

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47,103U,105 110,405,710	Var	61A	61

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

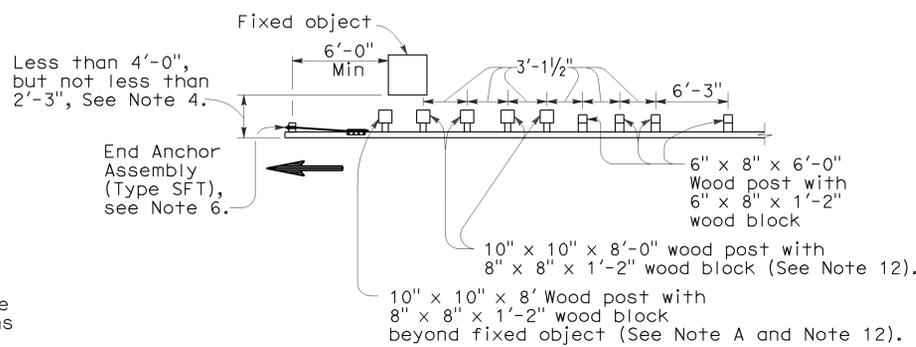
May 20, 2011
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

NOTES:

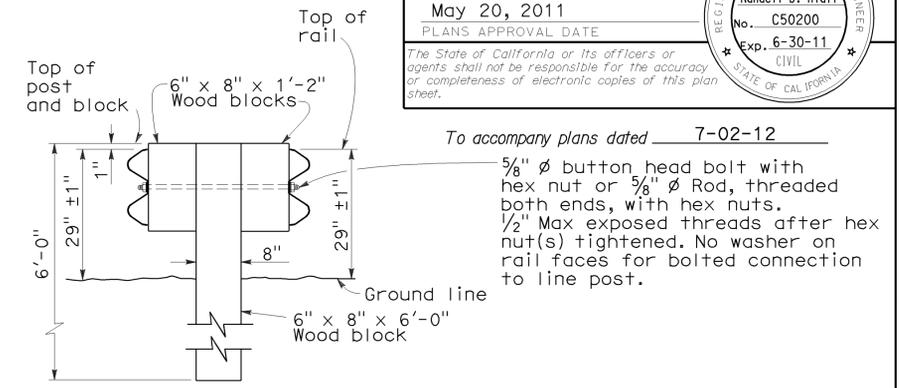
- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, 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.
- 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 sections 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).
- Direction of adjacent traffic indicated by \rightarrow .
- For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.
- For details of Rail Tensioning Assembly, see Standard Plan A77H2.
- The type of crash cushion to be used will be shown on the Project Plans.
- Type 14A layout is typically used on multilane freeways or expressways to shield fixed objects where a median type barrier is not constructed between the separated roadbeds.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77E1.
- The 15:1 or flatter flare is measured off of the edge of traveled way.
- W6 x 15 steel post, 8'-0" in length, with 8" x 8" x 1'-2" notched wood block or notched recycled plastic block may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood block shown in the "Strengthened Railing Sections Detail".



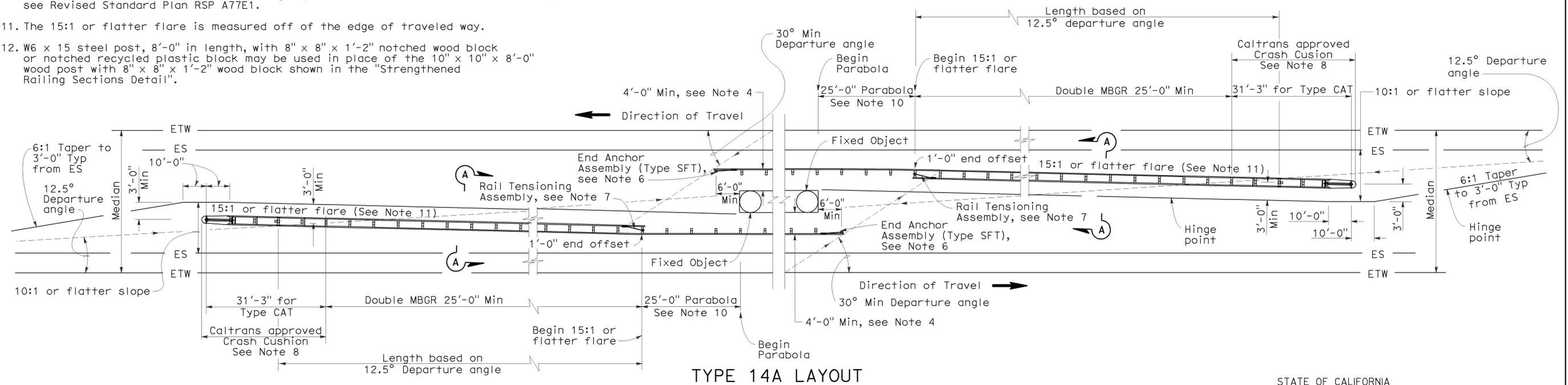
NOTE A: For a series of fixed objects (bridge columns, overhead sign supports, etc.) additional 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed objects.

STRENGTHENED RAILING SECTIONS FOR FIXED OBJECT

Use strengthened railing sections with Type 14A layout where minimum clearance between the face of the guard railing and fixed object(s) is less than 4'-0", but not less than 2'-3", See Note 4.

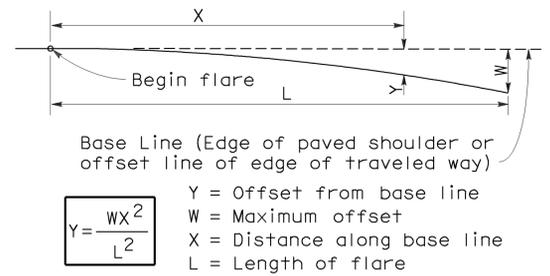


**SECTION A-A
TYPICAL DOUBLE METAL BEAM GUARD RAILING**

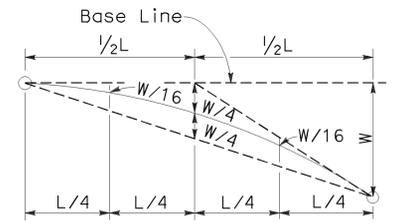


TYPE 14A LAYOUT

See Note 9



PARABOLIC FLARE OFFSETS



TYPICAL PARABOLIC LAYOUT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
FIXED OBJECTS
BETWEEN SEPARATE ROADBEDS
(TWO-WAY TRAFFIC)**
NO SCALE

RSP A77G1 DATED MAY 20, 2011 SUPERSEDES RSP A77G1
DATED JUNE 6, 2008 AND STANDARD PLAN A77G1
DATED MAY 1, 2006 - PAGE 59 OF THE STANDARD PLANS BOOK DATED MAY 2006.



ADDED PER ADDENDUM No.4 DATED DECEMBER 4, 2012

REVISED STANDARD PLAN RSP A77G1

2006 REVISED STANDARD PLAN RSP A77G1