

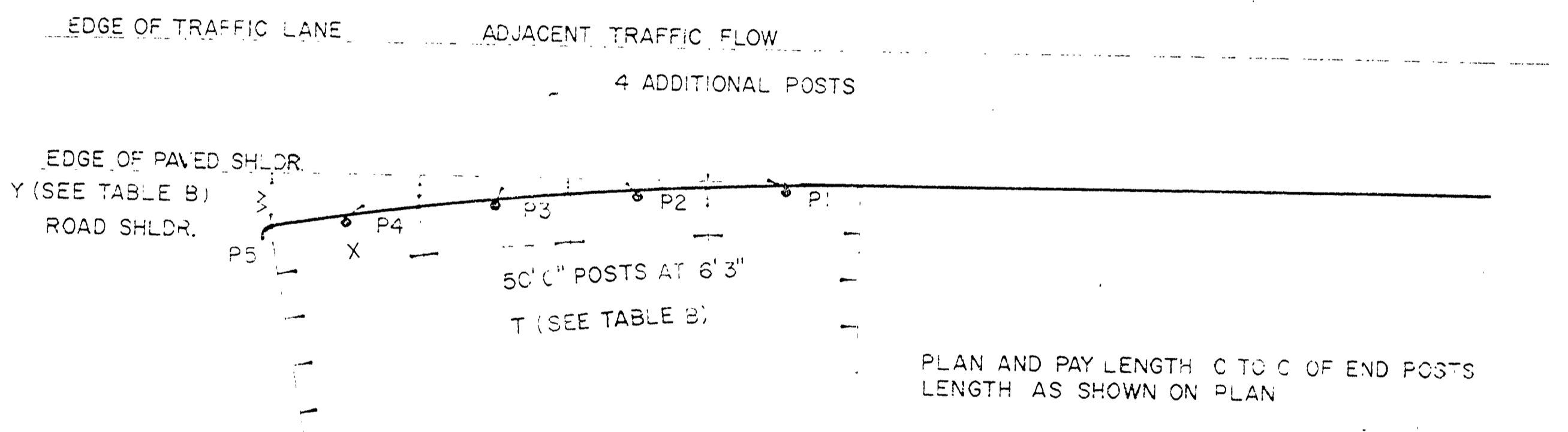
FLARE A
FOR MATCHING FACE OF BRIDGE CURB

TABLE A

POST	W in feet								X feet
	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	
P1	0	0	0	0	0	0	0	0	0
P2	0.22	0.25	0.24	0.22	0.20	0.19	0.22	0.25	0.28
P3	0.76	1.00	0.96	0.89	0.82	0.75	0.88	1.00	1.13
P4	1.00	1.75	2.04	2.00	1.84	1.69	1.97	2.25	2.53
P5		2.00	2.76	3.11	3.16	3.00	3.50	4.00	4.50
P6			3.00	3.75	4.16	4.31	5.03	6.25	7.03
P7				4.00	4.80	5.25	6.16	7.50	8.75
P8					5.00	5.81	6.78	8.75	10.00
P9						6.00	7.00	10.00	11.00
Ti in feet									
3.75									5.00

Post spacing 12'-6" O.C., except as directed otherwise.
Lap rail in direction of adjacent traffic flow, except end pieces.

When matching bridge, face of rail to line up with face of bridge curb



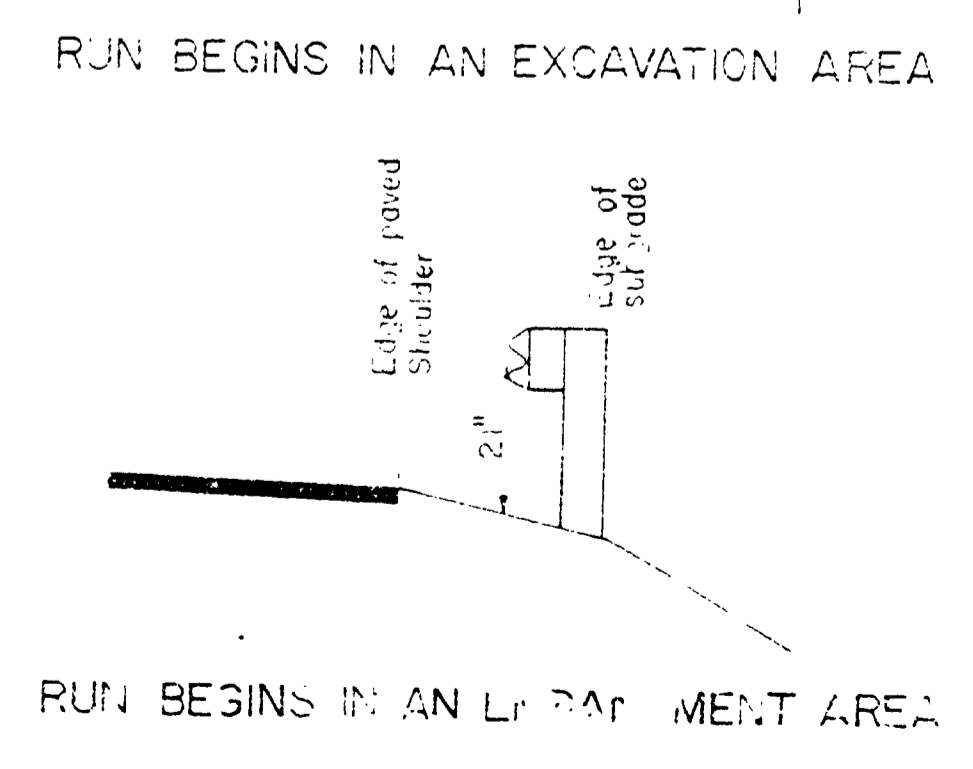
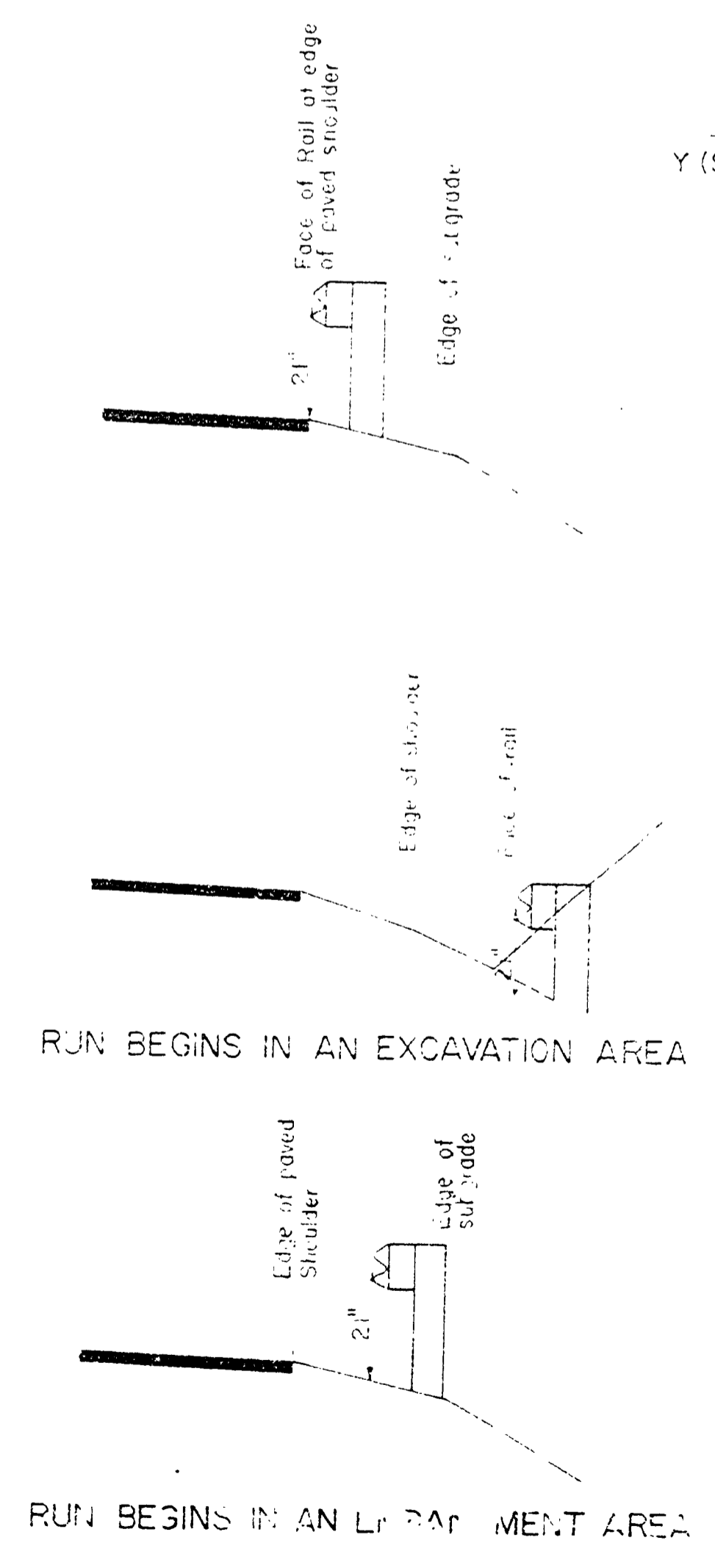
FLARE B

TABLE B

POST	W in feet												X feet
	4.00	5.00	6.00	7.00	8.00	9.00	10.00	12.00	14.00	16.00	18.00	20.00	
P1	0	0	0	0	0	0	0	0	0	0	0	0	0
P2	0.25	0.20	0.17	0.14	0.12	0.14	0.16	0.19	0.22	0.25	0.28	0.31	0.34
P3	1.00	0.80	0.67	0.57	0.50	0.56	0.63	0.75	0.88	1.00	1.13	1.25	1.37
P4	2.25	1.80	1.50	1.29	1.13	1.27	1.41	1.69	1.97	2.25	2.53	2.75	3.00
P5	4.00	3.20	2.67	2.29	2.00	2.25	2.50	3.00	3.50	4.00	4.50	5.00	5.50
P6		5.00	4.18	3.58	3.13	3.52	3.91	4.69	5.47	6.25	7.03	7.81	8.59
P7			6.00	5.15	4.50	5.06	5.63	6.75	7.88	9.00	10.13	11.25	12.37
P8				7.00	6.13	6.89	7.66	9.19	10.72	12.25	13.78	15.31	16.84
P9					8.00	9.00	10.00	12.00	14.00	16.00	18.00	20.00	22.00
T in feet													
5.0													6.25

For W greater than shown use $Y = W \frac{X^2}{T^2}$ and
T (closest multiple of 12.5) = 87.5 + W.
Y = Offset distance to face of rail.

NOT REVISED
AS CONSTRUCTED



DOUGLAS COUNTY RD DEPT
GUARD RAIL
APRIL 1969 Standard Dwg. 5