**Approach Slab Table (Sort by Location)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Concrete Item 557.20XX</th>
<th>Longitudinal Sawcut Grooving Item 558.02</th>
<th>Protective Sealer Item 559.1896–18</th>
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</thead>
<tbody>
<tr>
<td>BEGIN APPROACH SLAB</td>
<td>END APPROACH SLAB</td>
<td>(ft²)</td>
<td></td>
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</tbody>
</table>

**Notes:**
- All reinforcement shall have 3 in. cover unless otherwise noted.
- (E) denotes epoxy coated bars.
- Details on the drawings labeled as “NOT TO SCALE” are intentionally drawn NOT TO SCALE for visual clarity. All other details, for which no scale is shown, are drawn proportionally and are fully dimensioned.

**Designer Notes:**
1. For roadways with shoulder widths 5 ft. or less, the designer should consider increasing the approach slab width out to the curb or face of railing. See the bridge manual for width requirements.
2. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
3. Where shoulders are 5 ft. or less, the designer should consider increasing the approach slab width out to the curb or face of railing. See the bridge manual for width requirements.
4. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
5. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
6. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
7. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
8. Approach slabs on integral and jointless abutments are expected to move and may settle. Even conventional, jointed approach slabs may have some settlement. The designer should consider separation and translation in the approach slabs and avoid all fixed points from shoulders, curbs, sidewalks, or barriers. Special details such as 2 layers of synthetic material or compressible foam may be recommended.
9. Approach slabs require expansion joints at the full length of the approach slab. See the bridge manual for expansion joint requirements.

**Approach Slab Details:**
- **Plan A:** Bridge skew > 30°
  - Plan B: Bridge skew ≥ 30°
- **Detail A:** (Typical)
- **Alternate Corner Detail for Approach Slabs on Conventional Abutments with U-Wingwalls Where Shoulders Are ≤ 6 ft.**

- **NOT TO SCALE:**
  - See detail "A" (Typ.)
  - See Detail "A" (Typ.)
  - See Detail "A" (Typ.)

- **NOTES:**
  - All reinforcement shall have 3 in. cover unless otherwise noted.
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**Approach Slab Plan Views and Details:**
- **Plan A:** Bridge skew > 30°
- **Plan B:** Bridge skew ≥ 30°

**Approach Slab Details:**
- **Detail A:** (Typical)
- **Alternate Corner Detail for Approach Slabs on Conventional Abutments with U-Wingwalls Where Shoulders Are ≤ 6 ft.**

- **NOT TO SCALE:**
  - See detail "A" (Typ.)
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- **NOTES:**
  - All reinforcement shall have 3 in. cover unless otherwise noted.
  - (E) denotes epoxy coated bars.
  - Details on the drawings labeled as "NOT TO SCALE" are intentionally drawn NOT TO SCALE for visual clarity. All other details, for which no scale is shown, are drawn proportionally and are fully dimensioned.

**Designer:**
- **George A. Christian, P.E.**

**Issue:**
- **5/01/08**

**EFFECTIVE WITH THE LETTING OF 1/08/09**

**REVISION HISTORY:**
- **EB 08-002**

**STATE OF NEW YORK**
**DEPARTMENT OF TRANSPORTATION**
**OFFICE OF STRUCTURES**
**DEPUTY CHIEF ENGINEER**
(STRUCTURES)
APPROACH SLAB CORNER DETAIL
JOINTLESS / INTEGRAL BRIDGE WITH SKEW > 30° WITH STEEL RAILINGS

APPROACH SLAB CORNER DETAIL
JOINTLESS / INTEGRAL BRIDGE WITH CONCRETE BARRIER
REVISED STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURES
DEPUTY CHIEF ENGINEER (STRUCTURES)
APPROVED:

CAST-IN-PLACE SINGLE SLOPE BARRIER

DESIGNER NOTES:

1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB; 30 ft. WHEN PLACED UNDER ASPHALT.
2. PLACE EXPANSION JOINTS IN BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.
3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

NOTE:

DETAILS OF THE DRAWINGS Labeled “NOT TO SCALE” ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

CAST-IN-PLACE SINGLE SLOPE BARRIER WITH BITUMINOUS CONCRETE SHOULDER

CAST-IN-PLACE SINGLE SLOPE BARRIER FOR MSE WALLS BITUMINOUS PAVEMENT

CAST-IN-PLACE SINGLE SLOPE BARRIER FOR MSE WALLS CONCRETE PAVEMENT

TRAFFIC BARRIER AND MOMENT SLAB NOTES

1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB; 30 ft. WHEN PLACED UNDER ASPHALT.
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3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

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CAST-IN-PLACE SINGLE SLOPE BARRIER WITH BITUMINOUS & CONCRETE SHOULDER

CAST-IN-PLACE SINGLE SLOPE BARRIER WITH CEMENT CONCRETE SHOULDER

TRAFFIC BARRIER AND MOMENT SLAB NOTES

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3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

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REVISED STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURES
DEPUTY CHIEF ENGINEER (STRUCTURES)

APPROVED:

CAST-IN-PLACE CONCRETE TRAFFIC BARRIER
(BITUMINOUS & CONC. SHOULDER)

BD-SA5E

TOP OF CONCRETE PAVEMENT
TOP OF BITUMINOUS PAVEMENT

PANEL THICKNESS

1'-0" LAP
1'-0" LAP

STYROFOAM - GLUE TO PANEL AS REQUIRED TO KEEP STYROFOAM IN PLACE DURING PLACEMENT OF CVP. CONCRETE.

DESIGNER NOTES:
The designer shall detail the transverse and longitudinal dowel connections or reference the appropriate highway standard sheets.

TRAFFIC BARRIER AND MOMENT SLAB NOTES
1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB; 30 ft. WHEN PLACED UNDER ASPHALT.
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3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

NOTE:
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ORIGINAL SIGNED BY

GEORGE A. CHRISTIAN, P.E.

ISSUED UNDER EB 08-002
EFFECTIVE WITH THE LETTING OF 1/08/09

5/01/08

EXECUTED 1/11/08
ORIGINAL ISSUED BY
GEORGE A. CHRISTIAN, P.E.

REVISION NUMBER: 01-08-002

CAST-IN-PLACE CONCRETE TRAFFIC BARRIER
(BITUMINOUS & CONC. SHOULDER)
CAST-IN-PLACE VERTICAL FACE BARRIER WITH CEMENT CONCRETE SHOULDER

TRAFFIC BARRIER AND MOMENT SLAB NOTES
1. MINIMUM TOTAL LENGTH OF MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB OR 30 ft. WHEN PLACED UNDER ASPHALT.
2. PLACE EXPANSION JOINTS IN BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.
3. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

NOTE:
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CAST-IN-PLACE VERTICAL FACE BARRIER FOR MSES WALLS (CONCRETE PAVEMENT)

DESIGNER NOTES:
THE DESIGNER SHALL DETAIL THE TRANSVERSE AND LONGITUDINAL DOWEL CONNECTIONS OR REFERENCE THE APPROPRIATE HIGHWAY STANDARD SHEETS.
STYROFOAM MAY BE REMOVED AT THE DESIGNER'S DISCRETION.
THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

NOTE:
THE "D" DIMENSION MUST BE CALCULATED FOR EACH FACIA.
"E" IS TO BE APPROXIMATELY ONE THIRD OF SIDEWALK WIDTH.
CAST-IN-PLACE F-SHAPED TRAFFIC BARRIER WITH BITUMINOUS CONCRETE SHOULDER

CAST-IN-PLACE F-SHAPED TRAFFIC BARRIER WITH CEMENT CONCRETE SHOULDER

CAST-IN-PLACE F-SHAPED TRAFFIC BARRIER FOR MSE WALLS (BITUMINOUS PAVEMENT)

CAST-IN-PLACE F-SHAPED TRAFFIC BARRIER FOR MSE WALLS (CONCRETE PAVEMENT)

DESIGNER NOTES:
THE DESIGNER SHALL DETAIL THE TRANSVERSE AND LONGITUDINAL DOWEL CONNECTIONS OR REFERENCE THE APPROPRIATE HIGHWAY STANDARD SHEETS.

TRAFFIC BARRIER AND MOMENT SLAB NOTES
1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB; 30 ft. WHEN PLACED UNDER ASPHALT.
2. PLACE EXPANSION JOINTS IN BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.
3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

NOTE:
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ORIGINAL SIGNED BY GEORGE A. CHRISTIAN, P.E.
ISSUED UNDER EB 08-002 EFFECTIVE WITH THE LETTING OF 1/08/09

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURES

REVISED STATEMENT OF APPROVAL
APPROVED: CAST-IN-PLACE F-SHAPED BARRIER (BITUMINOUS & CONCRETE SHOULDER)

BD-SAFE

DESIGNED BY

CAST-IN-PLACE F-SHAPED TRAFFIC BARRIER FOR MSE WALLS (BITUMINOUS PAVEMENT)

CONCRETE SHOULDER (BARRIER MOMENT SLAB) WIDTH

TOP OF CONCRETE SHOULDER

F-SHAPED BARRIER

#6(E) @ 8" (MAX.)
2-#5 PLACED AS SHOWN
8'-0" (MIN.)

#5(E) @ 12" (MAX.) (TOP)
#5 @ 12" (MAX.) (BOTTOM)

#5 @ 8"

TOP OF BITUMINOUS PAVEMENT

3" COV.

3" COV.

3" COV.

1'-0" LAP (MIN.)

#5(E) PLACED AS SHOWN

8'-0" (MIN.)

TOP OF CONCRETE SHOULDER

#5(E) PLACED AS SHOWN

#5(E) @ 12" (MAX.) (TOP)
#5 @ 12" (MAX.) (BOTTOM)

#5(E) @ 8"
CAST-IN-PLACE TEXAS AESTHETIC BARRIER
WITH CEMENT CONCRETE SHOULDER

TRAFFIC BARRIER AND MOMENT SLAB NOTES

1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 30 ft. WHEN PINNED TO AN ADJACENT SLAB TO 3 ft. WHEN PLACED UNDER ASPHALT.

2. PLACE EXPANSION JOINTS IN BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.

3. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

NOTE:
DETAILS ON THE DETAILS SHEETS AS "NOT TO SCALE" ARE ENTIRELY DRAWN TO SCALE FOR VISUAL CLARITY. ALL DETAILS OTHER THAN THOSE SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

DESIGNER NOTATION
THE DESIGNER SHALL DETAIL THE TRANSVERSE AND LONGITUDINAL DOWEL CONNECTIONS OR REFERENCE THE APPROPRIATE HIGHWAY STANDARD SHEETS.

SYMPHOM MAY BE INCLUDED AT THE DESIGNER'S DISCRETION.
THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-2 REQUIREMENTS.

DESIGNER NOTES:
THE DESIGNER SHALL DETAIL THE TRANSVERSE AND LONGITUDINAL DOWEL CONNECTIONS OR REFERENCE THE APPROPRIATE HIGHWAY STANDARD SHEETS.
SYMPHOM MAY BE INCLUDED AT THE DESIGNER'S DISCRETION.
THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-2 REQUIREMENTS.

NOTE:
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REVIEWED:
06/08/08

REVISED:
05/01/08

ORIGINAL SHEETED BY
GEORGE A. CHRISTIAN, P.E.

REVISED SHEETED BY
CERTIFIED STRUCTURAL ENGINEER

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURES

Cinthy B. Johnson
Deputy Chief Engineer (Structures)
NOTE: DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO AN ADJACENT SLAB 30 ft. WHEN PLACED UNDER ASPHALT.

2. PLACE EXPANSION JOINTS IN PRECAST BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.

3. PROVIDE A MINIMUM PRECAST BARRIER LENGTH OF 10 ft.

4. BEGIN VERTICAL REINFORCEMENT AT 3 in. FROM EITHER END OF 10 ft. PANEL.

5. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.

6. LEVELING CONCRETE AS REQUIRED TO ACHIEVE DESIGN PROFILE. 2 in. MIN. AND 9 in. MAX. THICKER THAN 4 in. WITH A LONGITUDINAL #5 BAR CENTERED IN THE POUR.

7. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

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STYROFOAM (TO REMAIN IN PLACE) GLUE TO PANEL WITH WATERPROOF ADHESIVE.

SHEAR DOWEL BETWEEN HIGHWAY PAVEMENT AND MOMENT SLAB.

TOP OF PAVEMENT 1'-7" +\( \frac{9}{16} \)" 7"

1" CHAMFER 10" 1'-9"

2'-10" +\( \frac{9}{16} \)" 9"

2'-7" +\( \frac{2}{16} \)" 2'

1'-1" +\( \frac{5}{16} \)" 5'

1" 1"

7" +\( \frac{5}{16} \)" 5" 9"

4" 4"

TOP OF PAVEMENT MEMBRANE WATERPROOFING MATERIAL HIGHWAY JOINT SEALANT (SEE NOTE 5)

2'-0" LAP 1'-0"

8'-0" (MIN.) (BARRIER MOMENT SLAB WIDTH) #4(E) @ 12" (MAX.) (TOP) #4 @ 12" (MAX.) (BOTTOM)

2'-0" LAP 3" COV. 3" COV. 3" COV.

#5(E) @ 8" #5 @ 8" #5(E) @ 8"

LEVELING CONCRETE #4(E) ADJUST TO ALLOW 2" COVER FRONT FACE OF PRECAST MSE WALL PANEL

TOP OF SHOULDER CAULKING COMPOUND FOR STRUCTURES #4(E) @ 12" (MAX.) (TOP) #4 @ 12" (MAX.) (BOTTOM)

8'-0" (MIN.) CONCRETE SHOULDER (BARRIER MOMENT SLAB) WIDTH #4(E) ADJUST TO ALLOW 2" COVER FRONT FACE OF PRECAST MSE WALL PANEL 6" (MIN.) PANEL THICKNESS

#5(E) PLACED AS SHOWN #5(E) @ 8" #5 @ 8" 6-#5(E) @ 8" 5" 9-#5(E) @ 7"

1'-6" LAP (MIN.) 2" COV. (TYP) 0 (TYP)

LEVELING CONCRETE #4(E) ADJUST TO ALLOW 2" COVER FRONT FACE OF PRECAST MSE WALL PANEL 6" (MIN.) PANEL THICKNESS

#5(E) PLACED AS SHOWN #5(E) @ 8" #5 @ 8" 6-#5(E) @ 8" 5" 9-#5(E) @ 7"

1'-6" LAP (MIN.) 2" COV. (TYP) 0 (TYP)

REMARKS:

1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 ft. WHEN PINNED TO ADJACENT SLAB 30 ft. WHEN PLACED UNDER ASPHALT.

2. PLACE EXPANSION JOINTS IN PRECAST BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 ft. FROM CENTERLINE OF LIGHT POLE OR 2 ft. FROM CENTERLINE OF JUNCTION BOX.

3. PROVIDE A MINIMUM PRECAST BARRIER LENGTH OF 10 ft.

4. DEER VERTICAL CLEARANCE AT 3 ft. FROM either END OF 30 ft. PANEL.

5. DEER VERTICAL CLEARANCE - ASTM MODEL TYPE IS APPEARING ON THE DEPARTMENTS APPROVED LIST.

6. LEVELING CONCRETE AS REQUIRED TO ACHIEVE DESIGN PROFILE.

7. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.

TRAFFIC BARRIER AND MOMENT SLAB NOTES

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3. PROVIDE A MINIMUM PRECAST BARRIER LENGTH OF 10 ft.

4. DEER VERTICAL CLEARANCE AT 3 ft. FROM EITHER END OF 30 ft. PANEL.

5. DEER VERTICAL CLEARANCE - ASTM MODEL TYPE IS APPEARING ON THE DEPARTMENTS APPROVED LIST.

6. LEVELING CONCRETE AS REQUIRED TO ACHIEVE DESIGN PROFILE.

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4. DEER VERTICAL CLEARANCE AT 3 ft. FROM EITHER END OF 30 ft. PANEL.

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