

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

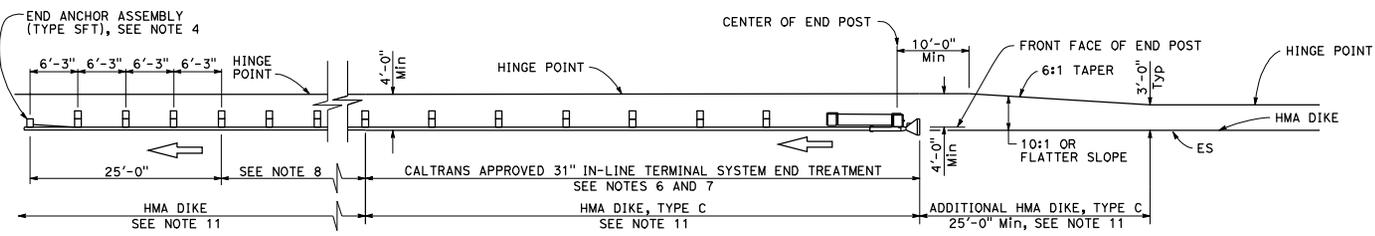
November 15, 2013  
PLANS APPROVAL DATE

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NO. CS0200  
Exp. 6-30-15  
CIVIL

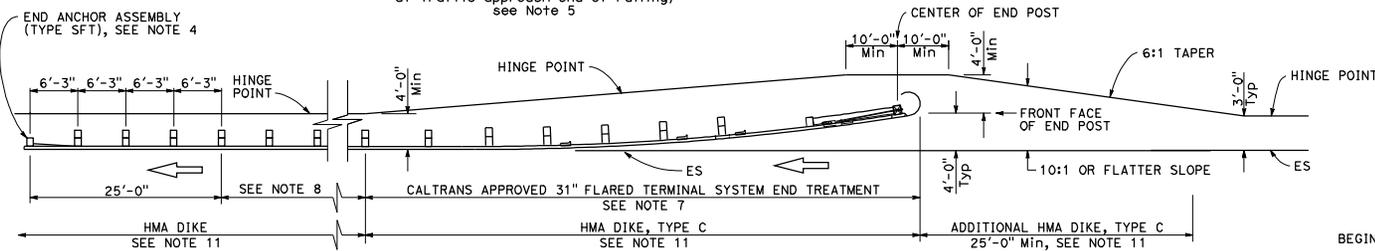
STATE OF CALIFORNIA PROFESSIONAL ENGINEERS

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



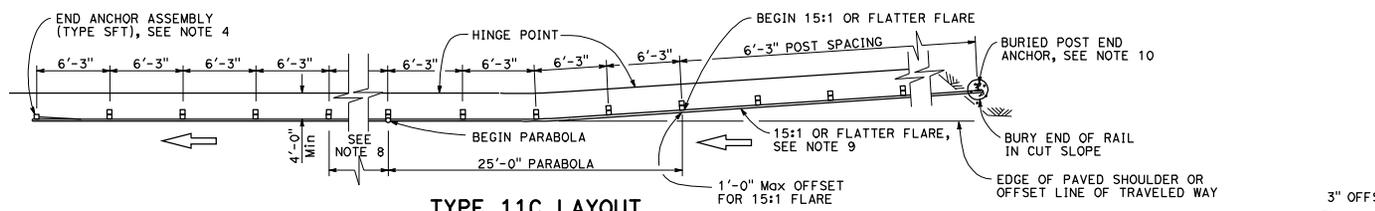
**TYPE 11A LAYOUT**

(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



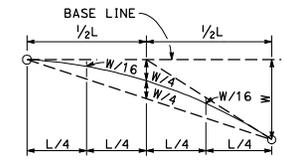
**TYPE 11C LAYOUT**

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

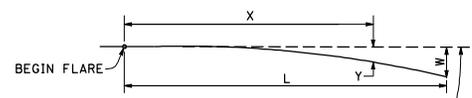
**NOTES:**

- 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 A77S1.
- 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.



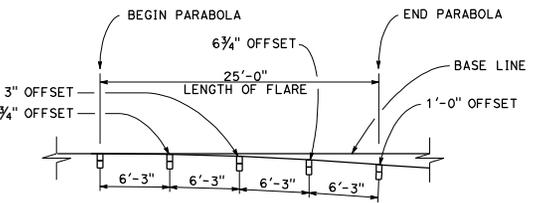
**TYPICAL PARABOLIC LAYOUT**



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 NOVEMBER 15, 2013 SUPERSEDES RSP A77P1 DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77P1**

2010 REVISED STANDARD PLAN RSP A77P1