as: roadway appurtenances, drainage features, guardrails and barriers, fencing, curb & gutters and sidewalks, etc.

Individual files for each M Standard in this file may be found in the CDOT Standards & Specifications Web Page.

CDOT Miscellaneous (M) Standards Web Page: [CDOT M Standards Web Page](#)


The latest version of the CDOT M Standard Plans List to be inserted into Highway Plans set may be found at the following Web Page: [CDOT M Standard Plans List Web Page](#)

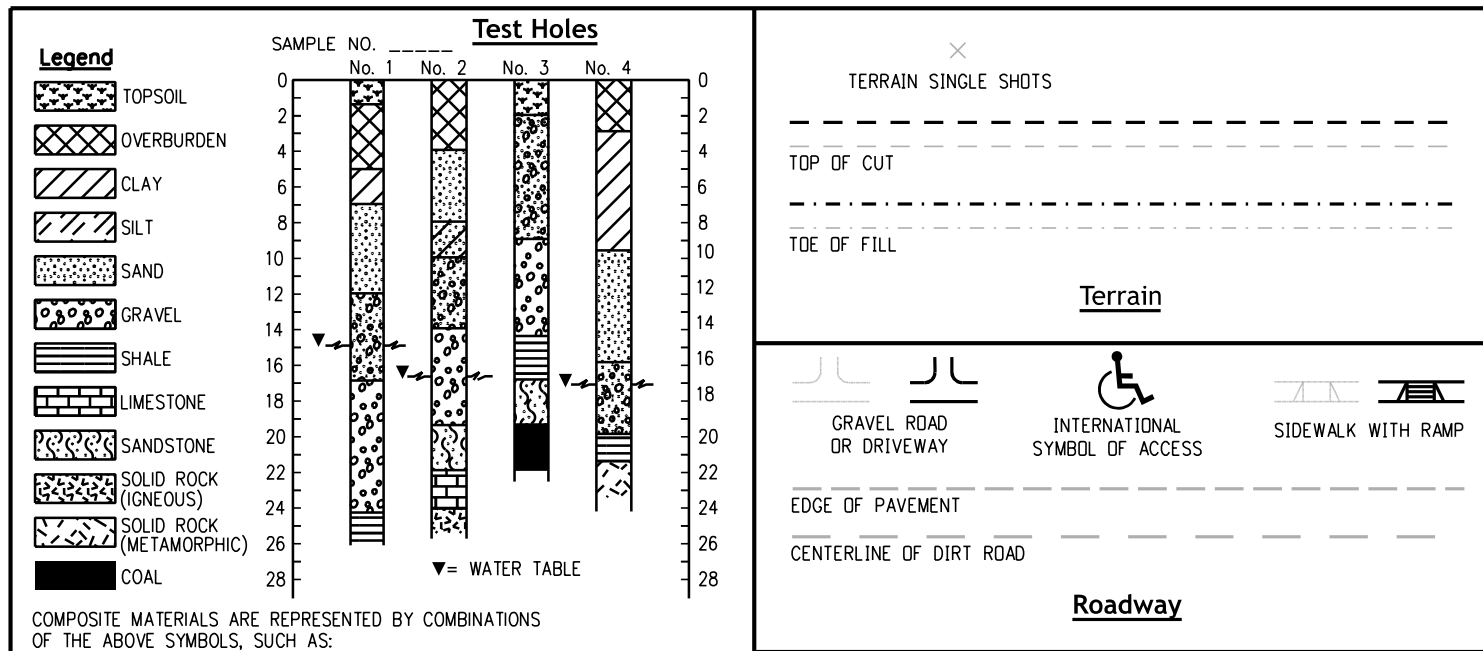
Often, these M Standards reference CDOT Construction Specifications. CDOT Construction Specifications may be found at the following Web Page: [CDOT Construction Specifications Web Page](#)

The CDOT S Standards contain details common for safety, such as: delineators, lighting, signs and sign supports, traffic signals and accessories, pavement markings and traffic control devices.

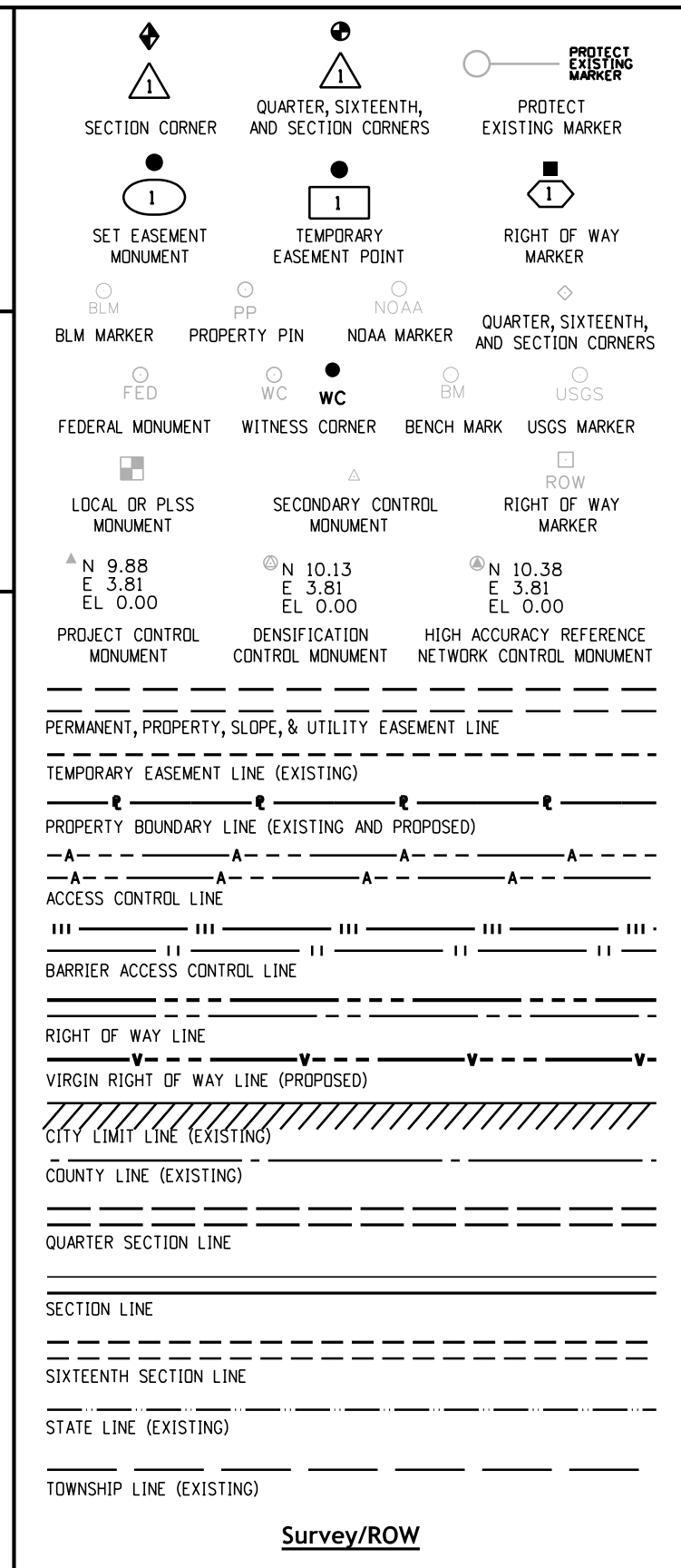
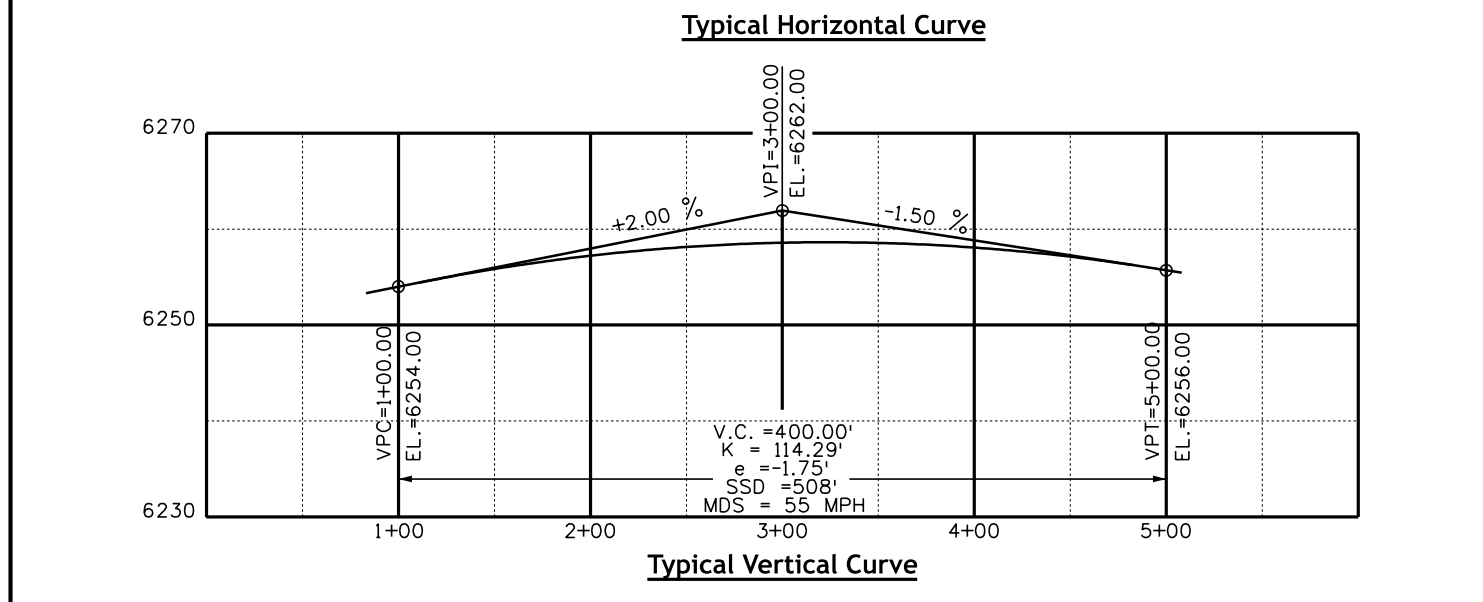
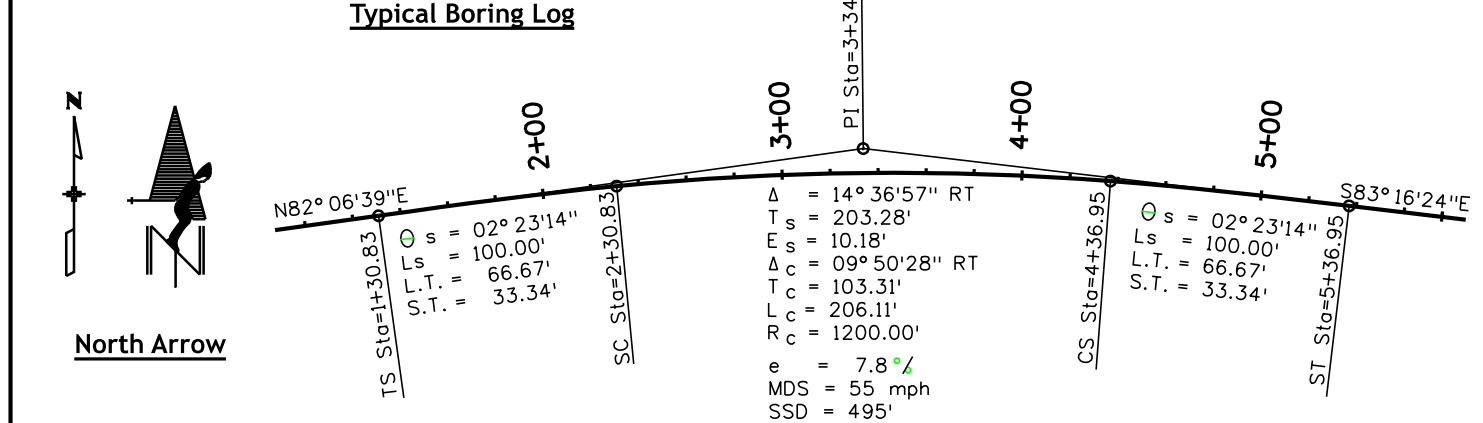
CDOT Safety (S) Standards Web Page: [CDOT S Standards Web Page](#)



<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204 DLK</p>	<h1>Table of Contents</h1> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	Comments			<b>Table of Contents</b>
Designer Initials: JBK						<b>Standard Sheet No. 1 of 1</b>
Last Modification Date: 07/01/2026						Project Sheet Number:
Last Modified By: DLK						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						

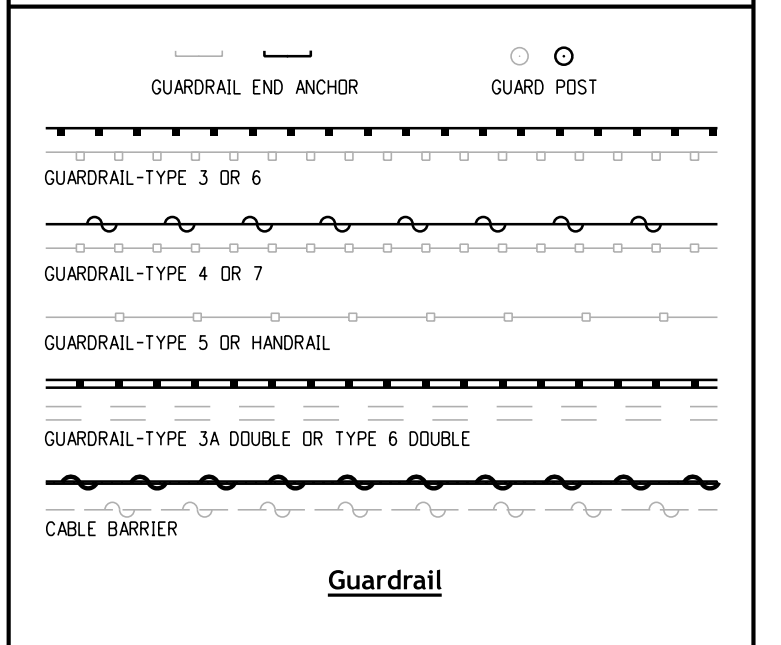
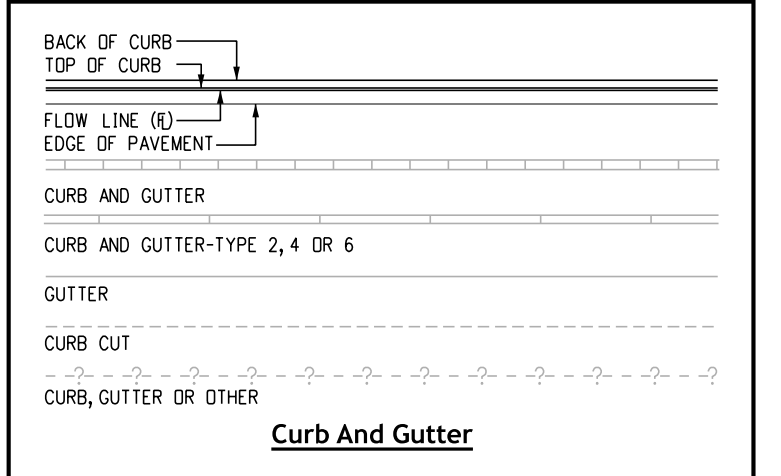


COMPOSITE MATERIALS ARE REPRESENTED BY COMBINATIONS OF THE ABOVE SYMBOLS, SUCH AS:



### General Notes

- 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).
- 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.
- Guardrail, curb and gutter, etc., are represented by a symbol with type given by note.



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Standard Symbols**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
M-100-1	
Standard Sheet No. 1 of 3	
Project Sheet Number:	

ROCK, MASONRY OR MECHANICALLY STABILIZED WALL (FACE)

BRIDGE CURB

BRIDGE RAIL

BRIDGE RAIL-TYPE 3A

FLOW LINE CBC

STRUCTURES MISCELLANEOUS

**Structure**

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

PLASTIC FENCE

SILT FENCE

DEBRIS FENCE

**Fence**

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 DISTURBED AREA

ENVIRONMENTAL CONCERN

HAZARDOUS WASTE SITE

NOXIOUS WEED

FLOW ARROW

**Environmental**

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**

MISCELLANEOUS BUILDING STRUCTURE (PRIMARY)

MISCELLANEOUS STRUCTURE (SECONDARY)

FOUNDATION OR PAD (CONCRETE OR BLOCK)

**Building Structures**

DECIDUOUS TREE

DECIDUOUS SHRUB

TEETER TOTTER SYMBOL

SWING SET SYMBOL

CONIFEROUS TREE

CONIFEROUS SHRUB

MISCELLANEOUS TREES

BENCH

SPRINKLER HEAD

TREES GROVE

HEDGE OR SHRUB GROVE

EDGE OF WETLANDS

**Landscaping**

SANITARY SEWER MANHOLE

SANITARY SEWER MISCELLANEOUS SYMBOL

SIZE, MATERIAL, OWNER

SANITARY SEWER PIPE

SANITARY SEWER PIPE MISCELLANEOUS

**Sanitary Sewer**

INLET TYPE 13

INLET TYPE C

INLET TYPE D

INLET VANE GRATE

INLET TYPE R XX FT LENGTH

STORM SEWER MANHOLE

MANHOLE EXISTING

STORM SEWER MISCELLANEOUS

STORM SEWER PIPE

STORM SEWER PIPE MISCELLANEOUS

**Storm Sewer**

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**

WATER SPIGOT

WATER VALVE

WATER MANHOLE

FIRE HYDRANT

WATER METER

WATER WELL SYMBOL

SIZE, MATERIAL, OWNER

WATER LINE

WATER MISCELLANEOUS LINE

**Water**

BOULDER UNDER 6FT

GEOLOGY MISC SYMBOL

MINESHIFT SYMBOL

ROCK OUTCROP

BOULDER FIELD OR ROCK OVERHANG

**Geology**

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

DLK

**Standard Symbols**

Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**

**M-100-1**

**Standard Sheet No. 2 of 3**

Project Sheet Number:

<p><b>Gas</b></p>	<p><b>Lighting</b></p>	<p><b>Telephone</b></p>	<p><b>Traffic Control</b></p>
<p><b>Oil</b></p>		<p><b>Intelligent Transportation System</b></p>	<p><b>Traffic Signal</b></p>
<p><b>Miscellaneous Topography</b></p>	<p><b>Television</b></p>	<p><b>Traffic Striping</b></p>	
<p><b>Camping</b></p>			

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Standard Symbols**  
 Issued by Construction Engineering Services: July 01, 2026

**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
Addl	Additional
ADT	Average Daily Traffic
AE	Architect-Engineer, Architecture, Engineering
AEC	Architecture, Engineering and Construction
AGA	American Gas Association
Ah	Ahead
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
AWG	American Wire Guage

**B**

Bk to Bk	Back to Back
BEI	By Equal Increments
BF	Back Face
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

BLM	Bureau of Land Management
Bldv	Boulevard
BMP	Best Management Practice
BNSF	Burlington Northern & Santa Fe Railroad
Bot	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
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)

**General Notes**

1. Words are preferred over abbreviations and acronyms.
2. Use words in notes, except where space is limited on the plan sheet.
3. Do not use abbreviations or acronyms where the meaning may be in doubt.
4. Abbreviations or acronyms may be used in callouts, dimensions, and tables.
5. Abbreviations should be upper and lower case letters except where all upper case letters are required.  
Const Jt = Construction Joint
6. Acronyms shall be all upper case letters.  
CBC = Concrete Box Culvert

**D**

DTM	Digital Terrain Model
Dwg	AutoCAD Drawing

**E**

E	Expansion Bearing
e.g. =	Exempli Gratia (For Example)
EA	Environmental Assessment
Ea	Each
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
Expn	Expansion
Ext	Exterior

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Acronyms and Abbreviations</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 <b>DLK</b>	<b>DLK</b>	<b>M-100-2</b>
Designer Initials: JBK		Comments: _____			<b>Standard Sheet No. 1 of 4</b>
Last Modification Date: 07/01/2026		_____			Issued by Construction Engineering Services: July 01, 2026
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		_____			

**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
FG	Finished Grade
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
GFRP	Glass Fiber Reinforced Polymer
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
HSS	Hollow Structural Section
Ht	Height
HW	High Water
Hwy	Highway
Hyd	Hydraulic

**I**

ICEA	Insulated Cable Engineers Association
ID	Inside Diameter
IF	Inside Face
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 AASHTO LRFD Bridge Design Specifications
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
MR	Resilient Modulus
MR	Modulus of Rupture

**N**

NAD	North American Datum
NAVD	North American Vertical Datum
NB	Northbound, Total Number of Blocks
N <sub>DES</sub>	Recommended SuperPave™ Gyratory Design Revolution
NCBC	National Concrete Bridge Council
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

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Acronyms and Abbreviations</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	0000	Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204	<b>M-100-2</b>	<b>M-100-2</b>
Designer Initials: JBK		Comments: _____			Standard Sheet No. 2 of 4
Last Modification Date: 07/01/2026		_____			DLK
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		_____			
			Project Sheet Number: _____		

O

OC	On Center
OD	Outside Diameter
OF	Outside Face
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
Ph	Phase
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
Rd	Road
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
ROW	Right-of-Way
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 Deck 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

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

Computer File Information	
Issuance Date: 07/01/26	0000
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204 DLK



**Acronyms and Abbreviations**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-100-2**  
**Standard Sheet No. 3 of 4**  
 Project Sheet Number:

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
----	------

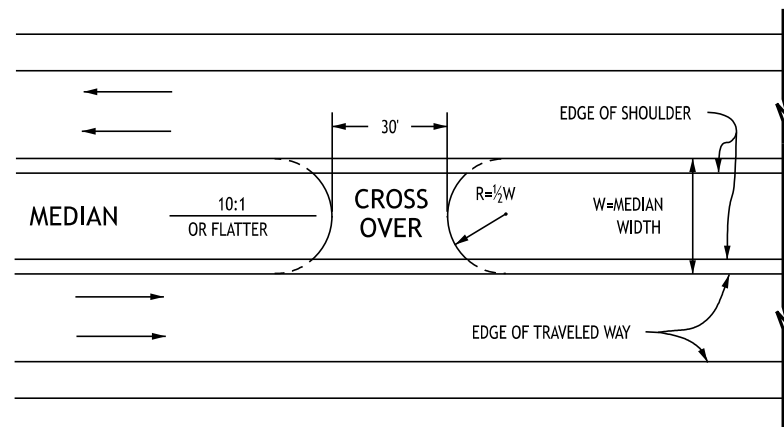
SYMBOLS

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

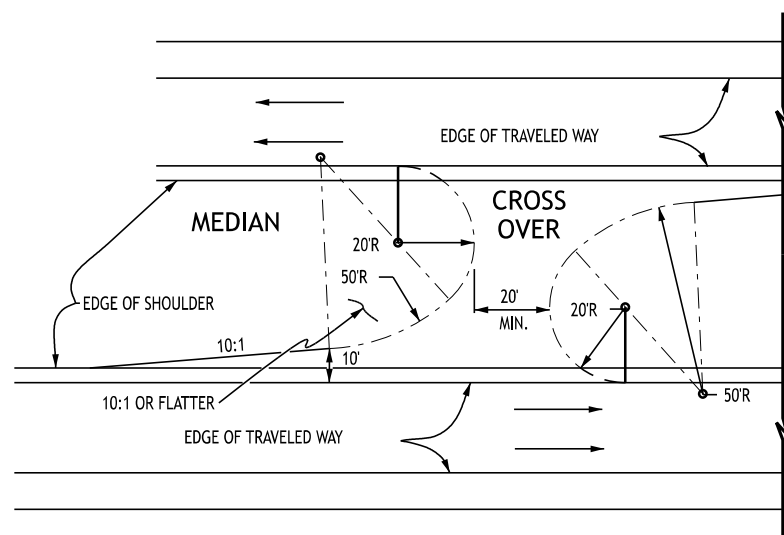
SLOPES, FLARES, AND TAPERS:

- Side slopes:  
X:Y - Horizontal:Vertical
- Flares and tapers:  
X:Y - Longitudinal:Lateral

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<h1>Acronyms and Abbreviations</h1>		<b>Standard Plan No.</b> <b>M-100-2</b> Standard Sheet No. 4 of 4 Project Sheet Number:	
Date:	Comments																
Issued by Construction Engineering Services: July 01, 2026																	



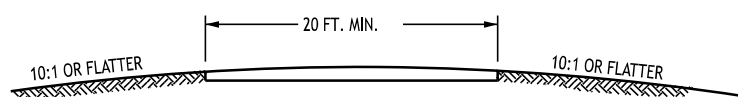
**Median Width Less Than 50 Ft.**



**Median Width Greater Than 50 Ft.**

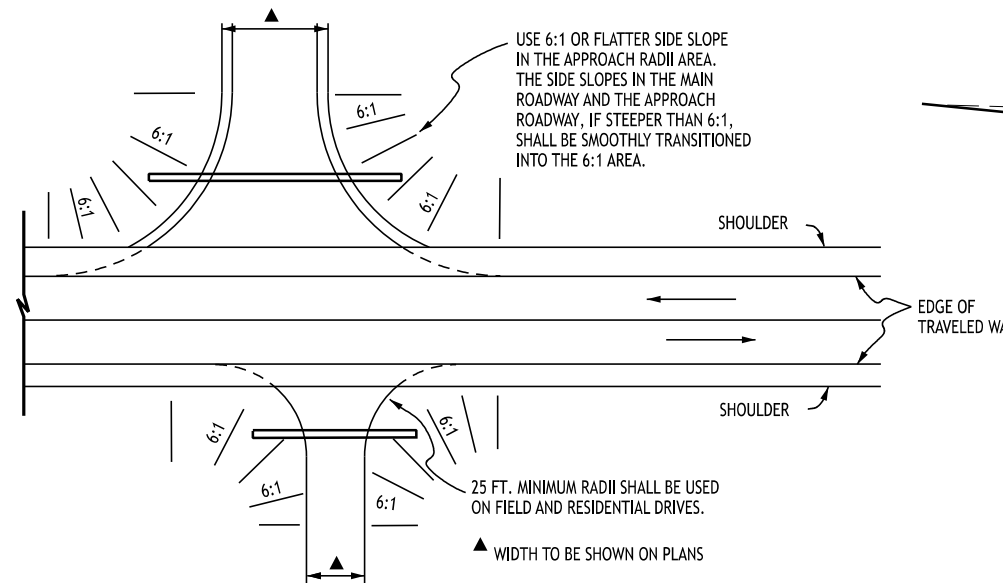
**Typical Plans for Emergency Median Cross Over**

Location of radius points may be adjusted for best fit



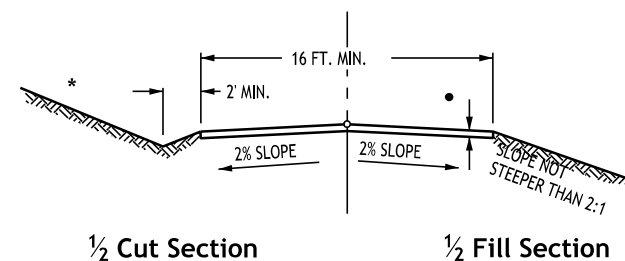
**Typical Section for Median Cross Over**

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 6H:1V slope. Fifty foot 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.

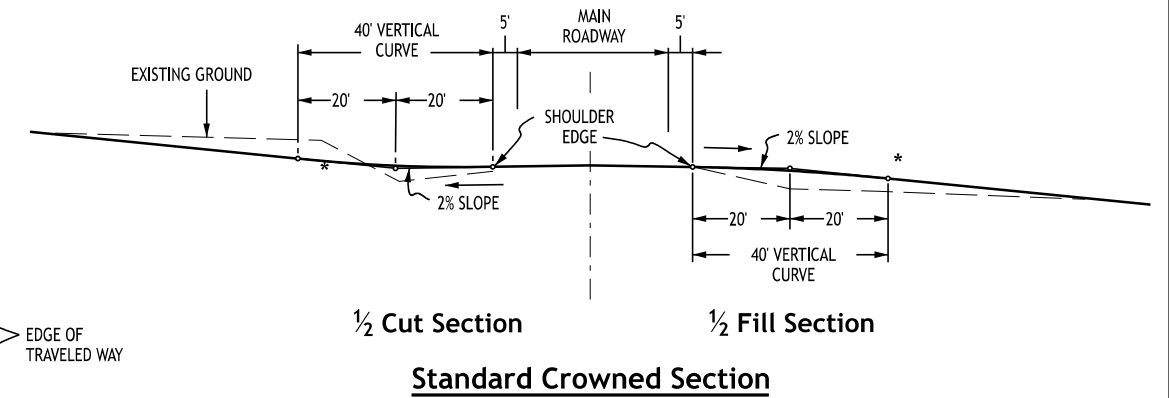
**Typical Plans for Side Approach Road**



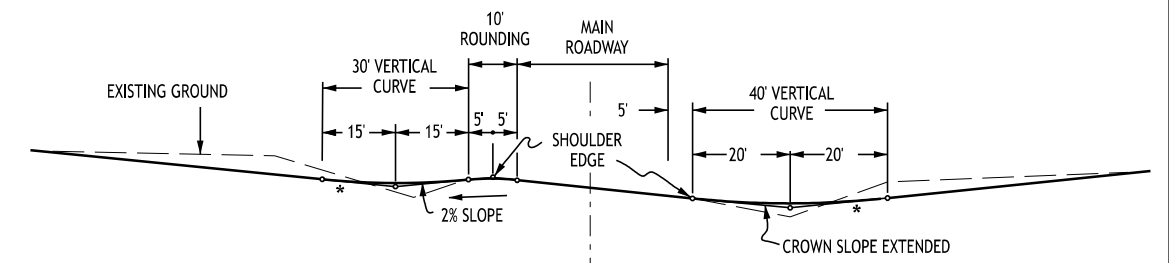
**Typical Section for Approach (Access) Road**

Note: Road approaches which require HMA (asphalt) pavement shall be placed at the following distances back from the roadway edge of pavement:

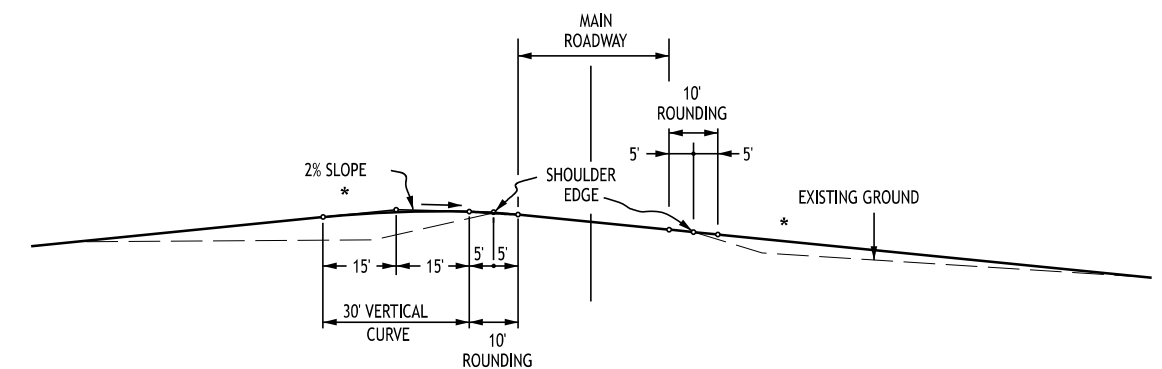
1. Residential or agricultural field entrances - Pave 4 feet back.
2. Three or more residences or commercial property - Pave 20 feet back or to ROW line, whichever is less.
3. Public street - Pave 50 feet back or to ROW line, whichever is less.
4. If existing access is paved, then feather new asphalt overlay a minimum of 2 feet back or as directed by the Project Engineer.



**Standard Crowned Section**



**Superelevated Cut Section**

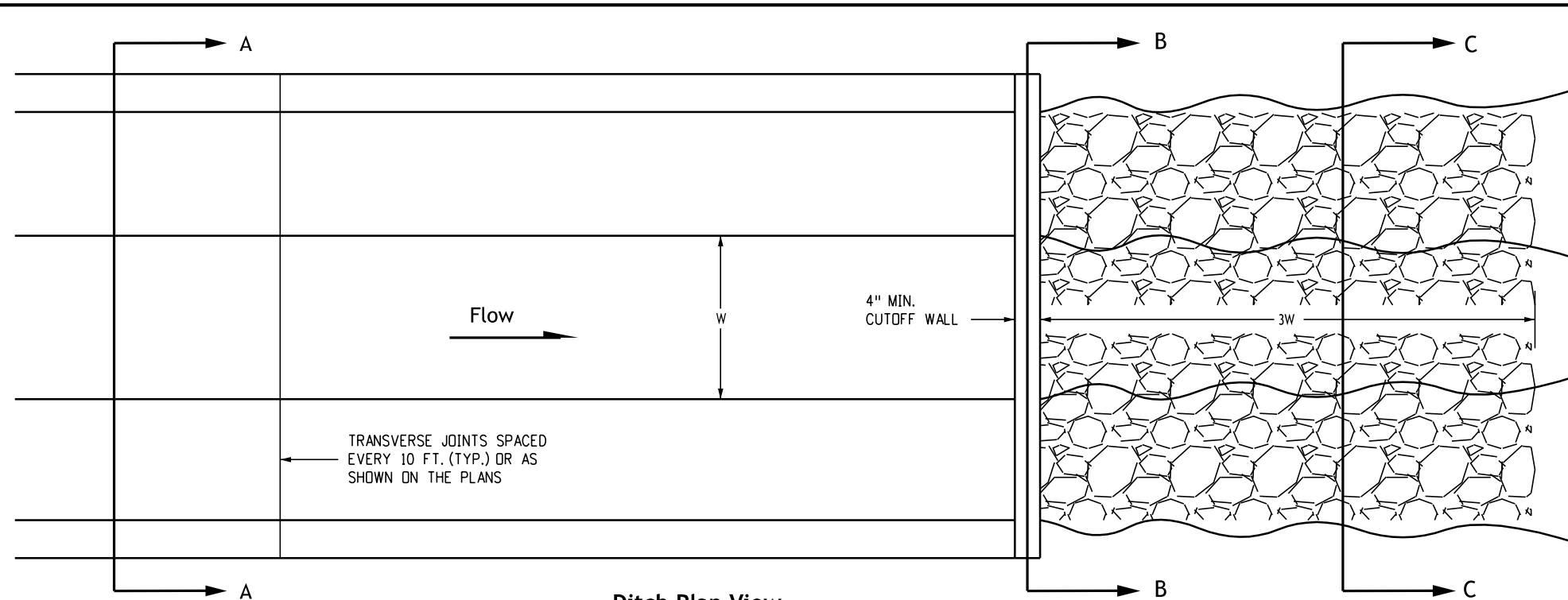


**Superelevated Fill Section**

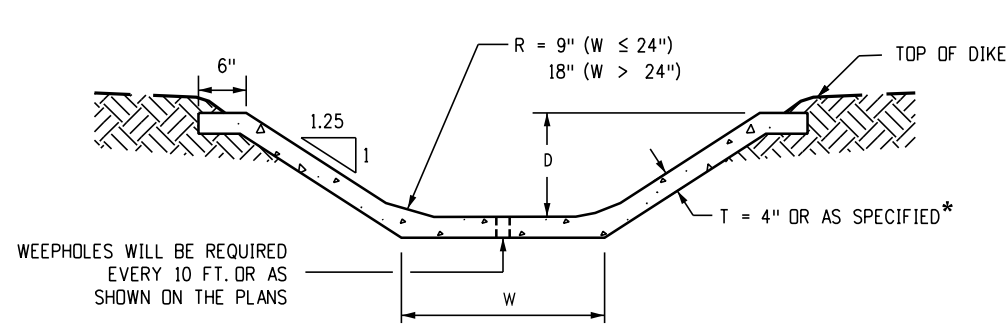
**Vertical Alignment Side Approach Roads Intersecting Main Roadway**

\* 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.

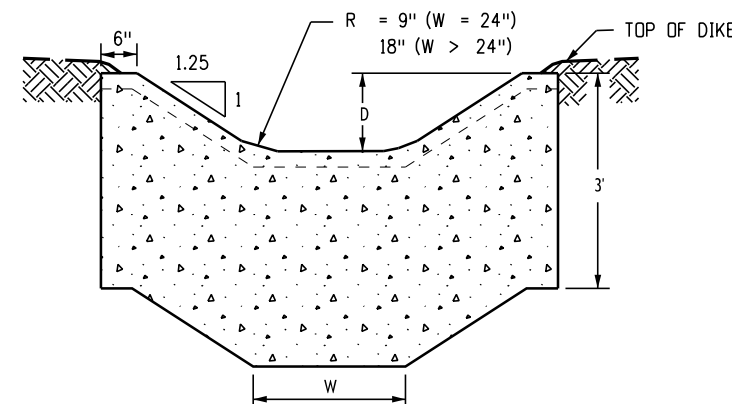
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1 style="margin: 0;">Approach Roads</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-203-1</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 1	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



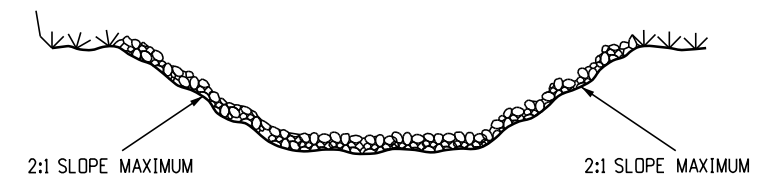
**Ditch Plan View**



**Section A-A  
Concrete-Lined Ditch**



**Section B-B  
Cutoff Wall**



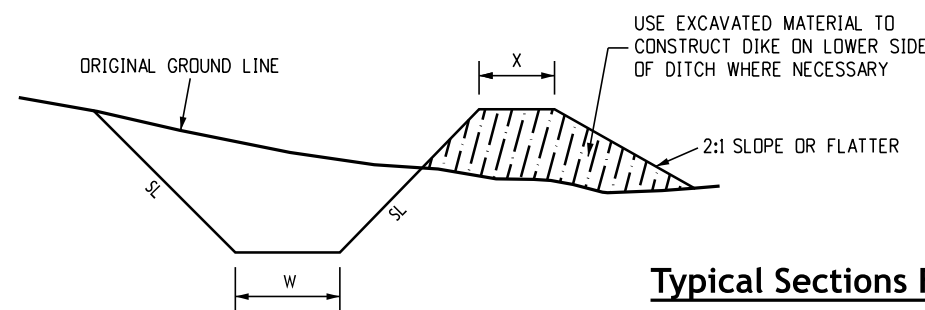
**Section C-C  
Riprap-Lined Ditch**

RIPRAP GRADATION SHALL BE AS SPECIFIED IN THE CONTRACT.

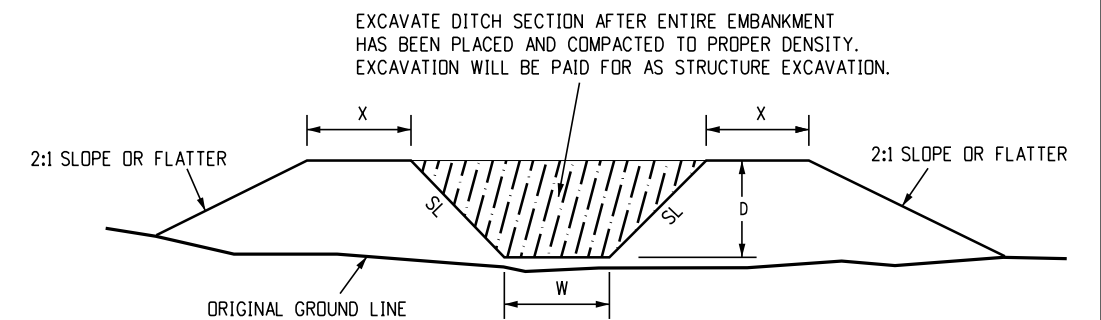
\* FOR SECTIONS WHERE W ≤ 18" AND D ≤ 18" USE T = 3"

D (INCHES)	CU. YDS. PER 100 LIN. FT.				
	W (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**



**Cut Sections**



**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 feet unless otherwise shown on the plans, W = 1 foot, SL = 2H:1V or flatter.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



# Ditch Types

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-203-2</b>
Standard Sheet No. 1 of 1
Project Sheet Number:

**Superelevation Notes**

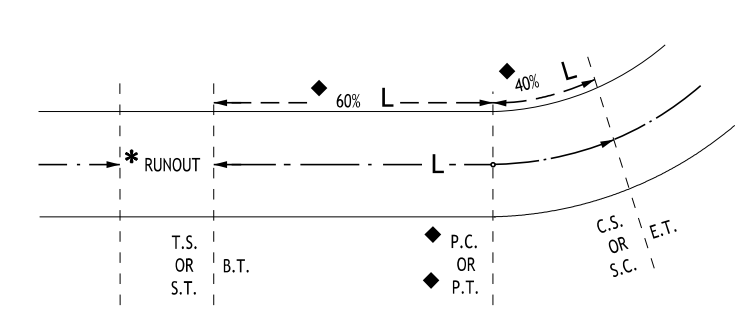
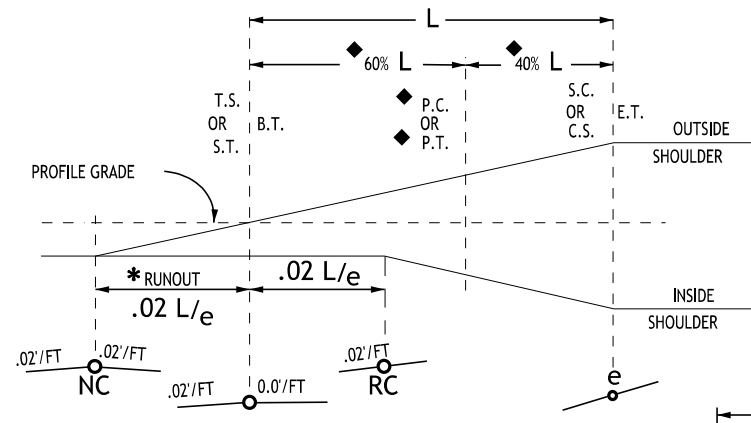
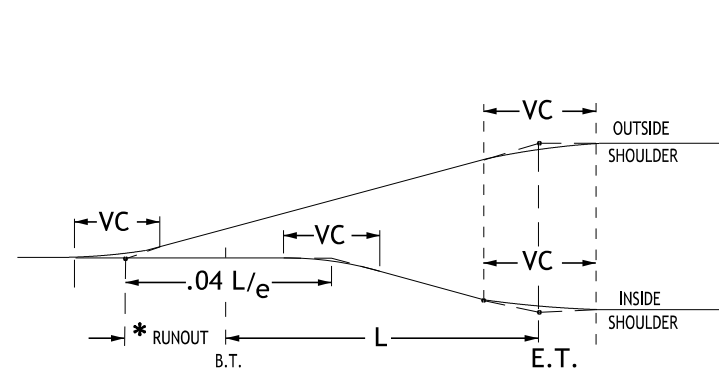
1. This standard plan shows the required rates of superelevation for the various radius lengths at different design speeds for the maximum superelevation rate of 8%. Alternative maximum rate of superelevation shall be used for crowned highways when specified on the plans.
2. Values are for design elements 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 max = 8% TABLE CONTINUES ON SHEET 2.

e (%)	V <sub>d</sub> =15 mph				V <sub>d</sub> =20 mph				V <sub>d</sub> =25 mph				V <sub>d</sub> =30 mph				V <sub>d</sub> =35 mph				V <sub>d</sub> =40 mph				V <sub>d</sub> =45 mph				V <sub>d</sub> =50 mph				e (%)
	R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)		R (FT.)	L (FT.)				
		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS		1 LN	2 LNS	1 LN	2 LNS	
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								

e = SUPERELEVATION RATE  
R - RADIUS OF CURVE  
V<sub>d</sub> - ASSUMED DESIGN SPEED  
L - LENGTH OF SUPERELEVATION RUNOFF OR SPIRAL LENGTH  
LN - TRAVEL LANE

<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26</p> <p>Designer Initials: JBK</p> <p>Last Modification Date: 07/01/2026</p> <p>Last Modified By: DLK</p> <p>CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p><b>Sheet Revisions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">Date:</th> <th>Comments</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b></p> <p>2829 West Howard Place Denver, CO 80204</p> <p> DLK</p>	<p><b>Superelevation Crowned and Divided Highways</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<p><b>Standard Plan No. M-203-11 Standard Sheet No. 1 of 3</b></p> <p>Project Sheet Number:</p>
Date:	Comments												



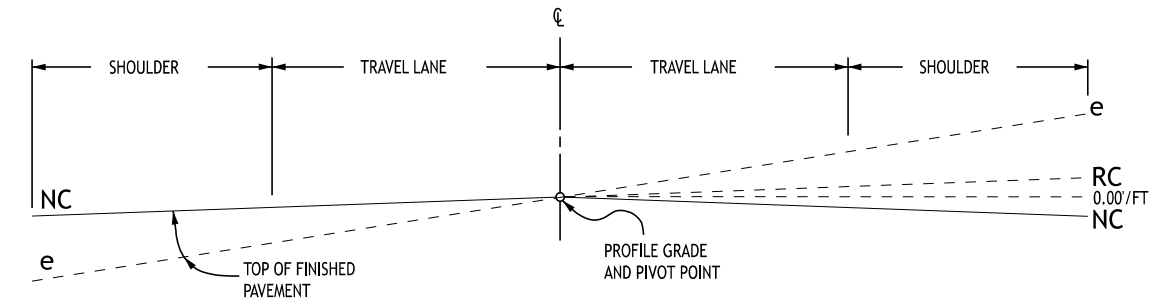
VC - To obtain smooth profiles on pavement edges, vertical curves may be inserted at the angular break points. Unless restraining conditions exist, the length of vertical curve selected, in feet, should be at least numerically equal to the design speed, and no more than  $.04 L/e$ .

\* 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.

○ = 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.

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  
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**

- 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.
- Values are for design elements related to design speed and horizontal curvature for 2-lane and 4-lane highways.
- 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.
- 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 (%)	Vd = 50 mph			Vd = 55 mph			Vd = 60 mph			Vd = 65 mph			Vd = 70 mph			Vd = 75 mph			Vd = 80 mph			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	
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

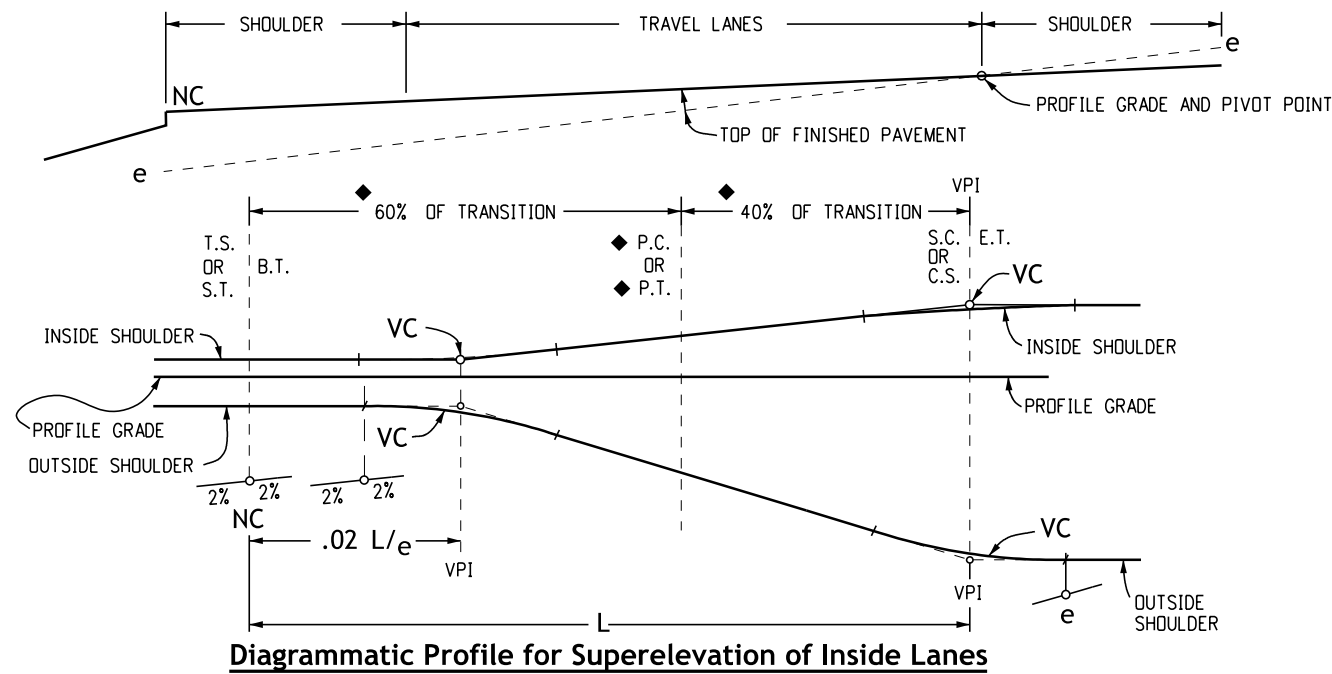
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

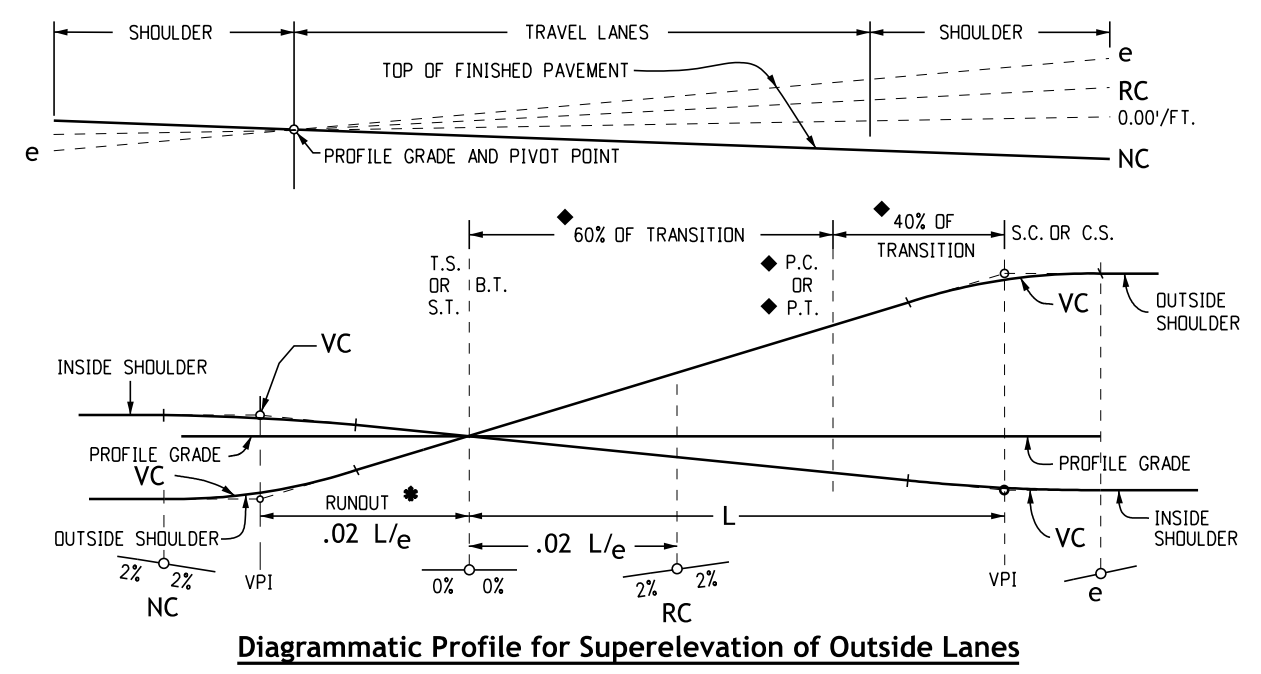
**Colorado Department of Transportation**  
**Construction Engineering Services**  
2829 West Howard Place  
Denver, CO 80204  
DLK

**Superelevation Crowned and Divided Highways**  
Issued by Construction Engineering Services: July 01, 2026

**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**

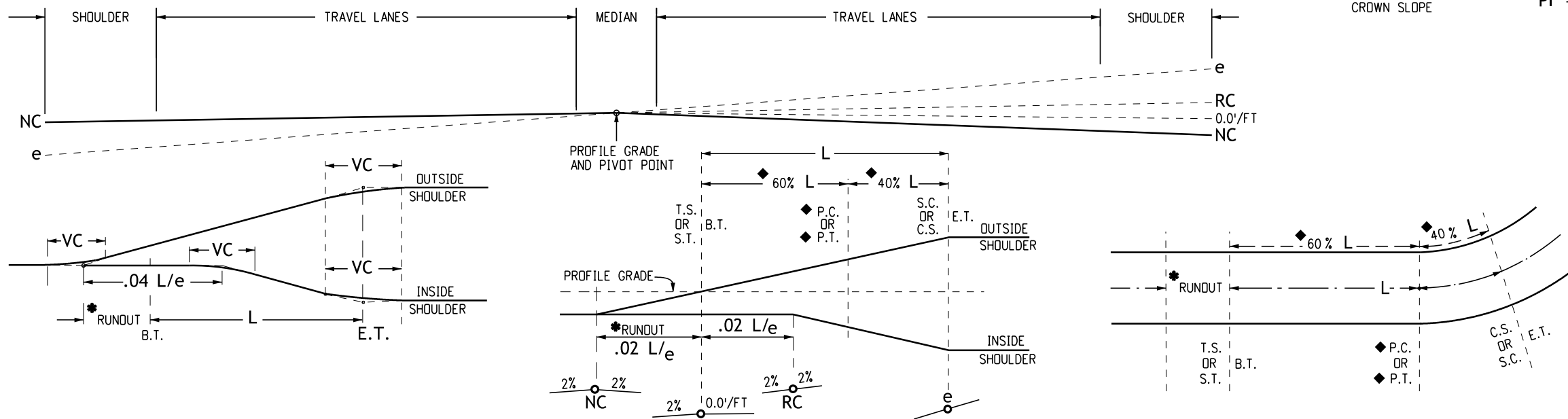
**Superelevation Diagrams for Divided Highways Shoulder Pivot**

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  $.04 L/e$ .

- 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
- 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

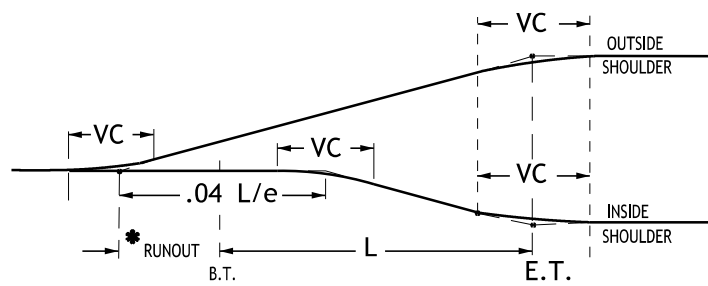
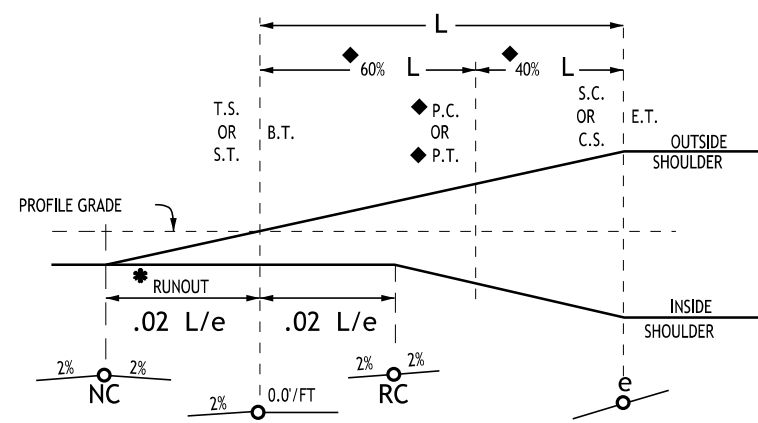
- = PIVOT
- ◆ = WHEN CURVE IS NOT SPIRALED.
- e = MAXIMUM RATE OF SUPERELEVATION IN FEET (PER FOOT OF WIDTH) FOR THE GIVEN RADIUS OF CURVE AND DESIGN SPEED.

\* 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.

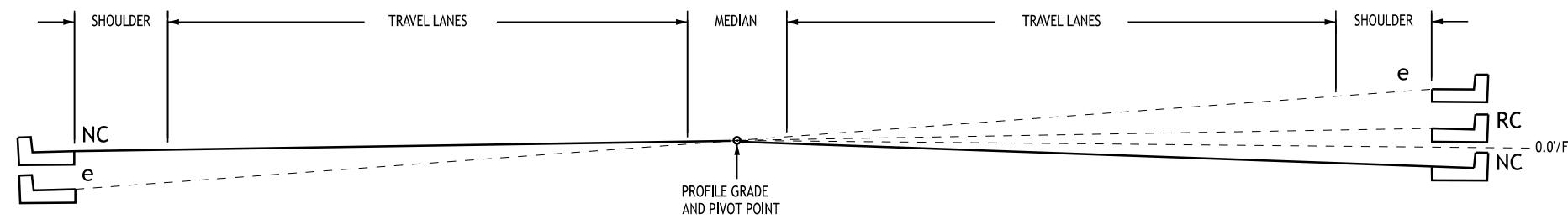
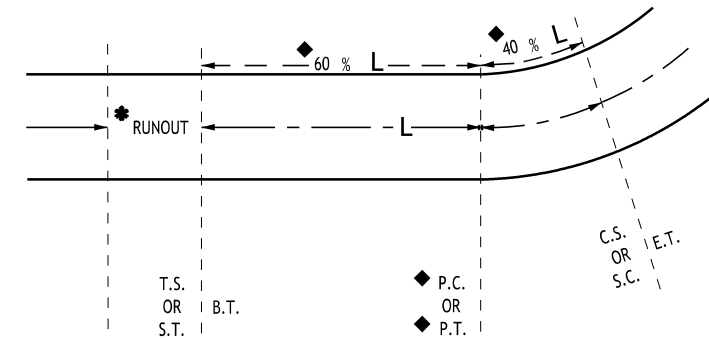


**Superelevation Diagrams for Divided Highway Center Pivot**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services 2829 West Howard Place Denver, CO 80204</p>	<p><b>Superelevation</b> <b>Crowned and Divided</b> <b>Highways</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-203-11</b>	
Designer Initials: JBK						Standard Sheet No. 3 of 3	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				Issued by Construction Engineering Services: July 01, 2026			



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  $.04 L/e$ .



### Superelevation Diagrams

$e_{max} = 4\%$

If the calculated radius falls between two radii, go to the next lowest radius value.

e (%)	V <sub>d</sub> =15 mph		V <sub>d</sub> =20 mph		V <sub>d</sub> =25 mph		V <sub>d</sub> =30 mph		V <sub>d</sub> =35 mph		V <sub>d</sub> =40 mph		V <sub>d</sub> =45 mph		V <sub>d</sub> =50 mph		V <sub>d</sub> =55 mph		V <sub>d</sub> =60 mph		e (%)
	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	
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

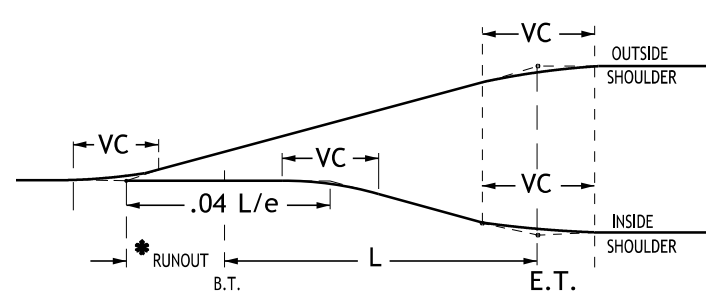
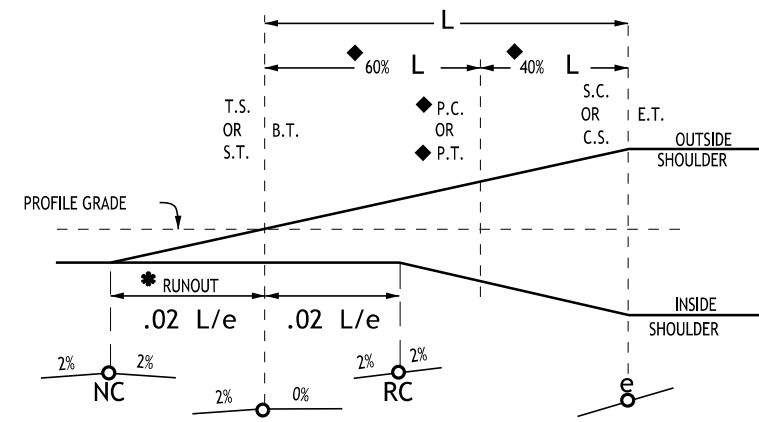
- = PIVOT
- ◆ = WHEN CURVE IS NOT SPIRALLED.
- e = MAXIMUM RATE OF SUPERELEVATION IN FEET (PER FOOT OF WIDTH) FOR THE GIVEN RADIUS OF CURVE AND DESIGN SPEED.
- \* Runout length should usually be  $.02 L/e$ . When conditions are such that this length is not suitable, the designer shall choose another length to suit conditions.

- R - RADIUS OF CURVE
- V<sub>d</sub> - 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

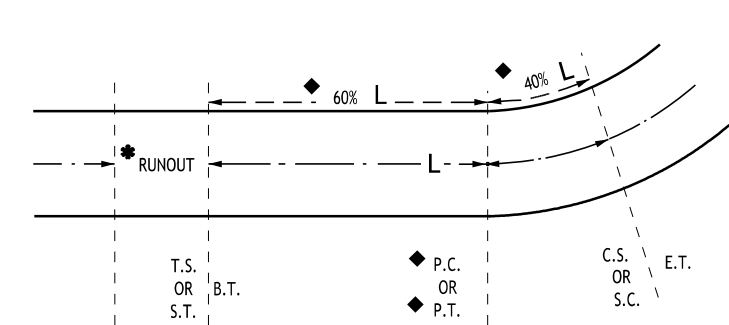
### Superelevation Notes

- 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.
- Use of  $e_{max} = 4\%$  should be limited to urban conditions.
- Values are for design elements related to design speed and horizontal curvature for two-lane and four-lane streets.
- Where side streets or roads intersect, the rate of superelevation may be reduced to facilitate a smooth intersection of the profile grades.
- Number of lanes rotated:
  - One lane rotated is typical for a two-lane highway.
  - Two lanes rotated are typical for a four-lane highway.
- 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.

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	<b>Sheet Revisions</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">Date:</th> <th>Comments</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	Date:	Comments							 <b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	<h1 style="margin: 0;">Superelevation Streets</h1> <p style="margin: 0;">Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b> <h2 style="margin: 0;">M-203-12</h2> <b>Standard Sheet No. 1 of 2</b> Project Sheet Number:
Date:	Comments											

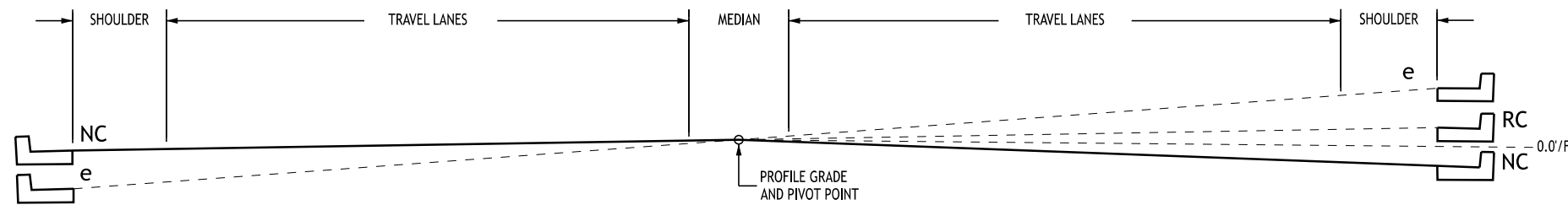


VC - To obtain smooth profiles on pavement edges, vertical curves may be inserted at the angular break points. Unless restraining conditions exist, the length of vertical curve selected, in feet, should be no less than numerically equal to the design speed, and no more than  $.04 L/e$ .



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

- = 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.



### Superelevation Diagrams

e max = 6%

e (%)	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		e (%)
	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	R (FT.)	L (FT.)	
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
4.4	116-131	68 102	238-270	71 107	402-452	75 113	615-684	80 120	868-960	85 128	1190-1310	91 137	1540-1680	98 147	1940-2110	106 158	2400-2590	112 169	2920-3140	117 176	4.4
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
5.0	82-91	77 115	169-189	81 122	292-324	86 129	456-502	91 136	654-718	97 145	911-995	103 155	1190-1300	111 167	1510-1640	120 180	1890-2050	128 191	2330-2510	133 200	5.0
5.2	73-82	80 120	152-169	84 126	264-292	89 134	413-456	95 142	595-654	101 151	833-911	108 161	1090-1190	116 173	1390-1510	125 187	1750-1890	133 199	2160-2330	139 208	5.2
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

- 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.
- Values are for design elements related to design speed and horizontal curvature for two-lane and four-lane streets.
- Where side streets or roads intersect, the rate of superelevation may be reduced to facilitate a smooth intersection of the profile grades.
- Number of lanes rotated:
  - One lane rotated is typical for a two-lane highway.
  - Two lanes rotated are typical for a four-lane highway.
- 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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

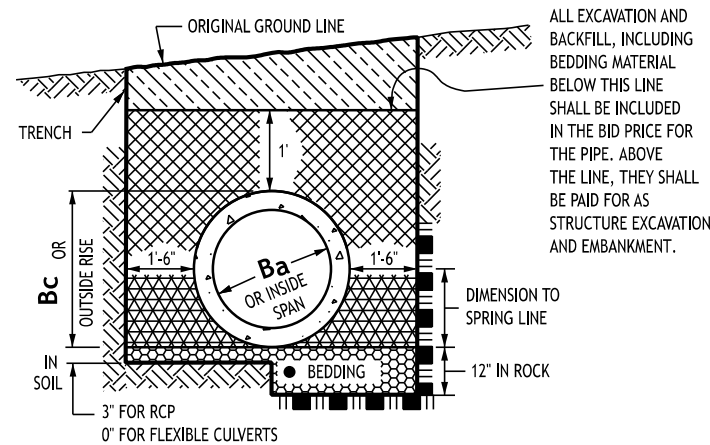
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



# Superelevation Streets

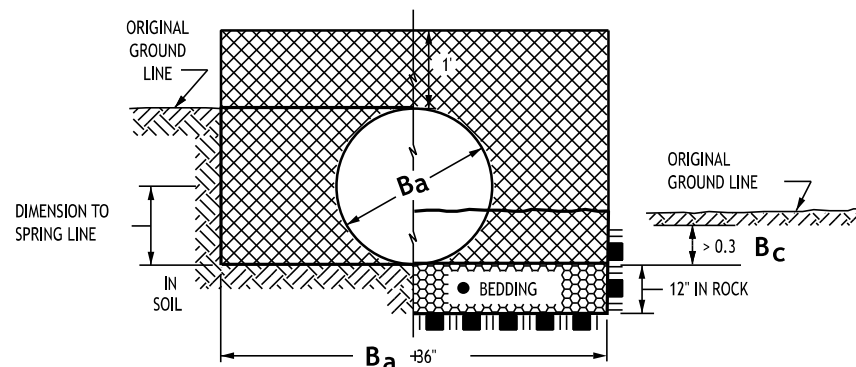
Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-203-12</b>
Standard Sheet No. 2 of 2
Project Sheet Number:



**Pipe In Trench**

- The bedding material for rigid pipe in soil shall be 3 inches 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 inches of loose Structure Backfill, Class 1.



**Circular Pipe**

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

- When two or more conduits are laid side-by-side, they shall be placed so that they are 1/2 outside diameter, or 1/2 outside span, or 3 feet apart, whichever is less. However, if end sections are used, the minimum spacing shall be 1 foot between end sections.

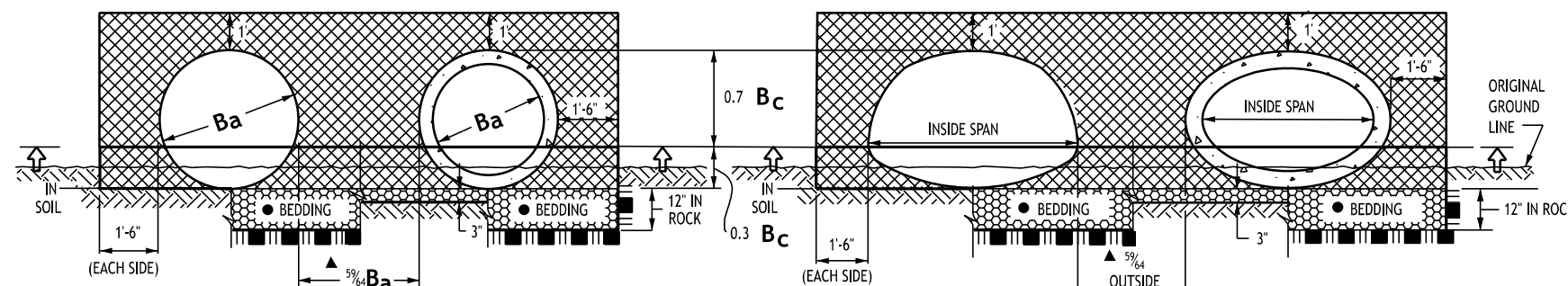
**General Notes**

- Excavation and backfill patterns different from those indicated on these sheets will be shown elsewhere on the plans.
- 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.
- Structure footings which are located in rock shall be poured out to undisturbed rock without forming in conformance with Subsection 601.09(b).
- Structural plate culverts shall be constructed as shown on the plans.
- $B_a$  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  $B_a = B_c$ .
- Approximate structure excavation and backfill quantities, up to 1 foot over the pipe will be shown on the plans, for information only.

**Legend**

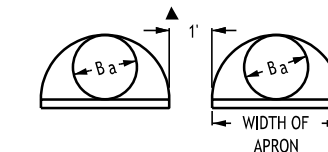
	STRUCTURE EXCAVATION LIMITS		ROCK
	STRUCTURE BACKFILL, CLASS 1 OR 2, AS SHOWN ON PLANS		BEDDING
	STRUCTURE BACKFILL, CLASS 1		CONCRETE
	EMBANKMENT MATERIAL		EARTH

= When flow line of culvert is less than 0.3  $B_c$  below the original ground line, embankment shall be built up to 0.3  $B_c$  above the flow line and trench excavated to the bottom of pipe or as shown.

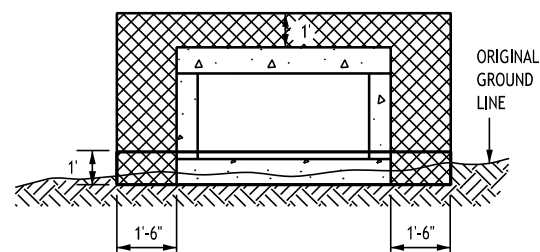


**Circular Pipe in Fill**

**Arch or Elliptical Pipe in Fill**

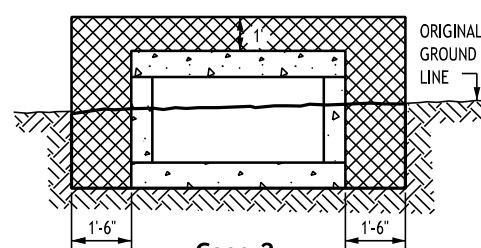


**Conduit With End Sections**



**Case 1**

Applies when the original ground line is less than 1 foot above the bottom of the box culvert. The embankment shall be built up to 1 foot 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.

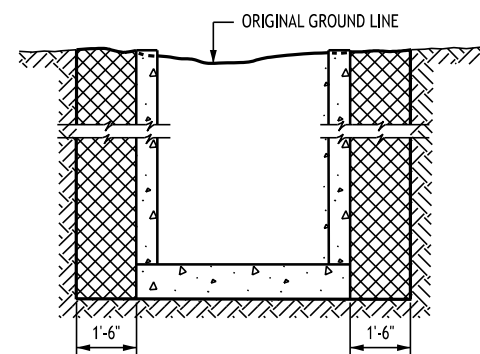


**Case 2**

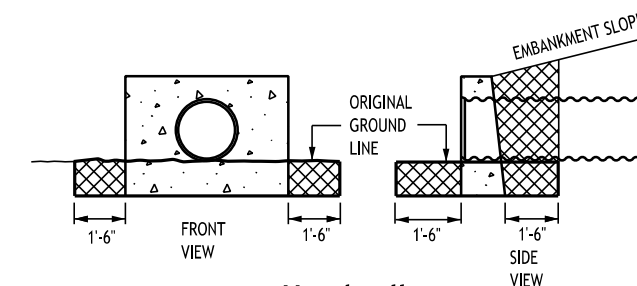
Applies when the original ground line is more than 1 foot above the bottom of the box culvert.

**Concrete Box Culvert**

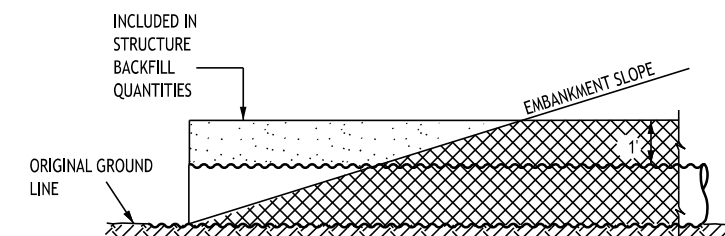
In both cases, the trench (outlined by the thick solid line) shall then be excavated to accommodate construction of the box culvert.



**Drop Inlets and Division Boxes**

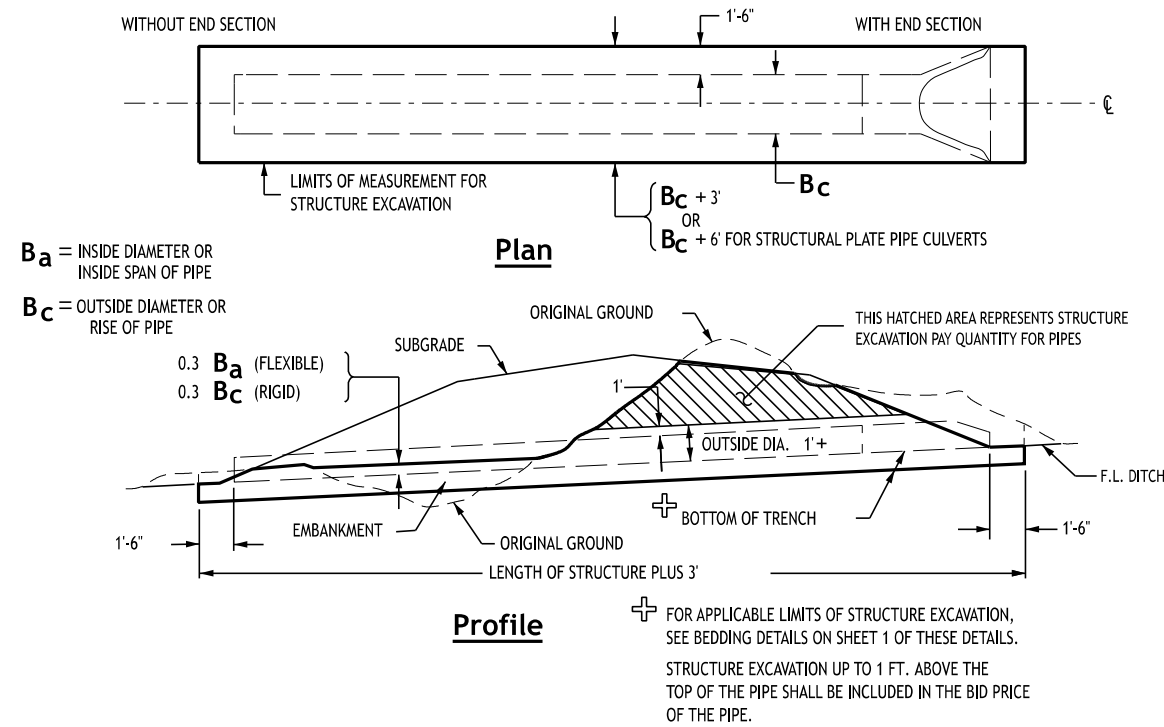


**Headwall**

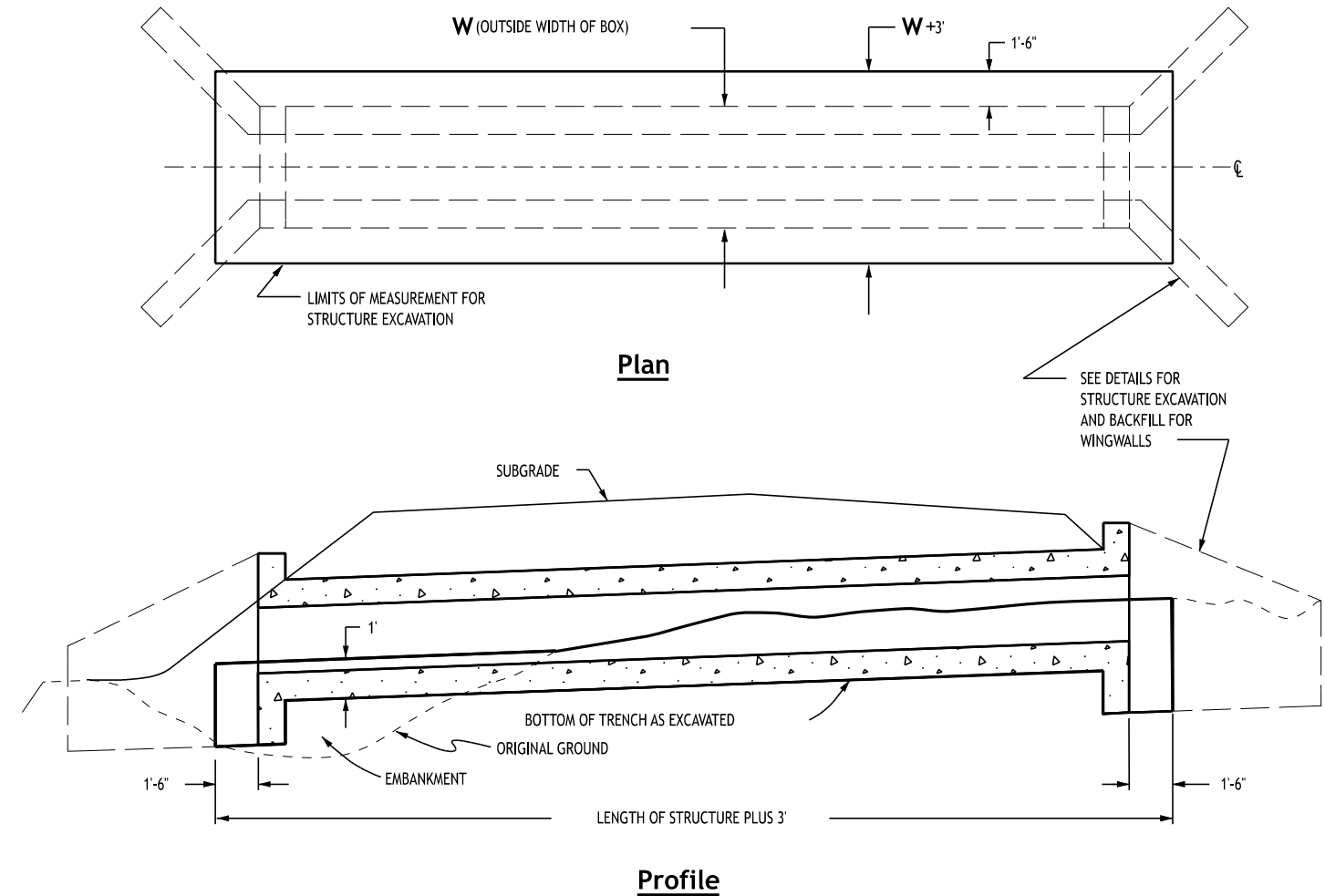


**End of Pipe**

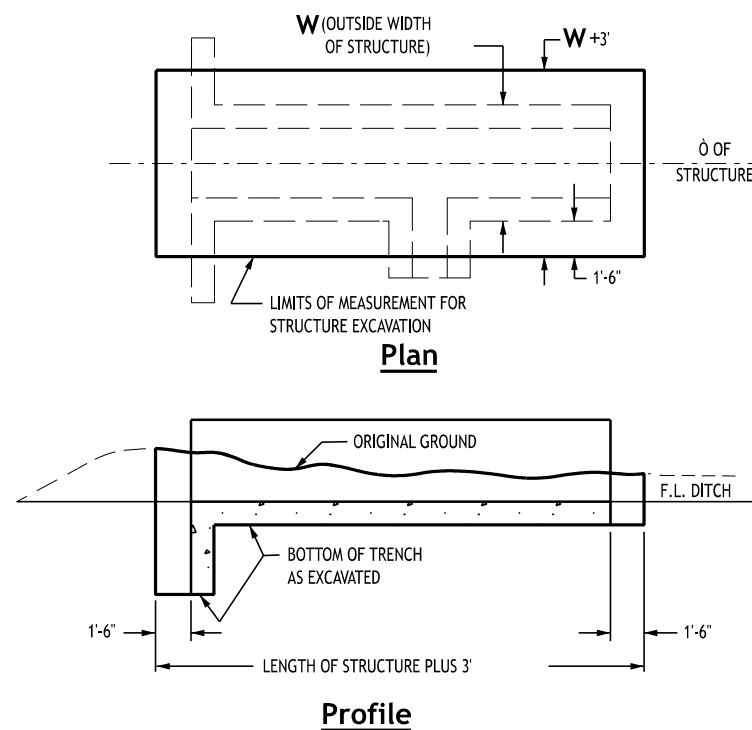
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Excavation and Backfill for Structures</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-206-1</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 2	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



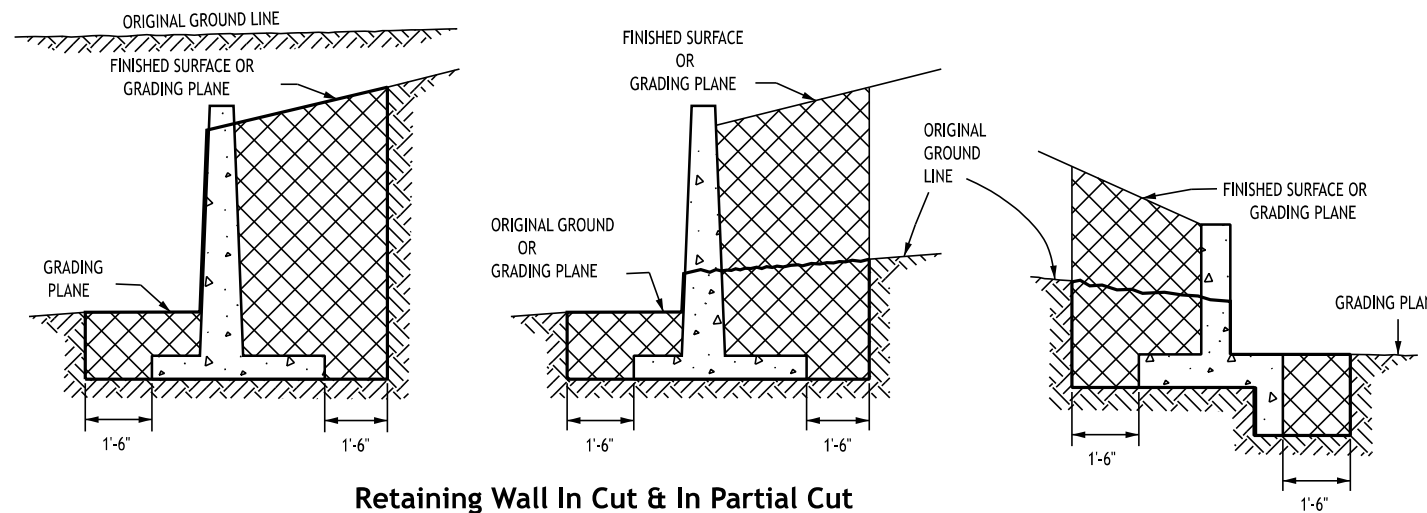
**Structure Excavation Measurement for Pipe Culverts**



**Structure Excavation Measurement for Concrete Box Culverts**



**Structure Excavation Measurement for Division Boxes**



**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.

**Wingwall**

**Legend**

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

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

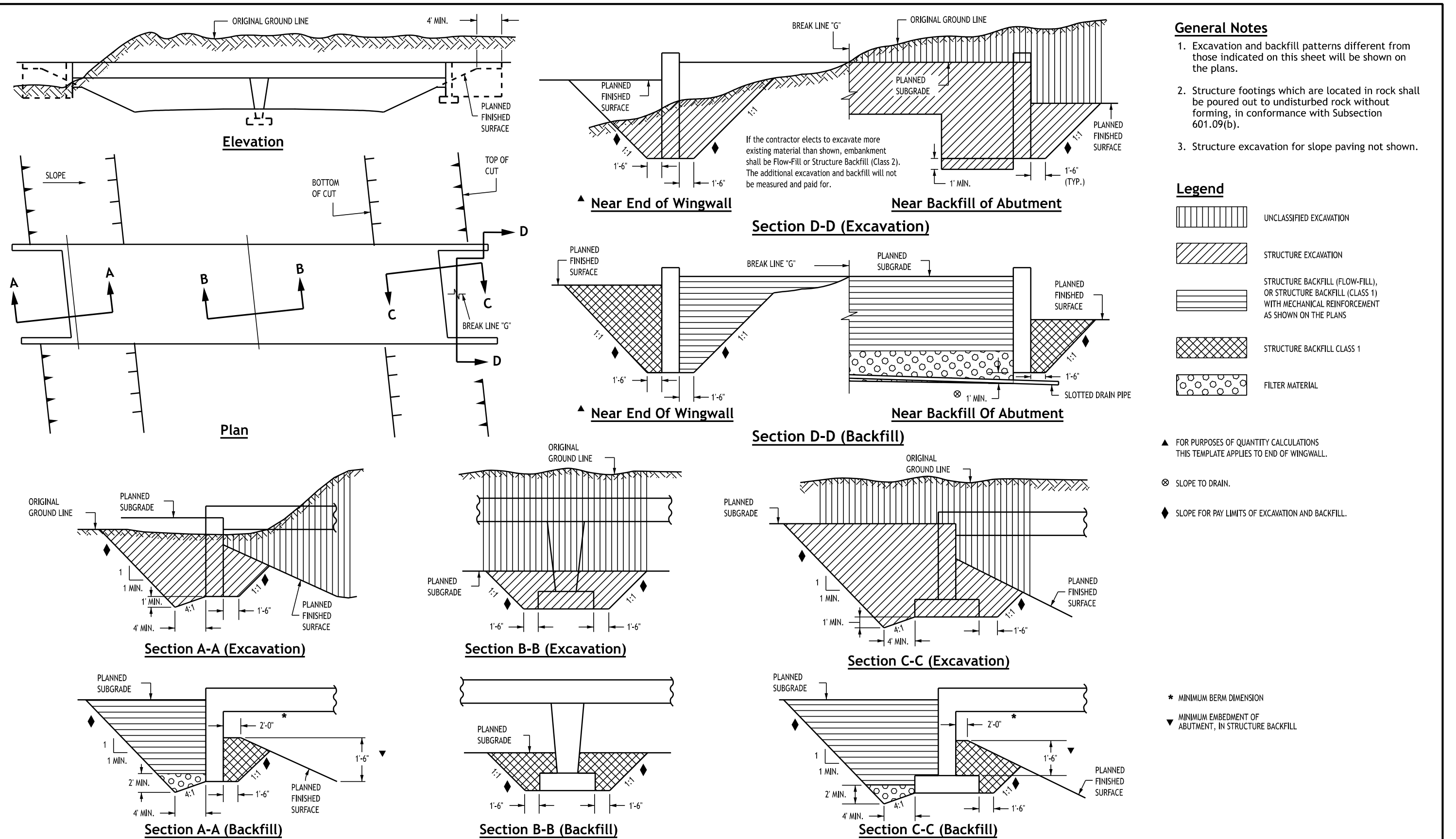
2829 West Howard Place  
Denver, CO 80204

DLK

**Excavation and Backfill for Structures**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
M-206-1
Standard Sheet No. 2 of 2
Project Sheet Number:



**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.

- \* MINIMUM BERM DIMENSION
- ▼ MINIMUM EMBEDMENT OF ABUTMENT, IN STRUCTURE BACKFILL

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

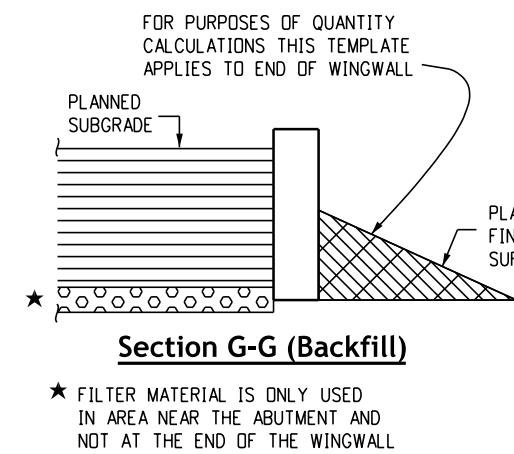
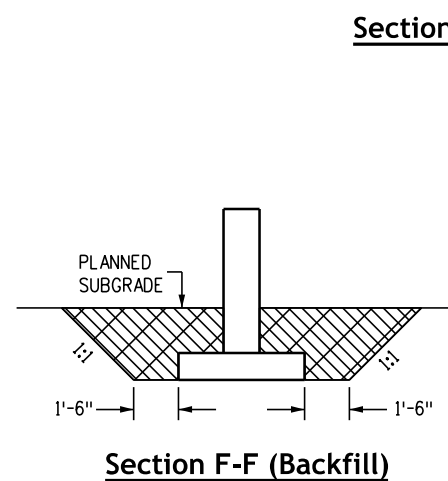
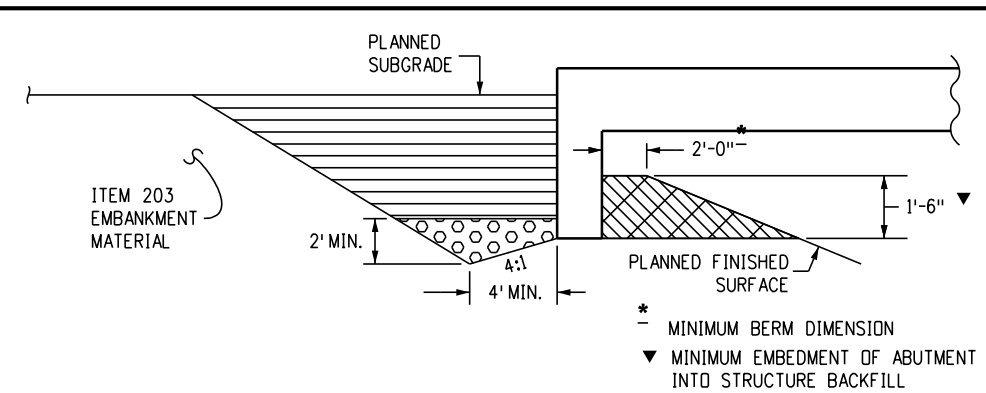
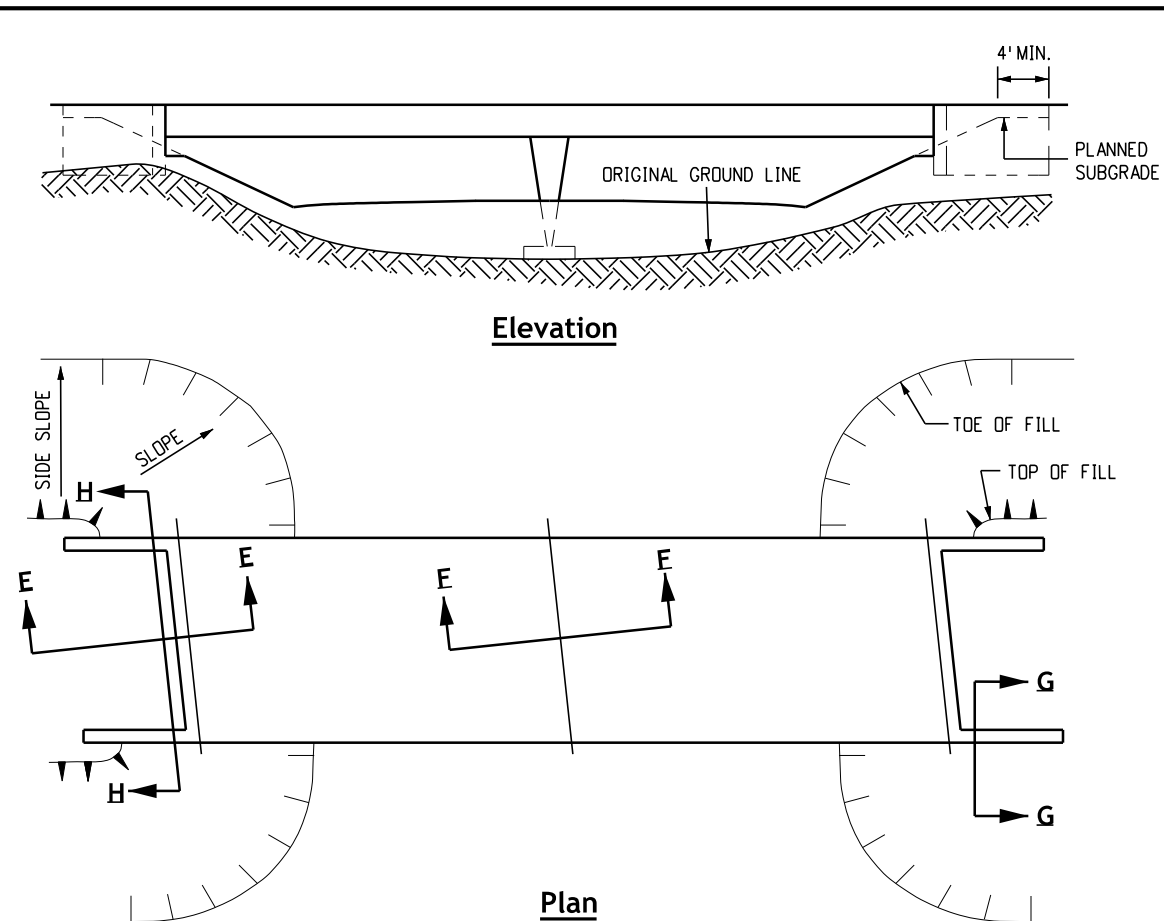
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Excavation and Backfill for Bridges**

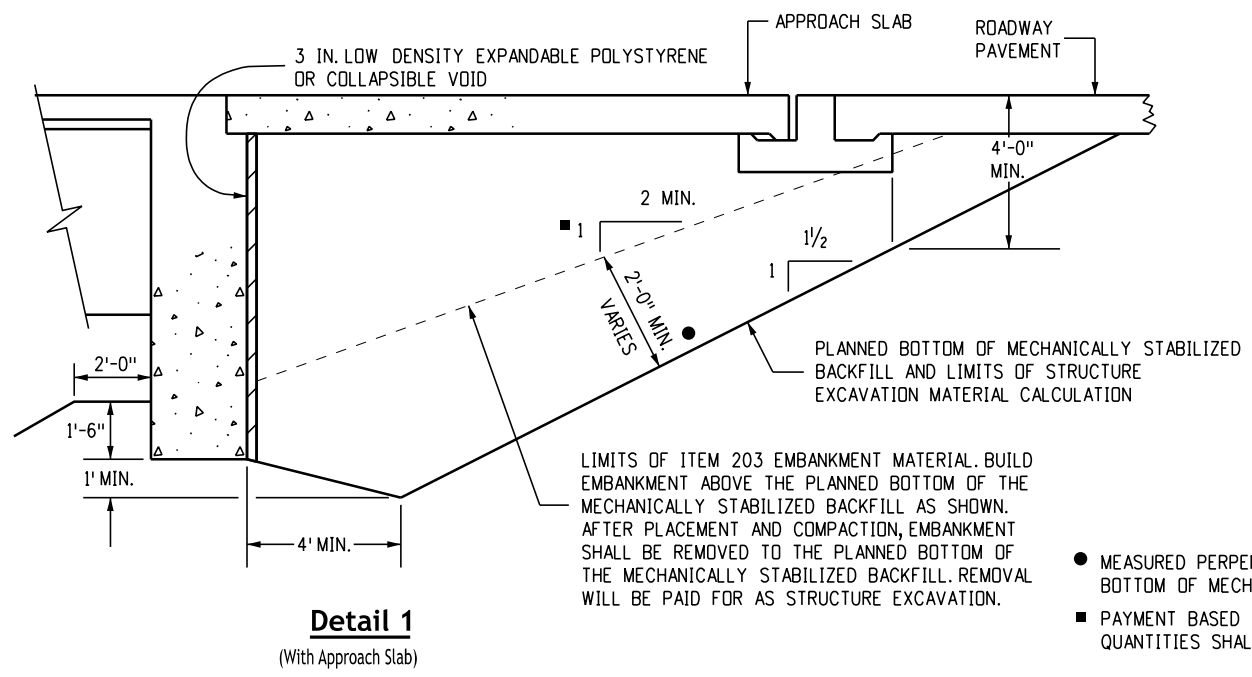
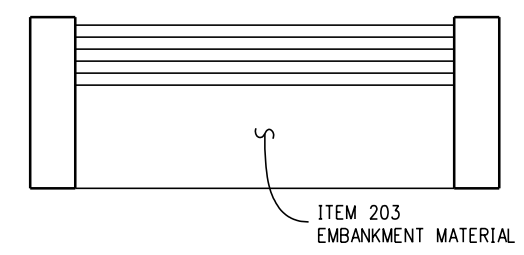
Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-206-2</b>
Standard Sheet No. 1 of 2
Project Sheet Number:

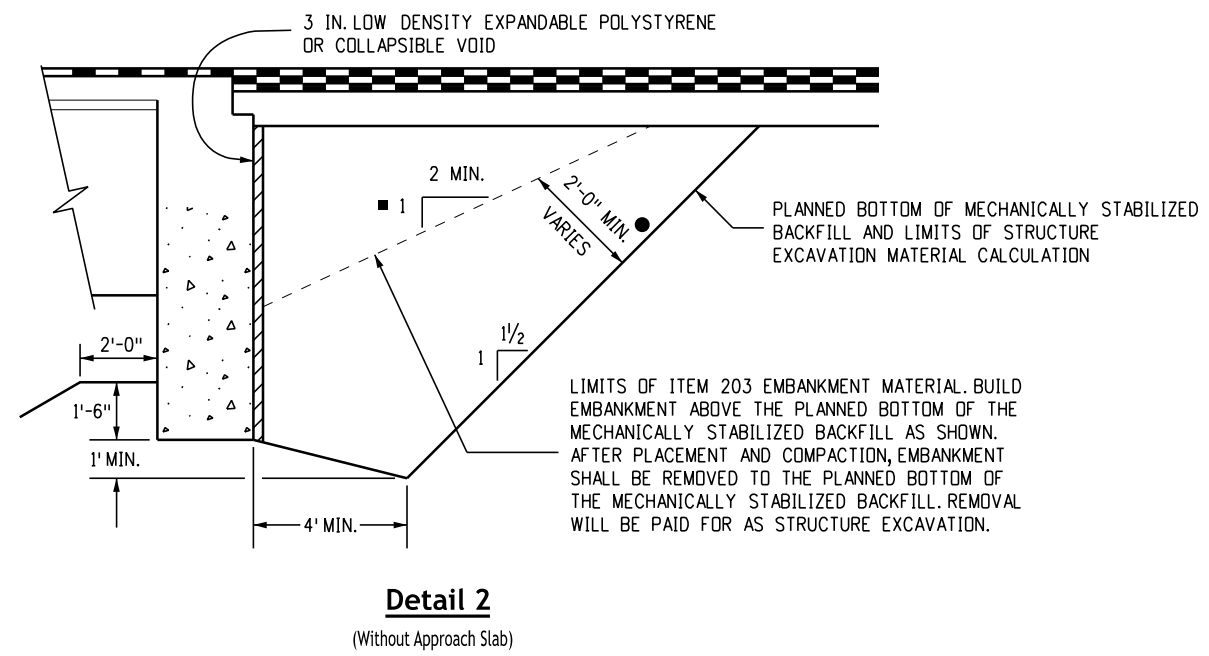


- General Notes**
- Excavation and backfill patterns different from those indicated on this sheet will be shown elsewhere on the plans.
  - Structure footings which are located in rock shall be poured out to undisturbed rock without forming in conformance with Subsection 601.09.
  - Structure excavation 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



- MEASURED PERPENDICULAR TO PLANNED BOTTOM OF MECHANICALLY STABILIZED BACKFILL.
- PAYMENT BASED ON 2:1 SLOPE. ADDITIONAL QUANTITIES SHALL BE INCLUDED IN THE WORK.



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

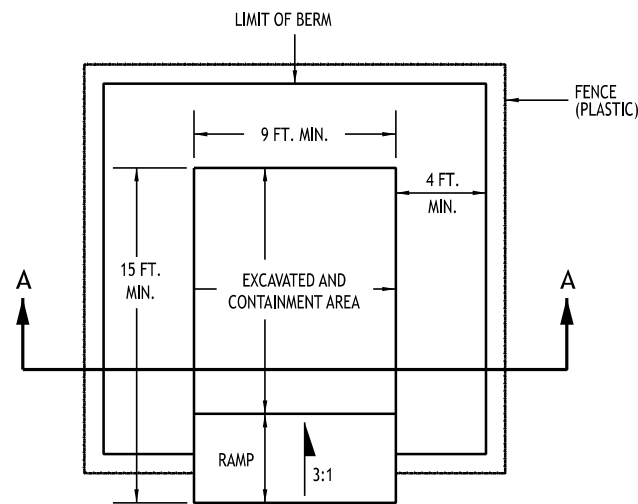
2829 West Howard Place  
Denver, CO 80204

DLK

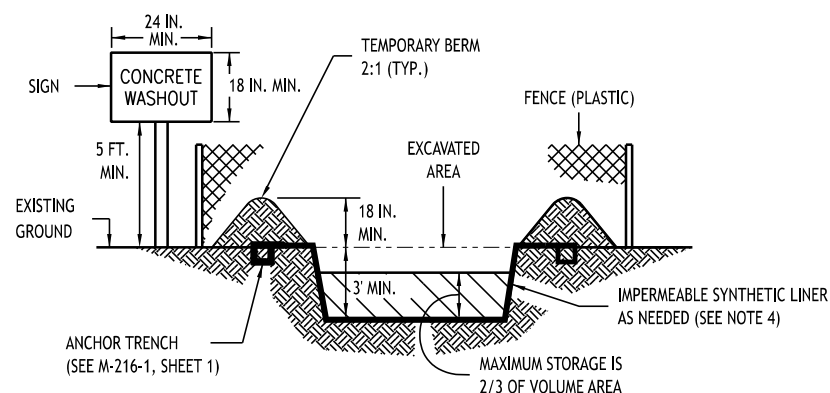
**Excavation and Backfill for Bridges**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
M-206-2	
Standard Sheet No. 2 of 2	
Project Sheet Number:	



**Plan View**

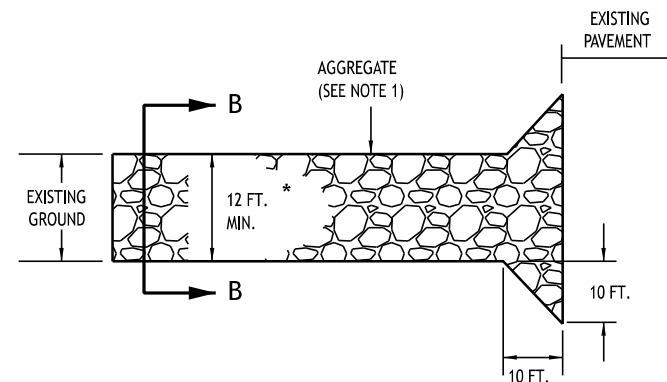


**Section A-A**

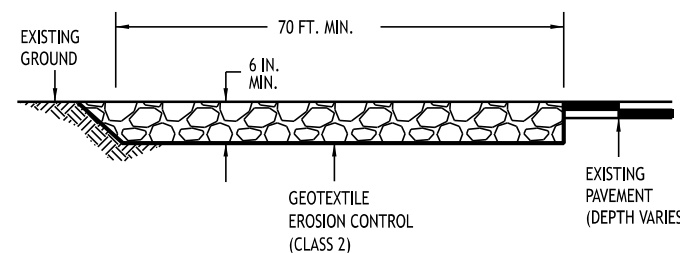
**Notes:**

1. A Fence (Plastic) conforming to Section 607 shall be installed around the concrete washout structure, 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 (k).
5. The pay item number for Concrete Washout Structure (Each) is 208-00045.

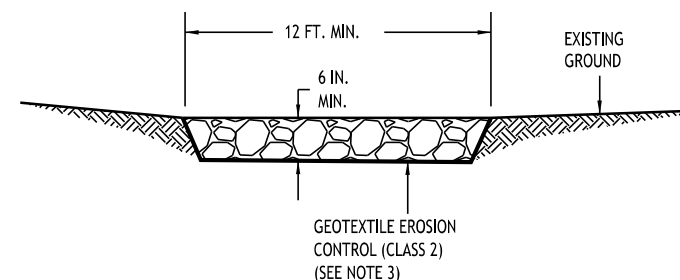
**Concrete Washout Structure**



**Plan View**



**Elevation Section**



**Section B-B**

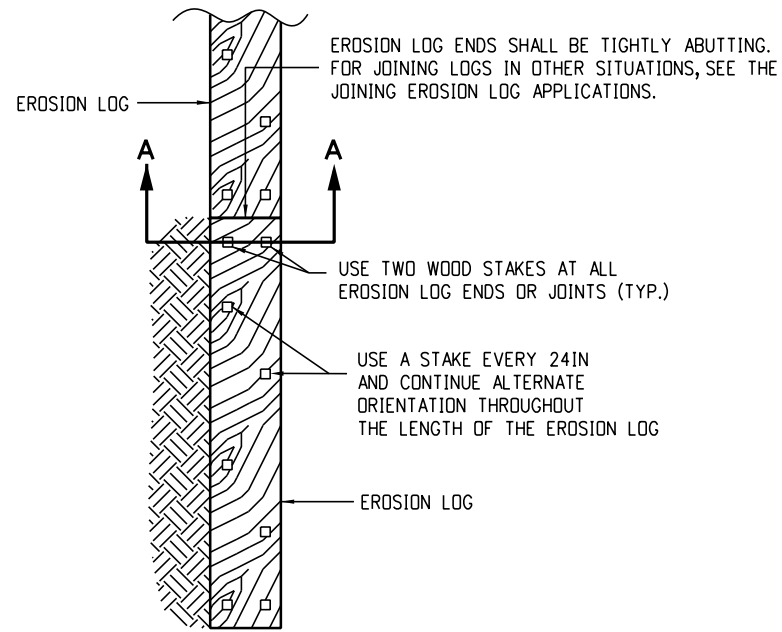
**Notes:**

1. Aggregate shall conform to Subsection 208.02 (m).
2. The contractor shall protect curb and gutter that crosses the entrance from damage, while not blocking flow of water through 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.

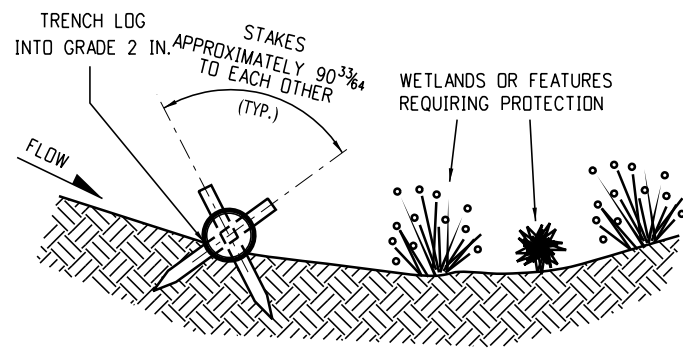
**Vehicle Tracking Pad**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Temporary Erosion Control</h1> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-208-1</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

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.)

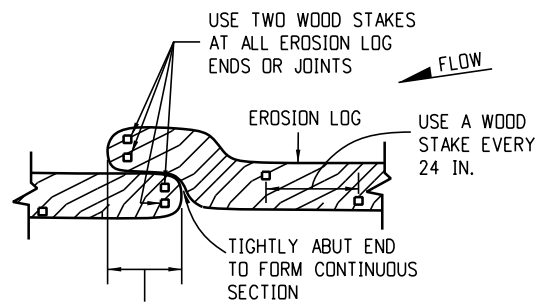


**Plan View**

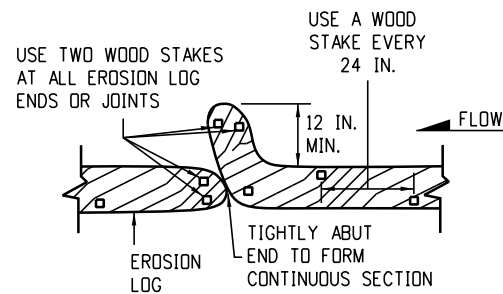


**Section A-A**

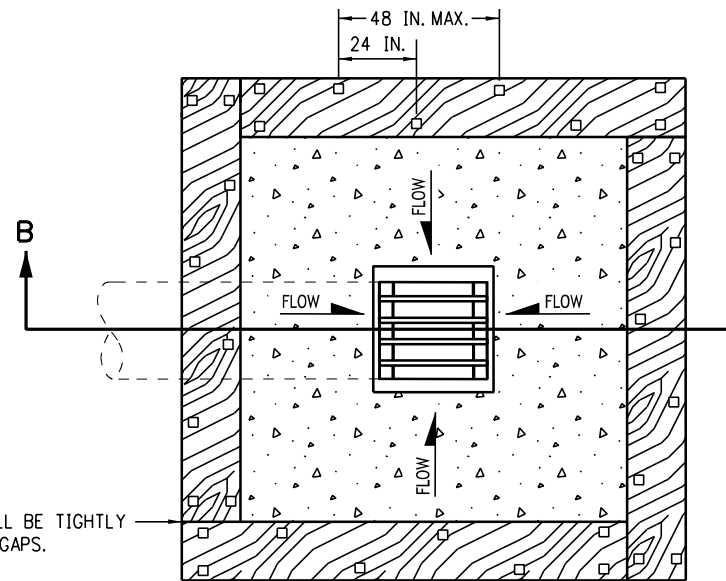
**Typical Stake Installation**



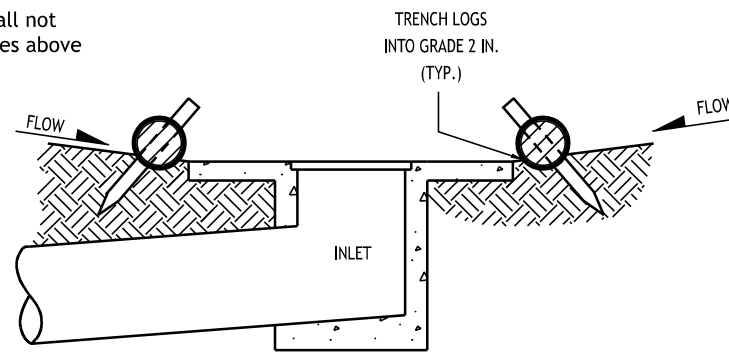
**Overlap Joining Detail**



**J-Hook Joining Detail**



**Plan View**

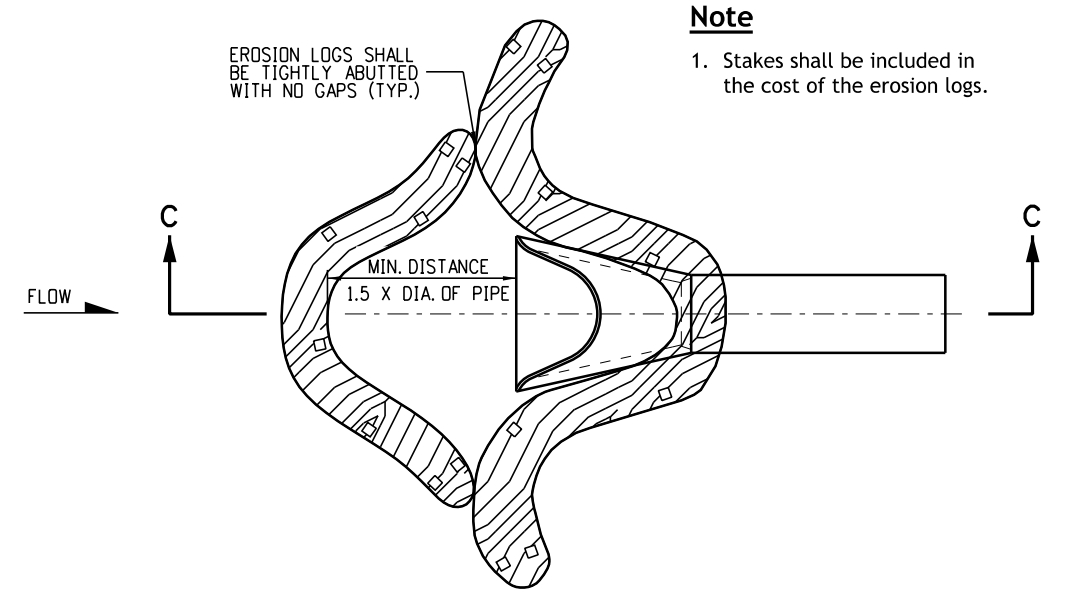


**Section B-B**

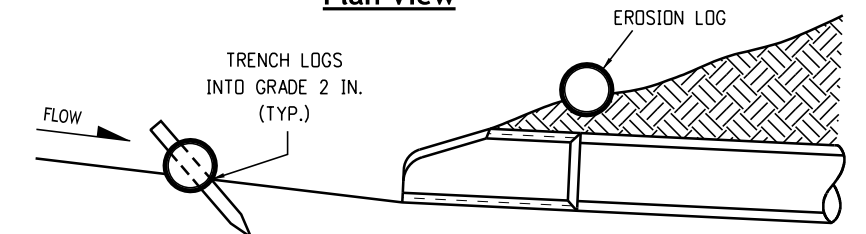
Note: Locate erosion logs at the outside edge of the concrete apron.

**Erosion Log Filter At Drop Inlet**

**Erosion Log (Sediment Control Log) Applications**



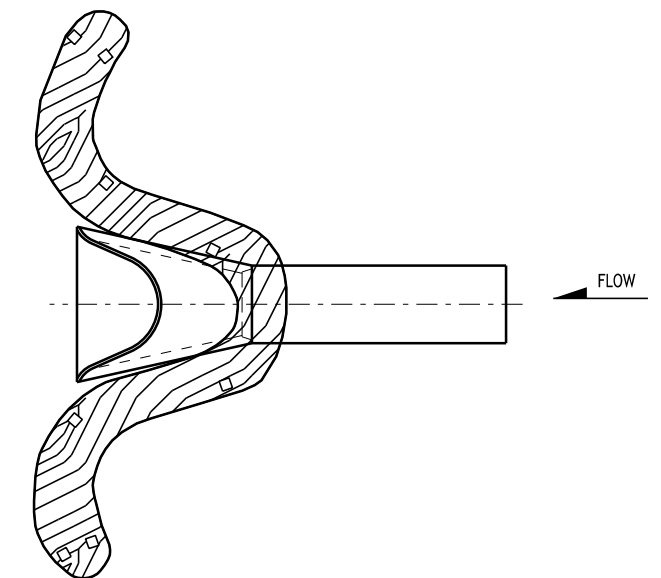
**Plan View**



**Section C-C**  
(Not all logs shown)

Note: Top of stake shall not extend past top of erosion log more than 2 inches.

**Erosion Log Culvert Inlet Protection**



**Erosion Log Culvert Outlet Protection**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

DLK

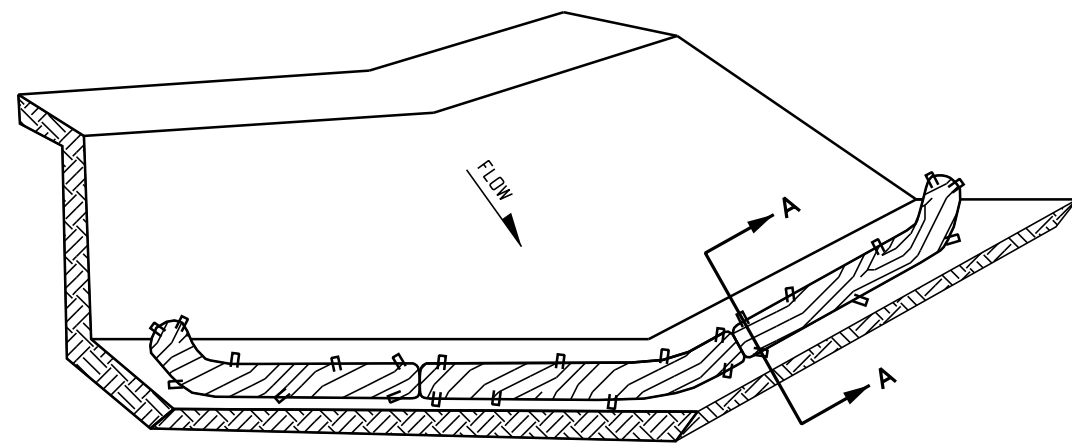
**Temporary Erosion Control**

Issued by Construction Engineering Services: July 01, 2026

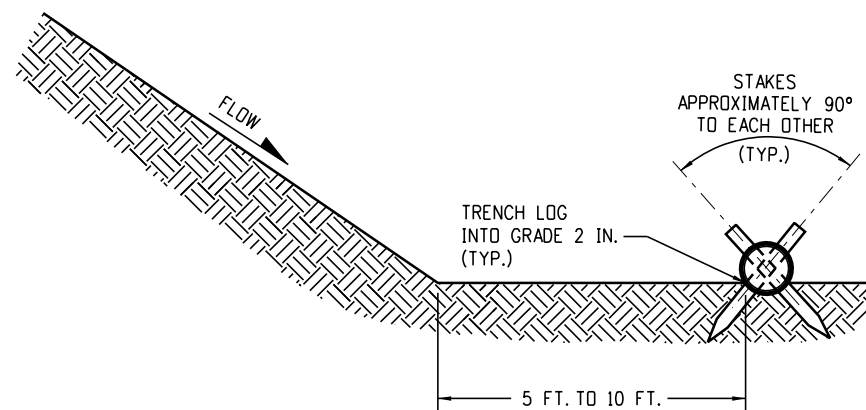
**Standard Plan No. M-208-1**

Standard Sheet No. 2 of 11

Project Sheet Number:



**Isometric View**



**Section A-A**

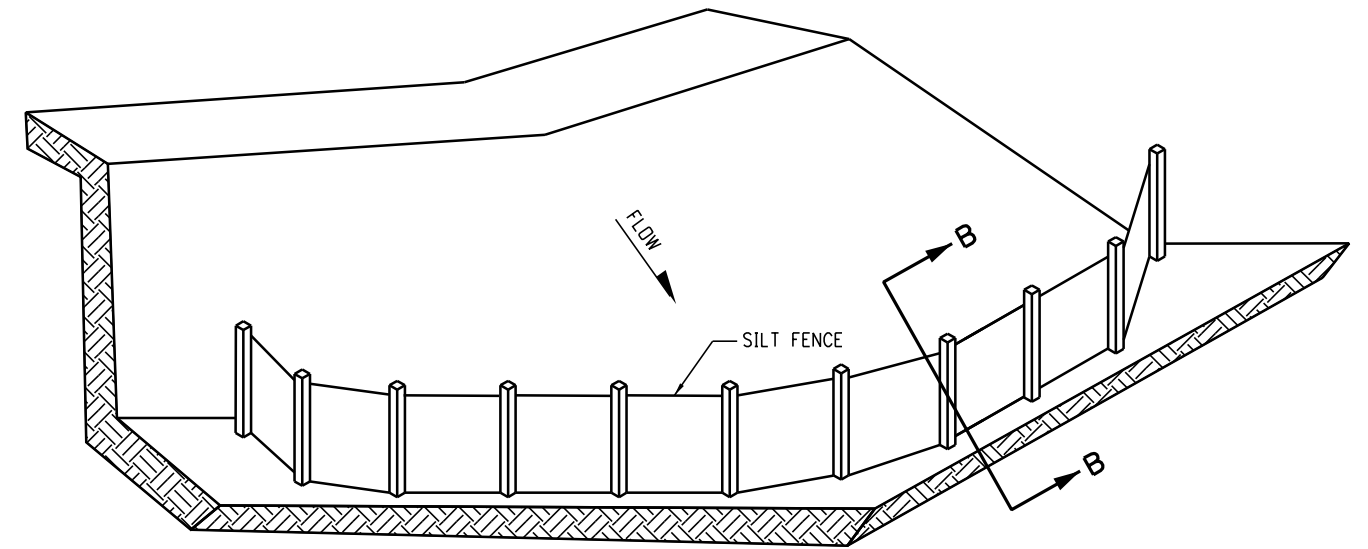
**Notes**

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 for joining logs detail.

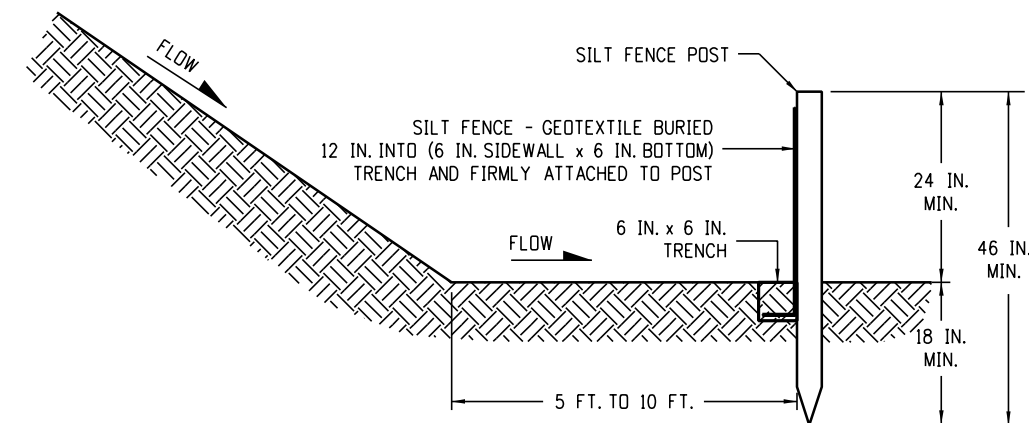
NOTE: THE TOPS OF ALL STAKES SHALL NOT EXTEND MORE THAN 2 INCHES ABOVE THE TOPS OF EROSION LOGS.

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**



**Isometric View**



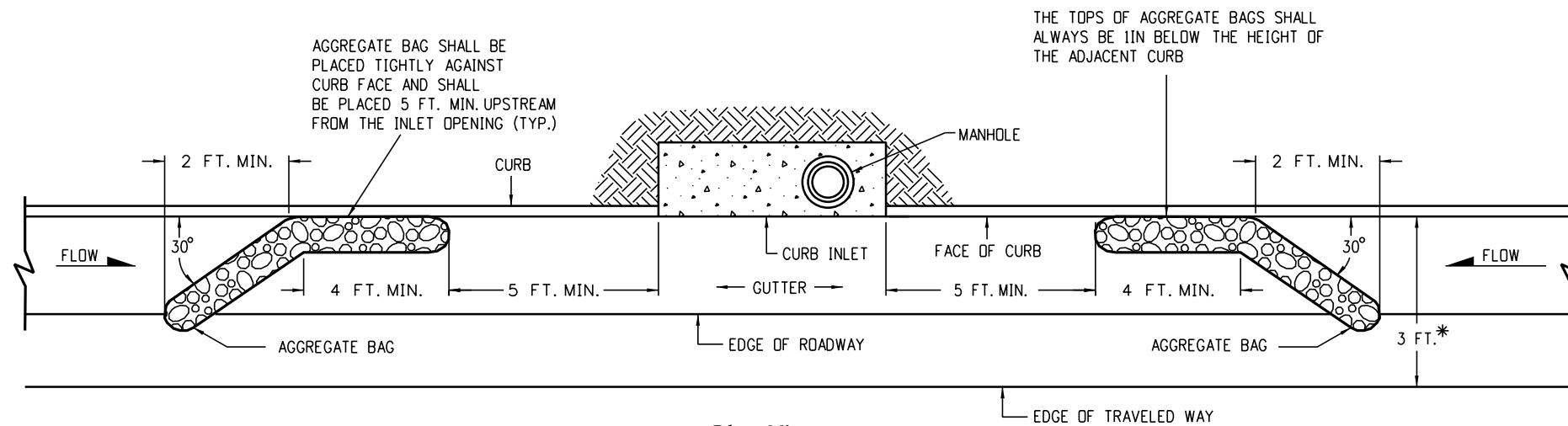
**Section B-B**

**Silt Fence Toe of Slope Protection**

Note: The pay item number for Silt Fence (LF) is 208-00020.

**Toe of Slope Protection Applications**

Computer File Information		Sheet Revisions		Colorado Department of Transportation Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	Temporary Erosion Control	Standard Plan No.	
Issuance Date: 07/01/26	0000	Date:	Comments			M-208-1	Standard Sheet No. 3 of 11
Designer Initials: JBK				Project Sheet Number:			
Last Modification Date: 07/01/2026							
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

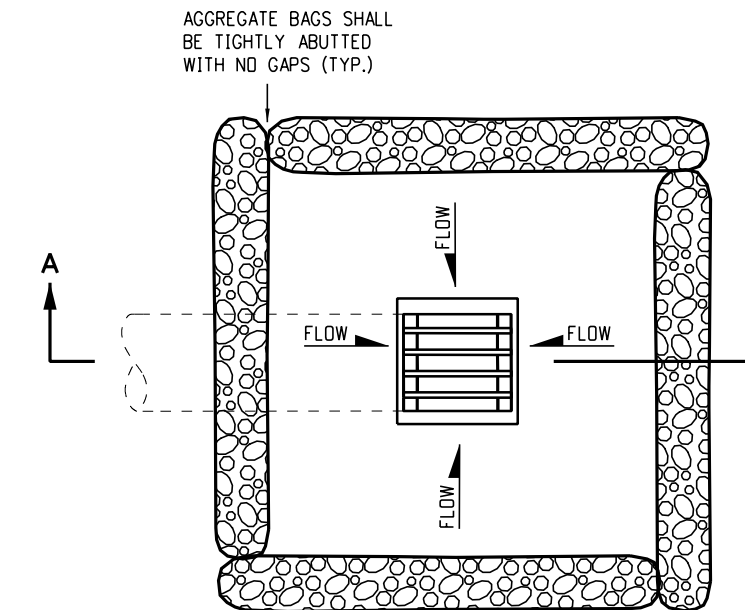


**Plan View**

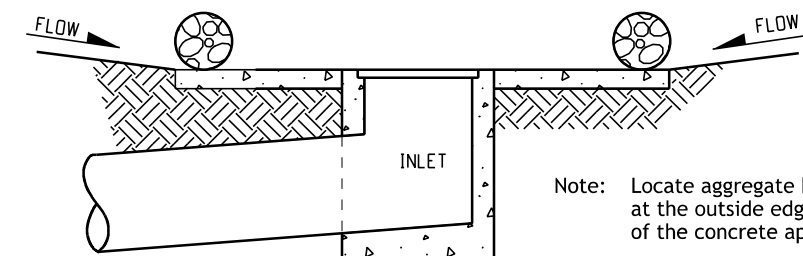
\* Note: Use aggregate bags only when there is a minimum clearance of 3 feet from the edge of the traveled way (Including conditions during detours) to the face of curb.

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**



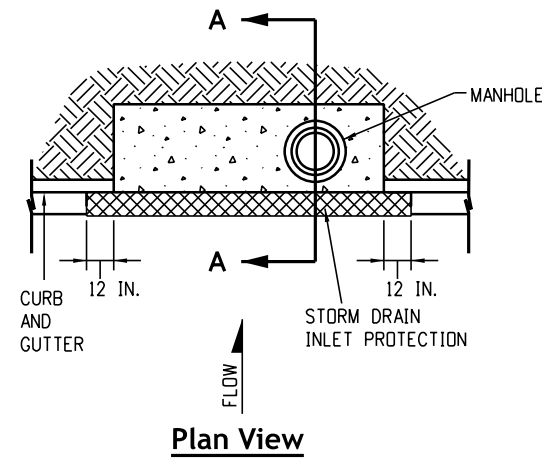
**Section A-A**

**Aggregate Bags at Drop Inlet**

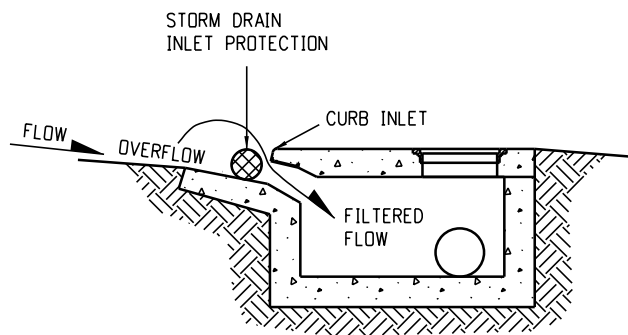
**Aggregate Bag Applications**

Note: The pay item number for Aggregate Bag (LF) Is 208-00035

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Temporary Erosion Control</h1> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-208-1</b>	
Designer Initials: JBK						Standard Sheet No. 4 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**Plan View**

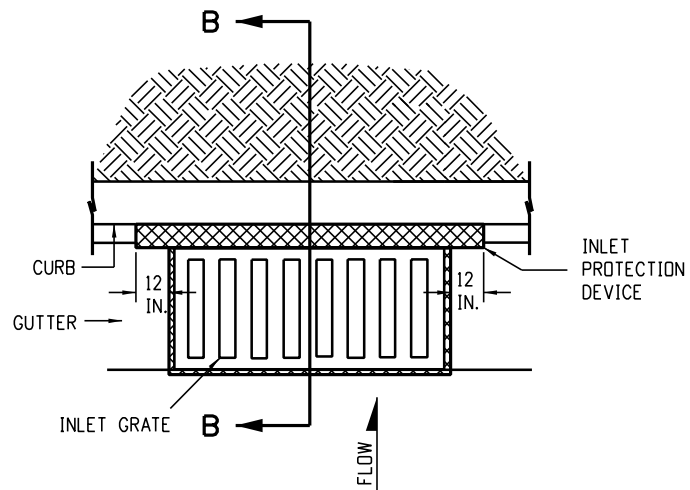


**Section A-A**

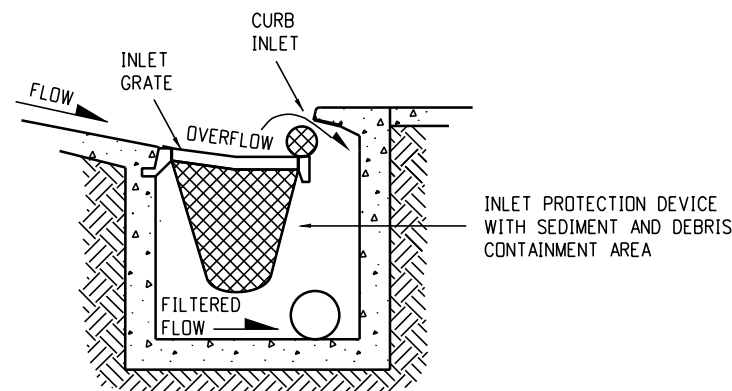
**Storm Drain Inlet Protection (Type I)**

**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 Inch) (Each), 208-00057 (144 Inch) (Each), and 208-00058 (204 Inch) (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.

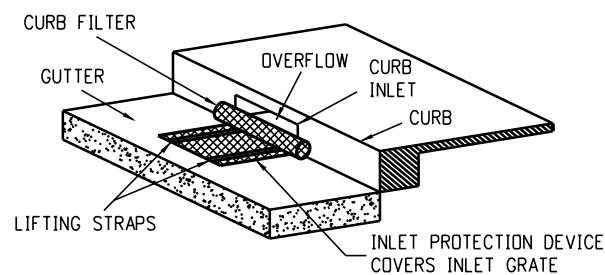


**Plan View**



**Section B-B**

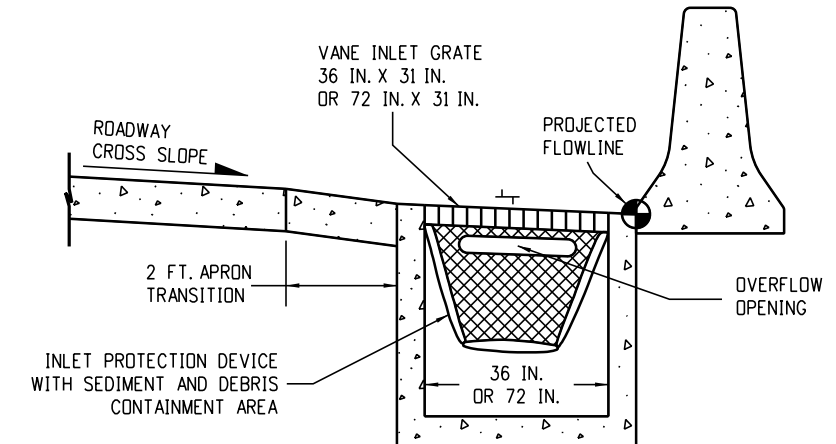
**Option A  
Storm Drain Inlet Protection (Type II)**



**Isometric View**

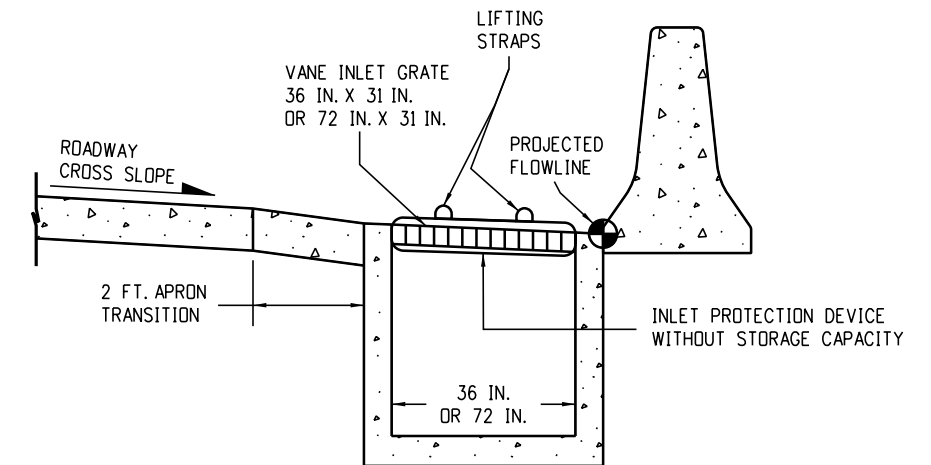
**Option B  
Storm Drain Inlet Protection (Type II)**

Note: The pay item number for Storm Drain Inlet Protection (Type II) (Each) is 208-00054.



**Option A**

**Storm Drain Inlet Protection (Type III)**



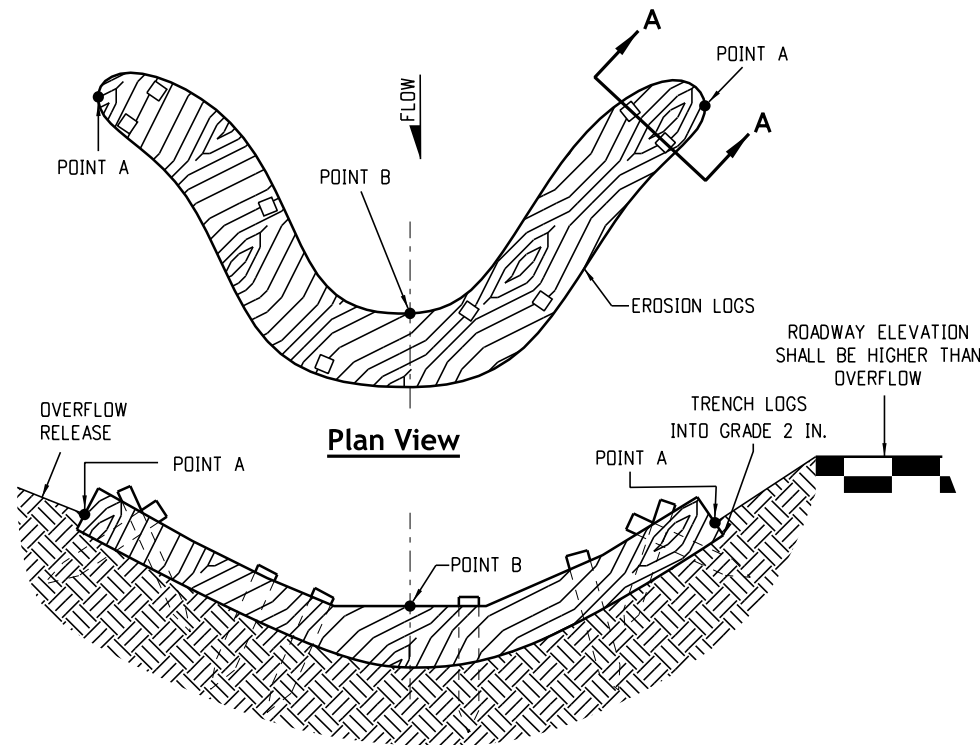
**Option B**

**Storm Drain Inlet Protection (Type III)**

Note: The pay item number for Storm Drain Inlet Protection (Type III) (Each) is 208-00056.

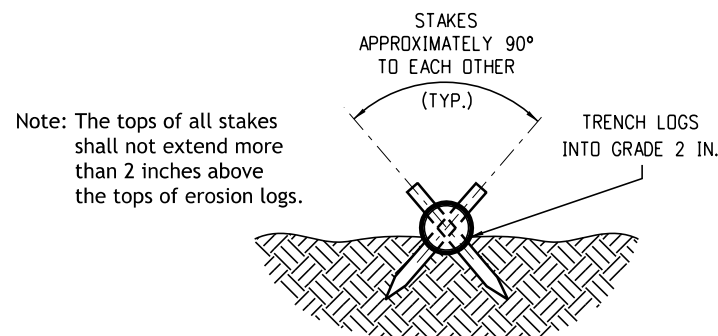
**Storm Drain Inlet Protection Types**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<h1>Temporary Erosion Control</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-208-1</b>	
Designer Initials: JBK						Standard Sheet No. 5 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Issued by Construction Engineering Services: July 01, 2026	



Note: Points "A" shall be a minimum 4 in. higher than point "B".

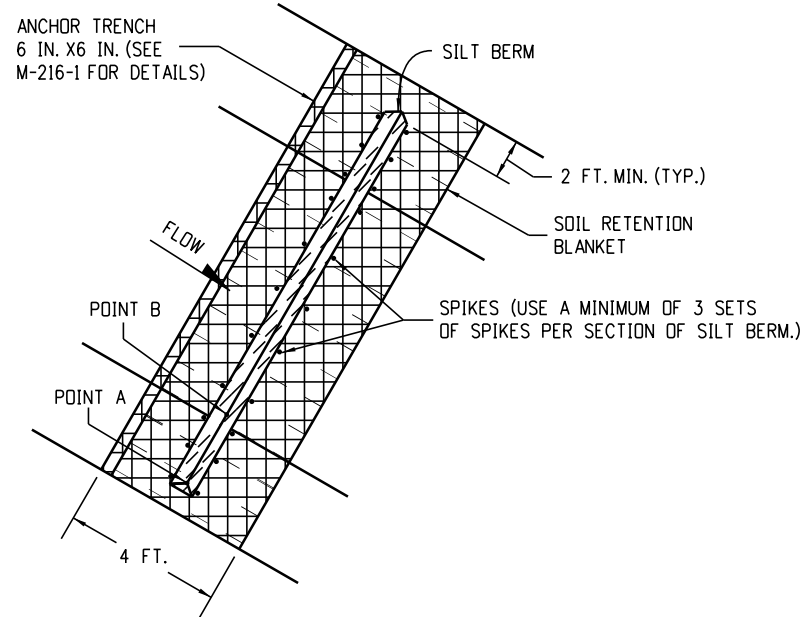
**Elevation**



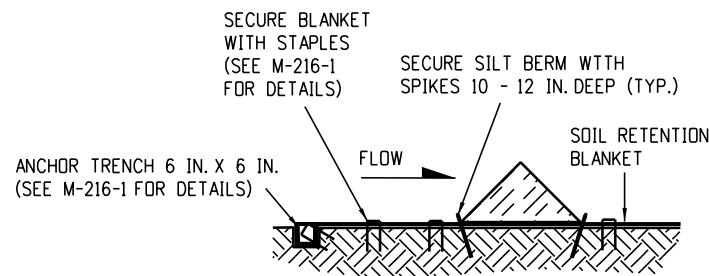
**Section A-A**

- 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 shall be graded in a parabolic or trapezoidal shape.

**Erosion Log Installation**

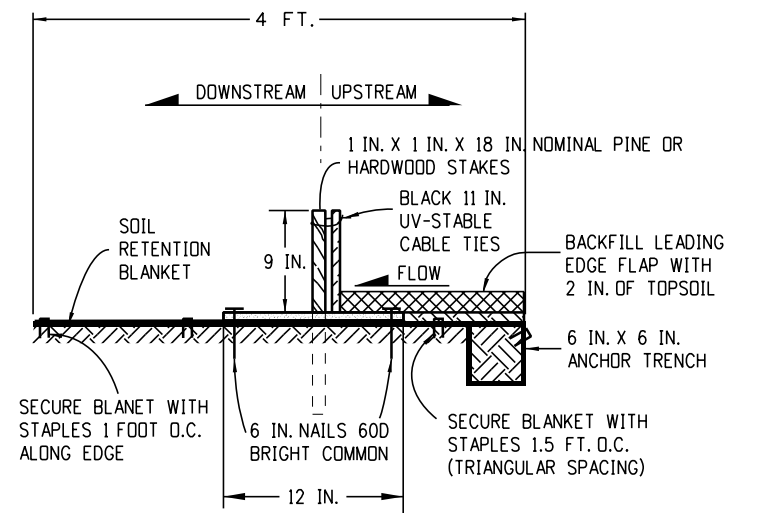


**Plan View**



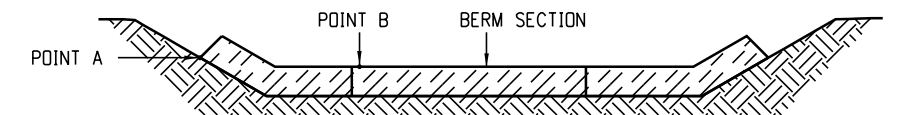
**Silt Berm (1) Section View**

**Drainage Ditch Applications**



- 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**



Note: 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-inch minimum staples placed at 1-foot intervals along edge.
  2. Fill and compact trench.
  3. Sections of 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.
  5. Soil retention blanket shall always be required.
  6. The pay item number for Silt Berm (LF) is 208-00004.

**Silt Berm Installation**

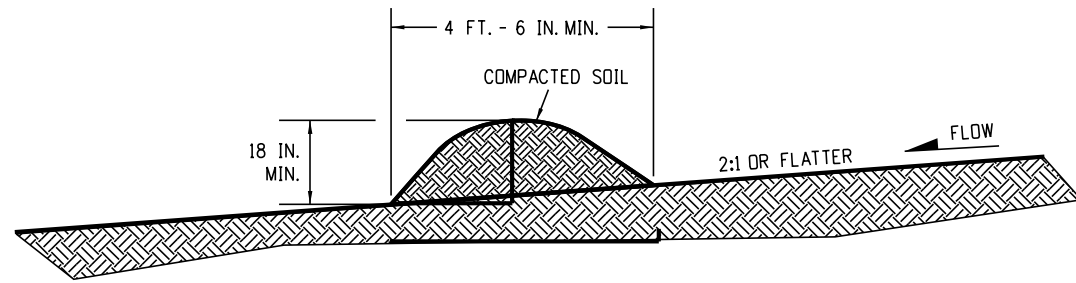
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Temporary Erosion Control**  
 Issued by Construction Engineering Services: July 01, 2026

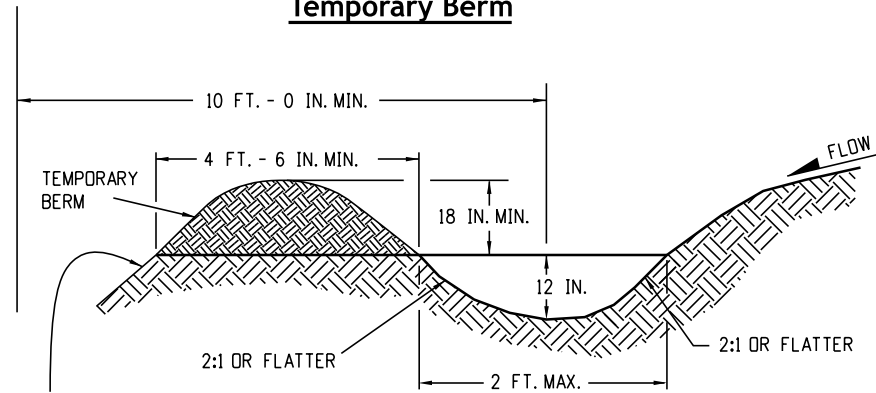
Standard Plan No.
<b>M-208-1</b>
Standard Sheet No. 6 of 11
Project Sheet Number:



**Notes:**

1. Berms shall have a height of 18 inches, side slopes of 2H:1V or flatter and a minimum base width of 4 feet-6 inches.
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 Berms (LF) is 208-00300.

**Temporary Berm**

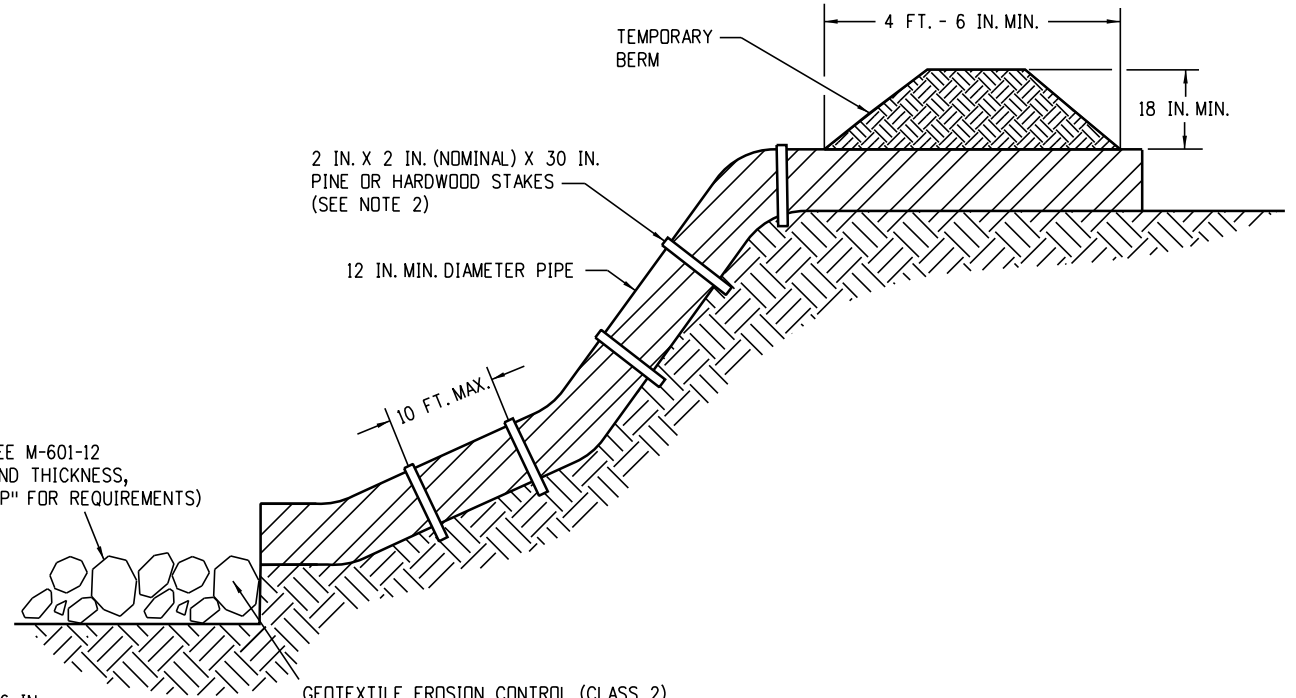


FOR BERMS TALLER THAN 2 FT.,  
INSTALL TOE OF SLOPE CONTROL MEASURES.  
SEE SHEET 3 OF 11 FOR DETAILS.

**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.
5. Diversion berms shall be constructed out of Embankment (Subsoil) and in no circumstance constructed out of salvaged topsoil.
6. The pay item number for Temporary Diversion (LF) is 208-00301.

**Temporary Diversion**



\* RIPRAP OUTLET PROTECTION (SEE M-601-12 FOR MIN. HORIZONTAL LAYOUT AND THICKNESS, AND SPECIFICATION 506 "RIPRAP" FOR REQUIREMENTS)

\* RIPRAP SIZE  $D_{50} = 6$  IN. OR AS SHOWN ON THE PLANS.

GEOTEXTILE EROSION CONTROL (CLASS 2) SHALL ALWAYS BE REQUIRED

**Notes:**

1. Anchor size varies according to pipe size
2. To secure the pipe, drive stakes into ground, then tie a 12 gauge 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 Drain (LF) is 208-00060.

**Temporary Slope Drains**

**Grading Applications**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

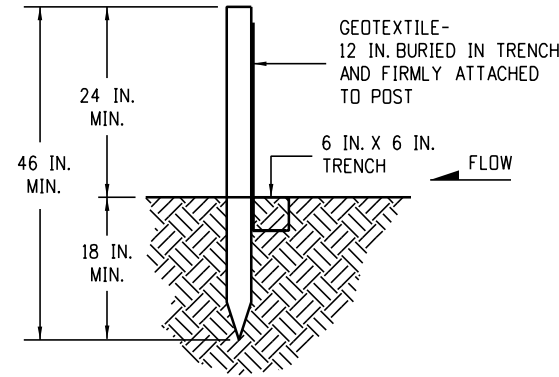
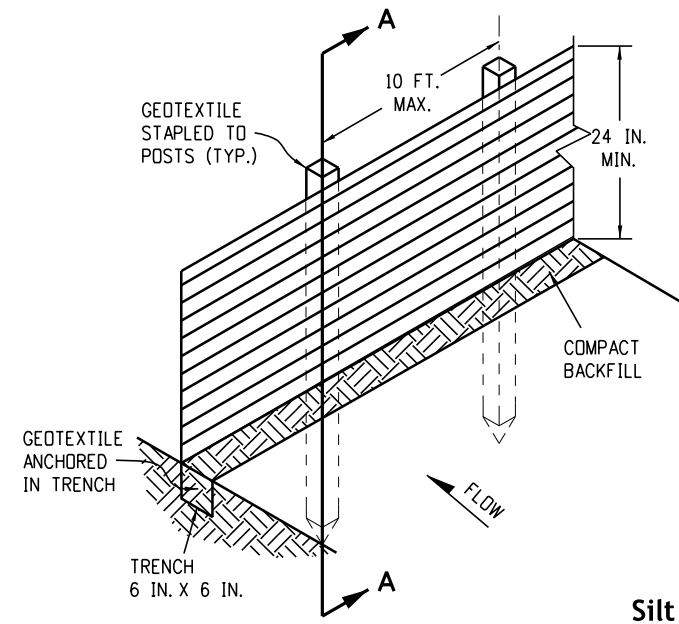
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Temporary Erosion Control**  
 Issued by Construction Engineering Services: July 01, 2026

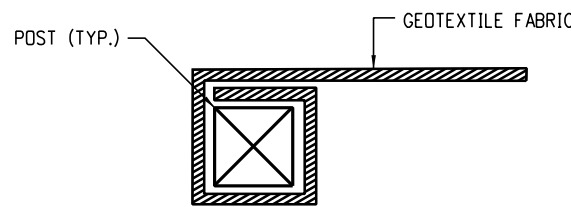
Standard Plan No.
<b>M-208-1</b>
Standard Sheet No. 7 of 11
Project Sheet Number:



**Section A-A**

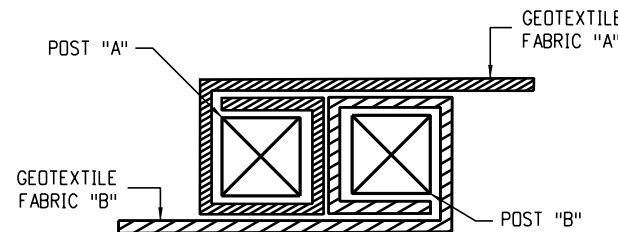
**Silt Fence**

- 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 installed per 208.02 (b).
  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 inches). The ends shall be flared up slope (minimum elevation gain of 18 inches).



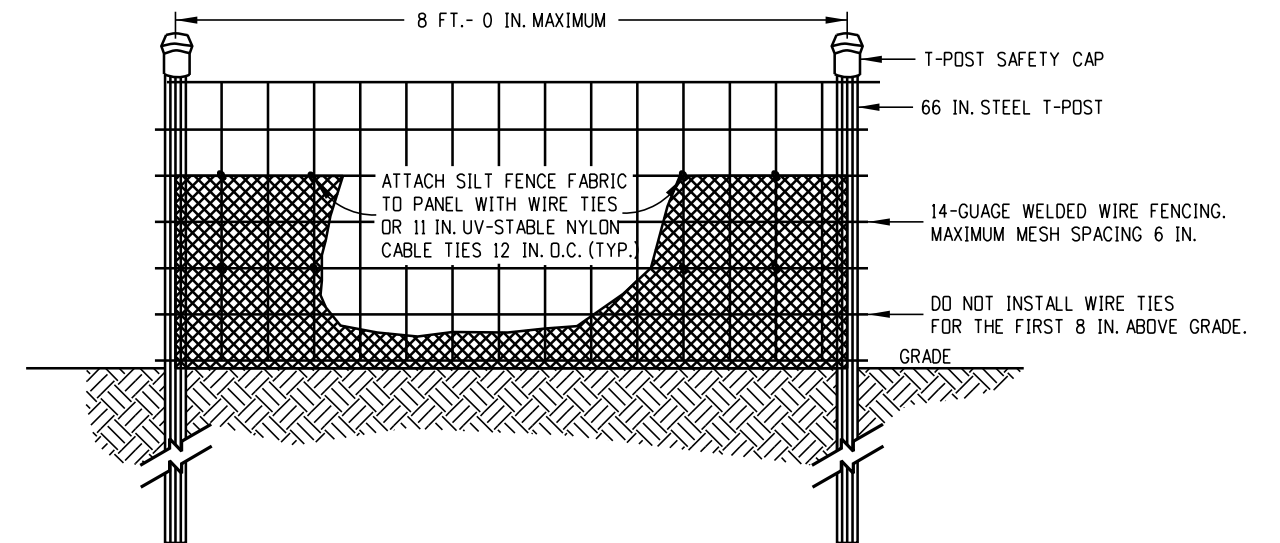
**End Section Detail (Plan View)**

Note:  
The end of the silt fence fabric shall be wrapped approximately 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.

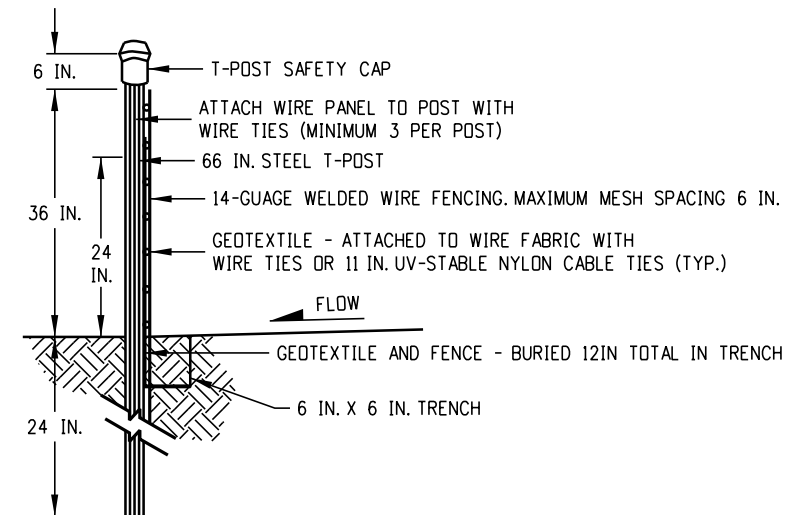


**Joining Section Detail (plan View)**

- Notes:
1. The ends of the silt fence fabric shall be joined together by wrapping approximately 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.



**Elevation View**



**Side View**

- Notes:
1. The ends of the silt fence fabric shall be joined together by wrapping approximately 6 inches of each end around a steel T-post, then secured along the post with wire ties (Minimum 3 per post, at the top, middle, and bottom).
  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.

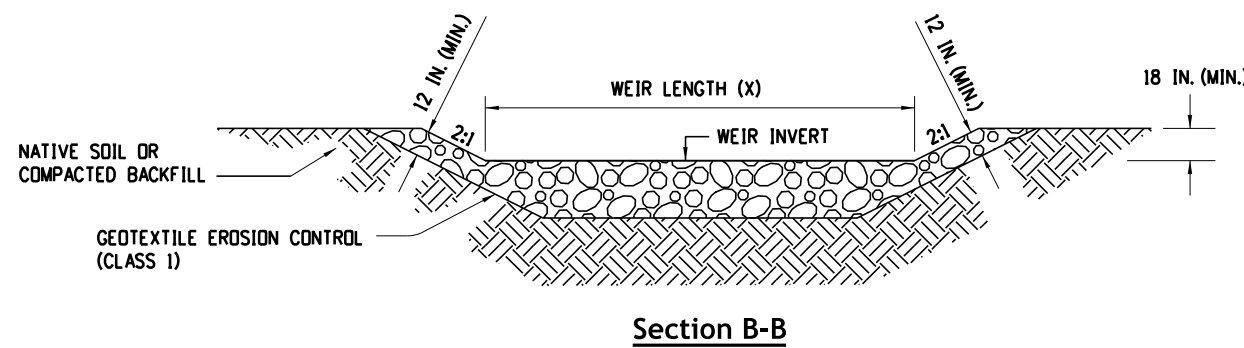
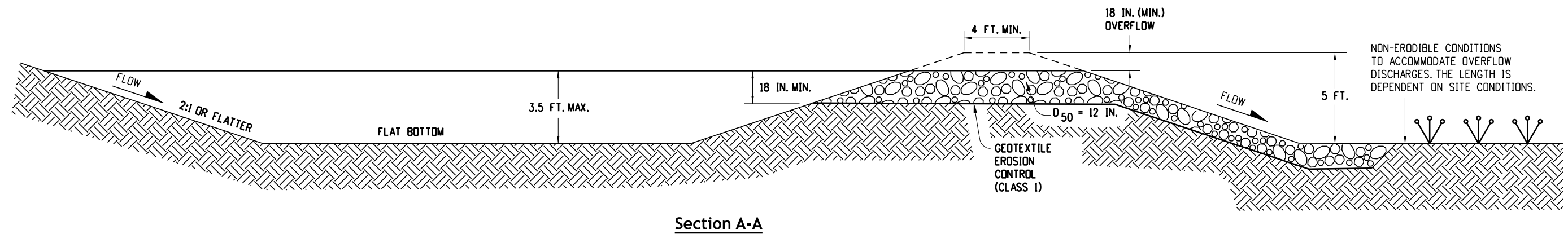
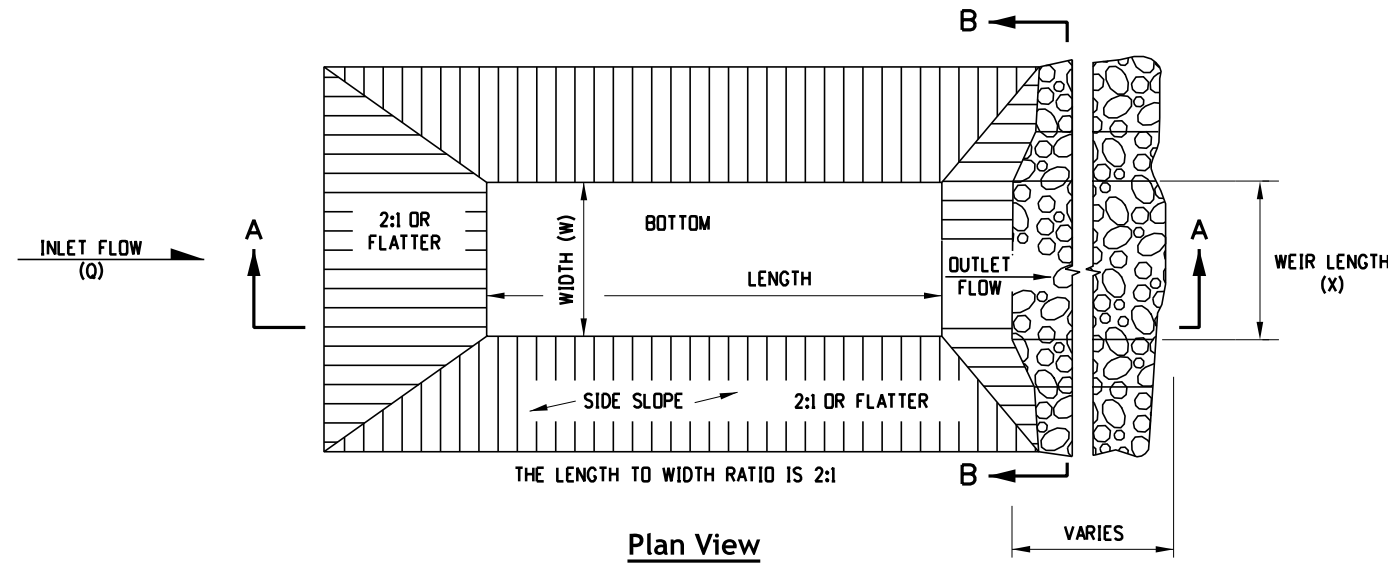
**Silt Fence (Reinforced)**

**Silt Fence Applications**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Temporary Erosion Control</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-208-1</b>	
Designer Initials: JBK						Standard Sheet No. 8 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

**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 feet, measured on the downstream side.
5. The length/width ratio may be adjusted to meet site conditions when approved by the Project Engineer.
6. Width (W) of sediment trap is approximately equal to the weir length (X).
7. Sediment trap design shall be approved by the Project Engineer.
8. The down grade from weir shall be stable and non-erodible.
9. The pay item number for Sediment Trap (Each) is 208-00033.

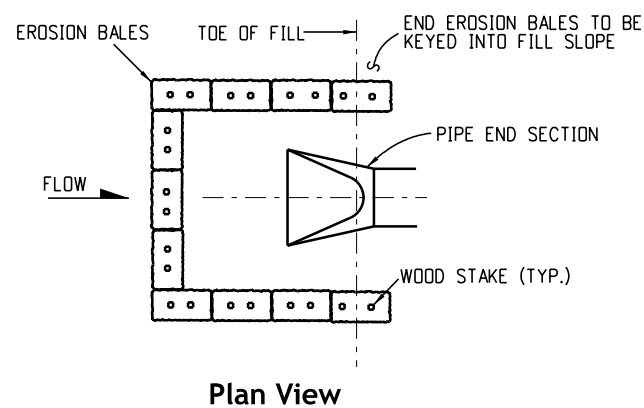
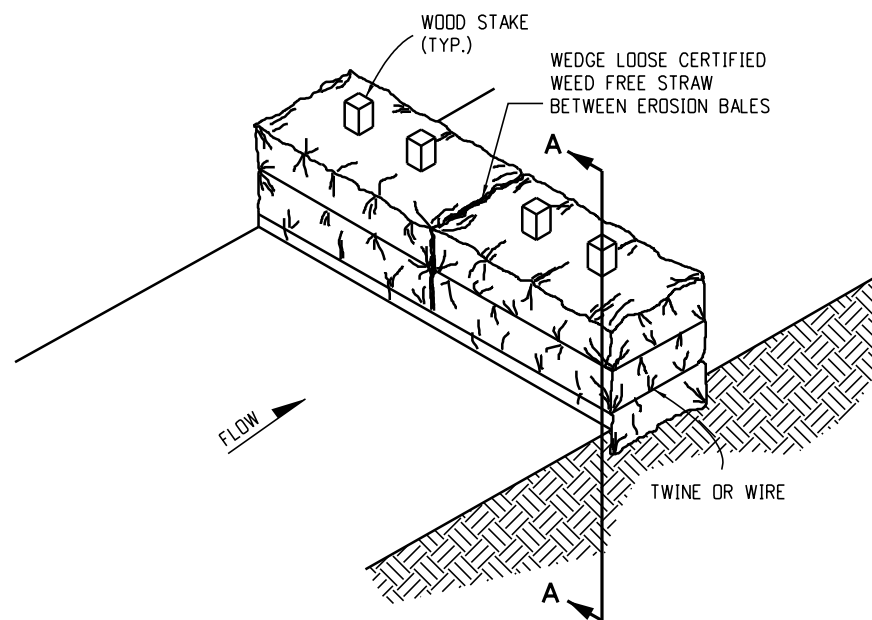
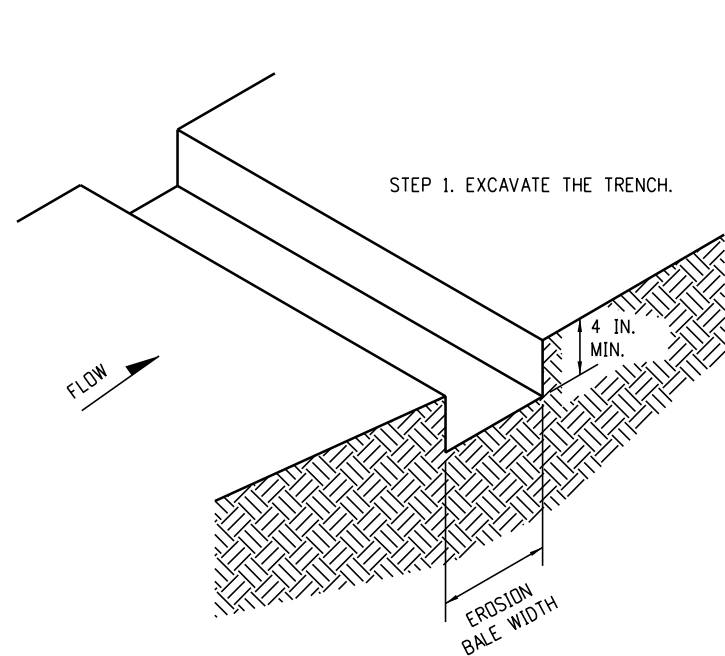


DRAINAGE AREA (ACRES)	WEIR LENGTH (FEET)
1	4
2	6
3	8
4	10
5	12

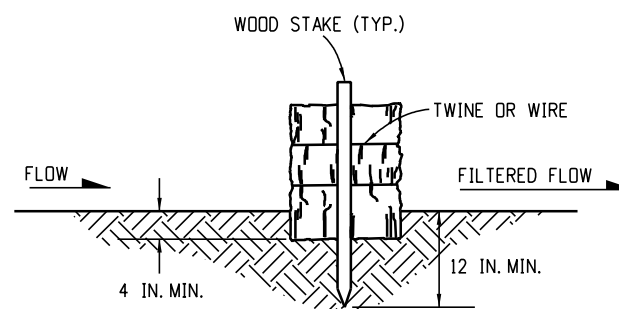
**Weir Length Table**

**Sediment Trap**

<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26</p> <p>Designer Initials: JBK</p> <p>Last Modification Date: 07/01/2026</p> <p>Last Modified By: DLK</p> <p>CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>	<p><b>Sheet Revisions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b></p> <p>2829 West Howard Place Denver, CO 80204</p> <p>DLK</p>	<p><b>Temporary Erosion Control</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<p><b>Standard Plan No.</b></p> <p><b>M-208-1</b></p> <p>Standard Sheet No. 9 of 11</p> <p>Project Sheet Number:</p>
Date:	Comments											

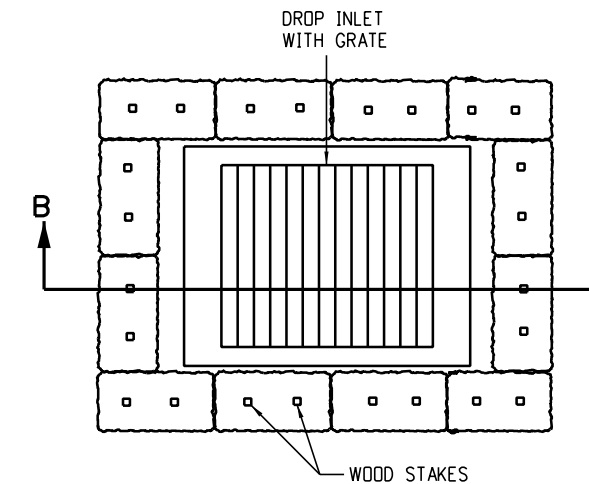


**Erosion Bale Culvert Inlet Protection**

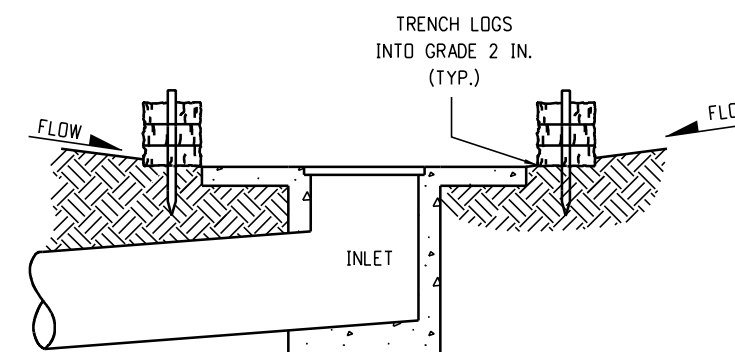


**Section A-A**

**Erosion Bale Trenching And Staking**



**Plan View**



**Section B-B**

Note: Locate erosion bales at the outside edge of the concrete apron.

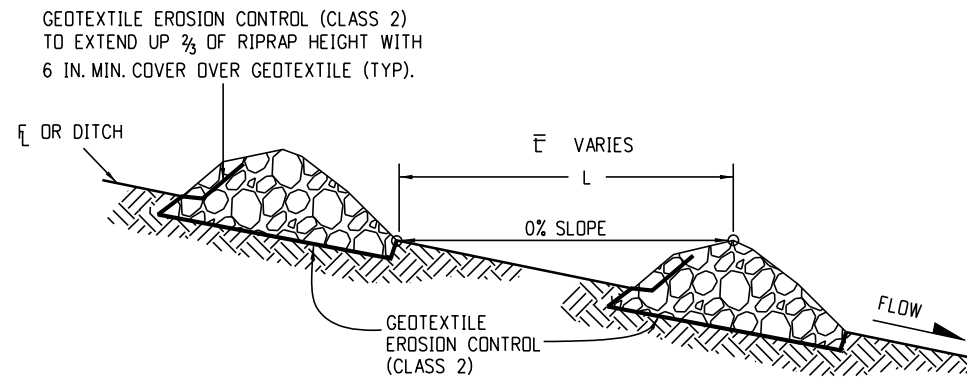
**Erosion Log Filter At Drop Inlet**

**Notes**

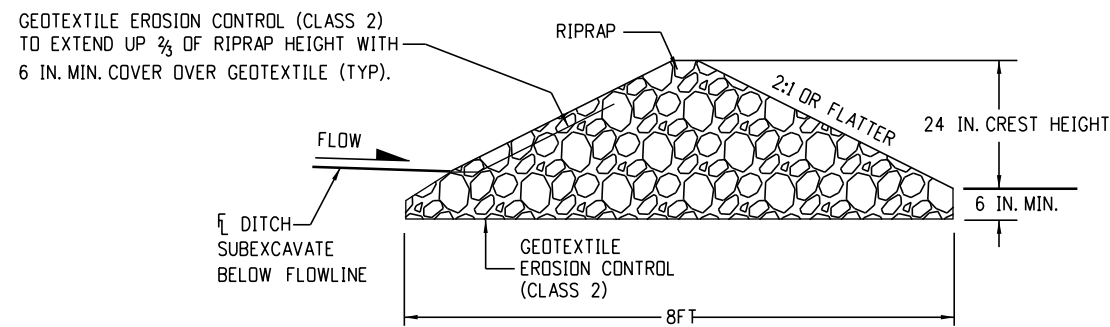
1. Stakes shall be wood and shall be 2-inch x 2-inch x 30-inch nominal.
2. Erosion bales shall be 18-inch x 18-inch x 36-inch.
3. Erosion bales shall be entrenched 4-inch minimum into the soil, tightly abutted with no gaps, staked, and backfilled around the entire outside perimeter.
4. Erosion bales 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.

**Erosion Bale Applications**

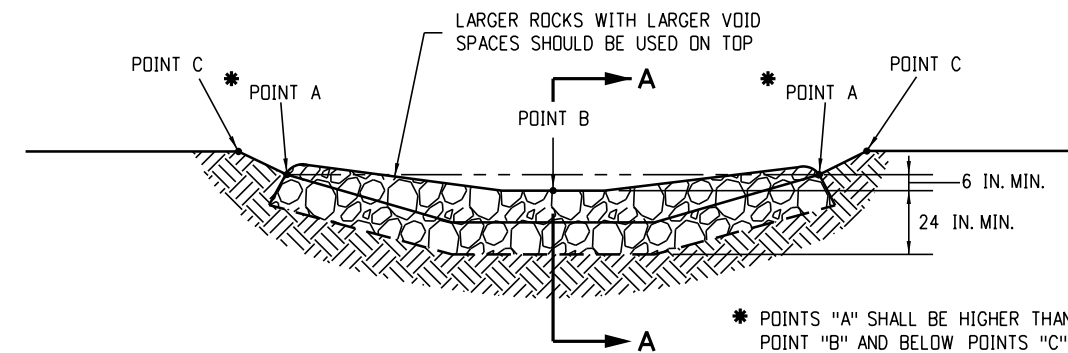
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Temporary Erosion Control</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments:			<b>M-208-1</b>	
Designer Initials: JBK						Standard Sheet No. 10 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**Section View Along Ditch Flowline**



**Section A-A**



**Typical Section View**

**Notes:**

1. Riprap size  $D_{50}$  = 6 inch 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 inches 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.

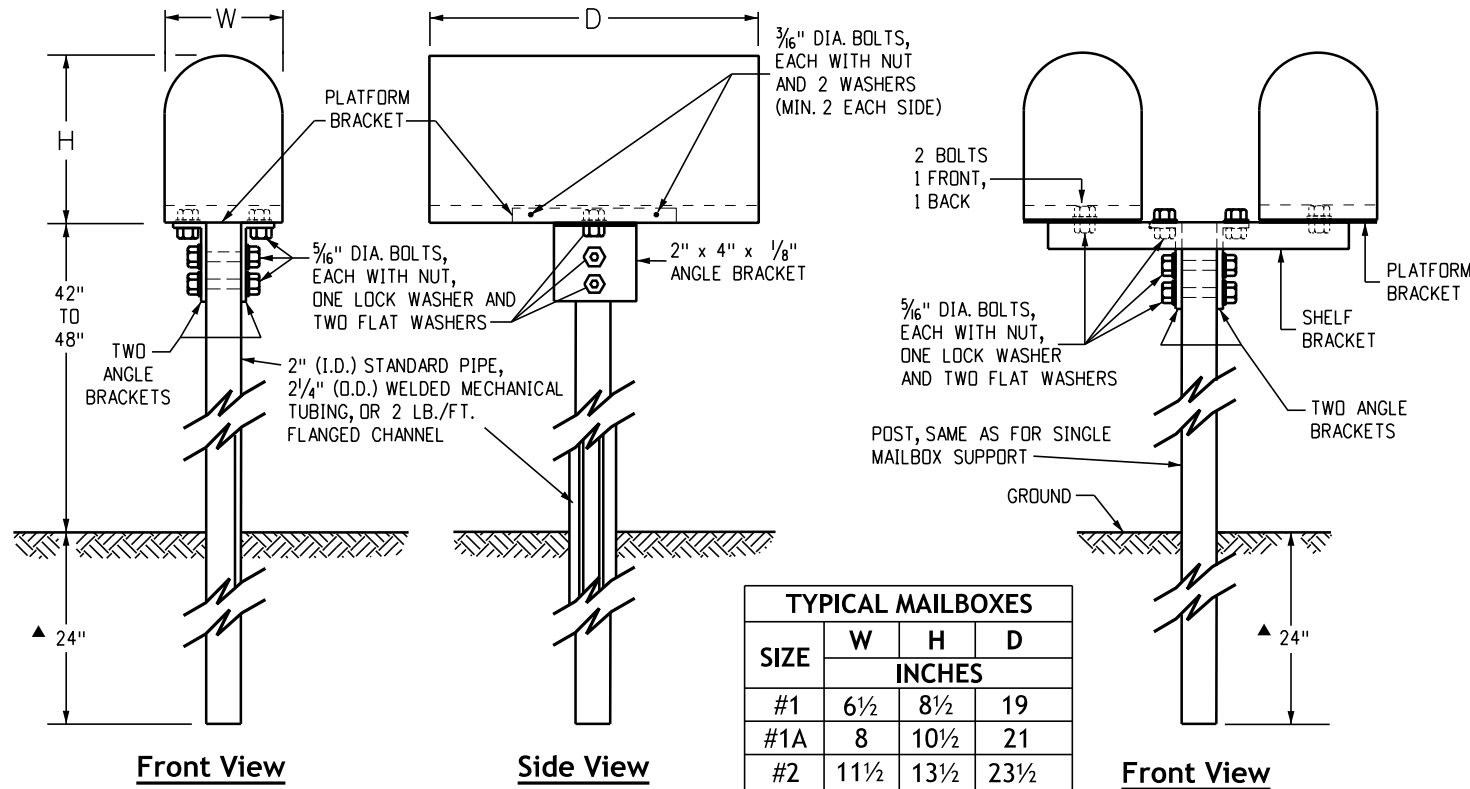
Note: All materials and labor to complete the rock check dam shall be included in the cost of work.

**Rock Check Dam**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<h1>Temporary Erosion Control</h1>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	Comments:			<b>M-208-1</b>
Designer Initials: JBK						Standard Sheet No. 11 of 11
Last Modification Date: 07/01/2026						Project Sheet Number:
Last Modified By: DLK						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						

**General Notes**

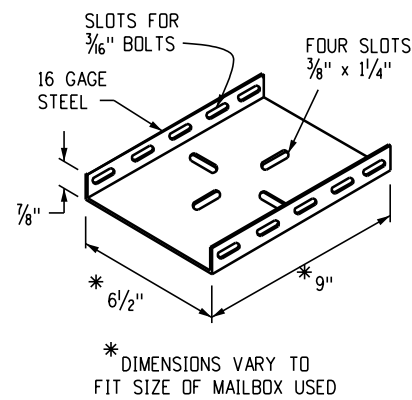
- When a mailbox turnout is required, the necessary pay quantities will be shown on the plans.
- A single mailbox shall be reset at the final designated location on a new Type 1 support. Two mailboxes reset at the same location shall be reset on one double (Type 2) support or on two single (Type 1) supports 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 \_)".
- When the Project 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 Project 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.
- 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 Project Engineer's approval.
- 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 inch outside diameter, 14 gage welded mechanical tubing shall conform to the requirements of ASTM A 513.
- 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.
- 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 Project Engineer. Associated costs will not be paid for separately but will be included in the work.
- On roads with curb and gutter, the mailbox support shall be located in the ground so the front of the mailbox shall be 8 to 12 inches back from the curb face. The height shall be 42 to 48 inches measured from the gutter flow line to the bottom of the mailbox.
- 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 to 48 inches above the sidewalk.
- 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.
- Proprietary mailbox support systems listed on the CDOT Approved Products List will be accepted as equivalent alternatives.



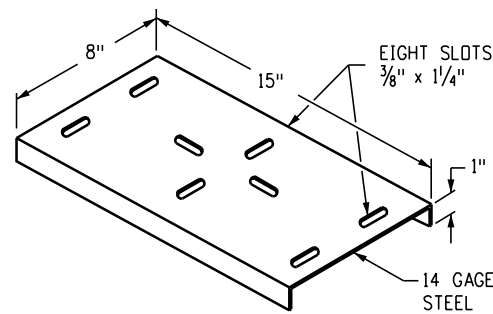
TYPICAL MAILBOXES			
SIZE	W	H	D
INCHES			
#1	6½	8½	19
#1A	8	10½	21
#2	11½	13½	23½

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

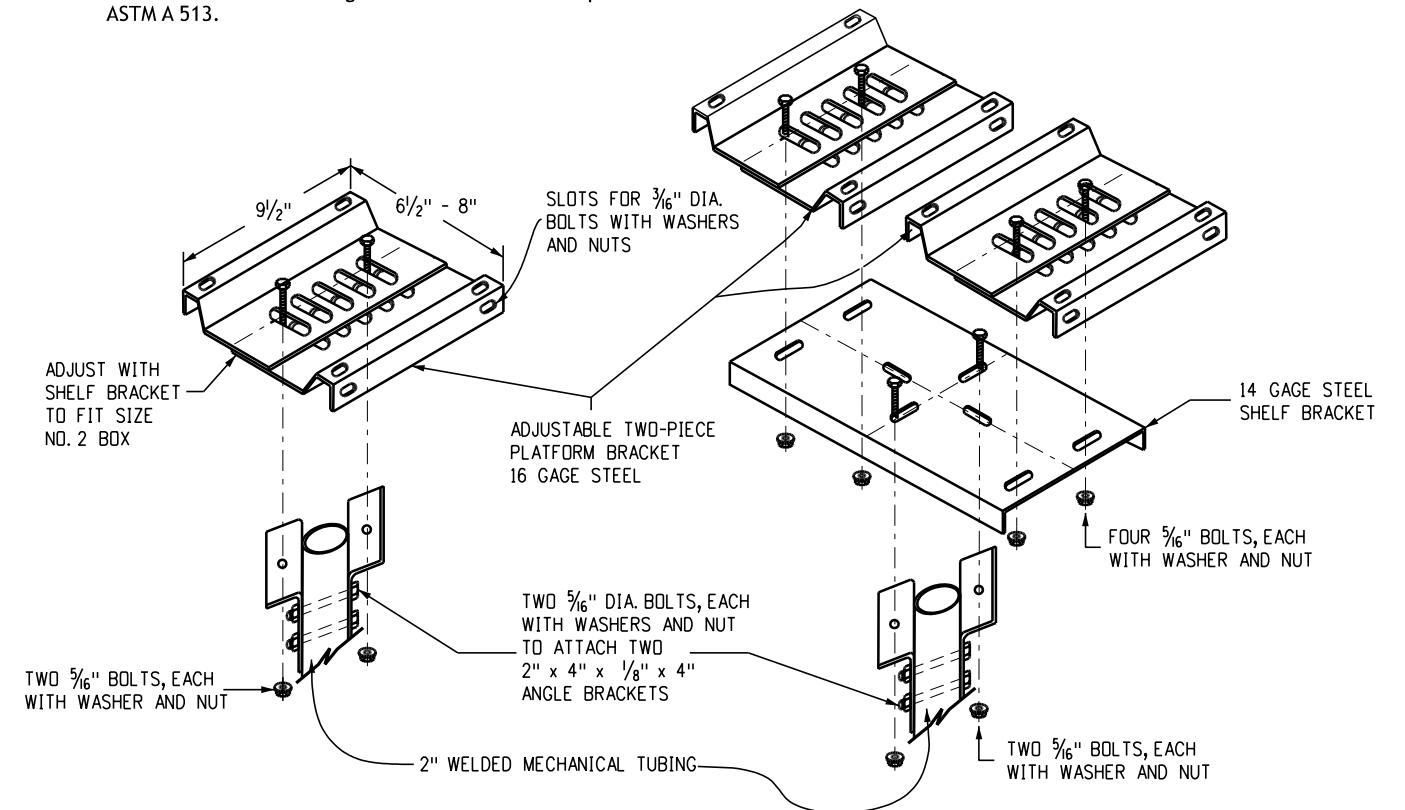
**Single (Type 1) and Double (Type 2) Mailbox Supports**



**Platform Bracket**

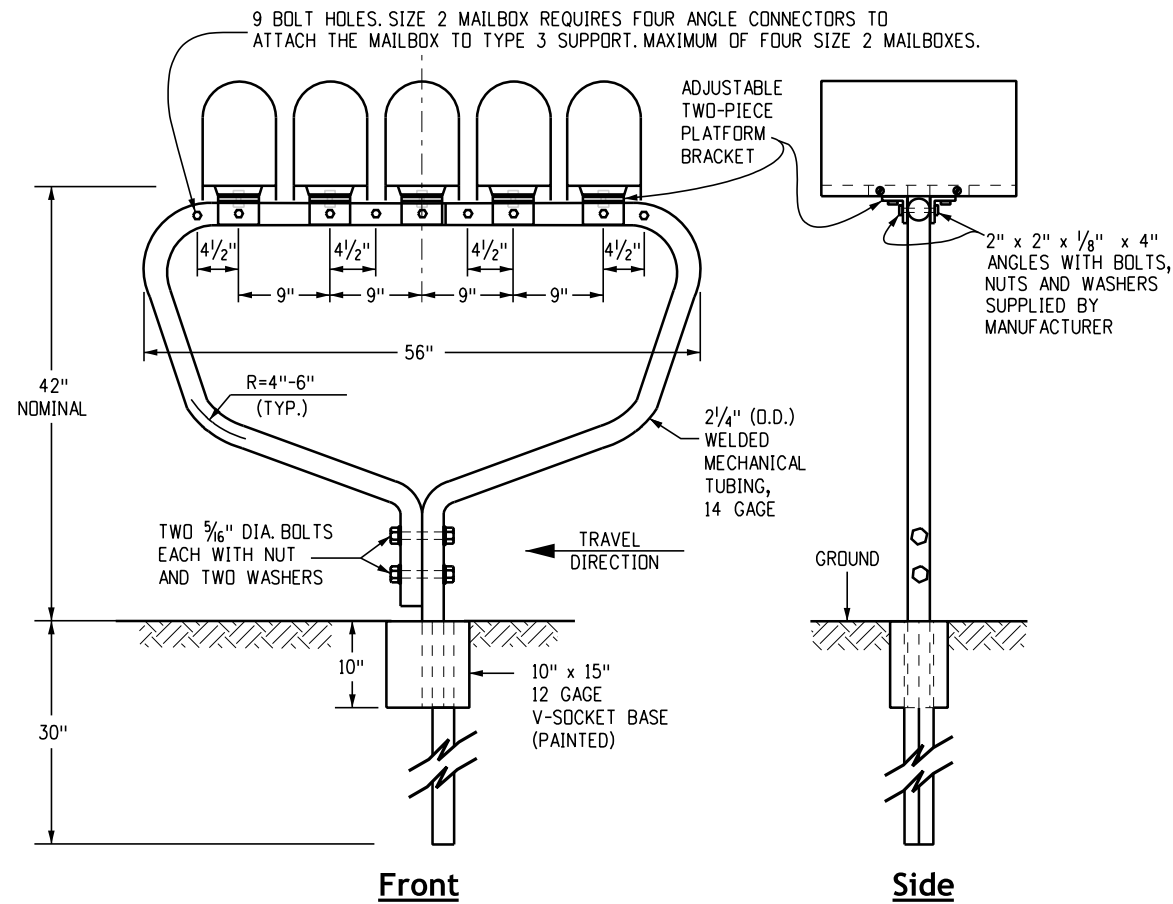


**Shelf Bracket**



**Single and Double Mailbox Supports Alternative**

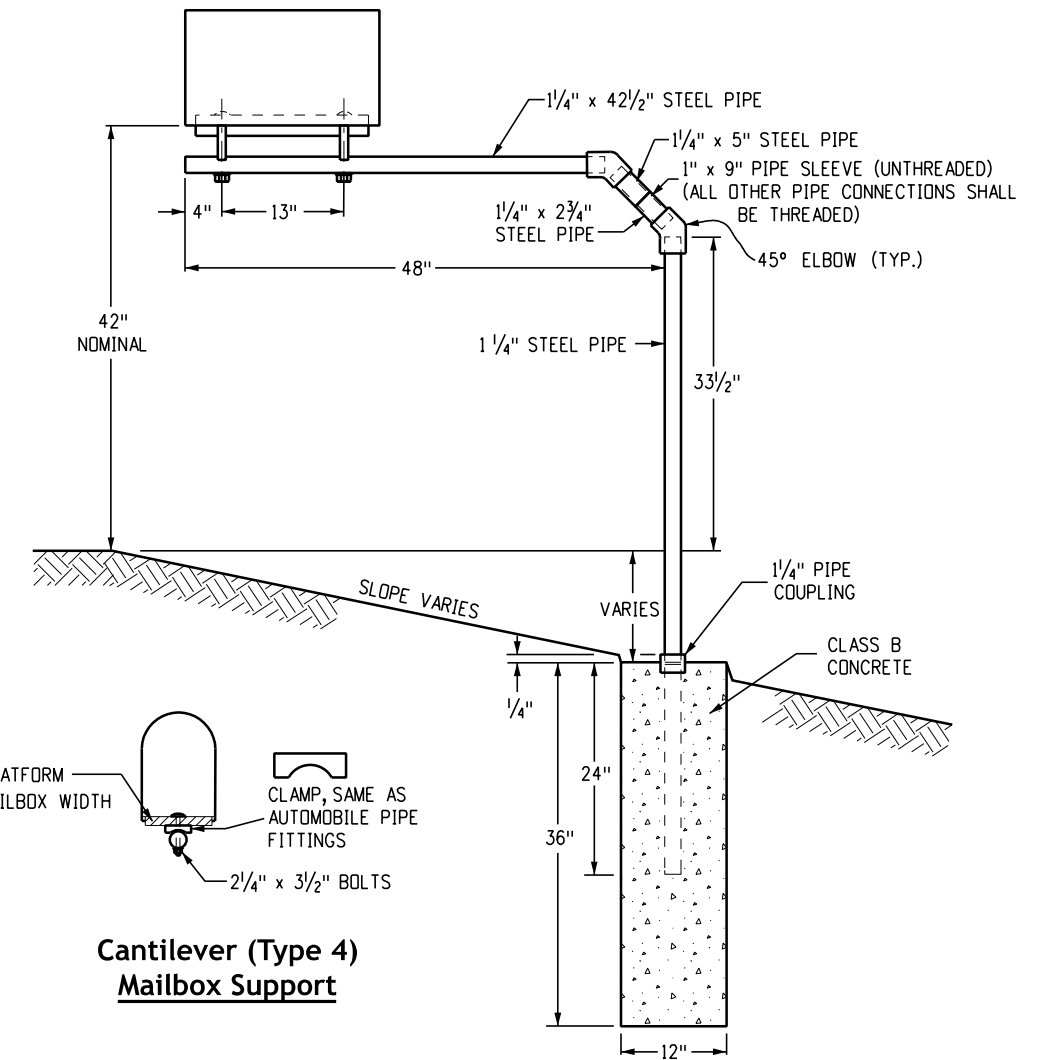
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> Date: _____ Comments: _____ _____ _____		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<h1>Mailbox Supports</h1>		<b>Standard Plan No.</b> <b>M-210-1</b> <b>Standard Sheet No. 1 of 2</b> Project Sheet Number: _____	
---	--	---	--	--	--	---------------------------	--	---	--



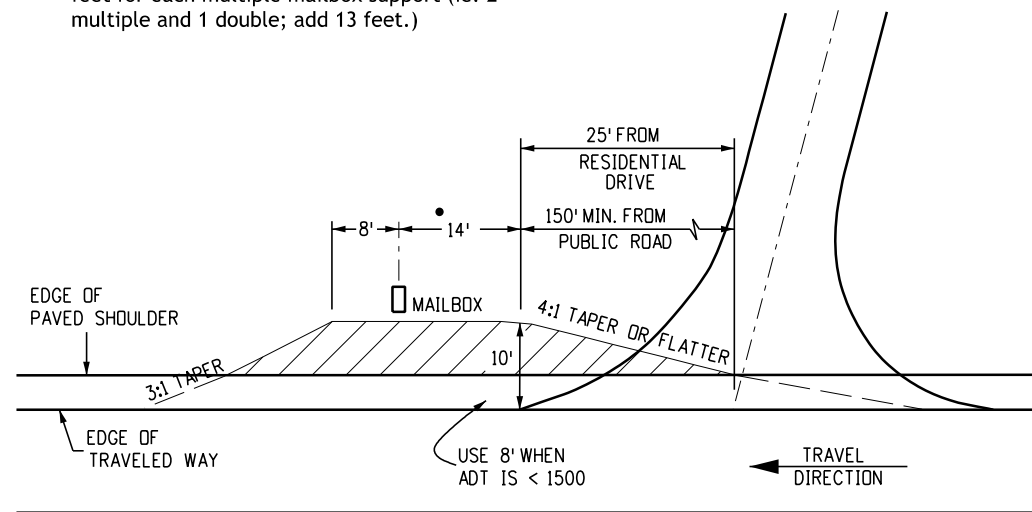
**Multiple (Type 3) Mailbox Support**  
For 3, 4, or 5 Mailboxes or Approved Equal

Five Size 1 mailboxes shown

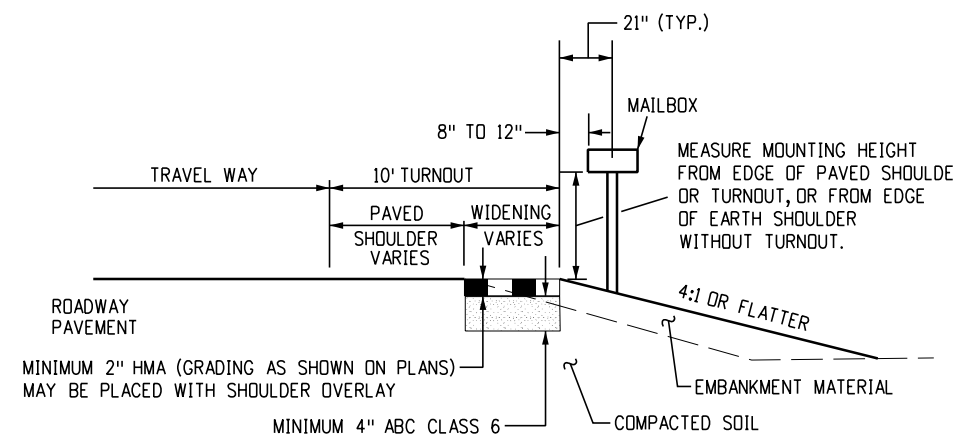
- Increase length 3 feet for each additional single or double mailbox support, plus an additional 5 feet for each multiple mailbox support (ie. 2 multiple and 1 double; add 13 feet.)



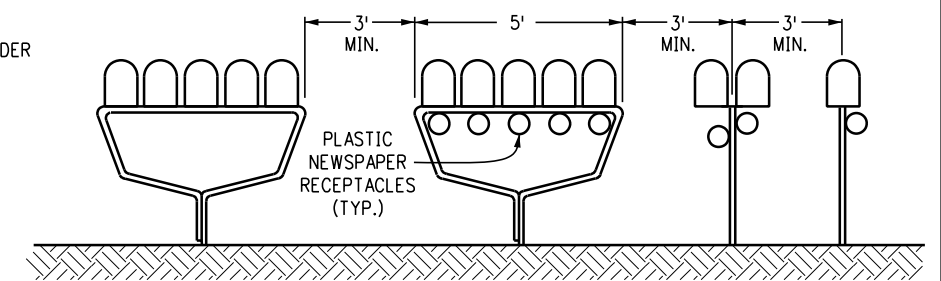
**Cantilever (Type 4) Mailbox Support**



**Mailbox Turnout**



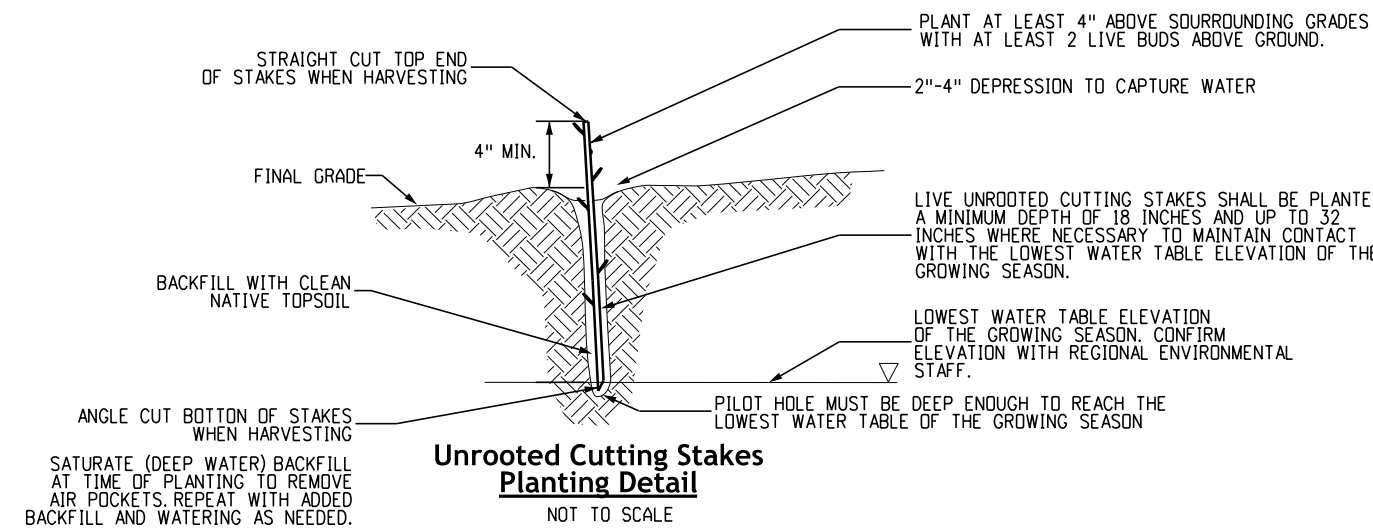
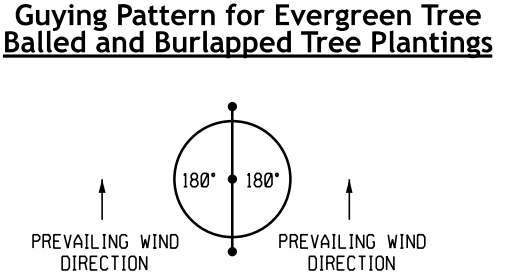
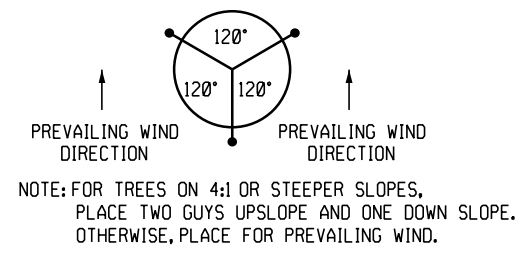
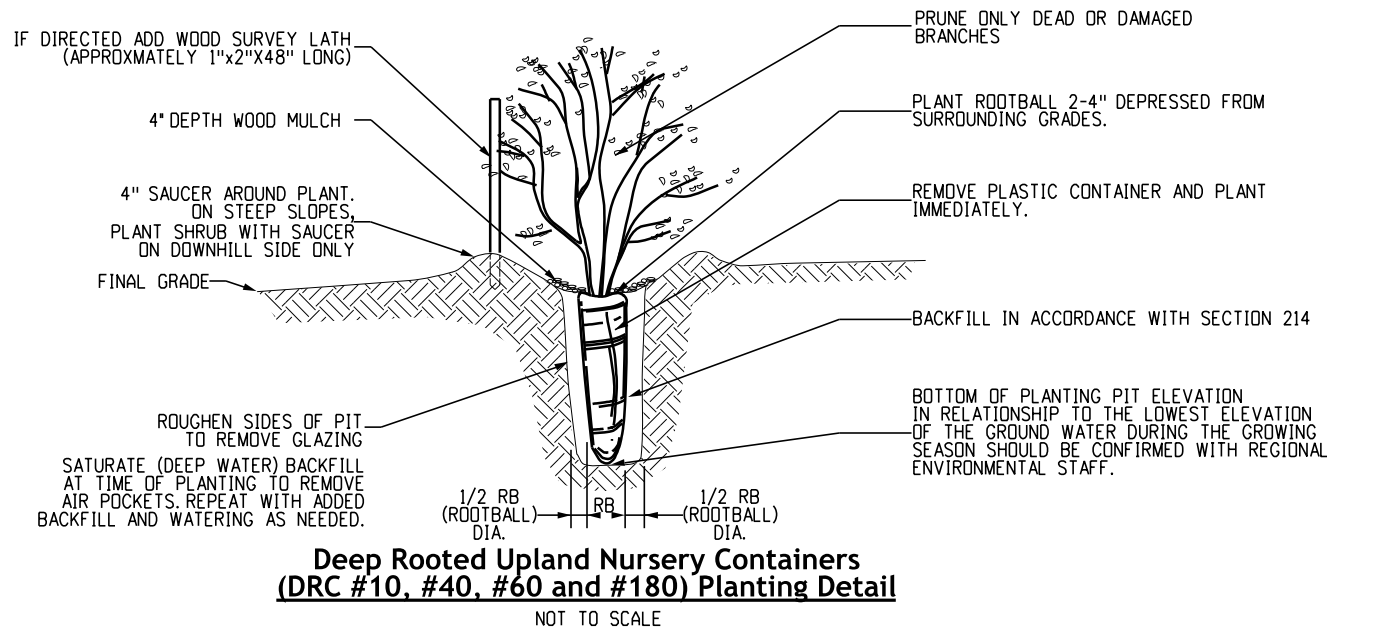
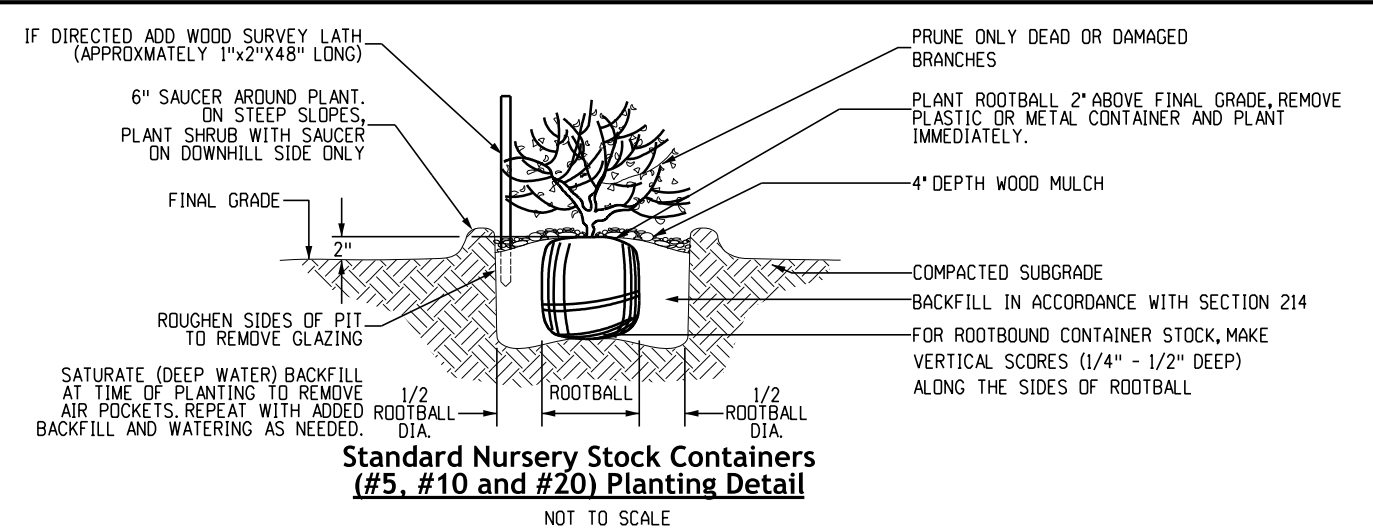
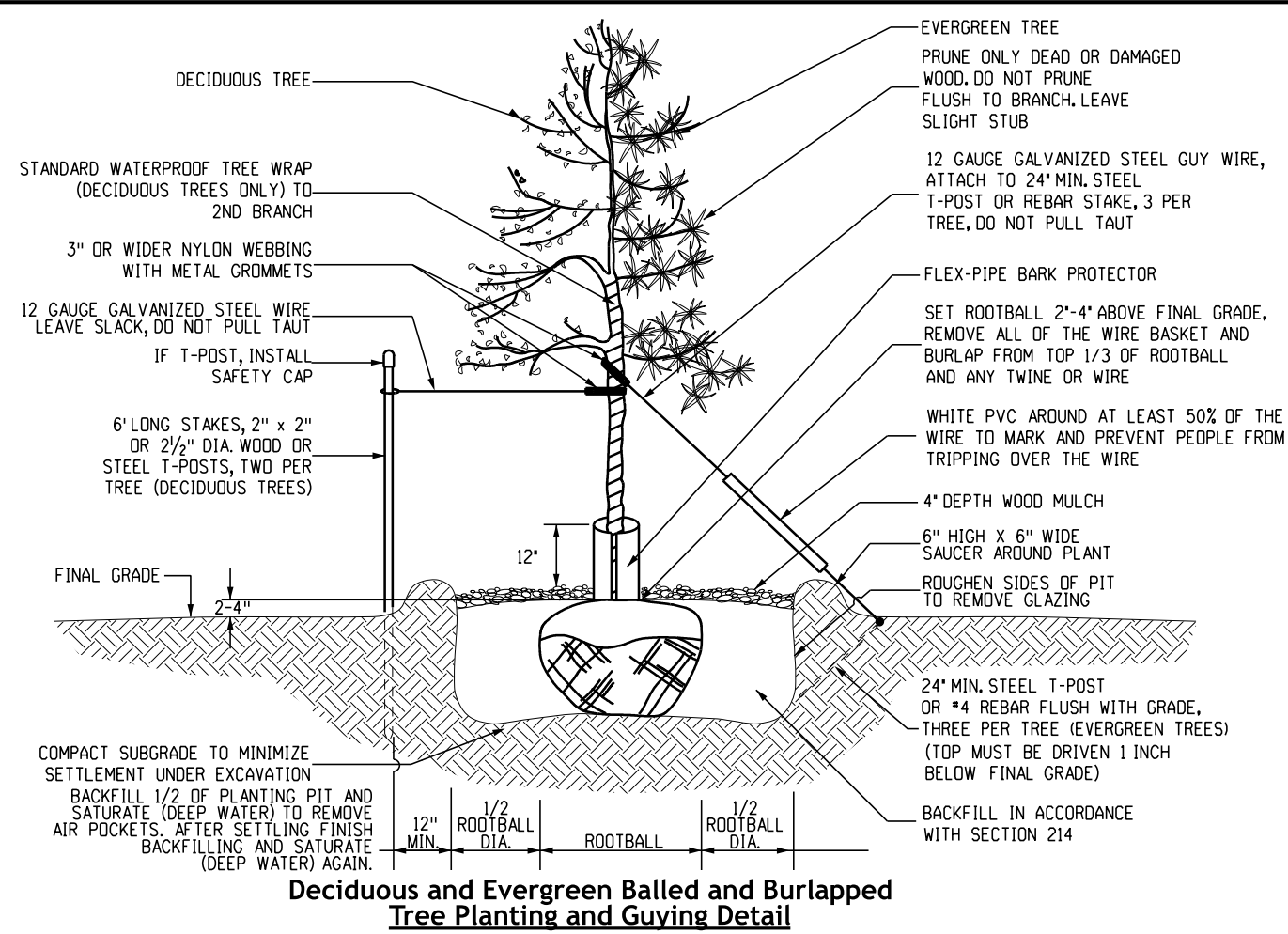
**Turnout Typical Section**



**Support Spacing**

Note: See Sheet 1, General Note 7, for mounting plastic newspaper receptacles.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b>	<b>Construction Engineering Services Branch</b>	<b>Mailbox Supports</b>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:				<b>M-210-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK			2829 West Howard Place Denver, CO 80204	DLK	Issued by Construction Engineering Services: July 01, 2026		Project Sheet Number:
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English								



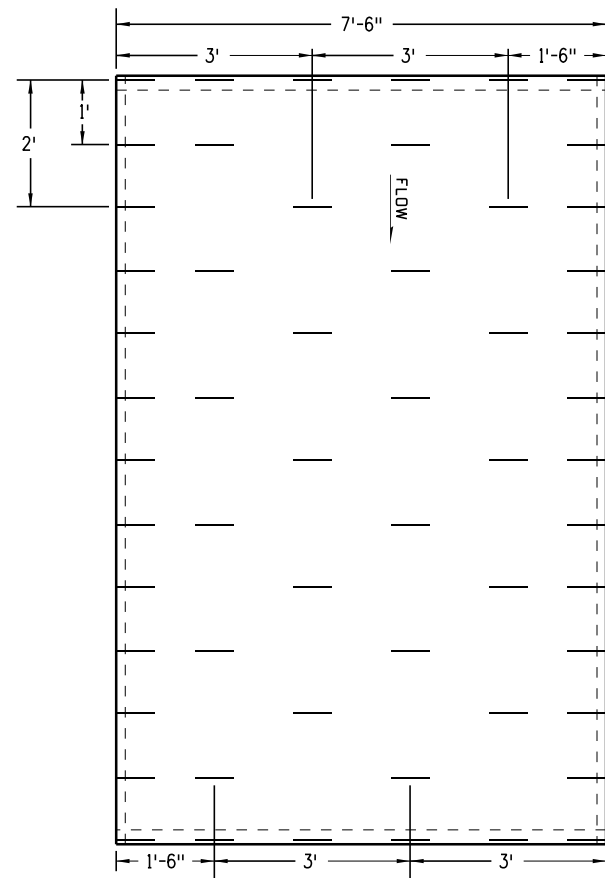
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

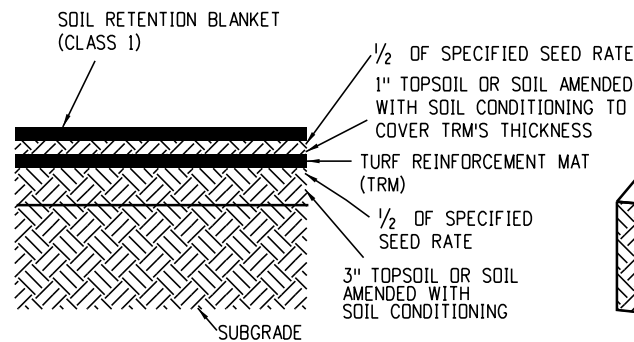
**Nursery Stock Details**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-214-1**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:



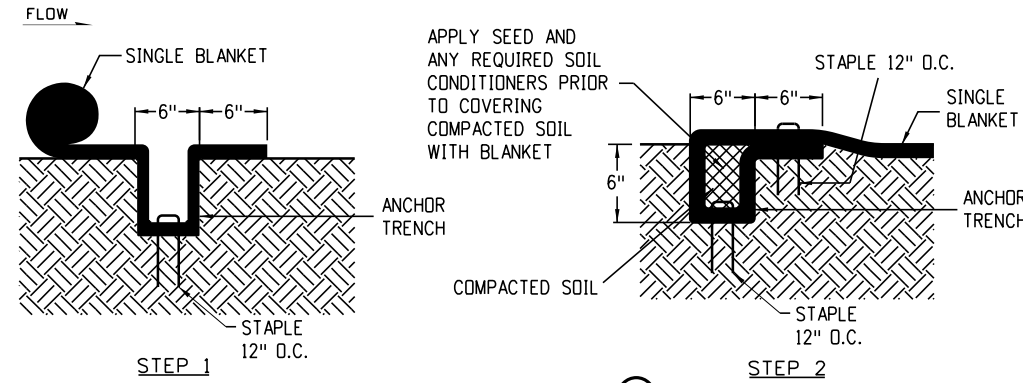
**Typical Staple Pattern for Channel Application**

See Subsection 216.05.



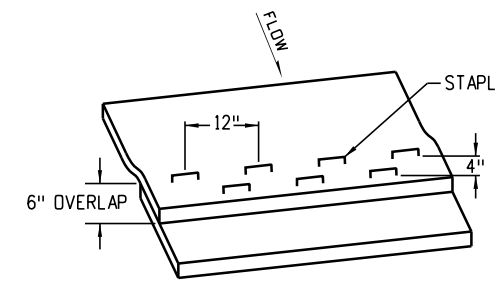
**Soil Filled TRM Application**

1. Place 3 inches 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 inch of 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).



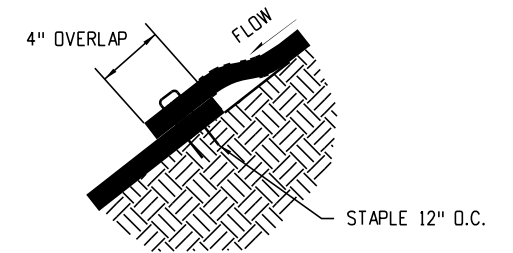
**Anchor Trench A**

To be used at the beginning and end of the channel across its entire width.



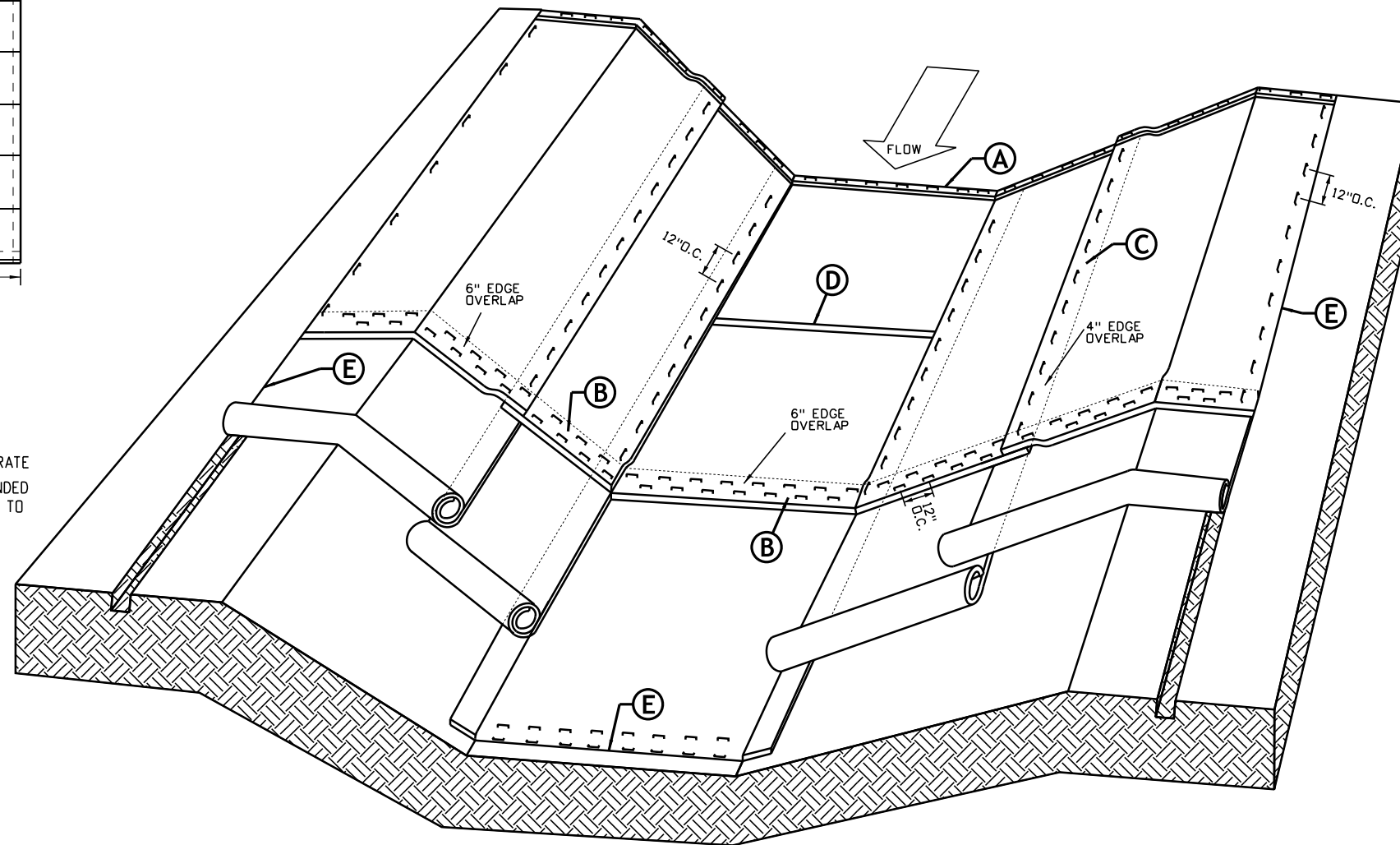
**Consecutive Roll Overlap B**

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.



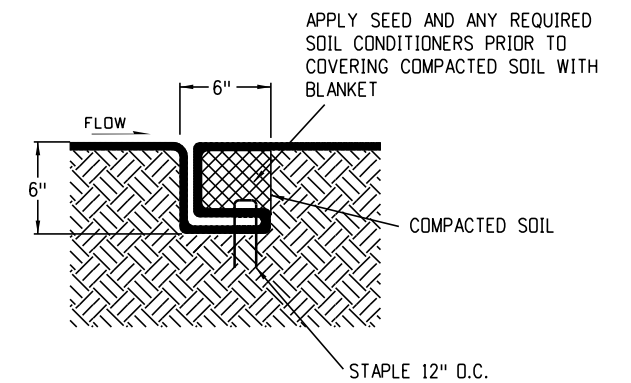
**Side Seam Overlap C**

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.



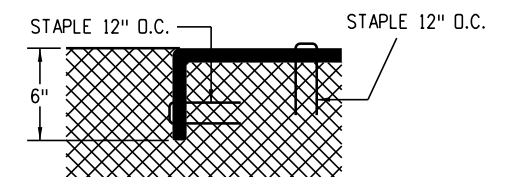
**Soil Retention Blankets/Turf Reinforcement Mats (TRM) Channel Application**

In accordance with Section 216.



**Channel Check Slot D**

To be used at 30 foot intervals in channel flowline.



**Termination of Channel E**

**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.

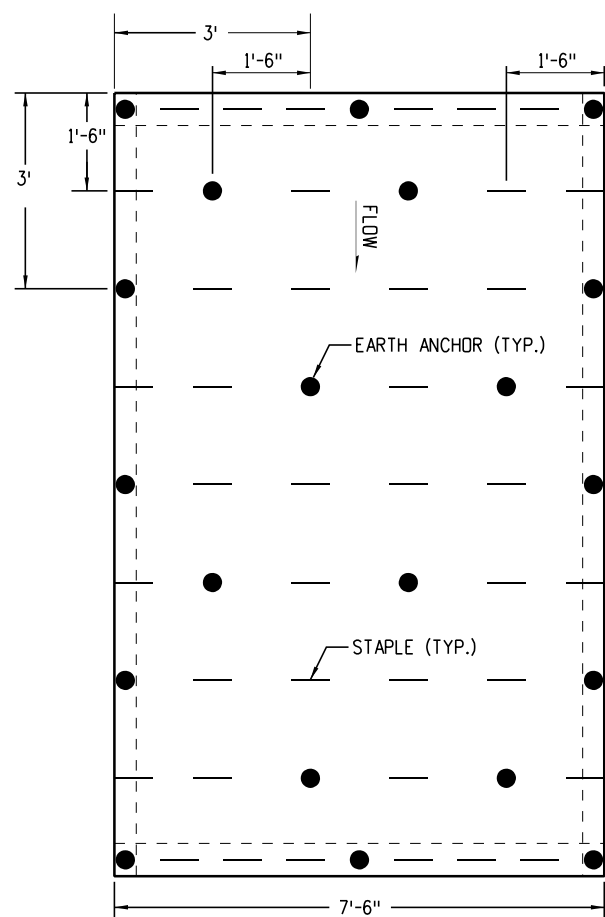
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

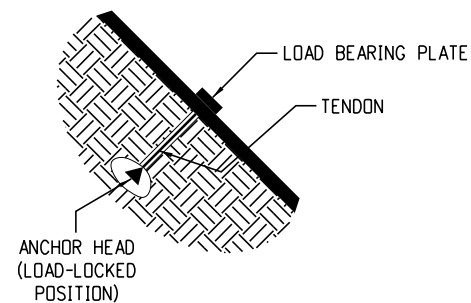
**Soil Retention Covering**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-216-1</b>
Standard Sheet No. 1 of 2
Project Sheet Number:



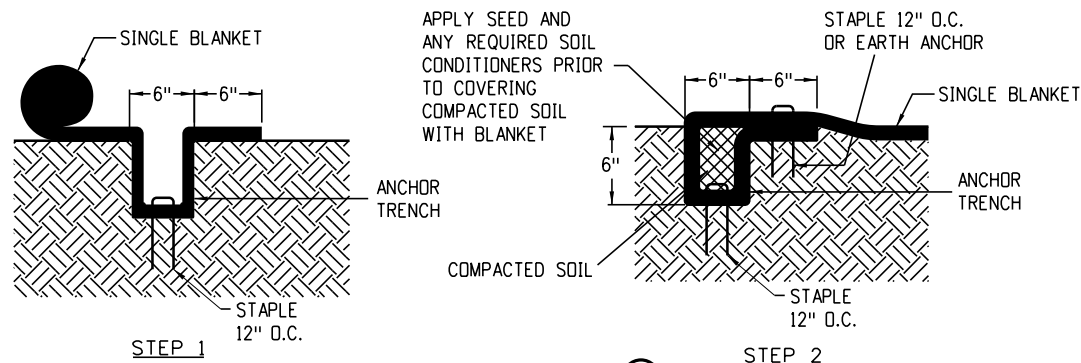
**Typical Staple or Earth Anchor Pattern for Slope Application**

If earth anchors are not specified on the plans, only staples shall be used. See Subsection 216.04



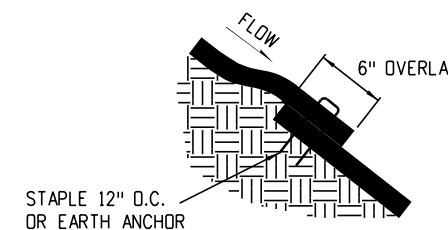
**Earth Anchor**

- Notes:**
1. Earth anchors will be used instead of staples when specified in the plans.
  2. Earth anchors shall be paid for separately as specified in Section 216 of the CDOT Standard Specifications.



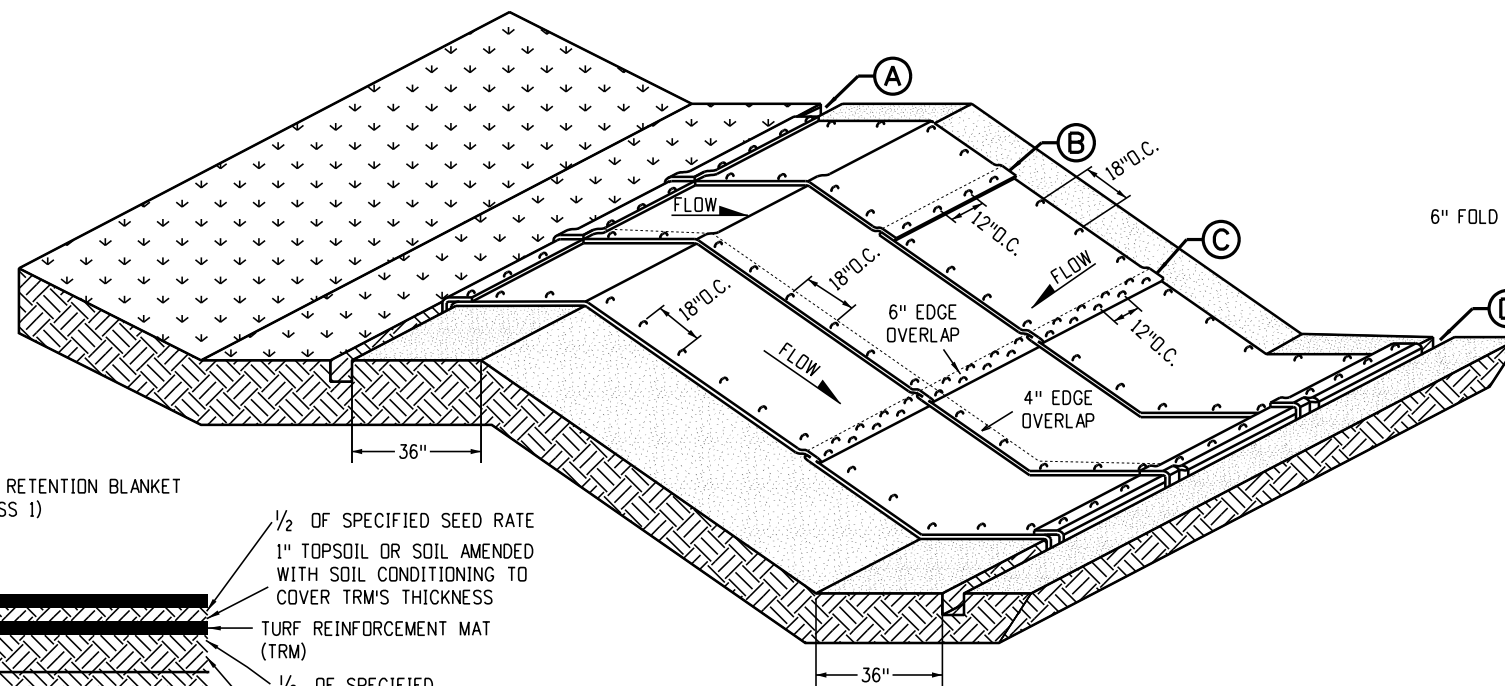
**Anchor Trench (A)**

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).



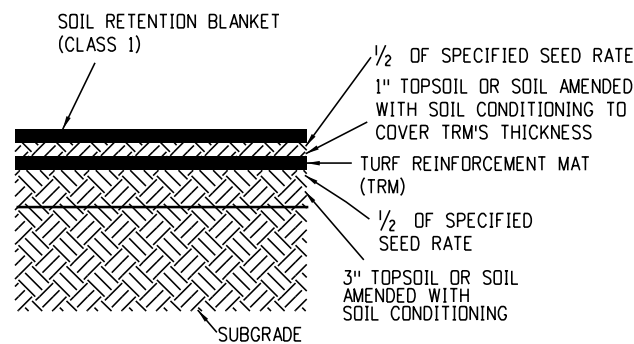
**Consecutive Roll Overlap (B)**

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.



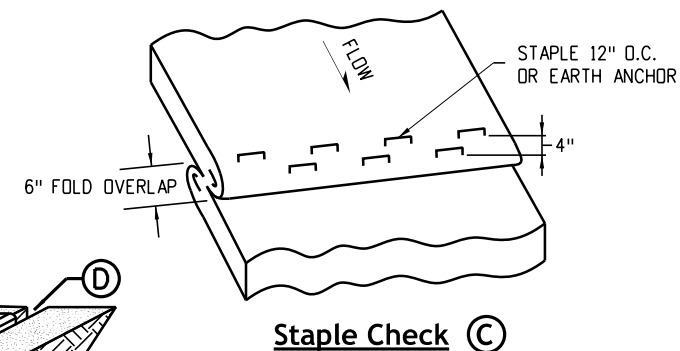
**Soil Retention Blankets/Turf Reinforcement Mats (TRM) Slope Application**

In accordance with Section 216.

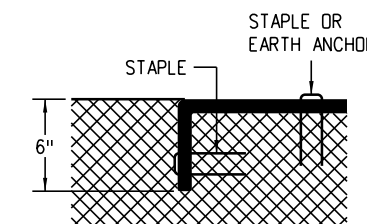


**Soil Filled TRM Application**

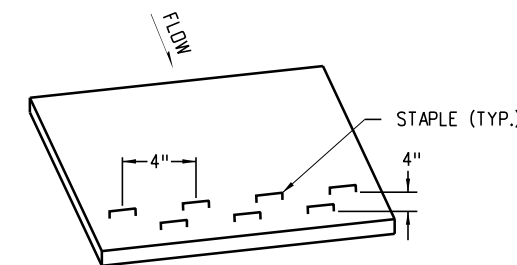
1. Place 3 inches of topsoil or soil amended with soil conditioning.
2. Apply half of the specified seed at the broadcast rate and rake it into the soil.
3. Install TRM.
4. Place 1 inch of topsoil or soil amended with soil conditioning into the matrix to cover the product's thickness.
5. Apply the remaining half of the specified seed at the broadcast rate and rake it into the soil.
6. Install Soil Retention Blanket (Class 1).



**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.

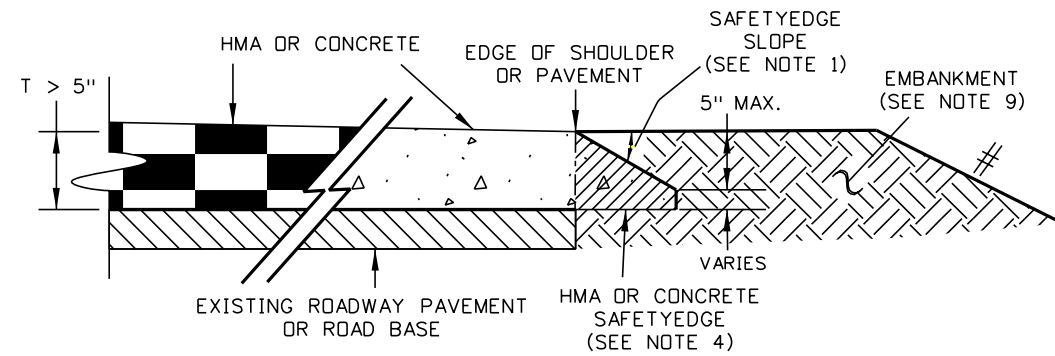
Computer File Information	
Issuance Date: 07/01/26	(R-X)
Designer Initials: JBK	(R-X)
Last Modification Date: 07/01/2026	(R-X)
Last Modified By: DLK	(R-X)
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)

Sheet Revisions	
Date:	Comments

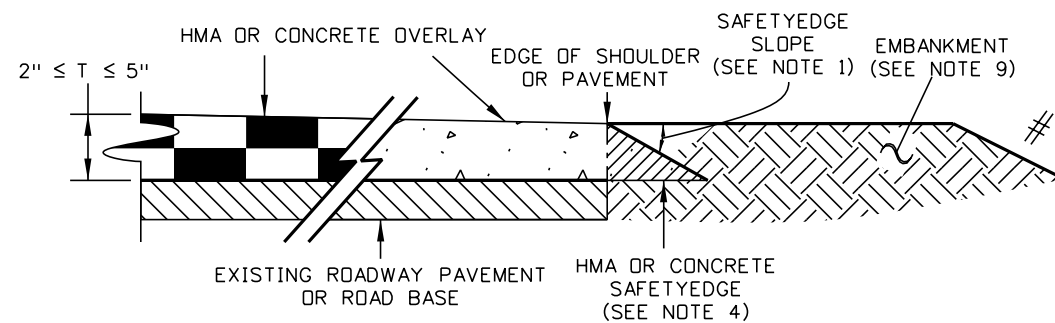
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Soil Retention Covering**  
 Issued by Construction Engineering Services: July 01, 2026

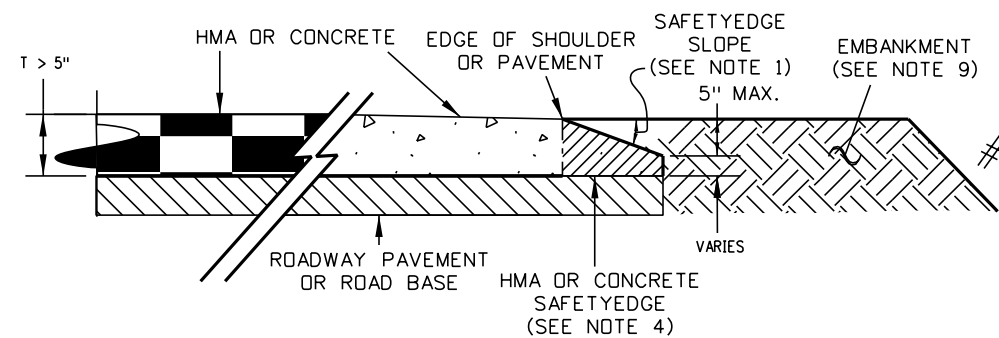
Standard Plan No.
M-216-1
Standard Sheet No. 2 of 2
Project Sheet Number:



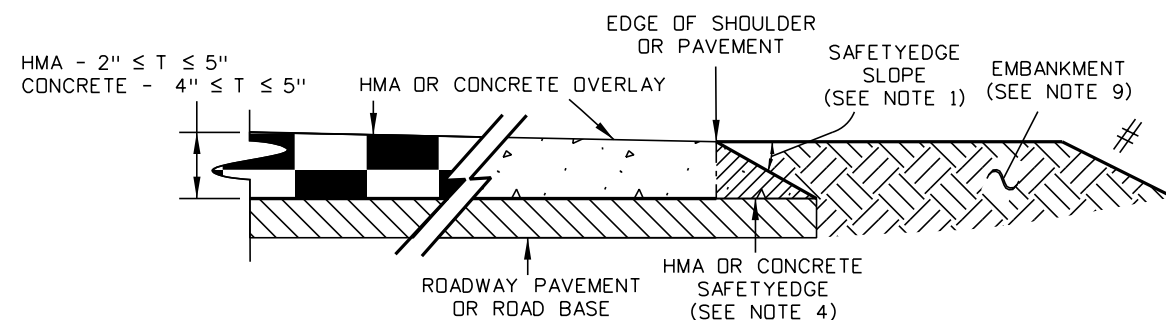
**SafetyEdge Detail for Hot Mix Asphalt or Concrete Resurfacing Greater than 5 Inches**



**SafetyEdge Detail for Hot Mix Asphalt or Concrete Resurfacing Less than or Equal to 5 Inches**



**SafetyEdge Detail for New Construction, Widening, and Reconstruction Greater than 5 Inches**



**SafetyEdge Detail for New Construction, Widening, and Reconstruction Less than or Equal to 5 Inches**

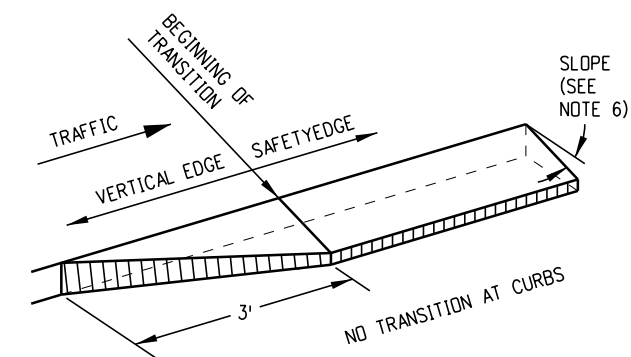
- General Notes**
- The SafetyEdge shall have a slope of 32 degrees (1V:1.6H) relative to the pavement cross slope with an acceptable rise to run range between 27 degrees (1V:1.9H) and 37 degrees (1V:1.3H).
  - Construction of the SafetyEdge shall not result in a decrease of paved shoulder or lane width for new construction, widening, reconstruction, or resurfacing greater than 3 inches in depth. Resurfacing 3 inches or less in depth may result in a decrease in paved shoulder or lane width during construction of the safety edge. See appropriate typical sections details in the plans.
  - The SafetyEdge shall be constructed monolithically with the adjacent lane or shoulder, and shaped and compacted with a device attached to the paver. The device must produce a uniform surface texture without tearing, shoving, or gouging, and must not leave marks such as ridges and indentations. The device must be capable of transition to crossroads, driveways, and obstructions.
  - The edge of the roadway, where the SafetyEdge treatment is to be placed, must have a solid base, free of debris such as: loose material, grass, weeds, or mud. Grade areas on which the SafetyEdge is to be placed as required.
  - In areas that do not require the SafetyEdge, it is acceptable to saw cut and remove the SafetyEdge after paving operations are completed or to construct a formed "box-out" to prevent placement during paving.
  - In locations where a transition from a SafetyEdge section to a non-SafetyEdge section exists, a transition shall be constructed to avoid a vertical edge perpendicular to traffic. Transitions shall be included in the cost of the SafetyEdge work.
  - With the approval of the Project Engineer, in areas where it is not possible to place the SafetyEdge in conjunction with mainline paving operations, short sections of handwork shall be allowed when necessary for transitions and turnouts.
  - Site preparation and additional earthwork required to construct the SafetyEdge will be paid as equipment hours and embankment or shoulder materials.
  - After the SafetyEdge has been placed, the shoulder or embankment material shall be graded back flush with the paved lane or shoulder face.
  - The SafetyEdge shall not be used where the foreslope/embankment or the ground surface has a steeper slope than the slope of the SafetyEdge.
  - The SafetyEdge shall be constructed along all edges of roadway, except at areas with curb and gutter, areas with guardrail immediately adjacent to the edge of the roadway, at the intersection of crossroads where a vertical edge is required, or areas noted in the plans.

**Additional Quantities Required for SafetyEdge\***

CASE	PAVEMENT THICKNESS	HMA TONS**/SIDE/LF	HMA TONS**/SIDE/MILE	CONCRETE CY/SIDE/LF	CONCRETE CY/SIDE/MILE
T ≤ 5"	2"	0.002	9.3	NA	NA
	3"	0.004	20.9	NA	NA
	4"	0.007	37.2	0.003	17.0
	5"	0.011	58.2	0.005	29.7
T > 5"	6"	0.015	81.4	0.008	41.6
	7"	0.020	104.7	0.010	53.5
	8"	0.024	127.9	0.012	65.4
	9"	0.029	151.2	0.015	77.2
	10"	0.033	174.5	0.017	89.1
	11"	0.037	197.7	0.019	101.0
	12"	0.042	221.0	0.021	112.9
	13"	0.046	244.2	0.024	124.8
	14"	0.051	267.5	0.026	136.7
	15"	0.055	290.8	0.028	148.5
	16"	0.059	314.0	0.030	160.4

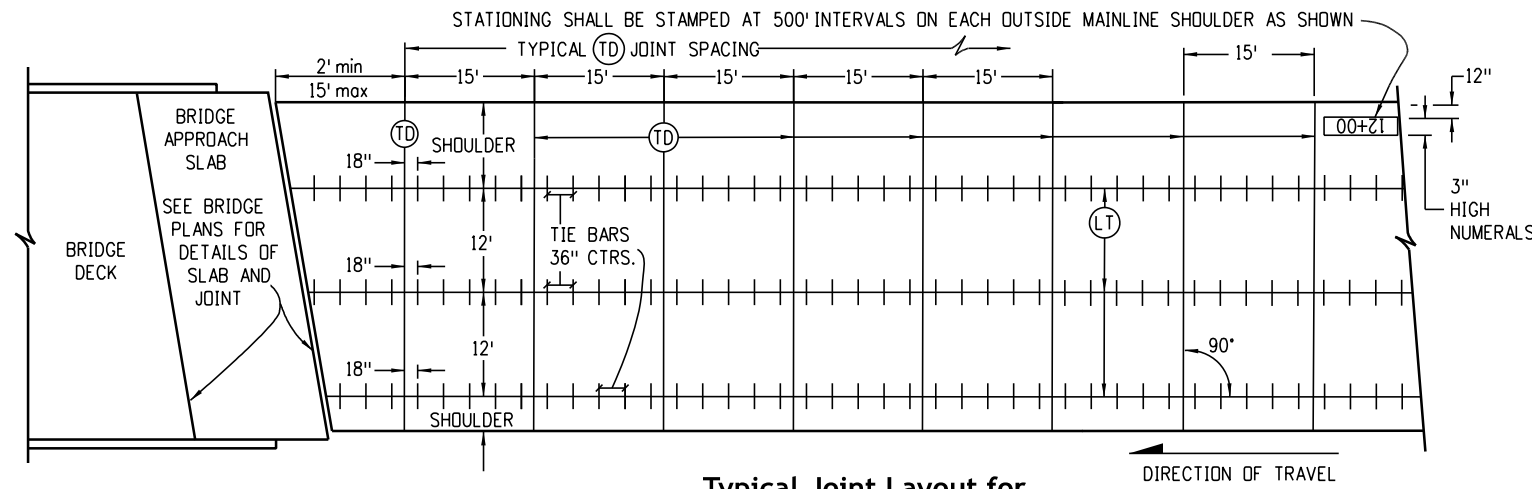
\* FOR INFORMATION ONLY. \*\*ASSUME HMA DENSITY IS EQUAL TO 145 LBS PER CUBIC FOOT.

T - TOTAL THICKNESS OF PAVEMENT  
 # - SEE APPROPRIATE TYPICAL SECTION DETAIL IN PLANS FOR ROADSIDE DETAILS

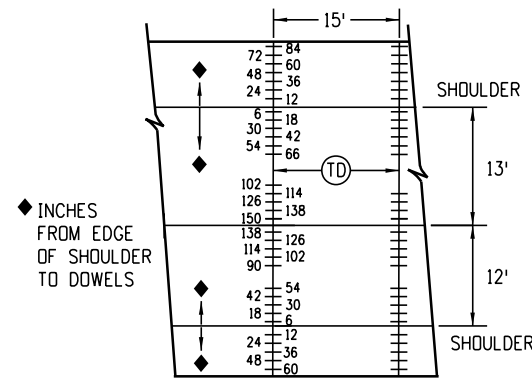


**Transition Detail for Concrete Only**

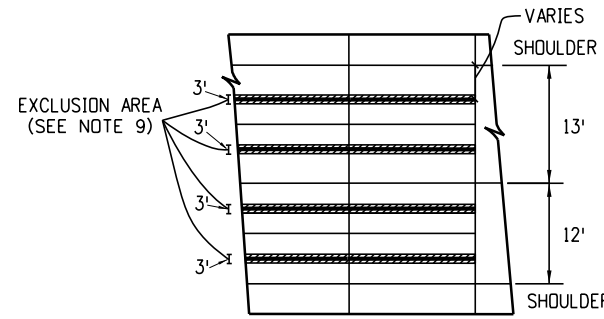
<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>SafetyEdge for Pavement</b>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	<b>Construction Engineering Services Branch</b>	<b>M-400-1</b>	<b>Standard Sheet No. 1 of 1</b>	
Designer Initials: JBK		Comments: _____	2829 West Howard Place		<b>DLK</b>	Project Sheet Number: _____
Last Modification Date: 07/01/2026		_____	Denver, CO 80204			
Last Modified By: DLK		_____	_____	Issued by Construction Engineering Services: July 01, 2026		
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	_____	_____				



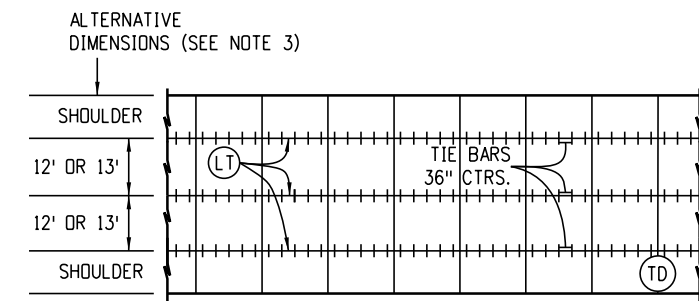
**Typical Joint Layout for Concrete Roadway with Concrete Shoulders**



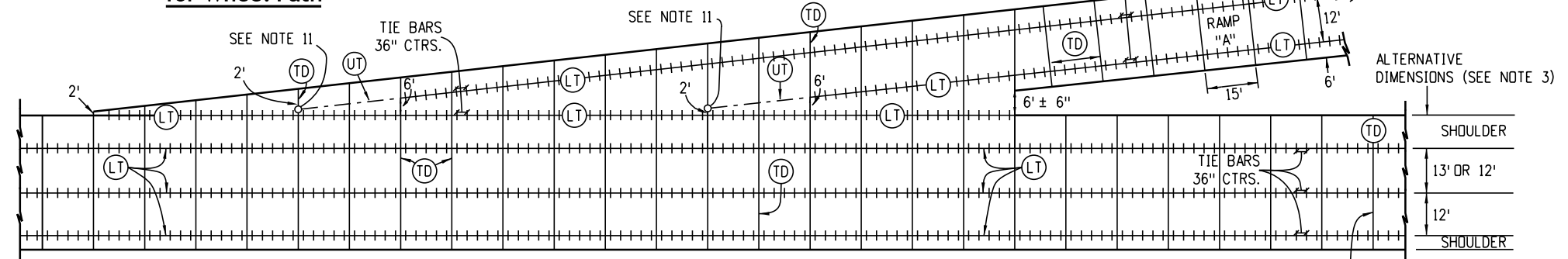
**TD Dowel Bar Detail for Joint with 13 Feet and 12 Feet Wide Slabs**



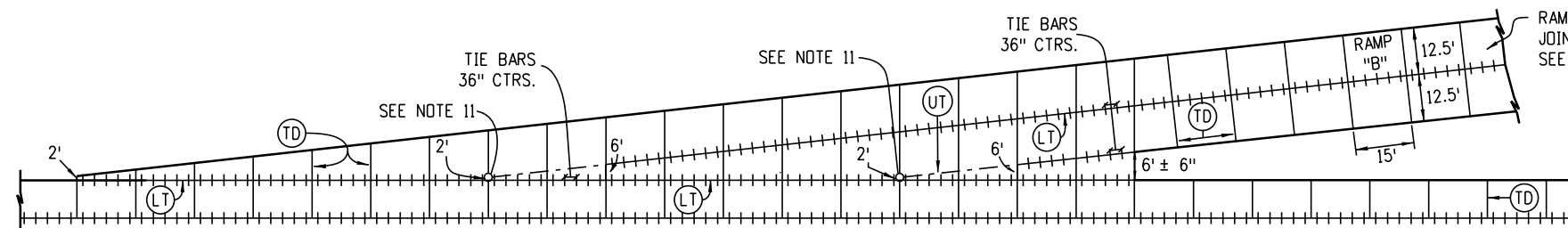
**Joint Exclusion Area for Wheel Path**



**Rural Two-Lane**



**Multi-Lane with Speed Change Lane and Concrete Shoulders**



**Optional Longitudinal Joint in Center for Single Lane Speed Change Lane**

**General Notes**

1. This standard plan does not apply to thin concrete overlays (whitetopping).
2. Longitudinal joint shall be placed adjacent to lane markings when possible and have a maximum spacing of 13 feet.
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 feet 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 (LT) longitudinal contraction joints.
5. On multilane divided highways separated by a concrete barrier, a (UT) joint shall be constructed at one of the barrier faces.
6. (UT) 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 feet or 4 feet end of slab width dimension may vary  $\pm 6$  inches.
8. On gore panel widths less than 6 feet, tie bars shall be eliminated on the side adjacent to the ramp.
9. No joints shall be placed within 1.5 feet of either side of the center of the wheelpath. Wheelpath is defined per Subsection 101.02.
10. The tick marks for tie bar line type are for illustrative purposes only and do not represent actual tie bar locations. See M-412-1 Sheet 5 of 9 for tie bar placement locations.
11. If a joint is not continuous into an adjacent slab, a joint termination core (See Sheet 5) shall be constructed using 4 inch PVC pipe filled with an approved non-shrink grout or bond breaker filled with an approved non-shrink grout.

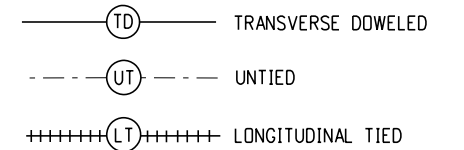
RAMP AND SPEED CHANGE LANE DIMENSIONING FOR JOINTS ONLY. SEE PLANS FOR STRIPING LOCATIONS. SEE SHEET 2 FOR RAMP DOWEL BAR DETAILS.

ALTERNATIVE DIMENSIONS (SEE NOTE 3)

RAMP AND SPEED CHANGE LANE DIMENSIONING FOR JOINTS ONLY. SEE PLANS FOR STRIPING LOCATIONS. SEE SHEET 2 FOR RAMP DOWEL BAR DETAILS.

**Joint Legend**

(SEE SHEET 5 FOR JOINT DETAILS)



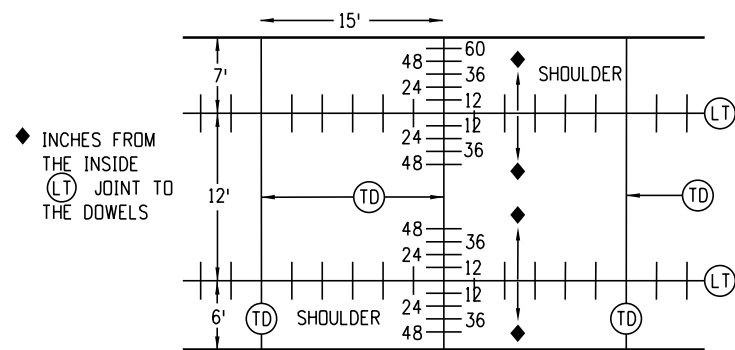
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

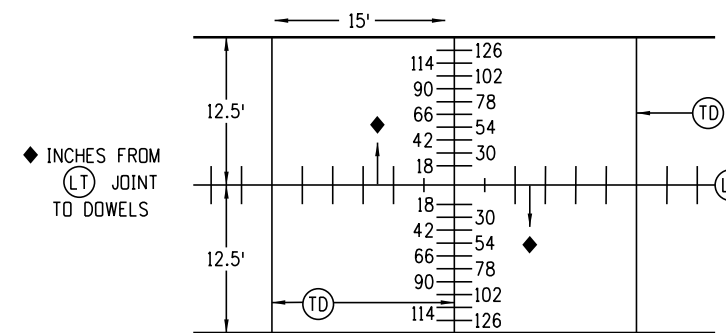
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Concrete Pavement Joints**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-412-1</b>
Standard Sheet No. 1 of 9
Project Sheet Number:



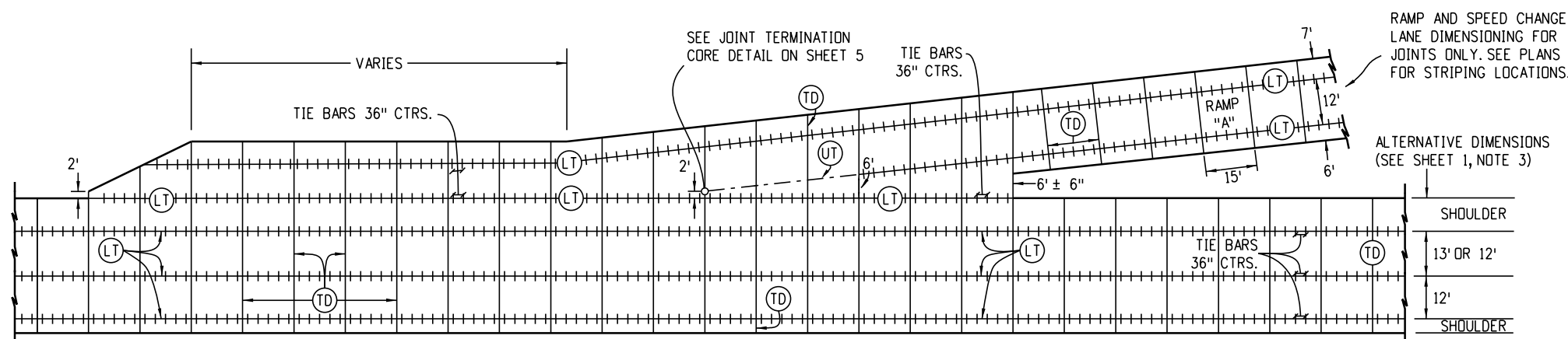
**Ramp "A" Dowel Bar Detail for TD Joint with a 12-Foot Lane**



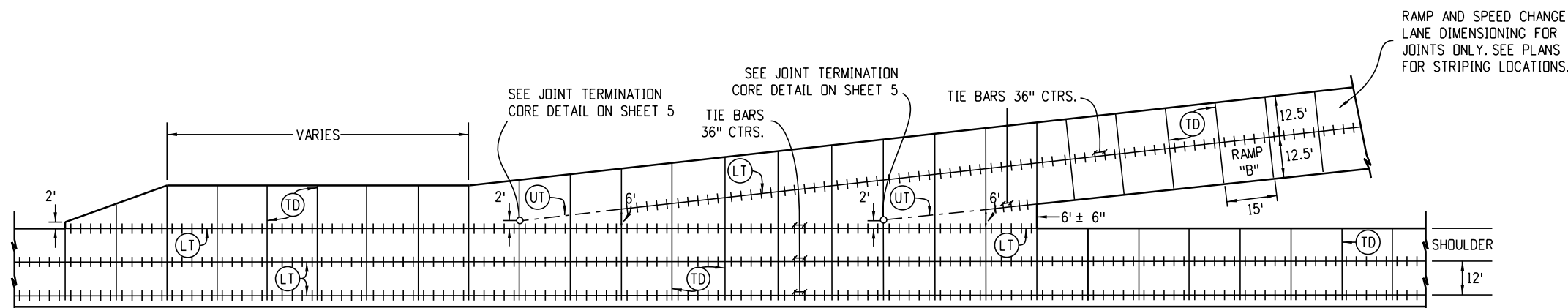
**Ramp "B" Dowel Bar Detail for TD Joint with Center Longitudinal Split Lane**

**Joint Legend**  
(SEE SHEET 5 FOR JOINT DETAILS)

- (TD)— TRANSVERSE DOWELED
- (UT)— UNTIED
- (LT)— LONGITUDINAL TIED



**Multi-Lane with Acceleration and Deceleration Lanes and Concrete Shoulders**



**Optional Longitudinal Joint in Center for Single Lane Acceleration and Deceleration Lane**

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

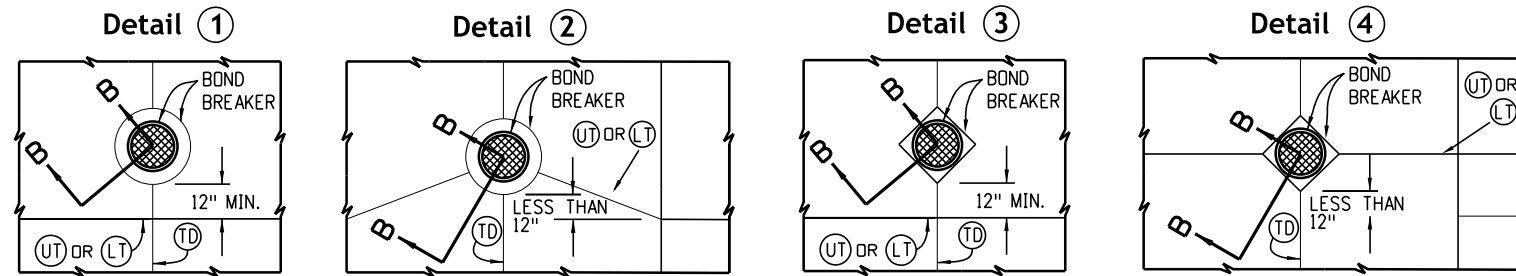


**Concrete Pavement Joints**  
 Issued by Construction Engineering Services: July 01, 2026

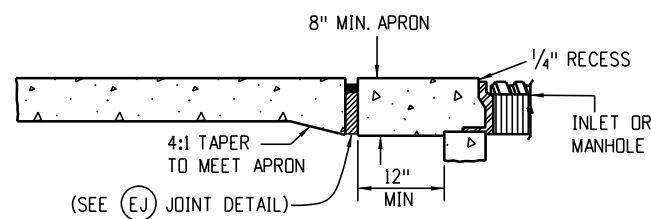
Standard Plan No.
M-412-1
Standard Sheet No. 2 of 9
Project Sheet Number:

**Notes**

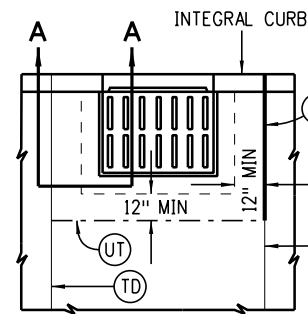
1. Longitudinal joints shall be placed adjacent to lane markings when possible and have a maximum spacing of 13 feet (15 feet is permitted with monolithic curb and gutter).
2. Construct transverse joints perpendicular to the centerline of pavement and extend through the curb or curb and gutter.
- \* 3. Place 1/2 inch minimum expansion joint filler in full depth 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 foot from a cast-in-pavement manhole or similar size structure, install joint as shown in Details 1 through 4.
6. Transverse joints shall either intersect the center of circular manholes and inlets or be at least 4 feet away from the edge of circular manholes. See Curb Inlet Boxout detail.
7. When the short run of the transverse joint is less than three feet wide, eliminate dowels.
8. The tick marks for tie bar line type are for illustrative purposes only and do not represent actual tie bar locations. See M-412-1 Sheet 5 of 9 for tie bar placement locations.
9. If a joint is not continuous into an adjacent slab, a joint termination core (See Sheet 5) shall be constructed using 4 inch PVC pipe filled with an approved non-shrink grout or bond breaker filled with an approved non-shrink grout.



**Inlet or Manhole Cast in Pavement**

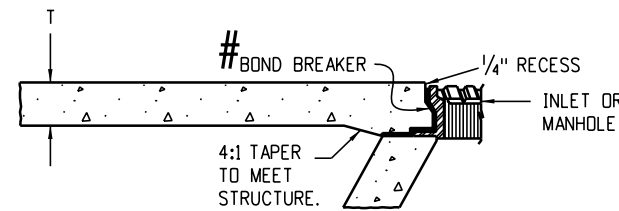


**Section A-A**



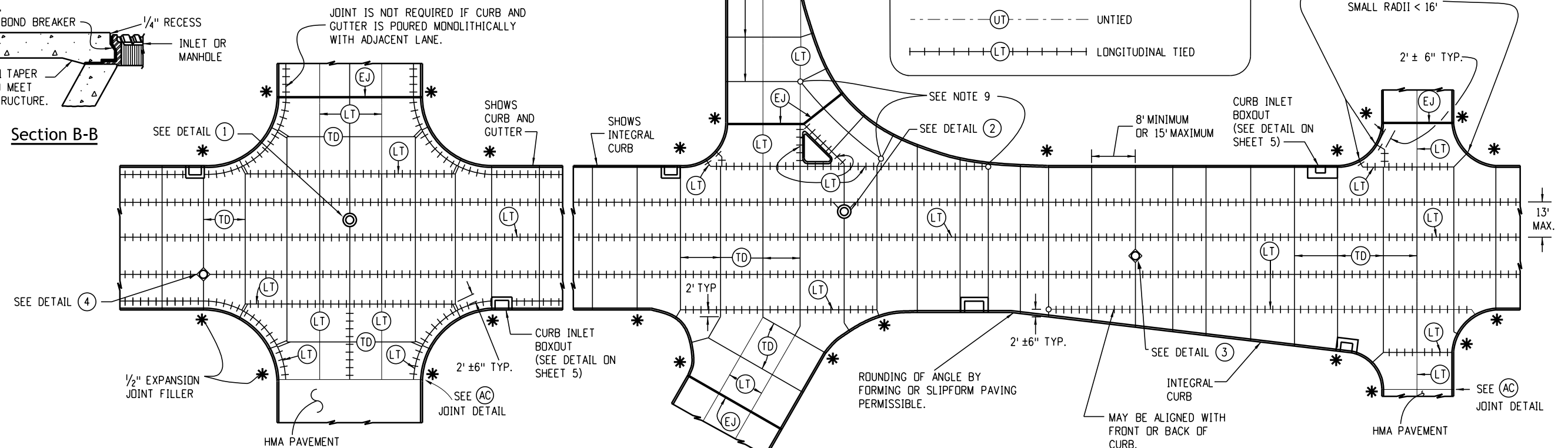
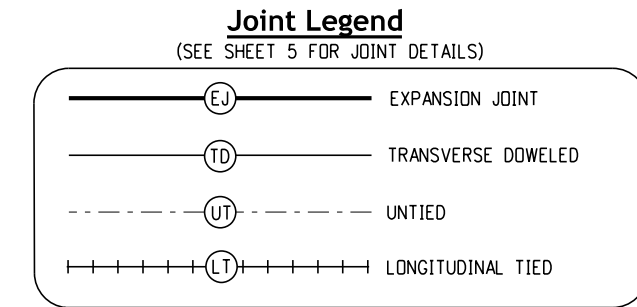
**Curb Inlet Boxout**

INSTALL TRANSVERSE JOINT AT BOTH BOXOUT CORNERS IF BOXOUT IS 8 FT. OR LONGER.



**Section B-B**

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



**Typical Curbed Pavement Joint Layout**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	(R-X)
Last Modification Date: 07/01/2026	(R-X)
Last Modified By: DLK	(R-X)
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Concrete Pavement Joints**  
 Issued by Construction Engineering Services: July 01, 2026

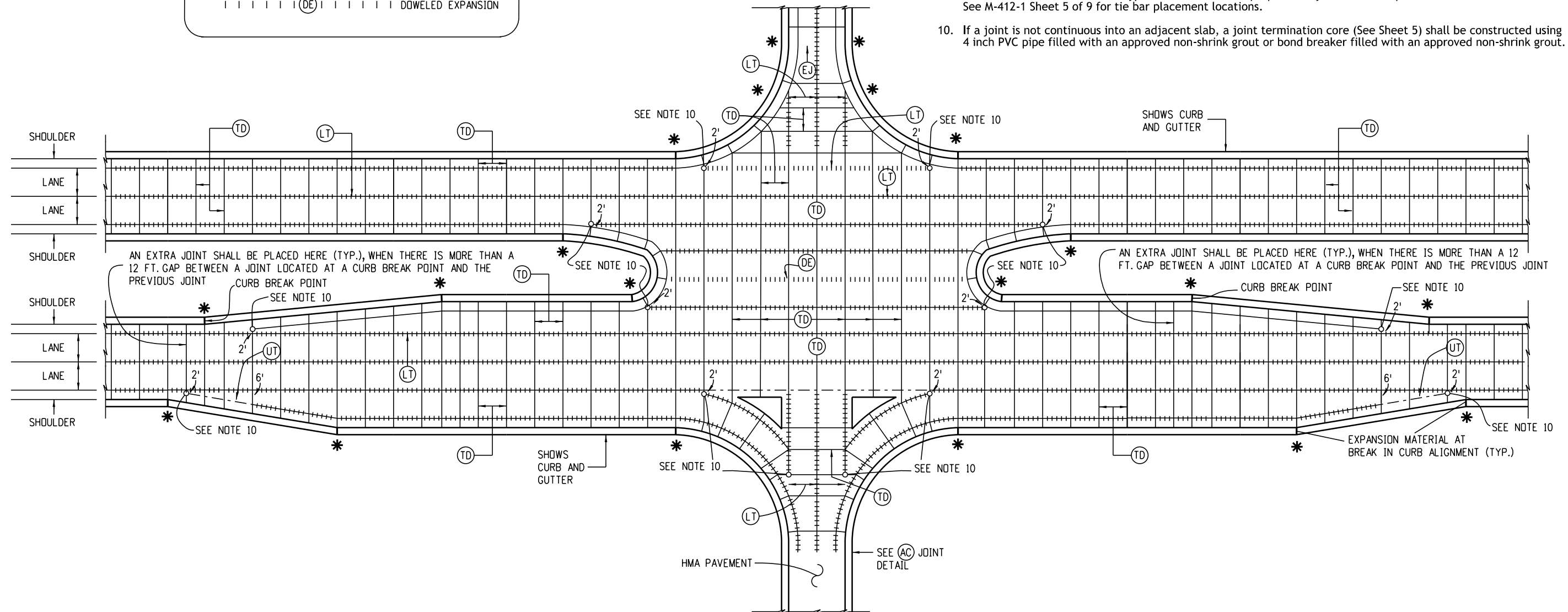
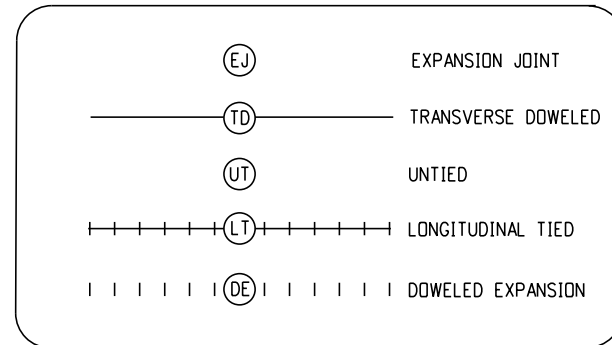
Standard Plan No.
<b>M-412-1</b>
Standard Sheet No. 3 of 9
Project Sheet Number:

**Notes**

1. Longitudinal joints shall be placed adjacent to lane markings when possible and have a maximum spacing of 13 feet (15 feet 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 1/2 inch minimum expansion joint filler in full depth 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 foot from a cast-in-pavement manhole or similar size structure, construct joint as shown in Details 1 and 2 on Sheet 3.
6. Transverse joints shall either intersect the center of circular manholes and inlets or be at least 4 feet away from the edge of circular manholes. See Curb Inlet Boxout detail on Sheet 3.
7. When the short run of the transverse joint is less than three feet wide, eliminate the dowels.
8. On gore panel widths less than 6 feet, tie bars shall be eliminated.
9. The tick marks for tie bar line type are for illustrative purposes only and do not represent actual tie bar locations. See M-412-1 Sheet 5 of 9 for tie bar placement locations.
10. If a joint is not continuous into an adjacent slab, a joint termination core (See Sheet 5) shall be constructed using 4 inch PVC pipe filled with an approved non-shrink grout or bond breaker filled with an approved non-shrink grout.

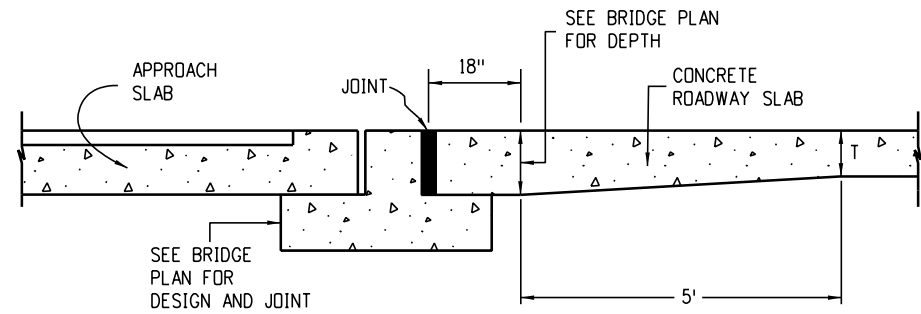
**Joint Legend**

(SEE SHEET 5 FOR JOINT DETAILS)

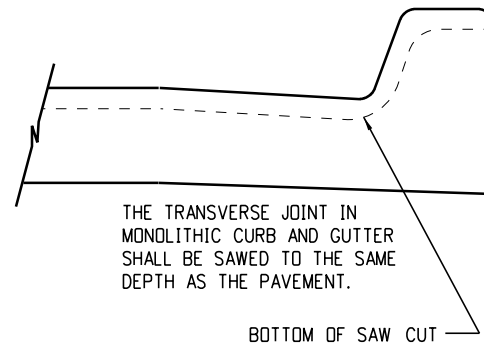


**Multi-Lane Intersection with Speed Change Lane and Concrete Shoulders**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Concrete Pavement Joints</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-412-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 4 of 9	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	
						Issued by Construction Engineering Services: July 01, 2026	



**Bridge Approach**



**Reinforcing Size Table**

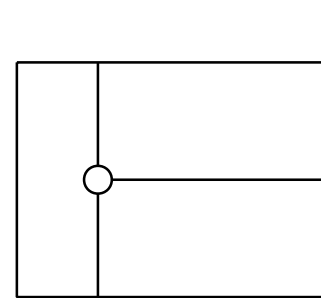
Tie bar size is No. 5 when pavement is placed on unbound bases.

Tie bar is No. 6 when pavement is placed on lime treated soil, asphalt or cement treated, milled asphalt, or recycled asphalt bases.

**Note**

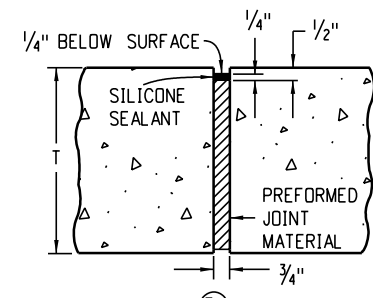
1. Pavement Thickness (T), shall be as shown on the plans.

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.



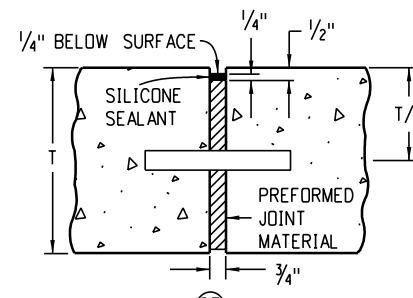
**JTC**

**Joint Termination Core**



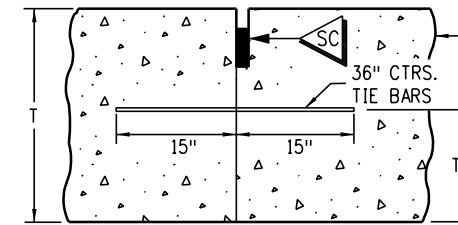
**EJ**

**Expansion Joint**



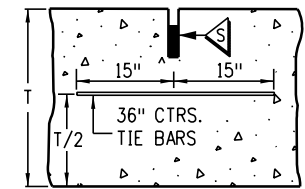
**DE**

**Doweled Expansion Joint**



**LT**

**Longitudinal Tied Joint**

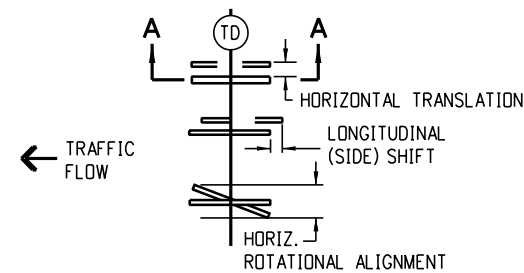


**LT**

**Sawn Longitudinal Joint**

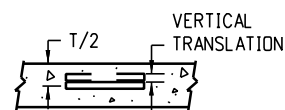
(longitudinal weakened plane joint)

A KEYWAY IS ALLOWED TO FACILITATE USE OF BENT TIE BARS OR APPROVED TWO PIECE CONNECTORS



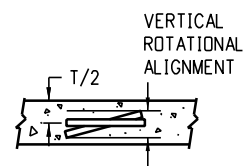
**Plan View**

Showing Horizontal Translation, Longitudinal (Side) Shift and Horizontal Rotational Alignment



**Section A-A**

Showing Vertical Translation Tolerance



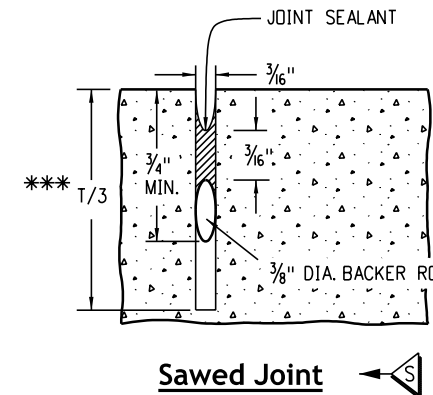
**Section A-A**

Showing Vertical Rotational Alignment

T IS PAVEMENT THICKNESS FROM PLANS

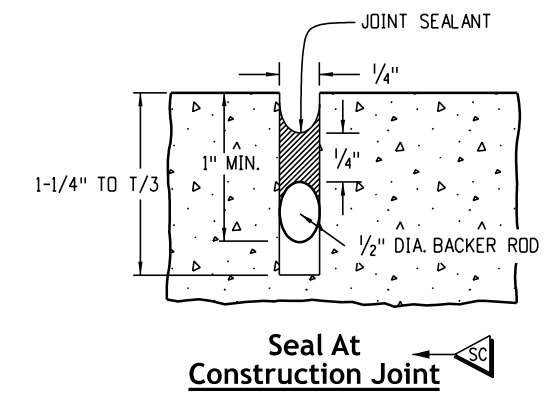
**Details Illustrating Dowel Placement Tolerances**

See Subsection 412.13(b) for allowed tolerance values

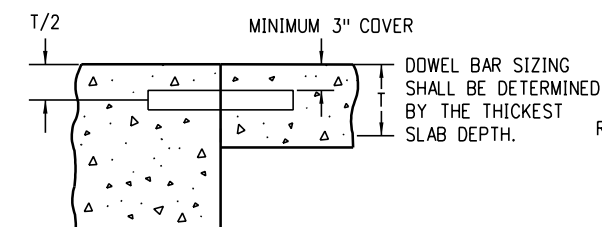


**Sawn Joint**

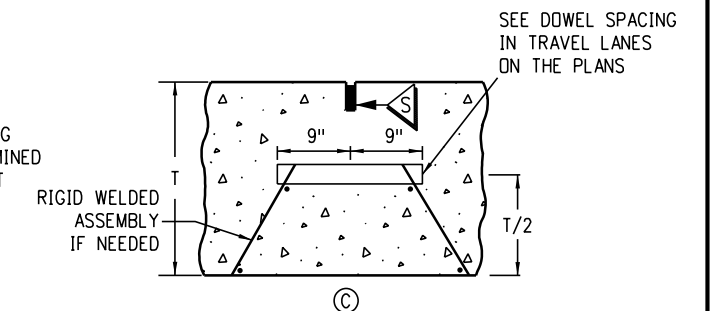
\*\*\* USE T/4 WHEN T < 8 IN.



**Seal At Construction Joint**



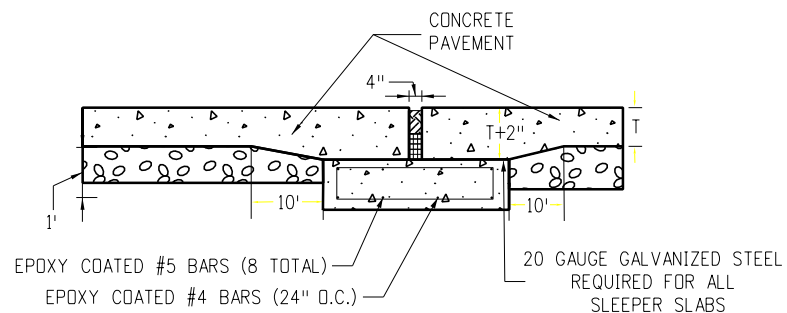
**Dowel and Tie Bar Placement for Varying Pavement Thicknesses**



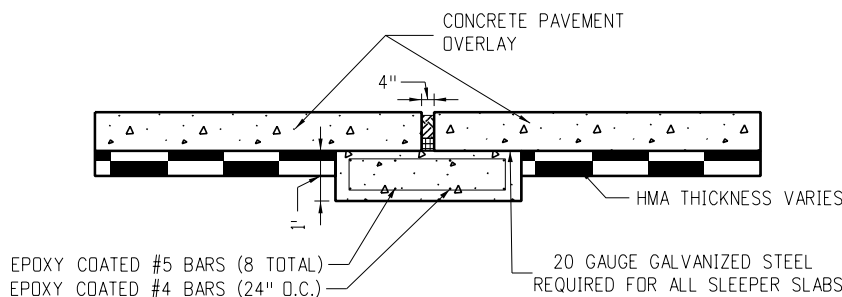
**Doweled Transverse Construction or Contraction Joint**

(Transverse Weakened Plane Joint)

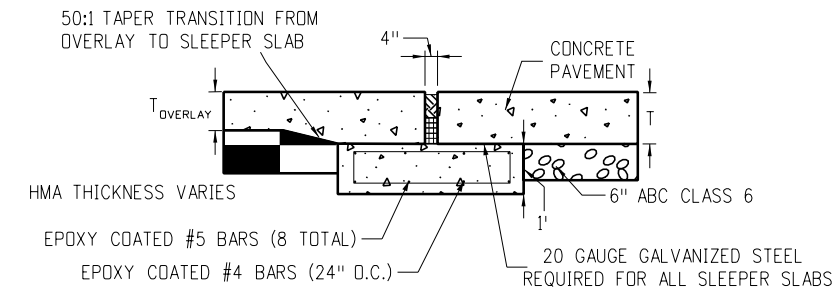
Computer File Information		Sheet Revisions		Colorado Department of Transportation Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	Concrete Pavement Joints	Standard Plan No.	
Issuance Date: 07/01/26		Date:	Comments			M-412-1	Standard Sheet No. 5 of 9
Designer Initials: JBK	(R-X)				Project Sheet Number:		
Last Modification Date: 07/01/2026	(R-X)						
Last Modified By: DLK	(R-X)						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)						



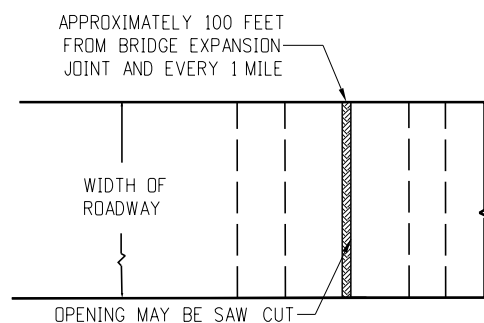
**PCCP Expansion Joint**



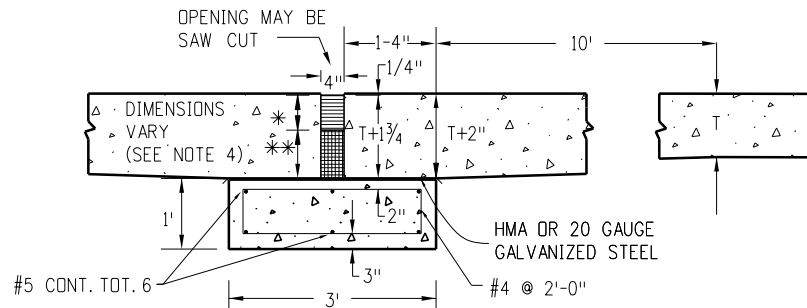
**PCCP Overlay Expansion Joint**



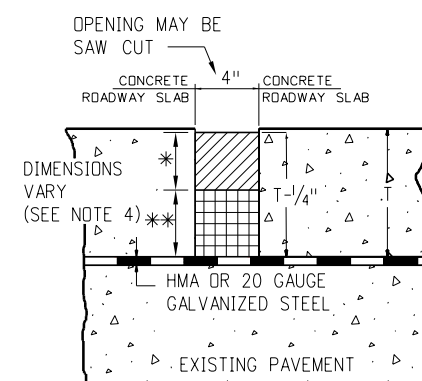
**PCCP Overlay to Existing PCCP Transition with Expansion Joint**



**Sleeper Slab Plan View**

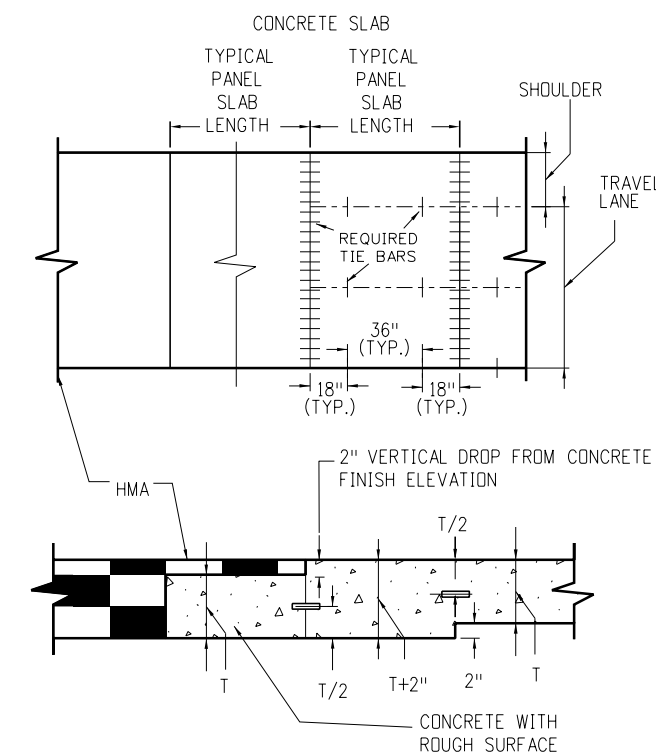


**Sleeper Slab Profile View**



**Expansion Joint Detail**

NOT TO SCALE



**Asphalt to Concrete Transition**

NOT TO SCALE

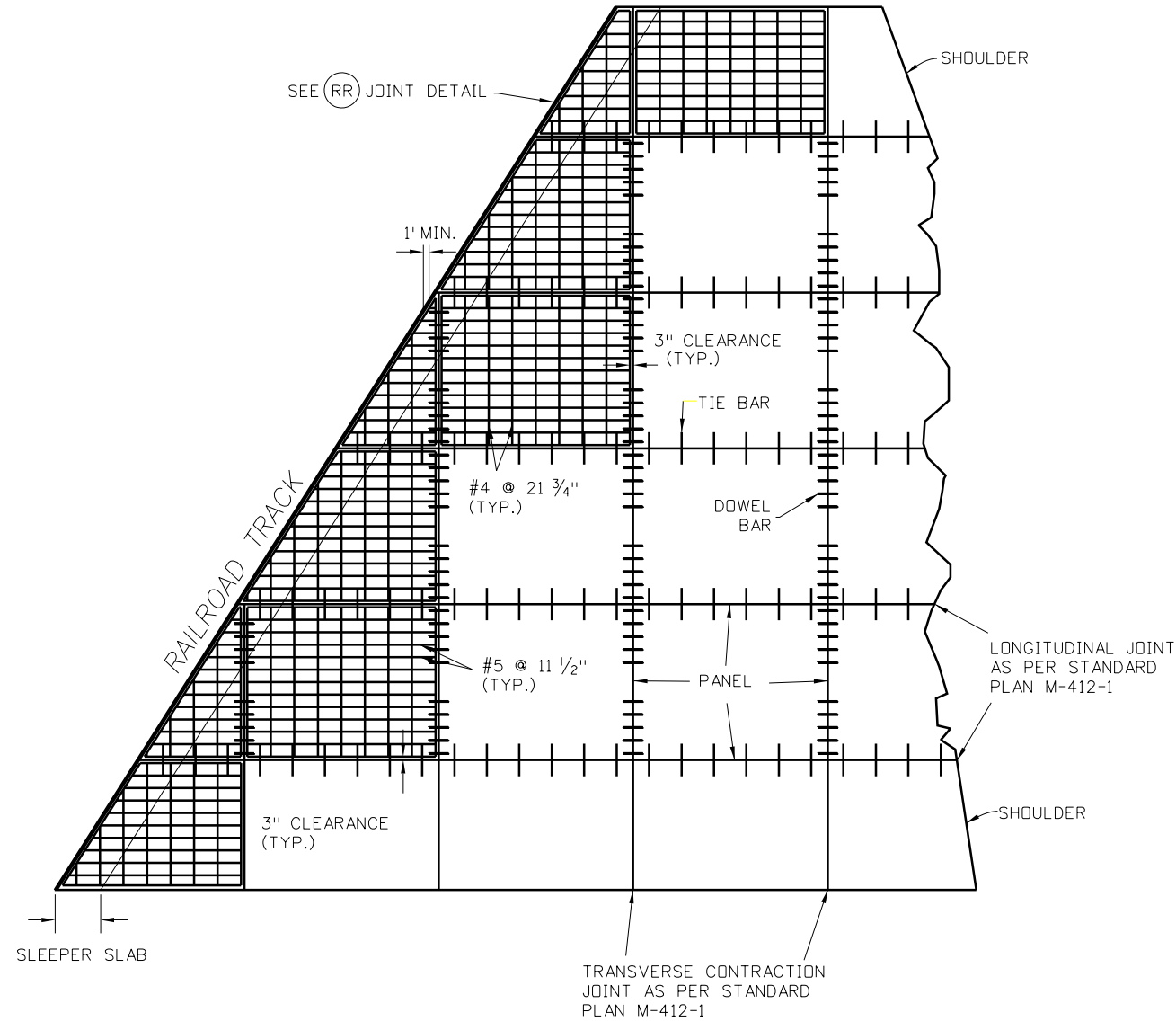
**Notes**

- Concrete expansion joints shall be required at the locations shown. Sleeper slabs for the concrete expansions shall be Class D or P Concrete. Reinforcing steel shall be Grade 60 epoxy coated. The cost of the concrete, reinforcing steel, and galvanized steel shall not be paid for separately but shall be included in the cost of Item 412 - Concrete Pavement bid items.
- At each of the reconstruction expansion joints a pipe edge drain shall be installed per M-605-1 of the M Standard Plans. The edge drain shall continue 2 feet beyond both sides of the expansion joint and include a transverse underdrain at each end on the edge drain. If the underdrain pipe cannot drain outside of the roadway prism, the pipe edge drain shall not be installed. This work shall not be paid for separately, but shall be included in the price of Item - 412 Concrete Pavement.
- \* 4 inch wide precompressed chemically resistant foam topped with a traffic-grade silicone sealant such as Willseal 250, Wabo Hseal, Emseal BEJS System, or an alternative as approved by the Engineer and Region Materials Engineer. Expansion joints shall be placed at approximately one mile increments as directed by the Engineer. The cost shall be included in Item 412 - Place Concrete Pavement. Depth of sealant shall be based on the table below.

PAVEMENT THICKNESS (T)	SEALANT DEPTH (INCHES)
* 11 IN.	4
> 11 IN.	6

- \*\* Styrofoam or other material as approved by the Engineer and Region Materials Engineer.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Concrete Pavement Joints</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-412-1</b>	
Designer Initials: JBK						Standard Sheet No. 6 of 9	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Issued by Construction Engineering Services: July 01, 2026	



**Skewed Railroad Plan View**

**Note on Skewed Railroad Details:**

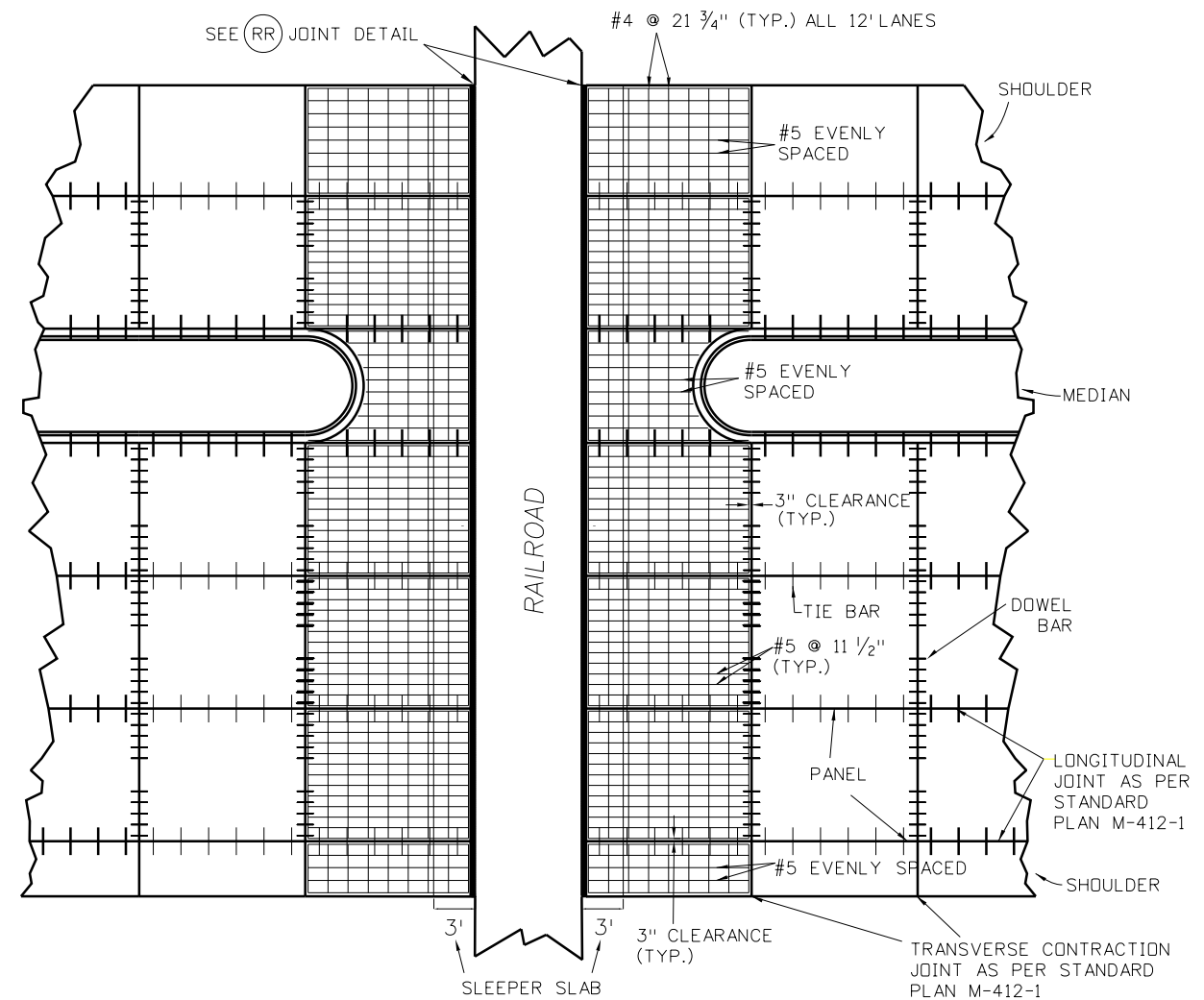
1. If the first panel adjacent to the railroad crossing is less than one half the area of a normal full panel, then the first partial panel and the next full panel shall be longitudinally and transversely reinforced as shown in the details. If the area of the first panel adjacent to the railroad crossing is greater than one half the area of a normal full panel, then only the first partial panel shall be reinforced.

**Notes on all Railroad Details:**

1. Concrete Class P or Class D shall be used for the sleeper slab.
2. Grade 60 epoxy coated reinforcing steel is required, other than tie and dowel bars.
3. All cost associated with the requirements of these details shall be included in the cost of Item 412 - Concrete Pavement ( \_ inch).
4. The contractor shall provide, for approval, to the Engineer a detailed plan showing the joint configuration a minimum of two weeks prior to the start of reinforcing steel fabrication.
5. These details shall apply to both sides of the railroad crossing, if concrete pavement is required.

**Note on Perpendicular Railroad Details:**

1. The length of the first panel adjacent to the railroad shall be between 12 and 15 feet.



**Perpendicular Railroad Plan View**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

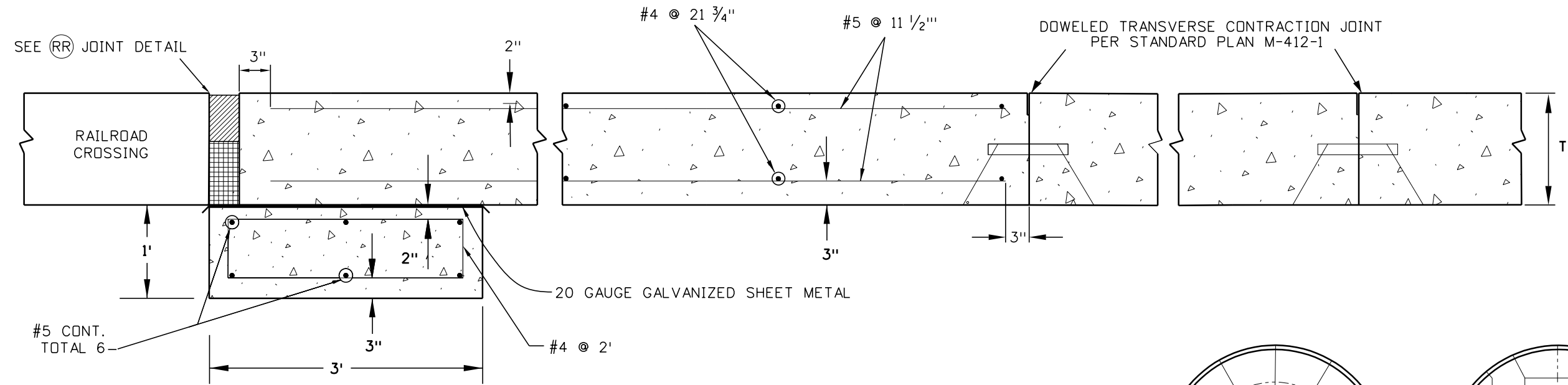
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



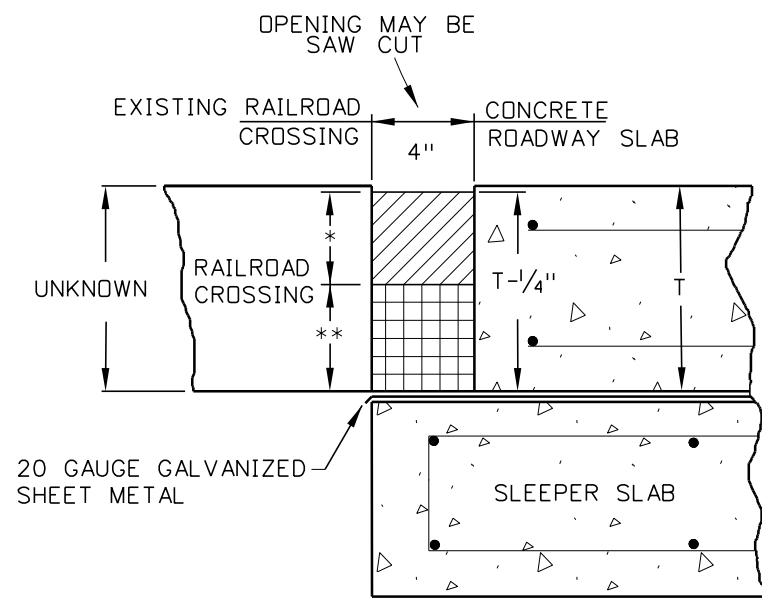
**Concrete Pavement Joints**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-412-1</b>
Standard Sheet No. 7 of 9
Project Sheet Number:



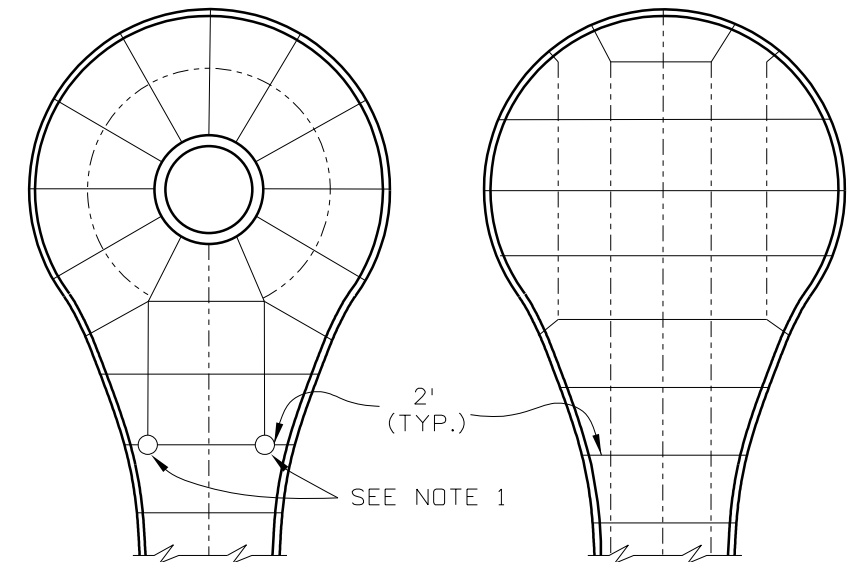
**Railroad Profile View**



**Railroad Joint Details**

**Notes on Railroad Joints:**

1. \* For skewed railroads: 2 inch wide x 3 inch deep chemically resistant neoprene joint seal.  
  
For perpendicular railroads: Preformed compression seals meeting the requirements of Section 412 for the opening shown.
2. \*\* Preformed expansion joint filler as approved by the Engineer.



**Open Center**

**Closed Center**

**Cul-De-Sac**

**Note on Cul-De-Sacs:**

If a joint is not continuous into an adjacent slab, a joint termination core (See Sheet 5) shall be constructed using 4-inch PVC pipe filled with an approved non-shrink grout or bond breaker filled with an approved non-shrink grout.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Concrete Pavement Joints**  
 Issued by Construction Engineering Services: July 01, 2026

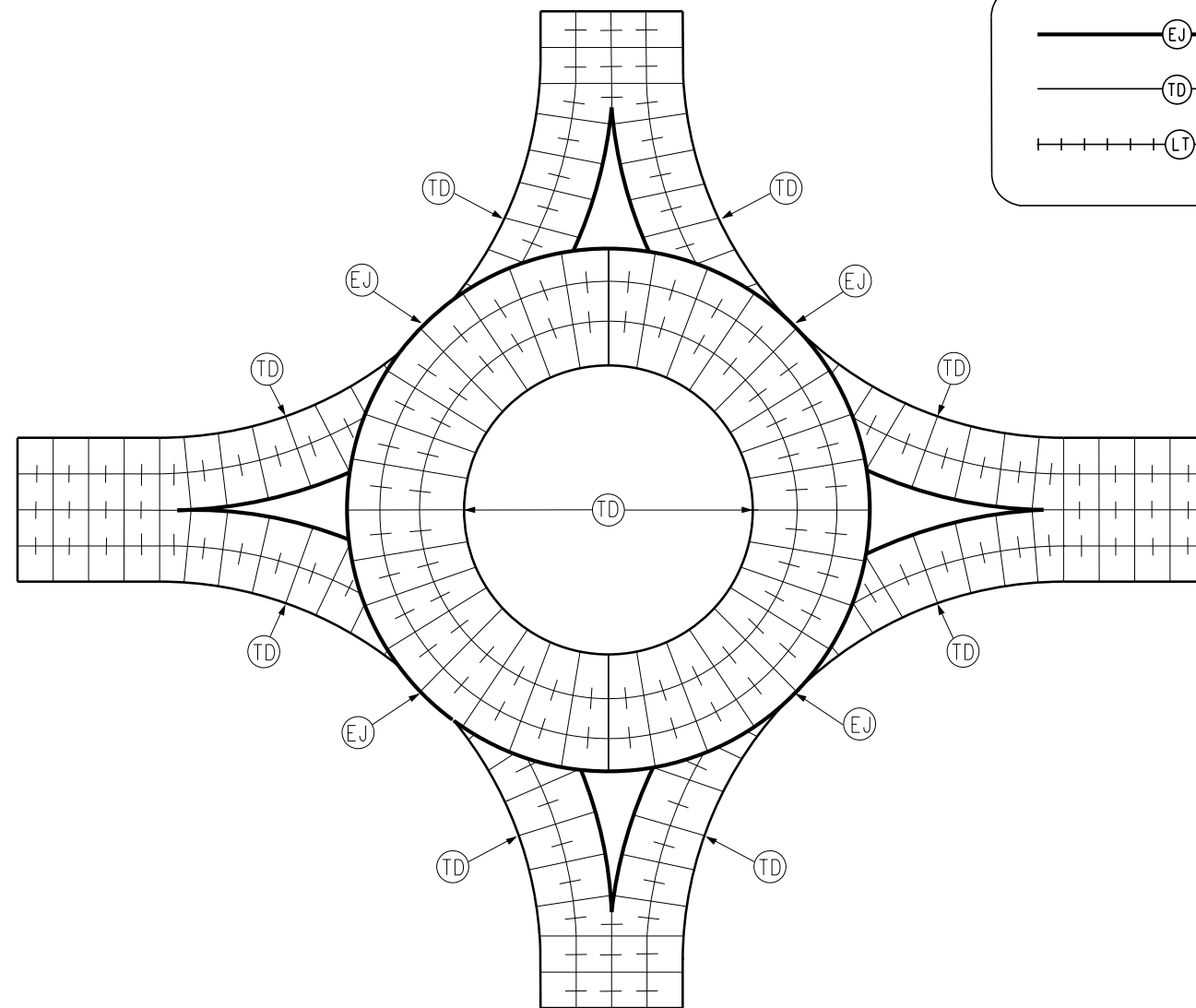
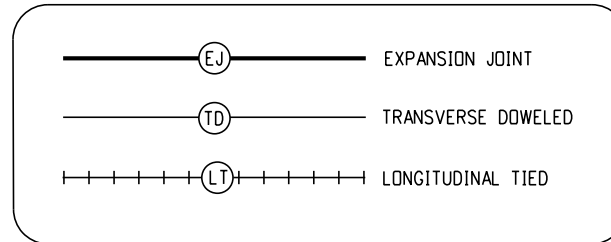
**Standard Plan No. M-412-1**  
**Standard Sheet No. 8 of 9**  
 Project Sheet Number:

**Notes**

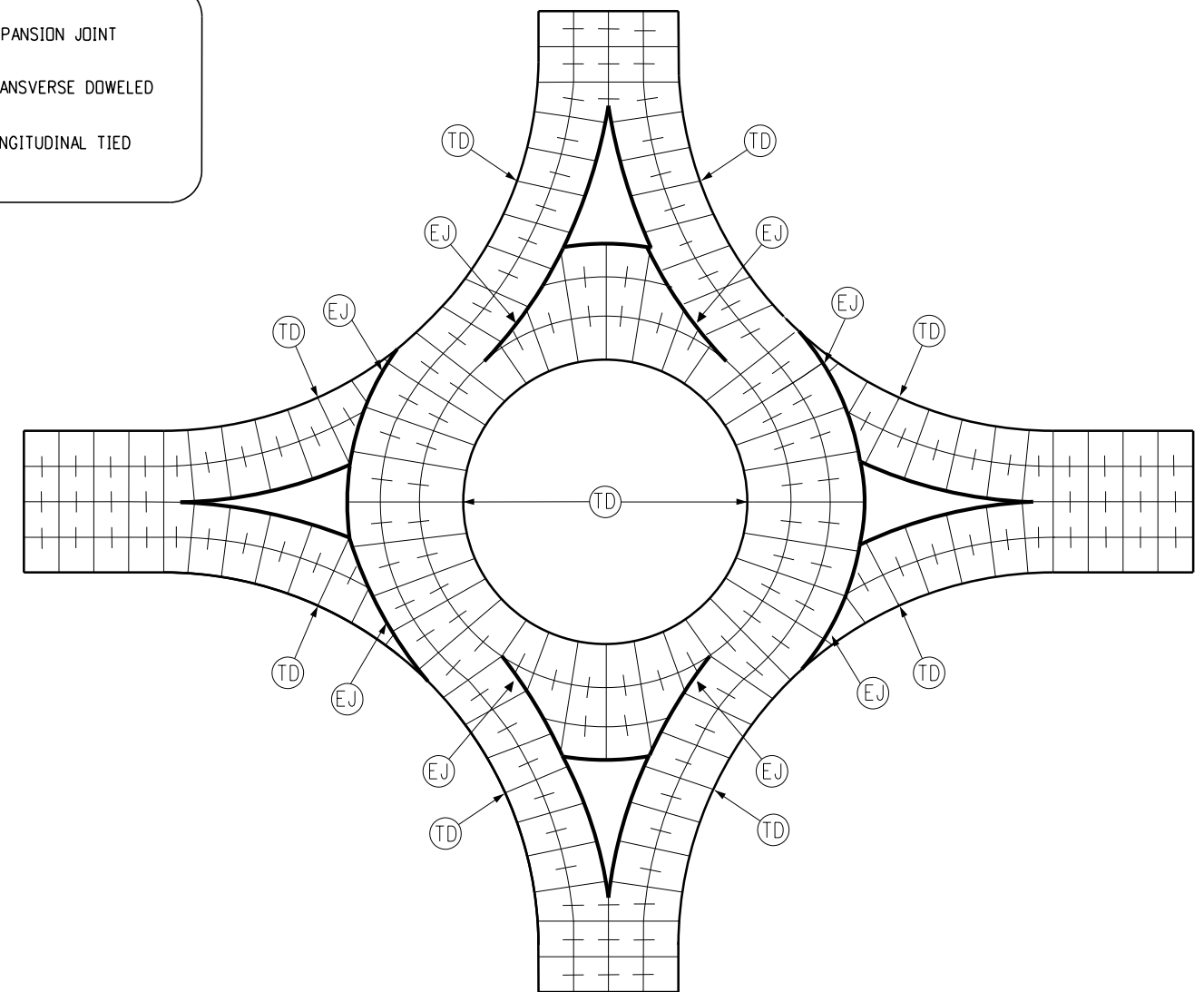
1. All radial and transverse joints shall be (TD) joints.
2. (EJ) joints shall be constructed with preformed expansion joint filler as approved by the Engineer.
3. The tick marks for tie bar line type are for illustrative purposes only and do not represent actual tie bar locations. See M-412-1 Sheet 5 of 9 for tie bar placement locations.
4. Expansion joints shall be installed between concrete curb and any fixed structure or bridge. Expansion joint material shall extend the full depth of the contact surface.
5. Joint configurations shown are for simple roundabouts and do not represent all roundabout designs. The contractor shall submit a joint layout for approval by the Engineer prior to construction. The pavement joint layout shall consider, at a minimum, construction staging and lane delineation.

**Joint Legend**

(SEE SHEET 5 FOR JOINT DETAILS)



**Isolated Circle Roundabout**

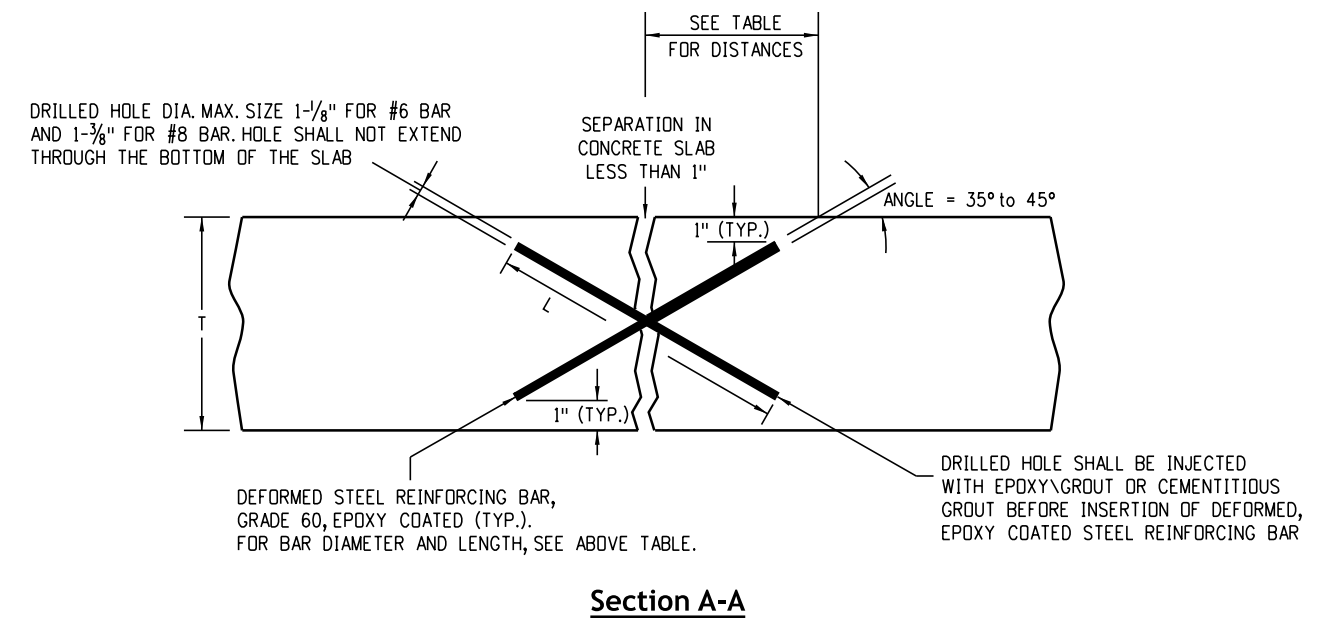
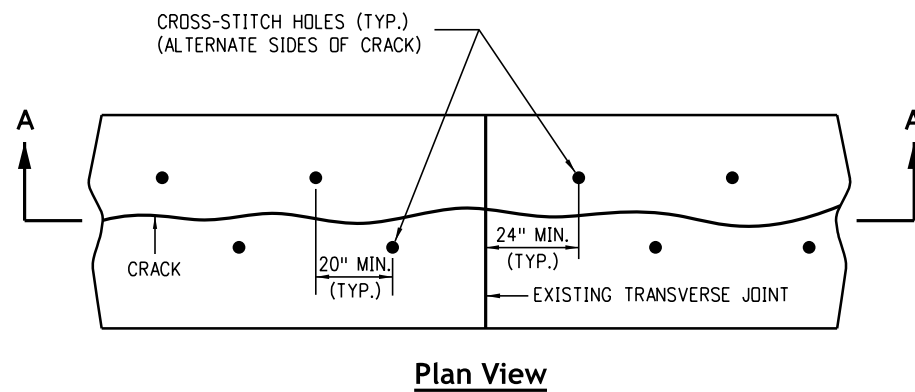


**Pave-Through Roundabout**

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Concrete Pavement Joints</b> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No.</b> <b>M-412-1</b> Standard Sheet No. 9 of 9 Project Sheet Number:	
Date:	Comments																

SLAB THICKNESS (T) (IN.)								
ANGLE	8	9	10	11	12	13	14	15 <sub>≥</sub>
DISTANCE TO HOLE (IN.)								
35	5.75	6.50	7.25	7.75	8.50	-	-	-
40	-	-	-	6.50	7.25	7.75	8.25	-
45	-	-	-	-	6.00	6.50	7.00	7.50
LENGTH OF BAR (L) (IN.)								
35	9.50	11.00	12.50	14.50	16.00	-	-	-
40	-	-	-	12.50	14.00	16.00	18.50	-
45	-	-	-	-	12.00	14.00	16.50	18.00
EPOXY COATED BAR NUMBER (#)								
	6	6	6	6	6	8	8	8

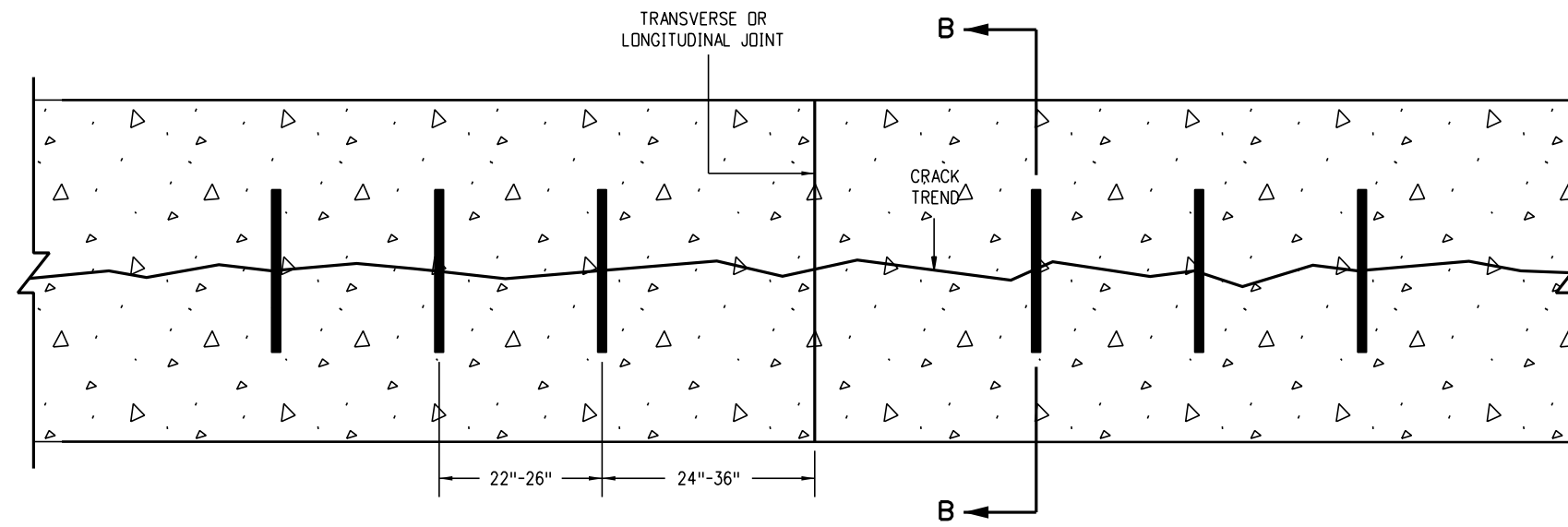
**Cross Stitching Bar Dimensions and Location of Drill Holes**



**Cross Stitching Details**

For PCCP 8 inch or more in thickness

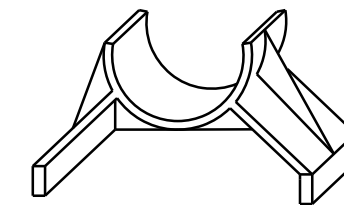
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204</p>	<p><b>Concrete Pavement Crack Repair</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-412-2</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 6	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK						Issued by Construction Engineering Services: July 01, 2026	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				DLK			



**Plan View**

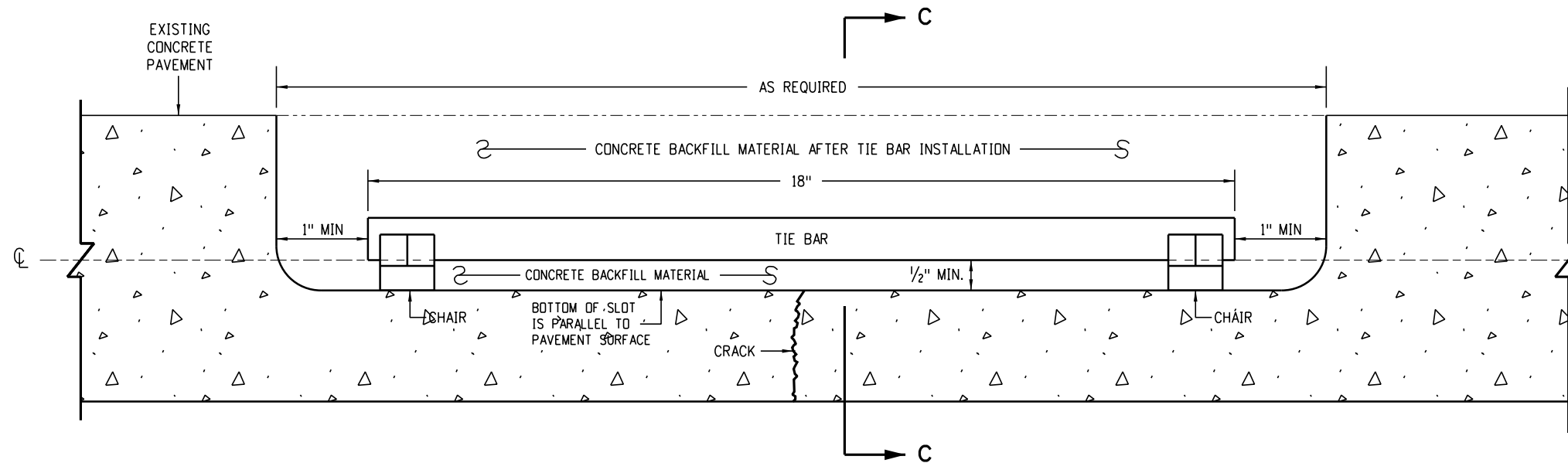
PAVEMENT THICKNESS (T)	TIE BAR SIZE
T ≤ 6 INCHES	#4
6 INCHES < T < 8 INCHES ON UNBOUNDED BASE	#5
6 INCHES < T < 8 INCHES ON LIME TREATED, ASPHALT OR CEMENT TREATED, MILLED ASPHALT OR RECYCLED ASPHALT BASES	#6

Tie bars should be placed approximately perpendicular to the general trend of the crack.

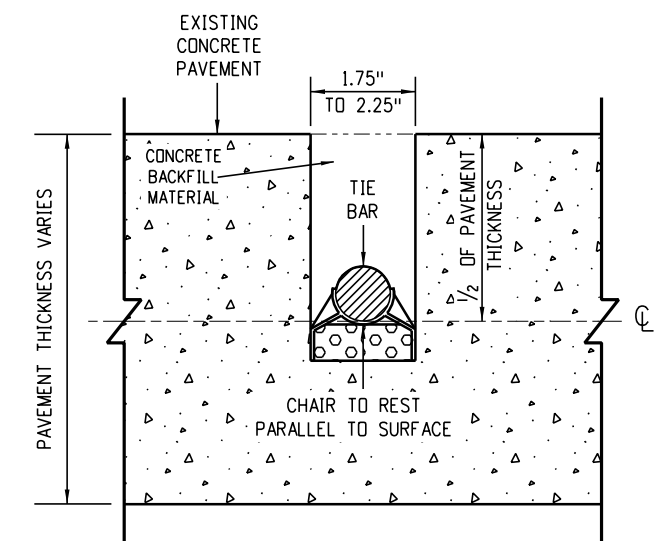


**Typical Chair Detail**

One required under each end of tie bar



**Section B-B**

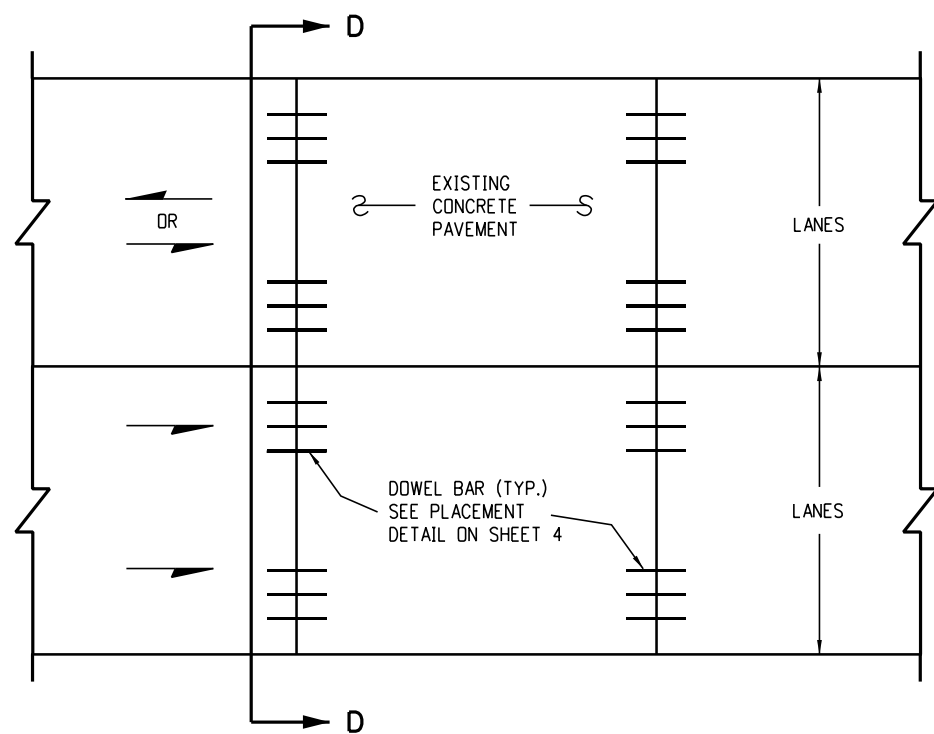


**Section C-C**

**Slot Stitching Details**

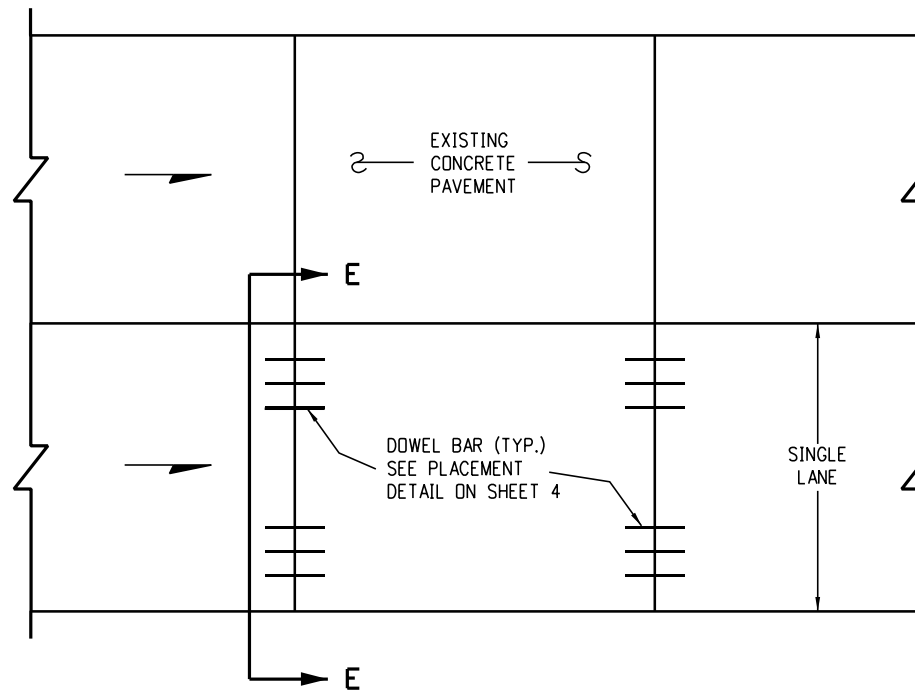
For PCCP less than 8 inch in thickness

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<h1>Concrete Pavement Crack Repair</h1> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No.</b> <b>M-412-2</b> Standard Sheet No. 2 of 6 Project Sheet Number:	
Date:	Comments																



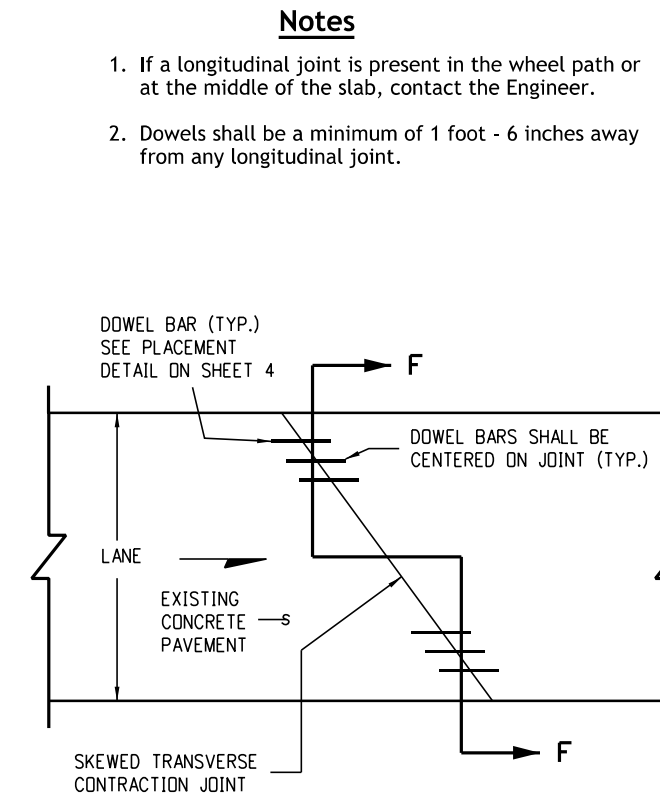
**Plan View**  
**Dowel Bar Retro Fit**

For each lane in Undivided Highway (Two-Way traffic)  
or for Multi-Lane Divided Highway (One-Way traffic)

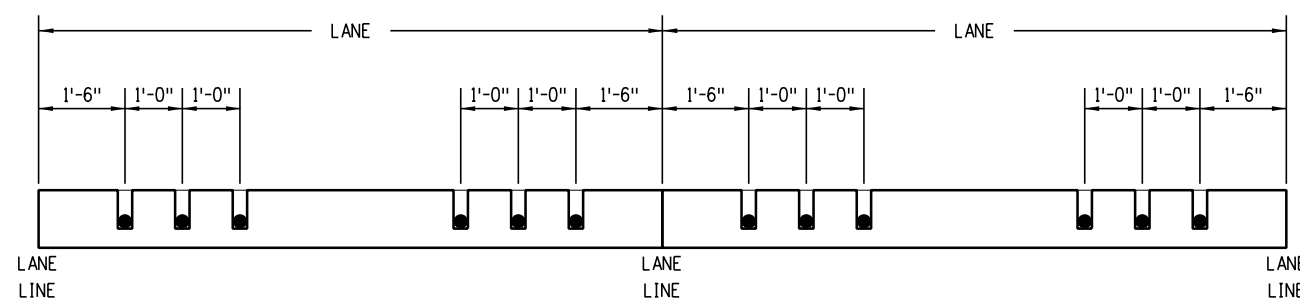


**Plan View**  
**Dowel Bar Retro Fit**

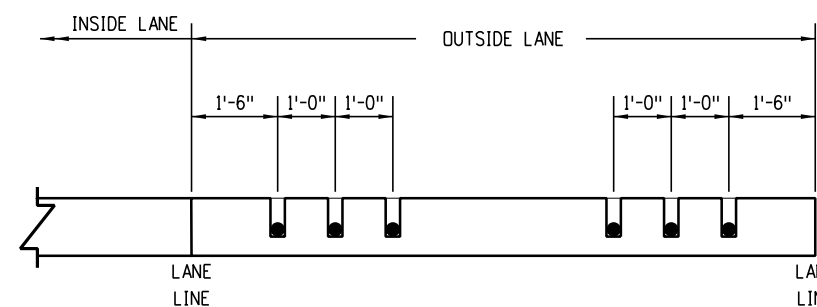
For Single-Lane Retrofit



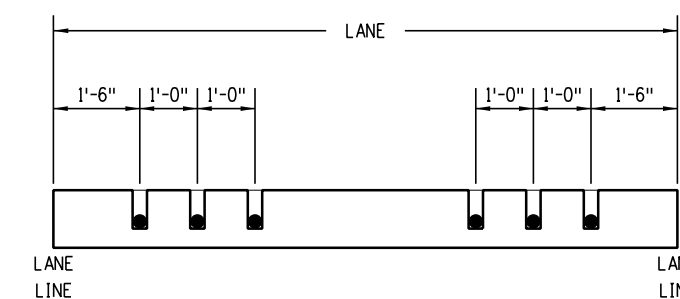
**Plan View**  
**Skewed Joint Detail**



**Section D-D**



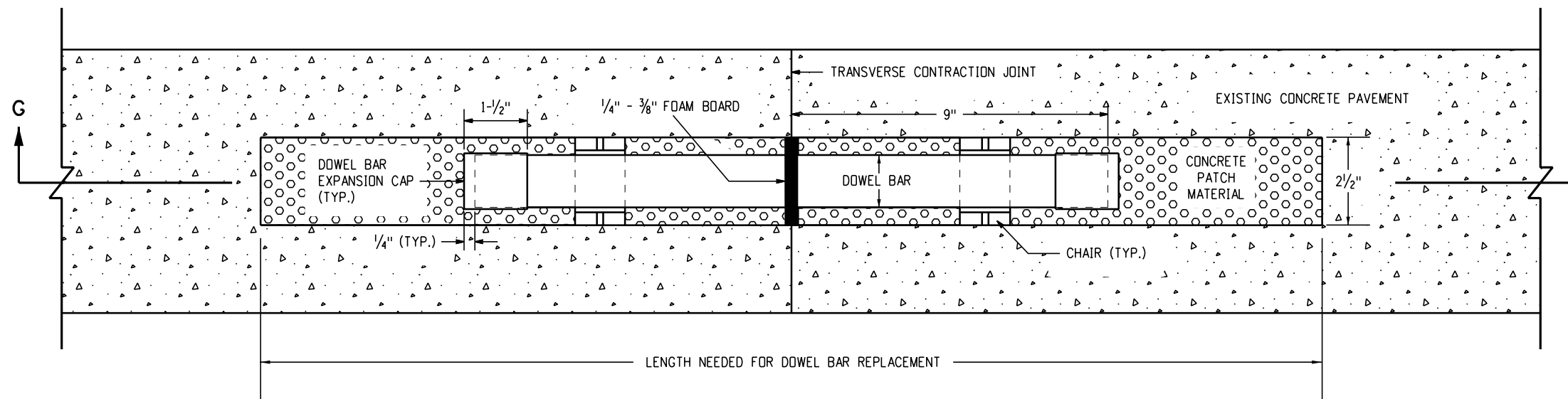
**Section E-E**



**Section F-F**

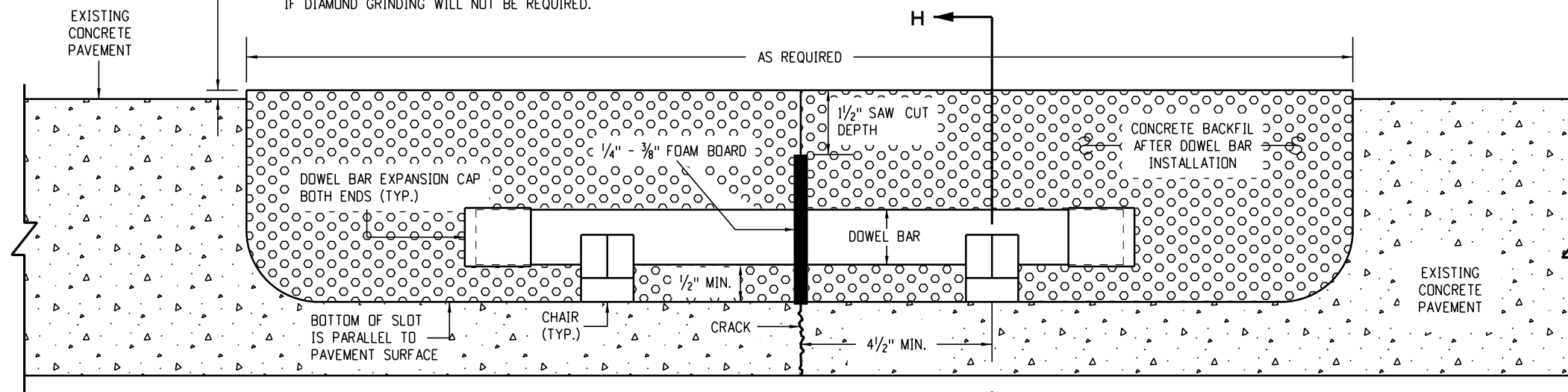
**Dowel Bar Retrofit Details**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Concrete Pavement Crack Repair</b></p>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-412-2</b>
Last Modification Date: 07/01/2026	Last Modified By: DLK					<b>Standard Sheet No. 3 of 6</b>
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number:



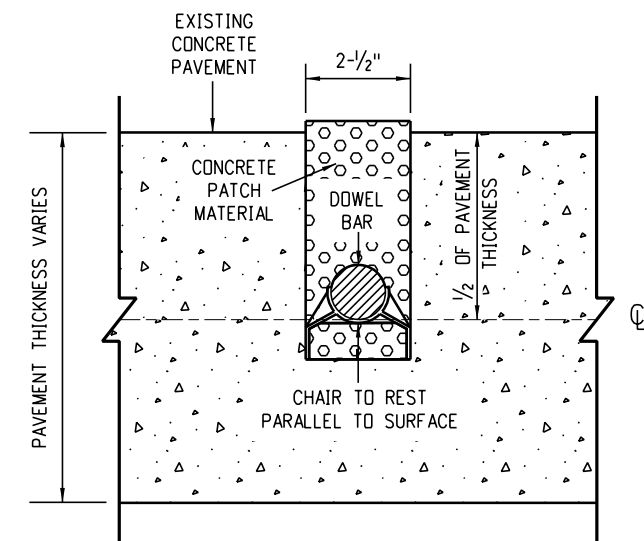
**Plan View**

1/8" DEPTH OF CONCRETE PATCH MATERIAL ABOVE EXISTING CONCRETE SURFACE FOR PROJECTS THAT WILL BE DIAMOND GROUND. MAKE FLUSH WITH EXISTING PAVEMENT SURFACE IF DIAMOND GRINDING WILL NOT BE REQUIRED.

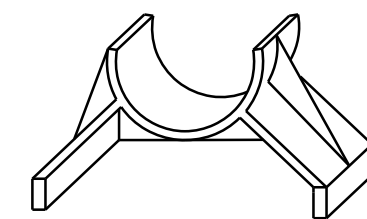


**Section G-G**

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



**Section H-H**



**Typical Chair Detail**

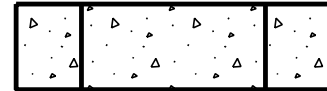
One required under each end of dowel bar

**Dowel Bar Retrofit Details**

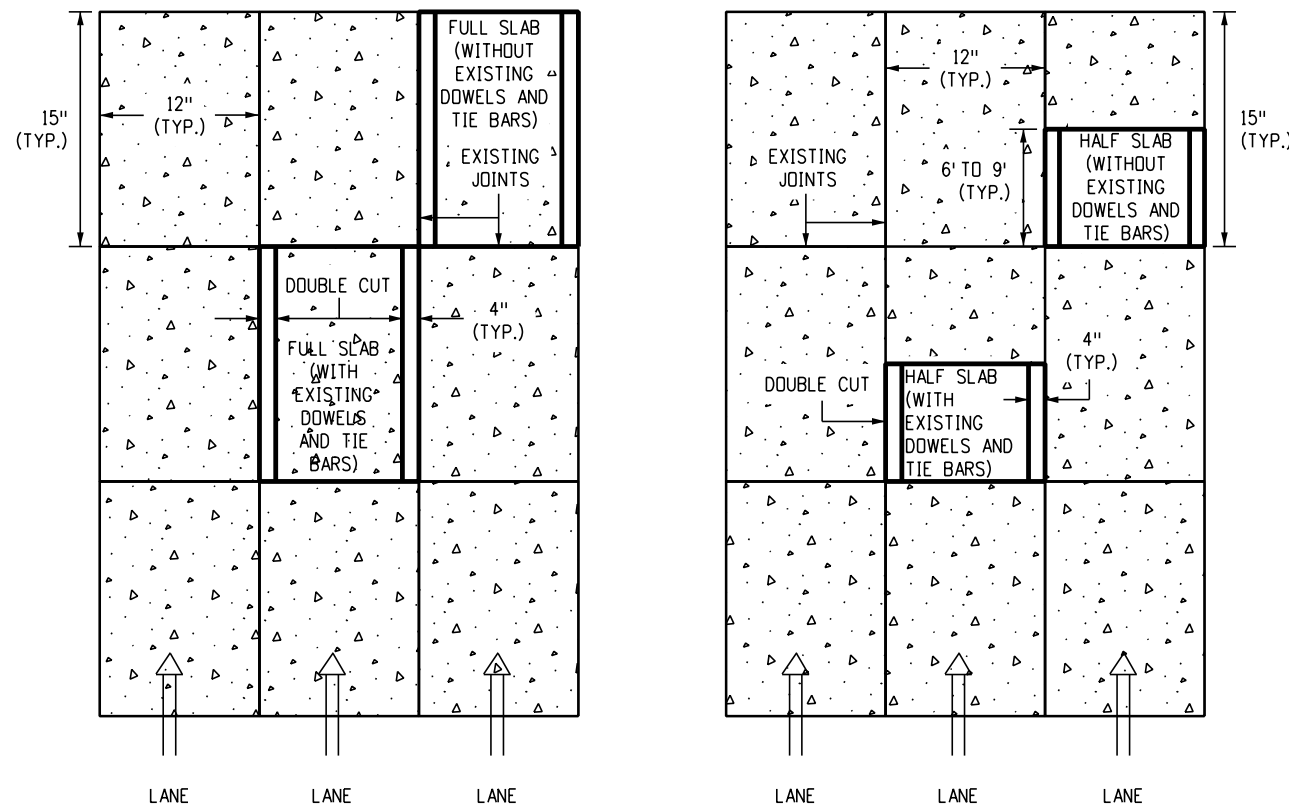
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<h1 style="text-align: center;">Concrete Pavement Crack Repair</h1> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No.</b> <h2 style="text-align: center;">M-412-2</h2> Standard Sheet No. 4 of 6 Project Sheet Number:	
Date:	Comments																

**Notes**

1. Damage to the concrete resulting from the contractor's drilling operations shall be repaired at the contractor's expense.
2. All full and half slabs to be replaced shall be double saw cut to protect the adjacent slabs from damage.
3. Double saw cuts shall be the full depth of concrete slab.
4. The inside double saw cut shall be 4 inches minimum in from area to be removed as shown in the detail.
5. Both longitudinal and transverse double saw cuts shall be done prior to removing slab.
6. All saw cutting and concrete waste water residue shall be contained and not allowed to enter any storm drain or surface water.
7. Panels shall be removed so as to minimize damage to the subgrade.
8. No large equipment shall be allowed on exposed subgrade.
9. All partial slab replacements shall be full width with a length of 6 feet to 9 feet as shown in the detail. Slab sizes less than that are not permitted.
10. Removed slabs must be placed in one pour.
11. All transverse joints are doweled.
12. All longitudinal joints are tied.



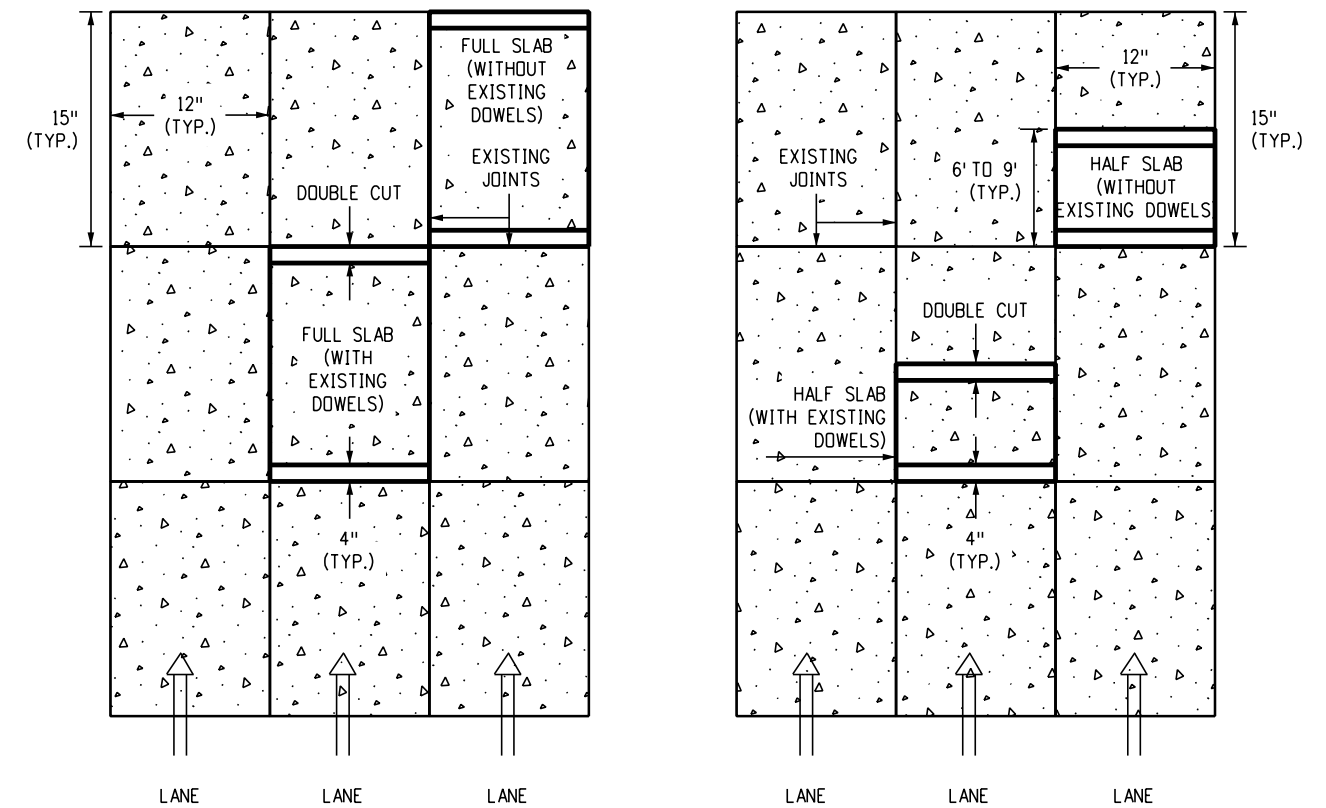
**Double Saw Cut  
Cross-Section View**



**Full Slab Replacement**

**Half Slab Replacement**

**Plan View  
Longitudinal Cut Detail**



**Full Slab Replacement**

**Half Slab Replacement**

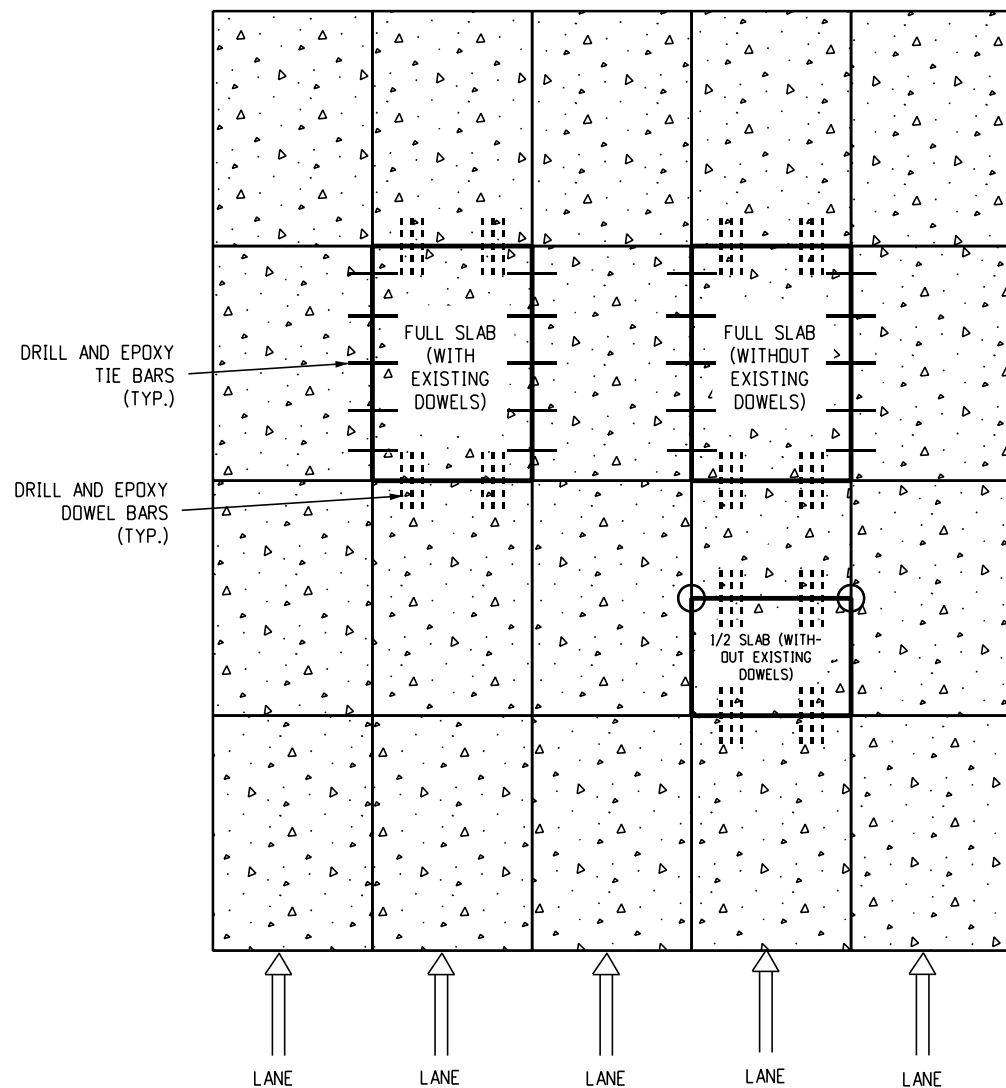
**Plan View  
Transverse Cut Detail**

**Slab Removal Details**

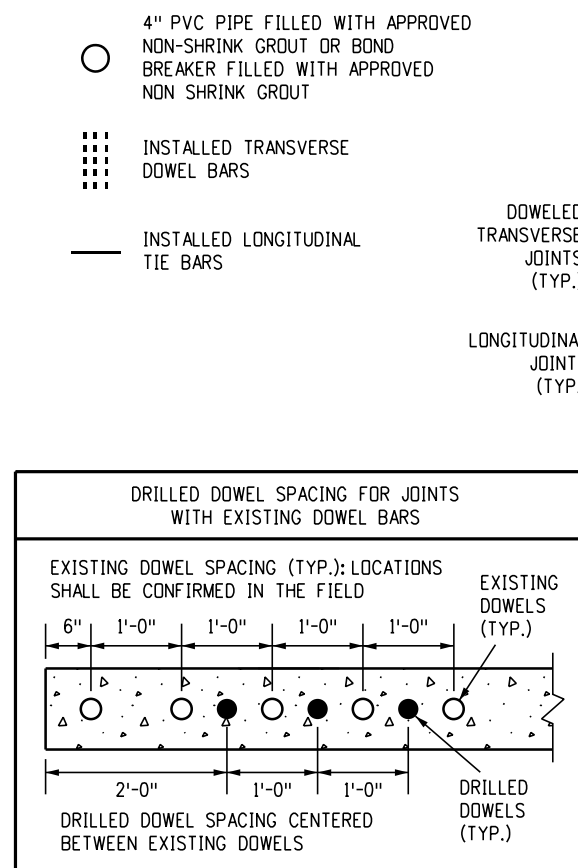
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Concrete Pavement Crack Repair</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-412-2</b>	
Designer Initials: JBK						Standard Sheet No. 5 of 6	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

**Notes**

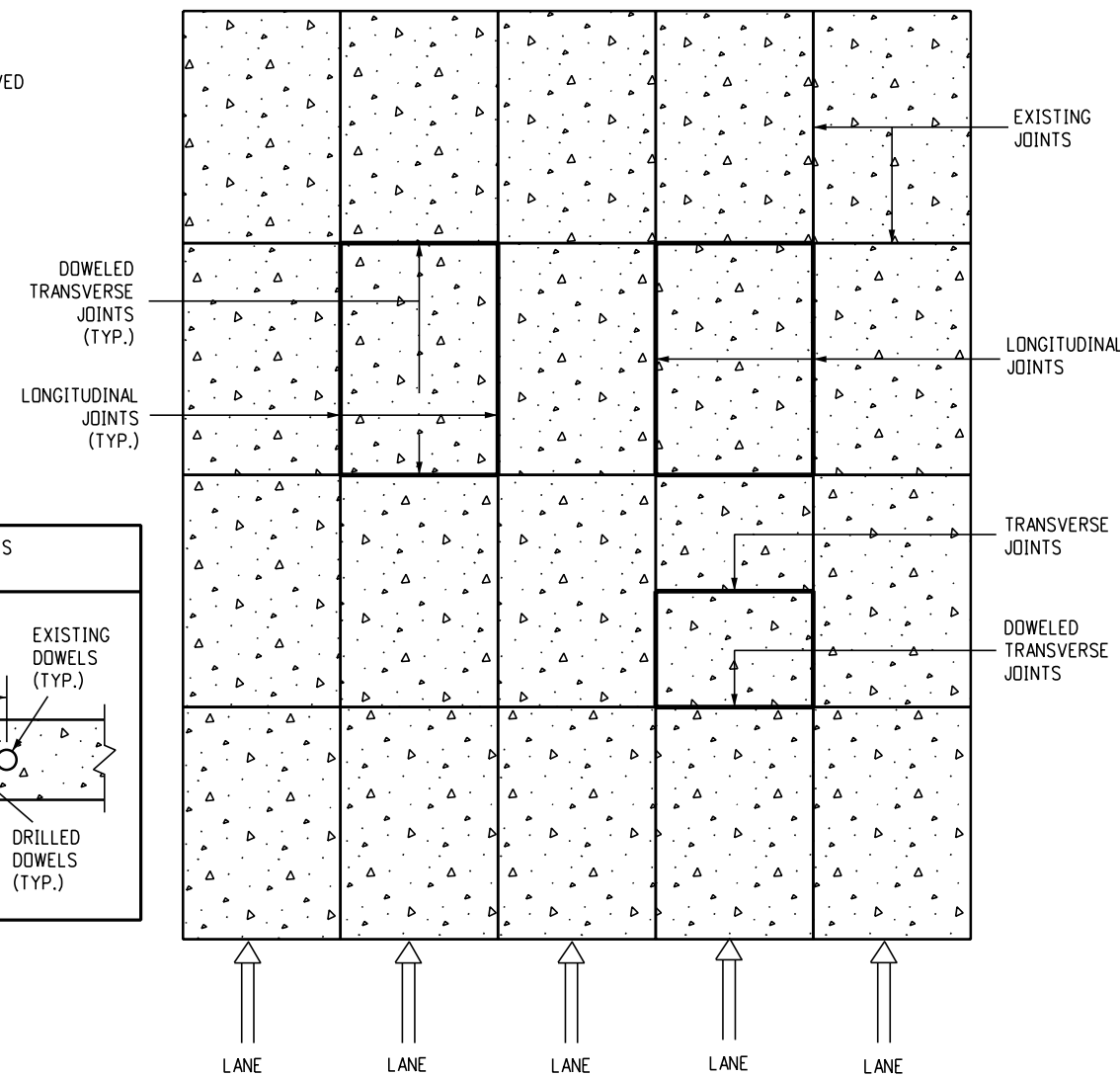
1. Damage to the concrete resulting from the contractor's drilling operations shall be repaired at the contractor's expense.
2. Holes shall not be drilled within 18 inches of an existing longitudinal joint or transverse joint.
3. All saw cutting and concrete waste water residue shall be contained (or as directed by the Engineer).
4. Concrete shall be Class P or PRS and shall achieve compressive strength of 2500 PSI prior to opening to traffic.
5. Thickness of new concrete pavement section shall match existing concrete pavement section. This shall include existing concrete depth, existing aggregate base course, and required subgrade material as determined by the Engineer.
6. New dowel bars shall be centered between existing dowels. New bars shall be a minimum of 3 inches from existing bars. The Engineer may approve changes due to misaligned existing dowel bars.



**Slab Replacement Detail**  
**Plan View**



**Slab Replacement Details**



**Final Sawed Joint Detail**  
**Plan View**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

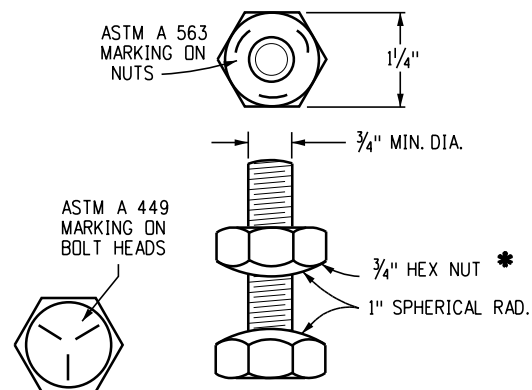


**Concrete Pavement Crack Repair**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-412-2</b>
Standard Sheet No. 6 of 6
Project Sheet Number:

PIPE DIA.	MIN. COVER	MAX. HEIGHT OF COVER (FT.) H						
		WALL THICKNESS (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 Inch x 2 Inch 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		
					MAX. HEIGHT OF COVER (FT.) H	
					FT. - 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 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 Inch x 2 Inch 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 feet.

PIPE SIZE SPAN x RISE	MIN. COVER	MIN. WALL THICKNESS	CORNER RADII	MAX. H		
					MAX. HEIGHT OF COVER (FT.) H	
					FT. - 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 Inch x 2½ Inch 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 (FT.) H						
		WALL THICKNESS (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 22	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 Inch x 2½ Inch 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 feet.
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 foot.

∇ - 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 foot.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
**DLK**

# Structural Plate Pipe H-20 Loading

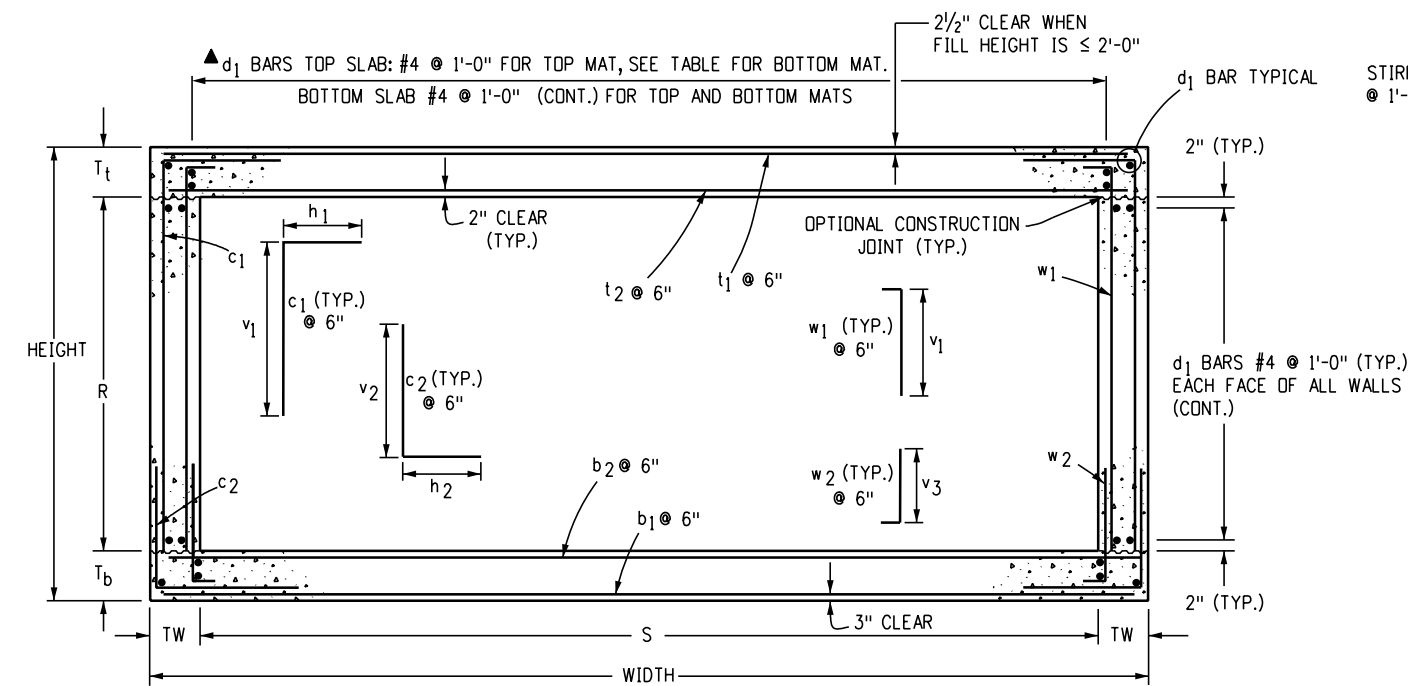
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**

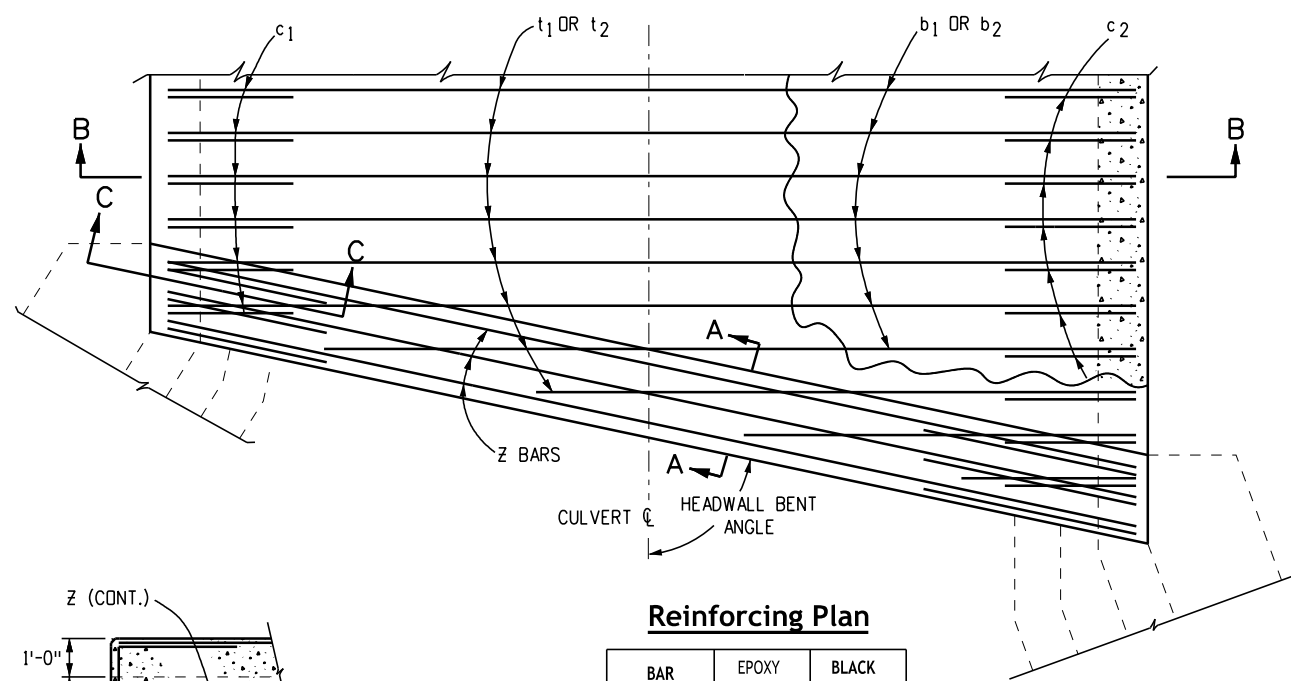
**M-510-1**

Standard Sheet No. 1 of 1

Project Sheet Number:

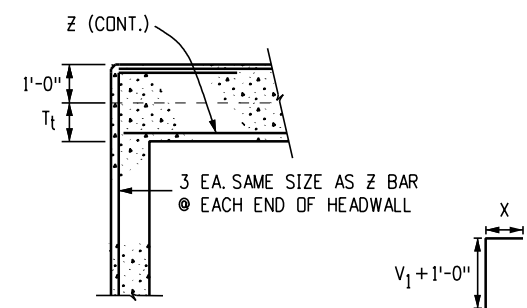


**Section B-B**



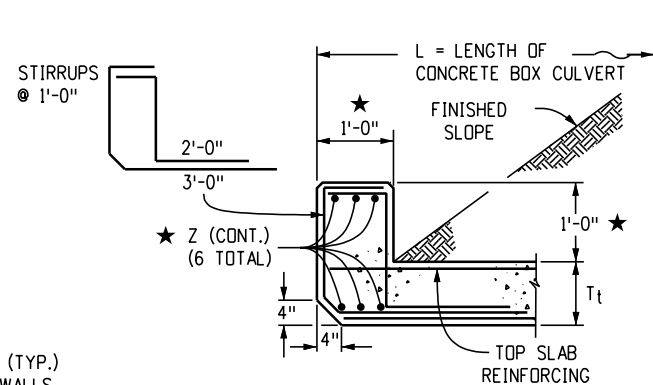
**Reinforcing Plan**

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

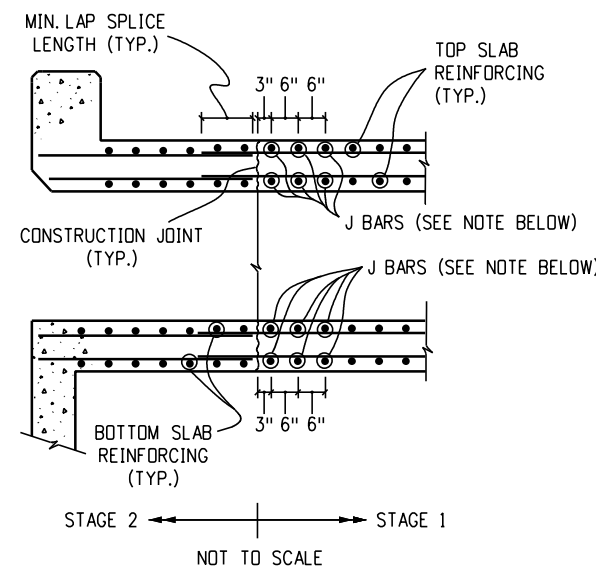
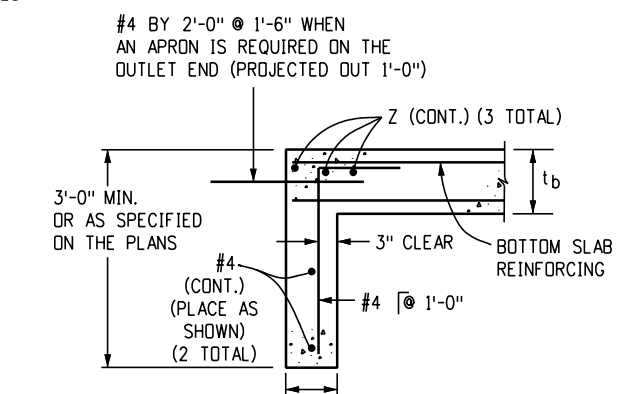


**Section C-C**

**Headwall Corner Reinforcing Detail**



**Section A-A**



**Construction Joint Detail for Staged Construction**

Note: This detail is for construction joints installed perpendicular to the centerline of the box only. The Contractor can design and install J bars at the Contractor's 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**

- All concrete shall be Class D (Box Culvert).
- All construction joints shall be thoroughly cleaned before fresh concrete is placed.
- All construction joints not shown on the plans shall be constructed only if approved by the Engineer.
- The contractor shall maintain the stability of the structure during construction.
- Structure Excavation and Backfill shall be in accordance with Standard Plan M-206-1.
- For any culvert span 20 feet or greater, a foundation investigation and report are required.
- Backfill shall not begin until top slab has reached design strength,  $f'_c$ .
- Splice quantities for longitudinal and transverse bars are not included.
- Reinforcing steel shall be Grade 60.
- 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.

- All dimensions are perpendicular to the centerline of the box.
- Wingwalls shall be tied to concrete box culvert in accordance with Standard Plan M-601-20.
- All transverse reinforcing shall be normal to the centerline of the box.
- The fill height is the distance measured from the top of the top slab to the top of pavement.
- All exposed concrete corners shall be chamfered  $\frac{3}{4}$  inch.
- For fill heights less than 2 feet, a waterproofing membrane shall be provided for the top of the top slab and 18 inches down from the top of the exterior walls.
- For fill heights less than 2 feet, 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:** 7<sup>th</sup> Edition, 2014, of the AASHTO LRFD Bridge Design Specifications  
**Rating data:** 2<sup>nd</sup> 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 Lb/CF.  
 Horizontal earth load = 30 Lb/CF.

**Dead Load Case 2:** Vertical Earth Load = 120 Lb/CF.  
 Horizontal Earth Load = 60 Lb/CF.

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 AASTHO Manual for Bridge Evaluation.

Live load surcharge on exterior walls = 2 feet 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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



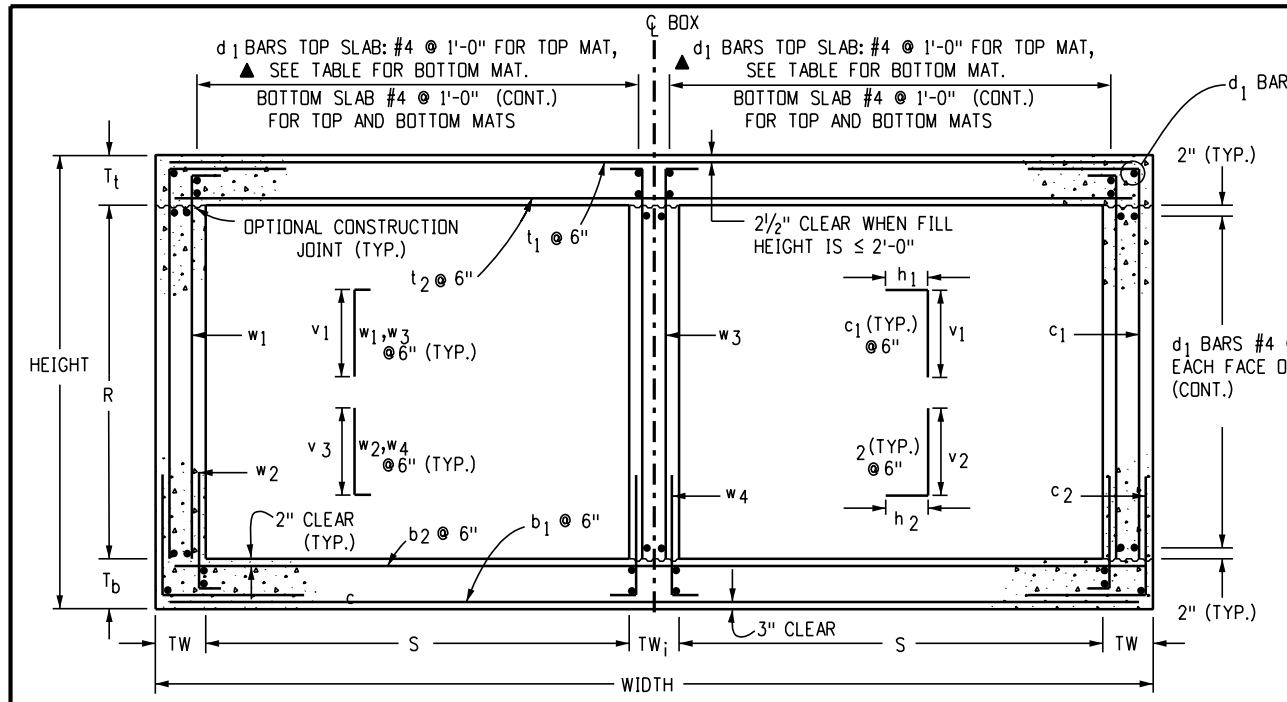
**Single Concrete Box Culvert (Cast-In-Place)**

Issued by Construction Engineering Services: July 01, 2026

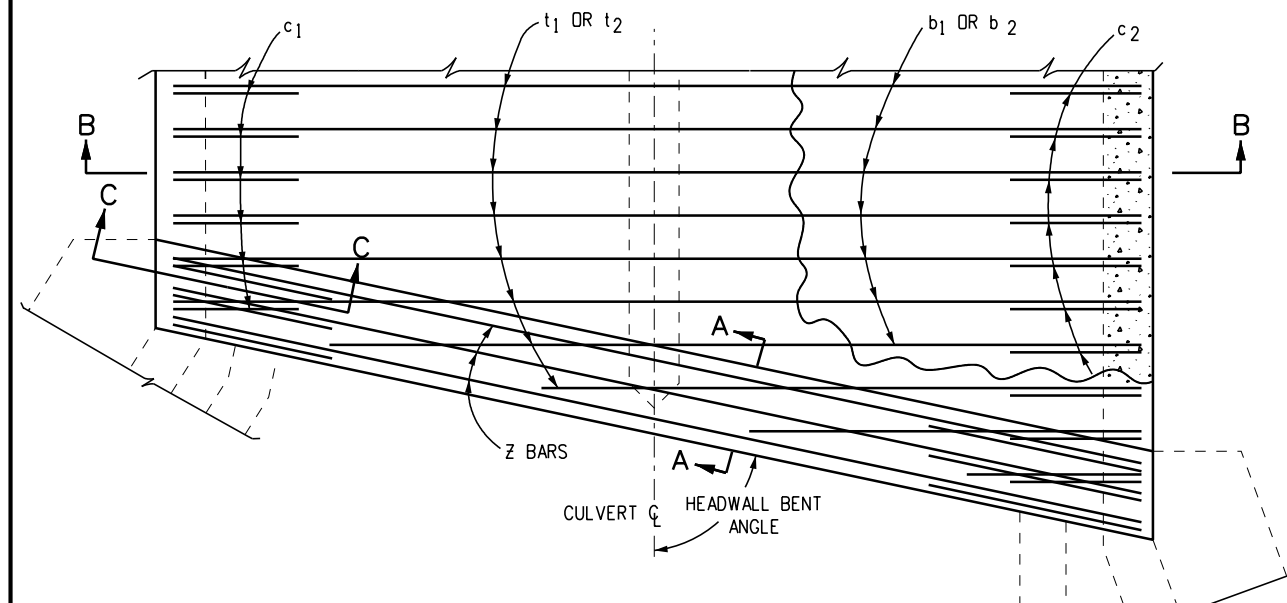
Standard Plan No.
<b>M-601-1</b>
Standard Sheet No. 1 of 2
Project Sheet Number:

### Single Concrete Box Culvert Dimensions, Quantities & Rating Factors (Excluding Headwall & Toewall Quantities)

BOX SIZE		FILL HEIGHT ALLOWED		SLAB & WALL THICKNESS (INCHES)			BAR SIZES								DIMENSIONS					QUANTITIES			RATING FACTORS								
S	R	HT.	WIDTH	FT-FT	T <sub>t</sub>	T <sub>b</sub>	TW	#	#	#	#	#	#	#	#	#	#	#	NO.	h <sub>1</sub>	h <sub>2</sub>	v <sub>1</sub>	v <sub>2</sub>	v <sub>3</sub>	CONCRETE	REBAR STL	WATERPROOFING	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE
FT	FT	FT-IN	FT-IN	FT-FT	T <sub>t</sub>	T <sub>b</sub>	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	u	u	u	u						
		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	u	u	u	u						
		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					
8	6	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	u	u	u	u						
		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	u	u	u	u						
		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						
	8	10	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	u	u	u	u					
			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	u	u	u	u					
			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	u	u	u	u					
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	u	u	u	u								
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	u	u	u	u						
		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	u	u	u	u						
		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					
	8	10	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	u	u	u	u					
			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	u	u	u	u					
			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					
		10	10	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	u	u	u	u				
				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	u	u	u	u				
				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				
12	8	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	u	u	u	u						
		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	u	u	u	u						
		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						
	10	10	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	u	u	u	u					
			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	u	u	u	u					
			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					
		6	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	8		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	u	u	u	u					
			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					
	10	8	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											

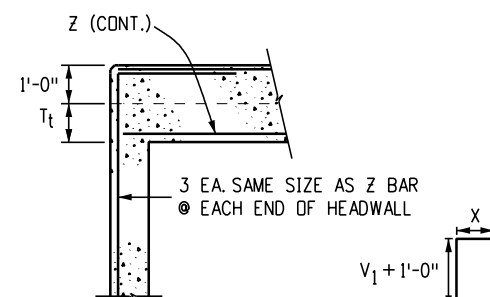


**Section B-B**



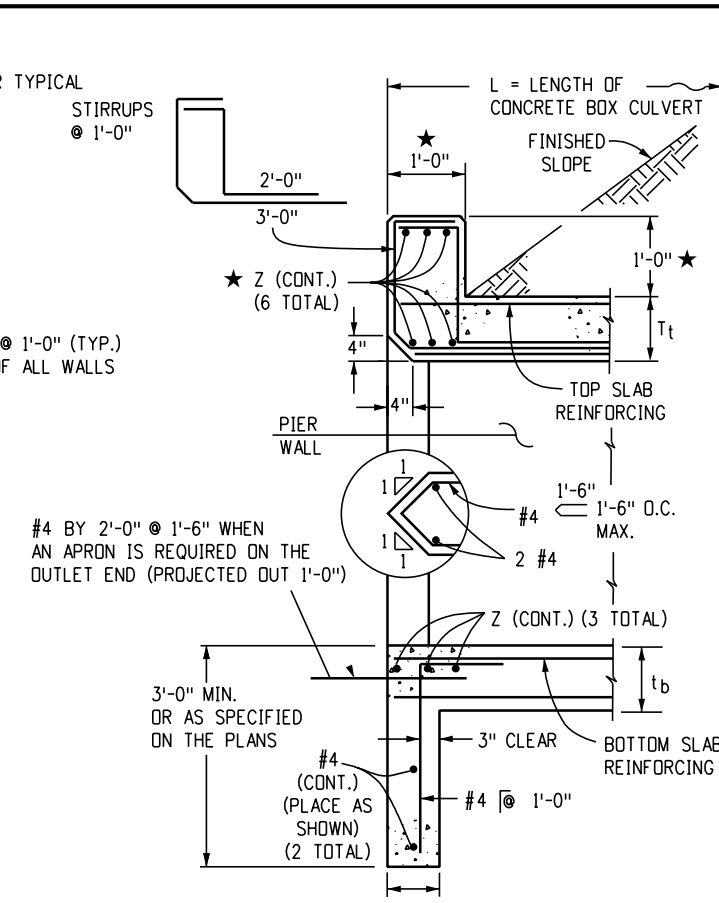
**Reinforcing Plan**

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

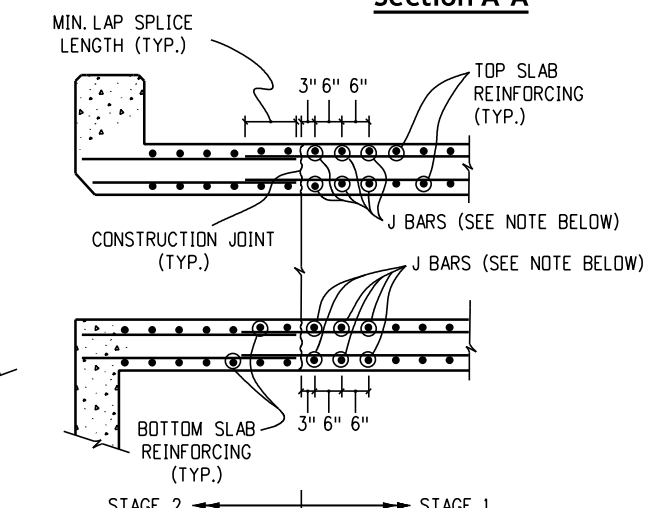


**Section C-C**

**Headwall Corner Reinforcing Detail**



**Section A-A**



**Construction Joint Detail for Staged Construction**

Note: This detail is for construction joints installed perpendicular to the centerline of the box only. The Contractor can design and install J bars at the Contractor's 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**

- All concrete shall be Class D (Box Culvert).
- All construction joints shall be thoroughly cleaned before fresh concrete is placed.
- All construction joints not shown on the plans shall be constructed only if approved by the Engineer.
- The contractor shall maintain the stability of the structure during construction.
- Structure Excavation and Backfill shall be in accordance with Standard Plan M-206-1.
- For any culvert span 20 feet or greater, a foundation investigation and report are required.
- Backfill shall not begin until top slab has reached design strength,  $f_c$ .
- Splice quantities for longitudinal and transverse bars are not included.
- Reinforcing steel shall be Grade 60.
- 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.

- All dimensions are perpendicular to the centerline of the box.
- Wingwalls shall be tied to concrete box culvert in accordance with Standard Plan M-601-20.
- All transverse reinforcing shall be normal to the centerline of the box.
- The fill height is the distance measured from the top of the top slab to the top of pavement.
- All exposed concrete corners shall be chamfered  $\frac{3}{4}$  inch.
- For fill heights less than 2 feet, a waterproofing membrane shall be provided for the top of the top slab and 18 inches down from the top of the exterior walls.
- For fill heights less than 2 feet, 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:** 7<sup>th</sup> Edition, 2014, of the AASHTO LRFD Bridge Design Specifications  
**Rating data:** 2<sup>nd</sup> 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 Lb/CF.  
 Horizontal earth load = 30 Lb/CF.  
**Dead Load Case 2:** Vertical Earth Load = 120 Lb/CF.  
 Horizontal Earth Load = 60 Lb/CF.  
 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 culvert design but excluded from the ratings as per the AASTHO Manual for Bridge Evaluation.  
 Live load surcharge on exterior walls = 2 feet 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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

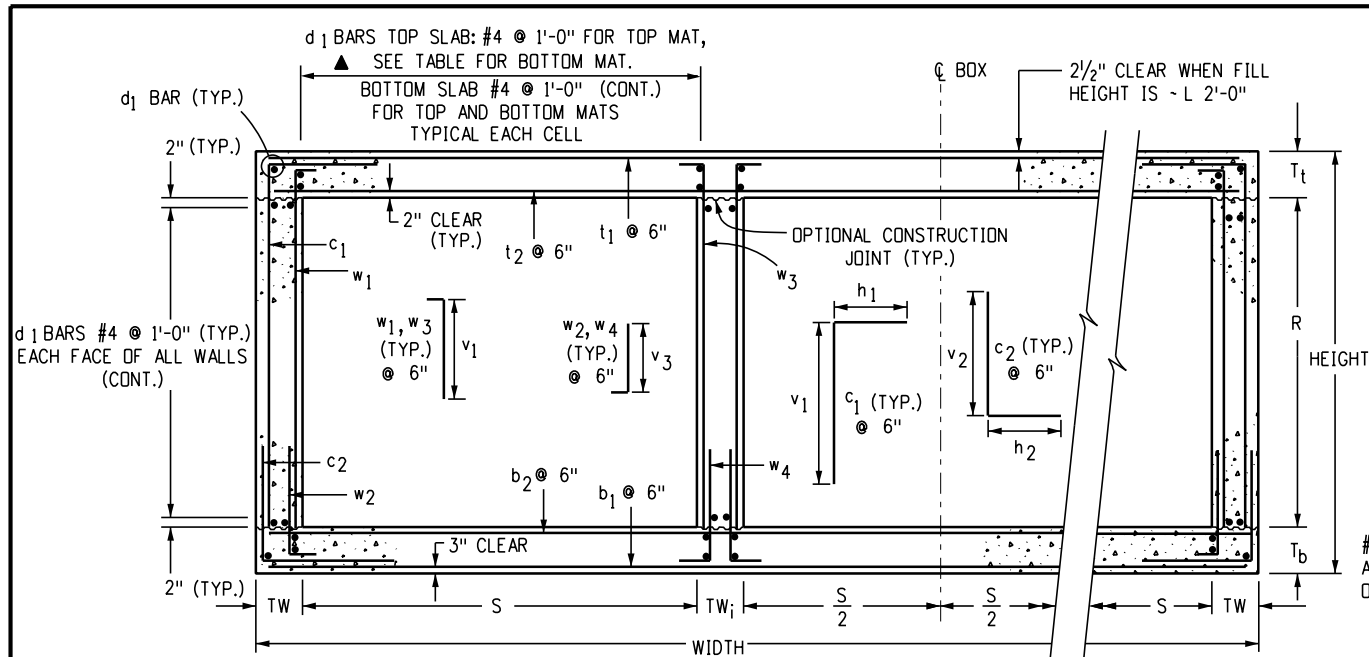
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Double Concrete Box Culvert (Cast-In-Place)**  
 Issued by Construction Engineering Services: July 01, 2026

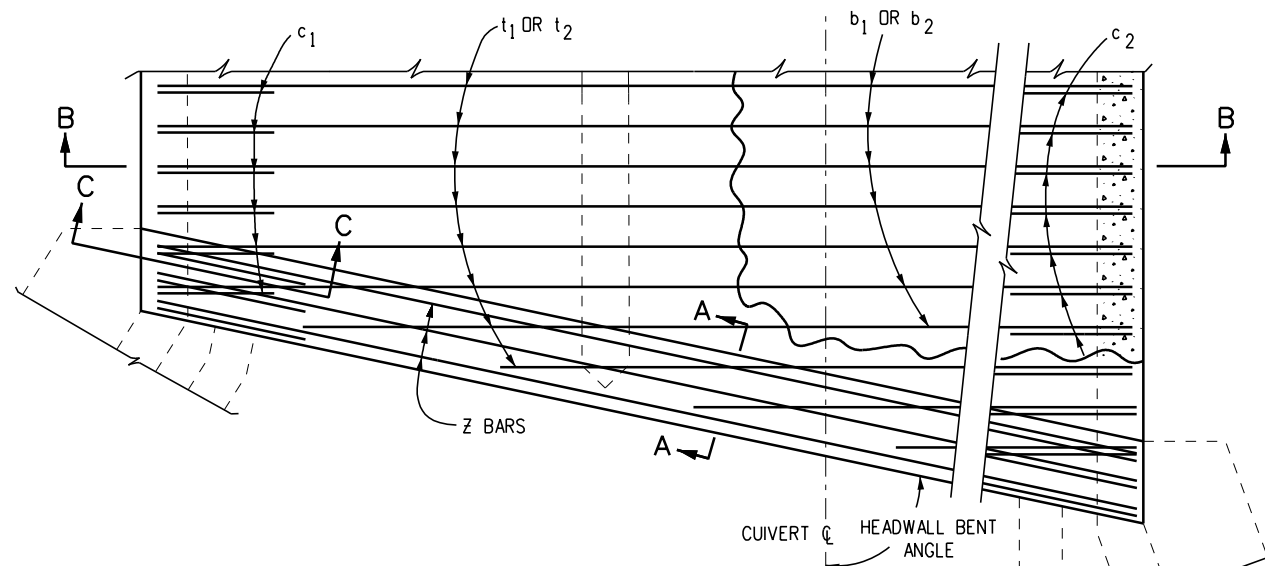
**Standard Plan No. M-601-2**  
**Standard Sheet No. 1 of 2**  
 Project Sheet Number:

### Double Concrete Box Culvert Dimensions, Quantities & Rating Factors (Excluding Headwall & Toewall Quantities)

BOX SIZE				FILL HEIGHT ALLOWED	SLAB & WALL THICKNESS (INCHES)			BAR SIZES											DIMENSIONS					QUANTITIES			RATING FACTORS				
S	R	HT.	WIDTH		T <sub>t</sub>	T <sub>b</sub>	TW & TW <sub>1</sub>	t <sub>1</sub> *	t <sub>2</sub>	b <sub>1</sub>	b <sub>2</sub>	w <sub>1</sub> *	w <sub>2</sub>	w <sub>3</sub> *	w <sub>4</sub>	c <sub>1</sub> *	c <sub>2</sub>	d <sub>1</sub> ▲	h <sub>1</sub>	h <sub>2</sub>	v <sub>1</sub>	v <sub>2</sub>	v <sub>3</sub>	CONCRETE	REBAR STL	MEMBRANE	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE	
FT	FT	FT-IN	FT-IN	FT-FT			#	#	#	#	#	#	#	#	#	#	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	5	114	3-5	2-4	6-8	3-1	1-11	338	1,495	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	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	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	4	5	5	102	2-6	2-4	6-8	3-1	1-11	1,451	258		u	u	u	u		
		9-9	14-6	< 2	11	10	10	5	6	5	6	4	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	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		
	8	9-7.5	14-6	10 TO 12.8	10	9.5	10	4	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	4	5	5	114	2-6	2-4	8-8	3-1	1-11	1,636	317		u	u	u	u		
		11-9	14-6	< 2	11	10	10	5	6	5	6	4	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	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	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	4	5	5	126	2-6	2-4	10-8	3-2	2-0	2,006	336		u	u	u	u		
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	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	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	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	4	5	5	118	2-6	2-4	6-8	3-4	2-2	1,942	335		u	u	u	u		
		9-10.5	18-6	< 2	12.5	10	10	5	6	5	6	4	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		
	8	9-8	18-6	2 TO 10	10	10	10	5	5	5	5	4	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	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	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	4	5	5	130	2-6	2-5	8-8	3-4	2-2	2,146	362		u	u	u	u		
		8-0.5	22-6	< 2	13.5	11	10	5	6	5	6	4	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	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		
10	6	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			
		10-1	22-6	< 2	14	11	10	5	6	5	6	4	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	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	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		
	8	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	6	6	6	146	2-6	2-6	9-0	3-7	2-9	2,983	588		3.46	4.48	4.51	4.64		
		12-2	22-6	< 2	14	12	10	5	6	5	6	4	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	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	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	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	6	8-3.5	26-6	< 2	14.5	13	10	5	6	5	6	4	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	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	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	5	150	3-3	2-5	7-1	3-7	2-9	3,129	610		1.86	2.42	2.36	2.53		
		10-4	26-6	< 2	14.5	13.5	10	5	6	5	6	4	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	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		
	8	10-7.5	26-6	5 TO 10	16	15.5	10	5	6	6	6	4	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			
		12-5	26-6	< 2	15	14	10	5	6	5	6	4	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	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	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	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	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	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	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																									

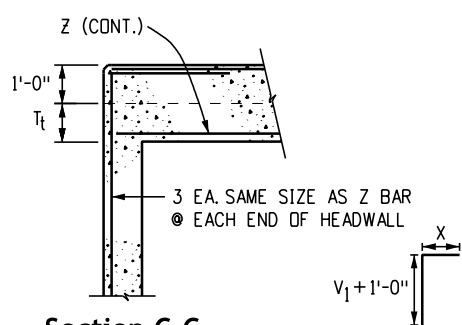


**Section B-B**



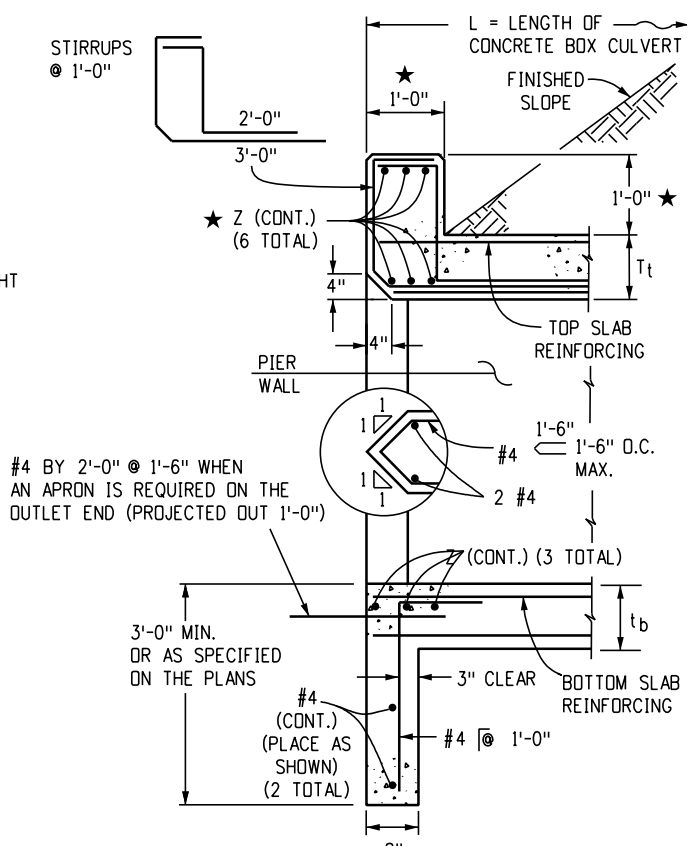
**Reinforcing Plan**

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

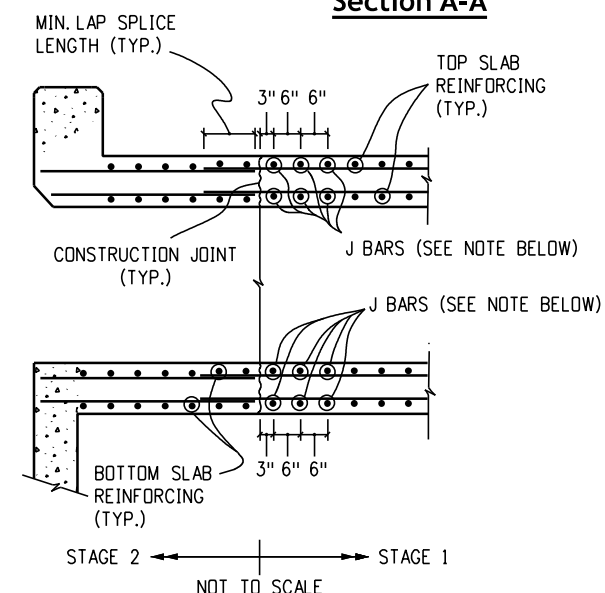


**Section C-C**

**Headwall Corner Reinforcing Detail**



**Section A-A**



**Construction Joint Detail for Staged Construction**

Note: This detail is for construction joints installed perpendicular to the centerline of the box only. The Contractor can design and install J bars at the Contractor's 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**

- All concrete shall be Class D (Box Culvert).
- All construction joints shall be thoroughly cleaned before fresh concrete is placed.
- All construction joints not shown on the plans shall be constructed only if approved by the Engineer.
- The contractor shall maintain the stability of the structure during construction.
- Structure Excavation and Backfill shall be in accordance with Standard Plan M-206-1.
- For any culvert span 20 feet or greater, a foundation investigation and report are required.
- Backfill shall not begin until top slab has reached design strength,  $f_c$ .
- Splice quantities for longitudinal and transverse bars are not included.
- Reinforcing steel shall be Grade 60.
- 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.

- All dimensions are perpendicular to the centerline of the box.
- Wingwalls shall be tied to concrete box culvert in accordance with Standard Plan M-601-20.
- All transverse reinforcing shall be normal to the centerline of the box.
- The fill height is the distance measured from the top of the top slab to the top of pavement.
- All exposed concrete corners shall be chamfered 3/4 inch.
- For fill heights less than 2 feet, a waterproofing membrane shall be provided for the top of the top slab and 18 inches down from the top of the exterior walls.
- For fill heights less than 2 feet, 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:** 7<sup>th</sup> Edition, 2014, of the AASHTO LRFD Bridge Design Specifications  
**Rating data:** 2<sup>nd</sup> 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 Lb/CF.  
 Horizontal earth load = 30 Lb/CF.  
**Dead Load Case 2:** Vertical Earth Load = 120 Lb/CF.  
 Horizontal Earth Load = 60 Lb/CF.  
 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 culvert design but excluded from the ratings as per the AASHTO Manual for Bridge Evaluation.  
 Live load surcharge on exterior walls = 2 feet 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.

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

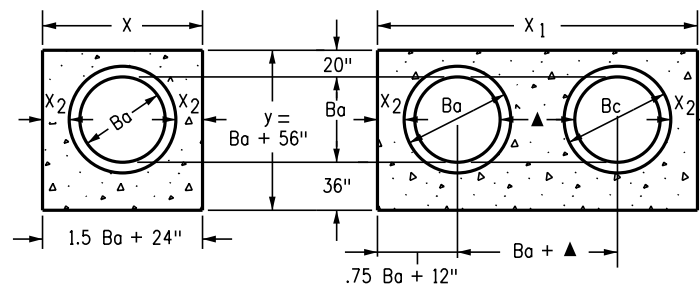
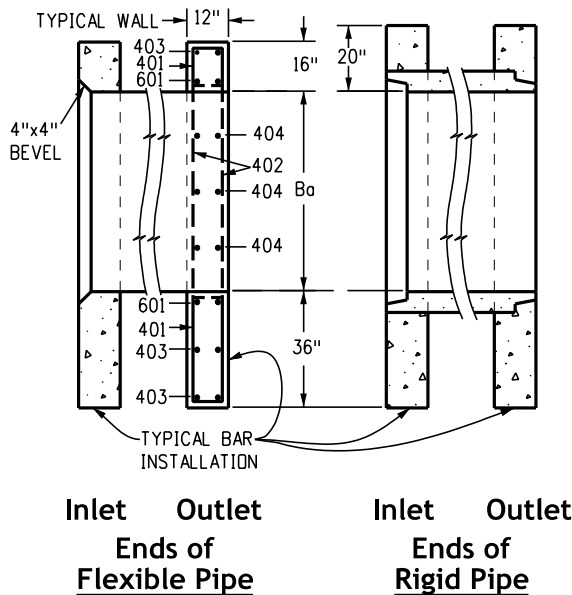
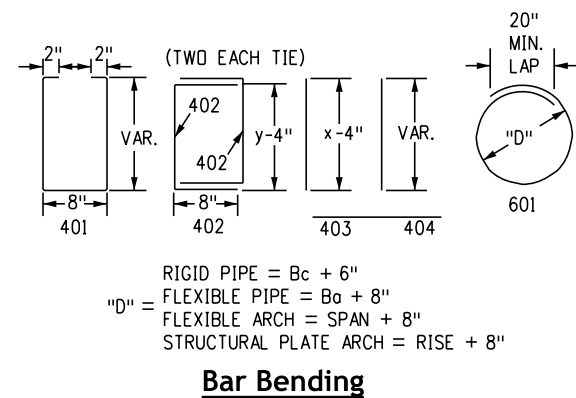
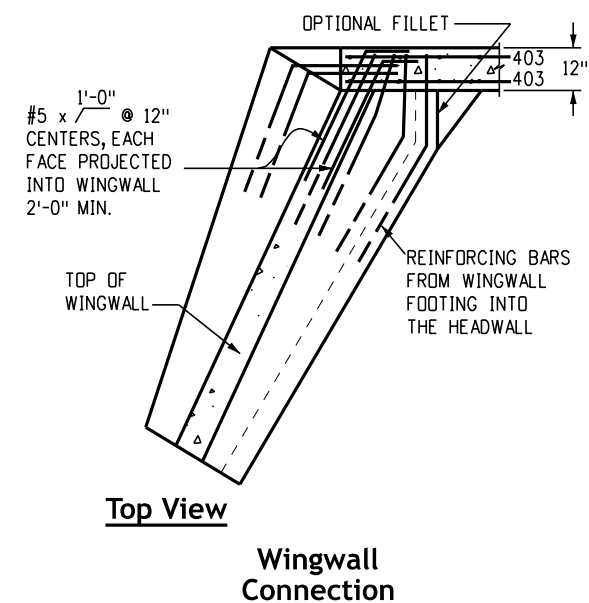
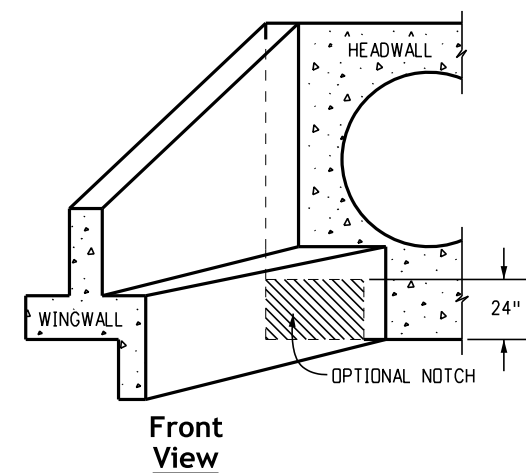
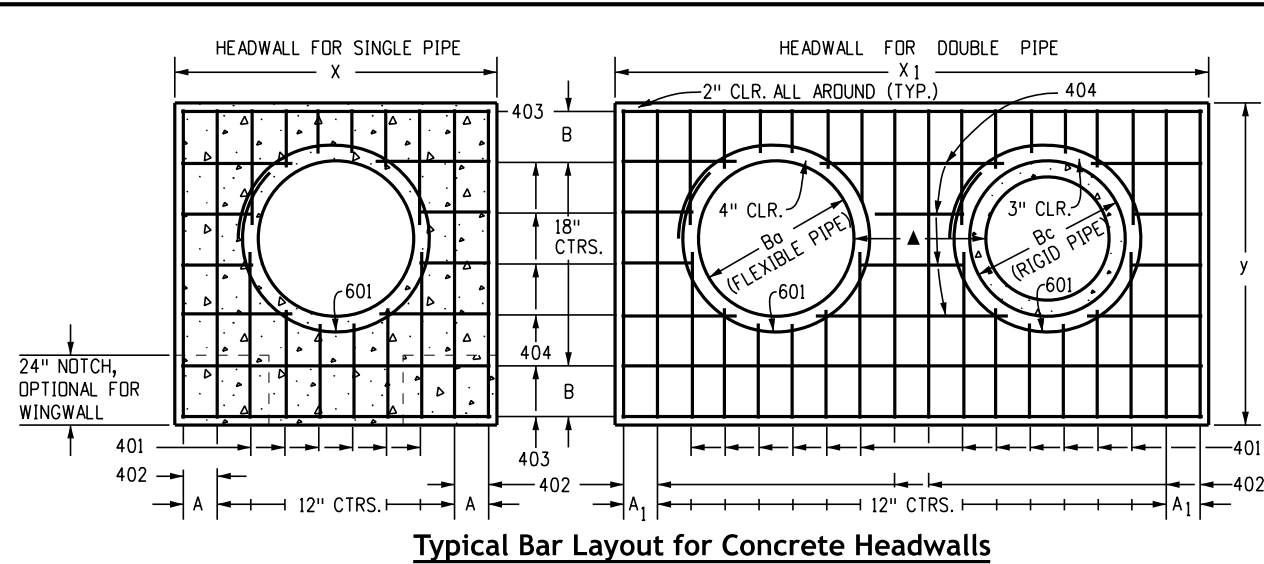
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Triple Concrete Box Culvert (Cast-In-Place)**  
 Issued by Construction Engineering Services: July 01, 2026

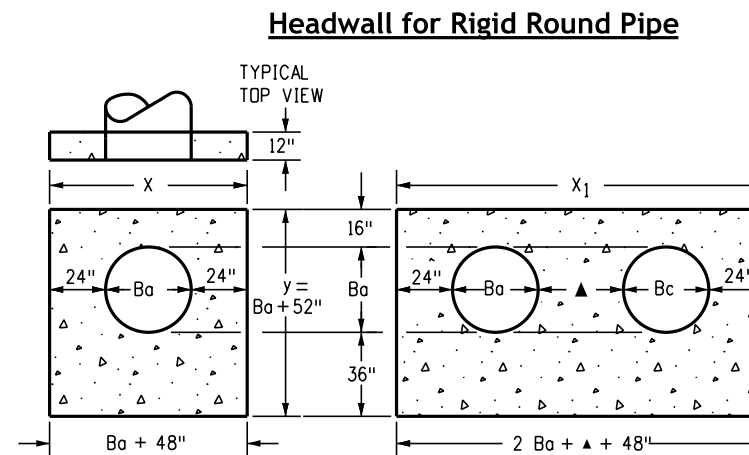
Standard Plan No.	
M-601-3	
Standard Sheet No. 1 of 2	
Project Sheet Number:	

### Triple Concrete Box Culvert Dimensions, Quantities & Rating Factors (Excluding Headwall & Toewall Quantities)

BOX SIZE				FILL HEIGHT ALLOWED	SLAB & WALL THICKNESS (INCHES)			BAR SIZES								DIMENSIONS					QUANTITIES			RATING FACTORS						
S	R	HT.	WIDTH	FT-FT	T <sub>1</sub>	T <sub>2</sub>	TW & TW <sub>f</sub>	t <sub>1</sub> <sup>#</sup>	t <sub>2</sub>	b <sub>1</sub>	b <sub>2</sub>	w <sub>1</sub> <sup>#</sup>	w <sub>2</sub>	w <sub>3</sub> <sup>#</sup>	w <sub>4</sub>	c <sub>1</sub> <sup>#</sup>	c <sub>2</sub>	d <sub>1</sub> <sup>#</sup>	h <sub>1</sub>	h <sub>2</sub>	v <sub>1</sub>	v <sub>2</sub>	v <sub>3</sub>	CONCRETE	REBAR STL	WATERPROOFING	HL-93 INVENTORY	HL-93 OPERATING	COLORADO PERMIT	NRL VEHICLE
FT	FT	FT-IN	FT-IN					#	#	#	#	#	#	#	#	#	#	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	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	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	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	4.62	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	4.62	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	5.23	6.80	8.82	8.50	5.95			
	8	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	2-6	2-4	3.300	5.87	u	u	u	u			
		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	5.66	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	4.61	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	4.64	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	2-4	2-2	3.012	4.60	2.53	2.27	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	4.90	3.07	3.98	3.84	2.72			
10	8	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	6.75	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	184	3-3	2-6	8-11	3-6	2-4	3.584	5.78	u	u	u	u				
		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	7.96	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	7.74	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	7.21	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	7.20	2.67	3.47	3.58	3.84			
	10	8-6	33-4	16 TO 22	14	16	10	6	5	6	5	5	5	5	192	2-6	2-4	7-0	3-7	2-5	3.827	6.58	2.44	3.17	3.04	3.14				
		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	8.40	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	8.17	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	7.60	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	7.63	2.85	3.69	3.76	4.47			
		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	7.68	3.36	4.36	4.60	4.04			
12	8	10-6	33-4	16 TO 22	14	16	10	6	7	6	7	5	5	5	208	2-6	2-4	9-0	3-7	2-5	4.074	8.31	2.37	3.08	2.93	2.10				
		12-0	33-6	< 2	14	10	10.5	6	7	6	7	5	5	5	224	3-5	2-4	10-11	2-4	1-11	3.778	8.79	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	224	2-6	2-4	10-9	3-2	2-0	3.623	8.64	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	224	2-6	2-5	10-9	3-4	2-2	3.904	8.08	3.09	4.00	3.92	3.08				
		12-3	33-4	12 TO 14	12.5	14.5	10	5	5	5	5	5	5	5	224	2-6	2-4	10-10	3-6	2-3	4.012	6.75	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	8.12	1.59	2.06	1.99	1.41			
	10	12-6	34-0	16 TO 22	14	16	12	6	7	6	7	5	5	5	6	224	2-10	2-8	11-0	2-4	2-5	4.630	9.14	1.40	1.82	1.75	1.24			
		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	9.05	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	8.81	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	8.18	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	8.23	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	7.35	3.48	4.51	4.97	5.27			
14	8	8-8	39-8	12 TO 16	16	16	11	6	5	6	5	5	5	5	216	3-3	2-5	7-2	3-7	2-5	4.733	7.45	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	216	3-3	2-4	7-3	3-9	2-7	5.100	7.48	2.09	2.71	2.79	2.86				
		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	9.84	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	9.23	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	9.65	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	7.96	2.51	3.26	2.93	3.11			
	10	10-11	39-8	12 TO 18	17	18	11	6	5	6	5	5	5	5	232	3-3	2-5	9-3	3-9	2-7	5.371	7.90	1.98	2.57	2.63	2.74				
		12-3	39-6	< 2	16	11	10.5	6	7	6	7	5	5	6	6	248	4-4	2-8	11-1	2-8	2-0	4.588	10.30	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	9.64	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	7.39	2.07	2.67	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	7.57	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	8.32	1.36	1.77	1.70	1.21			
16	6	8-3	45-6	< 2	16	11	10.5	7	8	7	8	5	5	5	240	3-9	2-4	7-1	3-2	2-0	4.569	12.43	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	240	2-6	2-4	6-11	3-3	2-1	4.239	11.96	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	240	2-6	2-4	6-11	2-4	2-2	4.379	11.93	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	12.84	3.51	4.54	3.93	4.17			
		10-3.5	45-4	2 TO 4	13	12	10.5	7	8	7	8	5	5	5	5	256	3-9	2-4	9-1	3-2	2-1	4.899	12.84	5.389	1.04	1.35	1.14	1.16		
		10-1	45-4	4 TO 8	13	13	10	7	8	7	8	5	5	5	5	256	2-6	2-4	8-11	3-2	2-1	4.486	12.84	1.43	1.86	1.63	1.65			
	8	10-2	45-4	8 TO 12	14	15	10	7	8	7	8	5	5	5	256	2-6	2-4	8-11												

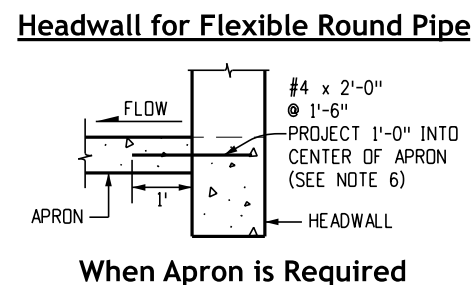


Ba IN.	Bc IN.	X FT.-IN.	A IN.	X1 FT.-IN.	A1 IN.	y FT.-IN.	B IN.	B1 IN.	CONCRETE		STEEL	
									SGL CU. YD.	DBL CU. YD.	SGL LBS.	DBL LBS.
54	65	8-9	8½	15-6	7	9-2	17	20	2.12	3.55	209	364
60	72	9-6	7	17-0	10	9-8	11	21	2.35	3.99	236	414
66	79	10-3	11½	18-6	7	10-2	14	22	2.60	4.44	249	453
72	86	11-0	10	20-0	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



EQUIV. Ba IN.	SPAN IN.	RISE IN.	X FT.-IN.	A IN.	X1 FT.-IN.	A1 IN.	y FT.-IN.	B IN.	CONCRETE		STEEL	
									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

Ba IN.	X FT.-IN.	A IN.	X1 FT.-IN.	A1 IN.	y FT.-IN.	B IN.	CONCRETE		STEEL	
							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



EQUIV. Ba IN.	SPAN FT.-IN.	RISE FT.-IN.	X FT.-IN.	A IN.	X1 FT.-IN.	A1 IN.	y FT.-IN.	B IN.	CONCRETE		STEEL	
									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

SKEW ANGLE A°	90	85	80	75	70	65	60	55	50	45	40	35	30
FACTOR (cosec A°)	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**

Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

**Sheet Revisions**

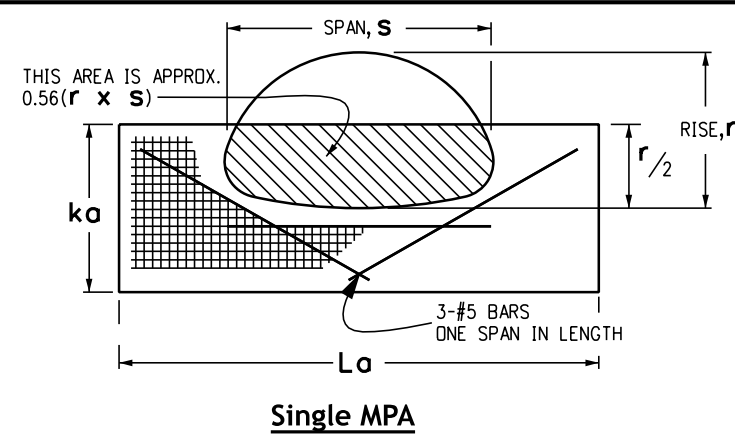
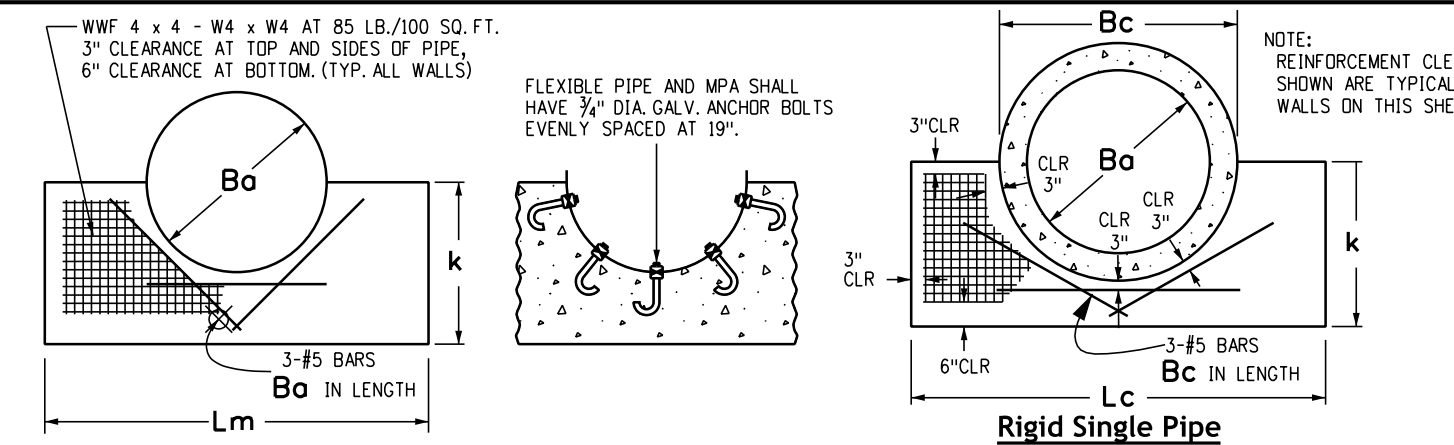
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

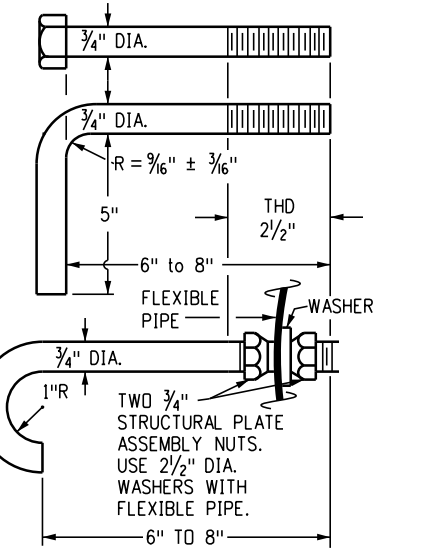
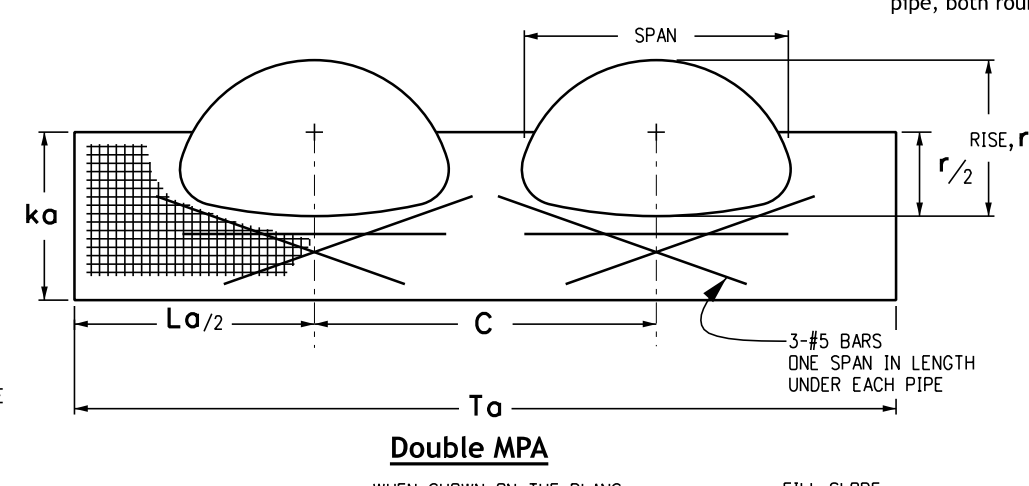
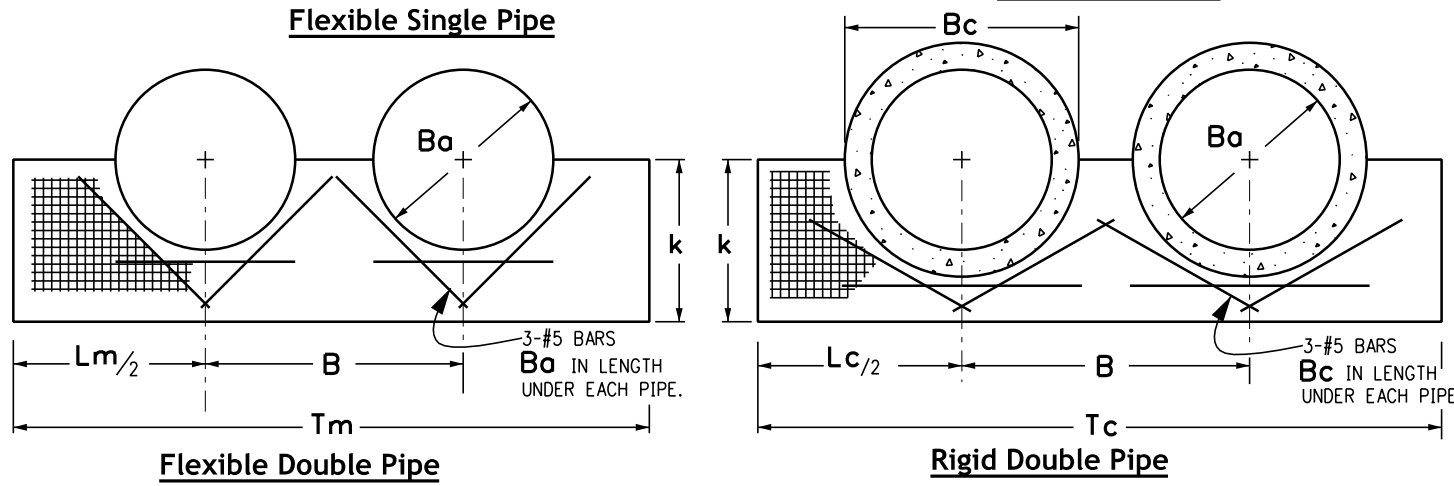
# Headwall for Pipes

Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-601-10**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number: \_\_\_\_\_



- General Notes**
1. Concrete shall be Class B.
  2. Exposed concrete corners shall be chamfered 3/4 inch.
  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.



RANGE OF EQUIV. DIAMS.	RANGE OF SPANS S	RANGE OF RISES r	ka	La	C	Ta	SINGLE		DOUBLE	
							CONCRETE	STEEL	CONCRETE	STEEL
IN.							CU. YDS.	LBS.	CU. YDS.	LBS.
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

∅ 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.

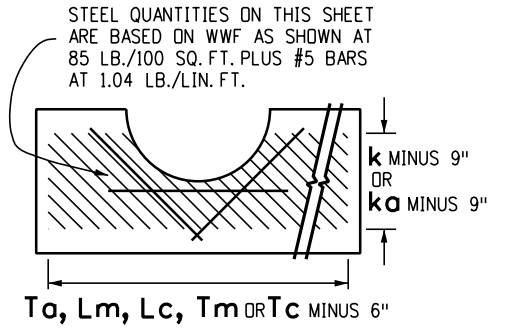
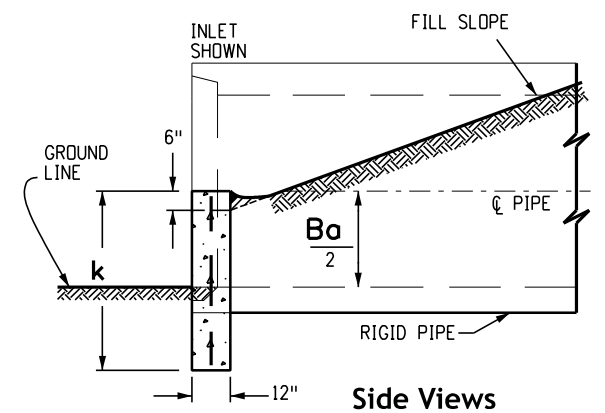
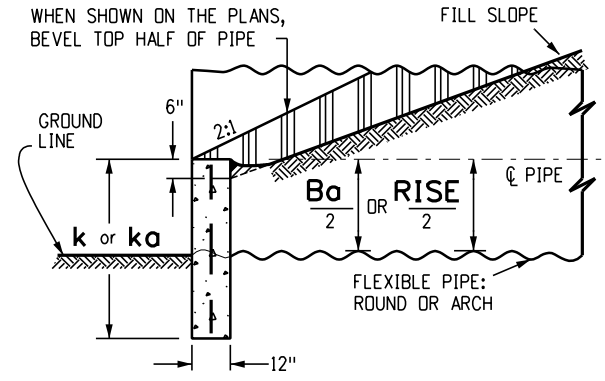
▣ Adjust L, B, T, C #5 bar length and quantities when skew is < 90°

∅ Headwall for Metal Pipe Arch (MPA)

NOM. DIA. Ba	RCP O.D. Bc	k	Lm	Lc	B	Tm	Tc	FLEXIBLE PIPE				RIGID PIPE			
								SINGLE		DOUBLE		SINGLE		DOUBLE	
								CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL
IN.								CU. YDS.	LBS.	CU. YDS.	LBS.	CU. YDS.	LBS.	CU. YDS.	LBS.
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

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

Headwall for Round Pipe



**Computer File Information**

Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

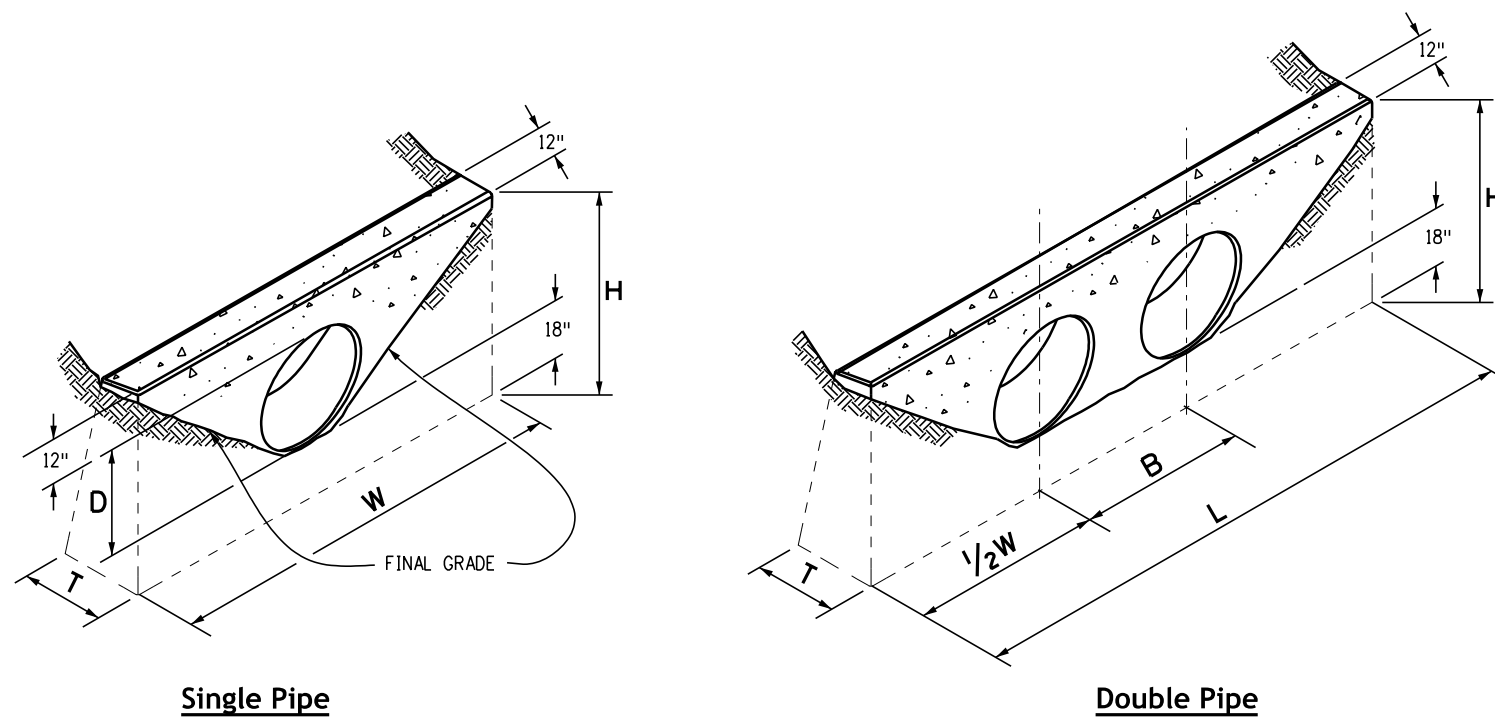
**Sheet Revisions**

Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Type "S" Saddle Headwalls for Pipe**  
 Issued by Construction Engineering Services: July 01, 2026

**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.

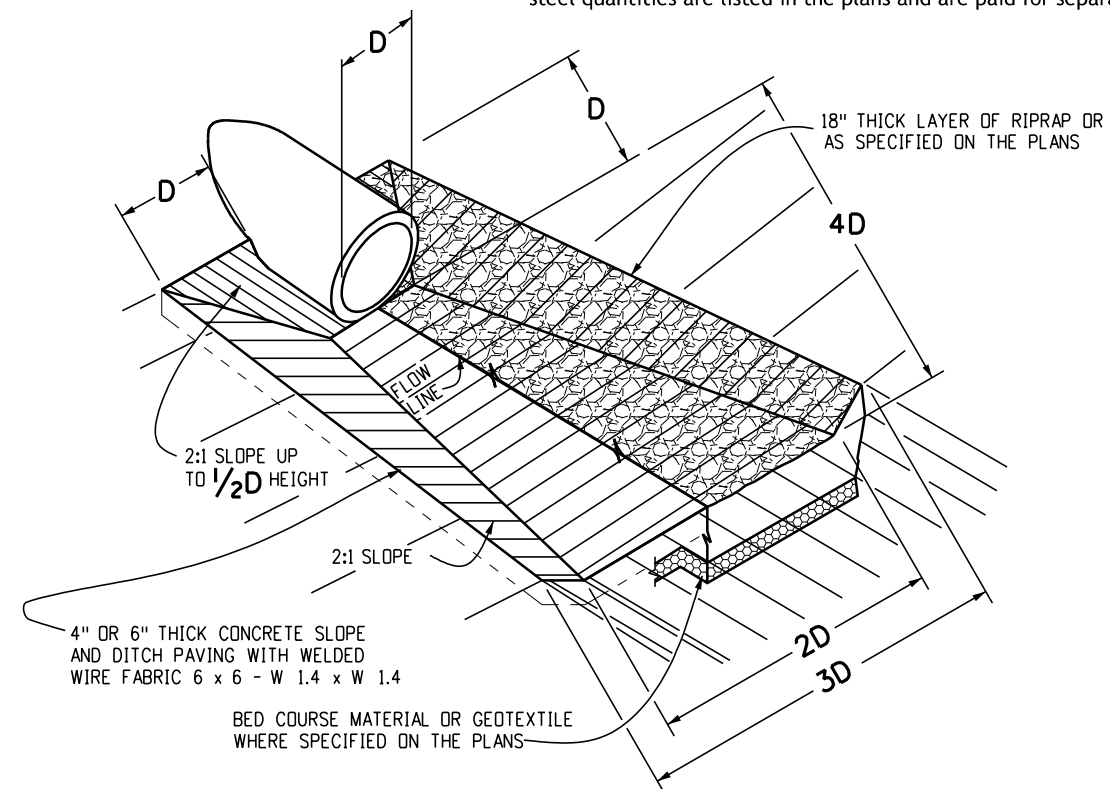
PIPE		PIPE DIAMETER (AND EQUIVALENT DIAMETER) (IN.)											
		18		24		30		36		42		48	
TYPE	MATERIAL	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE	SINGLE	DOUBLE
CIRCULAR	RIGID	1.0	1.3	1.5	2.0	2.0	2.7	2.8	3.6	3.6	4.6	4.6	6.0
	FLEXIBLE	1.1	1.4	1.6	2.1	2.2	3.0	3.0	4.0	3.9	5.3	5.0	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

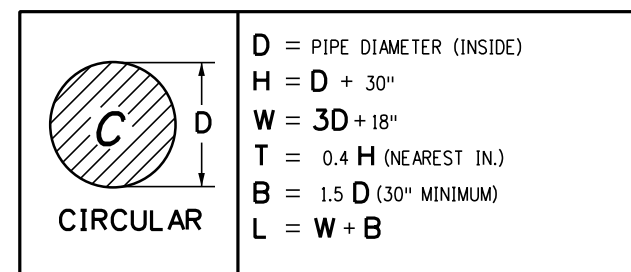
**Pipe Outlet Paving (Cubic Yards)**

Note: Volume occupied by pipe has been deducted.



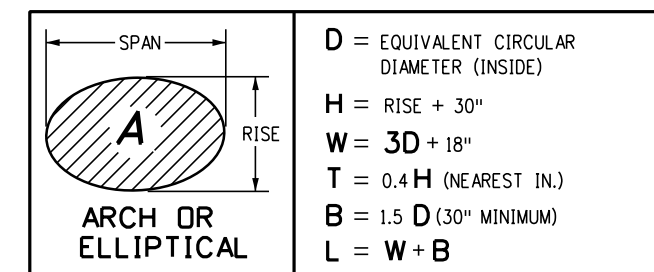
**Pipe Outlet Paving**

May be used with multiple pipes.



**Type of Pipe**

**Headwall Dimensions**



**Type of Pipe**

**Headwall Dimensions**

**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 3/4 inch.
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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Headwalls and Pipe Outlet Paving**

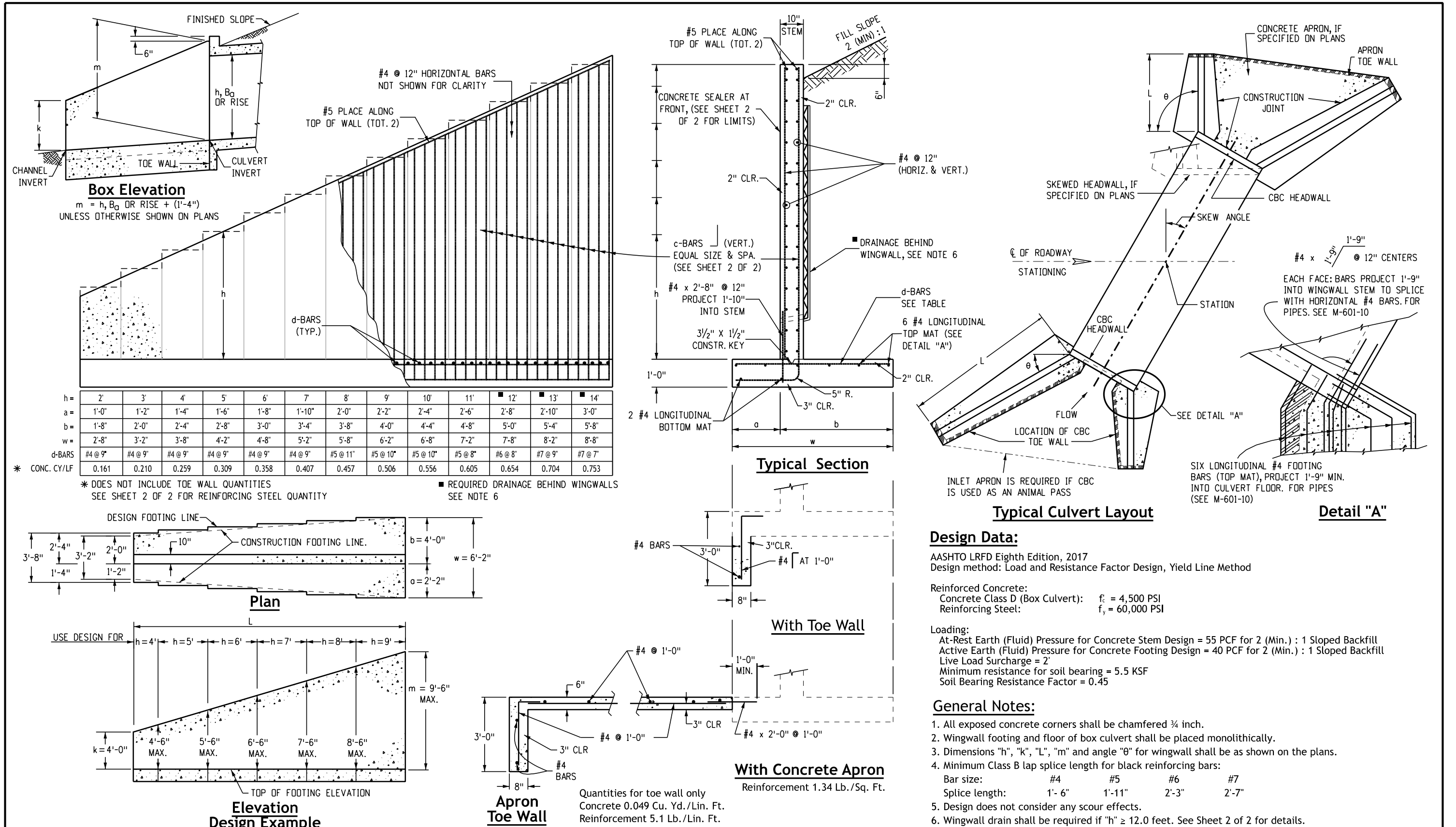
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**

**M-601-12**

Standard Sheet No. 1 of 1

Project Sheet Number:



Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Wingwalls for Pipe or Box Culverts**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
M-601-20
Standard Sheet No. 1 of 2
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 @ 7"	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
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
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 @ 10"	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"
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
6		#4 @ 10"	49.52	#4 @ 10"	48.14	#4 @ 9"	48.23	#5 @ 10"	51.88	#5 @ 10"	51.38	#5 @ 9"	52.57	#5 @ 9"	52.27	#5 @ 8"	53.99	#5 @ 8"	53.79	#5 @ 7"	56.16	#5 @ 7"	56.01
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
8		#4 @ 10"	54.00	#5 @ 10"	58.44	#5 @ 10"	57.45	#5 @ 8"	60.64	#5 @ 7"	62.92	#5 @ 6"	66.25	#5 @ 6"	65.94	#5 @ 6"	65.69	#6 @ 8"	67.76	#6 @ 8"	67.57	#6 @ 7"	71.45
9		#4 @ 10"	56.20	#5 @ 10"	60.87	#5 @ 10"	59.85	#5 @ 8"	63.21	#5 @ 7"	65.60	#5 @ 6"	69.09	#5 @ 6"	68.78	#5 @ 6"	68.52	#6 @ 8"	70.69	#6 @ 8"	70.51	#6 @ 7"	74.57
10		2	#4 @ 10"	39.84	#4 @ 10"	38.53	#4 @ 10"	37.65	#4 @ 10"	37.03	#4 @ 10"	36.57	#4 @ 10"	36.20	#4 @ 10"	35.91	#4 @ 10"	35.67	#4 @ 10"	35.48	#4 @ 9"	36.07	#4 @ 9"
	3	#4 @ 10"	41.68	#4 @ 10"	40.35	#4 @ 10"	39.47	#4 @ 10"	38.84	#4 @ 10"	38.36	#4 @ 10"	38.00	#4 @ 10"	37.71	#4 @ 10"	37.46	#4 @ 10"	37.27	#4 @ 9"	37.91	#4 @ 9"	37.76
	4	#4 @ 10"	43.58	#4 @ 10"	42.22	#4 @ 10"	41.31	#4 @ 10"	40.67	#4 @ 10"	40.19	#4 @ 10"	39.82	#4 @ 10"	39.53	#4 @ 10"	39.28	#4 @ 10"	39.08	#4 @ 9"	39.77	#4 @ 9"	39.63
	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	#4 @ 10"	51.97	#5 @ 10"	51.45	#5 @ 10"	51.04	#5 @ 9"	52.29	#5 @ 8"	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
	9	2	#4 @ 10"	38.01	#4 @ 10"	36.75	#4 @ 10"	35.85	#4 @ 10"	35.21	#4 @ 10"	34.73	#4 @ 10"	34.36	#4 @ 10"	34.06	#4 @ 10"	33.81	#4 @ 10"	33.61	#4 @ 10"	33.44	#4 @ 10"
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
8		#4 @ 10"	50.43	#4 @ 10"	48.84	#4 @ 10"	47.80	#4 @ 10"	47.06	#5 @ 10"	51.83	#5 @ 10"	51.40	#5 @ 10"	51.05	#5 @ 10"	50.77	#5 @ 10"	50.54	#5 @ 10"	50.35	#5 @ 10"	50.18
8		2	#4 @ 10"	36.41	#4 @ 10"	35.01	#4 @ 10"	34.08	#4 @ 10"	33.42	#4 @ 10"	32.92	#4 @ 10"	32.54	#4 @ 10"	32.23	#4 @ 10"	31.97	#4 @ 10"	31.77	#4 @ 10"	31.59	#4 @ 10"
	3	#4 @ 10"	38.23	#4 @ 10"	36.80	#4 @ 10"	35.85	#4 @ 10"	35.18	#4 @ 10"	34.67	#4 @ 10"	34.28	#4 @ 10"	33.97	#4 @ 10"	33.70	#4 @ 10"	33.50	#4 @ 10"	33.32	#4 @ 10"	33.17
	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"	35.45	#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				

**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. Use round pipe when cover exceeds 11 feet.
10. An investigation of the foundation material shall be required if pipe cover is greater than 90 feet.

**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.

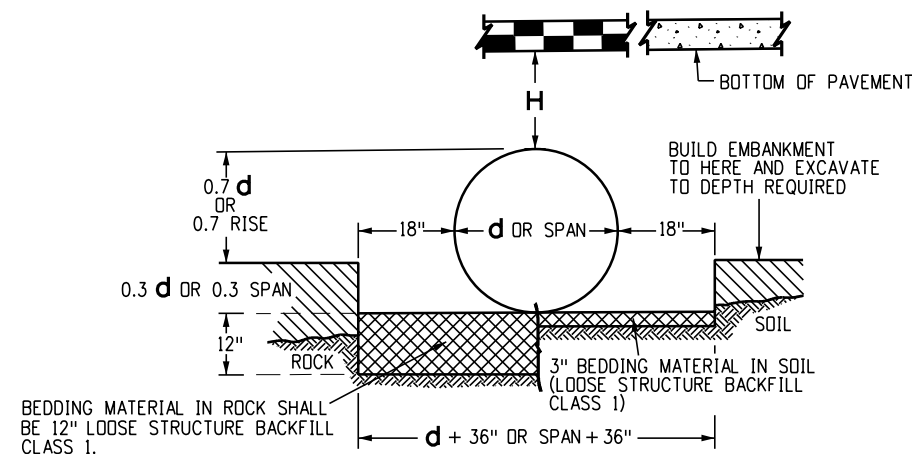
**L<sub>1</sub>** = Length of pipe to be measured when placed in accordance with Section 624.

**L<sub>2</sub>** = Length of pipe to be measured when placed in accordance with Section 603.

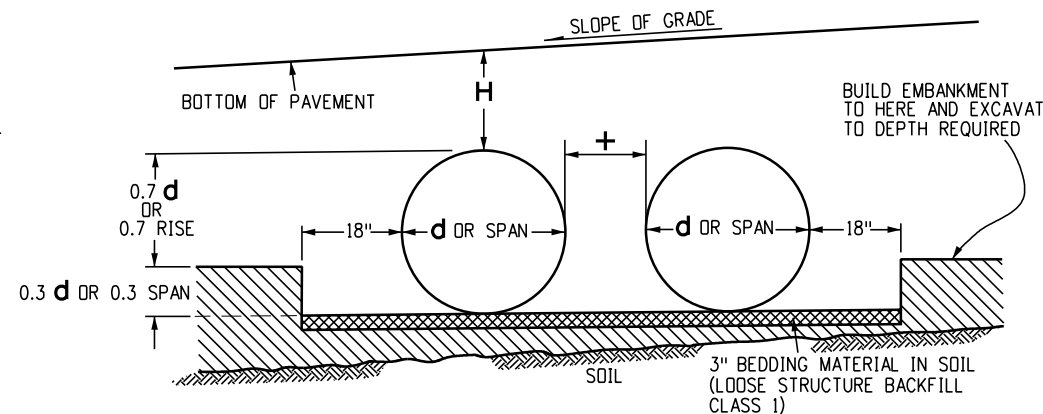
**+** = The minimum spacing between the outside walls of multiple pipes or end sections is 18" or 1/2 d, whichever is greater, but not to exceed 36 inches.

**Allowed Wall Thickness**

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



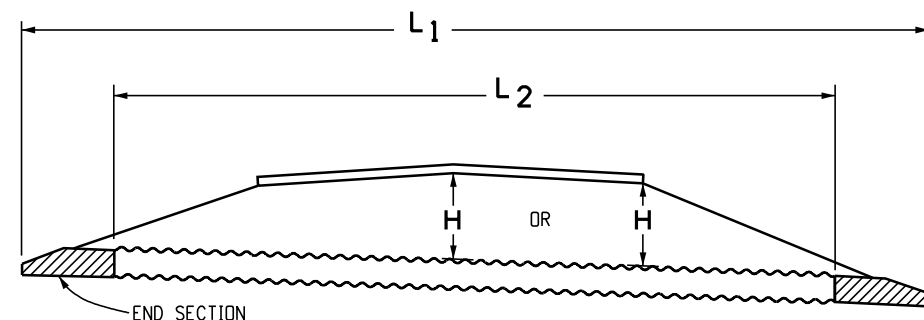
**Installation of Metal Pipe**



**Installation of Multiple Metal Pipes**

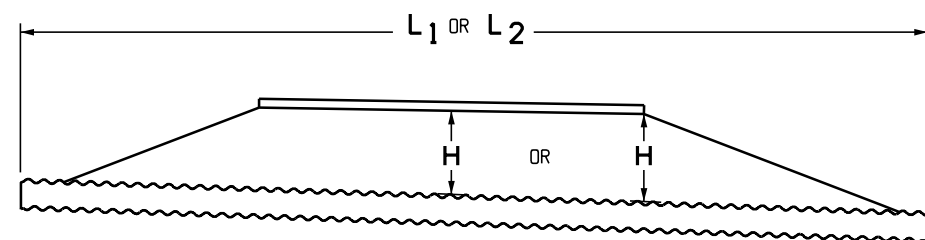
PIPE SPAN (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS, kips			
	18.0 - 50.0	50.0 - 75.0	75.0 - 110.0	110.0 - 150.0
12.0 - 42.0	24	30	36	36
48.0 - 72.0	36	36	42	48
78.0 - 120.0	36	42	48	48
126.0 - 144.0	42	48	54	54

**Minimum Cover for Construction Loads**



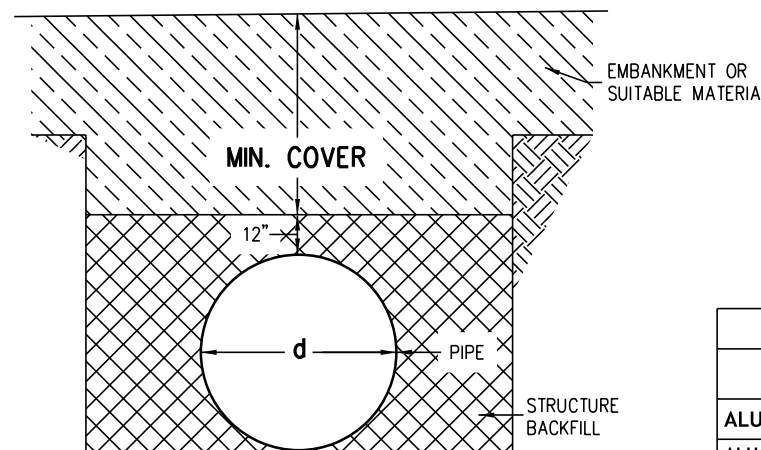
**Metal Pipe with End Sections**

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.



**Construction Minimum Cover for Pipe**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Metal Pipe**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-603-1</b>
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 GAUGE				
		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-<sup>2</sup>/<sub>3</sub>" X 1/2" Corrugations  
Corrugated Steel Pipe**

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE	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-<sup>2</sup>/<sub>3</sub>" X 1/2" Corrugations \*  
Corrugated Steel Pipe Arch**

\* Corner Bearing Pressure of 2 Tons Per Sq. Ft.

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

**1-<sup>1</sup>/<sub>2</sub>" X 1/4" Corrugations  
Corrugated Steel Pipe**

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE				
		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 GAUGE	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**

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Metal Pipe</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Metal Pipe</b>	<b>M-603-1</b>
Designer Initials: JBK		Comments: _____			<b>Standard Sheet No. 2 of 4</b>
Last Modification Date: 07/01/2026		_____			Issued by Construction Engineering Services: July 01, 2026
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		_____			

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 GAUGE				
		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**

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE	H MINIMUM 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.

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE			
		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

**¾" X ¾" 7-½" Corrugations  
Corrugated Steel Pipe**

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE	H MINIMUM 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

**¾" X ¾" 7-½" Corrugations  
Corrugated Steel Pipe Arch \***

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Metal Pipe</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Metal Pipe</b>	<b>M-603-1</b>
Designer Initials: JBK		Comments: _____			Standard Sheet No. 3 of 4
Last Modification Date: 07/01/2026		_____			Project Sheet Number: _____
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		_____			

These tables are applicable for the following list of Corrugated Steel Pipe:

- Galvanized Corrugated Steel Pipe (CSP)
- Aluminized Corrugated Steel Pipe Type 2 (ALT2 CSP)
- Bituminous Coated Corrugated Steel Pipe (Bit. Co. CSP)
- Aramid Fiber Bonded Corrugated Steel Pipe (A.F. Bo. CSP)
- Precoated Corrugated Steel Pipe (PCSP- Both Sides)

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

**1-1/2" X 1/4" Corrugations  
Corrugated Aluminum Pipe**

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE			
		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

**3/4" X 3/4" 7-1/2" Corrugations  
Corrugated Aluminum Pipe**

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE			
			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

**3/4" X 3/4" 7-1/2" Corrugations  
Corrugated Aluminum Pipe Arch \***

DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE				
		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

**2-2/3" X 1/2" Corrugations  
Corrugated Aluminum Pipe**

SPAN X RISE (IN. X IN.)	ROUND EQUIVALENT (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE	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

**2-2/3" X 1/2" Corrugations  
Corrugated Aluminum Pipe Arch \***

\* Corner Bearing Pressure of 2 Tons Per Sq. Ft.

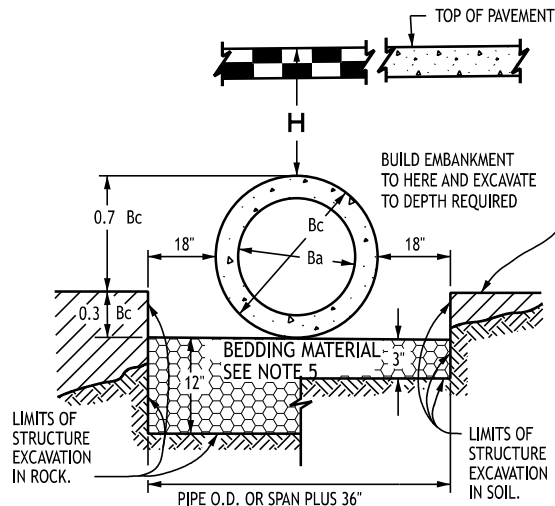
DIAMETER (IN.)	H MINIMUM COVER (IN.)	PIPE GAUGE				
		H MAXIMUM OF COVER (FT.)				
		16	14	12	10	8
30	24	57	72	101	135	159
36	24	47	60	84	112	132
42	24	40	51	72	96	113
48	36	35	44	62	84	99
54	36	31	39	55	74	88
60	36	28	35	50	67	79
66	36	25	32	45	61	72
72	36	23	29	41	56	66
78	36		27	38	51	61
84	36			35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

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Metal Pipe</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	<b>Construction Engineering Services Branch</b>	Issued by Construction Engineering Services: July 01, 2026	<b>M-603-1</b>
Designer Initials: JBK		Comments: _____	2829 West Howard Place		Standard Sheet No. 4 of 4
Last Modification Date: 07/01/2026		_____	Denver, CO 80204		
Last Modified By: DLK		_____	DLK		Project Sheet Number: _____
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					



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

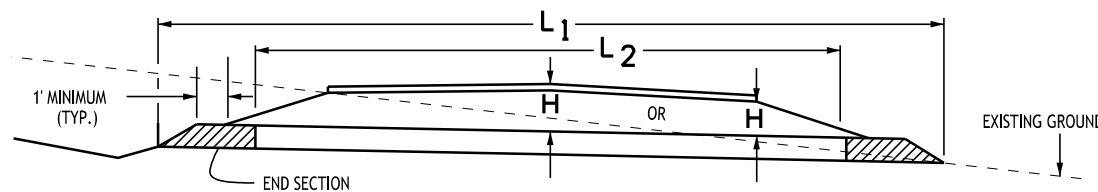
**Pipe Installation**  
(WITH 0.7 PROJECTION RATIO)

CIRCULAR (CIR)			VERTICAL ELLIPTICAL (VE)				HORIZONTAL ELLIPTICAL (HE)			
PIPE SIZE= $B_o$ (INSIDE DIA)	WALL THICKNESS	0.3 $B_c$ (OUTSIDE DIA)	SPAN	RISE	WALL THICKNESS	0.3 OUTSIDE RISE	SPAN	RISE	WALL THICKNESS	0.3 OUTSIDE RISE
			IN.		FT.		IN.		FT.	
12	2-0	0.40								
15	2-1/4	0.49					23	14	2-3/4	0.49
18	2-1/2	0.58								
21	2-3/4	0.66								
24	3-0	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								
33	3-3/4	1.01					38	24	3-3/4	0.79
36	4-0	1.10	29	45	4-1/2	1.35	45	29	4-1/2	0.95
42	4-1/2	1.28	34	53	5-1/2	1.58	53	34	5-0	1.10
48	5-0	1.45	38	60	5-1/2	1.78	60	38	5-1/2	1.23
54	5-1/2	1.62	43	68	6-1/2	2.00	68	43	6-0	1.38
60	6-0	1.80	48	76	6-1/2	2.23	76	48	6-1/2	1.53
66	6-1/2	1.97	53	83	6-1/2	2.43	83	53	7-0	1.68
72	7-0	2.15	58	91	7-1/2	2.65	91	58	7-1/2	1.83
78	7-1/2	2.32	63	98	8-1/2	2.85	98	63	8-0	1.98
84	8-0	2.50	68	106	8-1/2	3.08	106	68	8-1/2	2.13
90	8-1/2	2.68	72	113	9-1/2	3.28	113	72	9-0	2.25
96	9-0	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	10-0	3.20	87	136	9-3/4	3.90	136	87	10-0	2.68

△ ALSO EQUIVALENT ROUND DIMENSION FOR ELLIPTICAL PIPE.

**Dimensions for Reinforced Concrete Pipe**

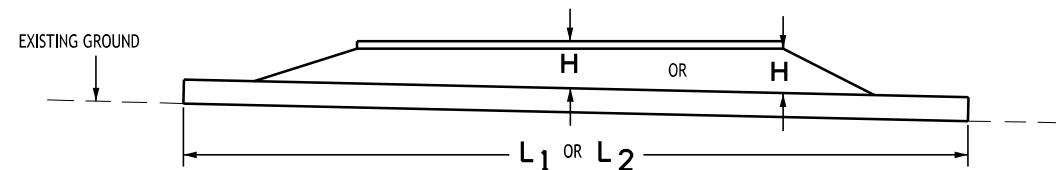
(FOR INFORMATION ONLY)



**Concrete Pipe with End Sections**

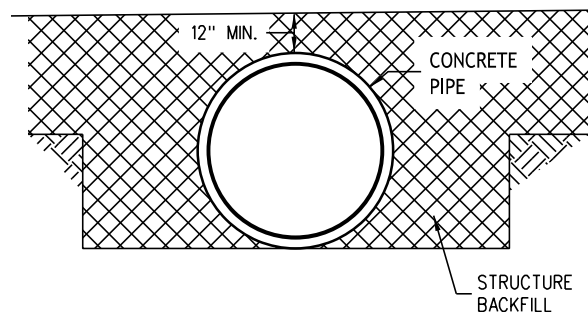
NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

- H = HEIGHT OF FILL OVER TOP OF PIPE, INCLUDING PAVEMENT THICKNESS.
- L<sub>1</sub> = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.
- L<sub>2</sub> = 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 pounds per cubic foot.
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<sub>sd</sub> (Yielding Bed). Bedding material for rigid pipe in soil shall be 3 inch loose thickness Structure Backfill Class 2. Bedding material for rigid pipe in rock shall be 12 inch 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**

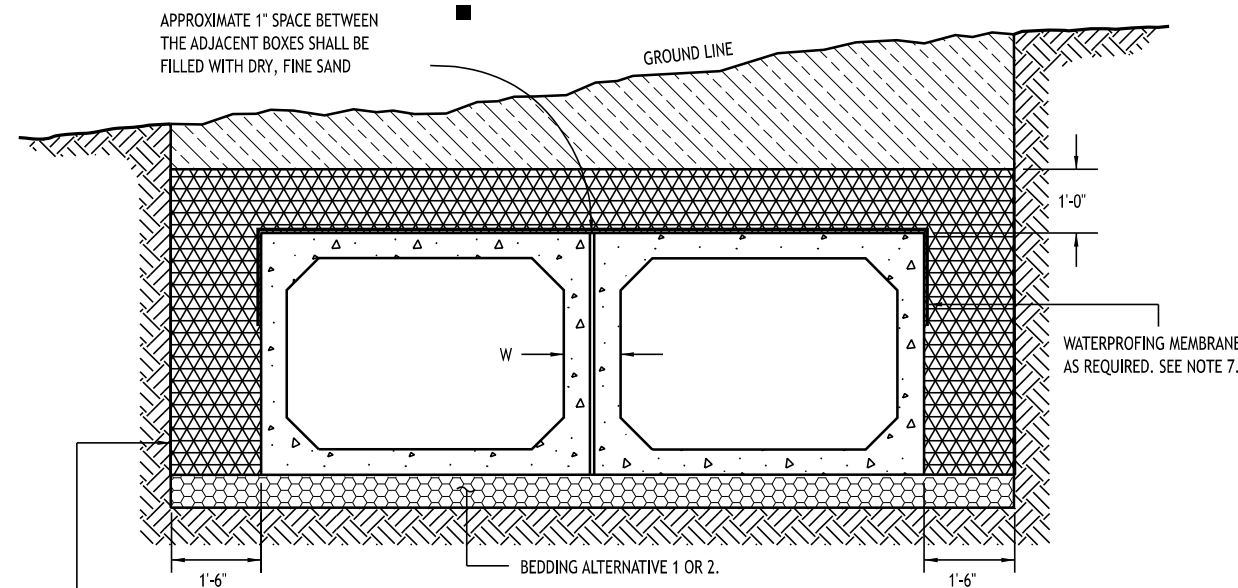
1. At the option of the Contractor, Non-Reinforced Concrete Pipe conforming to AASHTO M 86 may be used in lieu of Reinforced Concrete Pipe for all sizes 36 inches in diameter and smaller. The Non-Reinforced Concrete Pipe shall meet the same D-Load to produce the ultimate load under the three-edge bearing method as specified for Reinforced Concrete Pipe in conformance with AASHTO M 170. The contractor shall provide written certification of conformance. The wall thickness of the Non-Reinforced 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 Non-Reinforced Concrete Pipe.

TYPE OF PIPE	HEIGHT OF FILL OVER TOP OF PIPE, (FEET) H				
	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)

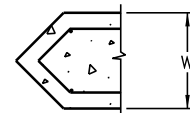
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Reinforced Concrete Pipe</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-603-2</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK				Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number:	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



EXCAVATION & BACKFILL WILL BE MEASURED AND PAID FOR TO THIS LINE IN ACCORDANCE WITH SECTION 206.

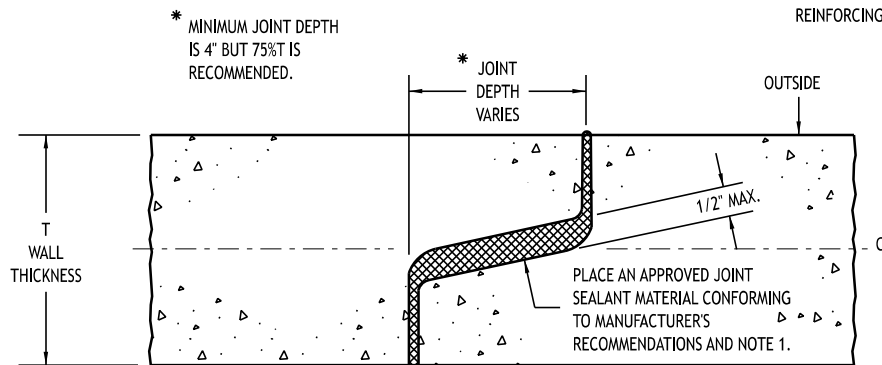
■ GROUT OR FOAM SEALANT SHALL BE USED WHEN SPECIFIED ON THE PLANS.

**Excavation & Backfill**  
(Double Parallel Precast Box Culvert Installation Shown)

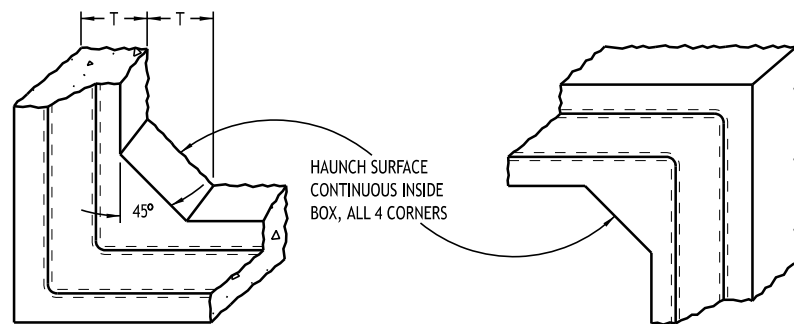


**Nose Angle Detail**

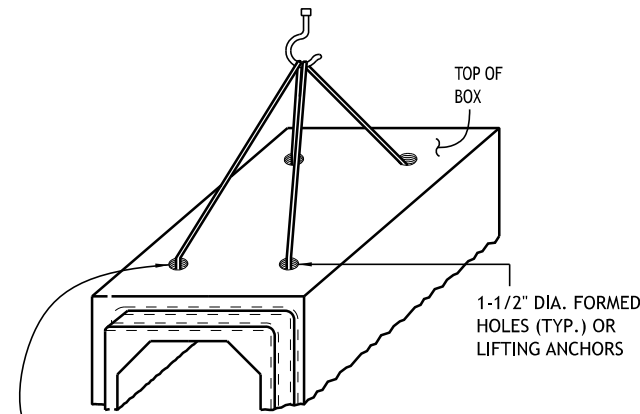
SEE STANDARD PLANS M-601-2, AND 3 TYPICAL AT ADJACENT BOXES DRILL AND GROUT REINFORCING BARS (TYP.)



**Typical Joint**

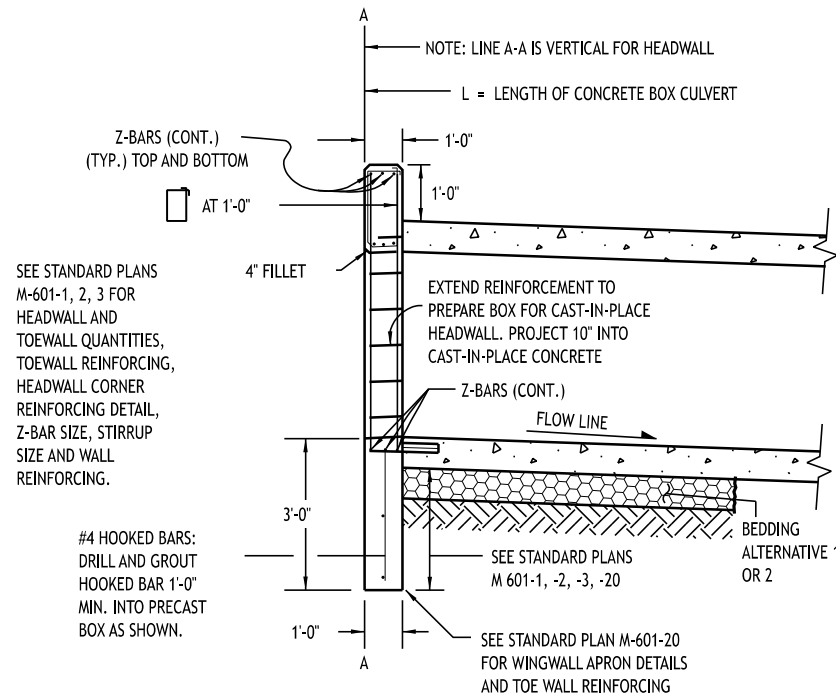


**Corners**



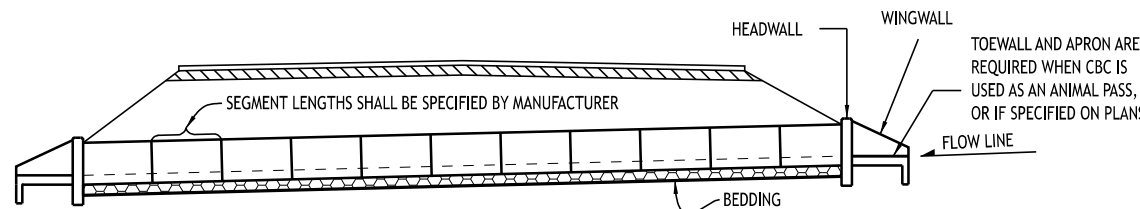
LIFTING HOLES (LOCATED BY MFR.) SHALL BE FILLED WITH GROUT BEFORE BACKFILLING IS STARTED, (2 HOLES PLACED DIAGONALLY MAY SUFFICE FOR SMALLER BOX SIZES). LIFTING ANCHOR RECESSES SHALL NOT BE FILLED.

**Lifting**



**Culvert End**

(WITH HEADWALL)



**Typical Culvert Installation**

**General Notes**

- All precast concrete box culverts shall conform to the LRFD Design Requirements of ASTM C 1577, and the following specifications:

ITEM OR CONDITION	AASHTO	EQUIV. ASTM	CDOT SPECIFICATION
PERFORMED JOINT MATERIAL	M 198, 6.1 OR 6.2	C 990, 6.1 OR 6.2	705.01

Electronically sealed design calculations, independent check, and rating for a precast concrete box with spans not included in C 1577 shall be provided by the manufacturer in accordance with the current CDOT Bridge Design and Rating Manuals.

- The contractor shall submit electronically sealed shop drawings to the Engineer for review prior to fabrication.

- 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 inch 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 a 3 inch thick, minimum, lean concrete base. Cement content = 250 pounds per cubic yard.

**Aggregate Gradation for Alternative 2 Bedding:**

Passing 2 inch Sieve	-	100%
Passing No. 4 Sieve	-	20% to 70%
Passing No. 200 Sieve	-	5% to 15%

- CBC joints using rubber gaskets shall meet ASTM C1677.
- 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 foot on each side of joints and shall overlap and be securely attached for at least 1 foot 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.
- A foundation investigation and report shall be required for any culvert span or combination of spans for multiple boxes 20 feet or greater.
- A waterproofing membrane or 30 mm thick geomembrane shall be provided for the top of the top slab and 18 inches down along the tops of the exterior walls for fill heights less than 2 feet.
- See M-601-1, 2, and 3 for Cast-in-Place Concrete Box Culvert details.

**Legend**

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

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Precast Concrete Box Culvert**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
<b>M-603-3</b>	
Standard Sheet No. 1 of 1	
Project Sheet Number:	

**Legend**

H = Allowable height of cover over the top of the pipe, excluding pavement thickness.

The minimum cover shall be the dimensions shown in the table below or the entire pavement structure thickness as defined in Specification 101.02, whichever is greater.

The minimum cover in the table below is measured from the top of the pipe to the bottom of the pavement: HMA or PCCP

Fill heights and design assumptions are based on AASHTO LRFD Bridge Design Specifications, 8th Edition, Section 12, for 900 PSI long term strength of HDPE, and AASHTO T180 minimum relative compaction of 95%.

Fill heights are based on AASHTO M294 for Polyethylene Type S pipes with outer, corrugated walls and smooth inner liners.

L<sub>1</sub> = Length of pipe to be measured when placed in accordance with Section 624.

L<sub>2</sub> = Length of pipe to be measured when placed in accordance with Section 603.

M = The minimum spacing between the outside walls of multiple pipes or end sections is 18 inches or 1/2(d), whichever is greater.

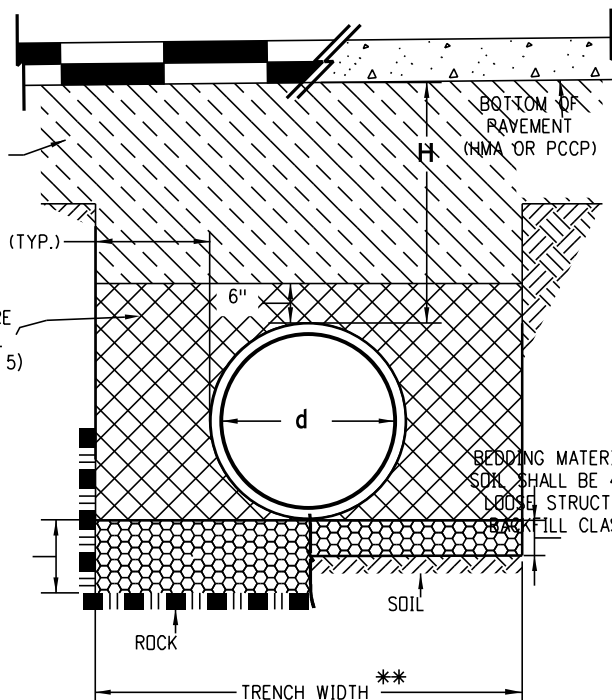
d = Inner diameter of pipe.

EMBANKMENT OR SPECIFIED MATERIAL

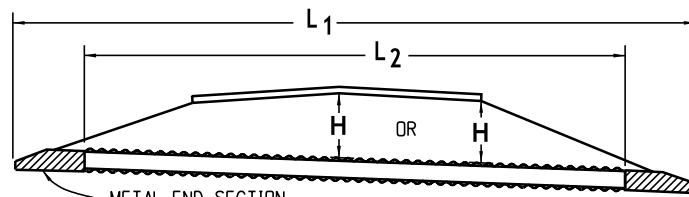
STRUCTURE BACKFILL (SEE NOTE 5)

BEDDING MATERIAL IN ROCK SHALL BE 12" OF LOOSE STRUCTURE BACKFILL CLASS 1

BEDDING MATERIAL IN SOIL SHALL BE 4" OF LOOSE STRUCTURE BACKFILL CLASS 1

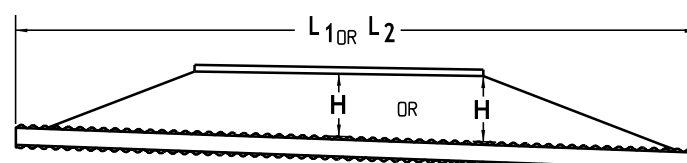


**Installation of Pipe**



Note: use the H that is greater for maximum allowable fill height.

**Pipe with End Sections**

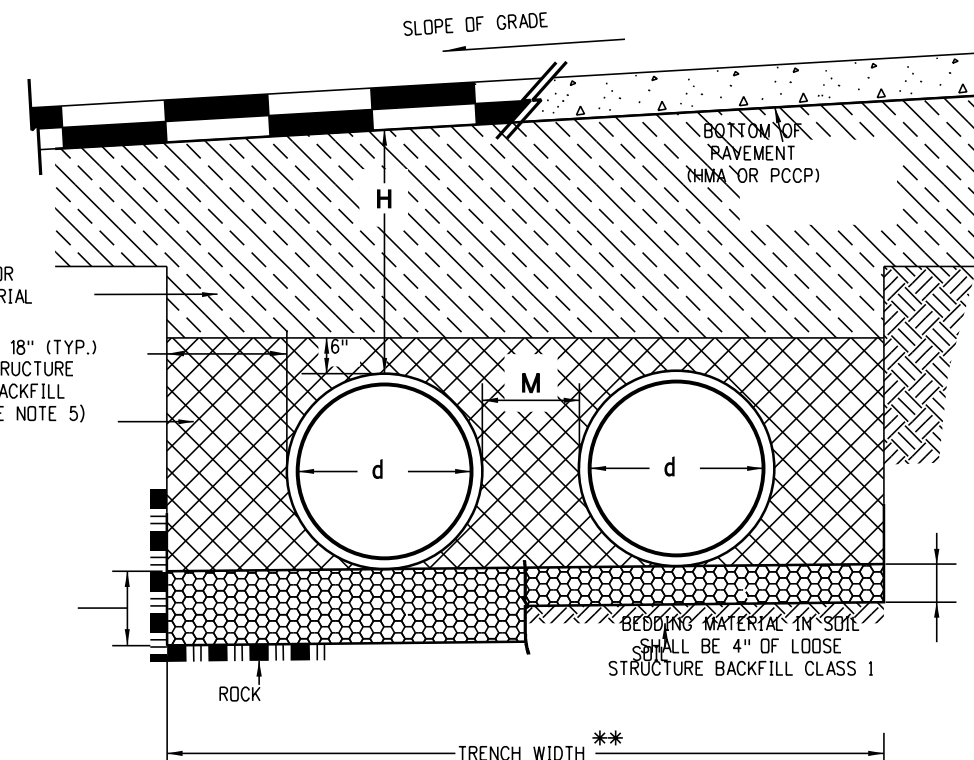


Note: use the H that is greater for maximum allowable fill height.

**Pipe without End Sections**

**General Notes**

1. All pipes shall meet the requirements of AASHTO M294 for Polyethylene Type S 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 for temporary/construction loads shall be provided during construction to protect the pipe from damage as shown in the table. Final maximum cover heights (H) shall not be exceeded during construction.
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. H minimum may be reduced to one foot for low volume approach roads not on state highways for pipes 24 inches or less in diameter.
7. For flowable fill installations, refer to Section 206.02(a). Contractor shall be responsible to maintain proper pipe alignment and prevent displacement due to pipe bouancy.



**Installation of Multiple Pipes**

Note: M is 12 inches for diameters (d) up to and including 24 inches and d/2 for greater diameters.

\*\* Trench width assumes stable in-situ side wall

HIGH DENISTY POLYETHYLENE (HDPE) FINAL FILL HEIGHTS				
PIPE DIA. d (IN.)	H MIN. COVER (FT.)	H MAXIMUM COVER (FT.)		
		FLOWABLE FILL COMP.	CDOT CLASS 3 AND A-1, A-3 95%	CDOT CLASS 1, 2, AND A-2-4, A-2-5 95%
12	1	35	24	17
15	1	38	25	18
18	1	36	24	17
24	1	28	20	14
30	1	28	20	14
36	1	26	18	13
42	1	23	16	11
48	1	25	17	12
54	1	22	16	11
60	2	25	17	12

**Minimum and Maximum Cover**

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

**Minimum Cover for Construction Loads**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204</p>	<p><b>Corrugated Polyethylene Pipe (AASHTO M294)</b></p>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-603-4A</b>
Last Modification Date: 07/01/2026	Last Modified By: DLK					<b>Standard Sheet No. 1 of 2</b>
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				DLK	Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number:

**General Notes**

1. All pipes shall meet the requirements of AASHTO M330 for Polypropylene Type S for Polypropylene Pipe (PP) 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 for temporary/construction loads shall be provided during construction to protect the pipe from damage as shown in the in table. Final maximum cover heights (H) shall not be exceeded during construction.
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. H min. may be reduced to one foot for low volume approach roads not on state highways for pipes 24 inches or less in diameter.
7. For flowable fill installations, refer to Section 206.02(a). Contractor shall be responsible to maintain proper pipe alignment and prevent displacement due to pipe bouancy.

**Legend**

**H =** Allowable height of cover over the top of the pipe, excluding pavement thickness.

The minimum cover shall be the dimensions shown in the table below or the entire pavement structure thickness as defined in Specification 101.02, whichever is greater.

The minimum cover in the table below is measured from the top of the pipe to the bottom of the pavement: HMA or PCCP.

Fill heights and design assumptions are based on AASHTO LRFD Bridge Design Specifications, 8th Edition, Section 12, and AASHTO T180 minimum relative compaction of 95%.

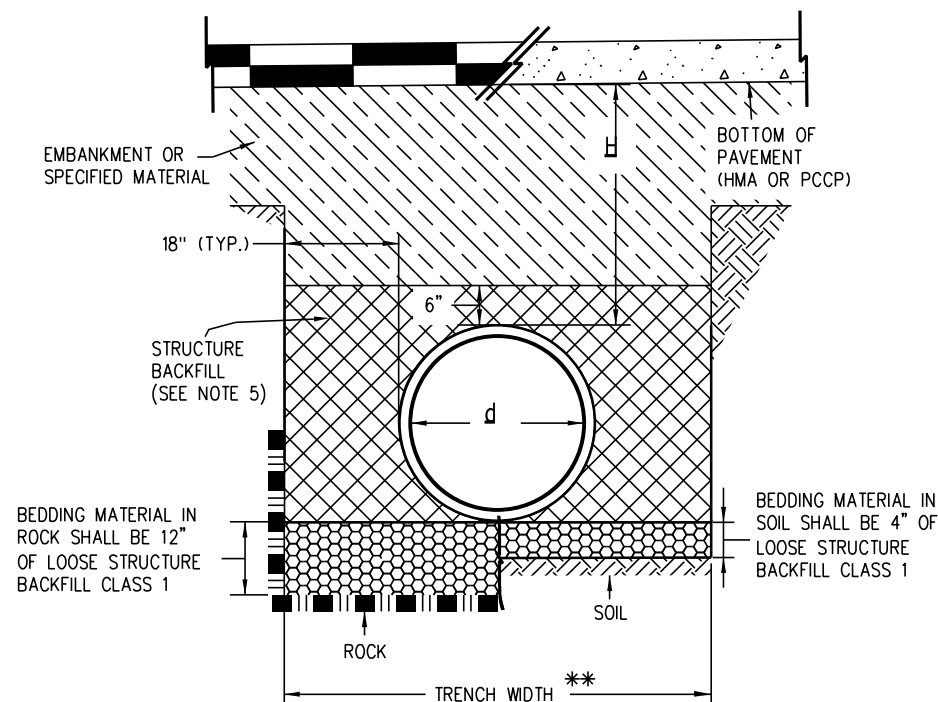
Fill heights are based on AASHTO M330 for Polypropylene Type S pipes with outer, corrugated walls and smooth inner liners.

**L<sub>1</sub> =** Length of pipe to be measured when placed in accordance with Section 624.

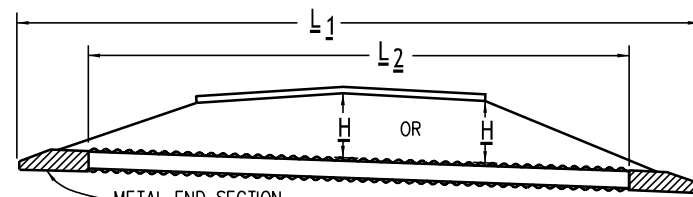
**L<sub>2</sub> =** Length of pipe to be measured when placed in accordance with Section 603.

**M =** The minimum spacing between the outside walls of multiple pipes or end sections is 18 inch or 1/2(d), whichever is greater.

**d =** Inner diameter of pipe.

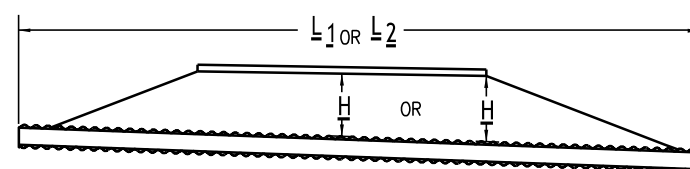


**Installation of Pipe**



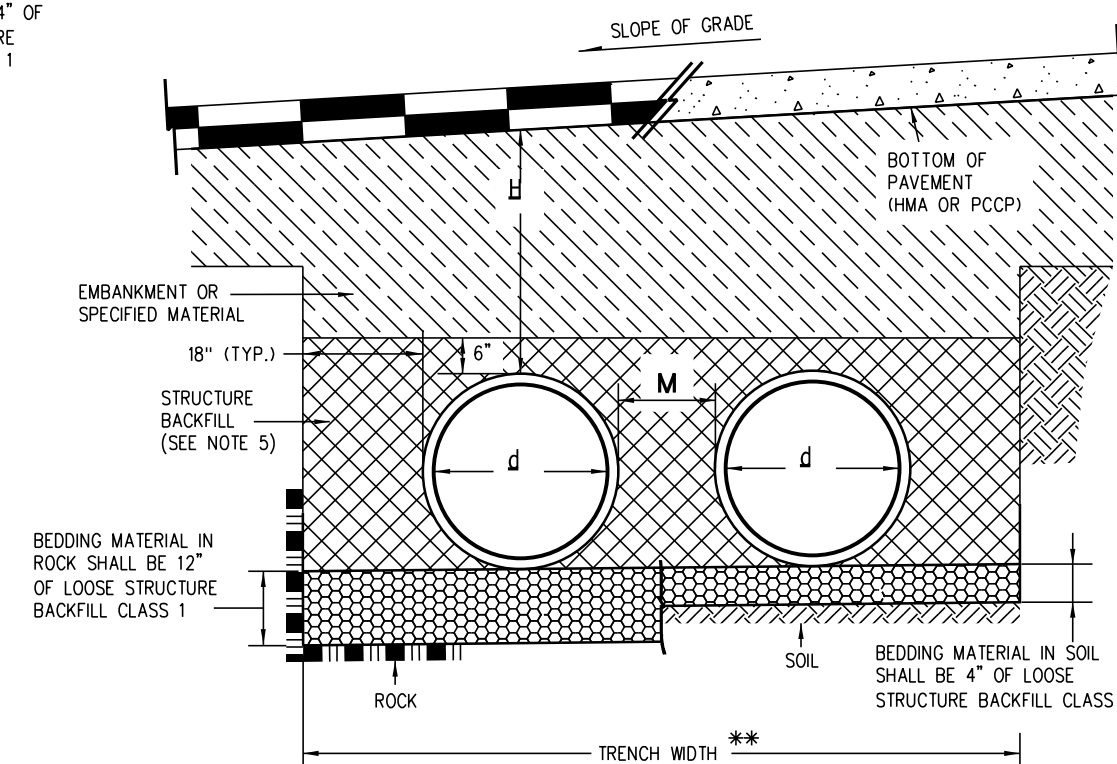
NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

**Pipe with End Sections**



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

**Pipe without End Sections**



**Installation of Multiple Pipes**

Note: M is 12 inches for diameters (d) up to and including 24 inches and d/2 for greater diameters.

\*\*Trench width assumes stable in-situ side wall

POLYPROPYLENE (PP) FINAL FILL HEIGHTS				
PIPE DIA. d (IN.)	H MIN. COVER (FT.)	H MAXIMUM COVER (FT.)		
		FLOWABLE FILL COMP.	CDOT CLASS 3 AND A-1, A-3	CDOT CLASS 1, 2, AND A-2-4, A-2-5
12	1	41	28	20
15	1	42	29	21
18	1	44	30	22
24	1	30	21	16
30	1	39	27	19
36	1	28	20	14
42	1	30	21	15
48	1	29	20	14
60	2	29	20	14

**Minimum and Maximum Cover**

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

**Minimum Cover for Construction Loads**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

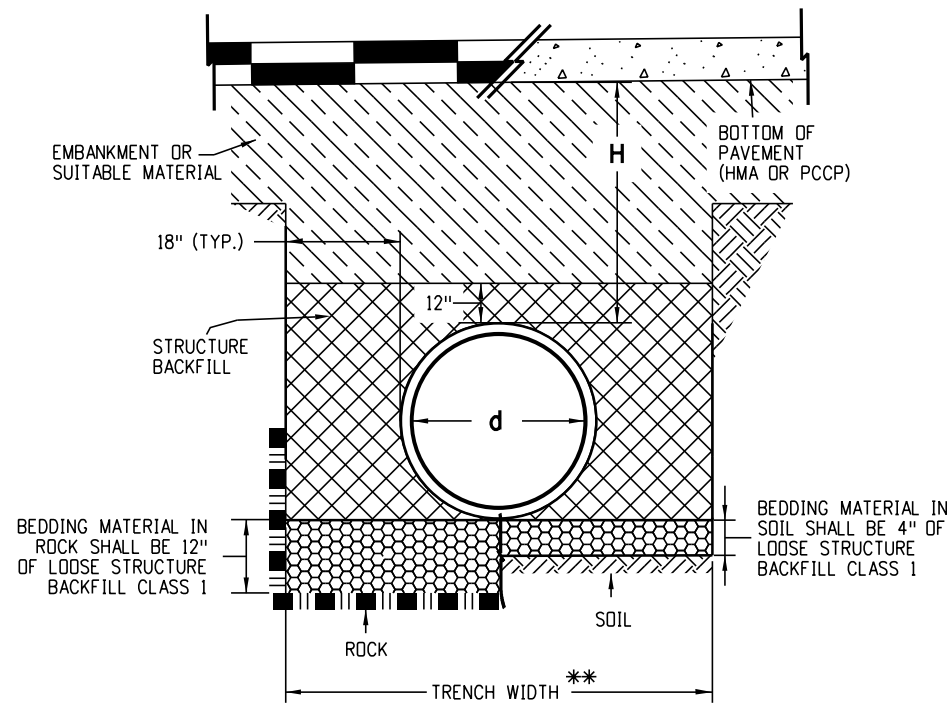
**Corrugated Polypropylene Pipe (AASHTO M330)**

Issued by Construction Engineering Services: July 01, 2026

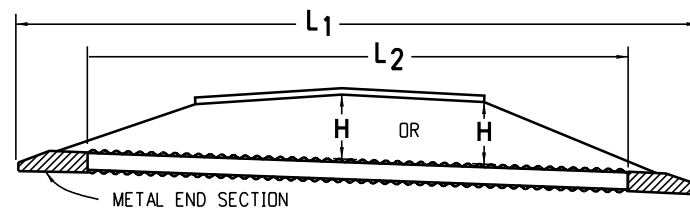
Standard Plan No.
<b>M-603-4B</b>
Standard Sheet No. 2 of 2
Project Sheet Number:

**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<sub>1</sub>** = Length of pipe to be measured when placed in accordance with CDOT Standard Specification Section 624.
- L<sub>2</sub>** = Length of pipe to be measured when placed in accordance with CDOT Standard Specification Section 603.

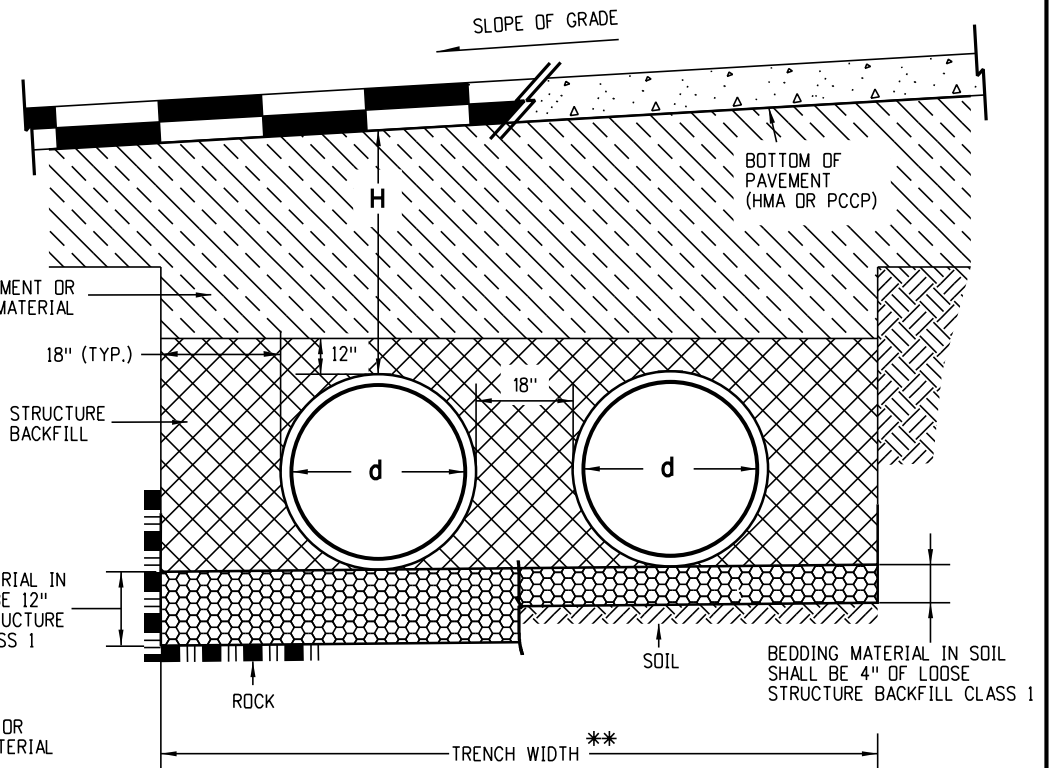


**Installation of Pipe**



Note: Use The **H** That Is Greater For Maximum Allowable Fill Height.

**Pipe with End Sections**

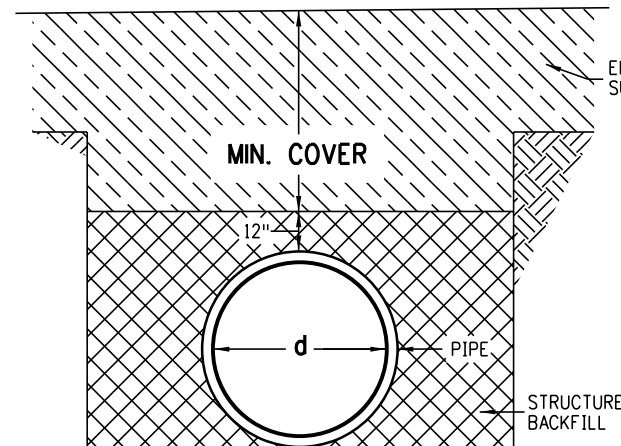


**Installation of Multiple Pipes**

\*\* 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	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**

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**

- General Notes**
- 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.
  - For pipes with diameters of 15 inches or less, solid wall PVC pipes meeting AASHTO M278 may be used.
  - When a pipe is to be extended, the same pipe material and size as in the original installation shall be used.
  - Minimum cover shall be provided during construction to protect the pipe from damage.
  - 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.
  - Structure Backfill material shall be Class 1.
  - H minimum may be reduced to one foot for low volume approach roads not on State Highways for pipes 24 inches or less in diameter.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

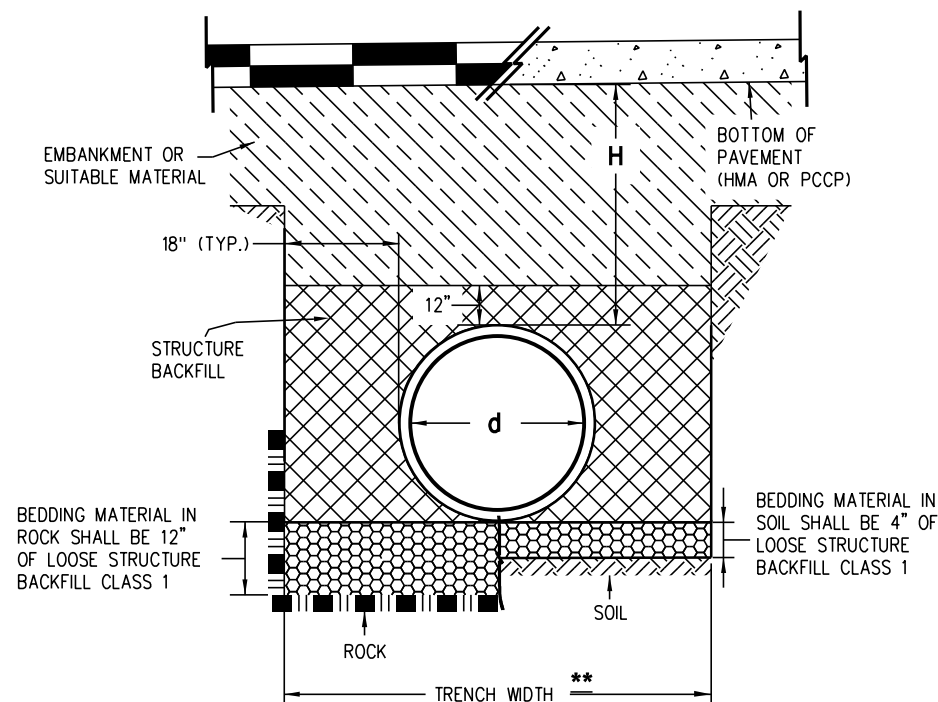
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Polyvinyl Chloride (PVC) Pipe (AASHTO M304)**  
 Issued by Construction Engineering Services: July 01, 2026

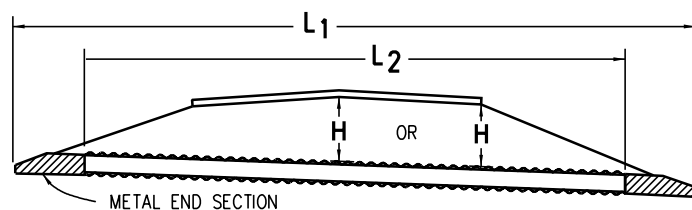
**Standard Plan No. M-603-5**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:

**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 MP20, 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<sub>1</sub>** = Length of pipe to be measured when placed in accordance with CDOT Standard Specification Section 624.
- L<sub>2</sub>** = Length of pipe to be measured when placed in accordance with CDOT Standard Specification Section 603.
- +** = The minimum spacing between the outside walls of multiple pipes or end sections is 18" or d/2, whichever is greater.

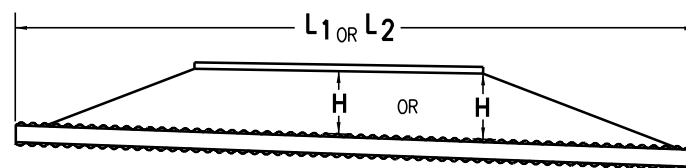


**Installation of Pipe**



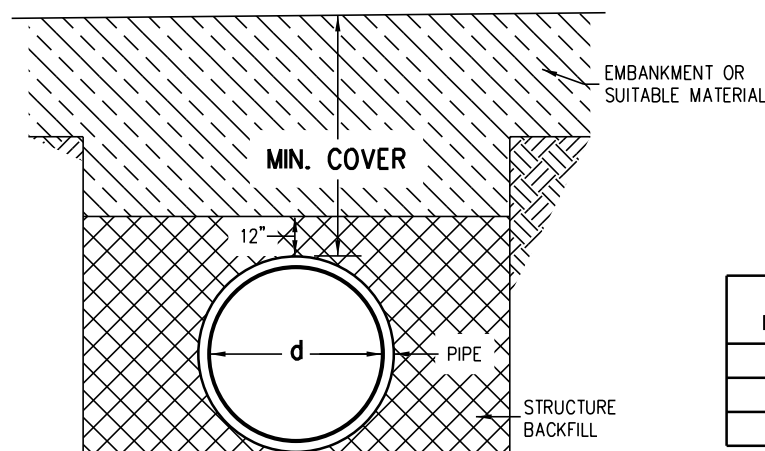
Note: Use the **H** that is greater for maximum allowable fill height.

**Pipe With End Sections**

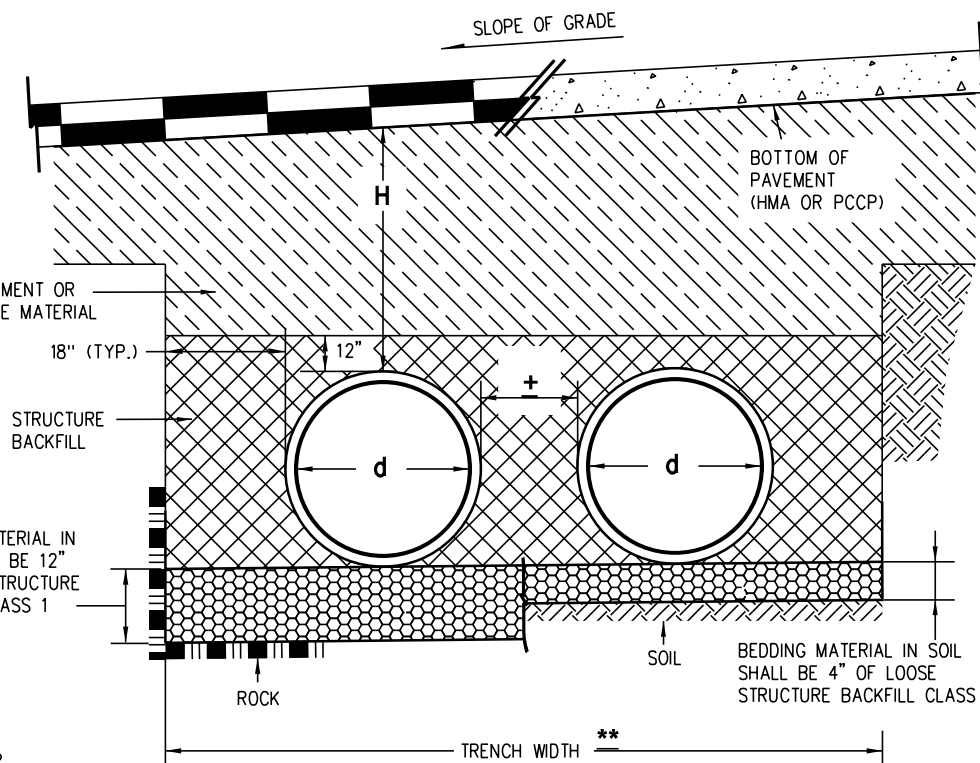


Note: Use the **H** that is greater for maximum allowable fill height.

**Pipe Without End Sections**



**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
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**

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.

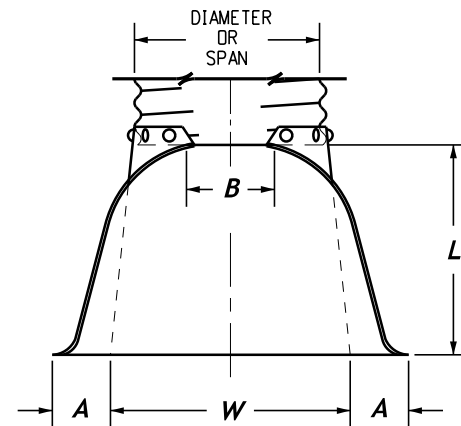
**Minimum and Maximum Cover**

**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.

<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26</p> <p>Designer Initials: JBK</p> <p>Last Modification Date: 07/01/2026</p> <p>Last Modified By: DLK</p> <p>CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>	<p><b>Sheet Revisions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">Date:</th> <th style="width: 90%;">Comments</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b></p> <p>2829 West Howard Place Denver, CO 80204</p> <p>DLK</p>	<p><b>Steel Reinforced Polyethylene Ribbed Pipe (AASHTO MP 20)</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<p><b>Standard Plan No. M-603-6</b></p> <p>Standard Sheet No. 1 of 1</p> <p>Project Sheet Number: _____</p>
Date:	Comments											

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

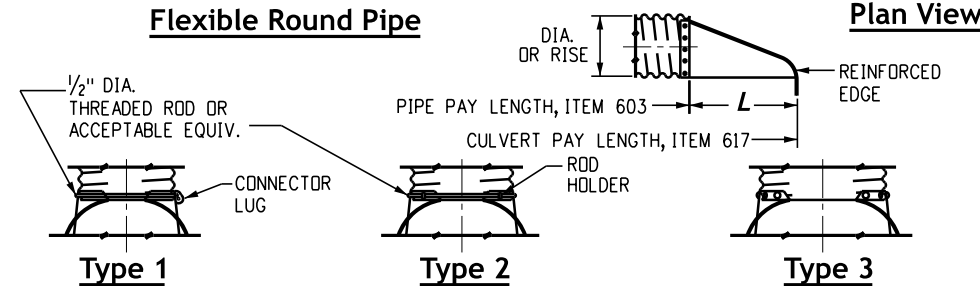


**Flexible Round Pipe**

PIPE ARCH	THICKNESS	DIMENSIONS					
		A	B	H	L	W	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**

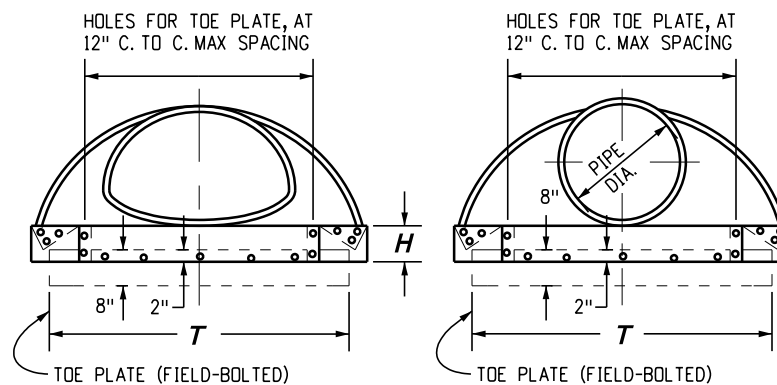
- General Notes**
- Dimensions of end sections may vary slightly from those shown on the tables due to different manufacturers' configurations.
  - Concrete end sections shall be furnished with tongue or groove as required.
  - Design length of pipe or side drain is based on length of end section shown in table. Any additional pipe required to provide the design length shall be furnished by the Contractor at no additional cost to the project.
  - The inside configuration and the joint of concrete end section and pipe shall match.
  - End sections for Corrugated Metal Pipe-Arch shall match the dimensions of the pipe shown on the plans.
  - 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 3/8 in. galvanized bolts, nuts and washers.
  - Galvanized steel shall conform to AASHTO M 111, M 218 or M 232.
  - 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.
  - Connections of metal end sections to plastic pipe shall be approved by the Engineer. Plastic end sections shall not be used.
  - The end section style, either regular or safety, shall be as shown on the plans.
  - At the option of the Contractor and approval of the CDOT Project Engineer, 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 CDOT Standard Specification Subsection 601.03.



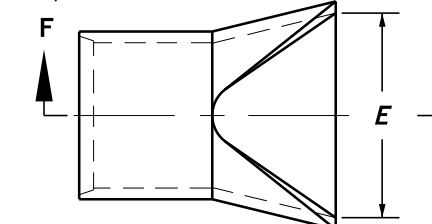
For 18-inch thru 24-inch round pipe with annular corrugations. Not to be used on helically-formed pipe unless recorrugated.

For 30-inch thru 36-inch round pipe with annular corrugations. Not to be used on helically-formed pipe unless recorrugated.

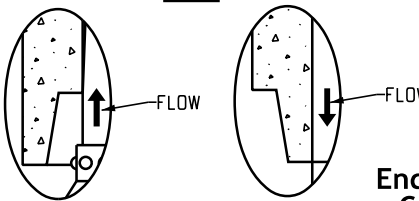
For 42-inch thru 84-inch round pipe with annular corrugations and all sizes with helical corrugations and for all metal pipe arch culverts. Shop attach a 24 inch minimum length of annular pipe with galvanized rivets or bolts, spot welds, or 2-inch long skip welds on 8-inch CTRS. Repair burnt galvanizing in accordance with CDOT Standard Specification Subsection 707.09.



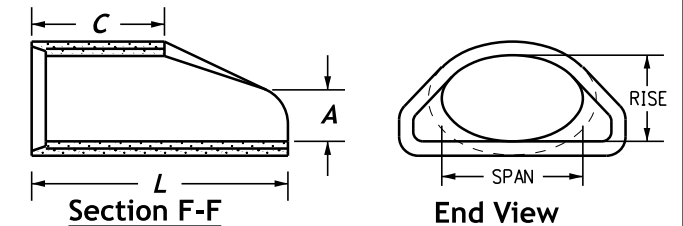
**Elevations**



**Plan**



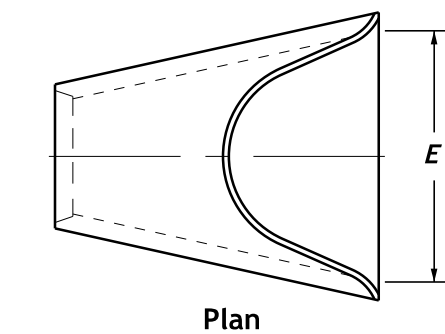
**Detail A**



**Section F-F**

**End View**

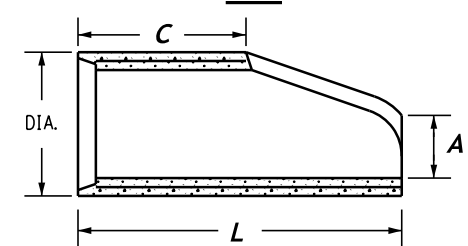
**End Section and Connection Details for Round and Arch Metal Pipes**



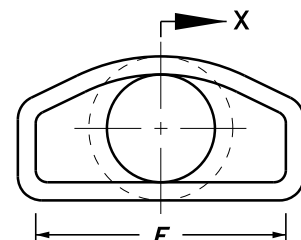
**Plan**

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**

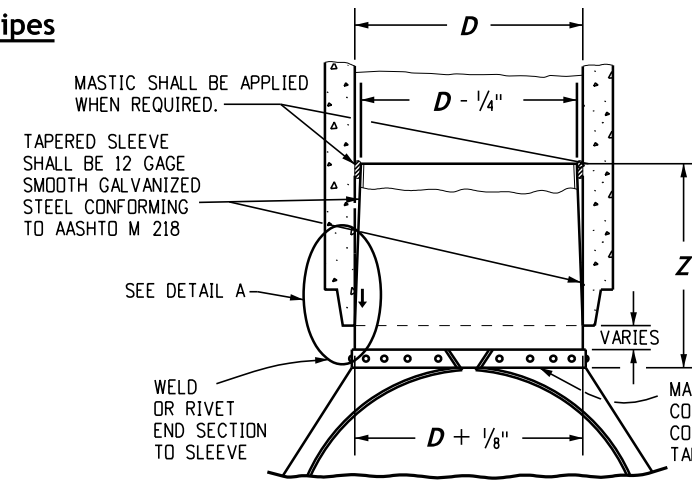


**Section X-X**



**End View**

**End Section for Reinforced Concrete Circular Pipe**



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

**Steel End Section for Concrete Circular Pipe**

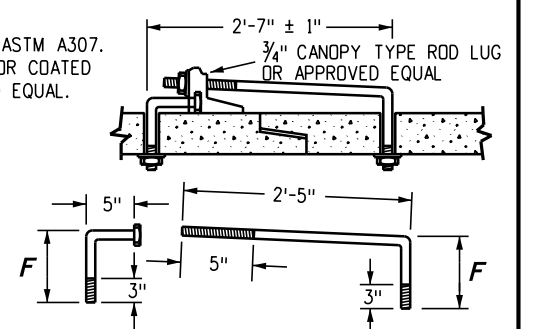
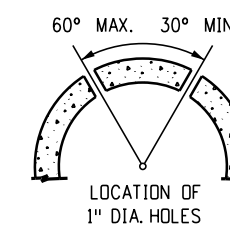
(ALTERNATIVE FOR CONCRETE END SECTION)

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

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

**End Section for Reinforced Concrete Elliptical Pipe**

3/4" GALVANIZED ANCHOR BOLTS, NUTS AND WASHERS, MILD STEEL, ASTM A307. ROD LUG SHALL BE GALVANIZED OR COATED WITH EPOXY PAINT OR APPROVED EQUAL.



**Concrete Joint Fastener (Two per Joint)**

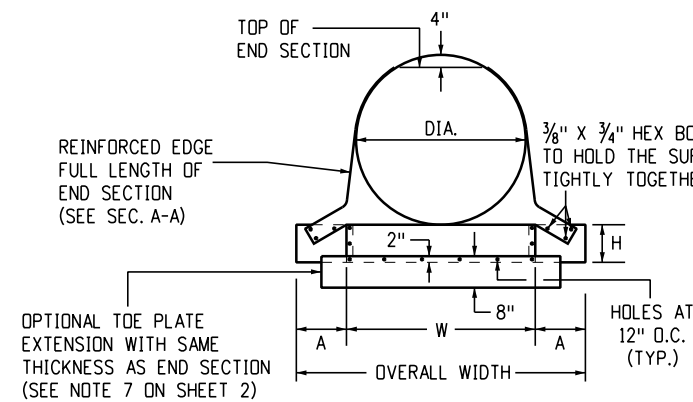
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

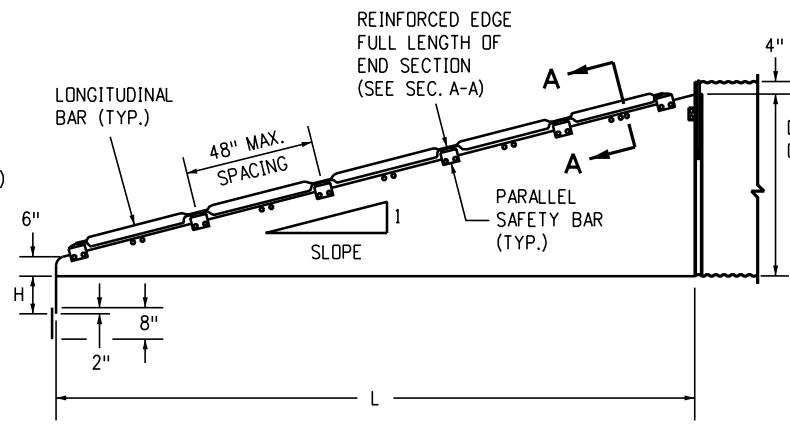
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204 DLK

**Concrete and Metal End Sections**  
 Issued by Construction Engineering Services: July 01, 2026

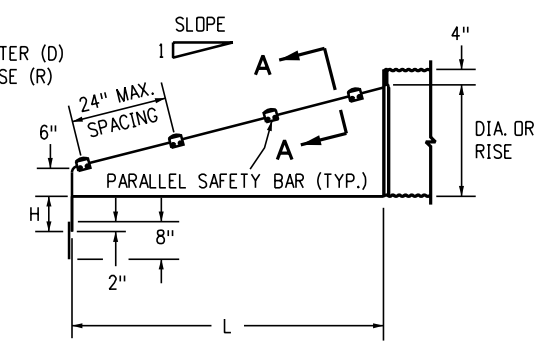
**Standard Plan No. M-603-10**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:



FRONT VIEW  
**Round Pipe Culvert**



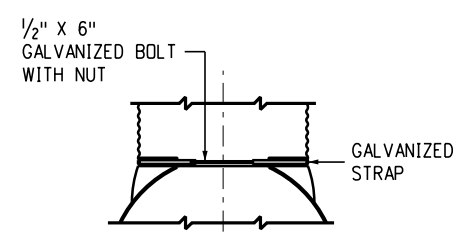
ELEVATION VIEW  
**Cross Drainage End Section**



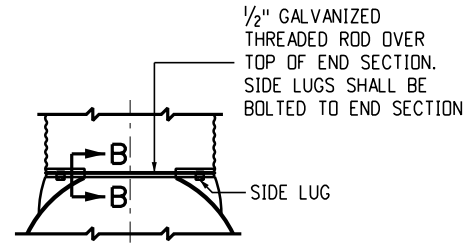
ELEVATION VIEW  
**Parallel Drainage End Section**

**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.



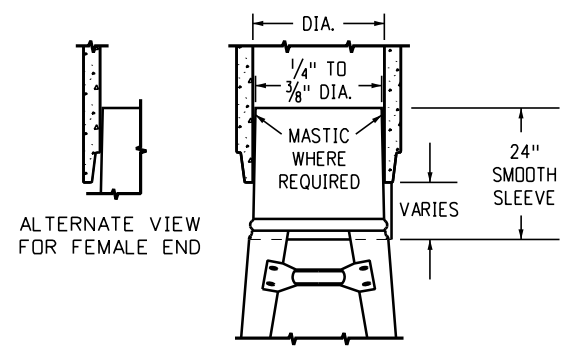
FOR ROUND AND ELLIPTICAL PIPES WITH 24 INCHES OR LESS DIAMETERS  
**TYPE 1**



FOR ROUND AND ELLIPTICAL PIPES WITH 30 INCHES OR GREATER DIAMETERS  
**TYPE 2**

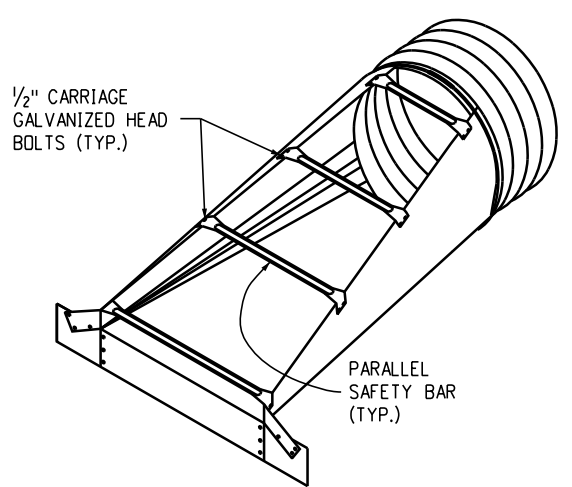
**Connector Details**

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

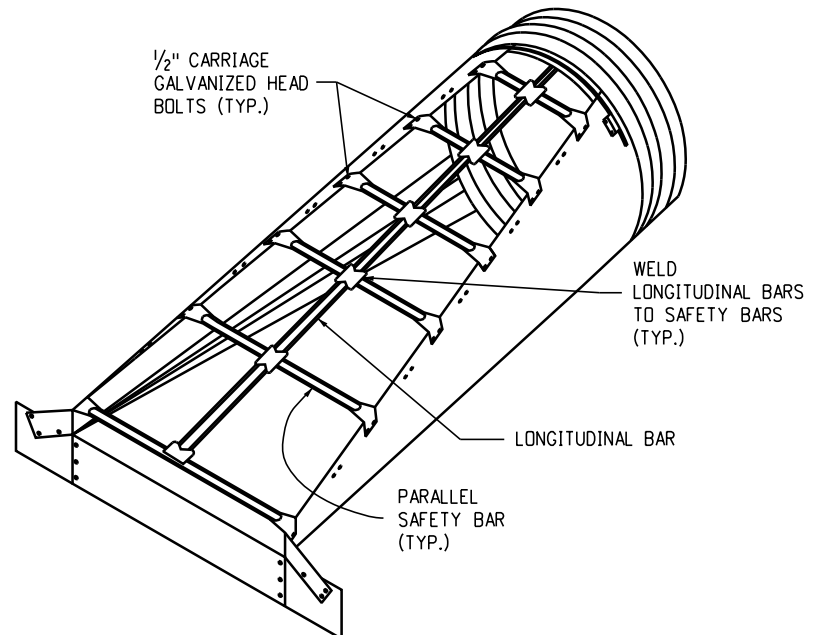


FOR ALL SIZES OF CONCRETE ROUND OR PIPE ARCHES  
**Taper Sleeve Connection**

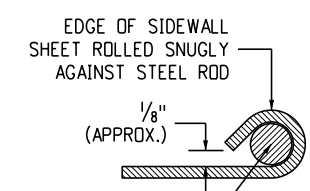
METAL END SECTIONS FOR ROUND PIPE CULVERT							
PIPE DIA. SIZE (INCHES)	METAL THICK MIN. (INCH/GAGE)	DIMENSIONS (INCHES)					
		A	H	W	OVERALL WIDTH	L	
						Slope = 4	Slope = 6
18	0.064/16	8	6	24	40	32	47
24	0.064/16	8	6	30	46	55	83
30	0.109/12	12	9	36	60	79	118
36	0.109/12	12	9	42	66	102	154
42	0.109/12	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



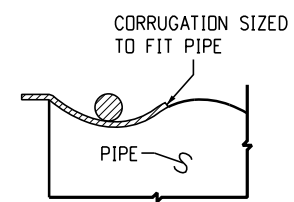
**Parallel Drainage End Section**



**Cross Drainage End Section**

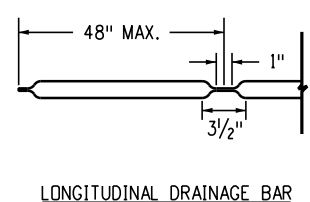


**Section A-A**

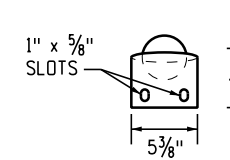


**Section B-B**

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**

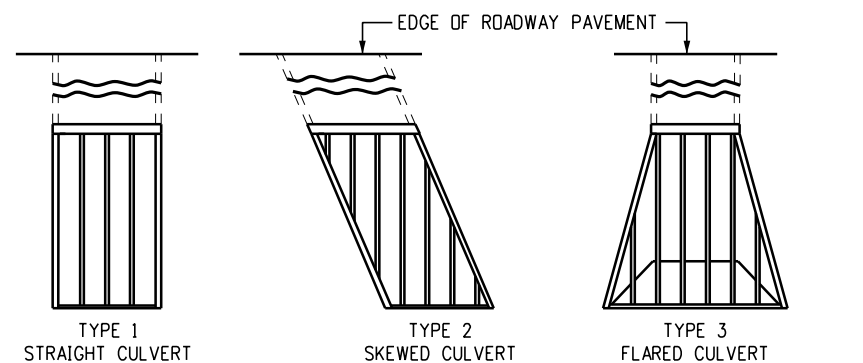
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

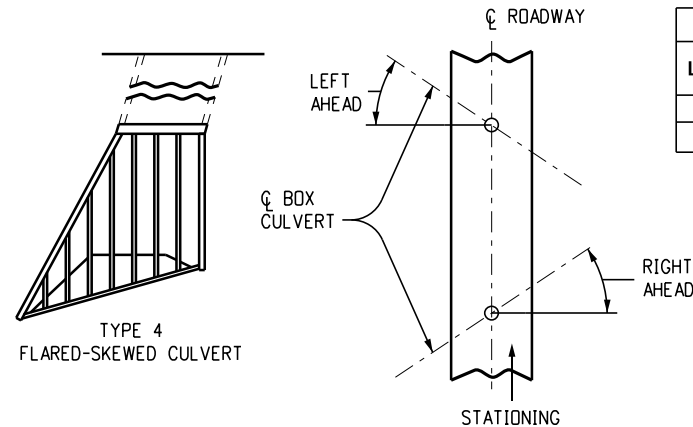
**Traversable End Sections and Safety Grates**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No. M-603-12**  
**Standard Sheet No. 1 of 3**  
 Project Sheet Number:



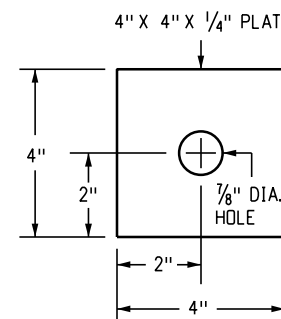
**Installation Types**

GRATE BARS SHALL BE PERPENDICULAR TO DIRECTION OF TRAFFIC FLOW.

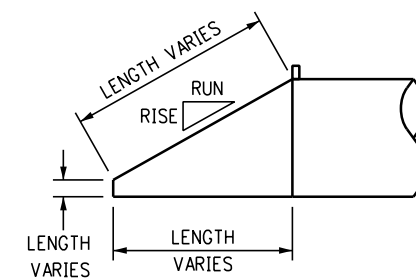


**Skew Angle Determination**

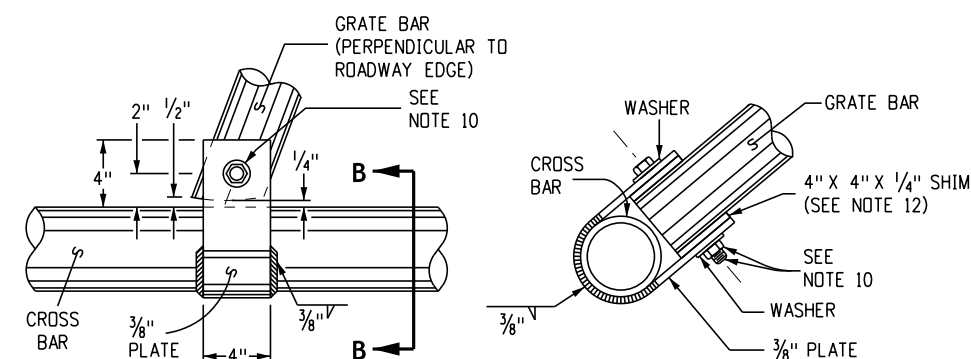
GRATE & CROSS BAR SIZE REQUIREMENTS		
LENGTH OF SPAN	NOMINAL PIPE SIZE (SEE NOTE 7)	O.D. SIZE
LESS THAN 12'	3.0"	3.0"
12' - 16'	3.5"	3.5"



**Shim Detail**



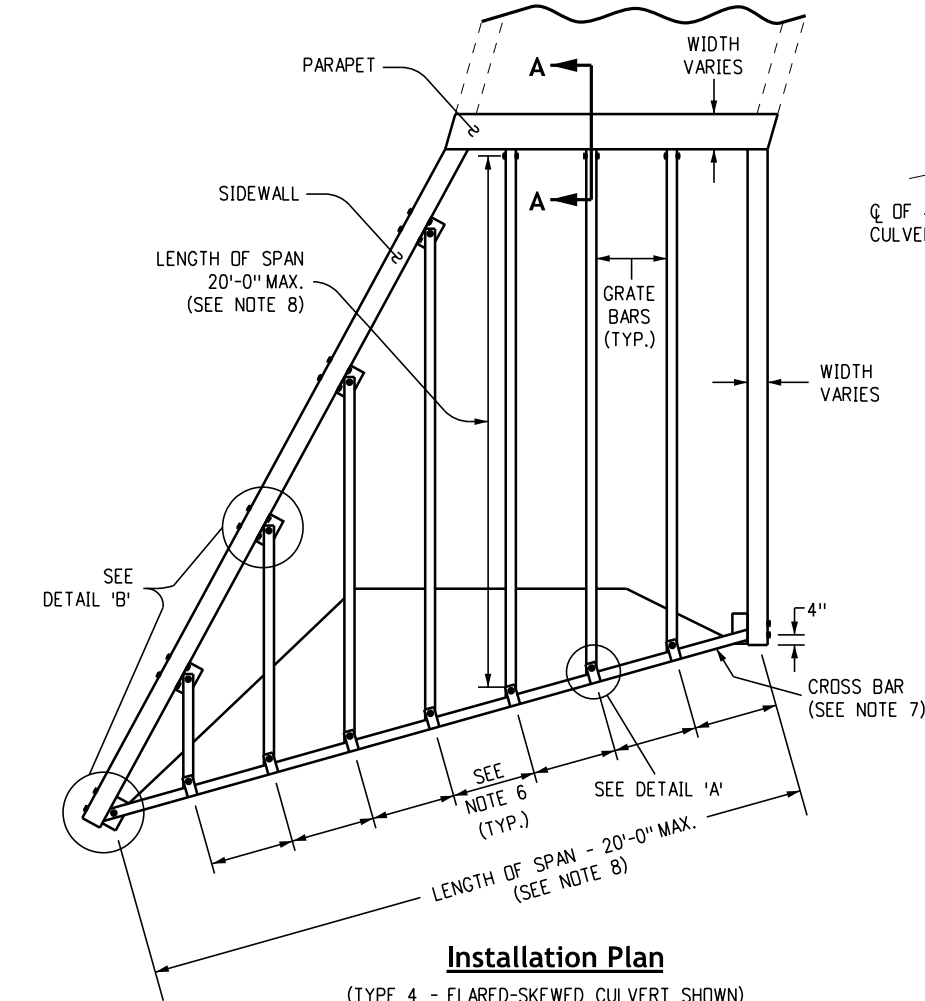
**Side View**



**Detail "A"**

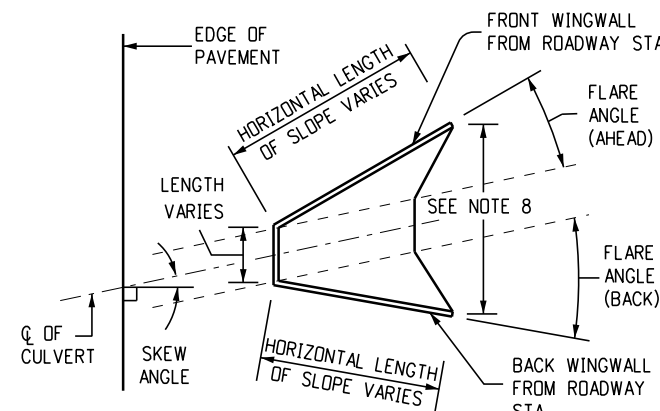
TOP VIEW

**Section B-B**

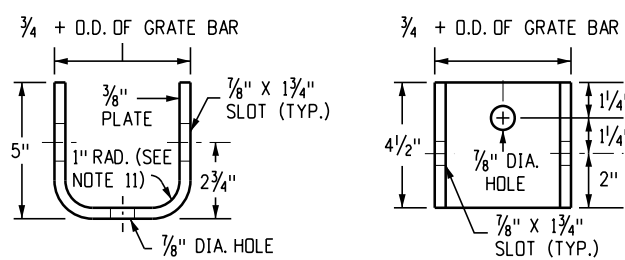


**Installation Plan**

(TYPE 4 - FLARED-SKEWED CULVERT SHOWN)



**Top View**

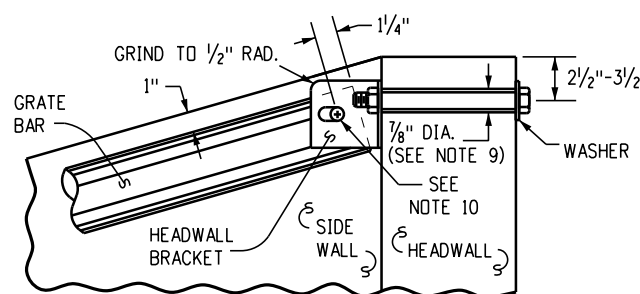


**Headwall Bracket**

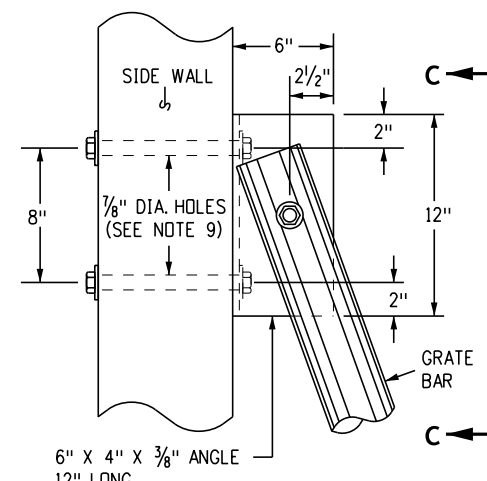
TOP VIEW

**Headwall Bracket**

FRONT VIEW

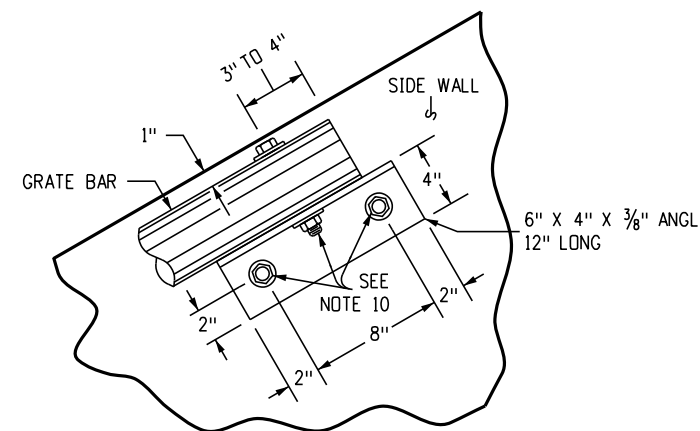


**Section A-A**



**Detail "B"**

TOP VIEW



**Section C-C**

**Notes**

- Shop drawings shall be submitted per Section 105.02 of the CDOT Standard Specifications.
- Hardware such as bolts, washers, and lock nuts shall be hot-dipped galvanized per ASTM A123.
- Intended for use on terrain 1V:4H slopes with a clear runout for errant vehicles. Guardrail is the preferred option on steeper terrain or with higher traffic volumes.
- Minimum Schedule 40 pipe shall be used, galvanized all pipes, fittings and hardware after all cutting, welding, drilling, and fabrication.
- Both ends of culvert shall be treated to prevent debris from entering
- Equally spaced 24 inches minimum to 30 inches maximum from edge of sidewall to center of bracket, or from center-to-center of bracket.
- The cross bar diameter shall be equal to or greater than the grate bar diameter.
- If more than 20 feet than a midspan support shall be required. See Sheet 3.
- Drill holes using equipment designed to cut through concrete and reinforcing steel.
- Use a 3/4 inch bolt, lock nut and washers. All holes are to be 7/8 inch in diameter.
- Bend plates or strips without cracking material.
- Shim thickness equals the difference in diameters of the grate bar and cross bar.

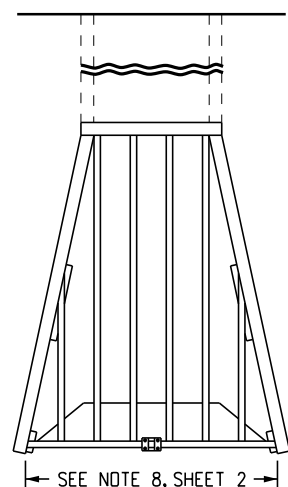
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

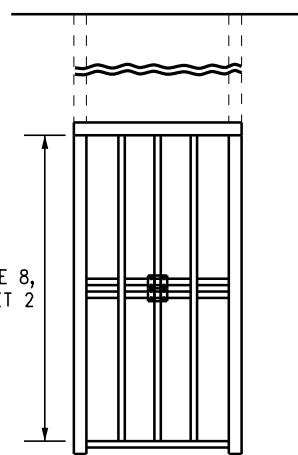
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Traversable End Sections and Safety Grates**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
M-603-12
Standard Sheet No. 2 of 3
Project Sheet Number:



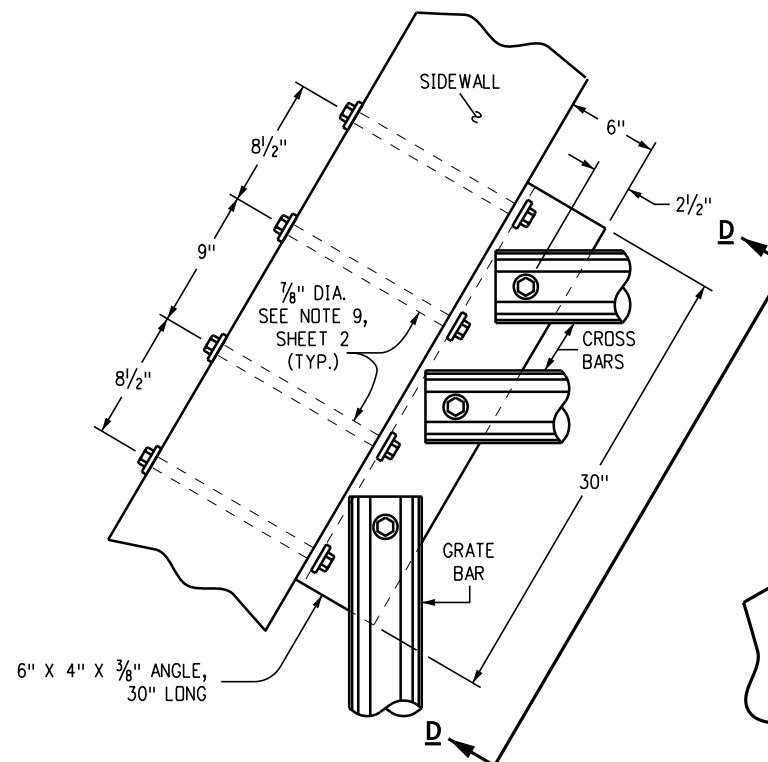
**Case 1**



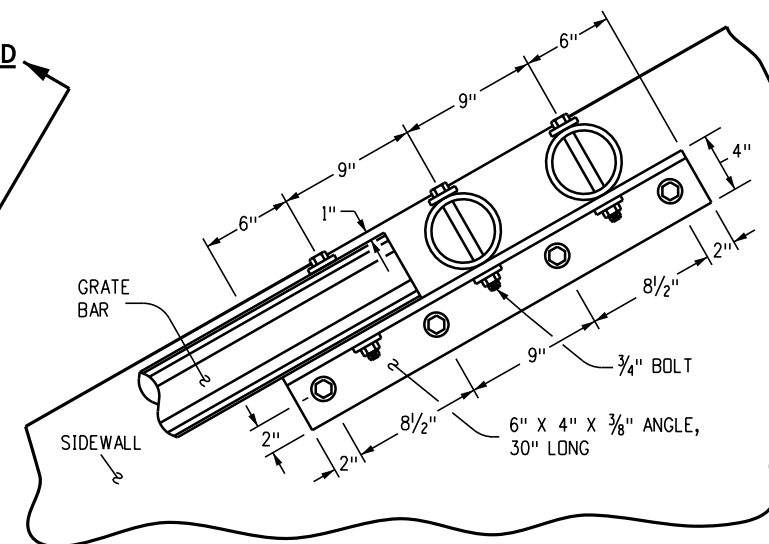
**Case 2**

SEE NOTE 8, SHEET 2

SEE NOTE 8, SHEET 2



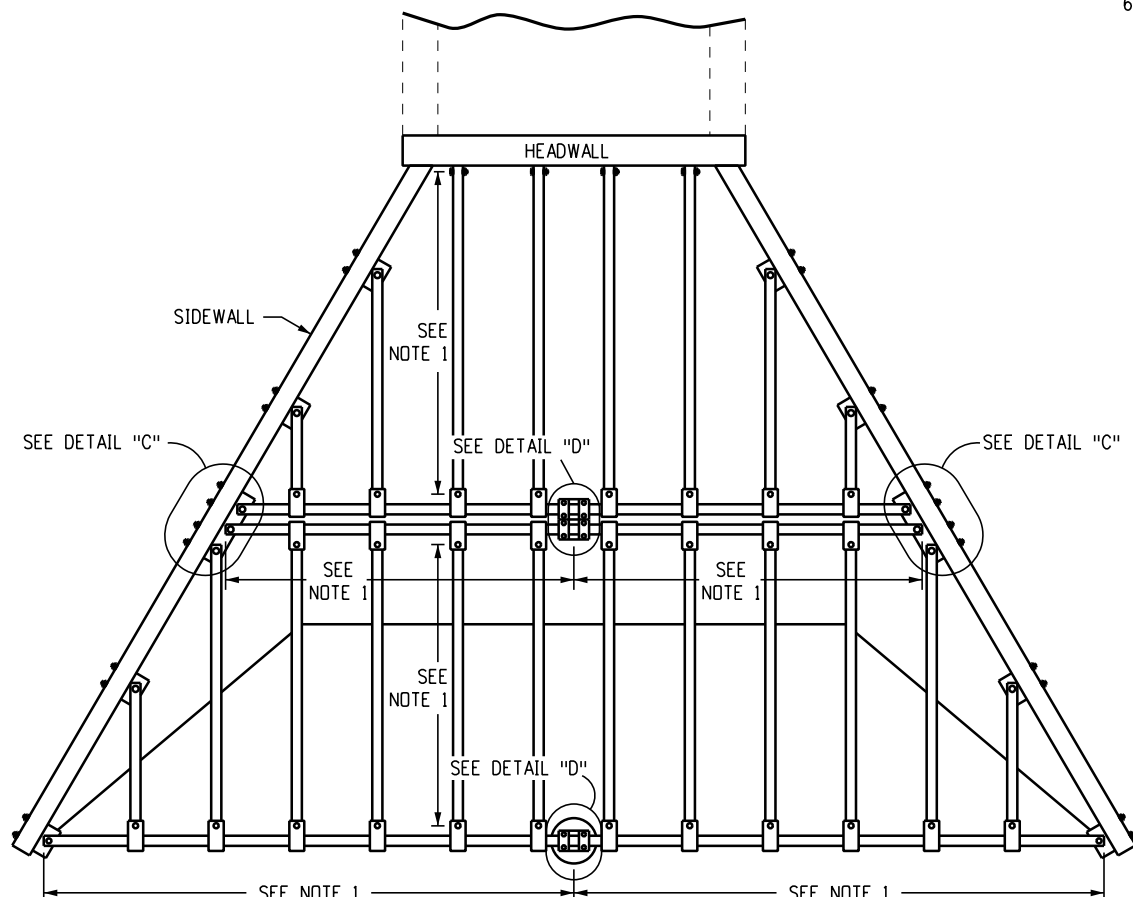
**Detail "C"**



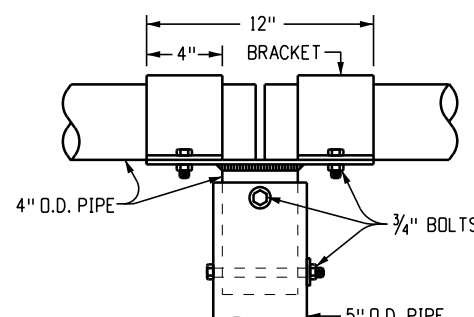
**Section D-D**

**Notes**

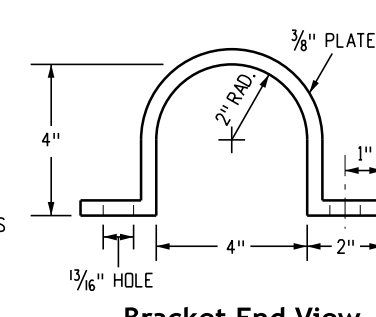
1. Length of span is 20 feet maximum.
2. All anchor bolts shall be grouted in place with a nonshrink or epoxy grout which shall completely fill the holes.



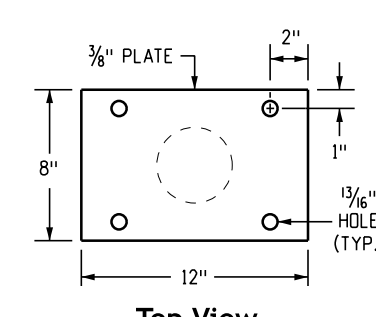
**Installation Plan with Midspan Support**



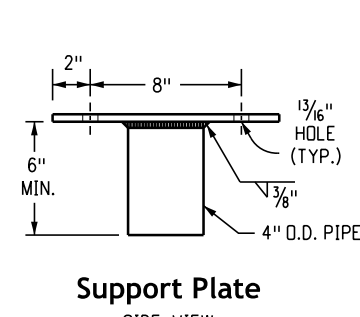
**Cross Bar Support Assembly**



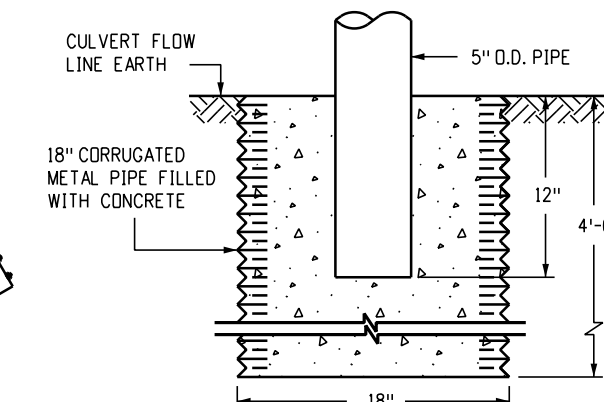
**Bracket End View**



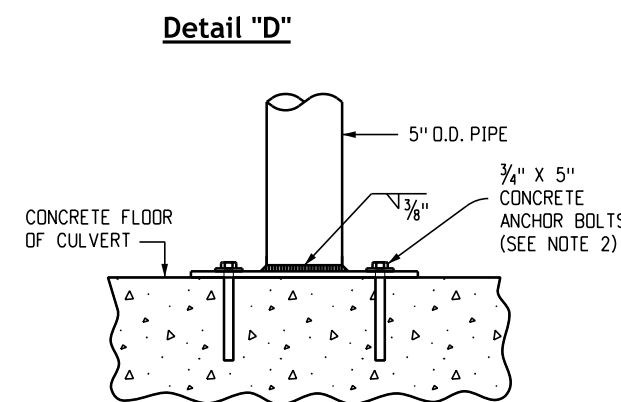
**Top View**



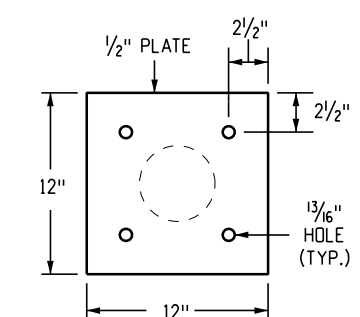
**Support Plate**



**Bottom Support on Earth**



**Bottom Support on Culvert Floor**



**Bottom Support Plate**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

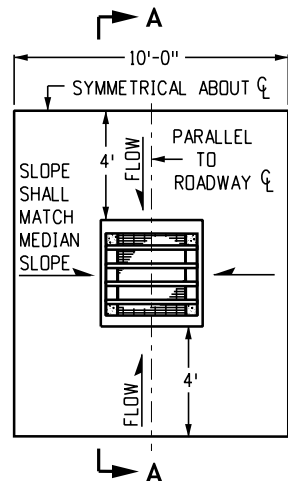
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Traversable End Sections and Safety Grates**  
 Issued by Construction Engineering Services: July 01, 2026

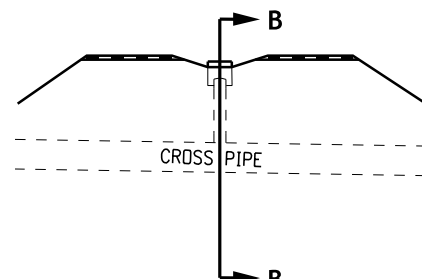
**Standard Plan No. M-603-12**  
**Standard Sheet No. 3 of 3**  
 Project Sheet Number:

**Steel Grate Quantities**

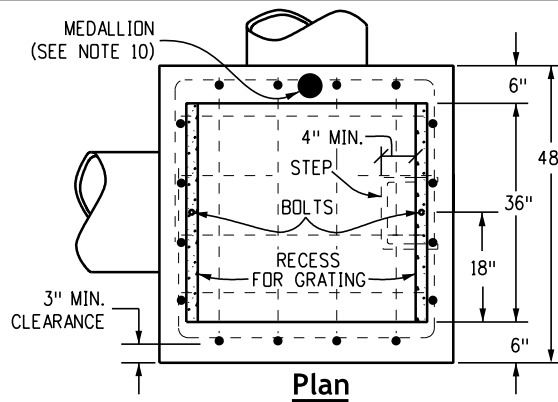
NO. PIECES	DESCRIPTION	LENGTH	LBS PER FT.	WEIGHT (LBS.)
4	S4 x 7.7 BEAM	41"	7.90	106
2	3 1/2" x 1/4" FLAT	26 5/8"	2.98	13
2	3" x 1/4" FLAT	26 5/8"	2.55	12
TOTAL LBS. -				131



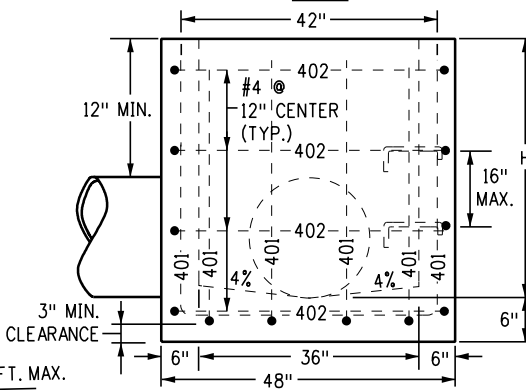
**Inlet with Ditch Paving**



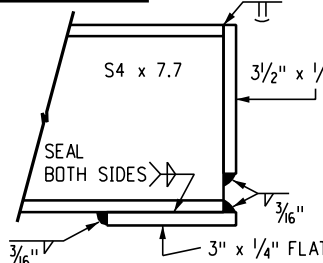
**Section View**



**Plan**

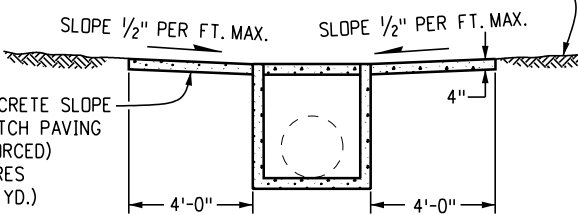


**Elevation Concrete Inlet**



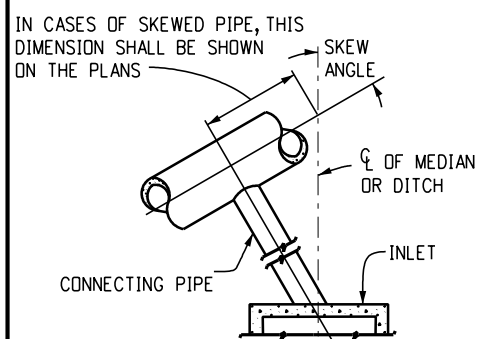
**Section D-D**

**Section A-A Inlet on Grade (Flow from One Direction)**



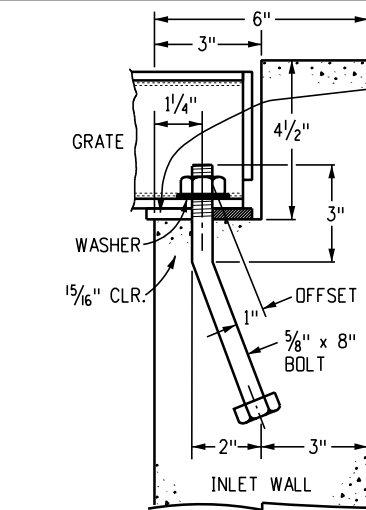
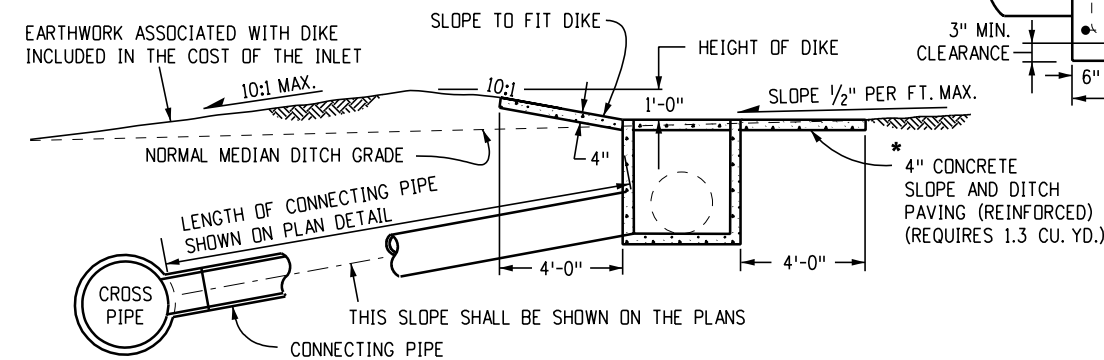
\* Concrete Slope and Ditch Paving will be required when shown on the plans.

**Section A-A**



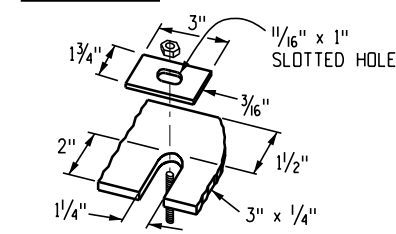
**Inlet Connected to a Skewed Cross Pipe**

**Section B-B Inlet Connected to a Cross Pipe**



**Grate Installation Detail**

**Slot Detail**



**Alternate Slot and Hold Down Plate Detail**

**General Notes**

- 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.
- Concrete shall be Class B. Inlet may be cast-in-place or precast.
- Reinforcing bars shall be Grade 60, epoxy coated, and deformed #4, and shall have a minimum 2-inch clearance. Cut or bend around pipes as required.
- Concrete Slope and Ditch Paving shall be in accordance with CDOT Standard Specification 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.
- Structural steel for grates and grate installation hardware shall be galvanized, and shall be in accordance with CDOT Standard Specification Subsection 712.06.
- The standard inlet grates shall be used on all Type C inlets unless close mesh inlet grates are specified on the plans.
- 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.
- 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.
- See Standard Plan M-604-11 for reinforcement around the pipe opening.
- All inlets shall have a 4-inch diameter 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.
- See plans for size and location of pipe.

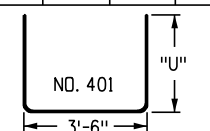
**Quantities for One Inlet**

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

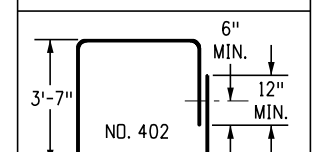
▼ PIPE INSIDE DIAMETER SHALL BE 30 IN. OR LESS. CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

**Bar List for H = 2 Ft.-6 In. and Bending Diagram**

MARK	NO. REQ'D.	HEIGHT	LENGTH
401	2	2'-2 1/2"	8'-0"
401	6	2'-7"	8'-8"
402	4	"U"	15'-4"

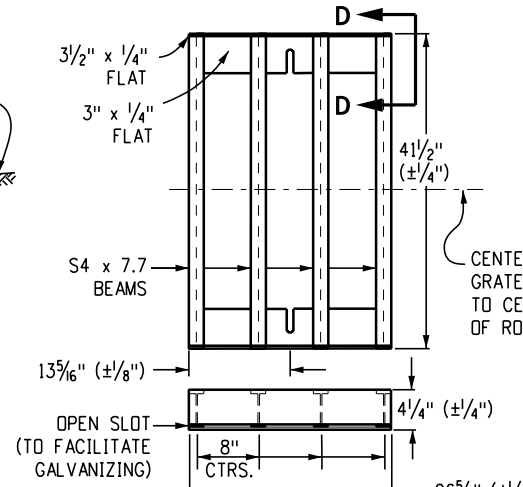


"U" INCREASE DIMENSION 6 IN. FOR EACH 6 IN. INCREASE OF "H" ABOVE 2 FT.-6 IN.

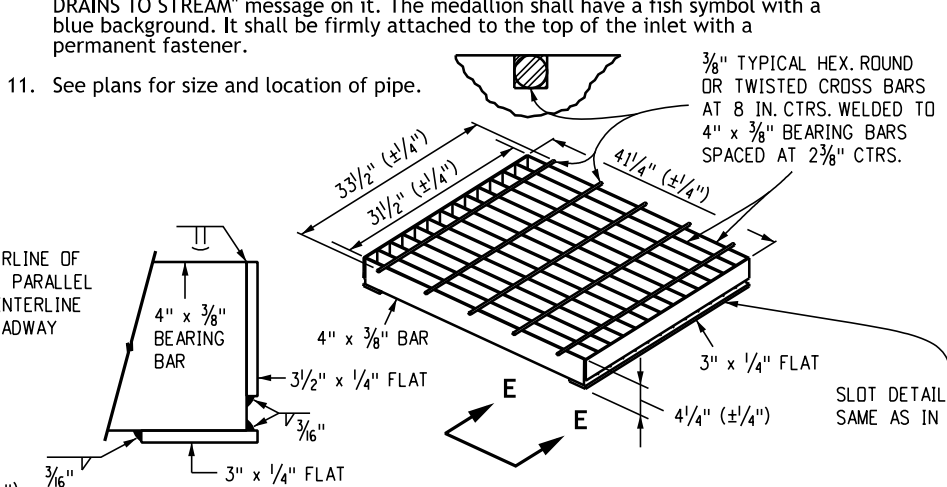


ADD ONE BAR FOR EACH FT. INCREASE OF "H" ABOVE 2 FT. - 6 IN.

402 BARS SHALL BE EQUALLY SPACED FROM EACH OTHER.



**Standard Inlet Grate**



**Close Mesh Inlet Grate**

**Computer File Information**

Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

**Sheet Revisions**

Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

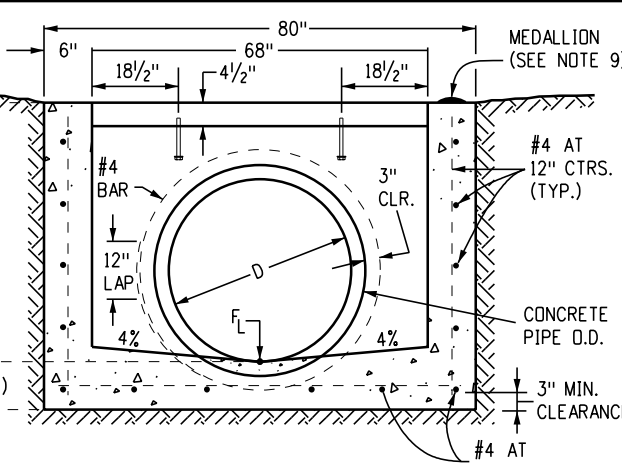
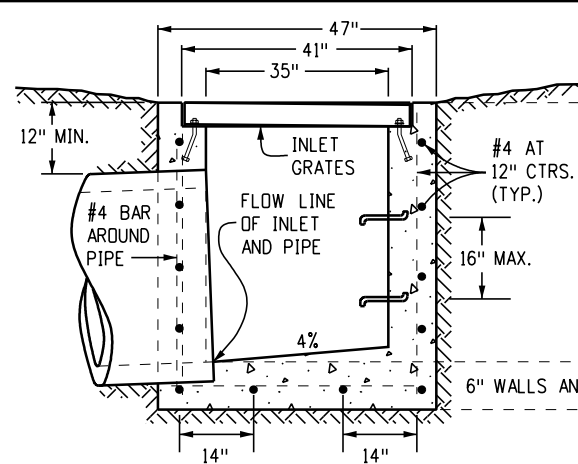
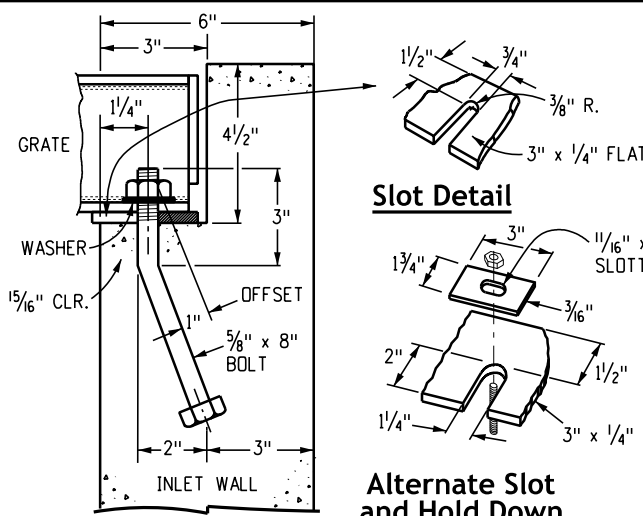
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-604-10**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:

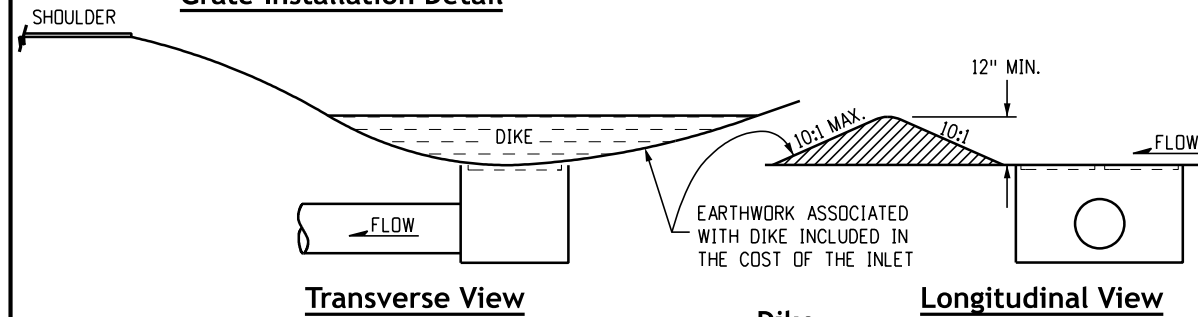
**Inlet, Type C**

**General Notes**

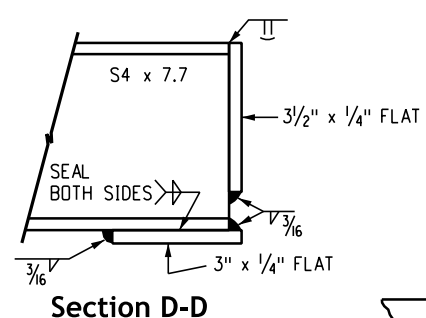
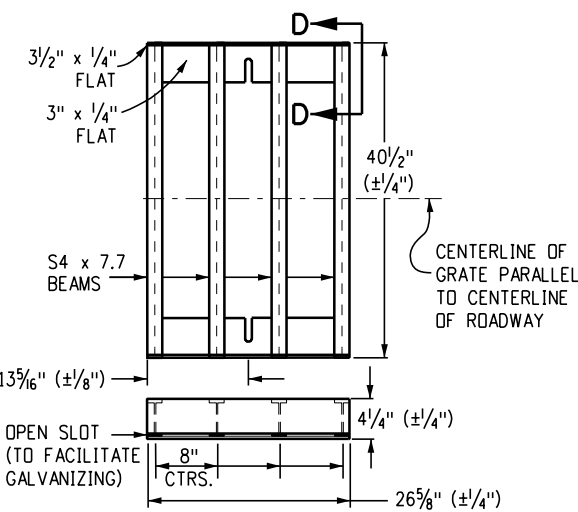
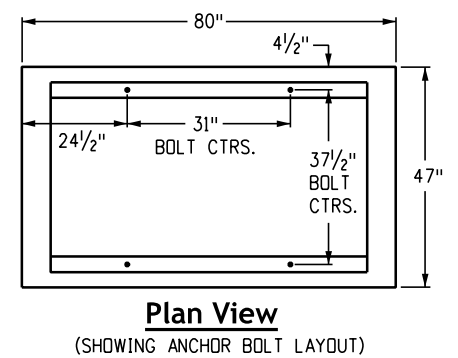
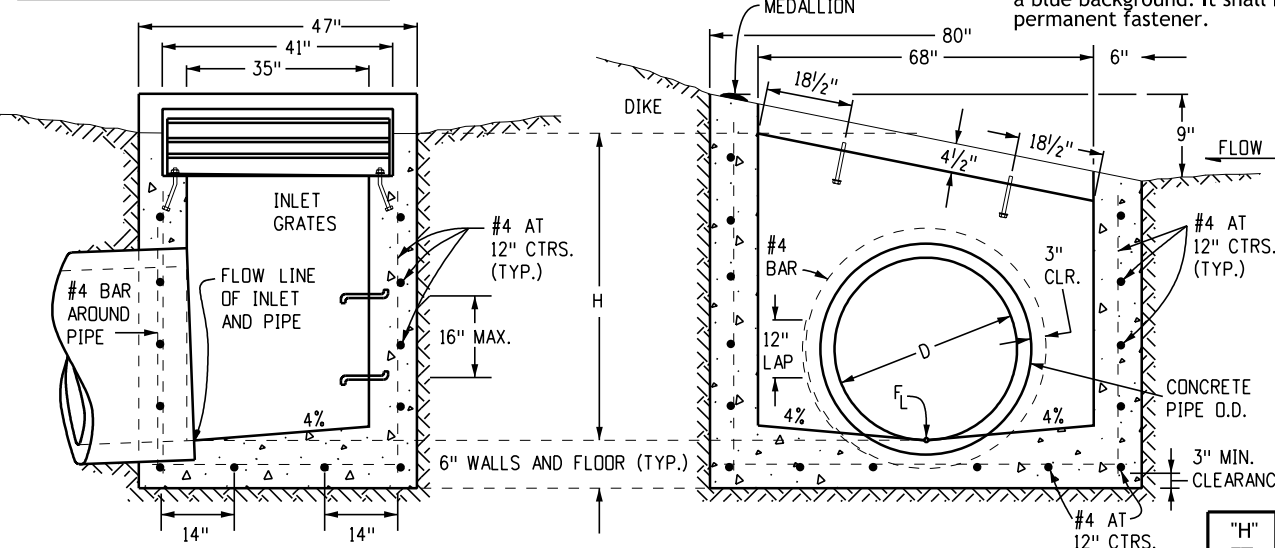
1. Inlet Type D is not HS-20 rated and shall not be placed in paved roadways. This inlet shall be used only outside paved roadways.
2. Concrete shall be Class B. Inlet may be cast-in-place or precast.
3. See plans for size and location of pipe.
4. Structural steel for grates and grate installation hardware shall be galvanized and shall be in accordance with CDOT Standard Specification 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 minimum clearance. Cut or bend bars around pipe as required.
9. All inlets shall have a 4-inch diameter 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.



**Grate Installation Detail**



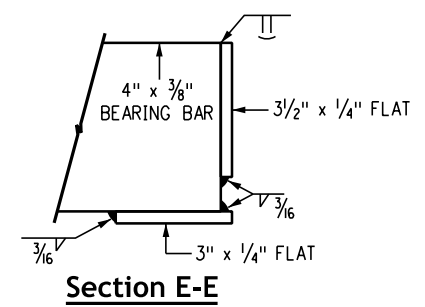
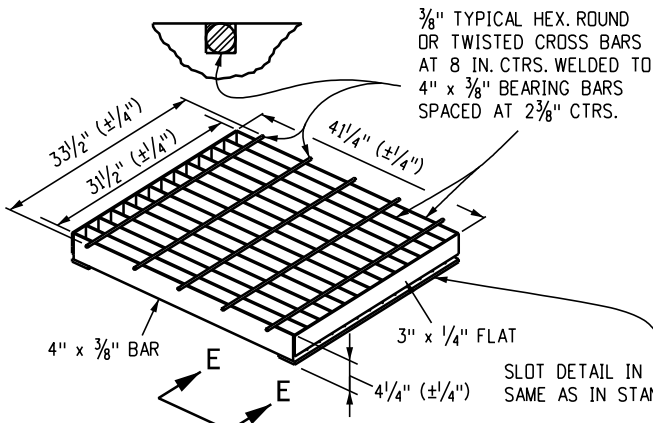
**Level Grate Installation**



**Transverse Cross Section**

**Longitudinal Cross Section**

**Sloping Grate Installation**



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

"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

**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	3 1/2" x 1/4" FLAT	26 5/8"	2.98	26
4	3" x 1/4" FLAT	26 5/8"	2.55	24

TOTAL LBS. - 256

▼ 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**

**Computer File Information**

Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

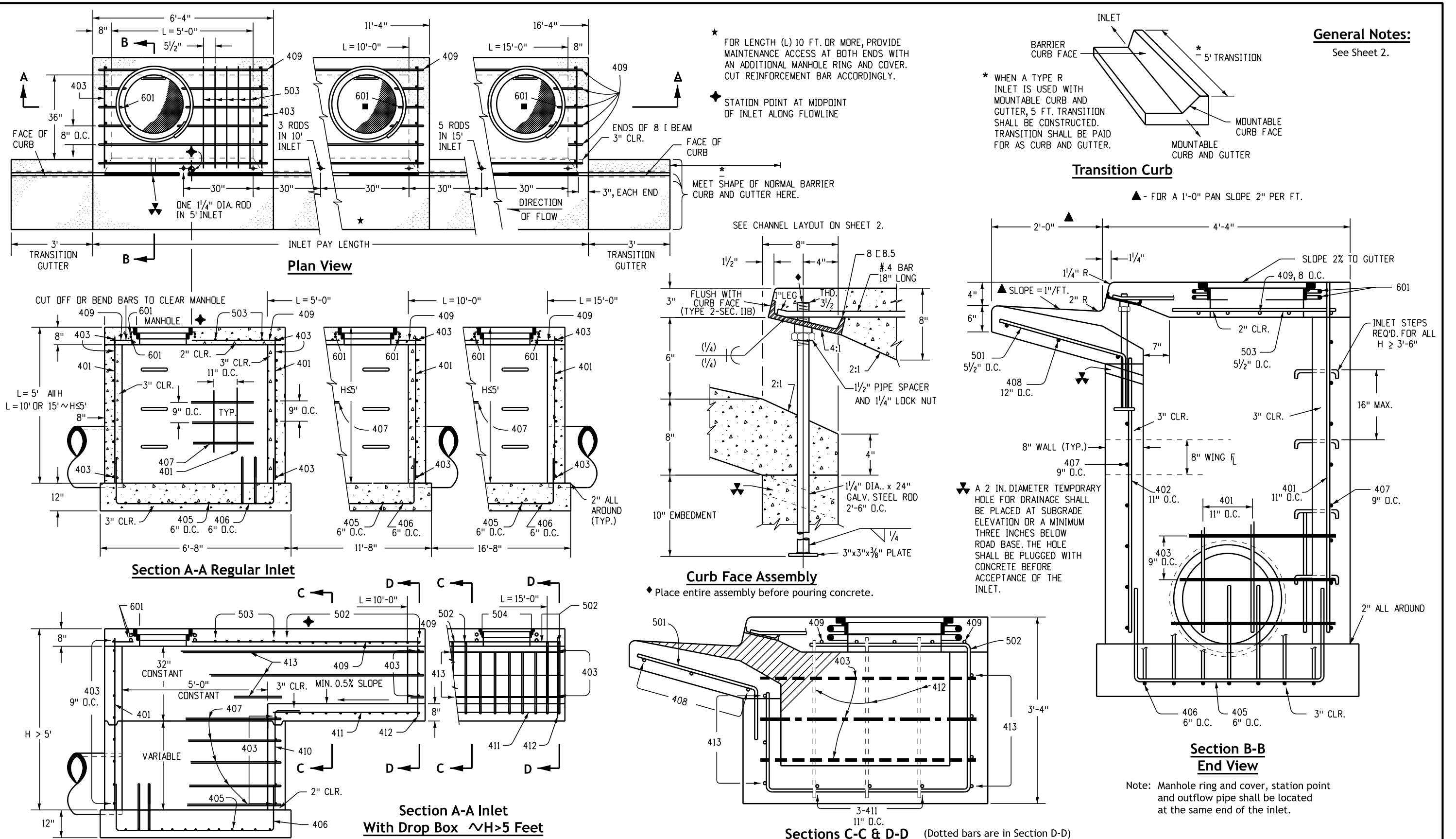
**Sheet Revisions**

Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Inlet, Type D**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-604-11**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

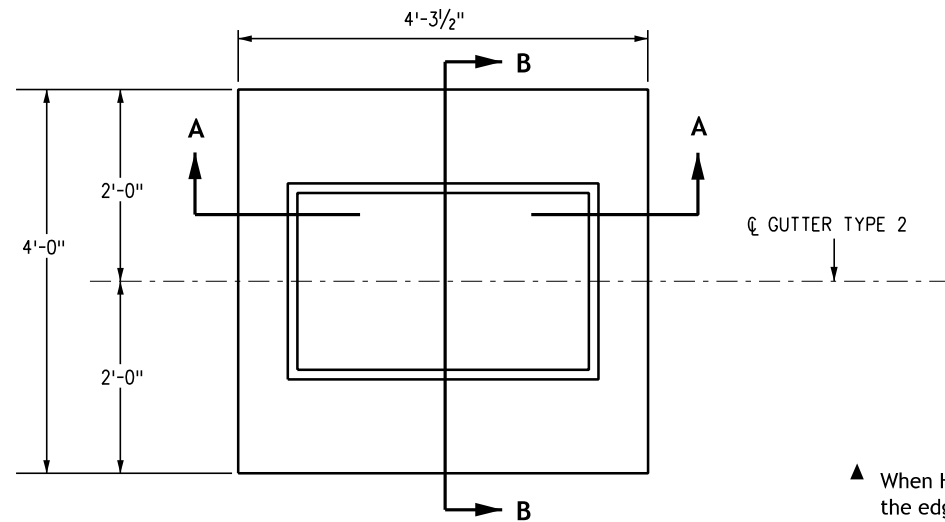
DLK

# Curb Inlet Type R

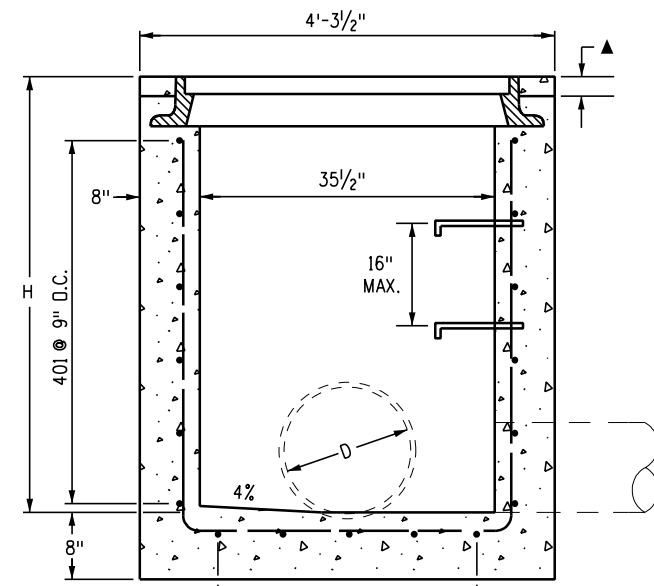
Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-604-12</b>
Standard Sheet No. 1 of 2
Project Sheet Number:

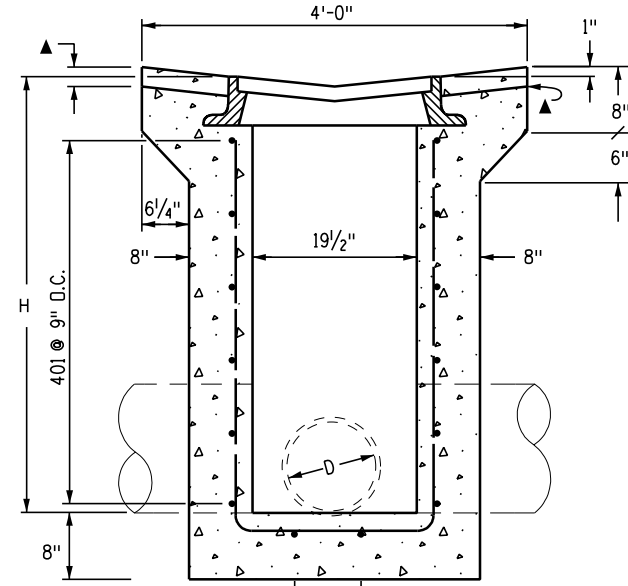




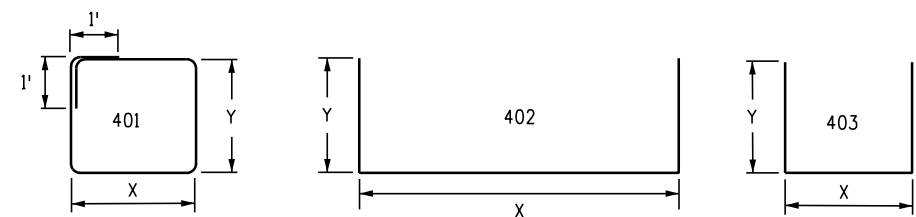
**Plan View**  
**Type 13 Inlet for Gutter Type 2**



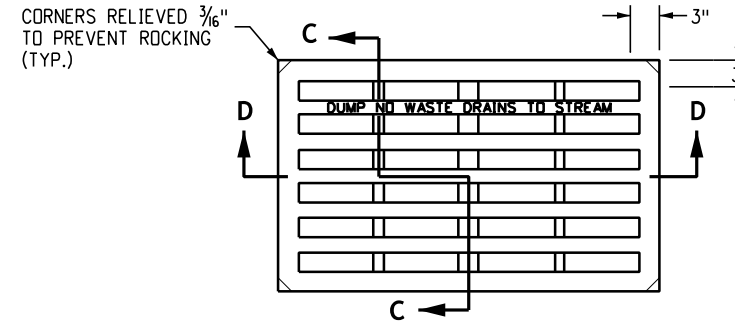
**Section A-A**  
D Max. = 30-Inch for H > 4 feet.



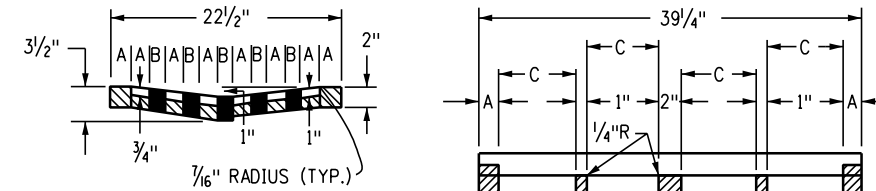
**Section B-B**  
D Max. = 18-Inch for all "H"



**Bending Diagrams**  
All dimensions are Out-to-Out of bar.



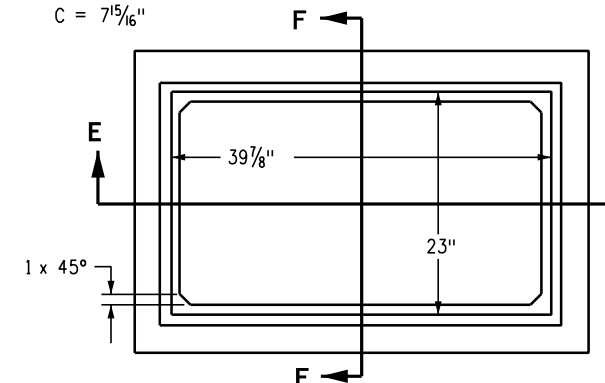
**No. 13 Grate**



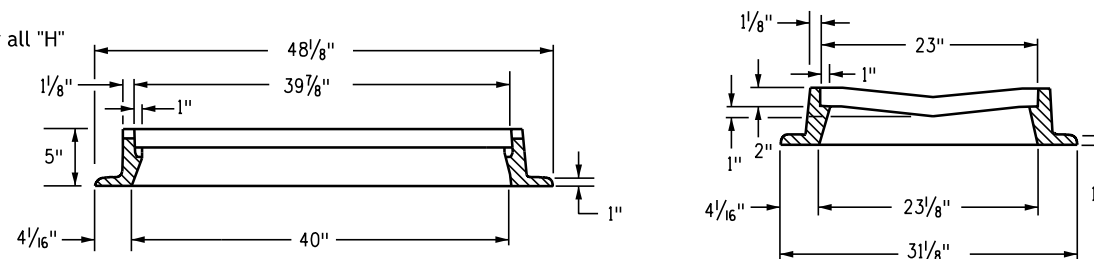
**Section C-C**

**Section D-D**

A = 1 3/4"  
B = 1 1/16"  
C = 7 15/16"



**No. 13 Grating & Frames**



**Section E-E**

**Section F-F**

Approximate Weight = 590 Lbs.

**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 3/4 of an 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 CDOT Standard Specification 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	NO. OF 401 BARS REQ'D	MAXIMUM PIPE I.D.	
	CU. YDS.	θ LB.		SEC. A-A	SEC. B-B
				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.

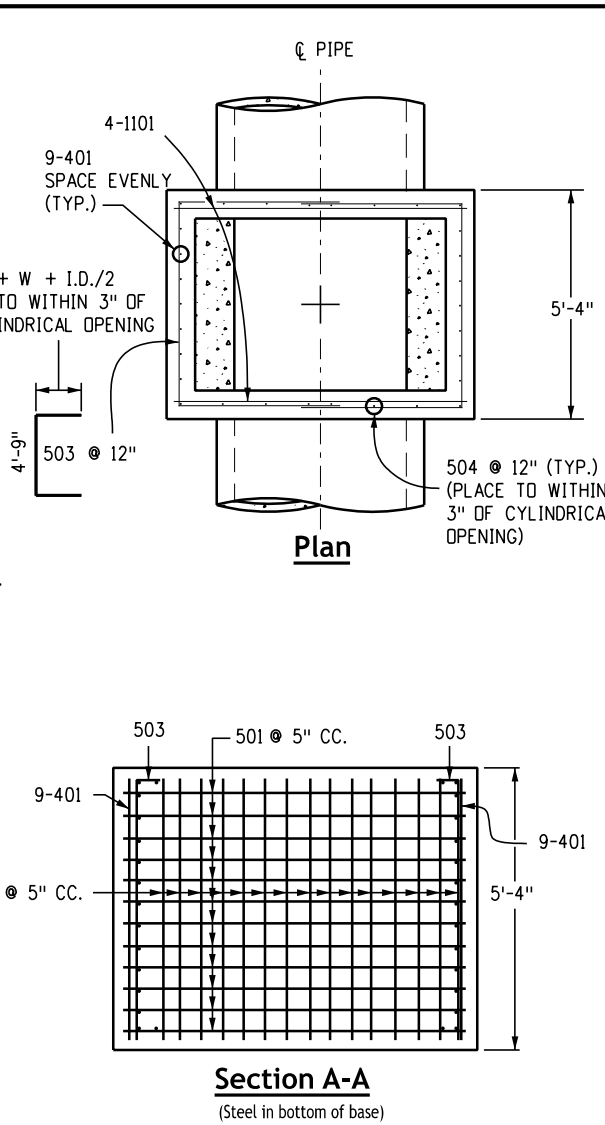
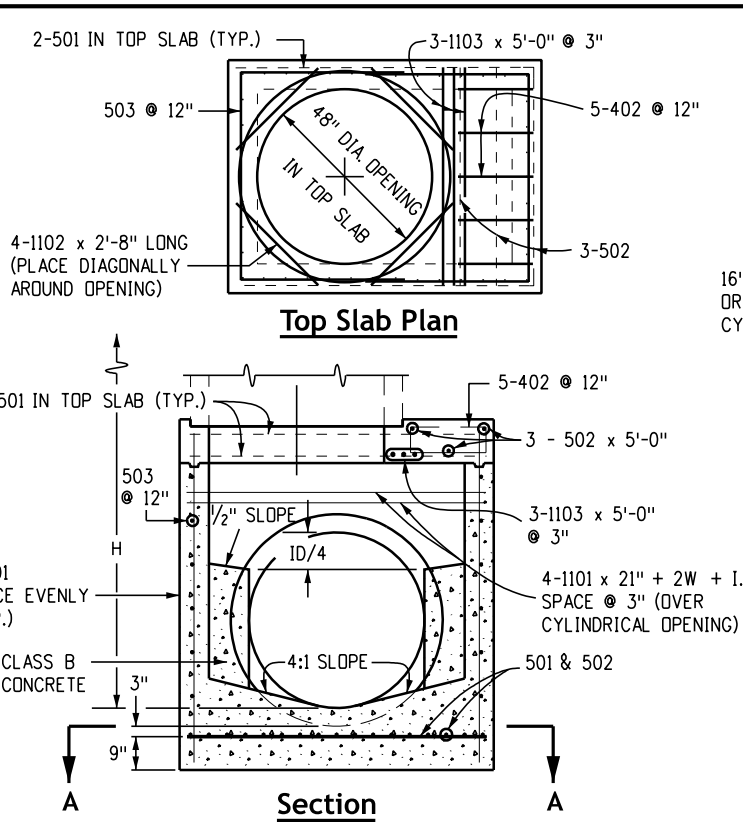
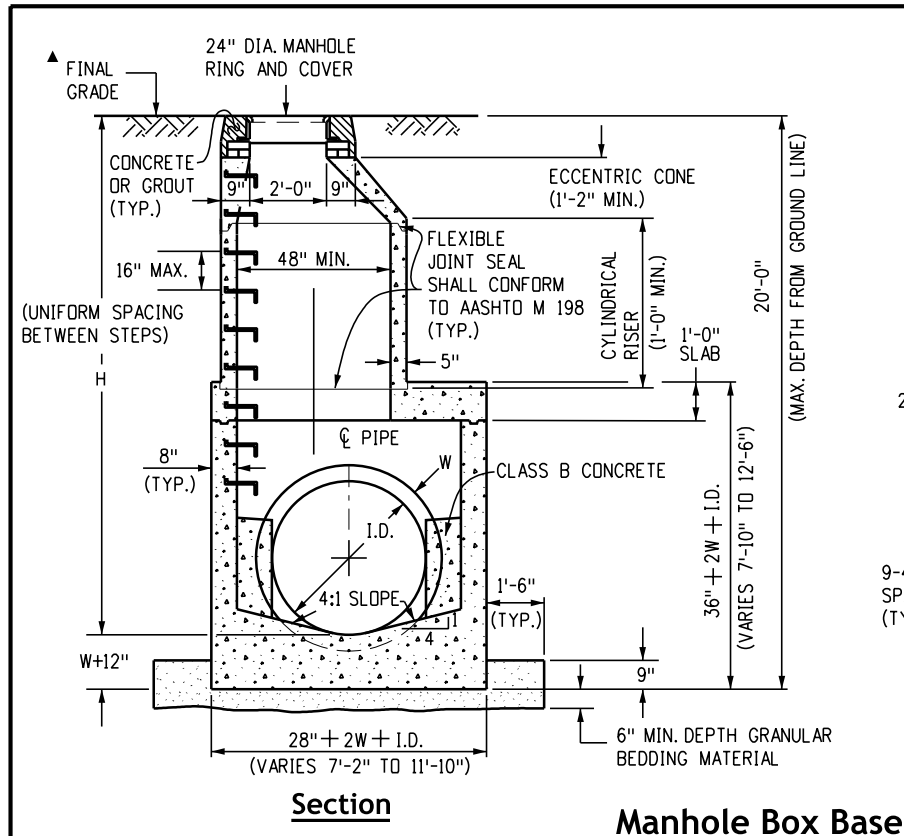
**Quantities for One Inlet**

MARK	NO. REQ'D	DIMENSIONS		LENGTH
		X	Y	
401	4	3'-6"	2'-2"	13'-4"
402	2	3'-4 1/2"	* 2'-6 1/2"	8'-5 1/2"
403	5	2'-1/2"	* 2'-7"	7'-2 1/2"

\* Add 6 inches to this dimension for each 6-inch increase of "H" over 3 feet-0 inches.

**Bar List For H = 3 Feet-0 Inch**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204</p>	<p><b>Concrete Inlet Type 13</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			M-604-13	
Last Modification Date: 07/01/2026	Last Modified By: DLK			Standard Sheet No. 1 of 1			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				Project Sheet Number:			
				DLK	Issued by Construction Engineering Services: July 01, 2026		

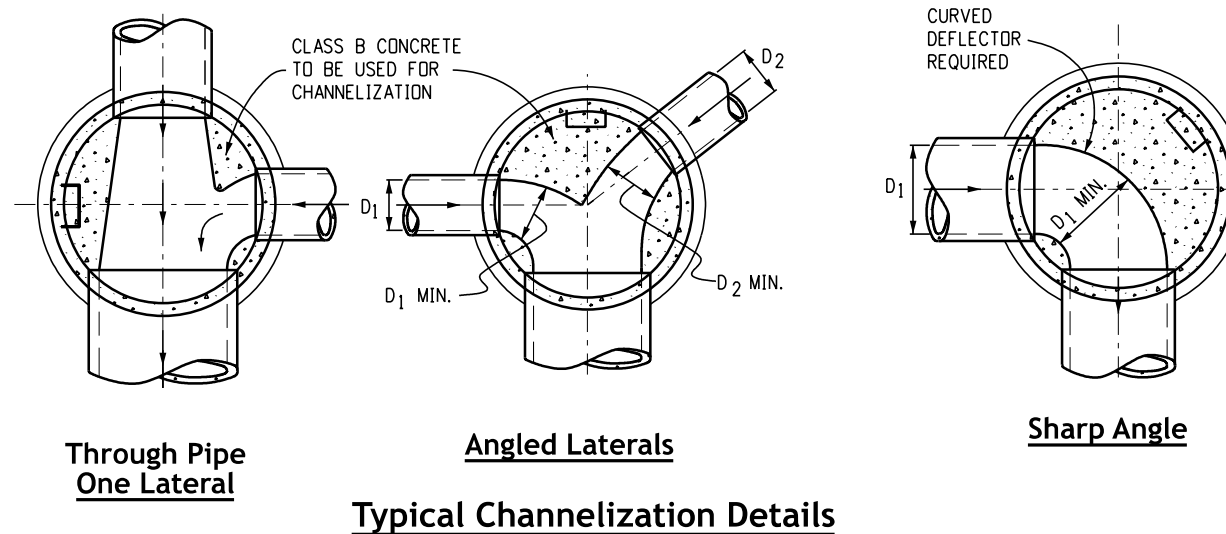


- ### General Notes
1. Since all pipe entries into the base are variable, the dimensions shown are typical. Actual dimensions and quantities for concrete and reinforcement shall be as required in the work.
  2. The precast flat top may be used on any manhole. The eccentric cone may be used when the manhole "H" height is at least 8 feet.
  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 degrees. Special design is required for 45 degrees 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 feet-6 inches 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-inch 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 feet 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 ¼ inch minimum to ½ inch maximum.

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



Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

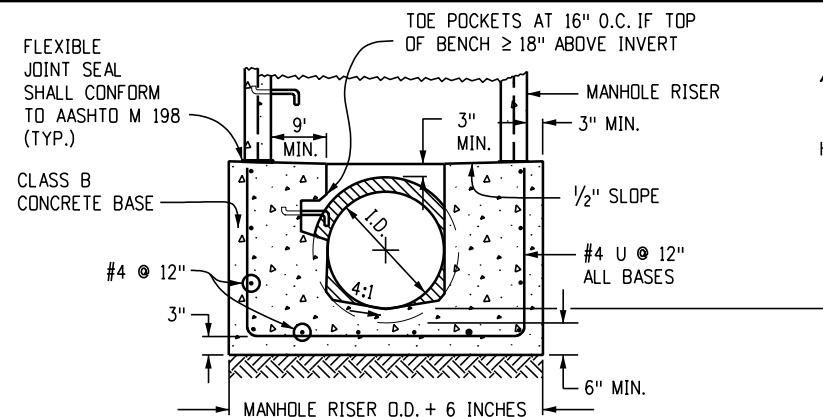
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

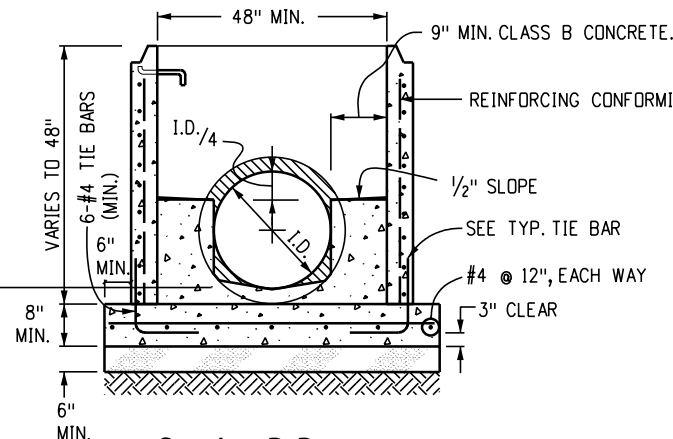
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-604-20**  
**Standard Sheet No. 1 of 3**  
 Project Sheet Number:

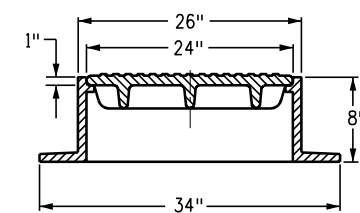
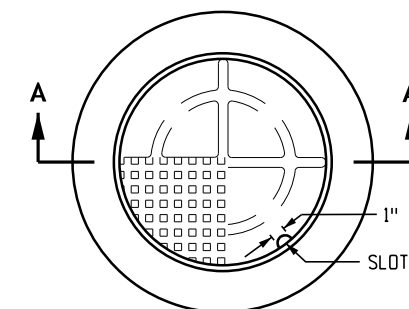
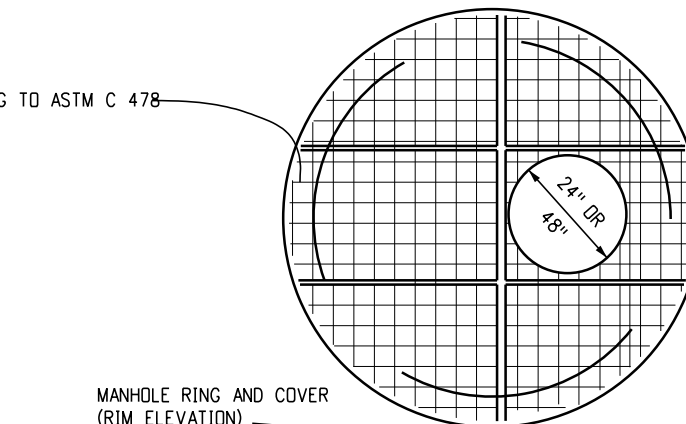
# Manholes



**Section B-B**

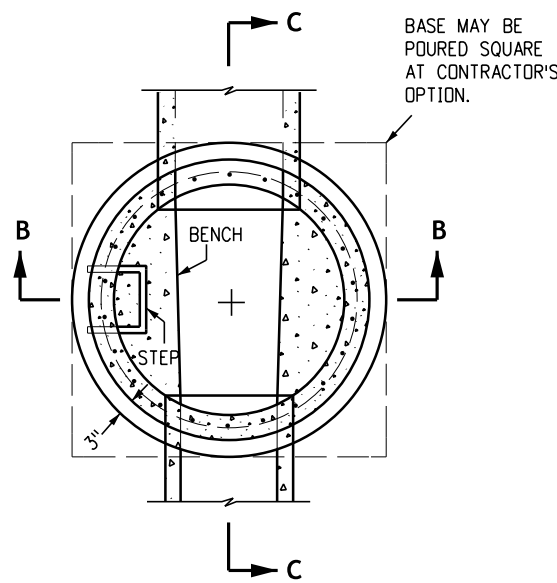


**Section D-D**

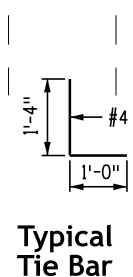


TOTAL WEIGHT: APPROXIMATELY 400 LBS. SHALL BE GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06.

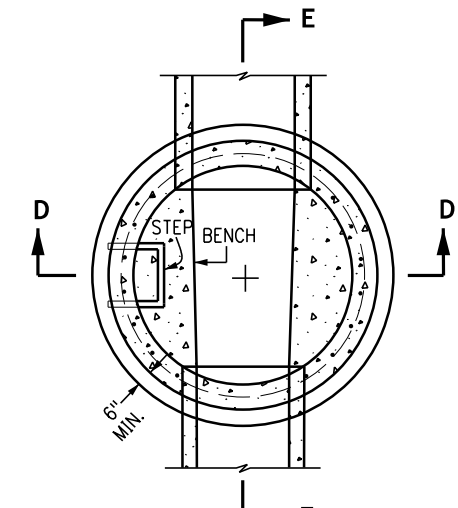
**Section A-A  
Manhole Ring and Cover**



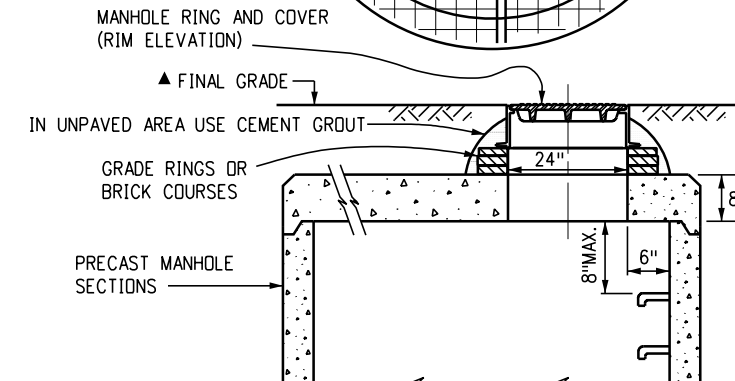
**Plan**



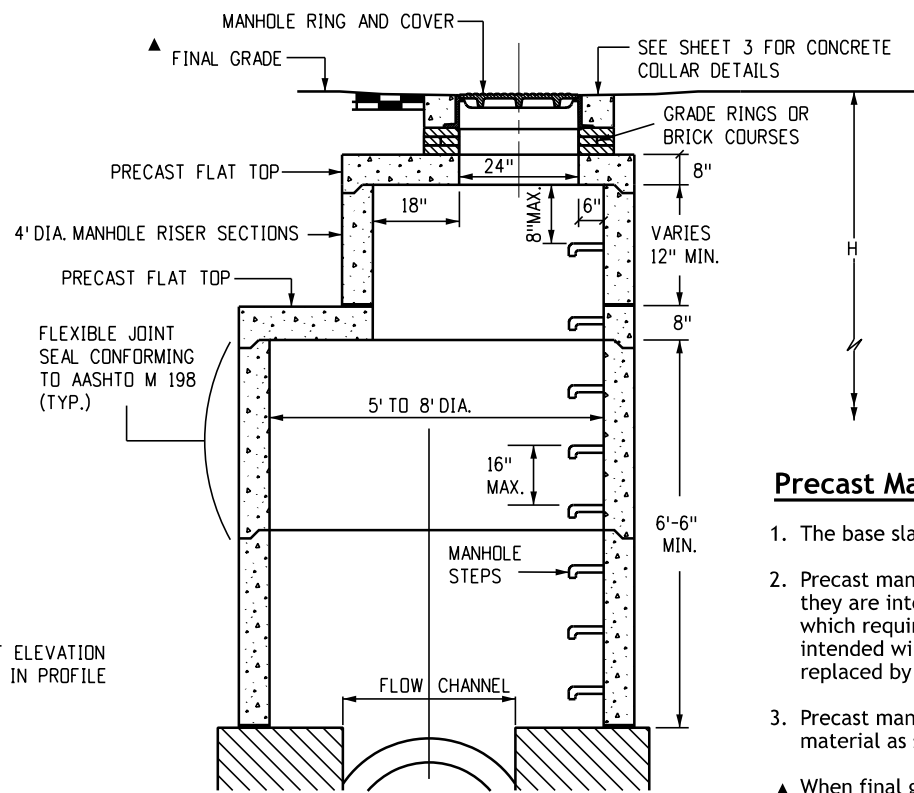
**Typical Tie Bar**



**Plan**



**Flat Top Section Detail**



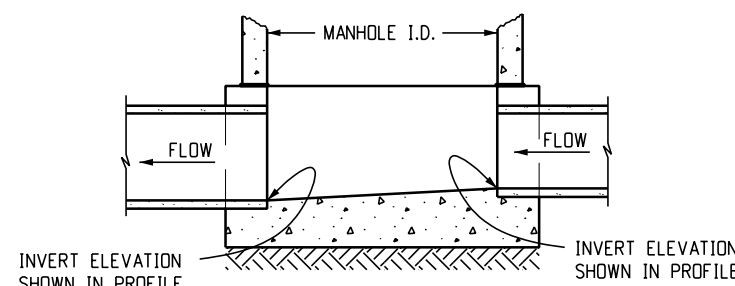
**Manhole Riser Detail**

**Legend**

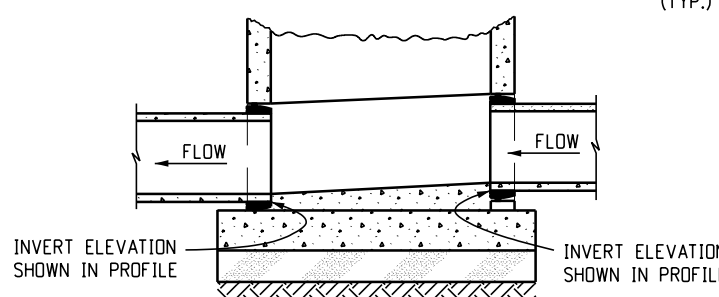
- SUITABLE SUBGRADE
- GRANULAR BEDDING MATERIAL
- CONCRETE

**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 Project 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.
- ▲ When final grade is pavement surface, recess manhole ring and cover 1/4 inch minimum to 1/2 inch maximum.



**Section C-C  
Cast-in-Place Slab Base**



**Section E-E  
Precast Slab Base**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

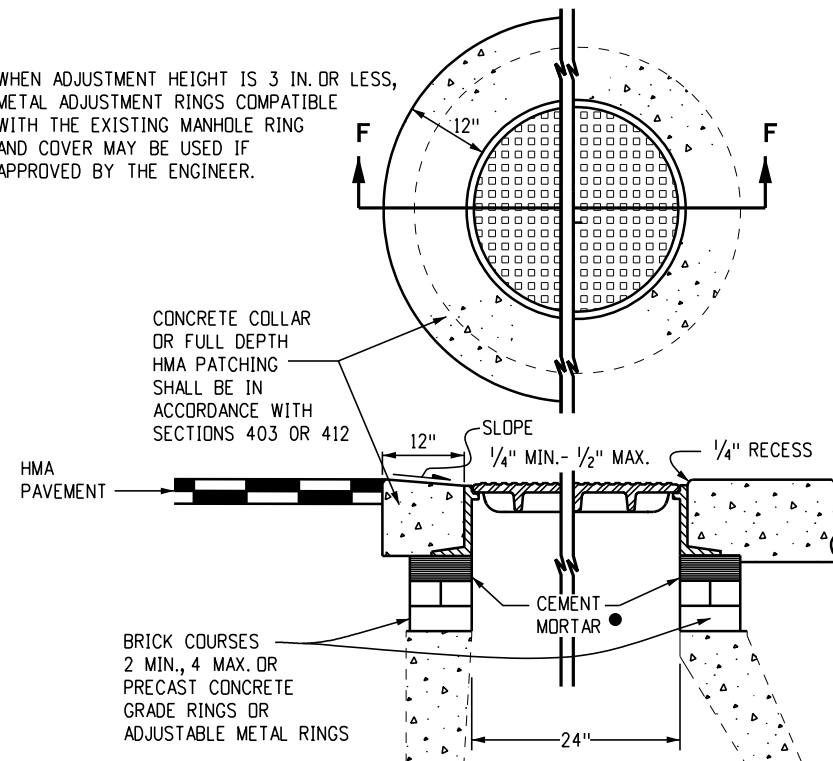
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

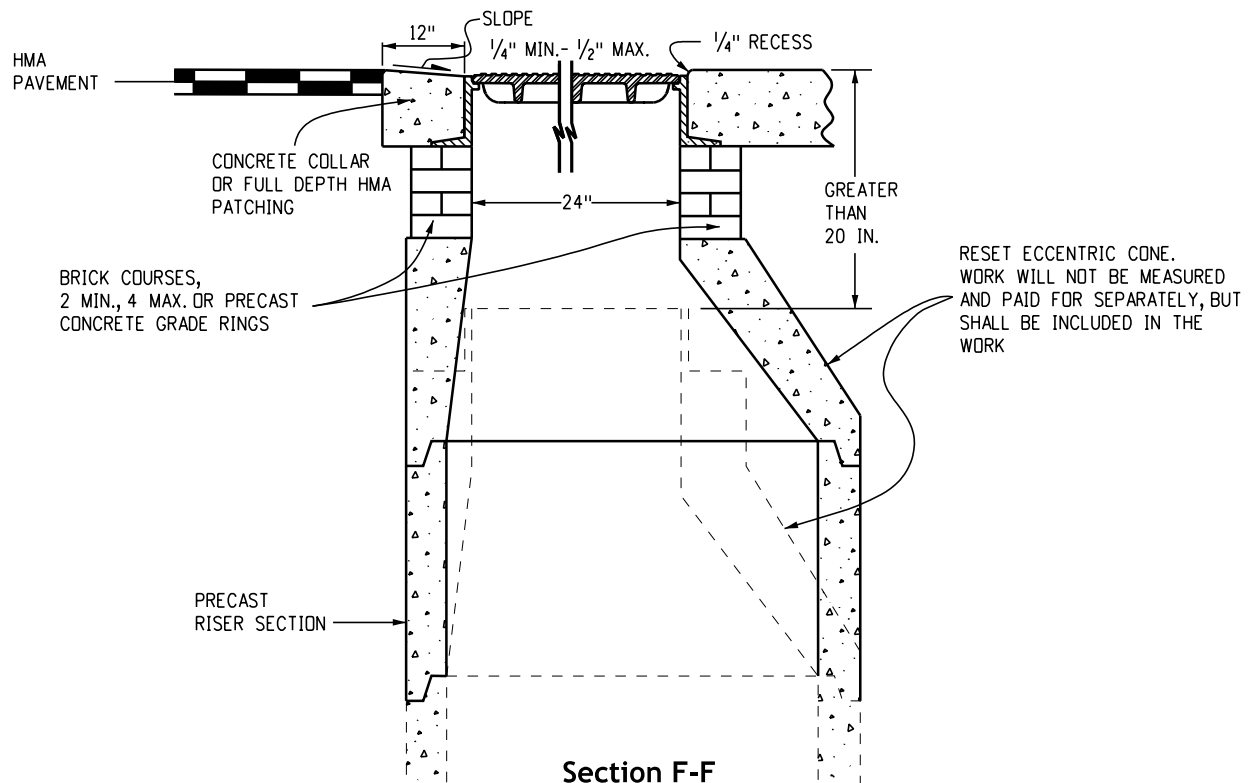
**Manholes**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-604-20**  
**Standard Sheet No. 2 of 3**  
 Project Sheet Number:

WHEN ADJUSTMENT HEIGHT IS 3 IN. OR LESS, METAL ADJUSTMENT RINGS COMPATIBLE WITH THE EXISTING MANHOLE RING AND COVER MAY BE USED IF APPROVED BY THE ENGINEER.



**Section F-F**  
**Adjust Manhole 20 Inch or Less**



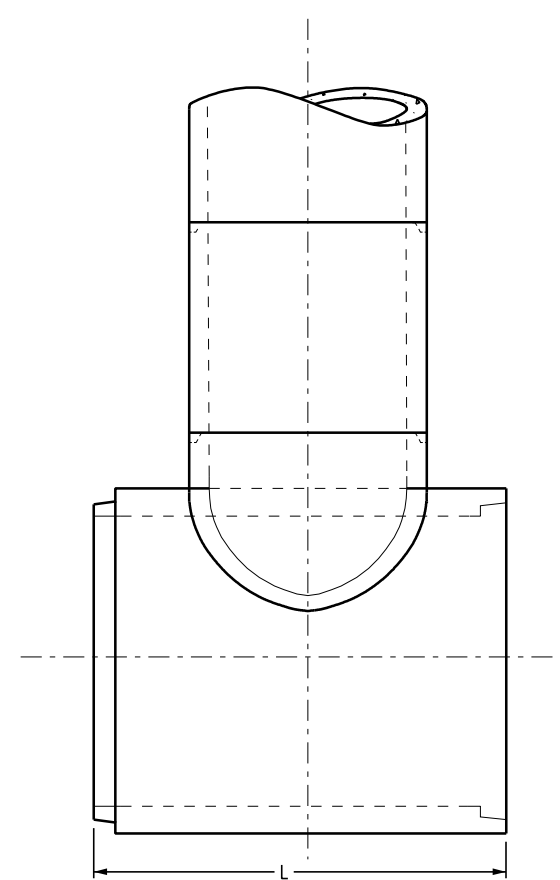
**Section F-F**  
**Modify Manhole Greater than 20 Inch**

● MORTAR THICKNESS MAY BE NONSYMMETRICAL TO MATCH CROSS SLOPE OF ROADWAY.

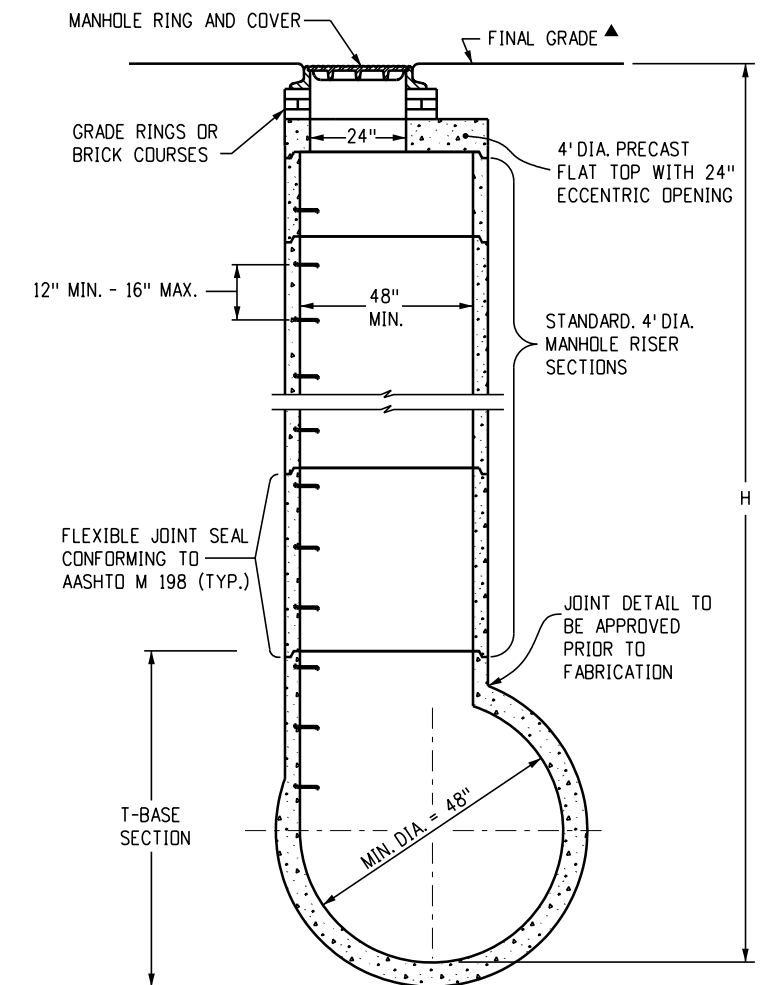
RESET ECCENTRIC CONE. WORK WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK

**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-inch 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.
- ▲ When final grade is pavement surface, recess manhole ring and cover 1/4 inch minimum to 1/2 inch maximum.



**Circular Rigid Pipe**  
**(Longitudinal Section)**



**Circular Rigid Pipe**  
**(Transverse Section)**

**Manhole T-Base**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

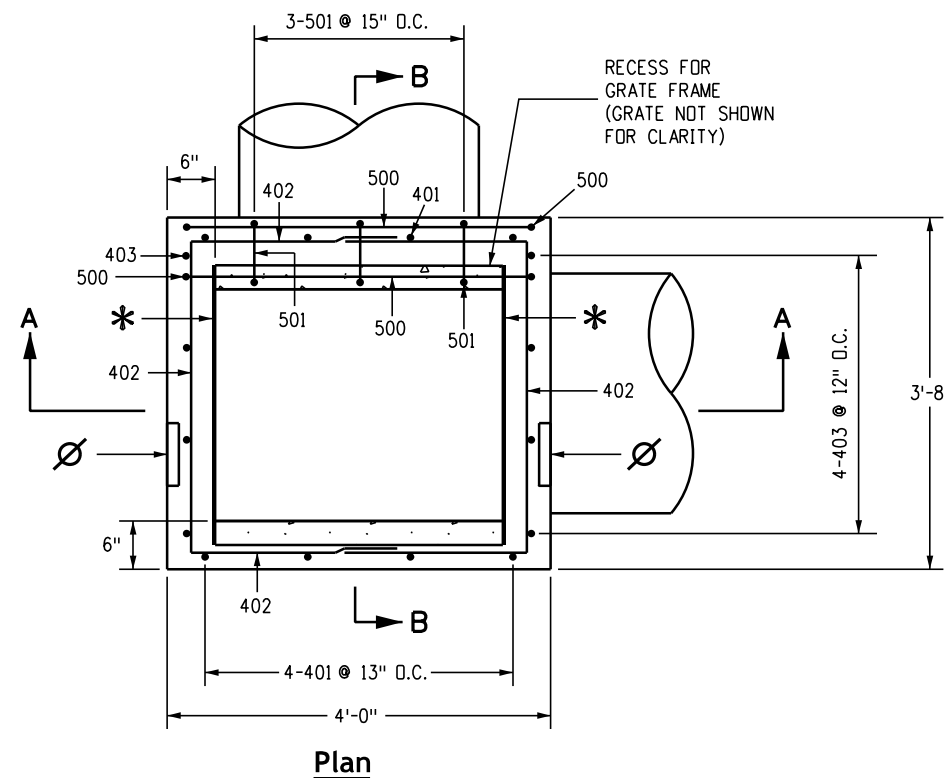
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
2829 West Howard Place  
Denver, CO 80204 DLK



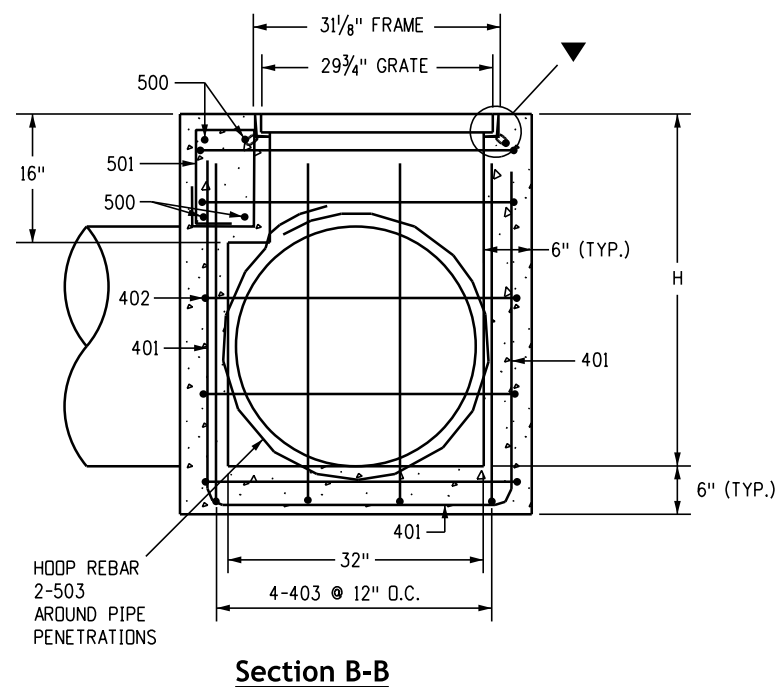
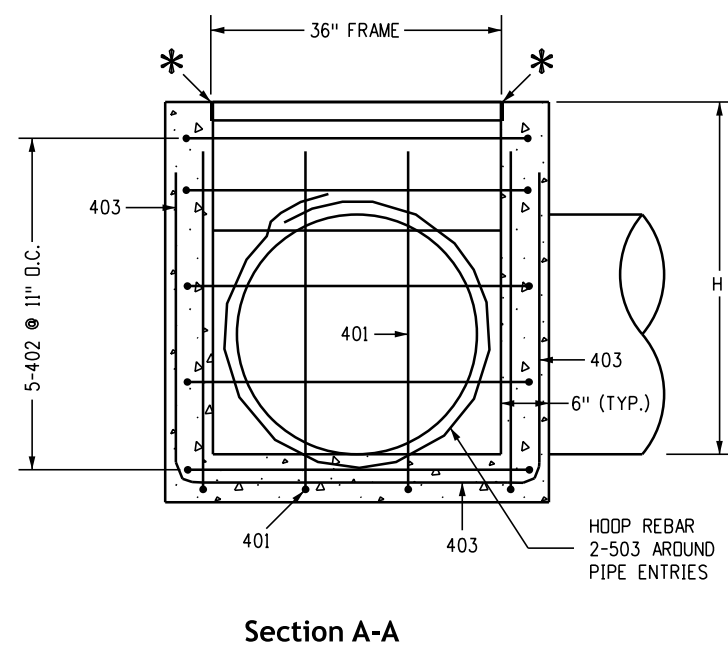
<h1>Manholes</h1>	<b>Standard Plan No.</b>
	<b>M-604-20</b>
Issued by Construction Engineering Services: July 01, 2026	

<b>Standard Sheet No. 3 of 3</b>
Project Sheet Number:



**General Notes**

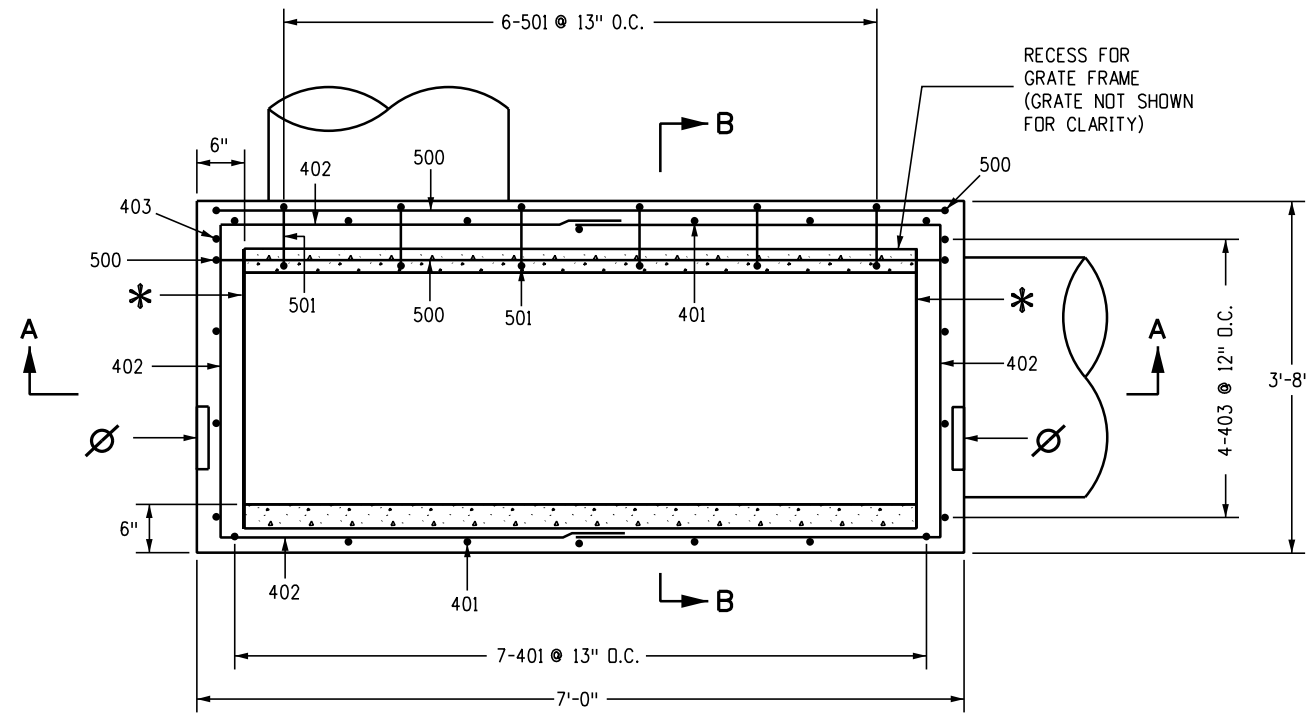
1. For the 32-inch and 36-inch inside inlet dimensions, the allowable pipe I.D. is 30 inches or less. For the 72-inch inside inlet dimension, the allowable pipe I.D. is "H" minus 18 inches, or less, up to a maximum of 66 inches for "H" of 7-feet or more.
2. All concrete shall be Class B.
3. Inlet may 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 inches.
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 feet 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 inches long, 1-inch high, and 3/8-inch deep. For inlets in sump conditions, the stamped flow arrows shall indicate the predominate direction of runoff flow.
11. A 4-inch diameter 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-inch 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.



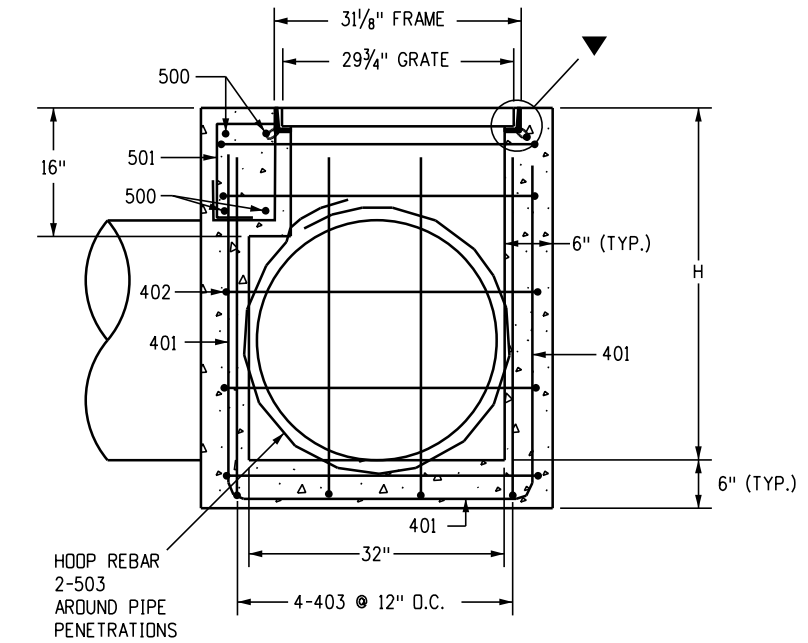
**Legend**

- ▼ 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 1/4 in. x 31-3/8 in. along edge of the grate as shown.
- ∅ Flow arrow stamp in direction of flow (Typ.). FLOW →

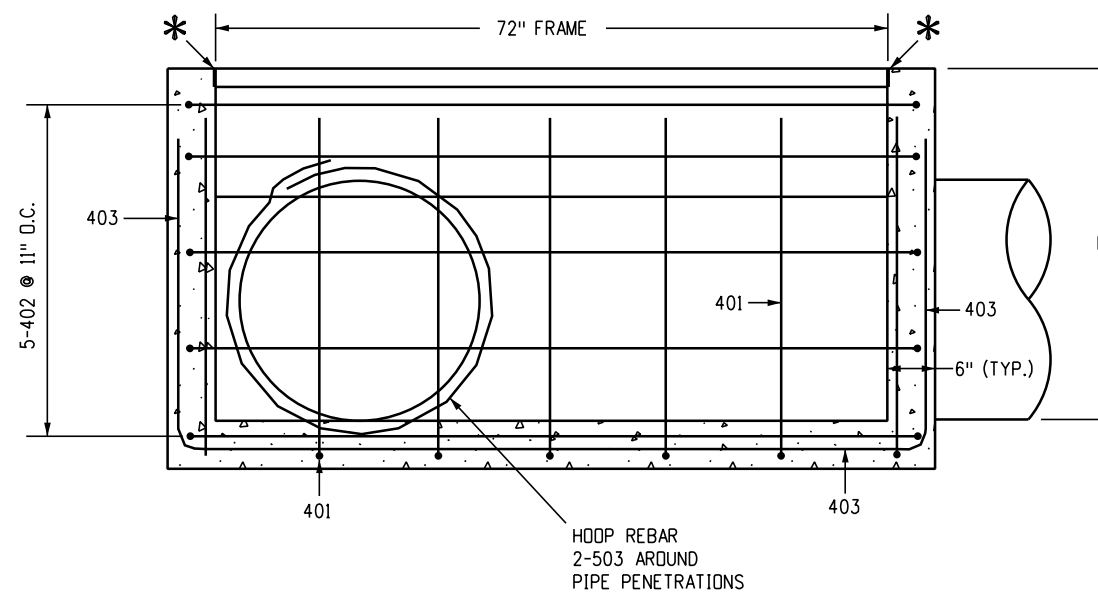
<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Vane Grate Inlet</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Vane Grate Inlet</b>	<b>M-604-25</b>
Designer Initials: JBK		Comments: _____			Standard Sheet No. 1 of 5
Last Modification Date: 07/01/2026		_____			
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		_____		Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number: _____



**Plan**



**Section B-B**



**Section A-A**

**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 1/4 in. x 31-3/8 in. along edge of the grate as shown.
- ∅ Flow arrow stamp in direction of flow (Typ.). FLOW →

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

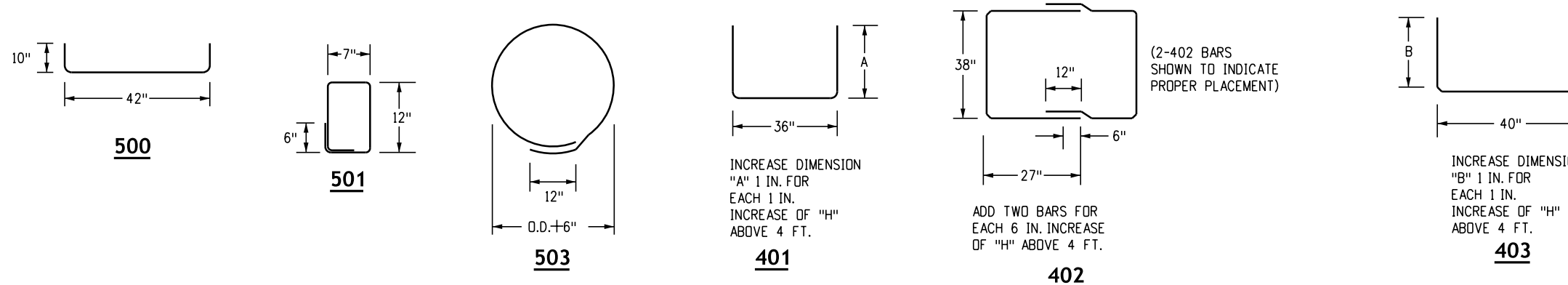
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204

DLK

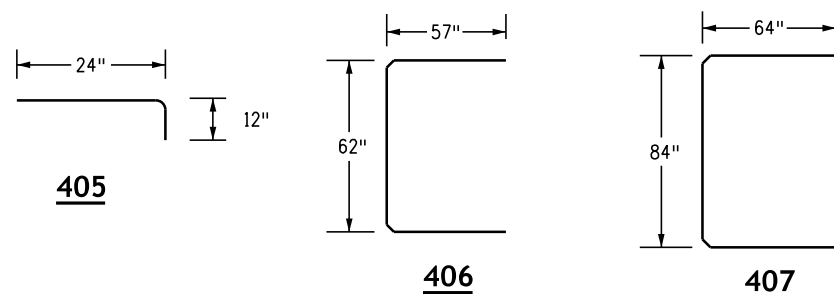
Vane Grate  
Inlet

Issued by Construction Engineering Services: July 01, 2026

<b>Standard Plan No.</b>
<b>M-604-25</b>
Standard Sheet No. 2 of 5
Project Sheet Number:



**36-Inch Inlet Box Bending Diagram**



**Inlet Apron Bending Diagram for 36-Inch 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"

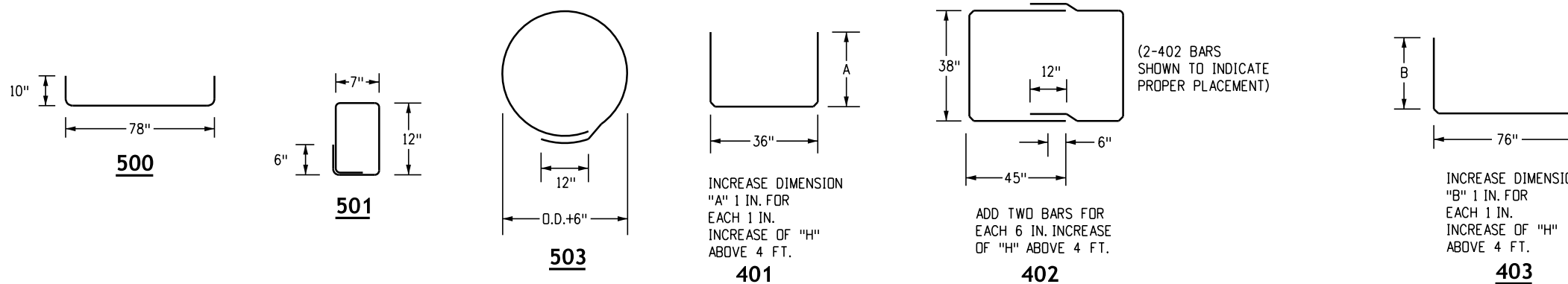
**Bar List for H = 4 Feet-0 Inch 36-Inch Inlet**

**Notes**

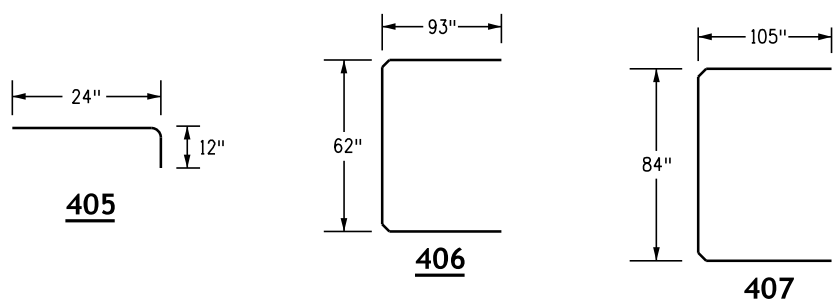
- Concrete quantity includes volume occupied by pipes.
- Reinforcing steel quantity assumes two 503 hoops for each 24-inch pipe and a 4-inch pipe wall. Adjust the length and quantities for 503 used with different pipe diameters and include in the cost of the inlet.
- Bars numbered in 400-Series indicates #4 size bar. Bars numbered in 500-Series indicates #5 size bar.
- All reinforcing bars shall be Grade 60 and epoxy coated.

**Quantities for One 36-Inch 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



**72-Inch Inlet Box Bending Diagram**



**Inlet Apron Bending Diagram for 72-Inch 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)

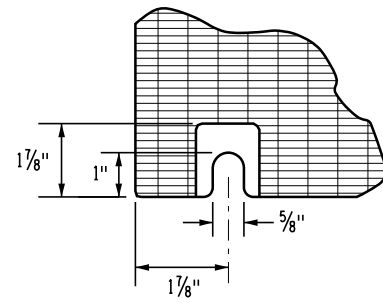
MARK	NO. REQ'D	HEIGHT "A"	HEIGHT "B"	LENGTH (EACH)
500	4			8'-2"
501	6			4'-2"
503	4			10'-5"
401	7	3'-10"		10'-8"
402	10			10'-8"
403	4		4'-0"	14'-4"

**Bar List for H = 4-Foot 0-Inch 72-Inch Inlet**

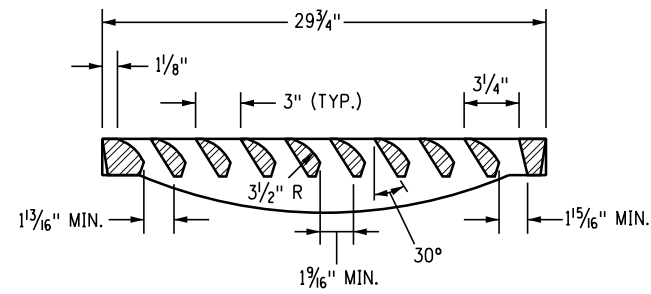
**Quantities for One 72-Inch Inlet**

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

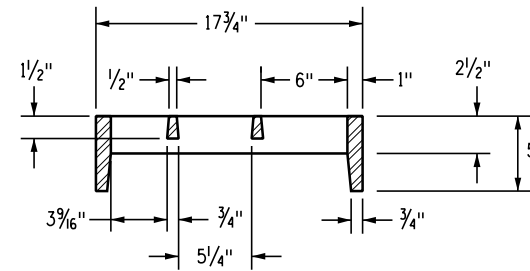
<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26                  Designer Initials: JBK                  Last Modification Date: 07/01/2026                  Last Modified By: DLK                  CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>	<p><b>Sheet Revisions</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204</p>	<p><b>Vane Grate Inlet</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<p><b>Standard Plan No.</b></p> <p><b>M-604-25</b></p> <p>Standard Sheet No. 3 of 5</p> <p>Project Sheet Number:</p>
Date:	Comments											



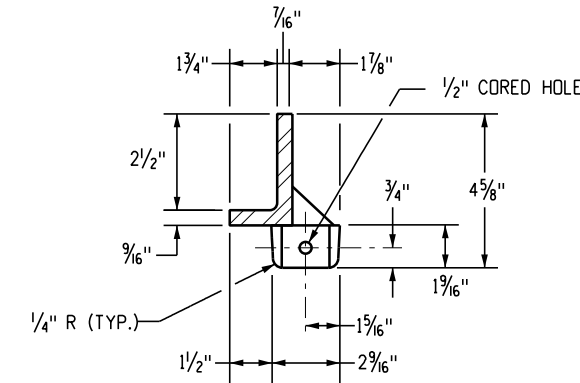
**Detail A**  
**Bolt Slot at Corner (Typ.)**



**Section A-A**



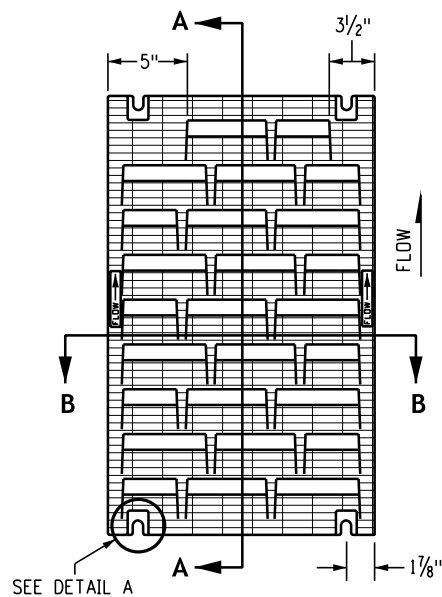
**Section B-B**



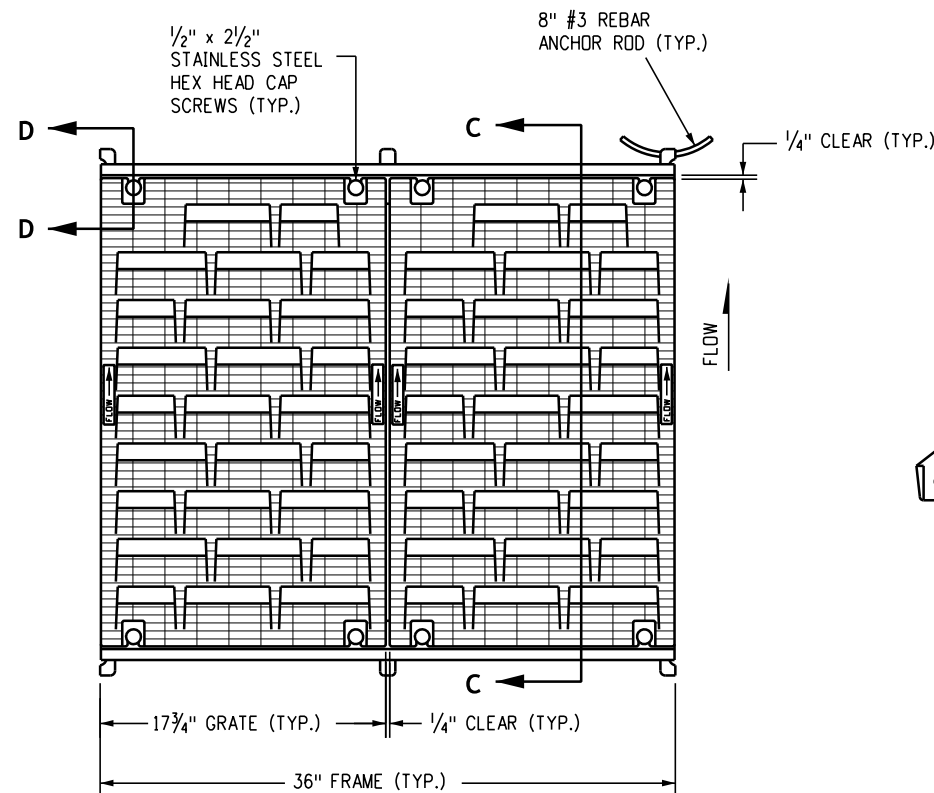
**Detail B**

**Notes**

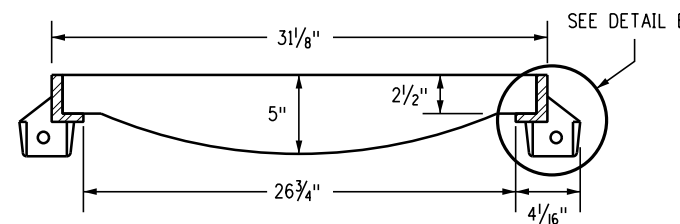
1. Free open area: 190 Sq. In./Grate.
2. Material: Cast Gray Iron ASTM A-48 Class 35B.
3. Finish: No paint.
4. Weight: Grate 170 Lbs. Each; Frame 29 Lbs. Each.
5. All reinforcing bars shall be epoxy coated.



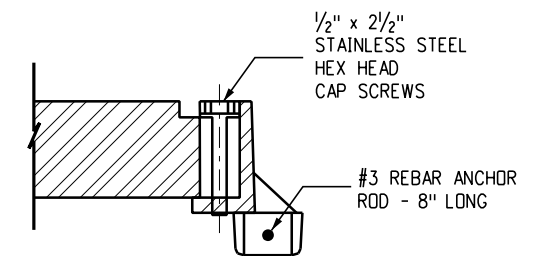
**Grate Plan**



**Multiple Grate with Frame Plan**



**Section C-C**



**Section D-D**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

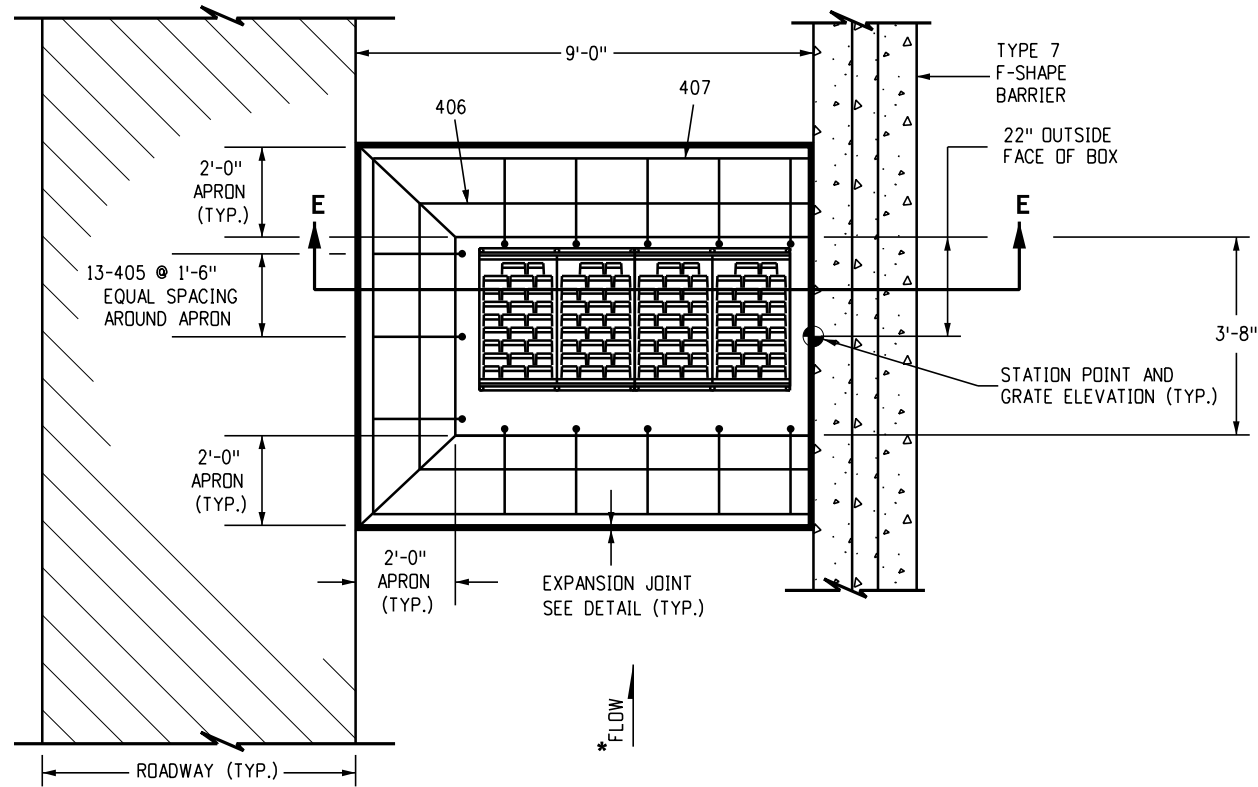
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

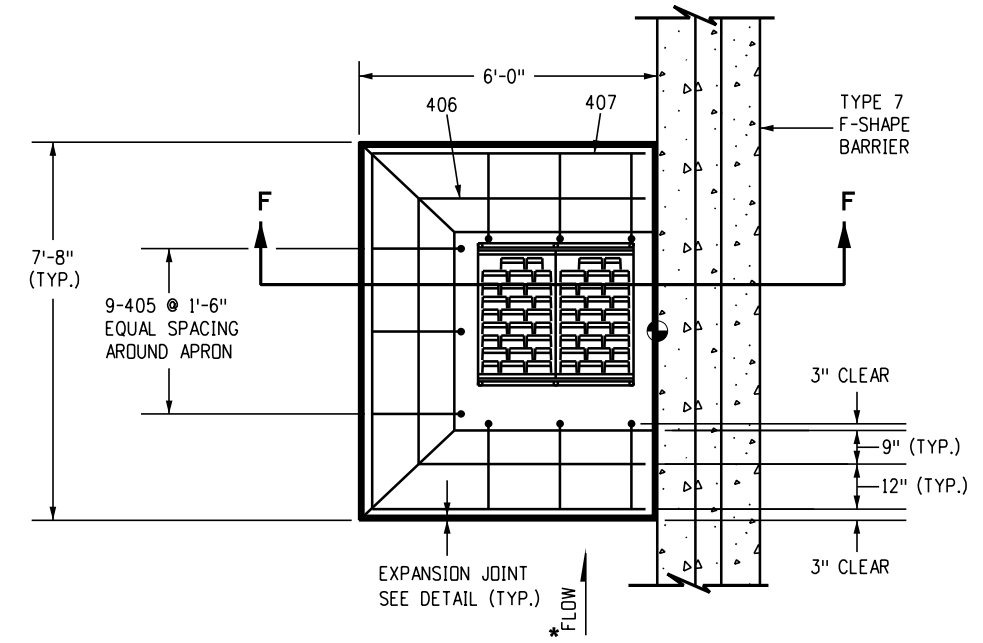


**Vane Grate Inlet**  
 Issued by Construction Engineering Services: July 01, 2026

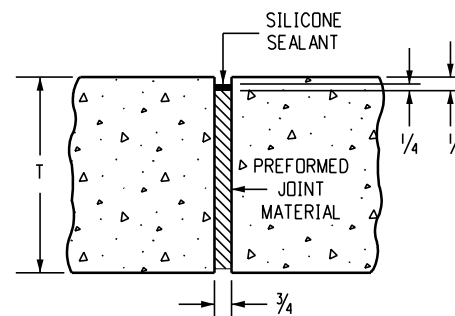
Standard Plan No.
<b>M-604-25</b>
Standard Sheet No. 4 of 5
Project Sheet Number:



**Concrete Apron for 72-Inch Inlet**



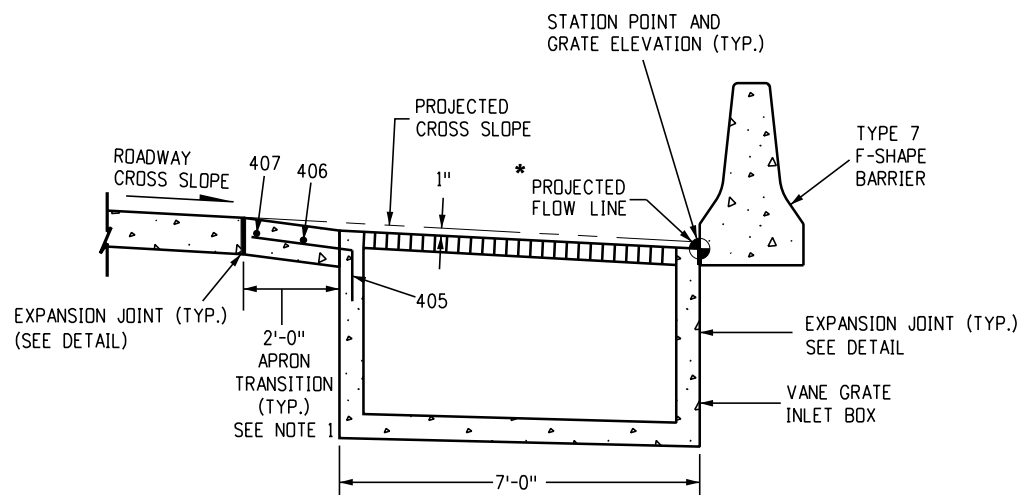
**Concrete Apron for 36-Inch Inlet**



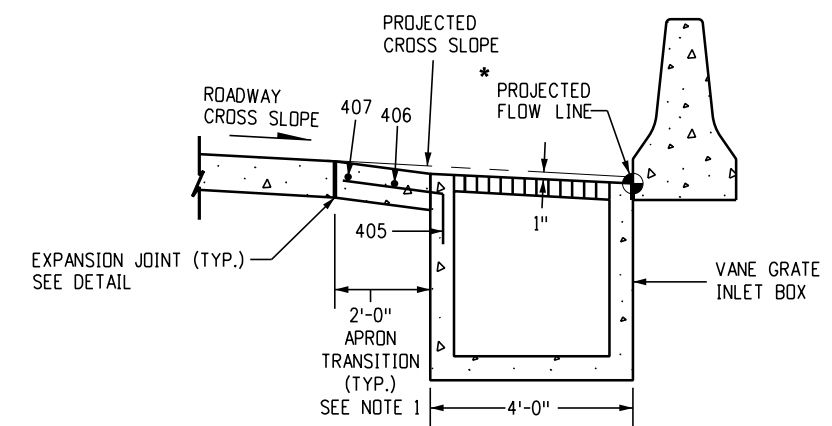
**Expansion Joint (Typ.)**

**Notes**

1. A 2-foot 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 E-E**



**Section F-F**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

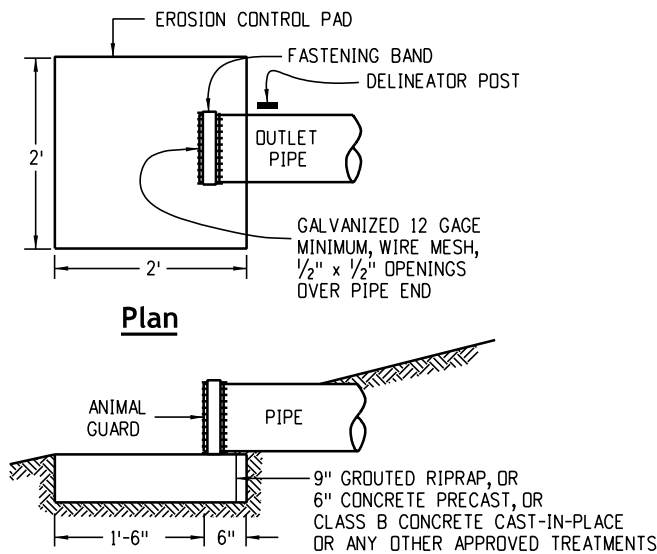
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

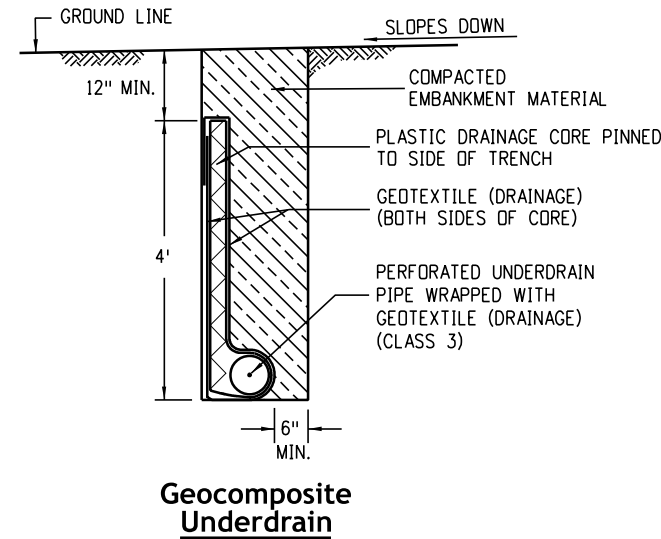
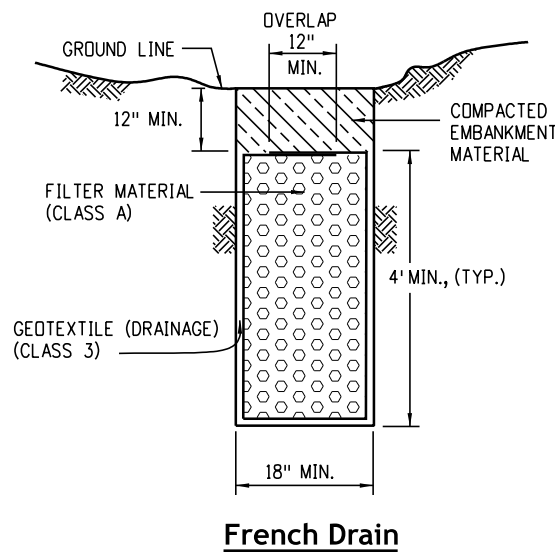


**Vane Grate Inlet**  
 Issued by Construction Engineering Services: July 01, 2026

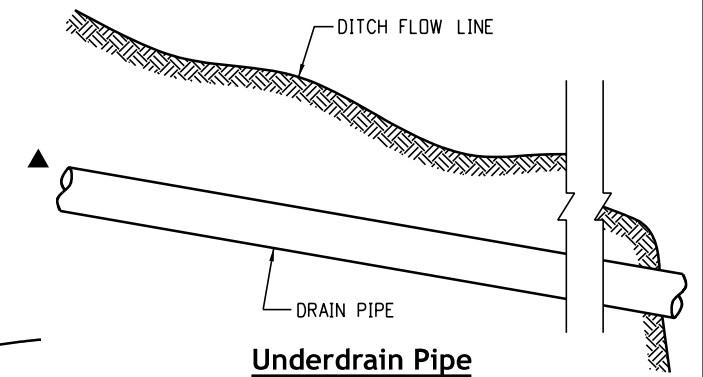
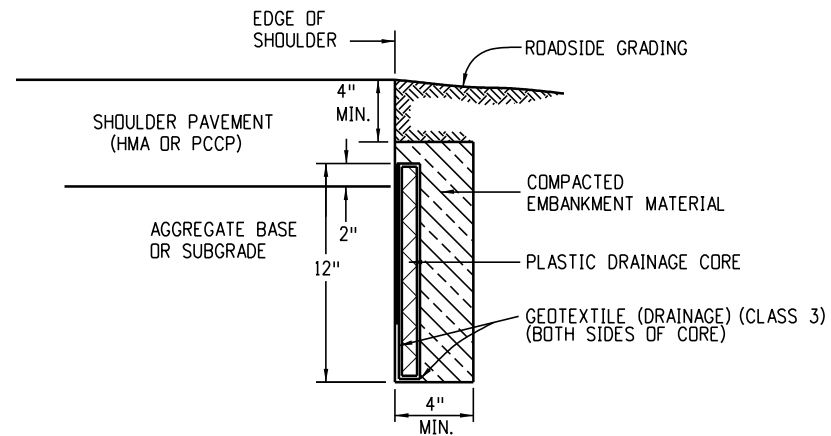
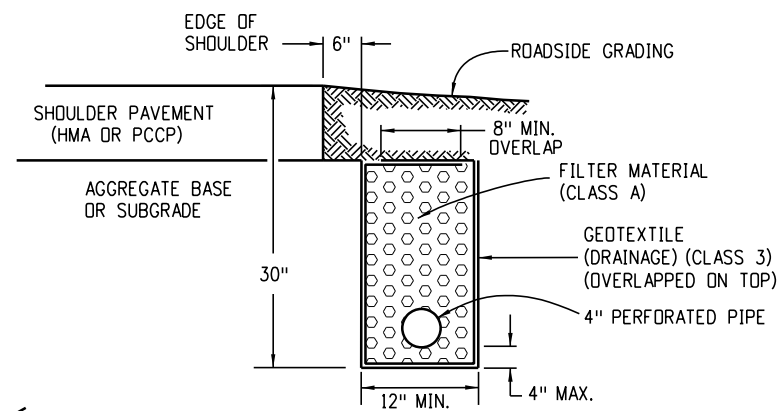
Standard Plan No.
<b>M-604-25</b>
Standard Sheet No. 5 of 5
Project Sheet Number:



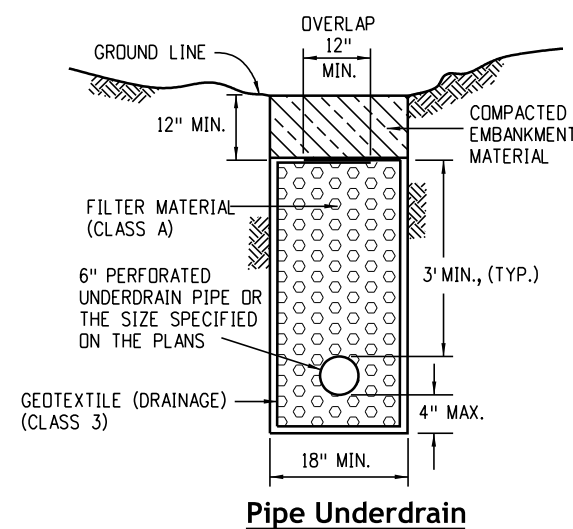
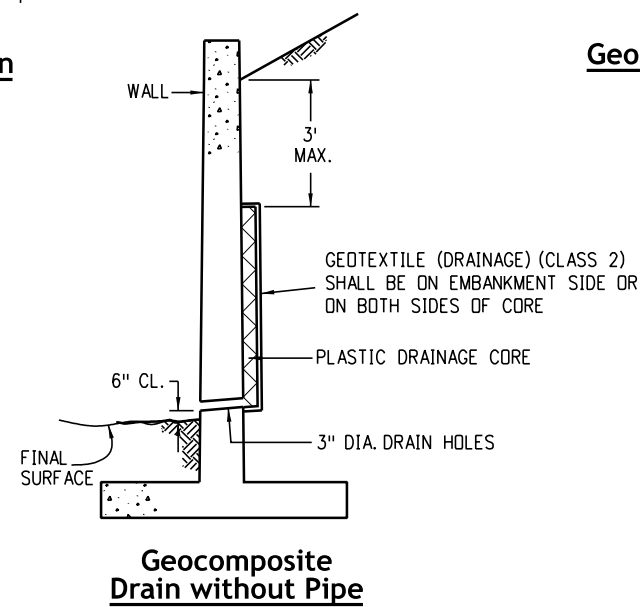
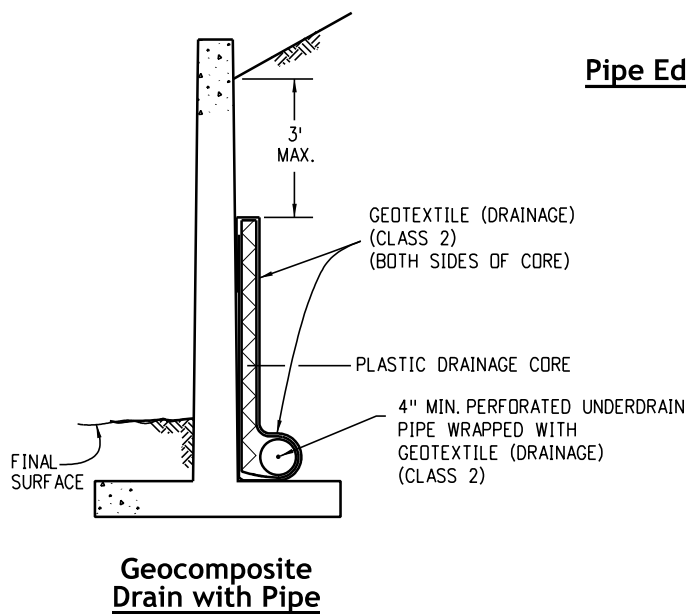
**Outlet Pipe End Treatment**



- 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 Project Engineer.
  2. Outlets for the edge drains are to be spaced at maximum 600-foot 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-foot 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.



- 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.



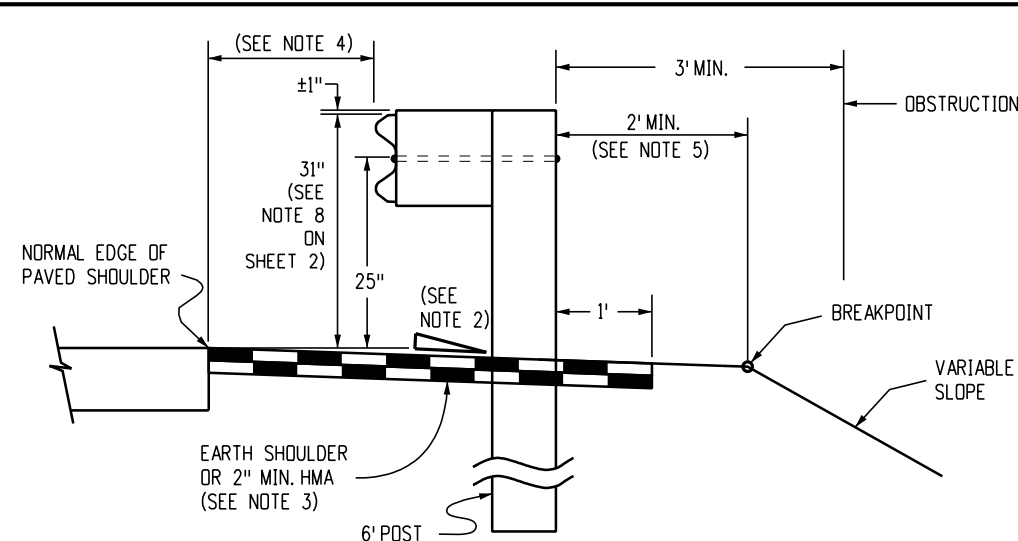
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

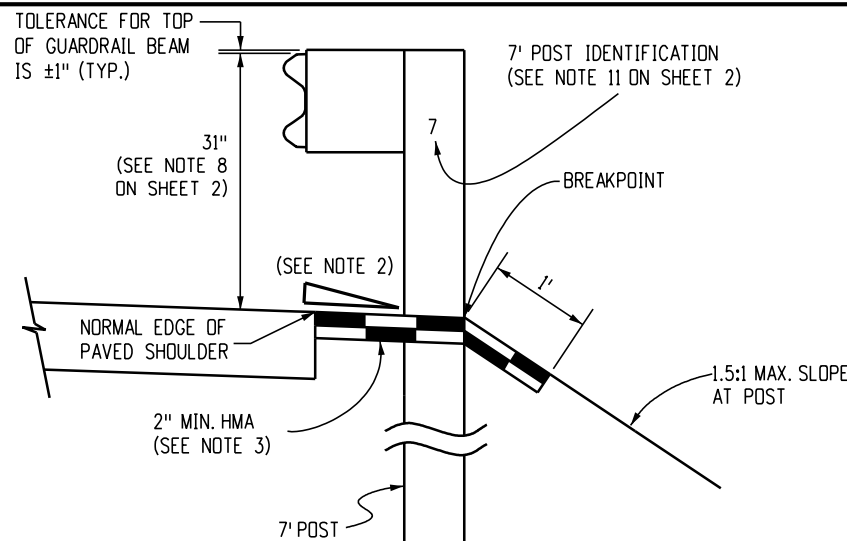
**Colorado Department of Transportation**  
Construction Engineering Services Branch  
2829 West Howard Place  
Denver, CO 80204  
DLK

**Subsurface Drains**  
Issued by Construction Engineering Services: July 01, 2026

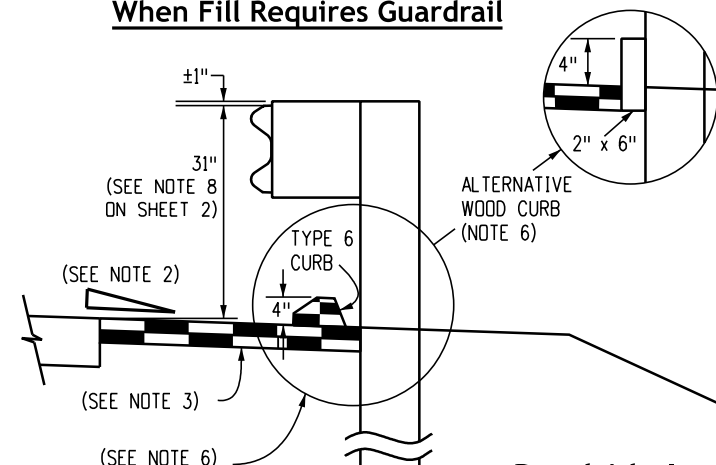
**Standard Plan No.**  
**M-605-1**  
Standard Sheet No. 1 of 1  
Project Sheet Number:



**Normal Roadside Installation  
When Fill Requires Guardrail**

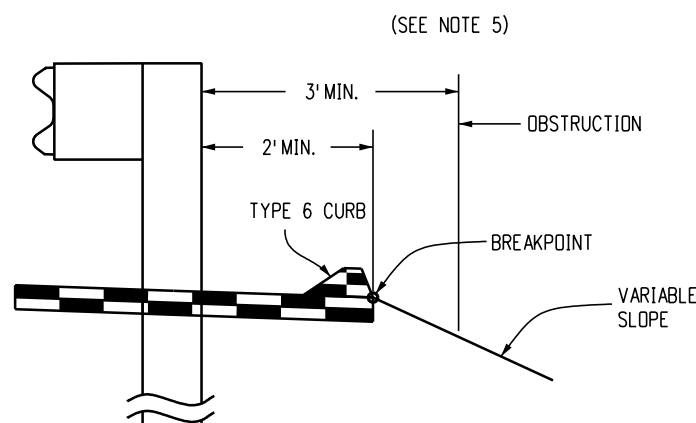


**Restrictive Roadside Installation  
With 7-Foot Guardrail Posts**

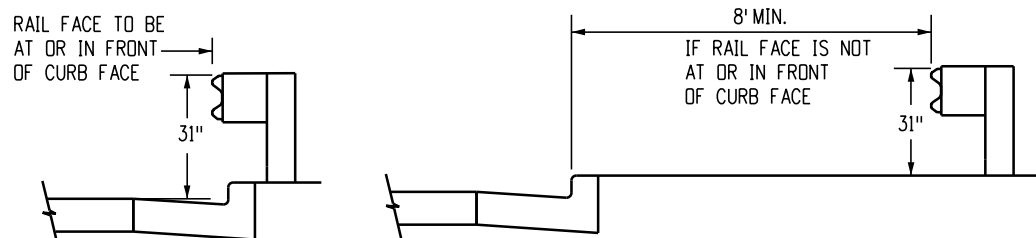


**Option A**

**Roadside Installation  
With Erosion Control Curb**



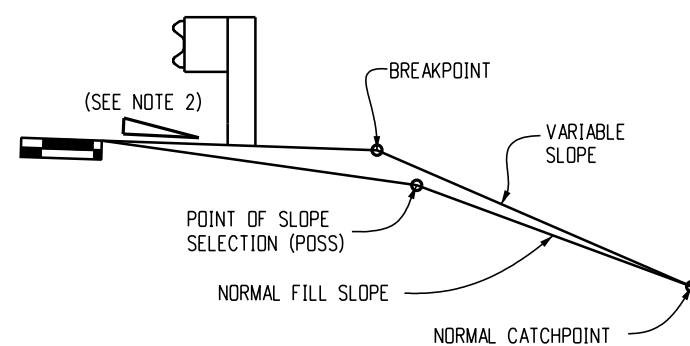
**Option B (Preferred)**



**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** (Continued on Sheet 2)
- All guardrails shown are MASH 2016 TL-3 compliant.
  - Rate of slope depends on guardrail location:
    - For guardrail face 2 feet or less from the normal edge of paved shoulder, continue the rate of slope of the normal paved shoulder to the breakpoint.
    - For guardrail face more than 2 feet from the normal edge of the paved shoulder, the slope shall be 10:1 or flatter.
  - When specified on the plans, extend a 2-inch minimum thickness paved surface to 1 foot behind the guardrail posts or to the erosion control curb as shown on plans. Asphalt cutting and 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 inch thick fiber reinforced concrete pavement may also be used for paving beneath the guardrail. Install the post in a 1/2-inch 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.
  - The minimum guardrail offset from paved shoulder edge shall be:
 

0 feet for shoulders 8 feet or wider  
2 feet for shoulders 6 feet or less

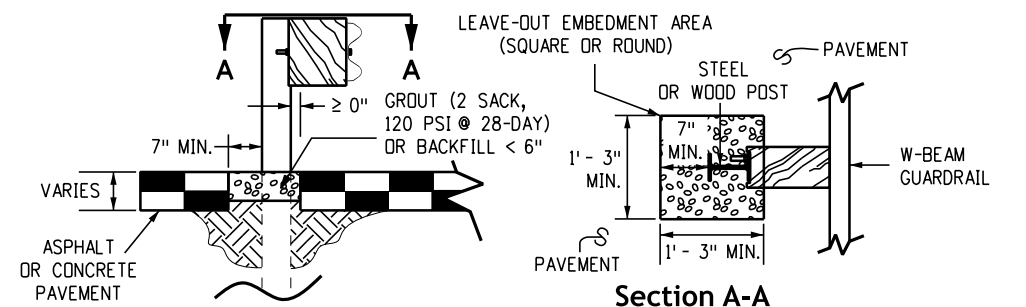
The guardrail offset from paved inside shoulder edge of a divided highway shall be:

0 feet minimum for shoulders 6 feet or wider  
2 feet desirable for 4 foot shoulders

The above 2 foot guardrail to shoulder offset is desirable but not required for:

    - An existing highway with a design speed less than 50 mph, the minimum offset is 4 feet from the traveled way.
    - A one-way one-lane ramp, and where one or more of the following are true:
      - The non-offset guardrail begins at least 100 feet beyond ramp nose.
      - The non-offset guardrail is not located on the ramp exit or entrance curve connection to the major highway.
      - The ramp shoulders are 4 feet 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 traveled way, even for short distances, while providing a smooth change in guardrail alignment.
  - If two feet cannot be provided between the back of the guardrail post and the breakpoint, use 7 foot guardrail posts. Refer to the "Restrictive Roadside Installation" detail.
  - When specified on the plans, install 4-inch high Type 6 Curb with its face at or behind the rail face. As an alternative when specified on the plans, install a 2-inch x 6-inch treated (AASHTO M 133) wood curb. Fasten with a 4 inch lag bolt and washer at each wood post, or with a 1/4-inch diameter bolt with washer and nut at each steel post. If the 2-inch x 6-inch wood curb is specified, it will be included in the cost of the guardrail. If approved by the Project Engineer, a 2-inch x 4-inch treated wood curb may be substituted for the 2-inch x 6-inch 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.



**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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

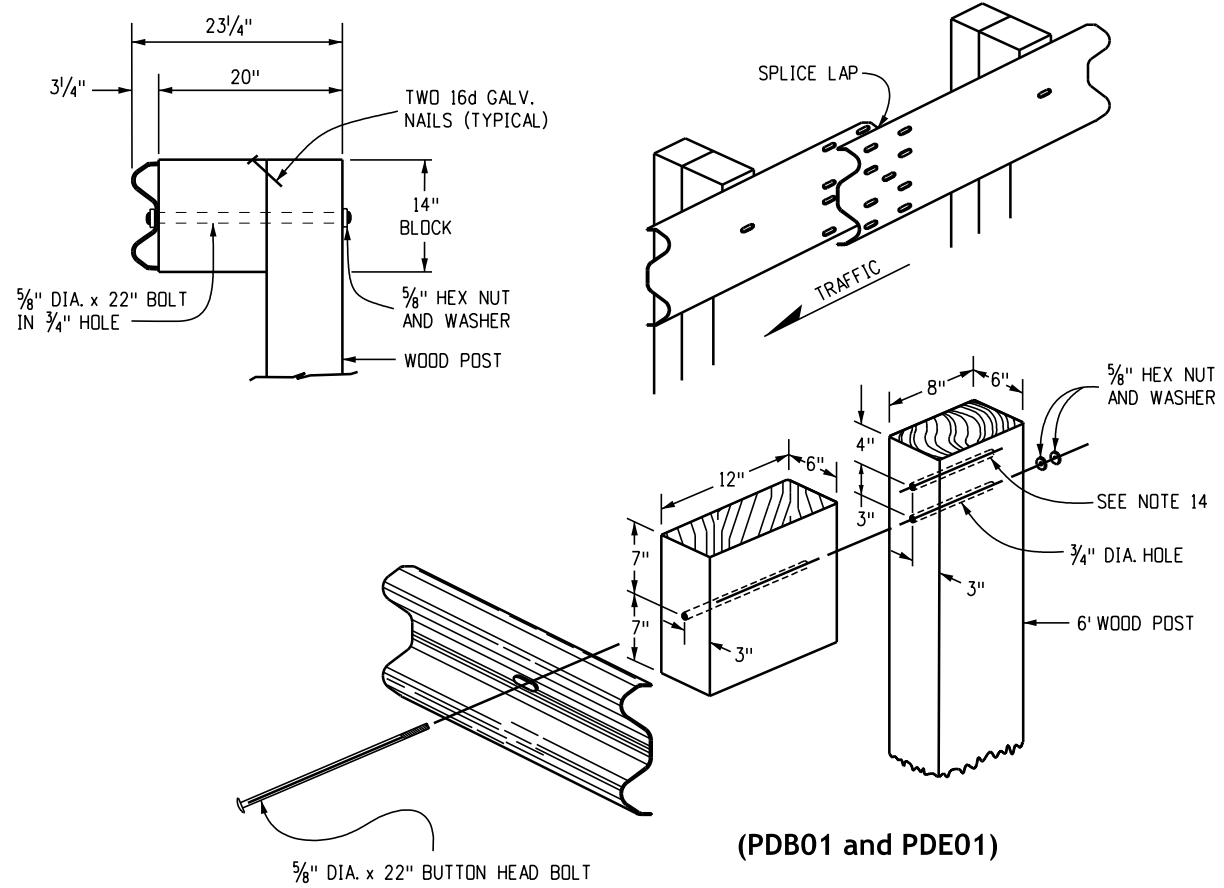
**Midwest  
Guardrail System (MGS)  
Type 3 W-Beam 31 Inches**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-606-1</b>
Standard Sheet No. 1 of 19
Project Sheet Number:

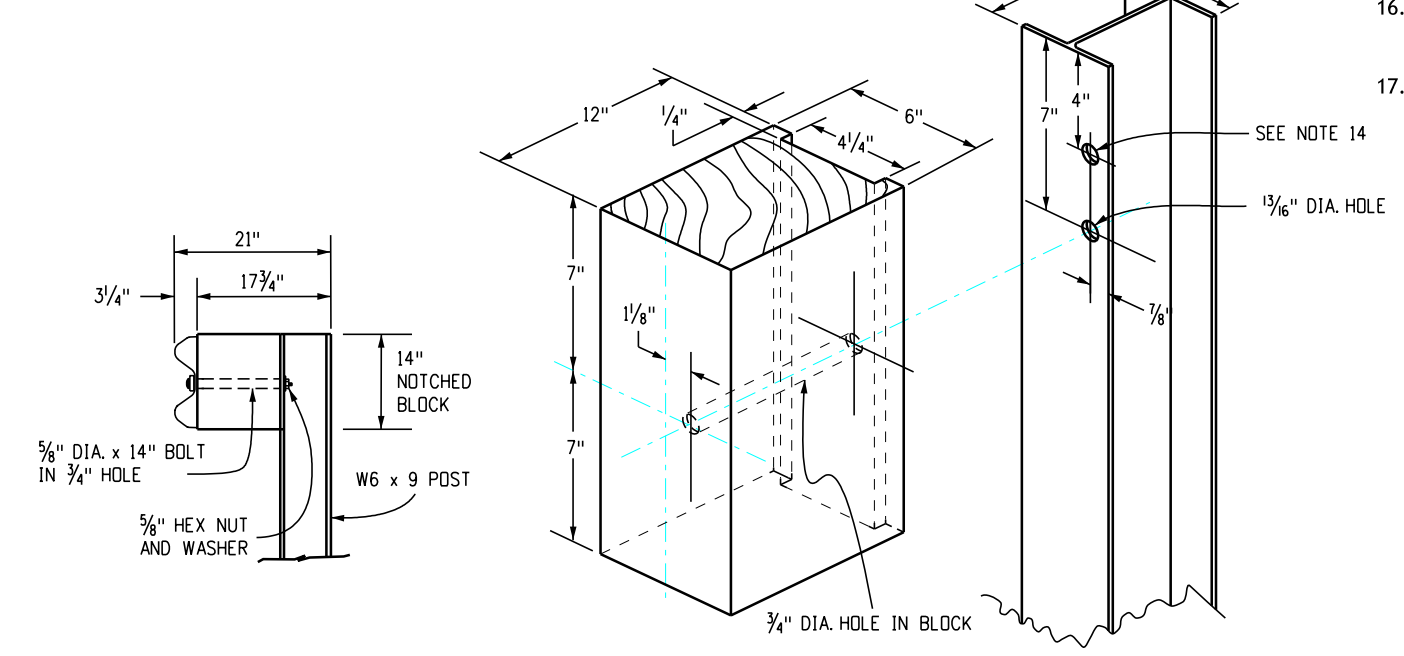
**General Notes** (Continued from Sheet 1)

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-foot posts shall be installed instead of the standard 6-foot posts. The 7-foot posts shall be marked with the Number 7 to ensure permanent identification. Steel posts shall be stamped prior to galvanizing. The number 7 shall be a minimum 2-inches tall and located as shown on the elevation view on Sheet 1.
12. The standard 3-inch x 1-3/4-inch x 3/16-inch 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-foot Intervals (See Sheets 6 and 8 for exceptions). Reflector 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 reflector surface faces the approaching traffic for one-way roads. For two-way roads, both sides of the tabs shall be reflective, so that delineation is provided for both directions of travel. The reflective sheeting color shall match the color of the adjacent traveled way edge line. See the Reflector Tab detail on Sheet 3.
16. At the time of installation, wood posts or blocks with seasoning checks greater than 1/4 inch 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 "PDB01", "PDE01", and "PWE01" in this Standard Plan specify hardware details from "A 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 Project 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 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.



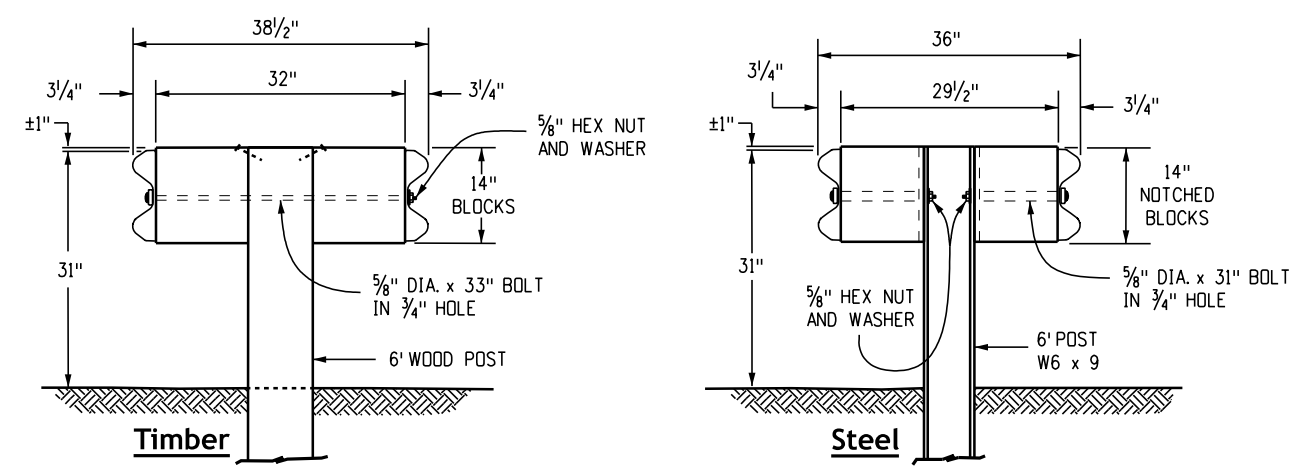
**Wood Post and Block**

(Nominal dimensions are shown for the posts and blocks)



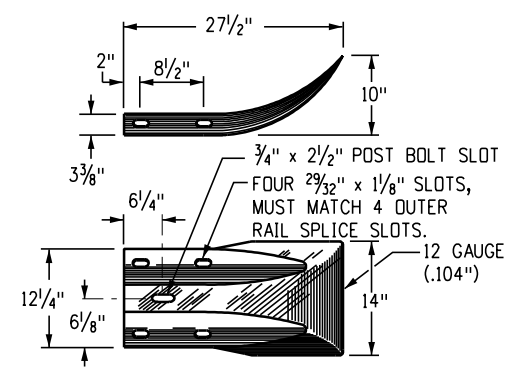
**Steel Post and Notched Block**

(Nominal dimensions are shown for the posts and blocks)

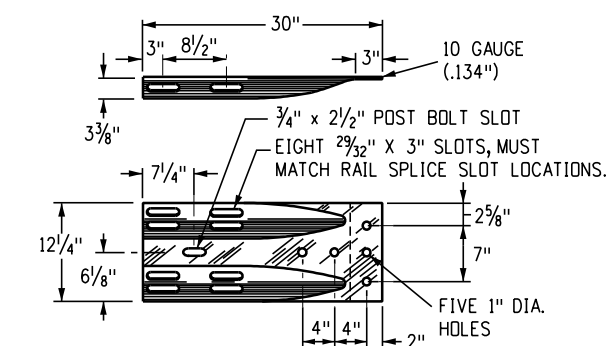


**Double Block and Guardrail Type 3 (Double) for Median Barrier**

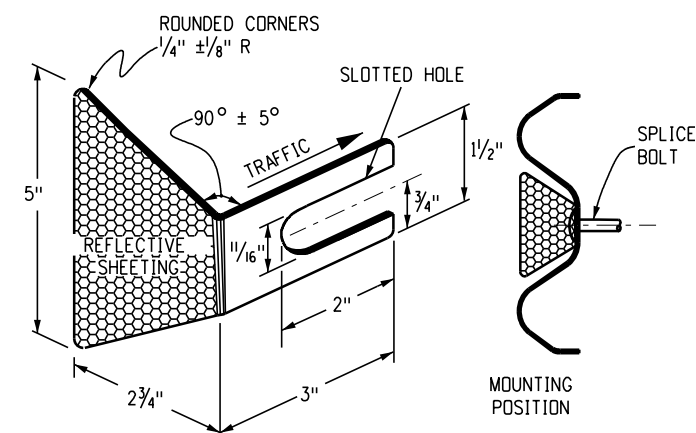
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <tr> <th>Date:</th> <th>Comments:</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		Date:	Comments:							<b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK		<b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No. M-606-1</b> Standard Sheet No. 2 of 19 Project Sheet Number:	
Date:	Comments:																



**Terminal Section (Flared)**

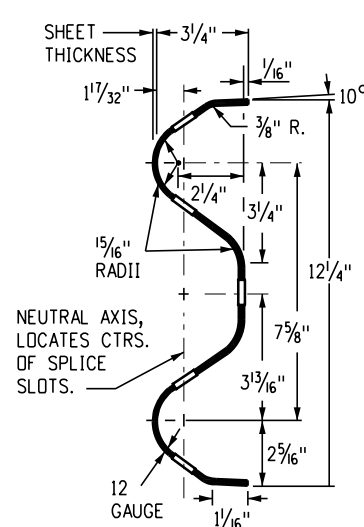


**Terminal Section (Connector)**

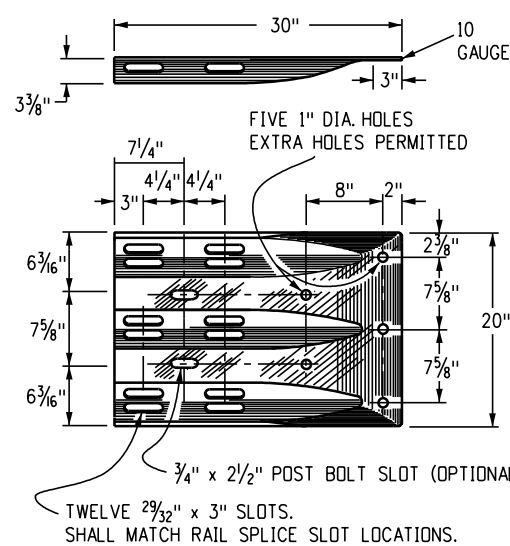


**Reflector Tab**

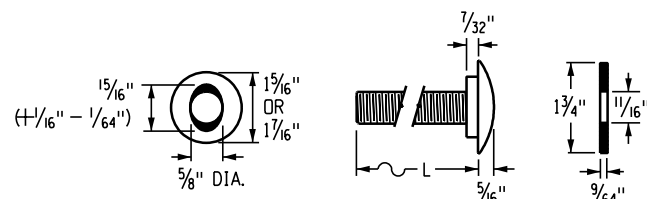
Note: Reflector tabs shall be manufactured from 12 to 14 gauge steel and shall conform to the requirements of S Standard S-612-1.



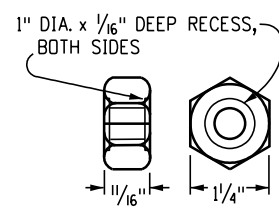
**W-Beam Rail Section**



**Thrie-Beam Terminal Section (Connector)**

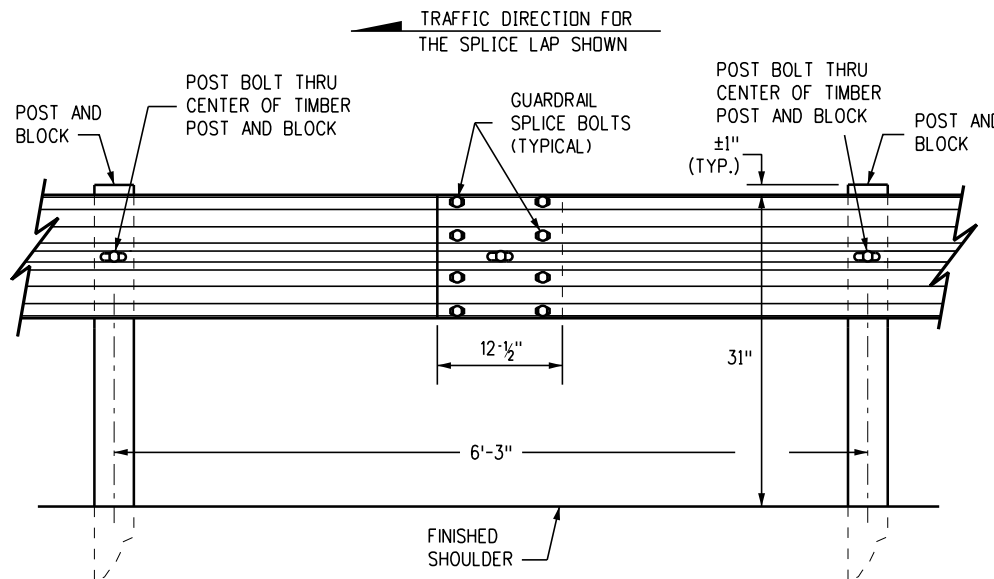


**Button Head Bolt With Oval Shoulder**

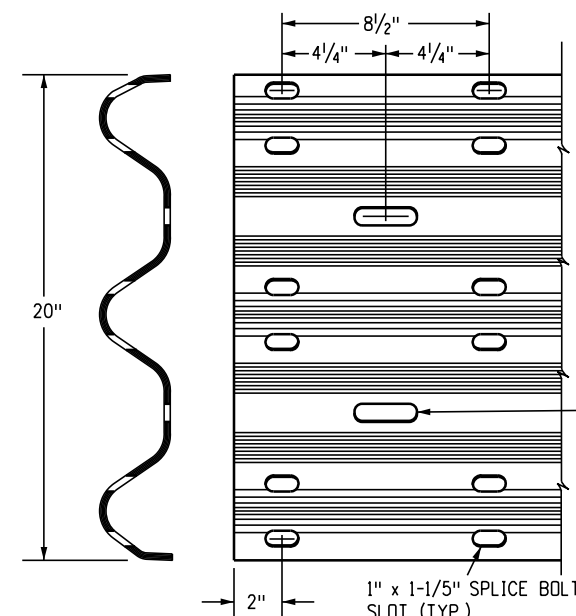


**Washer**

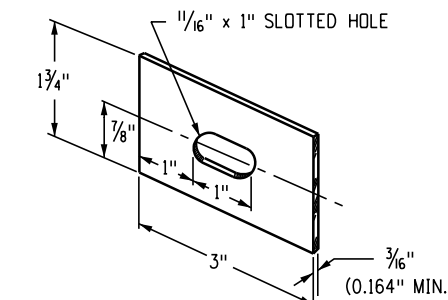
**Hex Nut**



**W-Beam Rail Splice**



**Thrie-Beam Detail**



**Rectangular Washer**  
(To be used only where specified.)

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		
HIGH STRENGTH BOLTS & NUTS	ASTM A 325		AASHTO M 232, CLASS C
HIGH STRENGTH STUDS & NUTS	ASTM A 449		OR
ROUND STEEL WASHERS	ASTM F 436		ASTM B 695 CLASS 50 TYPE 1
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.

DIAMETER & TYPE (INCHES)	12" BLOCKS L = LENGTH (INCHES)	THREAD LENGTH (INCHES)	INTENDED USE	AASHTO-AGC-ARTBA STANDARD NUMBER	NO. BOLTS, NUTS & WASHERS
5/8	1/4	FULL (1 1/32)	ALL RAIL SPLICES	FBB01	8 PER SPLICE *
BUTTONHEAD	22	MIN. 2 1/2	SINGLE BLOCK & POST (TIMBER)	FBB04	1 PER POST
OVAL SHLDR	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

Computer File Information
Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions
Date: _____ Comments: _____

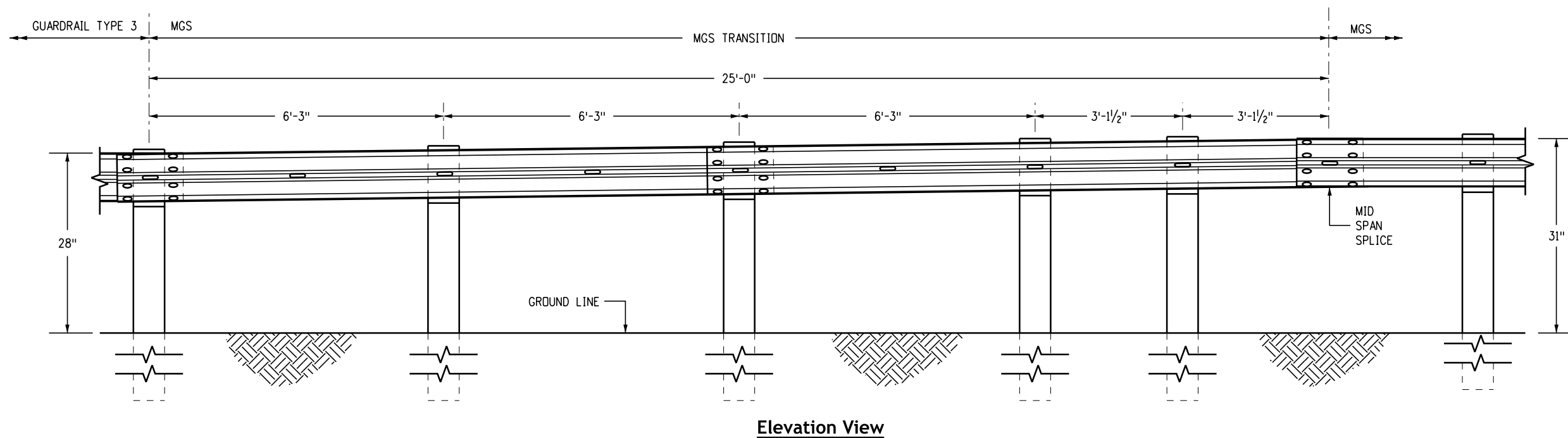
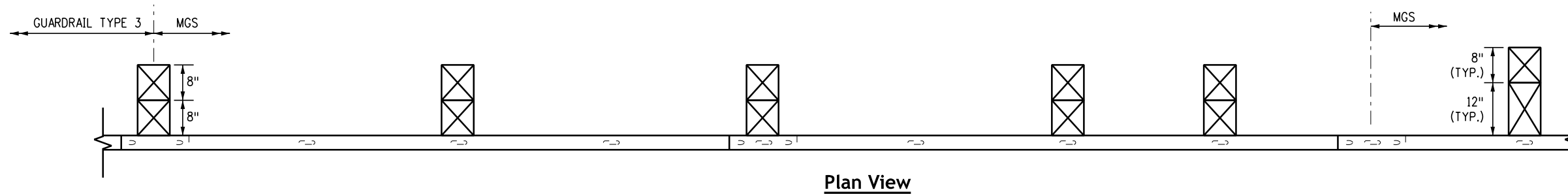
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Midwest**  
**Guardrail System (MGS)**  
**Type 3 W-Beam 31 Inches**  
 Issued by Construction Engineering Services: July 01, 2026

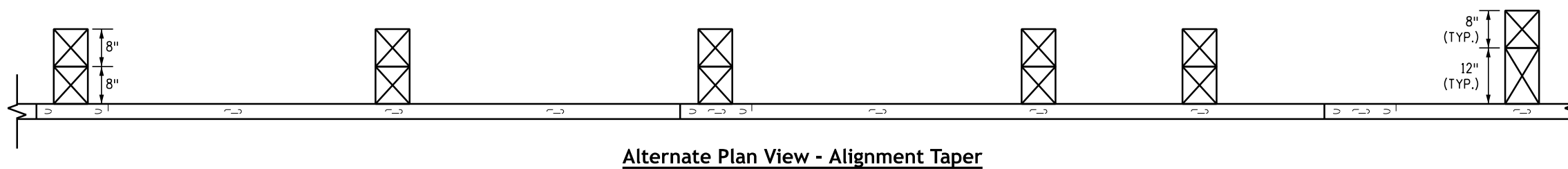
**Standard Plan No.**  
**M-606-1**  
 Standard Sheet No. 3 of 19  
 Project Sheet Number: \_\_\_\_\_

**Note**

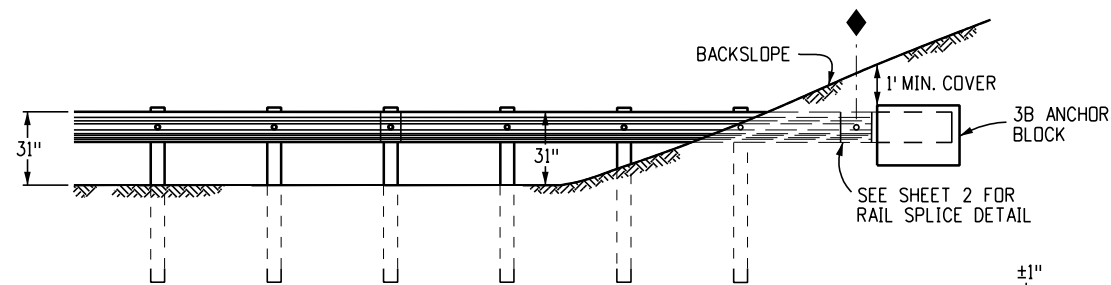
1. The MGS transition from a Type 3 guardrail shall be completed outside the MGS End Anchorage limits.



**Transition from 28-Inch Guardrail To 31-Inch MGS**



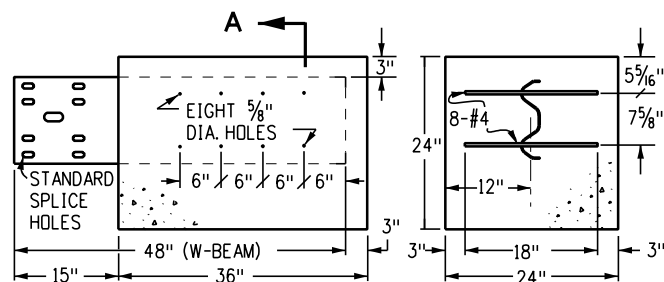
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No. M-606-1</b> Standard Sheet No. 4 of 19 Project Sheet Number:	
Date:	Comments																



See type 3B (rub rail) plan view for alignment. The 100-foot flare length may be shortened if the slope is less than 8 feet wide.

**End Anchorage Type 3B**

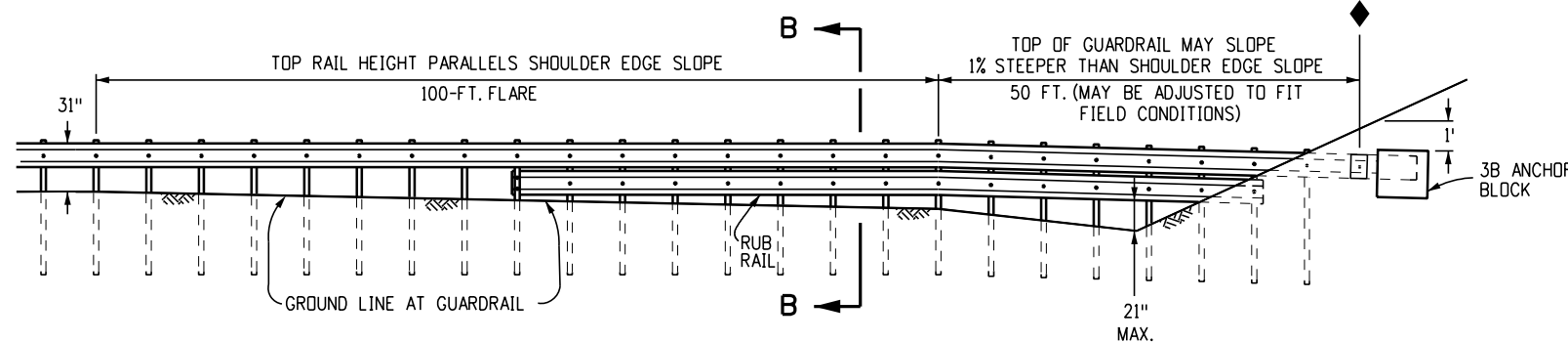
(Without roadside ditch at guardrail)



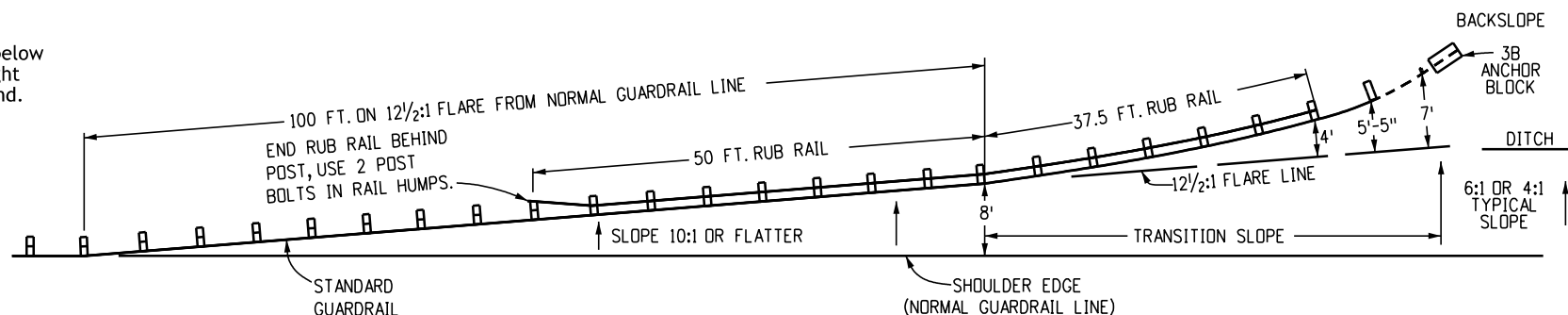
**Section A-A**

**Section B-B**

Mount a W-Beam Rub Rail 1-1/2 inch below the top rail when the top rail height exceeds 33 inches above the ground.



**Elevation View**

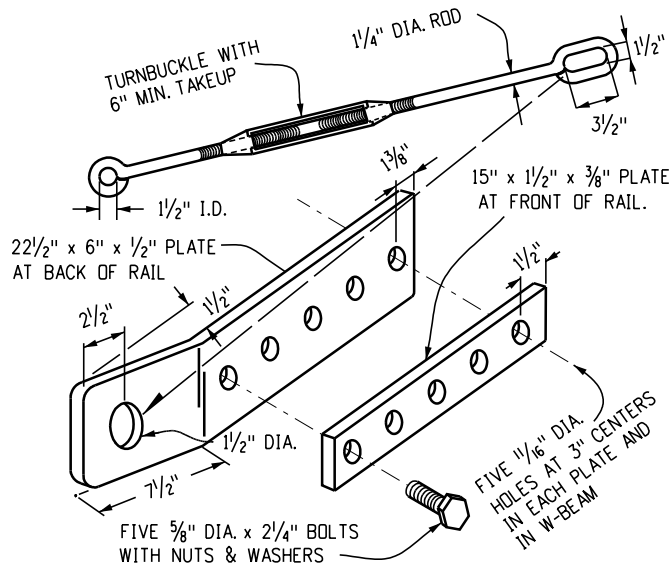


**Plan View**

**End Anchorage Type 3B (Rub Rail)**

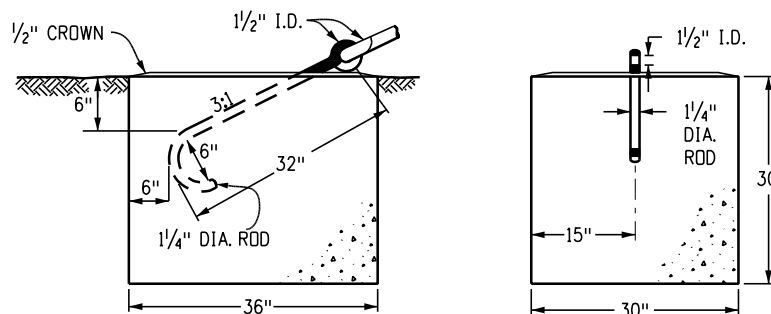
(With roadside ditch at guardrail)

◆ End of guardrail pay length



**Type 3D Hardware Details**

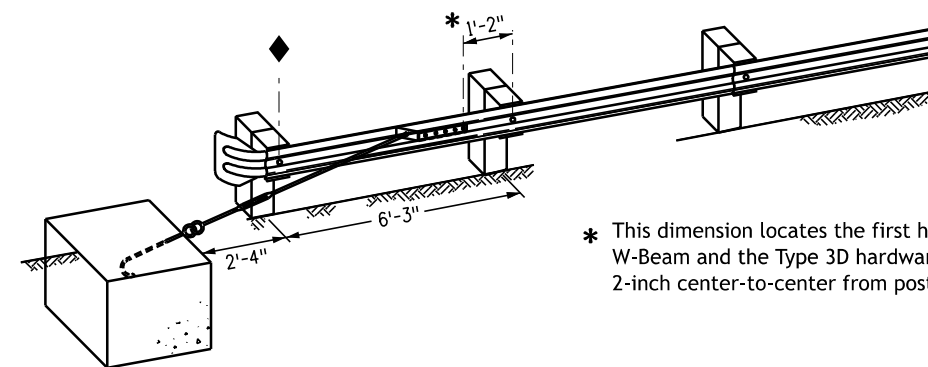
Note: All parts shall be galvanized



**Front**

**End**

**Type 3D Anchor Block Detail**



**End Anchorage Type 3D Departure Terminal**

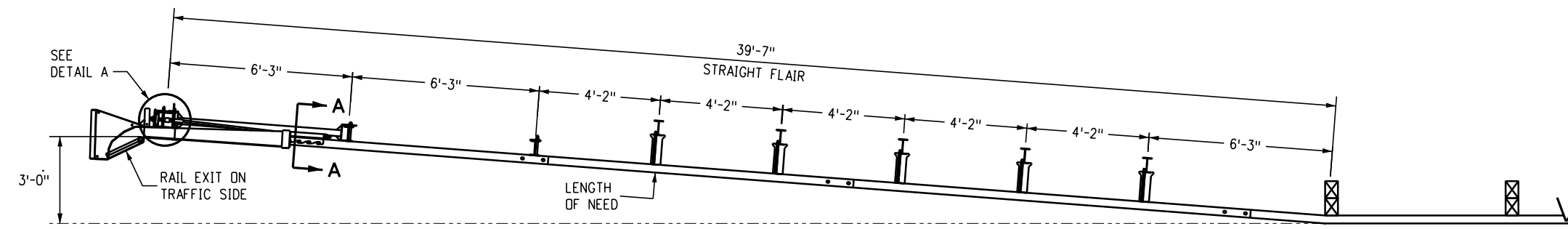
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Midwest Guardrail System (MGS)</b> <b>Type 3 W-Beam 31 Inches</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments:			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 5 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

**Notes**

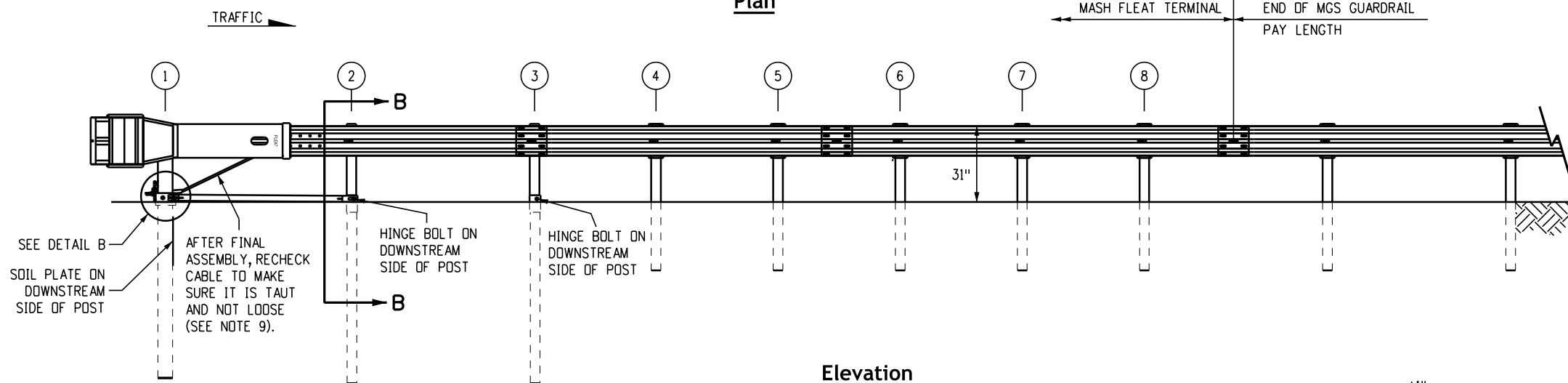
1. The end anchorage (flared) shall be the MFLEAT terminal, as manufactured by Road Systems Inc. (Telephone #: 432-263-2435). One End Anchorage (Flared) shall include all posts, rail, and all hardware items required for a complete unit. The End Anchorage (Flared) shall be installed conforming to the Manufacturer's recommendations. The Contractor shall provide a copy of the Manufacturer's installation instructions and parts list to the Project Engineer prior to installation of the device.
2. Retroreflector tabs shall not be used on end anchorage posts.
3. Delineation shall be applied to the end piece and shall not be paid for separately, but shall be included in the work.
4. Aesthetic treatment options may be available with prior approval of the Project Engineer. Contact the Manufacturer for approved aesthetic treatment options.
5. All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
6. The lower sections of the Posts 1, 2, and 3 shall not protrude more than 4 inches above the ground (measured along a 5-foot chord). Site grading may be necessary to meet this requirement.
7. The lower sections of the hinged posts should not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
8. When competent rock is encountered, a 12-inch diameter post hole, drilled 20 inches deep into the rock surface shall be used if approved by the Project Engineer for posts 1 and/or 2. Granular material shall be placed in the bottom of the hole, approximately 2.5 inches deep to provide drainage. The first and/or second post shall be field cut to length, placed in the hole and backfilled with suitable backfill. The soil plate may be trimmed if required.
9. The breakaway cable assembly shall be taut. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.

**Offset Notes**

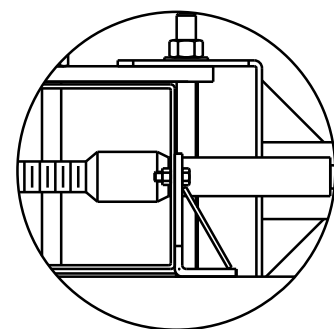
1. Post offset dimensions are given to the center of the traffic face of posts.
2. The guardrail between post ① through ⑧ is on a straight line flare.



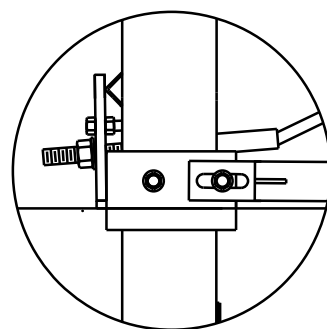
**Plan**



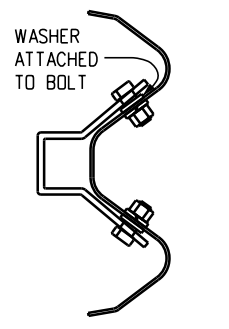
**Elevation**



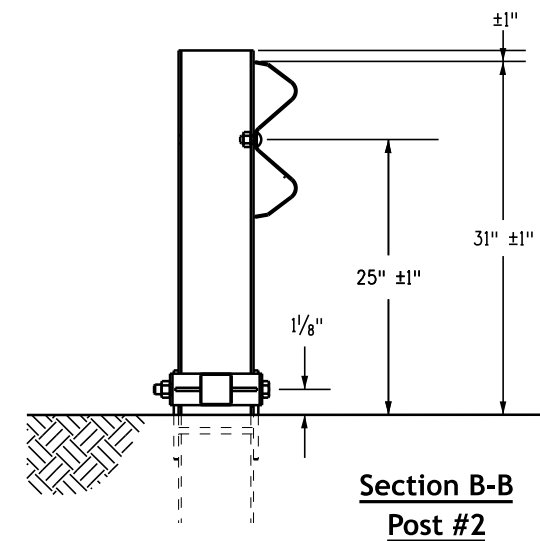
**Detail A**  
**Impact Head Connection**



**Detail B**  
**Post #1 Connection**



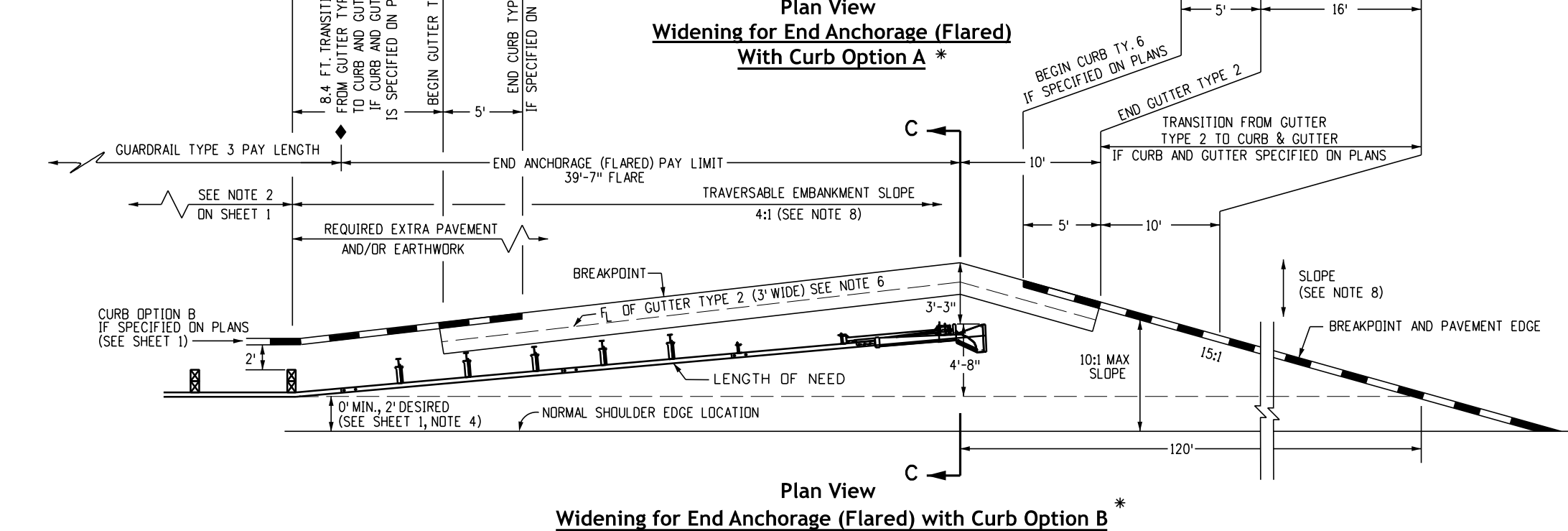
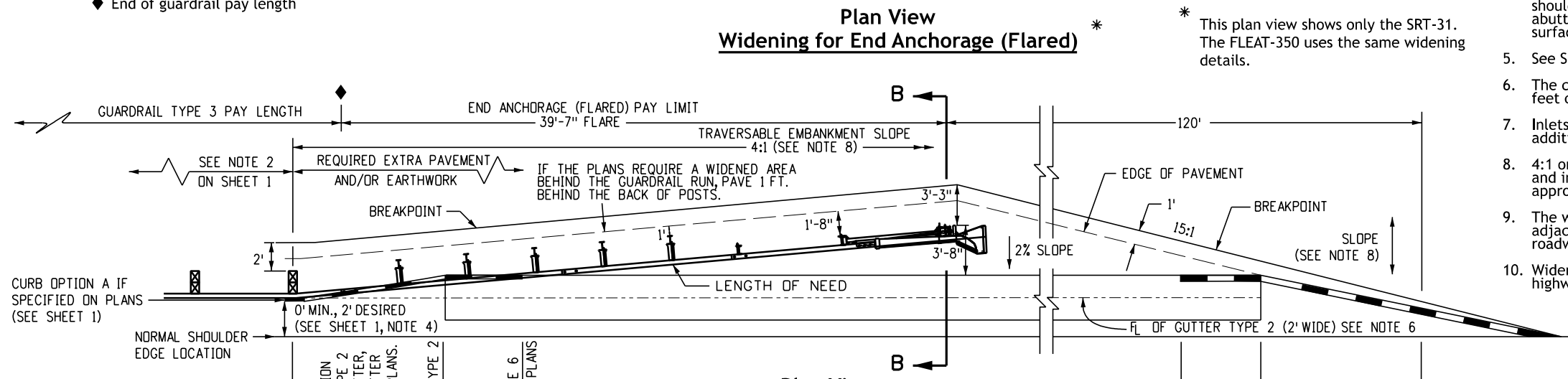
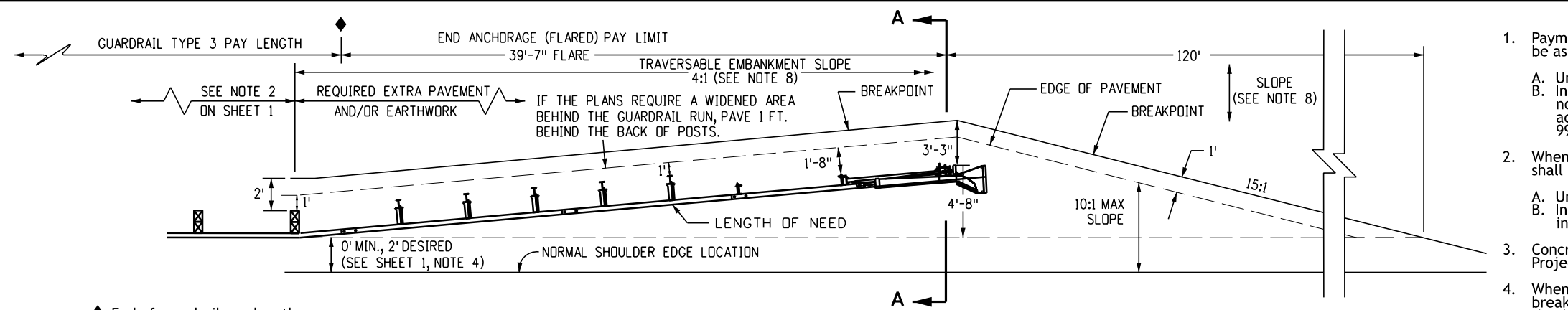
**Section A-A**  
**Anchor Bracket**



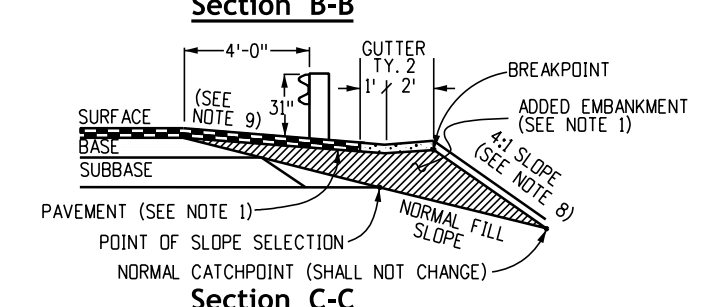
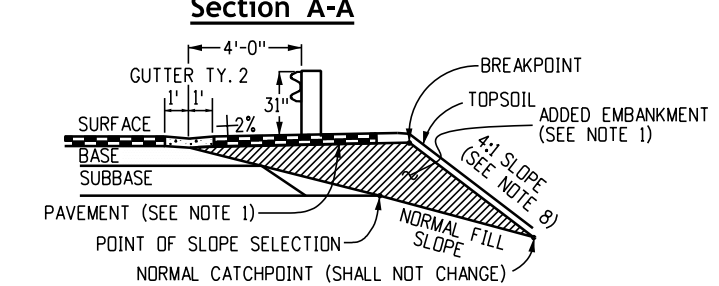
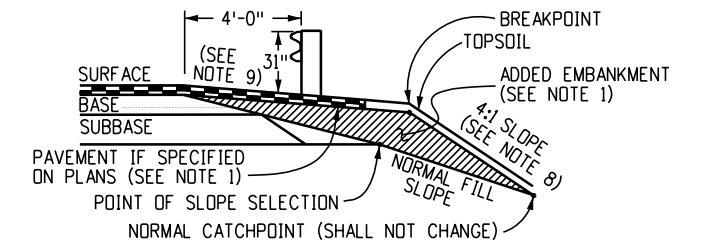
**Section B-B**  
**Post #2**

**End Anchorages (Flared)**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b> Issued by Construction Engineering Services: July 01, 2026	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 6 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



- ### Notes
- Payment for the added embankment (approximately 45 cubic yards) for the flare shall be as follows:
    - Under Pay Item 203 when the contract plan includes Pay Item 203.
    - 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 CDOT Standard Specification Subsection 203.07 and AASHTO T 99.
  - When the widened area is paved, payment for the pavement (approx. 70 square yards) shall be as follows:
    - Under Pay Item 403 or 412 when the contract plan includes Pay Item 403 or 412.
    - 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).
  - Concrete paved areas shall have their tapered ends squared off as directed by the Project Engineer.
  - 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 overlaid unless pavement conditions warrant. Any overlay pavement abutting the Flared End Anchorage shall be tapered to prevent a drop in the paved surface below the rail.
  - See Sheets 1, 2, 3, and 5 for Standard Type 3 Guardrail installation details.
  - The cost of the gutter will be paid for as "Gutter Type 2 (2-FT.)" for a length of 134 feet or "Gutter Type 2 (3-FT.)" for a length of 40 feet.
  - 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.
  - 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 Project Engineer.
  - 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 feet from shoulder or slope equal to roadway slope if 2 feet or less from shoulder.
  - Widening for end anchorages shall be paved on interstates and freeways. For other highways, paving shall be as shown on the Plans.



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

DLK

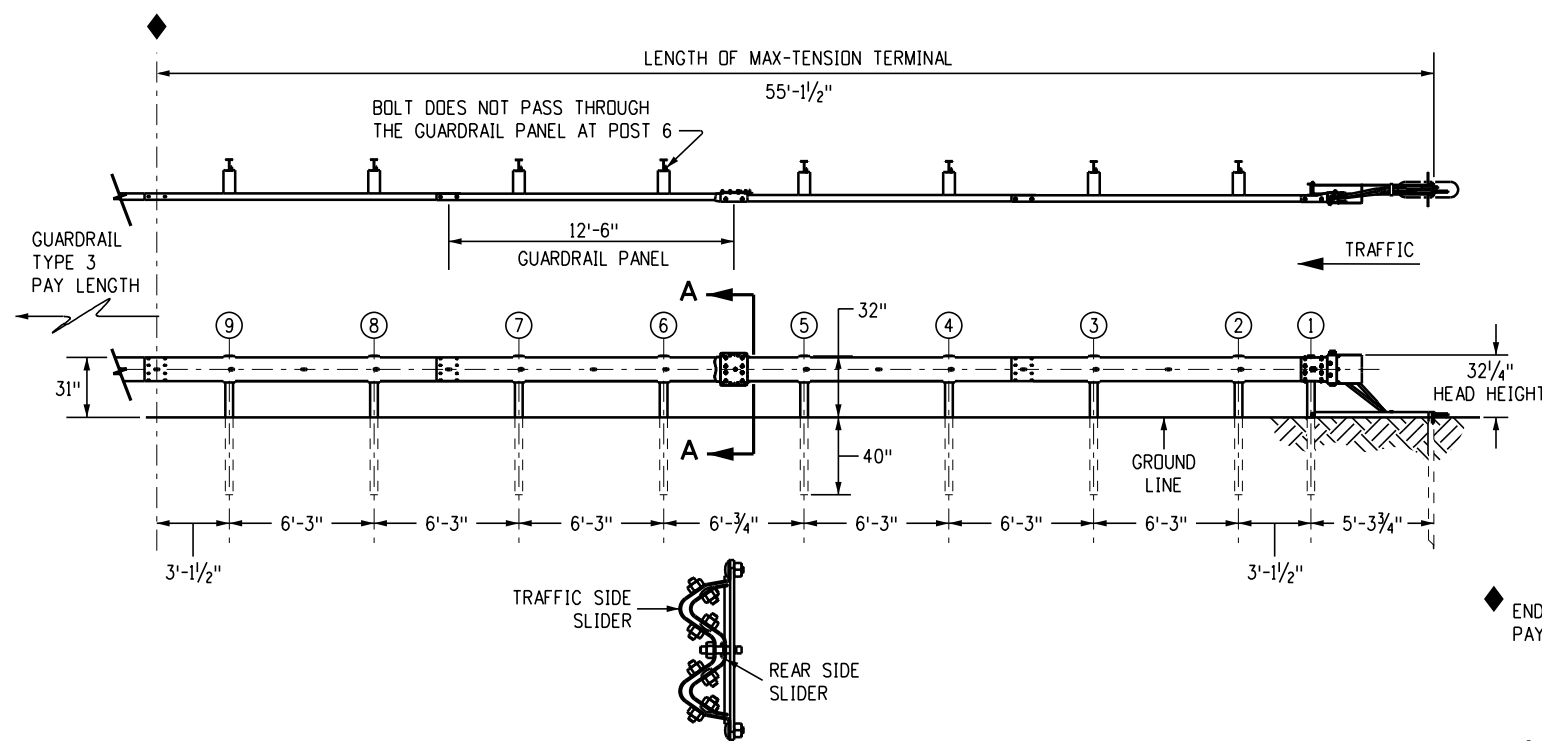
**Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches**

Issued by Construction Engineering Services: July 01, 2026

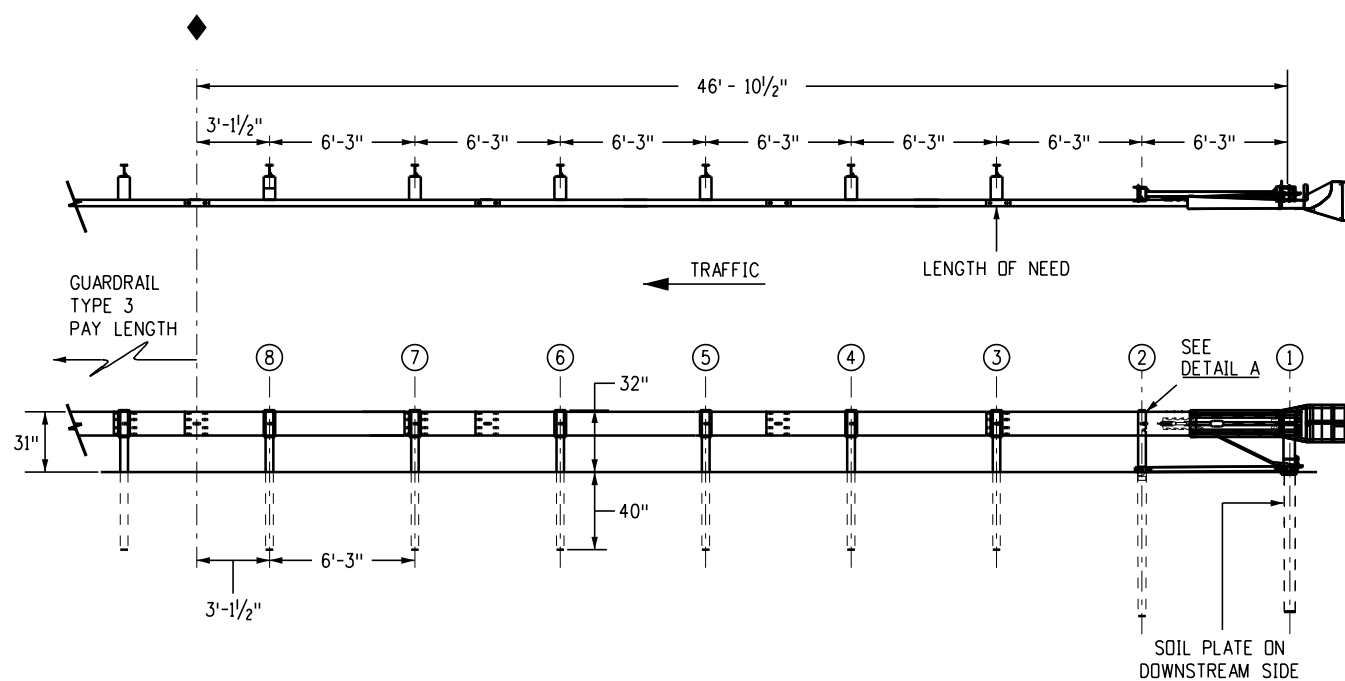
Standard Plan No.
<b>M-606-1</b>
Standard Sheet No. 7 of 19
Project Sheet Number:

**Notes**

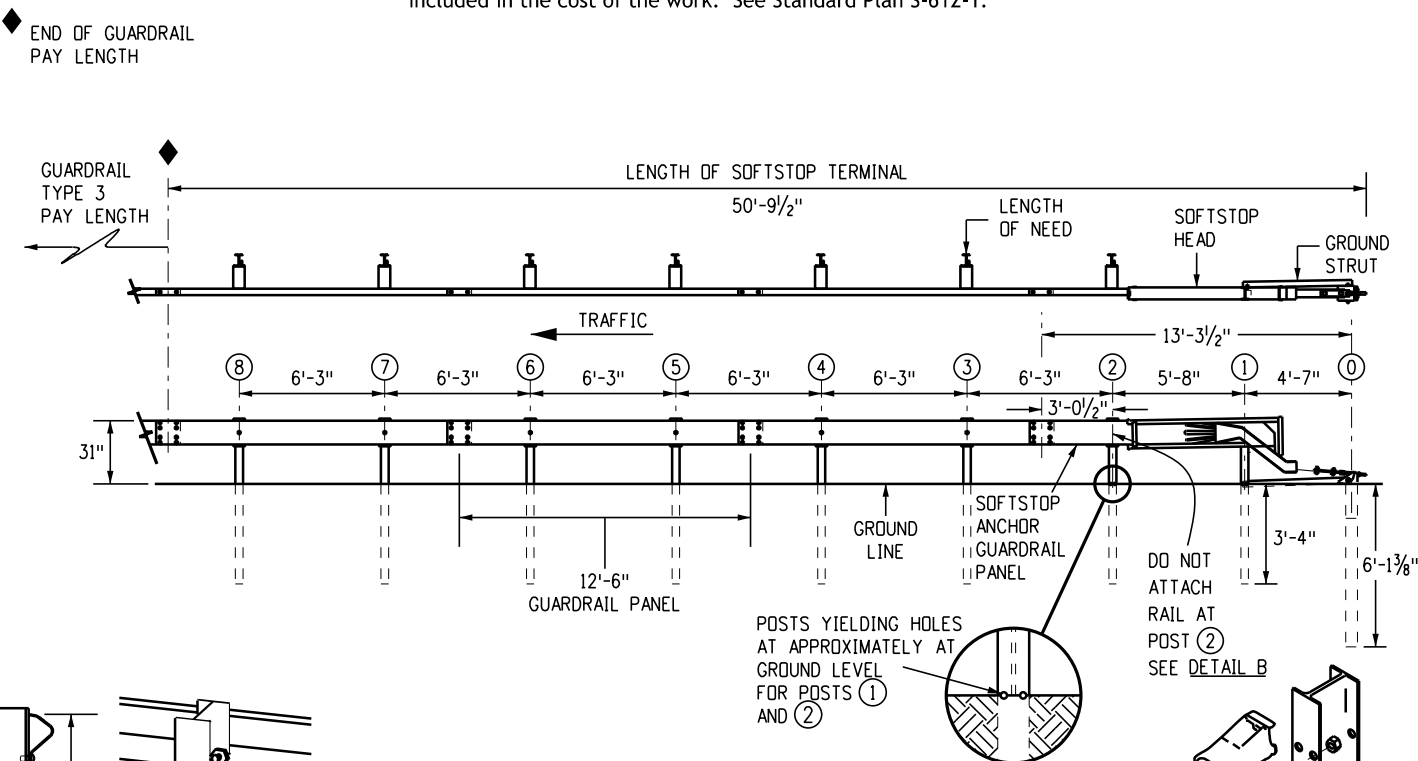
1. The End Anchorage (Nonflared) shall either be the SoftStop as manufactured by Valtir, LLC. (Tel. #: 1-888-356-2363), the Max-Tension as manufactured by Lindsay Transportation Solutions (Tel. #: 402-829-6800), or the MSKT as manufactured by Road Systems, Inc. (Tel. #: 432-263-2435). The End Anchorage (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 Project 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-foot 1-1/2 inches, 9-foot-4-1/2 inches, or 15-foot 7-1/2 inches 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. Reflector 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.



**Section A-A**  
**Max-Tension Terminal End Anchorage (Nonflared)**  
(MASH Certified)



**MSKT Terminal End Anchorage (Nonflared)**  
(MASH Certified)



**SoftStop Terminal End Anchorage (Nonflared)**  
(MASH Certified)

**End Anchorages (Nonflared)**

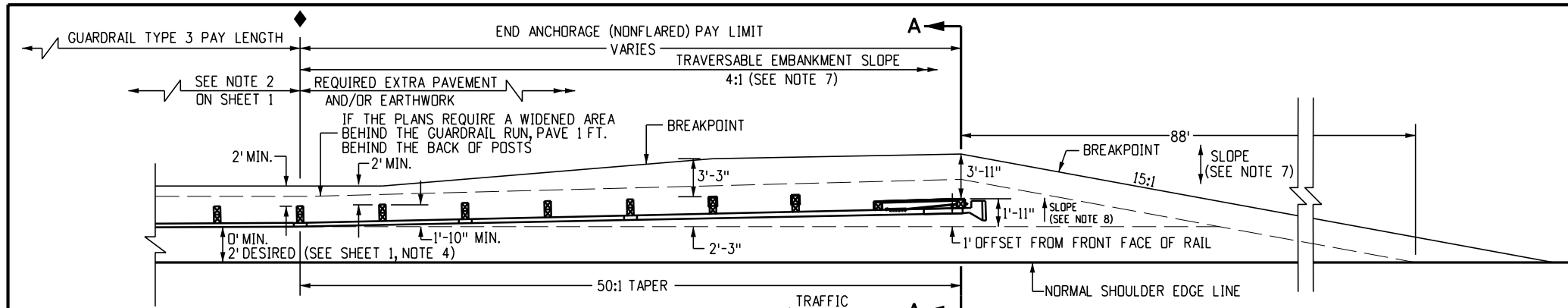
Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

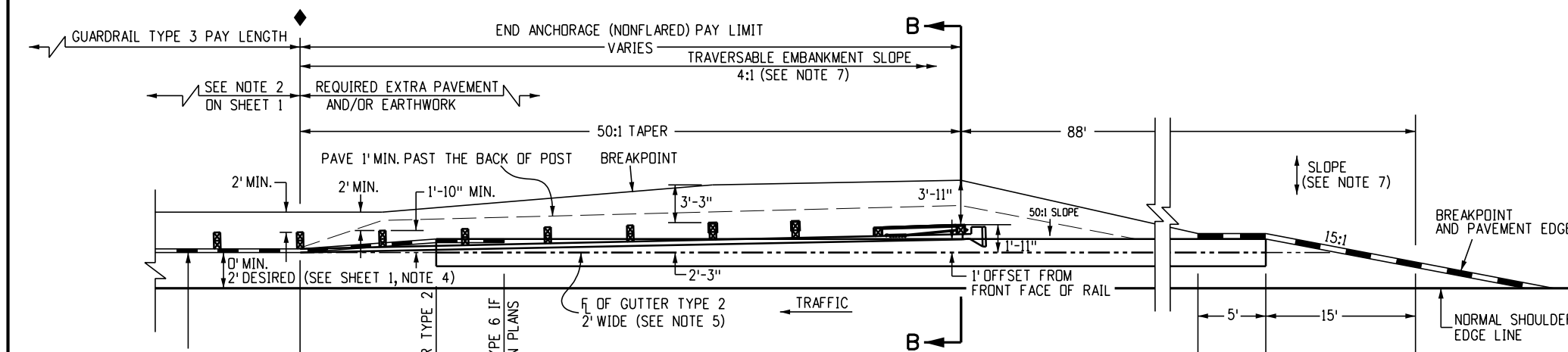
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
2829 West Howard Place  
Denver, CO 80204  
DLK

**Midwest**  
**Guardrail System (MGS)**  
**Type 3 W-Beam 31 Inches**  
Issued by Construction Engineering Services: July 01, 2026

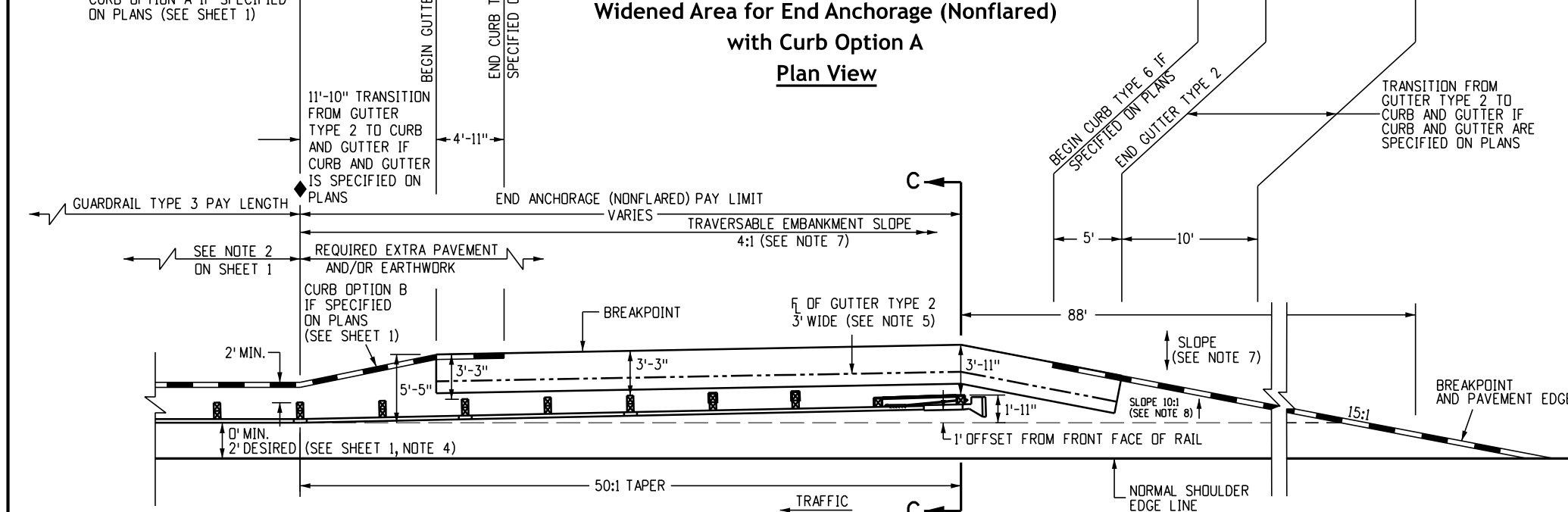
**Standard Plan No.**  
**M-606-1**  
Standard Sheet No. 8 of 19  
Project Sheet Number:



**Widened Area for End Anchorage (Nonflared)  
Plan View**

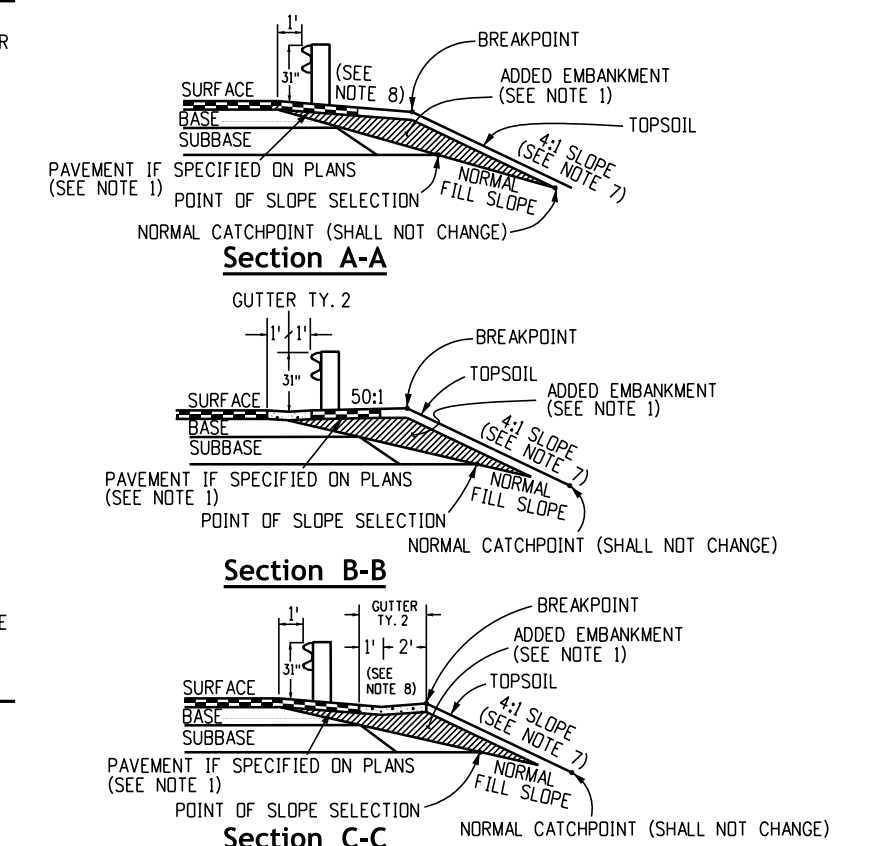


**Widened Area for End Anchorage (Nonflared)  
with Curb Option A  
Plan View**



**Widened Area for End Anchorage (Nonflared) with Curb Option B  
Plan View**

- Notes**
- Payment for the added embankment (approximately 25 cubic yards) for the flare shall be as follows:
    - Under Pay Item 203 when the contract plan includes Pay Item 203.
    - Included in the cost of the End Anchorage (Nonflared) when the contract plans do not include Pay Item 203. The added embankment shall be constructed in accordance with CDOT Standard Specification Subsection 203.07 and AASHTO T 99.
  - When the widened area is paved, payment for the pavement (approximately .39 square yards) shall be as follows:
    - Under Pay Item 403 or 412 when the Contract Plan includes Pay Item 403 or 412.
    - 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 3 for pavement types).
  - 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 End Anchorage (Nonflared) shall not be overlaid unless pavement conditions warrant. Any overlay pavement abutting the End Anchorage (Nonflared) shall be tapered to prevent a drop in the paved surface below the rail.
  - See Sheets 1, 2, 3, and 5 for Standard Type 3 guardrail installation details.
  - The cost of the gutter will be paid for as "Gutter Type 2 (2-FT)" for a length of 111 feet, or "Gutter Type 2 (3-FT)" for a length of 50 feet.
  - 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.
  - 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 Project Engineer.
  - 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 feet from shoulder, or slope equal to roadway slope if 2 feet or less from shoulder.
  - Widening for end anchorages shall be paved on interstates and freeways. For other highways, paving shall be as shown on the Plans.



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

DLK



**Midwest**

**Guardrail System (MGS)**

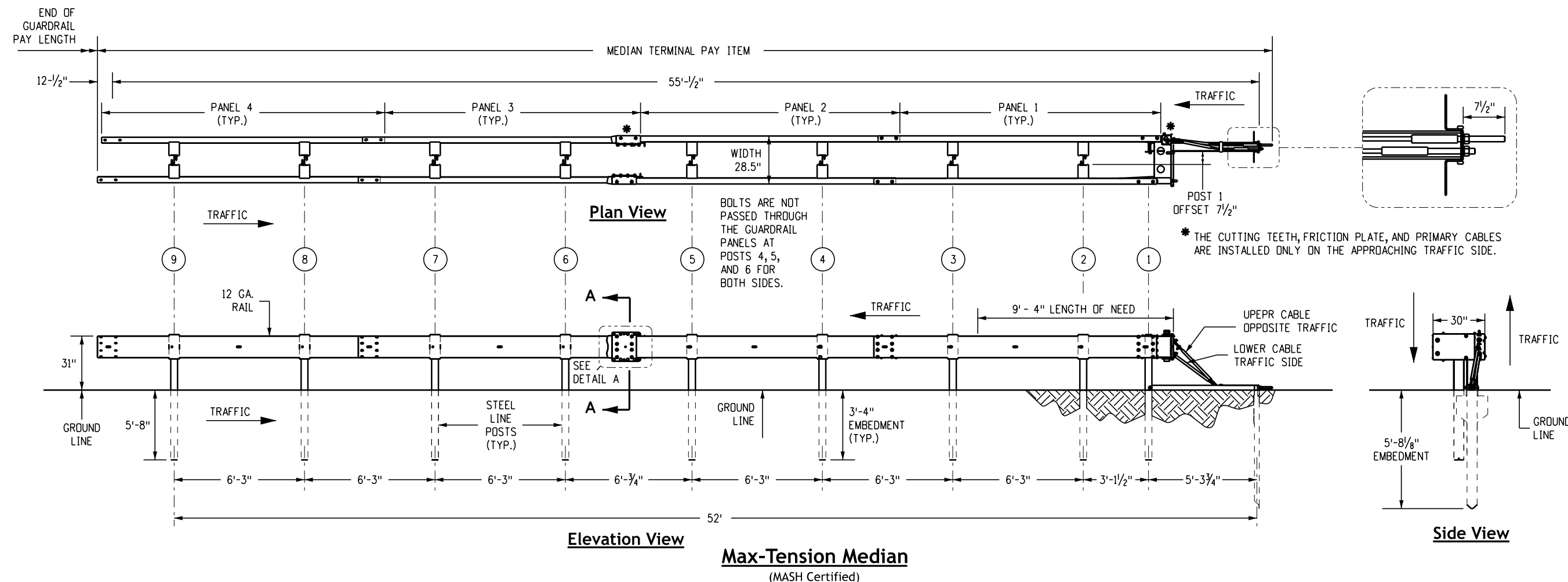
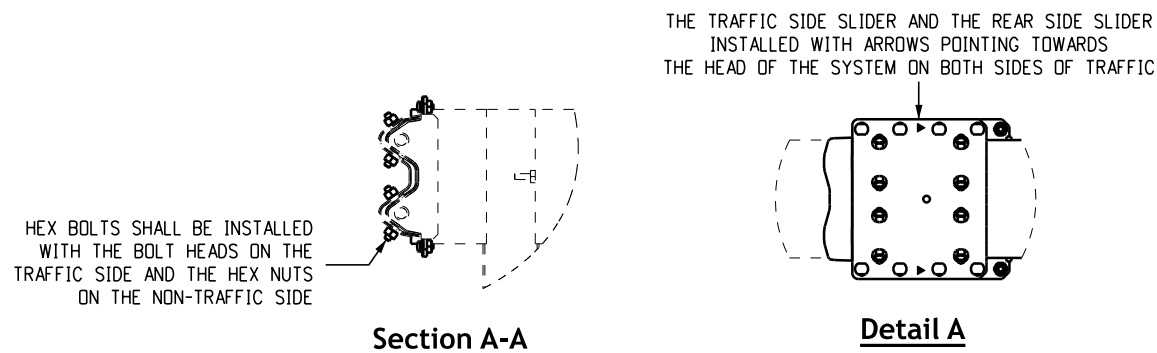
**Type 3 W-Beam 31 Inches**

Issued by Construction Engineering Services: July 01, 2026

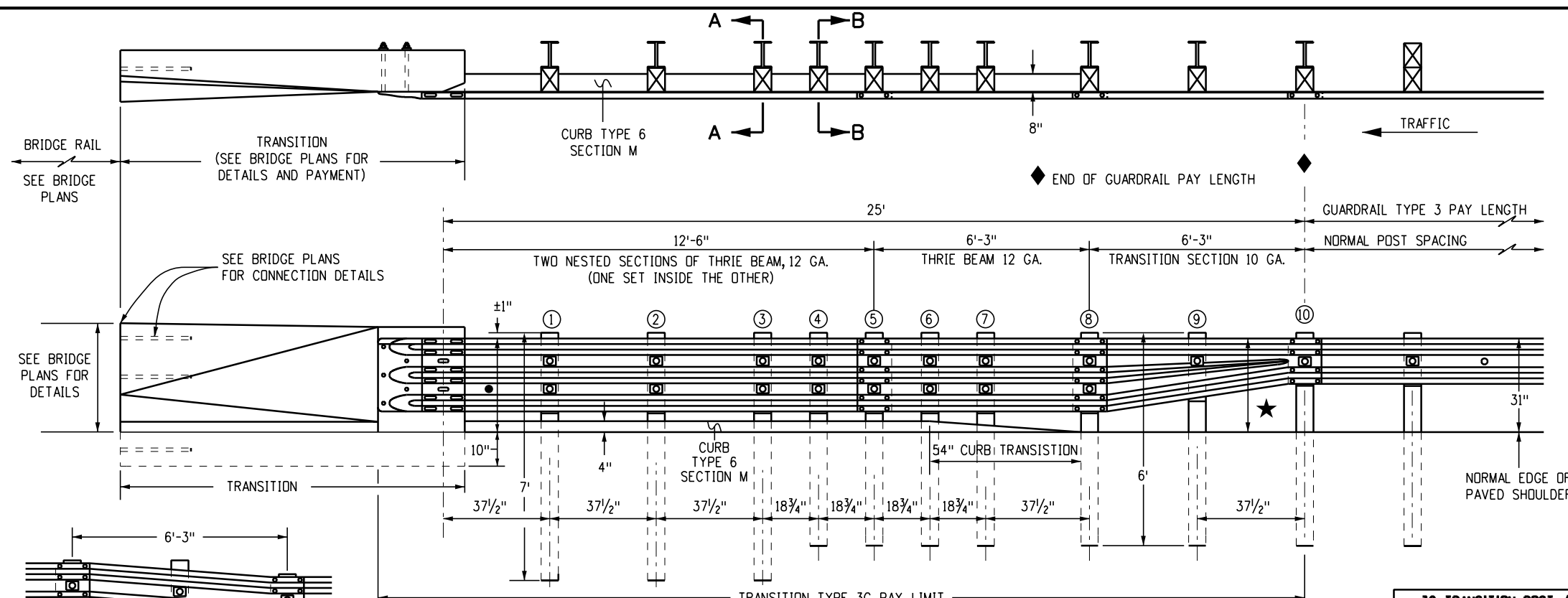
Standard Plan No.
<b>M-606-1</b>
Standard Sheet No. 9 of 19
Project Sheet Number:

**Median Terminal Notes**

1. The median terminal shall be the Max-Tension Median as manufactured by Lindsay (Lindsay Transportation Solutions).
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-foot 1-1/2 inch, 9-foot 4-1/2 inch or 15-foot 7-1/2 inch panels after the Max-Tension System (minimum of 50 feet downstream of the first post). Transitions to other barrier systems shall also be at a minimum of 50 feet 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 Manufacturer's recommendations.
5. Either 12-foot 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 Project 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.



<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 10 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

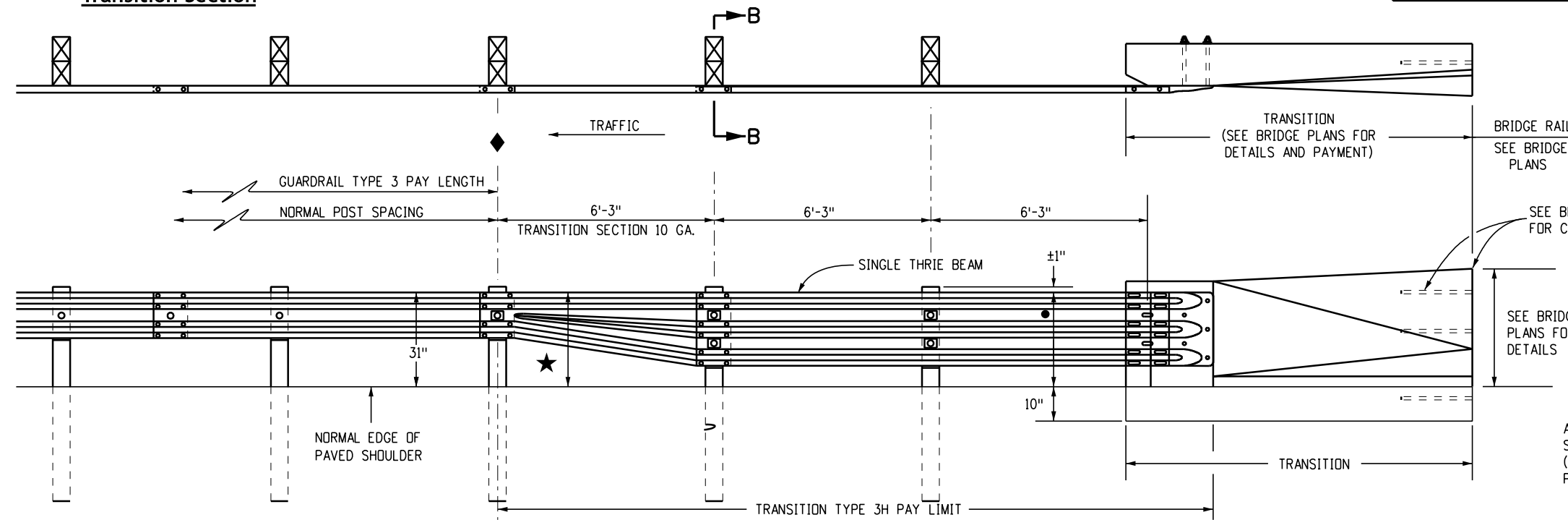
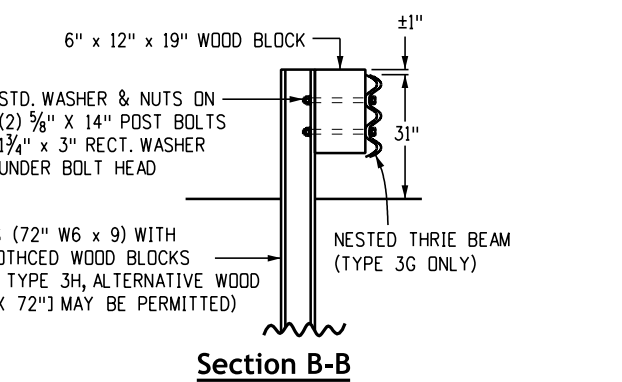
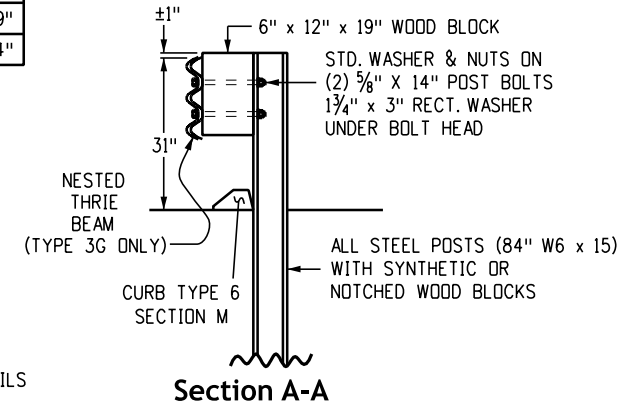


- Notes**
1. Transition Type 3G is for use at both ends of bridges on two-way highways and at the approach end of bridges on one-way highways.
  2. Transition Type 3H is for use at the trailing end of bridges on one-way highways.
  3. The thrie beam section in transition Types 3G and 3H may be shop-bent to fit corresponding curve radius. However, the 6 feet 3-inch transition section shall not be bent.
  4. A transition shall be required between Types 3G or 3H and the bridge rails. See Standard Plan M-606-15 for the transition to Type 9 guardrail barrier.
  5. Transition Types 3G and 3H are both MASH compliant.
  6. Backup plate is not required at posts on Types 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 through ③ are 7 feet long. All other posts shall be a standard 6 feet 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"

**Transition Type 3G**  
ALL POSTS SHALL BE STEEL

★ IF THE HEIGHT OF THE TRANSITION TYPES 3G OR 3H IS MORE THAN 31", THEN A SYMMETRICAL TRANSITION SECTION SHALL BE USED HERE.  
● 31" FOR ASPHALT BRIDGE OVERLAY.  
● 33.25" FOR POLYMER CONCRETE BRIDGE OVERLAY.



**Transition Type 3H**

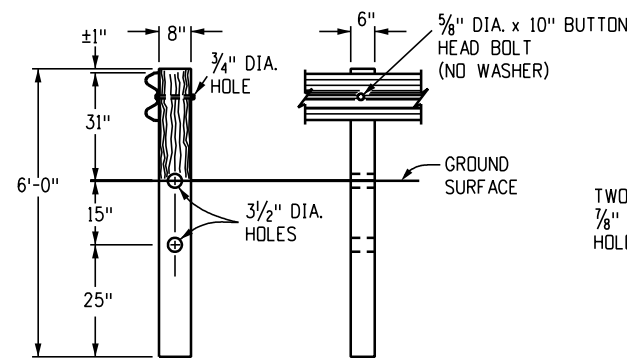
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
Construction Engineering Services Branch  
2829 West Howard Place  
Denver, CO 80204  
DLK

**Midwest Guardrail System (MGS)**  
**Type 3 W-Beam 31 Inches**  
Issued by Construction Engineering Services: July 01, 2026

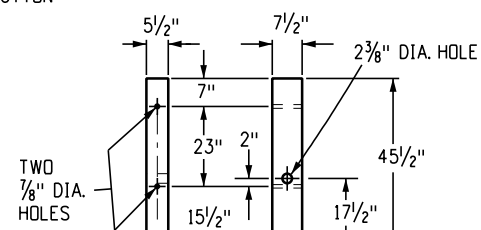
**Standard Plan No. M-606-1**  
Standard Sheet No. 11 of 19  
Project Sheet Number:



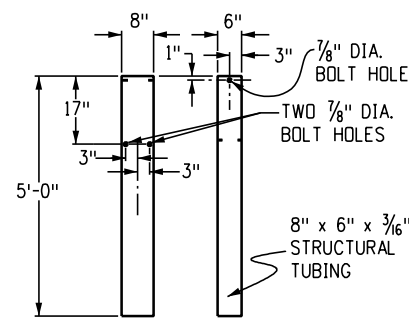
**Controlled Releasing Terminal (CRT) Post** ①

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

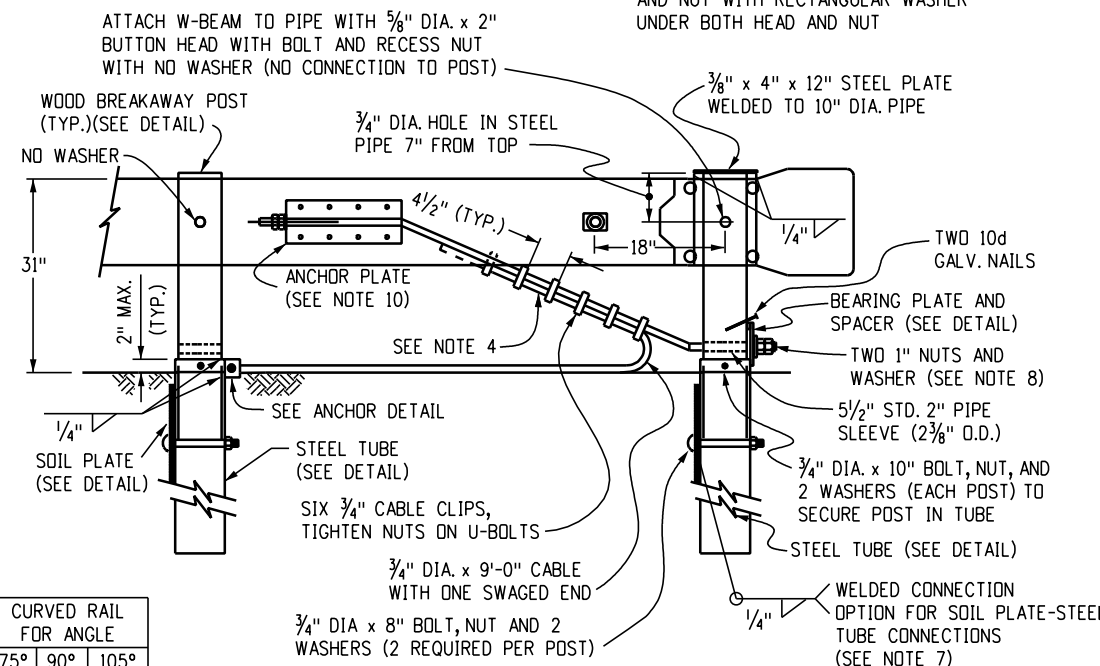
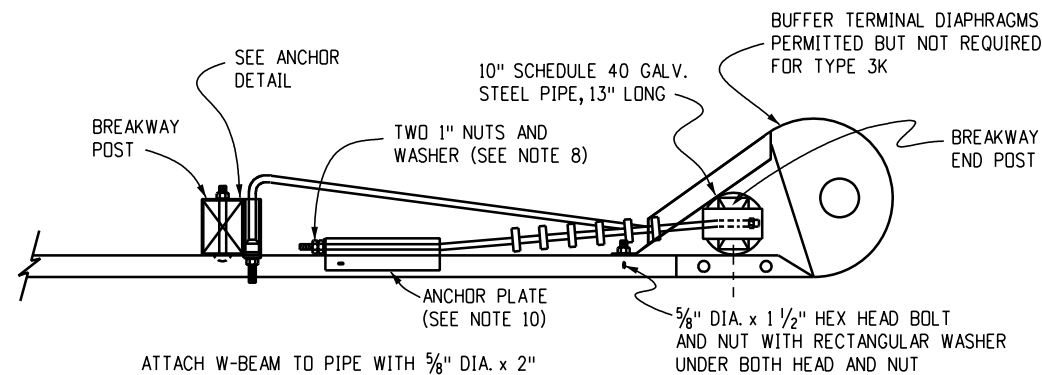
**Posts**



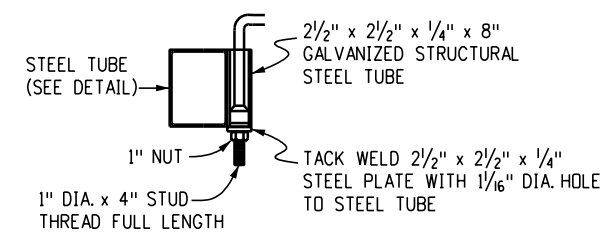
**Wood Breakaway Post** ②



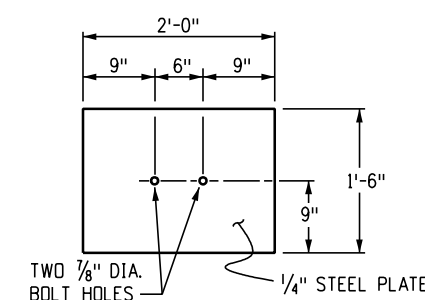
**Steel Tube**



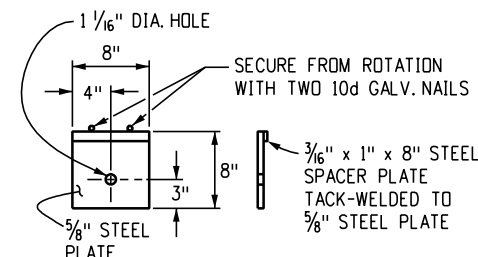
**Low Speed End Anchorage - Type 3K**



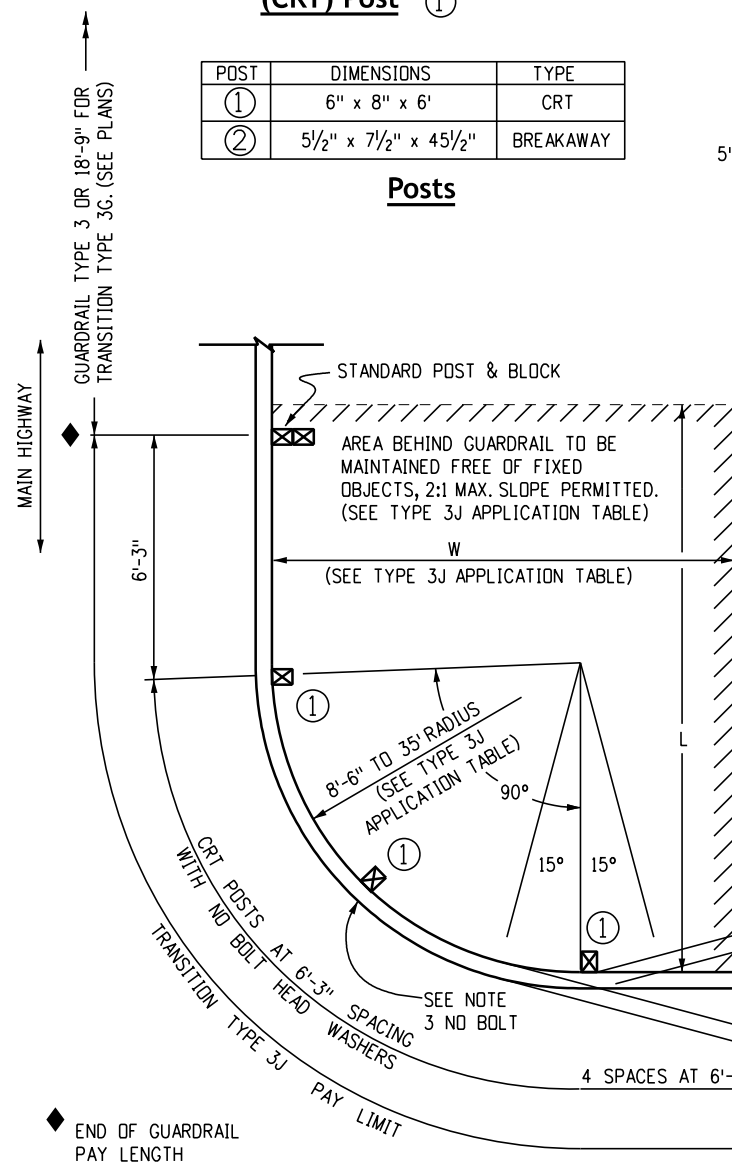
**Anchor Detail**



**Soil Plate**



**Bearing Plate for Steel Tube**



**Intersecting Roadways Transition - Type 3J Transition**

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'
	75°-90°	6					
17'	91°-105°	7	30'	15'	22'	27'	31'
	75°-85°	7					
25'-6"	86°-95°	8	40'	20'	33'	40'	47'
	96°-105°	9					
	75°-85°	9					
35'	86°-95°	10	50'	20'	46'	55'	64'
	96°-105°	11					

**Transition Type 3J Application**

**Notes**

- 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:
  - Canal service roads at bridge ends.
  - 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. **End Anchorage Type 3K is not crashworthy.** When an approved crash-tested end treatment is required, use the End Anchorage (Flared) or (Nonflared) with 37-foot 6-inch length.
- Grading and paving for the End Anchorages 3J and 3K shall match the grading and paving of the guardrail to which they are attached, and shall be in accordance with Sheet 1 of this Standard. Maximum fill slope shall be 2:1.
- The rail is not bolted to the CRT post at the center of the curve for the 8-foot-6 inch, 17-foot, and 25-foot-6-inch radii. Plates shall conform to ASTM A 36, and the structural tubing to ASTM A 500.
- The 3/4-inch galvanized wire rope (cable) shall conform to AASHTO M 30 Type II.
- Plates shall conform to ASTM A 36, and structural tubing to ASTM A 500. Welding shall meet all requirements of the American Welding Society.
- All structural steel shall be galvanized in conformance with ASTM A 123. Posts shall not be punched, drilled, cut, or welded after galvanizing.
- When the soil plate welded option is selected, soil plate connection bolt holes are not required.
- Outside nut shall be torqued against inside nut with the cable installed taut between the anchor plate and first post.
- All curved guardrail shall be shop-bent.
- See Sheet 5 for anchor plate and other details.
- The steel tube may be driven with wood post inserted if no damage occurs to the post or bolts.

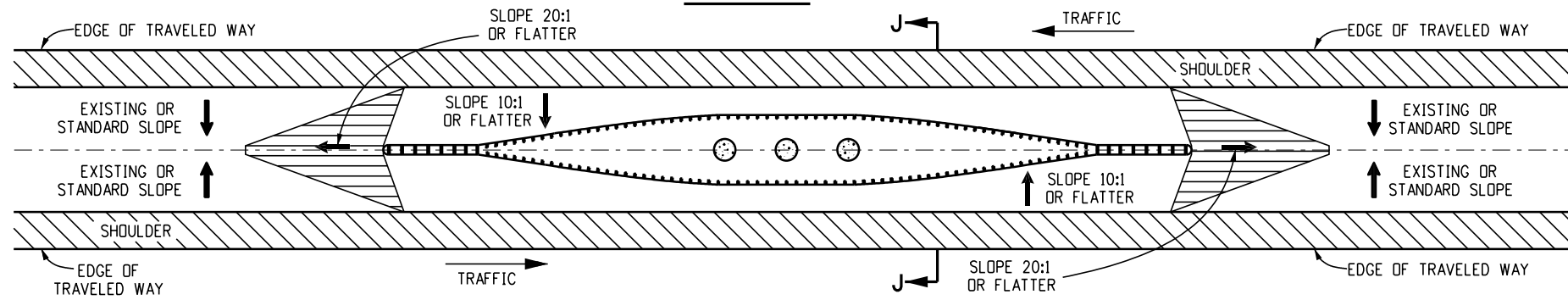
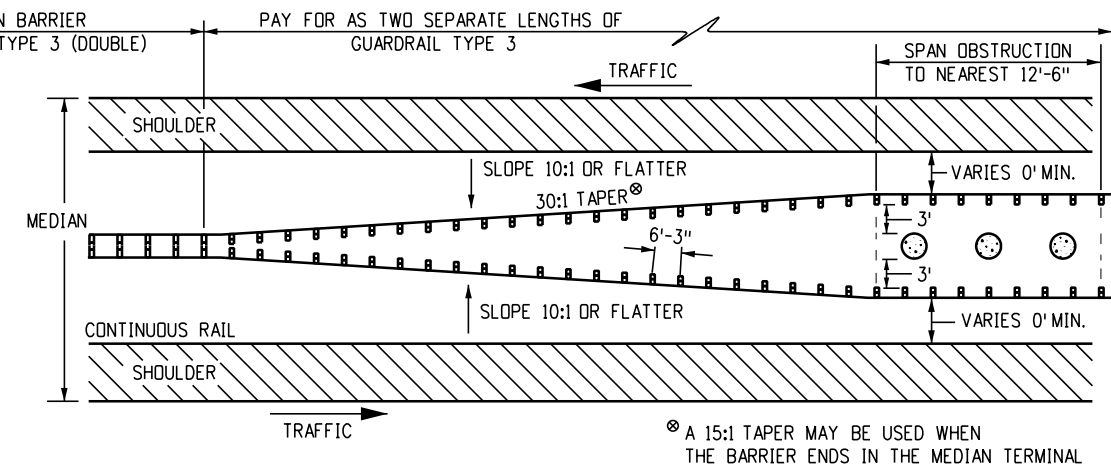
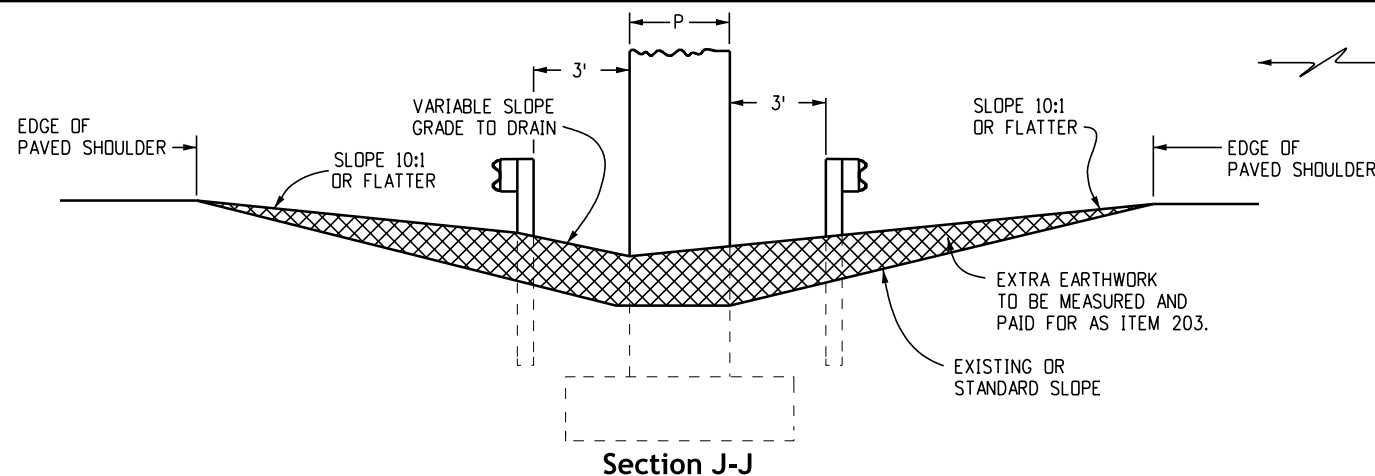
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

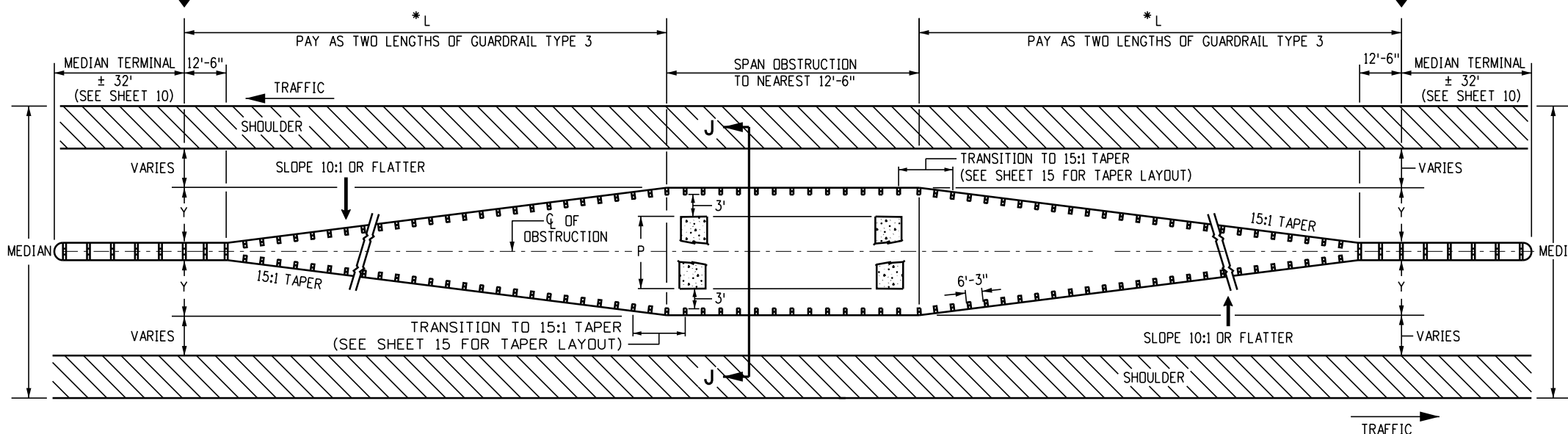
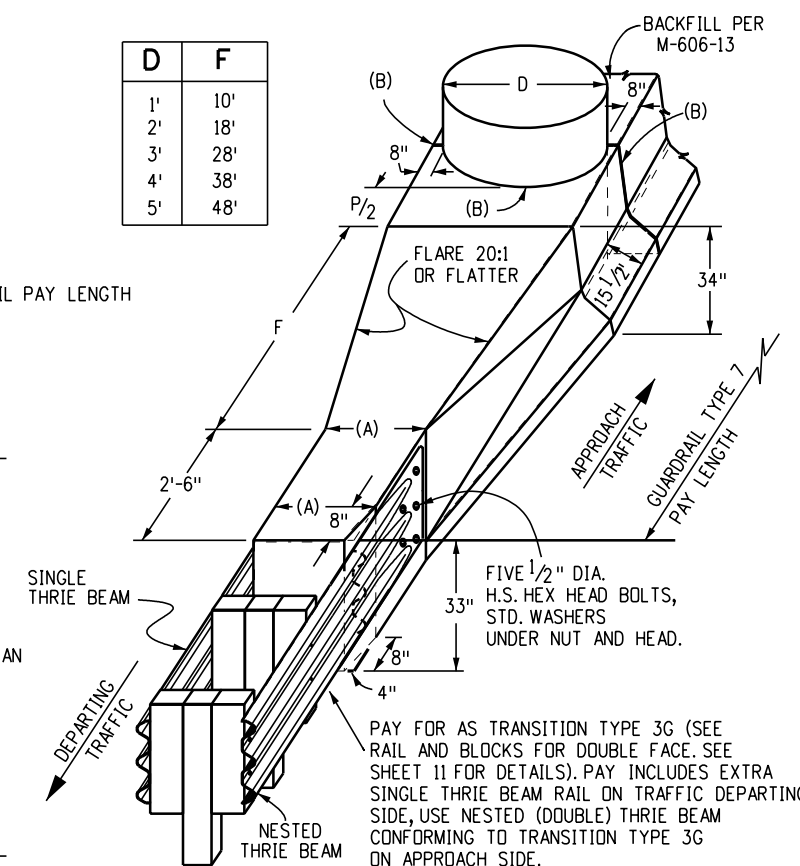
**Midwest**  
**Guardrail System (MGS)**  
**Type 3 W-Beam 31 Inches**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-606-1**  
 Standard Sheet No. 12 of 19  
 Project Sheet Number:



**Guardrail for Obstruction in Median 30 Feet Wide or Less**

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



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 Feet**

Note: Use Sheet 16 for obstructions (P) that are wider than 20 feet in medians.

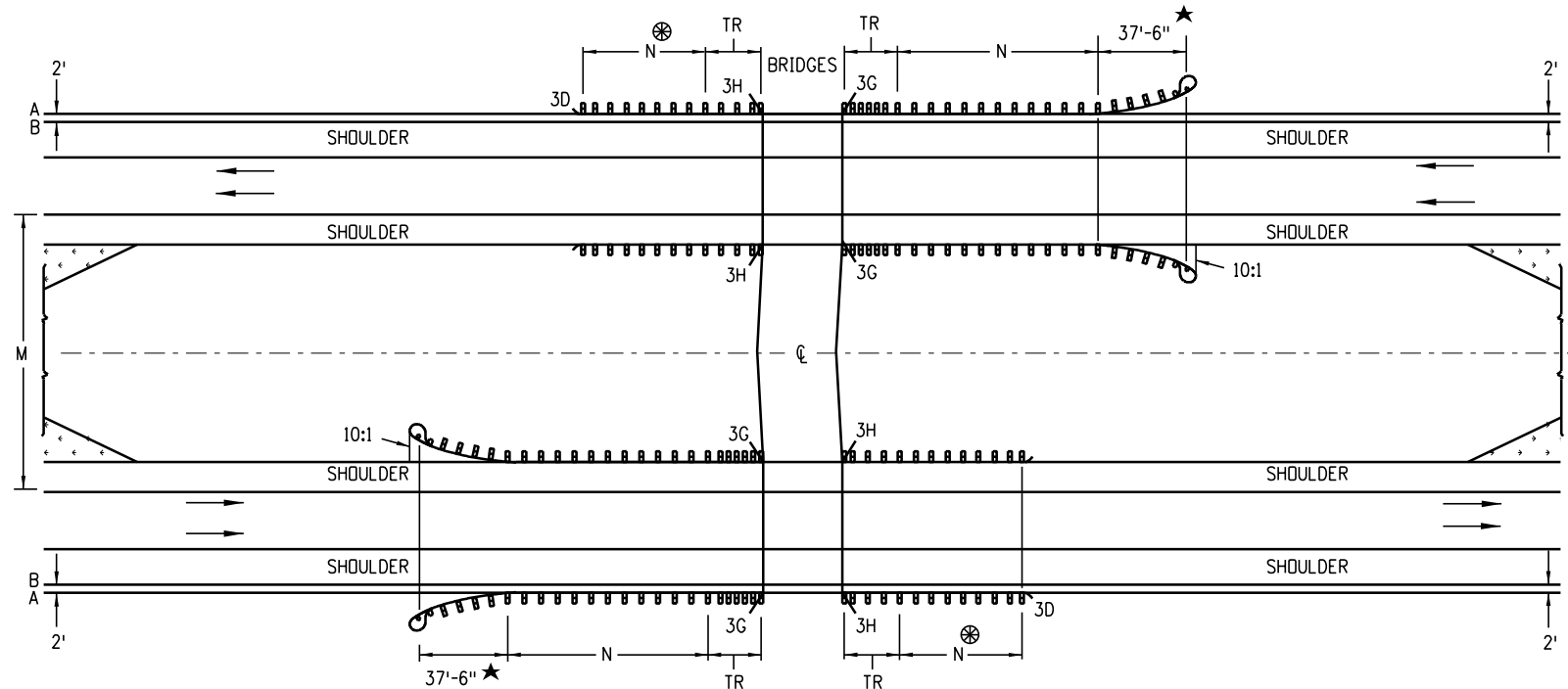
- (A). TIMBER POSTS 2 FT., STEEL POSTS 1 FT.-9 1/2 IN.
- (B). 1/2 IN. PREFORMED JOINT MATERIAL

**Narrow Median Detail**

Usually less than 30 feet wide median with all paved surface

**Obstructions in Medians**

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> Date: _____ Comments: _____ _____ _____		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Midwest Guardrail System (MGS)</b> <b>Type 3 W-Beam 31 Inches</b> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No.</b> <b>M-606-1</b> 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 Roadside Design Guide. Where site conditions allow, the minimum shall be 12-feet-6-inches. 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.

M – Width of Median

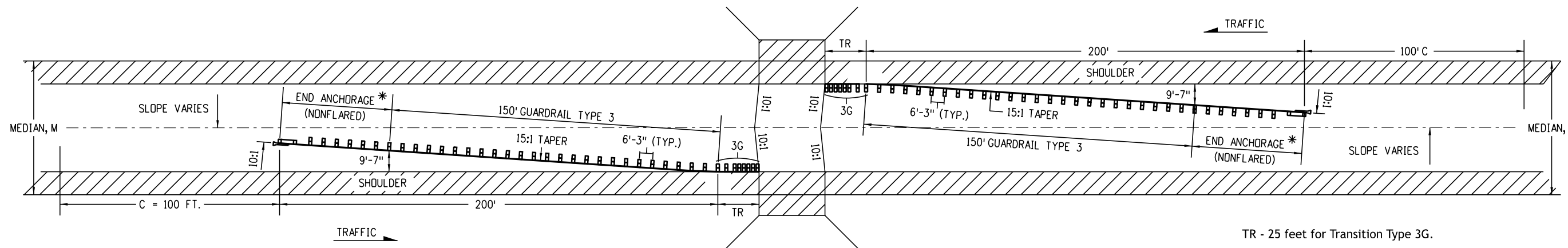
TR – 25 feet for transition Types 3G and 3H

A – Edge of 8-foot or 10-foot shoulder

B – Edge of 6-foot or less shoulder

★ – End anchorage can be flared or nonflared

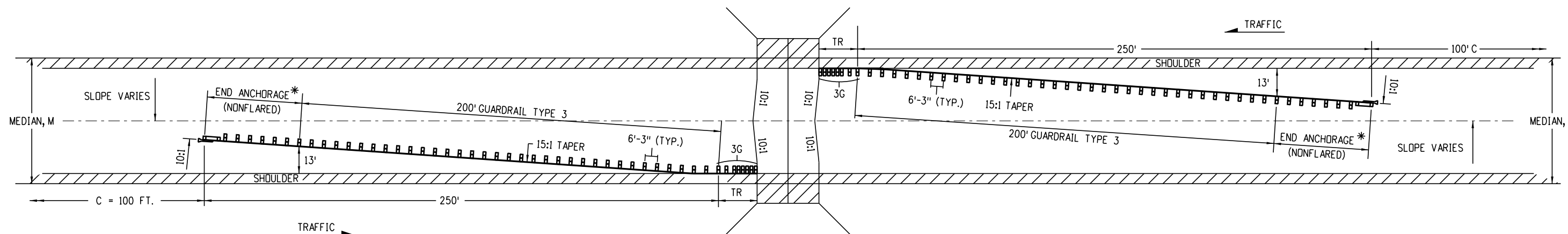
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204 DLK</p>	<p><b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b></p>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments			<b>M-606-1</b>
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 14 of 19
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number:



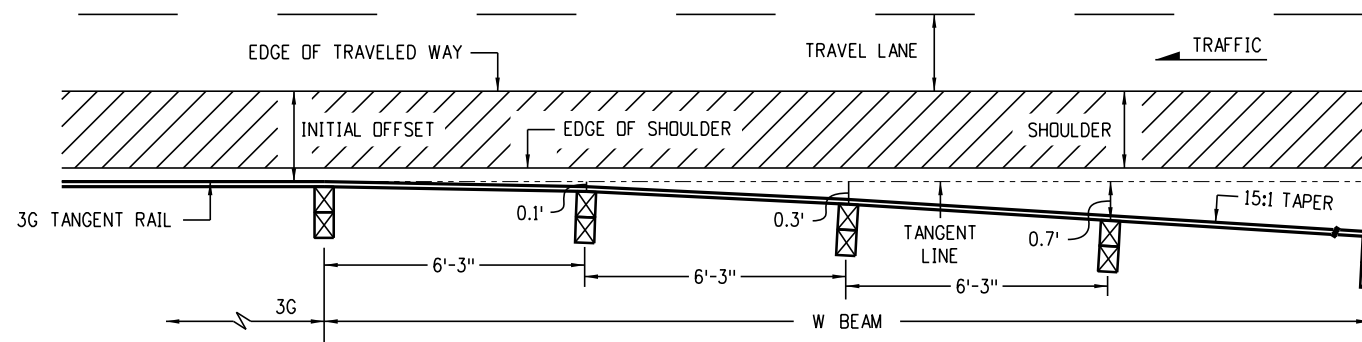
**Medians 60 Feet and Over with 10 Feet or Wider Shoulders**

\* End anchorage length and flare rates vary by device.  
See Manufacturer/Supplier for installation requirements.

TR - 25 feet for Transition Type 3G.  
C - Change: Transition to normal slope.  
M - Width of median.



**Medians 60 Feet and Over with 4-Foot to 8-Foot Shoulders**



**Transition to Typical 15:1 Taper**

**Multilane Divided Highways - (Depressed Medians, 60 Feet and Over with Open Hazards or Obstructions)**

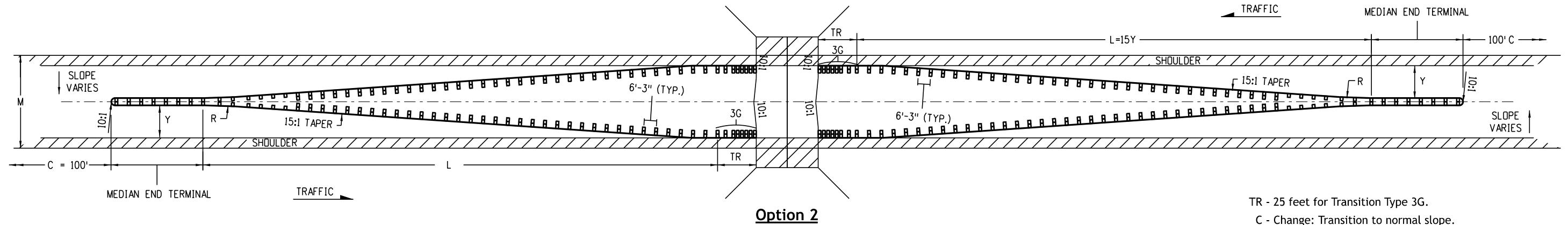
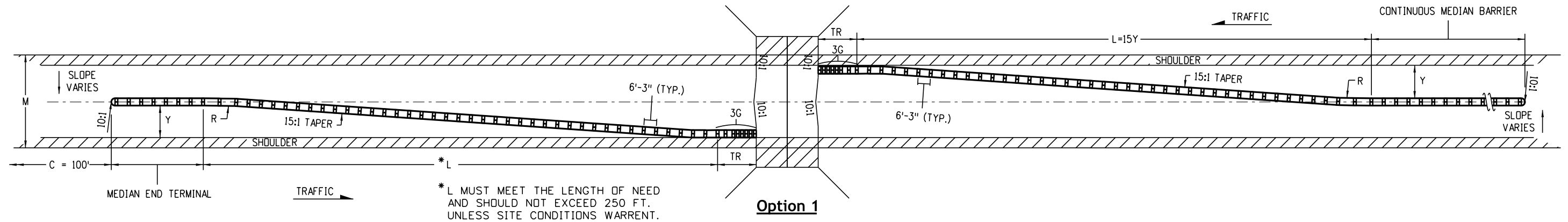
**Notes**

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.

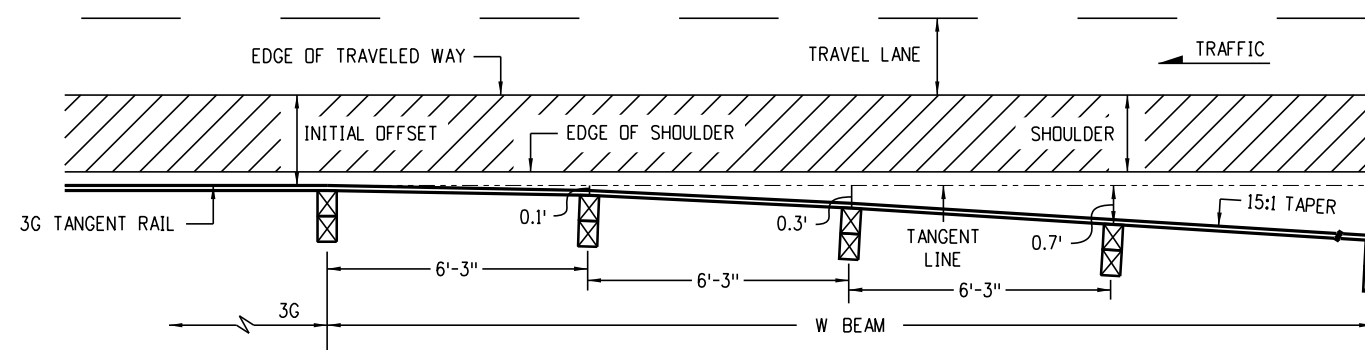
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Midwest</b> <b>Guardrail System (MGS)</b> <b>Type 3 W-Beam 31 Inches</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 15 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

**Notes**

- Guardrail transitions from parallel to roadway shoulder at 3G segment to 15:1 taper within 25 feet based on post offset dimensions shown.
- The Option 1 layout shall be used when "Y" exceeds 16 feet or when median barrier is continuous.
- The Option 2 layout shall be used when "Y" is 16 feet or less.
- See Sheet 14 for right shoulder guardrail layout.



TR - 25 feet for Transition Type 3G.  
 C - Change: Transition to normal slope.  
 M - Width of median.  
 L - Total length paid as Guardrail Type 3.  
 Y - Final offset at end.



**Transition to Typical 15:1 Taper**

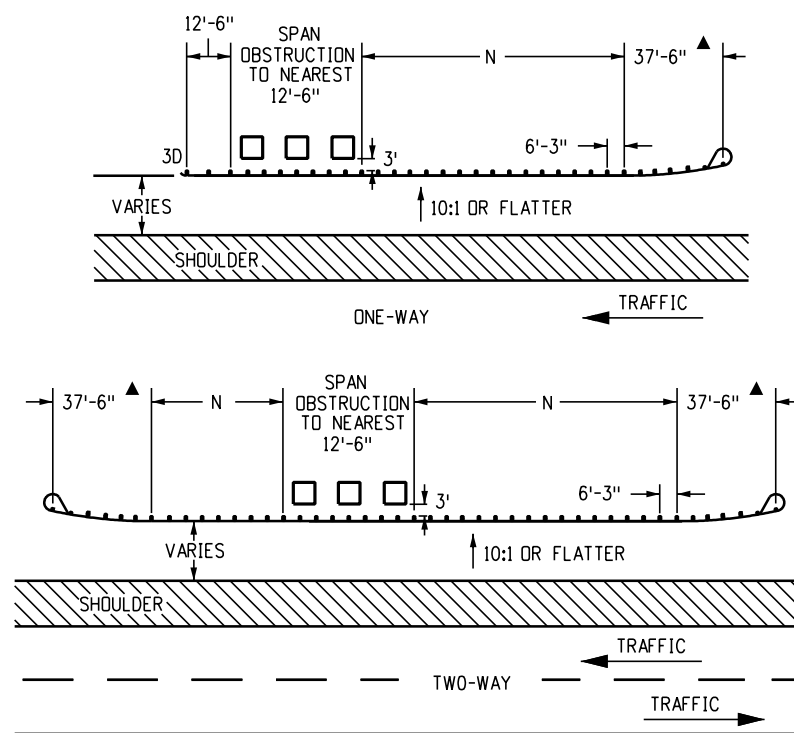
**Multilane Divided Highways - (Depressed Medians, 21 Feet to 59 Feet with Open Hazards or Obstructions)**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Midwest Guardrail System (MGS) Type 3 W-Beam 31 Inches</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments:			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 16 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

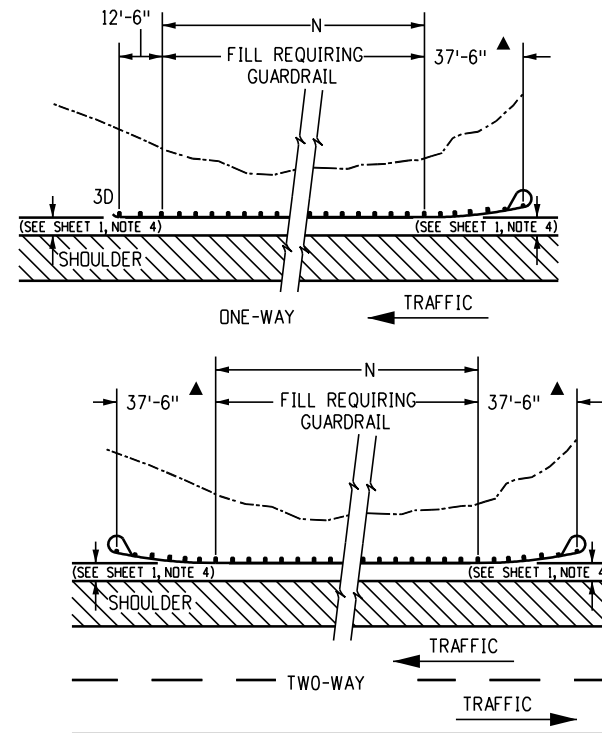
**Notes**

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. Transition (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 feet 6 inch 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 Project Engineer.

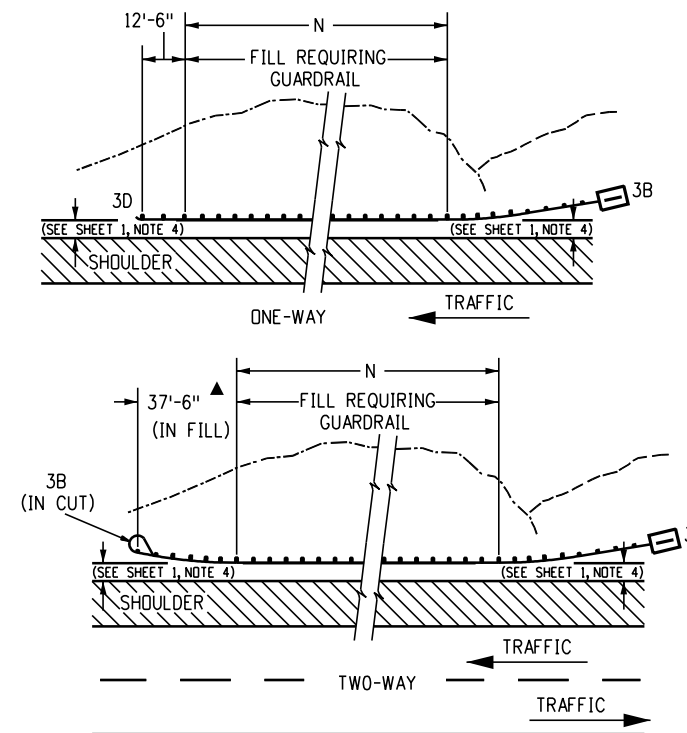
▲ END ANCHORAGE CAN BE FLARED OR NONFLARED



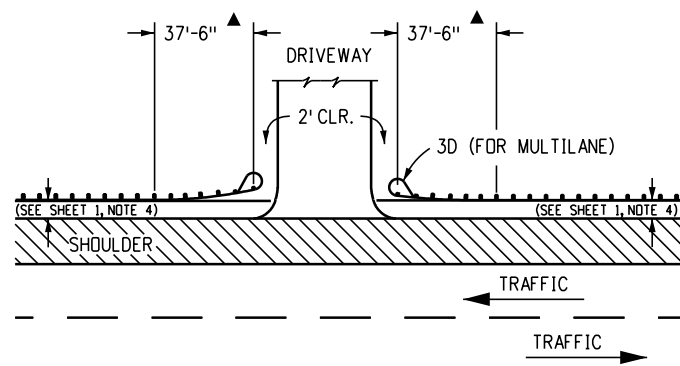
**Guardrail for Roadside Obstructions**



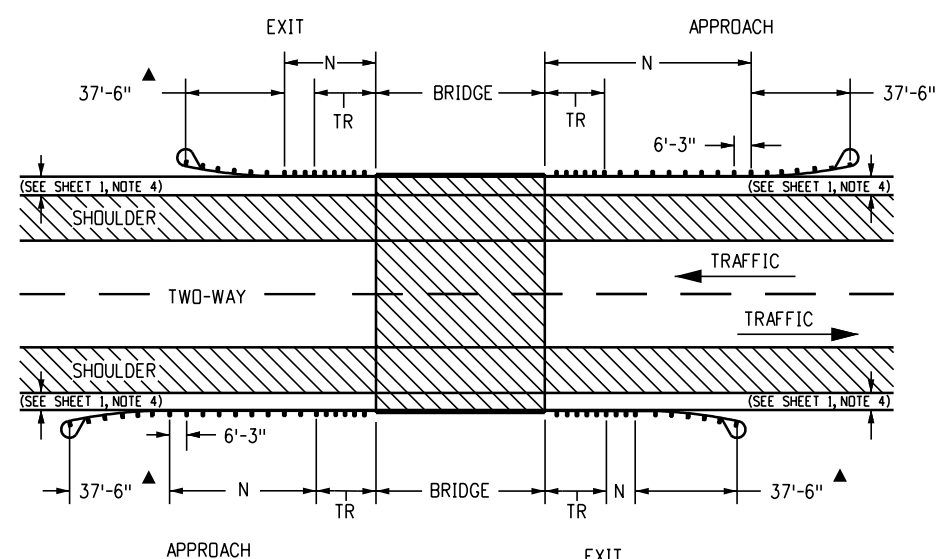
**Guardrail for Roadside Fill Construction**



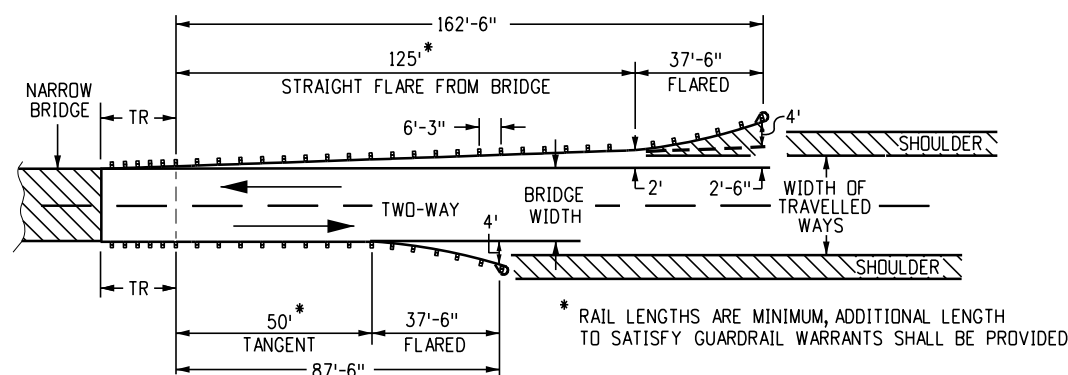
**Guardrail for Roadside Cut-to-Fill Condition**



**Layout for Driveway Approach**



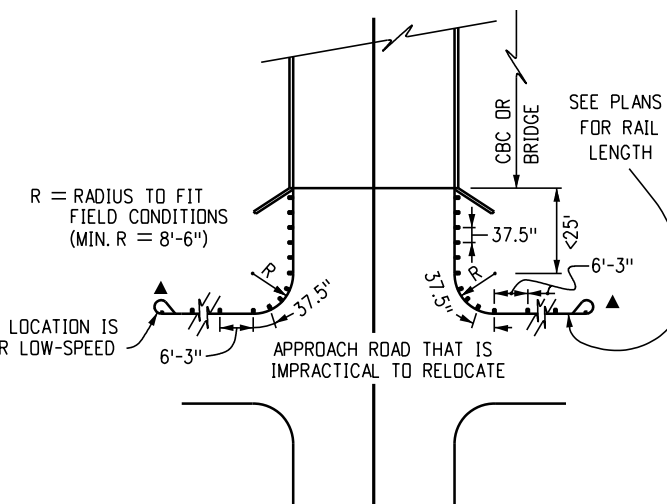
**2-Way Normal Bridge Application**



**2-Way Narrow Application**

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

R = RADIUS TO FIT FIELD CONDITIONS (MIN. R = 8'-6")  
 USE 3K IF THIS LOCATION IS ON DRIVEWAY OR LOW-SPEED SERVICE ROAD.



GUARDRAIL TYPE 3 WITH BLOCKED OUT POSTS SPACED AT 3'-1 1/2" FROM STRUCTURE AROUND CURVE.

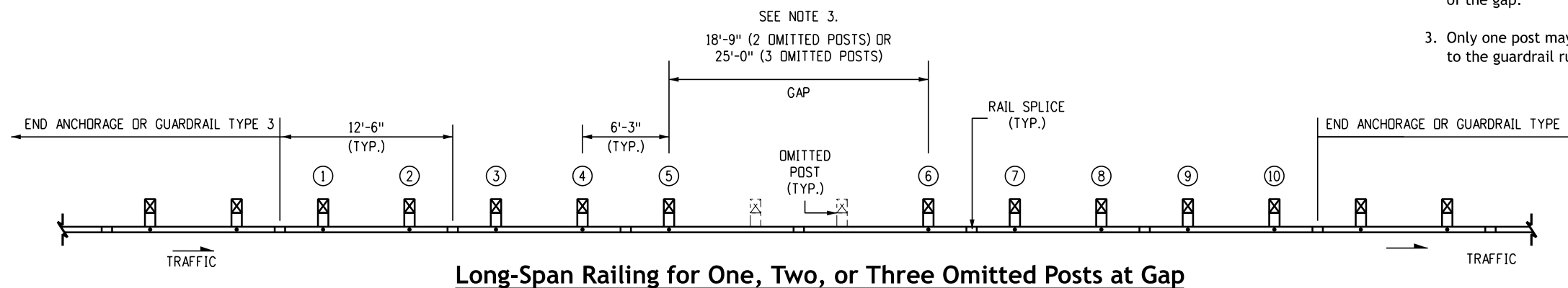
**Interrupted Structure Approach**

(USE TYPE 3J ON SHEET 12 WHEN PRACTICAL)

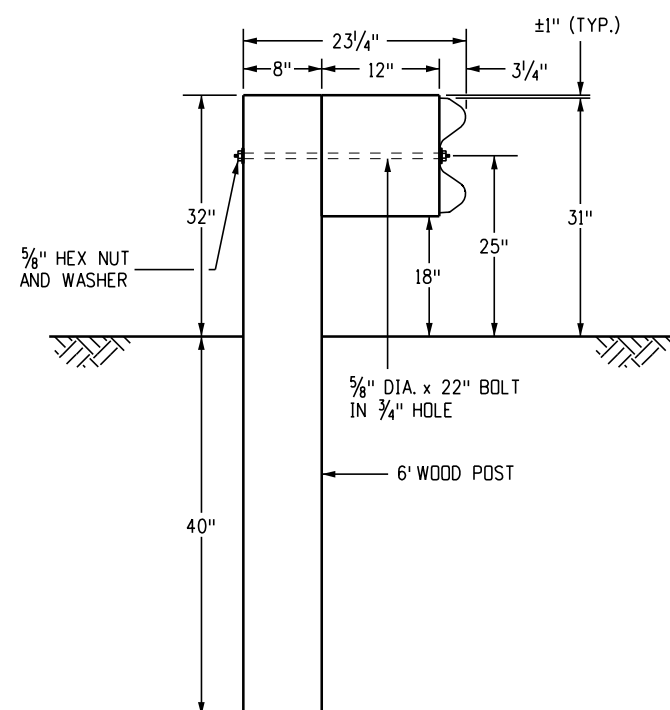
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Midwest</b>  <b>Guardrail System (MGS)</b>  <b>Type 3 W-Beam 31 Inches</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-606-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 17 of 19	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	
						Issued by Construction Engineering Services: July 01, 2026	

**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. Only one post may be omitted without any modification to the guardrail run.

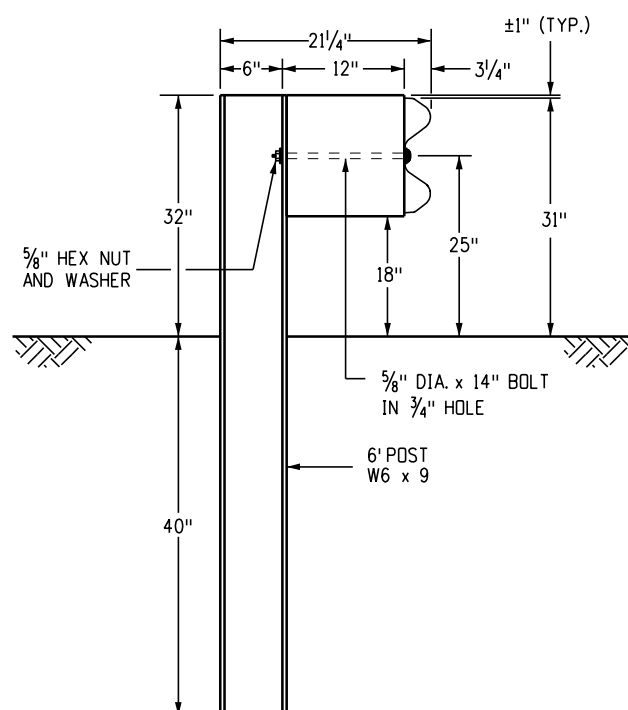


**Long-Span Railing for One, Two, or Three Omitted Posts at Gap**



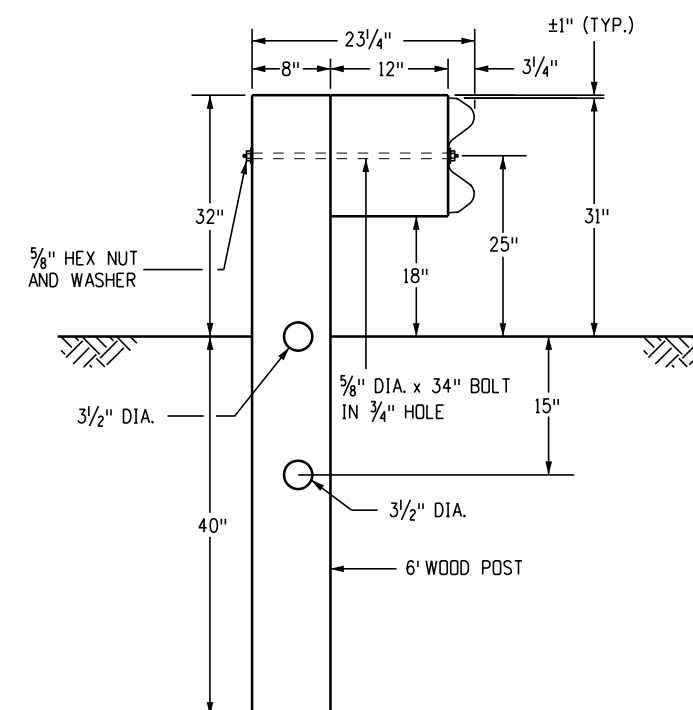
**Timber Post**

POSTS ①-② AND ⑨-⑩  
(SEE NOTE 1)



**Steel Post**

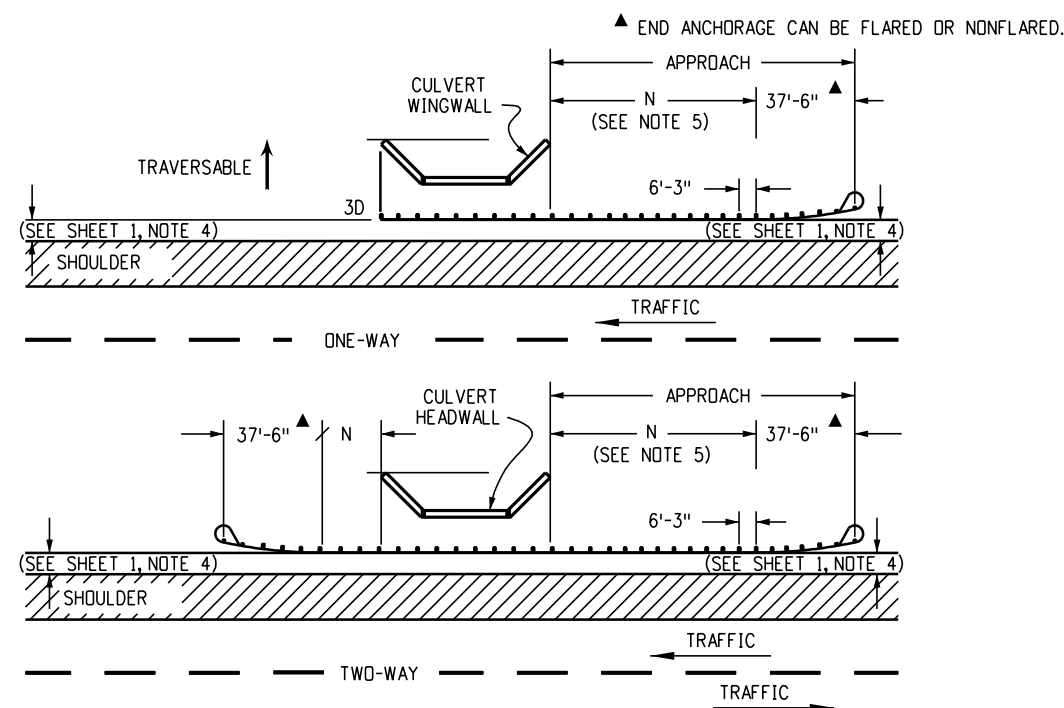
POSTS ①-② AND ⑨-⑩  
(SEE NOTE 1)



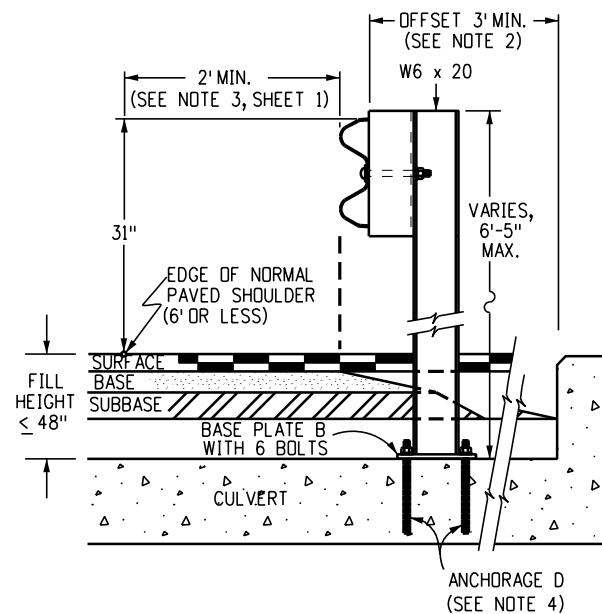
**Control Release Terminal (CRT)  
6x8x72 Inch Long Timber Posts**

POSTS ③ - ⑧  
(PDE09)

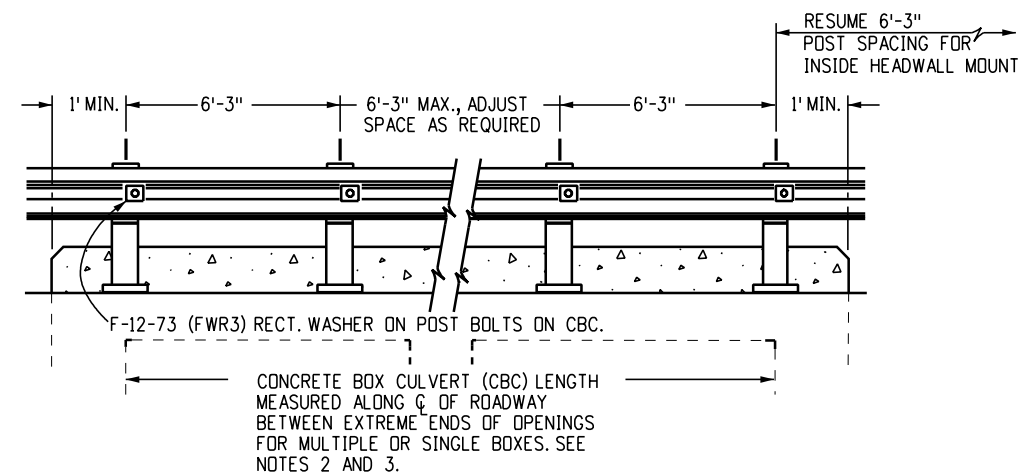
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Midwest</b> <b>Guardrail System (MGS)</b> <b>Type 3 W-Beam 31 Inches</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-606-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 18 of 19	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	



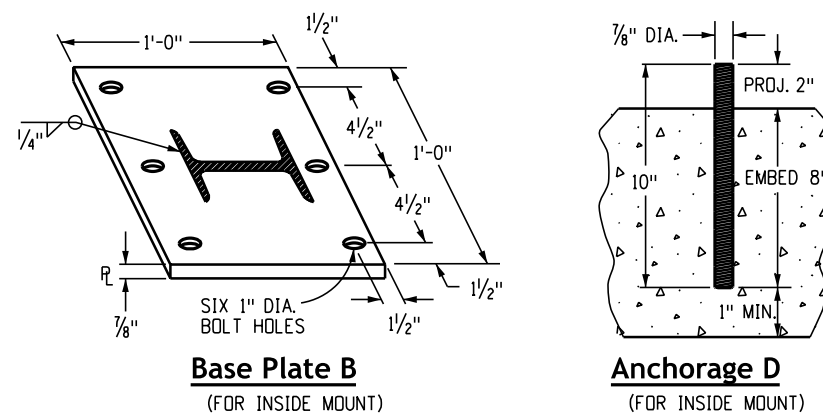
**Guardrail for Culverts**



**Inside Mount on CBC**



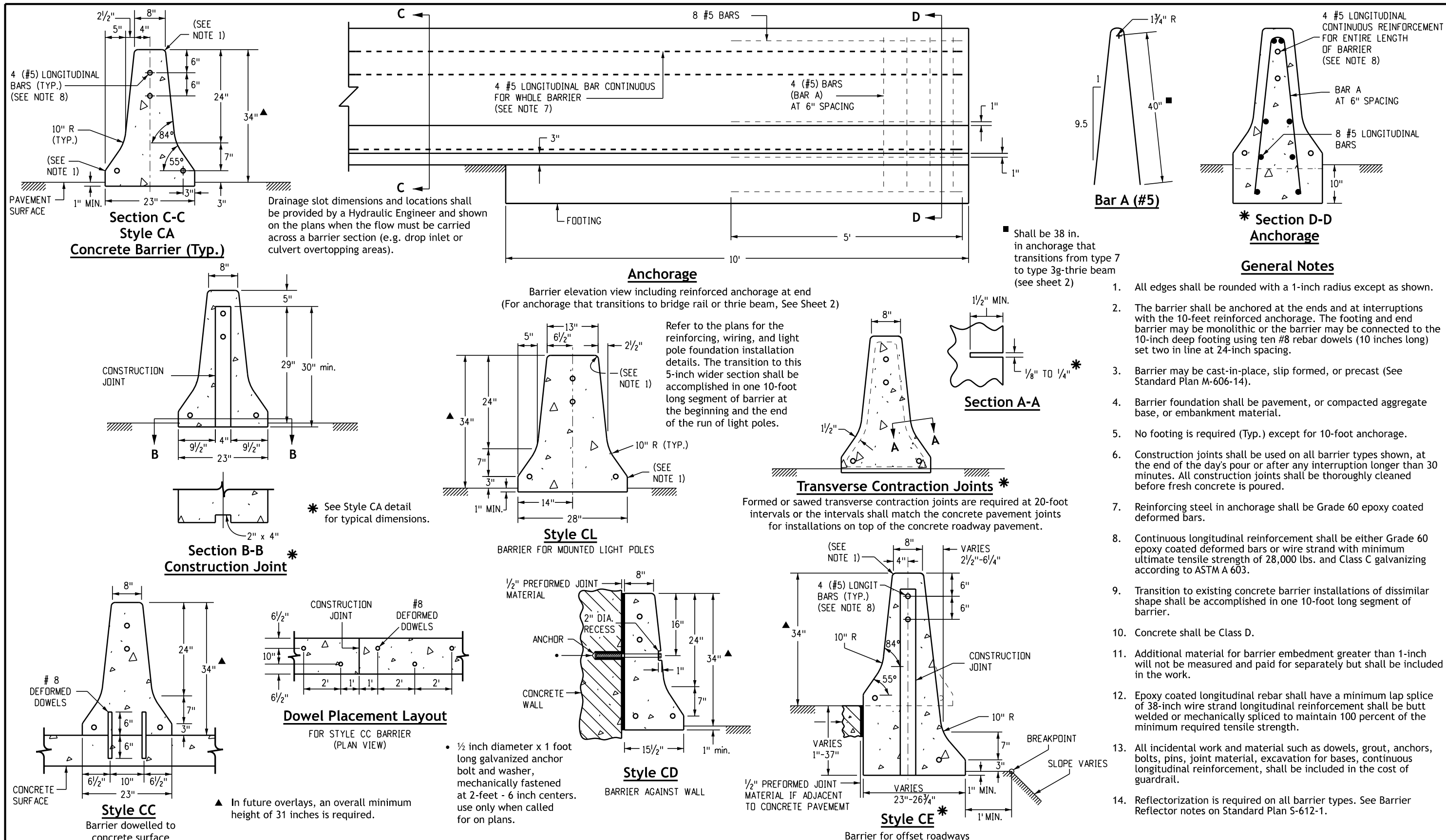
**Rail Placement for Inside Mount**



**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 feet 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-inch diameter x 10-inch 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 inch diameter 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 inches high, the bolts shall be approved by the Project 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 feet-6 inches. 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 be ASTM A 36 steel. The above material, W-Beam, and all anchor bolts and miscellaneous bolts, nuts, and washers shall be galvanized after fabrication in accordance with Section 509 of the CDOT Standard Specifications. Concrete, reinforcing steel, and structural steel elements shall be in accordance with CDOT Standard Specifications 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 the CDOT Standard Specifications Section 105 shall be submitted to the Project Engineer for information only.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Midwest</b>  <b>Guardrail System (MGS)</b>  <b>Type 3 W-Beam 31 Inches</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-1</b>	
Designer Initials: JBK						Standard Sheet No. 19 of 19	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Issued by Construction Engineering Services: July 01, 2026	



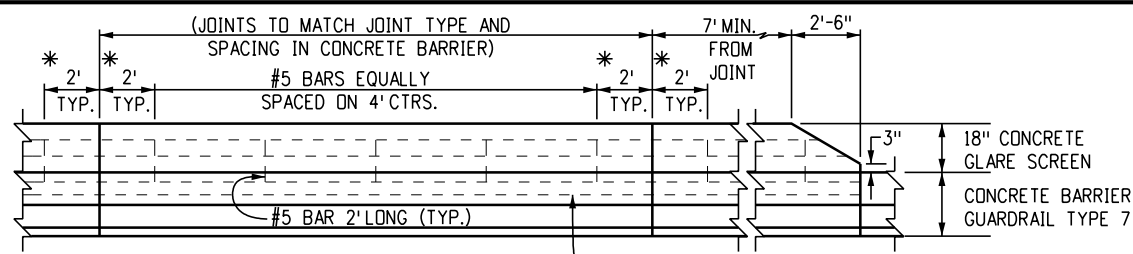
Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

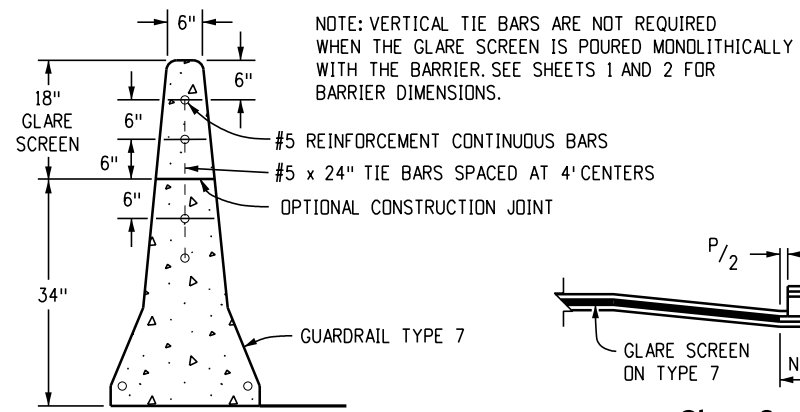
**Guardrail Type 7  
 F-Shape Barrier**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
<b>M-606-13</b>	
Standard Sheet No. 1 of 4	
Project Sheet Number:	

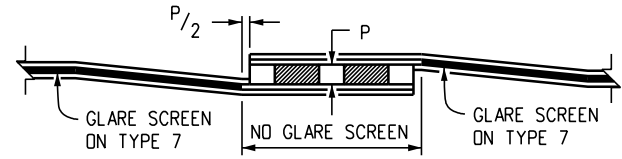


**Elevation**

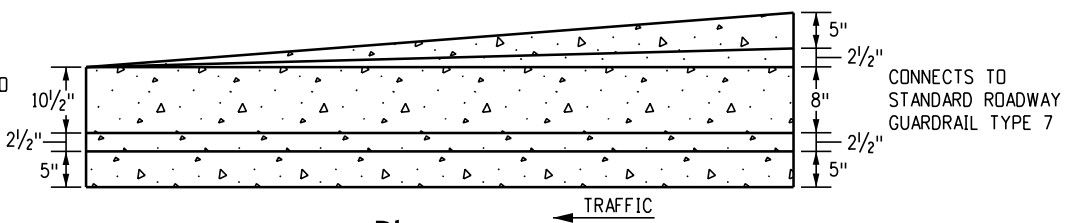
\* 2 FT. IS TYPICAL FOR CAST-IN-PLACE BARRIERS.  
1 FT. IS TYPICAL FOR PRECAST BARRIERS.  
THE MINIMUM ACCEPTABLE DIMENSION IS 6 IN.



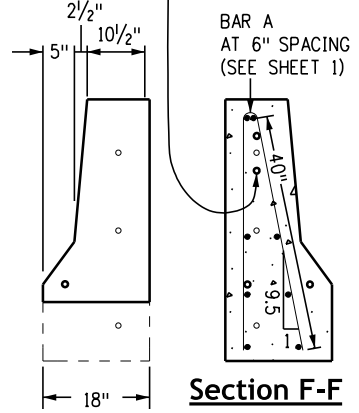
**Concrete Glare Screen**



**Glare Screen at Median Obstructions**

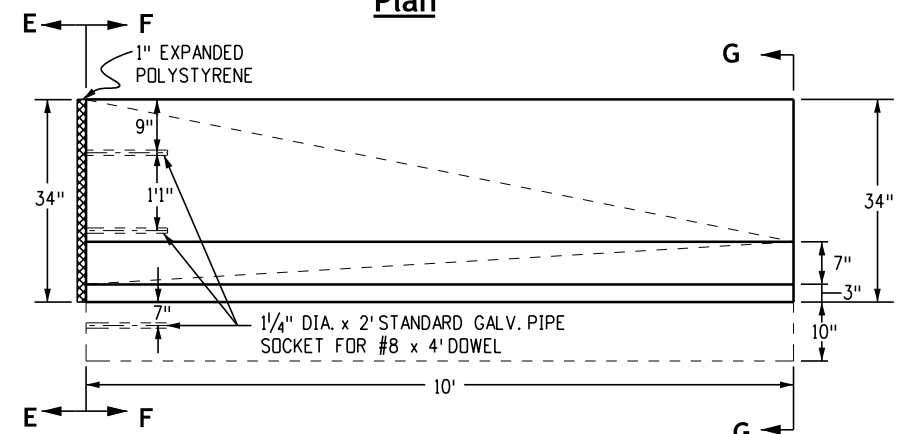


**Plan**

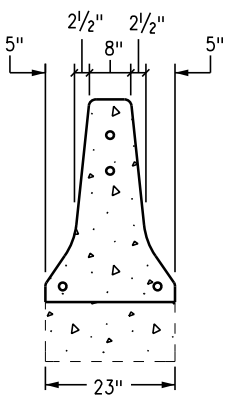


**Section E-E**

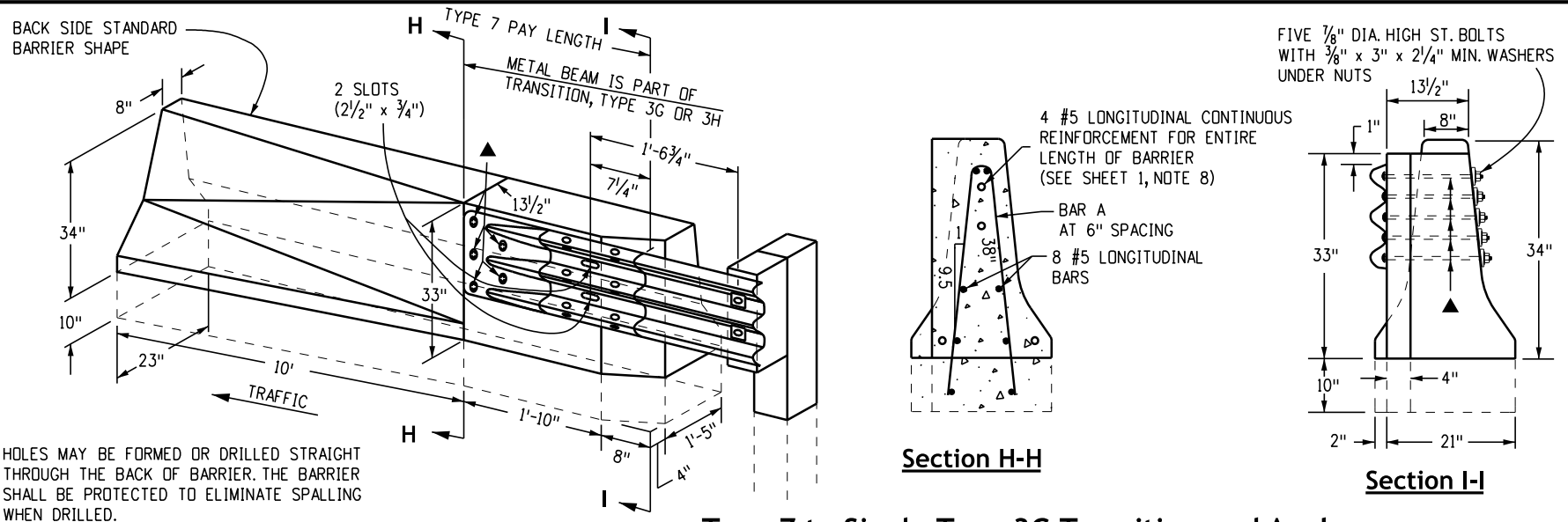
**Section F-F**



**Elevation**

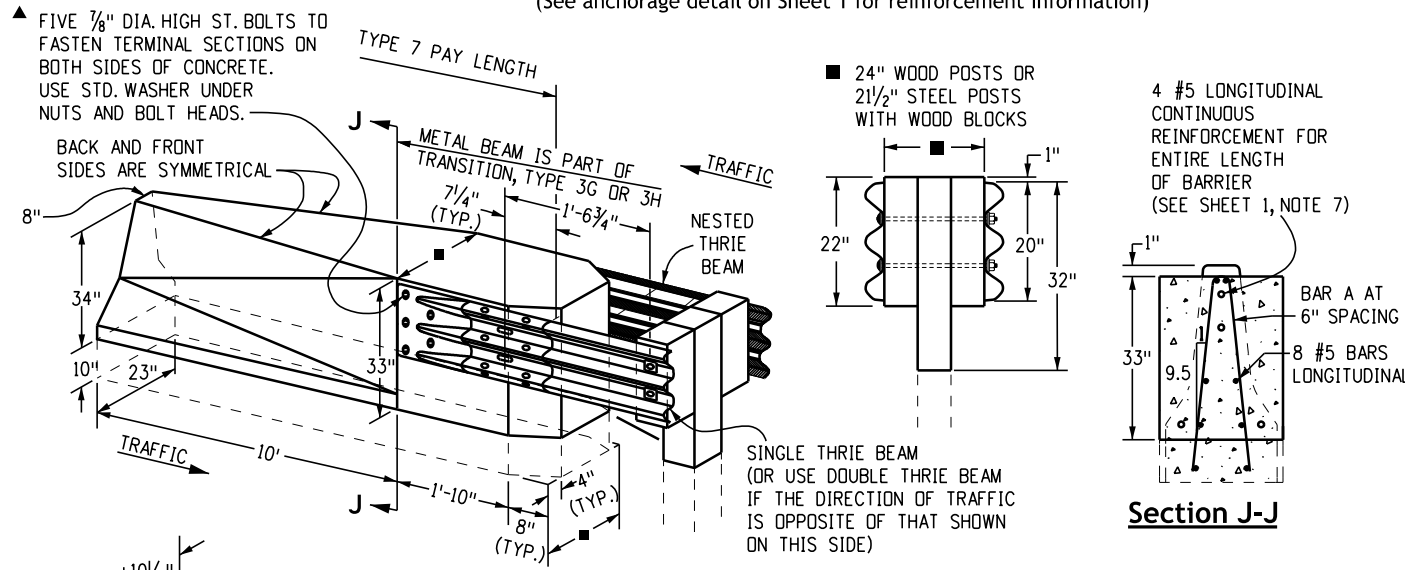


**Section G-G**



**Type 7 to Single Type 3G Transition and Anchorage**

(See anchorage detail on Sheet 1 for reinforcement information)



**Type 7 to Double Type 3G Transition and Anchorage**

(See anchorage detail on Sheet 1 for reinforcement information)

**Bridge Rail Type 7 to Roadway Shoulder Type 7 Transition and Anchorage**

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)

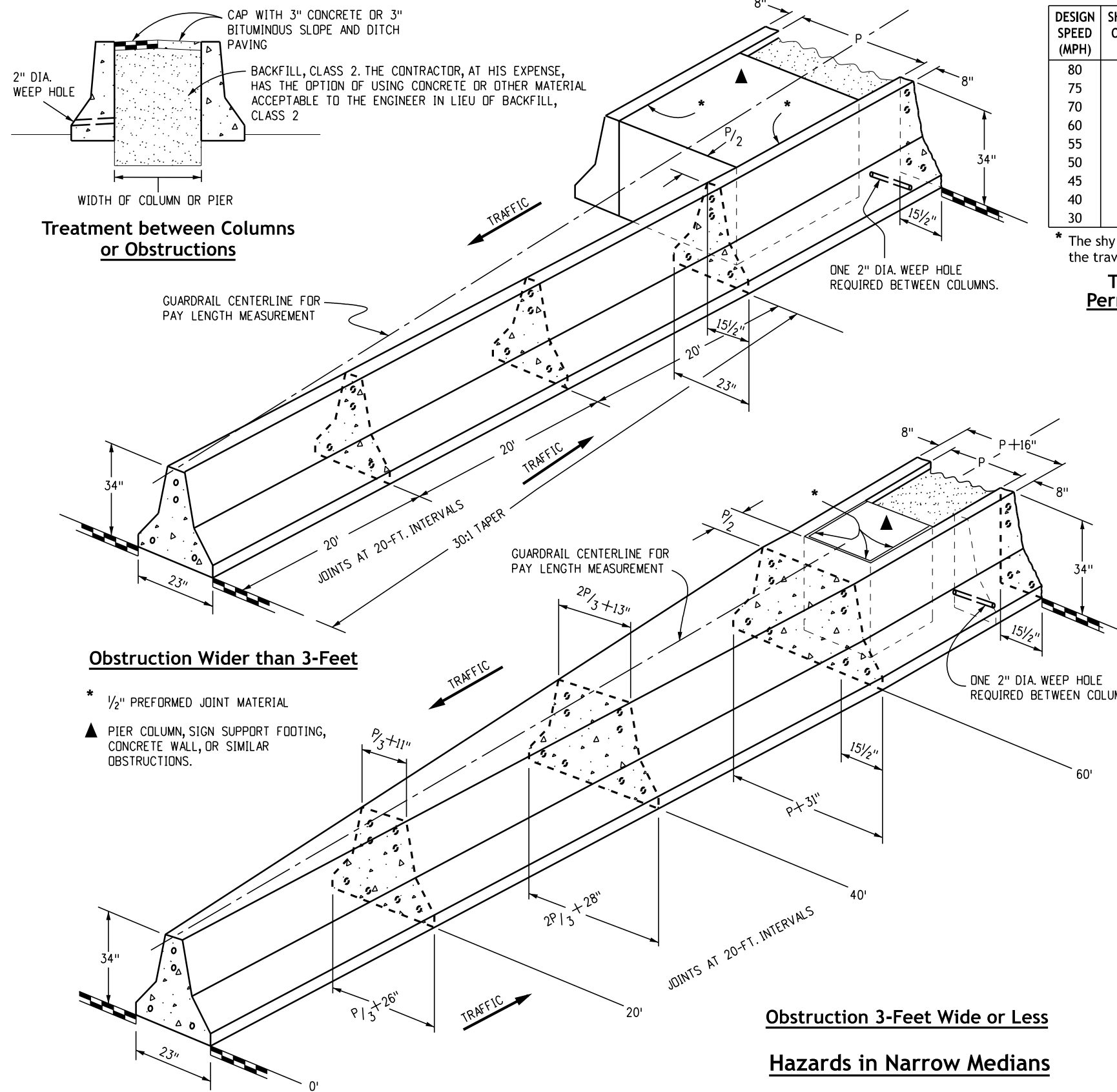
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Guardrail Type 7**  
**F-Shape Barrier**  
 Issued by Construction Engineering Services: July 01, 2026

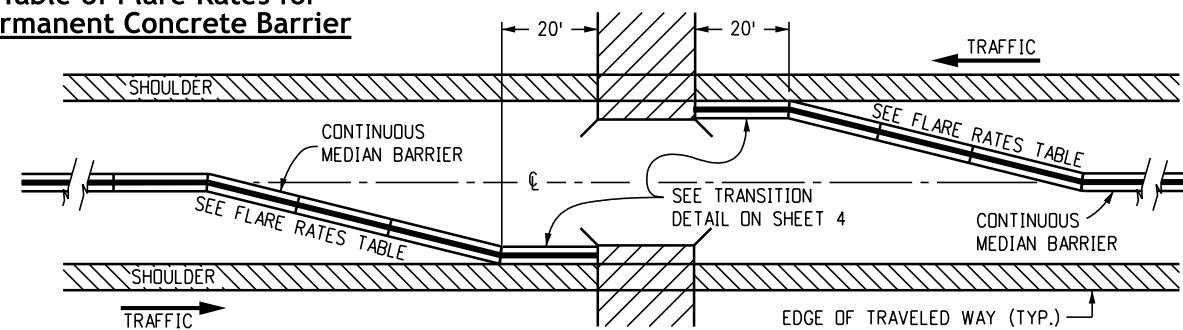
Standard Plan No.
M-606-13
Standard Sheet No. 2 of 4
Project Sheet Number:



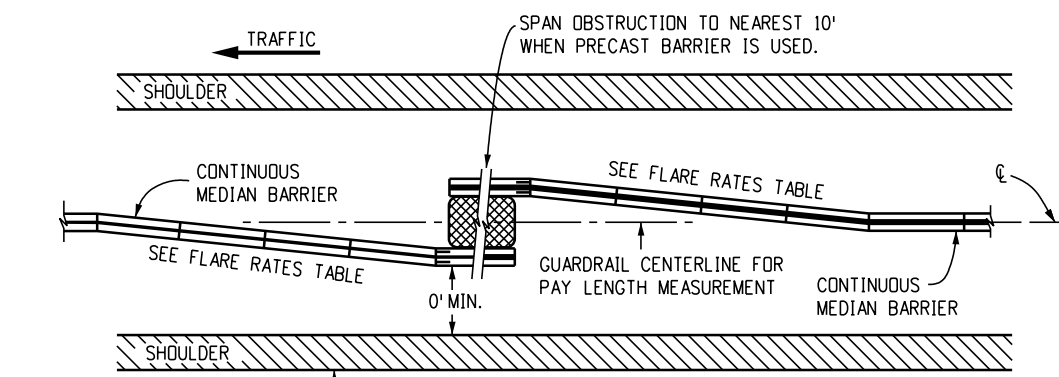
DESIGN SPEED (MPH)	SHY LINE OFFSET (FT.)*	FLARE RATE FOR BARRIER INSIDE SHY LINE	FLARE RATE FOR BARRIER OUTSIDE SHY LINE
80	12	30:1	20:1
75	10	30:1	20:1
70	9	30:1	20:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
30	4	13:1	8:1

\* The shy line offset is measured from the edge of the traveled way.

**Table of Flare Rates for Permanent Concrete Barrier**

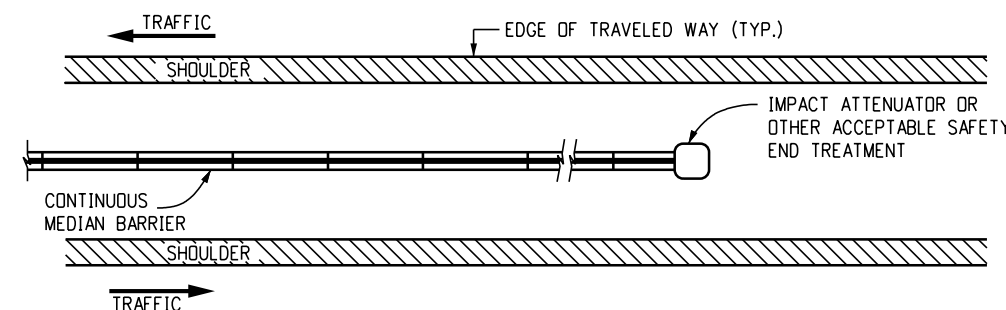


**Bridge Approach**



**Style CA at Obstruction**

(OBSTRUCTION NOT SUITABLE FOR TYPE CD)



**Median Barrier End Treatment**

- 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.

**Obstruction Wider than 3-Feet**

- \* 1/2" PREFORMED JOINT MATERIAL
- ▲ PIER COLUMN, SIGN SUPPORT FOOTING, CONCRETE WALL, OR SIMILAR OBSTRUCTIONS.

**Obstruction 3-Foot Wide or Less**

**Hazards in Narrow Medians**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Guardrail Type 7 F-Shape Barrier**

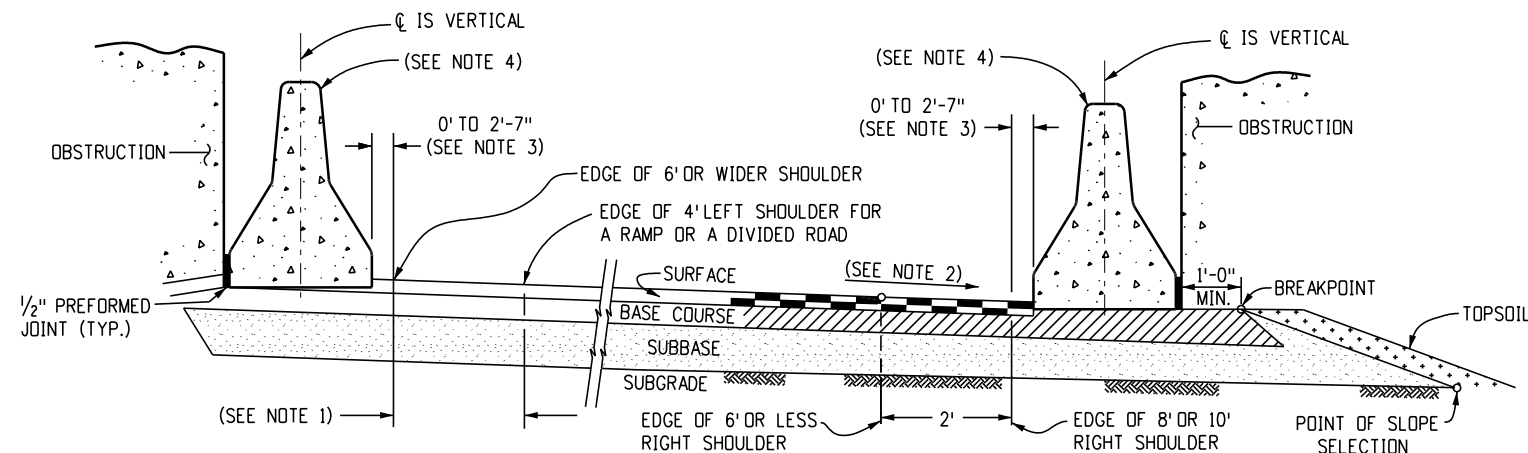
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**

**M-606-13**

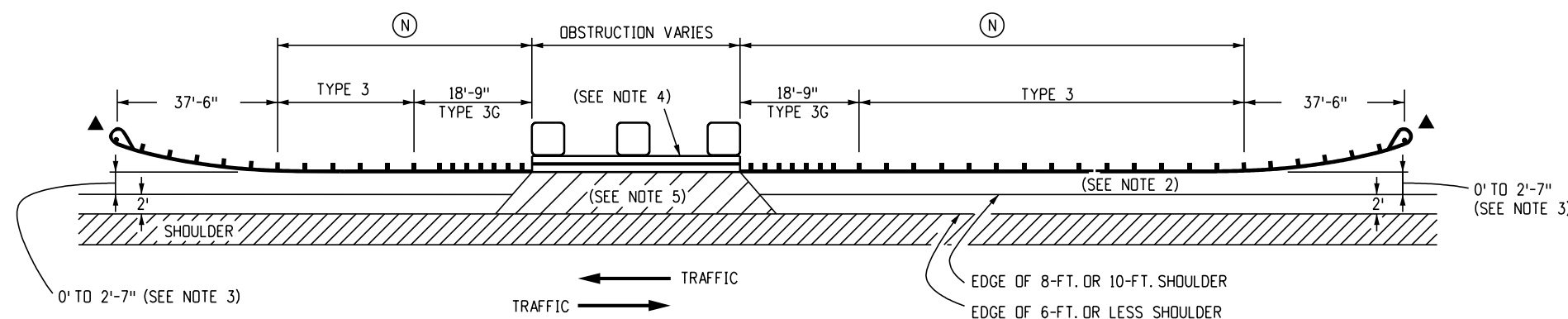
**Standard Sheet No. 3 of 4**

Project Sheet Number:

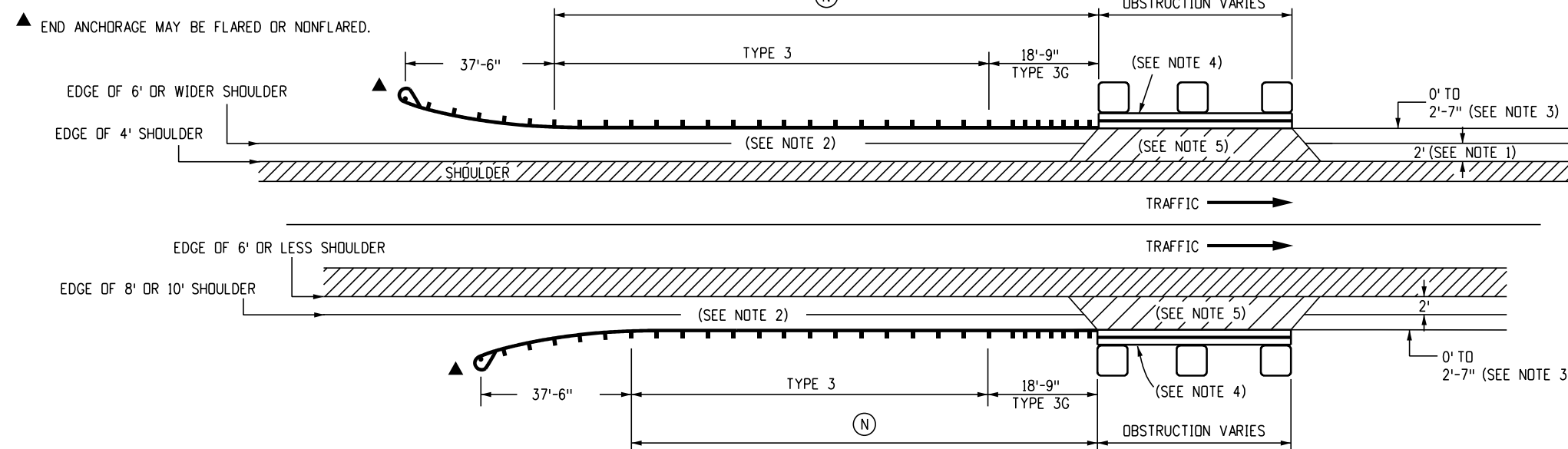
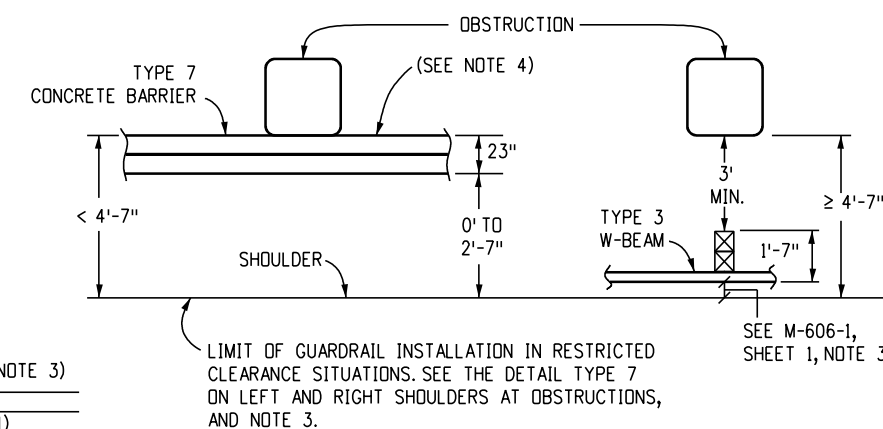


**Type 7 on Left and Right Shoulders at Obstructions**

- Notes**
- Two feet is desirable for this dimension with a 4-foot left shoulder. The minimum is 0 feet, which is acceptable for 6-foot or wider shoulders.
  - Rate of slope depends on guardrail location:
    - For guardrail face 2 feet or less from the normal edge of paved shoulder, continue the rate of slope of the normal paved shoulder to the breakpoint.
    - For guardrail face more than 2 feet from the normal edge of the paved shoulder, the slope shall be 10:1 or flatter.
  - If the distance from the edge of shoulder to the obstruction exceeds 4-feet 7-inches, Type 3-W beam guardrail may be specified on the plans instead of Type 7 (See plans, and detail below).
  - Style CA barriers are shown. Style CD may be used as appropriate. See Sheet 2 for Type 7 to Single Type 3G Transition.
  - The area between shoulder and the Type 7 Barrier 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.
- (N) 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-feet 6-inches where site conditions allow.



**2-Lane 2-Way Roads**



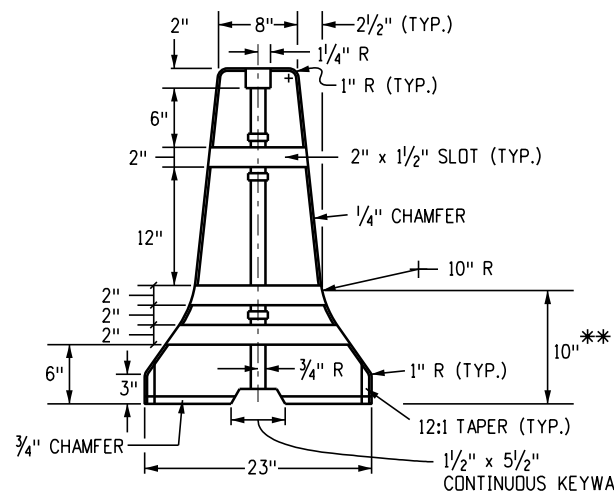
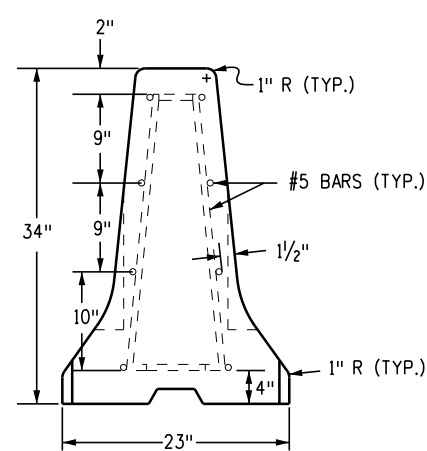
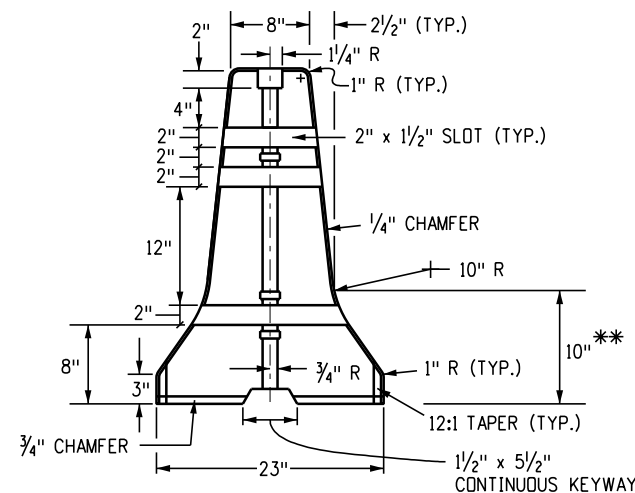
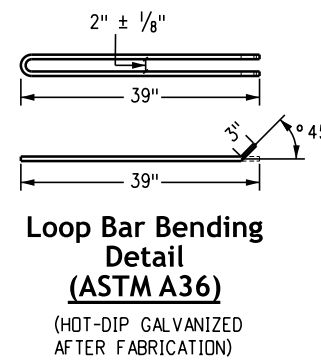
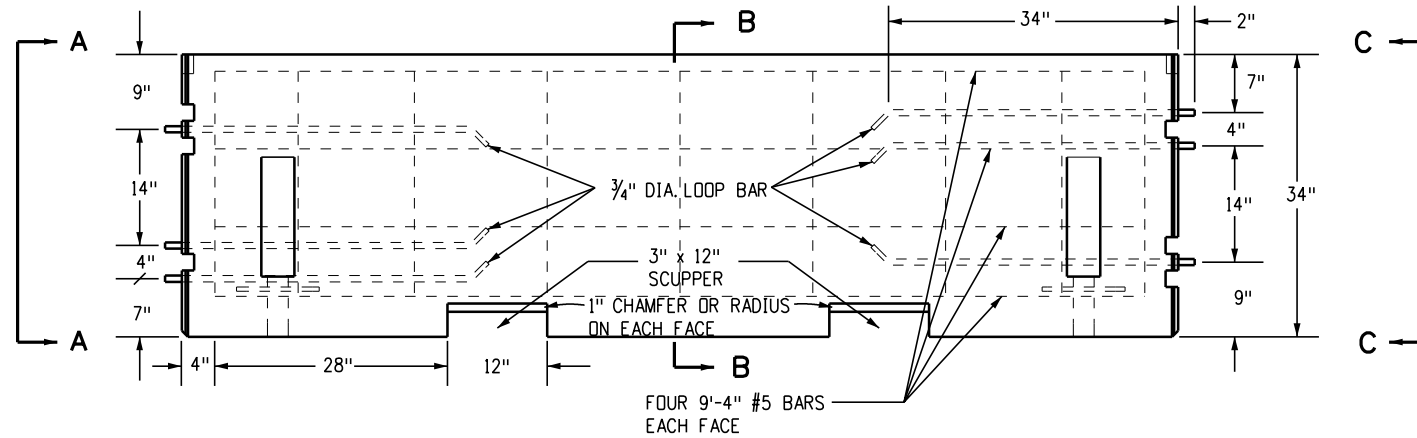
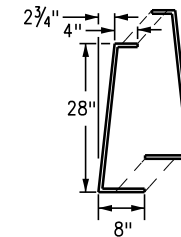
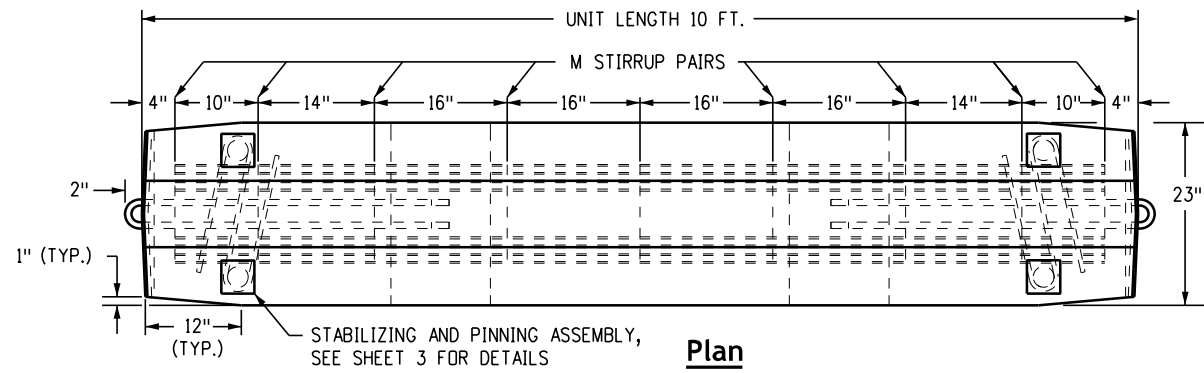
**Directional Roadways and Ramps**

**Hazards on Roadsides**

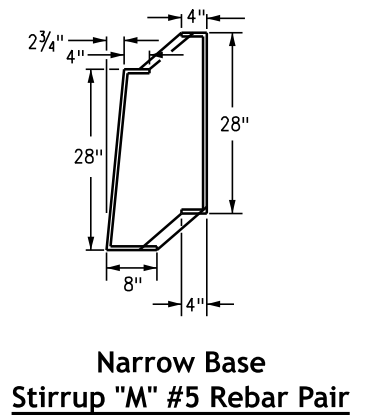
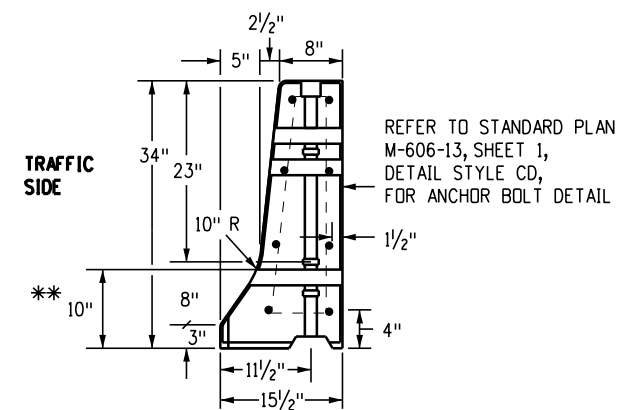
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Guardrail Type 7</b> <b>F-Shape Barrier</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-13</b>	
Designer Initials: JBK						Standard Sheet No. 4 of 4	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Issued by Construction Engineering Services: July 01, 2026	

**General Notes**

1. Precast Type 7 Concrete Barrier has been classified as TL-3 MASH compliant. Manufacturing and utilization of Precast Type 7 Concrete Barrier is permitted for all CDOT projects requiring TL-3 MASH compliant temporary concrete barrier. Refer to CDOT's Approved Product List (APL) for additional MASH compliant proprietary temporary barrier devices. All proprietary products shall be installed conforming to the manufacturer's recommendations. Guidance from Standard M-606-14 is not applicable.
2. All steel reinforcing shall be 2 inches clear of the nearest surface of concrete, unless otherwise shown. Reinforcing steel shall be Grade 60 minimum.
3. Concrete shall be Class D.
4. For temporary installations, install with a 4-foot minimum distance from the centerline of the Precast Type 7 Concrete Barrier to any obstructions behind it. For temporary installations with less than a 4-foot minimum distance, stabilization pins shall be used on each Precast Type 7 Concrete Barrier unit adjacent to, and within 10 feet of both sides of the obstruction. See Sheet 3 for stabilization pinning details.
5. The flare rate for temporary installations shall be 10H:1V or flatter, unless otherwise approved by the Project Engineer.
6. Stabilization pins shall be used to anchor each 10-foot unit in all installations. See Sheet 3 for stabilization pinning details.
7. The month and year the Precast Type 7 Concrete Barrier was manufactured shall be molded into one end of each 10-foot barrier unit.
8. Approved non-shrink grout shall be used for grouting over all pins and grouting of scuppers.
9. When hydraulic analysis allows, scuppers may not be needed on:
  - A. Median installation with inlet drainage.
  - B. Precast Type 7 Concrete Shoulder Barrier on high edge of a superelevated shoulder.
  - C. Precast Type 7 Concrete Median Barrier on a crest vertical curve.
10. All incidental work and materials, such as; connecting pins, anchors bolts, grout, and installation for end anchorage will not be paid for separately, but shall be included in the cost of the work.
11. One-inch diameter threaded inserts may be cast-in-place to facilitate lifting for the temporary Precast Type 7 Concrete Barrier applications only.
12. ReflectORIZATION is required on Precast Type 7 Concrete Barriers. See Concrete Barrier Reflector notes on Standard Plan S-612-1, Sheets 4 through 6.



\*\* Dimensions marked are to the intersection point of the barrier slopes. Construct the 10-inch radius to provide a smooth transition between the slopes.



Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

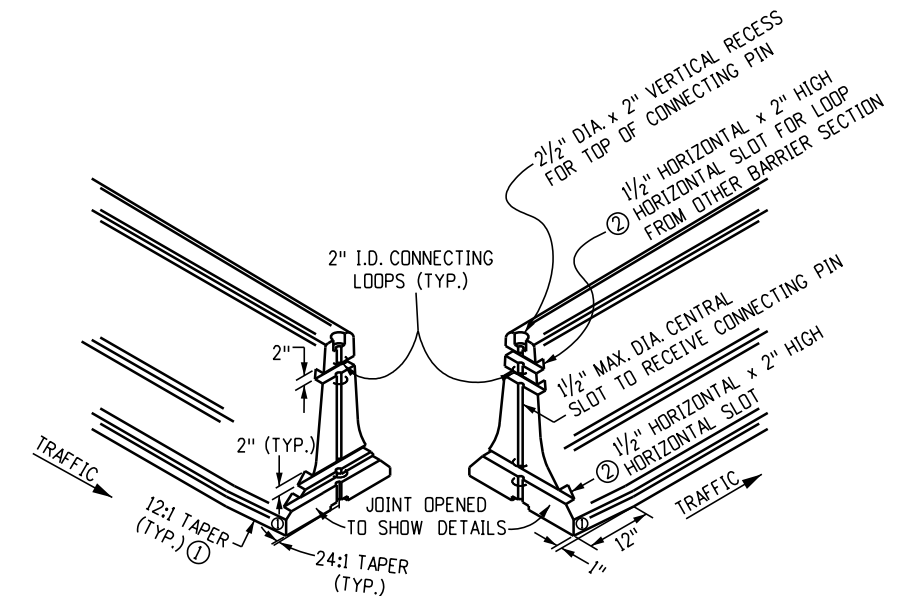
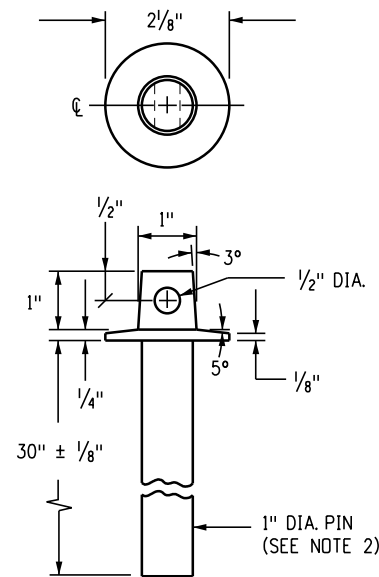
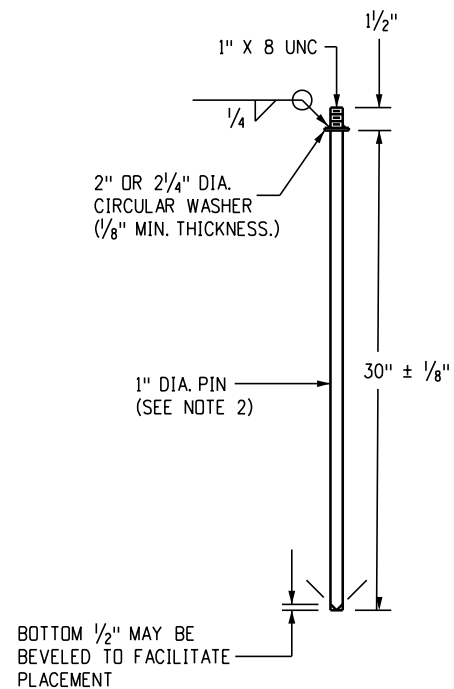
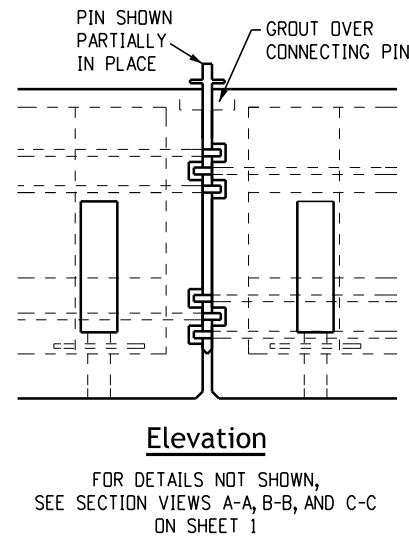
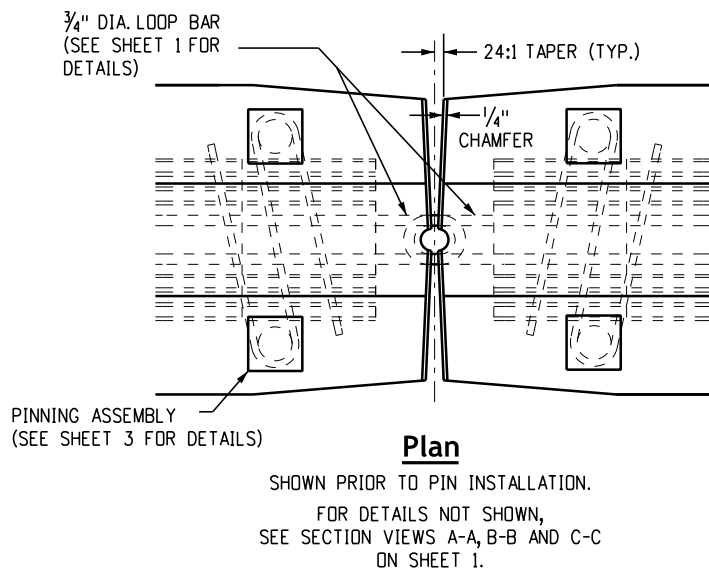
2829 West Howard Place  
Denver, CO 80204

DLK

**Precast Type 7 Concrete Barrier**

Issued by Construction Engineering Services: July 01, 2026

STANDARD PLAN NO.
<b>M-606-14</b>
Standard Sheet No. 1 of 4
Project Sheet Number:

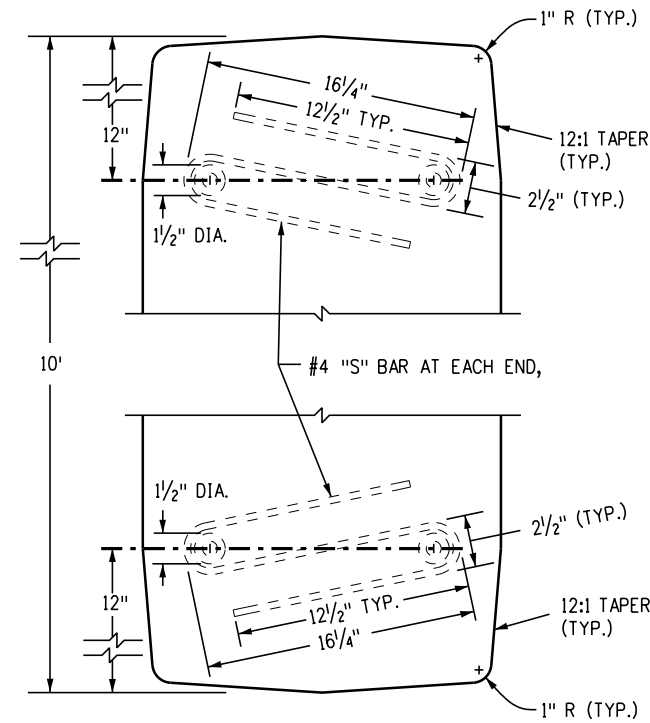


- Notes**
1. Washers shall be forged as an integral part of the pin or shall be welded as shown.
  2. Pins shall be hot-dipped galvanized after fabrication.
  3. If an alternative top configuration is used for lifting, the lifting pin shall be provided. Pins shall conform to critical dimensions (pin length and 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 Type 7 Concrete 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.

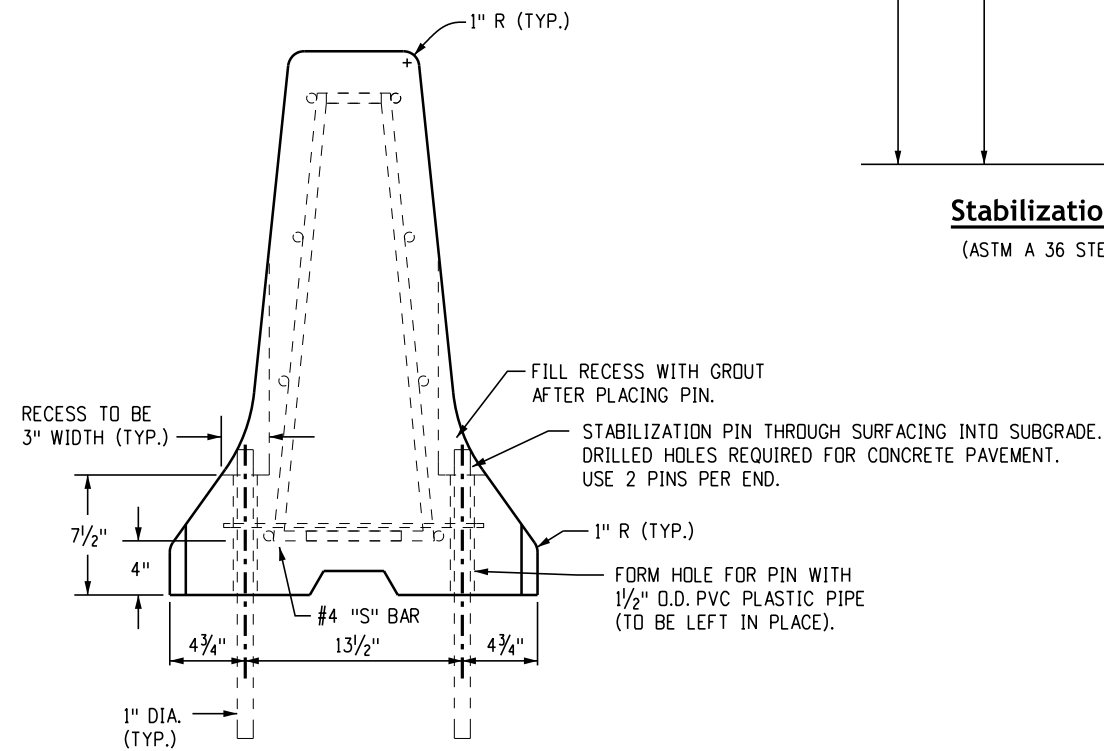
- ① A 1-inch by 12-inch taper is required at the bottom of all four corners of the Precast Type 7 Concrete Barrier sections to eliminate snagging of snow plow blades.
- ② The horizontal slots shall be 1/2 inch in depth at the center of the Precast Type 7 Concrete Barrier and may decrease in depth at the edge of the barrier unit due to the (24:1) taper.

**Details for Pin and Loop Connection**

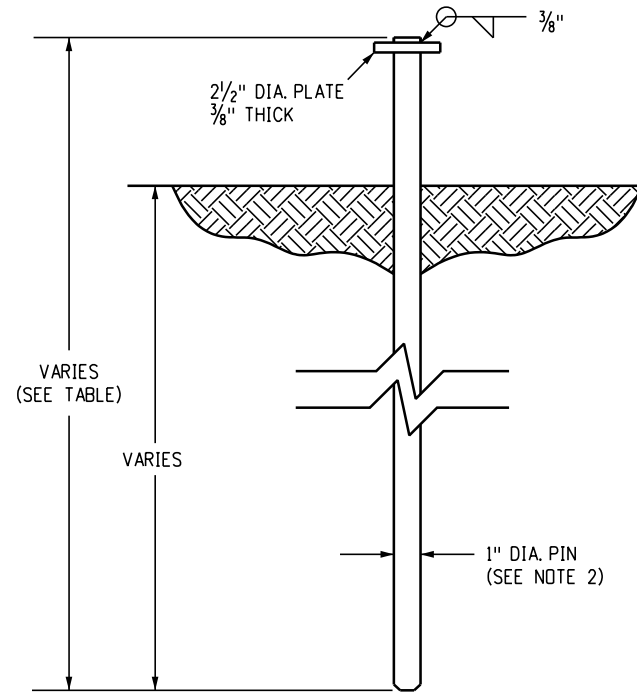
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<p style="text-align: center;"><b>Precast Type 7 Concrete Barrier</b></p> Issued by Construction Engineering Services: July 01, 2026		<b>STANDARD PLAN NO.</b> <b>M-606-14</b> Standard Sheet No. 2 of 4 Project Sheet Number:	
Date:	Comments																



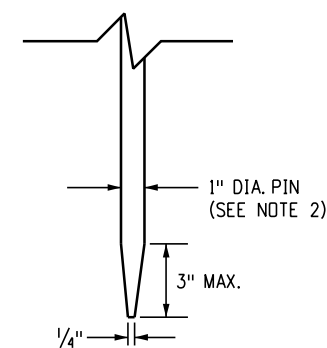
**Plan View of S Bar Ends**



**Elevation View with Pins**



**Stabilization Pin**  
(ASTM A 36 STEEL)



**Optional Tapered End Pin**  
(SEE NOTE 3)

**Notes**

1. See Sheet 1 for reinforcement and other details not shown here.
2. Pins shall be hot-dipped galvanized after fabrication
3. An optional 3 inches 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.

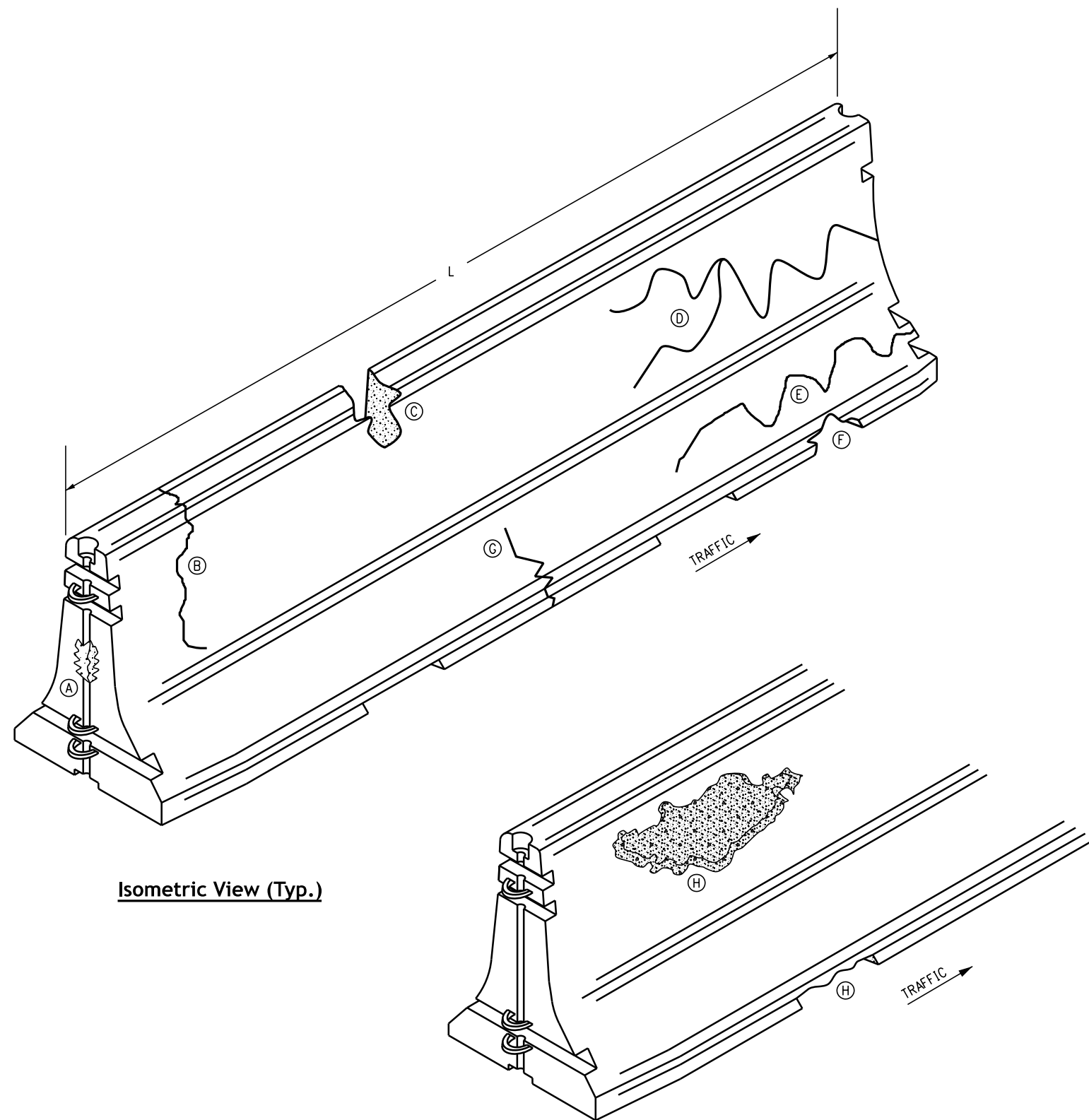
**Table of Stabilization Pin Lengths**

**Details for Stabilization of Temporary Pinned Precast Type 7 Concrete Barrier**

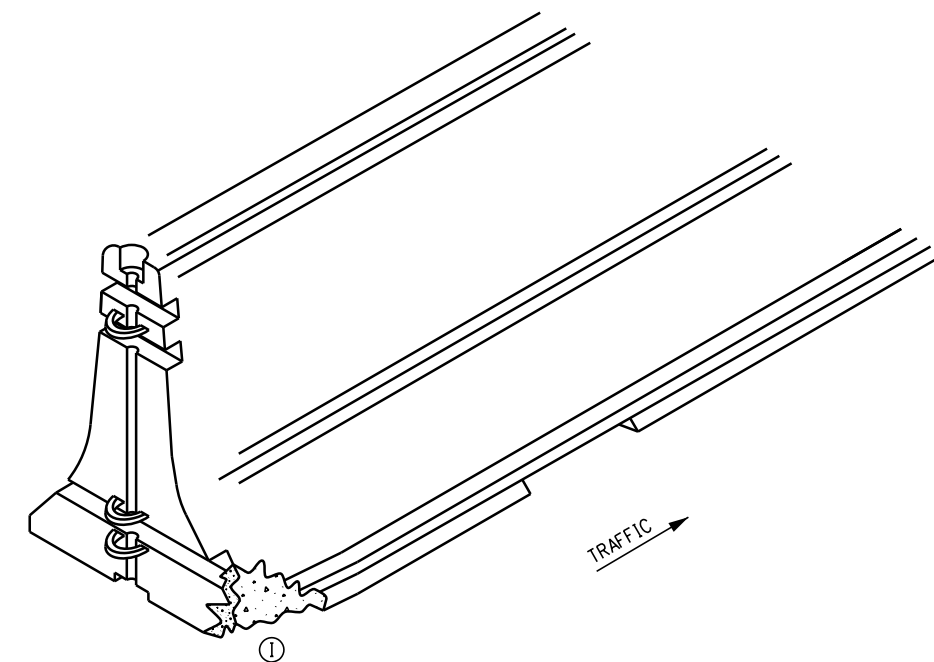
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	<b>Precast Type 7 Concrete Barrier</b>	<b>STANDARD PLAN NO.</b>
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-14</b>
Designer Initials: JBK						Standard Sheet No. 3 of 4
Last Modification Date: 07/01/2026						Project Sheet Number:
Last Modified By: DLK						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						

**Notes**

1. Precast Type 7 Concrete Barriers shall be used only in temporary configurations and must be inspected prior to reuse and placement in work zones. Continued use in work zones is also subject to periodic inspections. Inspections and measurements will be performed by CDOT. Any Precast Type 7 concrete barrier showing any one of the following discrepancies will not be installed or allowed to remain in use:
  - (A) A slot connection where more than 25% is either cracked or missing.
  - (B) A crack on top of a barrier unit which runs down the vertical face on either side for more than 16 inches.
  - (C) A chip on the top or vertical face which is more than 1 square feet in area and more than 2 inches deep. Smaller areas and depths shall be field patched. Chips less than 2 inches deep and within a reasonable area shall not require attention.
  - (D) A horizontal crack on either side which is greater than L/2, or that splits into a "Y" shape with arms greater than 12 inches.
  - (E) A horizontal crack in the sloping area that is greater than L/2 and intersects a vertical crack.
  - (F) A chip on a vertical curb greater than 1 square foot in area and/or 3 inches deep. Smaller areas and depths shall be field patched. Chips less than 1 inch deep and within a reasonable area shall not require attention.
  - (G) A vertical crack across the bottom and up the curb face into the sloping face.
  - (H) Spalling concrete that is pitted, flaked, or broken off more than 5 square feet combined (exposed rebar may or may not be visible).
  - (I) Any corners that are chipped more than 1 square feet in area in area and more than 2 inches deep. Smaller areas and depths shall be field patched. Chips less than 2 inches deep and within a reasonable area shall not require attention.
2. A "crack" is defined as an opening of at least 1/8 inch in width when measured with a feeler gauge.
3. All Precast Type 7 concrete barriers shall be in accordance with Subsection 606.04(b) of the CDOT Standard Specifications.

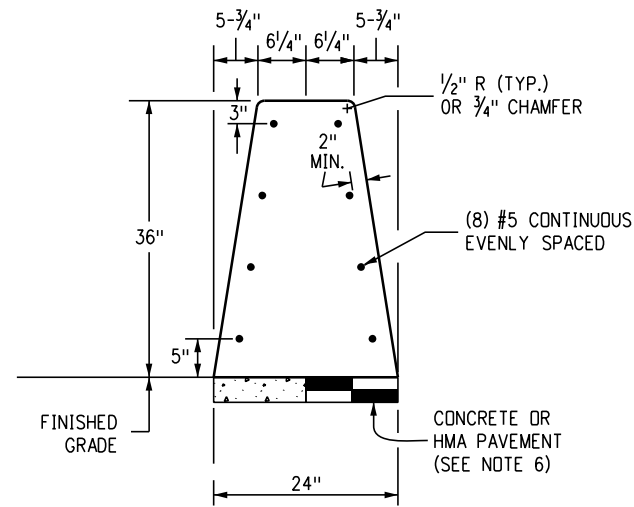


**Isometric View (Typ.)**

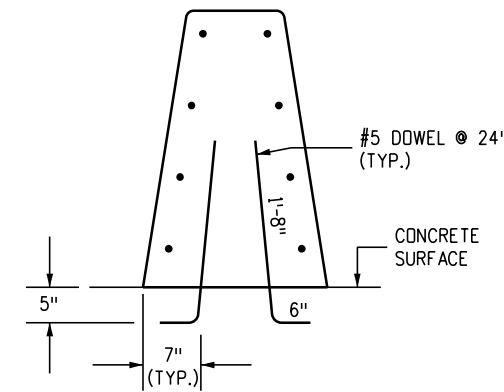


**Non-Reuse of Precast Type 7 Concrete Barrier**

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Precast Type 7 Concrete Barrier</b> Issued by Construction Engineering Services: July 01, 2026		<b>STANDARD PLAN NO.</b> <b>M-606-14</b> Standard Sheet No. 4 of 4 Project Sheet Number:	
Date:	Comments																

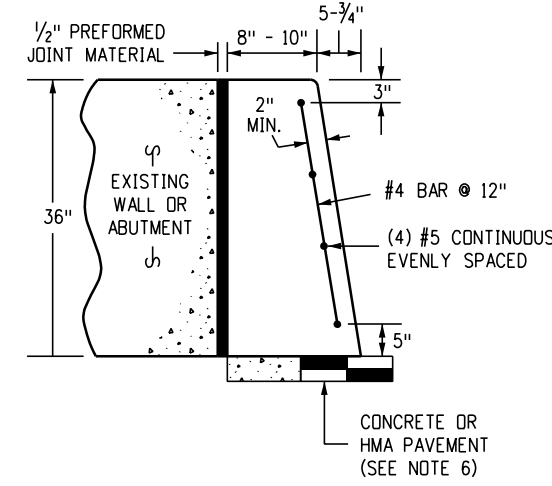


**Concrete Barrier Style CA**



**Concrete Barrier Style CC**

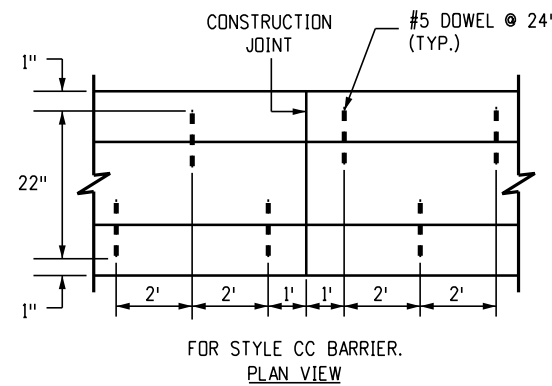
Details similar to Style CA except as noted. Barrier dowelled to concrete surfaces.



**Concrete Barrier Style CD**

Barrier against walls.

- General Notes**
- See Sheet 2 for details of Concrete Barrier Style CA end anchor connections to structures or transition to Guardrail Type 7.
  - See Sheet 6 for Concrete Barrier Style CA transitions at bridge columns and sign pedestals in medians.
  - Where glare screens are required, use Concrete Barrier Style CG on Sheet 4.
  - Where roadbed offset is greater than 1-1/2 inch, see Concrete Barrier Style CE.
  - Barrier may be cast-in-place or slip formed.
  - Barrier foundation shall be pavement, or compacted aggregate base, or compacted embankment material.
  - No anchorage is required (Typ.) except for the 10-foot anchorage. See Sheets 2 and 3 for details.
  - 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.
  - 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.
  - 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.
  - Transition to existing concrete barrier installations of dissimilar shape shall be accomplished in one 15-foot long segment of barrier.
  - Concrete shall be Class D.
  - Additional material for barrier embedment greater than 1 inch will not be measured and paid for separately, but shall be included in the work.
  - 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.
  - All incidental work and material, such as; dowels, grout, anchors, bolts, pins, joint material, excavation for bases, and continuous longitudinal reinforcement, shall be included in the cost of guardrail.
  - ReflectORIZATION is required on all barrier types. See Barrier Reflector Notes on Standard Plan S-612-1.



**Dowel Placement Layout**

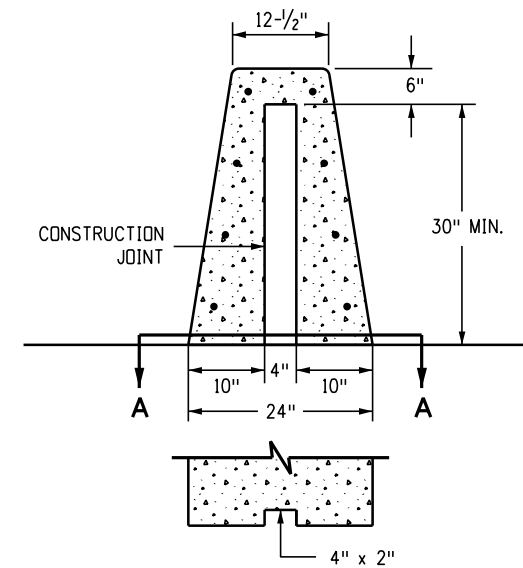
\* For surfaces offsets less than or equal to 3 inches, no additional reinforcement is required.

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.

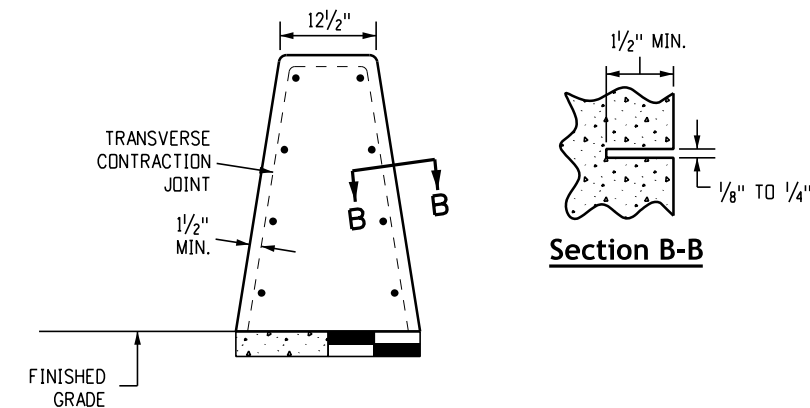
For barrier transitioning in height, maintain the bottom reinforcement layer cover and discontinue/add incremental reinforcing parallel to the barrier as height requires.

■ Reinforcing stirrup not required for roadbed offsets less than 1 foot.



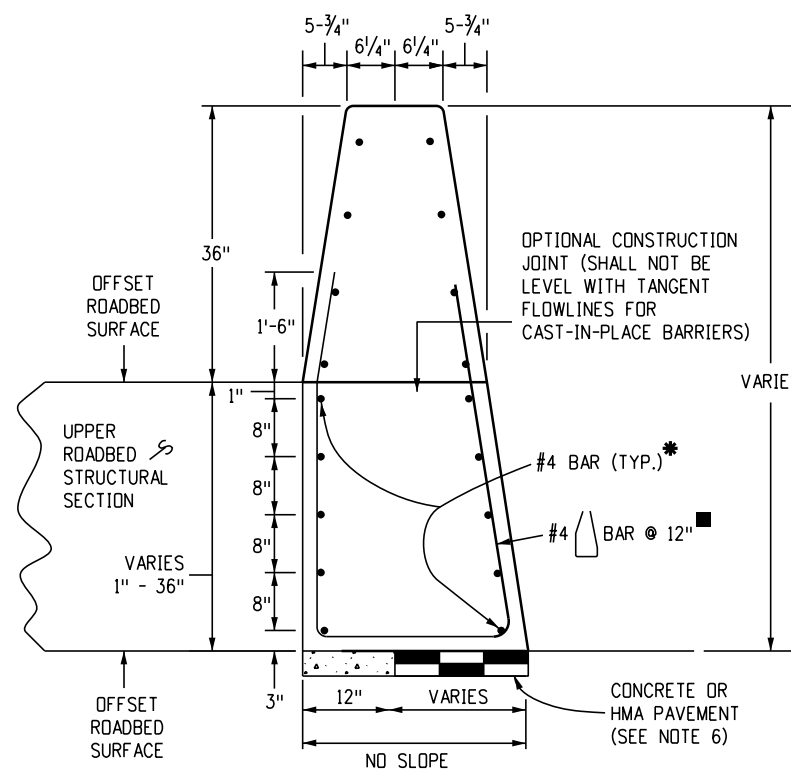
**Section A-A Construction Joint**

See Note 15.



**Transverse Contraction Joints**

Formed or sawed transverse contraction joints are required at 20 foot 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.



**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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

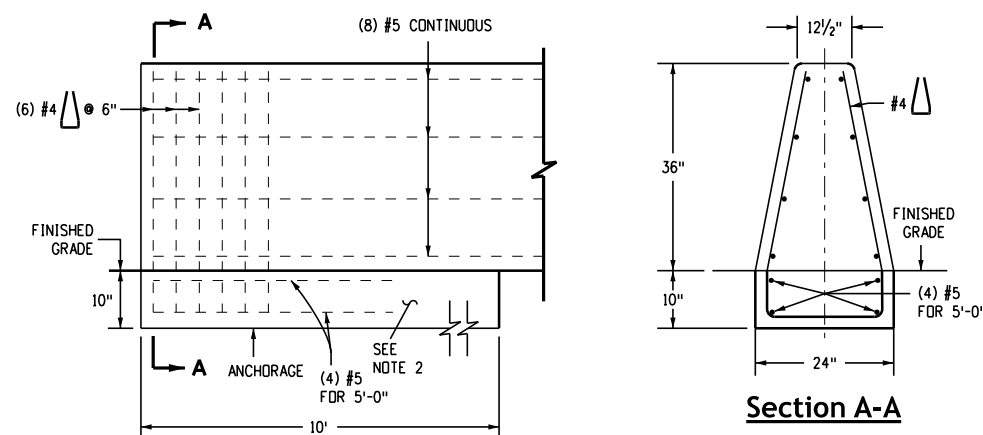
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Guardrail Type 9  
Single Slope Barrier**

Issued by Construction Engineering Services: July 01, 2026

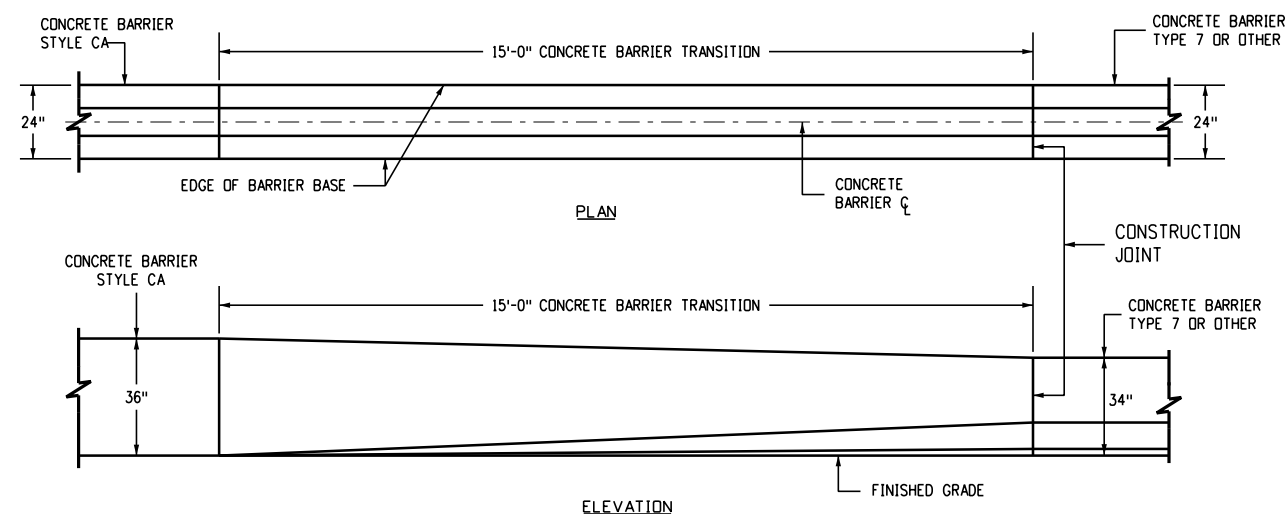
Standard Plan No.
<b>M-606-15</b>
Standard Sheet No. 1 of 11
Project Sheet Number:



**End Anchorage**

**Notes**

1. See Sheet 3 for end anchorage requirements. At a minimum, the barrier shall be anchored at the ends and at interruptions with 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.

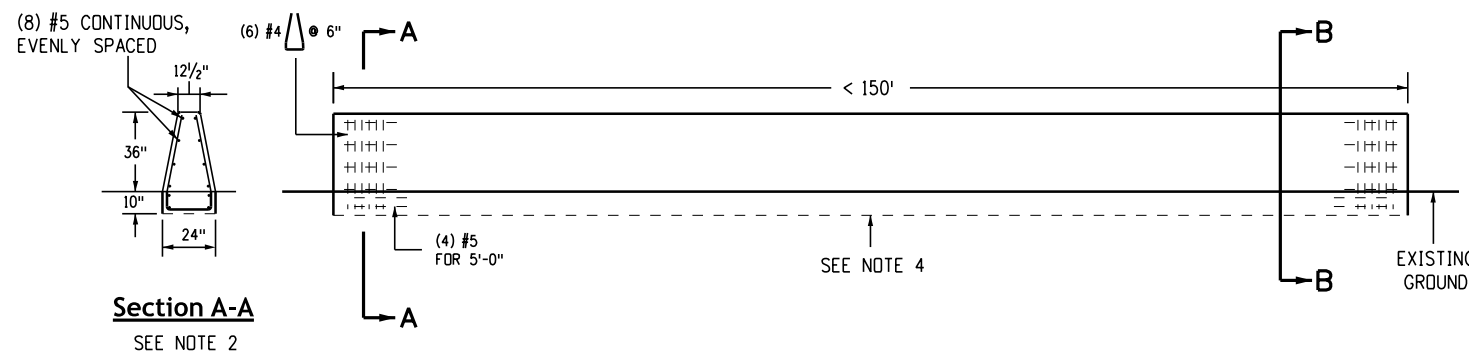


**Transition Concrete Barrier Type 9 to Concrete Barrier Type 7 or Existing**

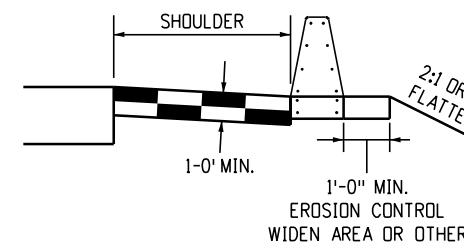
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204</p>	<p><b>Guardrail Type 9</b>  <b>Single Slope Barrier</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-15</b>	
Designer Initials: JBK						Standard Sheet No. 2 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				Issued by Construction Engineering Services: July 01, 2026			

**Notes**

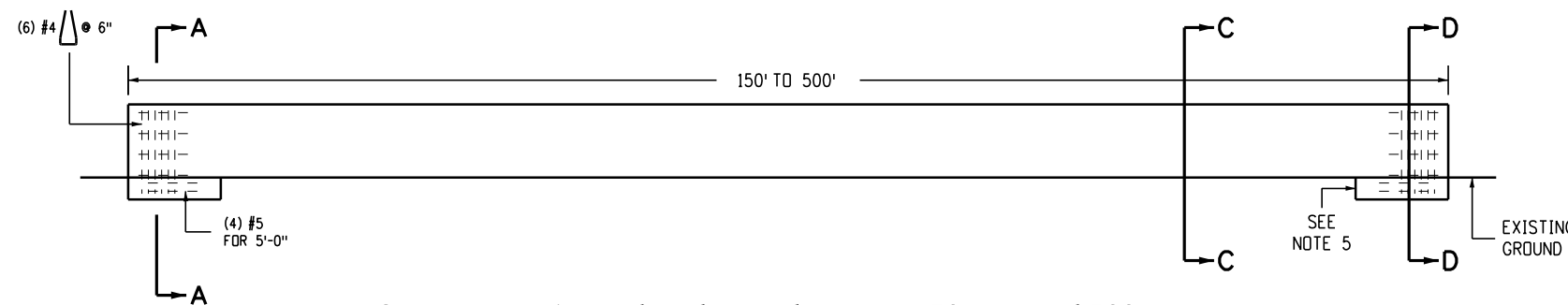
1. See plans for concrete barrier lengths less than 150 feet and/or hinge widths equal to or less than 1 foot behind the concrete barrier.
2. See Sheet 2 for Reinforcing Bar Details.
3. New concrete barriers under 150 feet shall be doweled into existing concrete bridge barriers or wingwalls to minimize 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.



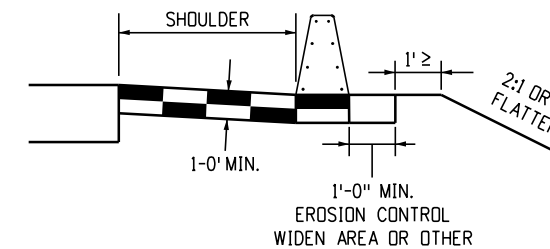
**Concrete Barrier End Anchorage Under 150 Feet**



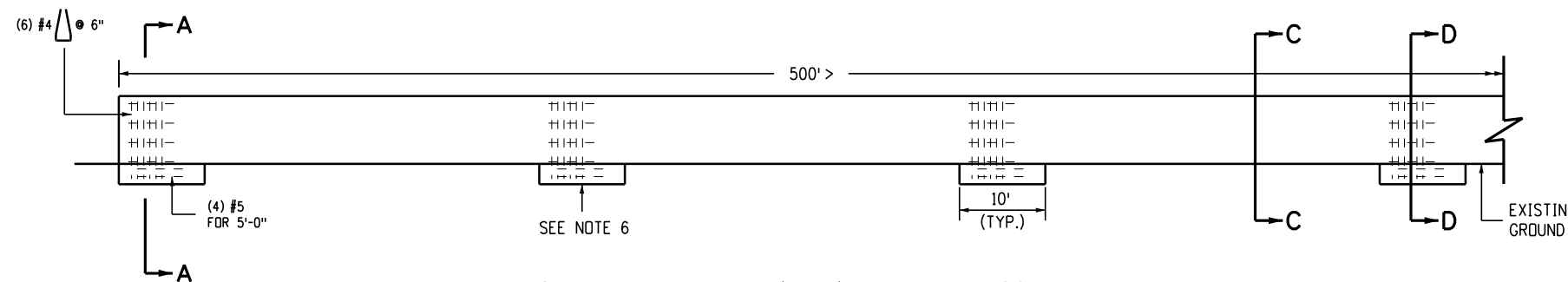
**Section B-B**



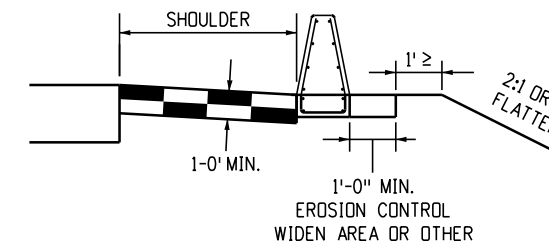
**Concrete Barrier End Anchorage between 150 Feet and 500 Feet**



**Section C-C**

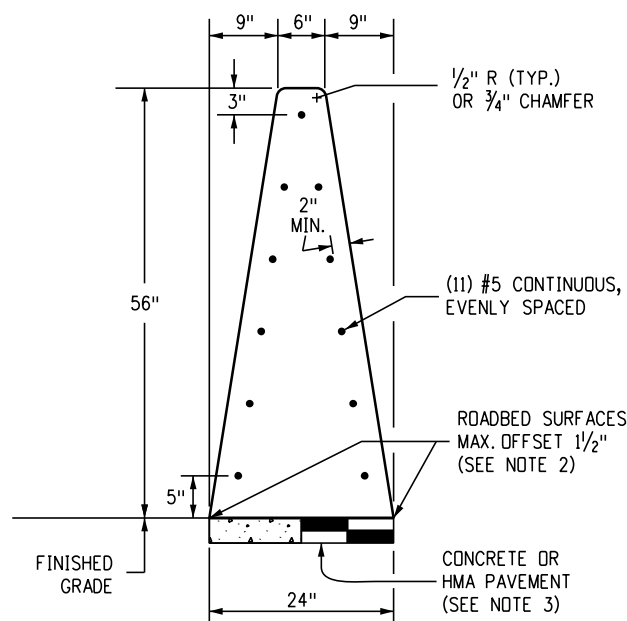


**Concrete Barrier End Anchorage over 500 Feet**



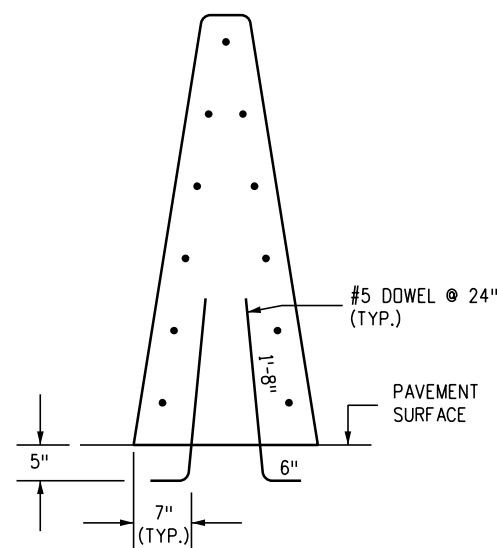
**Section D-D**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Guardrail Type 9</b>  <b>Single Slope Barrier</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-15</b>	
Designer Initials: JBK						Standard Sheet No. 3 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



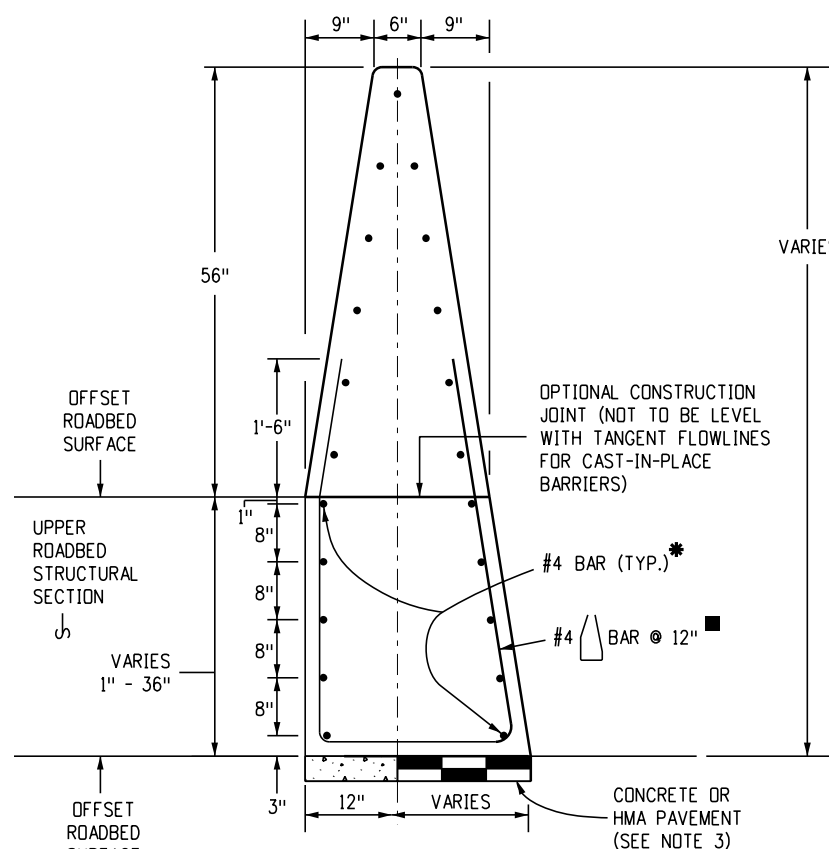
**Concrete Barrier Style CG (56")**

Monolithic concrete glare screen/barrier



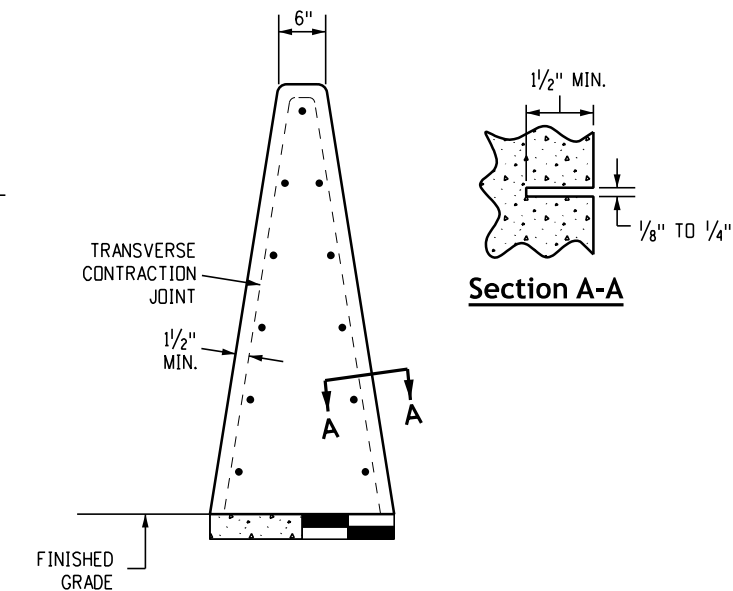
**Concrete Barrier Style CGC**

Details similar to Style CG except as noted. Barrier doweled 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.



**Transverse Contraction Joints**

Formed or sawed transverse contraction joints are required at 20 foot 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.

- 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 1 1/2 inches, see Concrete Barrier Type CGE.
  3. Barrier foundation shall be pavement, or compacted aggregate base, or compacted embankment material.
  4. ReflectORIZATION is required on all barrier types. See the Barrier Reflector Notes on Standard Plan S-612-1.

\* 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.

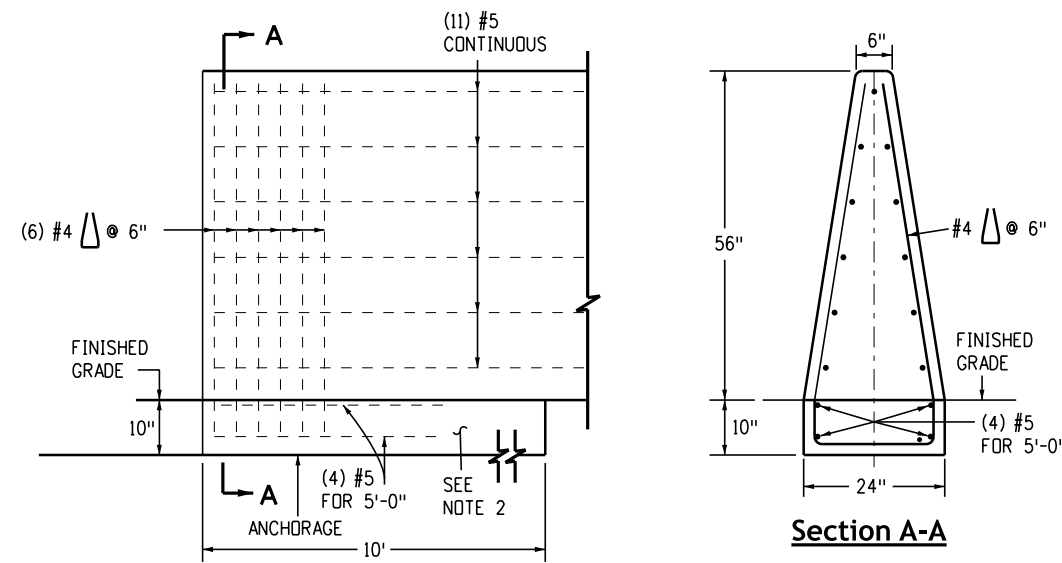
The lowest layer of two #4 bars shall be 3 inches above the bottom of the barrier. Each vertical increment of 8 inches measured from the lowest layer of reinforcement shall include an additional two #4 bars.

■ Reinforcing stirrup not required for roadbed offsets less than 1 foot.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Guardrail Type 9</b>  <b>Single Slope Barrier</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-606-15</b>	
Designer Initials: JBK						Standard Sheet No. 4 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

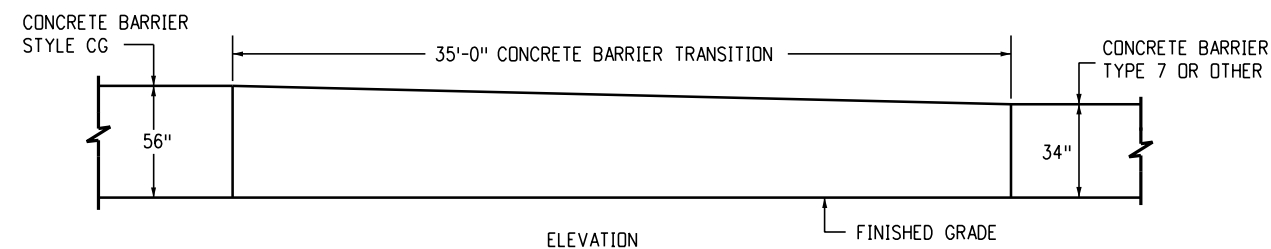
**Notes**

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 inch @ 2 foot-0 inch 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.



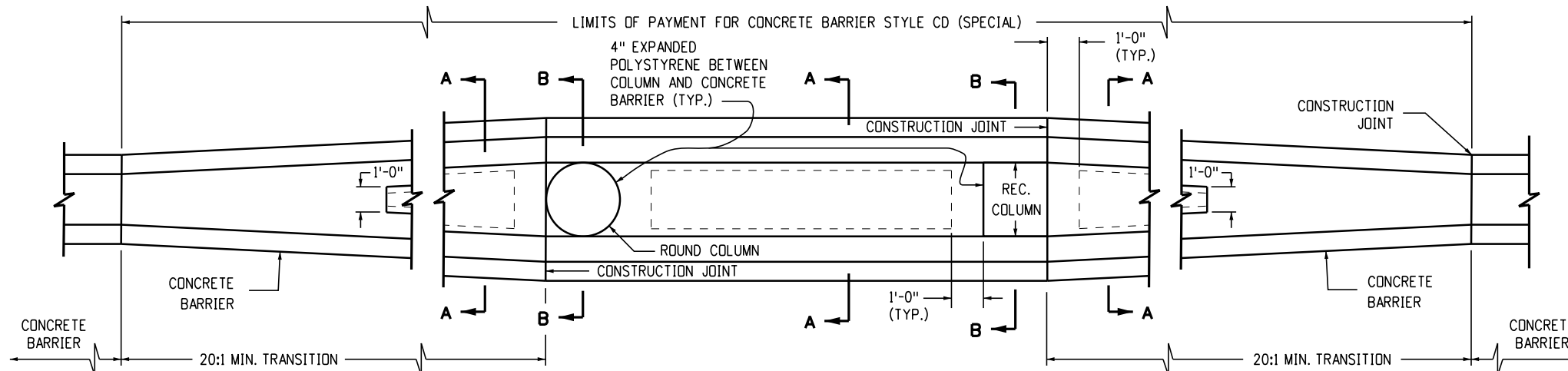
**Anchorage**

Barrier elevation view including reinforced anchorage at end.

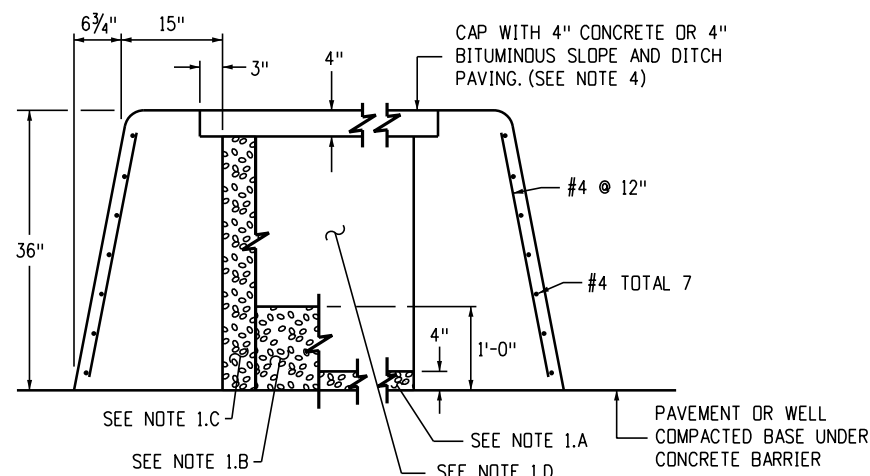


**Transition Concrete Barrier Style CGE/CG to Concrete Barrier Type 7 or Existing Barrier**

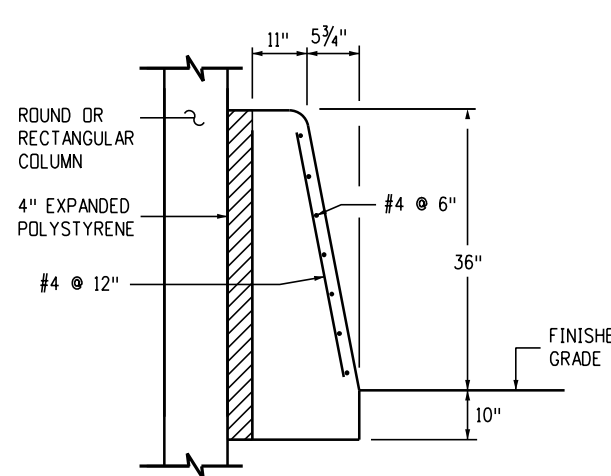
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Guardrail Type 9</b> <b>Single Slope Barrier</b> Issued by Construction Engineering Services: July 01, 2026		<b>Standard Plan No.</b> <b>M-606-15</b> Standard Sheet No. 5 of 11 Project Sheet Number:	
Date:	Comments																



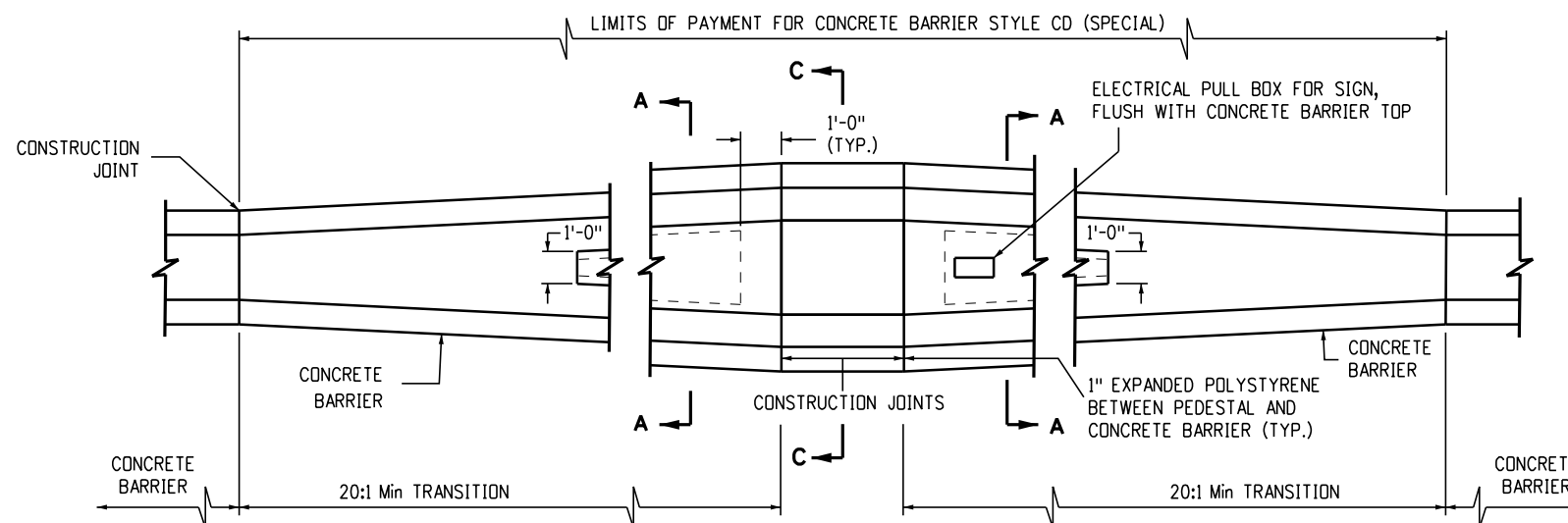
**Concrete Barrier Transition at Bridge Columns**



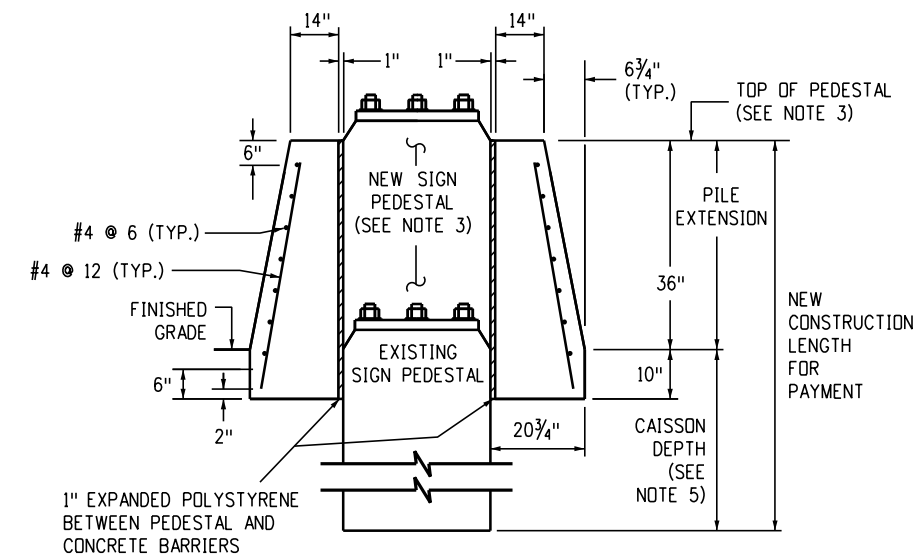
**Section A-A**



**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 caisson 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.
6. Type 9 is a MASH Test Level 3 (TL-3) approved concrete barrier designed for redirection and protection from most standard roadside obstacles. To protect piers and other structural bridge supports, a MASH TL-5 design may be required.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

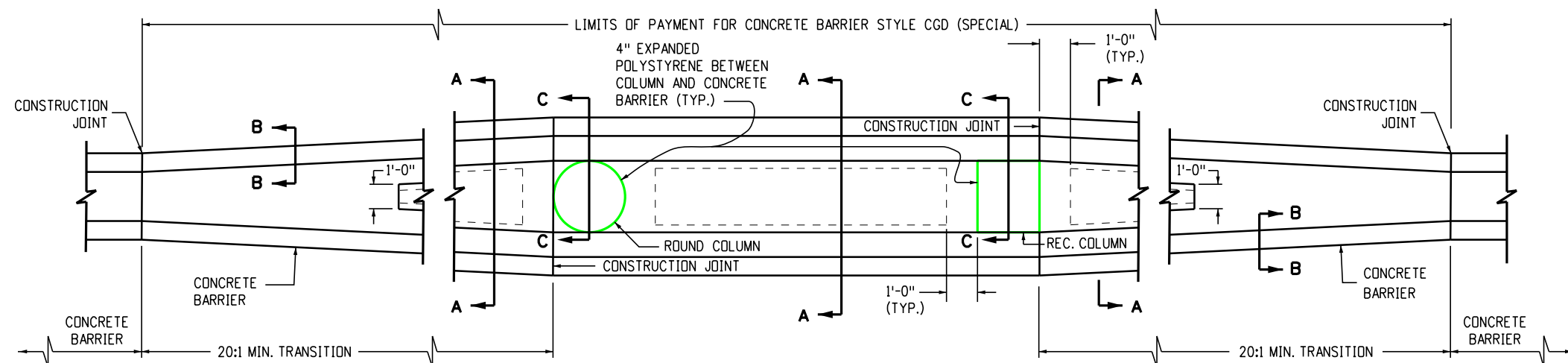
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

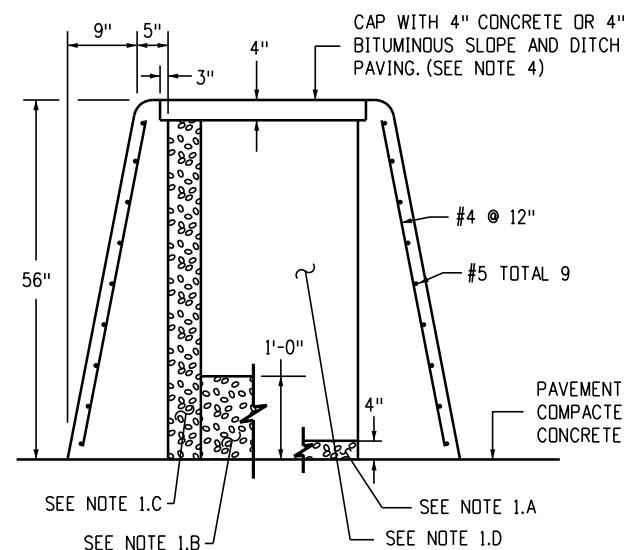


**Guardrail Type 9**  
**Single Slope Barrier**  
 Issued by Construction Engineering Services: July 01, 2026

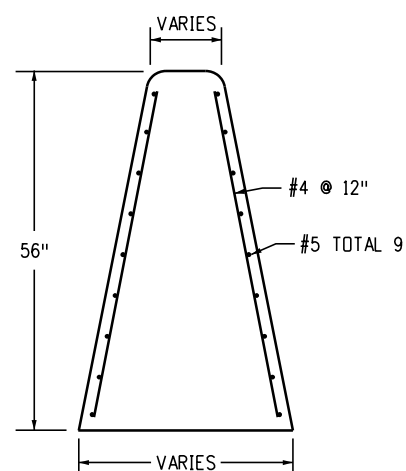
Standard Plan No.
<b>M-606-15</b>
Standard Sheet No. 6 of 11
Project Sheet Number:



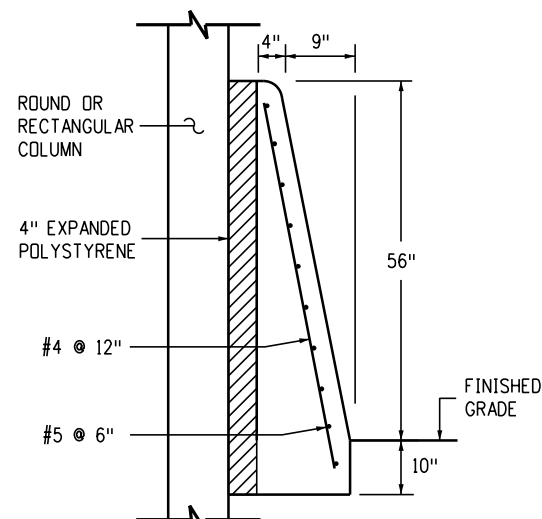
**Concrete Barrier Transition at Bridge Columns**



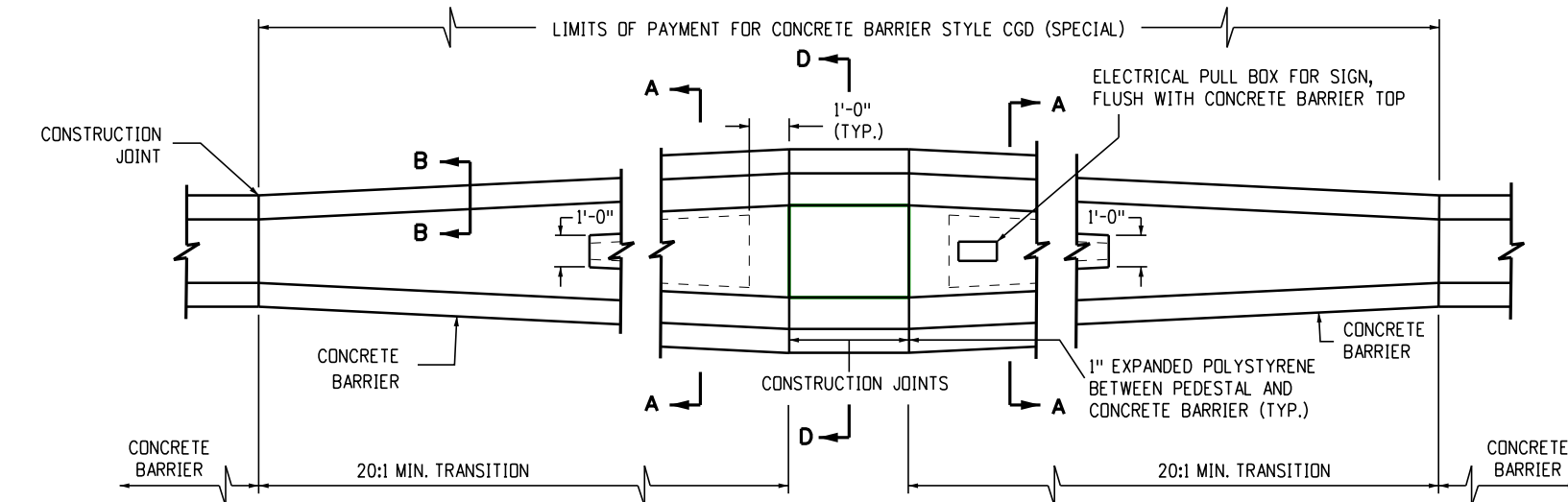
**Section A-A**



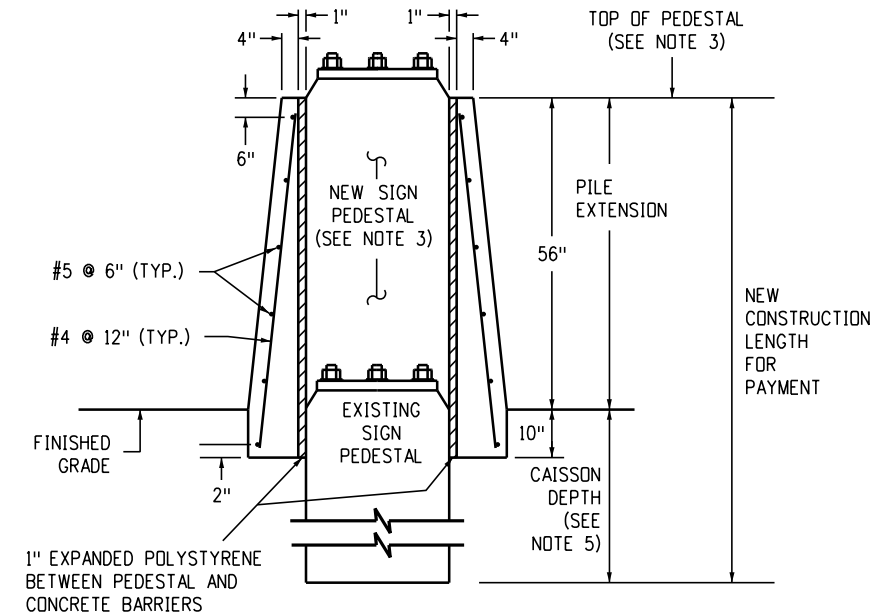
**Section B-B**



**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.
  - 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 caisson 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.
6. Type 9 is a MASH Test Level 3 (TL-3) approved concrete barrier designed for redirection and protection from most standard roadside obstacles. To protect piers and other structural bridge supports, a MASH TL-5 design may be required.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

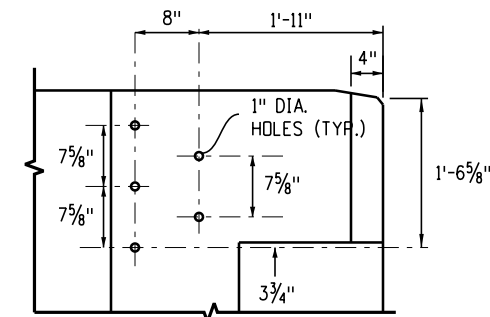
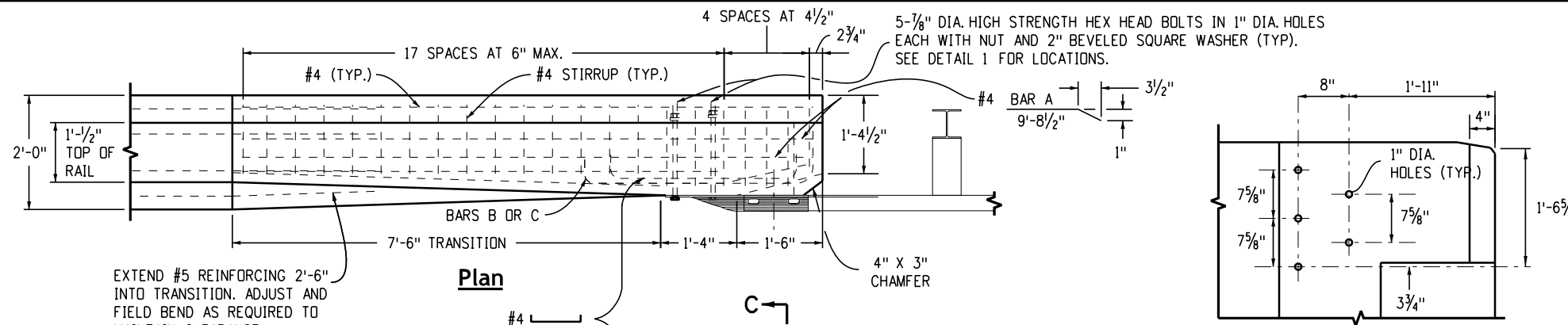
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Guardrail Type 9**  
**Single Slope Barrier**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-606-15</b>
Standard Sheet No. 7 of 11
Project Sheet Number:

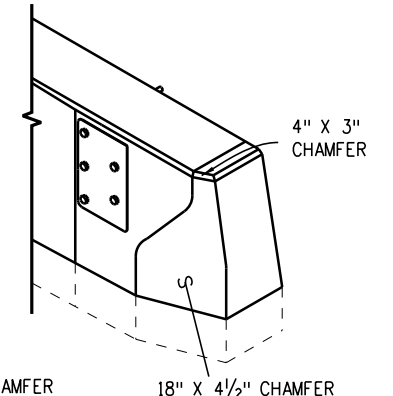


**Notes**

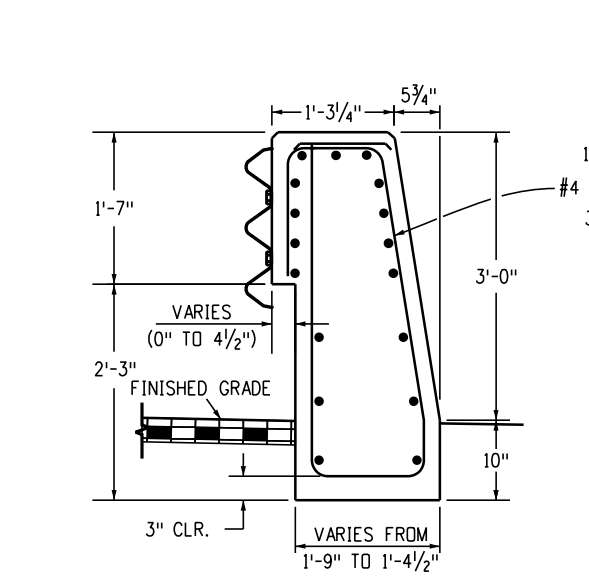
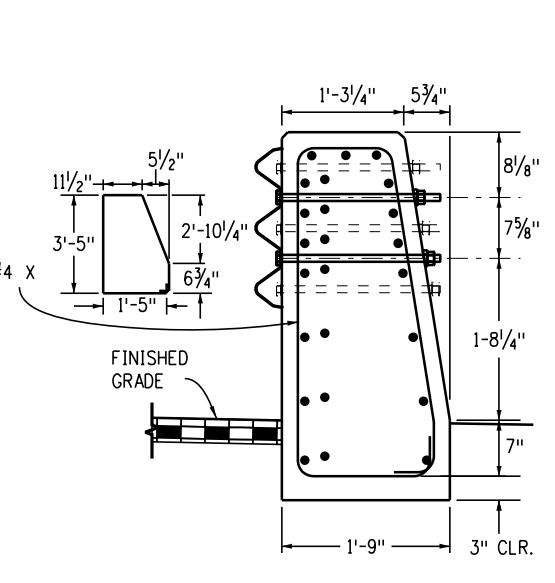
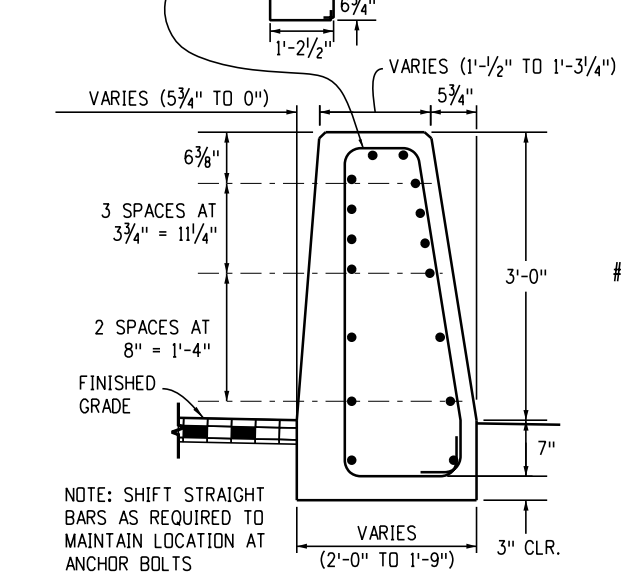
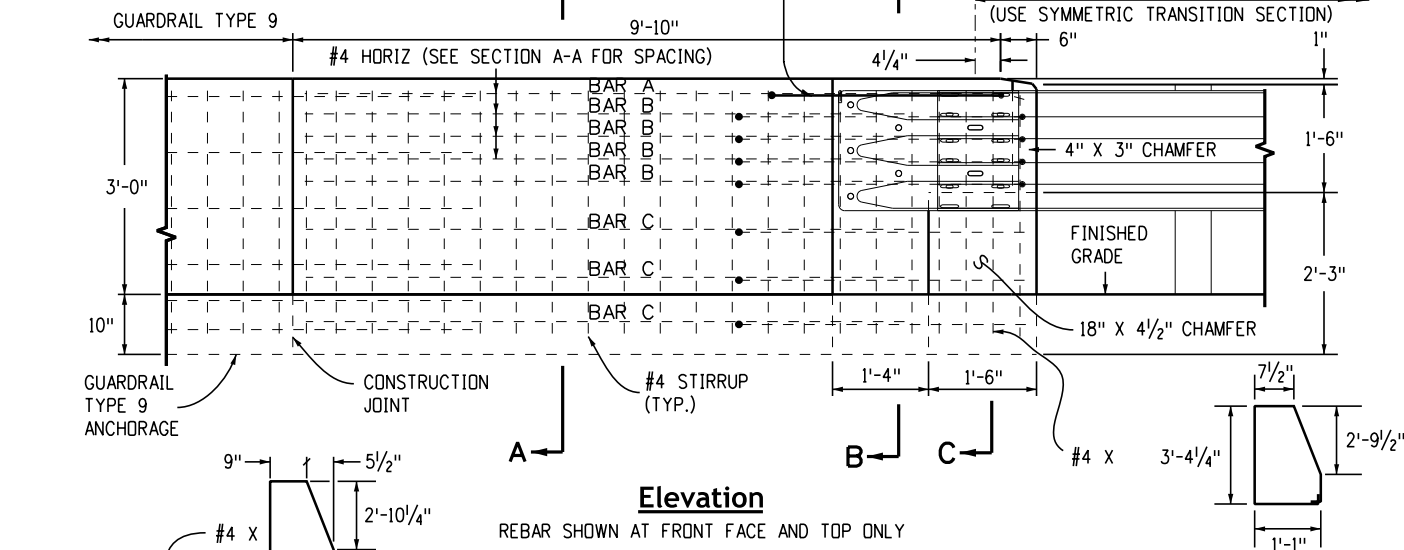
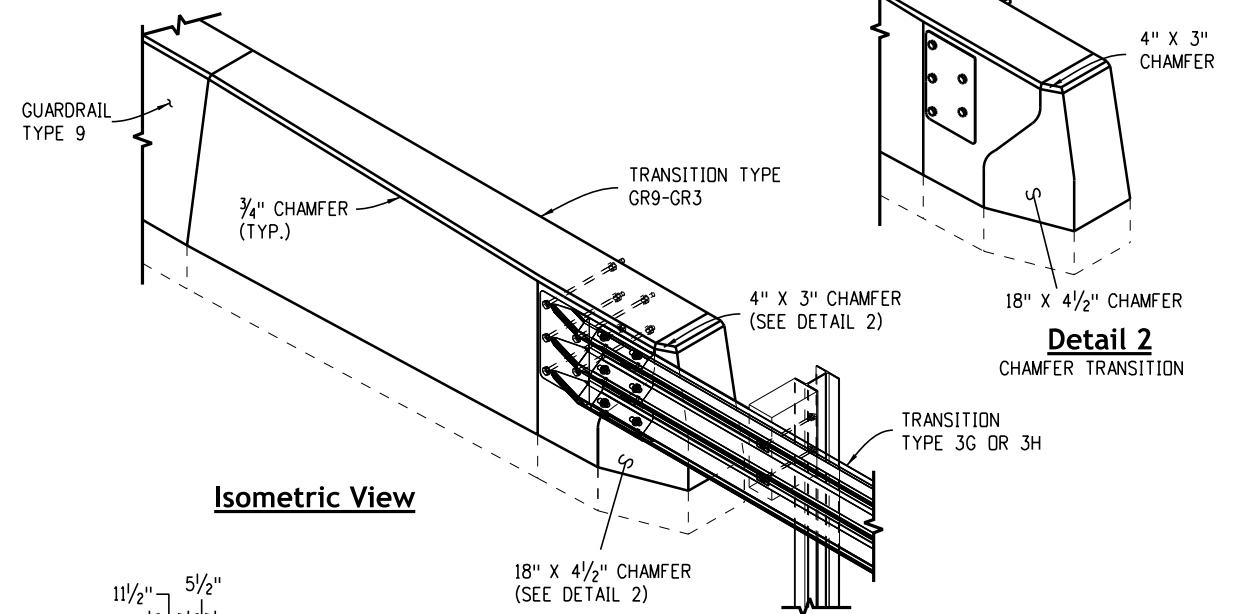
1. Payment will be made under Item 606, Transition Type GR9-GR3, consisting of Concrete (Class D), reinforcing steel and other items shown, including any excavation and backfill required.
2. Transitions may be constructed perpendicular to roadway cross slope. Vertical dimensions are perpendicular to the longitudinal roadway grade.
3. Concrete and reinforcing steel shall conform to the requirements of CDOT Standard Specifications Sections 601, 606 and 602, respectively unless otherwise noted.
4. All reinforcements shall be located a minimum of 2 inches away from the outer edge of the concrete.

**Design Data:**

REINFORCING STEEL: F<sub>y</sub> = 60 KSI  
 CONCRETE: CLASS D: F'<sub>c</sub> = 4.5 KSI

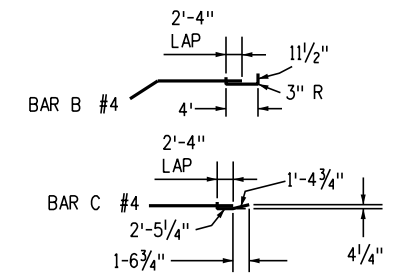


**Detail 1**



**Information Only**

DESCRIPTION	UNIT	EACH
STRUCTURAL STEEL (GALVANIZED)	LB	22
CONCRETE CLASS D	CY	2.4
REINFORCING STEEL (EPOXY COATED)	LB	301



**Computer File Information**

Issuance Date: 07/01/26
Designer Initials: JBK
Last Modification Date: 07/01/2026
Last Modified By: DLK
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English

**Sheet Revisions**

Date:	Comments

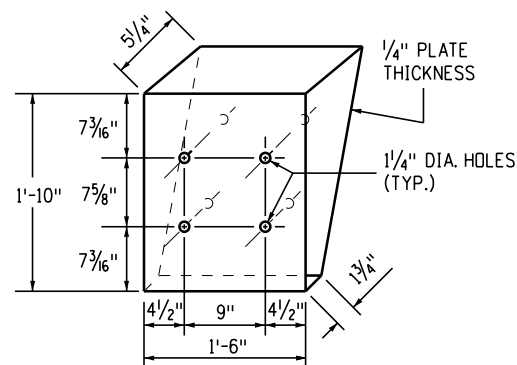
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204

DLK

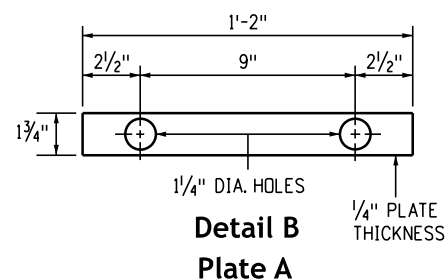
**Guardrail Type 9**  
**Single Slope Barrier**

Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-606-15**  
 Standard Sheet No. 8 of 11  
 Project Sheet Number:



**Detail A**  
**Beveled Metal Box Space**  
(SEE NOTE 1)

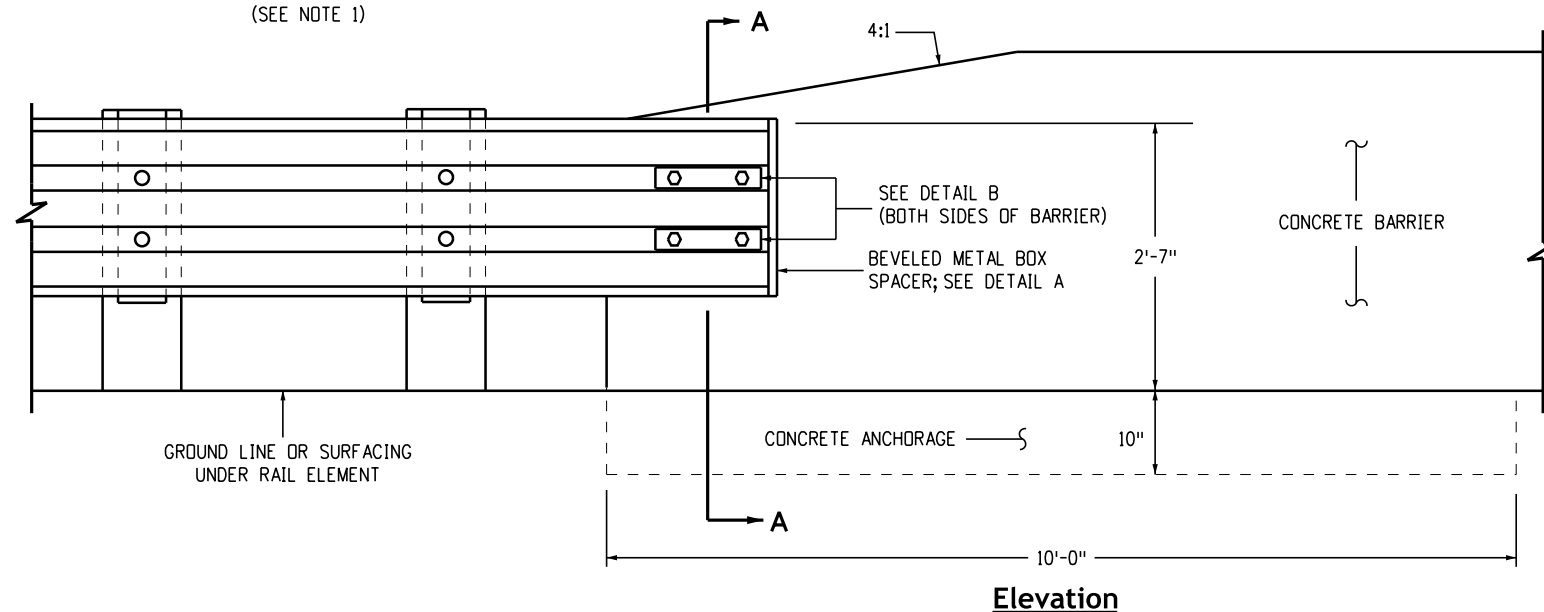


**Detail B**  
**Plate A**

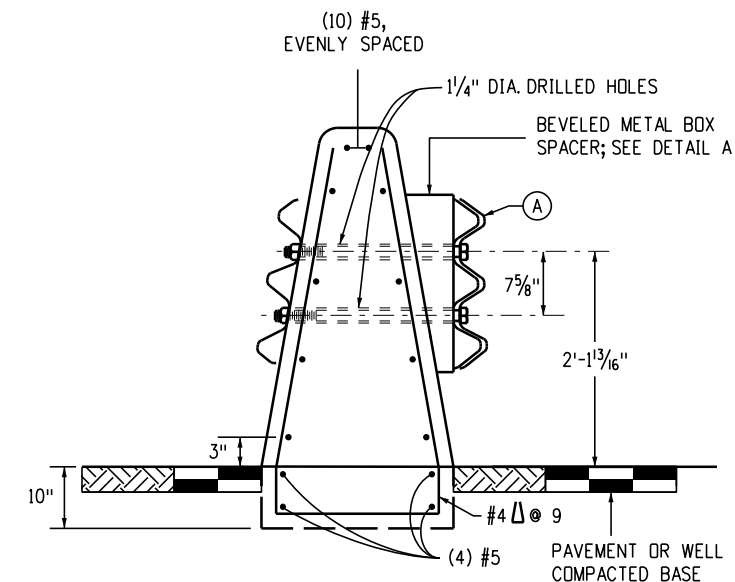
- Legend**
- (A) Nested Thrie Beam Elements (One 12 Gauge Element Nested Over One 10 Gauge Element).
  - (B) One 10 Gauge Thrie Beam Element.
  - (C) One 12 Gauge Thrie Beam Element.
- 10 Gauge = 0.135" Thick  
12 Gauge = 0.108" Thick

**Notes**

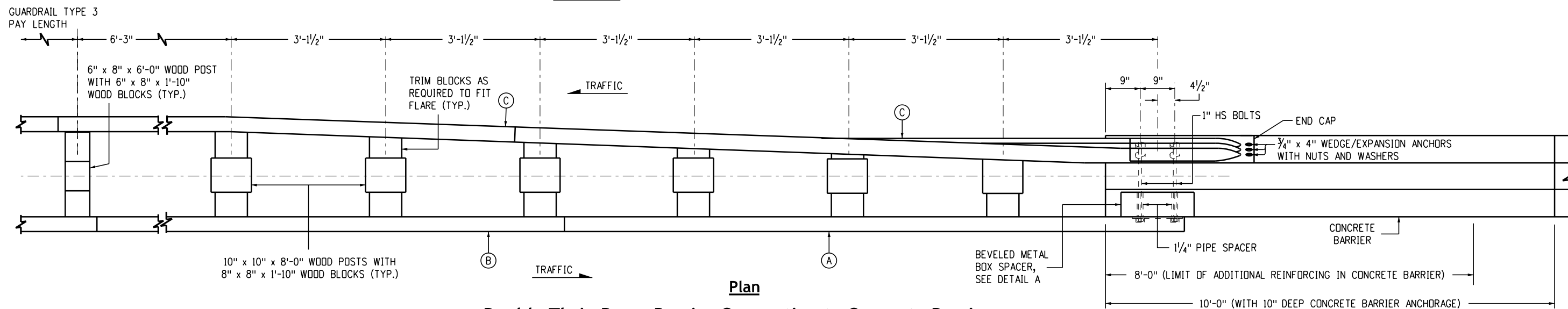
1. Where beveled metal box spacers are installed, place a 11-1/4 inch x 3-1/4 inch and a 1-1/4 inch x 2 inch pipe spacers on 1 inch HS bolts passing through the interior of box.
2. All metal boxes shall be galvanized.



**Elevation**



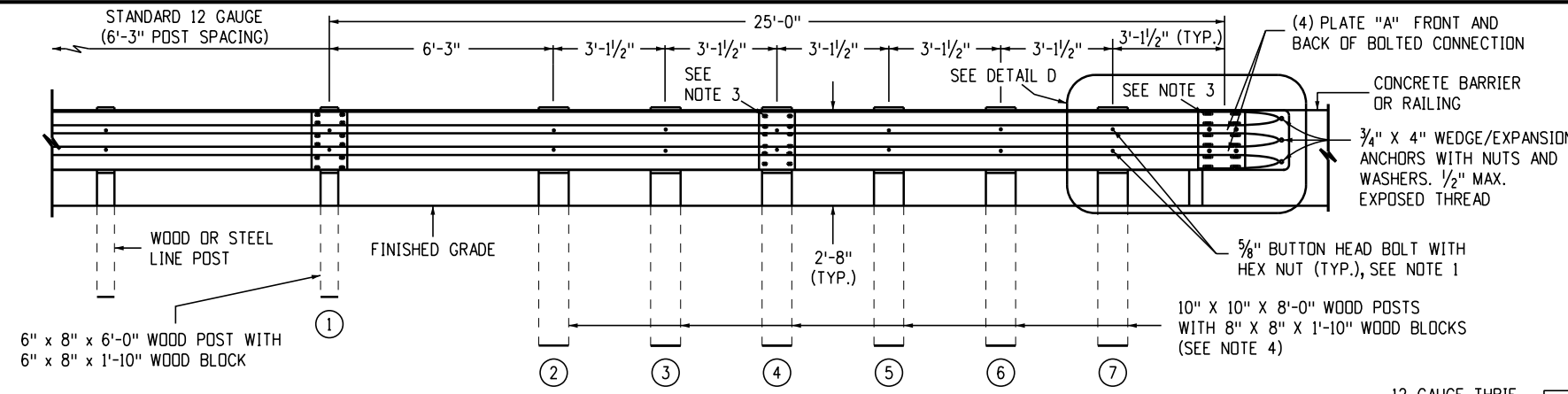
**Section A-A**



**Plan**

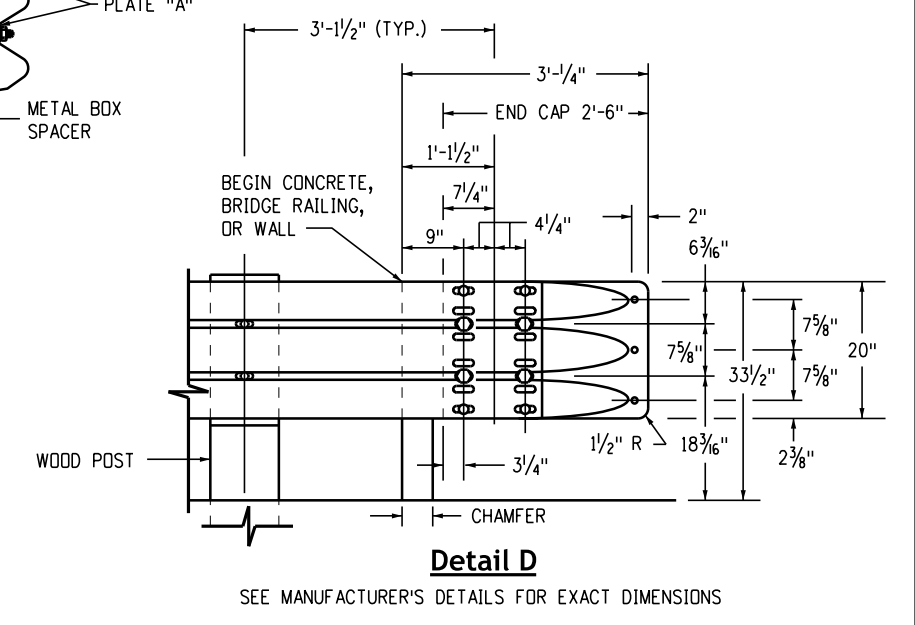
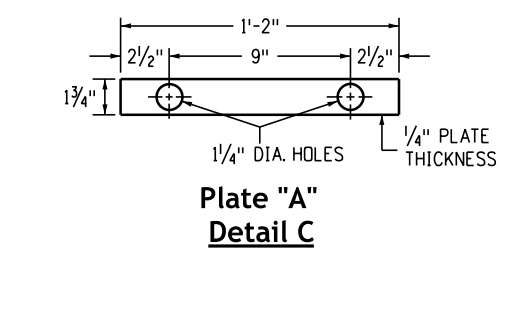
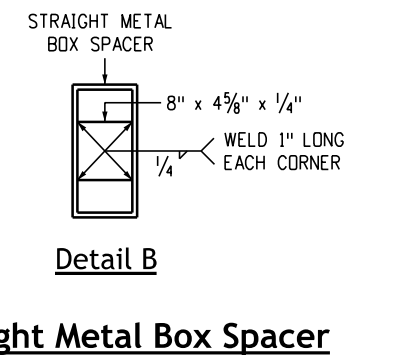
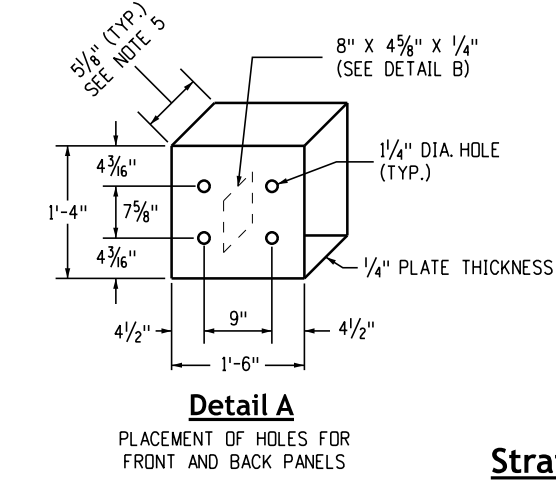
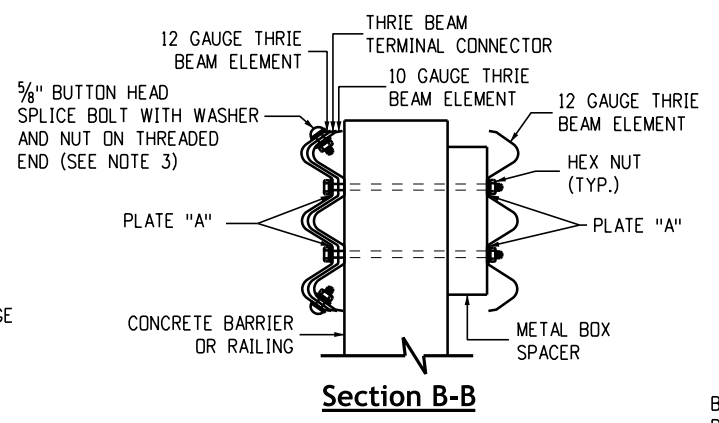
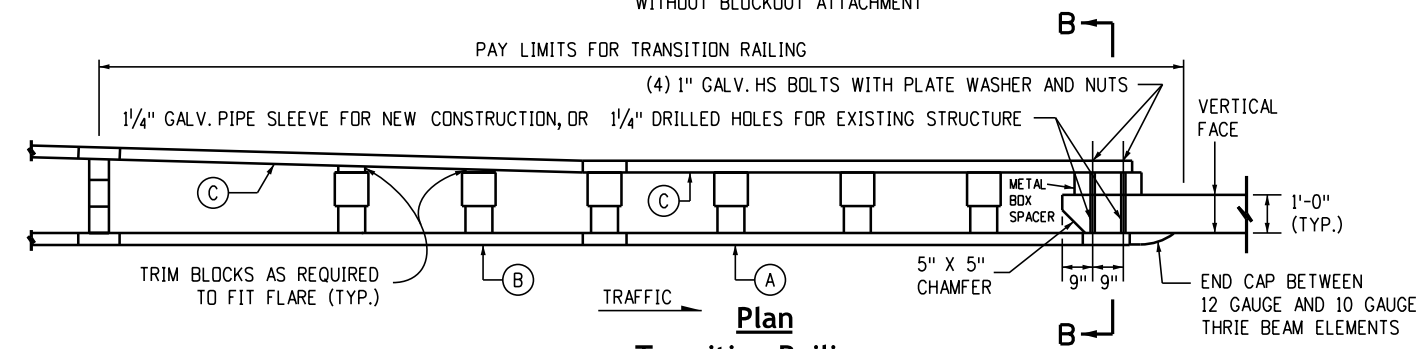
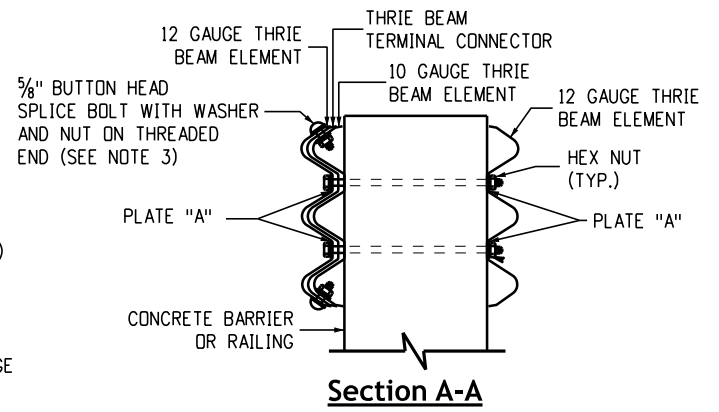
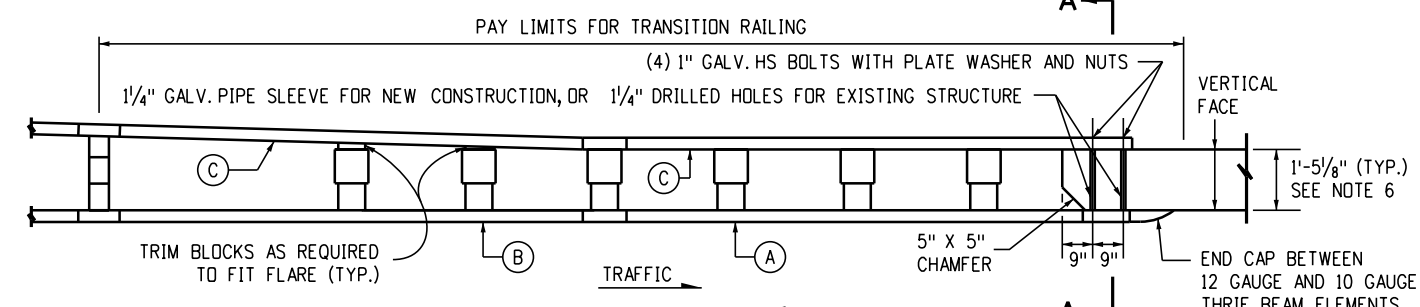
**Double Thrie Beam Barrier Connection to Concrete Barrier**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p> 	<p><b>Guardrail Type 9</b>  <b>Single Slope Barrier</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments:			<b>M-606-15</b>	
Designer Initials: JBK						Standard Sheet No. 9 of 11	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



- 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

- Notes**
1. Use 5/8" 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-inch x 1-1/8 inch-slot size. Interior splice bolt holes at these locations may be increased up to 1/4". Only the top two and the bottom two splice bolts with washers and nuts are required for rail splices at post No. ④ and the connection to the concrete barrier or railing.
  4. The top elevation of post No's, 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 5-1/8-inch to 1-1/2-inch 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 17-1/8-inch. Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1-1/2-inch, metal plates similar to plate "A" are used as spacers.
  6. Where the width of the concrete railing or wall is greater than 17-1/8-inch, wood blocks are to be used to fill the space created between the backside of post No. ④ through post 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.



Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

Construction Engineering Services Branch

2829 West Howard Place  
Denver, CO 80204

DLK

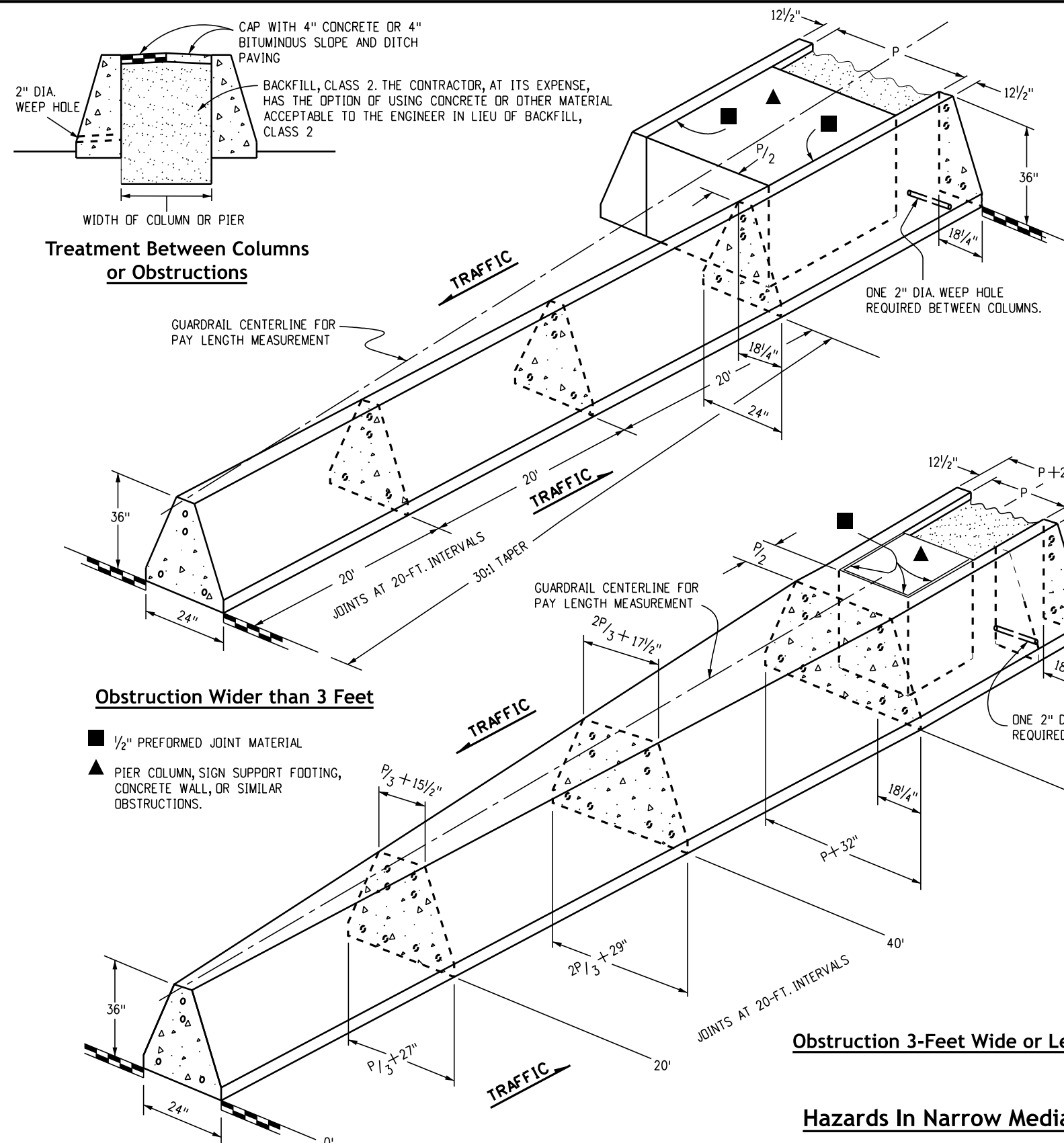
**Guardrail Type 9  
Single Slope Barrier**

Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.  
M-606-15**

Standard Sheet No. 10 of 11

Project Sheet Number:

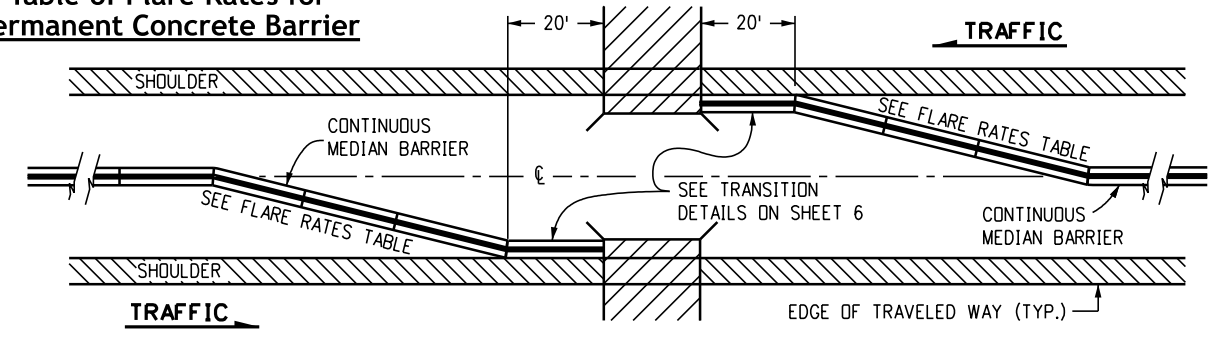


DESIGN SPEED (MPH)	SHY LINE OFFSET (FT.) *	FLARE RATE FOR BARRIER INSIDE SHY LINE	FLARE RATE FOR BARRIER OUTSIDE SHY LINE
80	12	30:1	20:1
75	10	30:1	20:1
70	9	30:1	20:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
30	4	13:1	8:1

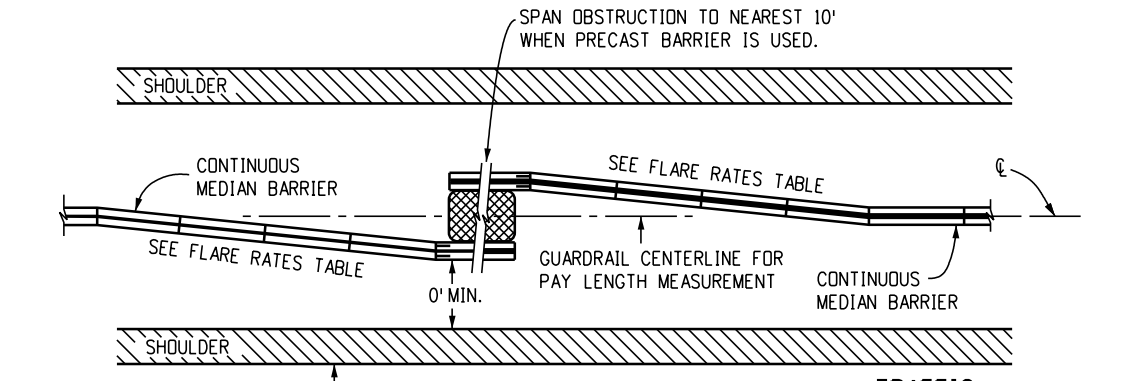
\* The shy line offset is measured from the edge of the traveled way.

**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 10H:1V 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.
  4. Type 9 is a MASH Test Level 3 (TL-3) approved concrete barrier designed for redirection and protection from most standard roadside obstacles. To protect piers and other structural bridge supports, a MASH TL-5 design may be required.

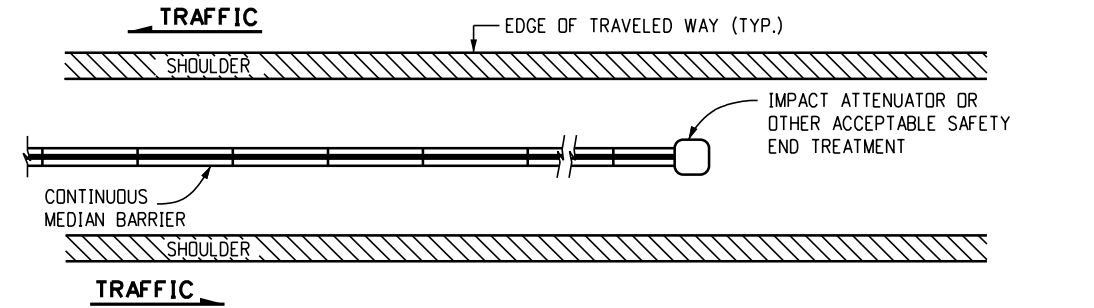


**Bridge Approach**



**Style CA at Obstruction**

(OBSTRUCTION NOT SUITABLE FOR STYLE CD)



**Median Barrier End Treatment**

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Guardrail Type 9**  
**Single Slope Barrier**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-606-15**  
**Standard Sheet No. 11 of 11**  
 Project Sheet Number:

**General Notes**

- All material dimensions and weights on this Standard are nominal unless otherwise indicated.
- 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 ½ inch and 8 feet in length, and driven at least 7½ feet 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 feet along a wood post fence. The metal post shall be within 1 foot of the nearest wood post, and shall be tied to each strand with a wire clamp.
- Dimensions shown for "standard" and "alternative" apply for both wood and metal post fence.
- 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.
- 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.
- Where steel posts are specified, every fifth post shall be wood, unless otherwise specified on the plans.
- Right-of-Way fences shall be constructed approximately 6 inches inside the boundary of the Right-of-Way as shown on the plans, or as staked.
- 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 CDOT Standard Specifications.

**Wood Posts:**

All line posts shall have a minimum diameter of 4 inches and be a minimum of 6 feet-0 inches long.  
  
All end, corner, intersection and brace posts shall have a minimum diameter of 5 inches and be 7 feet 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 and marked + on barbed wire or combination wire fence details. Staples shall be No. 9 wire minimum, and at least 1½ inches 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: 2½ In. x 2½ In. x ¼ In. Structural Steel Angles  
Weight: 4.10 lbs./LF  
Length: 6 feet-6 inches min.  
Number of braces: Two

**Line Posts:**

Type: "Studded Tee" or "U"  
Weight: 1.33 lbs./LF (Without anchor)  
Length: 6 feet-0 inches minimum  
Anchor: Securely fastened, with bearing surface sufficient to resist movement of post.  
Anchor Weight: 0.67 Lbs.

**Metal End Posts and Gate Posts:**

Type: 2½ In. x 2½ In. x ¼ In. Structural steel angles  
Weight: 4.10 lbs./LF  
Number of Braces: One  
Length: End, 6 feet-6 inches minimum. Panel gate, 7 feet-0 inches minimum.

**Braces: (For Corner, End or Line Brace Posts)**

Type: 2 In. x 2 In. x ¼ In. Structural Steel Angles  
Weight: 3.19 lbs./LF  
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	2½	2¾	5.79 ± 5%	0.203
2. H.S. COLD ROLLED PIPE	2½	2¾ ± 0.16	4.64 ± 5%	0.160 ± 5%

Lengths shall be 6 feet-6 Inches minimum

**Braces:**

Type: 1¾ In. O.D. tubular steel with 2½ in. brace band, Hinge bolt and 1¾ In. I.D. rail end; All galvanized.  
Weight: 16 lbs/LF ± 5%  
Length: 6 feet-6 inches 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-14-½ GAGE MIN. HORIZONTAL-2 STRAND-12-½ GAGE

\* 12-½ gage woven wire fence fabric (832-6-12-½ or 726-6-12-½) 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 inches  
Weight: Not less than 90 lbs. complete with latch and hinges.  
Width of gate opening: 16 feet-0 inches minimum to 20 feet-0 inches maximum.  
Gate Frame: 1-inch ID 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 inches (5 panels),  
Width of gate opening: 16 feet-0 inches minimum to 20 feet-0 inches 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 inches (5 panels)  
Weight: Galvanized steel, 16 lbs.; tempered aluminum, 10 lbs.  
Width of Gate Opening: 3 feet-0 inches minimum.

**Alternative Walk Gates:**

Height: 42 Inches  
Weight: Not less than 18 lbs. complete with latch and hinges.  
Width of Gate Opening: 3 feet-0 inches minimum.  
Gate Frame: ¾-inch ID 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.

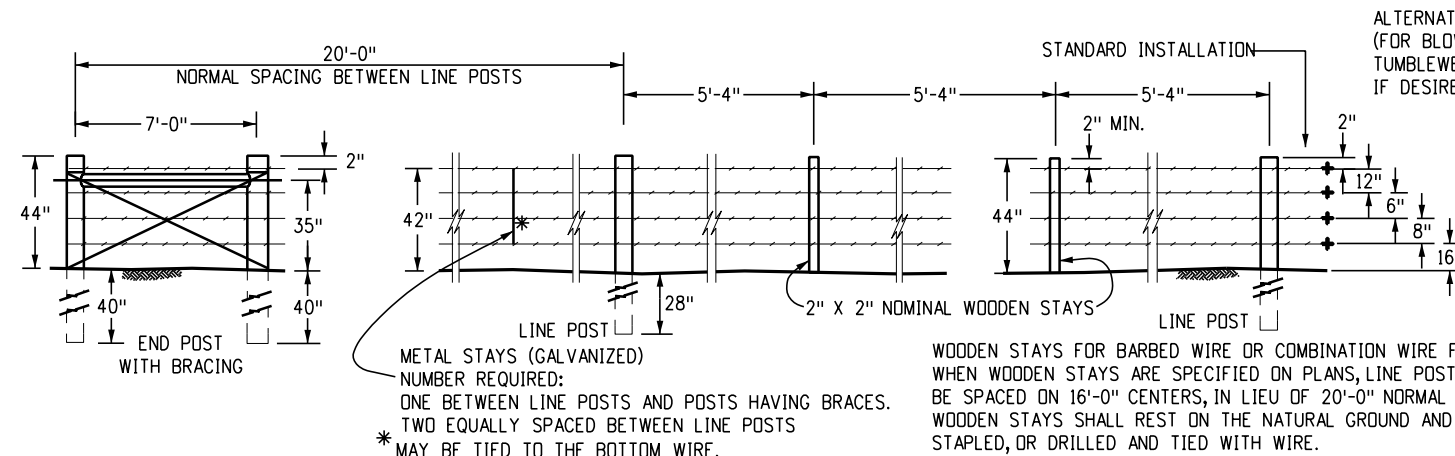
**Latches and Hinges:**

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.

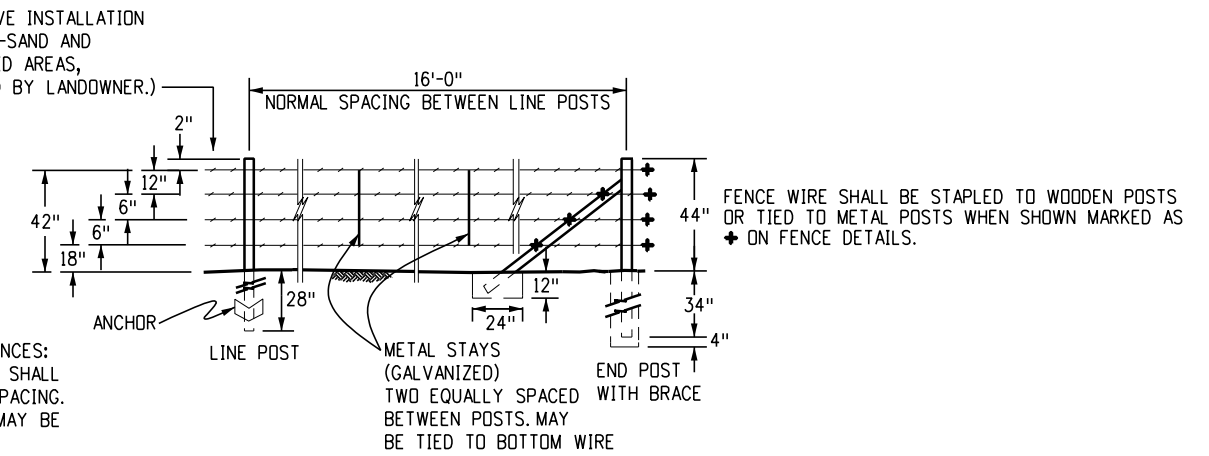
**Wood Stays:**

Wood stays shall be untreated native timber. Stay dimensions shall be 2 inches x 2 Inches nominal minimum (1½ In. x 1½ In.). Wood stays may be stapled, or drilled and tied with wire. Metal stays may be tied to the bottom wire.

Computer File Information		Sheet Revisions		 <b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	Wire Fences and Gates		Standard Plan No.		
Issuance Date: 07/01/26	<input type="checkbox"/>	Date:	Comments		Issued by Construction Engineering Services: July 01, 2026	<b>M-607-1</b> Standard Sheet No. 1 of 3		Project Sheet Number:	
Designer Initials: JBK	<input type="checkbox"/>								
Last Modification Date: 07/01/2026	<input type="checkbox"/>								
Last Modified By: DLK	<input type="checkbox"/>								
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	<input type="checkbox"/>								



**Barbed Wire Fence with Wooden Posts**

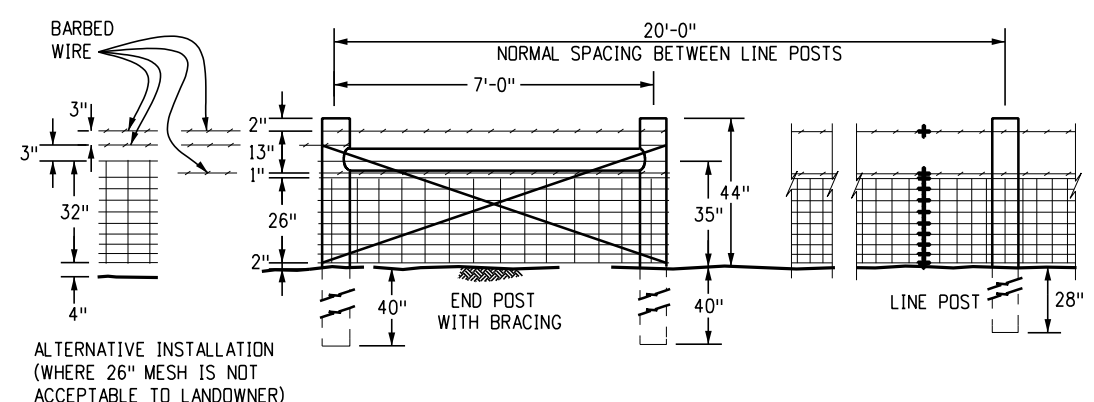


**Barbed Wire Fence with Metal Posts**

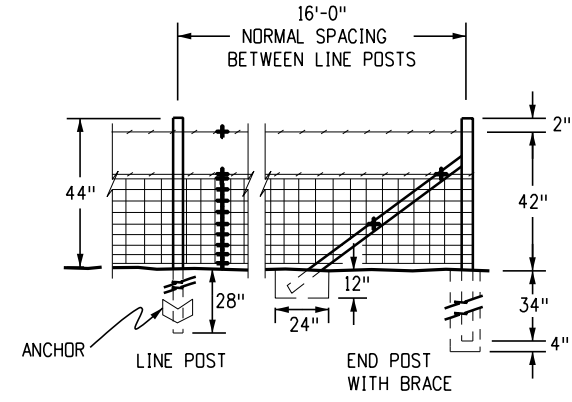
FENCE WIRE SHALL BE STAPLED TO WOODEN POSTS OR TIED TO METAL POSTS WHEN SHOWN MARKED AS \* ON FENCE DETAILS.

METAL STAYS (GALVANIZED) NUMBER REQUIRED: ONE BETWEEN LINE POSTS AND POSTS HAVING BRACES. TWO EQUALLY SPACED BETWEEN LINE POSTS \* MAY BE TIED TO THE BOTTOM WIRE.

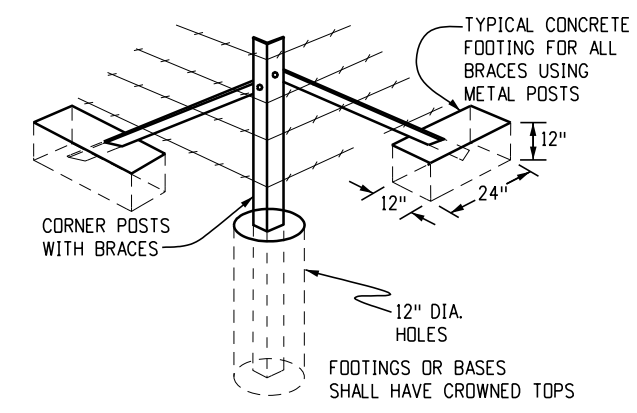
WOODEN STAYS FOR BARBED WIRE OR COMBINATION WIRE FENCES: WHEN WOODEN STAYS ARE SPECIFIED ON PLANS, LINE POSTS SHALL BE SPACED ON 16'-0" CENTERS, IN LIEU OF 20'-0" NORMAL SPACING. WOODEN STAYS SHALL REST ON THE NATURAL GROUND AND MAY BE STAPLED, OR DRILLED AND TIED WITH WIRE.



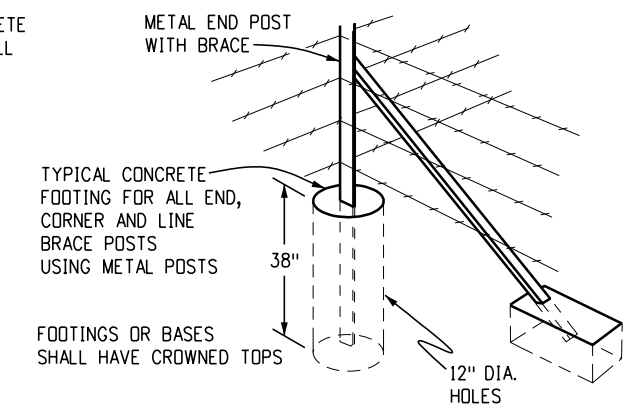
**Combination Wire Fence with Wooden Posts**



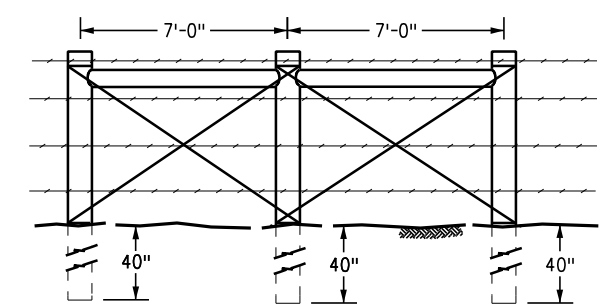
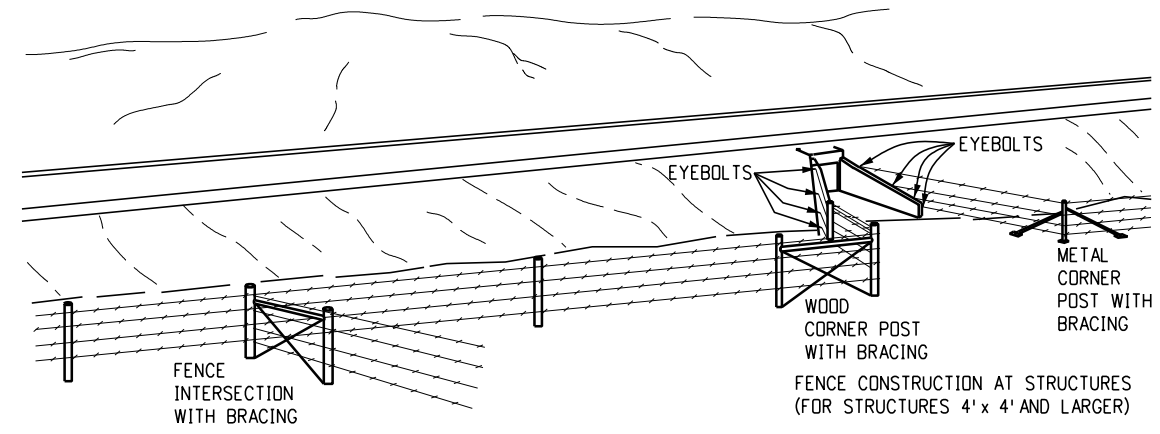
**Combination Wire Fence with Metal Posts**



**Typical Corner Post Installation**



**Typical Installation at Fence Intersections**



**Line Braces**

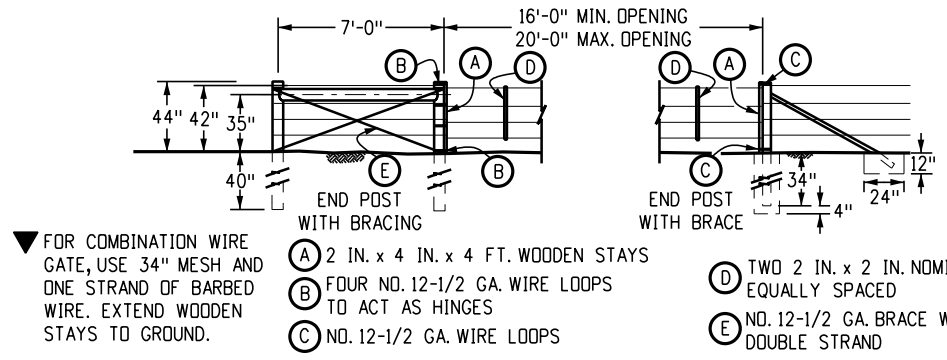
When gates, angles, corners or intersecting fences are not required, Line Braces shall be spaced as follows:  
 Metal posts - 800-foot intervals  
 Wood posts - 1,400-foot intervals

- At all structures of 4 feet x 4 feet 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.
- Eyebolts shall be made of 1/2-inch round bars with a minimum of 6 inches of body length embedded (Hooked or bent) in fresh concrete.

**Notes**

- For eyebolts in existing concrete, the 1/2-inch round bars shall be deformed and grouted into drilled holes.
- Eyebolts shall have a minimum of 1-inch inside eye diameter.
- Eyebolts shall be furnished and installed by the Contractor. Eyebolts will not be paid for separately, but shall be included in the work.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204</p>	<p><b>Wire Fences and Gates</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments:			<b>M-607-1</b>	
Designer Initials: JBK						Standard Sheet No. 2 of 3	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



▼ FOR COMBINATION WIRE GATE, USE 3/4" MESH AND ONE STRAND OF BARBED WIRE. EXTEND WOODEN STAYS TO GROUND.

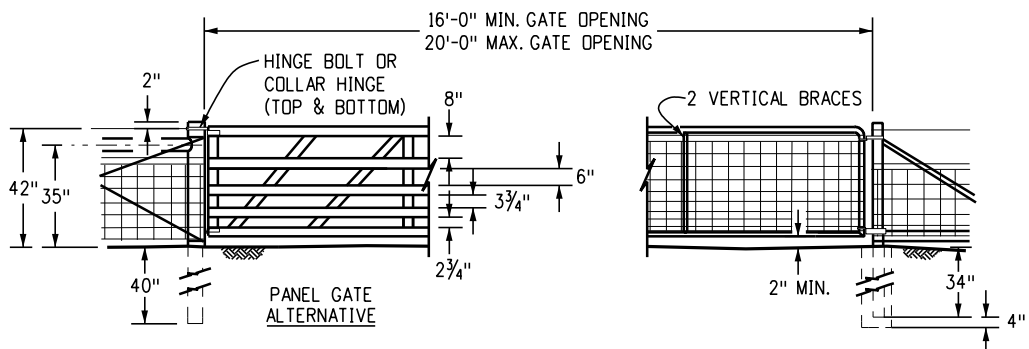
- (A) 2 IN. x 4 IN. x 4 FT. WOODEN STAYS
- (B) FOUR NO. 12-1/2 GA. WIRE LOOPS TO ACT AS HINGES
- (C) NO. 12-1/2 GA. WIRE LOOPS

- (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**

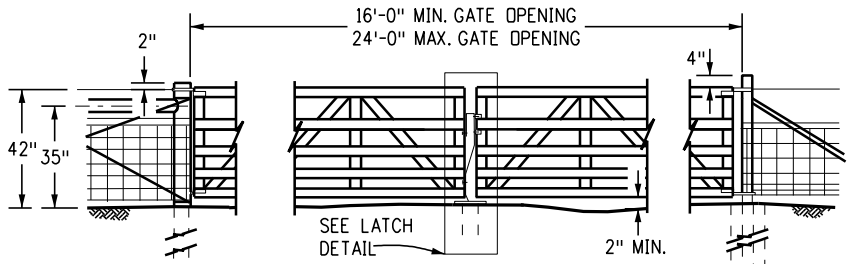


**Wooden Posts**

**Metal End Posts**

**Driveway Gates**

(METAL AND WOOD END POSTS SHALL BE BRACED SAME AS FOR BARBED WIRE GATES)



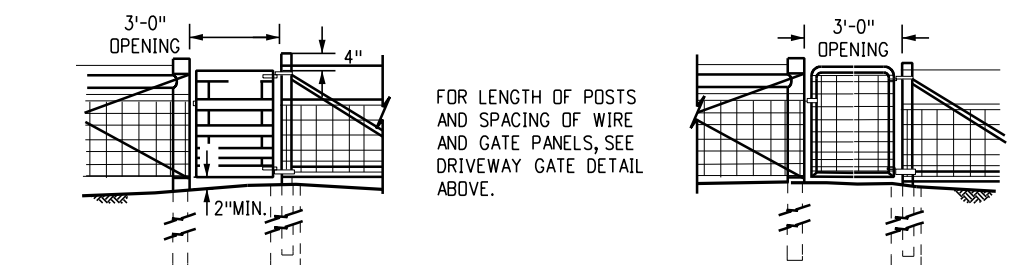
**Wooden Posts**

**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)



**Wooden Posts**

**Panel Gate Posts**

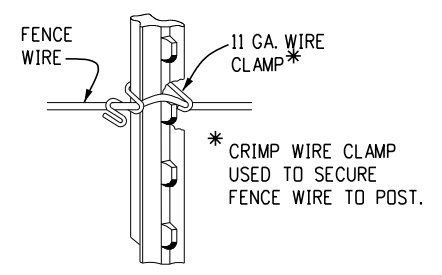
**Wooden Posts**

**Metal End Posts**

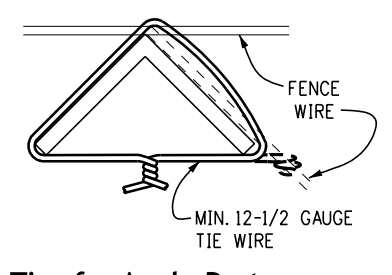
**Walk Gate**

**Alternative Walk Gate**

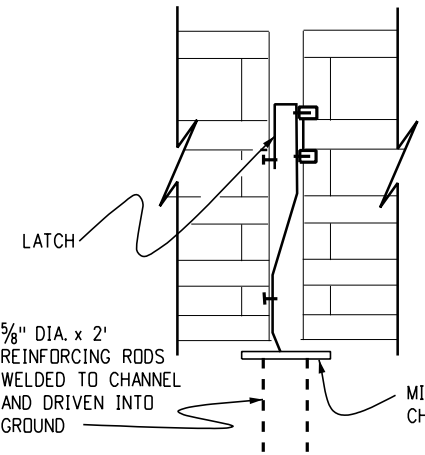
(METAL AND WOOD END POSTS SHALL BE BRACED SAME AS FOR BARBED WIRE GATES)



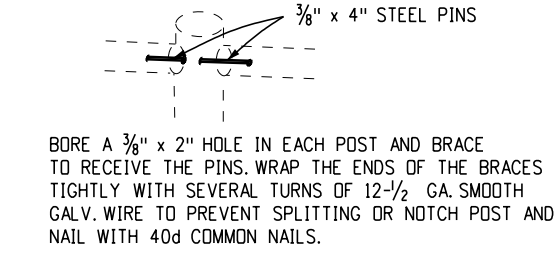
**Ties for "Studded Tee" or "U" Posts**



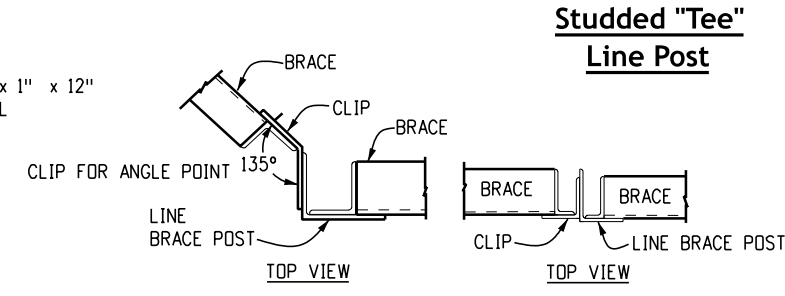
**Ties for Angle Posts Fence Wire Ties**



**Latch Detail**



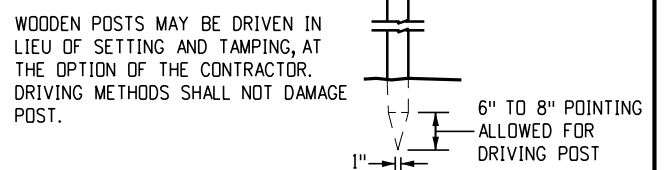
**Cross Brace Doweling Detail**



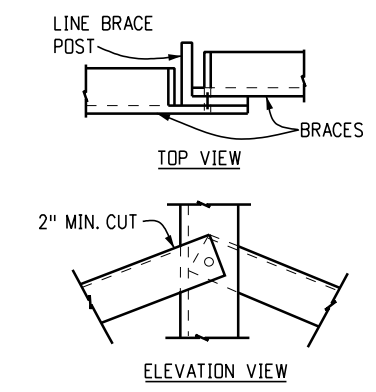
**Studded "Tee" Line Post**

**"U" Line Post Typical Metal Posts**

**Wire Splice**



**Post Pointing**

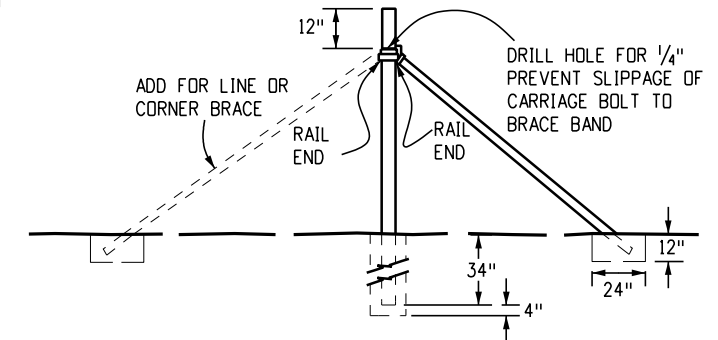


**Brace Attachment Detail**

Holes in posts, braces and clips shall accommodate 1/2" dia. galvanized machine bolts.

**Alternative Brace Attachment Detail**

Alternative attachment methods, acceptable to the engineer, may be used.



**Alternative Post**

(FOR END, CORNER OR LINE BRACE POSTS)

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

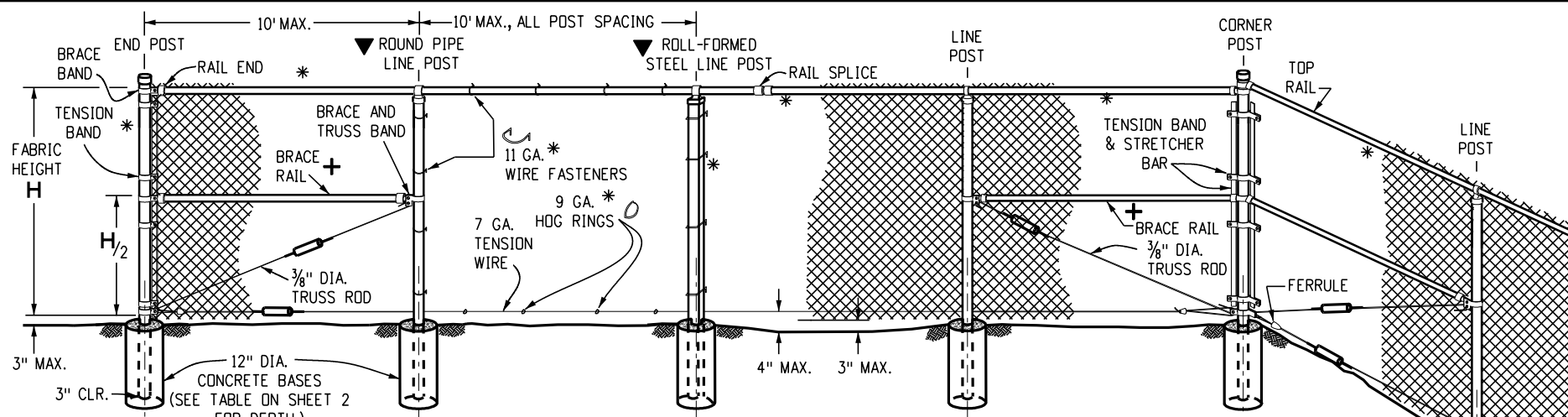
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Wire Fences and Gates**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-607-1**  
**Standard Sheet No. 3 of 3**  
 Project Sheet Number:

**General Notes**

- 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 feet along the fence. The ground rod shall be a minimum diameter of 1/2 inches and 8 feet in length, and driven at least 7-1/2 feet 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.
- H (Height of Fabric) shall be as shown on the plans. Fabric is available in the following heights: 36 Inch, 42 Inch, 48 Inch, 60 Inch, 72 Inch, 84 Inch, 96 Inch, 108 Inch, 120 Inch, and 144 Inch.
- Chain link fence shall conform to AASHTO M 181.
- Chain link fabric shall be 2 inch 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.
- Steel posts, rails and gate frames shall conform to AASHTO M 181 Type 1, Grade 1 or Grade 2.
- 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.
- 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.
- Tension wire shall conform to AASHTO M 181.
- 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.
- Termination of fence at bridges or other structures shall be as shown on the plans.
- Chain link fabric up to 5 feet high shall be knuckled at the top and bottom selvages. Fabric over 5 feet high shall be twisted and barbed on the top selvage and knuckled on the bottom selvage.
- 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.
- 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 CDOT Standard Specifications.

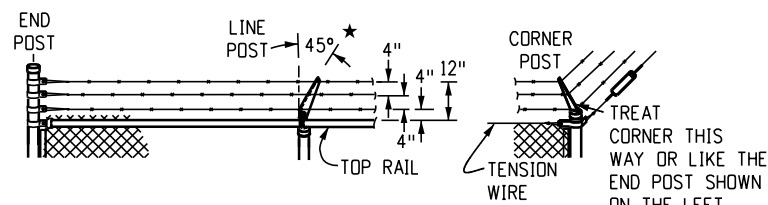


**Fence With Top Rail**

(USE ONLY AT SPECIAL LOCATIONS BEYOND CLEAR ZONE WHEN THE TOP RAIL IS SPECIFIED ON PLANS)

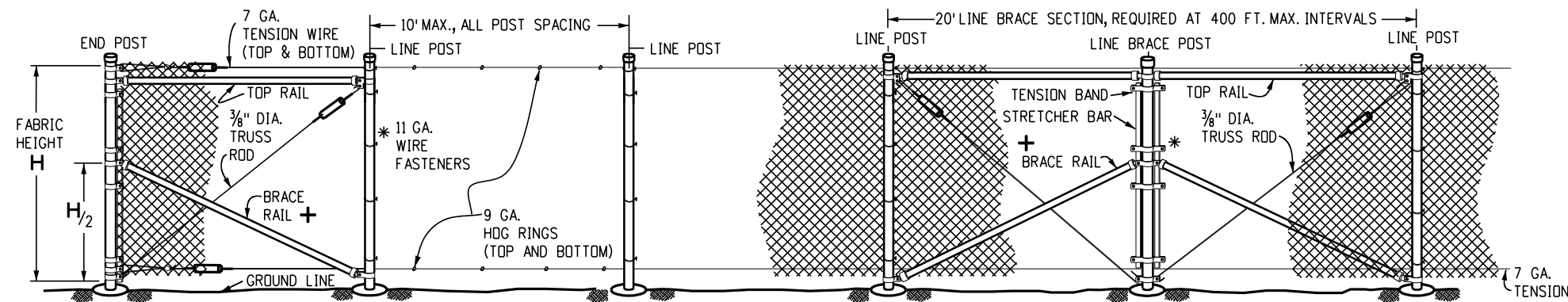
**Legend**

- \* ATTACH FABRIC TO ALL FENCE & GATE STRUCTURES AT 12 IN. INTERVALS VERTICALLY AND AT 20 IN. HORIZONTALLY.
  - ▲ 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).
- ★ 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



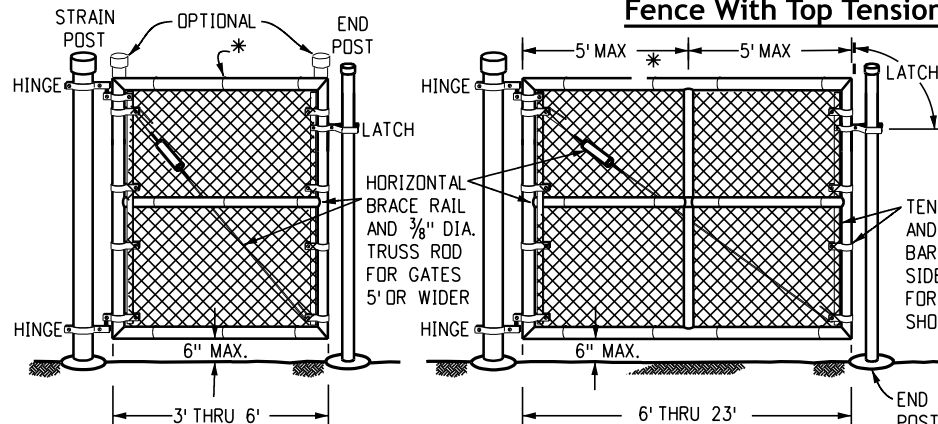
**Barbed Wire Top**

(USE ONLY WHEN SPECIFIED ON PLANS)

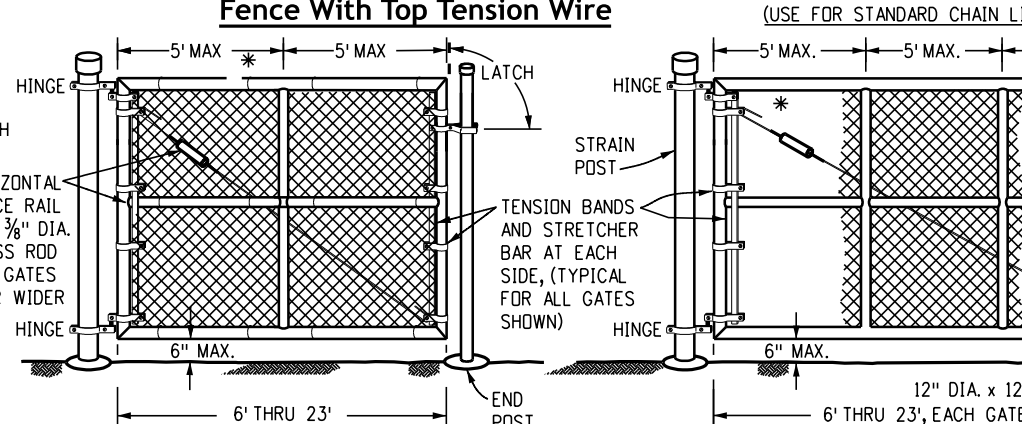


**Fence With Top Tension Wire**

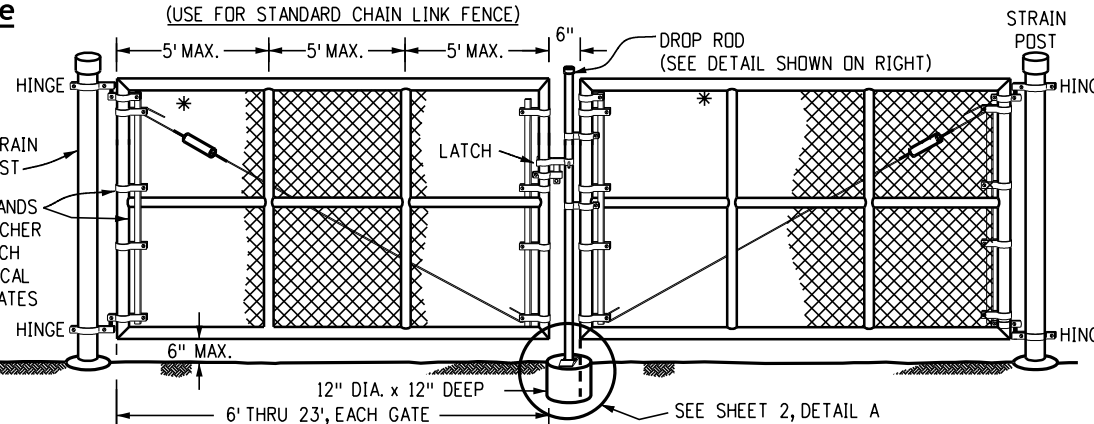
(USE FOR STANDARD CHAIN LINK FENCE)



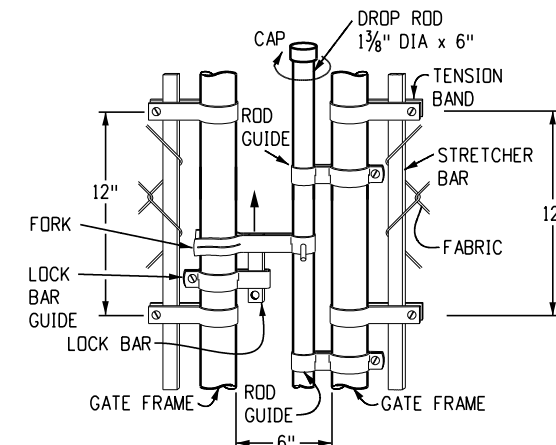
**Walk Gate**



**Single Gate**



**Double Gate**



**Typical Drop Rod Assembly**

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204



DLK

**Chain Link Fence**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
<b>M-607-2</b>	
Standard Sheet No. 1 of 3	
Project Sheet Number:	

**Fence Material**

FABRIC HEIGHT	END, CORNER AND LINE BRACE POSTS		LINE POSTS		TOP & BRACE RAILS	
	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.	
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

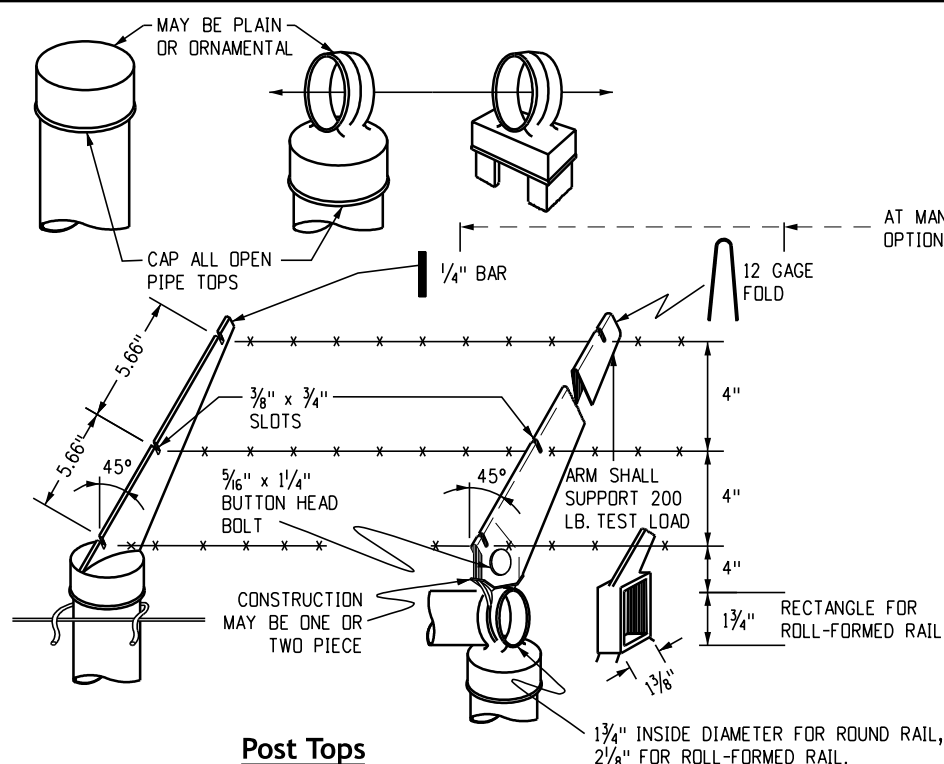
**Gate Material**

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			
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

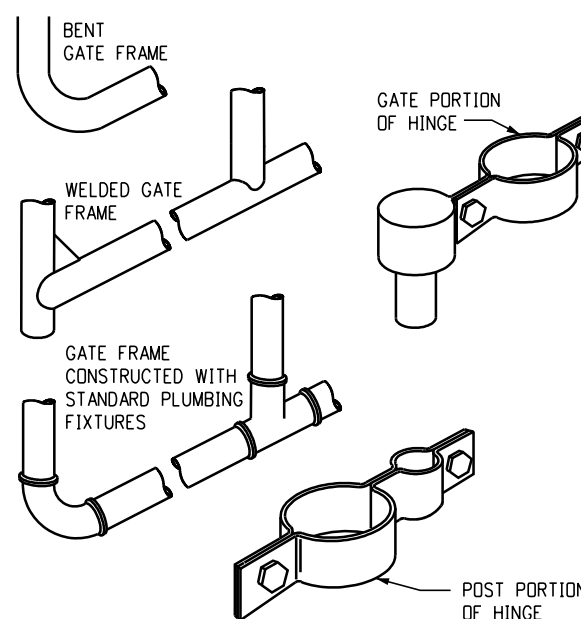
**Roll-Formed Steel**

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

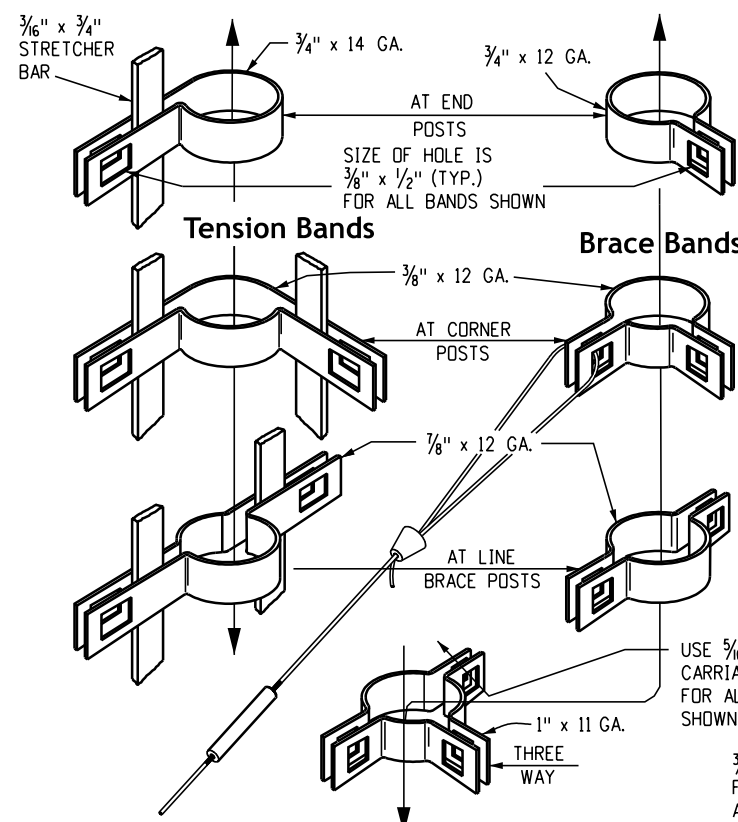


**Post Tops**

1 3/4" INSIDE DIAMETER FOR ROUND RAIL, 2 1/8" FOR ROLL-FORMED RAIL.

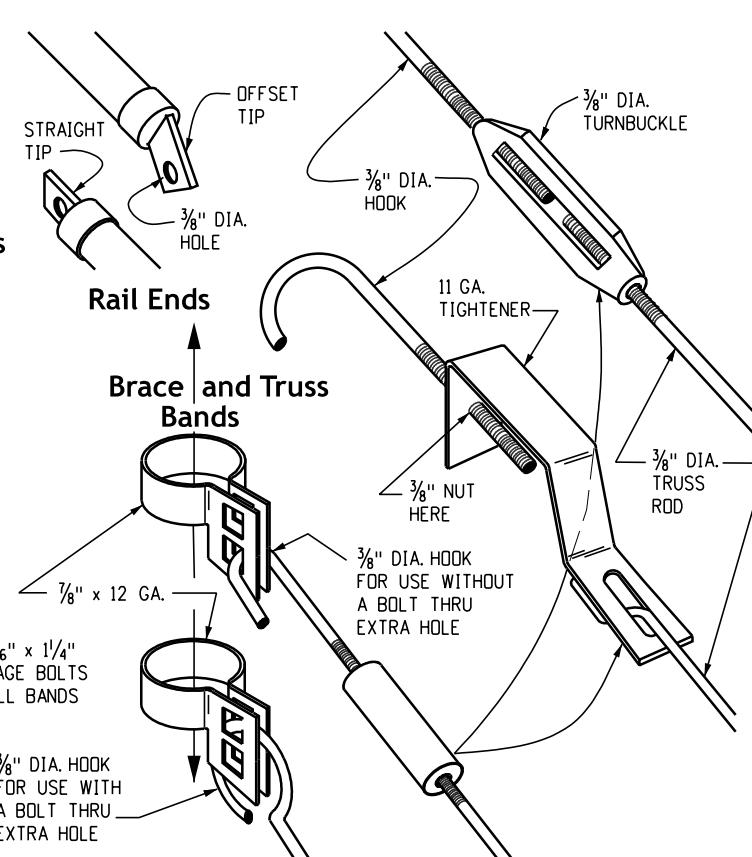


**Gate Frames & Hinge**

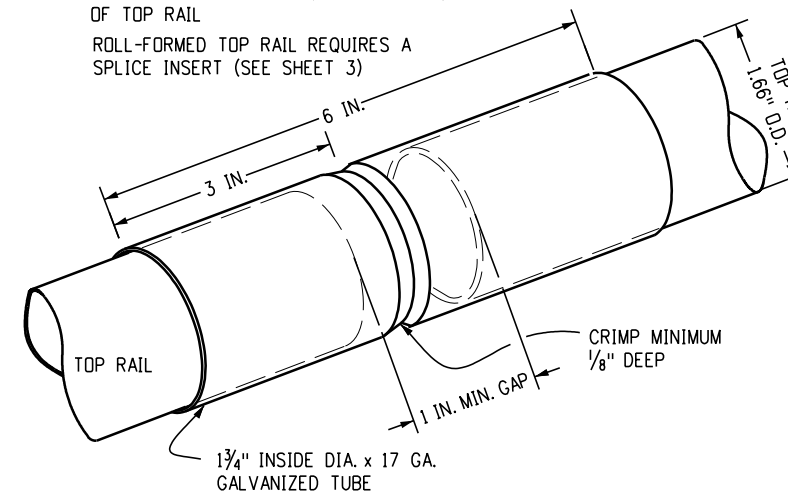


**Bands, Rail Ends & Tighteners**

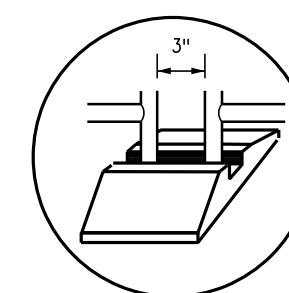
(DIMENSIONS SHOWN ARE MINIMUMS)



USE AT EACH MILL CUT (APPROX. 21 FT.) OF TOP RAIL  
ROLL-FORMED TOP RAIL REQUIRES A SPLICE INSERT (SEE SHEET 3)



**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**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

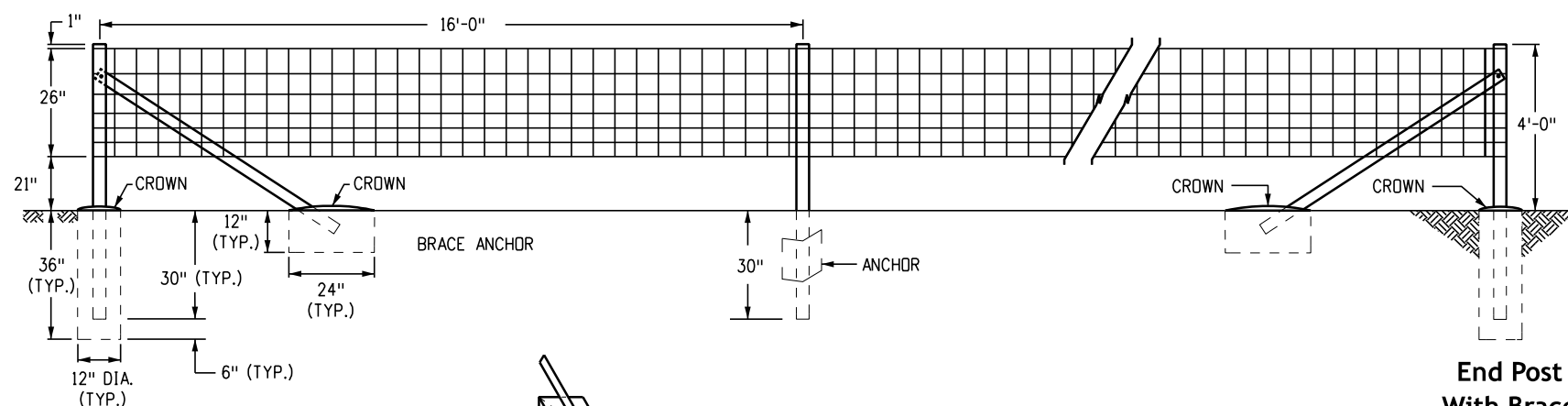
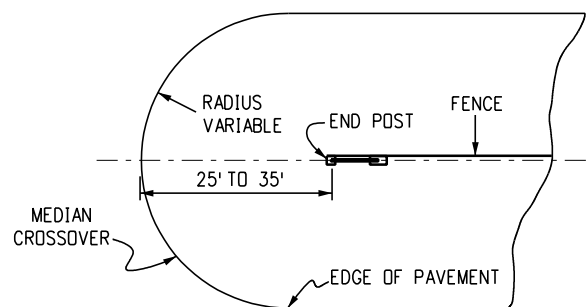
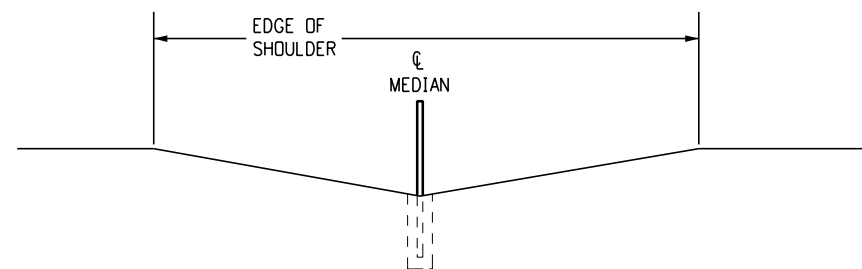
**Chain Link Fence**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No. M-607-2**  
 Standard Sheet No. 2 of 3  
 Project Sheet Number:

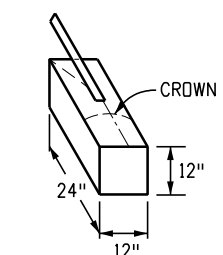


**General Notes**

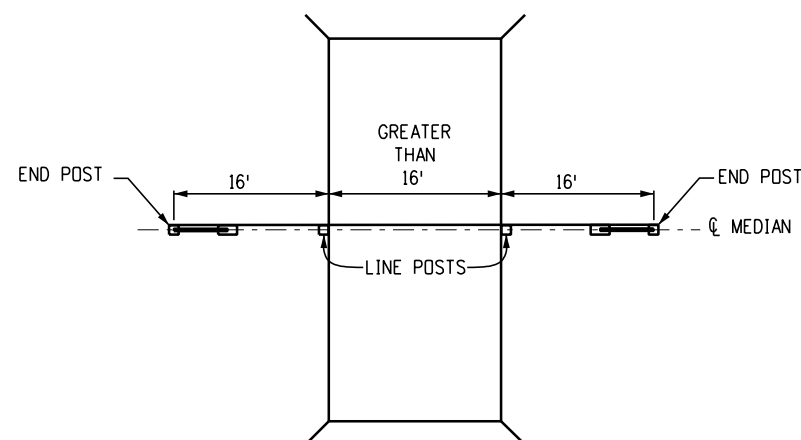
1. All posts and braces shall be of the types and weights shown on this sheet or acceptable equivalents, all in conformance with AASHTO M 281. Holes to be provided in end posts as detailed. Additional end posts shall be supplied for pull brace posts when required by the Engineer.
2. Line brace posts shall be installed every 800 feet 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 1/2 inch and 8 feet in length, and driven at least 7-1/2 feet 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.



**End Post With Brace**



**Sketch of Brace Anchor**

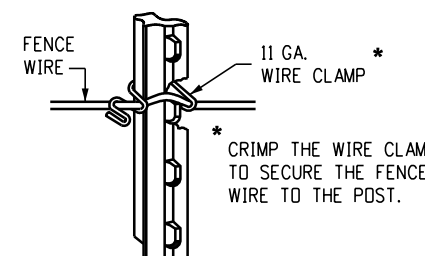


**Location of Barrier Fence at Box Culverts With No Fill**

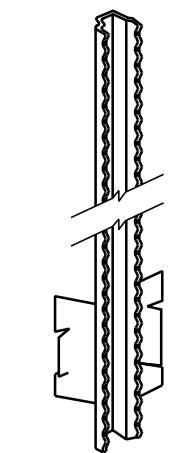
**Specifications**

- End Posts:**  
 Type: 2 1/2" x 2 1/2" x 1/4" Structural Steel Angles  
 Weight: 4.10 lbs. per LF nominal (Raw)  
 Length: 6 feet-6 inches minimum  
 No. of Braces: One
- Line Posts:**  
 Type: "Studded Tee" or "U" post  
 Weight: 1.33 lbs. per LF nominal without anchor. (Raw)  
 Length: 6 feet-6 inches minimum  
 Anchor: Securely fastened, with bearing surface sufficient to resist movement of post. WGT. 0.67 lbs. minimum.  
 Grounding will not be paid for separately but shall be included in the work.
- Braces:**  
 Type: 2" x 2" x 1/4" Structural Steel Angles  
 Weight: 3.19 lbs. per LF nominal (Raw)  
 Length: 6 feet-6 inches minimum
- Woven Wire Fence Fabric:**  
 Style or Design Number: 726-6-12 1/2
- 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

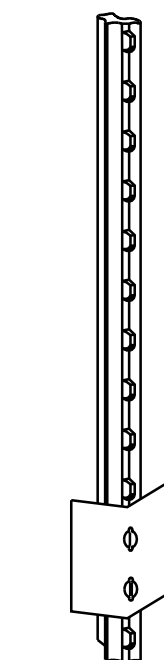
**End Post With Brace**



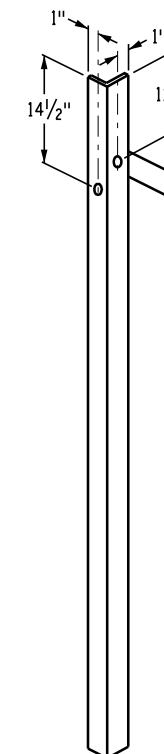
**Ties for "Studded Tee" or "U" Posts**



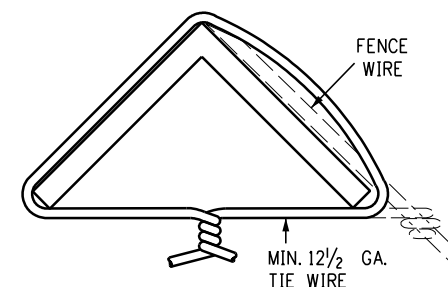
**"U" Line Post**



**"Studded Tee" Line Post**



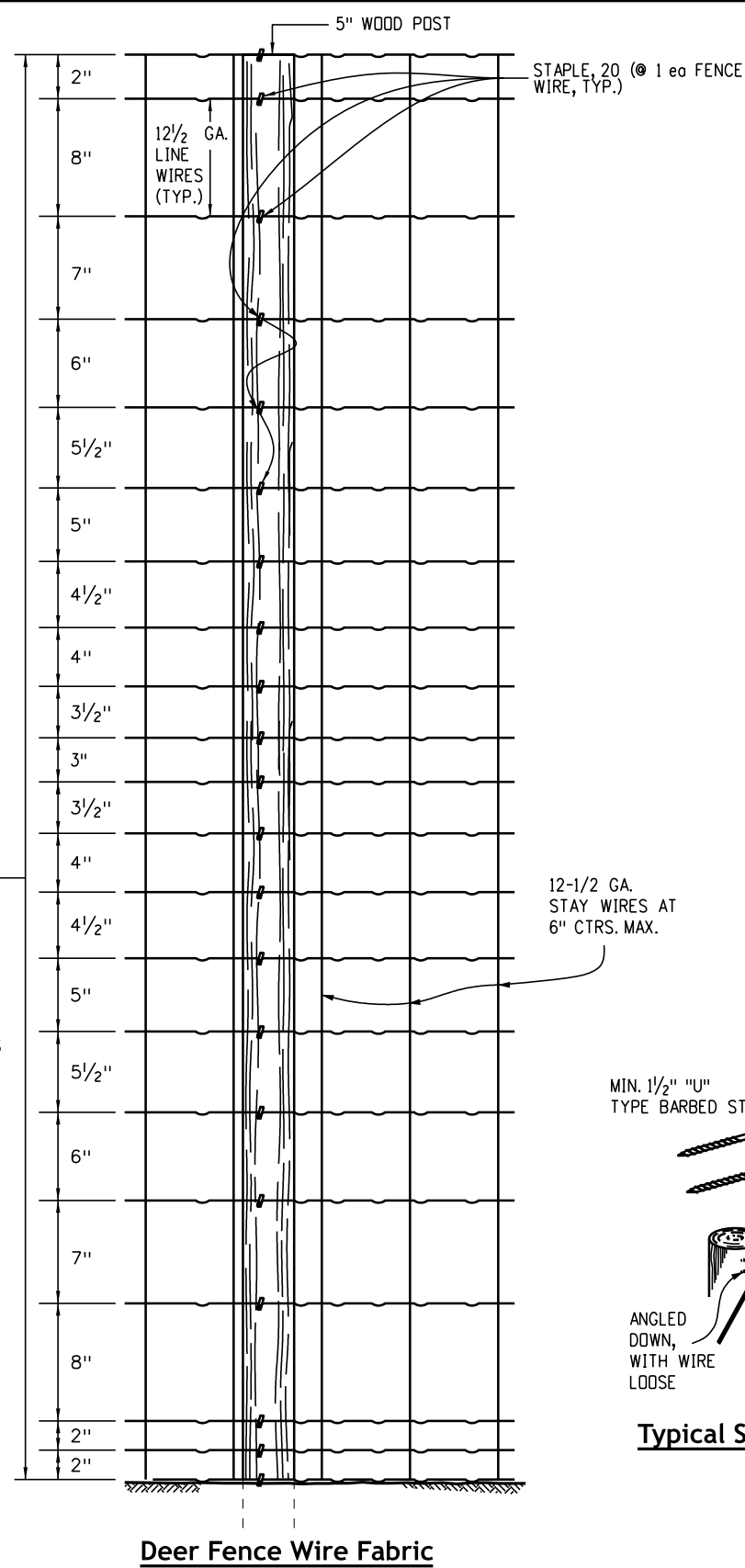
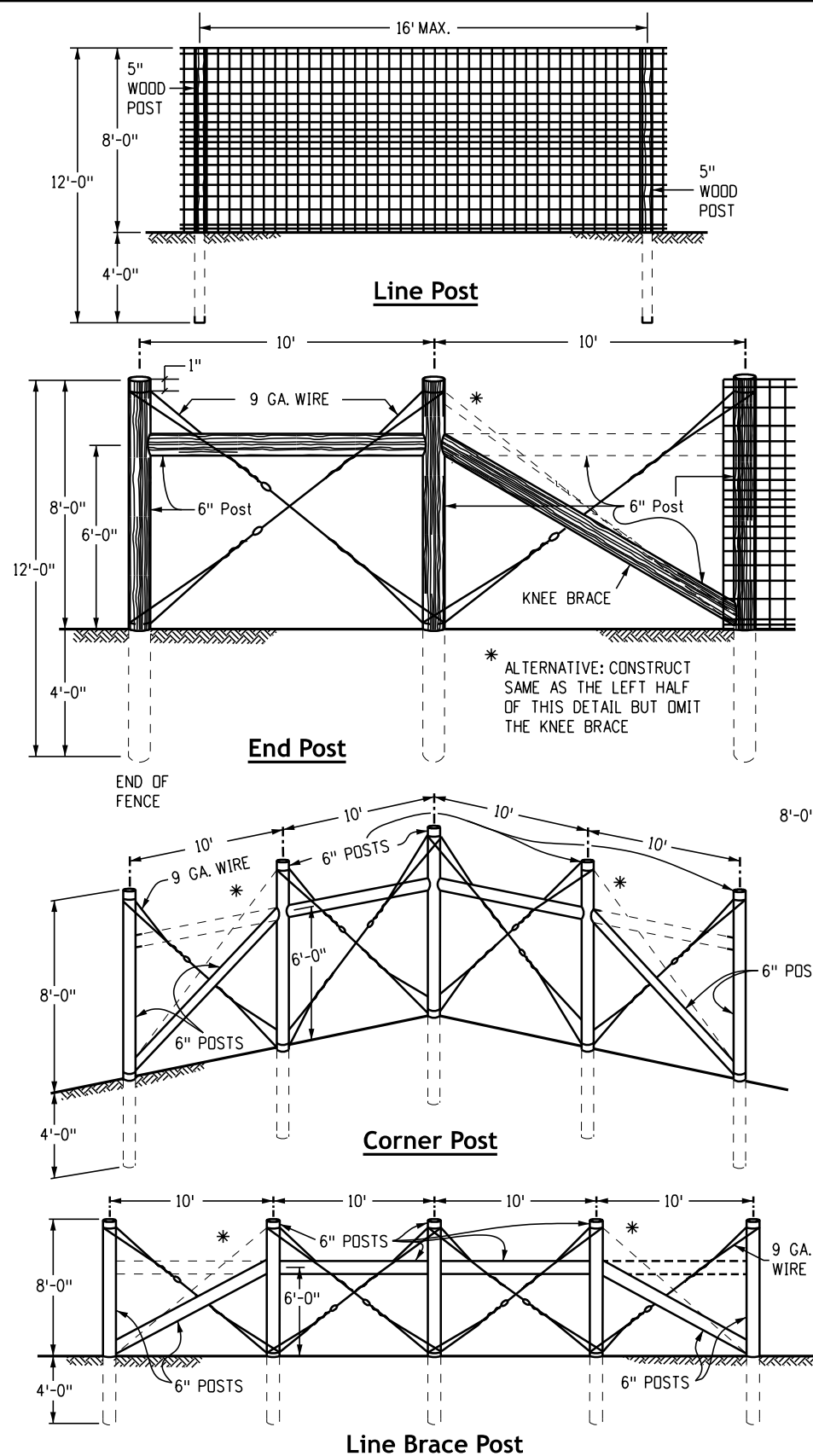
**End Post With Bracing**



**End Post Tie**

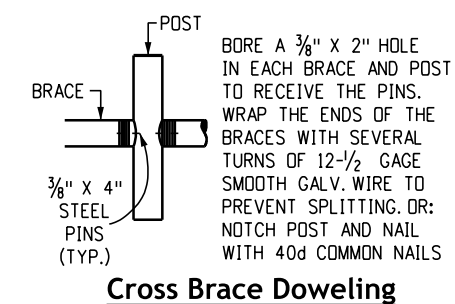
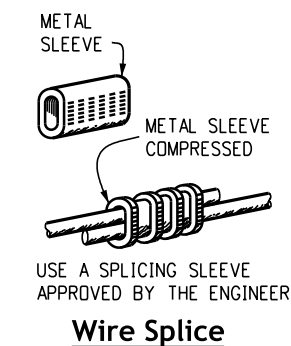
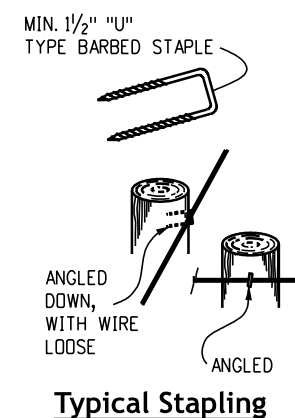
Note: Holes in end posts and braces shall accommodate 1/2" diameter galvanized machine bolts.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	<h1>Barrier Fence</h1> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-607-3</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 1	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**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 1/2-inch and 8 feet in length, and driven at least 7-1/2 feet 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 foot intervals, where fencing is continuous and where end, corner and line brace posts are not specified.
4. All line posts shall be 5-inch minimum diameter and 12 feet long. All end, corner and line brace posts shall be 6-inch minimum diameter and 12 feet long. All posts and braces shall be treated in accordance with Subsection 710.07 of the CDOT Standard Specifications.
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 1/2-inch round bars and embedded a minimum of 6-inch with a hooked or bent end. In existing concrete, the 1/2-inch round bars shall be deformed and grouted into drilled holes. Eyebolts shall have a minimum of 1-inch 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. 2096-6-12-1/2, 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 CDOT Standard Specification Subsection 625.08.
10. Continuous line wire shall be high tensile (175 K minimum). Continuous stay wire shall be mid-tensile (125 K minimum). Fixed knot 13 gauge wire (60 K minimum) shall connect line wire with the vertical stay wire.
11. Deer gate and top braces shall be painted with green paint according to CDOT Standard Specification Subsection 708.03 and Color No. 14109 of Federal Standard 595b.



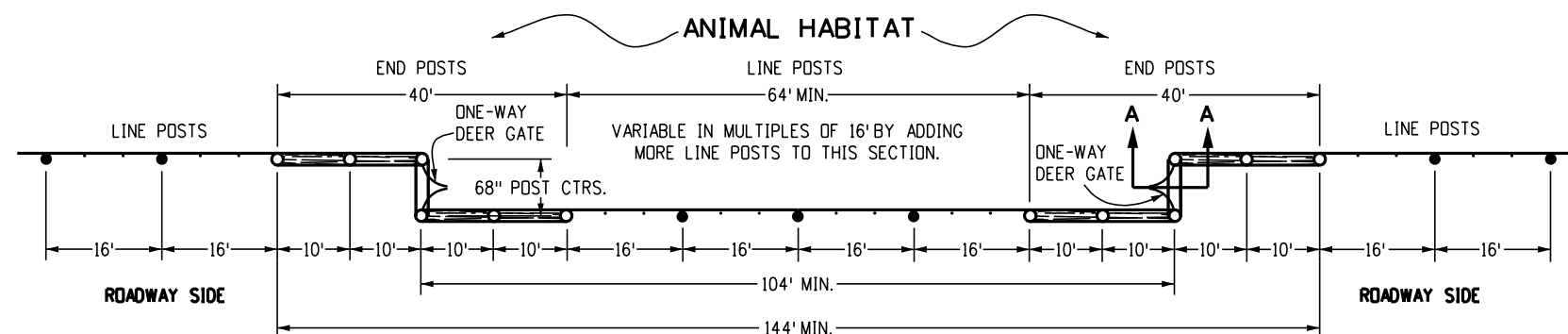
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

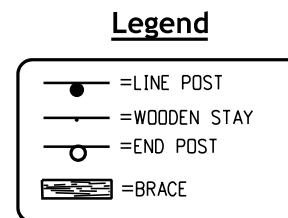
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Deer Fence, Gates and Game Ramps**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-4</b>
Standard Sheet No. 1 of 7
Project Sheet Number:

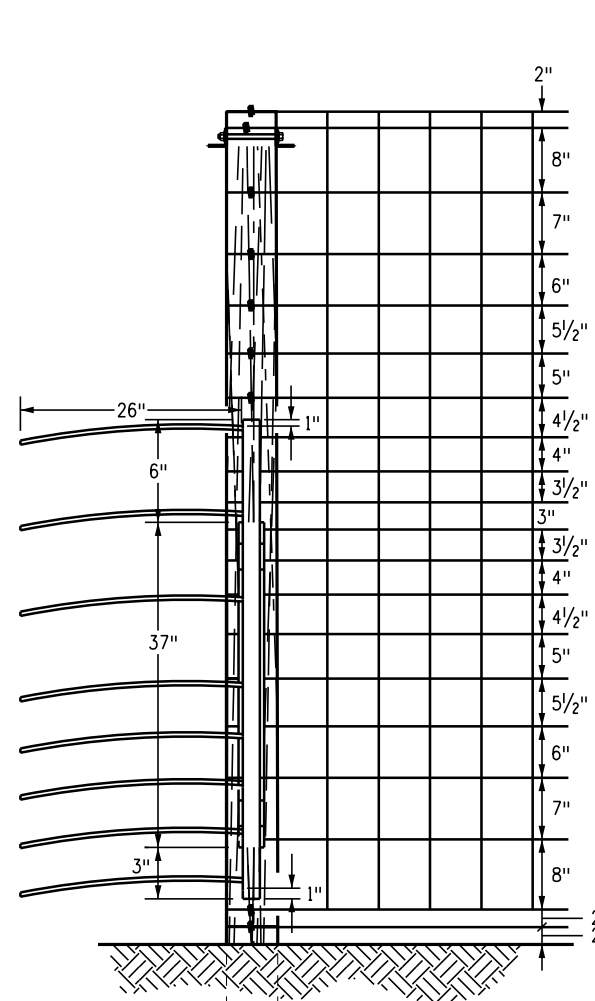


**Plan View - Typical Deer Gate Installation**

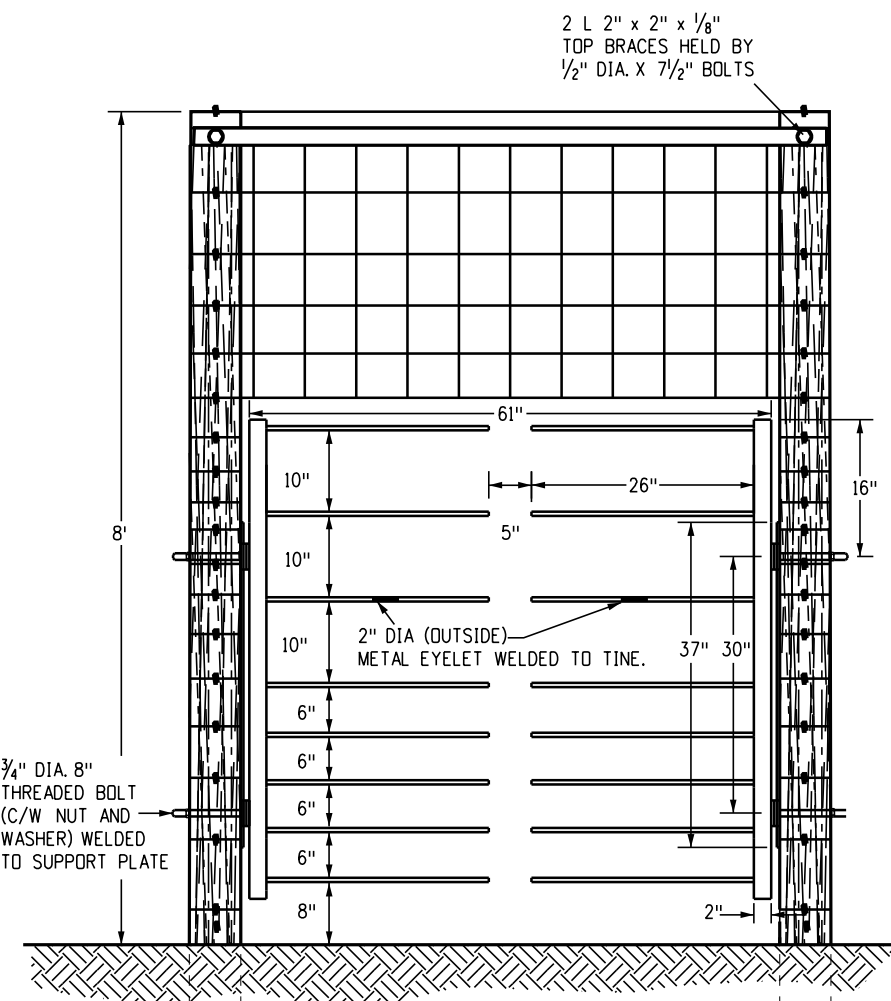


**Notes**

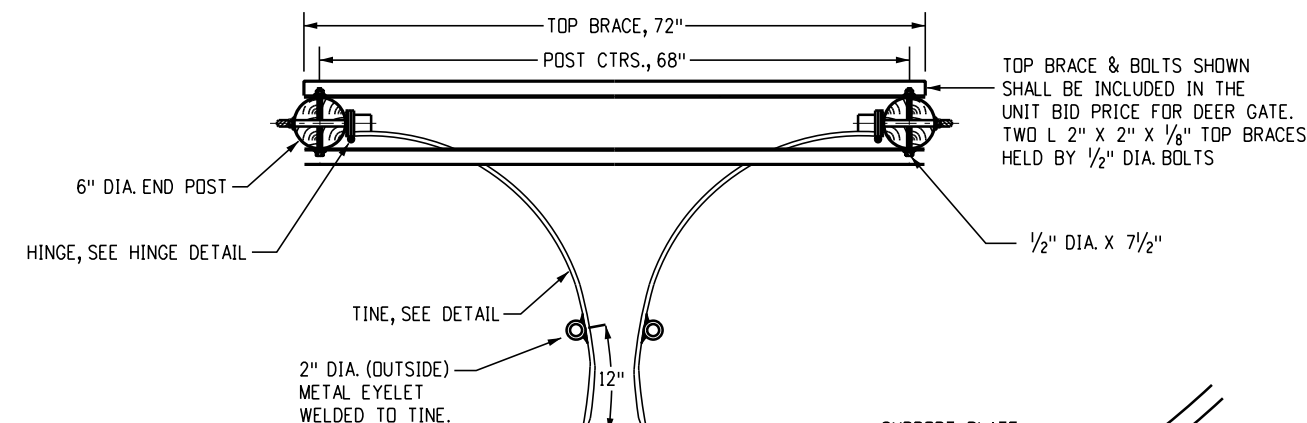
1. Six-inch double acting spring door hinge with flat button tips cut in two shall be used as a single swing hinge and be provided with a greasing nipple and welded to support plate.
2. Tines shall be molded in one piece of steel (AASHTO M 169, Grade 1050), with no welds allowed.



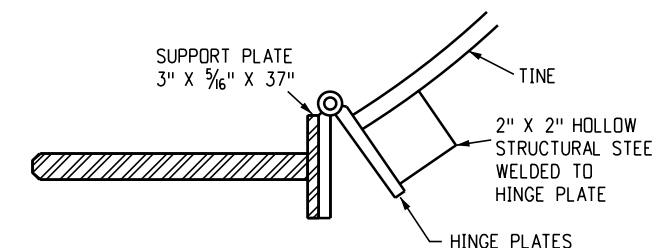
**Section A-A**



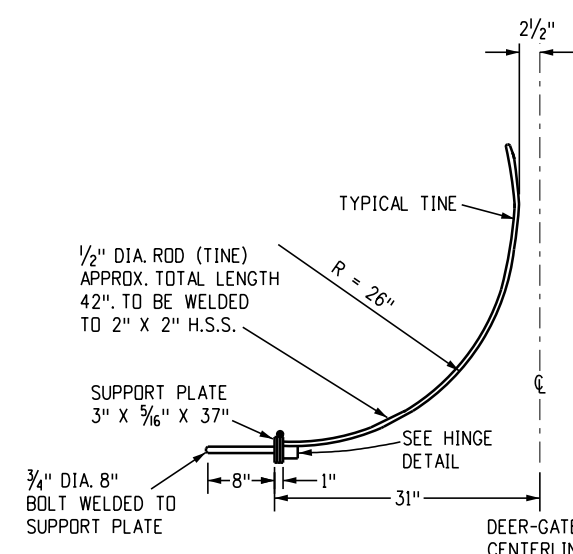
**Front View - Deer Gate**



**Top View - Deer Gate**



**Typical Hinge Detail**



**Typical Tine Detail**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

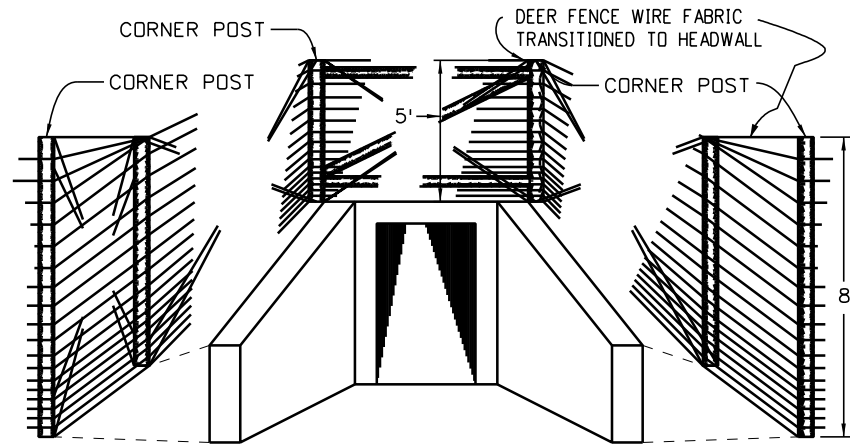
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



**Deer Fence, Gates and Game Ramps**

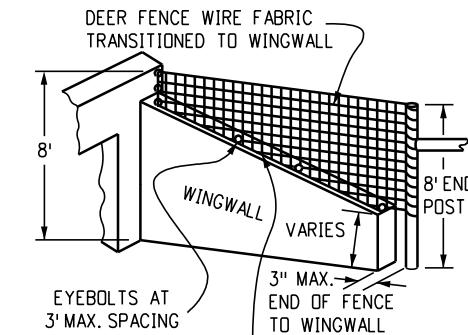
Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-4</b>
Standard Sheet No. 2 of 7
Project Sheet Number:

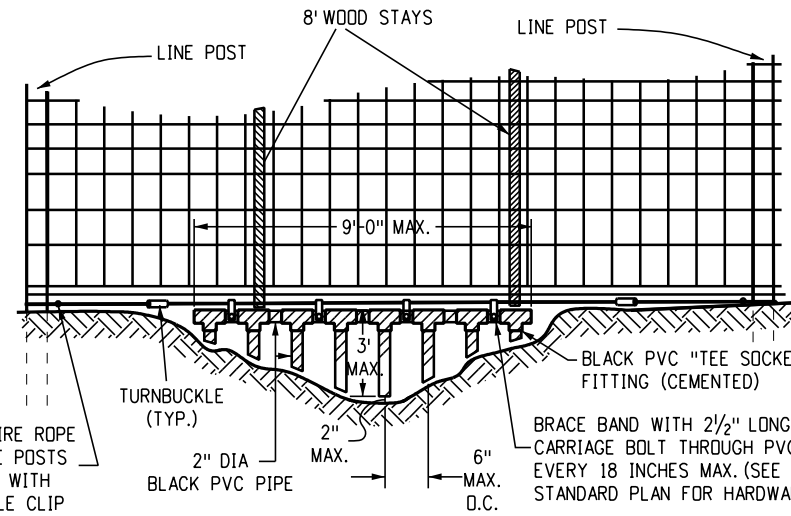


**Fence Deer Over Concrete Box Culvert**

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

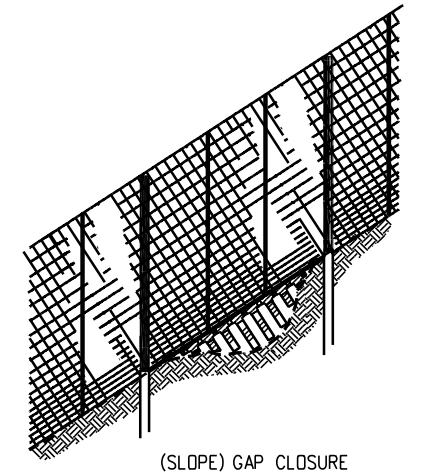


WRAP 1/2" WIRE ROPE AROUND LINE POSTS AND SECURE WITH U-BOLT CABLE CLIP

BRACE BAND WITH 2 1/2" LONG CARRIAGE BOLT THROUGH PVC PIPE EVERY 18 INCHES MAX. (SEE CHAIN LINK FENCE STANDARD PLAN FOR HARDWARE DETAILS).

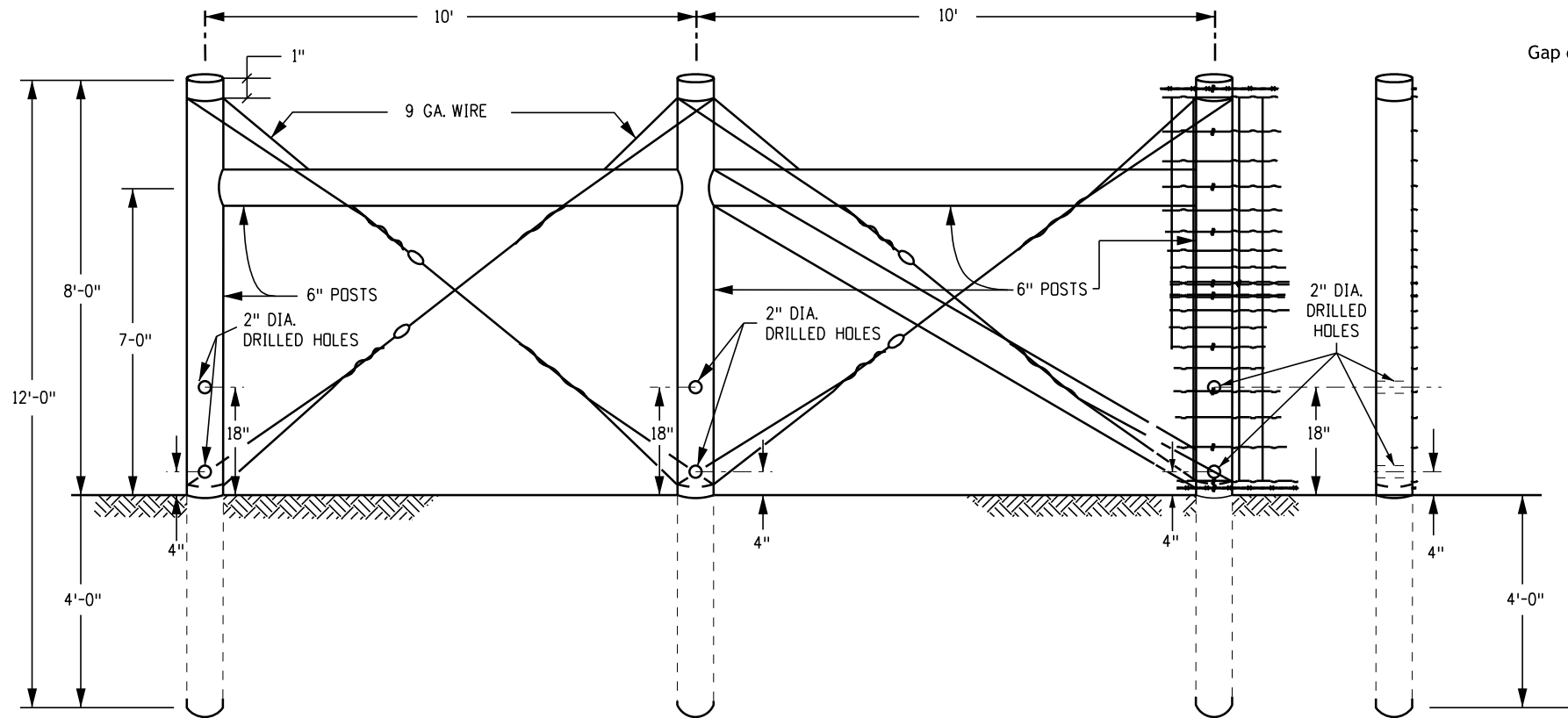
**Notes**

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.



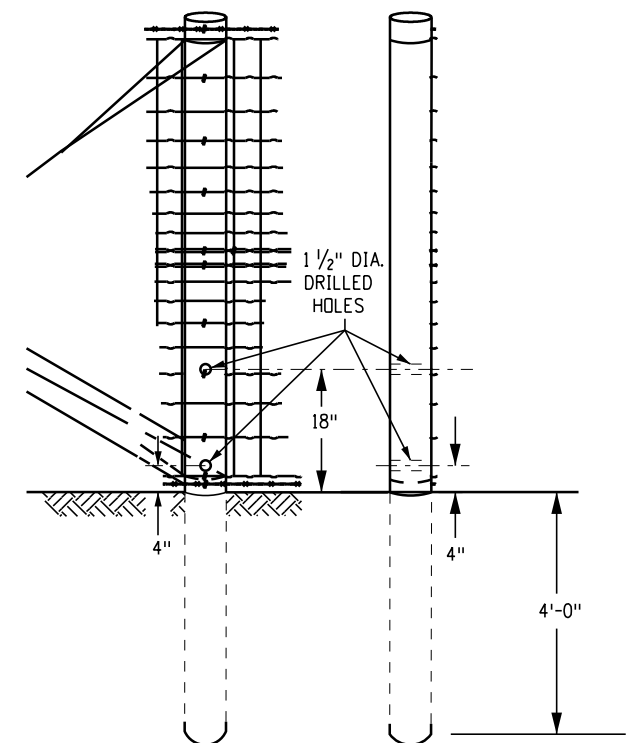
**Gap Closure**

Use this detail to close all gaps between 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 Inch Line Post**

**Modified for Placement Within Roadway Clear Zone**

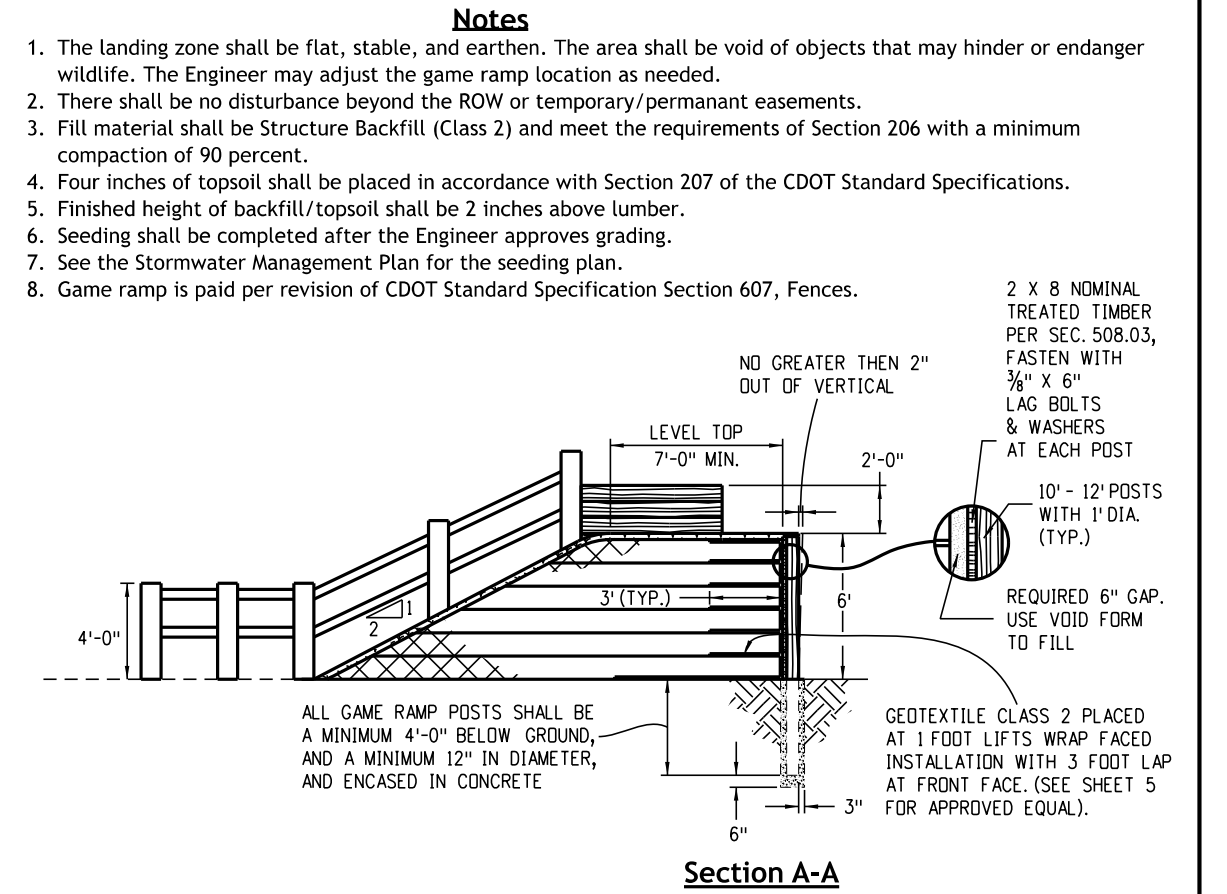
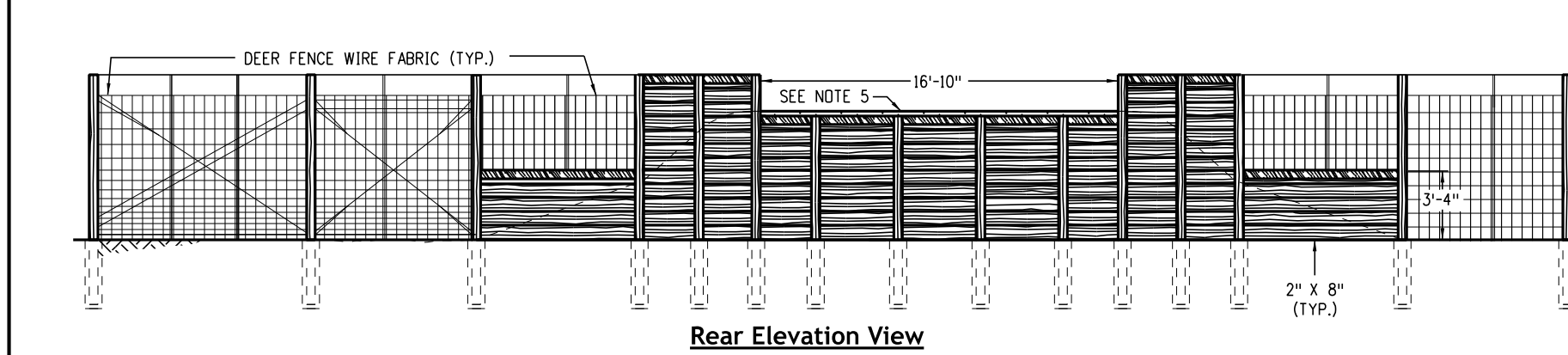
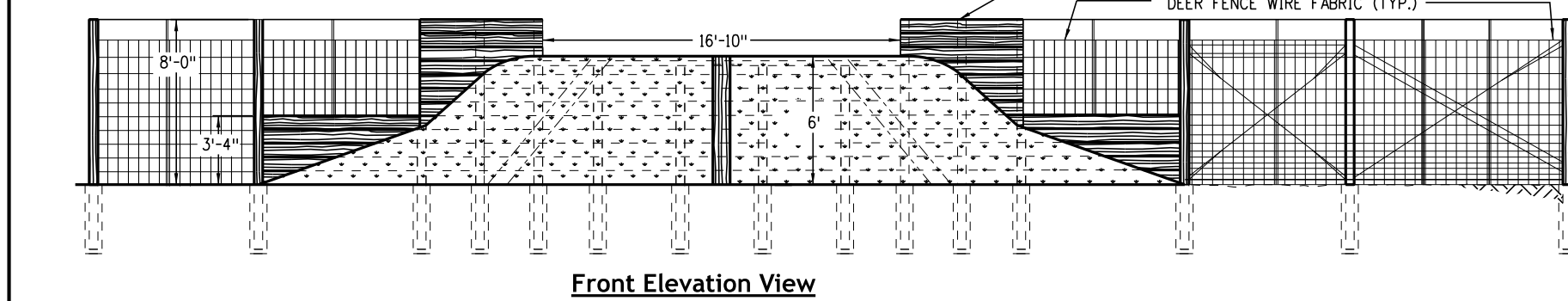
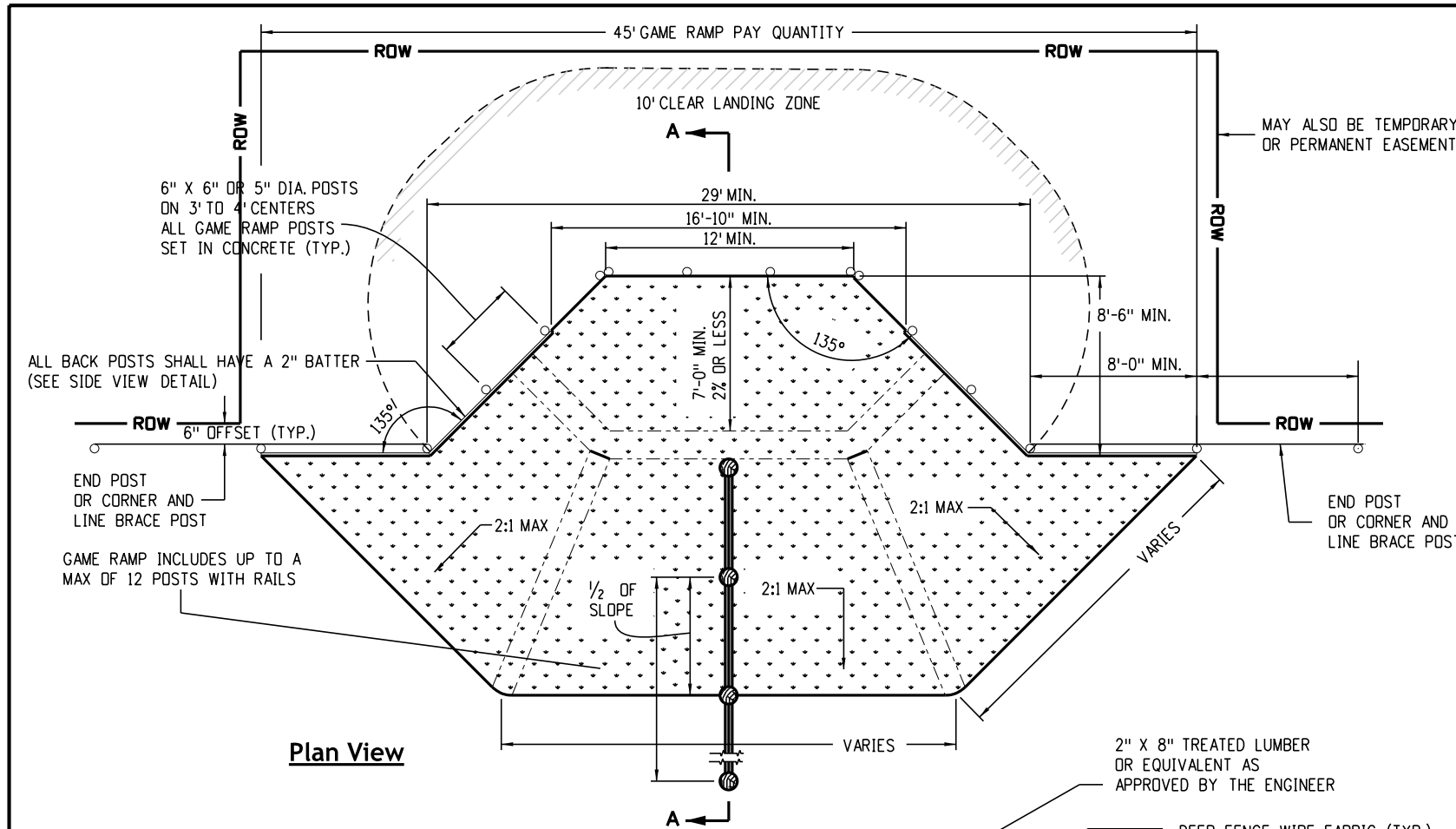
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Deer Fence, Gates and Game Ramps**  
 Issued by Construction Engineering Services: July 01, 2026

<b>Standard Plan No.</b>
<b>M-607-4</b>
<b>Standard Sheet No. 3 of 7</b>
Project Sheet Number:



- 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/permanent easements.
  3. Fill material shall be Structure Backfill (Class 2) and meet the requirements of Section 206 with a minimum compaction of 90 percent.
  4. Four inches of topsoil shall be placed in accordance with Section 207 of the CDOT Standard Specifications.
  5. Finished height of backfill/topsoil shall be 2 inches 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 CDOT Standard Specification Section 607, Fences.

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

2829 West Howard Place  
Denver, CO 80204

DLK

**Deer Fence, Gates and Game Ramps**

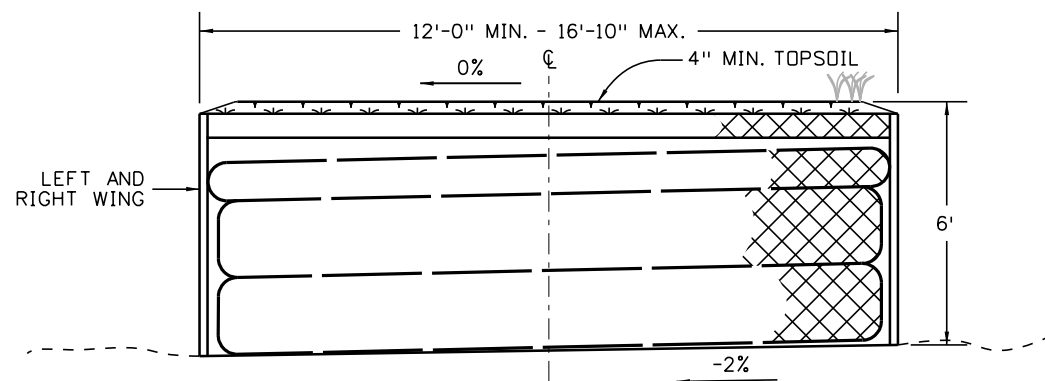
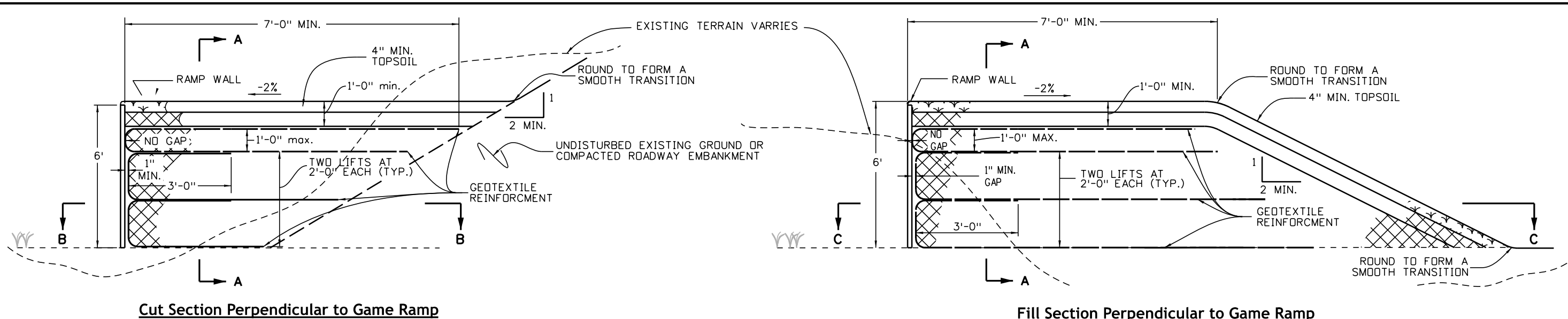
Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**

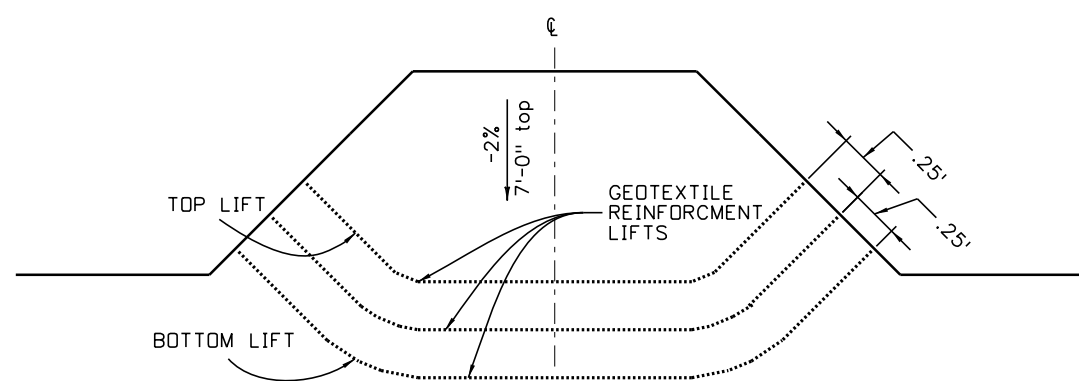
**M-607-4**

**Standard Sheet No. 4 of 7**

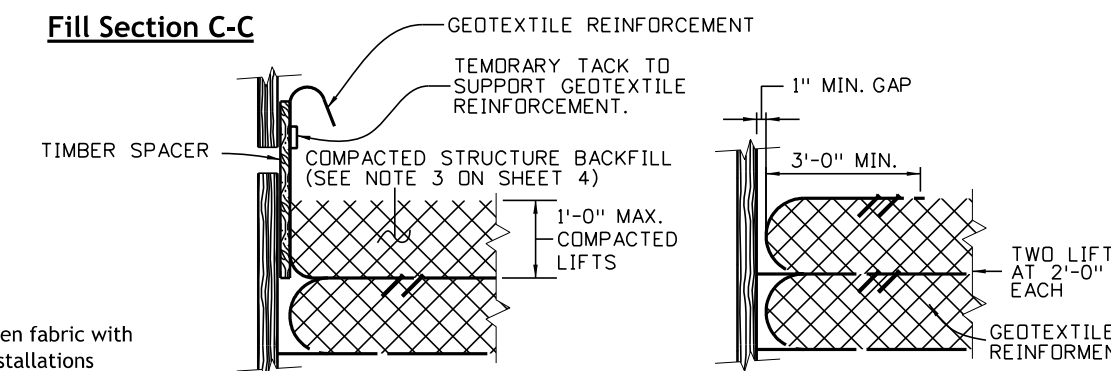
Project Sheet Number:



**Section A-A**

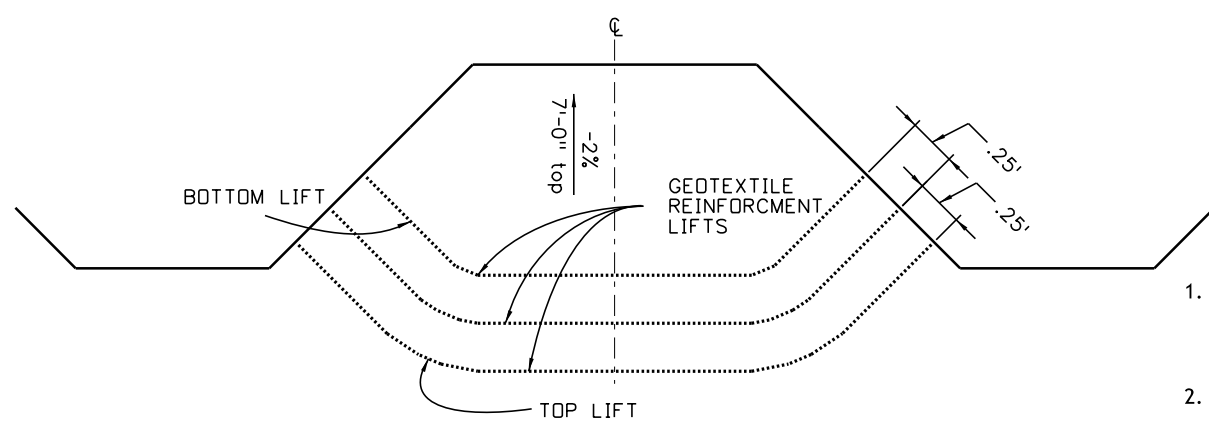


**Fill Section C-C**



**Gap Detail Step 1**

**Gap Detail Step 2**



**Cut Section B-B**

**Notes**

1. Based on ASTM D4595, geotextile reinforcement shall be woven fabric with a minimum average Roll Value of 4800 pounds per foot for installations with a gap and 2400 pounds per foot for installations without a gap.
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-feet-0 inches 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.

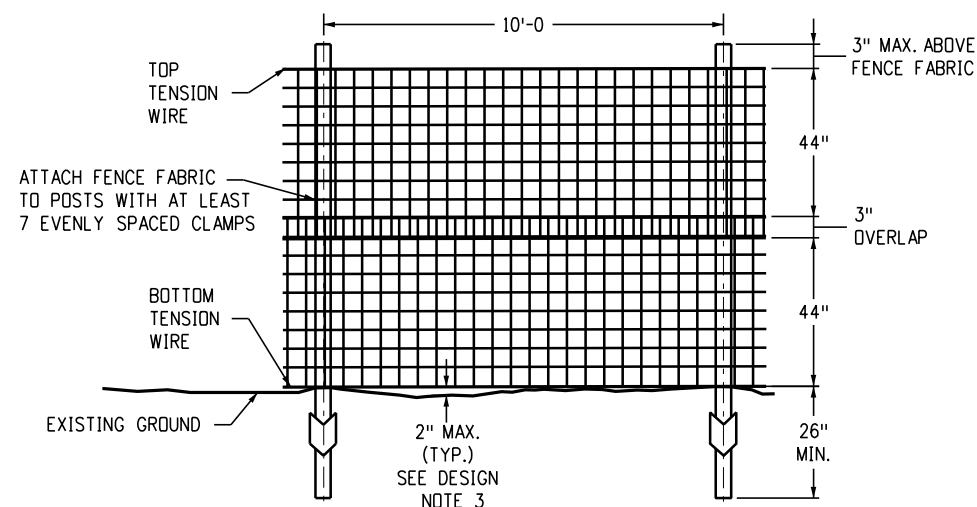
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Deer Fence, Gates and Game Ramps**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No. M-607-4**  
**Standard Sheet No. 5 of 7**  
 Project Sheet Number:



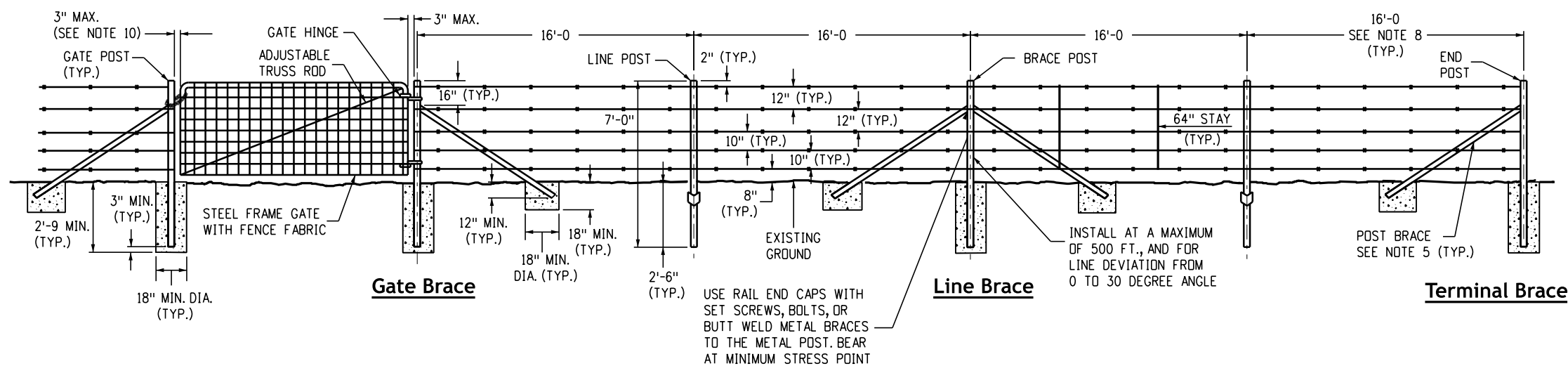
**Alternative Deer Fence**

**Design Notes:**

1. Install a 4-foot gate adjacent to animal crossing structures.
2. A 3-inch minimum overlap is required plus ties or clamps together every 18 inches using hog rings or other types of ties or clamps.
3. Place a bottom tension wire and fence fabric at existing ground at posts and within 2 inches of existing ground between posts.
4. Tie or clamp bottom and top tension wire to fence fabrics every 24 inches using hog rings or other types of ties or clamps.
5. A single fence fabric may be used if it meets overall minimum dimensions.

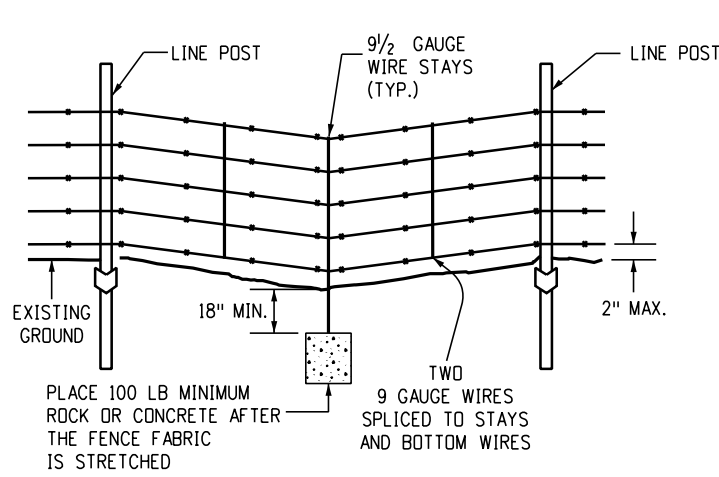
**Notes**

1. Set gate post, brace post, end post, corner post, and post brace in Class "B" concrete. See Sheet 7 for corner brace.
2. Line posts
  - A. "T", "Y", or "U" steel channel sections, minimum weight 1.33 pounds per foot of length; or steel pipe, 1.90-inch outside diameter Schedule 40 pipe, weight 2.72 pounds per foot of length; or high tensile triple coated steel pipe, weight 2.23 pounds per foot of length.
  - B. Line posts are 10 feet in length.
3. Brace posts, corner posts, and end posts
  - A. Steel pipe 2.375-inch outside diameter, weight 3.65 pounds per foot; or high tensile triple coated steel, 2.375-inch outside diameter weight 3.11 pounds per foot.
4. Gate posts
  - A. Gate widths 6 feet and less use steel pipe with outside diameter 2.375-inch and weight 3.65 pounds per foot; or high tensile triple coated steel, 2.375 inch outside diameter weight 3.11 pounds per foot.
  - B. Gate widths greater than 6-feet use steel pipe with outside diameter 3.50-inch and weight 7.58 pounds per foot.
5. Post braces to match post type and size.
6. Use corner brace on fence line deviations greater than a 17 degree angle. See Sheet 7 for corner brace details.
7. Terminate fence fabric and barbed wire at each corner post.
8. Use 10-foot spacing in areas of farm animal use, or as shown.
9. Gate frame use steel pipe 1.875-inch outside diameter with weight of 2.72 pounds per foot.
10. Where double gates are installed provide at least a 4-inch gap between gate frames to allow for latch.
11. The galvanized posts shall be stained forest service brown when required per the Aerospace Material Specification Standard AMS 595A 20059.

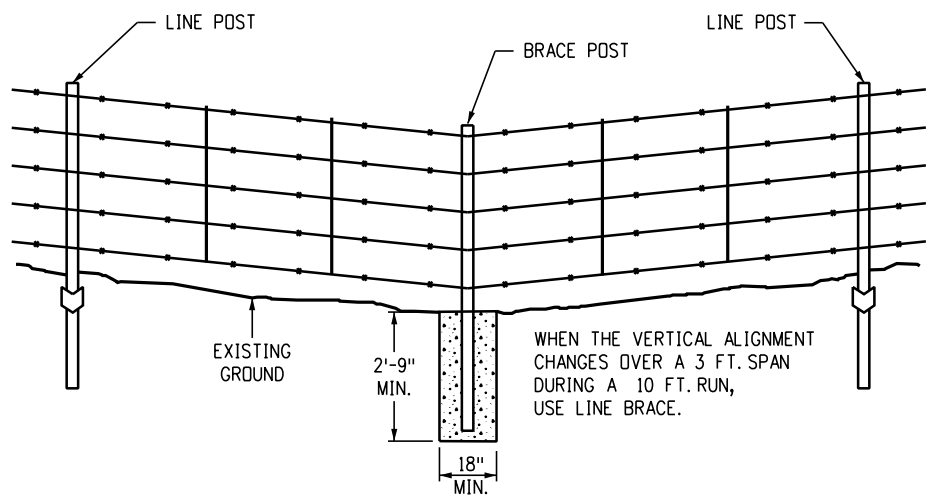


**Alternative Deer Fence Installation With Only Metal Posts**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>                  Construction Engineering Services Branch                  2829 West Howard Place                  Denver, CO 80204</p>	<p><b>Deer Fence, Gates and Game Ramps</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-607-4</b>	
Designer Initials: JBK						Standard Sheet No. 6 of 7	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

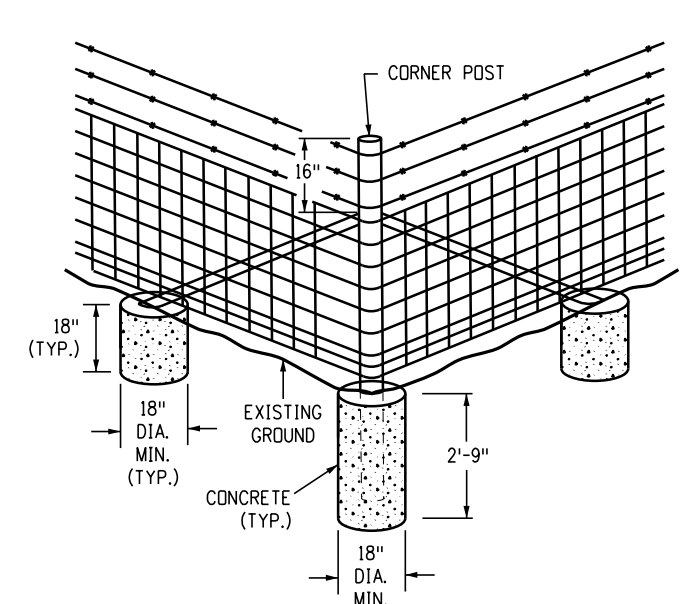


**Typical Sag Section**



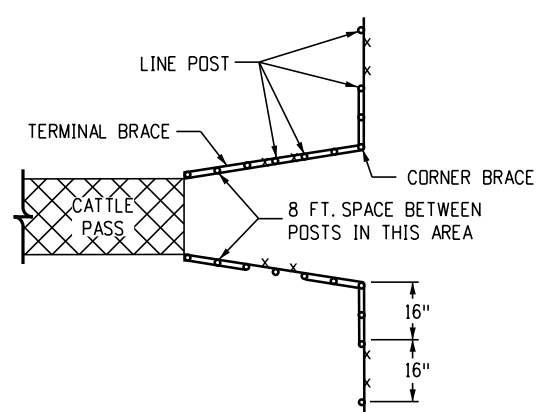
**Typical Vertical Alignment Change**

Installation with metal posts (Typ.)



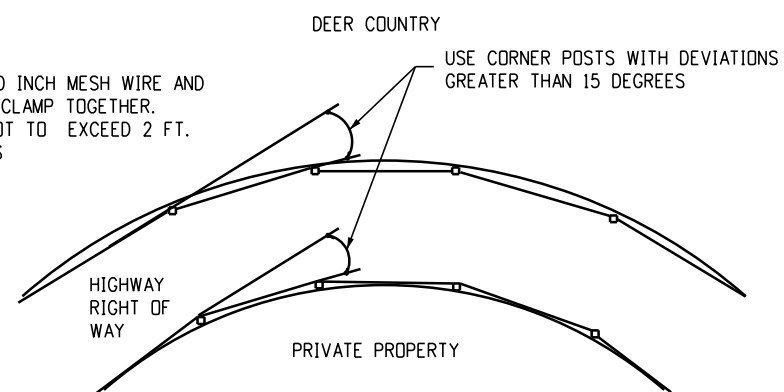
**Corner Brace**

See Note 6 on Sheet 6



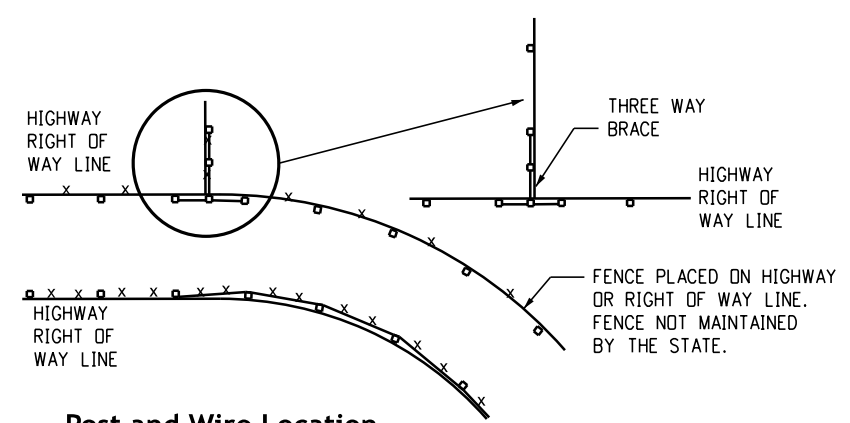
**Cattle Pass Fence Detail**

NOTE: OVERLAP THE 50 INCH MESH WIRE AND 4 INCH TIE OR CLAMP TOGETHER. THE SPACING NOT TO EXCEED 2 FT. OF CONNECTIONS



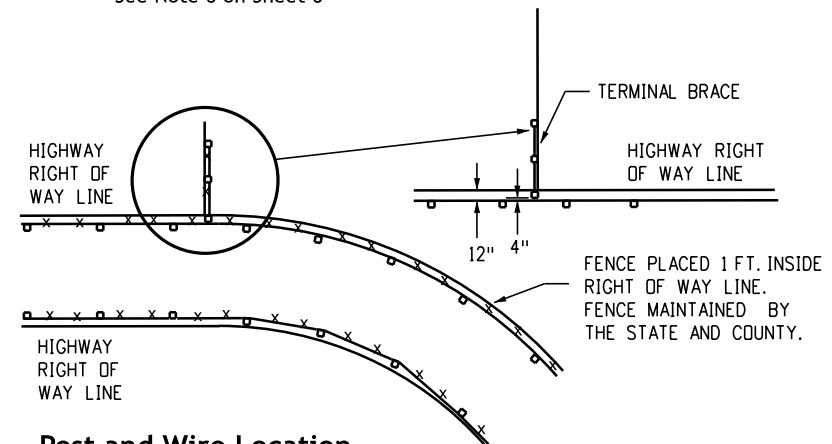
**Deer Barrier on Curves**

See Note 6 on Sheet 6



**Post and Wire Location**

Place wire to pull against post



**Post and Wire Location**

Place wire to pull against post

**Alternative Deer Fence Installation with Only Metal Posts**

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

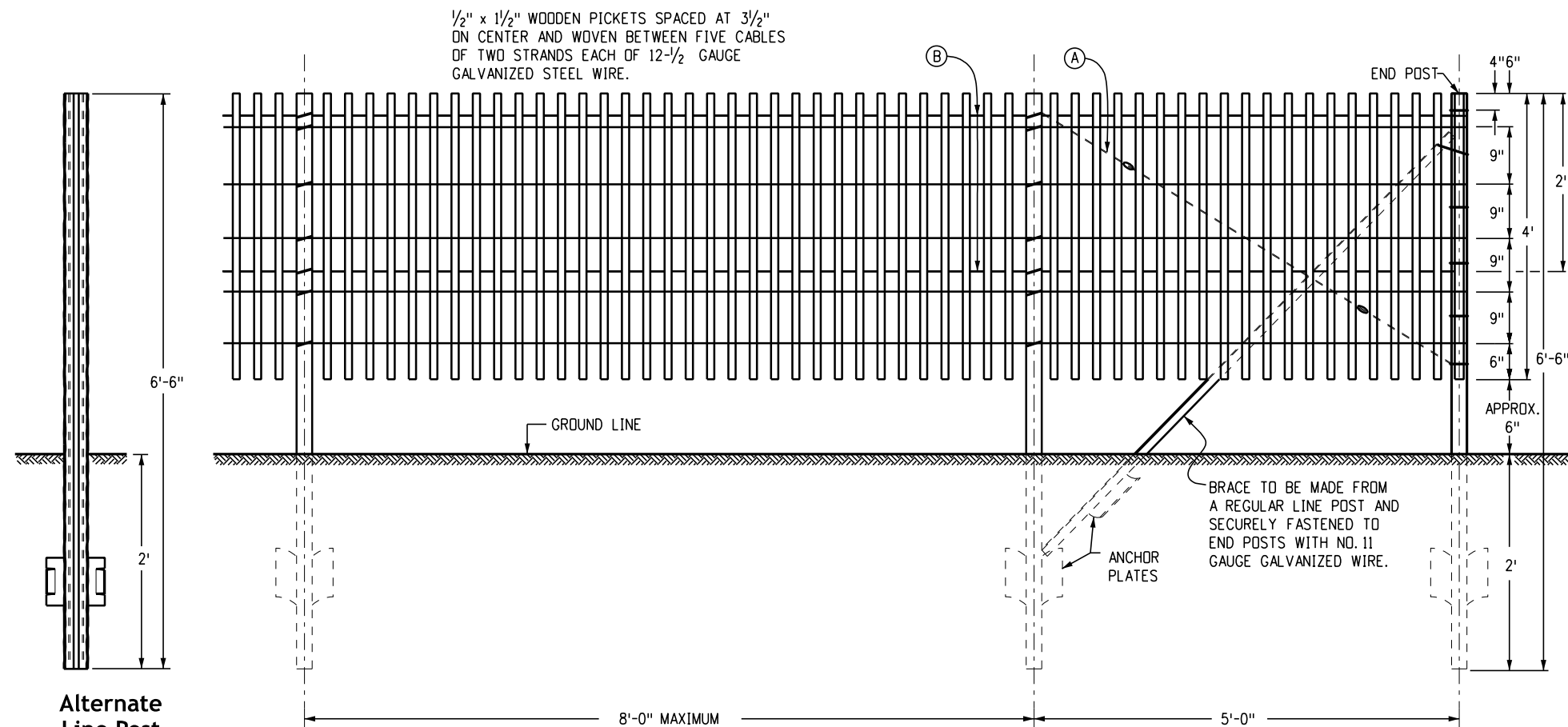
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Deer Fence, Gates and Game Ramps**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-4</b>
Standard Sheet No. 7 of 7
Project Sheet Number:

**General Notes**

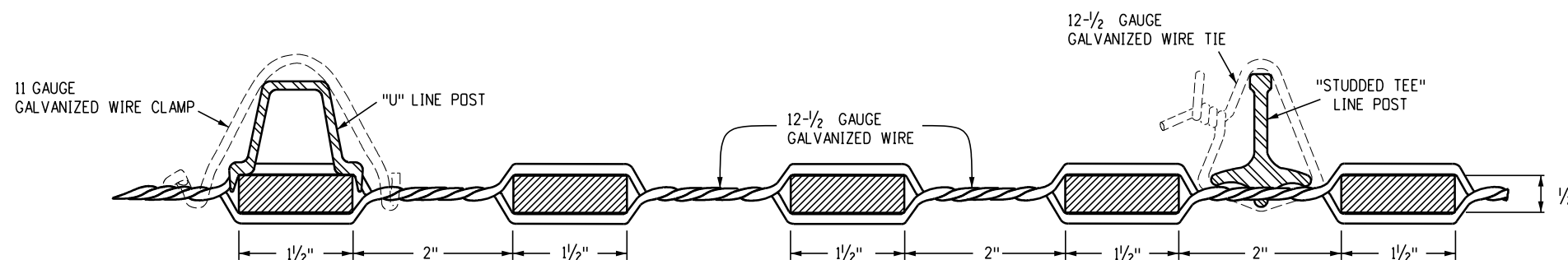
1. Wire-bound picket fence, conforming to ASTM F 537, shall be stretched tight and securely fastened to all posts with 11-gauge galvanized steel wire clamps or 12-1/2-gauge galvanized steel wire ties.
2. All fence posts complete with anchor plate, shall be hot-dipped galvanized conforming to AASHTO M 281. Line posts (without anchor) shall weigh at least 1.33 lbs. per linear foot (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 feet 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 12-1/2 gauge galvanized wires (A).
6. Line brace posts shall be installed every 400 feet 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-gauge twisted galvanized wires. Each horizontal wire shall be fastened securely to each fence post by means of 11-gauge wire clamps or 12-1/2-gauge wire ties.



**Alternate Line Post ("U" Post)**

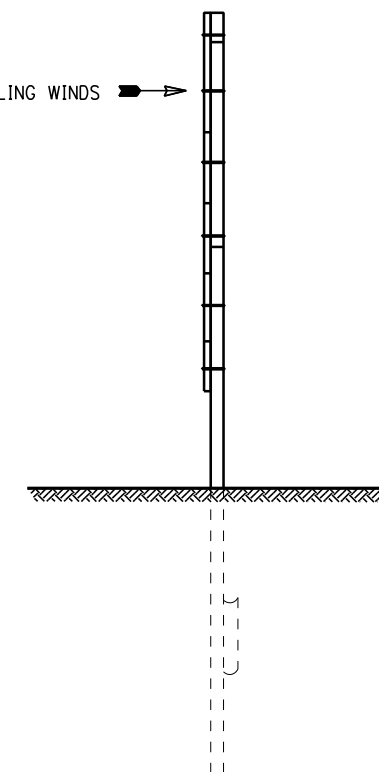
**Front Elevation of Picket Snow Fence**

DIRECTION OF PREVAILING WINDS →



**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.



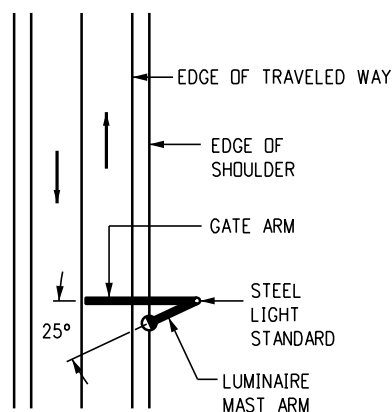
**End Elevation**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<p><b>Picket Snow Fence</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-607-10</b>	
Designer Initials: JBK						<b>Standard Sheet No. 1 of 1</b>	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

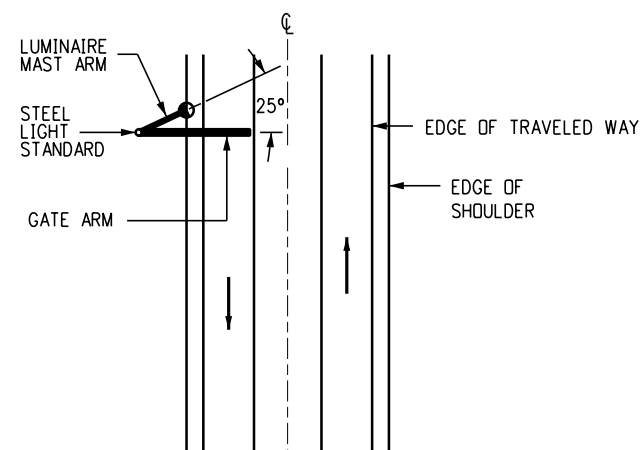
**General Notes**

1. Steel light standards shall have an 8 inch outside diameter at the base with a 3/16 inch 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 of the CDOT Standard Specifications.
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 of the CDOT Standard Specifications.
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 feet. 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 foot tall tapered light standard with a base diameter of 8 inches and a top diameter of 4 inches. 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 feet - 7 inches to 4 feet - 7 inches 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 inch 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-duty, weatherproof padlock with two keys for each gate arm pivot. Information on the key type requirements will be provided 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 of the CDOT Standard Specifications. 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 of the CDOT Standard Specifications.
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.

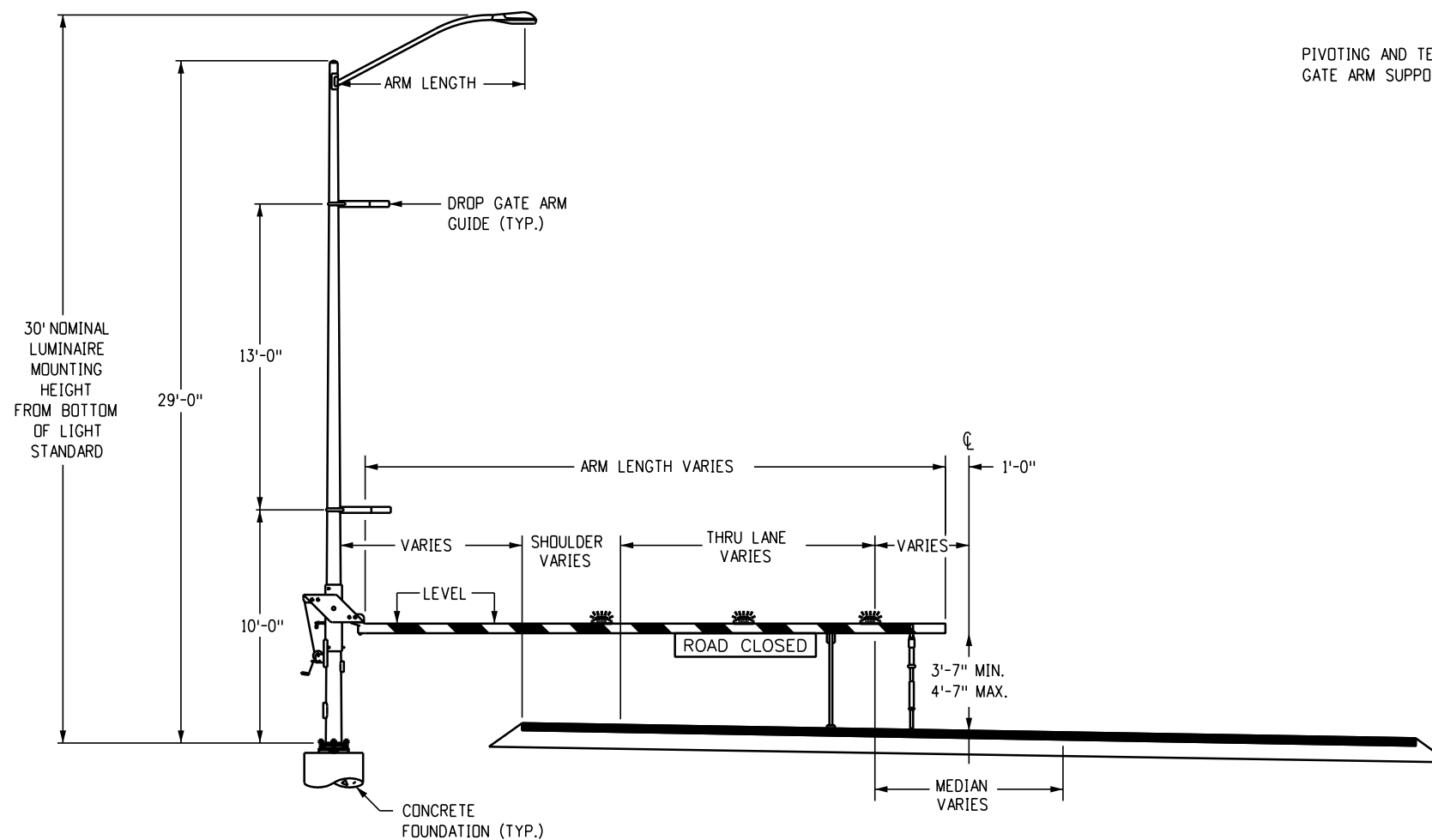
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Road Closure Gate</h1>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	Comments			<b>M-607-15</b>
Designer Initials: JBK	<input type="checkbox"/>					Standard Sheet No. 1 of 9
Last Modification Date: 07/01/2026	<input type="checkbox"/>				Project Sheet Number:	
Last Modified By: DLK	<input type="checkbox"/>					
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<input type="checkbox"/>			Issued by Construction Engineering Services: July 01, 2026	



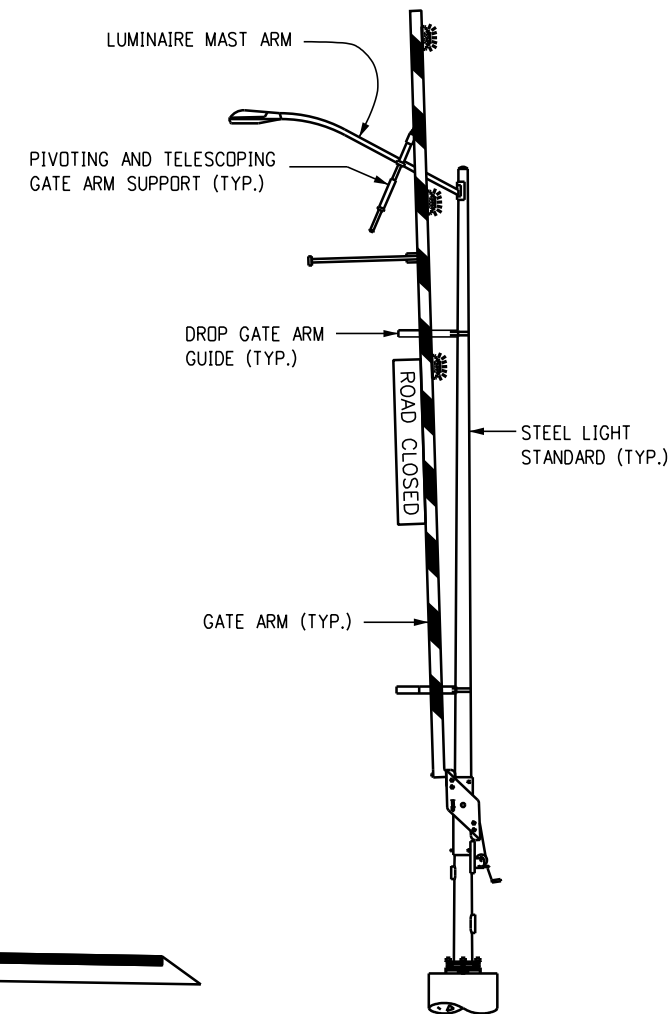
**Two-Way Highway  
(One Gate Required)**



**Two-Lane Divided  
Highway With Median  
(One Gate Required)**

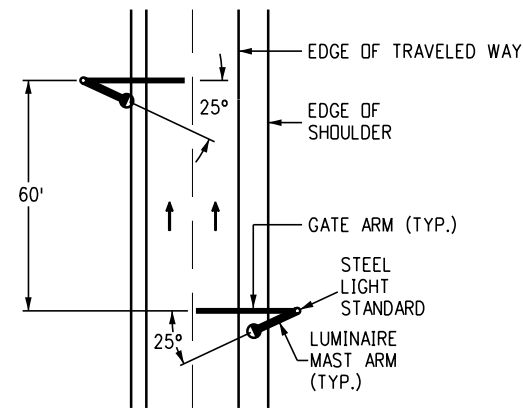


**Typical Lowered Position**

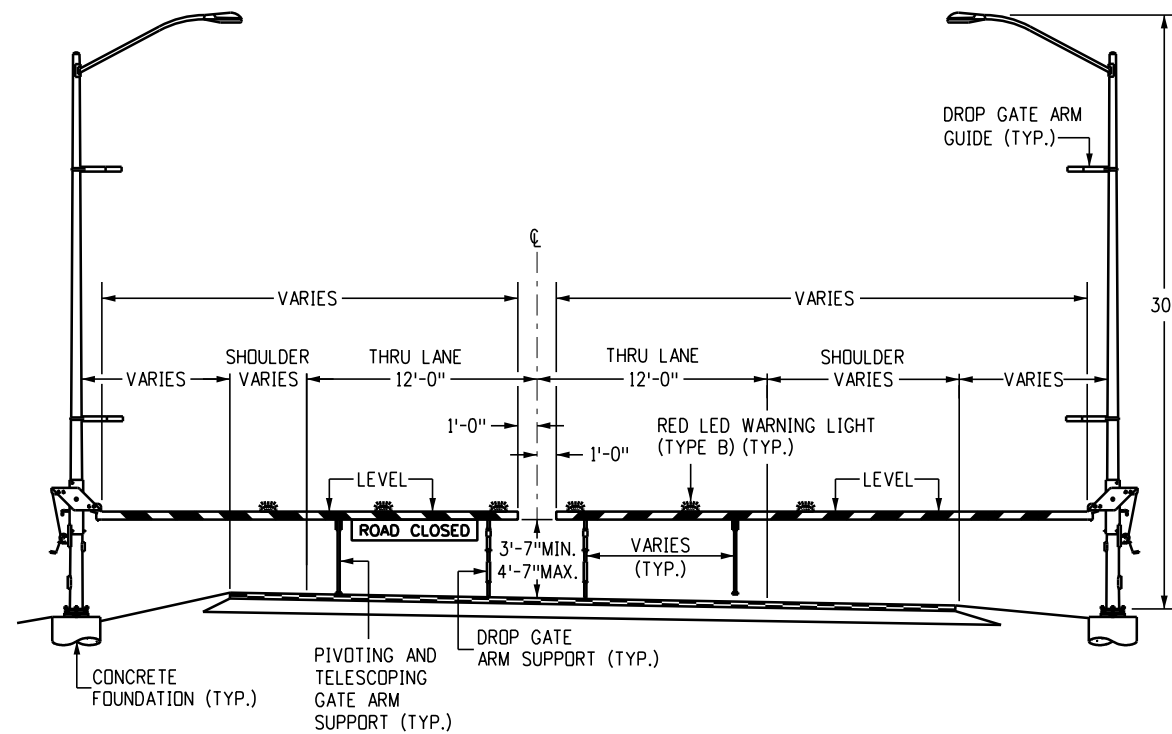


**Typical Raised Position**

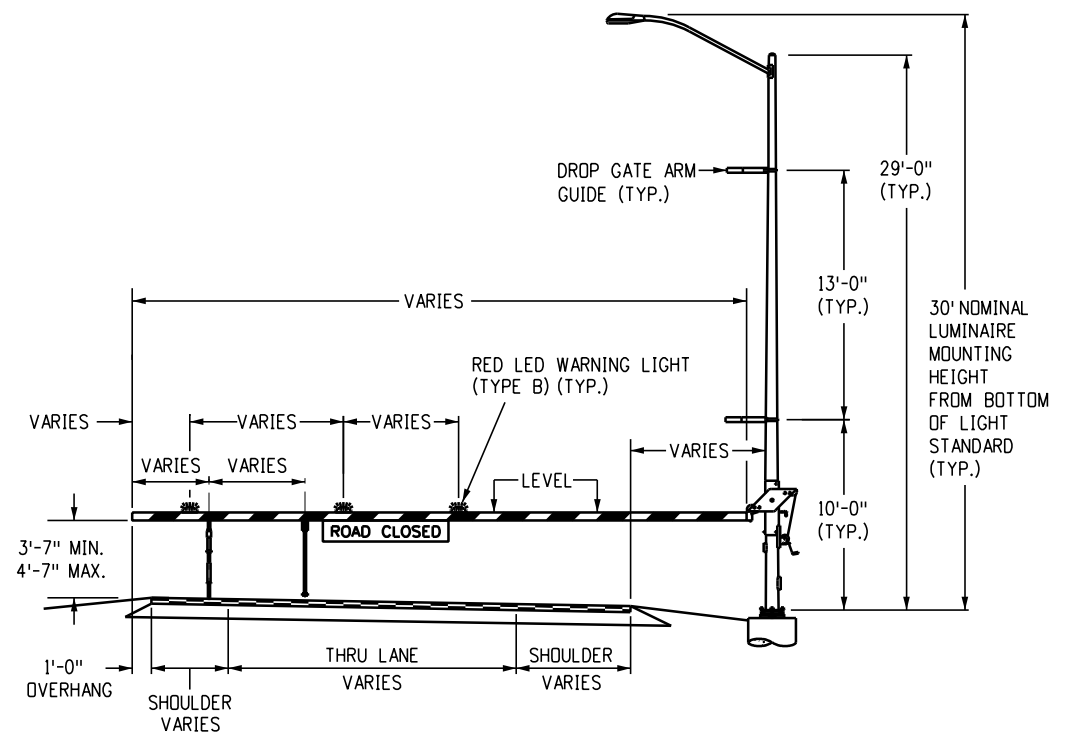
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<h1>Road Closure Gate</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-607-15</b>	
Designer Initials: JBK						Standard Sheet No. 2 of 9	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**Divided Highway Installation  
(Two Gates Required)**



**Interstate Mainline**



**Luminaire and Gate  
(Ramp Locations)**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

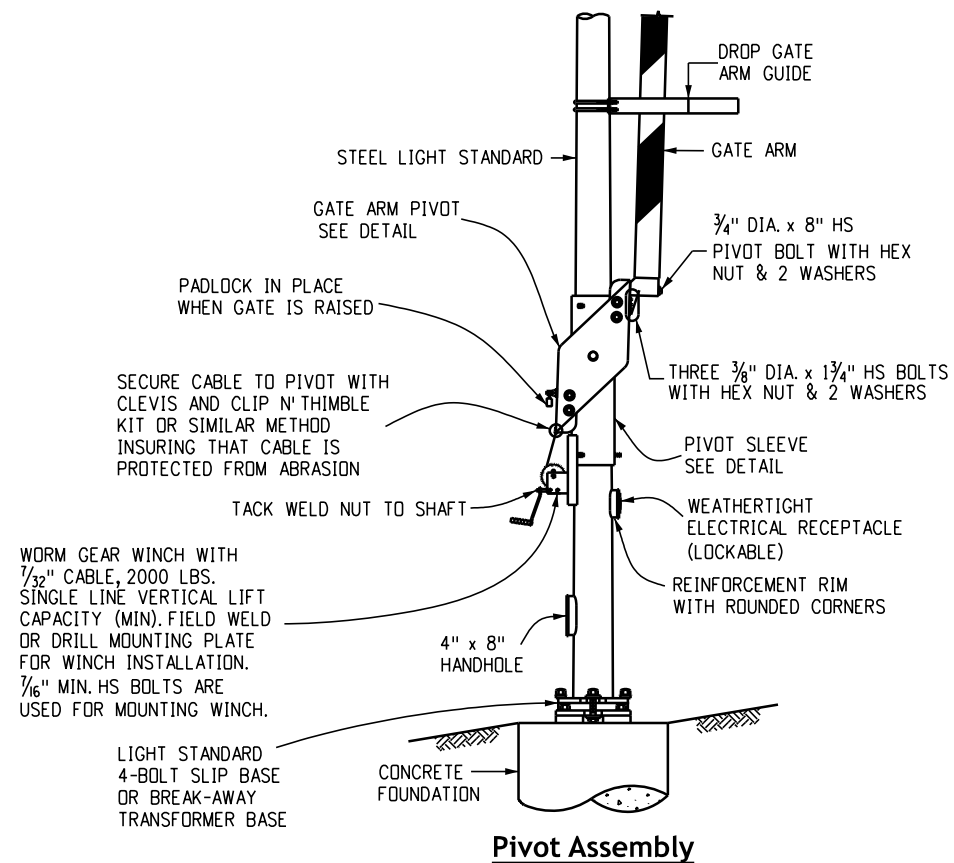
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

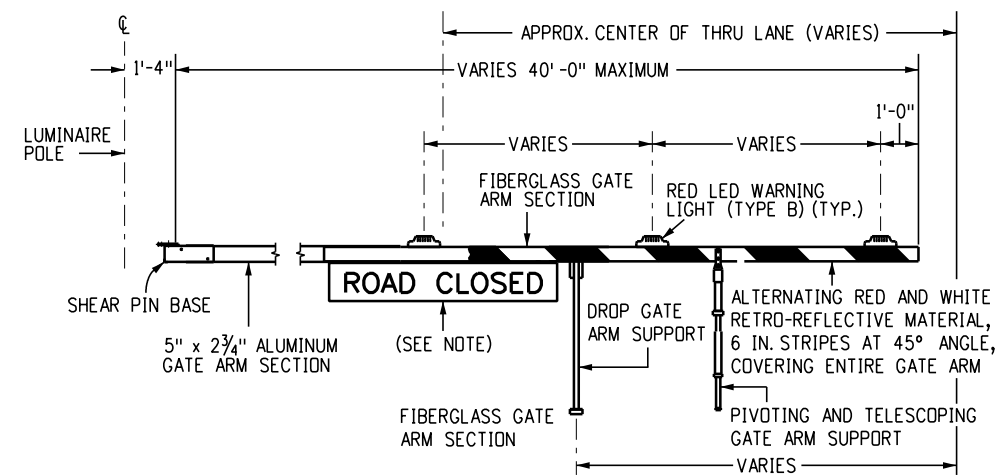


**Road Closure Gate**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-15</b>
Standard Sheet No. 3 of 9
Project Sheet Number:

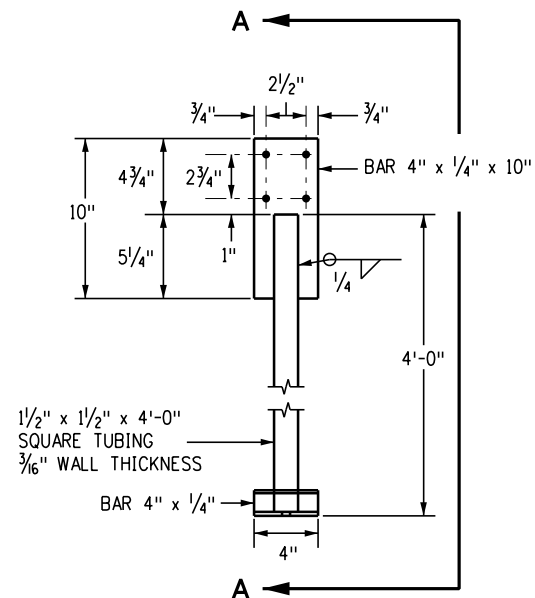


**Pivot Assembly**



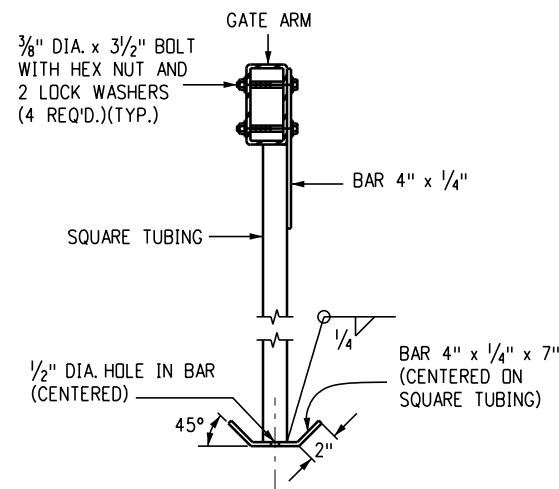
**Drop Gate Detail**

Note: Place the black and white "ROAD CLOSED" sign in the center of the through lane. The sign letters will be 6 inches in height.



**Drop Gate Arm Support Detail**

Gate arm and bolts not shown.



**Section A-A**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	(R-X)
Last Modification Date: 07/01/2026	(R-X)
Last Modified By: DLK	(R-X)
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)

Sheet Revisions	
Date:	Comments

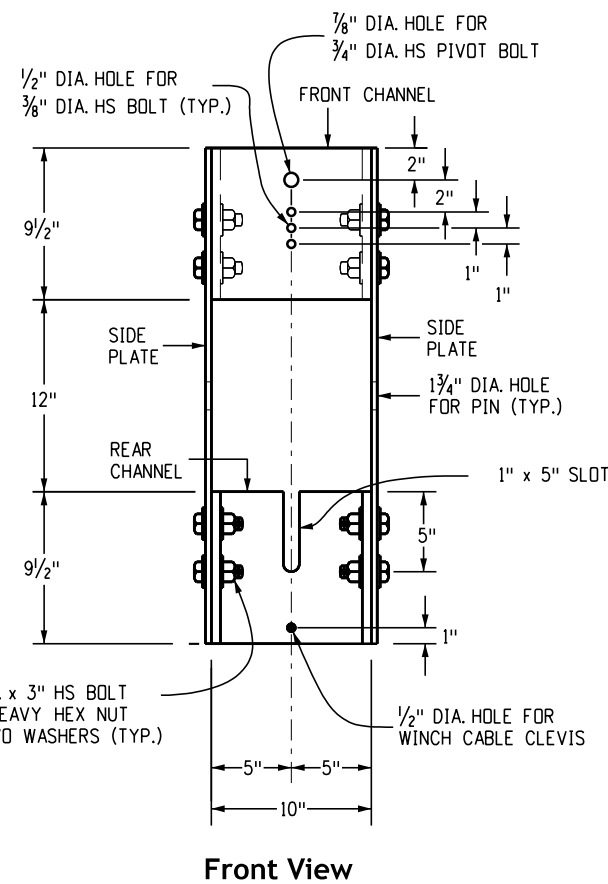
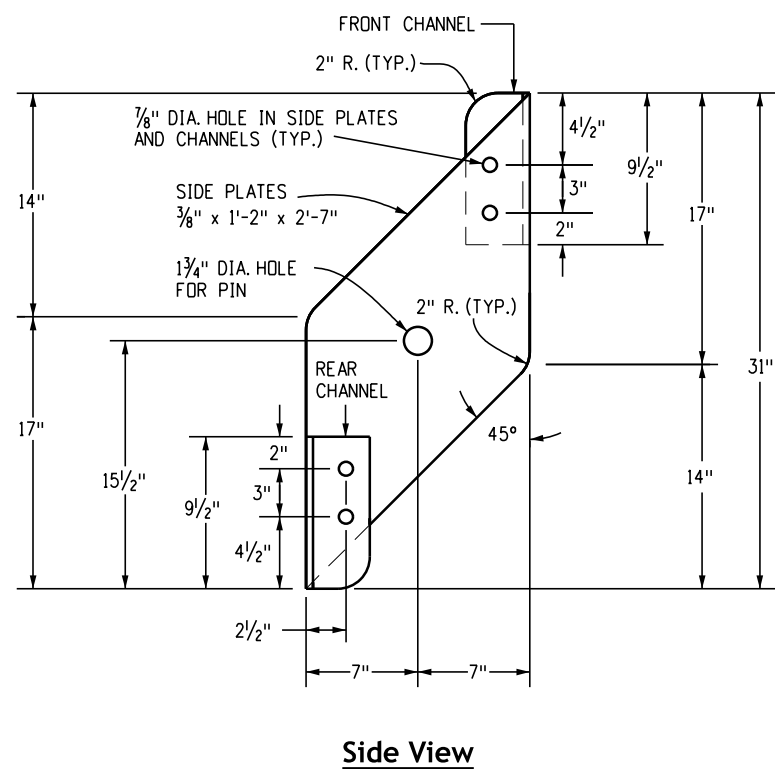
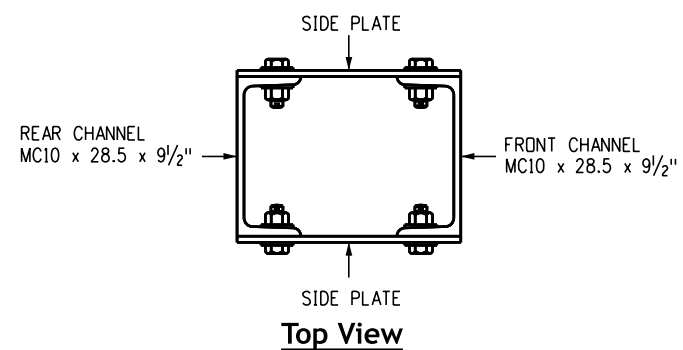
**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



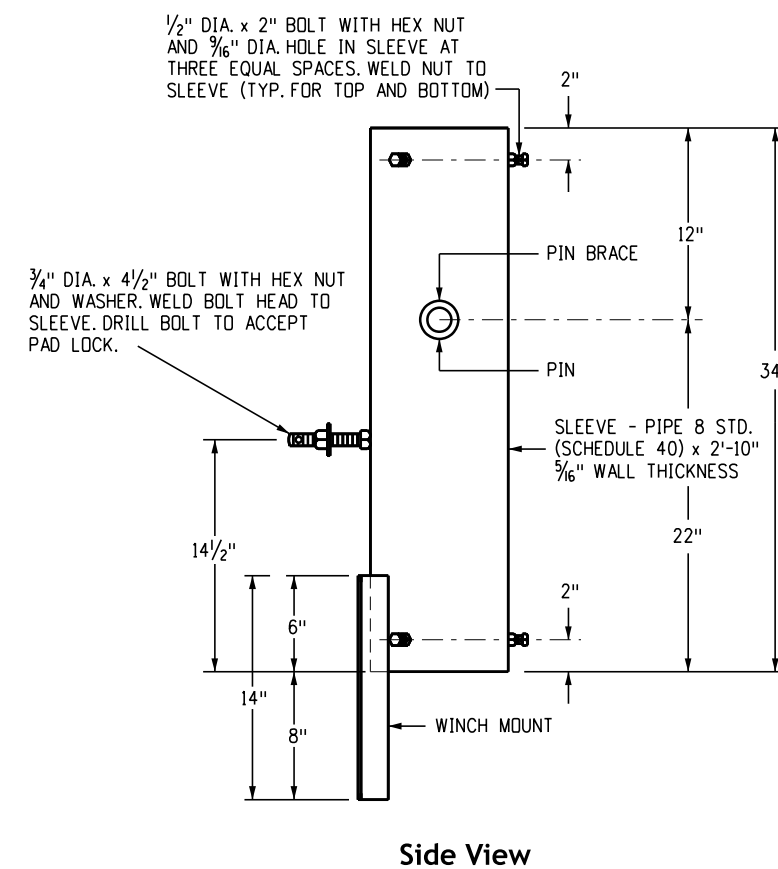
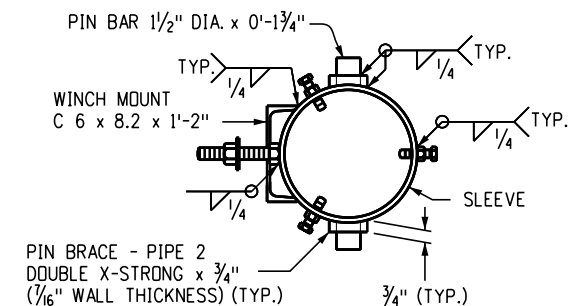
**Road Closure Gate**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-15</b>
Standard Sheet No. 4 of 9
Project Sheet Number:



**Gate Arm Pivot Side Plate Detail**



**Pivot Sleeve Detail**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

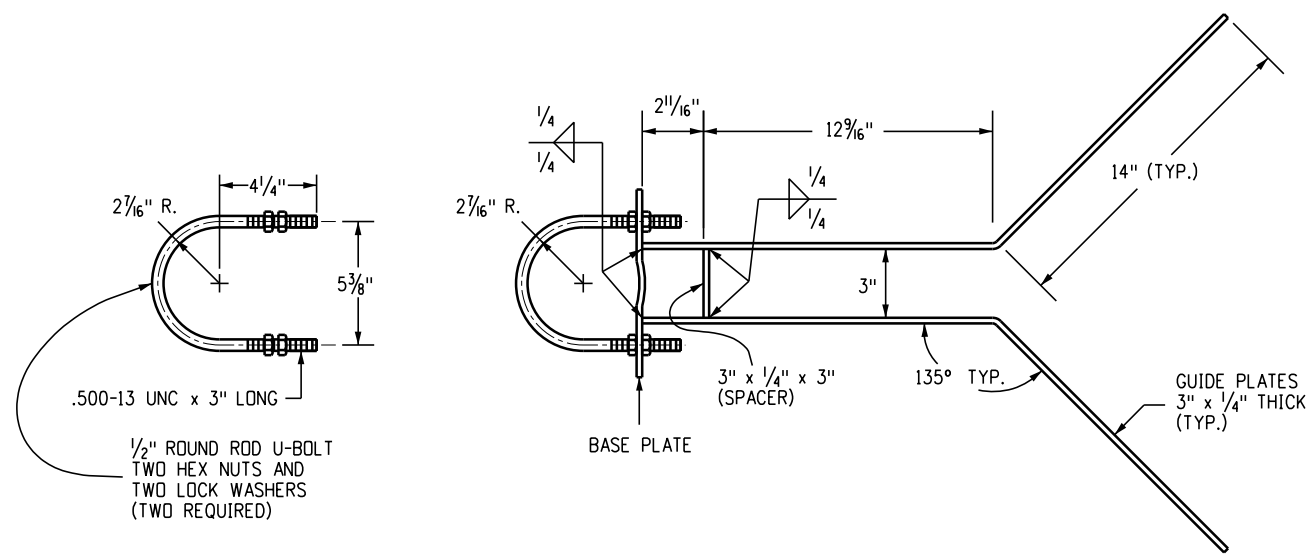
2829 West Howard Place  
Denver, CO 80204

DLK

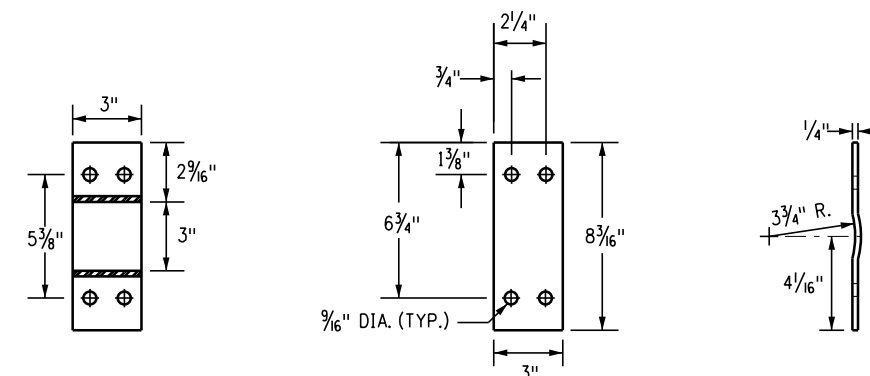
**Road Closure Gate**

Issued by Construction Engineering Services: July 01, 2026

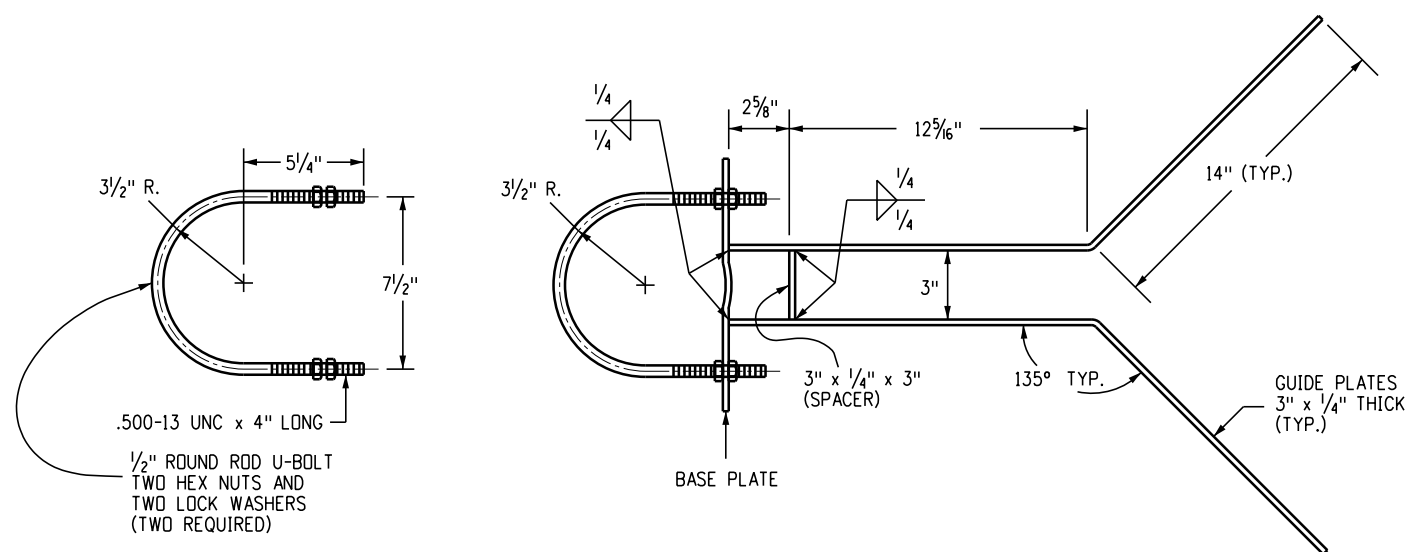
Standard Plan No.
<b>M-607-15</b>
Standard Sheet No. 5 of 9
Project Sheet Number:



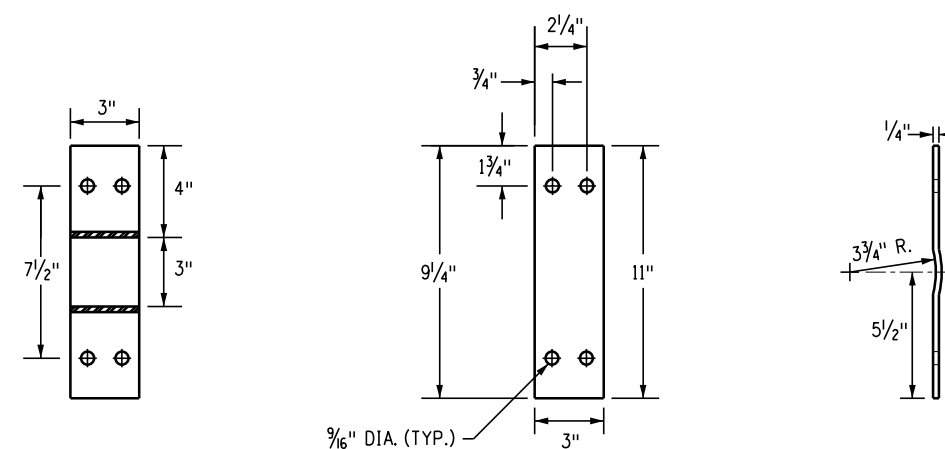
**Top Gate Arm Guide**



**Top Base Plate Details**

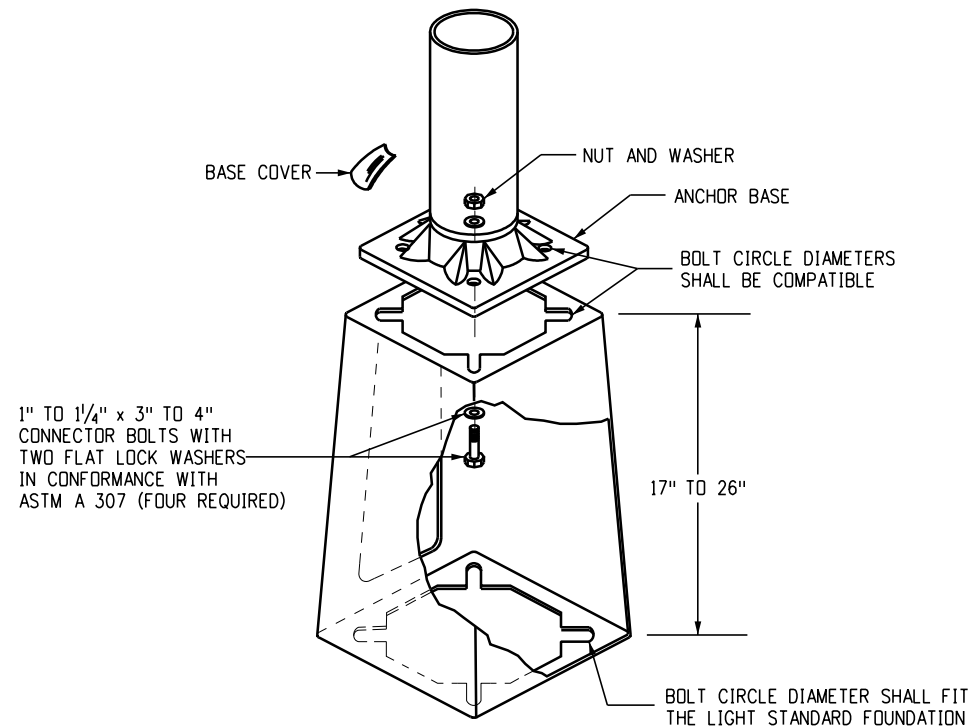


**Bottom Gate Arm Guide**



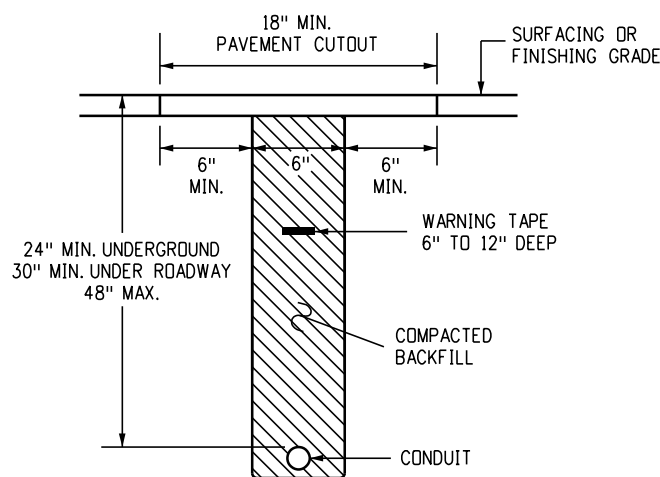
**Bottom Base Plate Details**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<h1>Road Closure Gate</h1>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	Comments:			<b>M-607-15</b>
Designer Initials: JBK						Standard Sheet No. 6 of 9
Last Modification Date: 07/01/2026					Project Sheet Number:	
Last Modified By: DLK					Issued by Construction Engineering Services: July 01, 2026	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						



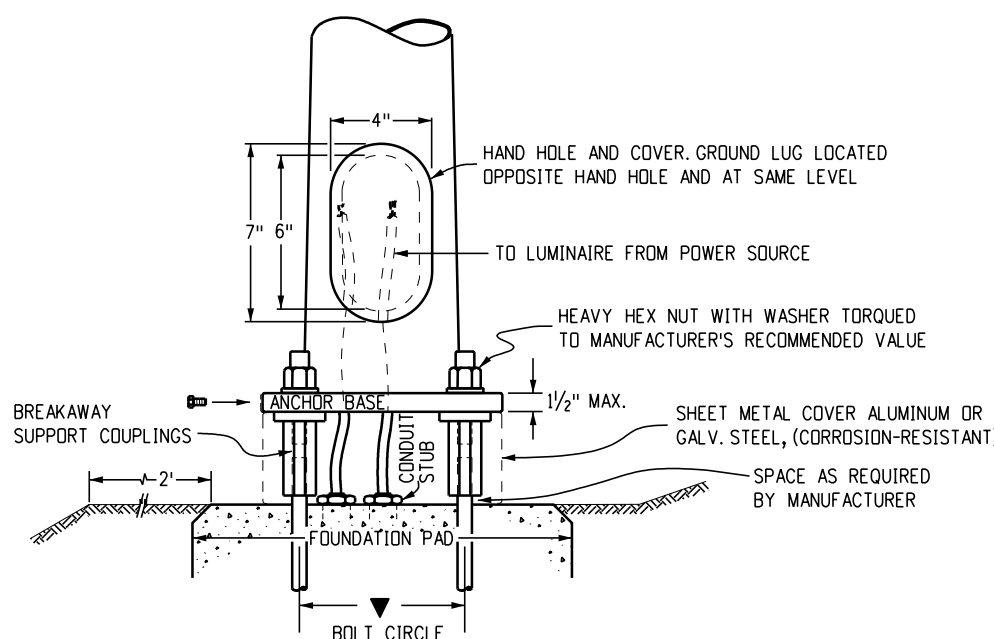
**Typical Break-Away Type Transformer Base Detail**

- 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.

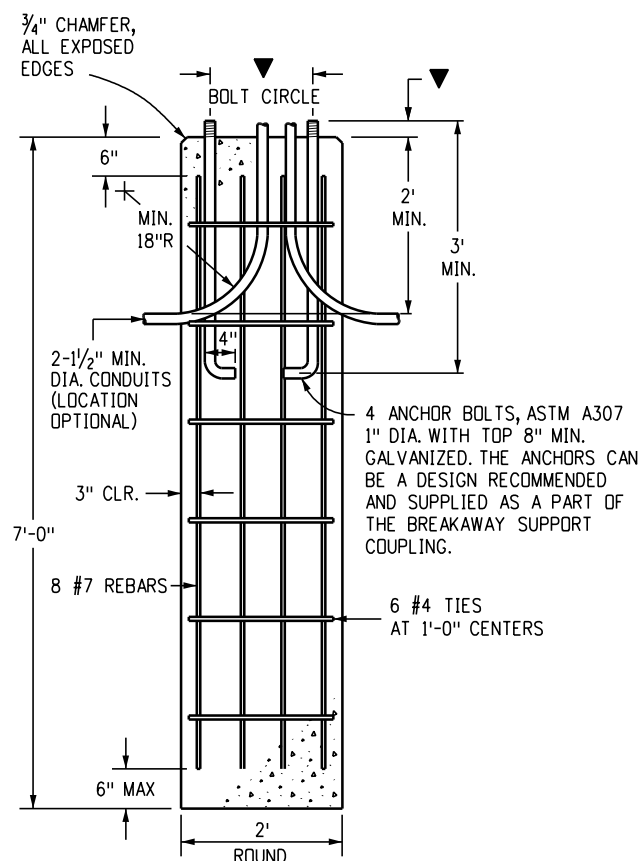


**Typical Conduit Burial Section**

- 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.



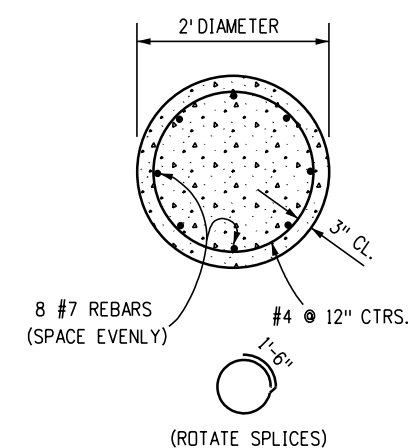
**Break-Away Support Coupling**



**Typical Concrete Foundation**

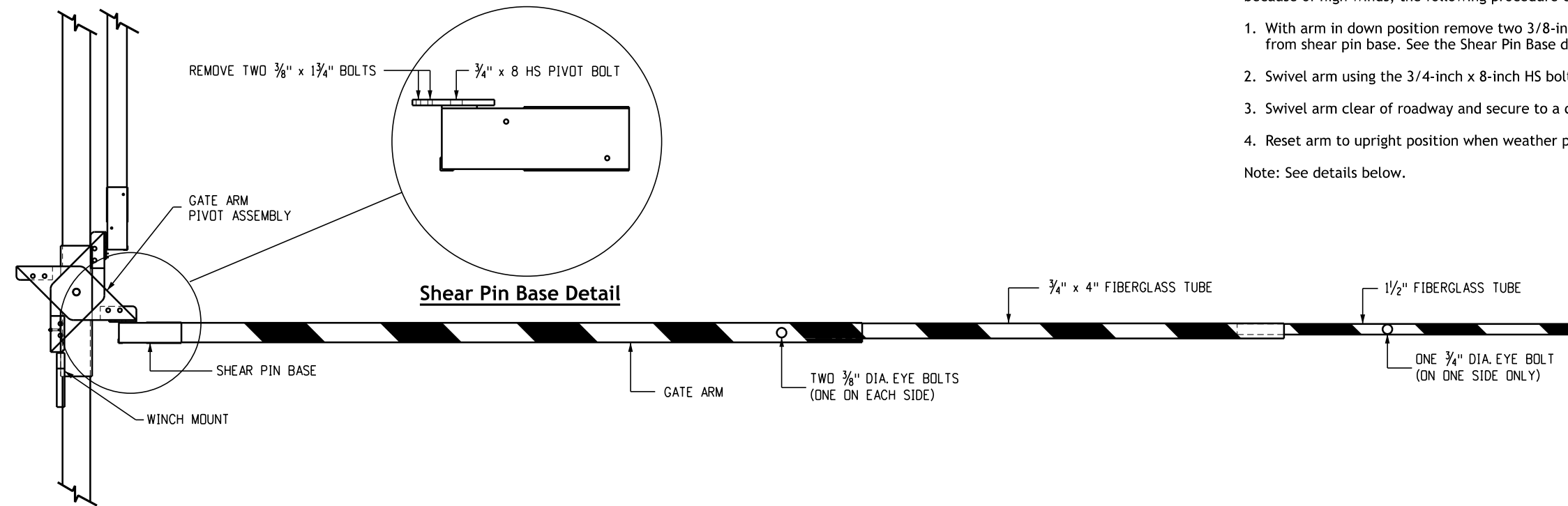
**Foundation Notes**

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 of the CDOT Standard Specifications.
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).



**Typical Foundation Section**

<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26                  Designer Initials: JBK                  Last Modification Date: 07/01/2026                  Last Modified By: DLK                  CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>		<p><b>Sheet Revisions</b></p> <table border="1"> <tr> <th>Date:</th> <th>Comments</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204 DLK</p>		<p><b>Road Closure Gate</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>		<p><b>Standard Plan No.</b></p> <p><b>M-607-15</b></p> <p>Standard Sheet No. 7 of 9</p> <p>Project Sheet Number:</p>	
Date:	Comments																



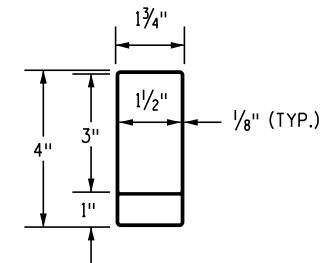
**High Wind Stowing Procedure**

If arm cannot be brought back to the upright position because of high winds, the following procedure can be used:

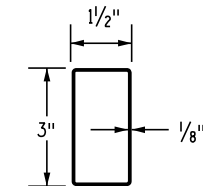
1. With arm in down position remove two 3/8-inch x 1-3/4-inch bolts from shear pin base. See the Shear Pin Base detail.
2. Swivel arm using the 3/4-inch x 8-inch HS bolt as a pivot.
3. Swivel arm clear of roadway and secure to a delineator post.
4. Reset arm to upright position when weather permits.

Note: See details below.

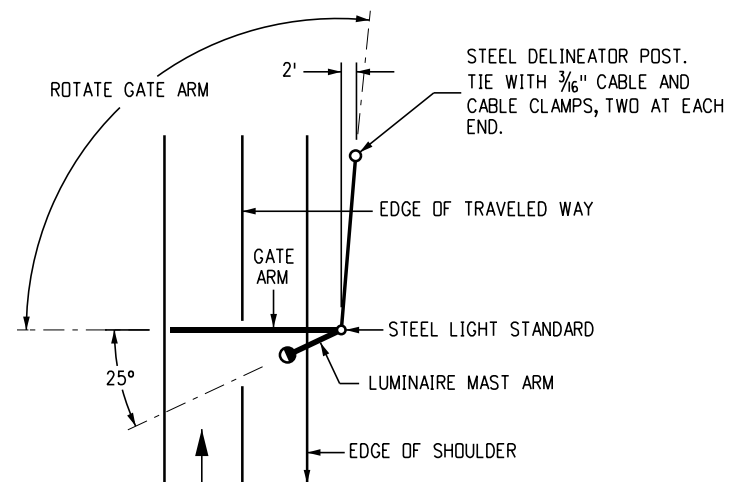
**Gate Arm Profile**



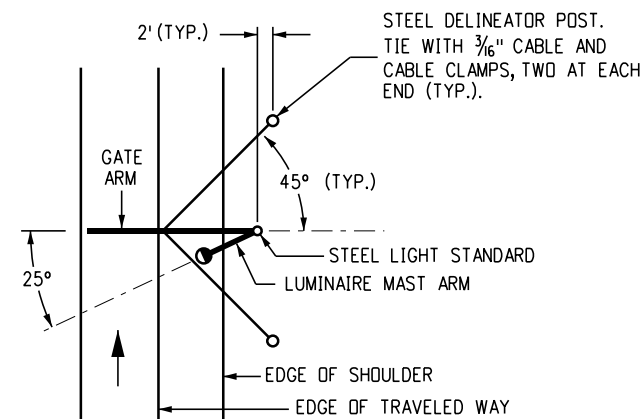
**Section 1 3/4-Inch x 4-Inch Fiberglass Tube**



**Section 1 1/2-Inch x 3-Inch Fiberglass Tube**

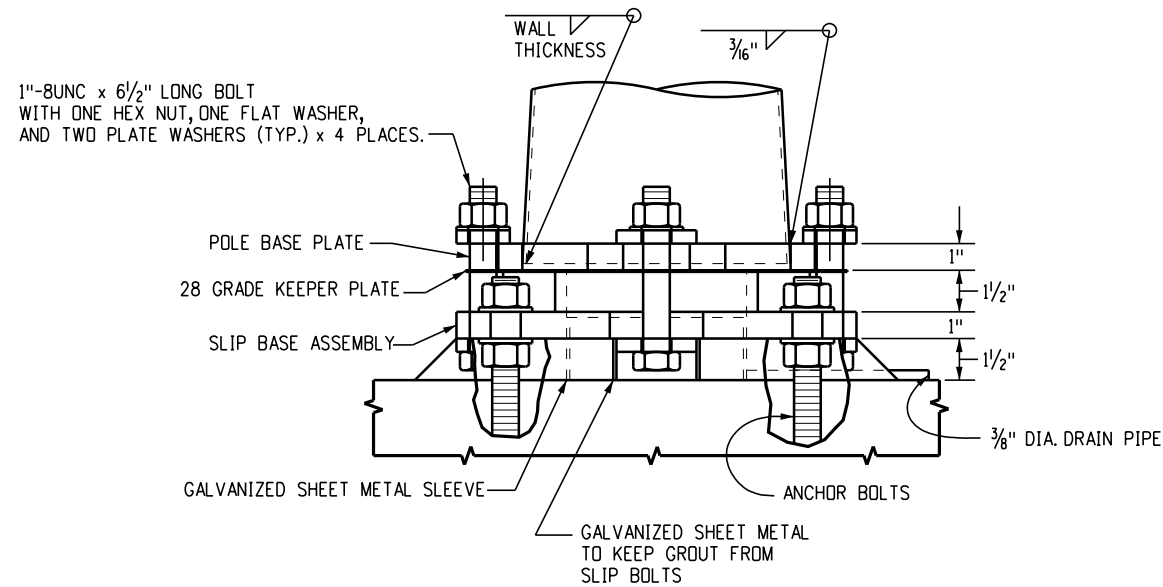


**Detail for High Wind Stow Position**

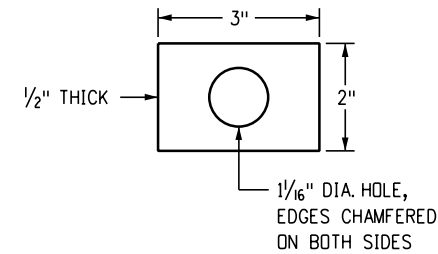


**Detail to Secure Gate in High Wind**

<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26                  Designer Initials: JBK                  Last Modification Date: 07/01/2026                  Last Modified By: DLK                  CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>		<p><b>Sheet Revisions</b></p> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204 DLK</p>		<p><b>Road Closure Gate</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>		<p><b>Standard Plan No.</b></p> <p><b>M-607-15</b></p> <p>Standard Sheet No. 8 of 9</p> <p>Project Sheet Number:</p>	
Date:	Comments																

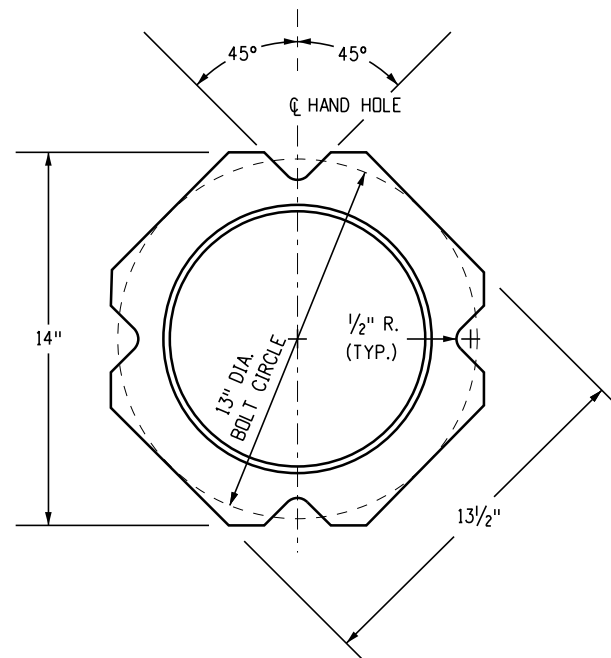


**Break-Away Base  
(For Information Only)**

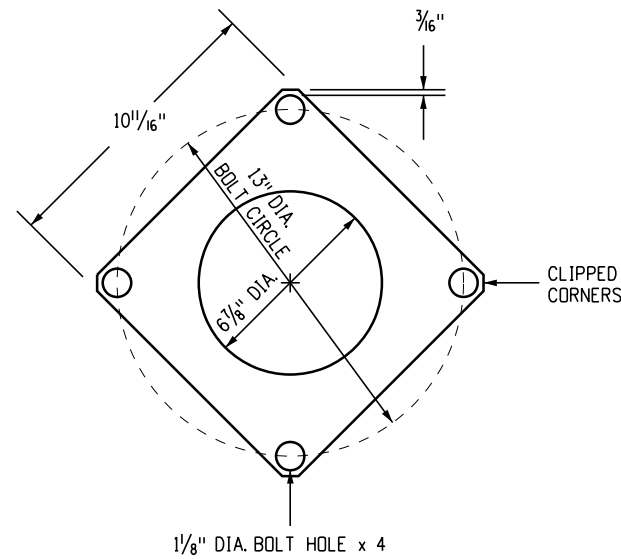


**Plate Washer**

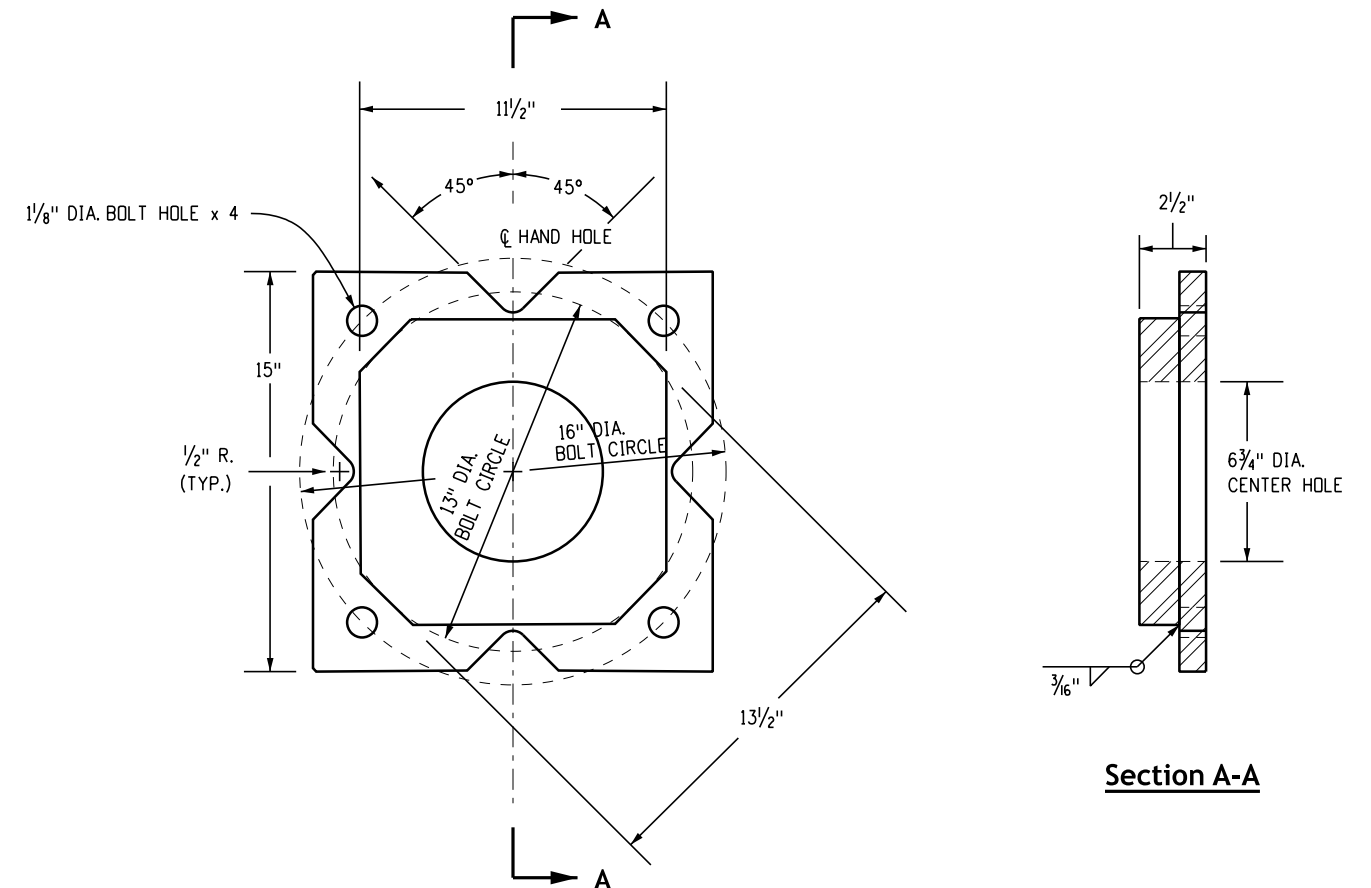
- Notes**
1. Pole base plate shall conform to ASTM A 572, Grade 42.
  2. Bottom plate of slip base assembly shall conform to ASTM A 572, Grade 50.
  3. All structural steel shall be galvanized after fabrication in conformance with ASTM A 123. All contact areas of the structural steel shall be free of 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.



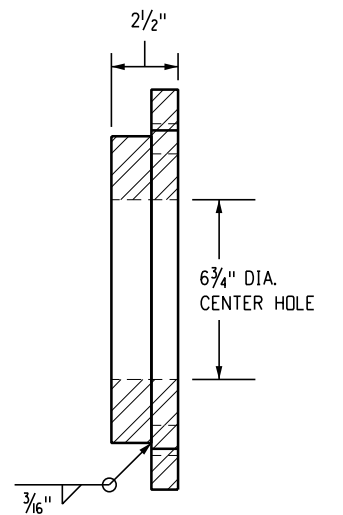
**Light Standard Base Plate**



**28 Grade Keeper Plate**



**Slip Base Assembly**



**Section A-A**

**Optional Break-Away Type Base**

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK



# Road Closure Gate

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
<b>M-607-15</b>
Standard Sheet No. 9 of 9
Project Sheet Number:

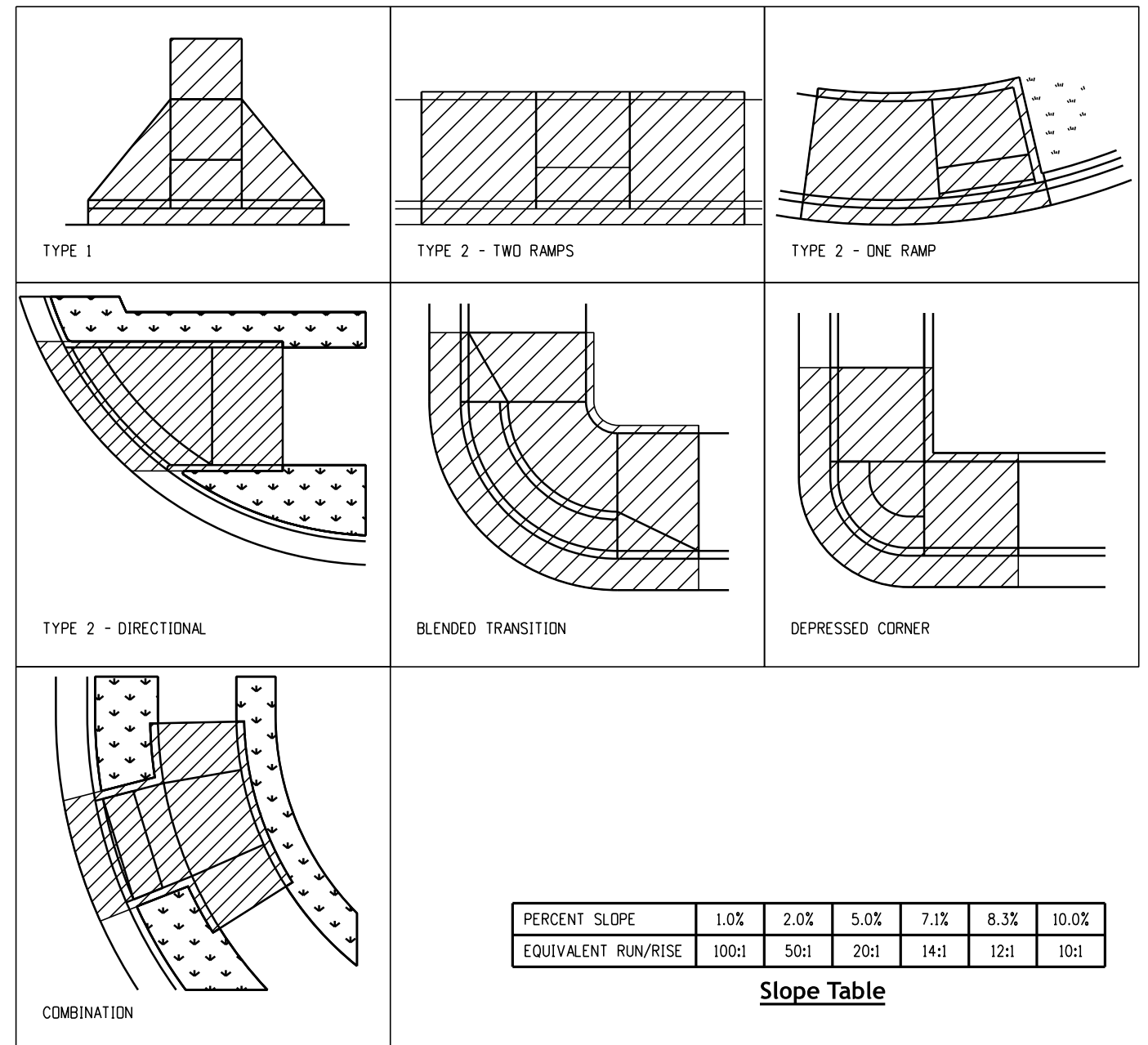
**Curb Ramp General Notes:**

- 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 greater 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 1.5%
  - Turning Space Running Slope 1.5%
  - Turning Space Cross Slope 1.5%
  - Flare Slope 8.0-9.0%

**General Notes & Pay Areas**

- 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 accommodate 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 independently 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.

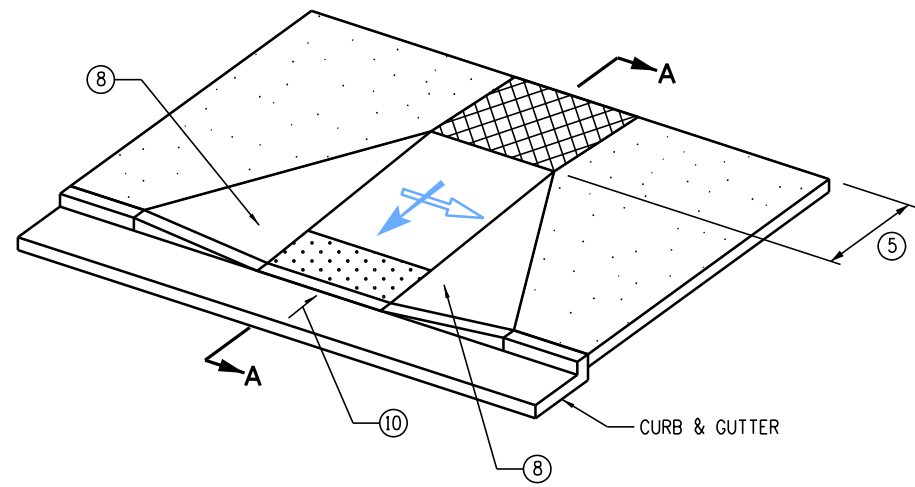
**Curb Ramp Pay Areas**



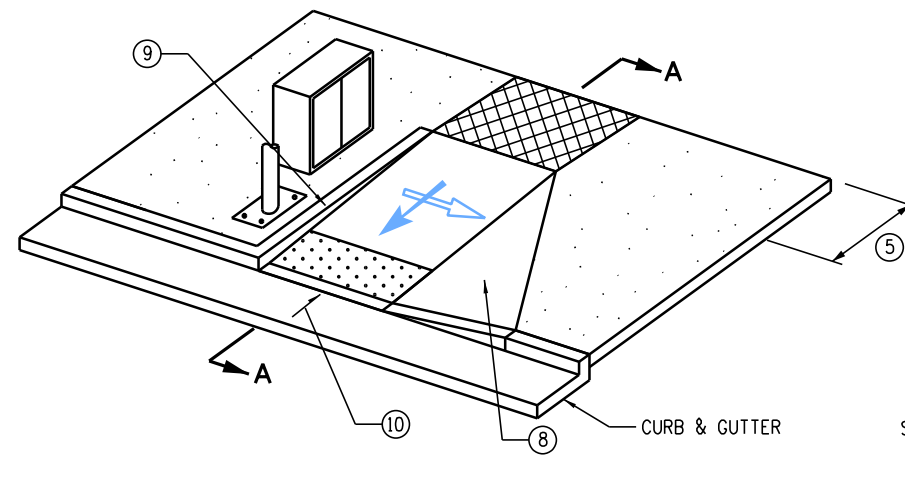
PERCENT SLOPE	1.0%	2.0%	5.0%	7.1%	8.3%	10.0%
EQUIVALENT RUN/RISE	100:1	50:1	20:1	14:1	12:1	10:1

**Slope Table**

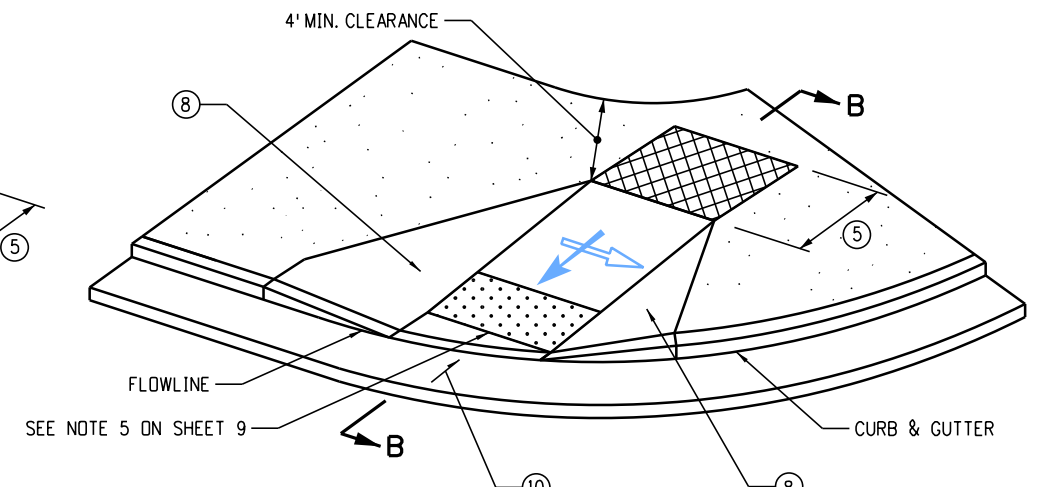
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<h1>Curb Ramps</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-608-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK			Standard Sheet No. 1 of 10		Project Sheet Number:	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				Issued by Construction Engineering Services: July 01, 2026			



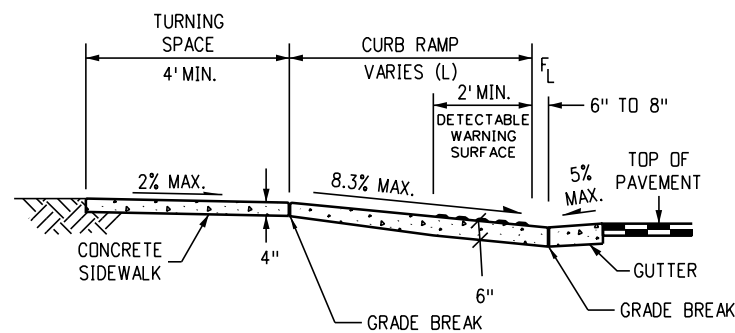
**Perpendicular Ramp**  
(TYPICAL)



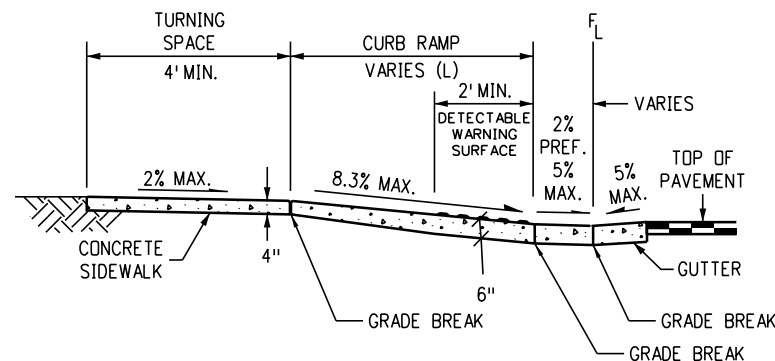
**Perpendicular Ramp**  
(WITH VERTICAL RETURN CURB)



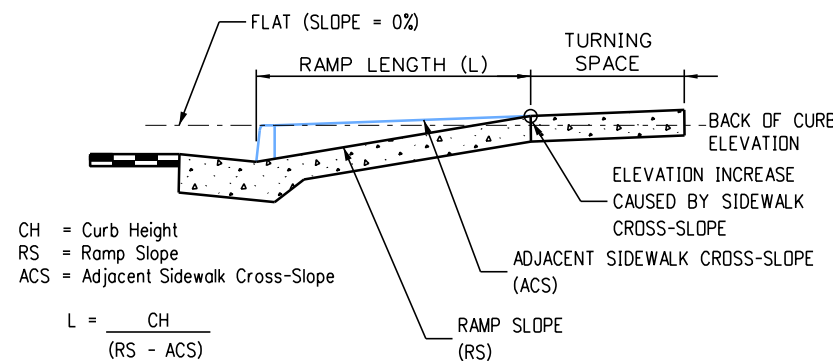
**Perpendicular Ramp**  
(DIRECTIONAL)



**Section A-A**



**Section B-B**

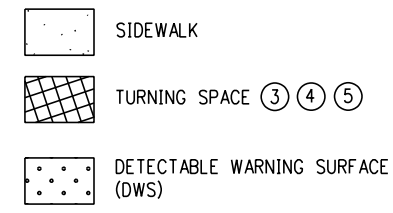


CH = Curb Height  
RS = Ramp Slope  
ACS = Adjacent Sidewalk Cross-Slope

$$L = \frac{CH}{RS - ACS}$$

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**

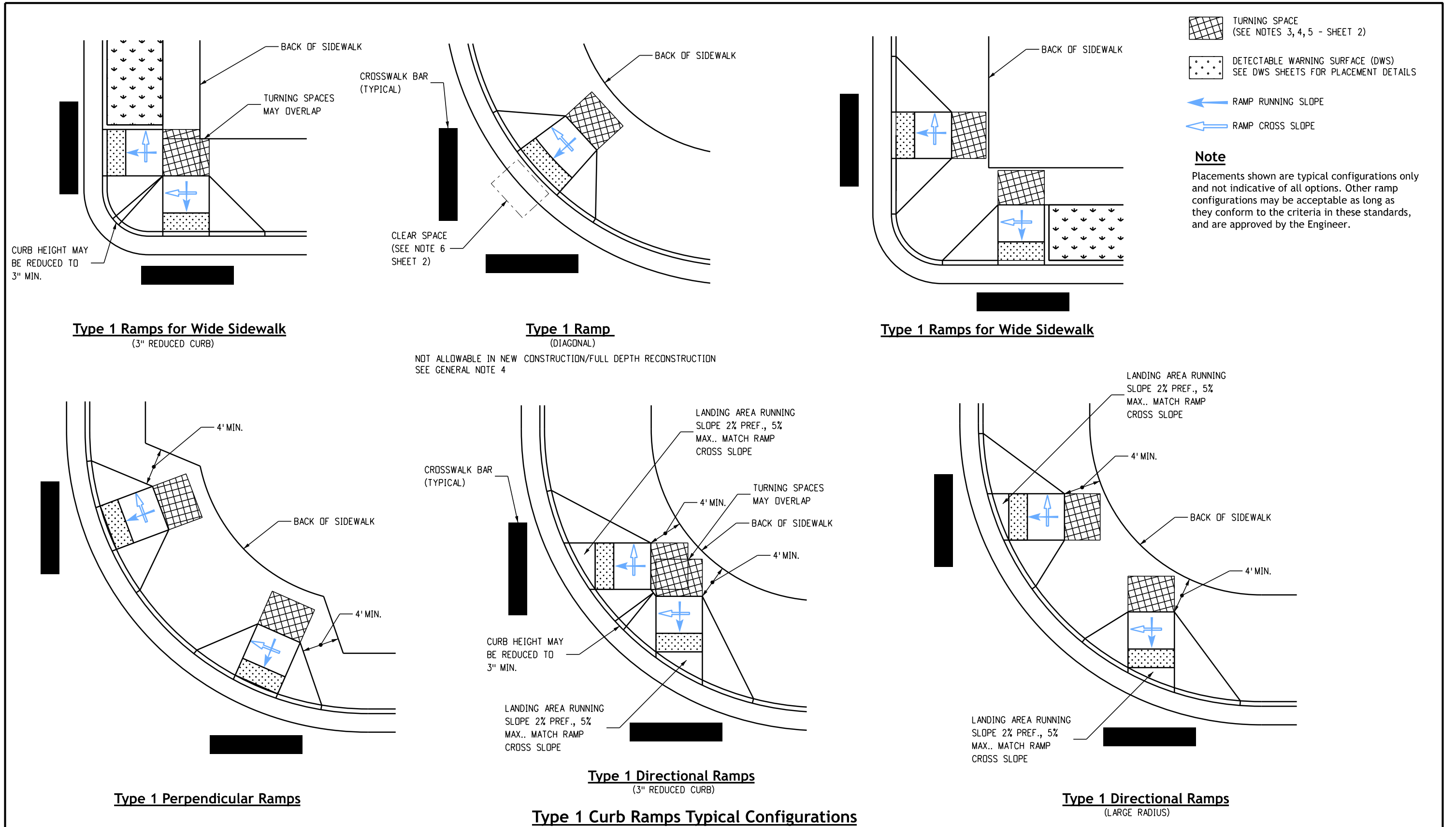


**Perpendicular Ramp Notes**

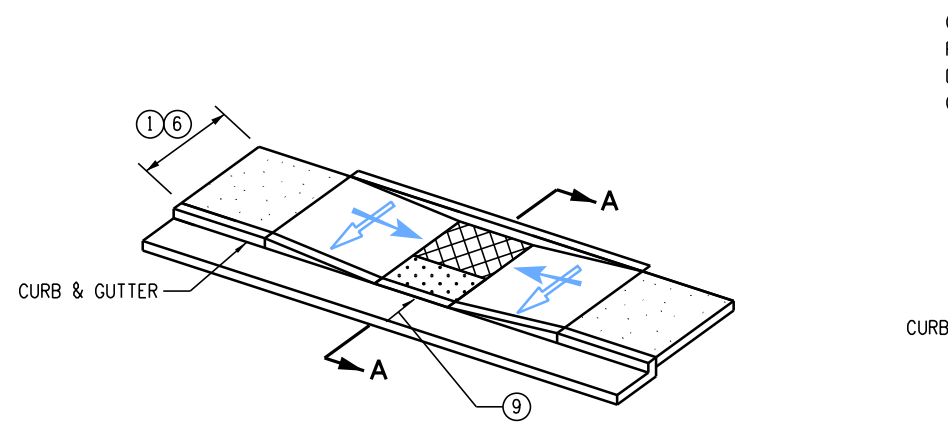
- ① Ramp width - provide 5 feet or greater where possible. If site constraints do not permit, provide 4 feet minimum. Ramps servicing shared use paths shall match the width of the path.
- ② Ramp running slope - 8.3% max.
- ③ Turning space running slope - 2.0% max. Turning space running slope is measured 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 feet minimum, measured in the direction of the ramp run. When a turning space is constrained at the back of sidewalk, increase length to 5 feet 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 foot x 4 foot 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 feet 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**

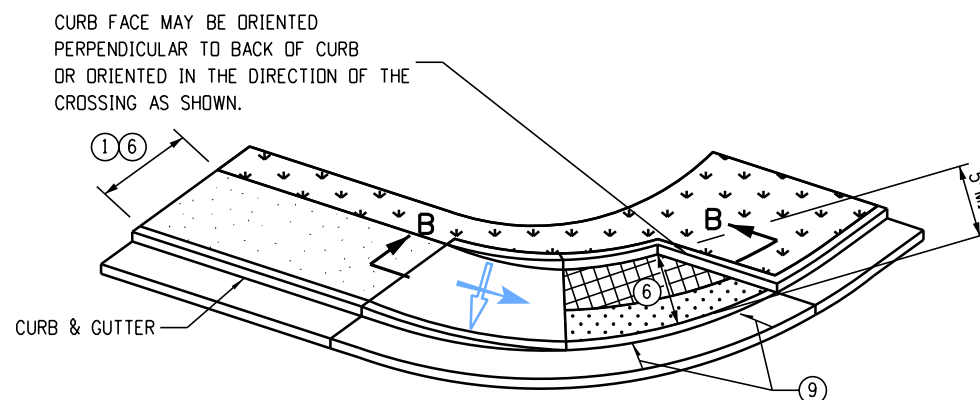
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b>	<b>Construction Engineering Services Branch</b>	<b>Curb Ramps</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:				M-608-1
Last Modification Date: 07/01/2026	Last Modified By: DLK			2829 West Howard Place Denver, CO 80204	DLK	Issued by Construction Engineering Services: July 01, 2026	Standard Sheet No. 2 of 10
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							Project Sheet Number:



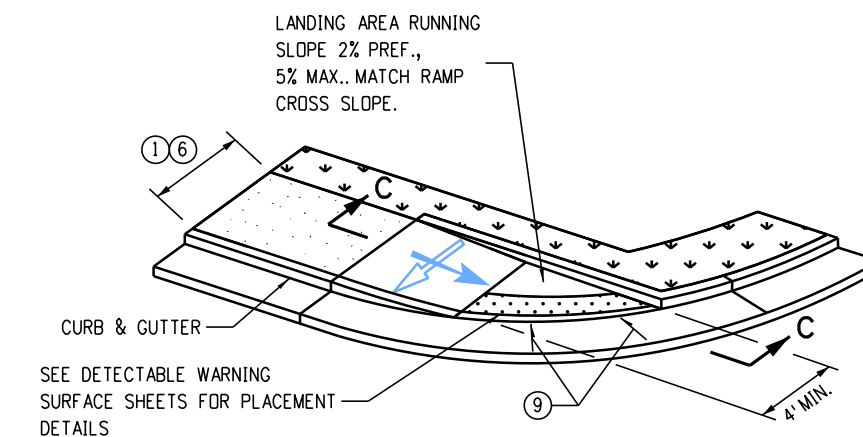
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Curb Ramps</b> Issued by Construction Engineering Services: July 01, 2026	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-608-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 3 of 10	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	



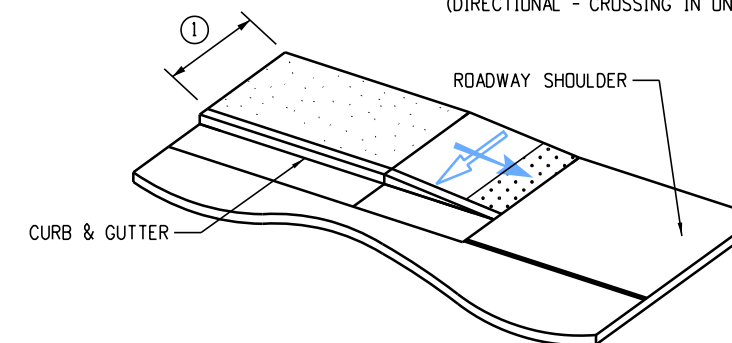
**Parallel Ramp**  
(TYPICAL)



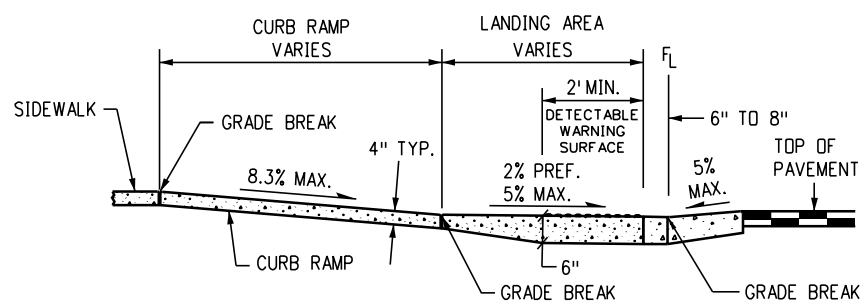
**Parallel Ramp**  
(SIDEWALK ENDS)



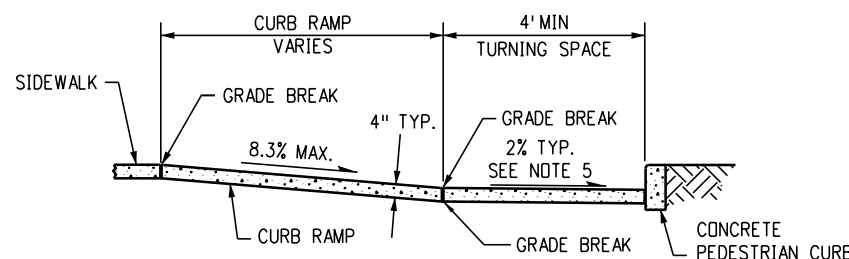
**Parallel Ramp**  
(DIRECTIONAL - CROSSING IN ONE DIRECTION ONLY)



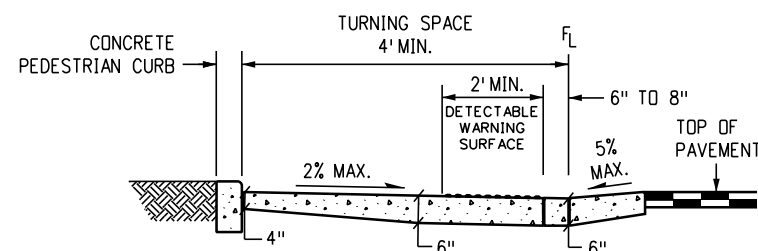
**Sidewalk to Shoulder Transition**



**Section C-C**



**Section B-B**



**Section A-A**

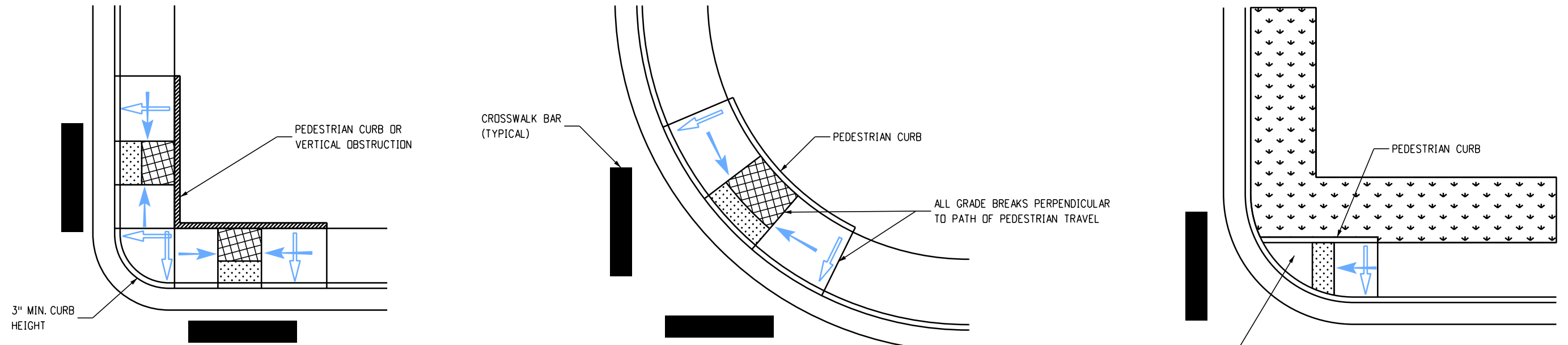
**Type 2 Parallel Curb Ramps**

- 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 feet 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 feet minimum, measured in the direction of the ramp run. If the turning space is constrained on two sides, provide 5 feet 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 feet regardless of the resulting ramp slope.
- ⑨ Gutter counter slope - 5.0% max.

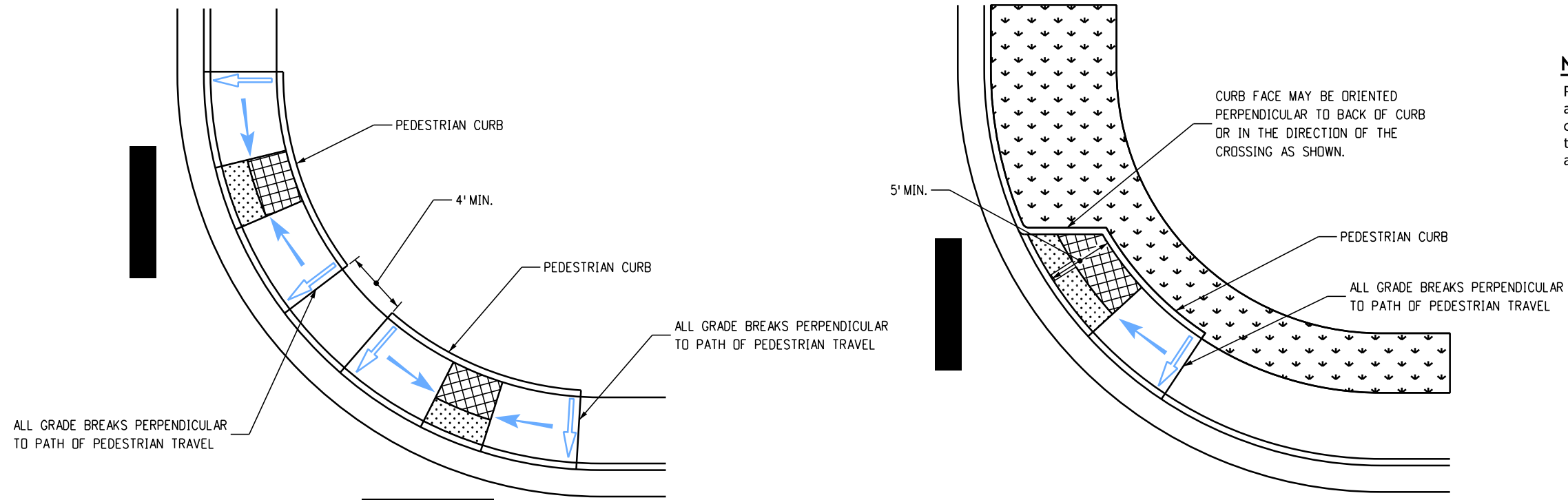
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Curb Ramps</b></p>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-608-1</b>
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 4 of 10
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:
						Issued by Construction Engineering Services: July 01, 2026



**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**  
(CROSSING IN ONE DIRECTION)



ALL GRADE BREAKS PERPENDICULAR TO PATH OF PEDESTRIAN TRAVEL

**Type 2 Ramps Large Radius**

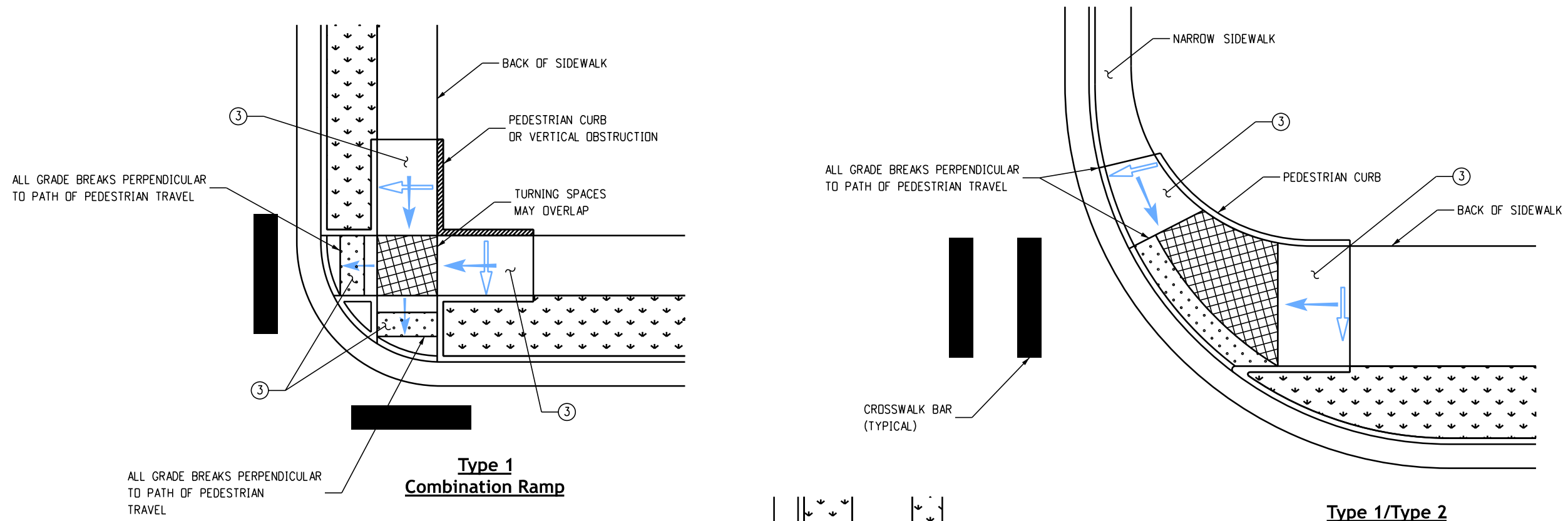
**Type 2 Ramp Large Radius**  
(CROSSING IN ONE DIRECTION)

**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

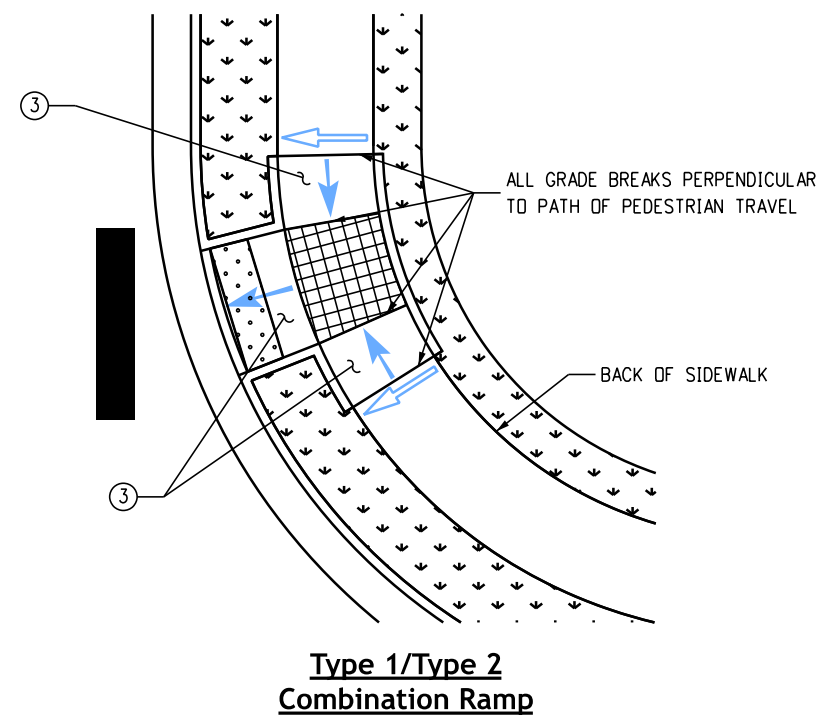
**Type 2 Curb Ramps Typical Configurations**

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Standard Plan No.</b> <b>M-608-1</b> <b>Standard Sheet No. 5 of 10</b> Project Sheet Number:	
Date:	Comments														
<h1>Curb Ramps</h1>				Issued by Construction Engineering Services: July 01, 2026											



**Combination Curb Ramp Notes:**

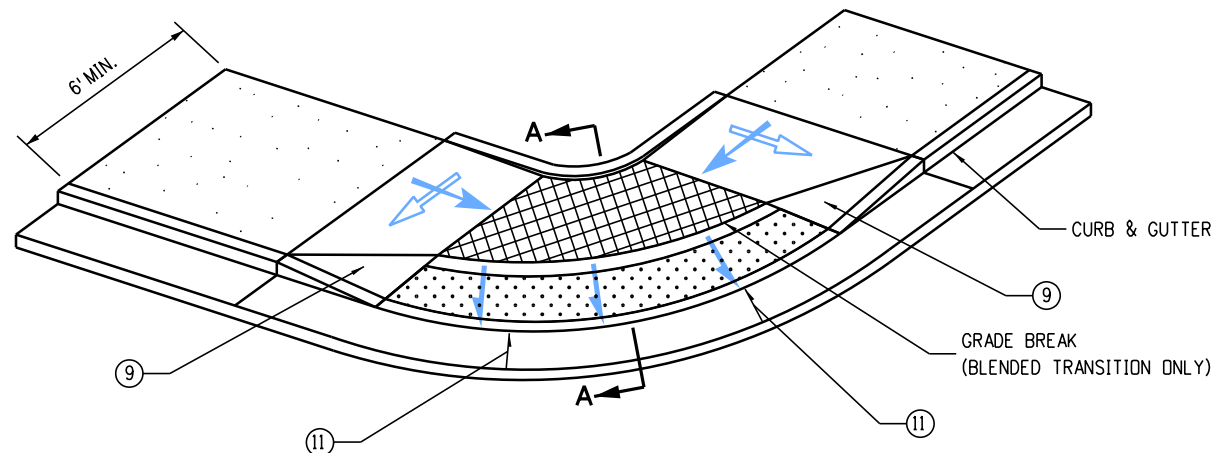
- ① The curb ramp placements shown are typical configurations only and not indicative of all options. Other curb ramp configurations may be acceptable as long as they conform to the criteria in these standards, and are approved by the Engineer.
- ② Ramp and turning space cross slope - 2.0% typical. At 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 equal the 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.



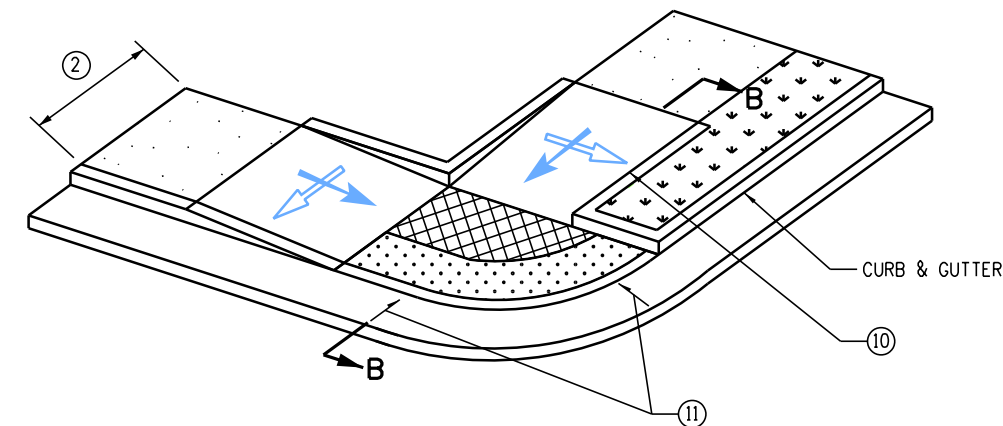
**Combination Curb Ramps Typical Configurations**

- TURNING SPACE ② ③
- DETECTABLE WARNING SURFACE (DWS) SEE DWS SHEETS FOR PLACEMENT DETAILS
- RAMP RUNNING SLOPE
- RAMP CROSS SLOPE ② ③

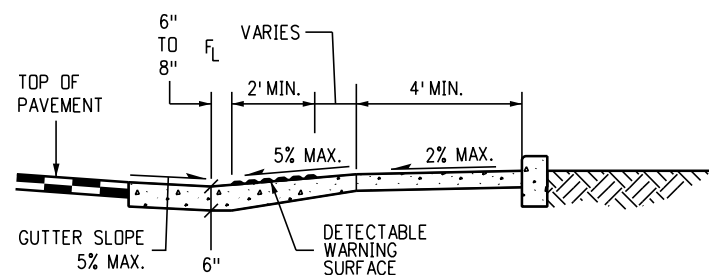
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> Date:                      Comments    		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Standard Plan No.</b> <b>M-608-1</b> <b>Standard Sheet No. 6 of 10</b> Project Sheet Number:	
<h1>Curb Ramps</h1>				Issued by Construction Engineering Services: July 01, 2026			



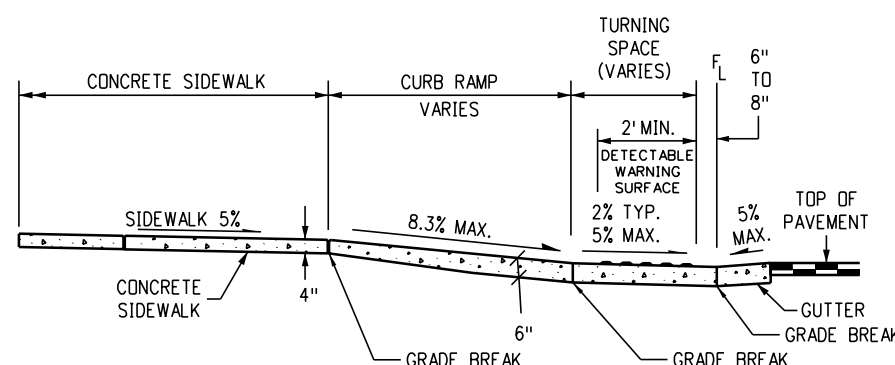
**Blended Transition**



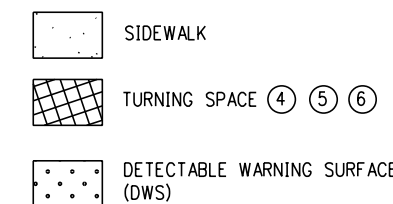
**Depressed Corner**



**Section A-A**

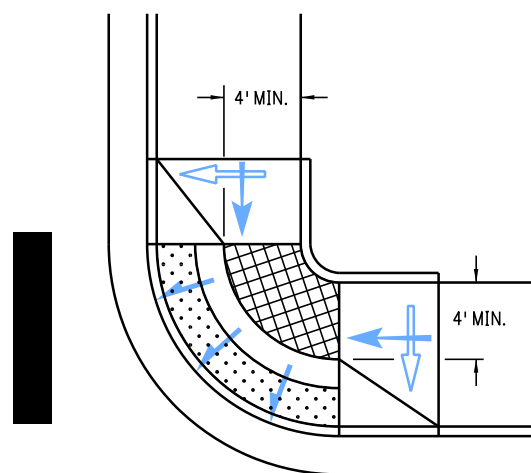


**Section B-B**

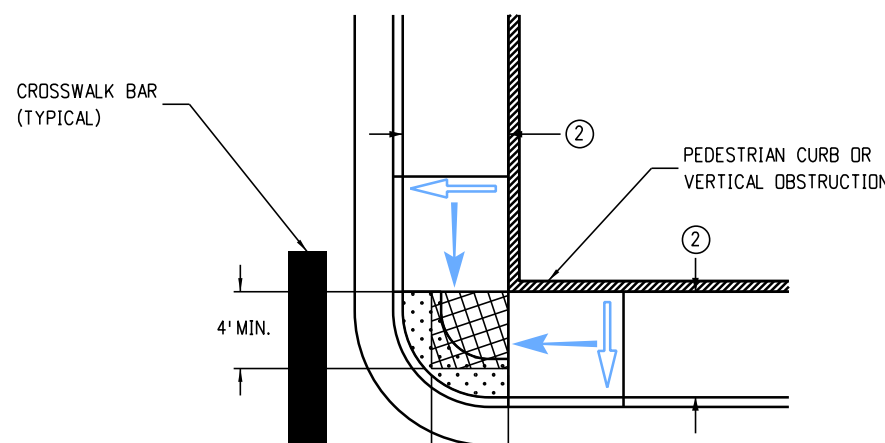


**Blended Transition & Depressed Corner Notes**

- ① Perpendicular and parallel ramp configurations are preferred. 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 feet or greater where possible. If site constraints do not permit, provide 4 feet 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 feet x 4 feet minimum 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 feet 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.



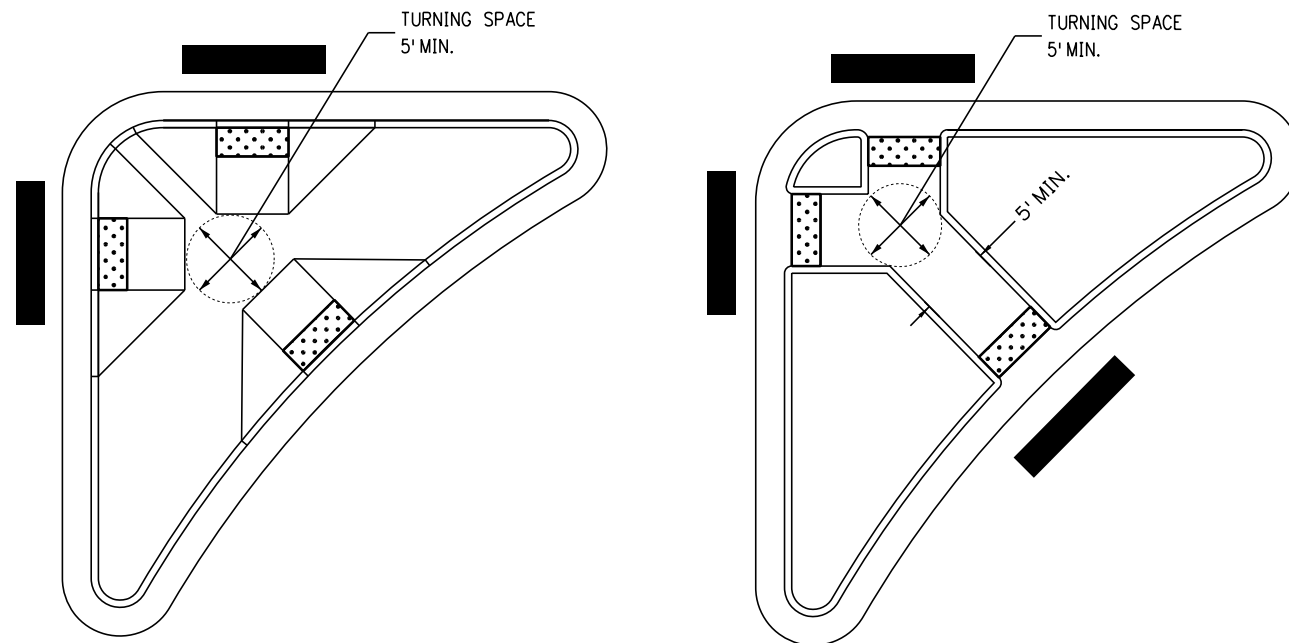
**Blended Transition**



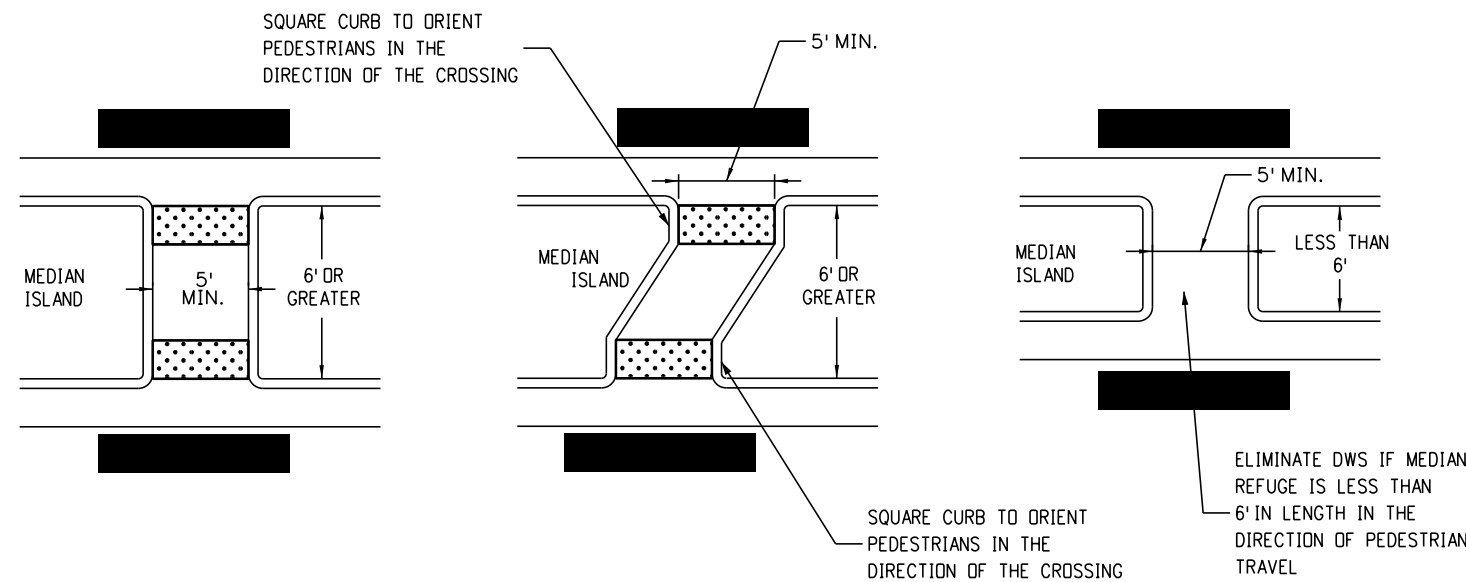
**Depressed Corner**

**Type 5 - Depressed Corner/blended Transition**

<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Standard Plan No.</b> <b>M-608-1</b> <b>Standard Sheet No. 7 of 10</b> Project Sheet Number:	
Date:	Comments														
<b>Curb Ramps</b> Issued by Construction Engineering Services: July 01, 2026				Standard Sheet No. 7 of 10											

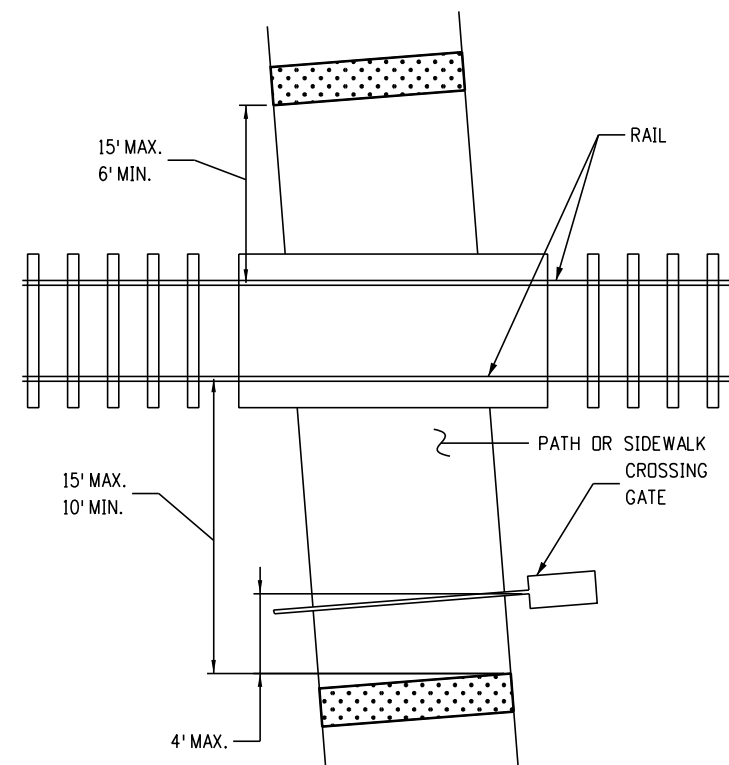


**Intersection Islands**



**Median Islands**

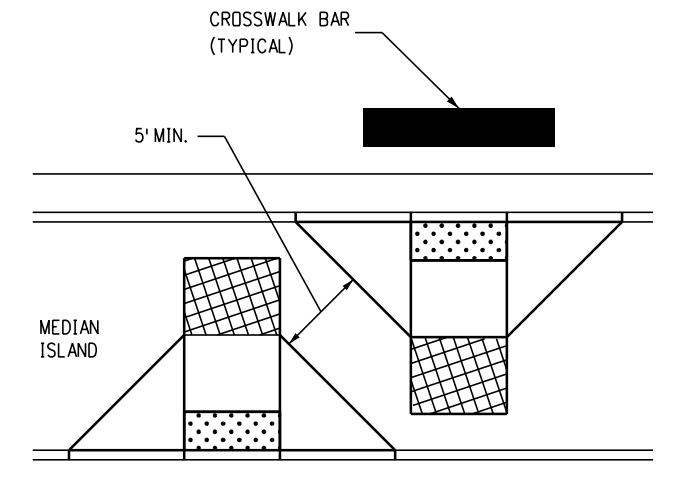
**Medians / Railroads / Islands**



**At-Grade Rail Crossing**

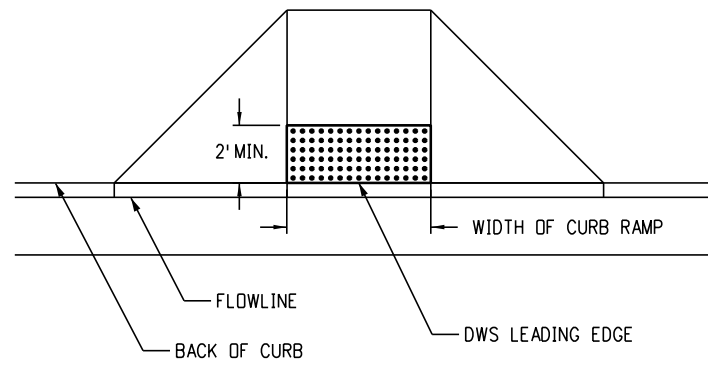
**Notes:**

- ① Detectable warning surfaces shall be placed in alignment with the back of curb.
- ② Flared sides are preferred 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.

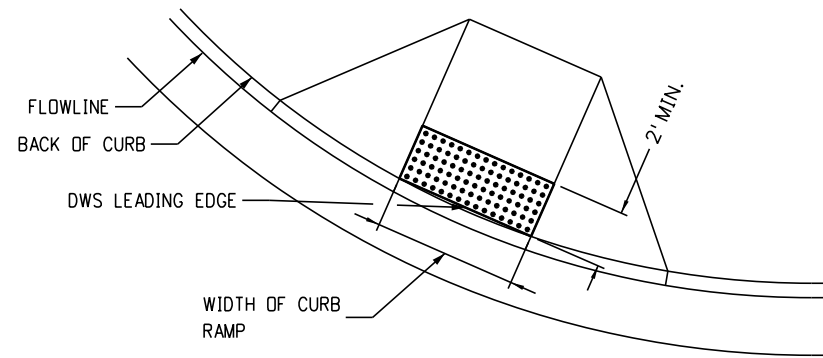


TURNING SPACE

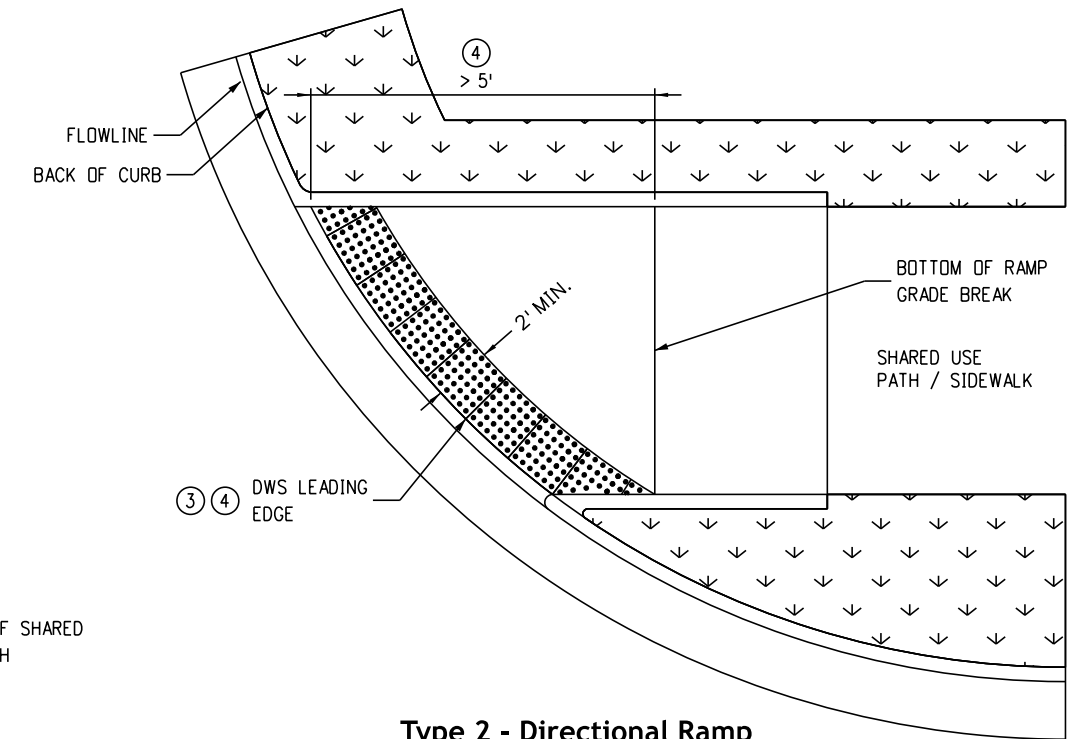
<b>Computer File Information</b>		<b>Sheet Revisions</b>		<p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Curb Ramps</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-608-1</b>	
Designer Initials: JBK						Standard Sheet No. 8 of 10	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				Issued by Construction Engineering Services: July 01, 2026			



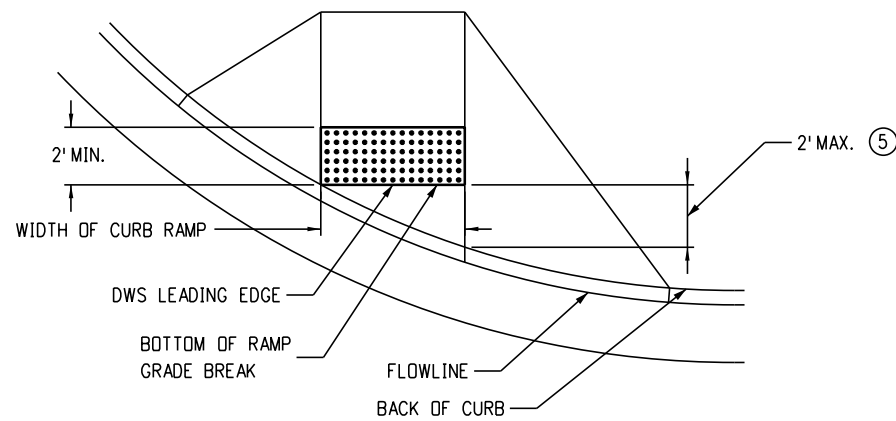
**Type 1 Curb Ramp**  
(PERPENDICULAR ON TANGENT)



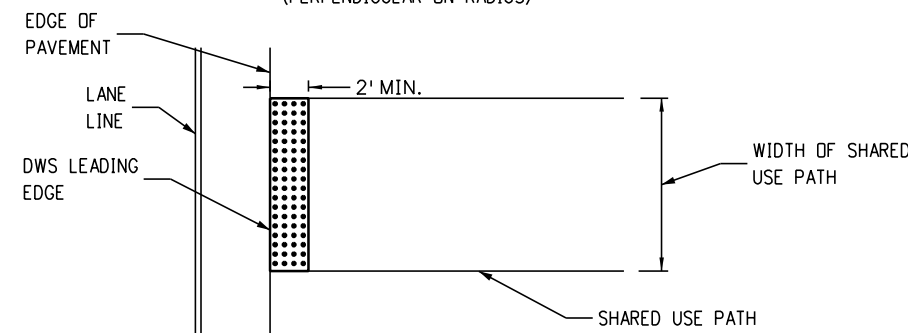
**Type 1 Curb Ramp**  
(PERPENDICULAR ON RADIUS)



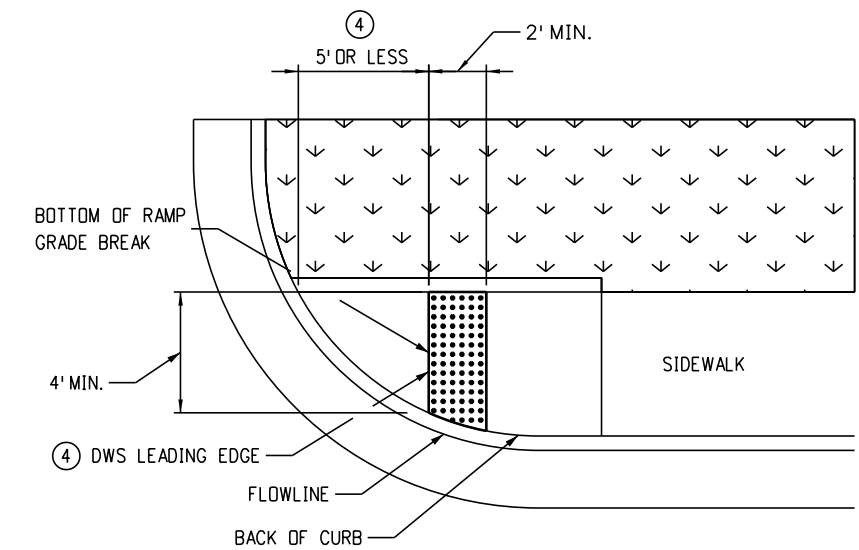
**Type 2 - Directional Ramp**



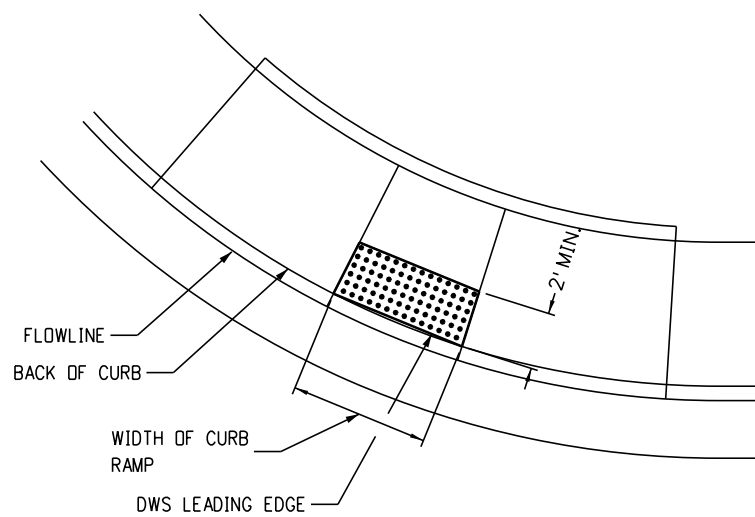
**Type 1 Curb Ramp**  
(DIRECTIONAL ON RADIUS)



**Shared Use Path Crossing**




**Type 2 - Directional Ramp**



**Type 2 Curb Ramp**

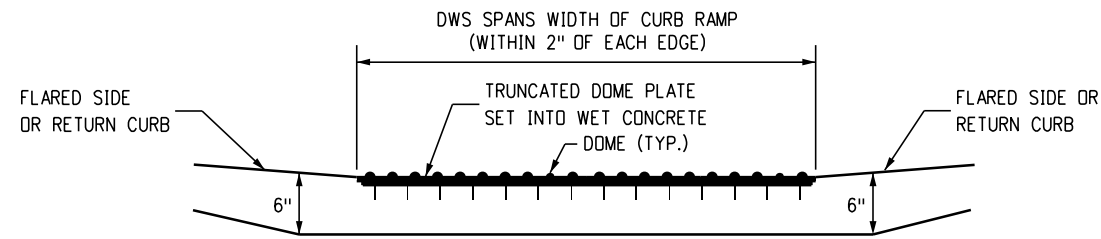
**Detectable Warning Surface Notes:**

- 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 feet from the back of curb. When any point of the leading edge of the DWS will be greater than 5 feet 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 embedded in the concrete curb ramp while the concrete is plastic.
- ⑧ DWS shall not be placed over grade breaks.

 DETECTABLE WARNING SURFACE (DWS)

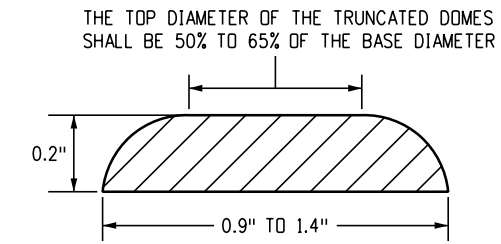
**Detectable Warning Surface Placement**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<h1>Curb Ramps</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-608-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					Standard Sheet No. 9 of 10	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	
						Issued by Construction Engineering Services: July 01, 2026	

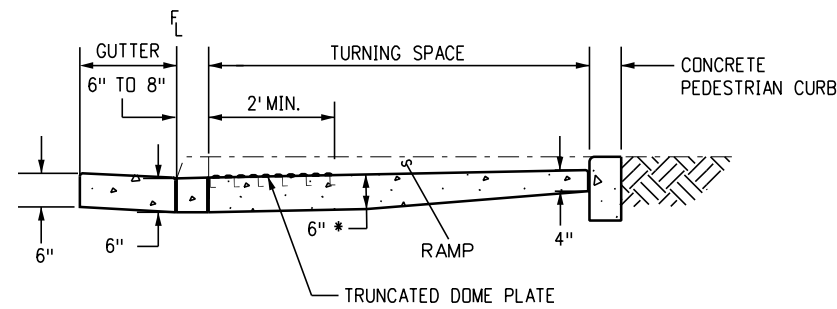


**Section View of Detectable Warning Surface Plate**

(LOOKING AT PERPENDICULAR RAMP RUN FROM STREET)

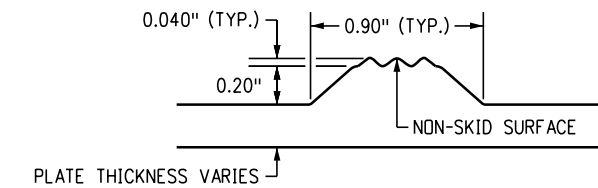


**Elevation View of Single Truncated Dome**

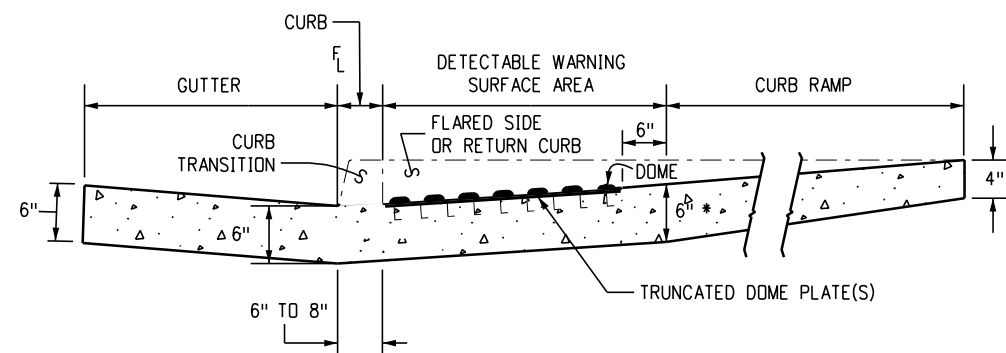


**Section View for Parallel Curb Ramp Types**

(LOOKING PERPENDICULAR TO TURNING SPACE)

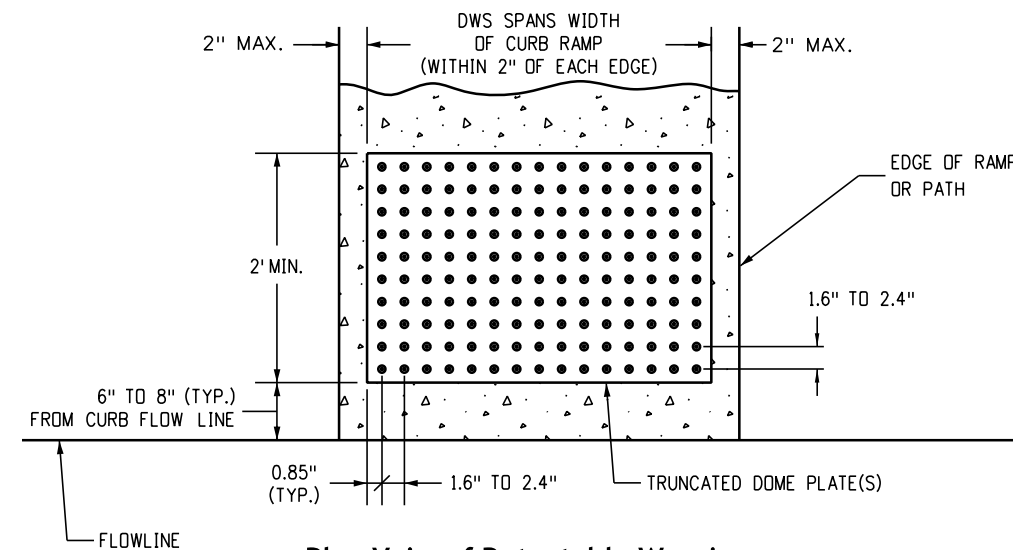


**Elevation View of Truncated Dome for Detectable Warning Plate**



**Section View for Perpendicular Curb Ramp Types**

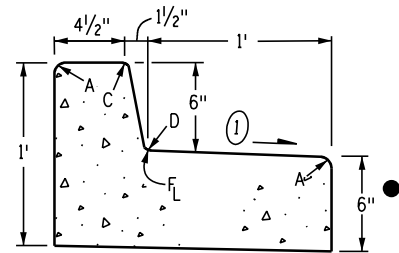
(LOOKING PERPENDICULAR TO RAMP RUN)



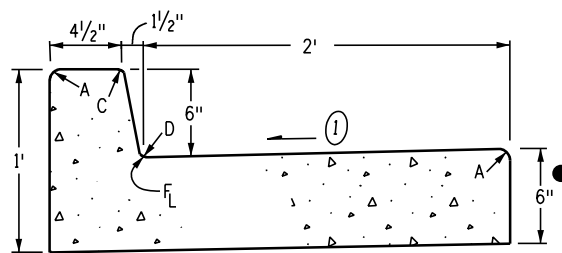
**Plan View of Detectable Warning Surface Plate**

**Detectable Warning Surface Details**

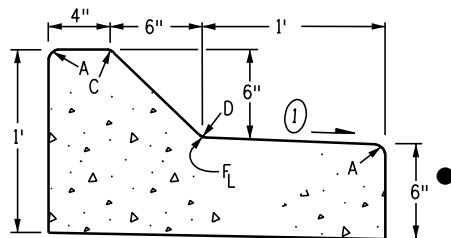
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments							<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Standard Plan No.</b> <b>M-608-1</b> Standard Sheet No. 10 of 10 Project Sheet Number:	
Date:	Comments														
<h1>Curb Ramps</h1>				Issued by Construction Engineering Services: July 01, 2026		Project Sheet Number:									



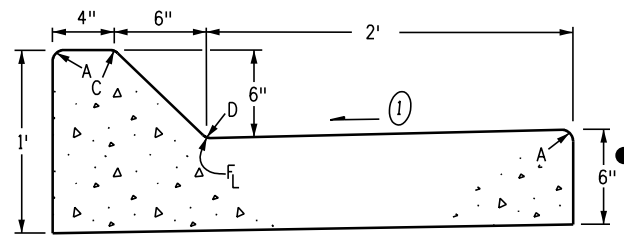
**Curb and Gutter Type 2**  
(Section IB)  
(6-Inch Barrier - 1-Footer Gutter)



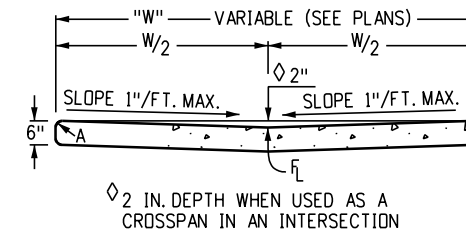
**Curb and Gutter Type 2**  
(Section IIB)  
(6-Inch Barrier - 2-Footer Gutter)



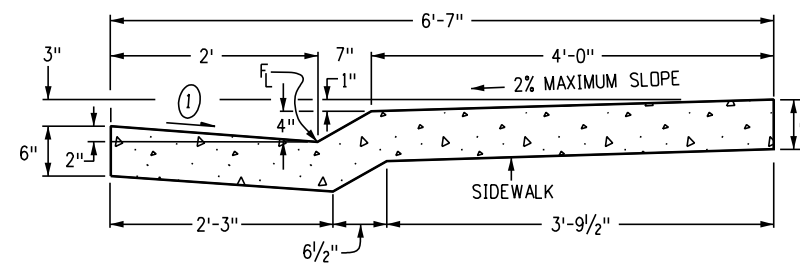
**Curb and Gutter Type 2**  
(Section IM)  
(6-Inch Mountable - 1-Footer Gutter)



**Curb and Gutter Type 2**  
(Section IIM)  
(6-Inch Mountable - 2-Footer Gutter)



**Gutter Type 2**



**Curb and Gutter Type 2**  
(Section MS)  
(4 Inch Mountable with Sidewalk)

**General Notes**

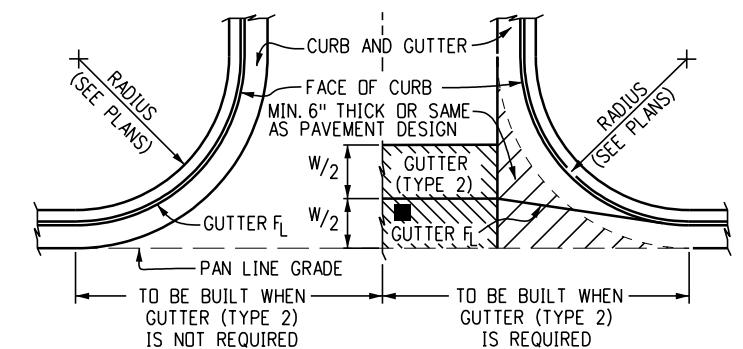
- On roadway curves with a radius of 1,900 feet or less, curbs and gutters are to be placed on the arc of the curve, unless otherwise noted on the plans. A maximum chord length of 10 feet may be used when the curve radius is greater than 1,900 feet.
- Concrete shall be Class B.
- Profile grade of curbs and gutters shall be located at the flow line.
- 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.
- Gutter cross slopes may be adjusted to facilitate drainage for profile grades as shown on the plans.
- 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.
- Increase sidewalk thickness to 6 inches at locations shown on the plans.
- Minimum sidewalk width is 4 feet.

Expansion joints shall be installed when abutting existing concrete or fixed structure. Expansion joint material shall be 1/2 inch thick and shall extend the full depth of contact surface.

① Gutter cross slopes shall be 1/2 inch/foot when draining away from curb and one inch/foot when draining toward curb (with exception to immediately adjacent 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-foot intervals. They shall be inserted T/2 and 1/2 length into the gutter.

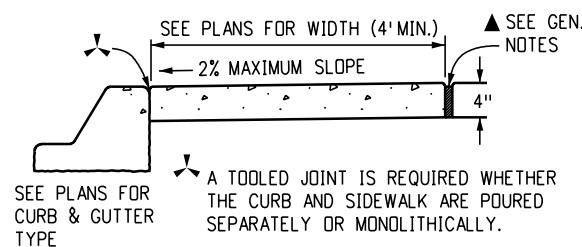
Legend For Radii	
A	= 1/8" to 1/4"
B	= 1"
C	= 1 1/2"
D	= 1 1/2" to 2"



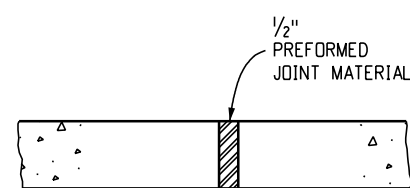
▨ THIS AREA SHALL BE POURED MONOLITHICALLY WITH CURB AND GUTTER AND PAID FOR AS "CONCRETE PAVEMENT".

■ FLOW LINE LOCATION WILL BE ESTABLISHED BY W/2 SHOWN ON PLANS.

**Construction of Concrete Gutters at Intersection**



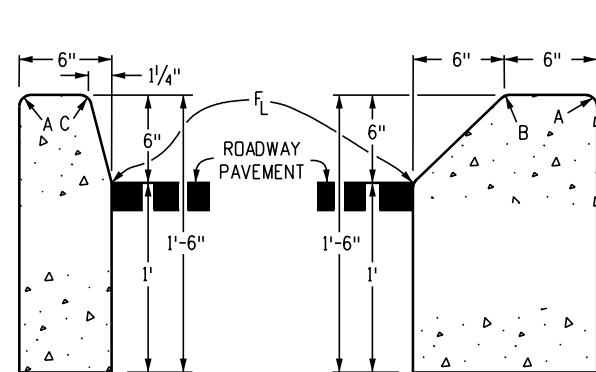
**Concrete Sidewalk**



- Notes:
- Expansion joints shall be placed in the sidewalk at intervals of not more than 500 feet.
  - Expansion joints may be sealed when specified on the plans.

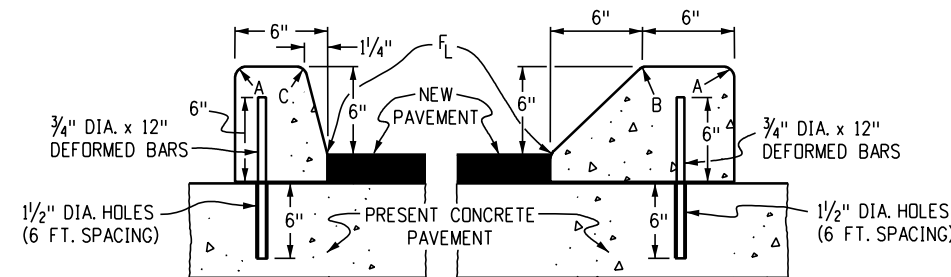
**Sidewalk Expansion Joint**

Computer File Information		Sheet Revisions		Colorado Department of Transportation Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	Curbs, Gutters and Sidewalks	Standard Plan No.	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments			M-609-1	Standard Sheet No. 1 of 4
Last Modification Date: 07/01/2026	Last Modified By: DLK				Project Sheet Number:		
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**Curb Type 2**  
(Section B)  
6-Inch Barrier

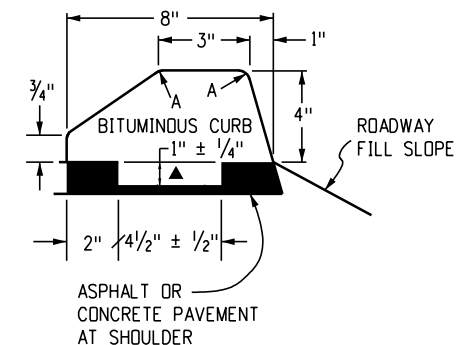
**Curb Type 2**  
(Section M)  
6-Inch Mountable



**Curb Type 4**  
(Section B)  
6-Inch Barrier

**Curb Type 4**  
(Section M)  
6-Inch Mountable

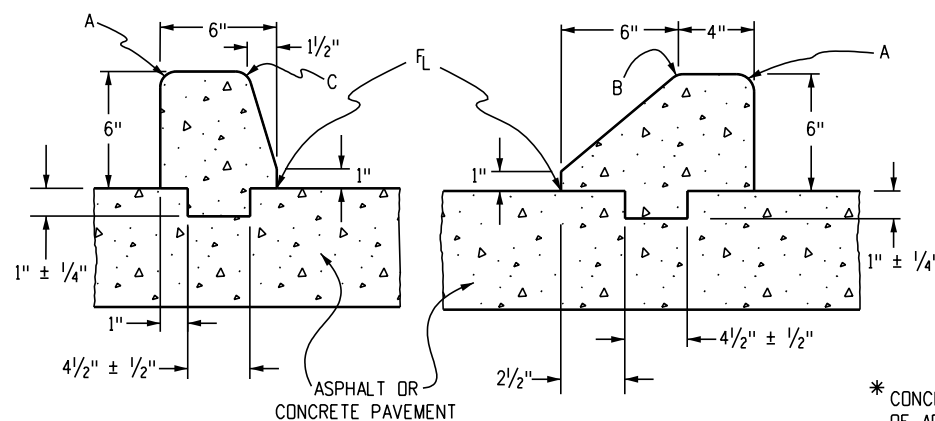
3/4" DIA. x 12" DEFORMED REINFORCING BARS AT 6 FT. SPACING SHALL BE GROUDED IN 1/4" DIA. HOLES IN EXISTING CONCRETE. GROUT SHALL CONSIST OF 2 PARTS CLEAN SAND AND 1 PART CEMENT. COST OF INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR CURB.



**Curb Type 6**  
(Section M)  
4-Inch Mountable

NOTE: BITUMINOUS OR CONCRETE \* UNLESS OTHERWISE SPECIFIED ON THE PLANS.

▲ KEY-WAY MAY BE OMITTED WHEN PLACED UNDER GUARDRAIL.



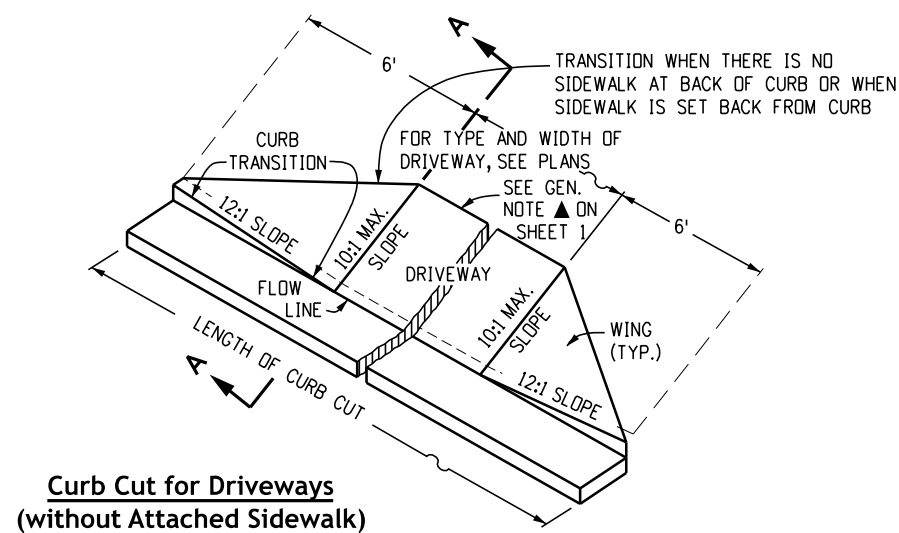
(Section B)

(Section M)

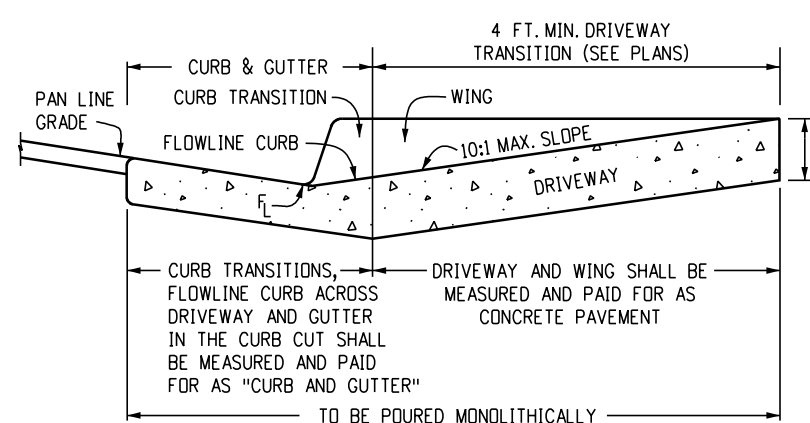
**Curb Type 4 (Key-Way)**

\* CONCRETE CLASS B SHALL CONTAIN 1.5 POUNDS PER CUBIC YARD OF APPROVED POLYPROPYLENE FIBERS AND MAY HAVE A NOMINAL AGGREGATE SIZE OF 3/8 IN.

Legend for Radii	
A	= 1/8 to 1/4"
B	= 1"
C	= 1 1/2"
D	= 1 1/2" to 2"

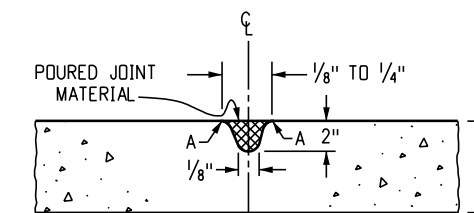


**Curb Cut for Driveways**  
(without Attached Sidewalk)



Section A-A

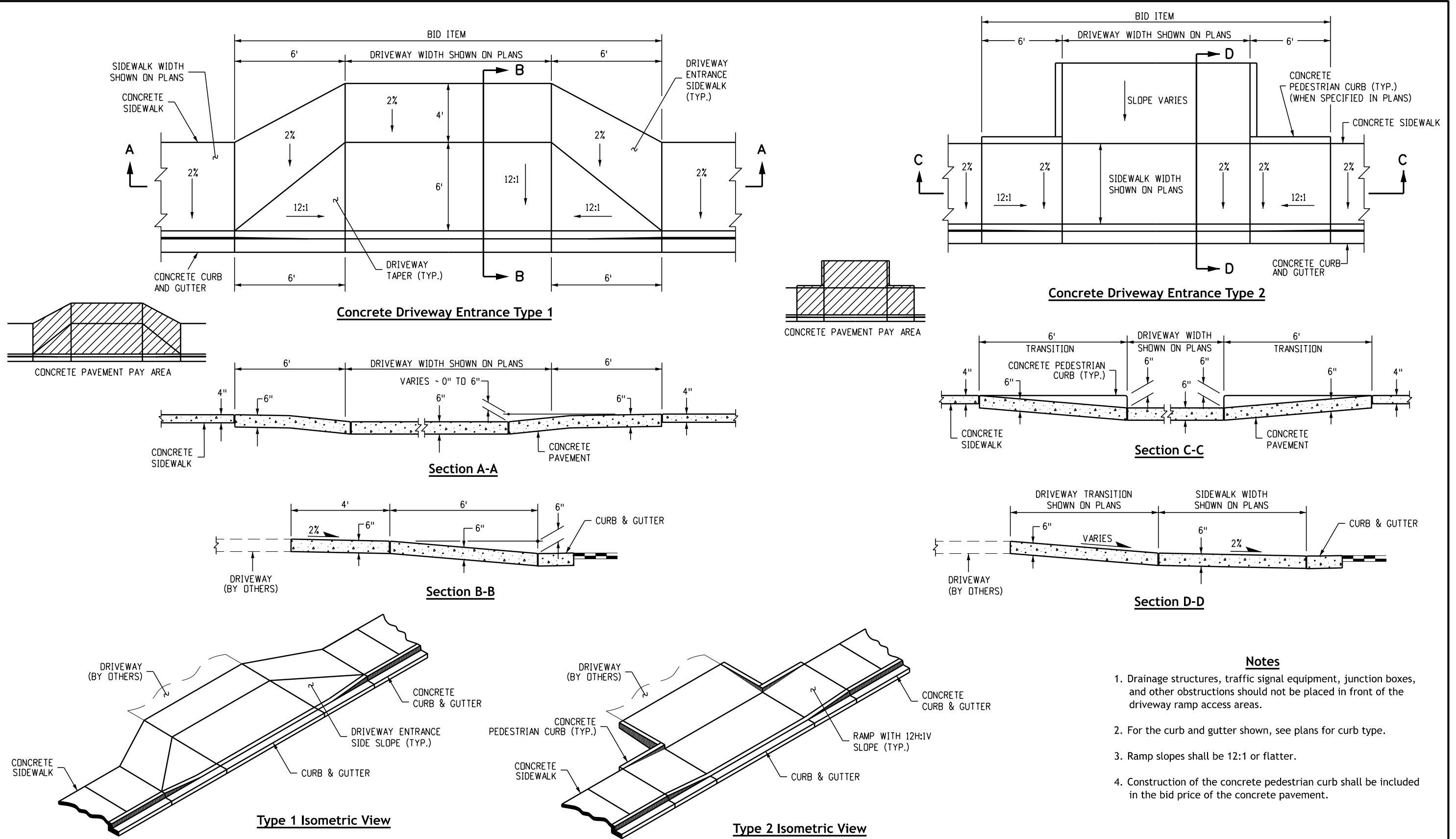
**Concrete Pavement (Driveways)**



NOTE: RECOMMENDED 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)**

Computer File Information		Sheet Revisions		Colorado Department of Transportation Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	<b>Curbs, Gutters and Sidewalks</b>	Standard Plan No.	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments			M-609-1	Standard Sheet No. 2 of 4
Last Modification Date: 07/01/2026	Last Modified By: DLK				Project Sheet Number:		
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



- 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.

Computer File Information	
Issuance Date:	07/01/26
Designer Initials:	JBK
Last Modification Date:	07/01/2026
Last Modified By:	DLK
CAD Ver.:	MicroStation V10 Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**

**Construction Engineering Services Branch**

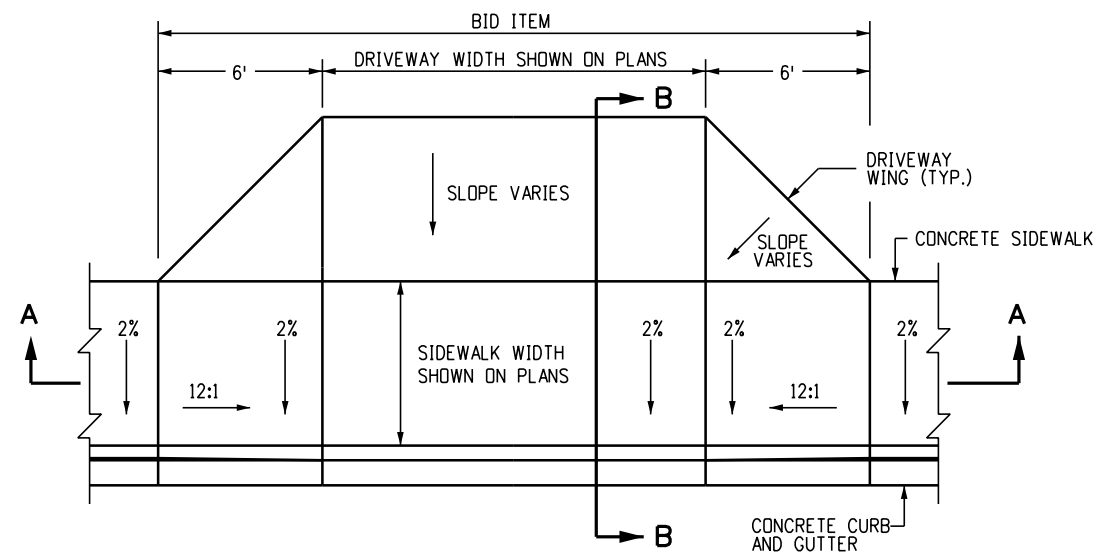
2829 West Howard Place  
Denver, CO 80204

DLK

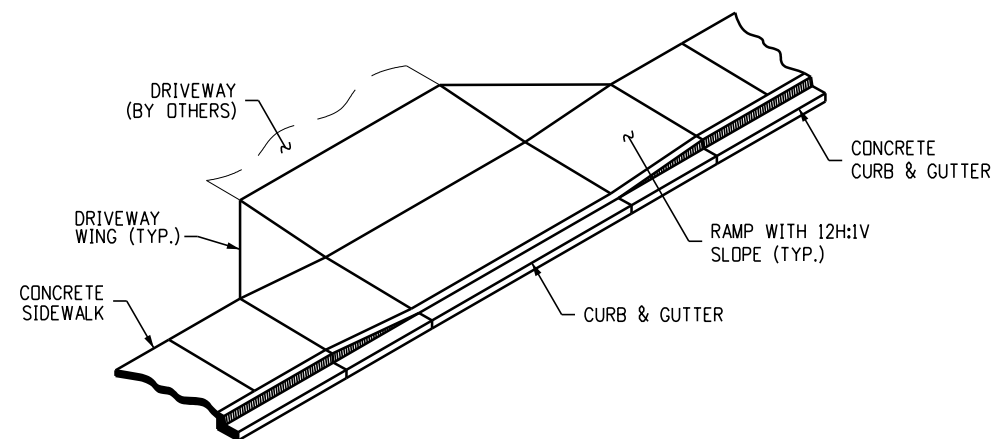
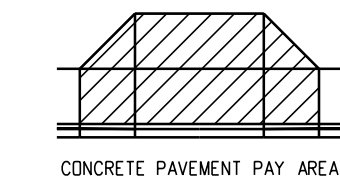
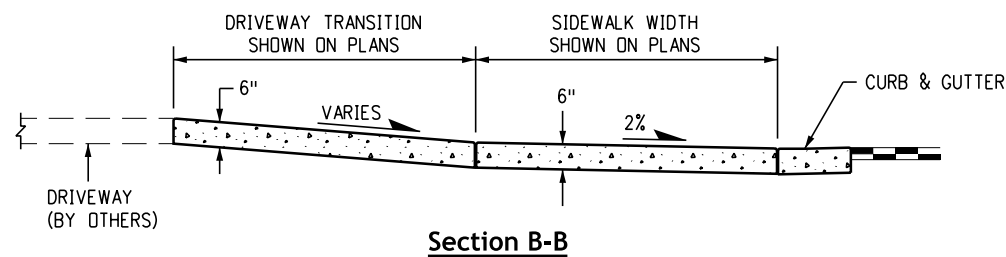
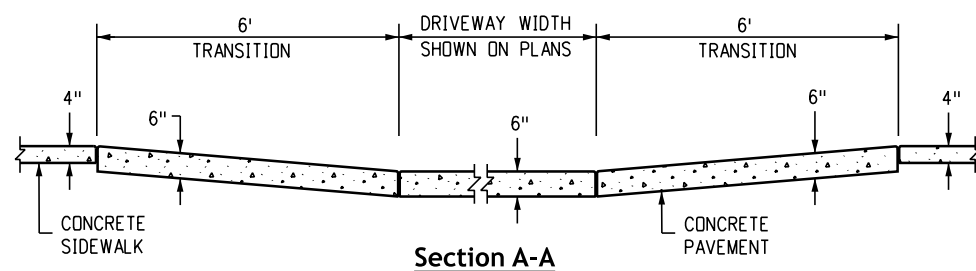
**Curbs, Gutters and Sidewalks**

Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.	
<b>M-609-1</b>	
Standard Sheet No. 3 of 4	
Project Sheet Number:	



**Concrete Driveway Entrance Type 3**

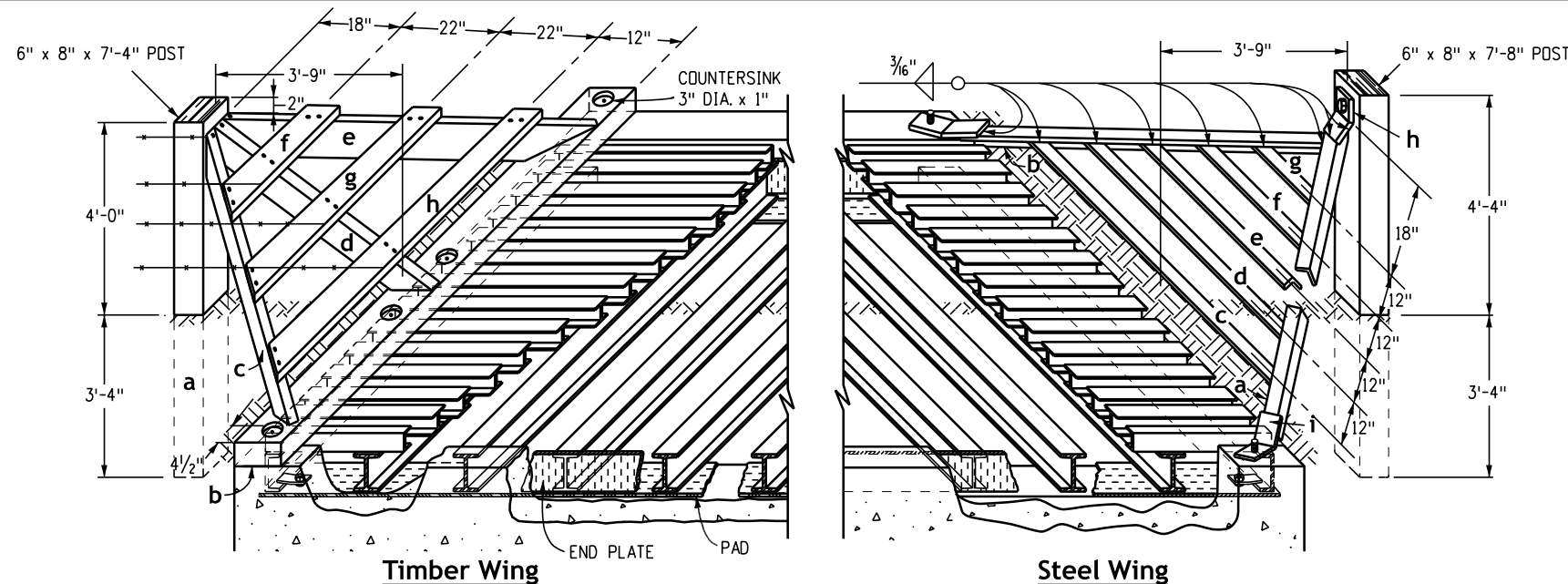


**Type 3 Isometric View**

**Notes**

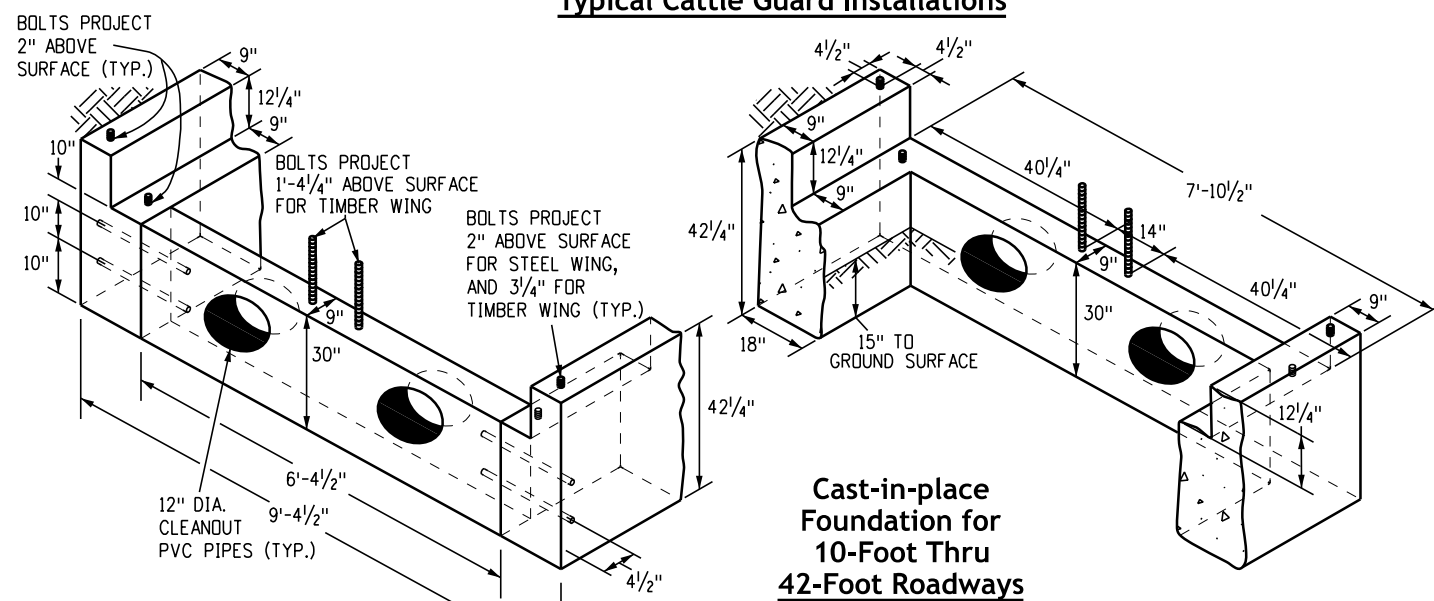
1. Drainage structures, traffic signal equipment, junction boxes, and other obstructions should not be placed in front of the driveway ramp access areas.
2. For the curb and gutter shown, see plans for curb type.
3. Ramp slopes shall be 12:1 or flatter.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Curbs, Gutters and Sidewalks</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-609-1</b>	
Designer Initials: JBK						Standard Sheet No. 4 of 4	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							

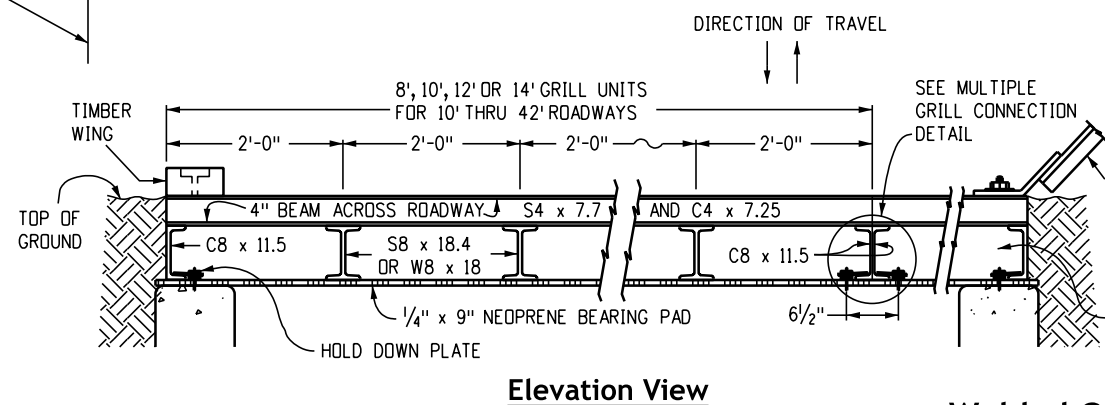
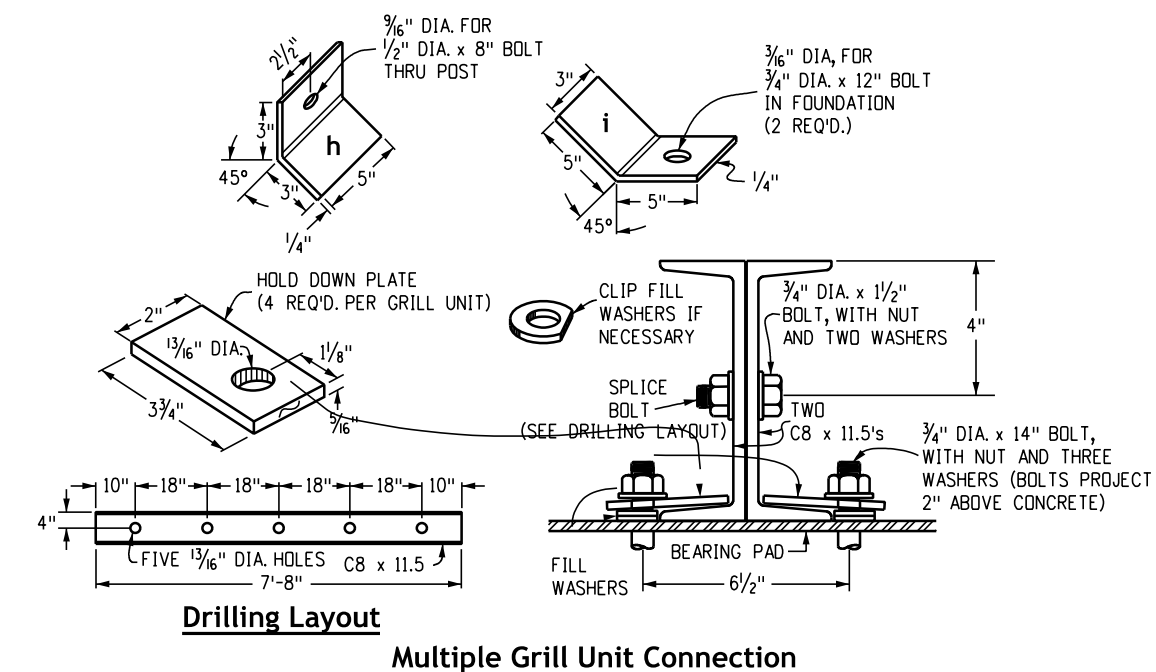


**Typical Cattle Guard Installations**

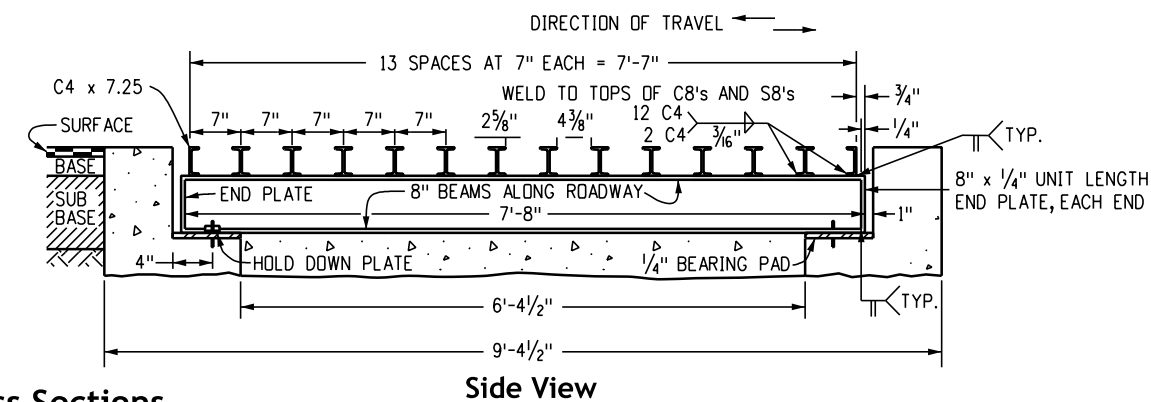
- General Notes**
1. Concrete shall be Class B. Foundation may be cast-in-place or precast.
  2. Reinforcing bars shall be #4, Grade 60.
  3. All timber shall be treated in conformance with AASHTO M 133 and AWPA UC4B.
  4. Wing posts may be made from 8-inch diameter native timber.
  6. All structural steel shall be fabricated and painted with aluminum paint in accordance with Section 509 of the CDOT Standard Specifications. All hardware shall be galvanized in conformance with AASHTO M 111 or painted with zinc-rich paint meeting Military Specification DOD-P-21035
  7. All structural steel shall conform to AASHTO M 270 (ASTM A 709) Grade 36.
  8. Welding shall conform to the AWS Structural Welding Code and AASHTO Standard Specifications for Welding of Structural Steel Highway Bridges.
  9. 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.
  10. Type of wing (Timber or Steel) shall be steel unless otherwise shown on the plans.
  11. Structure Excavation and Structure Backfill will not be measured and paid for separately, but shall be included in the work.
  12. Alternative cattle guards may be constructed upon approval by the Project Engineer.



**Precast Portable Foundation for 10-Foot, 12-Foot, 14-Foot, and 16-Foot Roadways**



**Welded Grill Cross Sections**



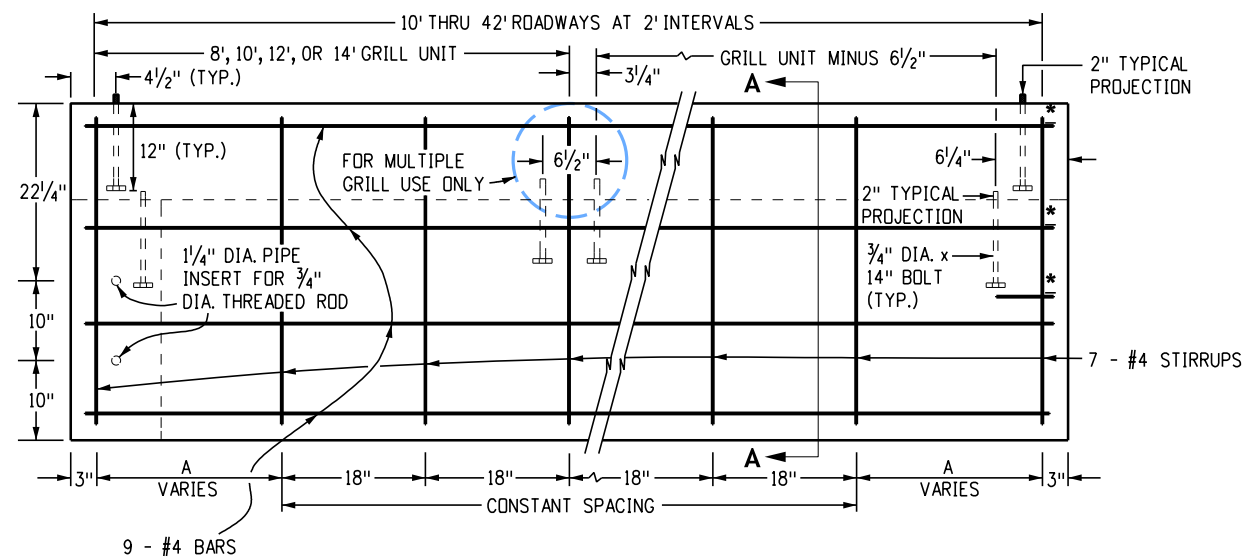
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	(R-X)
Last Modification Date: 07/01/2026	(R-X)
Last Modified By: DLK	(R-X)
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Cattle Guard**  
 Issued by Construction Engineering Services: July 01, 2026

Standard Plan No.
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 degrees with a 2-inch radius and continue perpendicularly 10 inches from the bend

a - 6" x 8" x 7'-4"
b - 4" x 8" x 9'-4 1/2"
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 1/4" x 79"	} 63.26 LBS.
b - 2" x 2" x 1/4" x 79"	
c - 2" x 2" x 1/4" x 84"	
d - 1/2" x 1/2" x 1/4" x 69"	} 36.86 LBS.
e - 1/2" x 1/2" x 1/4" x 55"	
f - 1/2" x 1/2" x 1/4" x 40"	
g - 1/2" x 1/2" x 1/4" x 25"	
h - 5" x 6" x 1/4" x BAR - 2.13 LBS.	
i - TWO 3" x 10" x 1/4" x BARS - 4.25 LBS.	
6" x 8" x 7'-8" TIMBER POST	
TOTAL LBS. STEEL = ~106.5	

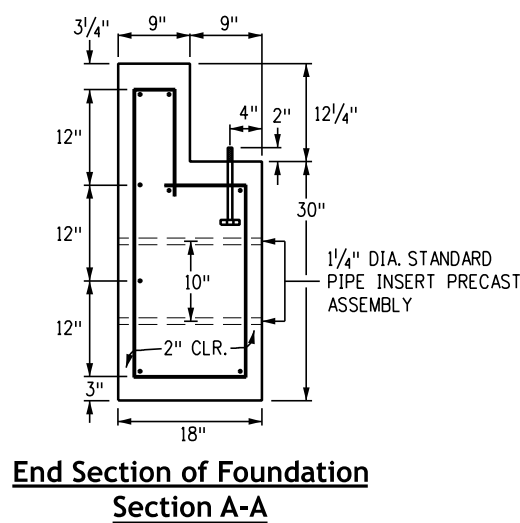
**One Steel Wing Wing Quantities**

ROADWAY WIDTH (FT.)	USE GRILL UNITS (FT.)	PRECAST		CAST-IN-PLACE		A (IN.)	TOTAL GRILL WEIGHT (LBS.)
		CONCRETE (CU. YD.)	REINF. STEEL (LBS.)	CONCRETE (CU. YD.)	REINF. STEEL (LBS.)		
10	10	5.6	295	5.6	316	24	1946
12	12	6.5	342	6.5	364	18	2328
14	14	7.4	378	7.4	399	21	2170
16	8 8	8.1	414	8.1	435	24	3128
18	8 10			9.0	482	18	3434
20	10 10			9.8	518	21	3806
22	10 12			10.6	553	24	4274
24	12 12			11.5	601	18	4656
26	12 14			12.3	636	21	5038
28	14 14			13.1	672	24	5420
30	10 10 10			13.9	719	18	5838
32	10 12 10			14.8	755	21	6220
34	12 10 12			15.5	790	24	6602
36	12 12 12			16.4	838	18	6984
38	12 14 12			17.3	873	21	7366
40	14 12 14			18.0	909	24	7748
42	14 14 14			18.9	956	18	8130

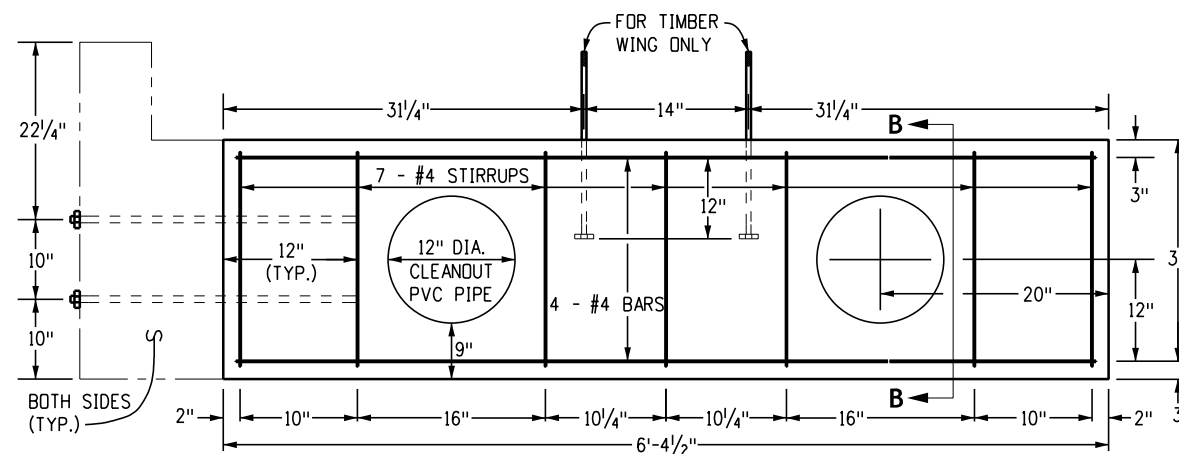
**Foundation Quantities**

SIZE	WEIGHT (LBS.)
8'	1564
10'	1946
12'	2328
14'	2710

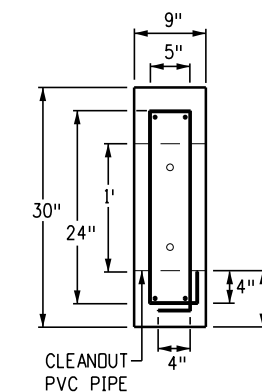
**Welded Grill Units**



**End Section of Foundation Section A-A**



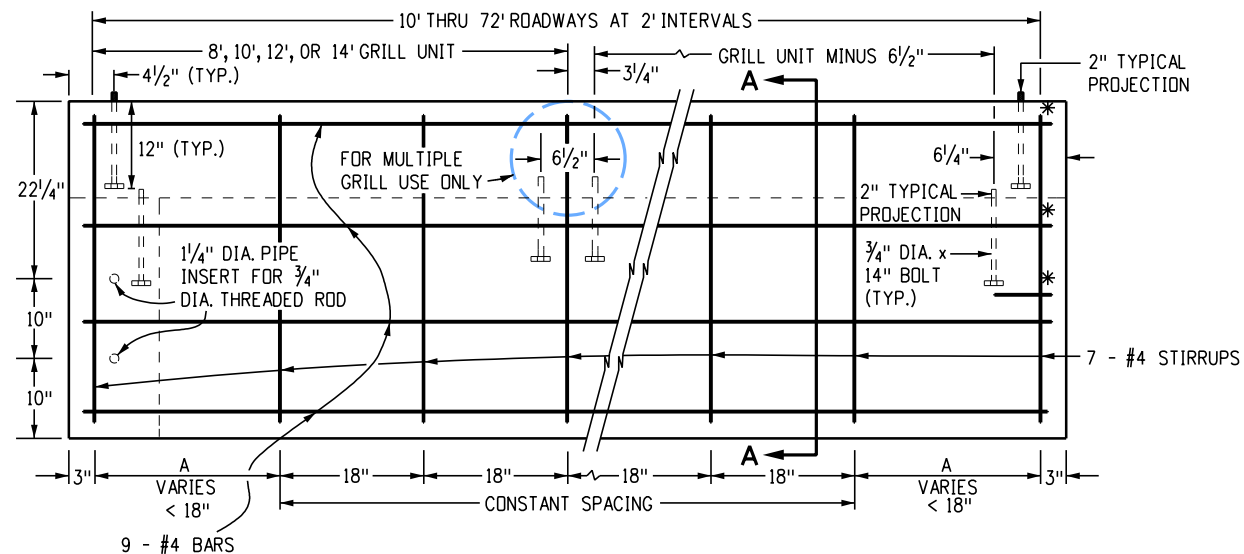
**Elevation of Lateral Support**



**Lateral Support Section B-B**

Computer File Information		Sheet Revisions		Colorado Department of Transportation Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK	Cattle Guard	Standard Plan No.	
Issuance Date: 07/01/26		Date:	Comments				
Designer Initials: JBK	(R-X)						
Last Modification Date: 07/01/2026	(R-X)						
Last Modified By: DLK	(R-X)						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)						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 degrees with a 2-inch radius and continue perpendicularly 10 inches 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"
  - b - 2" x 2" x ¼" x 123.70"
  - c - 2" x 2" x ¼" x 177.93"
  - d - 1½" x 1½" x ¼" x 141.99"
  - e - 1½" x 1½" x ¼" x 106.04"
  - f - 1½" x 1½" x ¼" x 70.09"
  - g - 1½" x 1½" x ¼" x 34.15"
  - 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

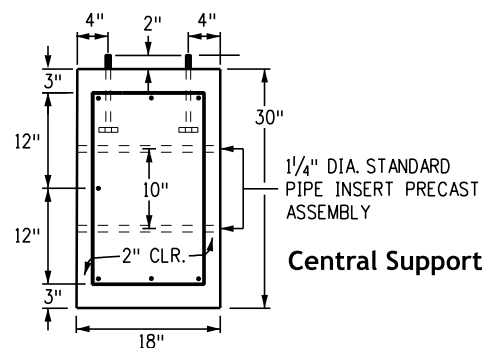
**Welded Grill Units Full Length**

SIZE	WEIGHT (LBS.)
8'	1476
10'	1836
12'	2196
14'	2556

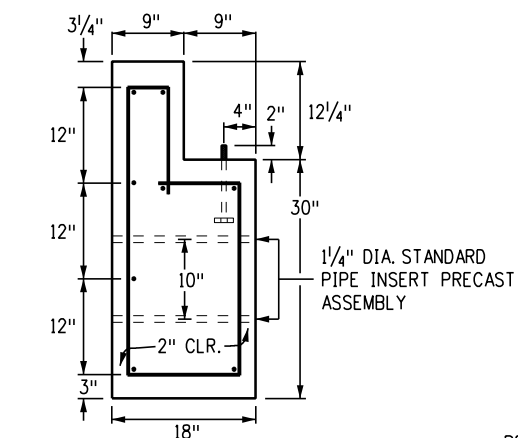
**Welded Grill Units Half Length**

Half grills shall be bolted on 18 inch centers maximum (See multiple grill unit connection detail on Sheet 1)

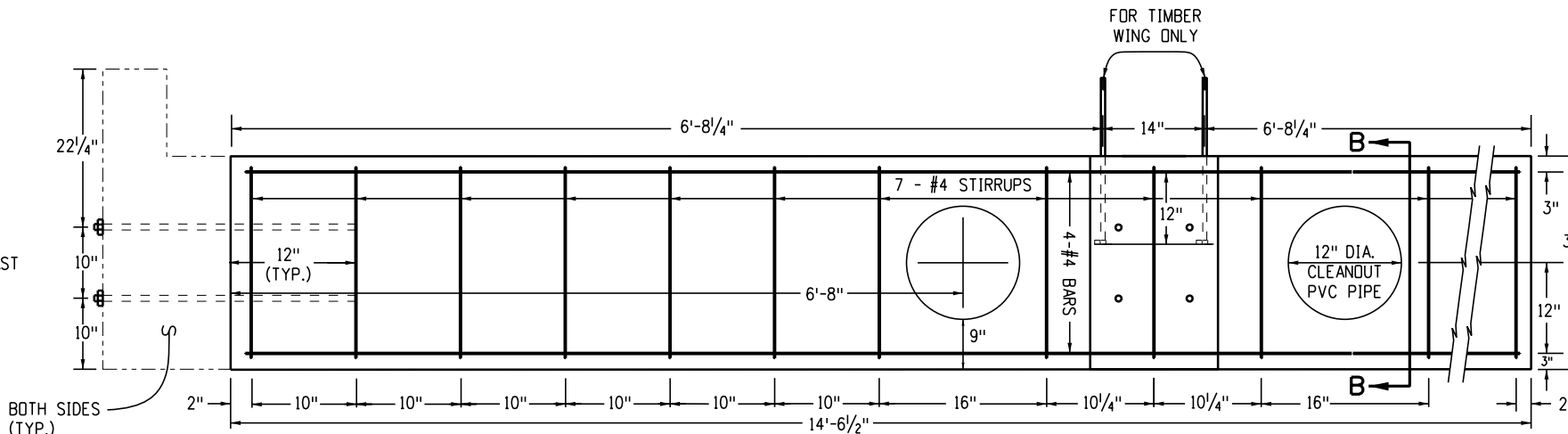
**Wing Quantities**



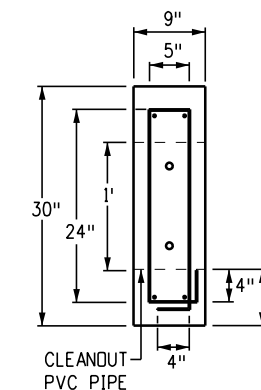
**Central Support**



**Section A-A End Section of Foundation**



**Elevation of Lateral Support**

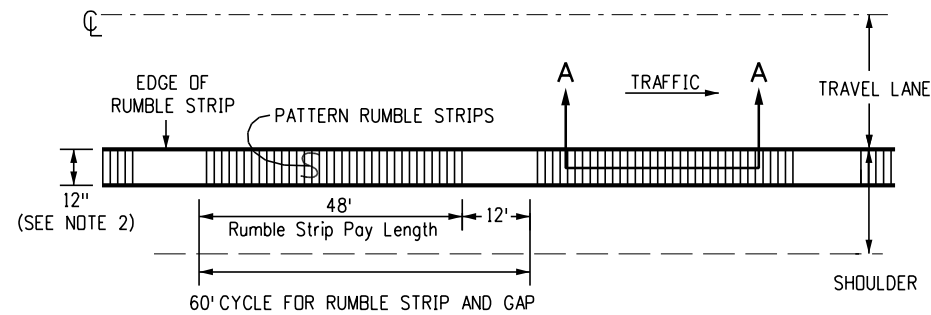


**Section B-B Lateral Support**

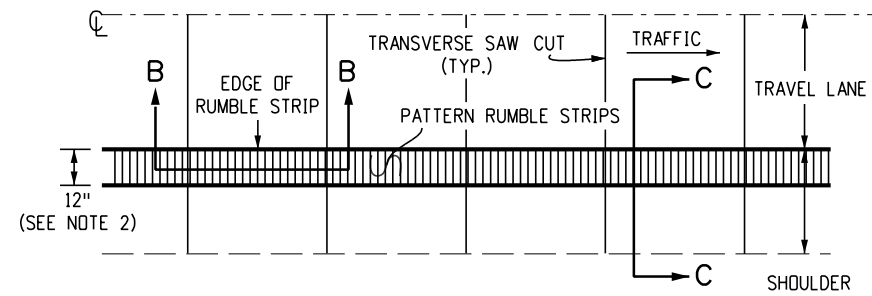
<p><b>Computer File Information</b></p> <p>Issuance Date: 07/01/26                  Designer Initials: JBK                  Last Modification Date: 07/01/2026                  Last Modified By: DLK                  CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English</p>	<p><b>Sheet Revisions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	Date:	Comments							<p><b>Colorado Department of Transportation</b></p> <p><b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204</p>	<p><b>Deer Guard</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<p><b>Standard Plan No.</b></p> <p><b>M-611-2</b></p> <p>Standard Sheet No. 2 of 2</p> <p>Project Sheet Number:</p>
Date:	Comments											

**General Notes**

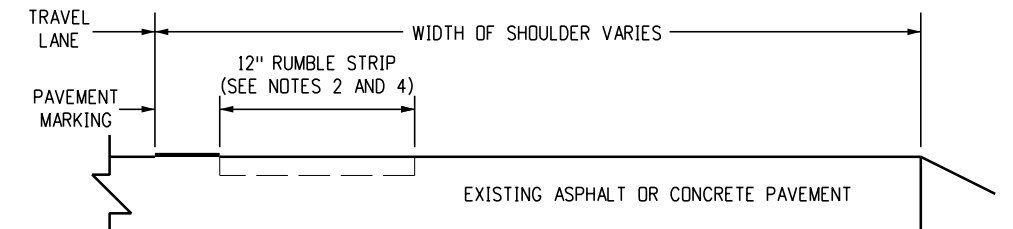
- Rumble strips shall be omitted at turn and auxiliary lanes, road approaches, residences, 250 feet before road intersections, and other interruptions as directed by the Engineer.
- Rumble strips may be installed by grinding, rolling, or forming on concrete pavement, and by grinding only on HMA pavement. Rumble strip width shall be 12 inches for grind-in and 18 inches for formed or rolled.
- Minimize the distance between rumble strip and edge line on concrete pavements with 14-foot wide slabs.
- Begin rumble strips on the outside edge of the travel lane edge line.
- Do not install rumble strips on shoulders less than 6 feet wide when guardrail is placed along the edge of the shoulder.
- Apply the 60 foot gap pattern when Rumble Strips (Grind-In) are installed in concrete pavement.



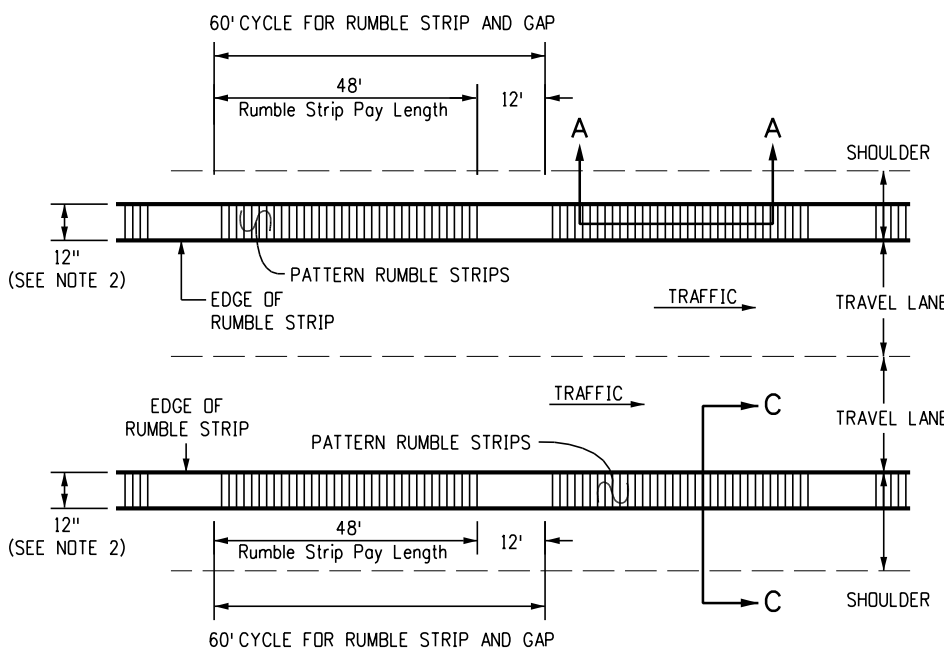
**Intermittent Rumble Strip  
Two-Lane Roadway (HMA)**



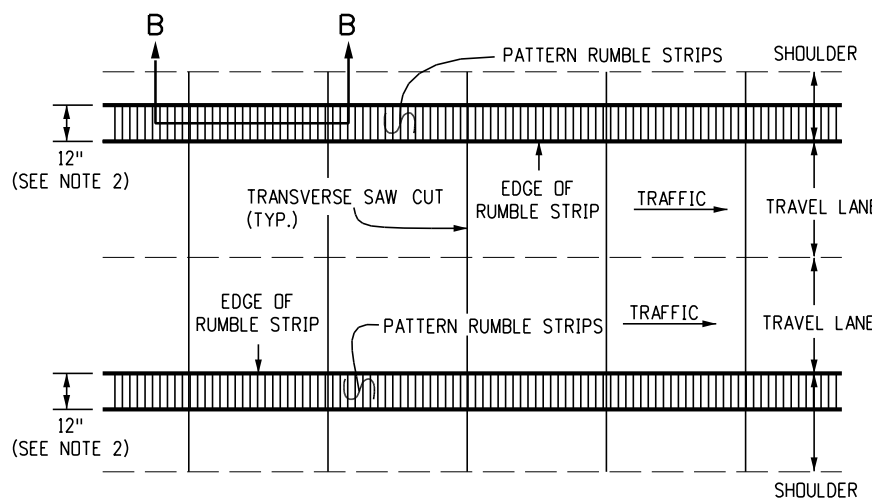
**Continuous Rumble Strip  
Two-Lane Roadway (Concrete)**



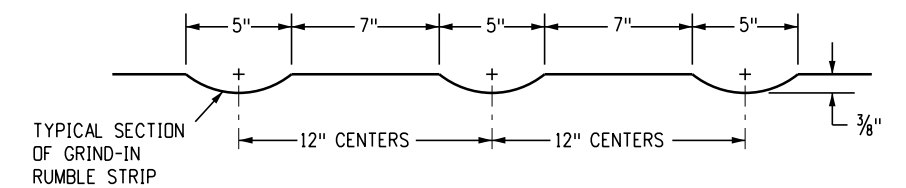
**Typical Section C-C**



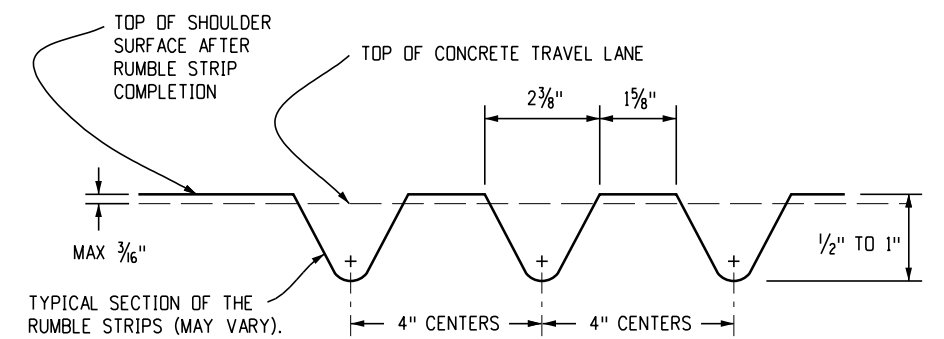
**Intermittent Rumble Strip  
Four-Lane Divided Roadway (HMA)**



**Continuous Rumble Strip  
Four-Lane Divided Roadway (Concrete)**

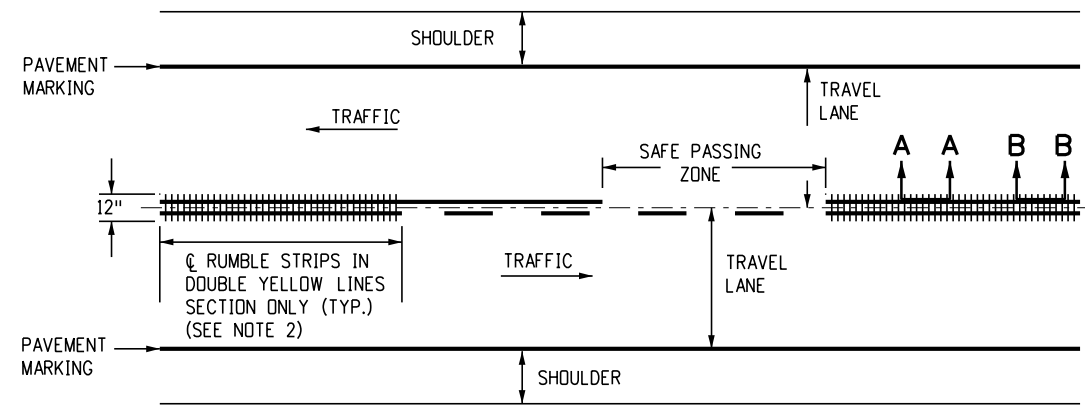


**Typical Sections A-A and B-B  
for Grind-In Rumble Strip  
on Existing HMA or Concrete Pavement**

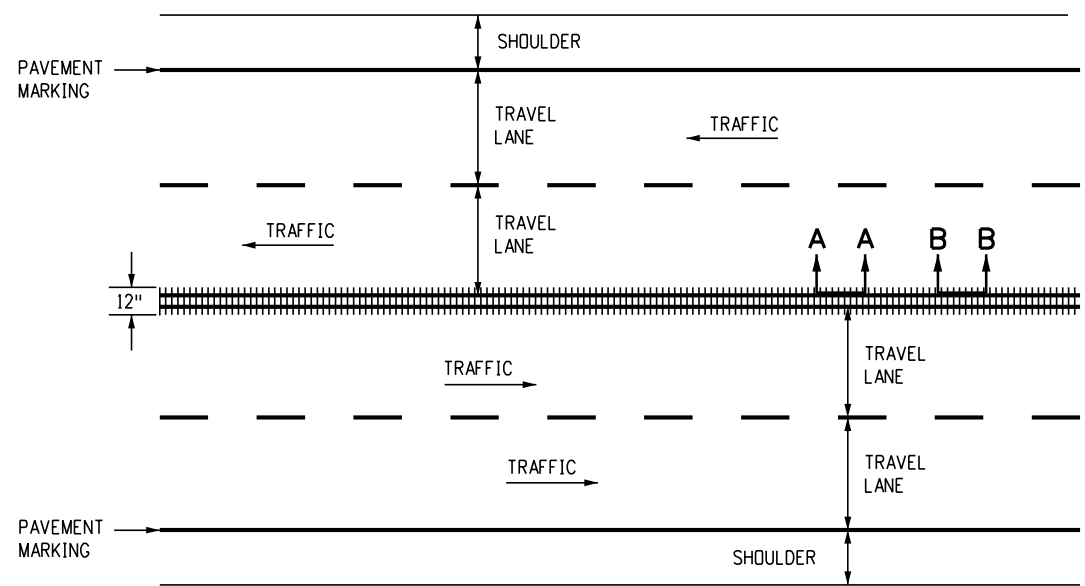


**Typical Section B-B  
for Formed or Rolled on Concrete Pavements Only**

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204</p>	<p><b>Rumble Strips</b></p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-614-1</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 3	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English				DLK		Issued by Construction Engineering Services: July 01, 2026	



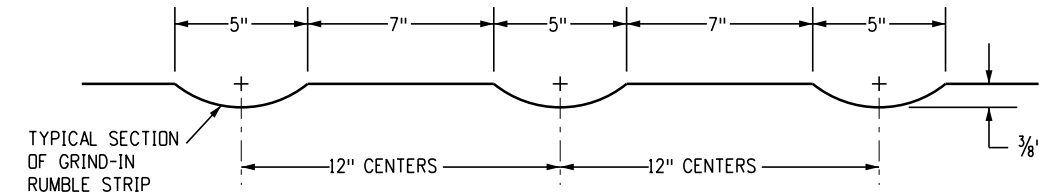
**Two Lane Highway (HMA and Concrete)  
Continuous Center Line Rumble Strips**



**Four Lane Undivided Highway (HMA and Concrete)  
Continuous Center Line Rumble Strips**

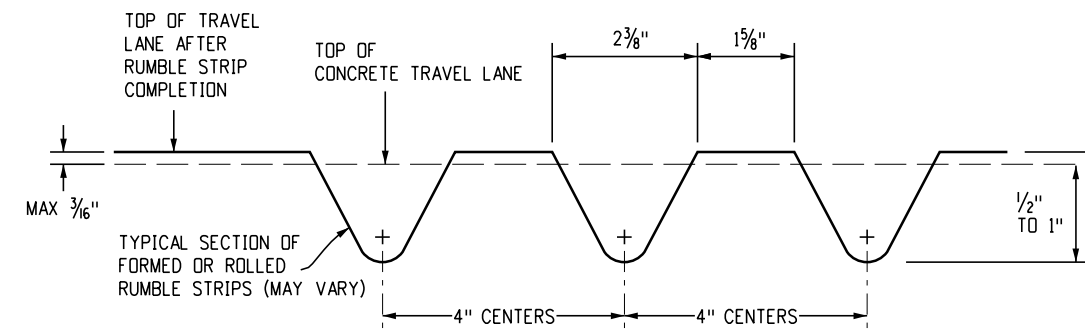
**Notes**

1. Rumble strip width shall be 12-inch 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**

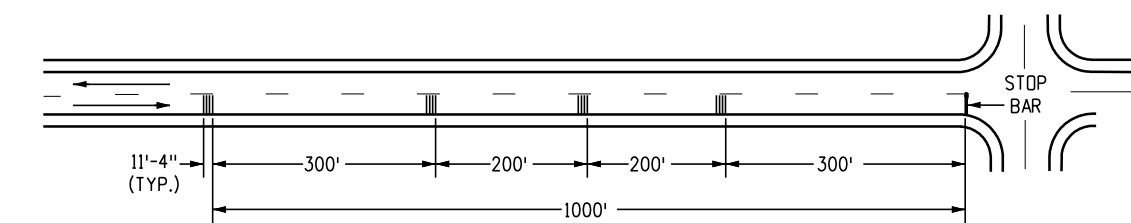
For Formed or Rolled on concrete pavements only

**Details for Center Line Rumble Strips**

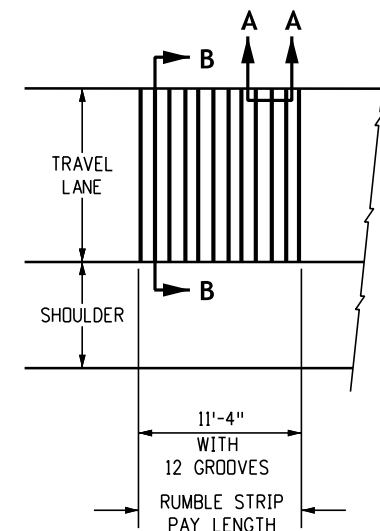
<b>Computer File Information</b> Issuance Date: 07/01/26 Designer Initials: JBK Last Modification Date: 07/01/2026 Last Modified By: DLK CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English		<b>Sheet Revisions</b> <table border="1"> <thead> <tr> <th>Date:</th> <th>Comments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		Date:	Comments									<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK		<b>Standard Plan No.</b> <b>M-614-1</b> Standard Sheet No. 2 of 3 Project Sheet Number:	
Date:	Comments																
				<h1>Rumble Strips</h1>		Issued by Construction Engineering Services: July 01, 2026											

**Notes**

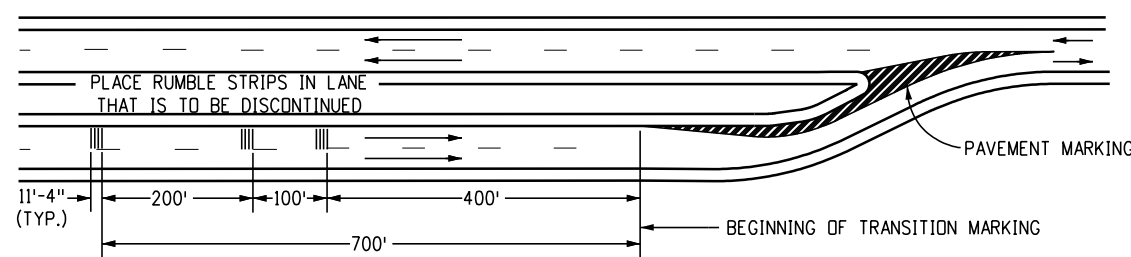
1. Grooved rumble strip skew or cluster spacing shall be modified to avoid locating a groove on a concrete pavement transverse joint.
2. Permanent travel lane rumble strips shall be the groove design, and may be cut into existing or new HMA, or concrete pavement. The grooves may be cut by sawing, grinding, 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  $\frac{3}{8}$  inch 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.



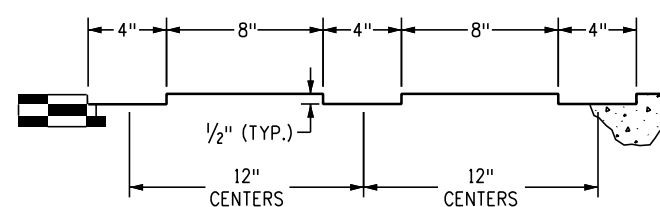
**Stop Sign Approach**



**Typical Rumble Strip Cluster**

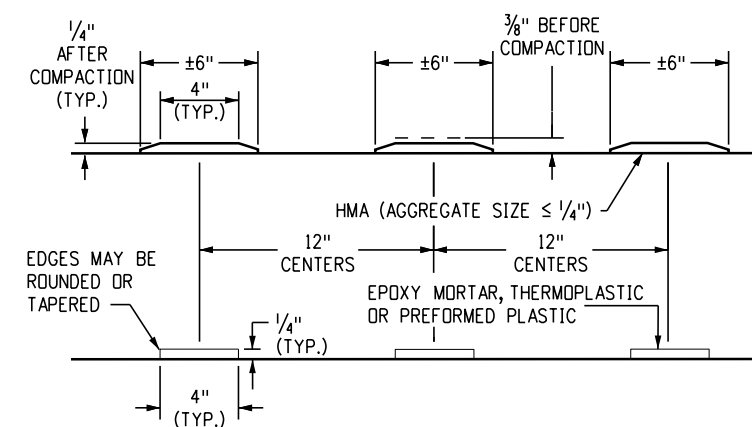


**Lane Reduction Transition**



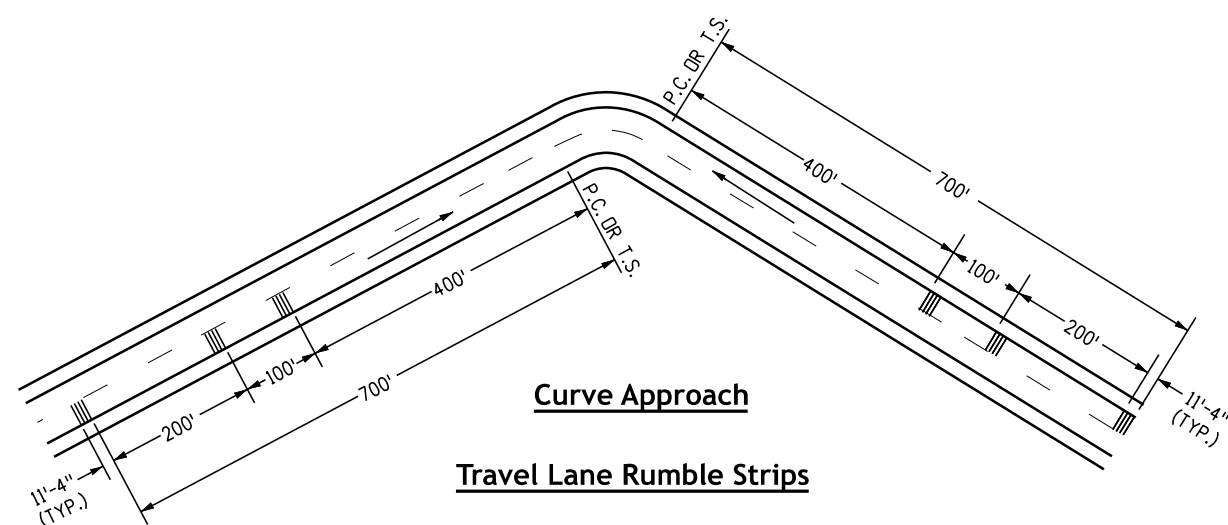
Rumble strip grooves in HMA or concrete surface  
12 strips per cluster typical

**Section A-A  
(Grooved)**

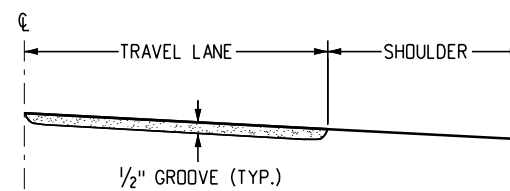


Preformed plastic strips shall be spaced on 12-inch centers and may vary from the 4-inch typical width. Twelve strips per cluster typical.

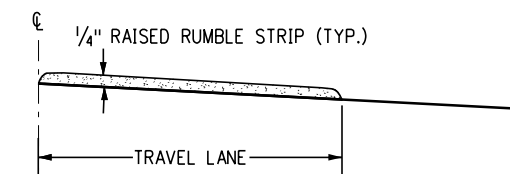
**Section A-A  
(Raised)**



**Curve Approach  
Travel Lane Rumble Strips**



**Section B-B  
(Grooved)**

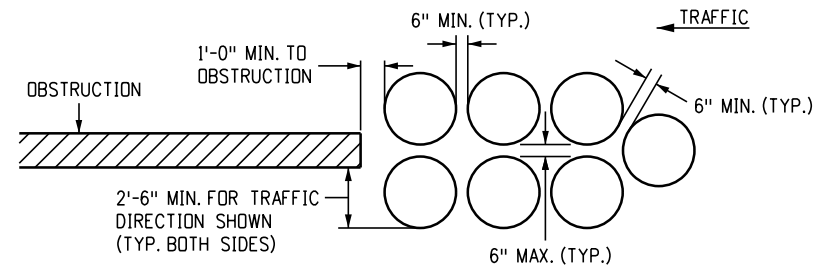


**Section B-B  
(Raised)**

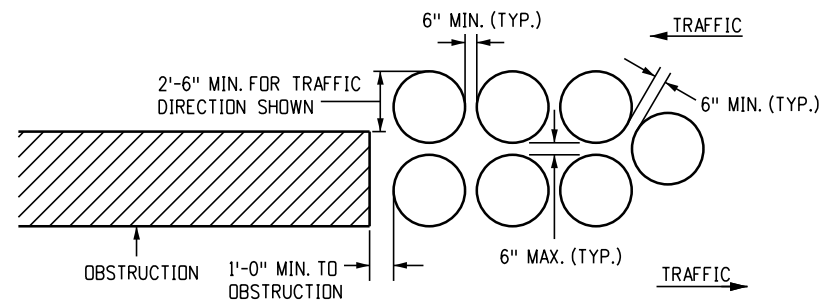
**Temporary Raised Rumble Strips**

**Permanent Grooved Rumble Strips**

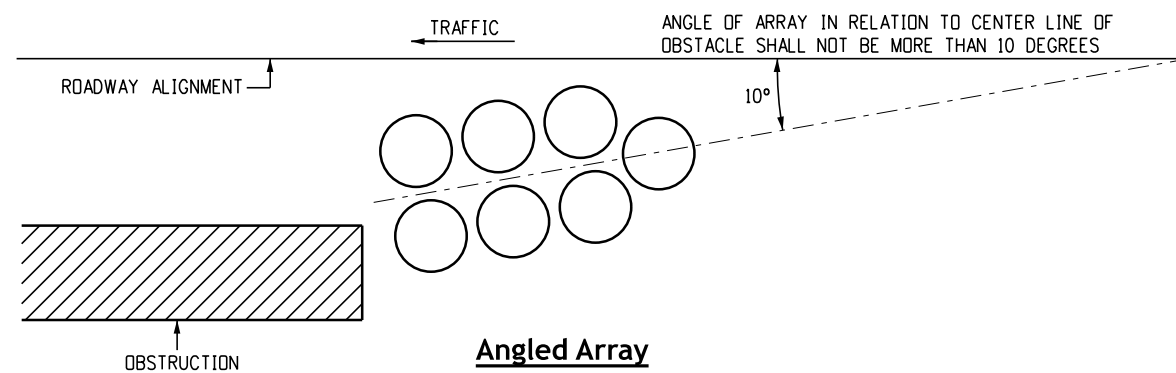
<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b> Construction Engineering Services Branch 2829 West Howard Place Denver, CO 80204 DLK</p>	<p><b>Rumble Strips</b></p> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	Designer Initials: JBK	Date:	Comments:			<b>M-614-1</b>	
Last Modification Date: 07/01/2026	Last Modified By: DLK					<b>Standard Sheet No. 3 of 3</b>	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English						Project Sheet Number:	



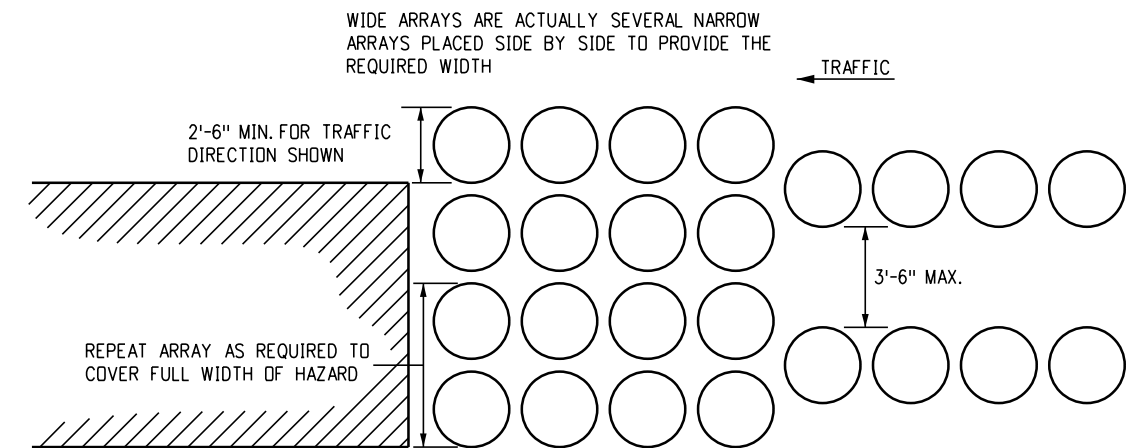
**Unidirectional**



**Bidirectional**



**Angled Array**



**Wide Hazard Protection**

**General Notes**

1. Sand shall be mixed with 5 percent 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 percent or greater.
5. Curbs and raised islands shall be no more than 4 inches high.
6. Foundation pads shall be flat and made of 6 inch 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.

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

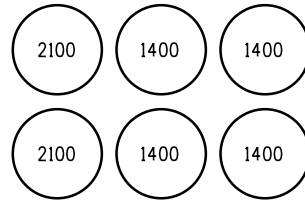
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

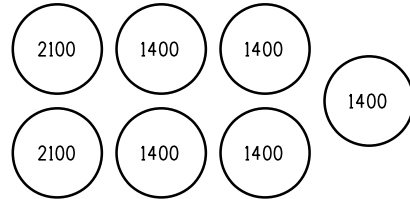


**Sand Barrel Arrays**  
 Issued by Construction Engineering Services: July 01, 2026

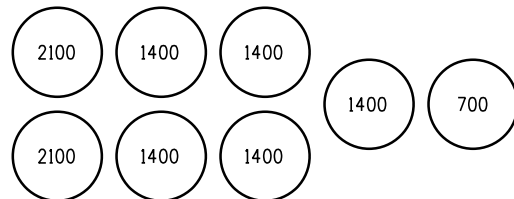
Standard Plan No.
<b>M-614-2</b>
Standard Sheet No. 1 of 2
Project Sheet Number:



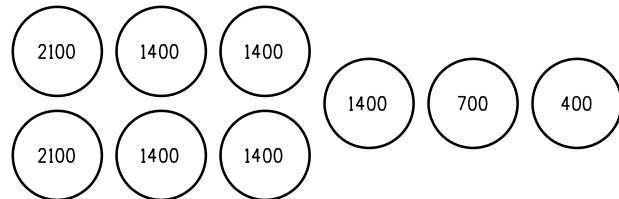
**Design Speed 25 MPH**



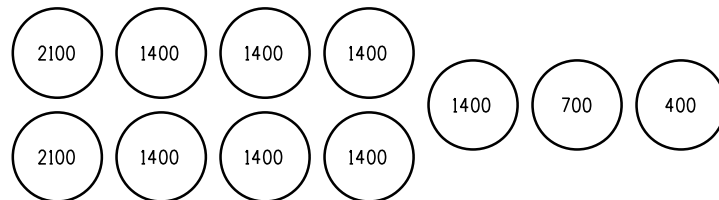
**Design Speed 30 MPH**



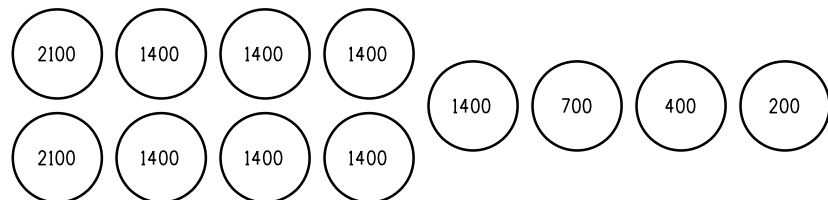
**Design Speed 35 MPH**



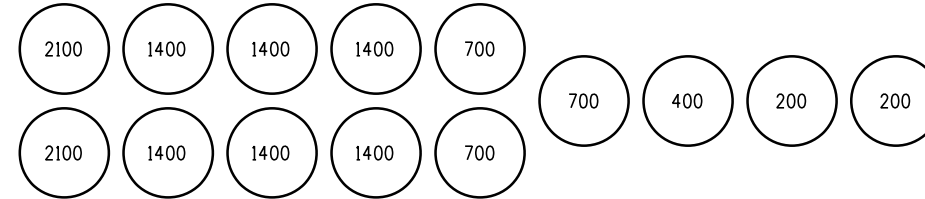
**Design Speed 40 MPH**



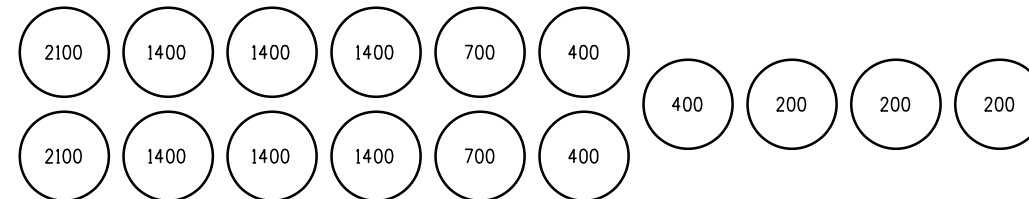
**Design Speed 45 MPH**



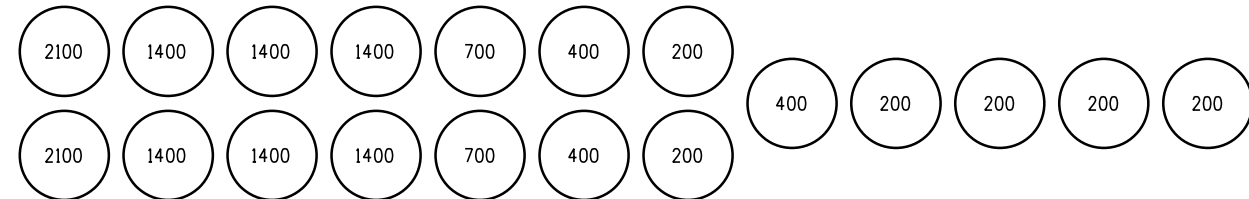
**Design Speed 50 MPH**



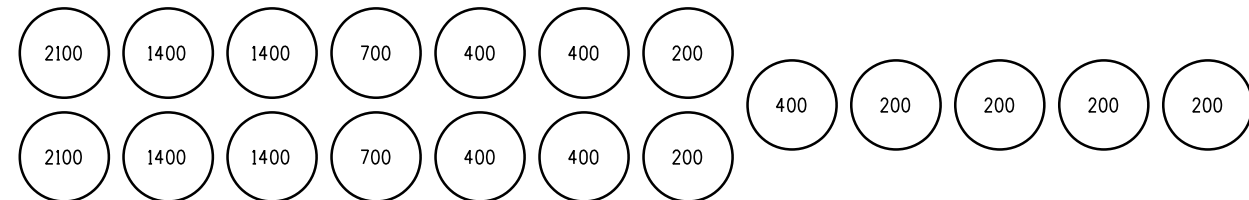
**Design Speed 55 MPH**



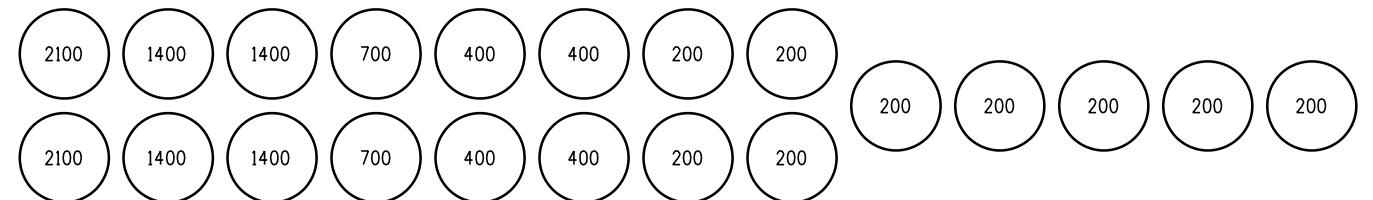
**Design Speed 60 MPH**



**Design Speed 65 MPH**



**Design Speed 70 MPH**

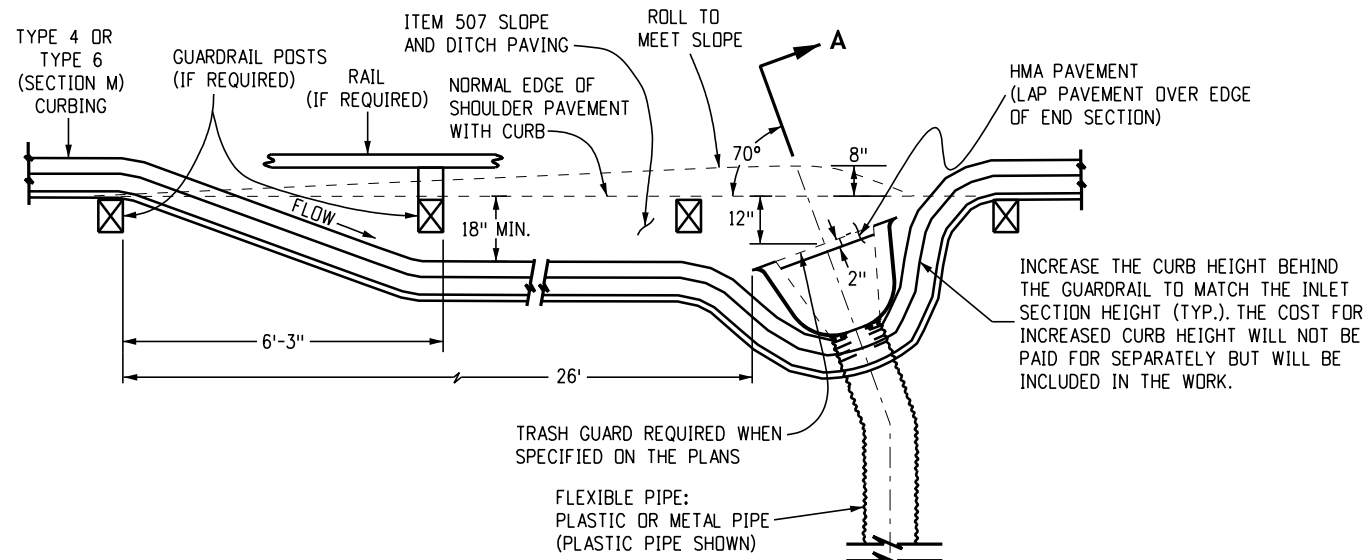


**Design Speed 75 MPH**

**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.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1>Sand Barrel Arrays</h1> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-614-2</b>	
Designer Initials: JBK						Standard Sheet No. 2 of 2	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK							
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



**Type 3 Plan View**

Showing drainage flow from left to right. Reverse detail when drainage flow is right to left.

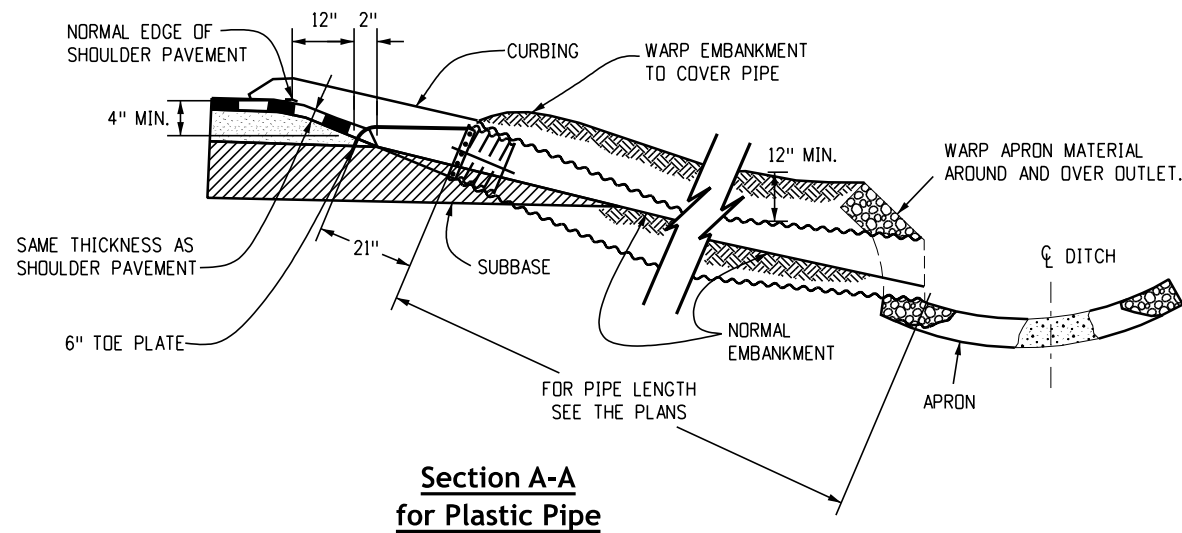
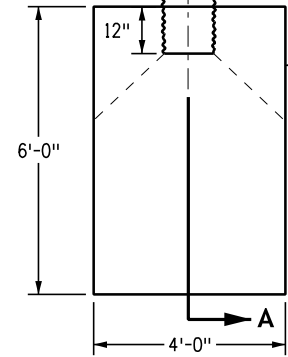
TYPE OF APRON MATERIAL	THICKNESS IN.
SLOPE AND DITCH PAVING (507)	
DRY RUBBLE	6
CONCRETE	4
HMA	4
GROUTED RUBBLE	4
RIPRAP (506)	9 (MIN.)

**General Notes**

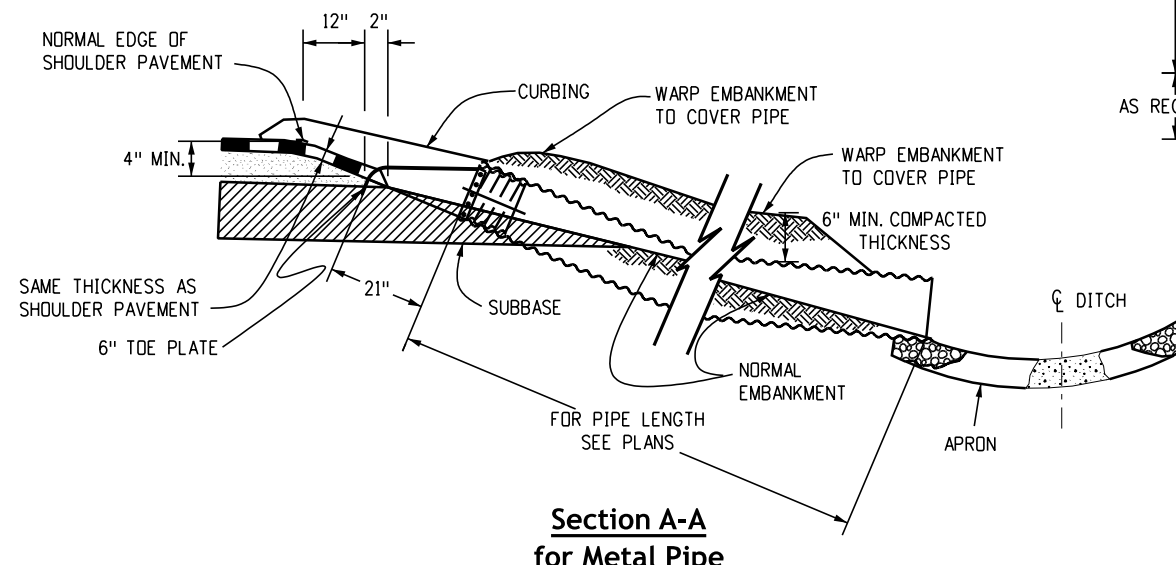
1. If the embankment protector is located in the bottom of a vertical curve, flare the curb on each side of the inlet to allow for flow from both directions.
2. Details of guard rail installation are shown in Standard Plan M-606-1.
3. The end section-to-pipe stub joint for Corrugated Metal Pipe shall 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 of the CDOT Standard Specifications. 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 of the CDOT Standard Specifications. 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:

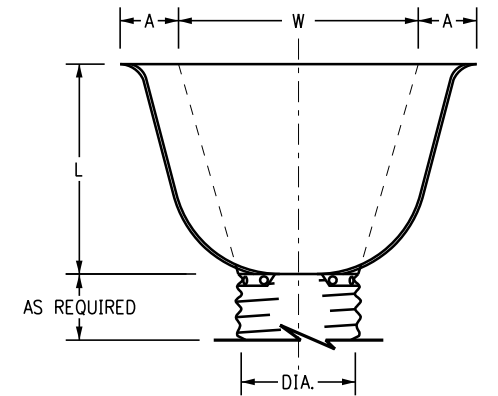
- 506 or 507 - Pay items as specified on the plans.
  - 609 - Curb, Type 4 or Type 6 (Section M) . . . . .LF.
  - 615 - Embankment Protector (Type 3) . . . . . Each
- Note: This payment includes the end section, the trash guard (when specified on the plans), pipe connection, structure excavation, embankment material and any extra work required to modify other pay items.
- 603 - 12 inch to 18 inch Pipe . . . . .LF



**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)

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Embankment Protector Type 3**  
 Issued by Construction Engineering Services: July 01, 2026

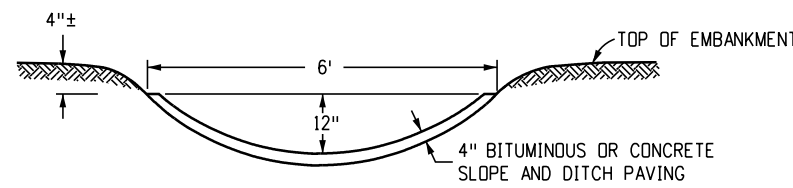
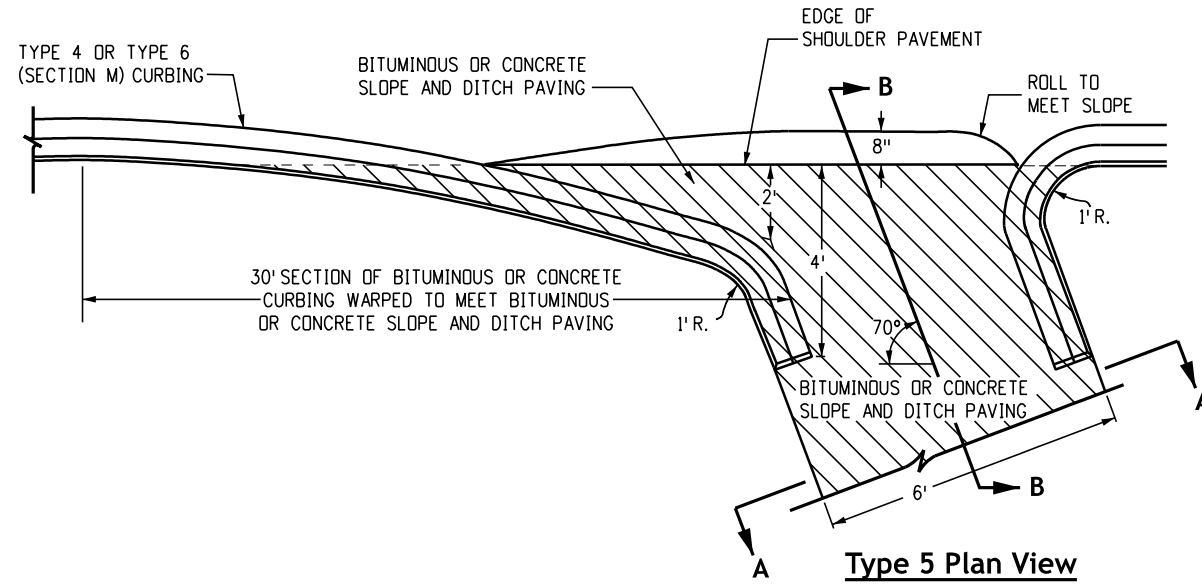
**Standard Plan No. M-615-1**  
**Standard Sheet No. 1 of 1**  
 Project Sheet Number:

**General Notes**

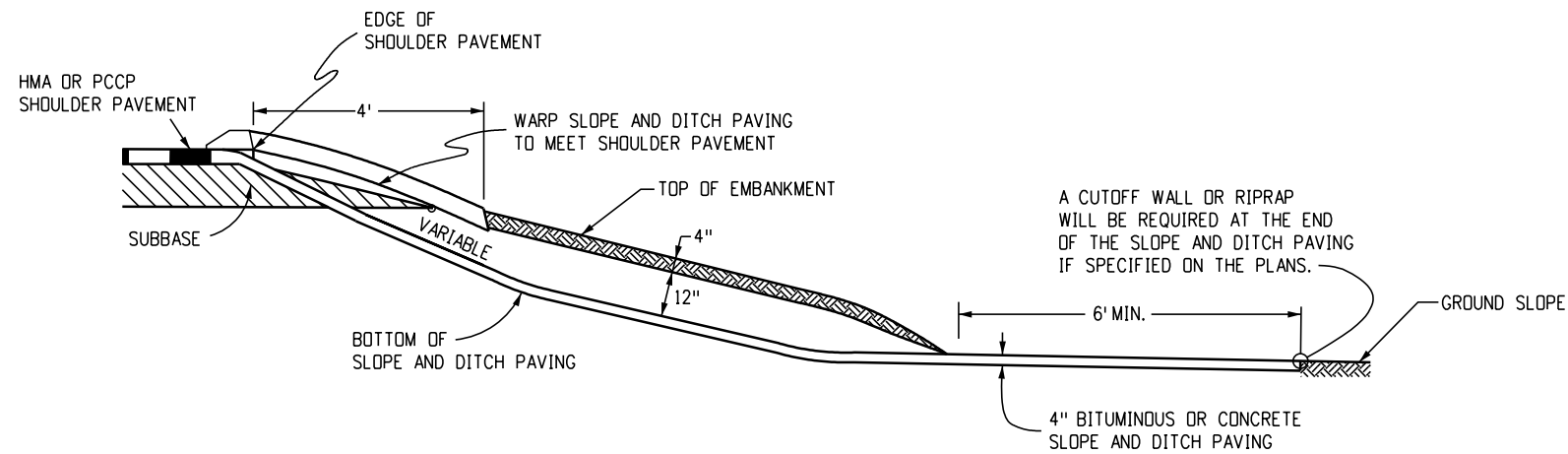
1. If the embankment protector is located in the bottom of a sag vertical curve, flare the curb on each side of the inlet to allow for flow from both directions.
2. Details of curbing are shown in Standard Plan M-609-1.
3. Structure backfill material shall not be used in this work. Embankment material shall be used with construction requirements in accordance with Section 203 of the CDOT Standard Specifications. 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 - Asphalt Slope and Ditch Paving (Asphalt) . . . . .	Ton
507 - Concrete Slope and Ditch Paving . . . . .	Cu. Yd.
609 - Curb, Type 4 or Type 6 (Section M) . . . . .	LF.
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.



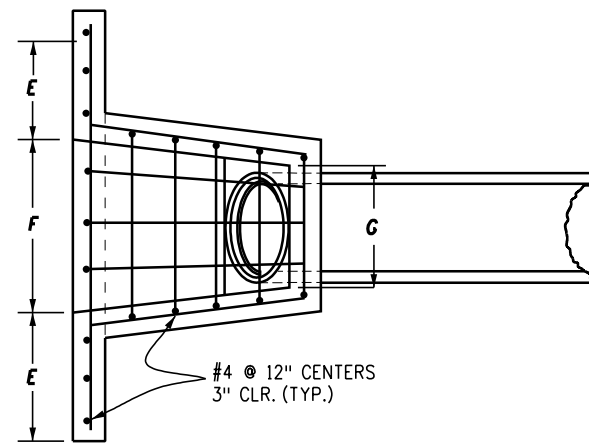
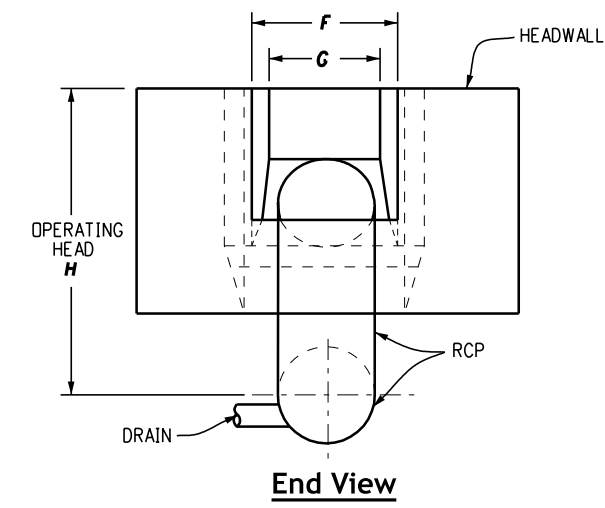
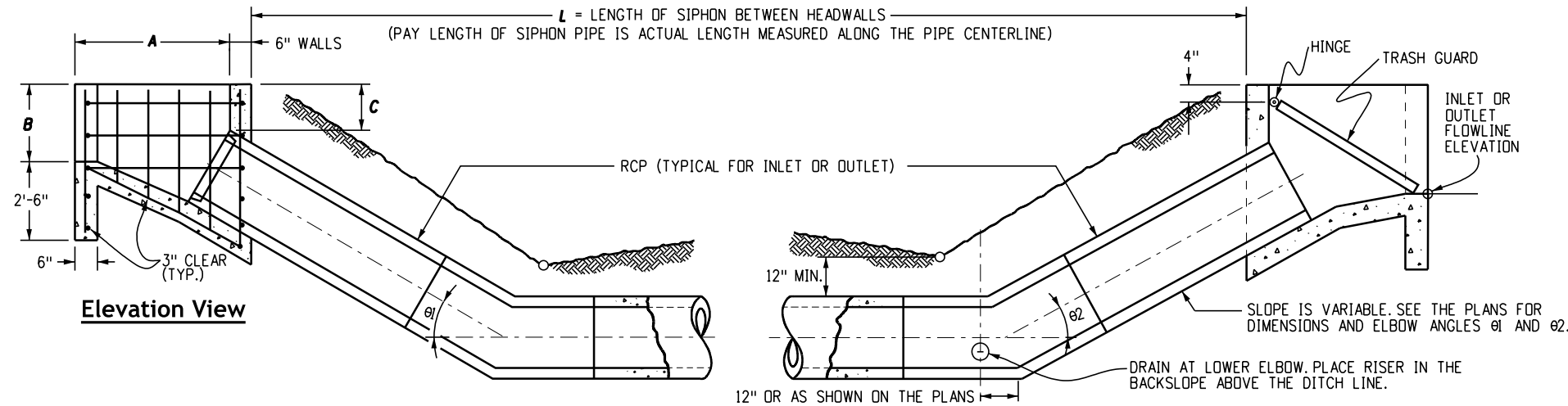
**Section A-A**



**Section B-B**

(With 4-inch Bituminous or Concrete Slope and Ditch Paving)

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b> <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<h1 style="margin: 0;">Embankment Protector Type 5</h1>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date:	Comments			<b>M-615-2</b>	
Designer Initials: JBK						Standard Sheet No. 1 of 1	
Last Modification Date: 07/01/2026						Project Sheet Number:	
Last Modified By: DLK						Issued by Construction Engineering Services: July 01, 2026	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English							



PIPE DIAMETER IN.	DIMENSIONS					
	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"

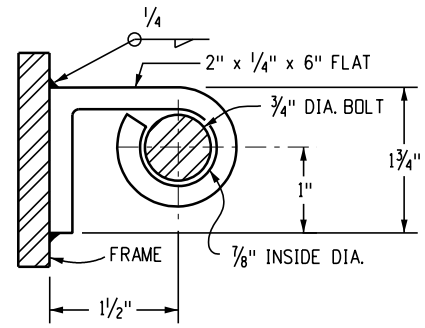
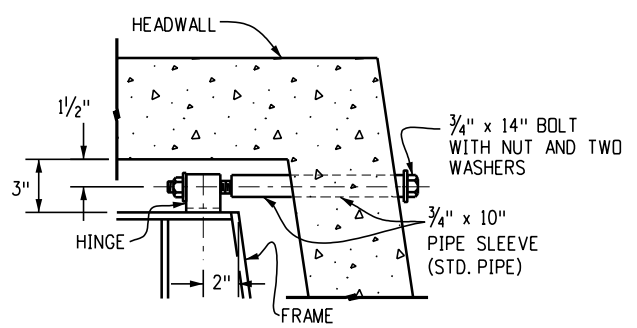
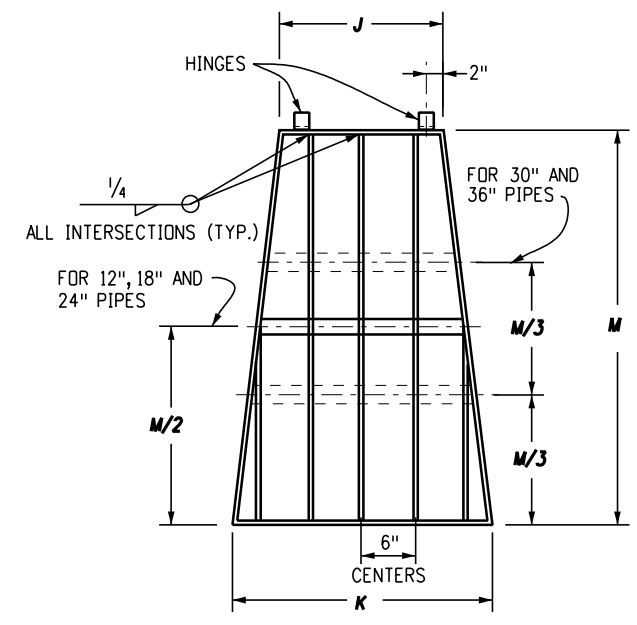
PIPE DIAMETER IN.	CONCRETE	REINFORCED STEEL
	CU. YDS.	LBS.
12	0.62	55
18	1.17	88
24	1.92	146
30	2.72	203
36	3.74	275

- General Notes**
- Siphon drain, valve and valve box, and trash guards are to be provided only when called for on the plans.
  - Concrete shall be Class B.
  - All exposed concrete corners shall be chamfered 3/4 inch.
  - The location, size, pipe material and governing dimensions of siphons will be shown on the plans.
  - To determine wall thickness or class for siphon pipe, see appropriate tables on Standard Plan M-603-2.
  - Cost of joint sealers, gaskets, fittings and connections shall be included in the bid price for siphon pipe.
  - Trash guards and appurtenances shall be galvanized in conformance with AASHTO M 111.

**Headwall Dimensions**

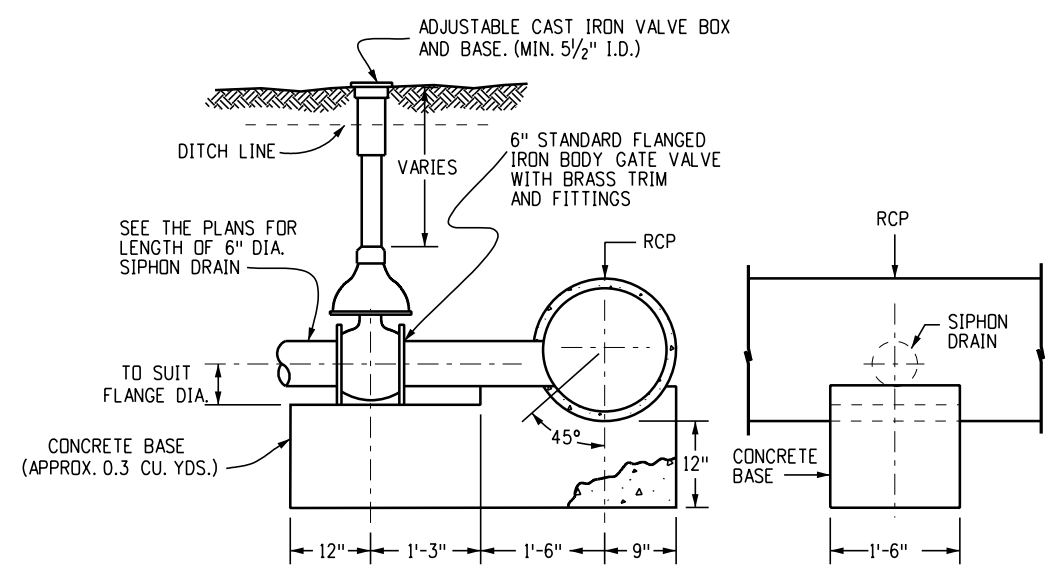
**Headwall Quantities**

Quantities for one headwall after deduction for pipe.



PIPE DIAMETER INCHES	BAR AND BRACE SIZE	NO. OF BRACES EACH	DIMENSIONS			WEIGHT LBS.
			J	K	M	
12	3/8" x 2"	1	1'-0"	1'-6"	2'-6"	35.1
18	3/8" x 2"	1	1'-7"	2'-6"	3'-10"	74.4
24	3/8" x 2"	1	2'-2"	3'-6"	5'-2"	120.5
30	3/8" x 2 1/2"	2	2'-9"	4'-6"	6'-6"	235.9
36	3/8" x 2 1/2"	2	3'-4"	5'-6"	7'-10"	317.6

**Trash Guard Dimensions and Quantities**



**Elevation View** **Partial End View**

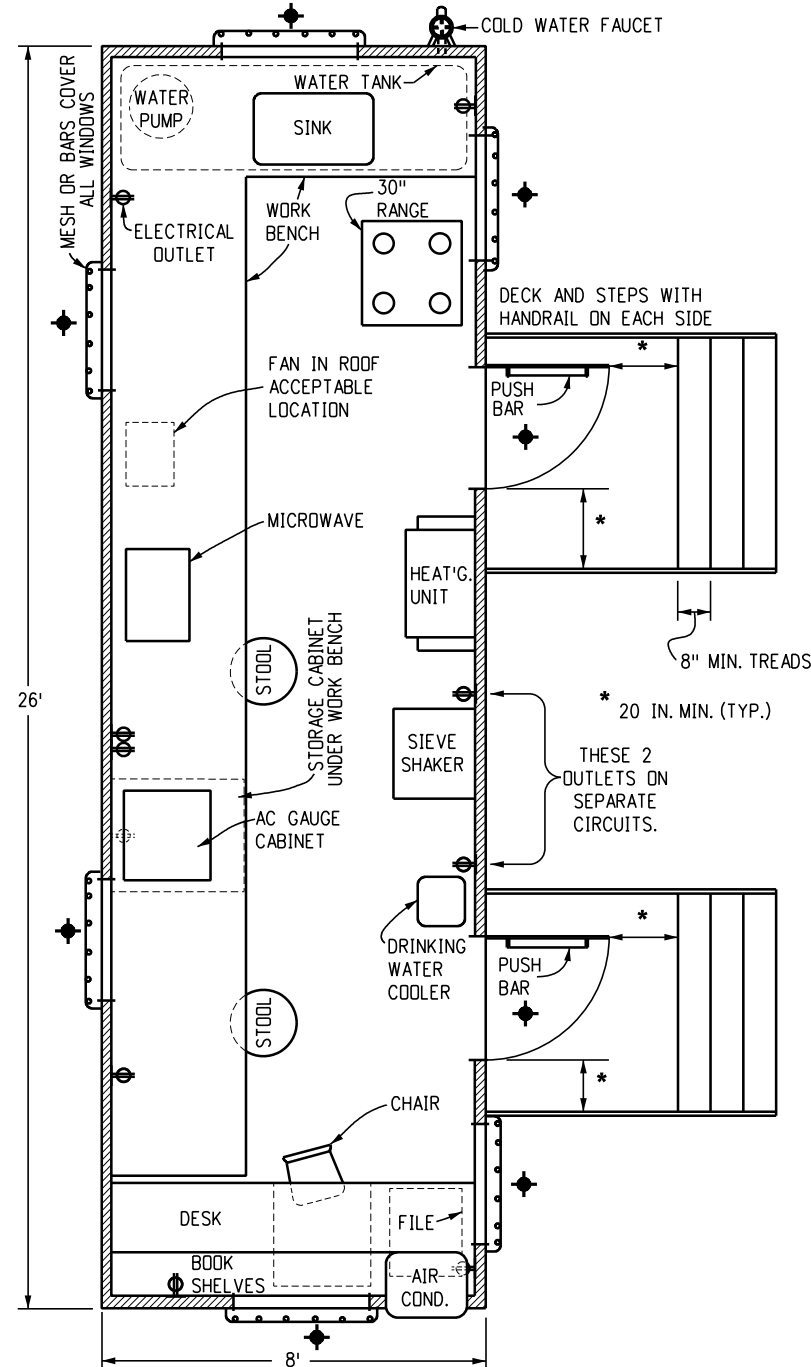
Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Inverted Siphon**  
 Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-616-1**  
**Standard Sheet No. 1 of 1**  
 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 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-foot long x 8-feet wide outside, 7 feet-6 inches height inside.
3. WINDOWS: A minimum of four, with provision for cross ventilation and locking.
4. DOORS: Two, equipped with deadbolt locks, 36-inch x 80-inch, 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 feet 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 feet long and 10 inches deep, built over desk area. Top shelf shall be at least 14 inches below ceiling.
13. WORK BENCHES: 30 inches wide x 36 inches high with a durable working surface such as Formica.
14. STORAGE CABINETS: Two, one built-in under the work bench with a 28 inches x 28 inches 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-inch x 18-inch x 18-inch High Asphalt Content (AC) Gauge.
15. SINK: One, single tub, stainless steel, 25-inch x 22-inch x 6-1/2-inch 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-inches or 12-inch sieves.
 The shaker shall be capable of shaking a full set of 8-inch sieves as well as 12-inch sieves, and shall be mounted 24 inches 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-inch kitchen range, electric or gas, having four surface burners and a 3.5 cubic foot 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-inch 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 cubic feet 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 lbs. or 0.1 percent
  - F. Display panel shall be equipped with the following:
    - Led Display On/Off key, Print key, Re-Zero key, Weighing Mode key, Sample percent 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 inches wide by 12 inches 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.

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Field Laboratory Class 1</b>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26		Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Field Laboratory Class 1</b>	<b>M-620-1</b>	
Designer Initials: JBK	(R-X)	Comments: _____			Standard Sheet No. 1 of 1	
Last Modification Date: 07/01/2026	(R-X)	_____			Issued by Construction Engineering Services: July 01, 2026	Project Sheet Number: _____
Last Modified By: DLK	(R-X)	_____				
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	(R-X)	_____				

**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. The Laboratory shall meet or exceed the following requirements.
2. DIMENSIONS: 28-feet long x 12-feet wide outside, 7-feet-6 inch height inside.
3. WINDOWS: Six, 30-inch x 27-inch, capable of opening and locking.
4. DOORS: Two, equipped with deadbolt locks, 36-inch x 80-inch, 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 feet 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-feet long feet built over desk area and 8-feet long built over work bench. All shelves shall be 10-inch deep. top shelf shall be at least 14-inches below ceiling.
13. WORK BENCHES: 30-inch deep x 36-inch high with a durable working surface such as formica.
14. STORAGE CABINETS: Two, one built-in under the work bench with a 28-inch x 28-inch 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-inch x 18-inch x 18-inch High Asphalt Content (AC) Gauge.
15. SINK: One, single tub, stainless steel, 25 inch x 22 inch x 6-1/2 inch 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. The 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-inch kitchen range, electric or gas, having four surface burners and a 3.5 cubic foot oven with reinforced oven racks.
21. MICROWAVE OVEN: One, 1.5 cubic feet 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-inch or 12-inch sieves.

The shaker shall be capable of shaking a full set of 8-inch sieves as well as 12-inch sieves, and shall be mounted 24 inches 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 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 lbs.
  - E. Accuracy: 0.001 lbs. or 0.1 percent.
  - F. Display Panel: Shall be equipped with the following: LED Display, On/off key, print key, re-zero key, weighing mode key, sample percent 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 inches wide by 12 inches deep.
  - I. Base: Shall have adjustable leveling feet and a level vial attached.

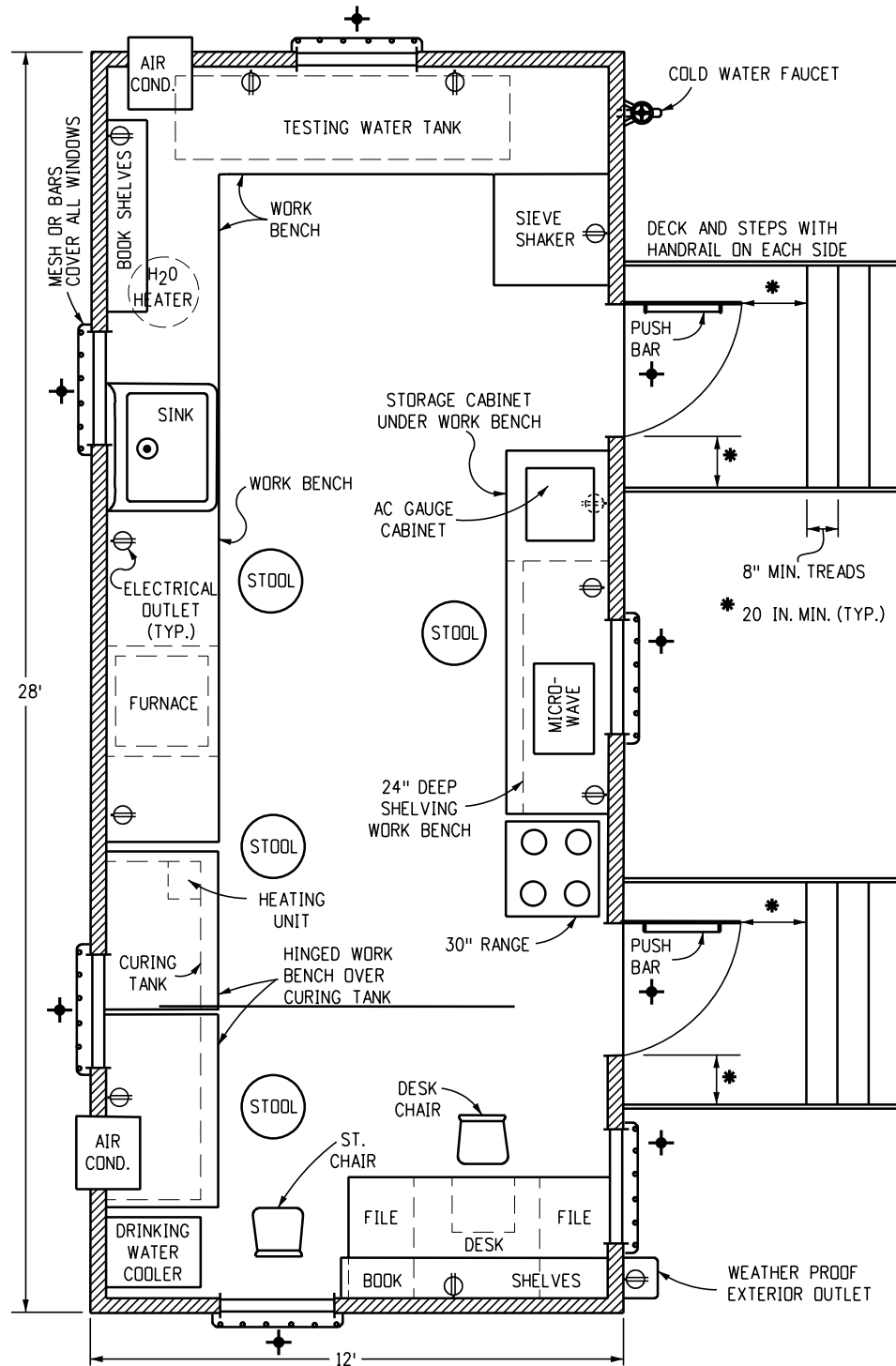
The balance shall be equipped with an underhook weighing device and one copy of the owner's manual.
25. RECORDING THERMOMETER: Recording thermometer for curing tanks shall be either electrical or mechanical type.
  - A. The electrical recording thermometer shall be equipped with the following:
    - (1) 120 VAC/60 HZ with a minimum 3-foot long power cord.
    - (2) Minimum 6-inch diameter circular paper chart with a box of blank charts.
    - (3) A selectable temperature scale with one scale that has a range from 50 degrees Fahrenheit to 120 degrees Fahrenheit.
    - (4) A selectable chart speed with one speed of 24 hours and one speed of 7 days. The speed accuracy shall be ± 1.5 percent.
    - (5) The display shall be a minimum 3-digit LED with a minimum digit size of 0.5 inches.
    - (6) The temperature accuracy of the monitor shall be ± 1 degree Fahrenheit.
    - (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-foot minimum cord length.
  - B. The mechanical recording thermometer shall be equipped with the following:
    - (1) Minimum 3-inch diameter pressure sensitive paper chart with a box of blank charts
    - (2) The stem of the thermometer shall be a minimum of 12 inches 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 percent.
    - (5) The thermometer shall be capable of operating from 0 degrees Fahrenheit to 200 degrees Fahrenheit.
    - (6) The clock mechanism accuracy shall be a minimum of 2 percent of the full-scale range being used.
    - (7) The recording range shall be a minimum of 20 degrees Fahrenheit to 220 degrees Fahrenheit.

The recording thermometer shall be mounted in such a way that a minimum 8-inch 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.



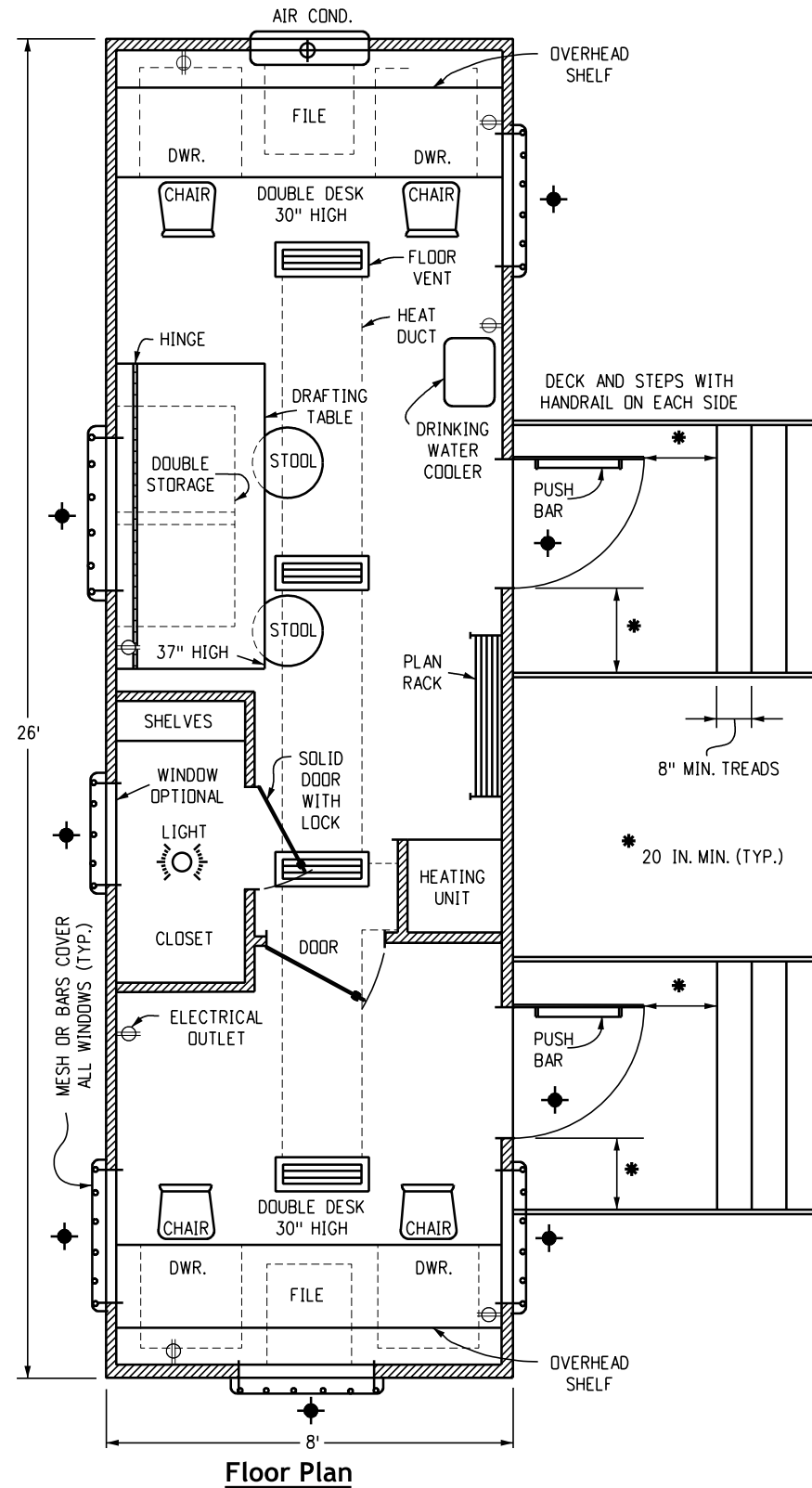
**Floor Plan**

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Field Laboratory Class 2</b>	<b>Standard Plan No.</b>
Issuance Date: 07/01/26		Date:	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	M-620-2 Standard Sheet No. 1 of 2	Project Sheet Number:
Designer Initials: JBK		Comments:			
Last Modification Date: 07/01/2026					
Last Modified By: DLK					
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					
Issued by Construction Engineering Services: July 01, 2026					


**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 degrees Fahrenheit to 464 degrees Fahrenheit and have a uniform temperature of  $\pm 3$  degrees Fahrenheit at 230 degrees Fahrenheit. The oven shall be capable of maintaining a constant temperature,  $\pm 5$  degrees Fahrenheit, 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.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		 <p><b>Colorado Department of Transportation</b>  <b>Construction Engineering Services Branch</b>                  2829 West Howard Place                  Denver, CO 80204                  DLK</p>	<h1 style="margin: 0;">Field Laboratory</h1> <h2 style="margin: 0;">Class 2</h2> <p>Issued by Construction Engineering Services: July 01, 2026</p>	<b>Standard Plan No.</b>	
Issuance Date: 07/01/26	<input type="checkbox"/>	Date:	Comments			<b>M-620-2</b>	
Designer Initials: JBK	<input type="checkbox"/>					Standard Sheet No. 2 of 2	
Last Modification Date: 07/01/2026	<input type="checkbox"/>					Project Sheet Number:	
Last Modified By: DLK	<input type="checkbox"/>						
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English	<input type="checkbox"/>						




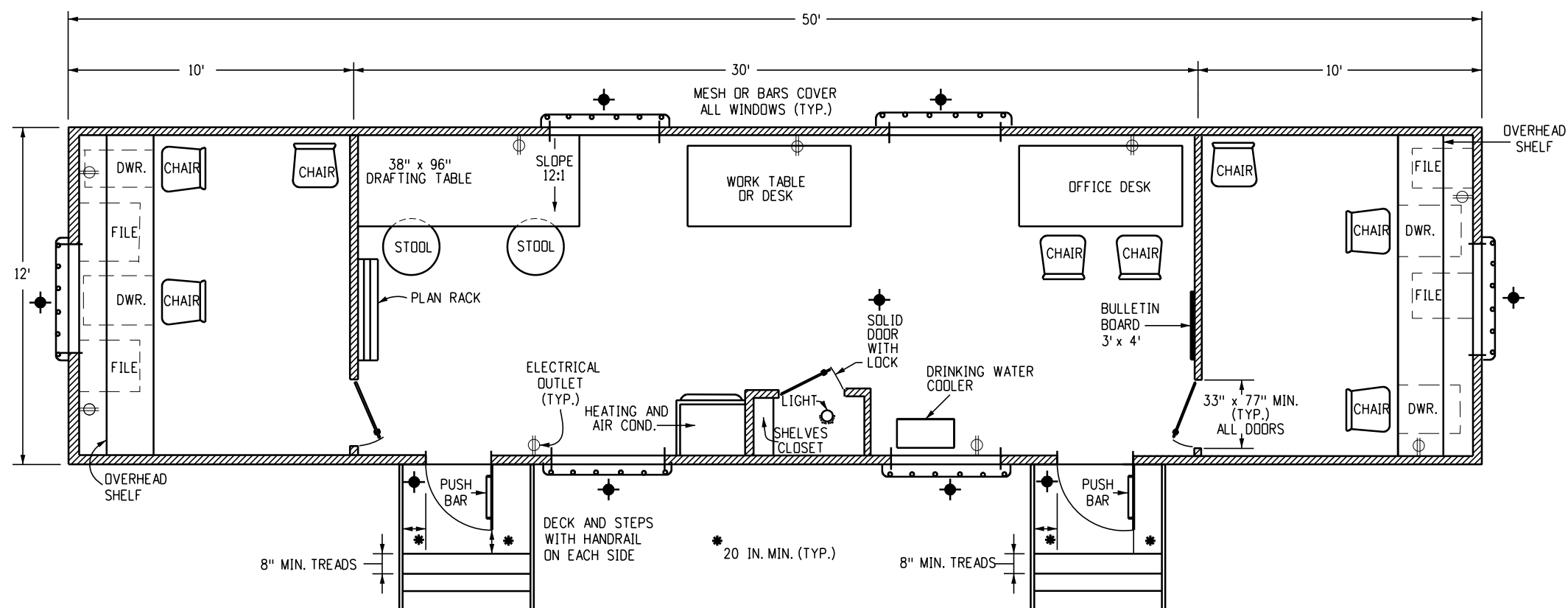
**General Notes**

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-feet long x 8-feet wide outside, 7-feet-6 inches height inside.
3. WINDOWS: A minimum of four, 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 foot 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-feet of each exterior door.
9. DESKS: One 30-inch x full inside width x 30 inches high, at each end of the trailer, supported by a legal size two drawer metal file center pedestal. Each desk top shall have an overhead shelf and two pen drawers.
10. DRAFTING TABLES: One 26-inch X 72-inch hinged board with double storage below. Slope board 12:1 down to 37-inch 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 square feet.
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.

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Field Office Class 1</b>	<b>STANDARD PLAN NO.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date:		<b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>M-620-11</b>
Designer Initials: JBK		Comments:			Standard Sheet No. 1 of 1
Last Modification Date: 07/01/2026					
Last Modified By: DLK					
CAD Ver.: MicroStation V10 Scale: Not to Scale Units: English					Project Sheet Number:

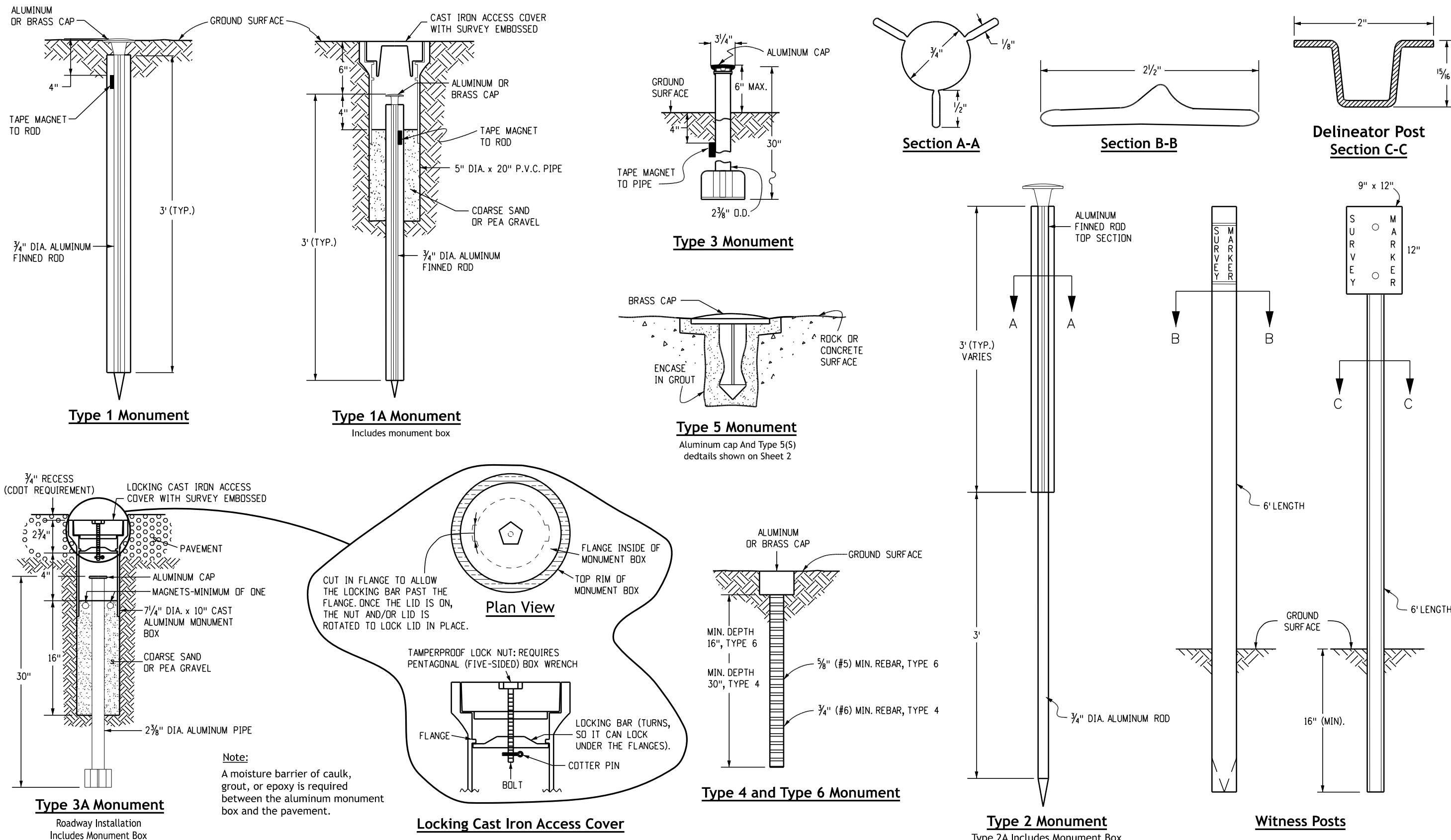
### General Notes

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-feet long x 12-feet wide outside, 7-feet-6-inch height inside.
3. **WINDOWS:** A minimum of six, 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-feet of each exterior door.
8. **DESKS:** One 30-inch x full inside width x 30-inch high at each end of the trailer, supported by a legal size two drawer metal file center pedestal. Each desk top shall have an overhead shelf and two pen drawers.
9. **DRAFTING TABLE:** One 38-inch x 96-inch table, sloped 12:1 to 37-inch height at front edge or with provision for adjusting the slope.
10. **WORK TABLE:** One 72-inch x 36-inch table. The top of the table shall be free of all scratches, chips, and dents.
11. **OFFICE DESK:** One 72-inch x 36-inch 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 square feet.
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**

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>Field Office Class 2</b>	<b>STANDARD PLAN NO.</b>
Issuance Date: 07/01/26	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Date: _____	 <b>Construction Engineering Services Branch</b> 2829 West Howard Place Denver, CO 80204 DLK	<b>Class 2</b>	<b>M-620-12</b>
Designer Initials: JBK		Comments: _____			Standard Sheet No. 1 of 1
Last Modification Date: 07/01/2026		_____			Project Sheet Number: _____
Last Modified By: DLK		_____			
CAD Ver.: MicroStation V10 Scale: Note to Scale Units: English					



Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Note to Scale Units: English	

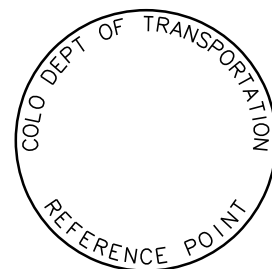
Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

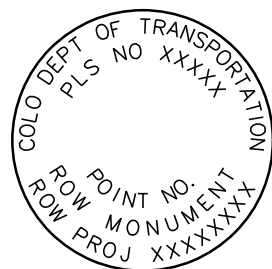
**Survey Monuments**

Issued by Construction Engineering Services: July 01, 2026

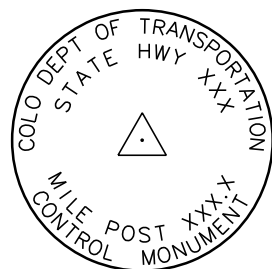
Standard Plan No.
<b>M-629-1</b>
Standard Sheet No. 1 of 2
Project Sheet Number:



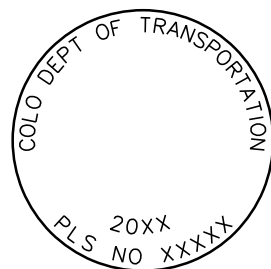
**Reference Monument Cap**



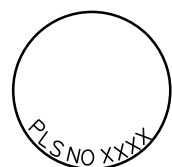
**Row Monument Cap**



**Control Monument Cap**

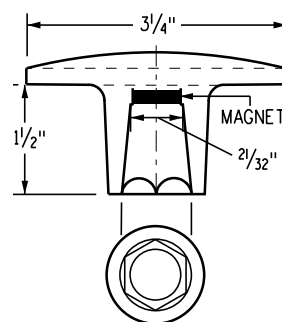


**Aliquot Corner Monument Cap**

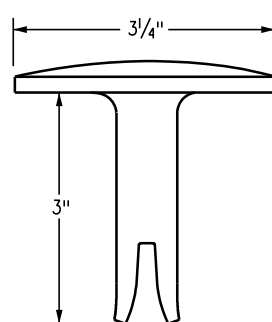


**Aluminum Cap**

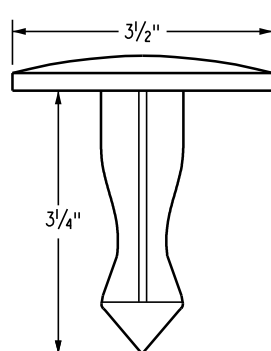
Note: A blank cap may be substituted if the appropriate cap shown above is not available. If a blank cap is used, all information normally included on the appropriate standard cap, shall be stamped on the blank cap along with specific project information such as Project No., Date, Point No., Etc..



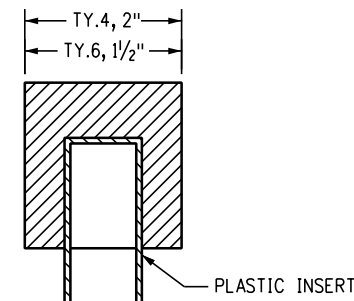
**Aluminum Cap**  
Used with aluminum rod



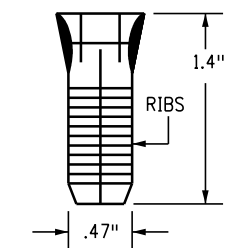
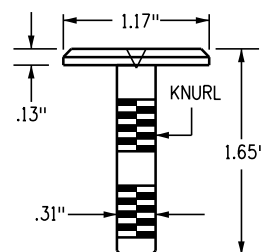
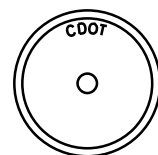
**Aluminum Cap Type 5**  
For placing in existing concrete or rock



**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

**All Monumentation Materials will be Furnished by CDOT**

The monument type shall meet the minimum standards as determined by the Colorado State Board of Licensure for Architects, Professional Engineers and Professional Land Surveyors.

The CDOT Survey Coordinator must 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-inch long x 3/4-inch diameter 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-foot section of finned rod. When subsurface rock or concrete is encountered less than 3-feet below the ground surface, the rod shall be embedded in the rock or in concrete at least 6-inches 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 feet into the ground.

The monument shall be installed by first attaching the proper size tip to a 3-foot long x 3/4-inch diameter rod, then driving the rod at least 30 inches into the ground. Additional 3-foot long x 3/4-inch 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 inch diameter cap shall be used on 3/4 inch (#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 1-1/2 inch, shall be used on 5/8-inch (#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 one foot of the monument when possible. A delineator post with a 9-inch x 12-inch 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.

**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		

Computer File Information	
Issuance Date: 07/01/26	
Designer Initials: JBK	
Last Modification Date: 07/01/2026	
Last Modified By: DLK	
CAD Ver.: MicroStation V10 Scale: Note to Scale Units: English	

Sheet Revisions	
Date:	Comments

**Colorado Department of Transportation**  
**Construction Engineering Services Branch**  
 2829 West Howard Place  
 Denver, CO 80204  
 DLK

**Survey Monuments**

Issued by Construction Engineering Services: July 01, 2026

**Standard Plan No.**  
**M-629-1**  
**Standard Sheet No. 2 of 2**  
 Project Sheet Number:

# Colorado Department of Transportation

## Miscellaneous (M) Standard Drawings

Issued July 01, 2026

