TYPE 12C LAYOUT

Guard railing installation at structure approach with a buried end anchor treatment at traffic approach end of railing. See Notes 9 and 10.

NOTES:
1. Guard post spacing to be 6'-3" center to center, except as otherwise noted.
2. Dimensions of design details are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
3. Type 12C Layout is typically used where a continuous guard railing is recommended between structures.
4. The 15:1 or flatter flare for Type 12C Layout is based on the edge of the paved shoulder or offset line of edge of traveled way (See Notes 12 and 13).
5. For additional details of a typical connection to bridge rail, see Transition Detail FF on Standard Plans A77J1 and A77J2.
6. For additional details of a typical connection to walls or abutments, see Standard Plan A77I2.
7. For additional details of a typical connection to walls or abutments, see Transition Detail FF on Standard Plans A77J1 and A77J2.
8. See Notes 12 and 13 for additional details of a typical connection to walls or abutments.
9. Type 12C Layout is typically used:
   a. To the right of approaching traffic at the end of each structure, on single-lane conventional highway where the roadway width across the structure is less than 40 feet.
   b. In the left of approaching traffic at each of two structures, on single-lane conventional highway where the roadway width across the structure is less than 40 feet.
   c. To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
   d. To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separated adjacent or parallel bridges.
10. Type 12C Layout is typically used:
    a. To the right of approaching traffic, at the end of the structure, on two-lane conventional highway where the roadway width across the structure is less than 40 feet.
    b. In the left of approaching traffic, at each of two structures, on two-lane conventional highway where the roadway width across the structure is less than 40 feet.
    c. To the right of approaching traffic, at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
    d. To the right of approaching traffic, at the end of each structure on multilane freeways or expressways with separated adjacent or parallel bridges.
11. See Standard Plan A77E1 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
12. For additional details of typical connections to bridge rail, see Transition Detail FF on Standard Plans A77J1 and A77J2.
13. For additional details of a typical connection to walls or abutments, see Standard Plan A77I2.
14. For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Standard Plan A77E1.