TYPICAL LAYOUTS FOR METAL BEAM GUARD RAILING

DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA

1. The 15:1 or flatter flare is measured off of the edge of traveled way.
2. Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
3. Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
4. Transition Railing (Type WB) details, see Standard Plan A77J4.
5. Rail Tensioning Assembly details, see Standard Plan A77H2.
6. See Note 10.
7. Type 12E Layout is typically used left of approaching traffic at the end of each structure on multilane freeways or expressways where a median type barrier is not constructed between separated roadways.
8. The type of Crash Cushion to be used will be shown on the Project Plans.
9. The 151 or flatter flare is measured off of the edge of traveled way.

NOTE:
1. Line post, blocks and hardware to be used are shown on Standard Plans.
2. Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
3. Except as noted, line post are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood line posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
4. Direction of adjacent traffic indicated by.
5. For Transition Railing (Type WB) details, see Standard Plan A77J4.
6. For additional details of a typical connection to bridge rail, see Connection Detail AA on Standard Plan A77J1.
7. For Rail Tensioning Assembly details, see Standard Plan A77H1.
8. The type of Crash Cushion to be used will be shown on the Project Plans.
9. Type 12E Layout is typically used left of approaching traffic at the end of each structure on multilane freeways or expressways where a median type barrier is not constructed between separated roadways.
10. The 151 or flatter flare is measured off of the edge of traveled way.