NOTES

1. ALL POSTS SHALL BE 8’, EXCEPT THOSE THAT CAN MEET **.
2. THE BOTTOM RAIL SHALL BE TUCKED BEHIND AND BOLTED TO POST A-A USING A †” DIA. HEX. HEAD BOLT.
3. OFFSET BLOCKS ARE NOT USED FOR THE BOTTOM RAIL.
4. MAINTAIN HEIGHT OF TOP RAIL ON THE FRONT SLOPE RELATIVE TO EDGE OF SHOULDER UNTIL A MAXIMUM HEIGHT OF 46” ABOVE GROUND IS REACHED.
5. THE SLOPE BACK FILL MATERIAL SHALL BE COMPACTED FIRMLY TO THE ESTABLISHED SLOPE AND STABILIZED AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHOULD CONSTRUCT THE END ANCHORAGE TERMINAL AS SHOWN ON STD. MD 605.01-02.
7. LOW SPEED INSTALLATIONS REQUIRE 50 FEET (MINIMUM) LON.
8. TOP RAIL PAID FOR PER LINEAR FOOT OF "TRAFFIC BARRIER W-BEAM USING 8’ POST" (FROM POST AT A-A TO POST 3, BUT NOT INCLUDE POST 3). BOTTOM RAIL PAID FOR PER LINEAR FOOT OF "TRAFFIC BARRIER W-BEAM PANEL." THE BURIED-IN-BACKSLOPE END TREATMENT PAID FOR PER EACH.
9. FOR ALTERNATIVE OFFSET BLOCKS, SEE STD. MD 605.21.

** POSTS IN BACK OF DITCH BOTTOM MAY BE SHORTENED. MINIMUM EMBEDMENT INTO GROUND BELOW COVER IS 4’.

*** ½” STEEL PLATE TO BE BOLTED TO POSTS 1, 2, AND 3.