

	<b>M</b>		
Maint	MAINTENANCE		
Max	MAXIMUM	PG	PROFILE GRADE
MB	METAL BEAM	PI	POINT OF INTERSECTION
MBB	METAL BEAM BARRIER	PJP	PARTIAL JOINT PENETRATION
MBGR	METAL BEAM GUARD RAILING	Pkwy	PARKWAY
Med	MEDIAN	PL	PLATE
MGS	MIDWEST GUARDRAIL SYSTEM	P/L	PROPERTY LINE
MH	MANHOLE	PM	POST MILE,
MIn	MINIMUM		TIME FROM NOON TO MIDNIGHT
Misc	MISCELLANEOUS	PN	PAVING NOTCH
Misc I & S	MISCELLANEOUS IRON AND STEEL	POC	POINT OF HORIZONTAL CURVE
Mkr	MARKER	POT	POINT OF TANGENT
Mod	MODIFIED,	POVC	POINT OF VERTICAL CURVE
	MODIFY	PP	PIPE PILE,
Mon	MONUMENT		PLASTIC PIPE,
MP	METAL PLATE		POWER POLE
MPGR	METAL PLATE GUARD RAILING	PPL	PERFORMED PERMEABLE LINER
MR	MOVEMENT RATING	PPP	PERFORATED PLASTIC PIPE
MSE	MECHANICALLY STABILIZED EMBANKMENT	PRC	POINT OF REVERSE CURVE
Mt	MOUNTAIN, MOUNT	PRF	PAVEMENT REINFORCING FABRIC
MtI	MATERIAL	PRVC	POINT OF REVERSE VERTICAL CURVE
MVP	MAINTENANCE VEHICLE PULLOUT	PS&E	PLANS, SPECIFICATIONS AND ESTIMATES
	<b>N</b>	PS, P/S	PRESTRESSED
N	NORTH	PSP	PERFORATED STEEL PIPE
NB	NORTHBOUND	PT	POINT OF TANGENCY
No.	NUMBER (MUST HAVE PERIOD)	PVC	POLYVINYL CHLORIDE
Nos.	NUMBERS (MUST HAVE PERIOD)	Pvmt	PAVEMENT
NPS	NOMINAL PIPE SIZE		<b>Q</b>
NS	NEAR SIDE		<b>R</b>
NSP	NEW STANDARD PLAN	R	RADIUS
NTS	NOT TO SCALE	R & D	REMOVE AND DISPOSE
	<b>O</b>	R & S	REMOVE AND SALVAGE
Oblr	OBLITERATE	R/C	RATE OF CHANGE
OC	OVERCROSSING	RCA	REINFORCED CONCRETE ARCH
OD	OUTSIDE DIAMETER	RCB	REINFORCED CONCRETE BOX
OF	OUTSIDE FACE	RCP	REINFORCED CONCRETE PIPE
OG	ORIGINAL GROUND	RCPA	REINFORCED CONCRETE PIPE ARCH
OGAC	OPEN GRADED ASPHALT CONCRETE	Rd	ROAD
OGFC	OPEN GRADED FRICTION COURSE	Reinf	REINFORCED,
OH	OVERHEAD		REINFORCEMENT,
OHWM	ORDINARY HIGH WATER MARK		REINFORCING
O-O	OUT TO OUT	Rel	RELOCATE
Opp	OPPOSITE	Repl	REPLACEMENT
OSD	OVERSIDE DRAIN	Ret	RETAINING
	<b>P</b>	Rev	REVISED, REVISION
P	PAGE	Rdwy	ROADWAY
PAP	PERFORATED ALUMINUM PIPE	RHMA	RUBBERIZED HOT MIX ASPHALT
PB	PULL BOX	Riv	RIVER
PC	POINT OF CURVATURE,	RM	ROAD-MIXED
	PRECAST	RP	RADIUS POINT,
PCC	POINT OF COMPOUND CURVE,		REFERENCE POINT
	PORTLAND CEMENT CONCRETE	RR	RAILROAD
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	RSP	ROCK SLOPE PROTECTION,
PCP	PERFORATED CONCRETE PIPE,		REVISED STANDARD PLAN
	PRESTRESSED CONCRETE PIPE	Rt	RIGHT
PCVC	POINT OF COMPOUND VERTICAL CURVE	Rte	ROUTE
PEC	PERMIT TO ENTER AND CONSTRUCT	RW	REDWOOD,
Ped	PEDESTRIAN		RETAINING WALL
Ped OC	PEDESTRIAN OVERCROSSING	R/W	RIGHT OF WAY
Ped UC	PEDESTRIAN UNDERCROSSING	Rwy	RAILWAY
Perm MtI	PERMEABLE MATERIAL		

	<b>P continued</b>		
		PG	PROFILE GRADE
		PI	POINT OF INTERSECTION
		PJP	PARTIAL JOINT PENETRATION
		Pkwy	PARKWAY
		PL	PLATE
		P/L	PROPERTY LINE
		PM	POST MILE,
			TIME FROM NOON TO MIDNIGHT
		PN	PAVING NOTCH
		POC	POINT OF HORIZONTAL CURVE
		POT	POINT OF TANGENT
		POVC	POINT OF VERTICAL CURVE
		PP	PIPE PILE,
			PLASTIC PIPE,
			POWER POLE
		PPL	PERFORMED PERMEABLE LINER
		PPP	PERFORATED PLASTIC PIPE
		PRC	POINT OF REVERSE CURVE
		PRF	PAVEMENT REINFORCING FABRIC
		PRVC	POINT OF REVERSE VERTICAL CURVE
		PS&E	PLANS, SPECIFICATIONS AND ESTIMATES
		PS, P/S	PRESTRESSED
		PSP	PERFORATED STEEL PIPE
		PT	POINT OF TANGENCY
		PVC	POLYVINYL CHLORIDE
		Pvmt	PAVEMENT
			<b>Q</b>
			<b>R</b>
		R	RADIUS
		R & D	REMOVE AND DISPOSE
		R & S	REMOVE AND SALVAGE
		R/C	RATE OF CHANGE
		RCA	REINFORCED CONCRETE ARCH
		RCB	REINFORCED CONCRETE BOX
		RCP	REINFORCED CONCRETE PIPE
		RCPA	REINFORCED CONCRETE PIPE ARCH
		Rd	ROAD
		Reinf	REINFORCED,
			REINFORCEMENT,
			REINFORCING
		Rel	RELOCATE
		Repl	REPLACEMENT
		Ret	RETAINING
		Rev	REVISED, REVISION
		Rdwy	ROADWAY
		RHMA	RUBBERIZED HOT MIX ASPHALT
		Riv	RIVER
		RM	ROAD-MIXED
		RP	RADIUS POINT,
			REFERENCE POINT
		RR	RAILROAD
		RSP	ROCK SLOPE PROTECTION,
			REVISED STANDARD PLAN
		Rt	RIGHT
		Rte	ROUTE
		RW	REDWOOD,
			RETAINING WALL
		R/W	RIGHT OF WAY
		Rwy	RAILWAY

	<b>S</b>		
		S	SOUTH,
			SUPPLEMENT
		SAE	STRUCTURE APPROACH EMBANKMENT
		Salv	SALVAGE
		SAPP	STRUCTURAL ALUMINUM PLATE PIPE
		SB	SOUTHBOUND
		SC	SAND CUSHION
		SCSP	SLOTTED CORRUGATED STEEL PIPE
		SD	STORM DRAIN
		Sec	SECOND,
			SECTION
		Sep	SEPARATION
		SG	SUBGRADE
		Shld	SHOULDER
		Sht	SHEET
		Slm	SIMILAR
		SL	STATION LINE
		SM	SELECTED MATERIAL
		Spec	SPECIAL,
			SPECIFICATIONS
		SPP	SLOTTED PLASTIC PIPE
		SS	SLOPE STAKE
		SSBM	STRAP AND SADDLE BRACKET METHOD
		SSD	STRUCTURAL SECTION DRAIN
		SSPA	STRUCTURAL STEEL PLATE ARCH
		SSPP	STRUCTURAL STEEL PLATE PIPE
		SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH
		SSRP	STEEL SPIRAL RIB PIPE
		St	STREET
		Sta	STATION
		STBB	SINGLE THREE BEAM BARRIER
		Std	STANDARD
		Str	STRUCTURE
		Surf	SURFACING
		SW	SIDEWALK,
			SOUND WALL
		Swr	SEWER
		Sym	SYMMETRICAL
		S4S	SURFACE 4 SIDES
			<b>T</b>
		T	SEMI-TANGENT
		Tan	TANGENT
		TBB	THREE BEAM BARRIER
		Tbr	TIMBER
		TC	TOP OF CURB
		TCB	TRAFFIC CONTROL BOX
		TCE	TEMPORARY CONSTRUCTION EASEMENT
		TeI	TELEPHONE
		Temp	TEMPORARY
		TG	TOP OF GRADE
		ToI	TOTAL
		TP	TELEPHONE POLE
		TPB	TREATED PERMEABLE BASE
		TPM	TREATED PERMEABLE MATERIAL
		Trans	TRANSITION

	<b>T continued</b>		
		TS	TRANSVERSE,
			TRAFFIC SIGNAL,
			TUBULAR STEEL
		Typ	TYPICAL
			<b>U</b>
		UC	UNDERCROSSING
		UD	UNDERDRAIN
		UG	UNDERGROUND
		UON	UNLESS OTHERWISE NOTED
		UP	UNDERPASS
			<b>V</b>
		V	VALVE,
			DESIGN SPEED
		Var	VARIABLE,
			VARIES
		VC	VERTICAL CURVE
		VCP	VITRIFIED CLAY PIPE
		Vert	VERTICAL
		Via	VIADUCT
		Vol	VOLUME
			<b>W</b>
		W	WEST,
			WIDTH
		WB	WESTBOUND
		WH	WEEP HOLE
		WM	WIRE MESH
		WS	WATER SURFACE
		WSP	WELDED STEEL PIPE
		Wt	WEIGHT
		WV	WATER VALVE
		WW	WINGWALL
		WWL	WINGWALL LAYOUT LINE
			<b>X</b>
		X Sec	CROSS SECTION
		Xing	CROSSING
			<b>Y</b>
		Yr	YEAR
		Yrs	YEARS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

PLANS APPROVAL DATE \_\_\_\_\_

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TO ACCOMPANY PLANS DATED \_\_\_\_\_

**UNIT OF MEASUREMENT SYMBOLS:**

Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

TABLE A	
SYMBOL USED	DEFINITIONS
ACRE	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
EA	EACH
GAL	GALLON
LB	POUND
LF	LINEAR FOOT
SQFT	SQUARE FOOT
SQYD	SQUARE YARD
STA	100 FEET
TAB	TABLET
TON	2,000 POUNDS

Some of the symbols used in the plans other than in the project plan quantity tables are:

TABLE B	
SYMBOL USED	DEFINITIONS
ksI	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psI	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft <sup>3</sup> , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH *	MILES PER HOUR
Ø	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kIb	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

\* For use on a sign panel only

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**ABBREVIATIONS  
(SHEET 2 OF 2)**  
NO SCALE

RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B  
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A10B

2010 REVISED STANDARD PLAN RSP A10B

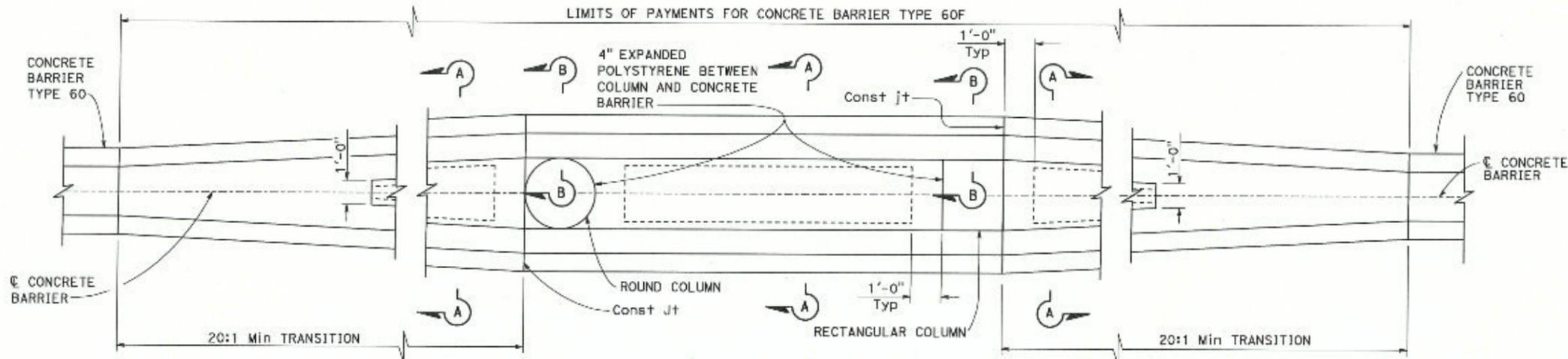
DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

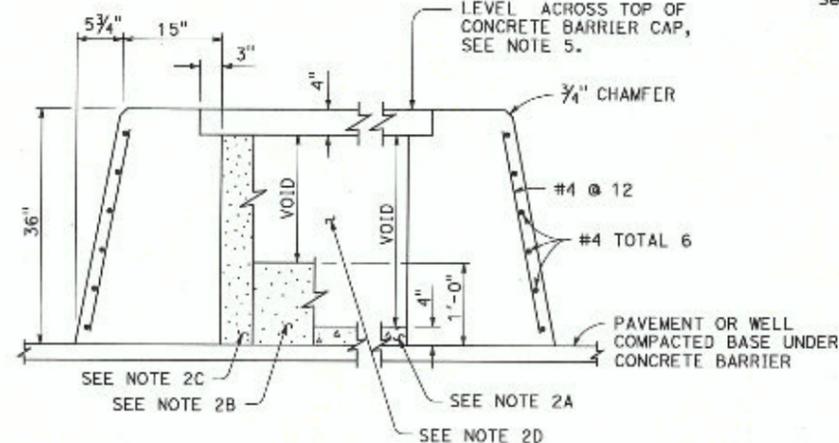
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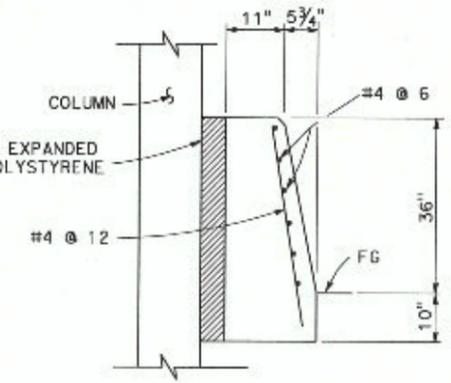


**TRANSITION AT BRIDGE COLUMNS**

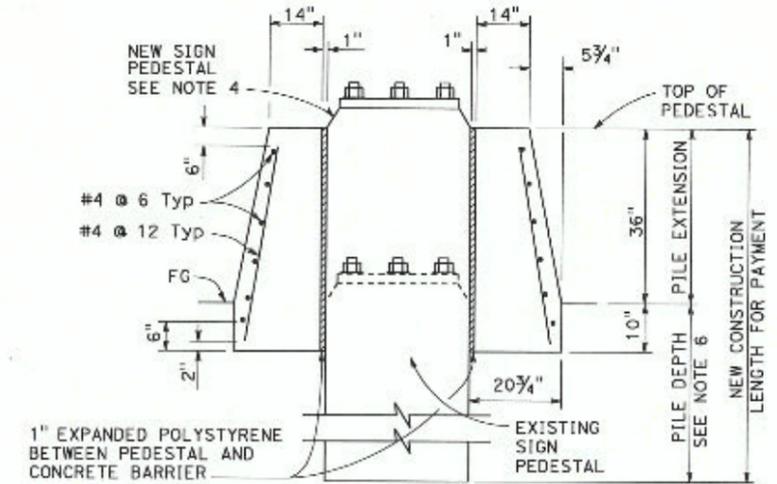
Concrete Barrier Type 60F  
See Note 7



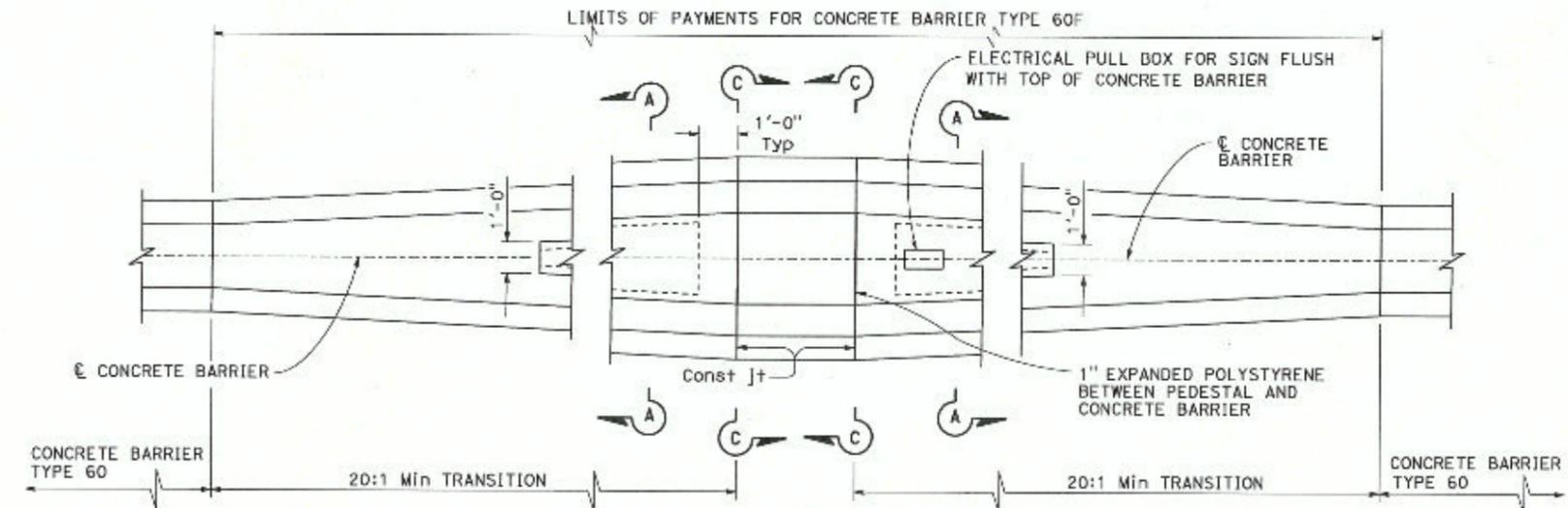
**SECTION A-A**



**SECTION B-B**



**SECTION C-C**



**TRANSITION AT SIGN PEDESTAL**

Concrete Barrier Type 60F  
See Note 7

**NOTES:**

- See Standard Plan A76A for Concrete Barrier Type 60.
- Contractor options for fill between concrete barrier walls:
  - Place 4" PCC at base between concrete barrier walls.
  - Place 1'-0" of granular material at base between walls.
  - Place granular material from base to bottom of 4" cap.
  - Monolithic concrete with foam blockouts is not permitted.
- Reinforcing steel shall extend continuous through construction joints.
- See "Overhead Sign" plans for sign pedestal elevations on new construction.
- Adjust height of concrete barrier wall on low side of offset or superelevated roadways to provide level grade across top of concrete barrier cap.
- See Overhead Signs Standard Plan Pile Foundation Tables.
- All locations with limited shoulder width available for barrier, see Standard Plan A76F for use of Concrete Barrier Type 60GE.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE BARRIER TYPE 60F**  
NO SCALE

RSP A76C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A76C  
DATED MAY 20, 2011 - PAGE 36 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A76C**

2010 REVISED STANDARD PLAN RSP A76C

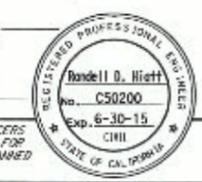
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

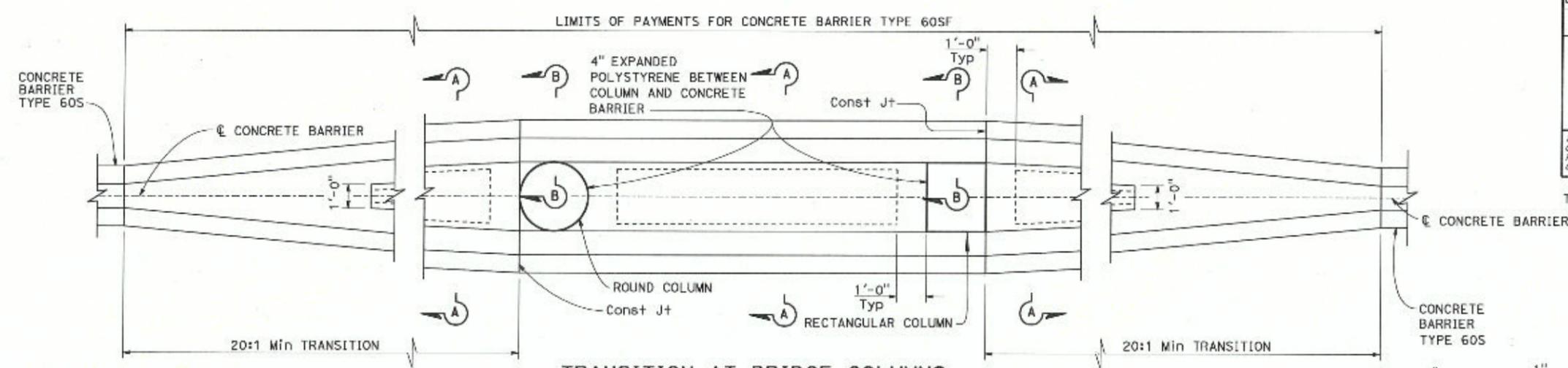
PLANS APPROVAL DATE

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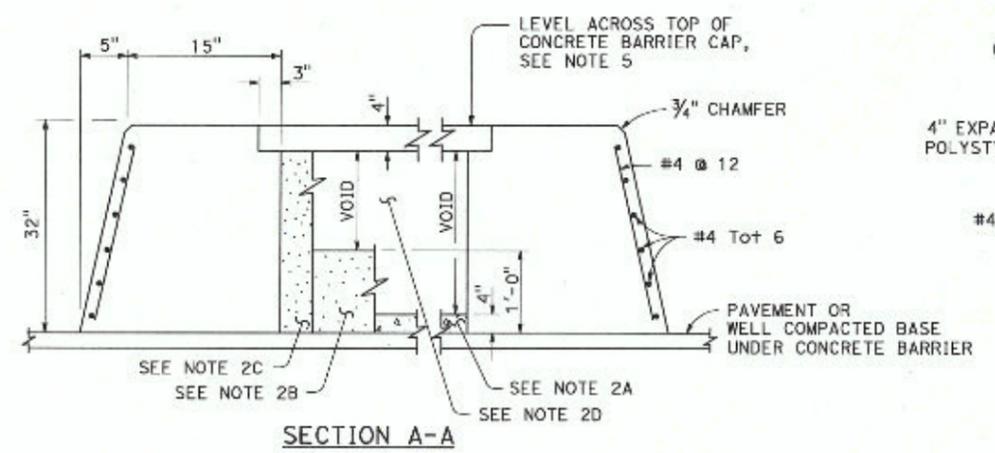


2010 REVISED STANDARD PLAN RSP A761

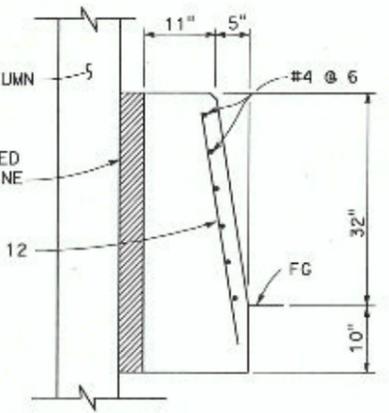


**TRANSITION AT BRIDGE COLUMNS**

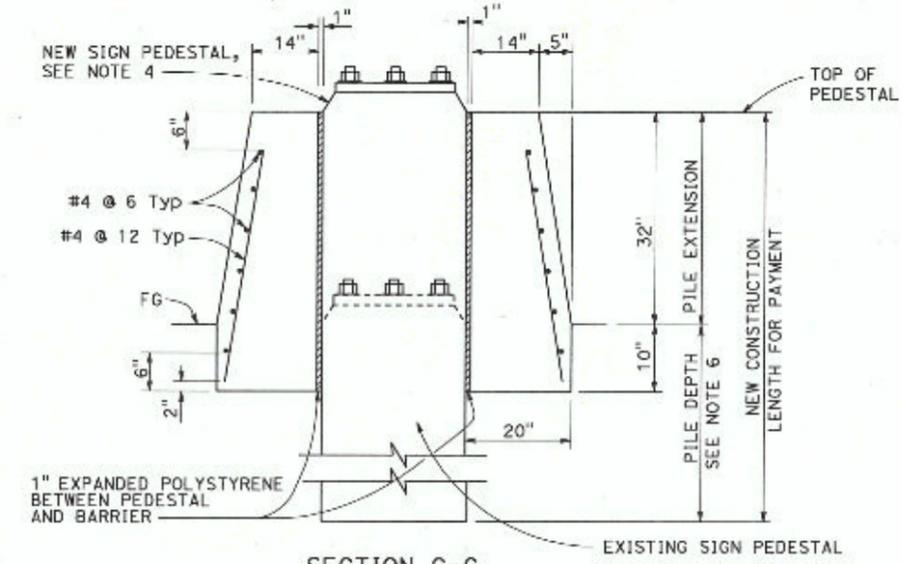
Concrete Barrier Type 60SF  
See Note 7



**SECTION A-A**



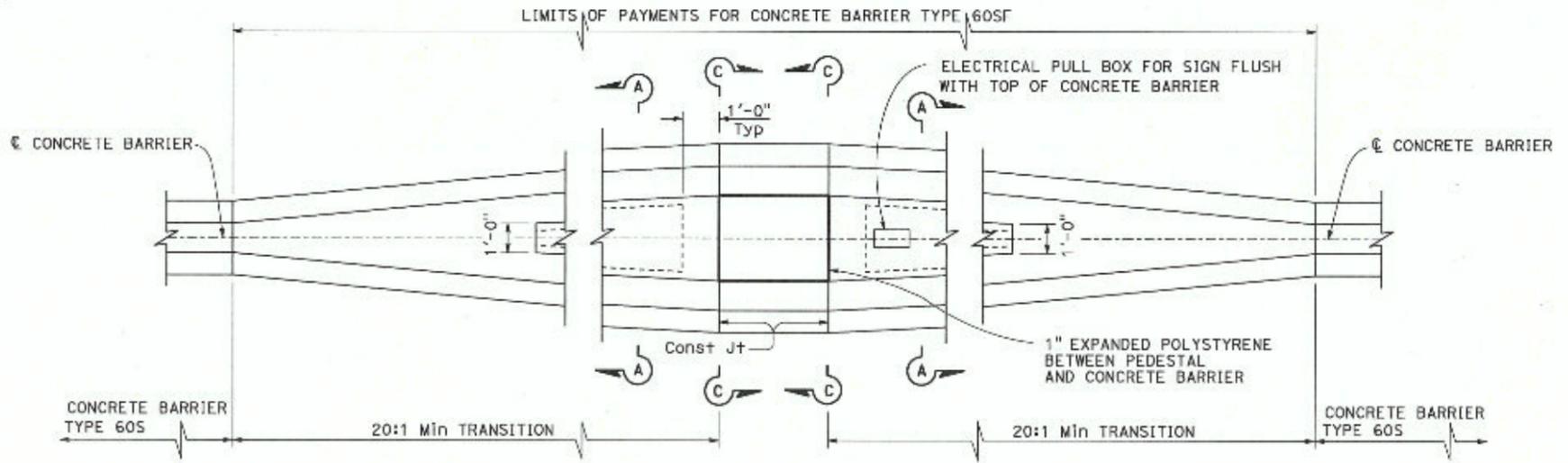
**SECTION B-B**



**SECTION C-C**

**NOTES:**

- See Standard Plan A760 for Concrete Barrier Type 60S.
- Contractor options for fill between concrete barrier walls:
  - Place 4" PCC at base between concrete barrier walls.
  - Place 1'-0" of granular material at base between walls.
  - Place granular material from base to bottom of 4" cap.
  - Monolithic concrete with foam blockouts is not permitted.
- Reinforcing steel shall extend continuous through construction joints.
- See "Overhead Sign" plans for sign pedestal elevations on new construction.
- Adjust height of concrete barrier wall on low side of offset or superelevated roadways to provide level grade across top of concrete barrier cap.
- See Overhead Signs Standard Plan Pile Foundation Tables.
- All locations with limited shoulder width available for barrier, see Standard Plan A76F for use of Concrete Barrier Type 60GE.



**TRANSITION AT SIGN PEDESTAL**

Concrete Barrier Type 60SF  
See Note 7

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE BARRIER TYPE 60SF**  
NO SCALE

RSP A761 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A761  
DATED MAY 20, 2011 - PAGE 42 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A761**

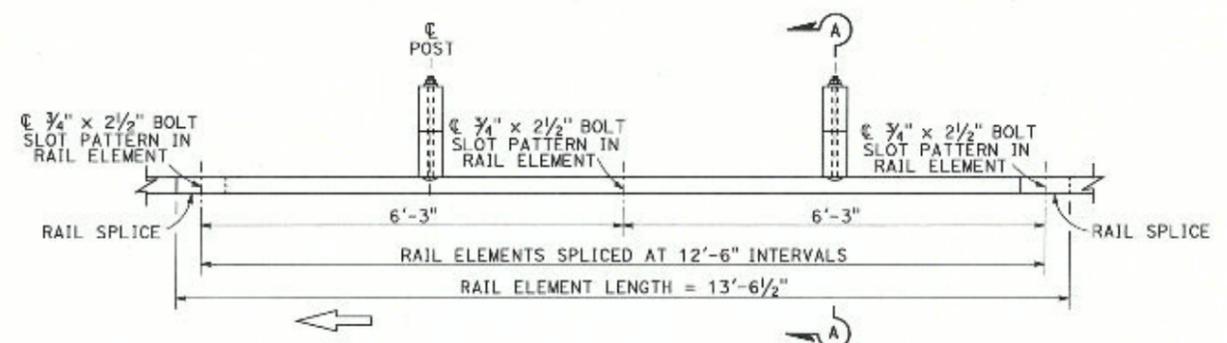
DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET TOTAL
				115

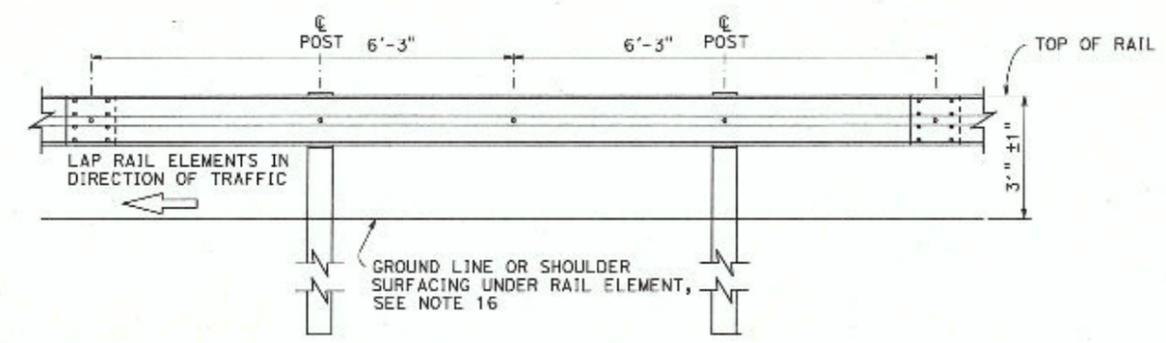
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	

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TO ACCOMPANY PLANS DATED \_\_\_\_\_

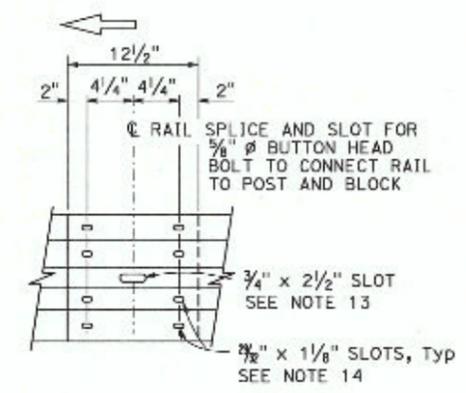


PLAN



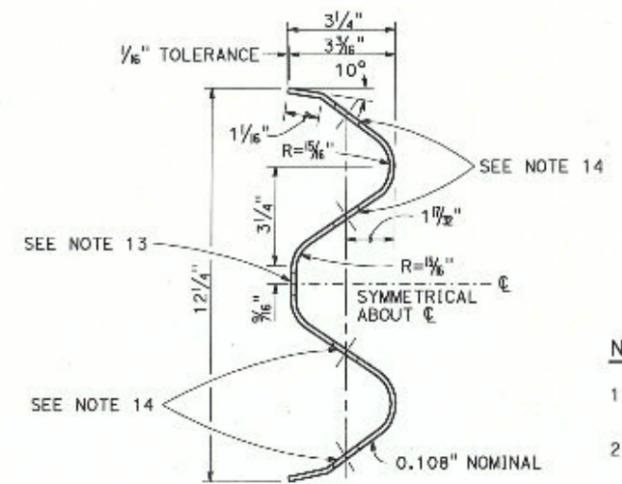
ELEVATION

MIDWEST GUARDRAIL SYSTEM WITH WOOD POST AND BLOCKS

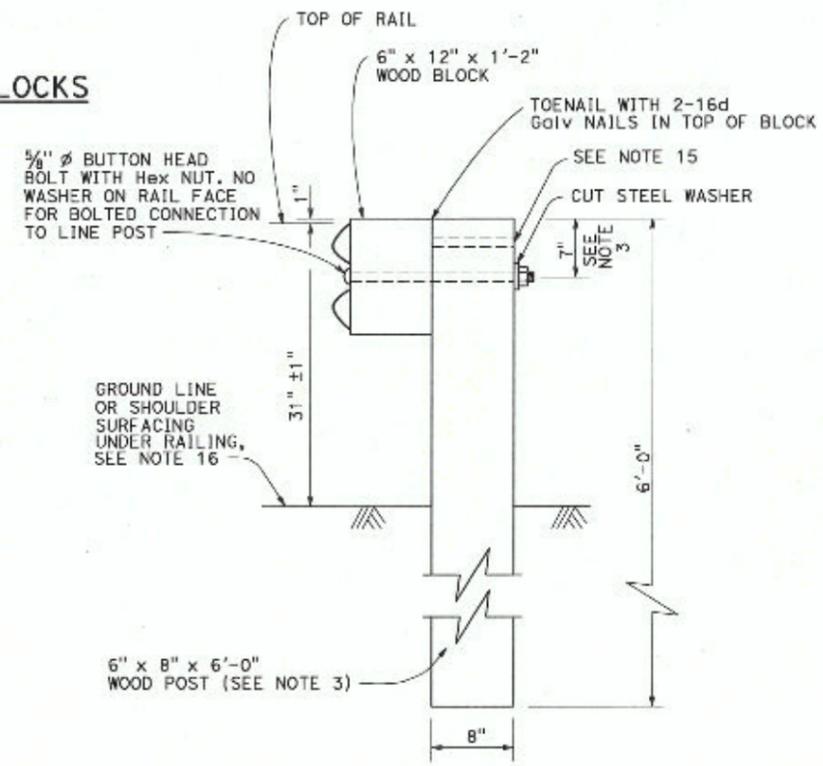


ELEVATION  
RAIL ELEMENT SPLICE DETAIL

- Connect the overlapped end of the rail elements with  $\frac{5}{8}$ "  $\phi$  x  $1\frac{1}{8}$ " button head oval shoulder splice bolts inserted into the  $\frac{3}{8}$ " x  $1\frac{1}{8}$ " slots and bolted together with  $\frac{5}{8}$ "  $\phi$  recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



SECTION THRU  
RAIL ELEMENT



SECTION A-A  
TYPICAL WOOD LINE  
POST INSTALLATION

See Note 4

NOTES:

- For details of steel post installations, see Revised Standard Plan RSP A77L2.
- For details of standard hardware used to construct MGS, see Revised Standard Plan RSP A77M1.
- For details of wood posts and wood blocks used to construct MGS, see Revised Standard Plan RSP A77N1.
- For additional installation details, see Revised Standard Plan RSP A77N3.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- For MGS typical layouts, see the A77P, A77Q and A77R Series of Standard Plans.
- If railing is connected to terminal system end treatment, use 31" height terminal system end treatment.
- For MGS end anchor details, see Revised Standard Plans RSP A77S1 and RSP A77T2.
- For details of MGS transition to bridge railing, see Revised Standard Plan RSP A77U4.
- For additional details of MSG connection to bridge railing, see Revised Standard Plans RSP A77U1, RSP A77U2 and RSP A77V1.
- For MGS connection details to abutments and walls, see Revised Standard Plan RSP A77U3.
- For typical MGS delineation and dike positioning details, see Revised Standard Plan RSP A77N4.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Additional hole in uppermost portion of line post is for potential future adjustments of railing height. See Revised Standard Plan RSP A77N1.
- Install posts in soil.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
STANDARD RAILING SECTION  
(WOOD POST WITH  
WOOD BLOCK)**

NO SCALE

RSP A77L1 DATED JULY 19, 2013 SUPPLEMENTS STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77L1**

2010 REVISED STANDARD PLAN RSP A77L1

DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

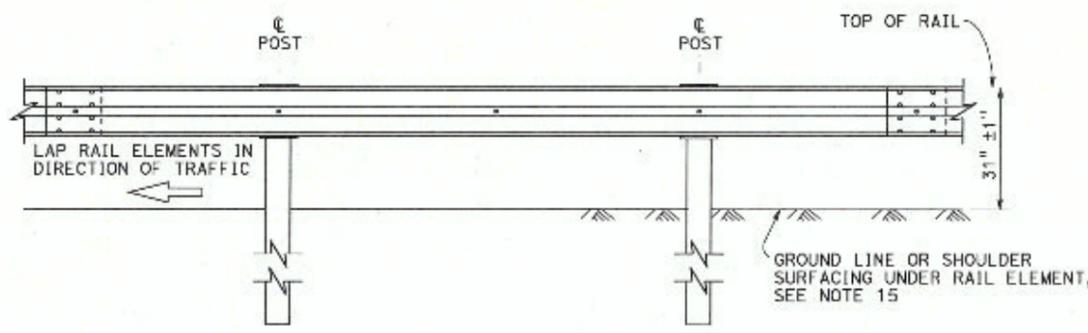
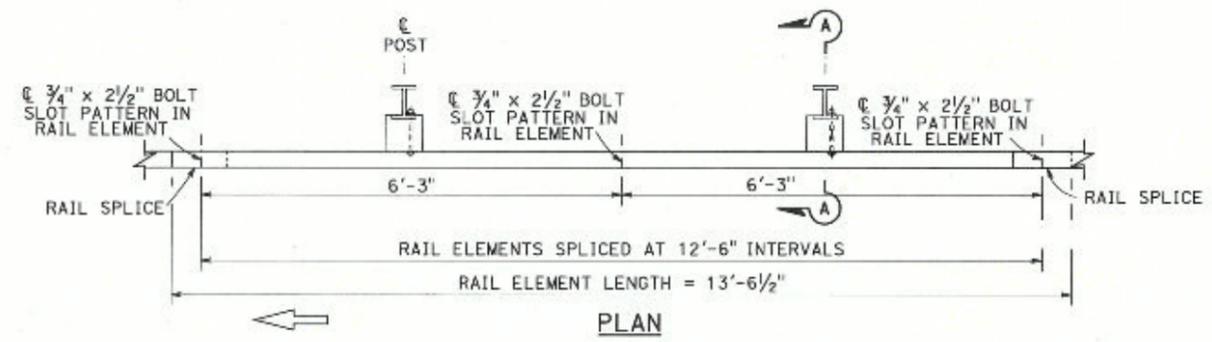
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

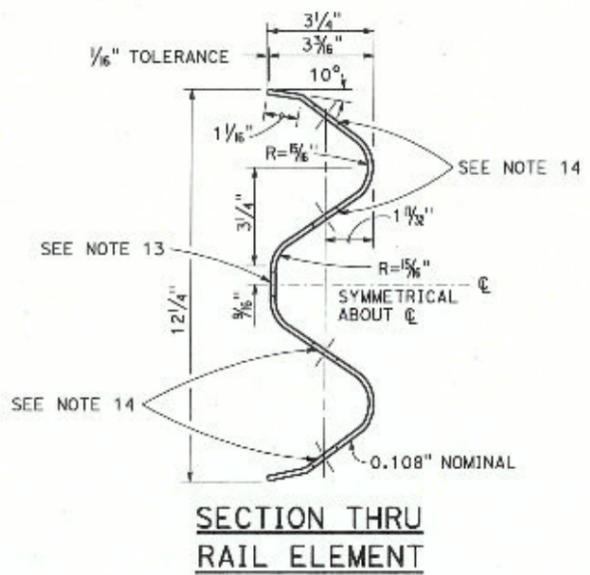
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REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiett  
No. CS0200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED \_\_\_\_\_

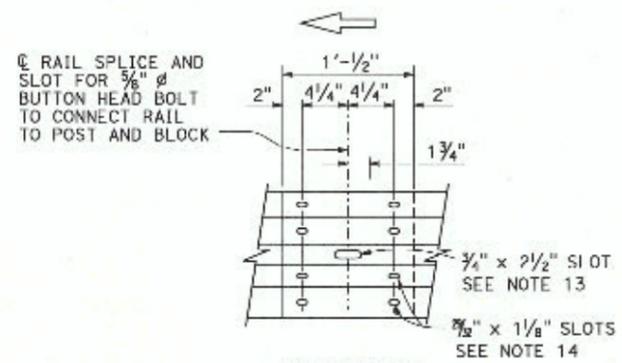


**MIDWEST GUARDRAIL SYSTEM WITH STEEL POSTS AND NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCKS**



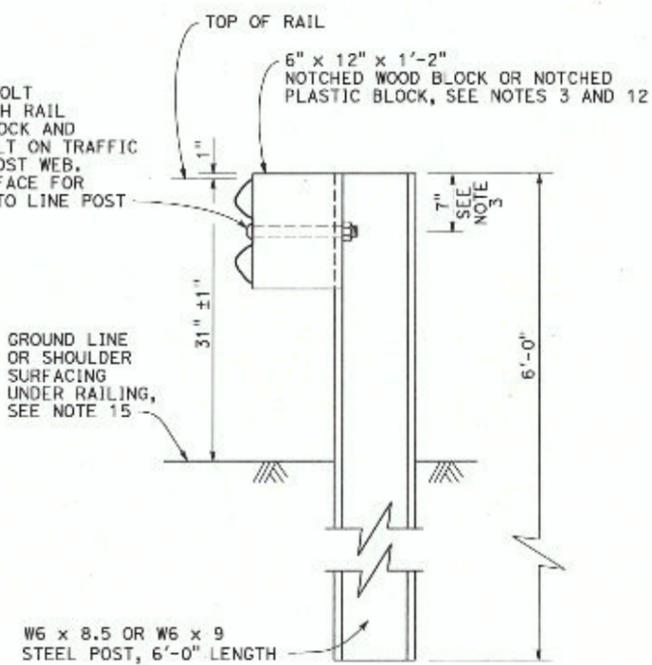
**NOTES:**

- For details of wood post installations, see Revised Standard Plan RSP A77L1.
- For details of standard hardware used to construct MGS, see Revised Standard Plan RSP A77M1.
- For details of steel posts and notched wood blocks used to construct MGS, see Revised Standard Plan RSP A77N2.
- For additional installation details, see Revised Standard Plan RSP A77N3.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- For MGS typical layouts, see the A77P, A77Q and A77R Series of Standard Plans.
- If railing is connected to terminal system end treatment, use 31" height terminal system end treatment.
- For MGS end anchor details, see Revised Standard Plans RSP A77S1 and RSP A77T2.
- For details of MGS transition to bridge railing, see Revised Standard Plan RSP A77U4.
- For additional details of MGS connection to bridge railings, see Revised Standard Plans RSP A77U1, RSP A77U2 and RSP A77V1.
- For dike positioning and MGS delineation details, see Revised Standard Plan RSP A77N4.
- Notched face of block faces steel post.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Install posts in soil.



- Connect the overlapped end of the rail elements with 5/8"  $\phi$  x 1 3/8" button head oval shoulder splice bolts inserted into the 3/4" x 1 1/8" slots and bolted together with 5/8"  $\phi$  recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.

5/8"  $\phi$  BUTTON HEAD BOLT WITH Hex NUT. ATTACH RAIL ELEMENT TO WOOD BLOCK AND STEEL POST WITH BOLT ON TRAFFIC APPROACH SIDE OF POST WEB. NO WASHER ON RAIL FACE FOR BOLTED CONNECTION TO LINE POST



See Note 4

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM STANDARD RAILING SECTION (STEEL POST WITH NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCK)**

NO SCALE

RSP A77L2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77L2**

2010 REVISED STANDARD PLAN RSP A77L2

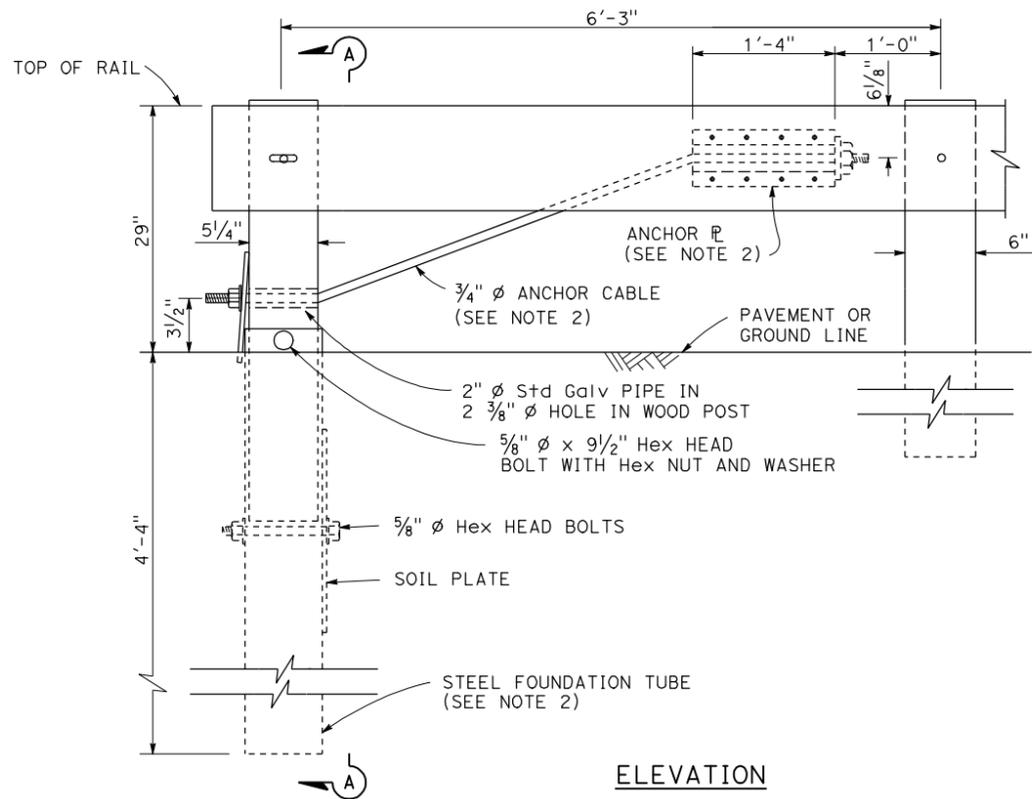
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

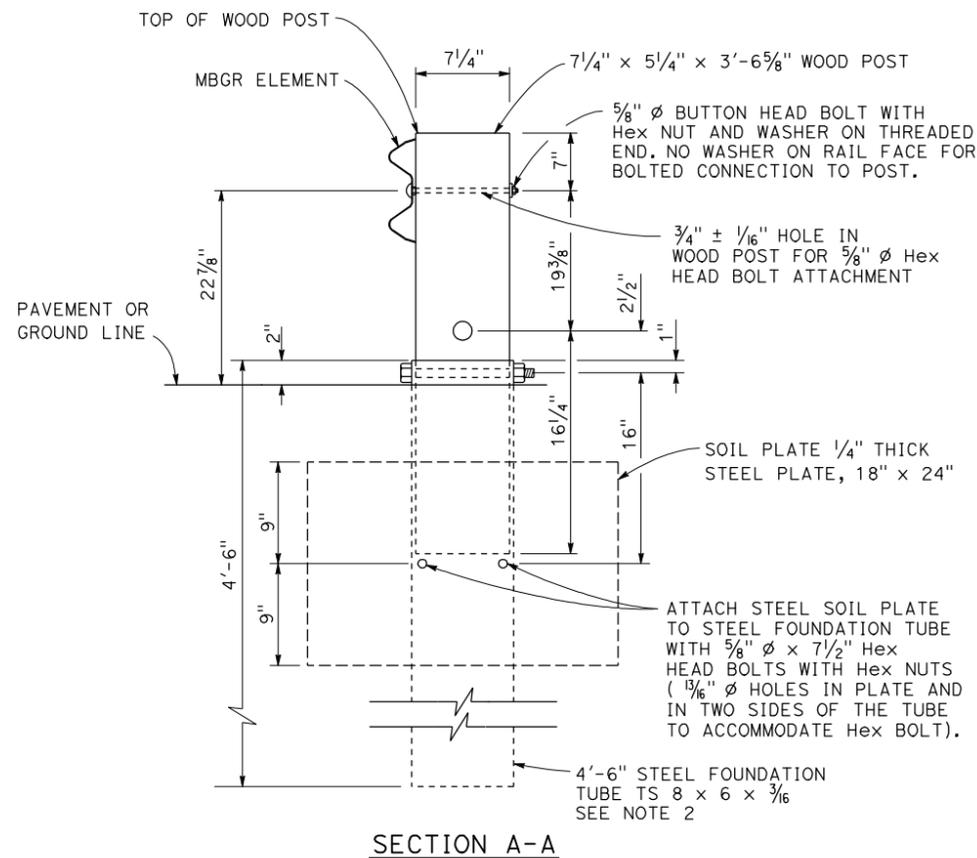
PLANS APPROVAL DATE \_\_\_\_\_

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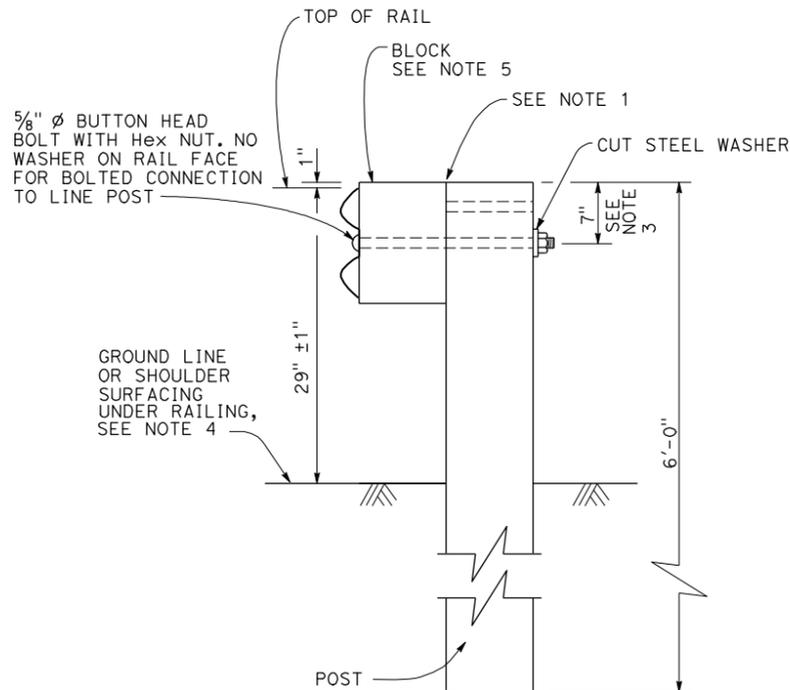
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**ELEVATION  
END ANCHOR  
ASSEMBLY (TYPE SFT)**



**SECTION A-A**



**SECTION A-A  
TYPICAL LINE  
POST INSTALLATION**

**NOTES:**

1. For wood post and wood block, toenail with 2-16d Galv nails in top of block. For steel post and notched wood or plastic block, notched face of block faces steel post.
2. A 6'-0" Length steel foundation tube, TS 8 x 6 x 3/16, without a soil plate, may be furnished and installed in place of the 4'-6" length steel foundation tube and soil plate shown. Minimum embedment of the 6'-0" length tube shall be 5'-9". A 5/8"  $\phi$  Hex head bolt and nut shall be installed in the hole in the 6'-0" length tube to keep the wood post from dropping into the tube.
3. To connect railing to 27" terminal system end treatment, transition the top of railing height at a ratio of 120:1 to terminal system end treatment height plus one 12'-6" standard railing section at the transitioned height for a horizontal connection to the end treatment.
4. Install posts in soil.
5. See Revised Standard Plans RSP A77N1 and RSP A77N2 for details.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING  
RECONSTRUCT INSTALLATION**

NO SCALE

RSP A77L3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77L3**

2010 REVISED STANDARD PLAN RSP A77L3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

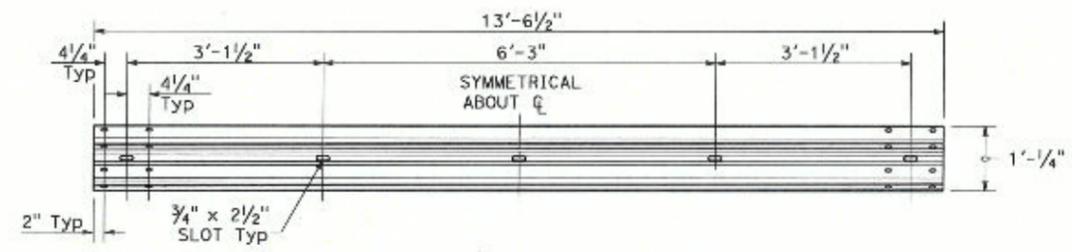
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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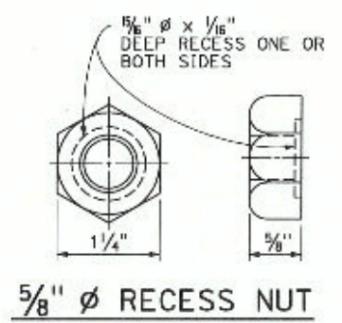


TO ACCOMPANY PLANS DATED \_\_\_\_\_

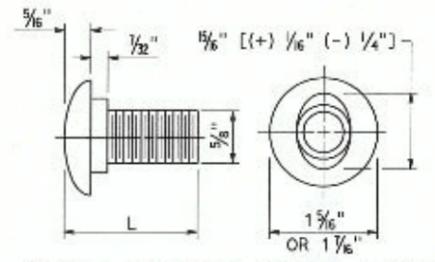


TYPICAL RAIL ELEMENT

**NOTE:**  
1. Slotted holes for splice bolts to overlap ends of rail element.



5/8"  $\phi$  RECESS NUT

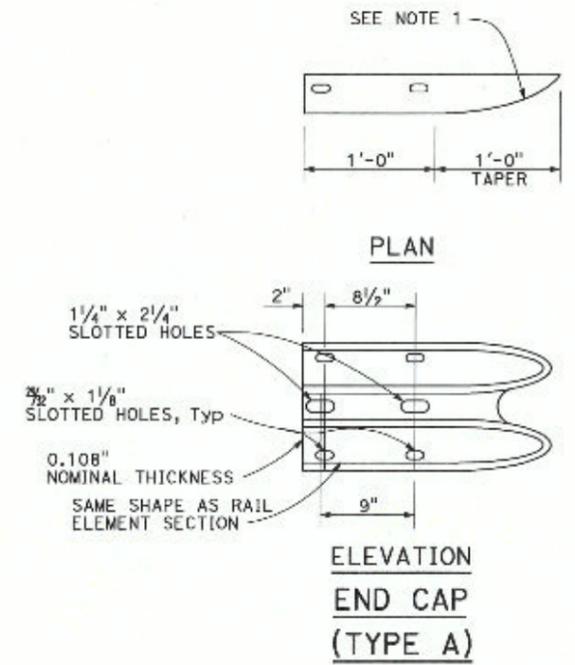


5/8"  $\phi$  BUTTON HEAD BOLT

BUTTON HEAD BOLT

L	THREAD LENGTH
1 3/8"	FULL THREAD LENGTH
2"	FULL THREAD LENGTH
10"	4" Min THREAD LENGTH
18"	4" Min THREAD LENGTH
20"	4" Min THREAD LENGTH
22"	4" Min THREAD LENGTH
26"	4" Min THREAD LENGTH
36"	4" Min THREAD LENGTH
** 2 3/4"	2" Min THREAD LENGTH
** 19"	4" Min THREAD LENGTH

\*\* For nested rail applications.



ELEVATION  
END CAP  
(TYPE A)

2010 REVISED STANDARD PLAN RSP A77M1

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
STANDARD HARDWARE**

NO SCALE

RSP A77M1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77M1**

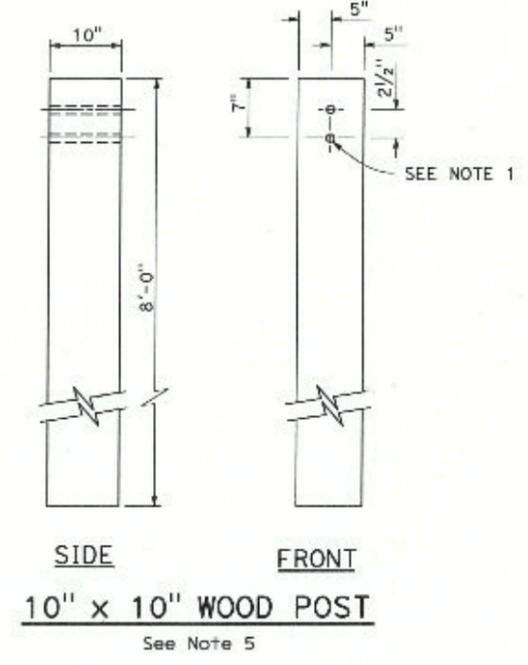
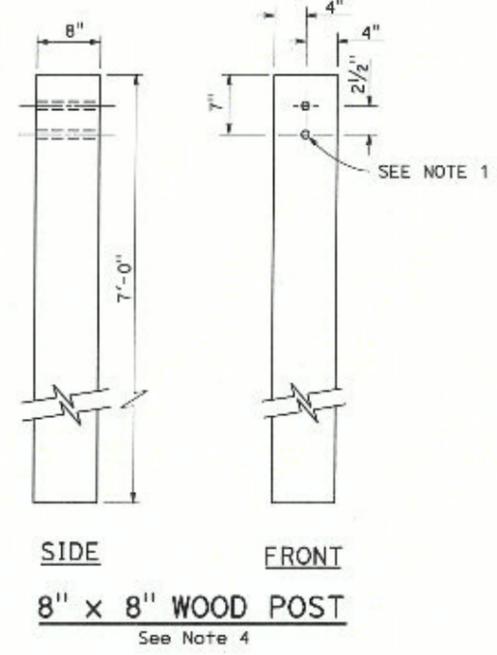
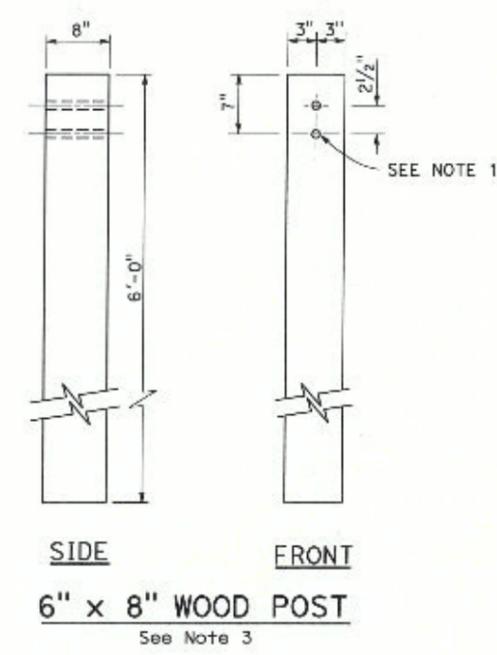
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

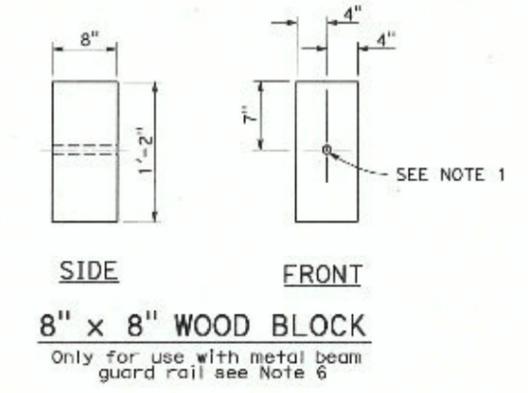
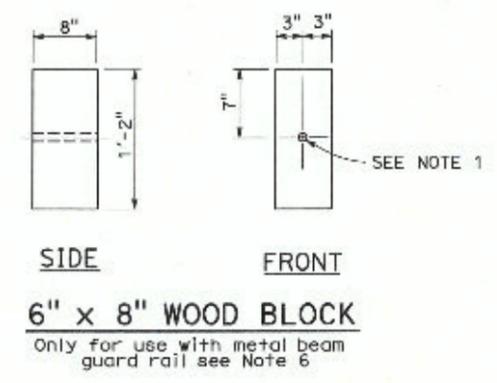
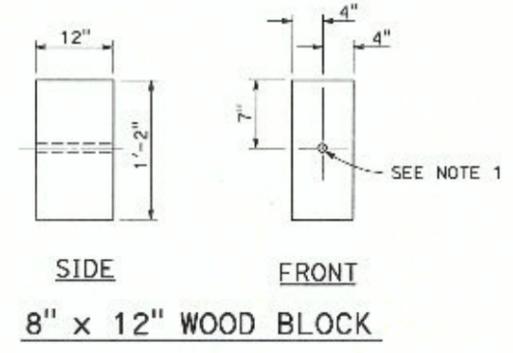
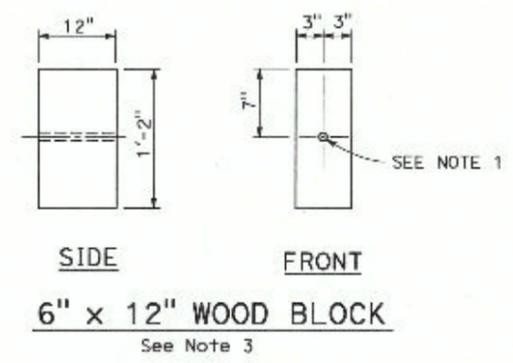
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TO ACCOMPANY PLANS DATED \_\_\_\_\_



**NOTES:**

1. All holes in wood posts and blocks shall be  $\frac{3}{4}$ " Dia  $\pm \frac{1}{16}$ ".
2. Dimensions shown for wood post are nominal.
3. This post and block combination used for standard line post sections of MGS.
4. This post and 8" x 12" block combination used for line post sections of MGS on narrow roadways.
5. This post and 8" x 12" block combination is typically used where strengthened line post sections of MGS are warranted to shield fixed objects.
6. See Revised Standard Plan RSP A77L3 for use of 6" x 8" and 8" x 8" wood blocks.



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
WOOD POST AND  
WOOD BLOCK DETAILS**

NO SCALE

RSP A77N1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N1**

2010 REVISED STANDARD RSP PLAN A77N1

DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

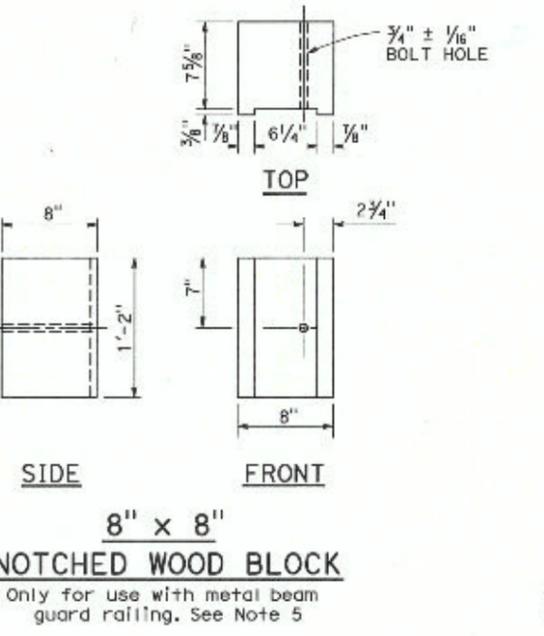
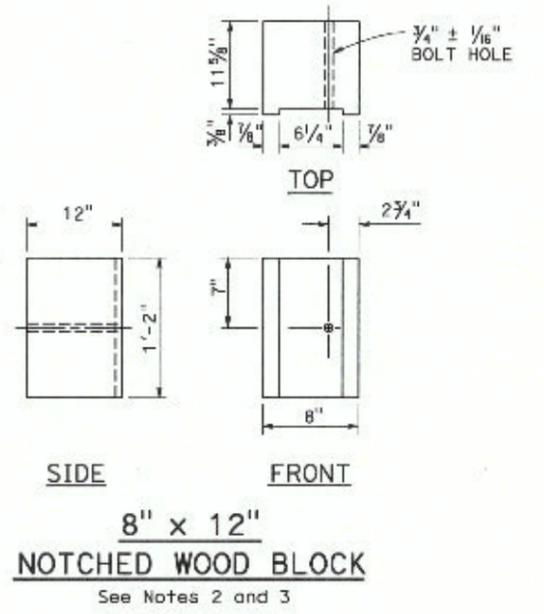
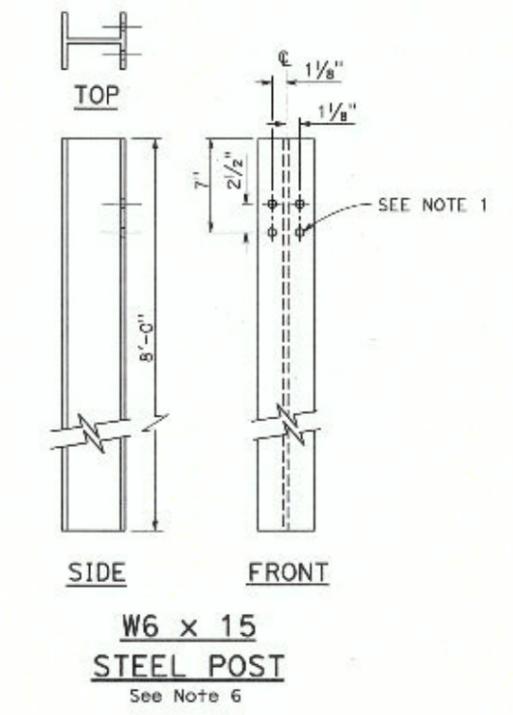
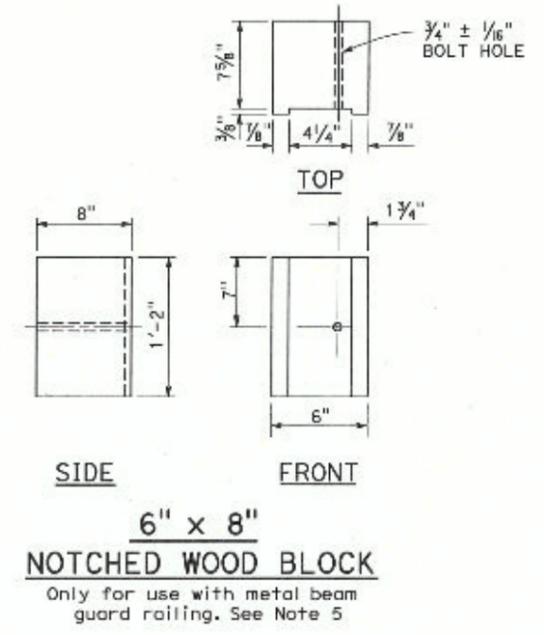
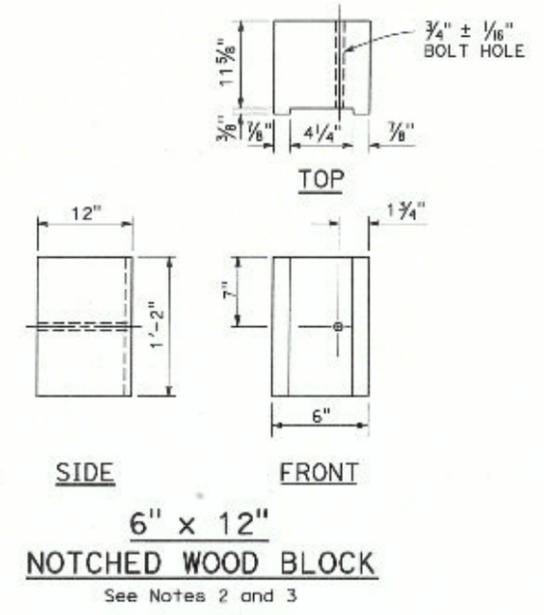
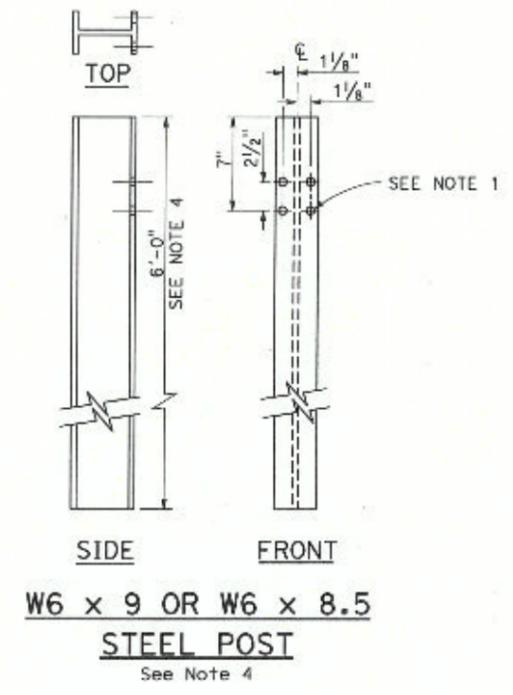
  

REGISTERED CIVIL ENGINEER	
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TO ACCOMPANY PLANS DATED \_\_\_\_\_

**NOTES:**

1. All holes in steel post shall be  $\frac{1}{8}$ " Dia maximum.
2. Dimensions shown for wood block are nominal.
3. Notched face of block faces steel post.
4. 6'-0" length posts to be used for typical roadway installation. 7'-0" length posts to be used for narrow roadway installation. See Revised Standard Plan RSP A77N3.
5. See Revised Standard Plan RSP A77L3 for use of 6" x 8" and 8" x 8" notched wood blocks.
6. This post and 8" x 12" block combination to be used for line post sections of MGS on narrow roadways and where strengthened line post sections of MGS are warranted to shield fixed objects.



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
STEEL POST AND  
NOTCHED WOOD BLOCK DETAILS**

NO SCALE

RSP A77N2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N2**

2010 REVISED STANDARD PLAN RSP A77N2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

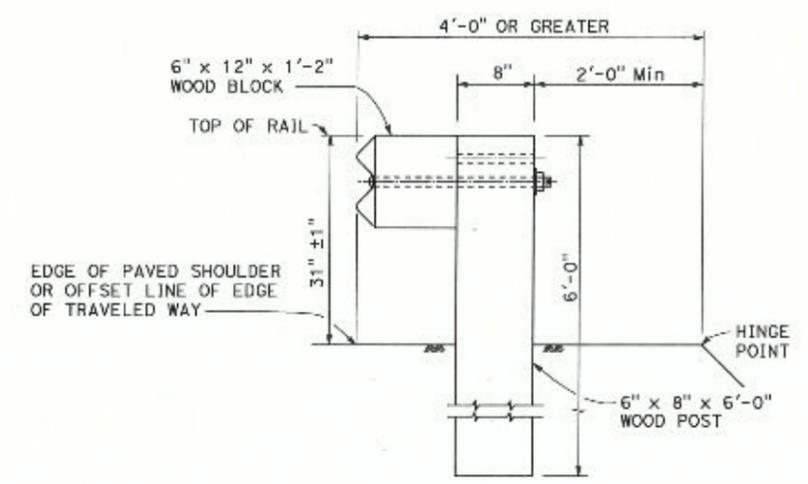
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

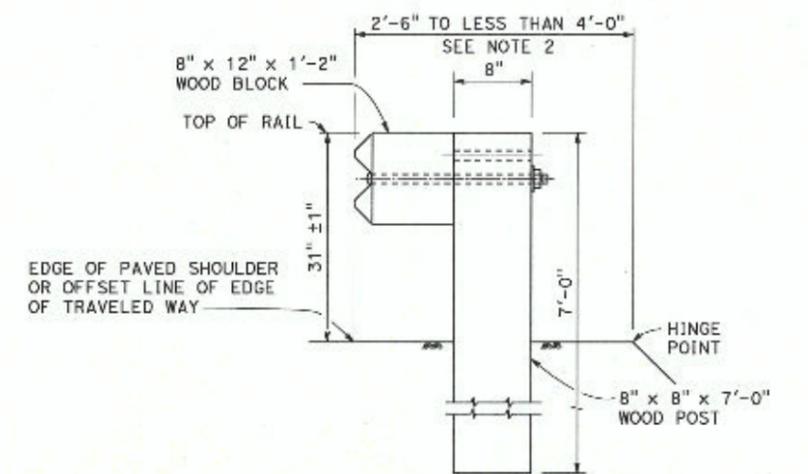
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REGISTERED PROFESSIONAL ENGINEER  
Randall D. Elliott  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

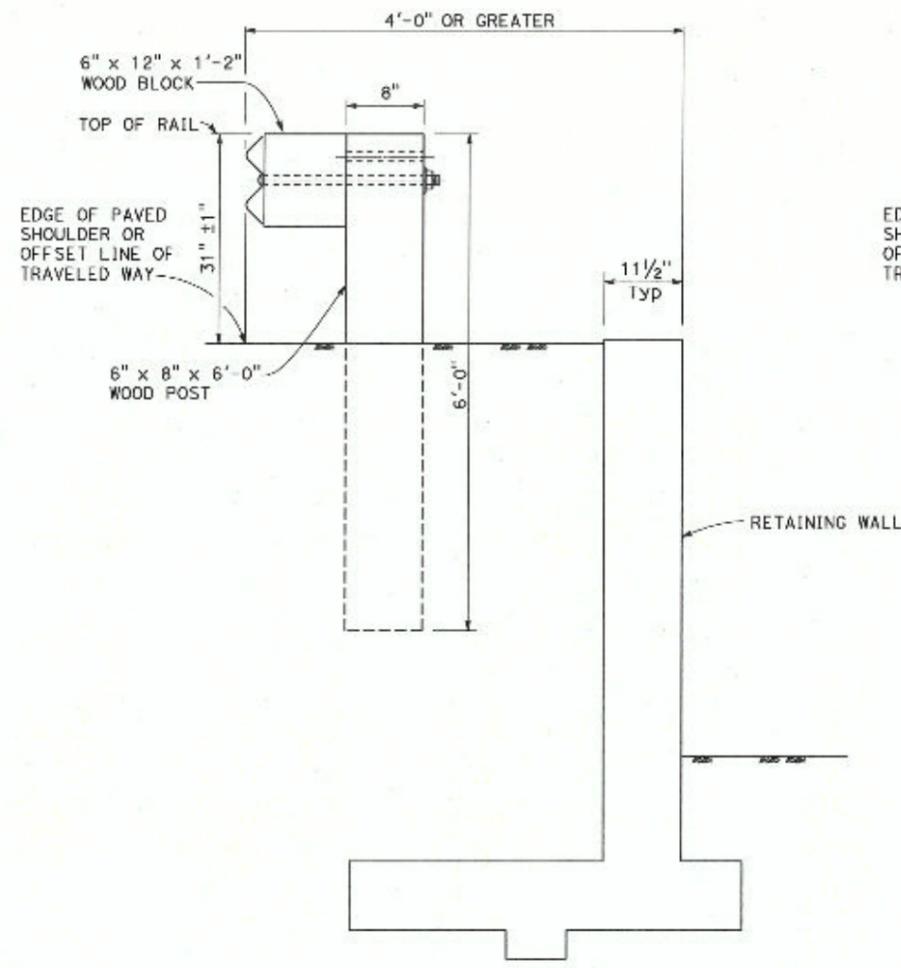
TO ACCOMPANY PLANS DATED \_\_\_\_\_



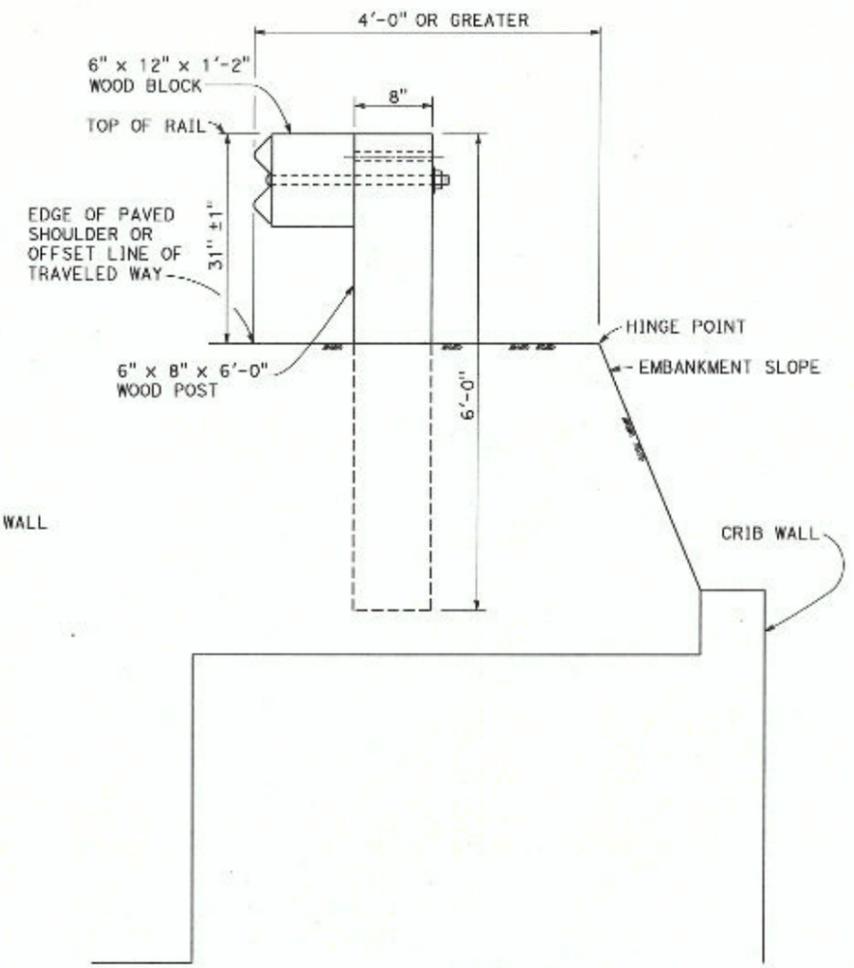
**DETAIL A**  
**TYPICAL ROADWAY**  
**INSTALLATION**  
See Note 1



**DETAIL B**  
**NARROW ROADWAY**  
**INSTALLATION**  
See Note 1



**DETAIL C**



**DETAIL D**

**POST EMBEDMENT**

**INSTALLATION AT EARTH RETAINING WALLS**

**NOTES:**

1. These installation details also applicable to steel line post installations. For Detail A, C, and D, where steel line post installations are constructed, W6 x 8.5 or W6 x 9 steel post, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For Detail B, where steel line post installations are constructed, or W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For additional installation details, see Revised Standard Plan RSP A77L1 and RSP A77L2.
2. Where the distance between the face of the rail and the hinge point is less than 2'-6", see the Project Plans for special details.
3. For dike positioning with MGS installations, see Revised Standard Plan RSP A77N4.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM**  
**TYPICAL LINE POST**  
**EMBEDMENT AND**  
**HINGE POINT OFFSET DETAILS**  
NO SCALE

RSP A77N3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N3**

2010 REVISED STANDARD PLAN RSP A77N3

**NOTES:**

1. When necessary to place dike more than 7" in front of face of MGS, only Type C dike may be used. For dike details, see Standard Plan A87B.
2. For standard railing post embedment, see Revised Standard Plan RSP A77N3.
3. MGS delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under MGS, the maximum height of the dike or curb shall be 6". Mountable dike should not be used. For dike and curb details, see Standard Plans A87A and A87B.
5. For details of typical distance between the face of rail and hinge point, see Revised Standard Plan RSP A77N3.
6. For steel line posts, use 1/4" - 20 self-tapping screws in 0.22" diameter holes or 1/4" bolts in 5/16" diameter holes.

DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHIFT No.	TOTAL SHEETS

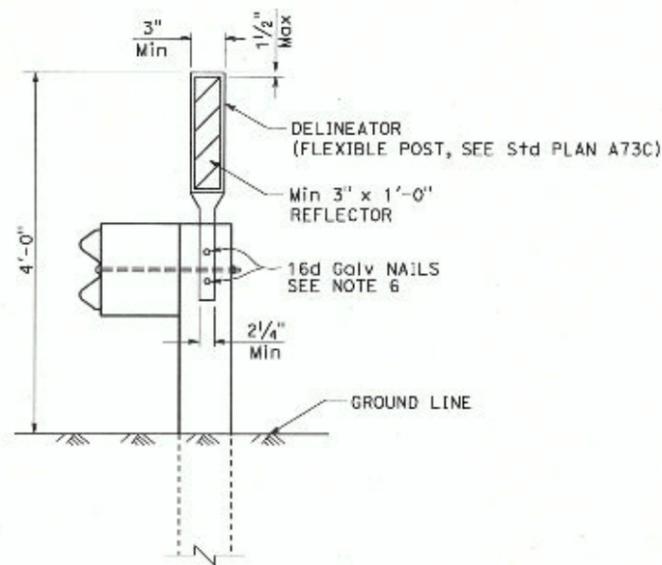
REGISTERED CIVIL ENGINEER

**Randell D. Hlatky**  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

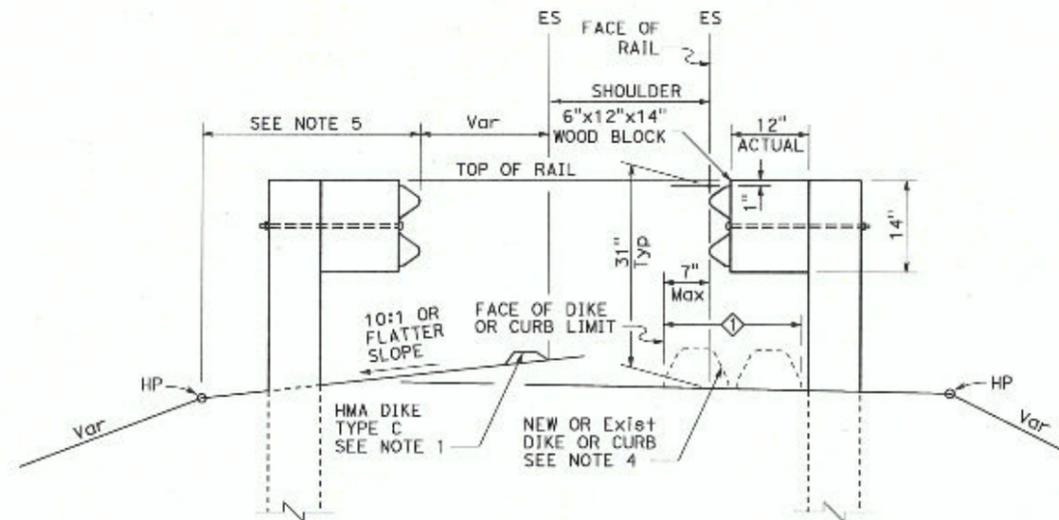
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**MGS DELINEATION**  
See Note 3



**DIKE POSITIONING**  
See Note 1

◇ PERMISSIBLE DIKE OR CURB PLACEMENT AREA

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL RAILING DELINEATION  
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77N4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N4**

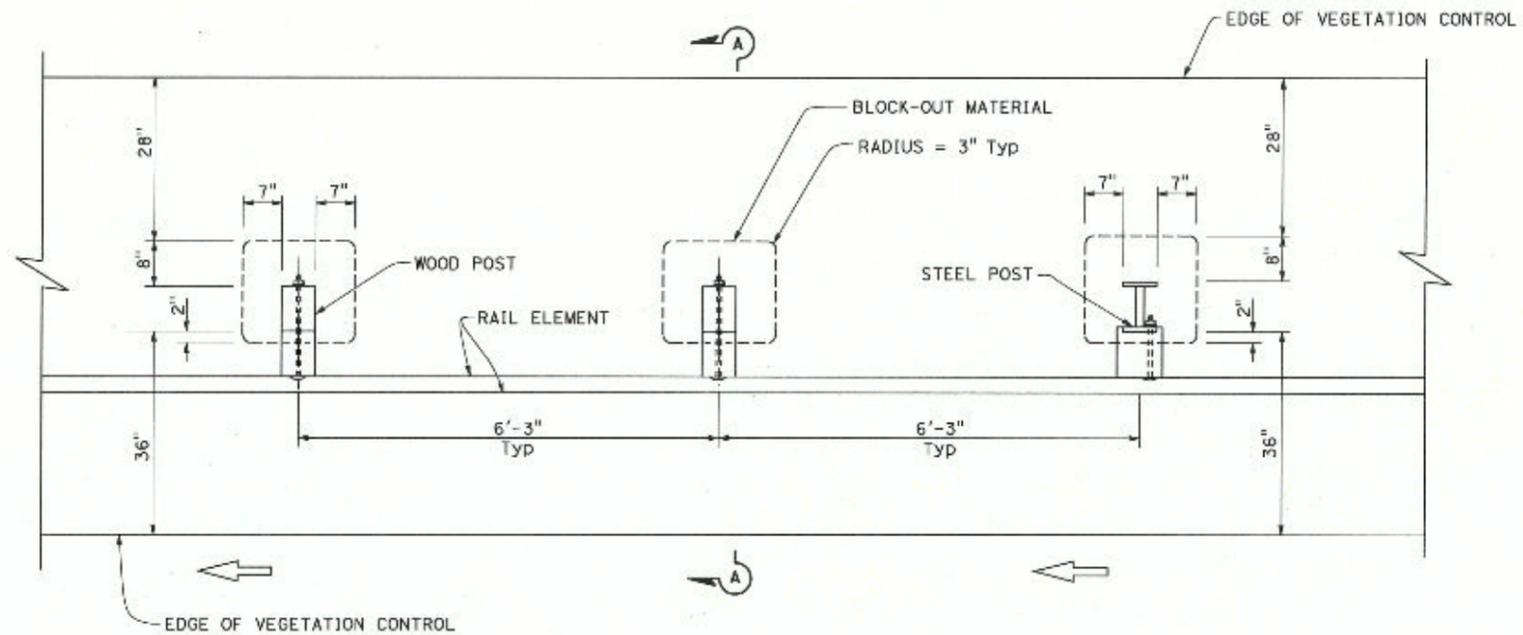
2010 REVISED STANDARD PLAN RSP A77N4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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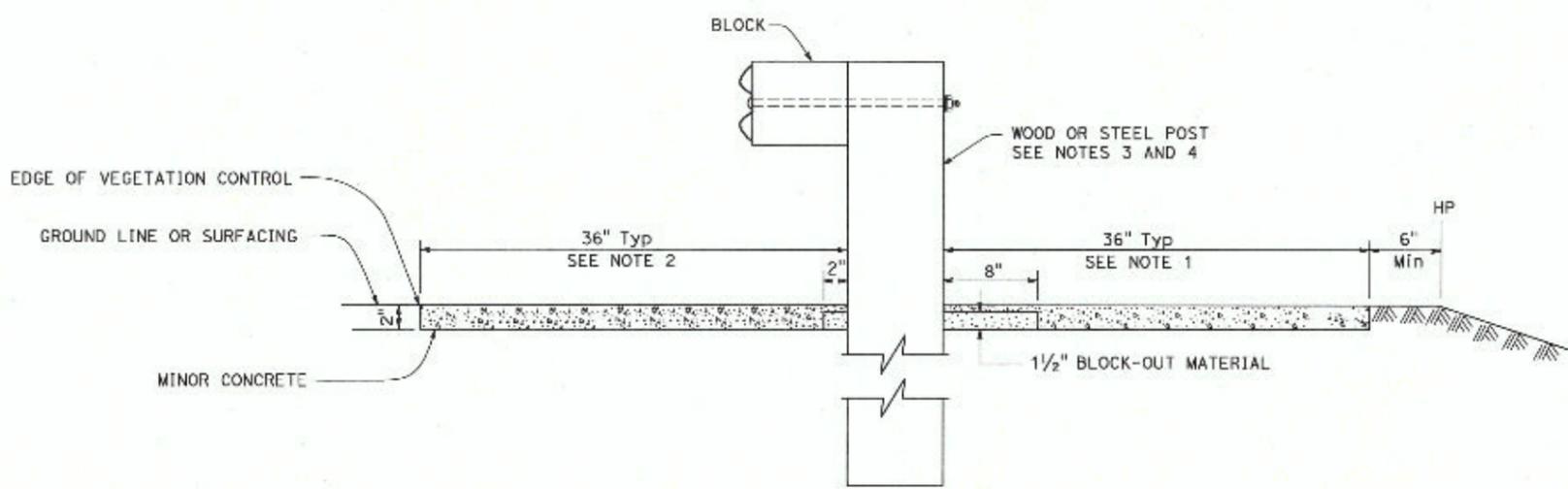
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**PLAN**

**NOTES:**

1. Where the distance between back of post and hinge point is less than 42", construct vegetation control to 6" from hinge point while maintaining the 8" block-out at back of post. If the 8" block-out at back of post can not be maintained, construct vegetation control flush with the back edge of post.
2. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 36" in front of the post, construct vegetation control to the edge of paved shoulder.
3. For wood post sizes, see Revised Standard Plan RSP A77N1.
4. For steel post sizes, see Revised Standard Plan RSP A77N2.
5. For details not shown, see Revised Standard Plans RSP A77L1 and RSP A77L2.



**SECTION A-A**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL VEGETATION CONTROL  
STANDARD RAILING SECTION**  
NO SCALE

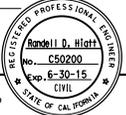
RSP A77N5 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N5**

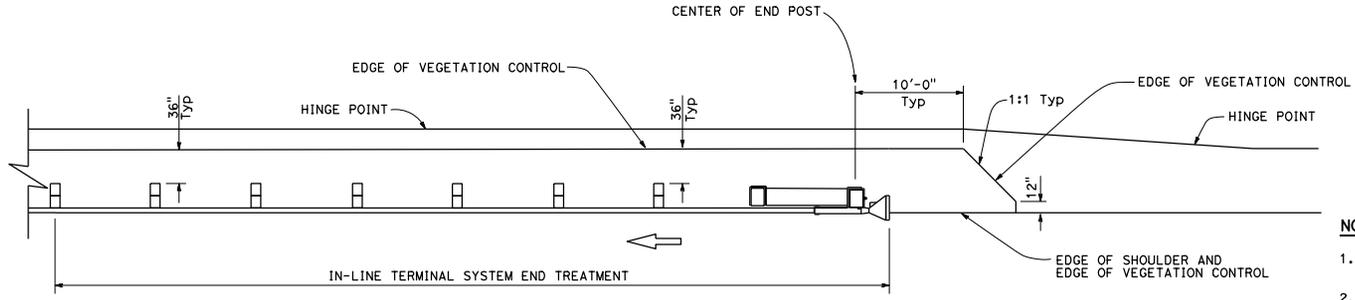
2010 REVISED STANDARD PLAN RSP A77N5

DT#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

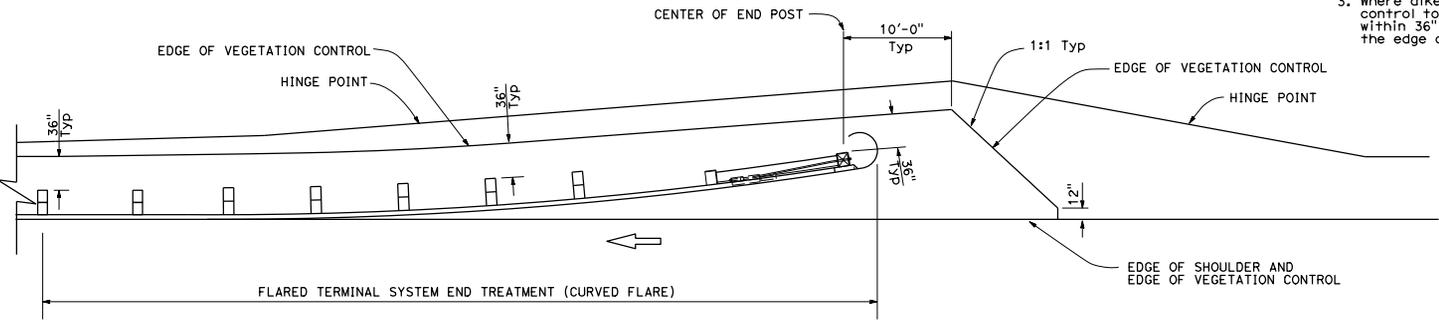
  

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
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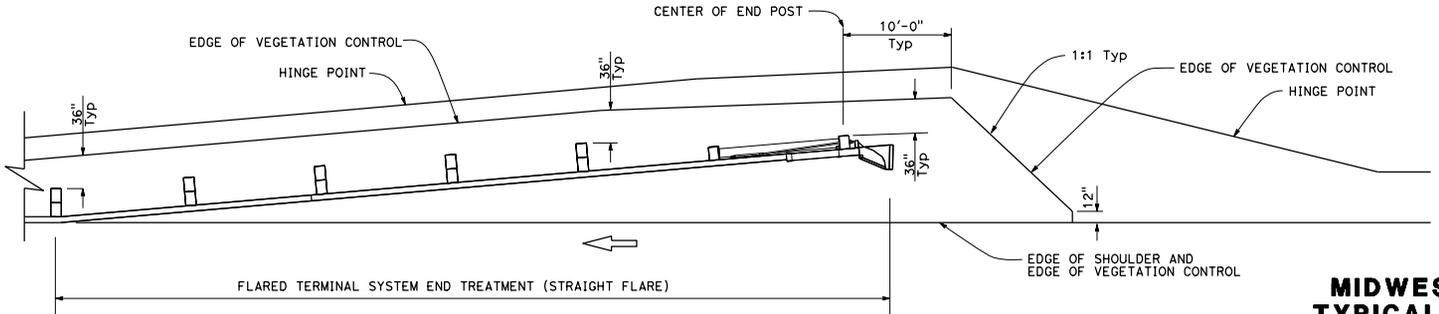
TO ACCOMPANY PLANS DATED \_\_\_\_\_



PLAN



PLAN



PLAN

**NOTES:**

1. See Revised Standard Plan RSP A77N5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 42', construct vegetation control to 6" from hinge point while maintaining the 8" block-out at back of post. If the 8" block-out at back of post can not be maintained, construct vegetation control flush with the back edge of post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 36" in front of the post, construct vegetation control to the edge of paved shoulder.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL VEGETATION CONTROL  
FOR TERMINAL SYSTEM END TREATMENTS**  
NO SCALE

RSP A77N6 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N6**

2010 REVISED STANDARD PLAN RSP A77N6

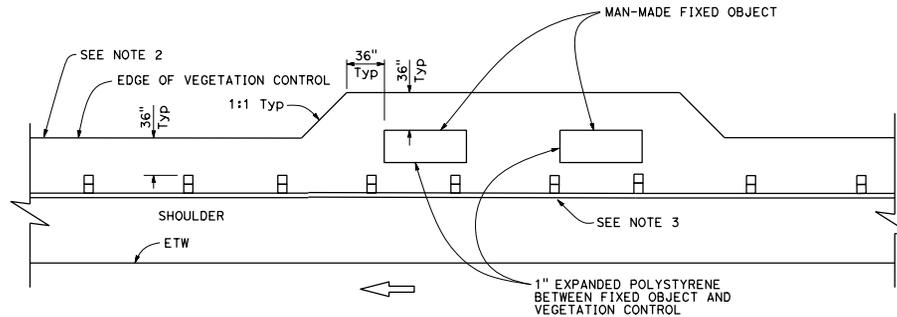


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER					
					
PLANS APPROVAL DATE					
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TO ACCOMPANY PLANS DATED \_\_\_\_\_

**NOTES:**

1. See Revised Standard Plan RSP A77N5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 42", construct vegetation control to 6" from hinge point while maintaining the 8" block-out at back of post. If the 8" block-out at back of post can not be maintained, construct vegetation control flush with the back edge of post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 36" in front of the post, construct vegetation control to the edge of paved shoulder.



**PLAN**  
Fixed object(s) on shoulder

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL VEGETATION CONTROL  
AT FIXED OBJECT**

NO SCALE

RSP A77N8 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N8**

2010 REVISED STANDARD PLAN RSP A77N8

**NOTES:**

- See Revised Standard Plan RSP A77N5 for additional vegetation control details.
- Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 36" in front of the post, construct vegetation control to the edge of paved shoulder.

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

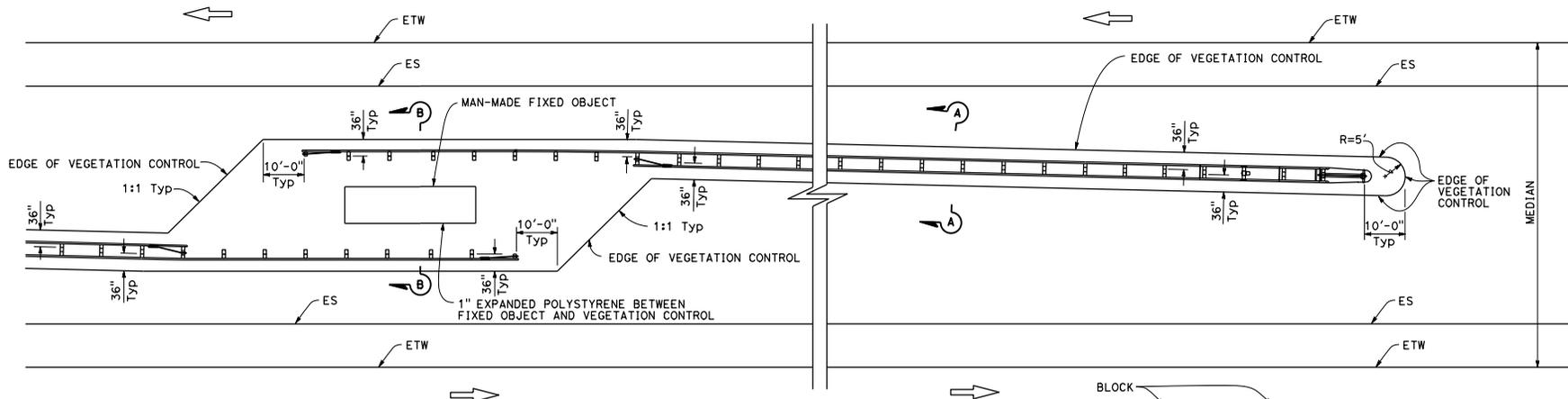
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

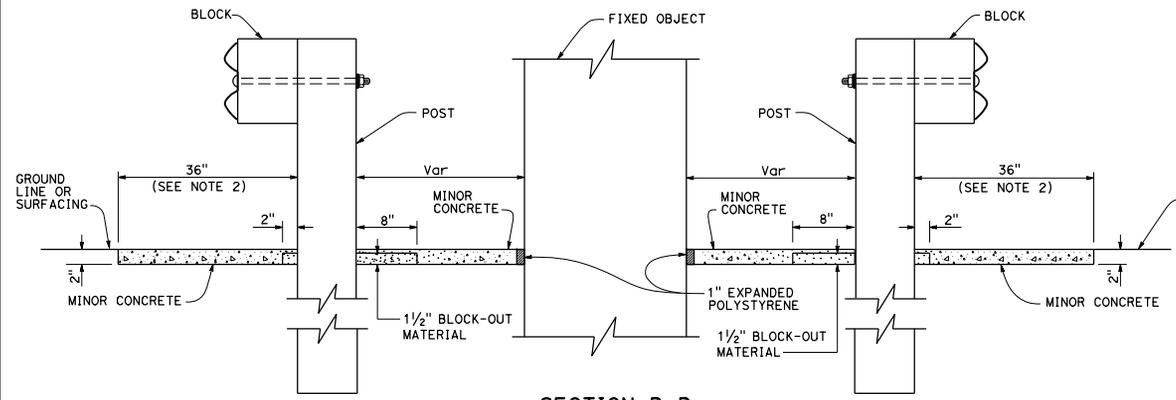
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REGISTERED PROFESSIONAL ENGINEER  
 Ronald D. Hlatt  
 No. C50200  
 Exp. 8-30-15  
 CIVIL  
 STATE OF CALIFORNIA

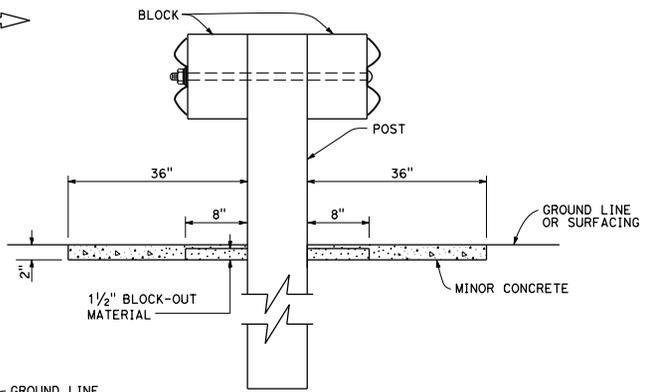
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**PLAN**  
Fixed object(s) in median



**SECTION B-B**



**SECTION A-A**

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
 TYPICAL VEGETATION CONTROL  
 AT FIXED OBJECT**

NO SCALE

2010 REVISED STANDARD PLAN RSP A77N9

**NOTES:**

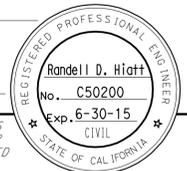
1. See Revised Standard Plan RSP A77N5 for additional vegetation control details.
2. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 36" in front of the post, construct vegetation control to the edge of paved shoulder.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

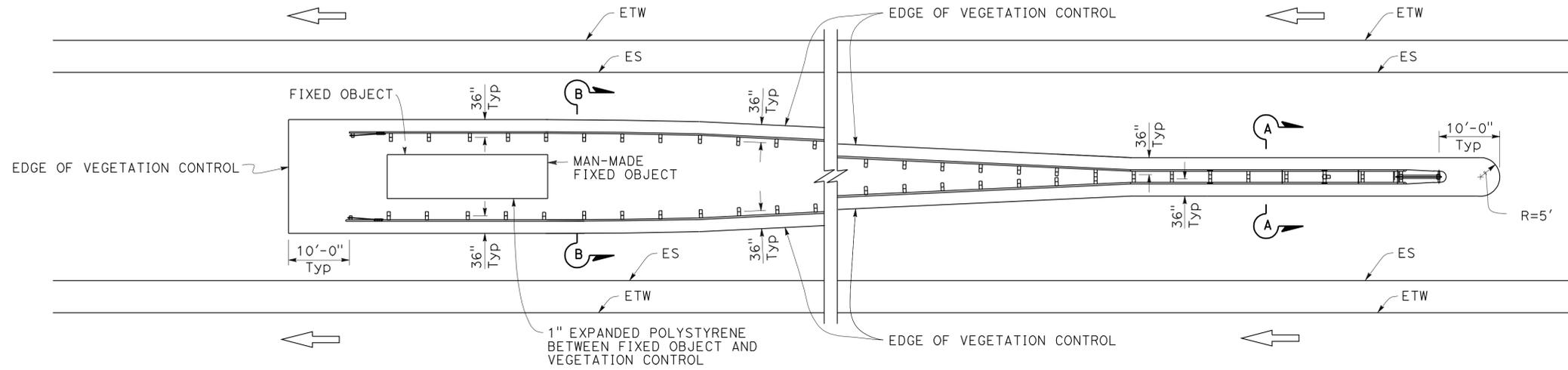
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

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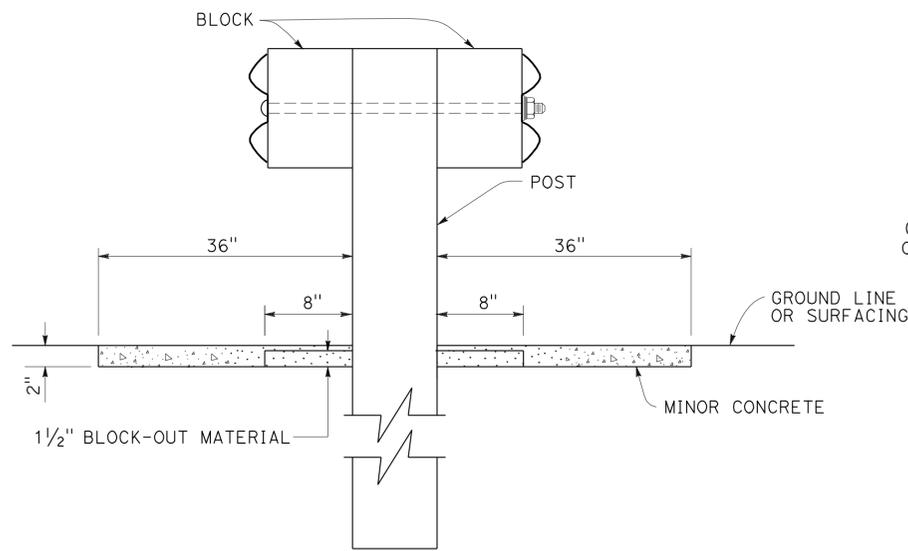


TO ACCOMPANY PLANS DATED \_\_\_\_\_

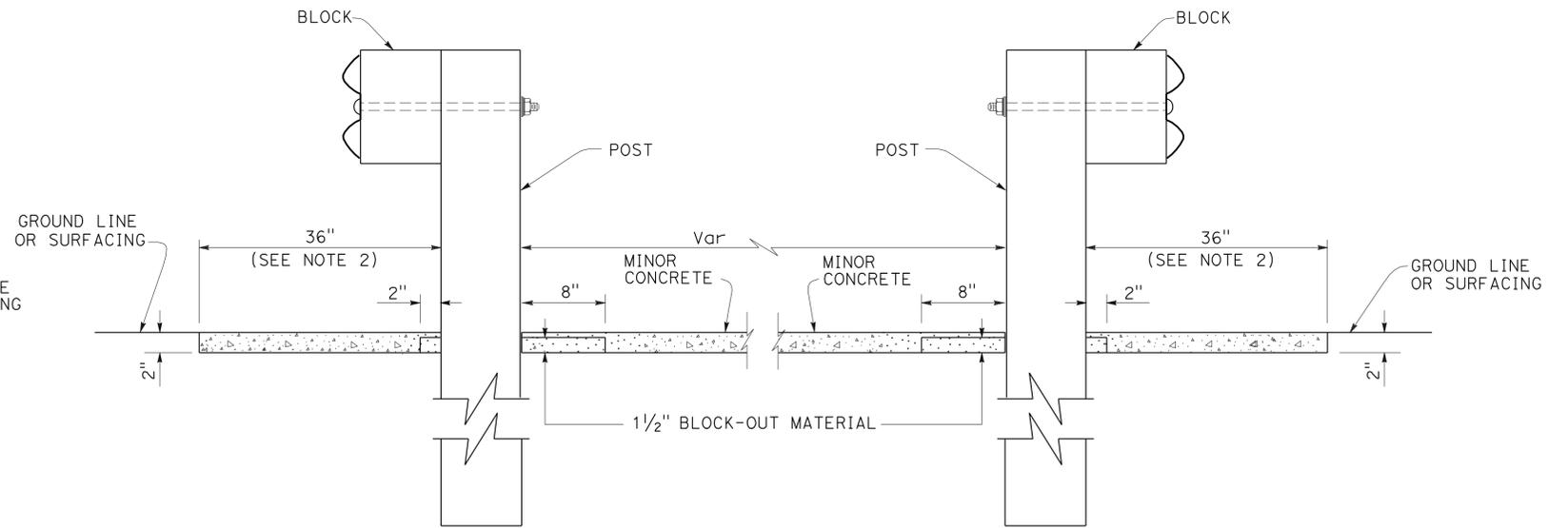


**PLAN**

Fixed object(s) between separate roadbeds  
(One-Way Traffic)



**SECTION A-A**



**SECTION B-B**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL VEGETATION CONTROL  
AT FIXED OBJECT**

NO SCALE

RSP A77N10 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N10**

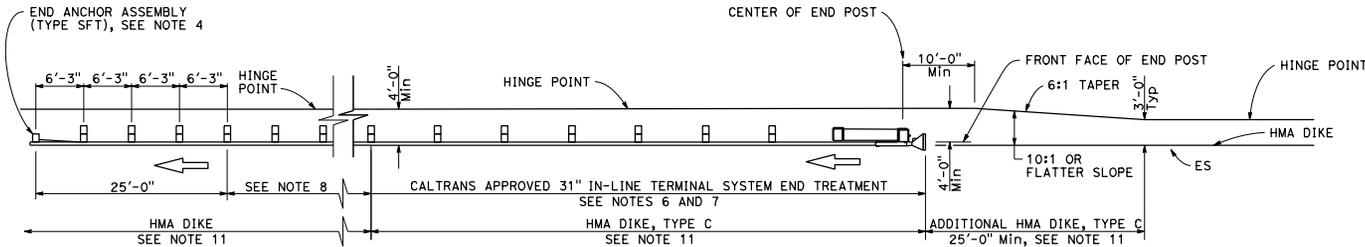
2010 REVISED STANDARD PLAN RSP A77N10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

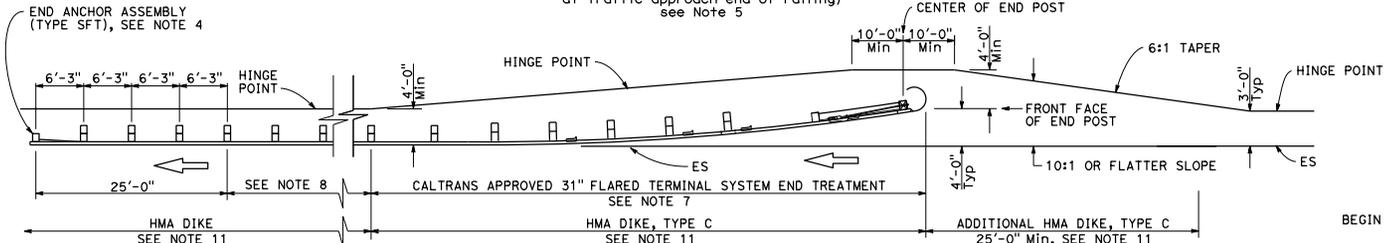
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
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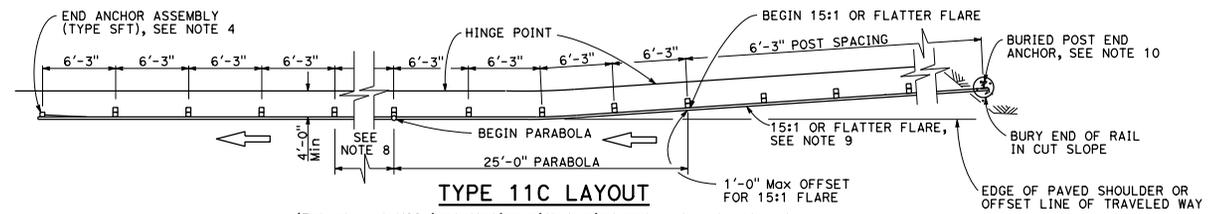
**TYPE 11A LAYOUT**

(Embankment MGS installation with 31" in-line end treatment at traffic approach end of railing) see Note 5



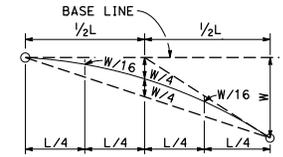
**TYPE 11B LAYOUT**

(Embankment MGS installation with 31" flared end treatment at traffic approach end of railing) see Note 5

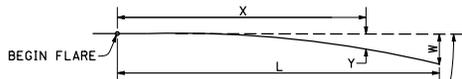


**TYPE 11C LAYOUT**

(Embankment MGS installation with buried end anchor treatment at traffic approach end of railing) see Notes 5 and 11



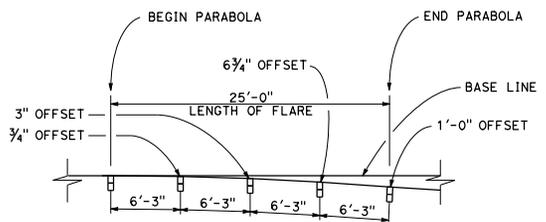
**TYPICAL PARABOLIC LAYOUT**



BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)

Y = OFFSET FROM BASE LINE  
W = MAXIMUM OFFSET  
X = DISTANCE ALONG BASE LINE  
L = LENGTH OF FLARE

**PARABOLIC FLARE OFFSETS**



**TYPICAL FLARE OFFSETS FOR 1 FOOT Max END OFFSET**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
EMBANKMENTS**  
NO SCALE

RSP A77P1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77P1**

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or recycled plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For End Anchor Assembly (Type SFT) details, see Revised Standard Plan RSP A77H1.
- Layout Types 11A, 11B or 11C are typically used where MGS is recommended to shield embankment slopes and a crashworthy end treatment is required for only one direction of traffic.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a flared end treatment.
- The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11C Layout, see Revised Standard Plan RSP A77T2.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.

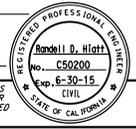
2010 REVISED STANDARD PLAN RSP A77P1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

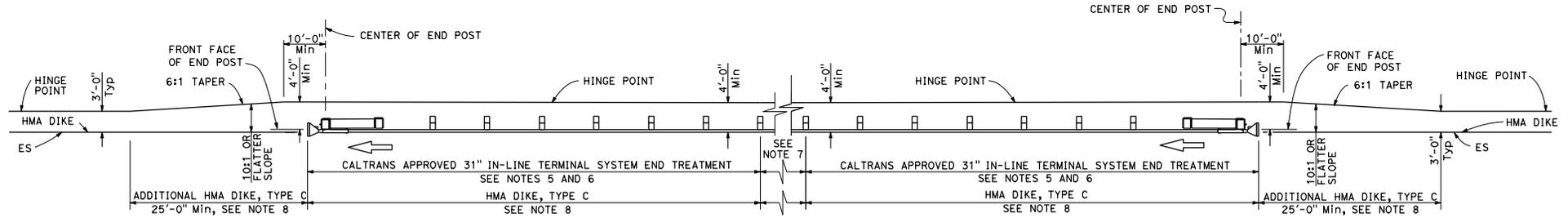
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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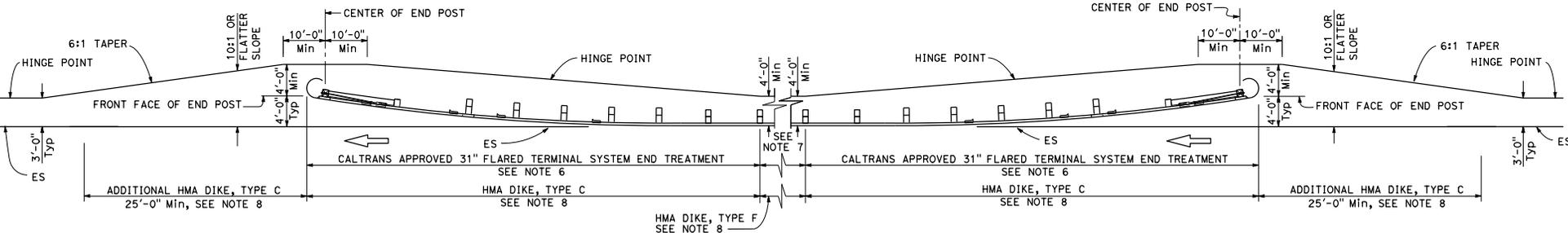


TO ACCOMPANY PLANS DATED \_\_\_\_\_



**TYPE 11D LAYOUT**

(Embankment MGS installation with 31" in-line end treatment at each end of railing)  
See Note 4



**TYPE 11E LAYOUT**

(Embankment MGS installation with 31" flared end treatment at each end of railing)  
See Note 4

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a flared end treatment.
- The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
EMBANKMENTS**

NO SCALE

RSP A77P2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLAN BOOK DATED 2010.  
**REVISED STANDARD PLAN RSP A77P2**

2010 REVISED STANDARD PLAN RSP A77P2

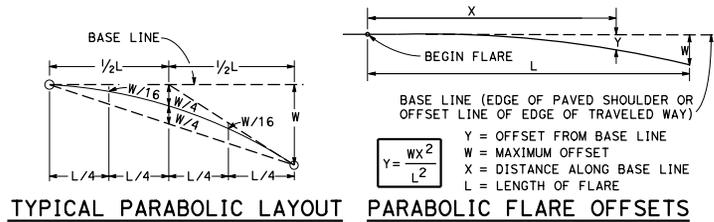
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

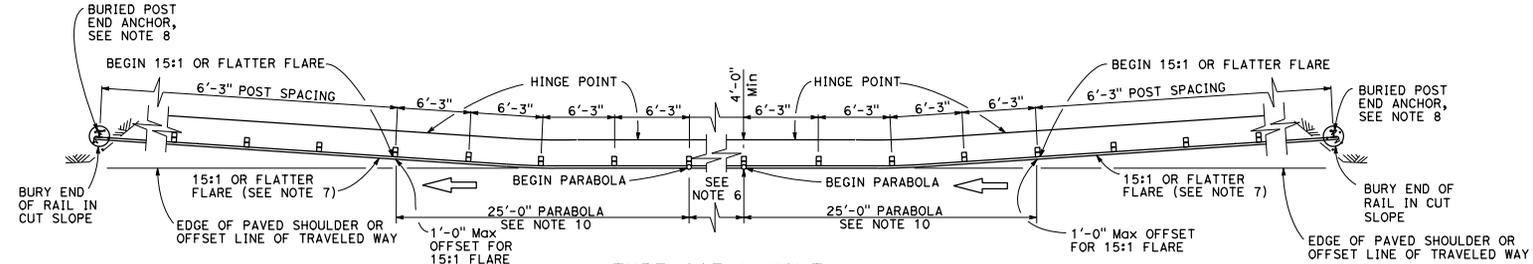
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STATE OF CALIFORNIA  
 REGISTERED PROFESSIONAL ENGINEER  
 No. C50200  
 Exp. 8-30-15  
 CIVIL  
 NAME: Harold D. Hloff



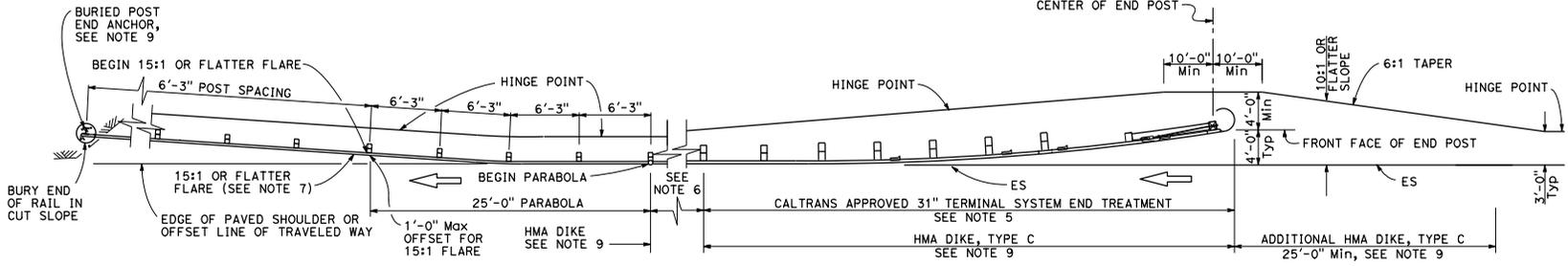
**TYPICAL PARABOLIC LAYOUT PARABOLIC FLARE OFFSETS**

TO ACCOMPANY PLANS DATED \_\_\_\_\_



**TYPE 11F LAYOUT**

(Embankment MGS installation with a buried end anchor treatment at each end of railing)  
 See Notes 4 and 9



**TYPE 11G LAYOUT**

(Embankment MGS installation with 31" flared end treatment and a buried end anchor treatment at the ends of railing)  
 See Notes 4 and 9

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
- The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11F and 11G Layouts, see Revised Standard Plan RSP A77T2.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
 TYPICAL LAYOUTS FOR  
 EMBANKMENTS**

NO SCALE

RSP A77P3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77P3**

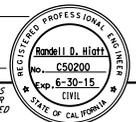
2010 REVISED STANDARD PLAN RSP A77P3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

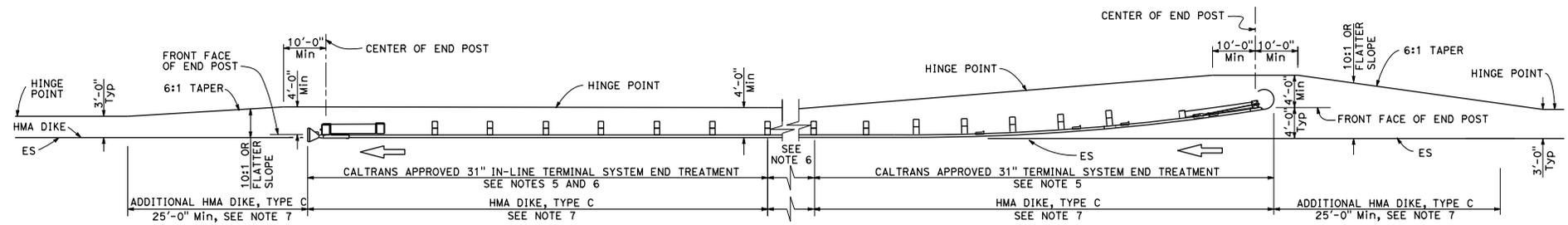
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**TYPE 11H LAYOUT**

(Embankment MGS installation with 31" flared end treatment and 31" in-line treatment at the ends of railing)  
See Notes 4 and 7

**NOTES:**

1. Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
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 with 6" x 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
4. Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
5. The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
6. Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
7. Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
EMBANKMENTS**  
NO SCALE

RSP A77P4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77P4**

2010 REVISED STANDARD PLAN RSP A77P4

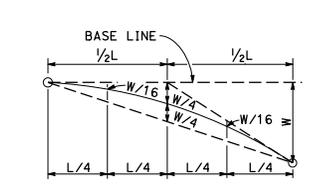
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

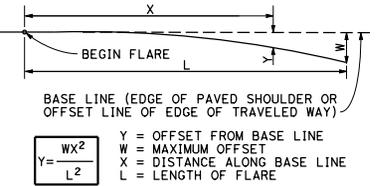
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REGISTERED PROFESSIONAL ENGINEER  
No. C50200  
Exp. 8-30-15  
CIVIL



TYPICAL PARABOLIC LAYOUT

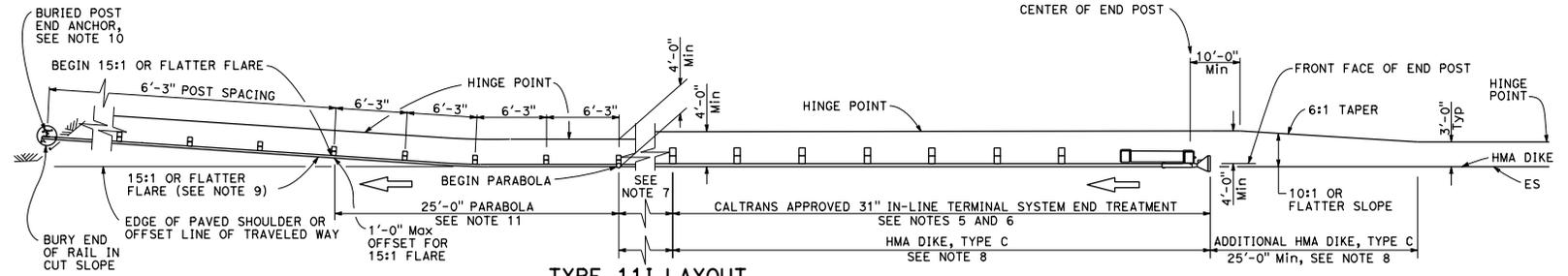


PARABOLIC FLARE OFFSETS

$$Y = \frac{WX^2}{L^2}$$

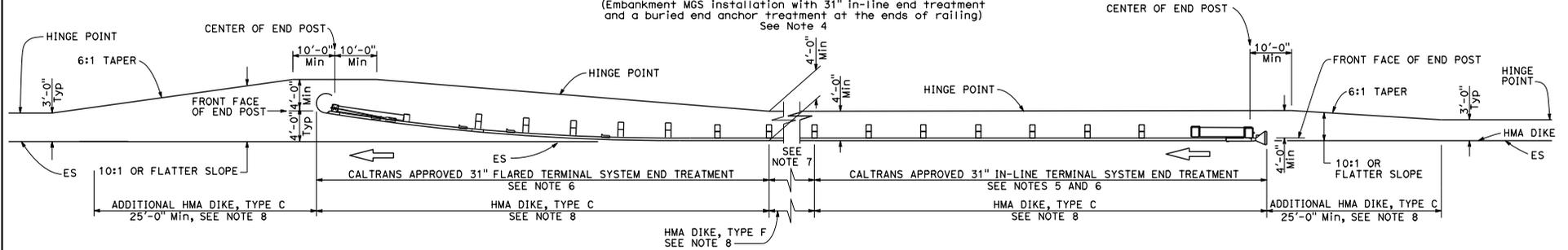
Y = OFFSET FROM BASE LINE  
W = MAXIMUM OFFSET  
X = DISTANCE ALONG BASE LINE  
L = LENGTH OF FLARE

TO ACCOMPANY PLANS DATED \_\_\_\_\_



TYPE 11I LAYOUT

(Embankment MGS installation with 31" in-line end treatment and a buried end anchor treatment at the ends of railing)  
See Note 4



TYPE 11J LAYOUT

(Embankment MGS installation with 31" in-line end treatment and 31" flared end treatment at the ends of railing)  
See Note 4

NOTES:

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11I Layout, see Revised Standard Plan RSP A77T2.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM**  
**TYPICAL LAYOUTS FOR**  
**EMBANKMENTS**  
NO SCALE

RSP A77P5 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.  
**REVISED STANDARD PLAN RSP A77P5**

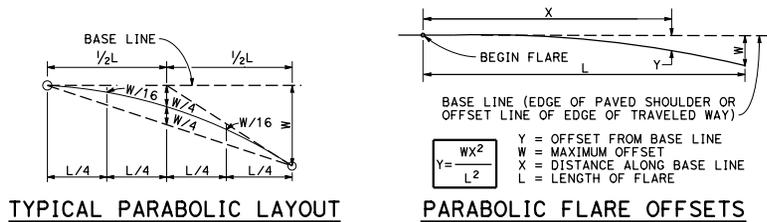
2010 REVISED STANDARD PLAN RSP A77P5

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

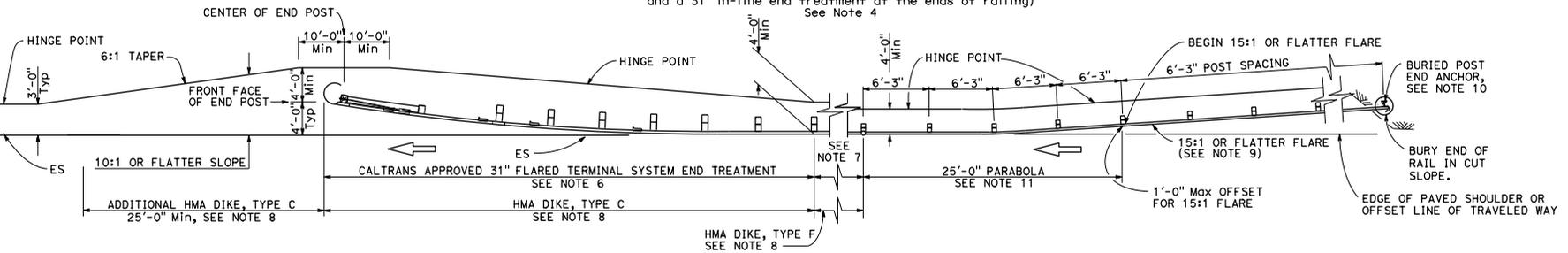
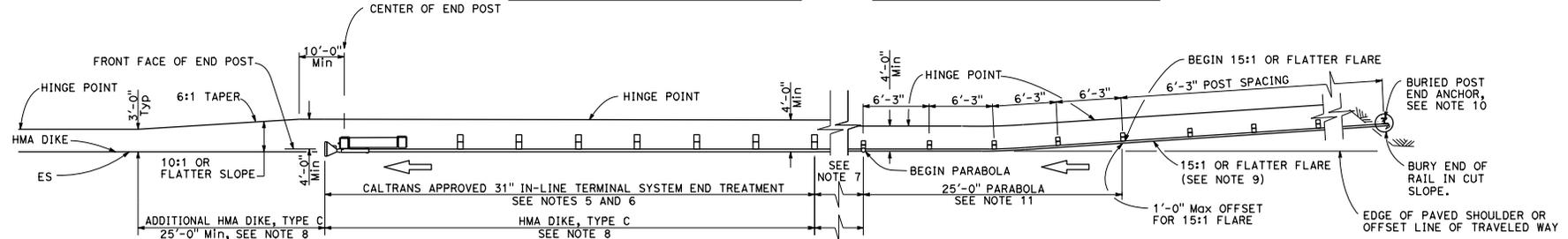
  

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**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11K and 11L Layouts, see Revised Standard Plan RSP A77T2.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM**  
**TYPICAL LAYOUTS FOR**  
**EMBANKMENTS**  
NO SCALE

RSP A77P6 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.  
**REVISED STANDARD PLAN RSP A77P6**

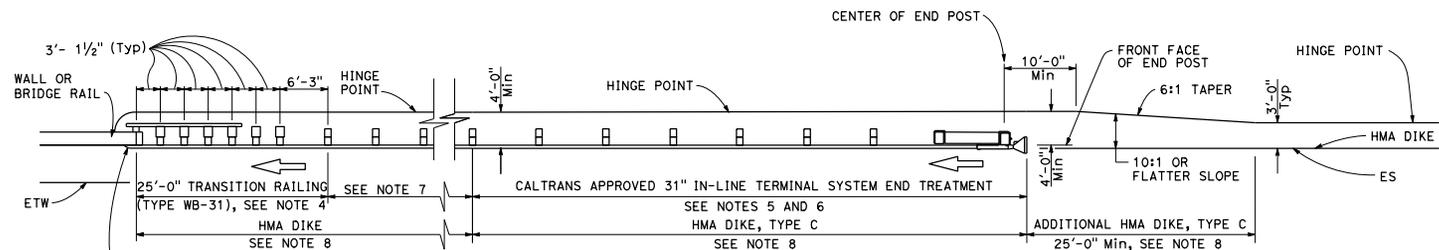
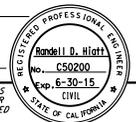
2010 REVISED STANDARD PLAN RSP A77P6

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

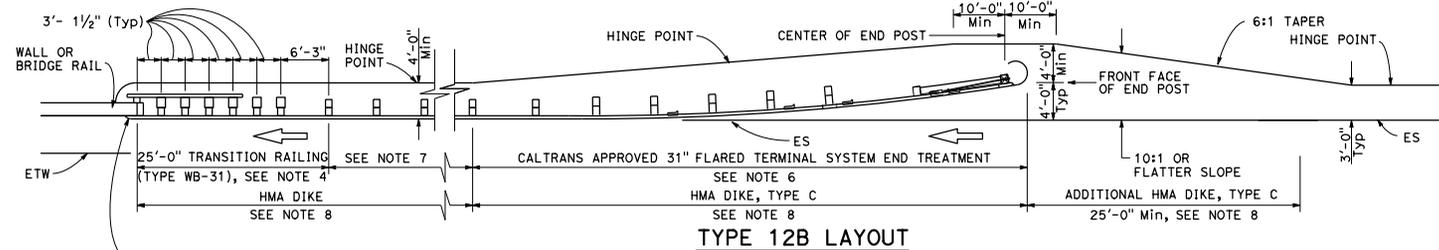
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**TYPE 12A LAYOUT**

(MGS installation at structure approach with 31" in-line end treatment at traffic approach end of railing)  
See Notes 5 and 6, 7, 8, 9



**TYPE 12B LAYOUT**

(MGS installation at structure approach with 31" Flared end treatment at traffic approach end of railing)  
See Notes 6, 7, 8, 9

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Types 12A and 12B Layouts, see Revised Standard Plan RSP A77U4.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type 31" of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, or other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatment. A 12.5 degree angle of departure can be drawn on the Project Plans from the edge of traveled way through the outer most point of the fixed object to determine the additional length of railing needed.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- Type 12A or Type 12B Layouts are typically used:
  - To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
  - To the left of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
  - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
  - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- See Revised Standard Plan RSP A77O3 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.
- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77U1 and RSP A77U2 and Connection Detail FF on Revised Standard Plans RSP A77V1 and RSP A77V2.
- For additional details of a typical connection to walls or abutments, see Revised Standard Plan RSP A77U3.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
STRUCTURE APPROACH**

NO SCALE

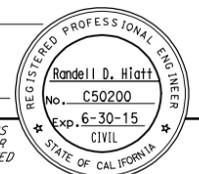
2010 REVISED STANDARD PLAN RSP A77Q1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

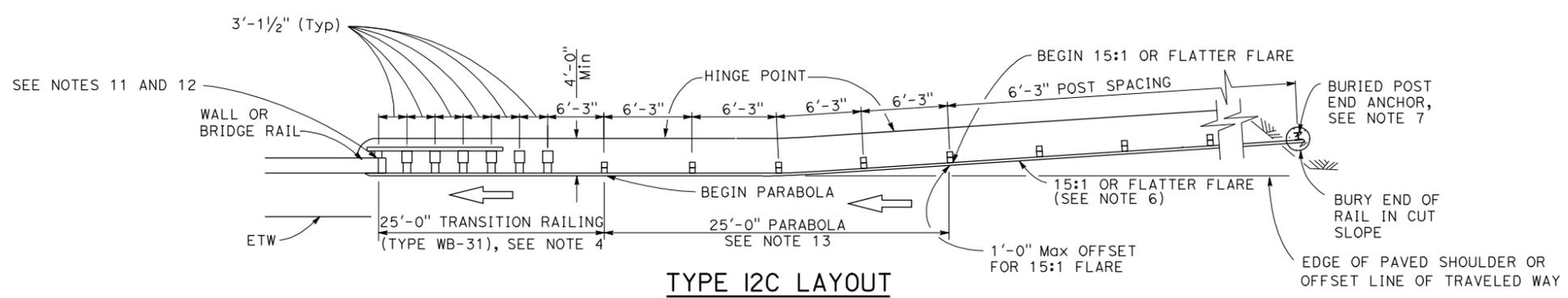
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

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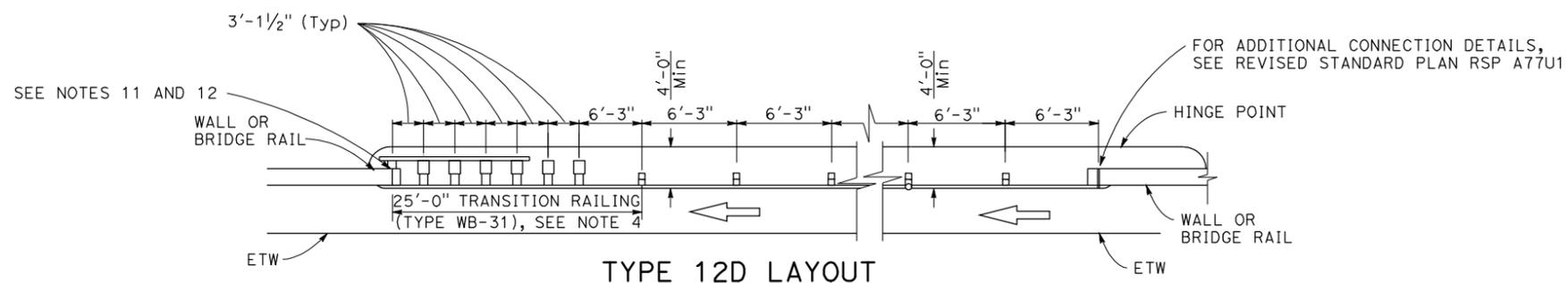


TO ACCOMPANY PLANS DATED \_\_\_\_\_



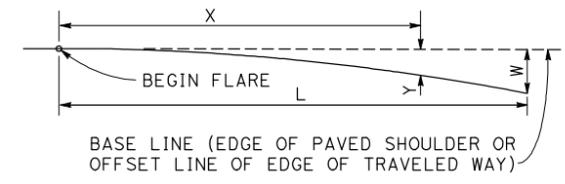
**TYPE 12C LAYOUT**

(MGS installation at structure approach with a Buried end anchor treatment at traffic approach end of railing)  
See Notes 8 and 9



**TYPE 12D LAYOUT**

(Continuous MGS installation between structures)  
See Notes 5 and 9

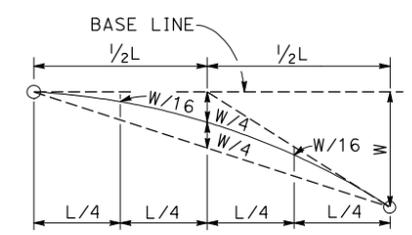


BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)

$$Y = \frac{WX^2}{L^2}$$

Y = OFFSET FROM BASE LINE  
W = MAXIMUM OFFSET  
X = DISTANCE ALONG BASE LINE  
L = LENGTH OF FLARE

**PARABOLIC FLARE OFFSETS**



**TYPICAL PARABOLIC LAYOUT**

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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" m wood with 6" x 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Types 12C and 12D Layouts, see Revised Standard Plan RSP A77U4.
- Type 12D layout is typically used where continuous MGS is recommended between structures.
- The 15:1 or flatter flare for Type 12C Layout is based on the edge of the paved shoulder or offset line of edge 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".
- For details of the buried post end anchor used with Type 12C Layout, see Revised Standard Plan RSP A77T2.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- Type 12C Layout is typically used:
  - To the right of approaching traffic, at the end of the structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
  - To the left of approaching traffic, at each of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
  - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
  - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- 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.
- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77U1 and RSP A77U2 and Connection Detail FF on Revised Standard Plans RSP A77V1 and RSP A77V2.
- For additional details of a typical connection to walls or abutments, see Revised Standard Plan RSP A77U3.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
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**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
STRUCTURE APPROACH  
AND BETWEEN STRUCTURES**

NO SCALE

RSP A77Q2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77Q2**

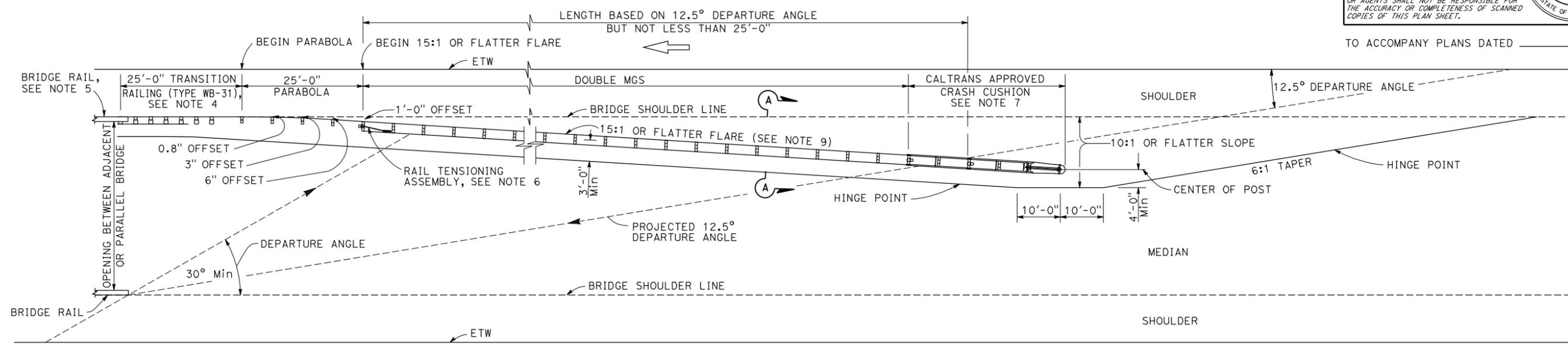
2010 REVISED STANDARD PLAN RSP A77Q2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

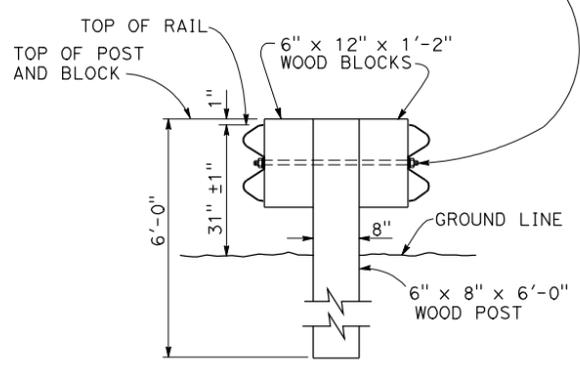
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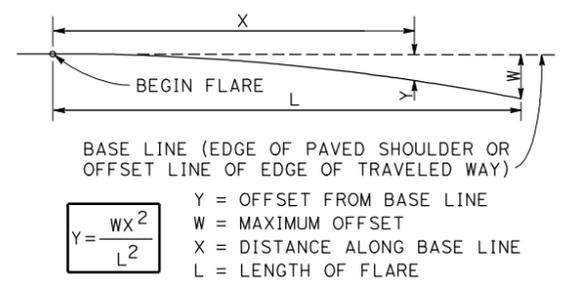
**TYPE 12E LAYOUT**

See Note 9

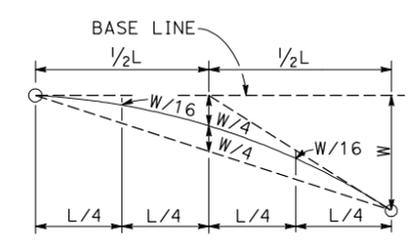
5/8" Ø BUTTON HEAD BOLT WITH Hex NUT OR 5/8" Ø ROD, THREADED BOTH ENDS, WITH Hex NUTS. 1/2" Max EXPOSED THREADS AFTER Hex NUT(S) TIGHTENED. NO WASHER ON RAIL FACES FOR BOLTED CONNECTION TO LINE POST



**SECTION A-A**  
**TYPICAL DOUBLE MIDWEST GUARDRAIL SYSTEM**



**PARABOLIC FLARE OFFSETS**



**TYPICAL PARABOLIC LAYOUT**

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details, see Revised Standard Plan RSP A77U4.
- For additional details of a typical connection to bridge rail, see Connection Detail AA on Revised Standard Plan RSP A77U1.
- For Rail Tensioning Assembly details, see Revised Standard Plan RSP A77S2.
- The type of Crash Cushion to be used will be shown on the Project Plans.
- 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 roadbeds.
- The 15:1 or flatter flare is measured off of the edge of traveled way.

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**MIDWEST GUARDRAIL SYSTEM**  
**TYPICAL LAYOUTS FOR**  
**STRUCTURE APPROACH**

NO SCALE

RSP A77Q3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77Q3**

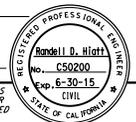
2010 REVISED STANDARD PLAN RSP A77Q3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

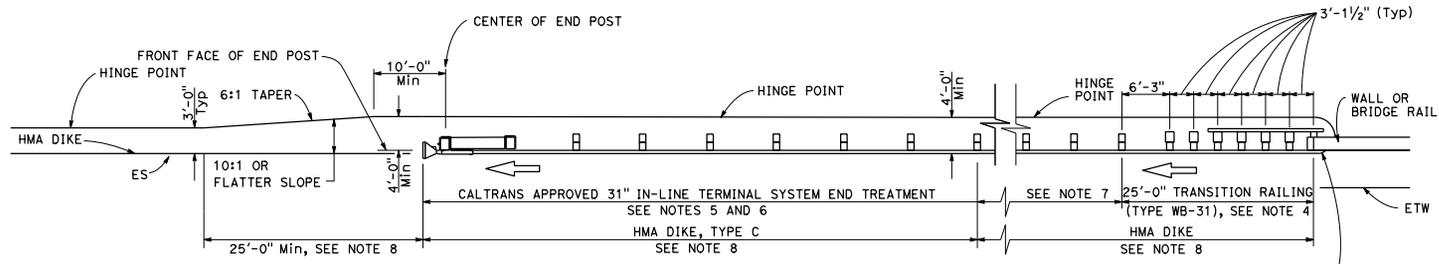
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

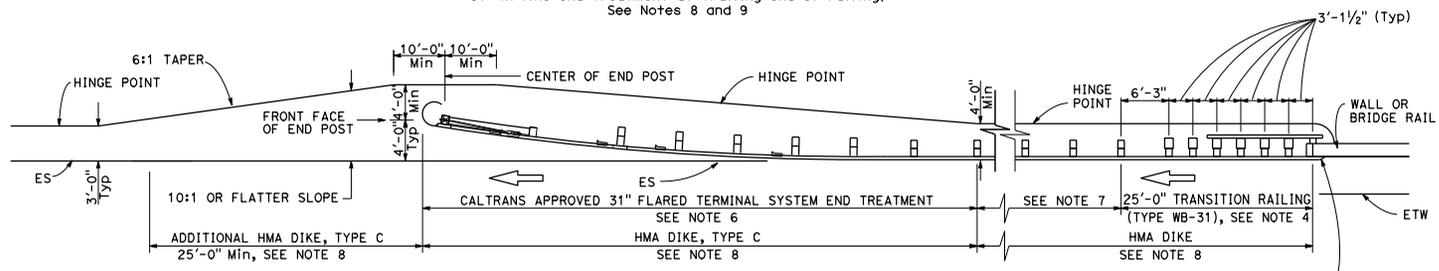
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2010 REVISED STANDARD PLAN RSP A77Q4



**TYPE 12AA LAYOUT**  
(MGS installation at structure departure with 31" in-line end treatment at trailing end of railing)  
See Notes 8 and 9



**TYPE 12BB LAYOUT**  
(MGS installation at structure departure with 31" flared end treatment at trailing end of railing)  
See Notes 8 and 9

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Types 12AA and 12BB Layouts, see Revised Standard Plan RSP A77U4.
- 31" in-line terminal system treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, other fixed objects), it may be advisable to construct additional MGS (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and 31" end treatments.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- Type 12AA or Type 12BB Layouts are typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is less than 40 feet.
- For additional details of typical connections to bridge rail, see Connection Detail CC on Revised Standard Plan RSP A77U2 and Connection Detail HH on Revised Standard Plan RSP A77V2.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
STRUCTURE DEPARTURE**  
NO SCALE

RSP A77Q4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.  
**REVISED STANDARD PLAN RSP A77Q4**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

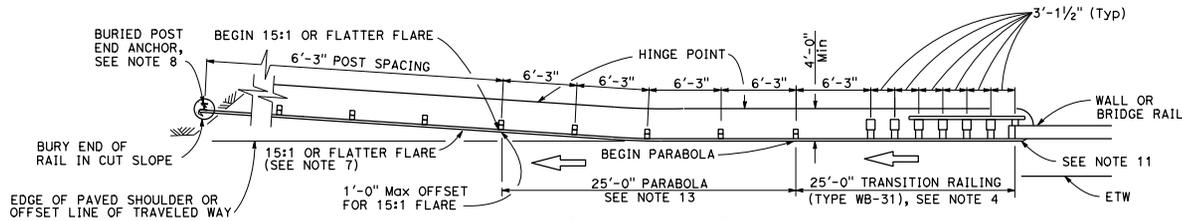
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

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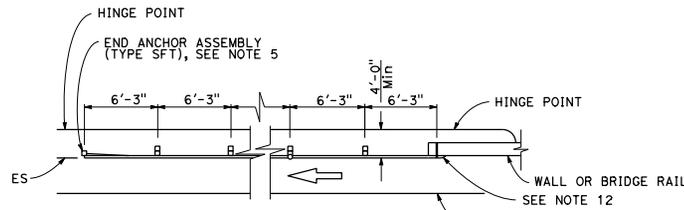
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER  
 No. C50200  
 Exp. 8-30-15  
 CIVIL



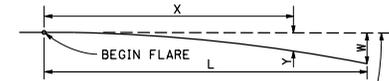
**TYPE 12CC LAYOUT**

(MGS installation at structure departure with a Buried end anchor treatment at trailing end of railing)  
 See Notes 9 and 10



**TYPE 12DD LAYOUT**

(MGS installation at structure departure With end anchor assembly at trailing end of railing)  
 See Notes 6 and 9

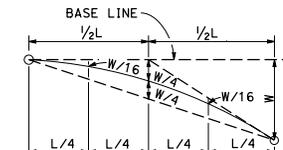


BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)

Y = OFFSET FROM BASE LINE  
 W = MAXIMUM OFFSET  
 X = DISTANCE ALONG BASE LINE  
 L = LENGTH OF FLARE

$$Y = \frac{WX^2}{L^2}$$

**PARABOLIC FLARE OFFSETS**



**TYPICAL PARABOLIC LAYOUT**

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MSG 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Type 12CC Layout, see Revised Standard Plan RSP A77U4.
- For details of End Anchor Assembly (Type SFT) used with Type 12DD Layout, see Revised Standard Plan RSP A77S1.
- Type 12DD layout is typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is equal to or greater than 40 feet and MGS is recommended (embankment height, side slopes, other fixed objects). Length of railing to be equal to multiples of 12'-6". For MGS connection details to bridge rail, see Revised Standard Plans RSP A77U1 and RSP A77V1. For MGS connection details to wall, see Revised Standard Plan RSP A77U3.
- The 15:1 or flatter flare for Type 12CC Layout is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 12CC Layout, see Revised Standard Plan RSP A77T2.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- Type 12CC Layout is typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is less than 40 feet.
- For additional details of a typical connection to bridge rail for Layout Type 12CC, see Connection Detail CC on Revised Standard Plan RSP A77U2 and Connection Detail HH on Revised Standard Plan RSP A77V2.
- For additional details of a typical connection to bridge rail for Layout Type 12DD, see Connection Detail BB on Revised Standard Plan RSP A77U1 and Connection Detail GG on Revised Standard Plan RSP A77V1.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
 TYPICAL LAYOUTS FOR  
 STRUCTURE DEPARTURE**

NO SCALE

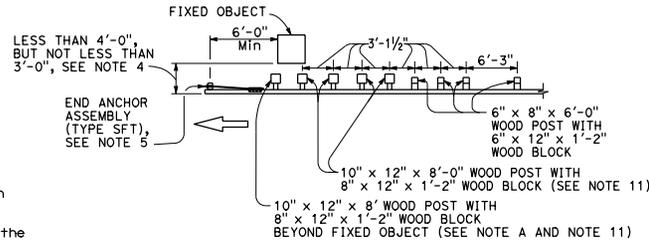
RSP A77Q5 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77Q5**

2010 REVISED STANDARD PLAN RSP A77Q5

**NOTES:**

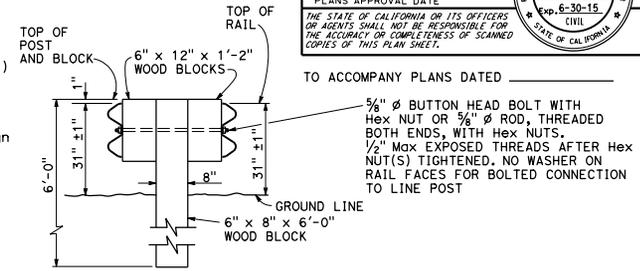
- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1, and RSP A77N2.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" 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 MGS sections with post spacing of 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object" 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 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).
- For End Anchor Assembly (Type SFT) details, see Revised Standard Plan RSP A77S1.
- For details of Rail Tensioning Assembly, see Revised Standard Plan RSP A77S2.
- 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 A77P1.
- 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 12" 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 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".



**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 12" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed objects.

**STRENGTHENED MIDWEST GUARDRAIL SYSTEM SECTIONS FOR FIXED OBJECT**

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



**SECTION A-A TYPICAL DOUBLE MIDWEST GUARDRAIL SYSTEM**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

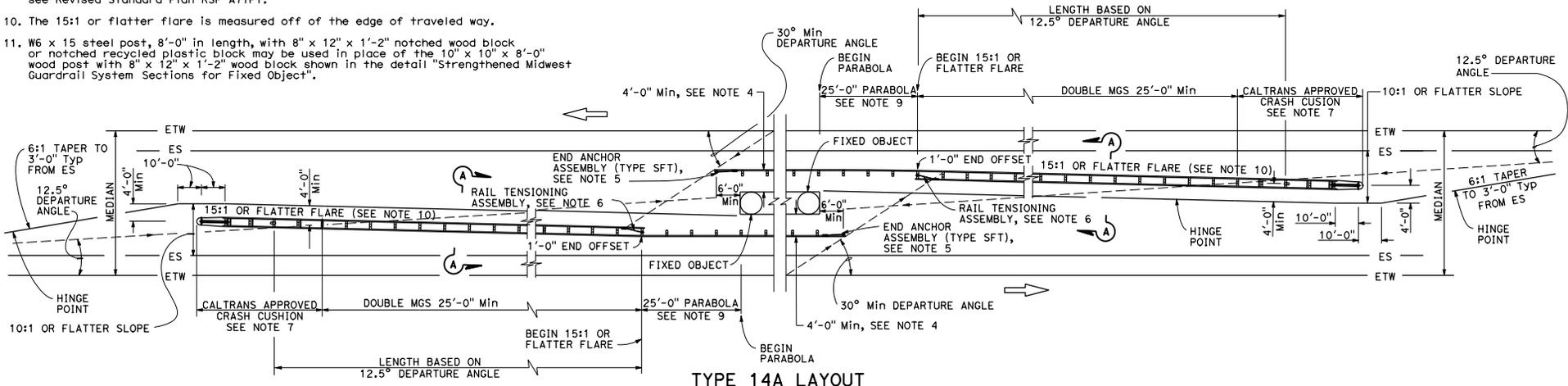
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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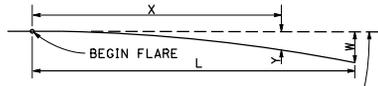
REGISTERED PROFESSIONAL ENGINEER  
 Donald D. Hlatt  
 No. CS2000  
 Exp. 6-30-15  
 CIVIL  
 STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED \_\_\_\_\_



**TYPE 14A LAYOUT**

See Note 8

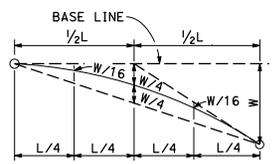


BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)

$Y = \frac{wx^2}{L^2}$

Y = OFFSET FROM BASE LINE  
 W = MAXIMUM OFFSET  
 X = DISTANCE ALONG BASE LINE  
 L = LENGTH OF FLARE

**PARABOLIC FLARE OFFSETS**



**TYPICAL PARABOLIC LAYOUT**

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
 TYPICAL LAYOUTS FOR  
 FIXED OBJECTS  
 BETWEEN SEPARATE ROADBEDS  
 (TWO-WAY TRAFFIC)**

NO SCALE

RSP A77R1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77R1**

2010 REVISED STANDARD PLAN RSP A77R1

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" 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 MGS section with post spacing of 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object" on this plan, when the clearance between the face of the railing and the face of a fixed object is less than 4'-0", but not less than 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).

- For End Anchor Assembly (Type SFT) details, see Standard Plan RSP A77S1.
- Type of crash cushion to be used will be shown on the Project Plans.
- 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 Revised Standard Plan RSP A77P1.
- The 15:1 or flatter flare is measured off of the edge of the traveled way.
- W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

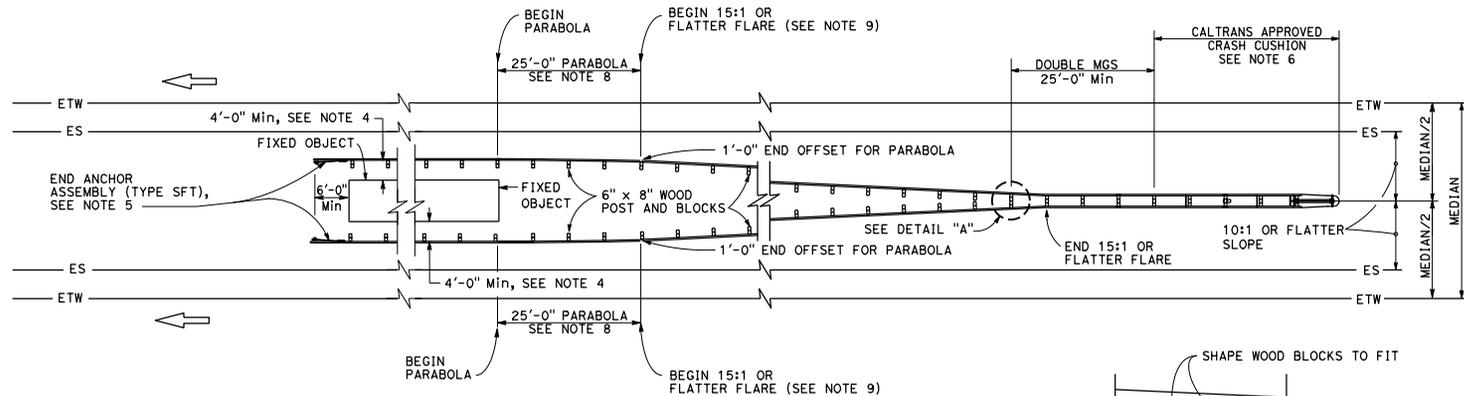
REGISTERED CIVIL ENGINEER

*Harold D. Hlatt*  
No. C50200  
Exp. 8-30-15  
CIVIL  
STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_

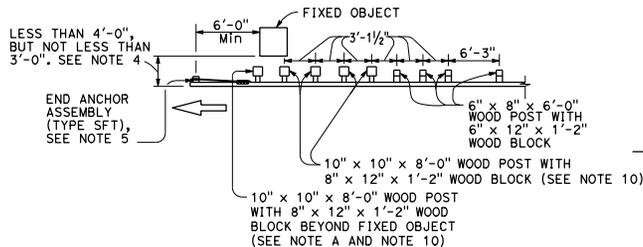
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TO ACCOMPANY PLANS DATED \_\_\_\_\_



**TYPE 15A LAYOUT**

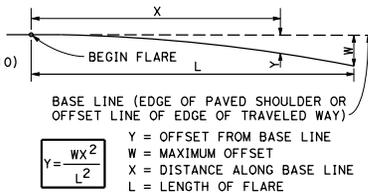
See Note 7



**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 12" x 1'-2" wood blocks at 3'-1 1/2" center to center spacing are to be used between fixed objects.

**STRENGTHENED MIDWEST GUARDRAIL SYSTEM SECTIONS FOR FIXED OBJECT**

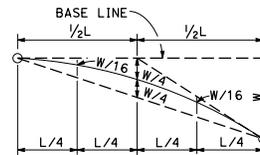
Use strengthened MGS sections with Type 15A layout where minimum clearance between the face of the MGS and the fixed object(s) is less than 4'-0", but not less than 3'-0". See Note 4.



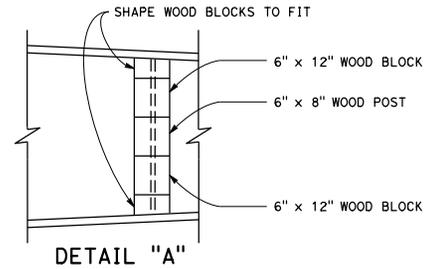
**PARABOLIC FLARE OFFSETS**

$$Y = \frac{WX^2}{L^2}$$

Y = OFFSET FROM BASE LINE  
W = MAXIMUM OFFSET  
X = DISTANCE ALONG BASE LINE  
L = LENGTH OF FLARE



**TYPICAL PARABOLIC LAYOUT**



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
FIXED OBJECTS  
BETWEEN SEPARATE ROADBEDS  
(ONE-WAY TRAFFIC)**

NO SCALE

RSP A77R2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

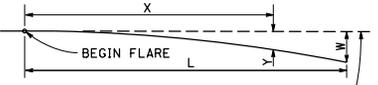
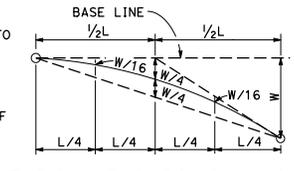
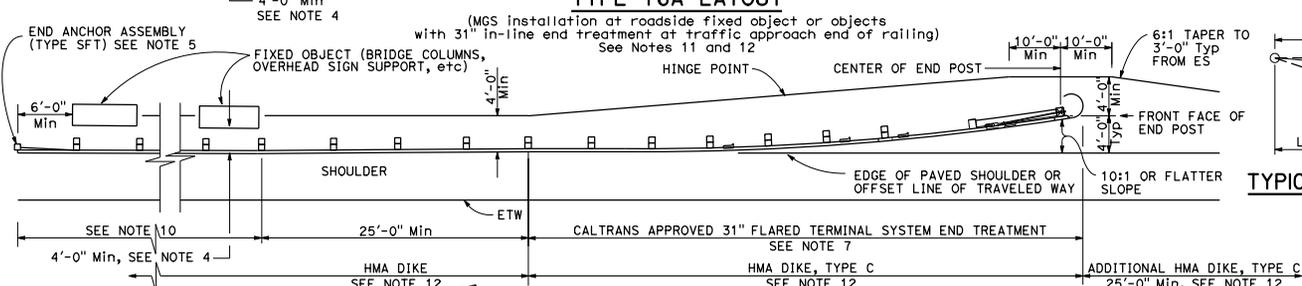
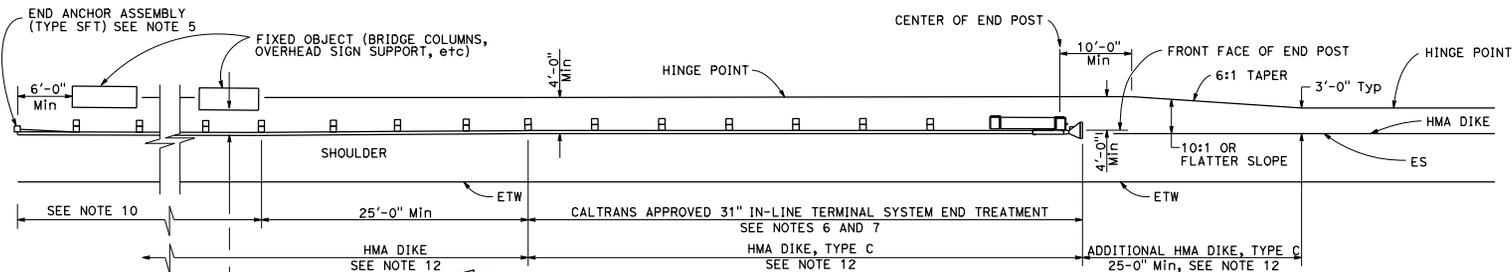
**REVISED STANDARD PLAN RSP A77R2**

2010 REVISED STANDARD PLAN RSP A77R2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

REGISTERED CIVIL ENGINEER	
	
PLANS APPROVAL DATE	
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BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)

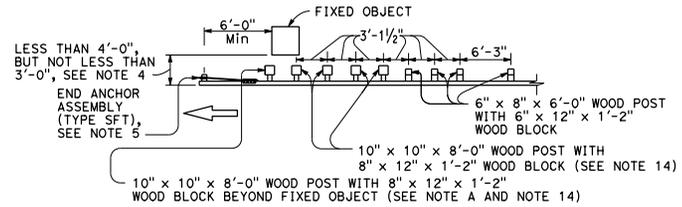
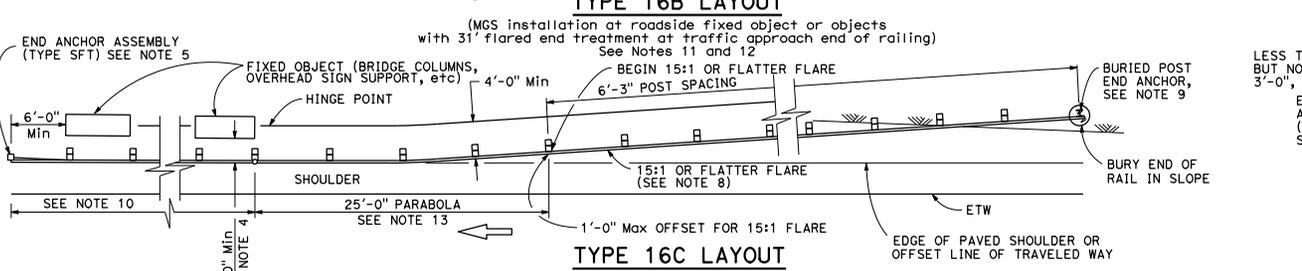
Y = OFFSET FROM BASE LINE

W = MAXIMUM OFFSET

X = DISTANCE ALONG BASE LINE

L = LENGTH OF FLARE

$$Y = \frac{WX^2}{L^2}$$



**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 12" x 1'-2" wood blocks at 3'-1 1/2" center to center spacing are to be used between fixed objects.

- NOTES:**
- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
  - MGS 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 12" x 1'-2" wood blocks, W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" 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 MGS sections with post spacing of 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object" 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 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).
  - For End Anchor Assembly (Type SFT) details, see Revised Standard Plan RSP A77S1.
  - 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
  - The type of 31" terminal system to be used will be shown on the Project Plans.

- The 15:1 or flatter flare used with Type 16C Layout is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the Buried Post End Anchor used with Type 16C Layout, see Revised Standard Plan RSP A77T2.
- As site conditions dictate, construct additional MGS to shield fixed object(s). Additional MGS length equal to multiples of 12'-6". Post spacing at 6'-3" except as specified in Note 4.
- Layout Types 16A, 16B or 16C are typically used where MGS is recommended to shield roadside fixed object(s) and a crashworthy 31" end treatment is required for only one direction of traffic.
- Where placement of dike is required with MGS, see Revised Standard Plan RSP A77N4 for dike positioning details.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.
- W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".

**FOR FIXED OBJECT**

Use strengthened MGS sections with Types 16A, 16B or 16C layouts where minimum clearance between the face of the railing and fixed object(s) is less than 4'-0", but not less than 3'-0". See Note 4

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
ROADSIDE FIXED OBJECTS**

NO SCALE

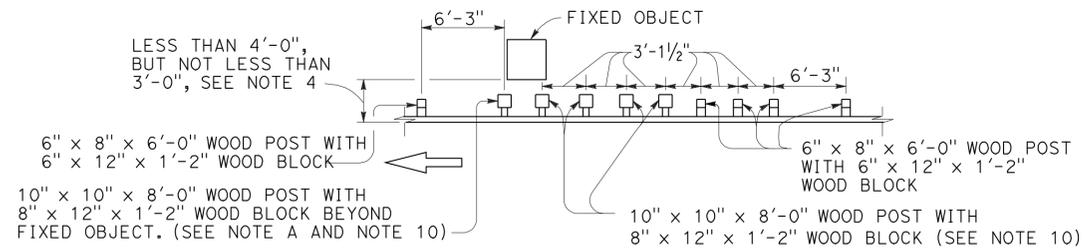
RSP A77R3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77R3**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

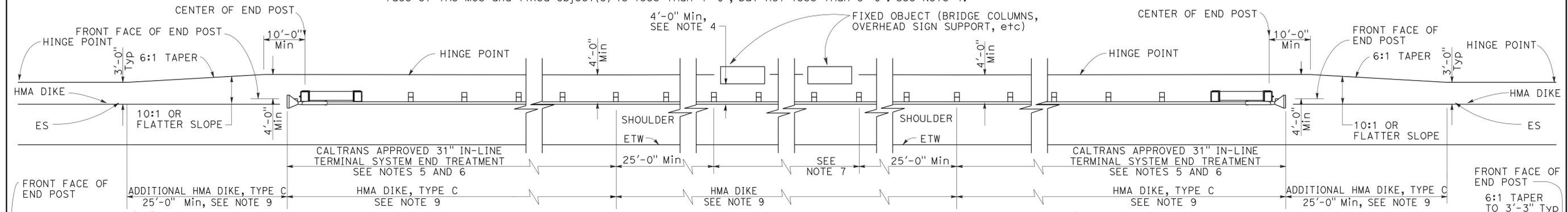
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	



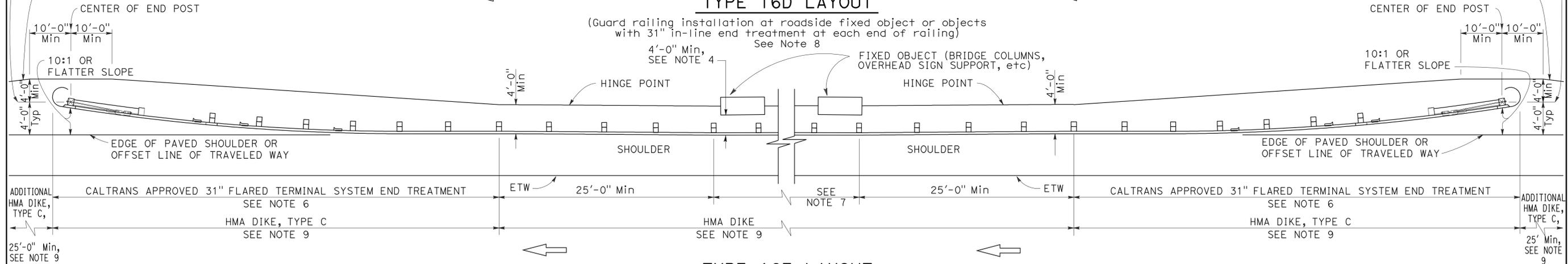
**NOTE A:** For a series of fixed objects (bridge columns, overhead sign supports, etc.) additional 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed object(s).

### STRENGTHENED MIDWEST GUARDRAIL SYSTEM SECTIONS FOR FIXED OBJECT

Use strengthened MGS sections with layout Types 16D or 16E where minimum clearance between the face of the MGS and fixed object(s) is less than 4'-0", but not less than 3'-0". See Note 4.



#### TYPE 16D LAYOUT



#### TYPE 16E LAYOUT

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" 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 12" 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 MGS sections with post spacing at 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object", 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 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).

- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system to be used will be shown on the Project Plans.
- As site conditions dictate, construct additional MGS to shield fixed object(s). Additional MGS length equal to multiples of 12'-6". Post spacing at 6'-3", except as specified in Note 4.
- Layout Types 16D through 16L, shown on the A77R Series of Standard Plans, are typically used where MGS is recommended to shield roadside fixed object(s) and a crashworthy 31" end treatment is required for both directions of traffic.
- Where placement of dike is required with MGS, see Revised Standard Plan RSP A77N4 for dike positioning details.

- W6 x 15 steel post, 8'-0" in length, with 8" x 12" 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 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
ROADSIDE FIXED OBJECTS**  
NO SCALE

RSP A77R4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77R4**

2010 REVISED STANDARD PLAN RSP A77R4

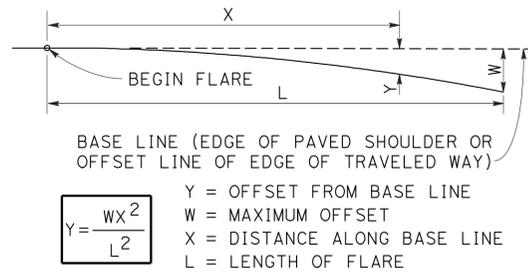
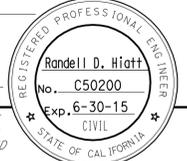
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS

REGISTERED CIVIL ENGINEER

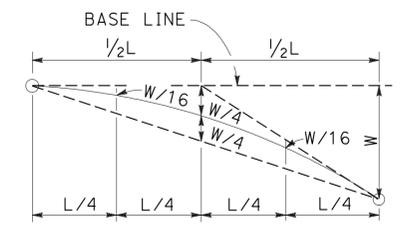
PLANS APPROVAL DATE \_\_\_\_\_

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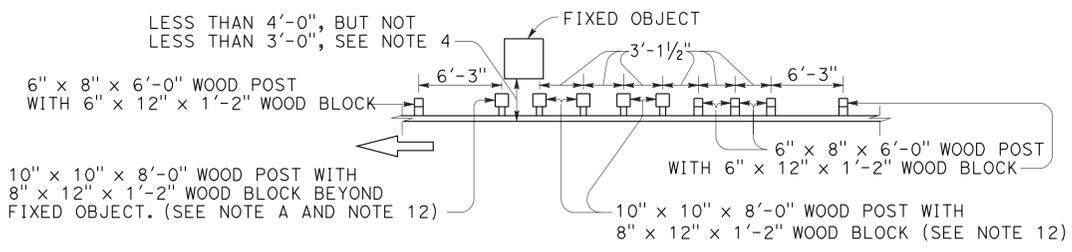
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**PARABOLIC FLARE OFFSETS**



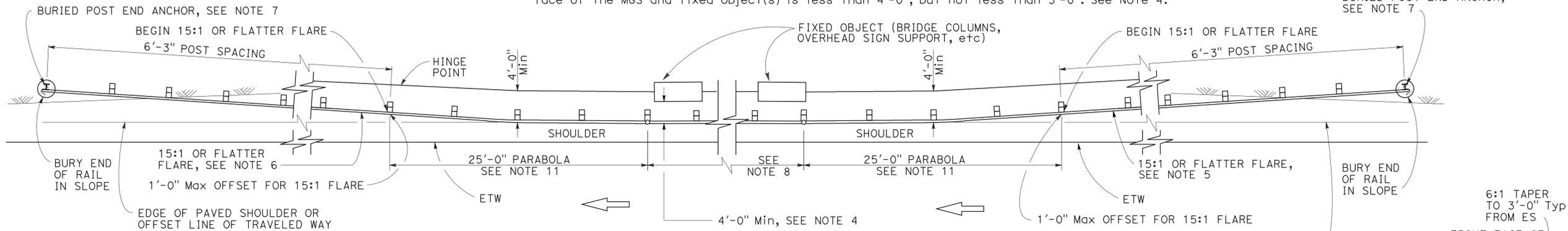
**TYPICAL PARABOLIC LAYOUT**



**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 12" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed object(s).

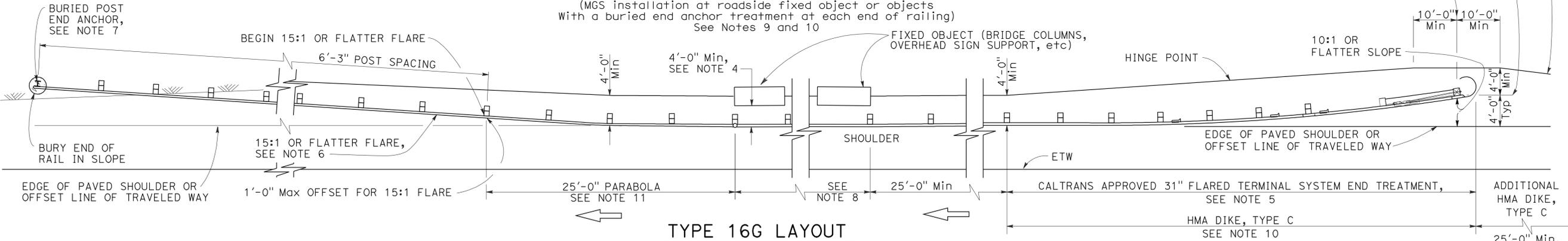
**STRENGTHENED MIDWEST GUARDRAIL SYSTEM SECTIONS FOR FIXED OBJECT**

Use strengthened MGS sections with layout Types 16F or 16G where minimum clearance between the face of the MGS and fixed object(s) is less than 4'-0", but not less than 3'-0". See Note 4.



**TYPE 16F LAYOUT**

(MGS installation at roadside fixed object or objects with a buried end anchor treatment at each end of railing) See Notes 9 and 10



**TYPE 16G LAYOUT**

(MGS installation at roadside fixed object or objects with 31" flared end treatment and a buried end anchor treatment at the ends of railing) See Notes 9 and 10

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 8" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" 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 MGS sections with post spacing at 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System 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 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).
- The type of 31" terminal system to be used will be shown on the Project Plans.
- The 15:1 or flatter flare for the buried post anchor is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the Buried Post End Anchor, see Revised Standard Plan RSP A77T2.
- As site conditions dictate, construct additional MGS to shield fixed object(s). Additional MGS length equal to multiples of 12'-6". Post spacing at 6'-3", except as specified in Note 4.
- Layout Types 16D through 16L, shown on the A77R Series of Standard Plans, are typically used on highways where MGS is recommended to shield roadside fixed object(s) and a crashworthy 31" end treatment is required for both directions of traffic.
- Where placement of dike is required with MGS, see Revised Standard Plan RSP A77N4 for dike positioning details.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.
- W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
ROADSIDE FIXED OBJECTS**  
NO SCALE

RSP A77R5 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77R5**

2010 REVISED STANDARD PLAN RSP A77R5







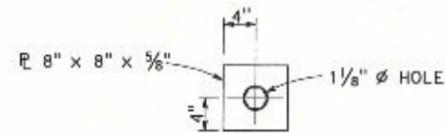
DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

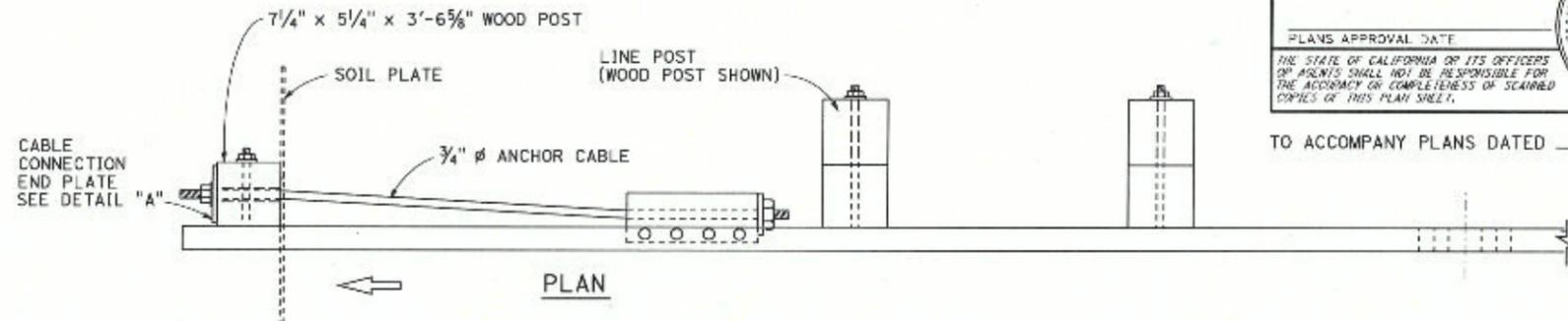
PLANS APPROVAL DATE \_\_\_\_\_

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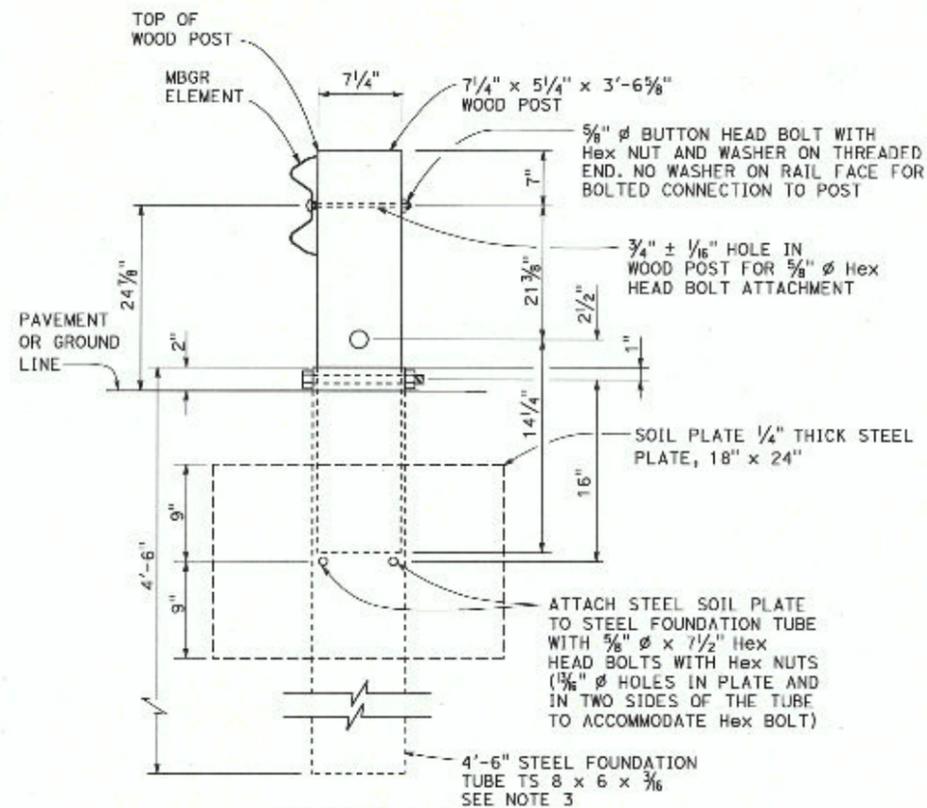
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiett  
No. C50200  
Exp. 6-30-15  
L.I.N.L.  
STATE OF CALIFORNIA



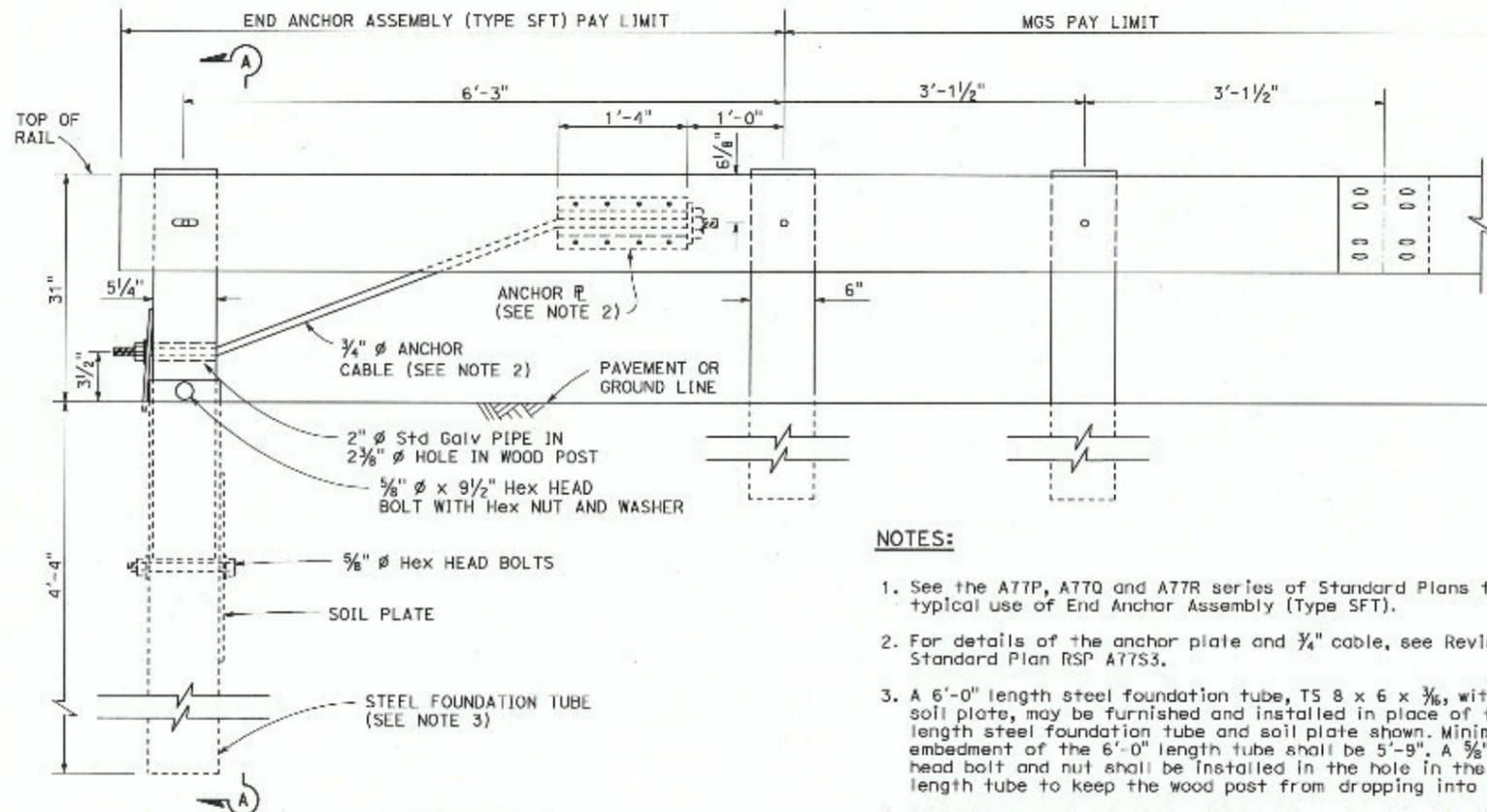
**DETAIL "A"**  
**CABLE CONNECTION**  
**END PLATE**



TO ACCOMPANY PLANS DATED \_\_\_\_\_



**SECTION A-A**



**ELEVATION**

**END ANCHOR**  
**ASSEMBLY (TYPE SFT)**

See Note 1

**NOTES:**

1. See the A77P, A77Q and A77R series of Standard Plans for typical use of End Anchor Assembly (Type SFT).
2. For details of the anchor plate and 3/4" cable, see Revised Standard Plan RSP A77S3.
3. A 6'-0" length steel foundation tube, TS 8 x 6 x 3/16, without a soil plate, may be furnished and installed in place of the 4'-6" length steel foundation tube and soil plate shown. Minimum embedment of the 6'-0" length tube shall be 5'-9". A 5/8" diameter hex head bolt and nut shall be installed in the hole in the 6'-0" length tube to keep the wood post from dropping into the tube.
4. Install line post, steel foundation tube and soil plate in soil.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM**  
**END ANCHOR ASSEMBLY**  
**(TYPE SFT)**

NO SCALE

RSP A77S1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77S1**

2010 REVISED STANDARD PLAN RSP A77S1



**NOTE:**

See Revised Standard Plans RSP A77S1, RSP A77S2 and RSP A77T1 for typical use of anchor cable and anchor plate.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

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REGISTERED PROFESSIONAL ENGINEER

Randell D. Hiatt

No. C50200

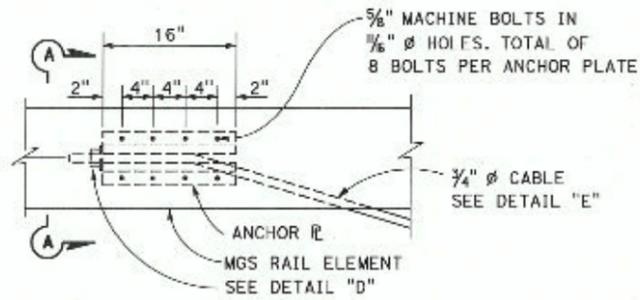
Exp. 6-30-15

CIVIL

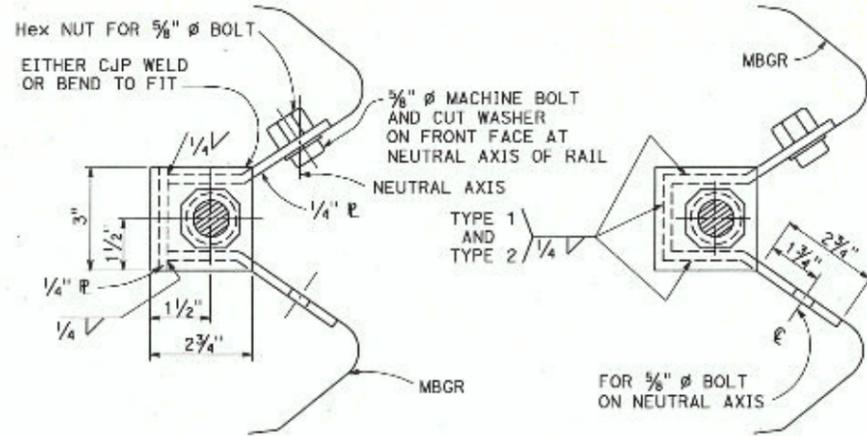
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED \_\_\_\_\_

2010 REVISED STANDARD PLAN RSP A77S3

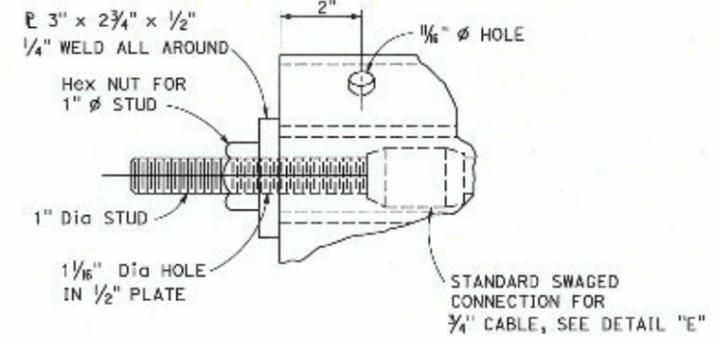


**ANCHOR PLATE DETAIL**  
(MGS shown, TBB similar)

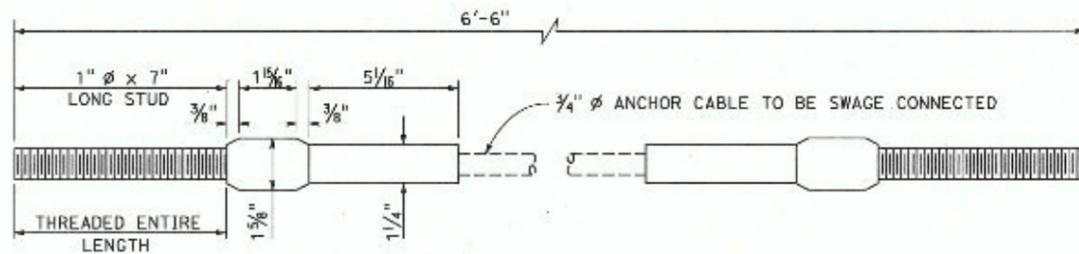


**NOTE:**  
Dimensioning applies to both types.

**SECTION A-A (ALTERNATIVE TYPE 1)**      **SECTION A-A (ALTERNATIVE TYPE 2)**



**DETAIL "D"**



**ANCHOR CABLE WITH SWAGED FITTING AND STUD**  
**DETAIL "E"**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**METAL RAILING  
ANCHOR CABLE AND  
ANCHOR PLATE DETAILS**

NO SCALE

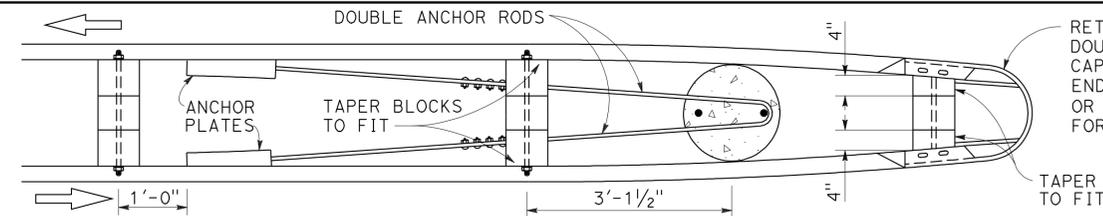
RSP A77S3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77S3**

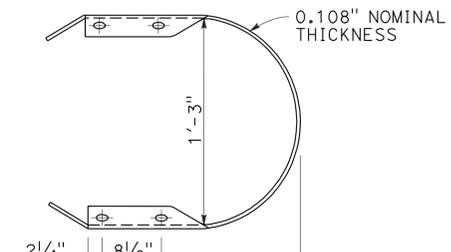
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

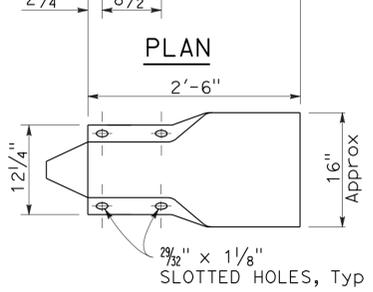
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	



**PLAN**  
See Note 4



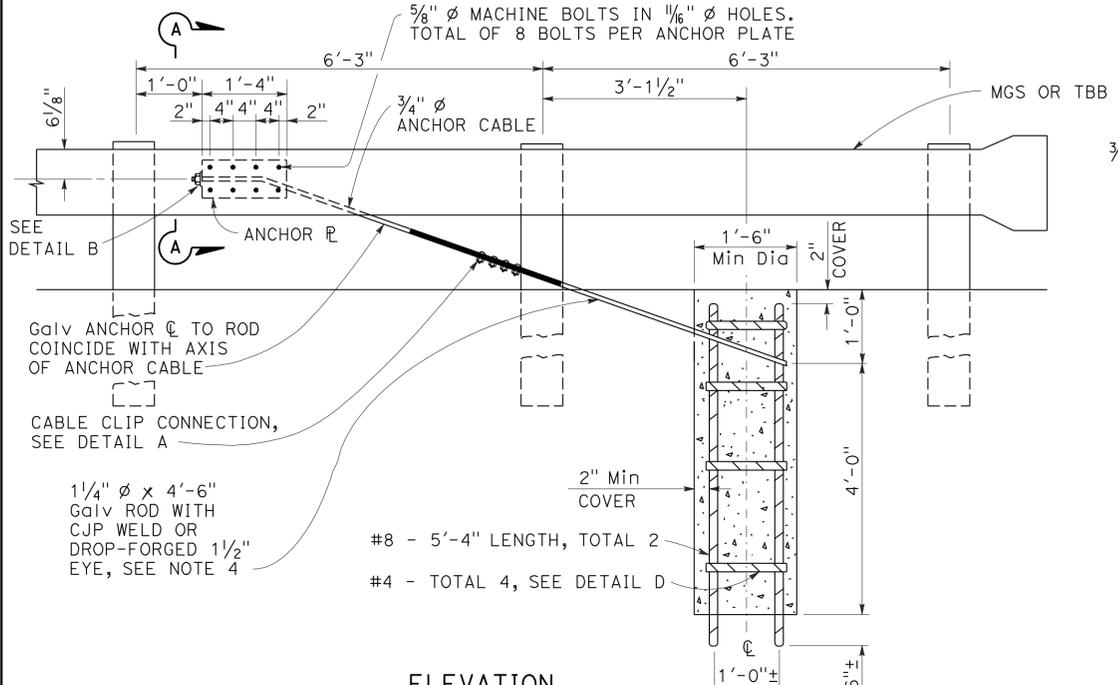
**PLAN**



**ELEVATION**  
**RETURN CAP**  
**(TYPE A)**

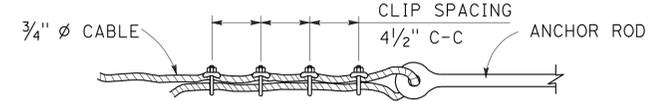
- NOTES:**
- For typical use of this type of end anchor, see Revised Standard Plan RSP A78P2.
  - Anchor cable to be parallel to railing for straight runs of rail. Anchor cable may have angle point at anchor plate if railing is curved.
  - Anchor rod hooks to be in contact with anchor reinforcement when concrete is placed. Wire ties may be used to position anchor rods.
  - Single sided railing installations require only one anchor plate, anchor rod and anchor cable. Single sided railing will not have a rail element or blockouts on backside of line posts as shown in the plan view.

TO ACCOMPANY PLANS DATED \_\_\_\_\_



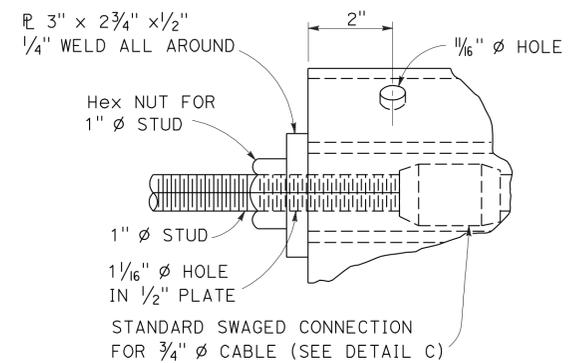
**ELEVATION**  
**END ANCHOR ASSEMBLY**  
**(TYPE CA)**

(Wood post, MGS shown, details similar for Thrie Beam Barrier.)

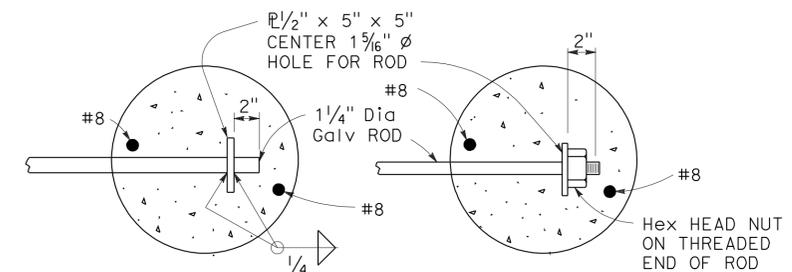


"U" bolts of clip on short end of cable only  
"U" bolts tightened to 50 ft/lb torque

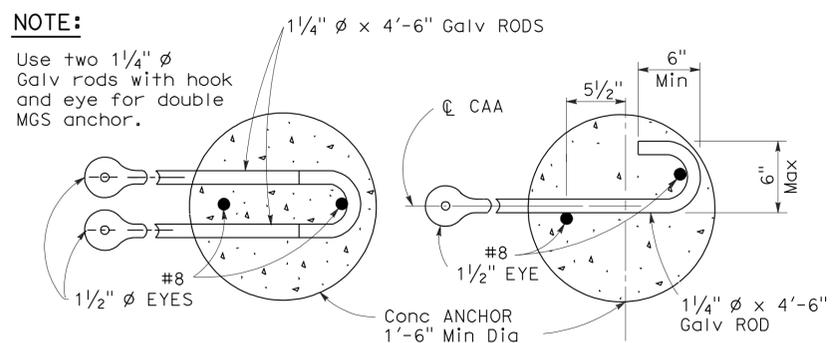
**DETAIL A**  
**CABLE CLIP CONNECTION**



**DETAIL B**

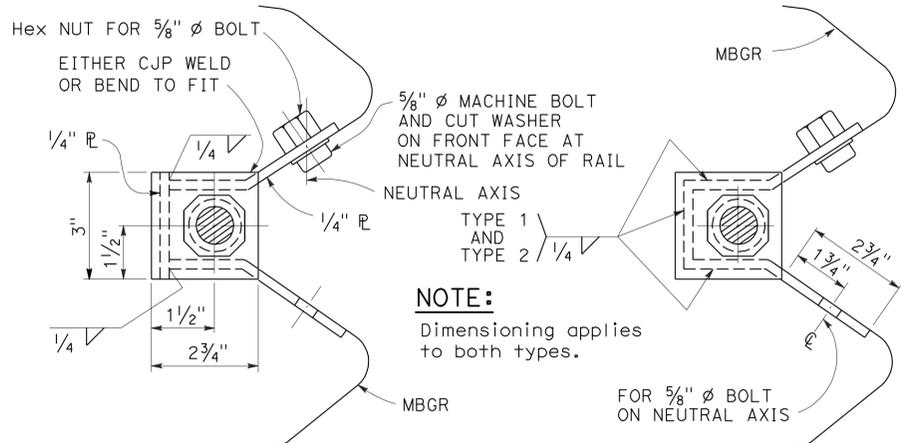


**OPTIONAL ENDS ON SINGLE ANCHOR ROD**  
(Not to be used for double anchors)



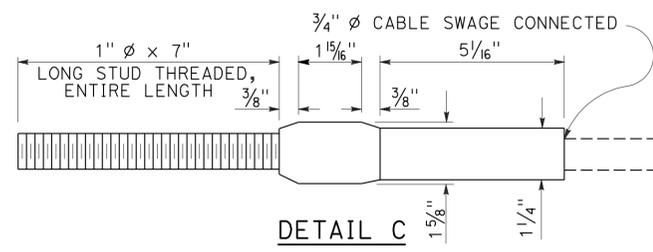
**NOTE:**  
Use two 1 1/4" Galv rods with hook and eye for double MGS anchor.

**DOUBLE ANCHOR**  
**SINGLE ANCHOR**  
**ANCHOR RODS**

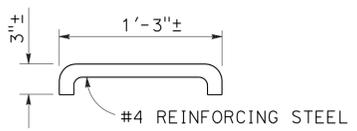


**SECTION A-A**  
(Alternative Type 1)      **SECTION A-A**  
(Alternative Type 2)

**ANCHOR PLATE DETAILS**



**DETAIL C**  
**ANCHOR CABLE WITH**  
**SWAGED FITTING AND STUD**



**DETAIL D**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**METAL RAILING END**  
**ANCHOR ASSEMBLY (TYPE CA)**  
NO SCALE

RSP A77T1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77T1**

2010 REVISED STANDARD PLAN RSP A77T1

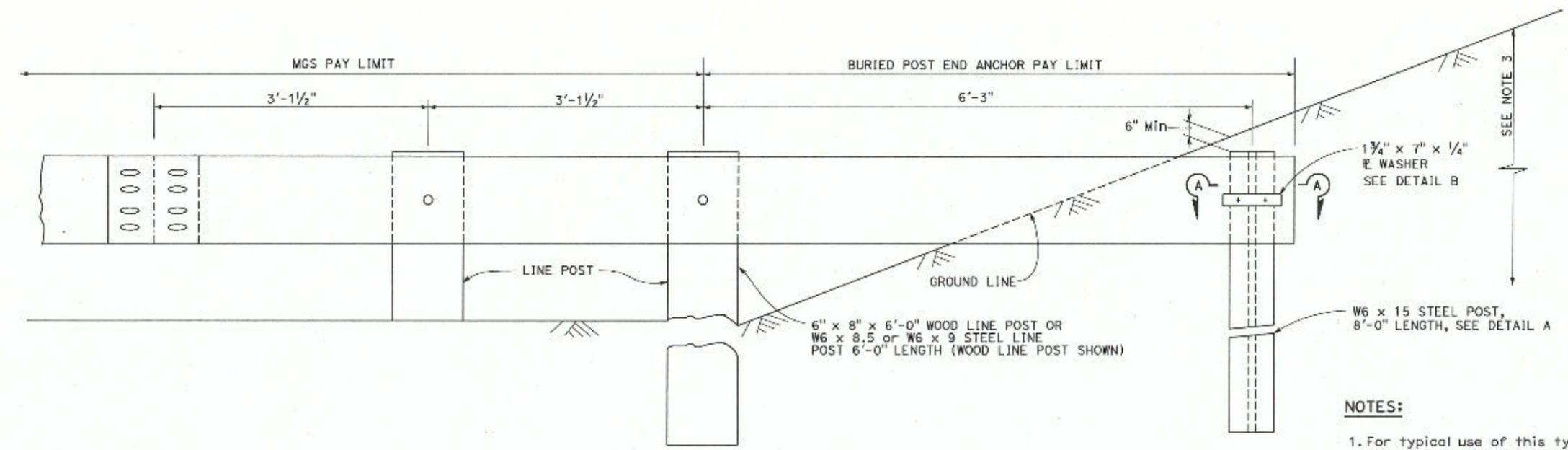
DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

**Randell D. Hiatt**  
No. C50200  
Exp. 8-30-15  
CIVIL  
STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_

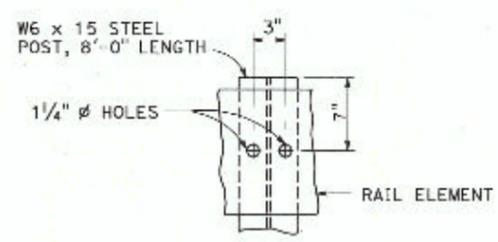
TO ACCOMPANY PLANS DATED \_\_\_\_\_



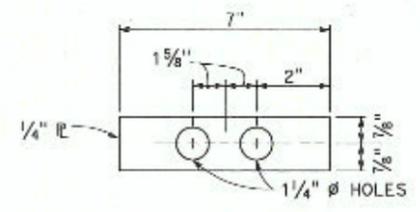
**BURIED POST END ANCHOR**  
See Note 3

**NOTES:**

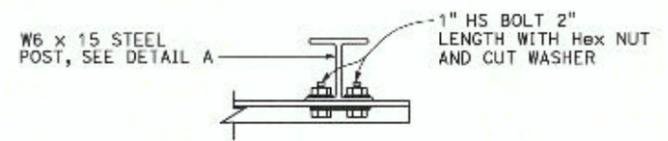
1. For typical use of this type of end anchor with MGS see the A77P, A77Q and A77R Series of the Standard Plans.
2. Holes excavation in the slope to construct the buried post end anchor shall be backfilled with selected earth, placed in layers approximately 1'-0" thick. Each layer shall be moistened and thoroughly compacted.
3. The buried post end anchor shall only be constructed at those locations where the slope perpendicular to the roadway is non-traversable.



**DETAIL A**



**DETAIL B**



**SECTION A-A**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
BURIED POST END ANCHOR**

NO SCALE

RSP A77T2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77T2**

**2010 REVISED STANDARD PLAN RSP A77T2**

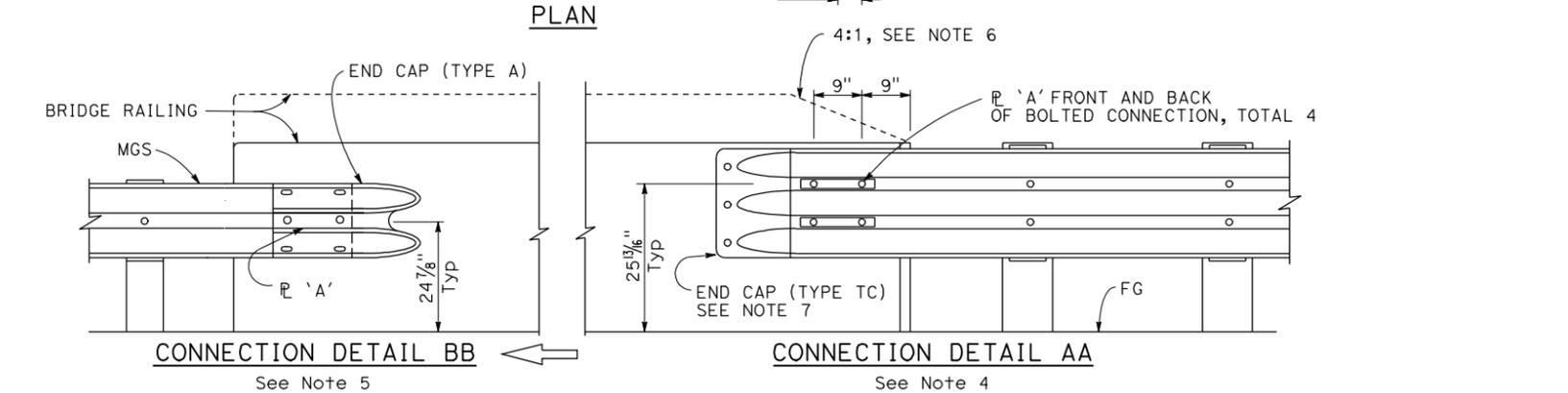
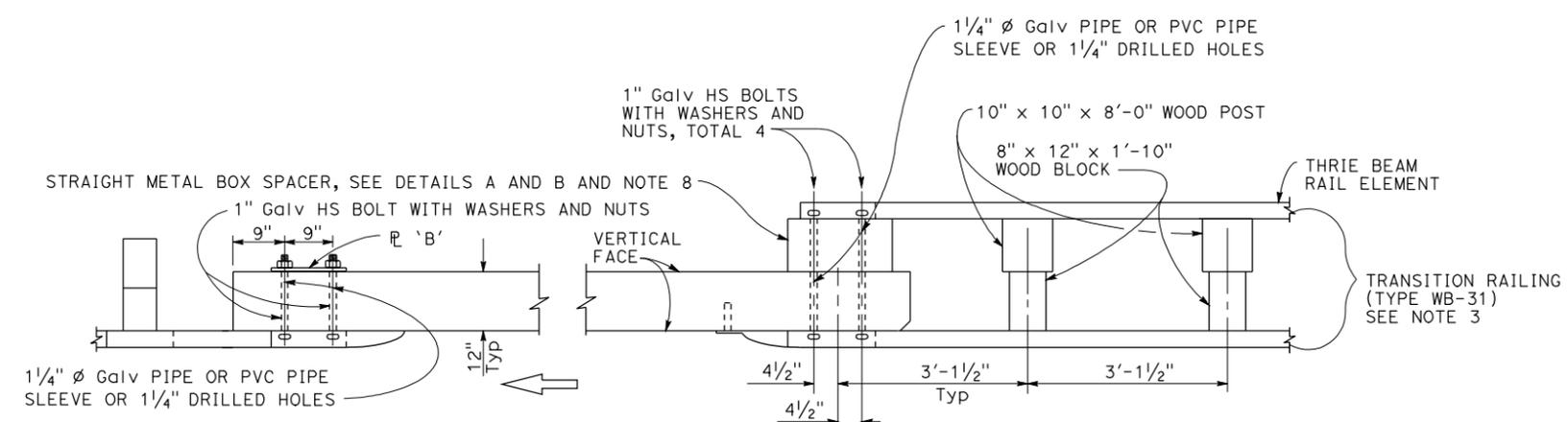
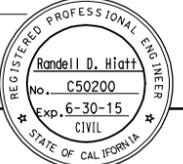
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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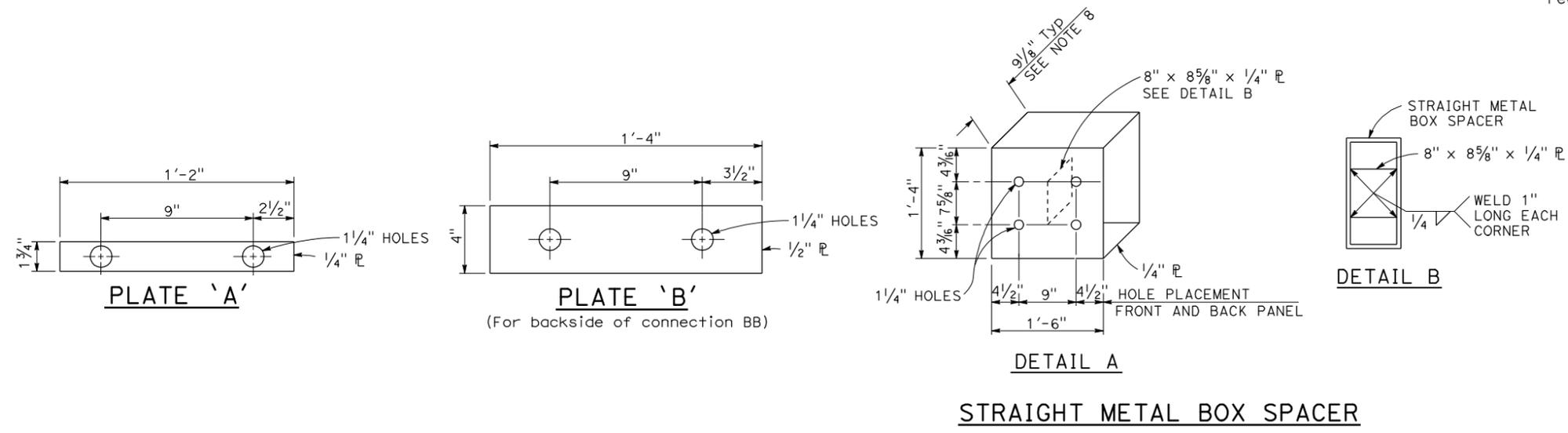
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**NOTES:**

1. See Revised Standard Plan RSP A77U2 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Revised Standard Plans RSP A77M1, RSP A77N1 and RSP A77N2.
3. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
4. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1, Layout Types 12C and 12D on Revised Standard Plan RSP A77Q2, and Layout Type 12E on Revised Standard Plan RSP A77Q3.
5. For typical use of Connection Detail BB, see Layout Type 12D (structure departure railing connection) on Revised Standard Plan RSP A77Q2 and Layout Type 12DD on Revised Standard Plan RSP A77Q5.
6. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail.
7. For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
8. See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.

**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK**



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS**  
**DETAILS No. 1**  
NO SCALE

RSP A77U1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U1**

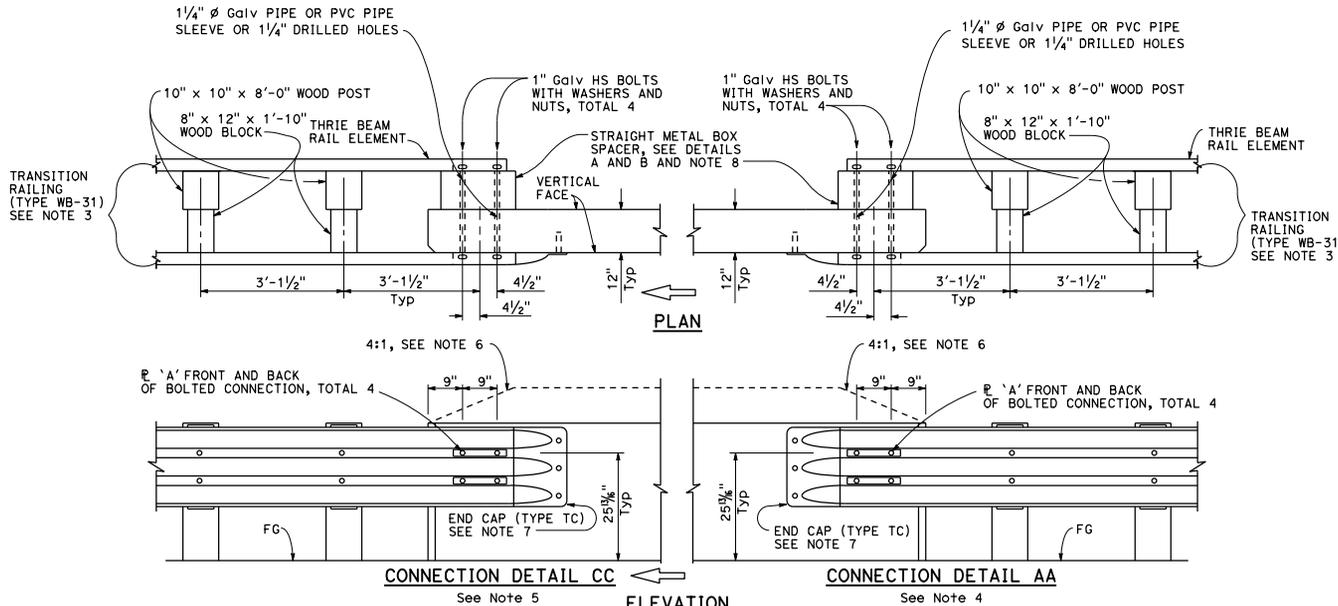
2010 REVISED STANDARD PLAN RSP A77U1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	

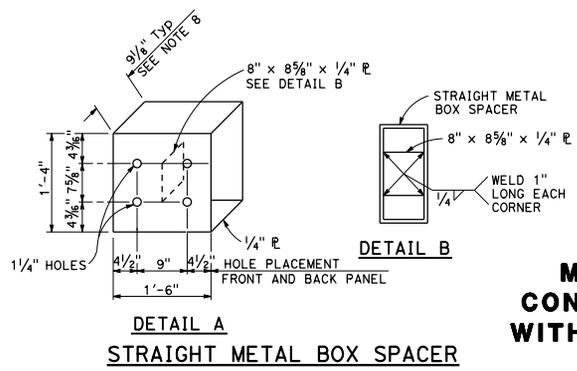
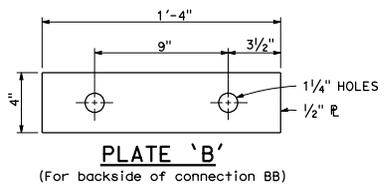
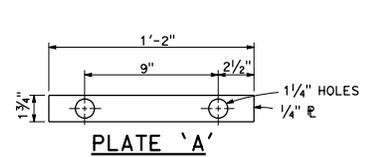
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**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK**

**NOTES:**

1. See Revised Standard Plan RSP A77U1 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Revised Standard Plans RSP A77M1, RSP A77N1 and RSP A77N2.
3. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
4. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A7701, Layout Types 12C and 12D on Revised Standard Plan RSP A7702, and Layout Type 12E on Revised Standard Plan RSP A7703.
5. For typical use of Connection Detail CC, see Layout Types 12AA and 12BB on Revised Standard Plan RSP A7704 and Layout Type 12CC on Revised Standard Plan RSP A7705.
6. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA and connection Detail CC, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam railing.
7. For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
8. See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
CONNECTIONS TO BRIDGE RAILINGS  
WITHOUT SIDEWALKS DETAILS No. 2**

NO SCALE

2010 REVISED STANDARD PLAN RSP A77U2

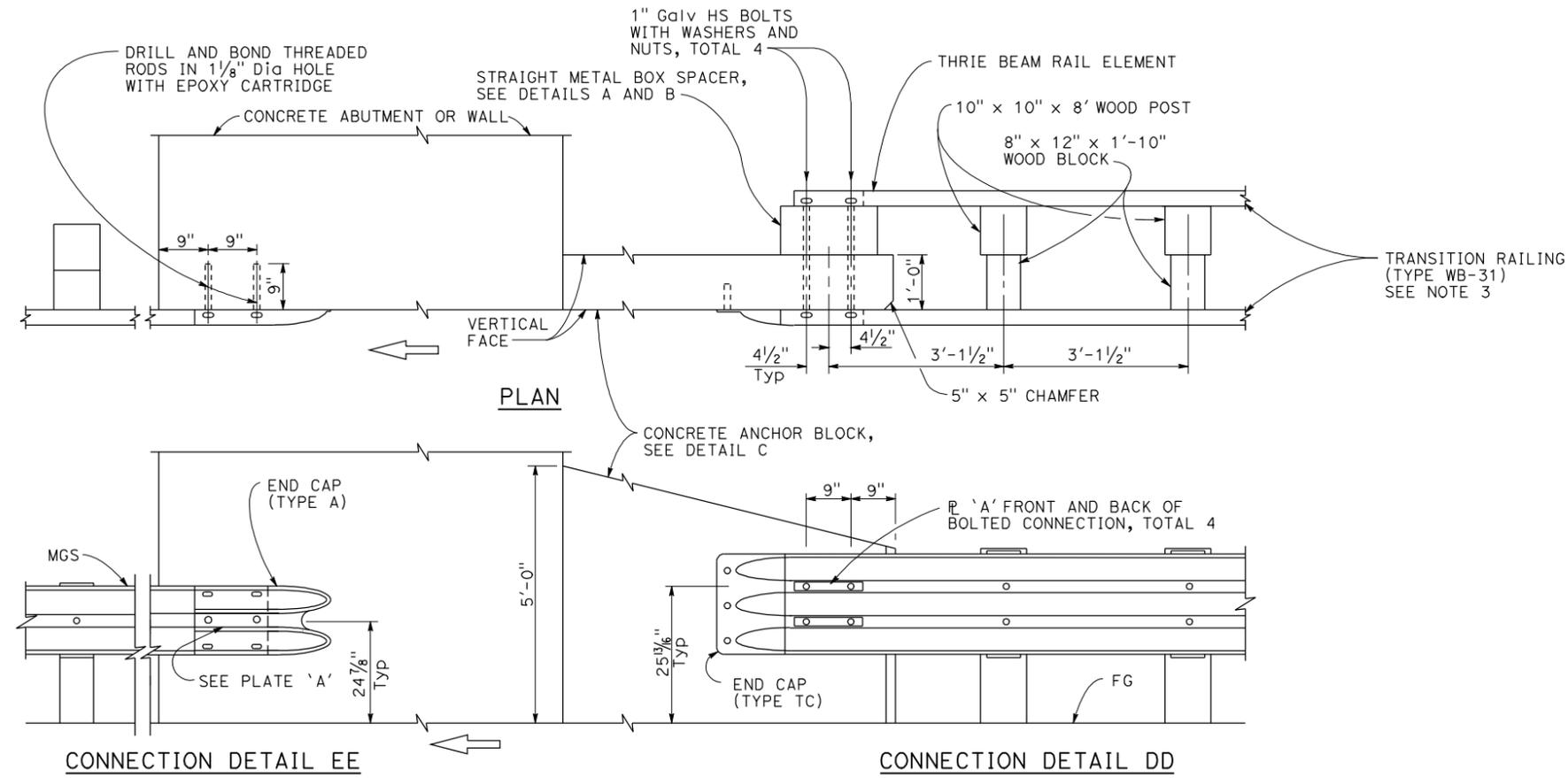
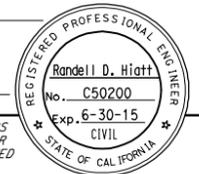
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

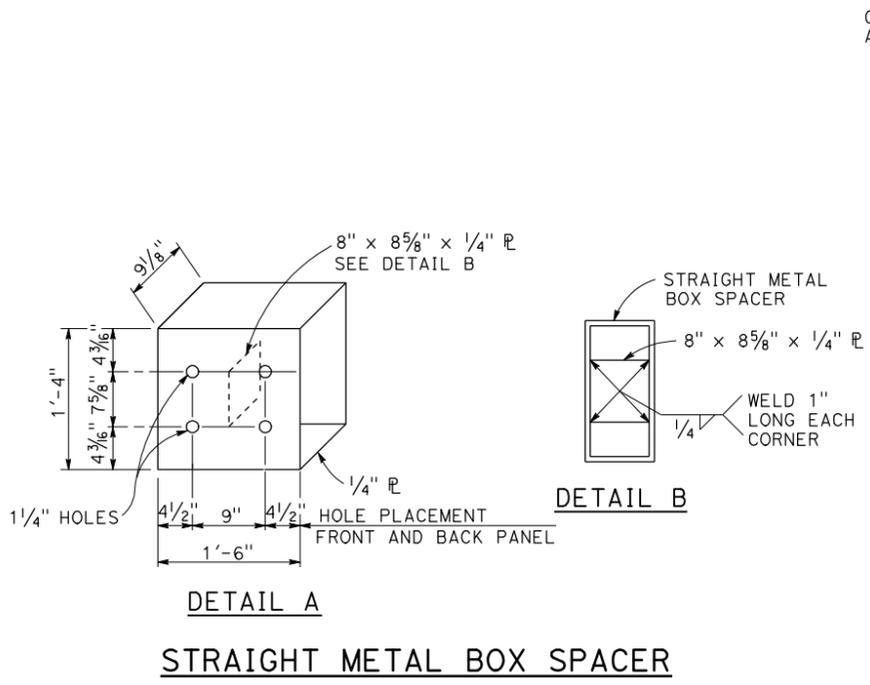
TO ACCOMPANY PLANS DATED \_\_\_\_\_



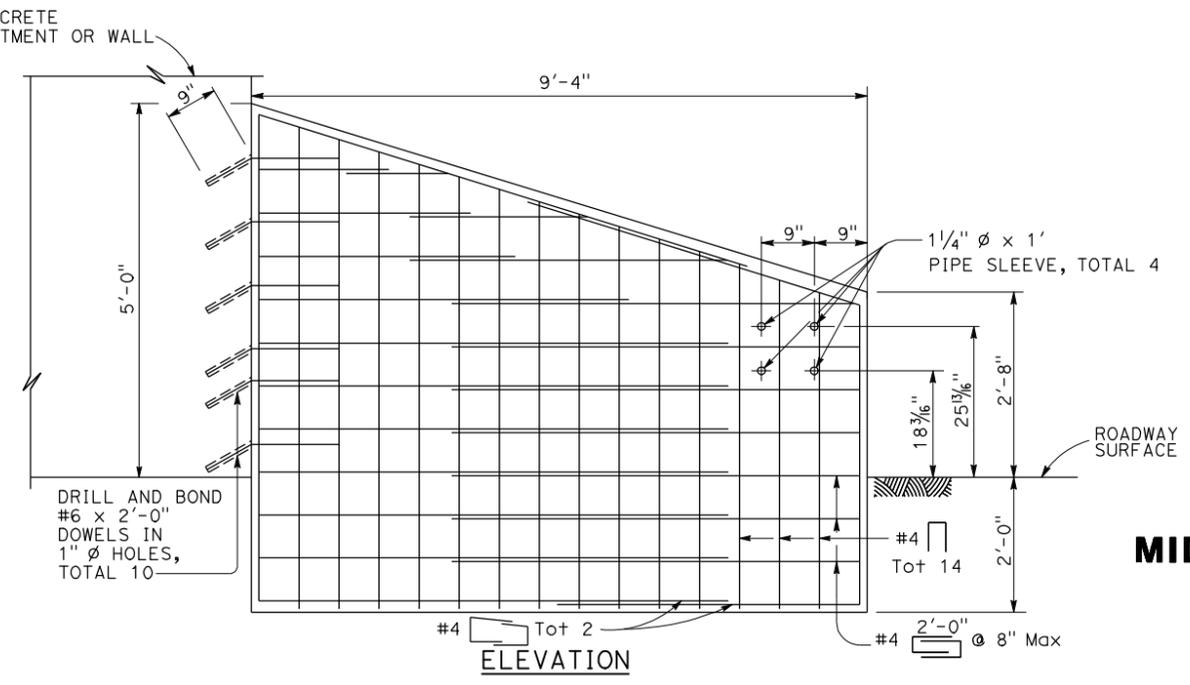
**NOTES:**

1. These connection details apply to abutments and walls.
2. Additional details of posts, blocks and hardware are shown on Revised Standard Plans RSP A77M1, RSP A77N1 and RSP A77N2.
3. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete anchor block.
4. For typical use of Connection Details DD, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1 and Layout Types 12C and 12D on Revised Standard Plan RSP A77Q2.
5. For typical use of Connection Detail EE, see Layout Type 12D on Revised Standard Plan RSP A77Q2 and Layout Type 12DD on Revised Standard Plan RSP A77Q5.

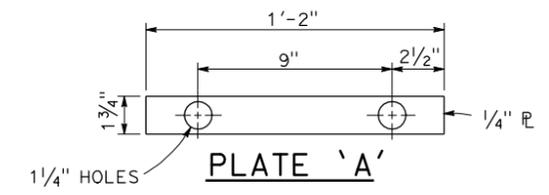
**MIDWEST GUARDRAIL SYSTEM CONNECTION TO ABUTMENT OR WALL**



**STRAIGHT METAL BOX SPACER**



**ANCHOR BLOCK FOR TRANSITION RAILING CONNECTION**



**MIDWEST GUARDRAIL SYSTEM CONNECTIONS TO ABUTMENTS AND WALLS**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

NO SCALE

RSP A77U3 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U3**

2010 REVISED STANDARD PLAN RSP A77U3

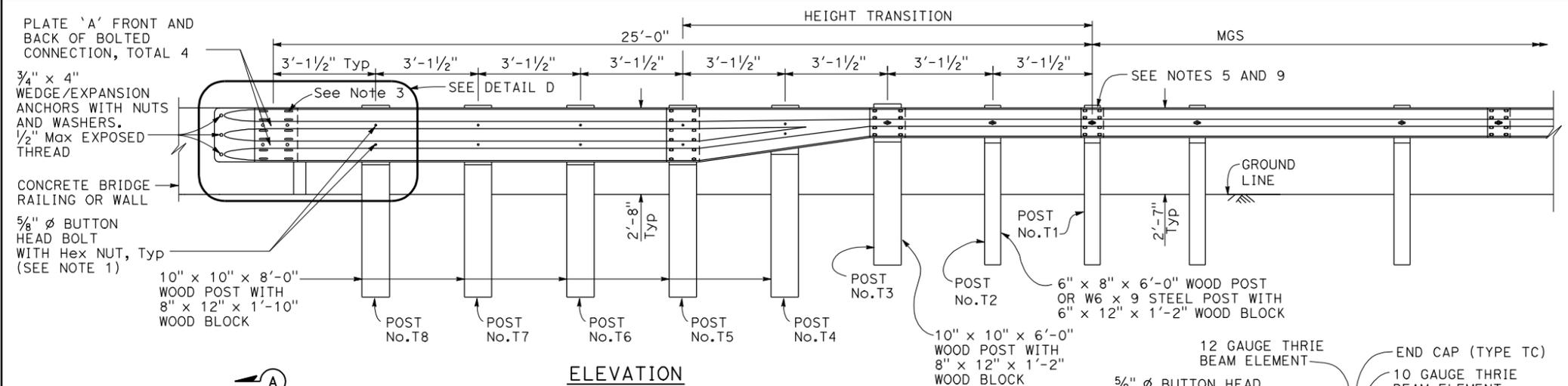
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

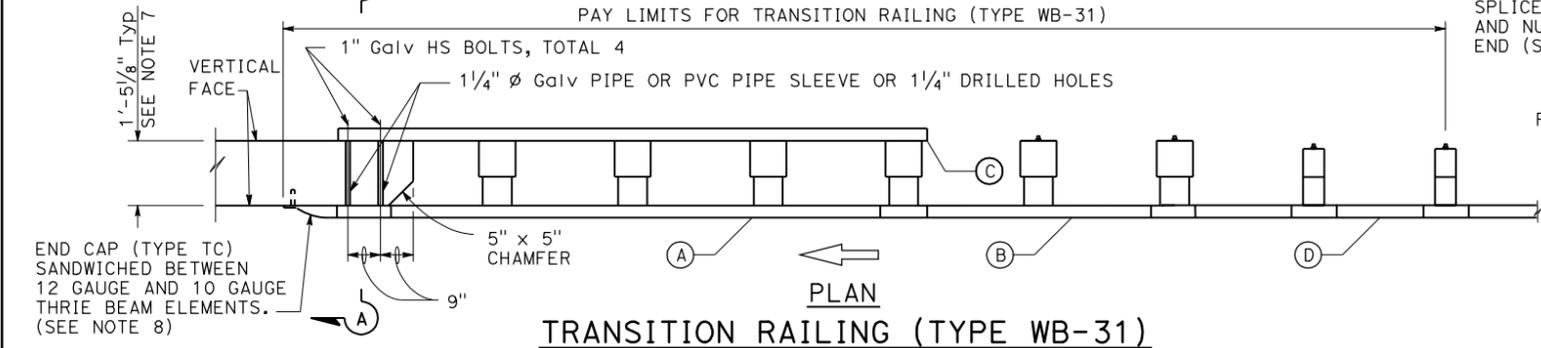
PLANS APPROVAL DATE \_\_\_\_\_

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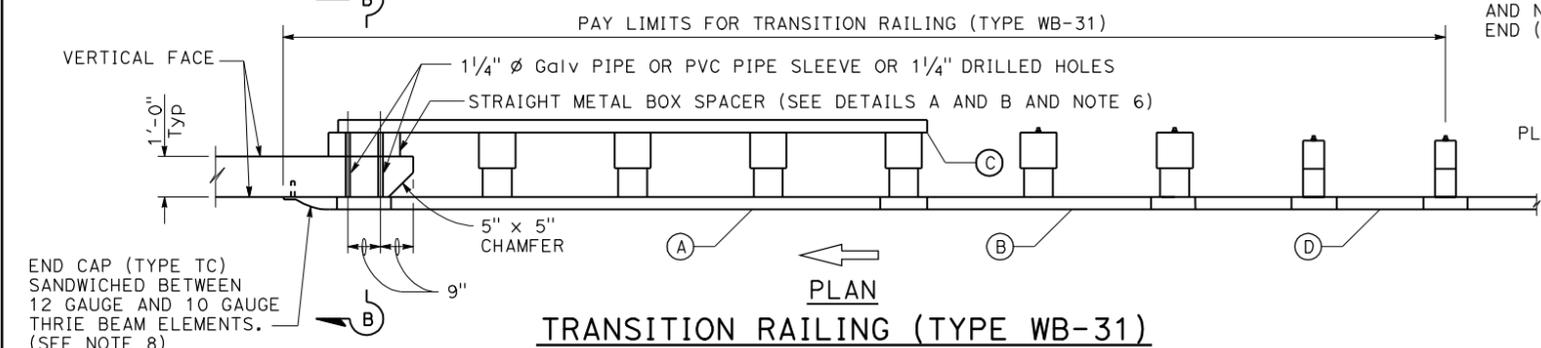
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA



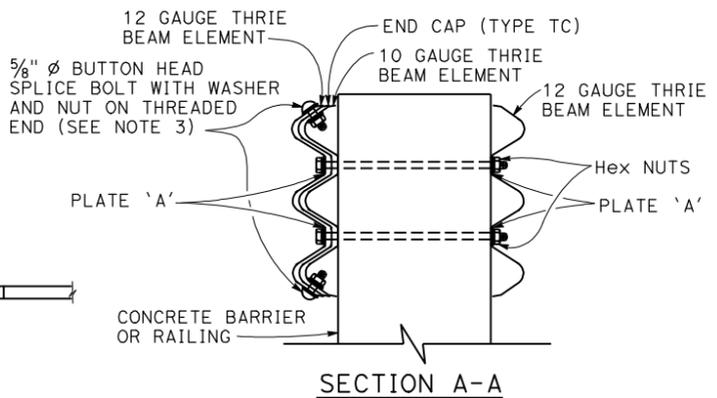
**ELEVATION**



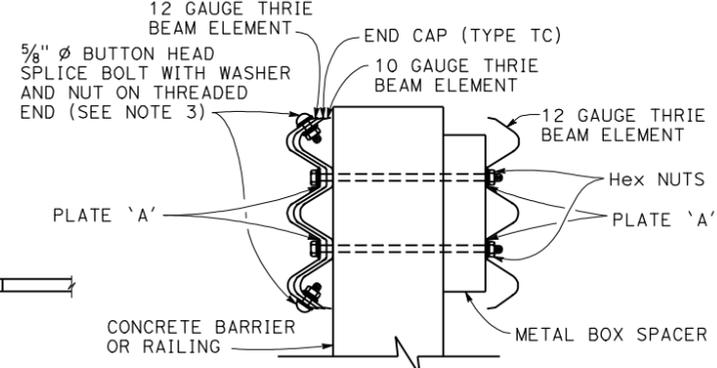
**TRANSITION RAILING (TYPE WB-31)**  
(No Blockout Attachment)



**TRANSITION RAILING (TYPE WB-31)**  
(Blockout Attachment)

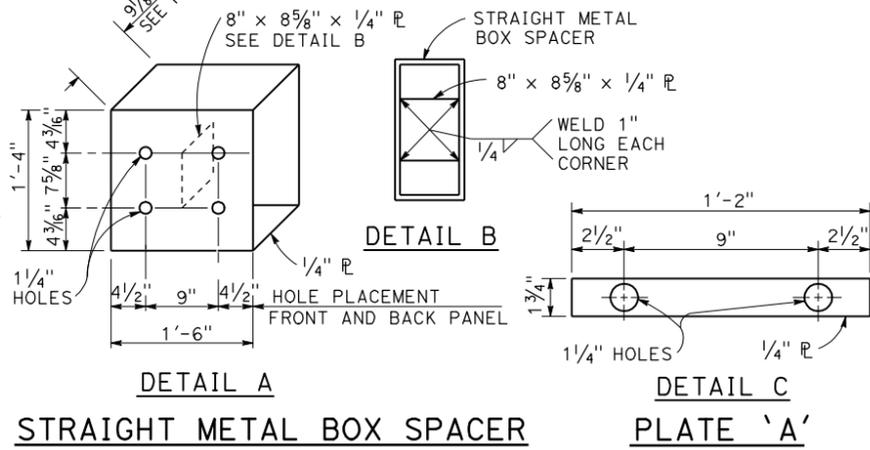


**SECTION A-A**

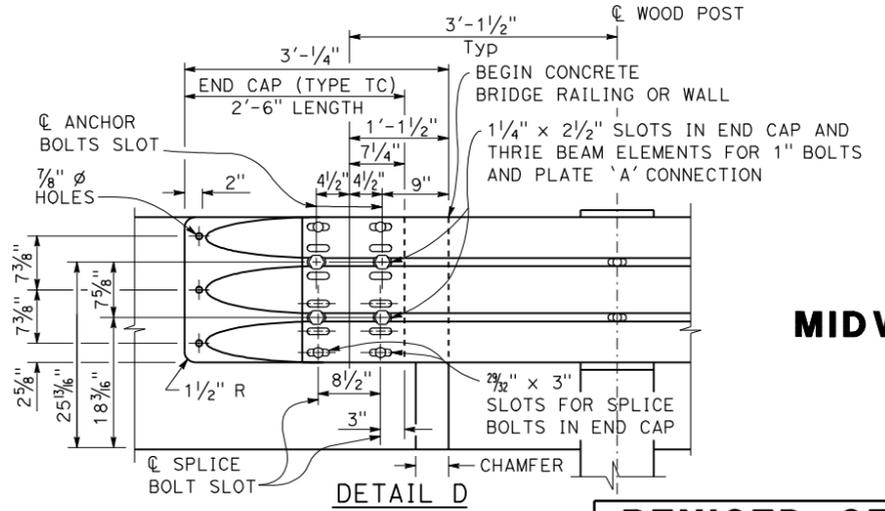


**SECTION B-B**

- LEGEND:**
- (A) NESTED THRIE BEAM ELEMENTS (ONE 12 GAUGE ELEMENT NESTED OVER ONE 10 GAUGE ELEMENT).
  - (B) ONE ASYMMETRICAL 10 GAUGE "W" BEAM TO THRIE BEAM ELEMENT.
  - (C) ONE 12 GAUGE THRIE BEAM ELEMENT.
  - (D) ONE 10 GAUGE "W" BEAM RAIL ELEMENT (7'-3 1/2" LENGTH)
- 10 GAUGE = 0.138" THICK  
12 GAUGE = 0.108" THICK



**DETAIL A STRAIGHT METAL BOX SPACER**  
**DETAIL B WELD 1" LONG EACH CORNER**  
**DETAIL C PLATE 'A'**  
**DETAIL D HOLE PLACEMENT FRONT AND BACK PANEL**



**DETAIL D**

- NOTES:** TO ACCOMPANY PLANS DATED \_\_\_\_\_
1. Use 5/8"  $\phi$  Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
  2. The nested rail elements, end cap, and "W" beam to thrie beam element may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
  3. Exterior splice bolt holes for rail element splices at Post No. T5 and the connection to the concrete barrier or railing shall be the standard 7/8" x 1 1/8" slot size. Interior splice bolt holes at these locations may be increased up to 1 1/4"  $\phi$ . Only the top 4 and the bottom 4 splice bolts with washers and nuts are required for rail splices at Post No. T5 and the connection to the concrete barrier or railing.
  4. The top elevation of Posts No. T2 through No. T7 shall not project more than 1" above the top elevation of the rail element.
  5. Typically, the railing connected to Transition Railing (Type WB-31) will be either standard railing section of MGS with height transition ratio of 150:1 or a Caltrans approved 31" end treatment attached to Post No. T1.
  6. The depth of the metal box spacer varies from the 9/8" to 1 1/2" and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 21 1/8". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1 1/2", metal plates similar to Plate 'A' are to be used as spacers.
  7. Where the width of the concrete railing or wall is greater than 17 1/8", wood blocks are to be used to fill the space created between the backside of Posts No. T4 through No. T7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
  8. End cap may be installed over 12 gauge and 10 gauge thrie beam elements where transition railing is installed on the departure end of bridge railing.
  9. Conform standard railing section height to 31" at Post No. T1 using height transition ratio of 150:1.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TRANSITION RAILING  
(TYPE WB-31)**

NO SCALE  
RSP A77U4 DATED JULY 19, 2013 SUPPLEMENTS  
THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U4**

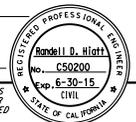
2010 REVISED STANDARD PLAN RSP A77U4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

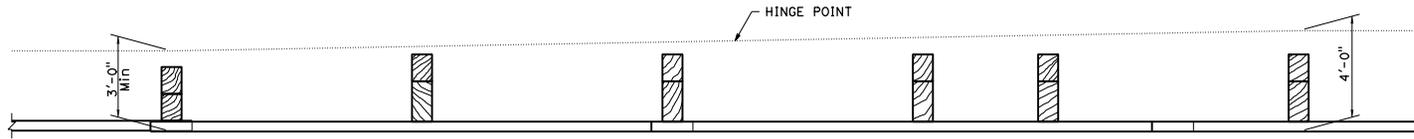
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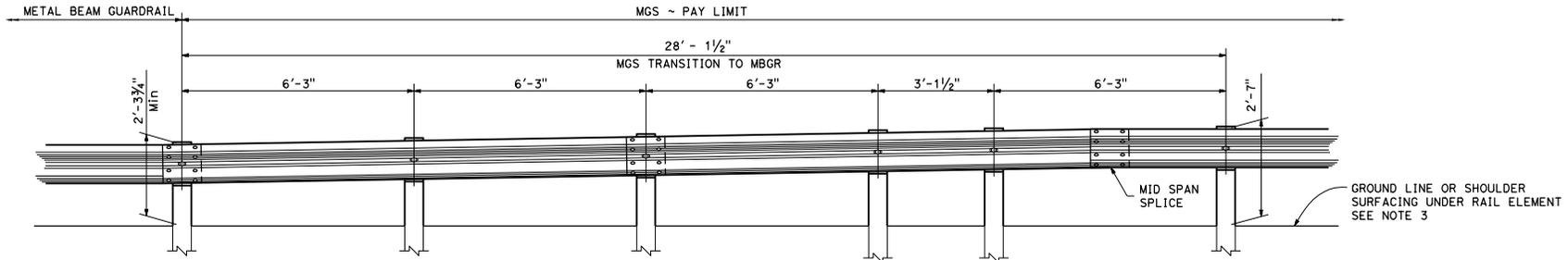
TO ACCOMPANY PLANS DATED \_\_\_\_\_

**NOTES:**

1. Refer to Revised Standard Plans RSP A77L1 and RSP A77L2 for component details for MGS not shown on this plan.
2. All posts for any standard barrier run shall be of the same type: Wood or Steel.
3. Install posts in soil.



PLAN



ELEVATION

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TRANSITION TO METAL BEAM GUARDRAIL**

NO SCALE

RSP A77U5 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U5**

2010 REVISED STANDARD PLAN RSP A77U5

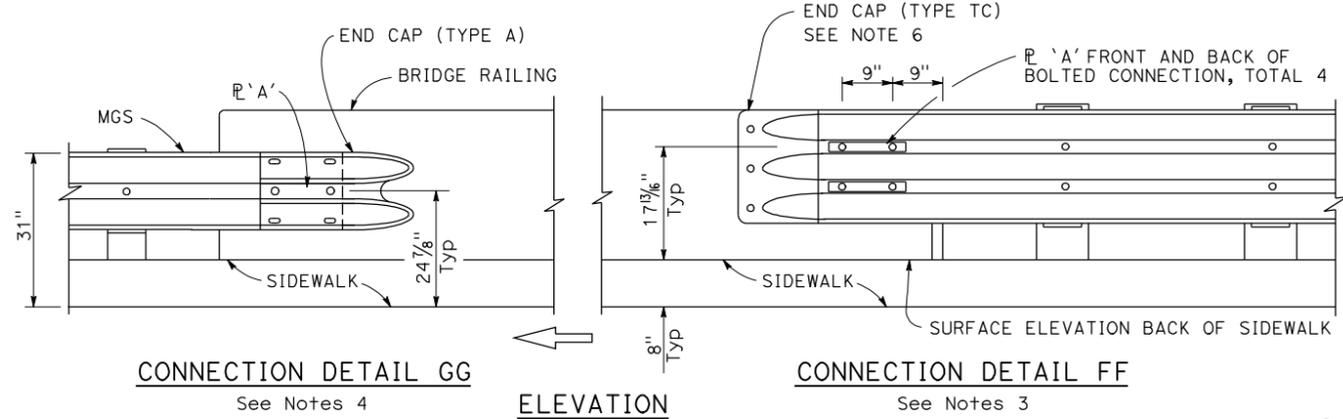
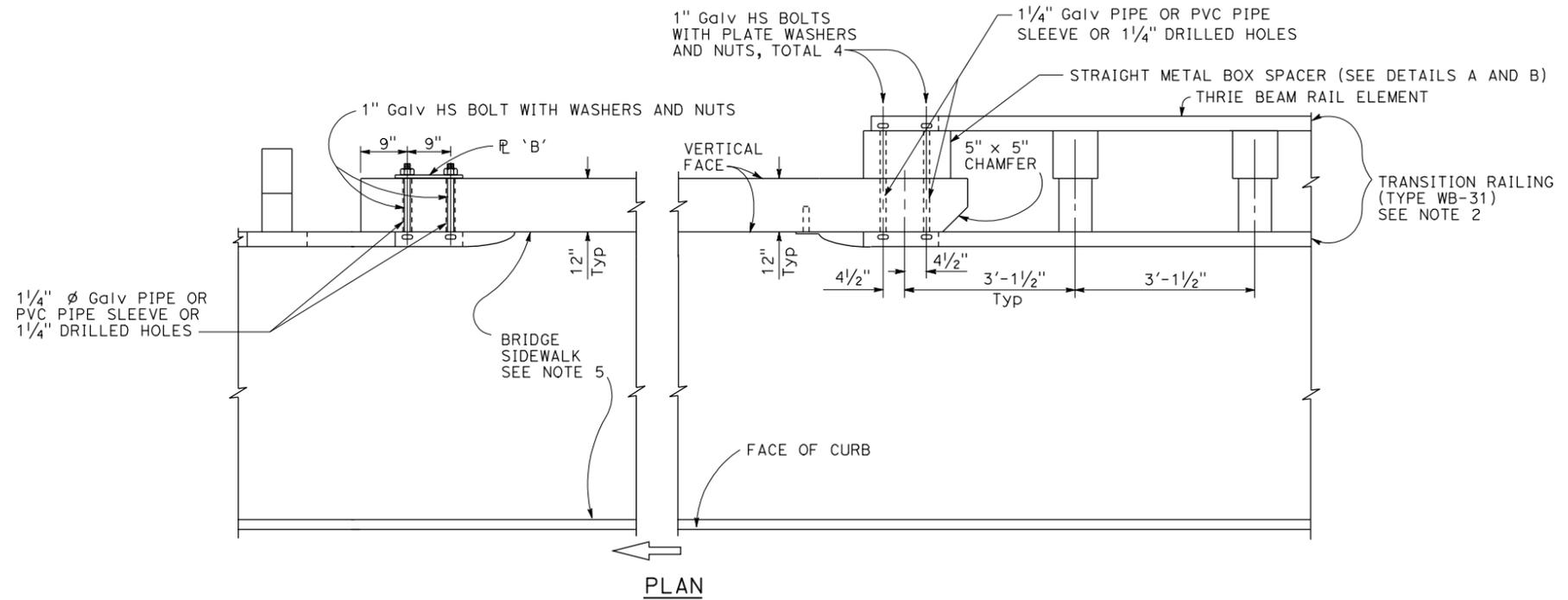
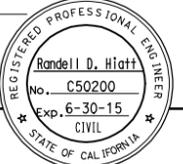
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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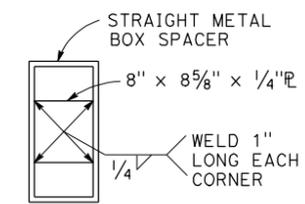
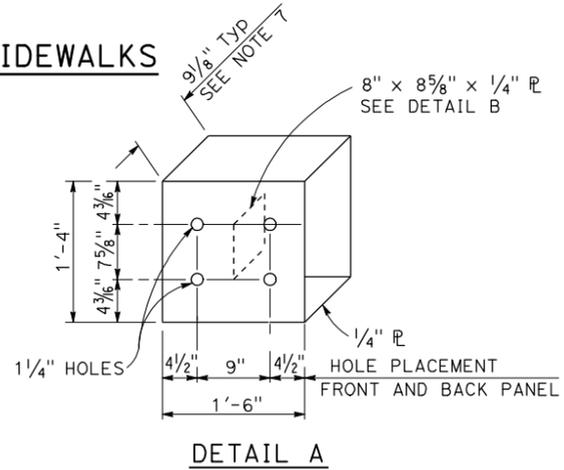
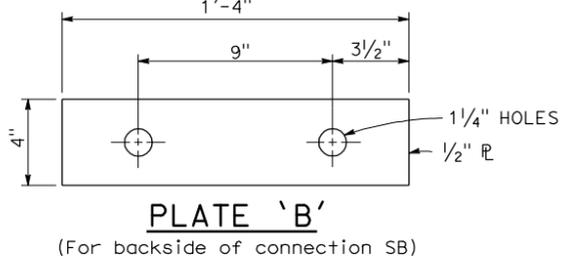
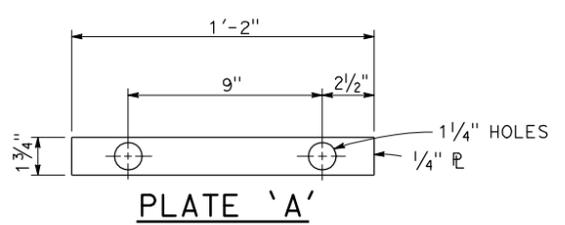
TO ACCOMPANY PLANS DATED \_\_\_\_\_



**NOTES:**

1. See Revised Standard Plan RSP A77V2 for additional connection details to bridges with sidewalks.
2. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
3. For typical use of Connection Detail FF, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1.
4. For typical use of Connection Detail GG, see Layout Type 12D on Revised Standard Plan RSP A77Q2 and Layout Type 12DD on Revised Standard Plan RSP A77Q5.
5. Where the bridge sidewalk is not continued beyond the end of the bridge railing, the portion of the sidewalk beyond each end of the bridge railing shall be transitioned down from the top elevation of the sidewalk, for its entire width, to the finished grade of the adjacent roadbed. The longitudinal slope of each sidewalk elevation transition shall not exceed 8.33 percent.
6. For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
7. See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.

**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITH SIDEWALKS**



**MIDWEST GUARDRAIL SYSTEM CONNECTIONS TO BRIDGE RAILINGS WITH SIDEWALKS DETAILS No. 1**

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

RSP A77V1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

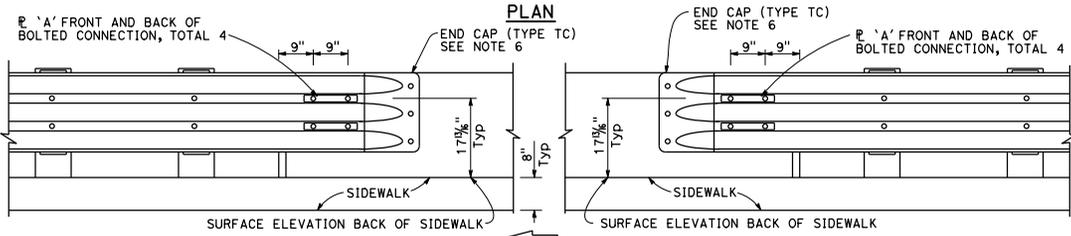
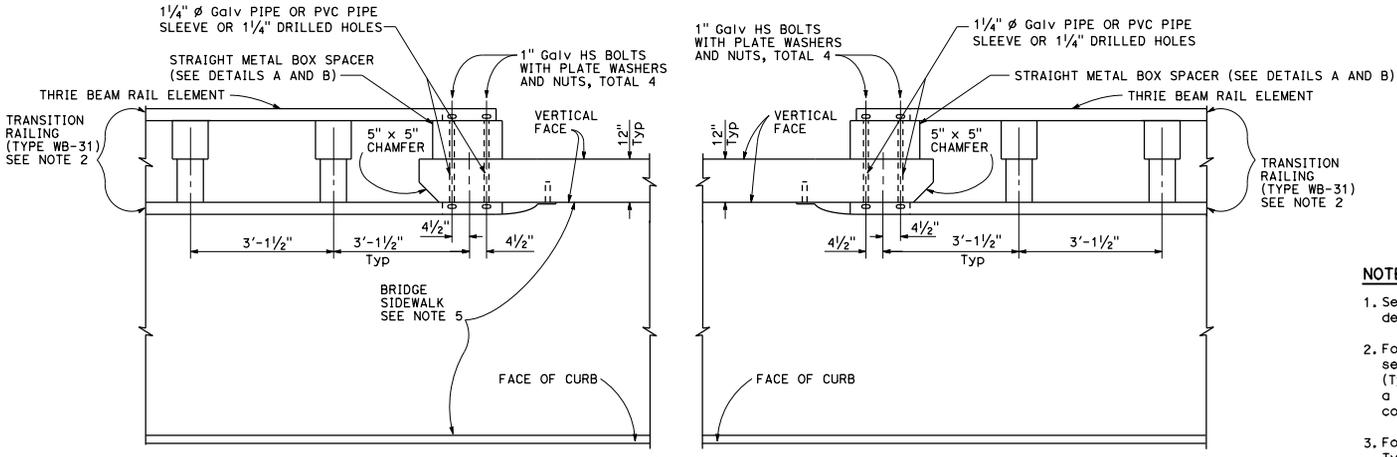
**REVISED STANDARD PLAN RSP A77V1**

2010 REVISED STANDARD PLAN RSP A77V1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

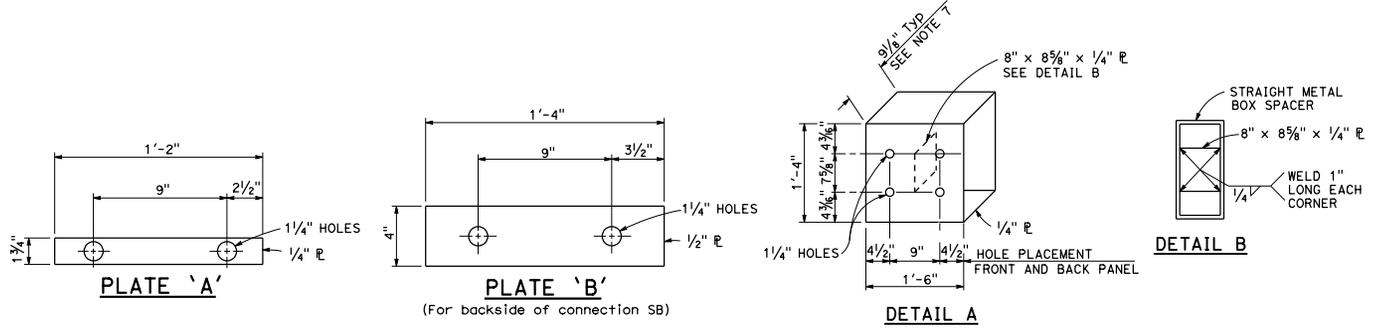
  

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
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**CONNECTION DETAIL HH** See Notes 4  
**CONNECTION DETAIL FF** See Notes 3

**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITH SIDEWALKS**



**STRAIGHT METAL BOX SPACER**

**NOTES:**

- See Revised Standard Plan RSP A77V1 for additional connection details to bridges with sidewalks.
- For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
- For typical use of Connection Detail FF, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1.
- For typical use of Connection Detail HH, see Layout Types 12AA and 12BB on Revised Standard Plan RSP A77Q4.
- Where the bridge sidewalk is not continued beyond the end of the bridge railing, the portion of the sidewalk beyond each end of the bridge railing shall be transitioned down from the top elevation of the sidewalk, for its entire width, to the finished grade of the adjacent roadbed. The longitudinal slope of each sidewalk elevation transition shall not exceed 8.33 percent.
- For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
- See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.

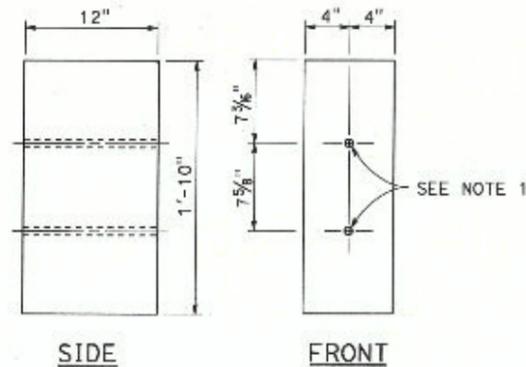
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
CONNECTIONS TO BRIDGE  
RAILINGS WITH SIDEWALKS  
DETAILS No. 2**

NO SCALE

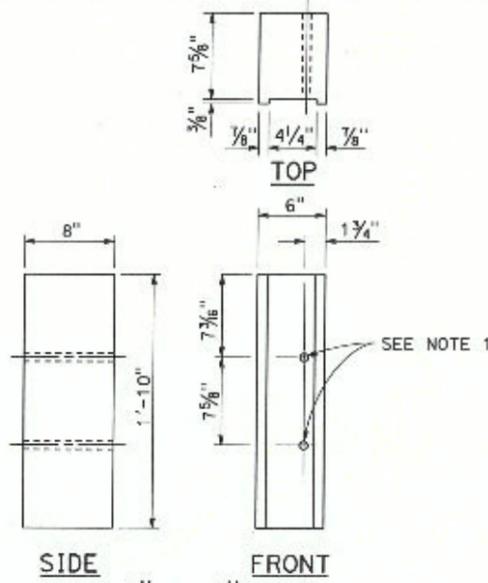
RSP A77V2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77V2**

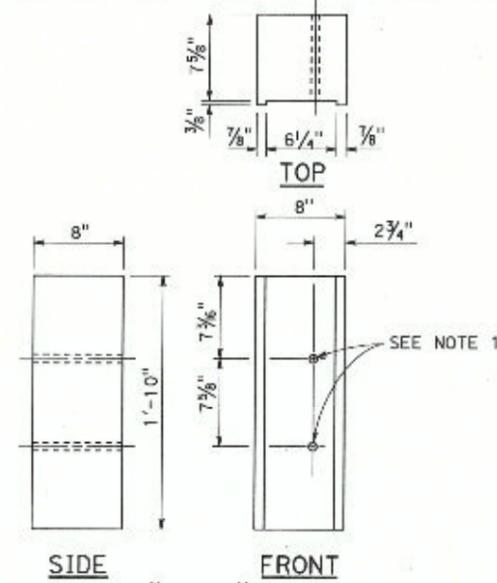
2010 REVISED STANDARD PLAN RSP A77V2



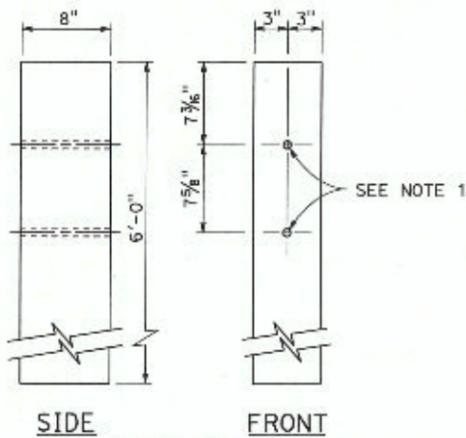
**8" x 12"  
WOOD BLOCK**



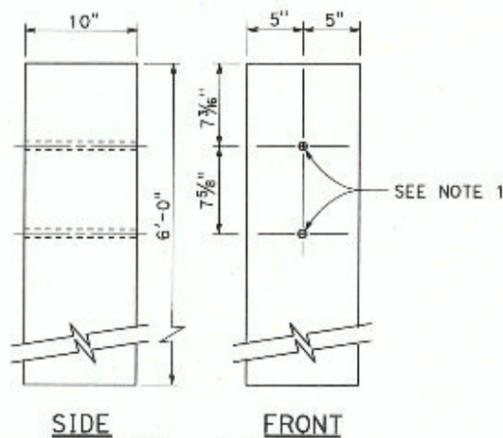
**6" x 8"  
NOTCHED WOOD BLOCK**  
See Notes 3 and 5



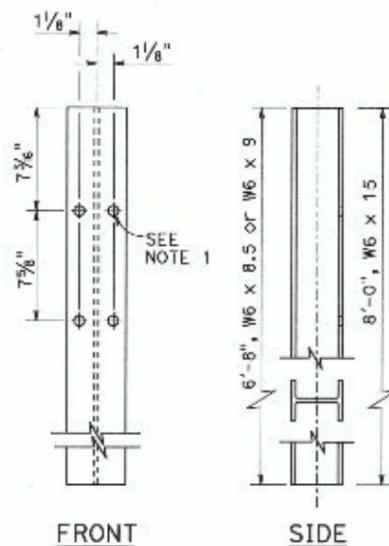
**8" x 8"  
NOTCHED WOOD BLOCK**  
See Notes 4 and 5



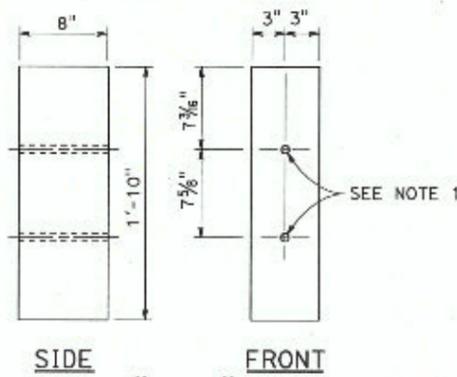
**6" x 8"  
WOOD POST**



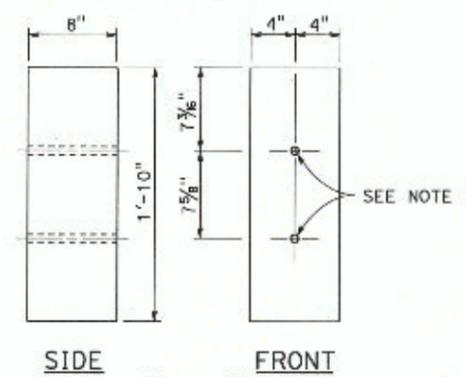
**10" x 10"  
WOOD POST**



**STEEL POST**  
W6 x 9 or W6 x 8.5 and  
W6 x 15



**6" x 8"  
WOOD BLOCK**



**8" x 8"  
WOOD BLOCK**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

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TO ACCOMPANY PLANS DATED \_\_\_\_\_

- NOTES:**
1. All holes in steel post to be 5/8" Dia maximum. Holes in wood posts and wood blocks to be 3/4" Dia ± 1/16".
  2. Dimensions shown for wood post are nominal.
  3. For use with W6 x 8.5 or W6 x 9 steel post.
  4. For use with W6 x 15 steel post.
  5. Notched face of block faces steel post.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**THREE BEAM BARRIER  
POST AND BLOCK DETAILS**

NO SCALE

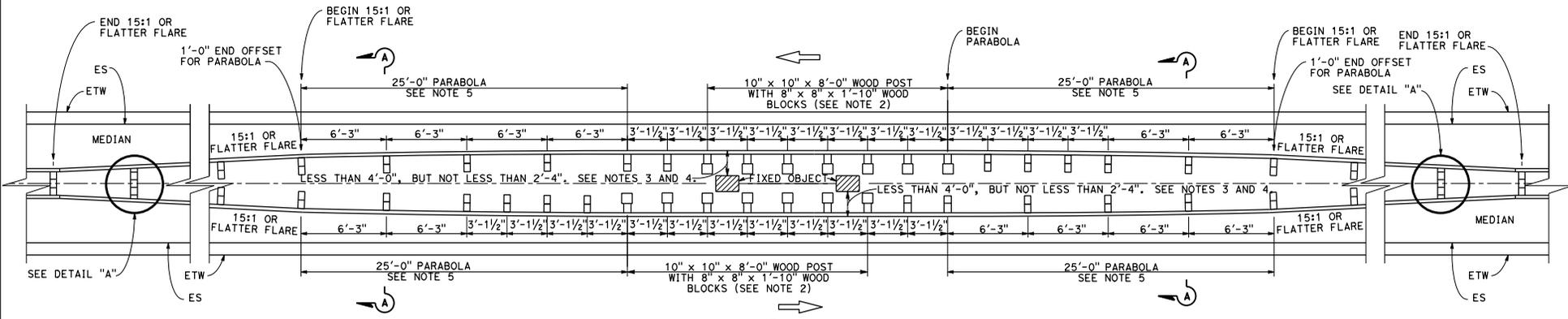
RSP A78C2 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A78C2  
DATED MAY 20, 2011 - PAGE 92 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A78C2**

2010 REVISED STANDARD PLAN RSP A78C2

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE _____					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

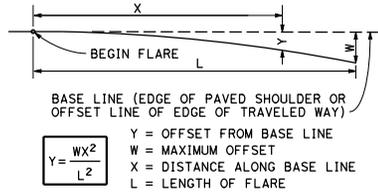
TO ACCOMPANY PLANS DATED \_\_\_\_\_



PLAN

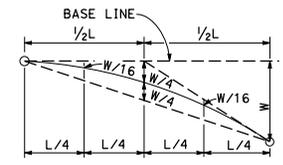
**THRE BEAM BARRIER AT FIXED OBJECTS**

(Wood post and block shown)  
See Notes 1, 2 and 3.

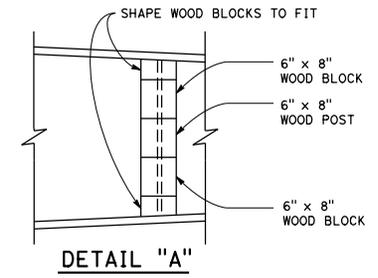


BASE LINE (EDGE OF PAVED SHOULDER OR OFFSET LINE OF EDGE OF TRAVELED WAY)  
 $Y = \frac{WX^2}{L^2}$   
 Y = OFFSET FROM BASE LINE  
 W = MAXIMUM OFFSET  
 X = DISTANCE ALONG BASE LINE  
 L = LENGTH OF FLARE

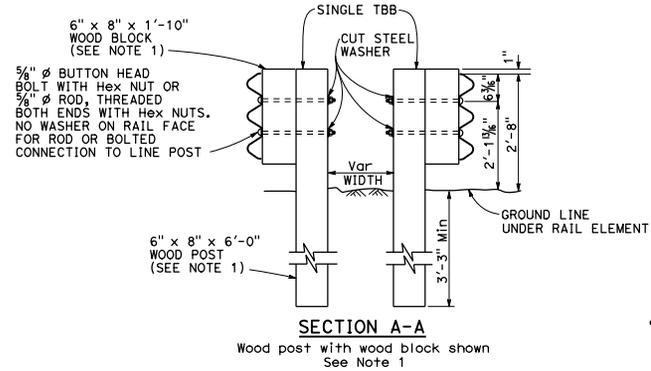
**PARABOLIC FLARE OFFSETS**



**TYPICAL PARABOLIC LAYOUT**



DETAIL "A"



SECTION A-A

Wood post with wood block shown  
See Note 1

**NOTES:**

- Where applicable and when specified, (W6 x 8.5 or W6 x 9) x 6'-8" steel post with 6" x 8" x 1'-10" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 8" x 1'-10" wood block.
- Where applicable and when specified, (W6 x 15) x 8'-0" steel post with 8" x 8" x 1'-10" notched wood blocks or notched recycled plastic blocks may be used for the 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-10" wood blocks shown at 3'-1/2" center to center spacing.
- Where a minimum clearance of 4'-0" or more can be obtained between the face of the thrie beam rail and the face of the fixed object(s), the following substitutions may be made:
  - 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-10" wood blocks for the 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-10" wood blocks shown.
  - 6'-3" post spacing for the 3'-1/2" spacing shown.
- Where the clearance between the face of the railing and the face of a fixed object is less than 2'-3", a concrete barrier should be constructed to shield the fixed object(s).
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**THRE BEAM BARRIER  
AT FIXED OBJECTS  
IN MEDIAN**

NO SCALE

RSP A78D1 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A78D1  
DATED MAY 20, 2011 - PAGE 97 OF THE STANDARD PLANS BOOK DATED 2010.  
**REVISED STANDARD PLAN RSP A78D1**

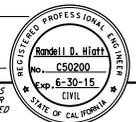
2010 REVISED STANDARD PLAN RSP A78D1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_

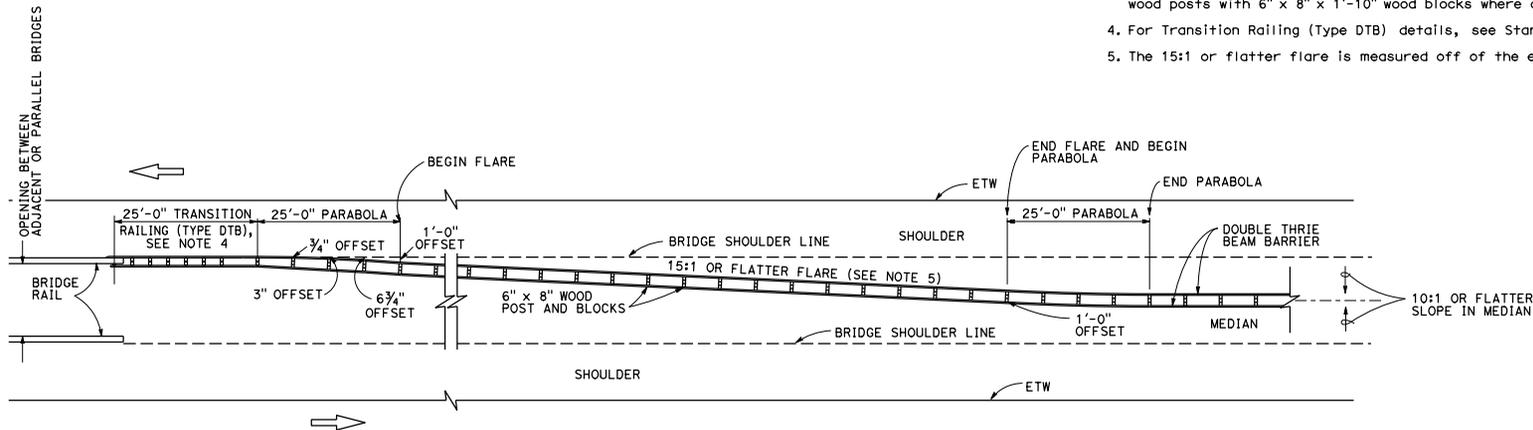
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TO ACCOMPANY PLANS DATED \_\_\_\_\_

**NOTES:**

1. Line post, blocks and hardware to be used are shown on Standard Plans A78A, A78B and A78C1 and Revised Standard Plan RSP A78C2.
2. 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'-10" wood blocks. (W6 x 8.5 or W6 x 9) steel posts, 6'-8" in length, with 6" x 8" x 1'-10" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-10" wood blocks where applicable and when specified.
4. For Transition Railing (Type DTB) details, see Standard Plan A78K.
5. The 15:1 or flatter flare is measured off of the edge of traveled way.



**TYPE 25A CONNECTION LAYOUT**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**THRIE BEAM BARRIER  
TYPICAL LAYOUT  
FOR CONNECTION TO  
BRIDGE RAILING**  
NO SCALE

RSP A78H DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A78H  
DATED MAY 20, 2011 - PAGE 105 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A78H**

**2010 REVISED STANDARD PLAN RSP A78H**