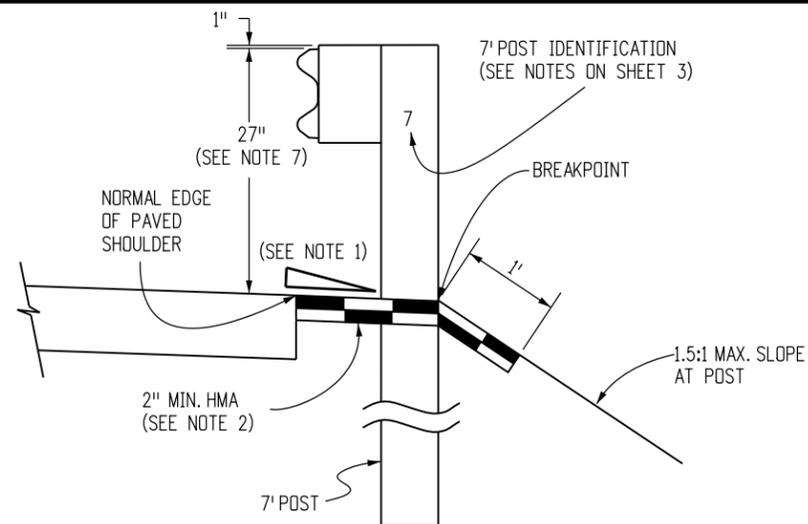
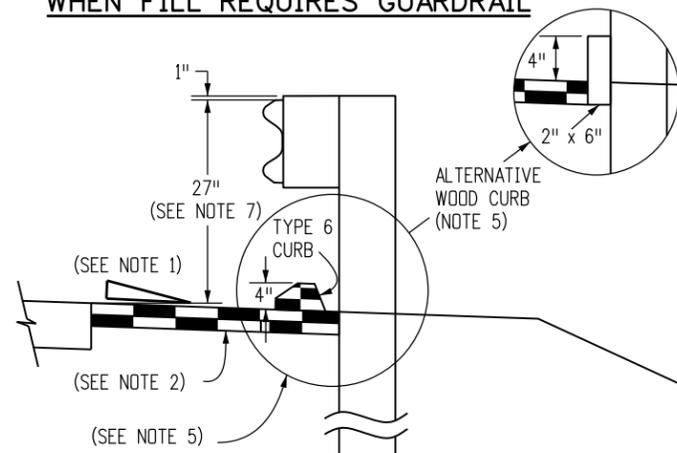


NORMAL ROADSIDE INSTALLATION WHEN FILL REQUIRES GUARDRAIL

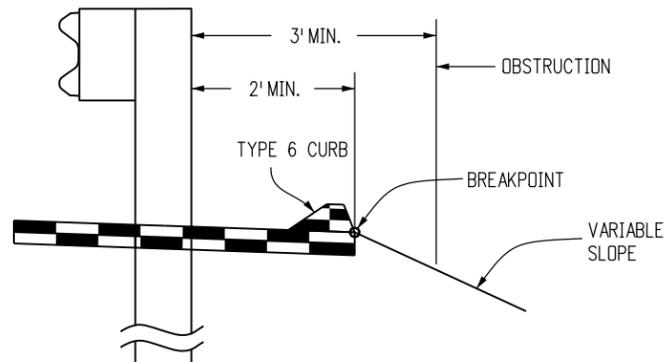


RESTRICTIVE ROADSIDE INSTALLATION WITH 7 FOOT GUARDRAIL POSTS

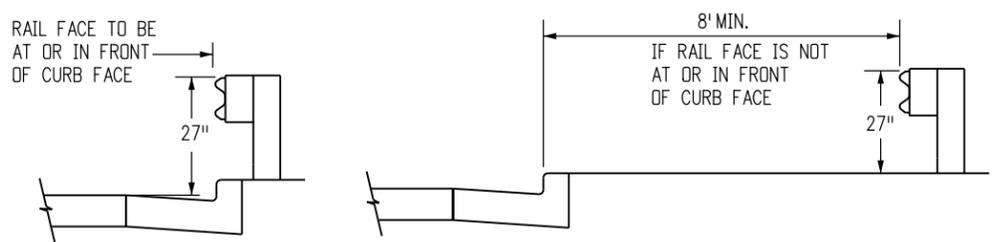


OPTION A

ROADSIDE INSTALLATION WITH EROSION CONTROL CURB



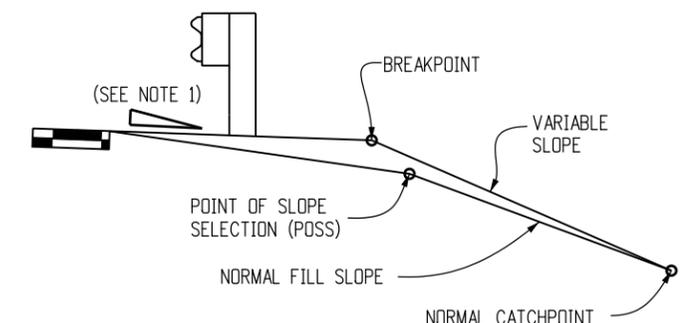
OPTION B



URBAN ROADSIDE INSTALLATION WITH CURB AND GUTTER

LOCATION	SPACING
ALL LOCATIONS EXCEPT BRIDGE RAIL LOCATIONS	6'-3"
BRIDGE OR STRUCTURE APPROACH	SEE SHEETS 11 & 18

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

- RATE OF SLOPE DEPENDS ON GUARDRAIL LOCATION:
 - FOR GUARDRAIL FACE 2 FT. OR LESS FROM THE NORMAL EDGE OF PAVED SHOULDER, CONTINUE THE RATE OF SLOPE OF THE NORMAL PAVED SHOULDER TO THE BREAKPOINT.
 - FOR GUARDRAIL FACE MORE THAN 2 FT. FROM THE NORMAL EDGE OF THE PAVED SHOULDER, THE SLOPE SHALL BE 10:1 OR FLATTER.
- WHEN SPECIFIED ON THE PLANS, EXTEND A 2 IN. MINIMUM THICKNESS PAVED SURFACE TO 1 FT. BEHIND THE GUARDRAIL POSTS OR TO THE EROSION CONTROL CURB AS SHOWN ON PLANS. ASPHALT CUTTING & PATCHING OR OTHER APPROVED METHOD SHALL BE USED TO MINIMIZE DAMAGE TO ALL PAVED SURFACES UNDER GUARDRAIL INSTALLATIONS. ALL REPAIRS TO THE PAVED AREA WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK. A MINIMUM 3 IN. THICK FIBER REINFORCED CONCRETE PAVEMENT MAY ALSO BE USED FOR PAVING BENEATH THE GUARDRAIL. INSTALL THE POST IN A 1/2 IN. OVERSIZED FORMED HOLE FOR GUARDRAIL RUNS AND TERMINALS AS DIRECTED. PAYMENT FOR THIS PAVED SURFACE WILL BE MADE UNDER A PAVEMENT OR CONCRETE PAY ITEM WITH QUANTITIES SHOWN ON THE PLANS.
- THE MINIMUM GUARDRAIL OFFSET FROM PAVED SHOULDER EDGE SHALL BE:
 - 0 FT. FOR SHOULDERS 8 FT. OR WIDER
 - 2 FT. FOR SHOULDERS 6 FT. OR LESS
 THE GUARDRAIL OFFSET FROM PAVED INSIDE SHOULDER EDGE OF A DIVIDED HIGHWAY SHALL BE:
 - 0 FT. MINIMUM FOR SHOULDERS 6 FT. OR WIDER
 - 2 FT. DESIRABLE FOR 4 FT. SHOULDERS
 THE ABOVE 2 FT. GUARDRAIL TO SHOULDER OFFSET IS DESIRABLE BUT NOT REQUIRED FOR:
 - FOR AN EXISTING HIGHWAY WITH A DESIGN SPEED LESS THAN 50 MPH, THE MINIMUM OFFSET OF RAIL IS 0 FT. FROM ANY WIDTH PAVED SHOULDER, OR 4 FT. MINIMUM FROM THE TRAVELED WAY.
 - FOR A ONE-WAY ONE-LANE RAMP, AND WHERE ONE OR MORE OF THE FOLLOWING ARE TRUE:
 - THE NON-OFFSET GUARDRAIL BEGINS AT LEAST 100 FT. 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 FT. OR WIDER.
 USE OF GREATER THAN MINIMUM OFFSET DIMENSIONS IS ENCOURAGED TO MEET THE DESIRABLE GOAL OF PLACING THE GUARDRAIL AS FAR AS POSSIBLE FROM THE TRAVEL WAY, EVEN FOR SHORT DISTANCES, WHILE PROVIDING A SMOOTH CHANGE IN GUARDRAIL ALIGNMENT.
- IF 2 FT. CANNOT BE PROVIDED BETWEEN THE BACK OF THE GUARDRAIL POST AND THE BREAKPOINT, USE 7 FT. GUARDRAIL POSTS. REFER TO THE "RESTRICTIVE ROADSIDE INSTALLATION" DETAIL.
- WHEN SPECIFIED ON THE PLANS, INSTALL 4 IN. HIGH TYPE 6 CURB WITH ITS FACE AT OR BEHIND THE RAIL FACE. AS AN ALTERNATIVE WHEN SPECIFIED ON THE PLANS, INSTALL A 2 IN. x 6 IN. TREATED (AASHTO M 133) WOOD CURB. FASTEN WITH A 4 IN. LAG BOLT AND WASHER AT EACH WOOD POST, OR WITH A 1/4 IN. DIA. BOLT WITH WASHER AND NUT AT EACH STEEL POST. IF THE 2 IN. x 6 IN. WOOD CURB IS SPECIFIED, IT WILL BE INCLUDED IN THE COST OF THE GUARDRAIL. IF APPROVED BY THE ENGINEER, A 2 IN. x 4 IN. TREATED WOOD CURB MAY BE SUBSTITUTED FOR THE 2 IN. x 6 IN. CURB AND SET ON TOP OF PAVEMENT SURFACE AND ATTACHED AS DESCRIBED ABOVE. NO SPLICING SHALL BE ALLOWED IN WOOD CURBS. ADJACENT BOARDS SHALL BE BUTTED TOGETHER AND BOLTED AT A POST LOCATION. JOINTS SHALL BE LOCATED AT THE POSTS.
- SEE SHEET 6 FOR CURB TREATMENTS AT GUARDRAIL TERMINALS.
- RESET GUARDRAIL IF THIS DIMENSION WILL BE LESS THAN 24 IN.
- ALL W-BEAM SPLICES, AND SPLICES OF TERMINAL CONNECTORS TO W-BEAM SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC UNLESS OTHERWISE NOTED.
- 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.
- CONCRETE MAY BE READY-MIXED OR FIELD-MIXED AND SHALL CONSIST OF A MINIMUM OF 1 PART CEMENT TO 6 PARTS AGGREGATE BY VOLUME.

THE GENERAL NOTES ARE CONTINUED ON SHEET 2.

Computer File Information

Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 6010101018.dgn	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
	Revised Sheet 14 and 18.
8/11/10	Added Sheet 15.
	Added the 1" dimension to Option A detail.
5/05/11	Added Sheet 10. Revised Sheet Numbers 11-18.

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GUARDRAIL TYPE 3

W-BEAM

Issued By: Project Development Branch July 04, 2006

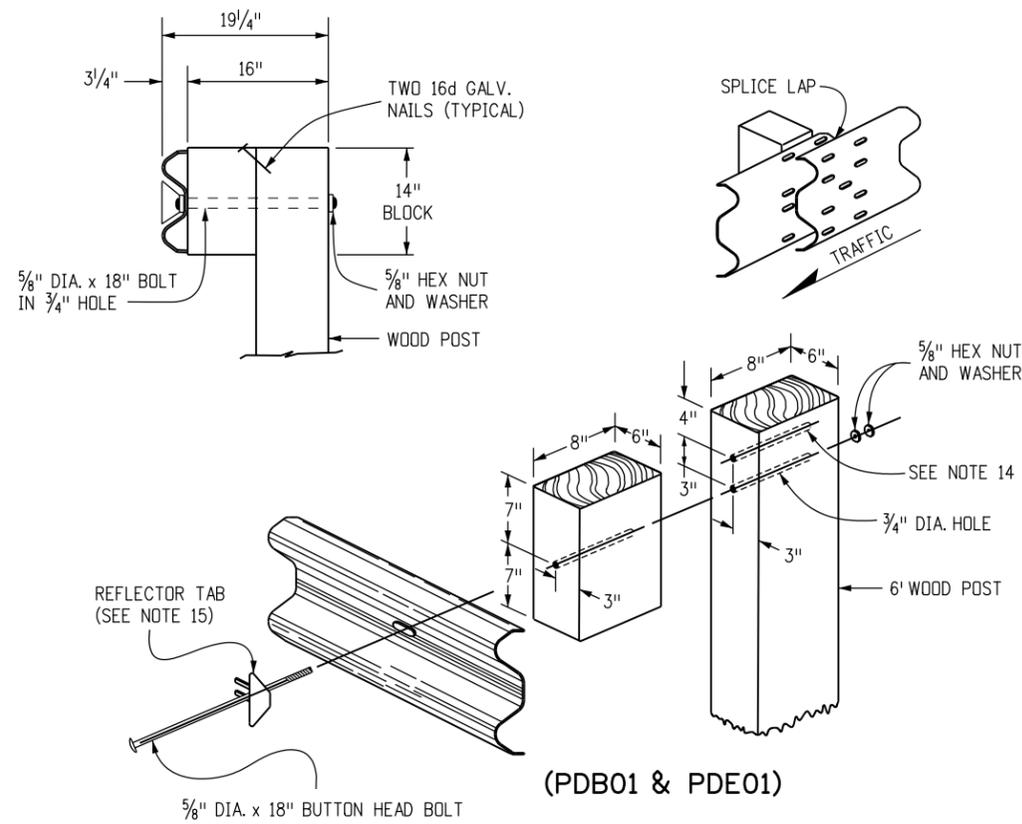
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GENERAL NOTES (CONTINUED FROM SHEET 1)

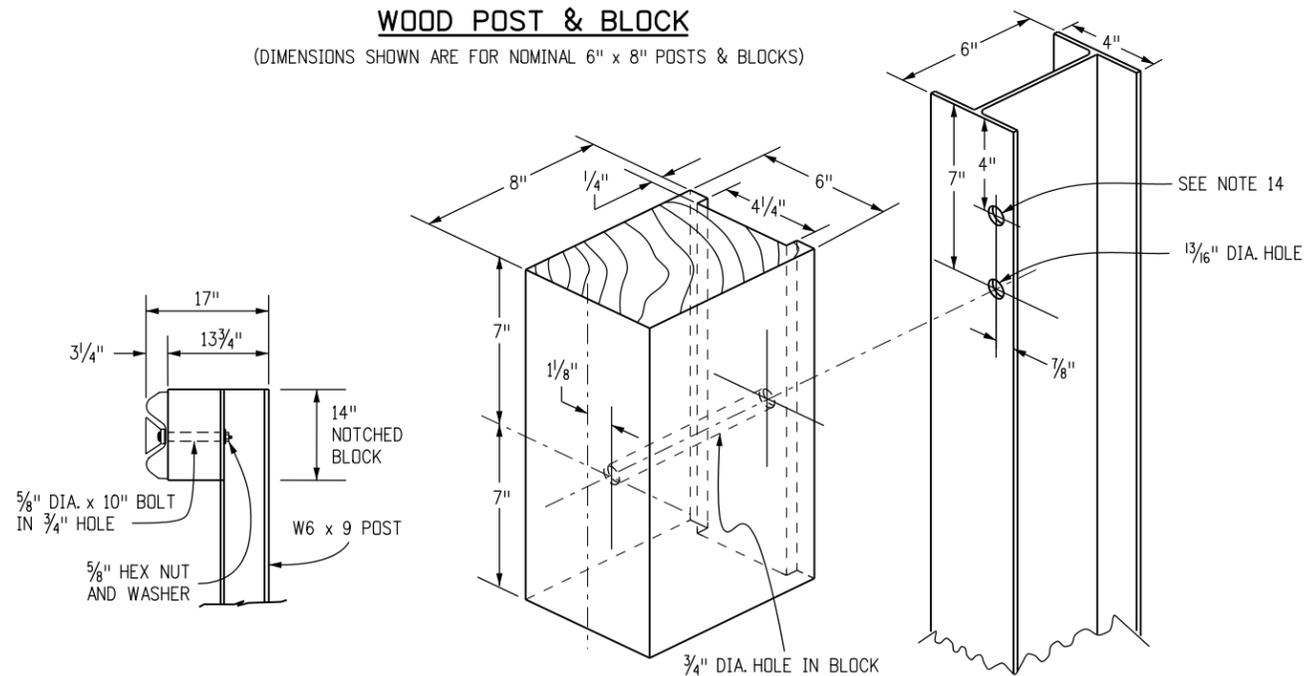
11. WHEN SPECIFIED IN THE CONTRACT, 7 FT. POSTS SHALL BE INSTALLED INSTEAD OF THE STANDARD 6 FT. POSTS. THE 7 FT. POSTS SHALL BE MARKED WITH THE NUMBER 7 TO ENSURE PERMANENT IDENTIFICATION. STEEL POSTS SHALL BE STAMPED PRIOR TO GALVANIZING. THE NUMBER 7 SHALL BE A MINIMUM 2 IN. TALL AND LOCATED AS SHOWN ON THE ELEVATION VIEW ON SHEET 1.
12. THE STANDARD 3 IN. X 1 3/4 IN. X 3/16 IN. RECTANGULAR WASHER USED UNDER POST BOLT HEADS IN THE PAST MAY REMAIN IN EXISTING INSTALLATIONS BUT SHALL NOT BE USED IN NEW CONSTRUCTION, REPAIRS, OR RESETTING OF RAIL, EXCEPT WHEN SPECIFICALLY IDENTIFIED ON THE STANDARD PLAN.
13. STANDARD GALVANIZED ROUND STEEL WASHERS SHALL BE USED UNDER ALL NUTS IN CONTACT WITH WOOD POSTS.
14. AN ADDITIONAL HOLE SHALL BE PROVIDED IN THE POSTS TO FACILITATE FUTURE RAISING OF THE RAIL ELEMENTS AND BLOCKS FOR OVERLAYS.
15. RETROREFLECTOR TABS SHALL BE INSTALLED AT 25 FT. INTERVALS (SEE SHEETS 5 AND 7 FOR EXCEPTIONS). RETROREFLECTOR TABS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK. THE TABS SHALL BE MOUNTED SO THE BOLT SLOT FACES AWAY FROM TRAFFIC, AND THE RETROREFLECTOR SURFACE FACES THE APPROACHING TRAFFIC FOR ONE-WAY ROADS. FOR TWO-WAY ROADS, BOTH SIDES OF THE TABS SHALL BE RETROREFLECTIVE, SO THAT DELINEATION IS PROVIDED FOR BOTH DIRECTIONS OF TRAVEL. THE RETROREFLECTIVE SHEETING COLOR SHALL MATCH THE COLOR OF THE ADJACENT TRAVEL WAY EDGE LINE. SEE THE RETROREFLECTOR TAB DETAIL ON SHEET 3.
16. AT THE TIME OF INSTALLATION, WOOD POSTS OR BLOCKS WITH SEASONING CHECKS GREATER THAN 1/4 IN. SHALL NOT BE USED WHEN THE CHECK EXTENDS THE FULL LENGTH OF THE PIECE.
17. WOOD BLOCKS SHALL BE CUT FROM THE SAME CROSS-SECTION, SPECIES, AND GRADE, AND SHALL RECEIVE THE SAME PRESERVATIVE TREATMENT AS THE POSTS WHEN WOOD POSTS ARE USED.
18. REFERENCES SUCH AS 00PDB01", 00PDE01", AND 00PWE01" IN THIS STANDARD PLAN SPECIFY HARDWARE DETAILS FROM 00A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE" PREPARED BY THE AASHTO-AGC-ARTBA JOINT COOPERATIVE COMMITTEE.
19. 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.
20. WOOD POSTS SHALL BE MADE OF TIMBER WITH AN EXTREME FIBER STRESS IN BENDING OF 1200 PSI STRESS GRADING AND POST DIMENSIONS SHALL CONFORM WITH THE RULES OF THE WEST COAST INSPECTION BUREAU, OR THE SOUTHERN PINE BUREAU, OR THE WESTERN WOOD PRODUCTS ASSOCIATION. TIMBER FOR POSTS SHALL BE EITHER ROUGH SAWN (UNPLANED) OR S4S (SURFACED FOUR SIDES) WITH NOMINAL DIMENSIONS INDICATED. ONLY ONE TYPE OF SURFACE FINISH SHALL BE USED FOR POSTS AND BLOCKS IN ANY ONE CONTINUOUS LENGTH OF GUARDRAIL.
21. GLULAM POSTS AND BLOCKS WILL BE ACCEPTED AS ALTERNATIVES PROVIDED THAT THE SUPPLIED MATERIALS HAVE RECEIVED FHWA APPROVAL AND ARE CERTIFIED AS IDENTICAL TO THE SPECIMENS USED FOR TESTING AND APPROVAL.
22. PRESSURE TREATMENT OF POSTS AND BLOCKS SHALL CONFORM TO AASHTO M 133 EXCEPT THAT BLOCKS NEED NOT BE INCISED. PRESERVATION ASSAY RETENTION REPORTS SHALL BE SUBMITTED TO THE ENGINEER. THE CONTRACTOR SHALL CERTIFY THAT THE SPECIES AND GRADE MEET THE REQUIREMENTS OF THE CONTRACT.
23. W-BEAM AND THRIE-BEAM GUARDRAIL POSTS SHALL BE MANUFACTURED USING AASHTO M 270 (ASTM A 709) GRADE 36 STEEL UNLESS CORROSION RESISTANT STEEL IS REQUIRED, IN WHICH CASE THE POST SHALL BE MANUFACTURED FROM AASHTO M 270 (ASTM A 709) GRADE 50W STEEL. THE DIMENSIONS OF THE CROSS-SECTION SHALL CONFORM TO A W6 X 9 SECTION AS DEFINED IN AASHTO M 160 (ASTM A 6). W6 X 8.5 WIDE FLANGE STEEL POSTS ARE AN ACCEPTABLE ALTERNATIVE TO THE W6 X 9.
24. AFTER THE SECTION IS CUT AND ALL HOLES ARE DRILLED OR PUNCHED THE COMPONENT SHALL BE ZINC-COATED CONFORMING TO AASHTO M 111 (ASTM A 123) UNLESS CORROSION-RESISTANT STEEL IS USED. WHEN CORROSION-RESISTANT STEEL IS USED THE PORTION OF THE POST TO BE EMBEDDED IN SOIL SHALL BE ZINC-COATED CONFORMING TO AASHTO M 111 (ASTM A 123) AND THE PORTION ABOVE THE SOIL SHALL NOT BE ZINC-COATED, PAINTED OR OTHERWISE TREATED.
25. FIELD MODIFICATION TO RAIL ELEMENTS ONLY IS ALLOWED BY SAWING AND DRILLING OF HOLES. FLAME CUTTING IS NOT PERMITTED. POSTS SHALL NOT BE MODIFIED. COMPONENTS ON WHICH THE SHELTER 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.



(PDB01 & PDE01)

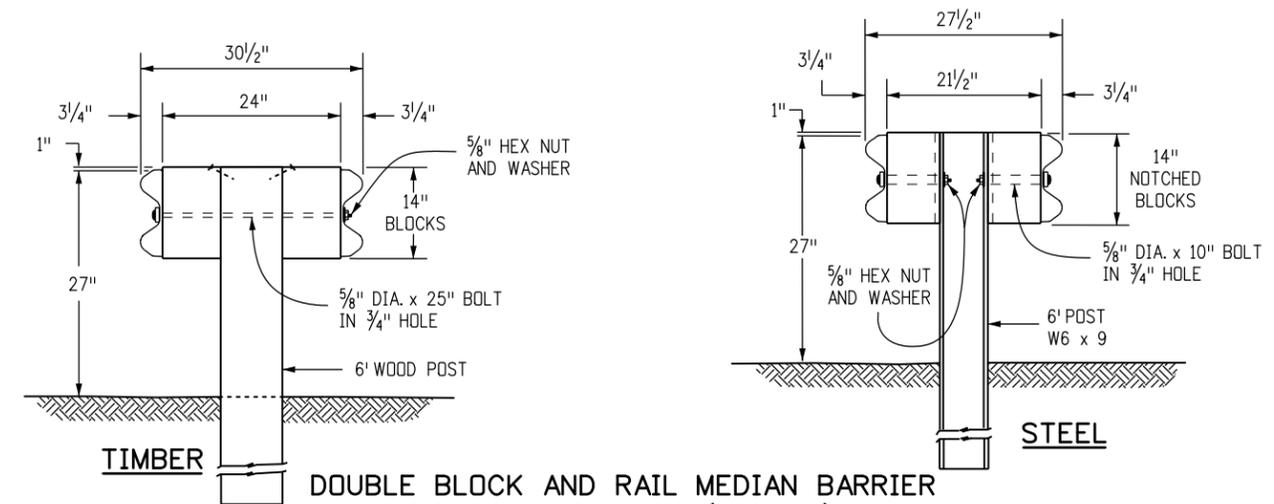
WOOD POST & BLOCK

(DIMENSIONS SHOWN ARE FOR NOMINAL 6" X 8" POSTS & BLOCKS)



STEEL POST & NOTCHED BLOCK

(NOMINAL DIMENSIONS ARE SHOWN FOR THE POSTS & BLOCKS)



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

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Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 6060102018.dgn	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	

Sheet Revisions	
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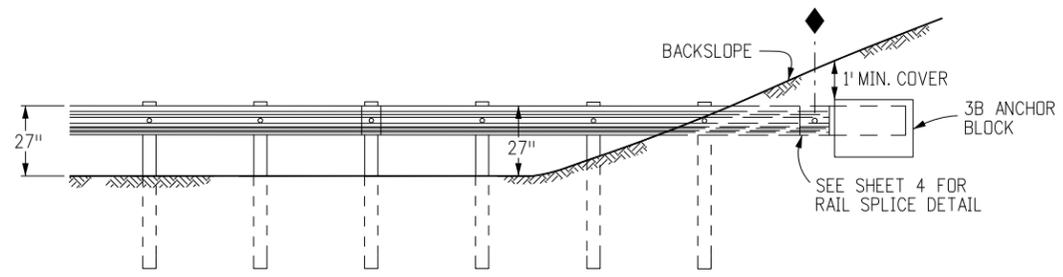
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GUARDRAIL TYPE 3
W-BEAM

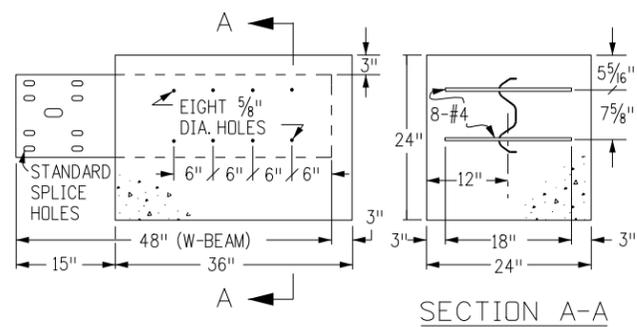
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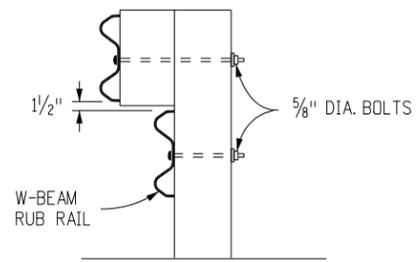


SEE TYPE 3B (RUB RAIL) PLAN VIEW FOR ALIGNMENT. THE 100 FT. FLARE LENGTH MAY BE SHORTENED IF THE SLOPE IS LESS THAN 8 FT. WIDE.

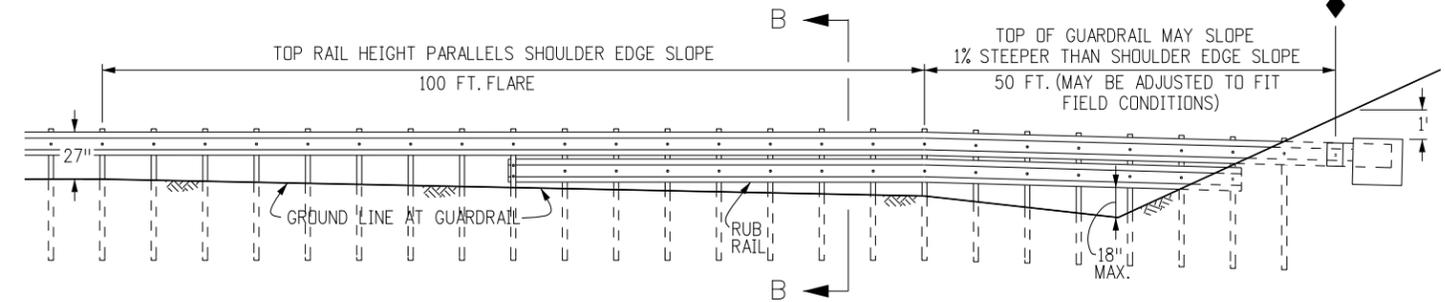
END ANCHORAGE TYPE 3B
(WITHOUT ROADSIDE DITCH AT GUARDRAIL)



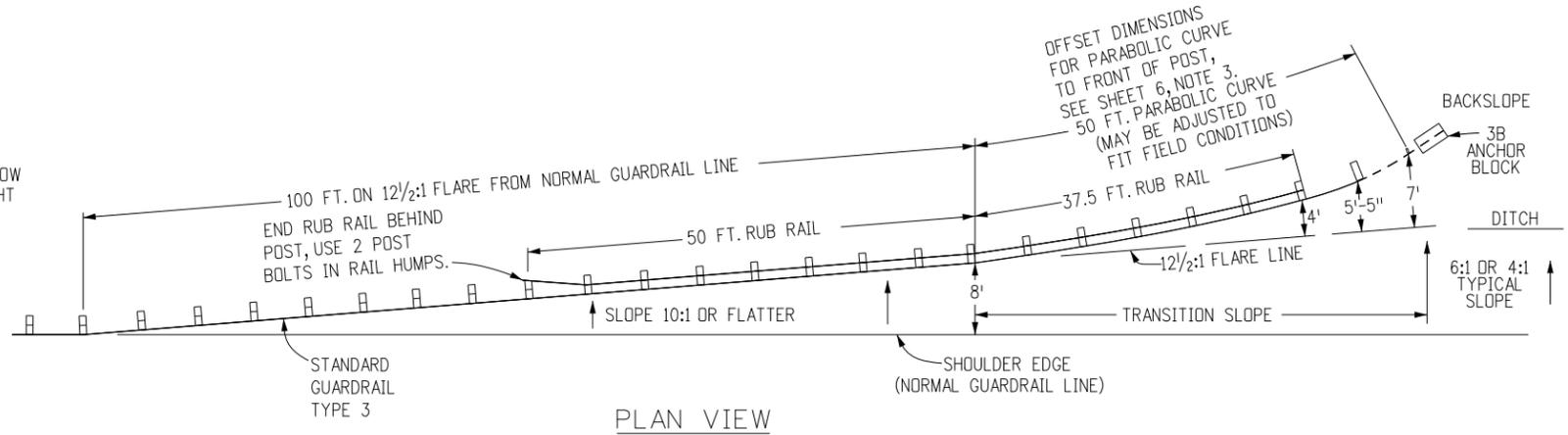
TYPE 3B ANCHOR BLOCK DETAIL



SECTION B-B
MOUNT A W-BEAM RUB RAIL 1/2 IN. BELOW THE TOP RAIL WHEN THE TOP RAIL HEIGHT EXCEEDS 30 IN. ABOVE THE GROUND

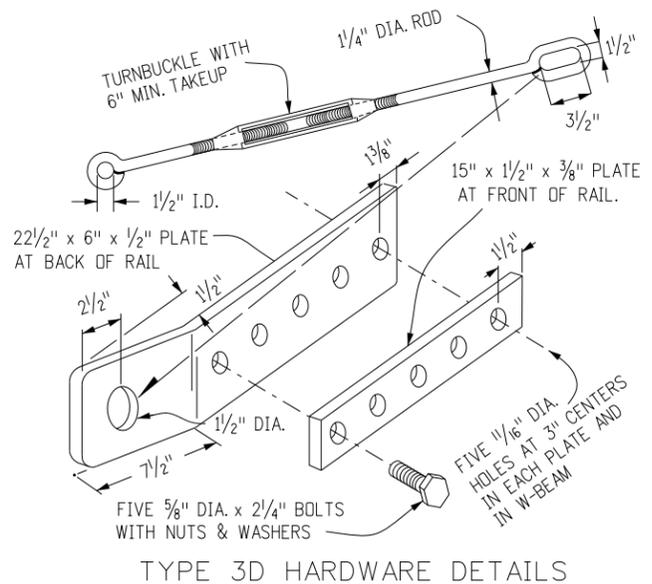


ELEVATION VIEW



PLAN VIEW

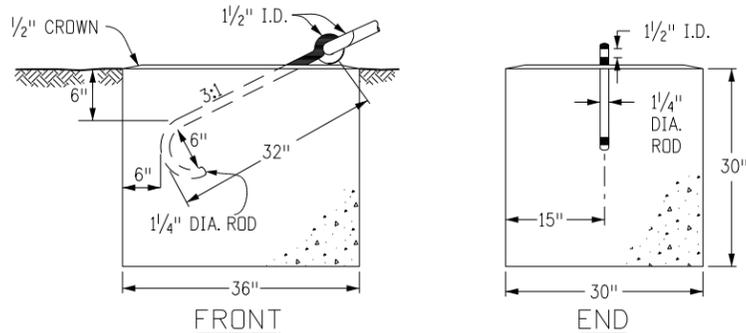
END ANCHORAGE TYPE 3B (RUB RAIL)
(WITH ROADSIDE DITCH AT GUARDRAIL)



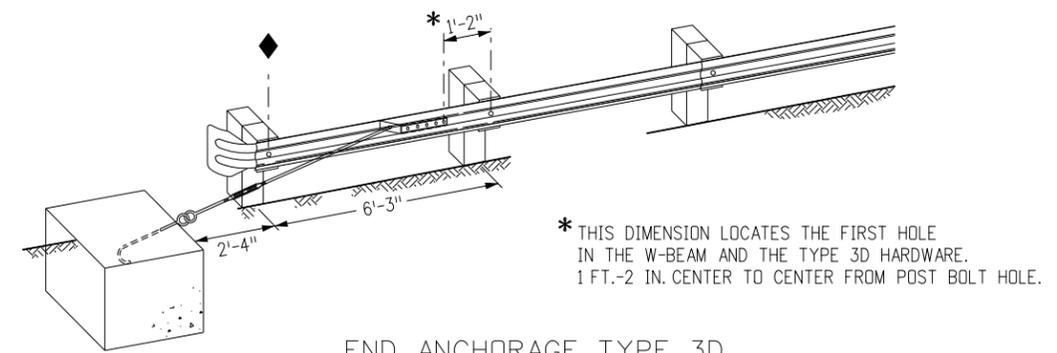
TYPE 3D HARDWARE DETAILS

NOTE: ALL PARTS SHALL BE GALVANIZED

◆ END OF GUARDRAIL PAY LENGTH



FRONT
END
TYPE 3D ANCHOR BLOCK DETAIL



END ANCHORAGE TYPE 3D
DEPARTURE TERMINAL

Computer File Information

Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	(R-X)
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Sheet Revisions

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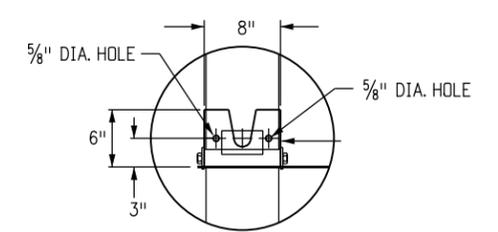
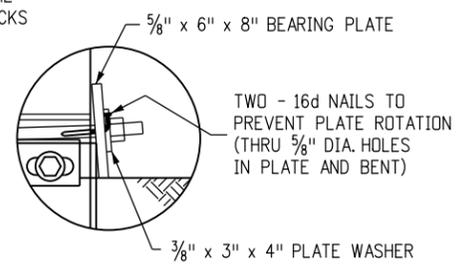
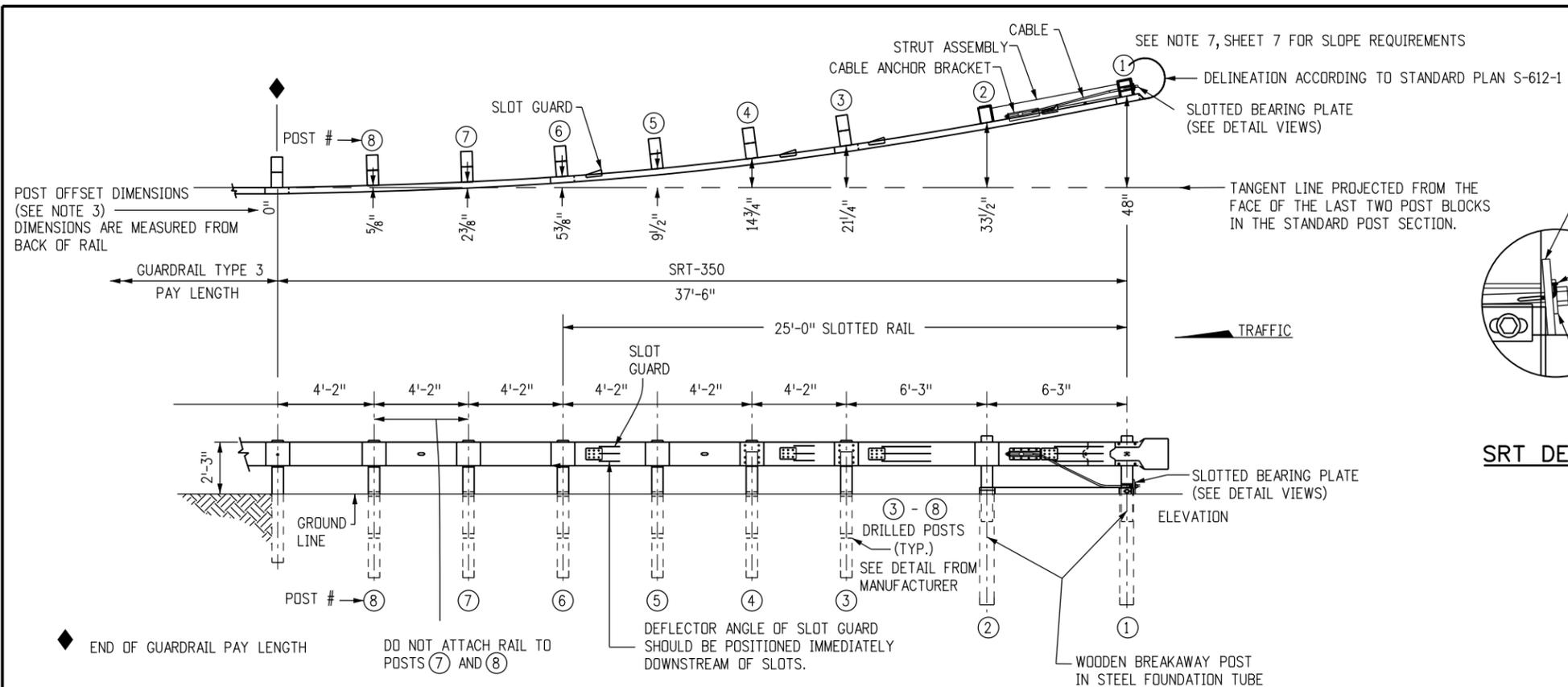
GUARDRAIL TYPE 3
W-BEAM

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SRT DETAIL VIEW

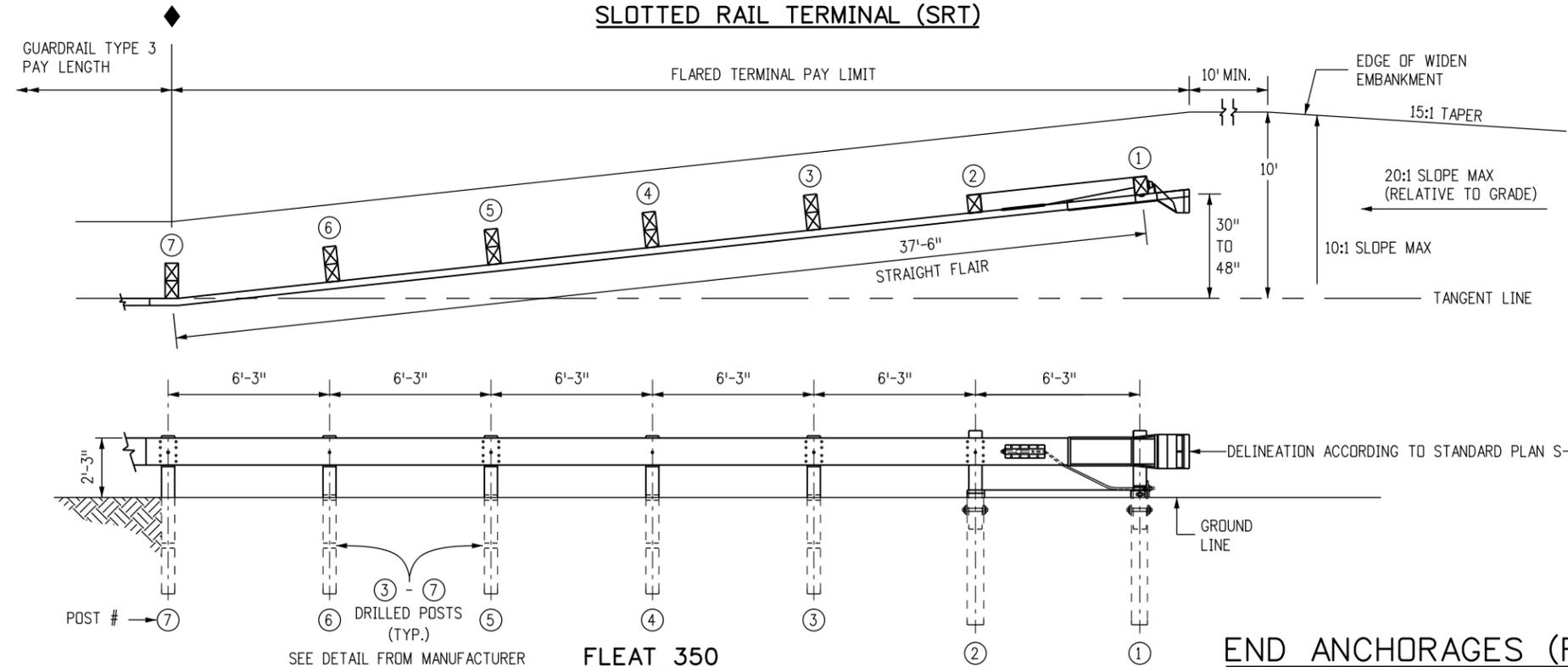
SRT FRONT VIEW

SLOTTED BEARING PLATE DETAIL

SLOTTED RAIL TERMINAL (SRT)

NOTES

1. THE END ANCHORAGE (FLARED) SHALL BE THE SLOTTED RAIL TERMINAL (SRT-350), AS MANUFACTURED BY TRINITY INDUSTRIES, INC. (TELEPHONE #: 800-644-7976), OR THE FLEAT-350, AS MANUFACTURED BY ROAD SYSTEMS INC. (TELEPHONE #: 915-263-2435). ONE END ANCHORAGE (FLARED) SHALL INCLUDE ALL POST, RAIL, AND HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE END ANCHORAGE (FLARES) SHALL BE INSTALLED CONFORMING TO THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LIST TO THE ENGINEER PRIOR TO INSTALLATION OF THE DEVICE.
2. IN HEAVY SNOW LOCATIONS, TRIM POSTS ① AND ② FLUSH WITH RAIL TOP AND TREAT END WITH SEALANT, IN CONFORMANCE WITH AASHTO M 133.
3. THE POST OFFSET DIMENSIONS ARE GIVEN TO THE CENTER OF THE TRAFFIC FACE OF THE BLOCKOUTS FROM THE PROJECTED RAIL TANGENT LINE, EXCEPT AT THE FIRST TWO POSTS WHERE THE DIMENSION IS TO THE CENTER OF THE TRAFFIC FACE OF THE POST. OFFSET POINTS SHALL BE LOCATED BY CHORD MEASUREMENTS AT THE BACK OF THE RAIL AND BE EQUAL TO THE NOMINAL POST SPACINGS SHOWN. POSTS ARE TO BE SET APPROXIMATELY RADIAL TO THE RAILING AT EACH POST LOCATION.
4. THE SRT SLOTTED BEARING PLATE SHALL BE INSTALLED WITH THE SLOT FACING UP.
5. POSTS SHALL BE DRILLED FOR BREAKAWAY ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
6. SEE SHEETS 1, 3 AND 4 FOR STANDARD GUARDRAIL TYPE 3 AND INSTALLATION DETAILS.
7. RETROREFLECTOR TABS SHALL NOT BE USED ON POSTS ① THROUGH ⑧.
8. SRT PANELS SHALL BE SUPPLIED IN EITHER THREE 12 FT. - 6 IN. RAIL PANELS, OR ONE 25 FT. - 0 IN. AND ONE 12 FT. - 6 IN. RAIL PANELS.
9. SRT - STRAIGHT FLARED OPTION. SEE MANUFACTURER'S DETAILS.
10. HINGED BREAK AWAY (HBA) STEEL POSTS MAY BE USED AS AN ALTERNATIVE ON THE SRT FOR POSTS ② THRU ⑧. SEE MANUFACTURER'S DETAILS.
11. HINGED BREAK AWAY (HBA) STEEL POSTS OR WELDED POSTS (PW) MAY BE USED AS AN ALTERNATIVE ON THE FLEAT FOR POSTS ③ THRU ⑦. SEE MANUFACTURER'S DETAILS.
12. DELINEATION SHALL BE APPLIED TO THE END PIECE, AND SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.



FLEAT 350

END ANCHORAGES (FLARED)

Computer File Information	
Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 6060105018.dgn	
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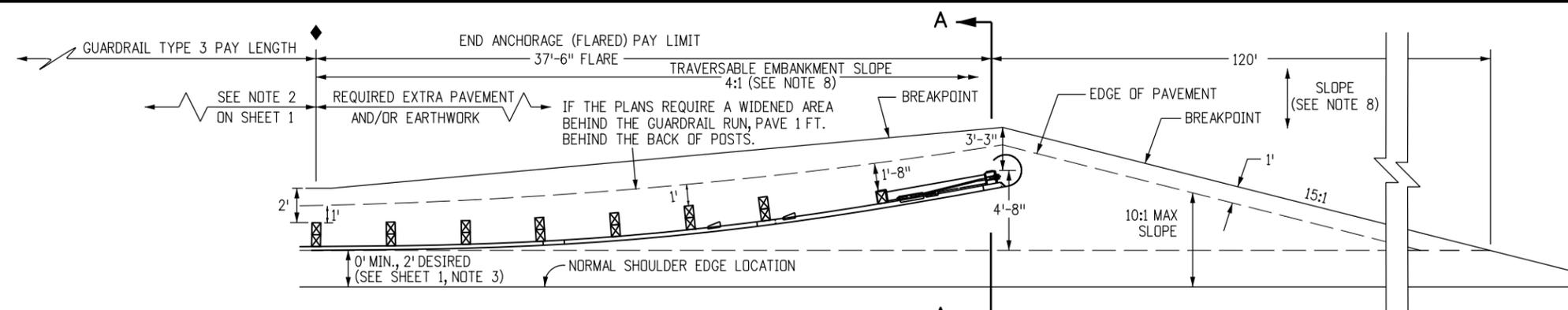
Sheet Revisions	
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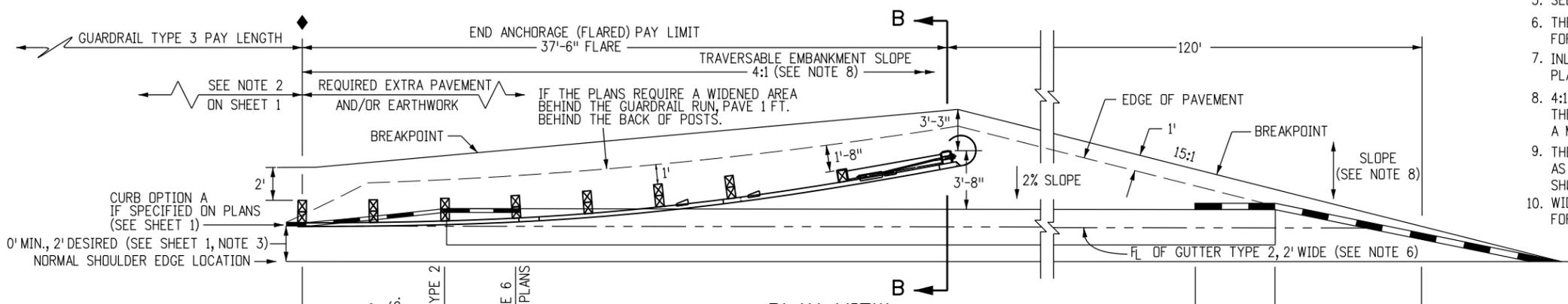
GUARDRAIL TYPE 3
W-BEAM
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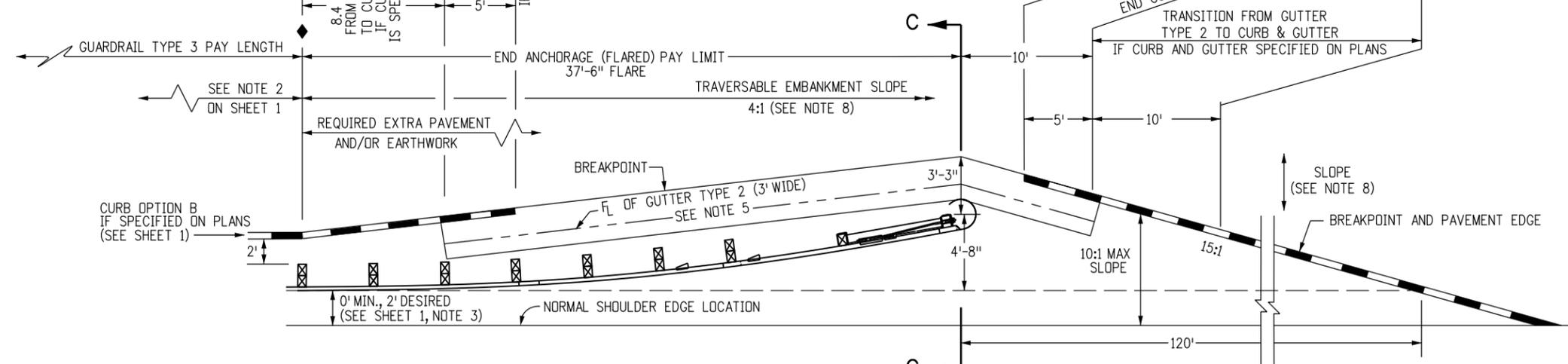


**PLAN VIEW
WIDENING FOR END ANCHORAGE (FLARED)***

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

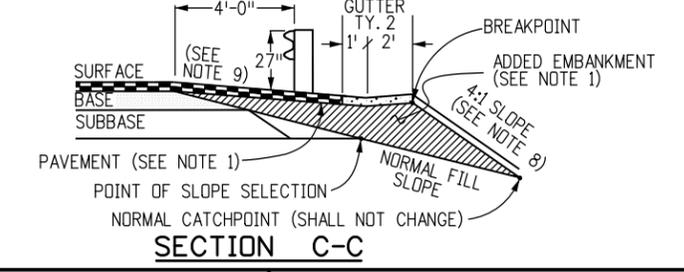
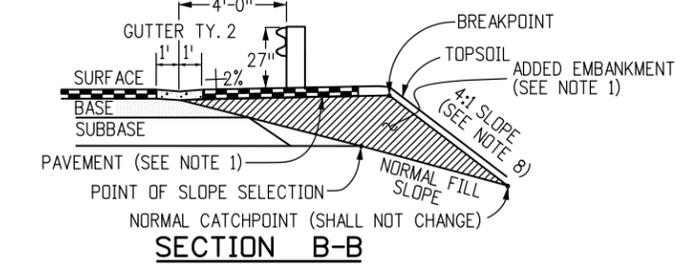
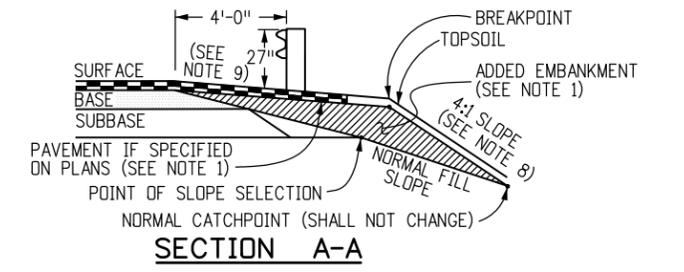


**PLAN VIEW
WIDENING FOR END ANCHORAGE (FLARED)
WITH CURB OPTION A***



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

- NOTES**
- PAYMENT FOR THE ADDED EMBANKMENT (APPROXIMATELY 45 CU. YDS.) FOR THE FLARE SHALL BE AS FOLLOWS:
A. UNDER PAY ITEM 203 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 203
B. INCLUDED IN THE COST OF THE END ANCHORAGE (FLARED) WHEN THE CONTRACT PLANS DO NOT INCLUDE PAY ITEM 203. THE ADDED EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBSECTION 203.07, AASHTO T 99.
 - WHEN THE WIDENED AREA IS PAVED, PAYMENT FOR THE PAVEMENT (APPROX. 70 SQ. YDS.) SHALL BE AS FOLLOWS:
A. UNDER PAY ITEM 403 OR 412 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 403 OR 412
B. INCLUDED IN THE COST OF THE END ANCHORAGE (FLARED) WHEN THE CONTRACT PLAN DOES NOT INCLUDE PAY ITEM 403 OR 412 (SEE SHEET 1, NOTE 2 FOR PAVEMENT TYPES)
 - CONCRETE PAVED AREAS SHALL HAVE THEIR TAPERED ENDS SQUARED OFF AS DIRECTED BY THE 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 OVERLAYED UNLESS PAVEMENT CONDITIONS WARRANT IT BEING OVERLAYED. ANY OVERLAY PAVEMENT ABUTTING THE FLARED END ANCHORAGE SHALL BE TAPERED TO PREVENT A DROP IN THE PAVED SURFACE BELOW THE RAIL.
 - SEE SHEETS 1, 3 AND 4 FOR STANDARD TYPE 3 GUARDRAIL AND INSTALLATION DETAILS.
 - THE COST OF THE GUTTER WILL BE PAID FOR AS "GUTTER TYPE 2 (2 FT.)" FOR A LENGTH OF 134 FT. OR "GUTTER TY. 2 (3 FT.)" FOR A LENGTH OF 40 FT.
 - 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 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 FT. FROM SHOULDER OR SLOPE EQUAL TO ROADWAY SLOPE IF 2 FT. 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

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Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 6060106018.dgn	
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Sheet Revisions

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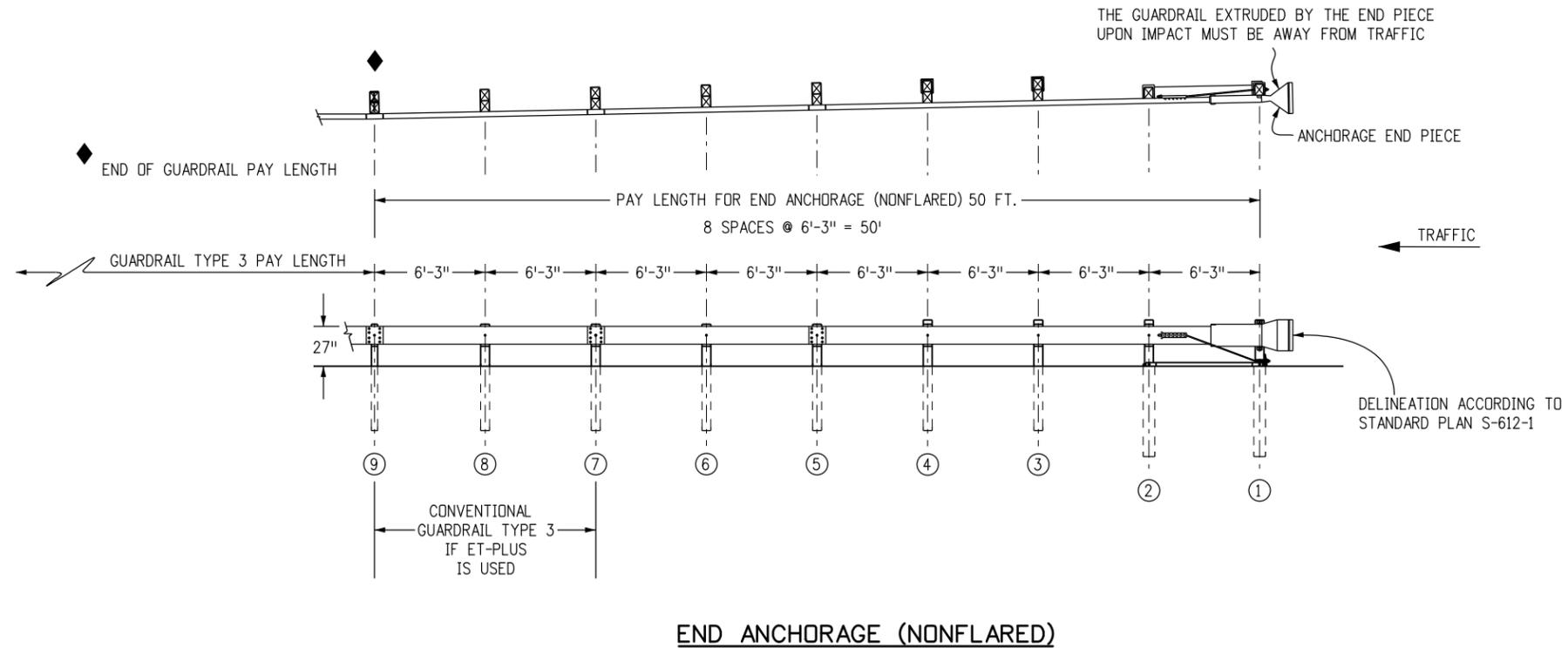
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**GUARDRAIL TYPE 3
W-BEAM**
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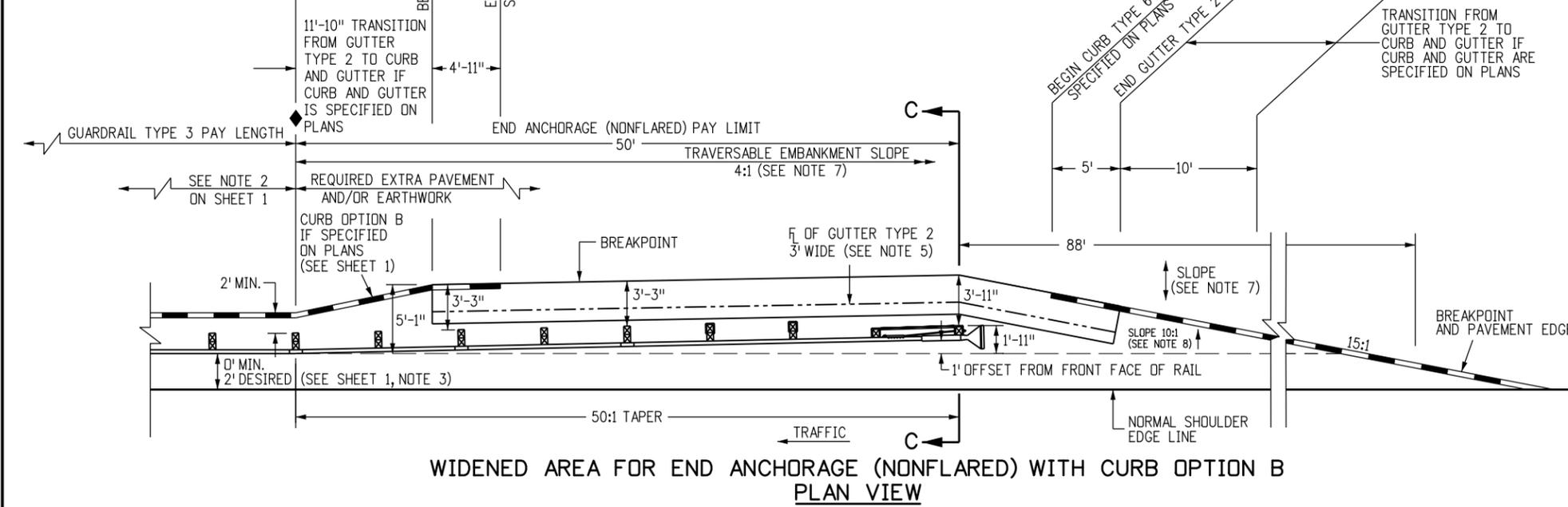
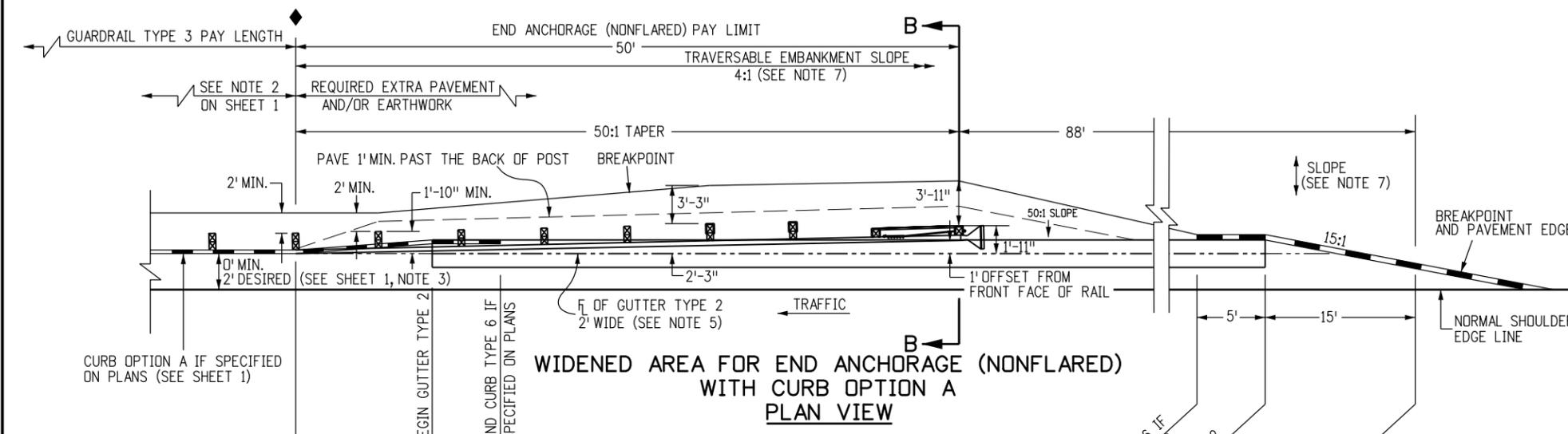
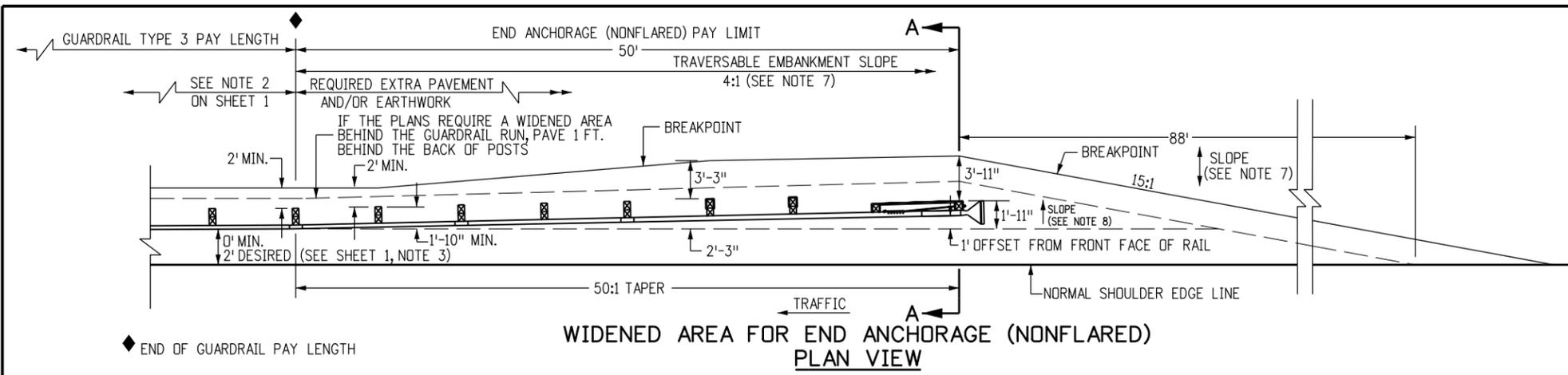
NOTES

1. THE END ANCHORAGE (NONFLARED) SHALL EITHER BE THE ET-PLUS AS MANUFACTURED BY TRINITY INDUSTRIES INC. (TEL. #: 800-644-7976), OR THE SKT GUARDRAIL AS MANUFACTURED BY ROAD SYSTEMS, INC. (TEL. #: 915-263-2435). THE END ANCHORAGE (NONFLARED) SHALL INCLUDE ALL POST, RAIL, AND HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE END ANCHORAGE (NONFLARED) SHALL BE INSTALLED CONFORMING TO THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LIST TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE DEVICE.
2. WOOD POSTS SHALL BE DRILLED FOR BREAKAWAY CONFORMING TO THE MANUFACTURER'S INSTRUCTIONS.
3. HINGED BREAK AWAY (HBA) STEEL POSTS MAY BE USED CONFORMING TO THE MANUFACTURER'S INSTRUCTIONS.
4. RETROREFLECTOR TABS SHALL NOT BE USED ON THE LAST SEVEN POSTS OF THE END ANCHORAGE (NONFLARED).
5. USE MANUFACTURER'S SPECIFIED STEEL FOUNDATION TUBE FOR POSTS ① AND ② FOR ET-PLUS AND SKT END ANCHORAGES (NONFLARED).
6. DELINEATION SHALL BE APPLIED TO THE END PIECE AND SHALL NOT BE PAID FOR SEPARATELY BUT BE INCLUDED IN THE COST OF THE WORK. SEE STANDARD PLAN S-612-1.

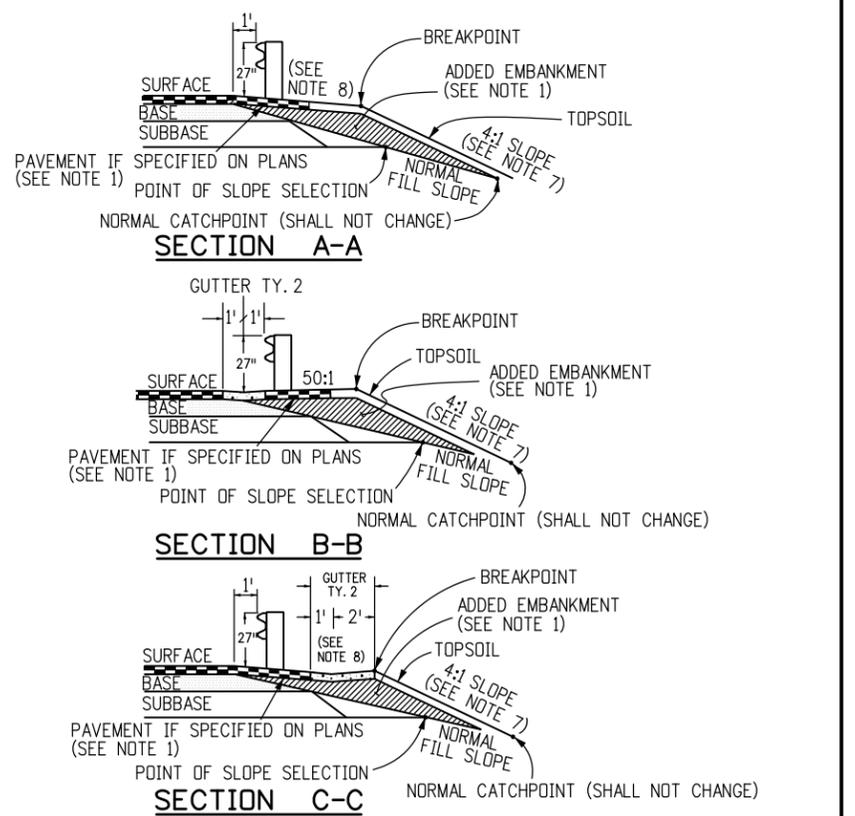


END ANCHORAGE (NONFLARED)

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Creation Date: 07/04/06	Initials: DD	Date:	Comments:			M-606-1
Last Modification Date: 05/05/11	Initials: LTA					
Full Path: www.dot.state.co.us/DesignSupport/	(R-X)					Sheet No. 7 of 18
Drawing File Name: 60600107018.dgn	(R-X)					
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)			Issued By: Project Development Branch July 04, 2006		



- NOTES**
- PAYMENT FOR THE ADDED EMBANKMENT (APPROXIMATELY 25 CU. YDS.) FOR THE FLARE SHALL BE AS FOLLOWS:
A. UNDER PAY ITEM 203 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 203.
B. INCLUDED IN THE COST OF THE END ANCHORAGE (NONFLARED) WHEN THE CONTRACT PLANS DOES NOT INCLUDE PAY ITEM 203. THE ADDED EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBSECTION 203.07, AASHTO T 99.
 - WHEN THE WIDENED AREA IS PAVED, PAYMENT FOR THE PAVEMENT (APPROX. 39 SQ. YDS.) SHALL BE AS FOLLOWS:
A. UNDER PAY ITEM 403 OR 412 WHEN THE CONTRACT PLAN INCLUDES PAY ITEM 403 OR 412.
B. INCLUDED IN THE COST OF THE END ANCHORAGE (NONFLARED) WHEN THE CONTRACT PLAN DOES NOT INCLUDE PAY ITEM 403 OR 412, (SEE SHEET 1, NOTE 2 FOR PAYMENT TYPES).
 - WHEN OVERLAY PAVING, THE FINISHED SURFACE AT EACH POST SHALL NOT BE ABOVE THE TOP BREAKWAY HOLE OR STRUT ASSEMBLY. THE WIDENED AREA AT THE END ANCHORAGE (NONFLARED) SHALL NOT BE OVERLAYED UNLESS PAVEMENT CONDITIONS WARRANT IT BEING OVERLAYED. ANY OVERLAY PAVEMENT ABUTTING THE END ANCHORAGE (NONFLARED) SHALL BE TAPERED TO PREVENT A DROP IN THE PAVED SURFACE BELOW THE RAIL.
 - SEE SHEETS 1, 2 AND 3 FOR STANDARD TYPE 3 GUARDRAIL AND INSTALLATIONS DETAILS.
 - THE COST OF THE GUTTER WILL BE PAID FOR AS "GUTTER TYPE 2 (2 FT.)" FOR A LENGTH OF 111 FT., OR "GUTTER TY. 2 (3 FT.)" FOR A LENGTH OF 50 FT.
 - 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 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 FT. FROM SHOULDER, OR SLOPE EQUAL TO ROADWAY SLOPE IF 2 FT. 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.
 - HINGED BREAK AWAY (HBA) STEEL POSTS MAY BE USED. SEE MANUFACTURER'S DETAILS.



Computer File Information

Creation Date: 07/04/06	Initials: DD
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Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 6060108018.dgn	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments:
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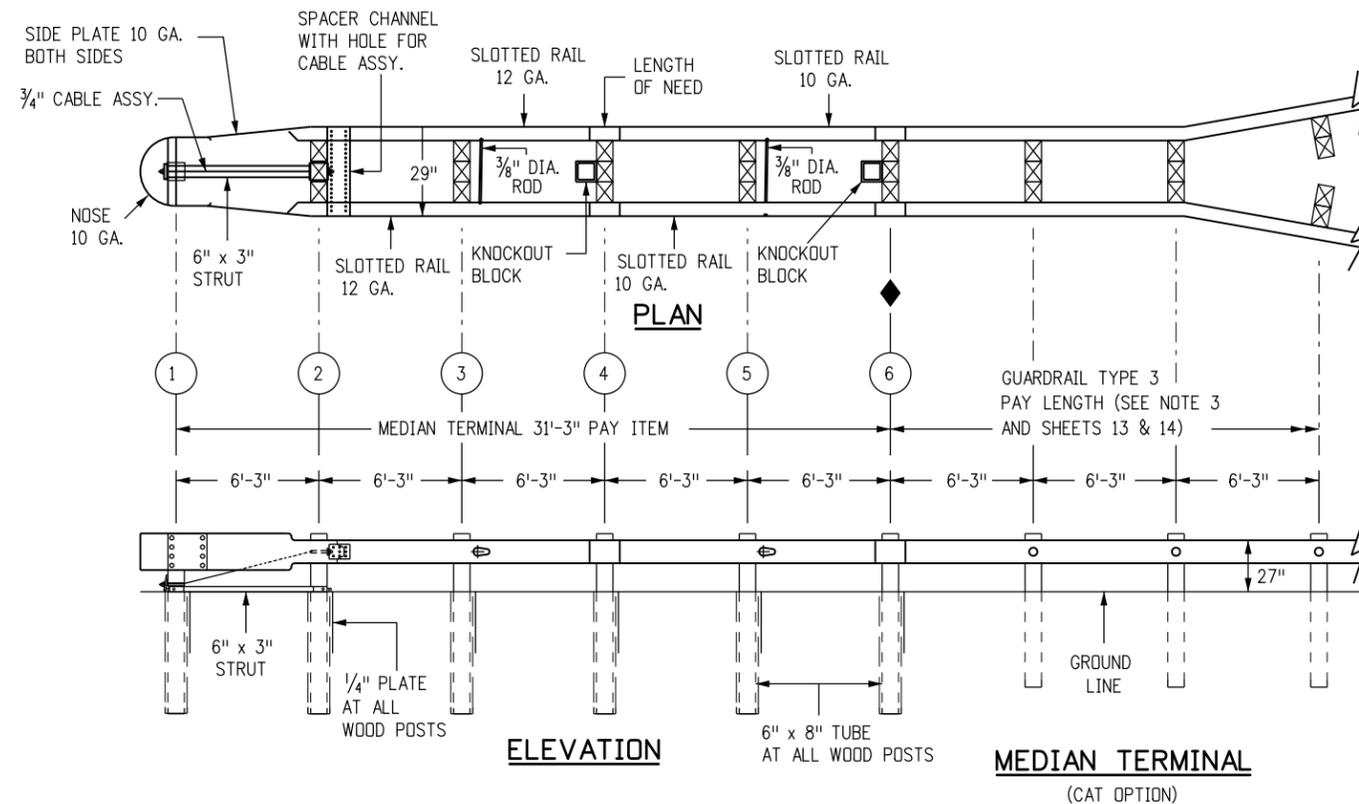
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**GUARDRAIL TYPE 3
W-BEAM**

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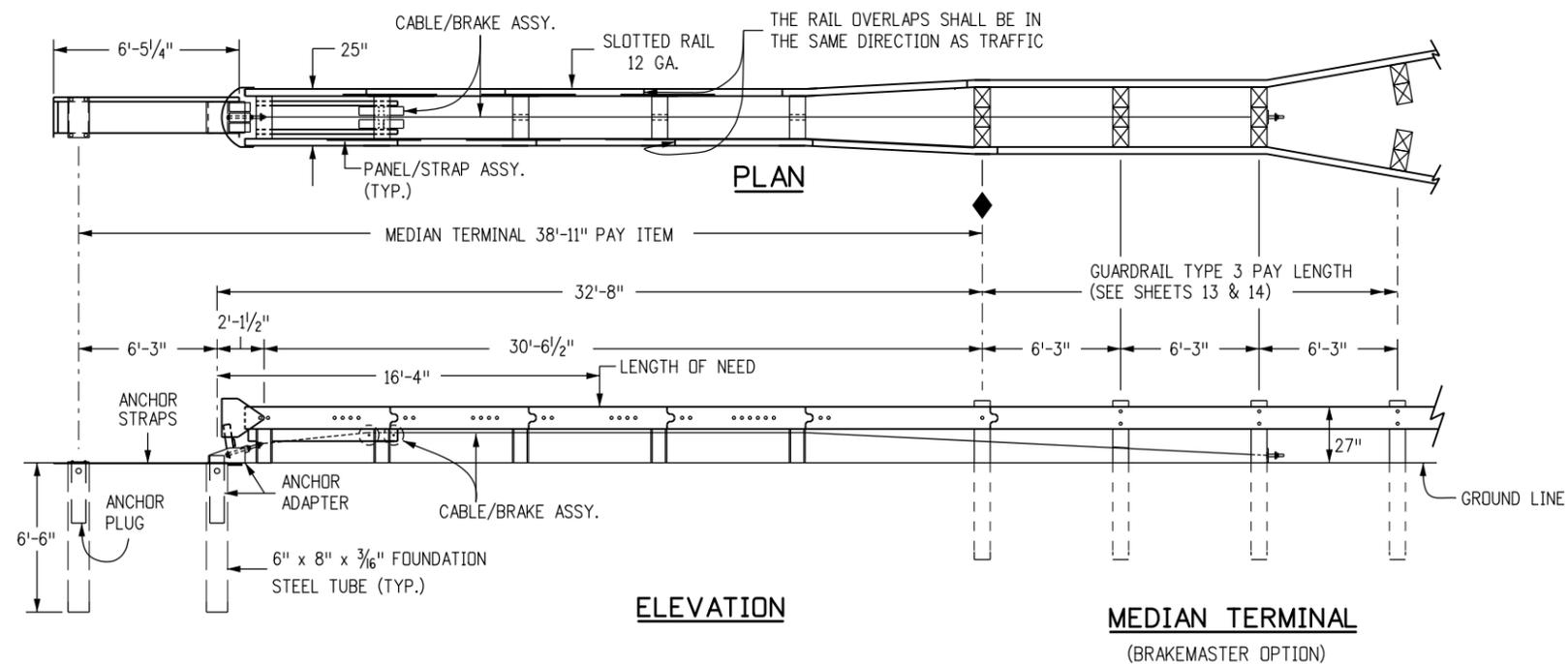
**STANDARD PLAN NO.
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MEDIAN TERMINAL NOTES

1. THE MEDIAN TERMINAL SHALL BE THE CAT 350 AS MANUFACTURED BY TRINITY INDUSTRIES INC. (TEL #: 800-644-7976), OR THE BRAKEMASTER AS MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. AS DISTRIBUTED BY INTERWEST SAFETY SUPPLY (TEL #: 303-733-8447), OR THE FLEAT-MT MEDIAN TERMINAL AS MANUFACTURED BY ROAD SYSTEM INC. (TEL #: 432-263-2435).
2. ONE MEDIAN TERMINAL SHALL INCLUDE ALL POSTS, RAIL, AND HARDWARE ITEMS REQUIRED FOR A COMPLETE UNIT. THE DEVICE SHALL BE INSTALLED IN CONFORMANCE WITH THE MANUFACTURER'S INSTRUCTIONS. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PARTS LISTS TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE DEVICE.
3. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE MEDIAN TERMINAL SHALL BE INSTALLED FOR BIDIRECTIONAL TRAFFIC APPLICATION.
4. MEDIAN GUARDRAIL POSTS MAY BE STEEL OR WOOD.
5. 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.
6. 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.



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Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
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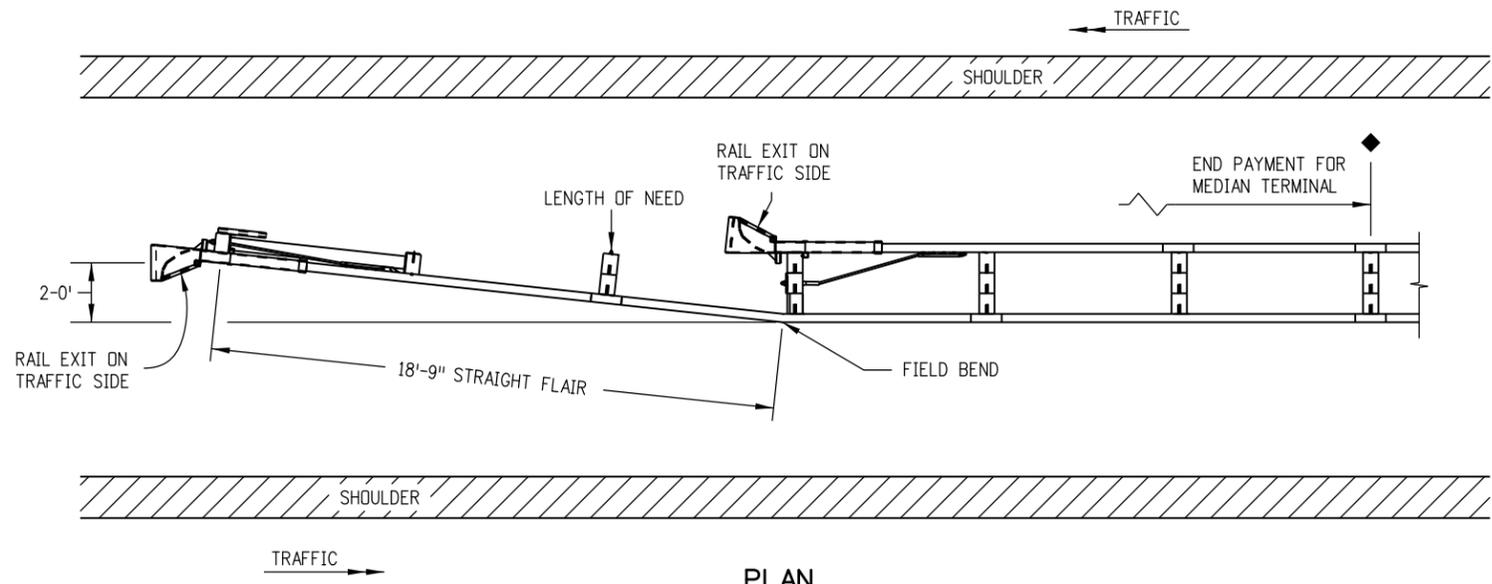
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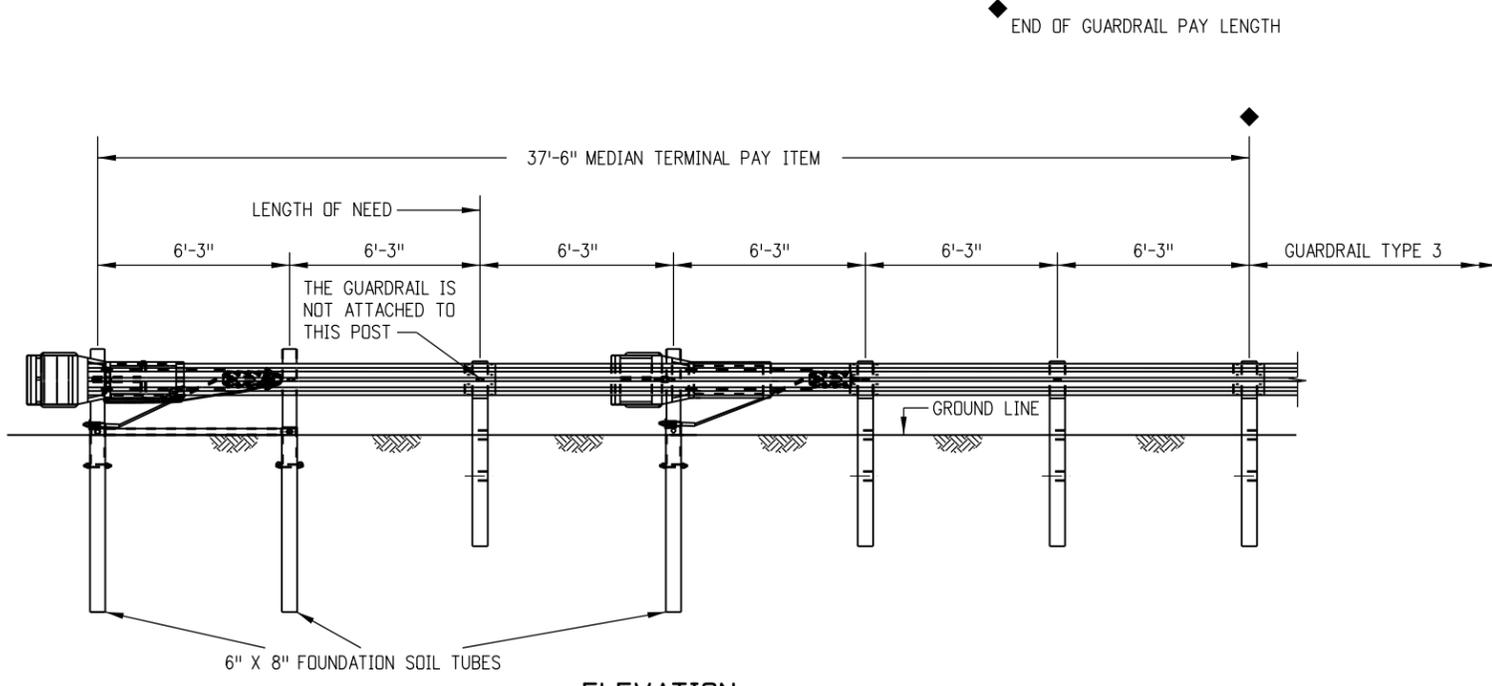
GUARDRAIL TYPE 3
W-BEAM

Issued By: Project Development Branch July 04, 2006

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 M-606-1
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PLAN



ELEVATION

MEDIAN TERMINAL
(FLEAT-MT OPTION)

FLEAT- MT NOTES

1. THE FLEAT-MT MAY BE SELECTED AS A MEDIAN TERMINAL UNLESS OTHERWISE SHOWN IN THE PLANS.
2. BREAKAWAY POSTS ARE REQUIRED WITH THE FLEAT-MT.
3. THE SOIL TUBES SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE GROUND (MEASURED ALONG A 5 FEET CORD). SITE GRADING MAY BE NECESSARY TO MEET THIS REQUIREMENT.
4. THE SOIL TUBES SHALL BE DRIVEN WITH AN APPROVED DRIVING HEAD AND NOT BE DRIVEN WITH THE POST IN THE TUBE. IF THE TUBES ARE PLACED IN DRILLED HOLES, THE BACKFILL MATERIAL MUST BE SATISFACTORILY COMPACTED TO PREVENT SETTLEMENT.
5. WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE, 20 INCH DEEP MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROX. 2 1/2 INCH DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.
6. THE BREAKAWAY CABLE ASSEMBLY MUST BE TAUT. DO NOT TWIST THE CABLE WHEN TIGHTENING NUTS.

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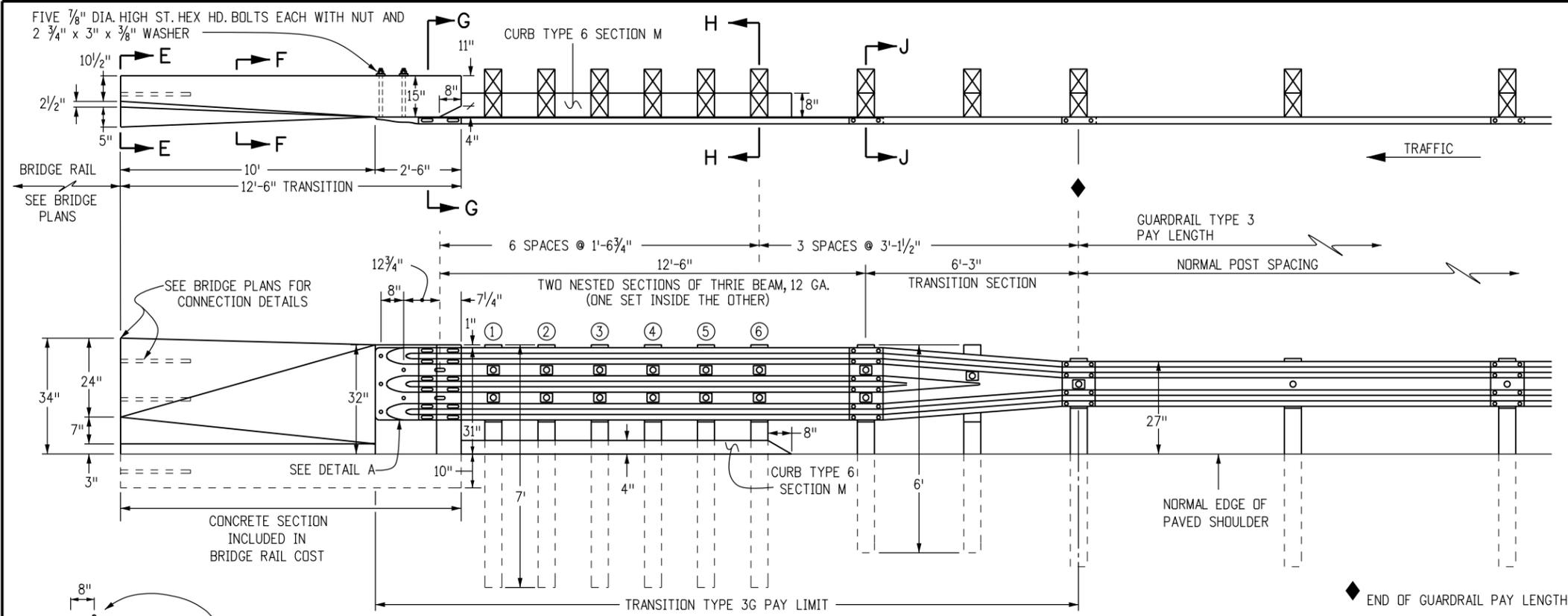
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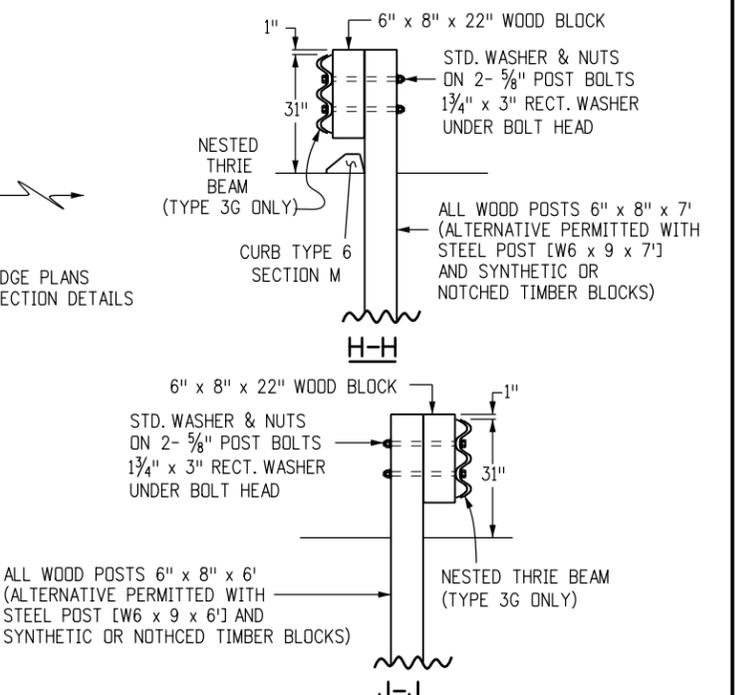
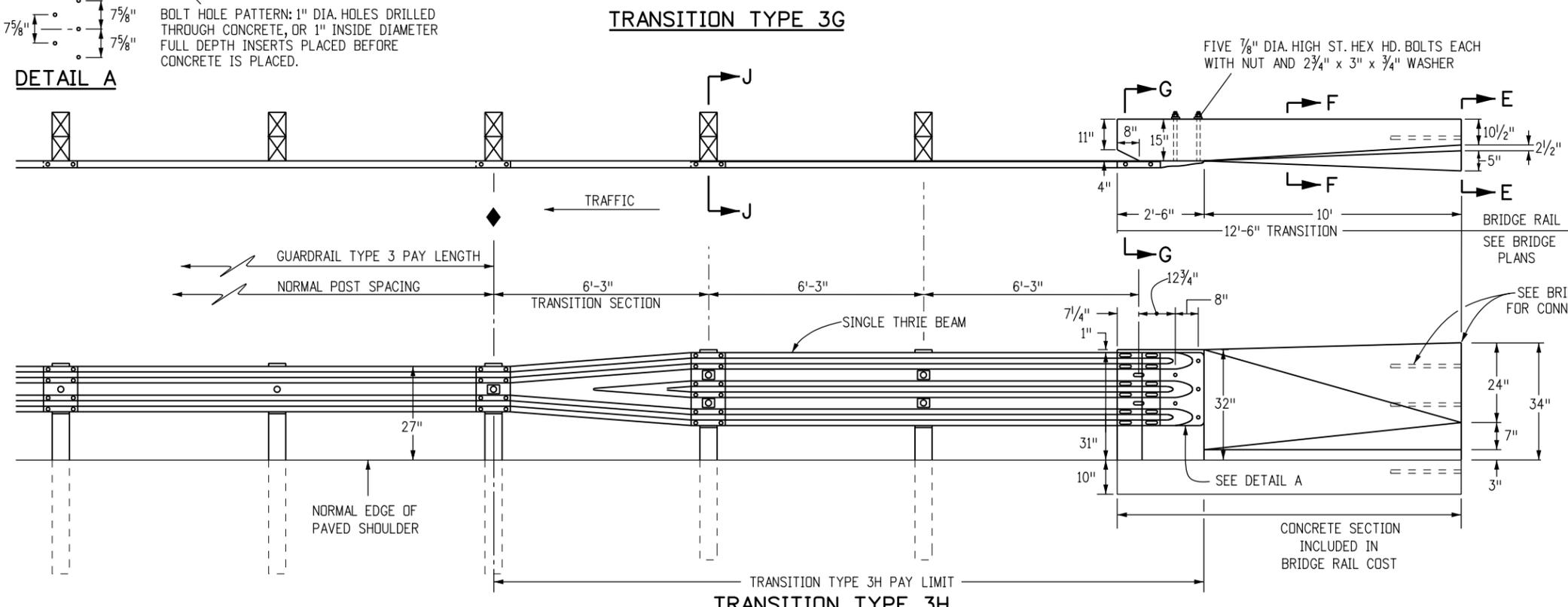
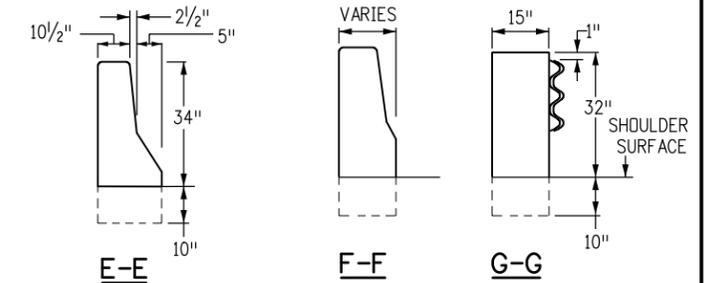
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GUARDRAIL TYPE 3
W-BEAM
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- NOTES**
1. TRANSITION TYPE 3G IS FOR USE AT BOTH ENDS OF BRIDGES ON TWO-WAY HIGHWAYS AND AT THE APPROACH END OF BRIDGES ON ONE-WAY HIGHWAYS.
 2. TRANSITION TYPE 3H IS FOR USE AT THE TRAILING END OF BRIDGES ON ONE-WAY HIGHWAYS.
 3. THE THRIE BEAM SECTION IN TRANSITIONS TYPES 3G AND 3H MAY BE SHOP BENT TO FIT CURVES THAT ARE GREATER THAN OR EQUAL TO A 10 FT. RADIUS. HOWEVER, THE 6 FT.-3 IN. TRANSITION SECTION SHALL NOT BE BENT.
 4. A 12 FT.-6 IN. CONCRETE TRANSITION IS REQUIRED BETWEEN THE TYPE 3G OR 3H AND TYPE 7 BRIDGE RAIL. SEE STANDARD PLAN M-606-13 FOR THE TRANSITION BETWEEN TYPE 3 GUARDRAIL AND TYPE 7 GUARDRAIL.
 5. TRANSITIONS TYPE 3G AND TYPE 3H ARE ALSO USED TO CONNECT TO TYPE 8 AND TYPE 10 BRIDGE RAIL. SEE BRIDGE PLANS FOR CONNECTION DETAILS.
 6. BACKUP PLATE IS NOT REQUIRED AT POSTS ON TYPE 3G AND 3H.
 7. [Symbol] 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. POSTS ① THRU ⑥ ARE 7 FT. LONG. ALL OTHER POSTS SHALL BE STANDARD 6 FT. IN LENGTH 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.



DETAIL A

BOLT HOLE PATTERN: 1" DIA. HOLES DRILLED THROUGH CONCRETE, OR 1" INSIDE DIAMETER FULL DEPTH INSERTS PLACED BEFORE CONCRETE IS PLACED.

Computer File Information

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Last Modification Date: 05/05/11	Initials: LTA
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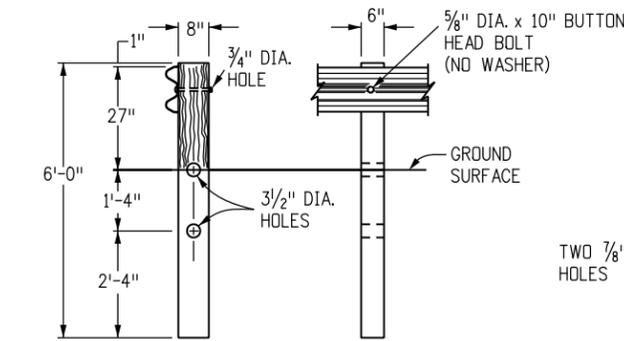
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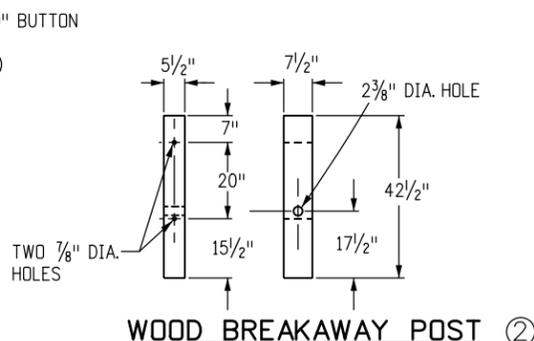
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**GUARDRAIL TYPE 3
 W-BEAM**
 Issued By: Project Development Branch July 04, 2006

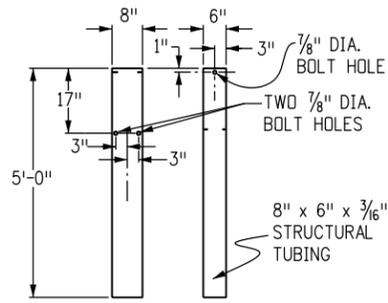
STANDARD PLAN NO.
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CONTROLLED RELEASING TERMINAL (CRT) POST ①



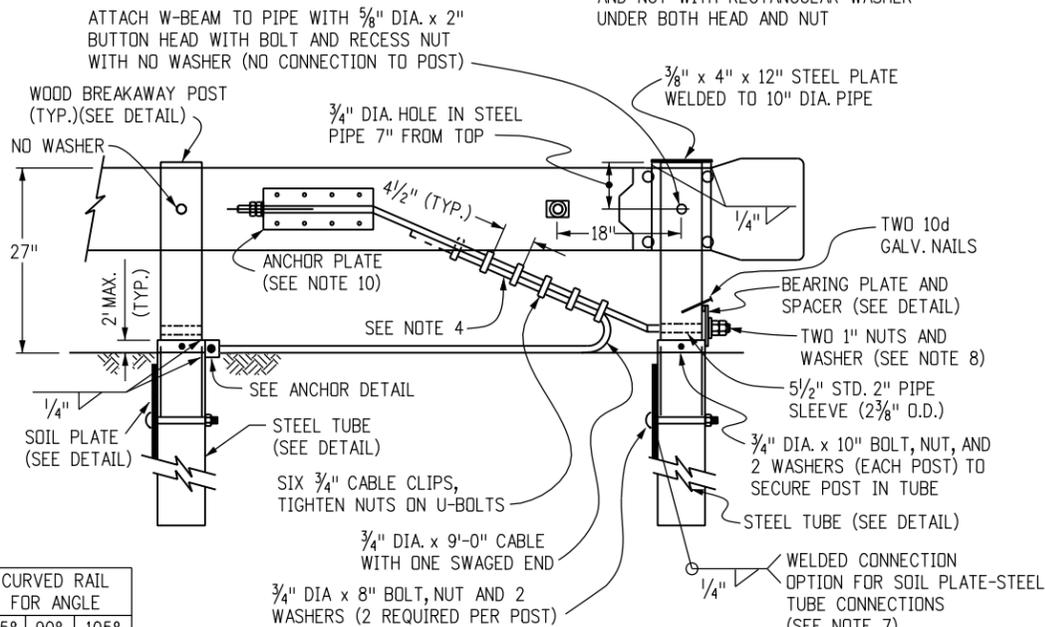
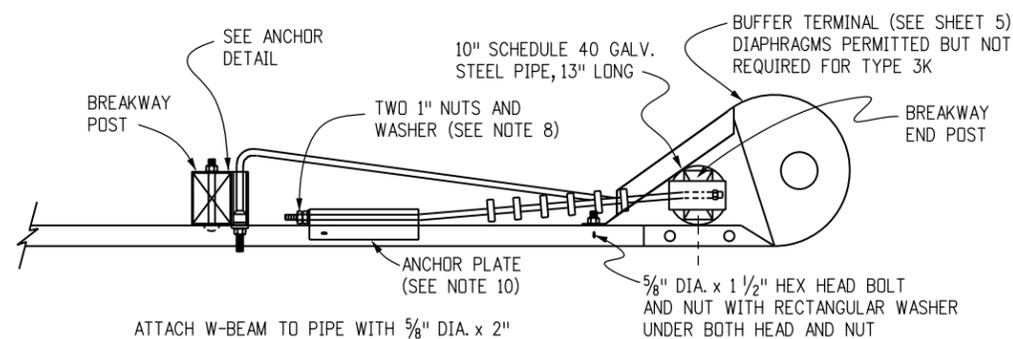
WOOD BREAKAWAY POST ②



STEEL TUBE

POST	DIMENSIONS	TYPE
①	6" x 8" x 6'	CRT
②	5 1/2" x 7 1/2" x 42 1/2"	BREAKAWAY

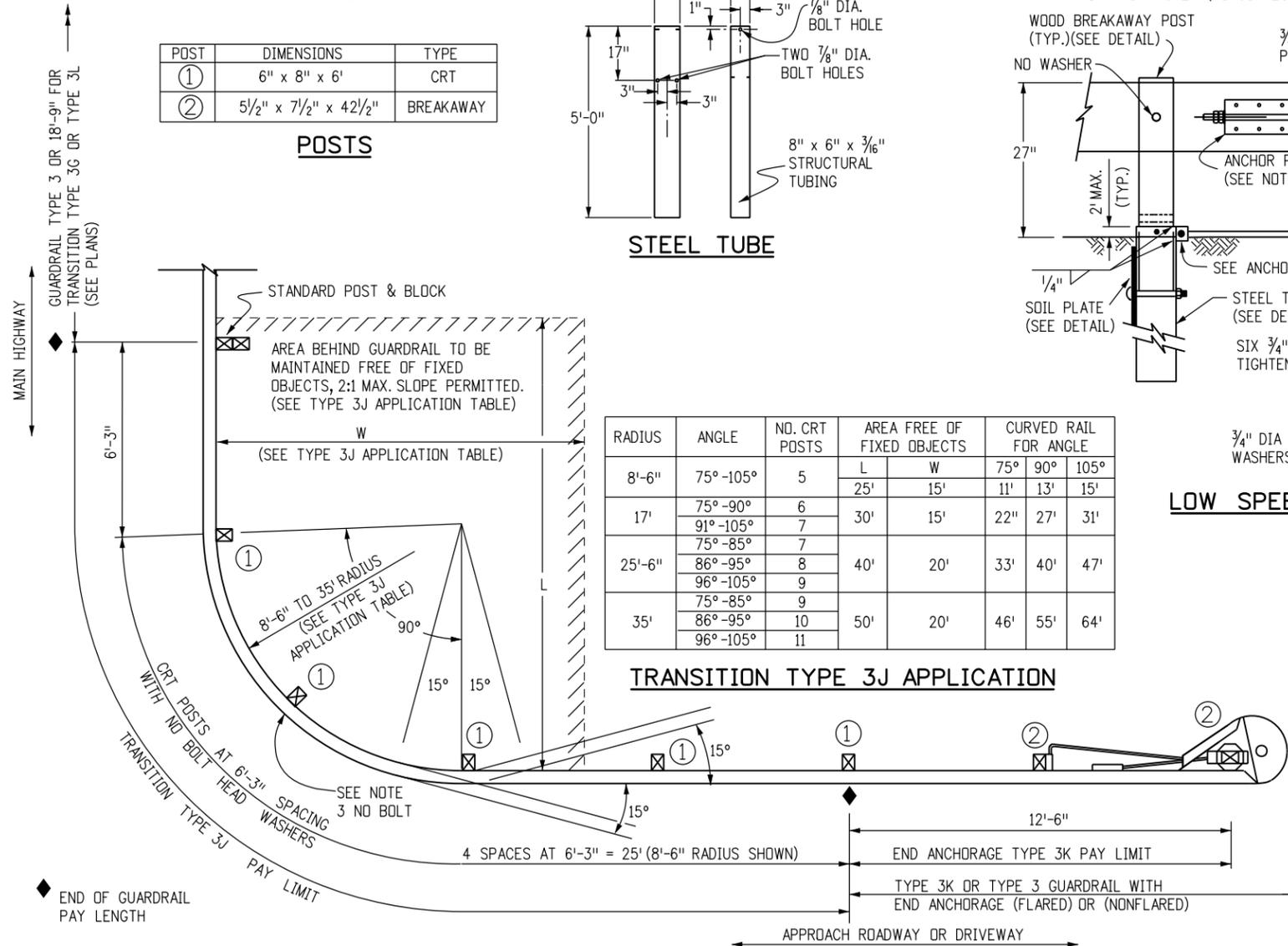
POSTS



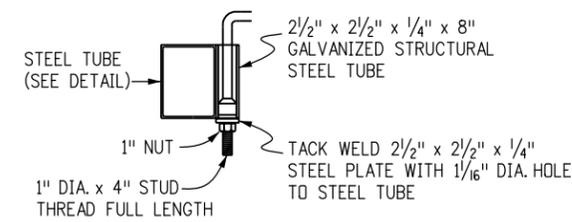
LOW SPEED TERMINAL - TYPE 3K

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

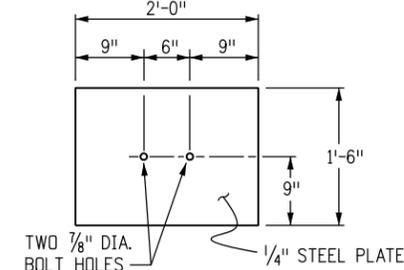
TRANSITION TYPE 3J APPLICATION



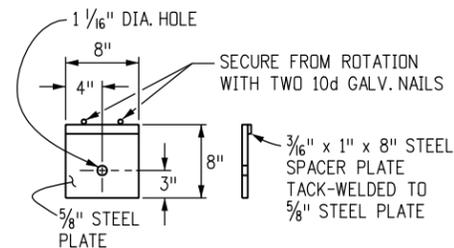
INTERSECTING ROADWAYS TRANSITION - TYPE 3J TRANSITION



ANCHOR DETAIL



SOIL PLATE



BEARING PLATE FOR STEEL TUBE

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. WHEN AN APPROVED CRASH-TESTED END TREATMENT IS REQUIRED USE THE END ANCHORAGE (FLARED) OR (NONFLARED) WITH 37 FT.-6 IN. LENGTH.
- GRADING AND PAVING FOR THE 3J & 3K SHALL MATCH THE GRADING AND PAVING OF THE GUARDRAIL TO WHICH THEY ARE ATTACHED, AND SHALL BE IN ACCORDANCE WITH SHEET ONE OF THIS STANDARD. MAXIMUM FILL SLOPE SHALL BE 2:1.
- THE RAIL IS NOT BOLTED TO THE CRT POST AT THE CENTER OF THE CURVE FOR THE 8 FT.-6 IN., 17 FT., AND 25 FT.-6 IN. RADII. PLATES SHALL CONFORM TO ASTM A 36, AND THE STRUCTURAL TUBING TO ASTM A 500.
- THE 3/4 IN. 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

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Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 60601012018.dgn	
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Sheet Revisions

Date:	Comments

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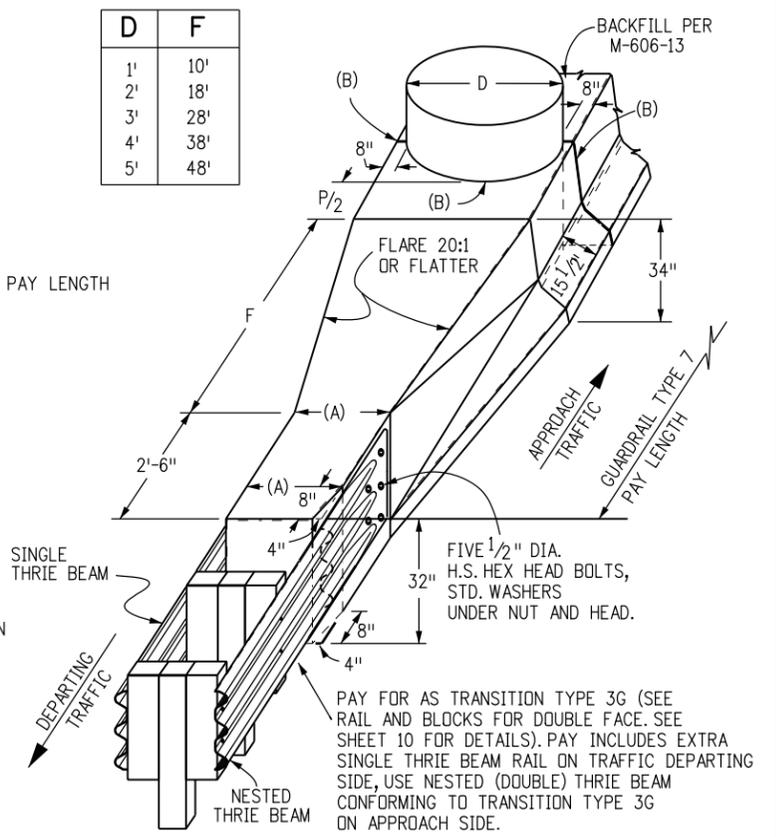
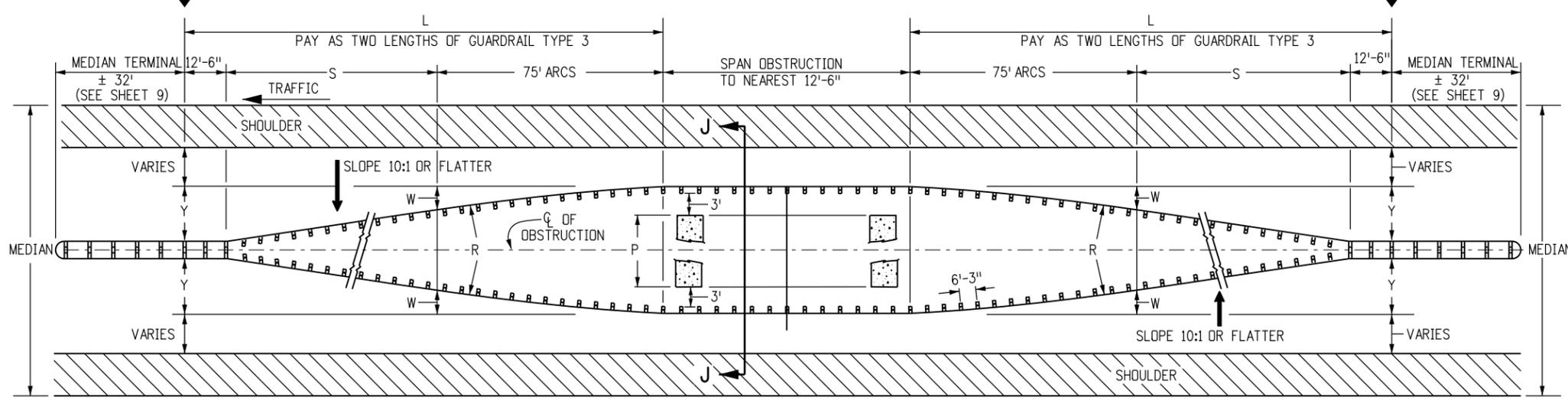
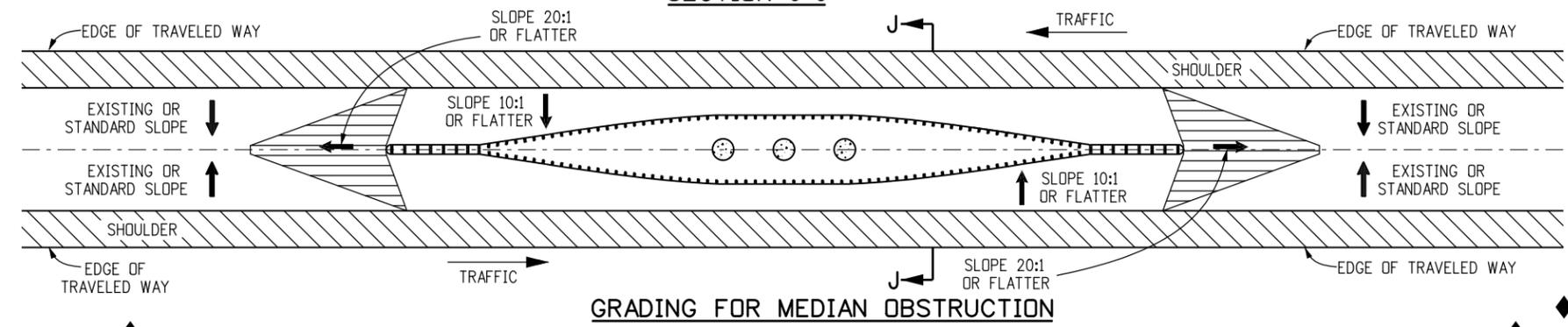
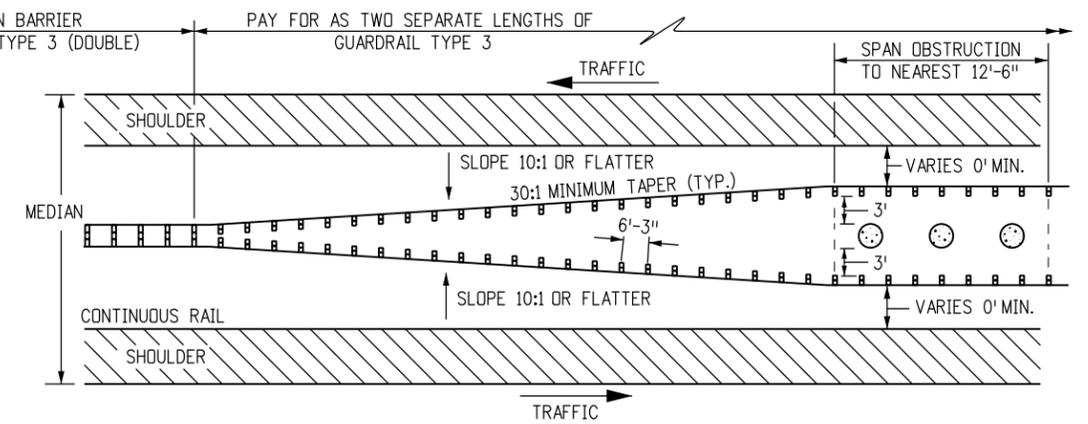
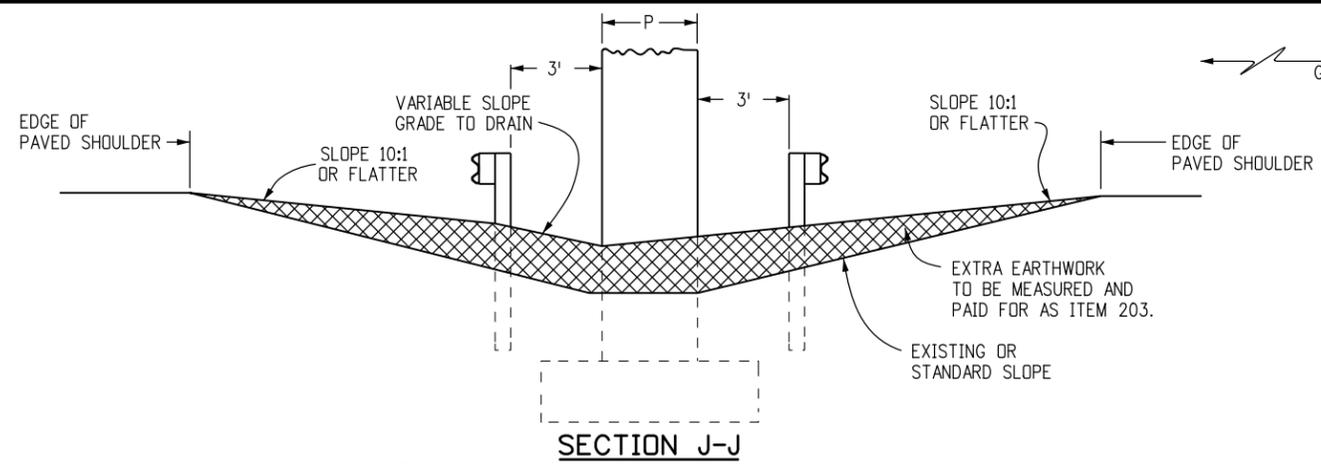
**GUARDRAIL TYPE 3
W-BEAM**

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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'	21'	22'																																																
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"	14'-1"	14'-7"																																																
W	1'-5"	1'-11"	2'-5"	2'-11"	3'-5"	3'-11"	3'-4"	3'-8"	4'-1"	3'-7"	3'-11"	3'-6"	3'-8"	4'-0"	3'-7"	3'-10"	4'-0"	3'-8"	3'-11"	3'-7"	3'-10"	4'-0"																																																
R	2009'	1480'	1171'	969'	827'	720'	852'	760'	685'	781'	720'	803'	760'	702'	781'	739'	702'	760'	720'	781'	739'	702'																																																
S	25'					37'-6"					50'					62'-6"					75'					87'-6"					100'																																							
L	112'-6"										125'										137'-6"										150'										162'-6"										175'										187'-6"									

GUARDRAIL FOR OBSTRUCTION IN MEDIANS WIDER THAN 30 FT.

NOTE: FOR OBSTRUCTIONS (P) THAT ARE WIDER THAN 22 FT. IN MEDIANS 31 FT. OR WIDER, USE THE OPTION 2 DETAIL ON SHEET 13, OPTION 2.

OBSTRUCTIONS IN MEDIANS

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

Computer File Information	
Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 60601013018.dgn	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments
(R-X)	
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(R-X)	
(R-X)	

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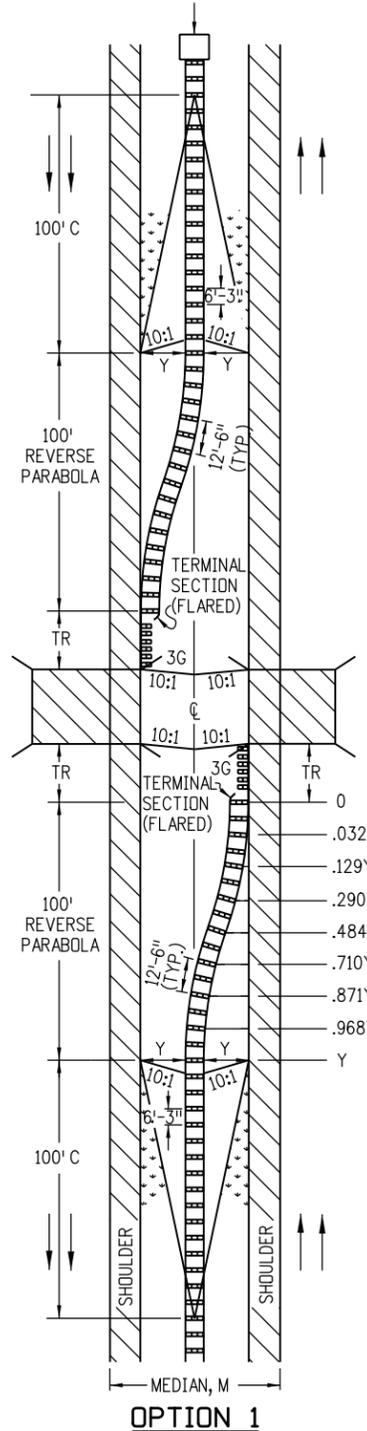
Project Development Branch DD/LTA

GUARDRAIL TYPE 3
W-BEAM

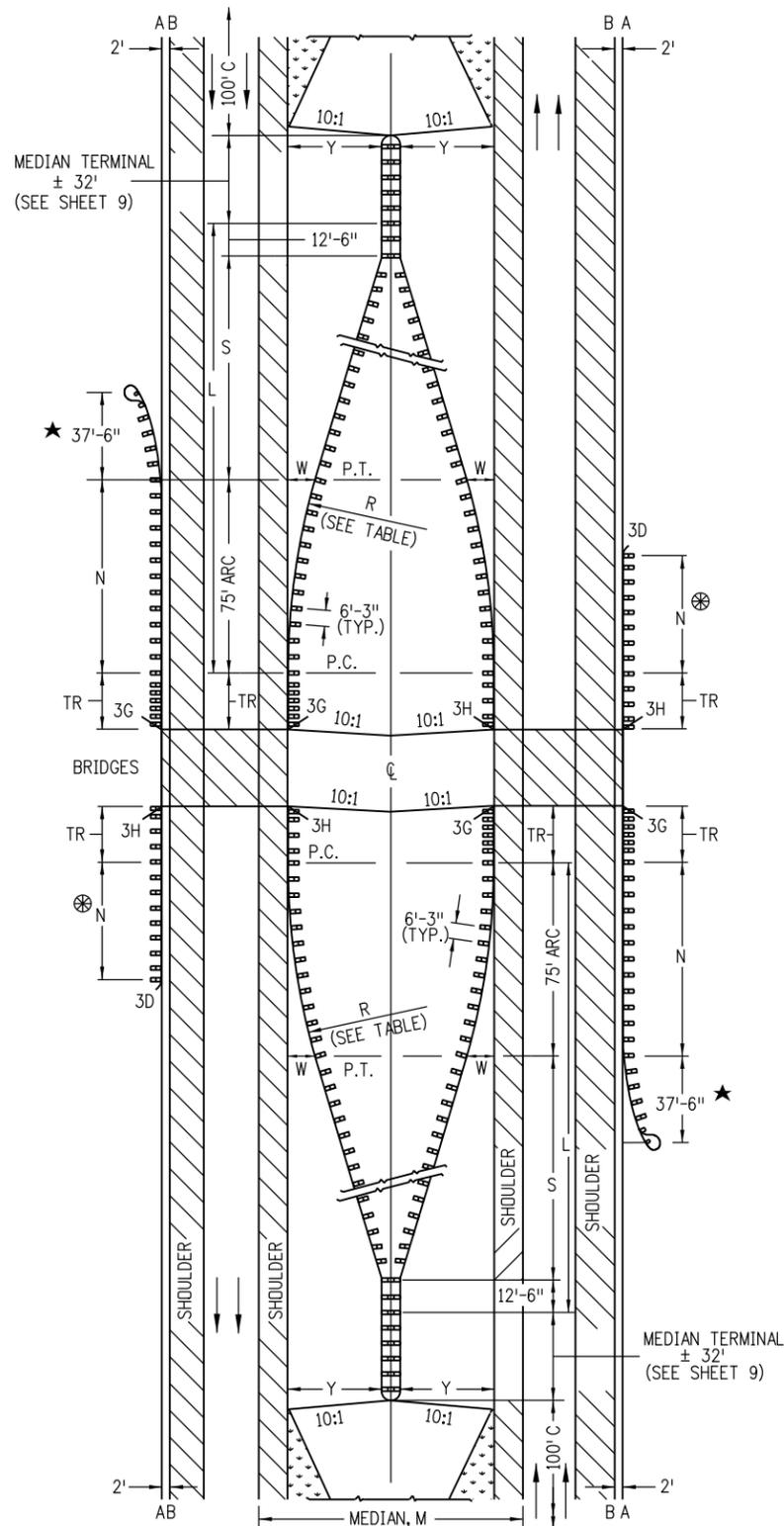
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IMPACT ATTENUATOR OR OTHER ACCEPTABLE SAFETY END TREATMENT



OPTION 1



OPTION 2

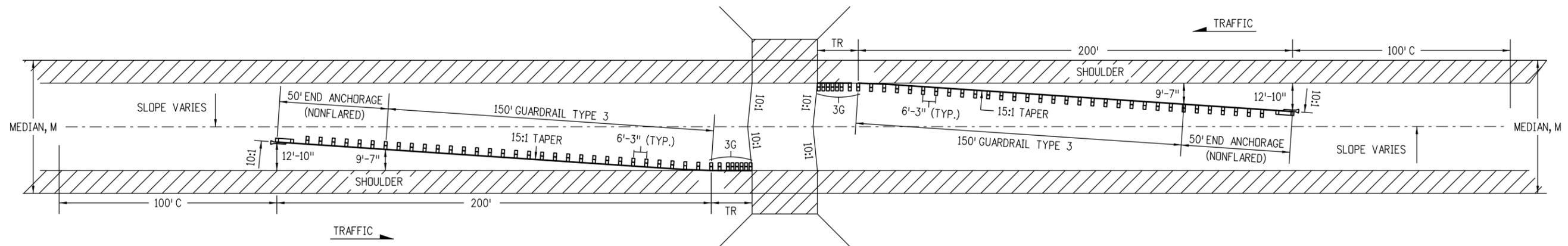
▼ 31 FT. - 59 FT. MEDIANS

MEDIAN M FT.	END Y FT.	ARC. W FT.	RADIUS R FT.	EXTENS. S FT.	LENGTH L FT.
31	10.5	3.9	720	62.5	150.0
32	11.0	4.2	669	75.0	162.5
33	11.5	3.8	739	87.5	175.0
34	12.0	4.0	702	100.0	187.5
35	12.5	4.2	669	112.5	200.0
36	13.0	3.9	720	125.0	212.5
37	13.5	4.1	685	137.5	225.0
38	14.0	3.8	739	150.0	237.5
39	14.5	3.9	720	162.5	250.0
40	15.0	4.1	685	175.0	262.5
41	15.5	3.9	720	187.5	275.0
42	16.0	4.0	702		
43	16.5	4.2	669		
44	17.0	3.9	720		
45	17.5	4.0	702		
46	18.0	3.8	739		
47	18.5	4.0	702		
48	19.0	4.1	685		
49	19.5	3.9	720		
50	20.0	4.0	702		
51	20.5	4.1	685		
52	21.0	3.0	720		
53	21.5	4.0	702		
54	22.0	3.9	739		
55	22.5	4.0	702		
56	23.0	4.1	685		
57	23.5	3.0	739		
58	24.0	4.0	702		
59	24.5	4.1	685		

- ⊗ = DO NOT CONSTRUCT THE TR AND GUARDRAIL ON THE TRAILING BRIDGE ENDS IF SITE CONDITIONS DO NOT WARRANT THE USE OF GUARDRAIL.
- N = SHOWN ON PLANS. LENGTH TO SHIELD ALL HAZARDS IS BASED ON GUARDRAIL'S LENGTH OF NEED COMPUTATION. SEE AASHTO ROADWAY DESIGN GUIDE. THE MINIMUM SHALL BE 12 FT. - 6 IN., WHERE SITE CONDITIONS ALLOW. THE TOTAL LENGTH OF NEED WILL INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT.
- ▼ = THE TABLE IS BASED ON 4 FT. SHOULDER.
- a = EDGE OF 8 FT. OR 10 FT. SHOULDER.
- b = EDGE OF 6 FT. OR LESS SHOULDER.
- C = CHANGE: 100 FT. TRANSITION TO NORMAL SLOPE.
- R = RADIUS OF 75 FT. ARC.
- S = STRAIGHT EXTENSION, TANGENT TO ARC, FROM W TO GUARDRAIL TYPE 3 (DOUBLE) ATTACHED TO MEDIAN TERMINAL.
- TR = 18 FT.-9 IN. FOR 3G AND 3H.
- L = TOTAL LENGTH PAID FOR AS GUARDRAIL TYPE 3.
- W = OFFSET AT END OF ARC.
- Y = FINAL OFFSET AT END.
- M = WIDTH OF MEDIAN.
- ★ = CAN USE END ANCHORAGE (FLARED) OR (NONFLARED).

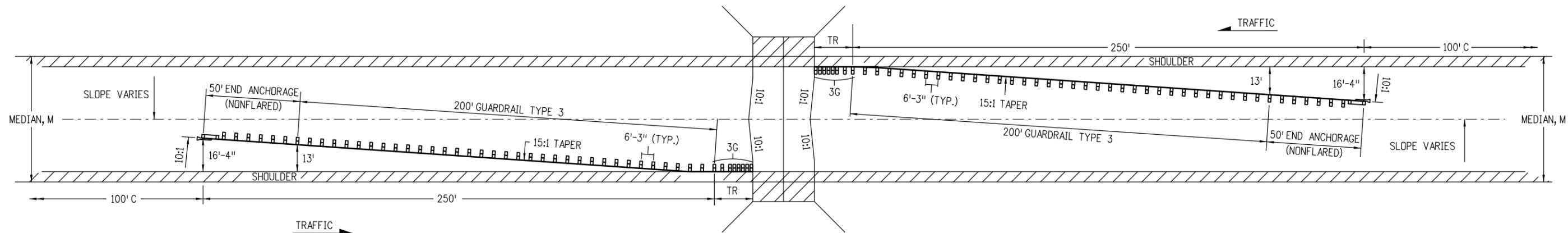
MULTILANE DIVIDED HIGHWAYS - (DEPRESSED MEDIANS, 21 FT. - 59 FT. WIDE, WITH OPEN HAZARDS OR OBSTRUCTIONS)

Computer File Information		Sheet Revisions		Colorado Department of Transportation 4201 East Arkansas Avenue Denver, Colorado 80222 Phone: (303) 757-9083 Fax: (303) 757-9820	GUARDRAIL TYPE 3 W-BEAM	STANDARD PLAN NO.
Creation Date: 07/04/06	Initials: DD	Date:	Comments			M-606-1
Last Modification Date: 05/05/11	Initials: LTA	8/11/10	Removed 60 ft. median design.			Sheet No. 14 of 18
Full Path: www.dot.state.co.us/DesignSupport/	(R-X)			Project Development Branch	DD/LTA	Issued By: Project Development Branch July 04, 2006
Drawing File Name: 60601014018.dgn	(R-X)					
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)					

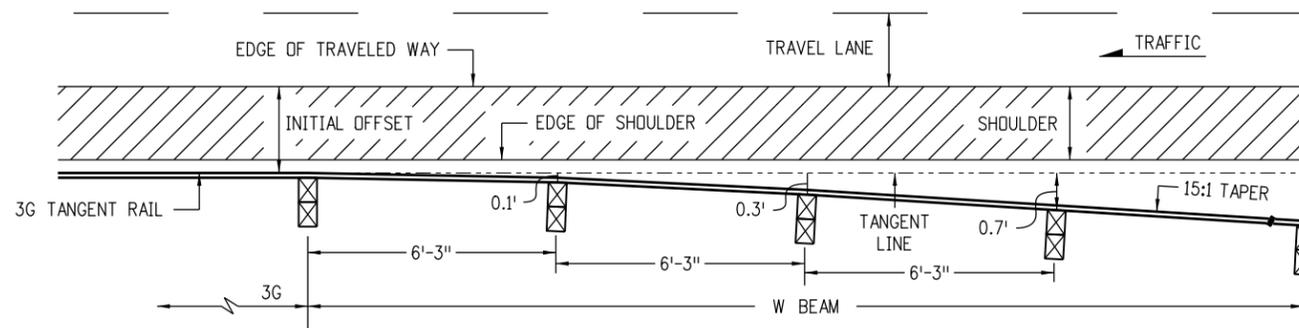


MEDIANS 60 FT. AND OVER WITH 10 FT. OR WIDER SHOULDERS.

TR = 18 FT.-9 IN FOR TRANSITION TYPE 3G.
 C = CHANGE: 100 FT. TRANSITION TO NORMAL SLOPE.
 M = WIDTH OF MEDIAN.



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

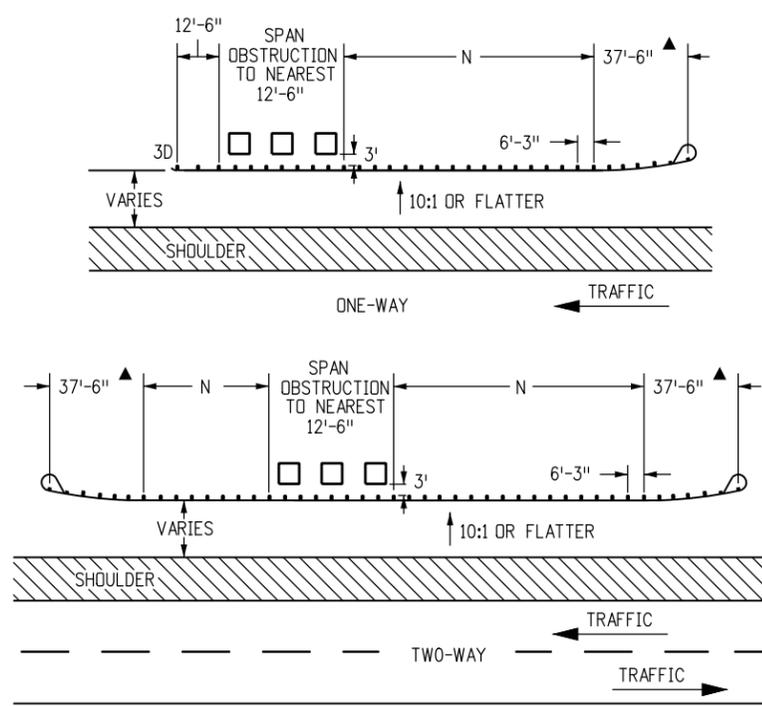


TRANSITION TO TYPICAL 15:1 TAPER

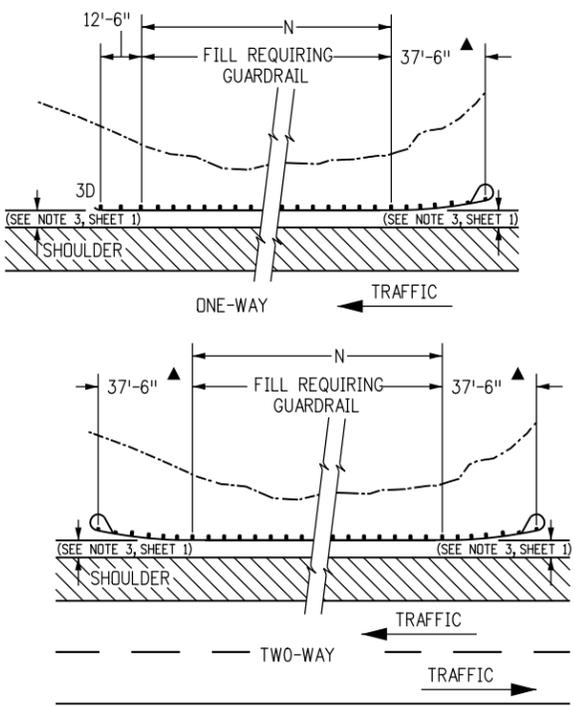
- NOTES:
1. GUARDRAIL TRANSITIONS FROM PARALLEL TO ROADWAY SHOULDER AT 3G SEGMENT TO 15:1 TAPER WITHIN 18'-9" BASED ON POST OFFSET DIMENSIONS SHOWN.
 2. SEE SHEET 14, OPTION 2 FOR RIGHT SHOULDER GUARDRAIL LAYOUT.

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

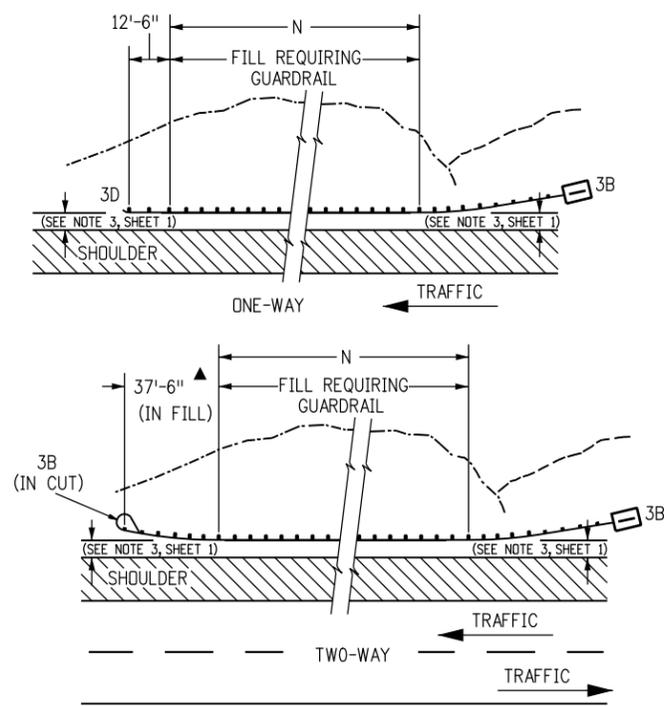
Computer File Information		Sheet Revisions		Colorado Department of Transportation 4201 East Arkansas Avenue Denver, Colorado 80222 Phone: (303) 757-9083 Fax: (303) 757-9820 Project Development Branch DD/LTA	GUARDRAIL TYPE 3 W-BEAM Issued By: Project Development Branch July 04, 2006	STANDARD PLAN NO.
Creation Date: 04/20/10	Initials: DD	Date:	Comments			M-606-1
Last Modification Date: 05/05/11	Initials: LTA	(R-X) 8/11/10	New median design for 60 ft.			Sheet No. 15 of 18
Full Path: www.dot.state.co.us/DesignSupport/		(R-X) 5/05/11	Median Slope Varies			
Drawing File Name: 60601015018.dgn		(R-X)				
CAD Ver.: MicroStation V8	Scale: Not to Scale	Units: English	(R-X)			



GUARDRAIL FOR ROADSIDE OBSTRUCTIONS



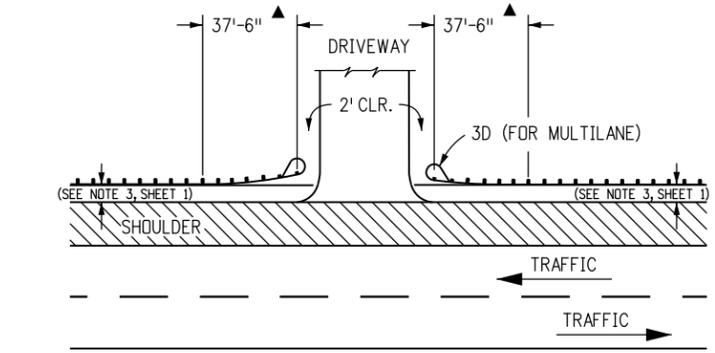
GUARDRAIL FOR ROADSIDE FILL CONSTRUCTION



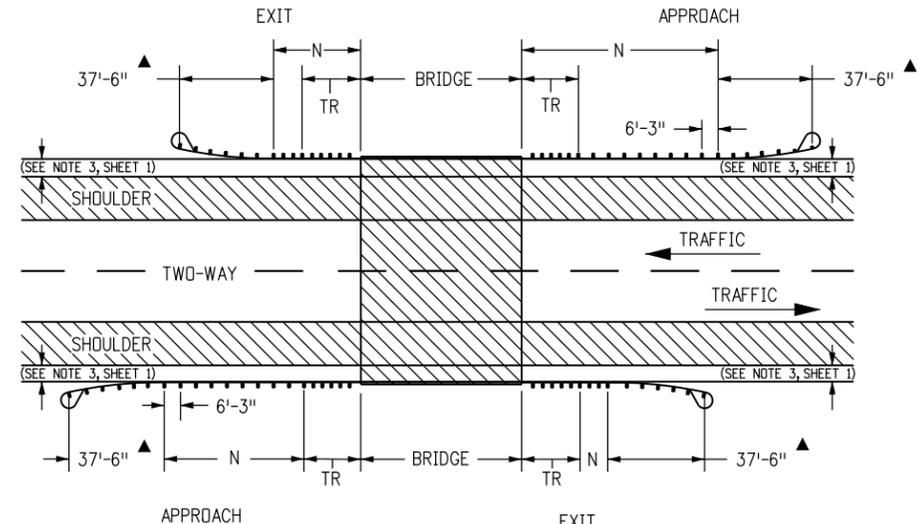
GUARDRAIL FOR ROADSIDE CUT-TO-FILL CONDITION

- NOTES**
1. THE TYPE 3G OR 3H TRANSITIONS (SEE SHEET 10) SHALL BE USED TO CONNECT A TYPE 3 W-BEAM TO TYPE 7 CONCRETE BARRIER OR TO A TYPE 7, 8, OR 10 BRIDGE RAIL. FOR A TRANSITION FROM A ROADWAY TYPE 3 W-BEAM TO A BRIDGE RAIL TYPE 3 WITH BACKING TUBES, THE TRANSITION TYPE 3L SHOWN ON SHEET 16 SHALL BE USED.
 2. "TR" WILL BE 18 FT.-9 IN. FOR THE TRANSITIONS TYPE 3G AND 3H, AND 25 FT. FOR THE TRANSITION TYPE 3L.
 3. THE GUARDRAIL LENGTH DIMENSION "N" IS THE LENGTH AS DETERMINED BY THE LENGTH OF NEED COMPUTATION AND IS SHOWN ON THE PLANS. THE MINIMUM IS 12 FT.-6 IN. WHERE SITE CONDITIONS ALLOW. THE OVERALL REQUIRED LENGTH OF NEED CAN INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT. A TRAVERSABLE SLOPE SHALL BE PROVIDED BEHIND THE TERMINAL TO DIMENSION "N" PRIOR TO THE OBSTRUCTION UNLESS OTHERWISE APPROVED BY THE ENGINEER.

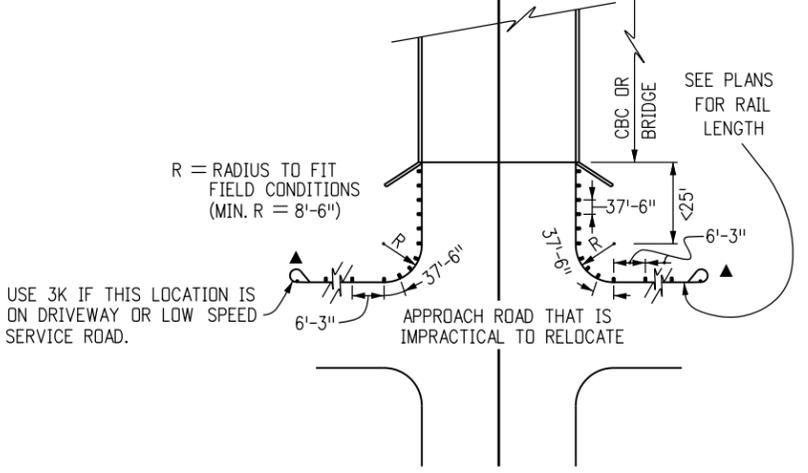
▲ END ANCHORAGE CAN BE FLARED OR NONFLARED



LAYOUT FOR DRIVEWAY APPROACH



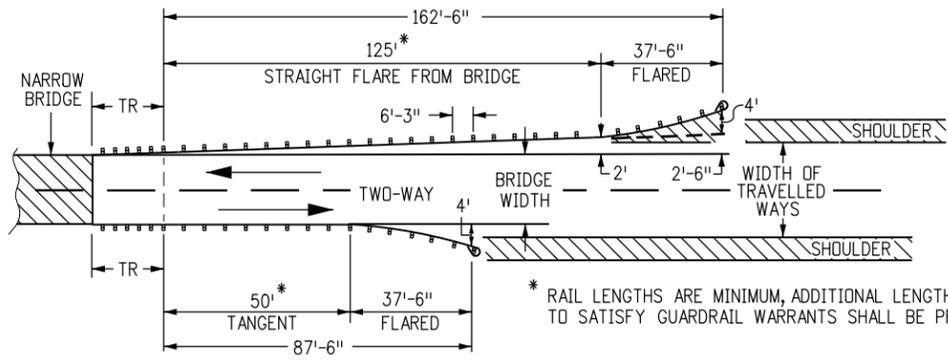
2-WAY NORMAL BRIDGE APPLICATION



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 11 WHEN PRACTICAL)



2-WAY NARROW APPLICATION

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

Computer File Information

Creation Date: 07/04/06	Initials: DD
Last Modification Date: 05/05/11	Initials: LTA
Full Path: www.dot.state.co.us/DesignSupport/	
Drawing File Name: 60601016018.dgn	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments:
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(R-X)	
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GUARDRAIL TYPE 3 W-BEAM

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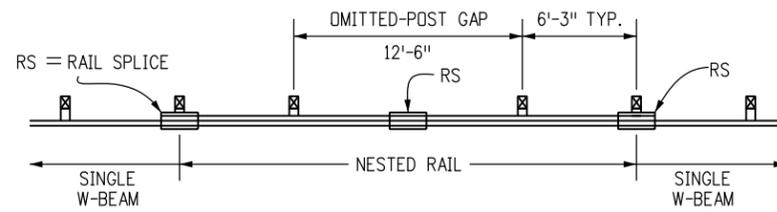
STANDARD PLAN NO.

M-606-1

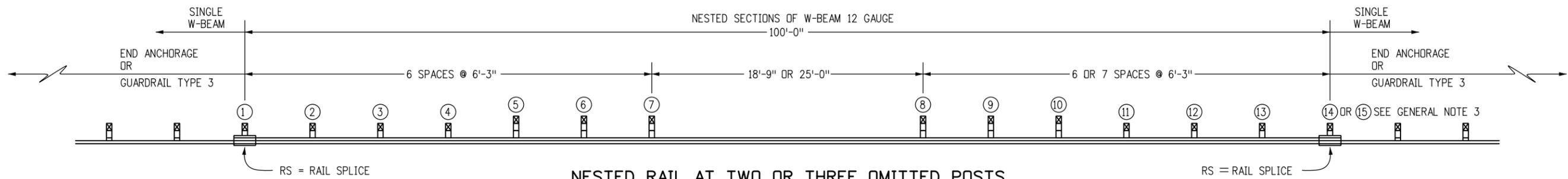
Sheet No. 16 of 18

NOTES

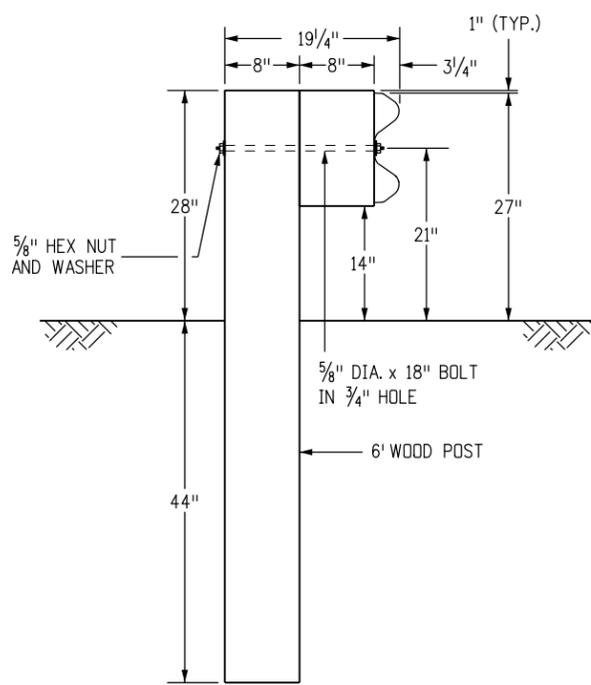
- FOR ONE OMITTED POST IN THE GUARDRAIL RUN, i.e. AT A PIPE CULVERT WITH MINIMUM COVER, SEE THE "NESTED RAIL AT ONE OMITTED POST" DETAIL ON THIS SHEET. THE W-BEAM RAILS SPANNING THE OMITTED-POST GAP SHALL BE DOUBLED (ONE RAIL NESTED IN THE OTHER), AND SHALL EXTEND A MINIMUM OF 6 FT.-3 IN. ON EITHER SIDE OF THE GAP. USING 12 FT.-6 IN. SECTIONS OF RAIL, AND DEPENDING ON THE SPLICE LOCATION, ONE OMITTED POST SECTION REQUIRES EITHER 25 FT. OR 37 FT. - 6 IN. OF NESTED RAIL.
- FOR TWO OR THREE OMITTED POSTS, SEE THE "NESTED RAIL AT TWO OR THREE OMITTED POSTS" DETAIL ON THIS SHEET. RAIL SPLICES IN THE 100 FT. NESTED SECTION MAY BE PLACED TO FACILITATE CONSTRUCTABILITY. HOWEVER ONLY ONE RAIL SPLICE MAY BE PLACED IN THE OMITTED POSTS SECTION, AND ONLY AT THE MIDPOINT OF THE 25 FT. LENGTH.
- POST ⑮ REQUIRED WHEN TWO POSTS ARE OMITTED FOR THE 18 FT.-9 IN. LENGTH.
- ONLY TIMBER POSTS AND BLOCKS ARE ALLOWED FOR WEAKENED POSTS 5 THROUGH 10.



NESTED RAIL AT ONE OMITTED POST

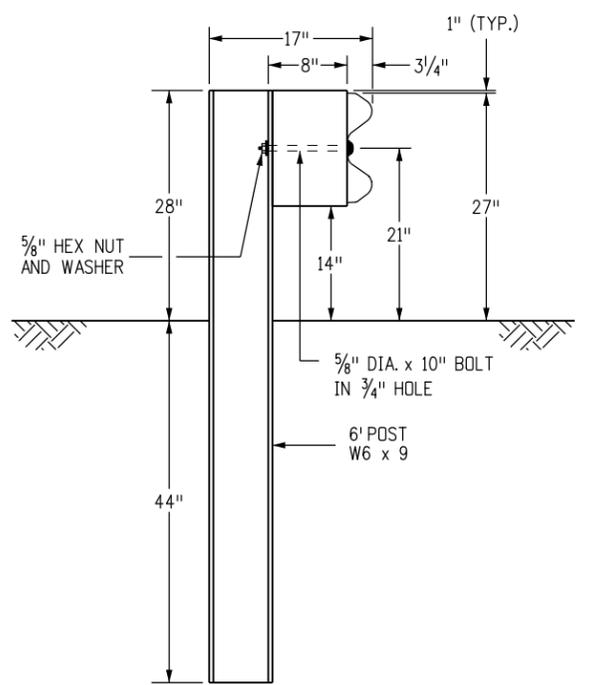


NESTED RAIL AT TWO OR THREE OMITTED POSTS



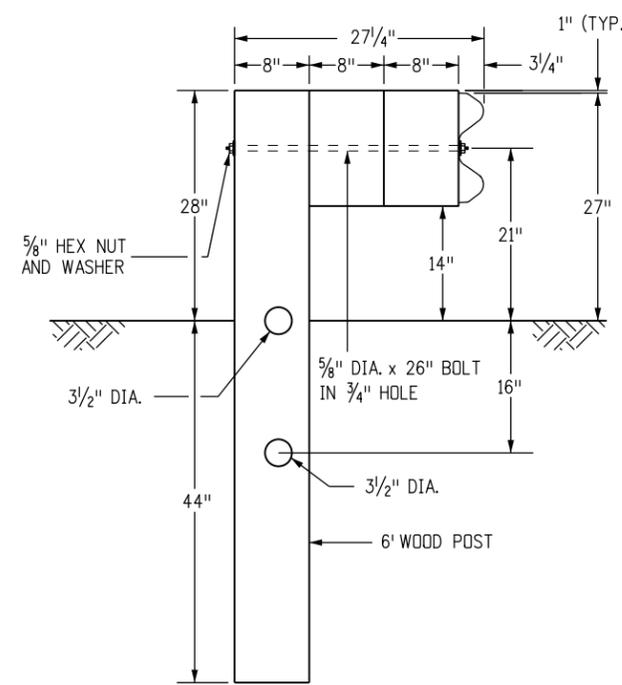
TIMBER

POSTS ① - ④ AND ⑪ - ⑮



STEEL

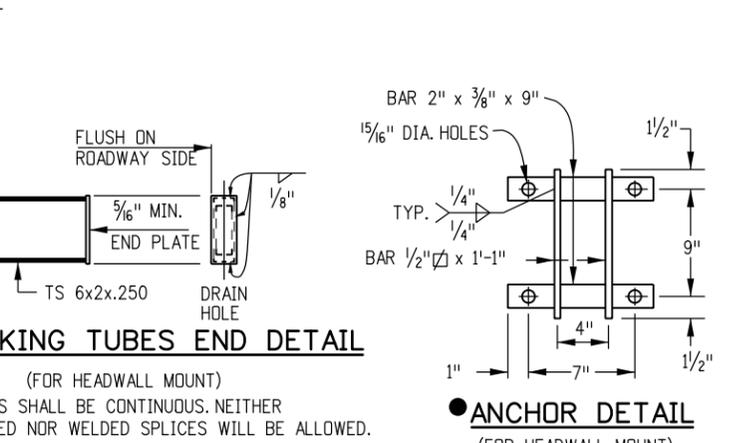
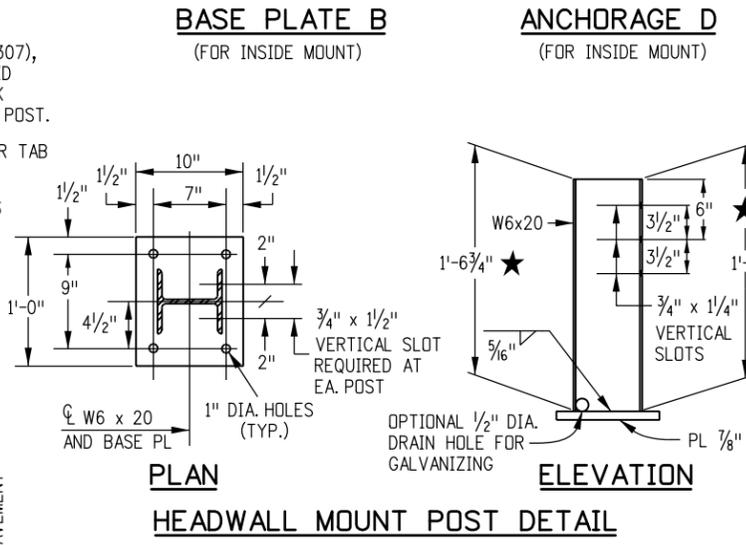
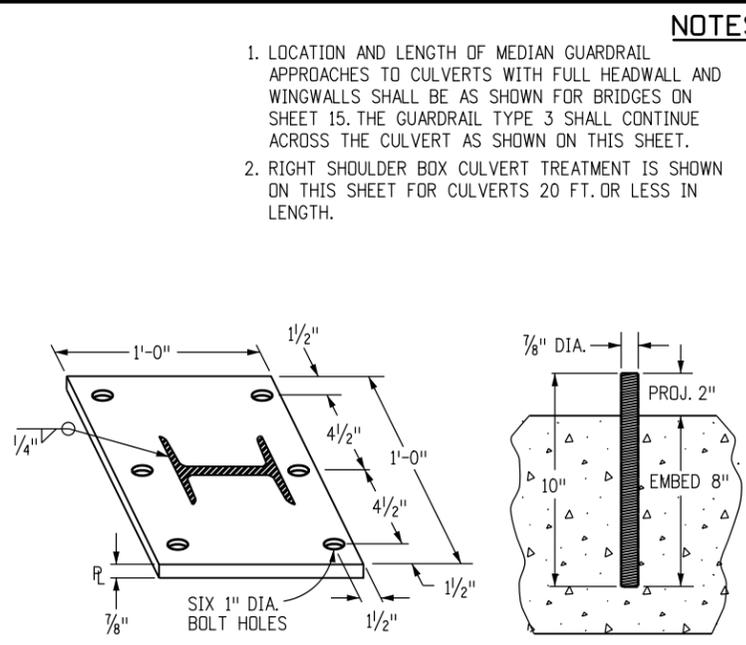
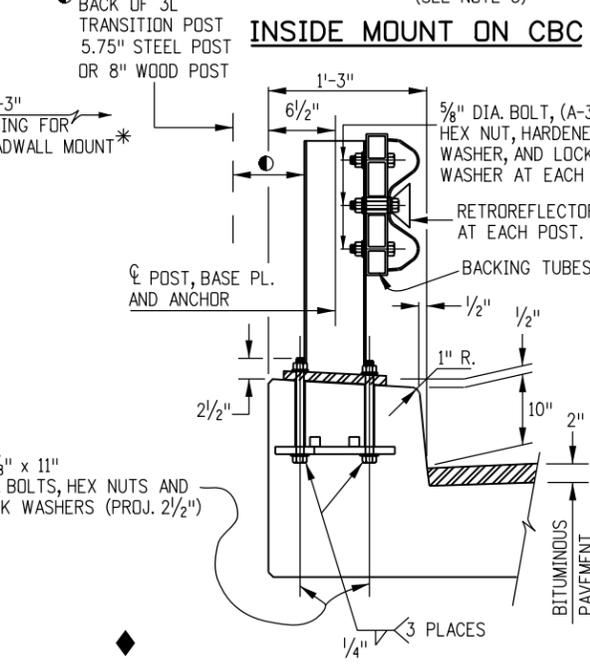
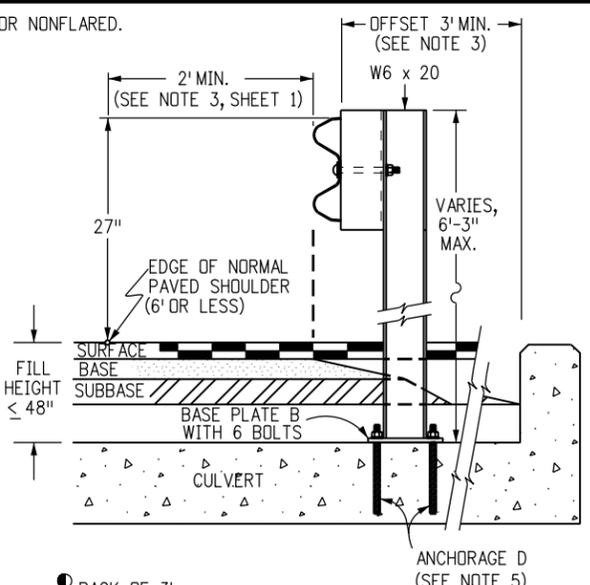
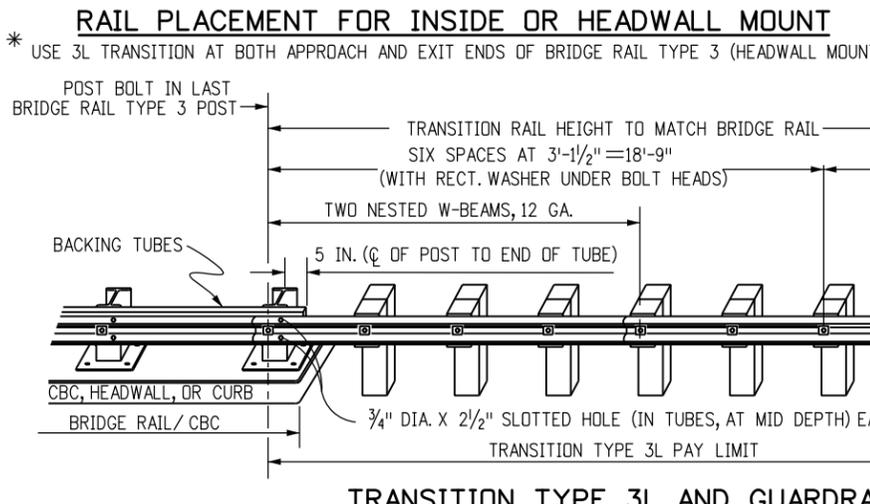
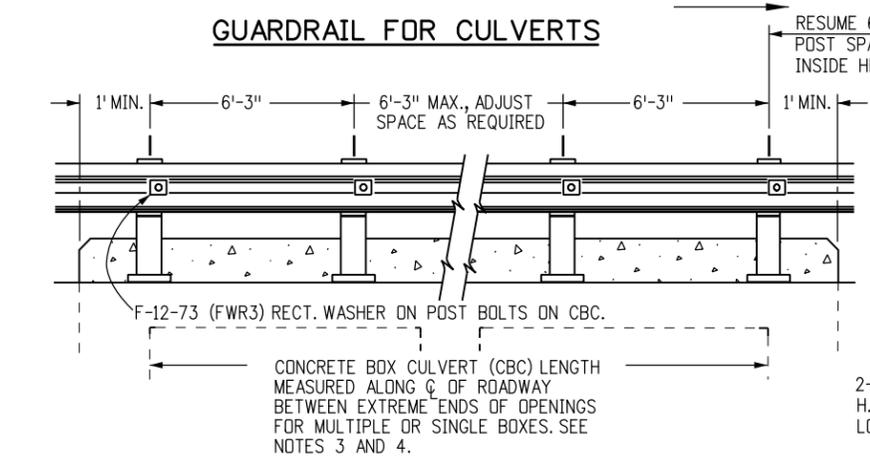
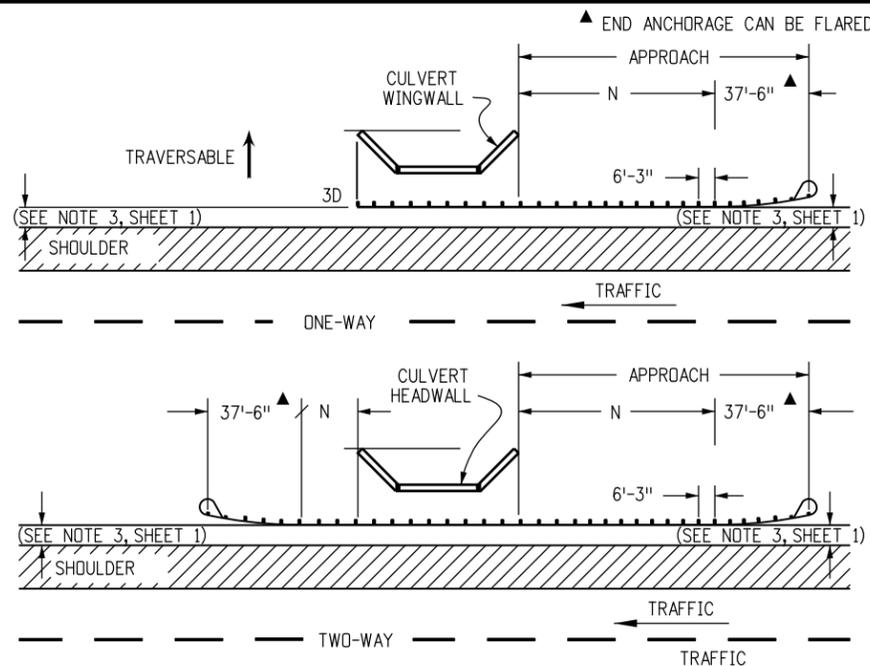
POSTS ① - ④ AND ⑪ - ⑮



TIMBER

POSTS ⑤ - ⑩

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Creation Date: 07/04/06	Initials: DD	Date: 08/11/10	Comments: Added "Weaken" in Note 4.			M-606-1
Last Modification Date: 05/05/11	Initials: LTA					
Full Path: www.dot.state.co.us/DesignSupport/	(R-X)					
Drawing File Name: 60601017018.dgn	(R-X)					
CAD Ver.: MicroStation V8	Scale: Not to Scale	Units: English	(R-X)		Sheet No. 17 of 18	



- NOTES**
- 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.
 - RIGHT SHOULDER BOX CULVERT TREATMENT IS SHOWN ON THIS SHEET FOR CULVERTS 20 FT. OR LESS IN LENGTH.
 - GUARDRAIL ACROSS CULVERTS WITH A LENGTH OF 20 FT. OR LESS SHALL BE AS FOLLOWS:
 - FILL HEIGHT AT GUARDRAIL POST 48 IN. OR GREATER: CONSTRUCTION AND PAYMENT WILL BE AS GUARDRAIL TYPE 3.
 - FILL HEIGHT AT GUARDRAIL POST LESS THAN 48 IN. AND BLOCK FACE TO HEADWALL OFFSET OF 3 FT. OR GREATER: CONSTRUCTION AND PAYMENT AS GUARDRAIL TYPE 3.
 - FILL HEIGHT AT GUARDRAIL POST 48 IN. OR LESS AND BLOCK FACE TO HEADWALL OFFSET LESS THAN 3 FT.: CONSTRUCTION ACCORDING TO HEADWALL MOUNT DETAILS AND PAYMENT AS BRIDGE RAIL TYPE 3.
 - GUARDRAIL ACROSS CULVERTS WITH LENGTH GREATER THAN 20 FT. SHALL BE AS FOLLOWS:
 - FILL HEIGHT AT GUARDRAIL POSTS 48 IN. OR GREATER: CONSTRUCTION AND PAYMENT WILL BE FOR STANDARD GUARDRAIL TYPE 3.
 - FILL HEIGHT AT GUARDRAIL POSTS 48 IN. OR LESS: CONSTRUCTION AND PAYMENT IN ACCORDANCE WITH THE CONTRACT BRIDGE PLANS. WHEN BLOCK FACE TO HEADWALL OFFSET IS 3 FT. OR GREATER: CONSTRUCTION AND PAYMENT AS GUARDRAIL TYPE 3.
 - ANCHORAGE D: SIX BOLTS FOR BASE PLATE "B" WITH INSIDE MOUNT. THE BOLTS SHALL BE 7/8 IN. DIA X 10 IN. HIGH STRENGTH RODS THREADED FULL LENGTH AND ALL GALVANIZED. RODS SHALL BE CAST-IN-PLACE FOR A NEW STRUCTURE. FOR AN EXISTING STRUCTURE, THE RODS SHALL BE INSTALLED IN 1-1/4 IN. DIA HOLES WITH NON-SHRINK GROUT OR EPOXY CONFORMING TO ASTM C 881.
 - TYPE 3L POSTS SHALL BE STEEL OR WOOD TO MATCH POSTS USED ON THE APPROACH GUARDRAIL.
 - THE GUARDRAIL LENGTH DIMENSION "N" IS THE LENGTH AS DETERMINED BY THE LENGTH OF NEED COMPUTATION AND IS SHOWN ON THE PLANS. THE MINIMUM IS 12 FT.-6 IN. WHERE SITE CONDITIONS ALLOW. THE OVERALL REQUIRED LENGTH OF NEED CAN INCLUDE THE LENGTH OF TRANSITION, THE LENGTH OF RAIL (N), AND ANY REDIRECTIVE LENGTH IN THE RAIL END TREATMENT.
 - ALL BRIDGE RAIL TYPE 3 BACKING TUBES SHALL BE FABRICATED FROM ASTM A 500 GRADE B. ALL POSTS, BASE PLATES, AND ANCHOR BOLTS SHALL BE FABRICATED FROM ASTM A 36 STEEL. THE ABOVE MATERIAL, W-BEAM, AND ALL ANCHOR BOLTS AND MISCELLANEOUS BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH SECTION 509. CONCRETE, REINFORCING STEEL, AND STRUCTURAL STEEL ELEMENTS SHALL BE IN ACCORDANCE WITH SECTIONS 601, 602, AND 509, RESPECTIVELY.
 - POST ANCHORS, ENCASED IN CONCRETE, SHALL BE ASTM A 36 STEEL, AND NEED NOT BE GALVANIZED.
 - PRIOR TO FABRICATION OF BRIDGE RAIL, THREE SETS OF WORKING DRAWINGS WHICH COMPLY WITH THE REQUIREMENTS OF SECTION 105 SHALL BE SUBMITTED TO THE ENGINEER FOR INFORMATION ONLY.
 - IF HEADWALL MOUNT GUARDRAIL IS USED, SEE STANDARD PLAN M-601, AND NOTES BELOW:
 - ALL ITEMS ABOVE TOP OF CBC HEADWALL WILL BE MEASURED AND PAID FOR AS LINEAR FEET OF BRIDGE RAIL TYPE 3.
 - HEADWALL MOUNTING OF RAIL WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- ★ FOR STANDARD 12 IN. HEADWALL WITH NO PAVEMENT, THE POST HEIGHT SHALL BE 1 FT.- 5 IN. ADJUST POST HEIGHT FOR PAVEMENT THICKNESS.
- ONE ANCHOR ASSEMBLY SHALL BE PLACED FOR EACH RAIL POST.

Computer File Information

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CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
08/11/10	Revised note 4B.

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**GUARDRAIL TYPE 3
W-BEAM**

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