NOTES:

1. Line posts, blocks and hardware to be used are shown on Standard Plans A77A1, A77B1, A77C1 and A77D1.

2. Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.

3. Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks, 8" x 12" steel post with 1/2" dia. x 2" wall thickness. Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.

4. A 4'-0" minimum clearance is required between the face of the railing and the face of a fixed object located directly behind standard guard railing section with post spacing of 6'-3". Construct guard railing as shown in the detail "Strengthened Railing Sections for Fixed Objects" on this plan, where the clearance between the face of the railing and the face of a fixed object is less than 4'-0", but not less than 2'-3". Where the clearance is less than 2'-3", a concrete wall or barrier should be constructed to shield the fixed object(s).

5. Direction of adjacent traffic indicated by    .

6. For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.

7. Type of crash cushion to be used will be shown on the Project Plans.

8. Type 15A layout is typically used on multilane freeways or expressways to shield fixed objects in the area between separated one-way roadbeds.

9. For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Standard Plan A77B1.

10. The 15:1 or flatter flare is measured off of the edge of the traveled way.

11. For a series of fixed objects (bridge columns, overhead sign supports, etc.), a Type 15A layout is typically used on multilane freeways or expressways to shield fixed objects in the area between separated one-way roadbeds.

For fixed objects in the area between separated one-way roadbeds.


For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.

Type 15A layout is typically used on multilane freeways or expressways to shield fixed objects in the area between separated one-way roadbeds.

For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Standard Plan A77B1.

The 15:1 or flatter flare is measured off of the edge of the traveled way.

For a series of fixed objects (bridge columns, overhead sign supports, etc.), a Type 15A layout is typically used on multilane freeways or expressways to shield fixed objects in the area between separated one-way roadbeds.