**GENERAL NOTES ON SHEET 1 OF 4**

1. Top of fill:
   - When terminal must flare across a deep ditch and no lateral embankment is near, a pipe shall be set in the ditch and an embankment constructed at the terminal.
   - A. Terminal flare may be increased to place post 1 beyond pipe.
   - B. Post 2 may be moved up to 450mm along rail, moving closer to road to avoid driveway pipe.
   - C. Post 3 may be relocated along rail between post 2 and 4 to avoid driveway pipe.

2. The approach slope shall have a maximum steepness of 1:6.
   - The fill shall be sufficient to limit guide rail height to no more than 762mm.
   - If a back slope is accessible at the correct height, the box beam end piece should be eliminated and a type 0 ending used.
   - Extent extend a minimum of 1.2m past guide rail for grading.
   - Depress terminal end by 300mm before tightening bolts on splice between posts 8 and 9.
   - If the slope from shoulder break is 0.6m or more flatter, no additional grading is required.
   - Post 1 shall be positioned at or below shoulder break of driveway.
   - Do not drive post through pipe. To avoid post hitting driveway pipe:
     - A. Terminal flare may be increased to place post 1 before pipe.
     - B. Post 2 may be moved up to 450mm along rail, moving closer to road to avoid driveway pipe.
     - C. Post 3 may be relocated along rail between post 2 and 4 to avoid driveway pipe.

3. Section "A" - Option 1: On Wild Fill Slope
   - 1. Depress terminal end by 300mm and fasten to posts before tightening bolts on splice between posts 8 and 9. If the slope from shoulder break is 0.6m or more flatter, no additional grading is required.
   - 2. Terminal may be placed on steeper slopes if grading is provided to limit rail height to 762mm or less.

4. Section "B" - Option 2: Driveway Embankment
   - 1. Extend extend a minimum of 1.2m past guide rail for grading.
   - 2. Depress terminal end by 300mm before tightening bolts on splice between posts 8 and 9. If the slope from shoulder break is 0.6m or more flatter, no additional grading is required.
   - 3. Post 1 shall be positioned at or below shoulder break of driveway.
   - 4. Do not drive post through pipe. To avoid post hitting driveway pipe:
     - A. Terminal flare may be increased to place post 1 before pipe.
     - B. Post 2 may be moved up to 450mm along rail, moving closer to road to avoid driveway pipe.
     - C. Post 3 may be relocated along rail between post 2 and 4 to avoid driveway pipe.

5. Section "C" - Option 3: Localized Ditch Filling
   - 1. When terminal waste place across a deep ditch and no lateral embankment is near, a pipe shall be set in the ditch and an embankment constructed at the terminal.
   - 2. The fill shall be sufficient to limit guide rail height to no more than 762mm.
   - 3. The fill shall be sufficient to limit guide rail height to no more than 762mm.
   - 4. If a back slope is accessible at the correct height, the box beam end piece should be eliminated and a type 0 ending used.

**METRIC STANDARD SHEET**

- **STATE OF NEW YORK**
- **DEPARTMENT OF TRANSPORTATION**
- **ISSUED UNDER EB 10-022**
- **M606-58**

**APPROVED JULY 2, 2010**
**FOR THE DEPUTY CHIEF ENGINEER (DESIGN)**

**NOTES:**
- All dimensions in millimeters unless otherwise noted.
- TYPICAL PIPE LENGTHS:
  - | Ditch Depth | Pipe Length |
  - | 0.3m | 0.3m |
  - | 0.6m | 0.6m |
  - | 0.9m | 0.9m |
  - | 1.2m | 1.2m |
  - | 0.8m | 0.8m |

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**ISSUED:** RICHARD W. LEE, P.E.