1. Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77N1, RSP A77N2 and Standard Plan A77M1.

2. MGS 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 blocks, 6" x 8" or 6" x 9" steel posts, 6" x 8" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.

4. For Transition Railing (Type WB-31) details for Types 12C and 12D Layouts, see Standard Plan A77T2.

5. Type 12D layout is typically used where continuous MGS is recommended between structures.

6. The 15:1 or flatter flare for Type 12C Layout is based on the edge of the paved shoulder or offset line of the traveled way. The length of MGS with the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".

7. For details of the buried post and anchor used with Type 12C Layout, see Standard Plan A77U1.

8. Where placement of dike is required with MGS installations, see Standard Plan A77T2 for dike positioning details.

9. 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. To the left of approaching traffic, at each 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 each of a structure, on two-lane conventional highway where the roadway width across the structure is less than 40 feet.
   e. To the right 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 A77Q2 for typical layout used left of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

11. For additional details of a typical connection to walls or abutments, see Revised Standard Plan RSP A77Q2.

12. For additional details of a typical connection to bridge rail, see Revised Standard Plan RSP A77Q2.

13. For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0".

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