10-10-16

REVISED STANDARD PLAN RSP A77Q1


NOTES:
1. Line posts, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1, RSP A77N2, RSP A77U1, RSP A77U2 and Connection Detail FF on Revised Standard Plans RSP A77U3, RSP A77U4, RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.

2. See Revised Standard Plan RSP A77Q3 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.


4. Additional details of typical connections to bridge rail, see Revised Standard Plan RSP A77U3 and Connection Detail AA on Revised Standard Plans RSP A77U1 and RSP A77U2.

5. Type 12A or Type 12B Layouts are typically used:
   a. To the right of approaching traffic, at the end of a structure, on the bridge.
   b. To the left of approaching traffic, at the end of a structure, on the bridge.
   c. To the right of approaching traffic, at the end of the structure on multilane freeways or expressways with separate adjacent or parallel bridges.
   d. To the left of approaching traffic, at the end of the structure on multilane freeways or expressways with separate adjacent or parallel bridges.

6. The type of 31" terminal system end treatment to be used will be shown on the Project Plans.

7. Where placement of a dike is required with guard railing installations, see Revised Standard Plan RSP A77U4 for dike positioning details.

8. See Revised Standard Plan RSP A77Q1 for type of end post used.

9. Type 12A or Type 12B Layouts are typically used:
   a. To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadway width across the structure is less than 40 feet.
   b. To the left of approaching traffic, at the end of a structure, 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 left of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

10. See Revised Standard Plan RSP A77Q3 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.

11. For additional details of typical connections to bridge rail, see Revised Standard Plan RSP A77U3 and Connection Detail AA on Revised Standard Plans RSP A77U1 and RSP A77U2 and Connection Detail FF on Revised Standard Plans RSP A77U1 and RSP A77U2.

12. For additional details of a typical connection to walls or abutments, see Revised Standard Plan RSP A77U3.

13. Use this offset for 8" block. For 12" block, use 4'-0" Min offset.

SEE NOTES 5 AND 6
SEE NOTES 7 AND 8
SEE NOTES 9
SEE NOTES 11 AND 12
SEE NOTES 13

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MIDWEST GUARDRAIL SYSTEM
TYPICAL LAYOUTS FOR STRUCTURE APPROACH

NO SCALE


REVISED STANDARD PLAN RSP A77Q1

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