Typical Parabolic Layout

1. $L$ = Length of Flare
2. $X = \frac{L}{4}$
3. $W = 2$ (between separate roadbeds)

For typical layouts for separate roadbeds:

- Base line:
  - $X$ = Distance along base line
  - $L$ = Length of Flare

TYPICAL PARABOLIC LAYOUT

Typical layouts for fixed objects (bridges, columns, overhead signs, etc.) are not constructed between separated roadways.

For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", but not less than 3'-0", see Note 4.

The 15:1 or flatter flare is measured off of the edge of traveled way.

The type of crash Cushion to be used will be shown on the Project Plans.

For details of Rail Tensioning Assembly, see Standard Plan A77S2.

For End Anchor Assembly (Type SFT) details, see Standard Plan A77S1.

For details of Rail Tensioning Assembly and End Anchor Assembly, see Standard Plans RSP A77L1, A77L2, A77N1, A77N2 and Standard Plan A77M1.

The type of cross section used will be shown on the Project Plans.

Type 14s layout is typically used on multi-lane freeways or expressways to provide minimum clearance between the face of the railing and the face of a fixed object other than 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 objects.

For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", use Note 4.

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.

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