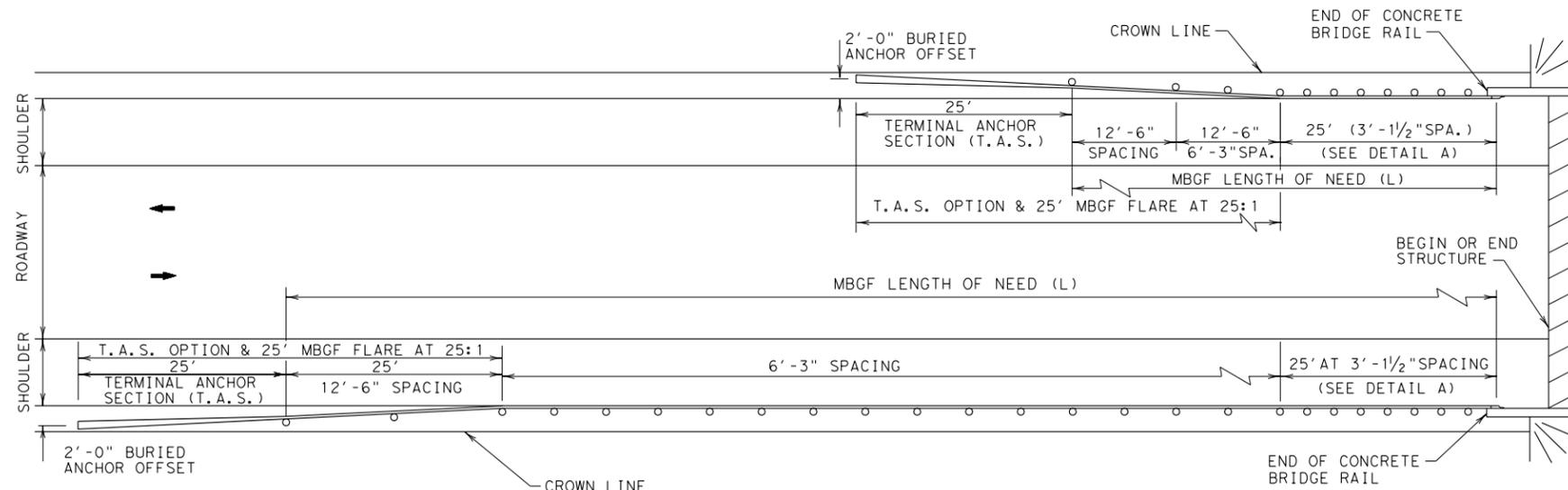
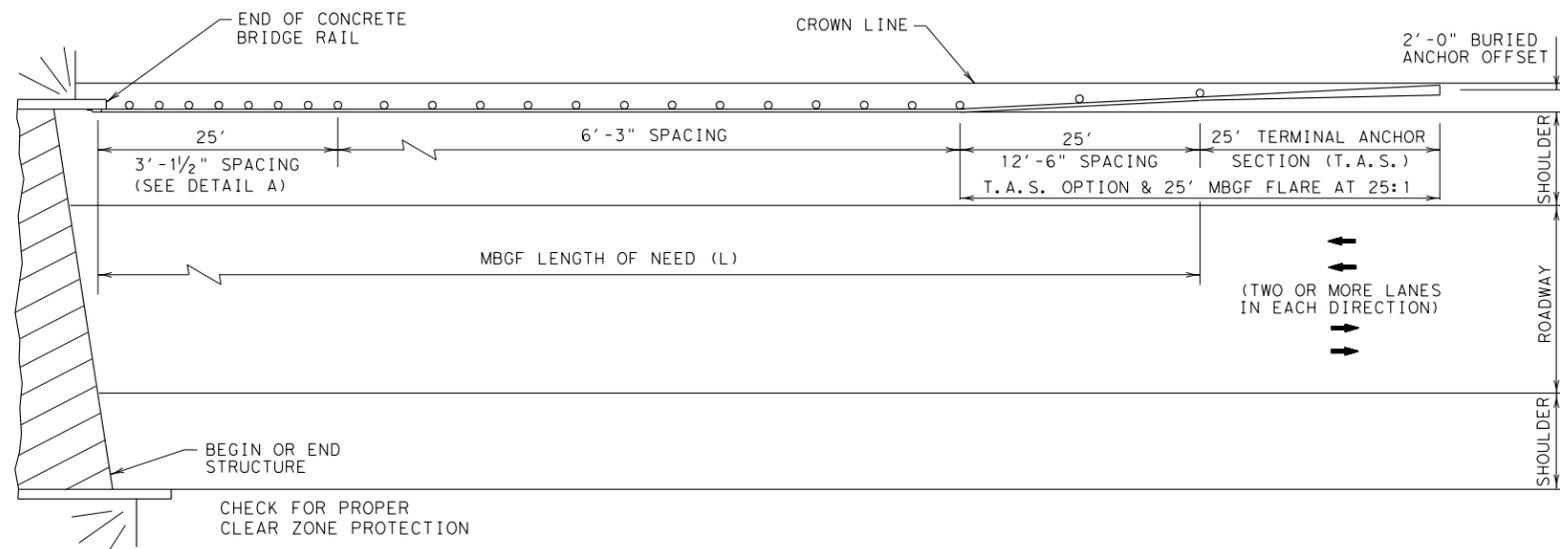


**GENERAL NOTES**

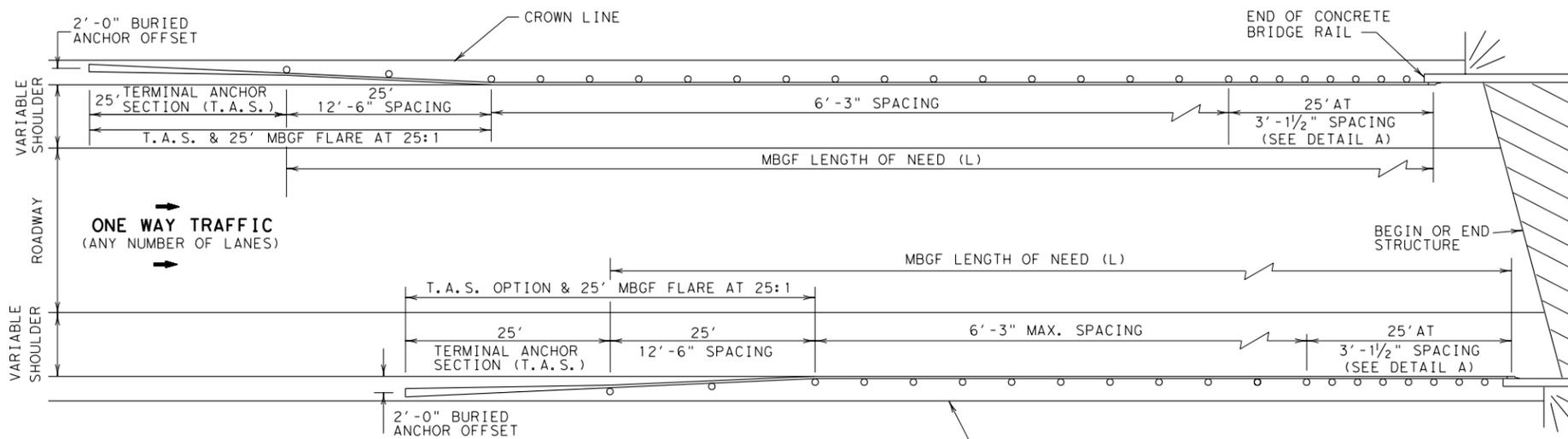
- FOR METAL BEAM GUARD FENCE DETAILS, SEE MBGF PLAN SHEET.
- QUANTITIES OF METAL BEAM GUARD FENCE (MBGF) AT INDIVIDUAL BRIDGE ENDS ARE SHOWN ELSEWHERE IN PLANS.
- USE AVERAGE DAILY TRAFFIC (ADT) FOR THE CURRENT YEAR TO DETERMINE MBGF LENGTH OF NEED IN ACCORDANCE WITH THE DESIGN MANUAL UNLESS OTHERWISE SPECIFIED. WHERE SIGNIFICANT TRAFFIC VOLUME GROWTH IS ANTICIPATED ON LOW VOLUME (0-750 ADT) HIGHWAYS USE LENGTH DETERMINATIONS FOR THE HIGHER VOLUME CATEGORY.
- WHERE LENGTH (L) OF MBGF USED IS 50 FEET, POST SPACING SHALL BE AS DETAILED HEREON (SEE PLAN LAYOUT FOR TWO LANE (RURAL) HIGHWAYS, LEFT SIDE OF TRAFFIC APPROACHING BRIDGE). WHERE LENGTH (L) OF MBGF IS 75' OR MORE, POST SPACING SHALL BE 3'-1 1/2" FOR THE 25' SECTION ADJACENT TO THE BRIDGE, 12'-6" FOR THE 25' SECTION ADJACENT TO THE T.A.S., AND 6'-3" FOR REMAINING INTERVENING LENGTH. WHEN T6 BRIDGE RAIL IS USED, THE MIN. MBGF POST SPACING SHALL BE 6'-3".
- MBGF MAY NOT BE REQUIRED TO SHIELD DEPARTURE END OF BRIDGE UNLESS OTHER HAZARDS WITHIN THE CLEAR ZONE WARRANT MBGF. WHERE INSTALLED ON THE DEPARTURE END, 6'-3" POST SPACING IS ACCEPTABLE THROUGHOUT THE PLACEMENT LENGTH INCLUDING ADJACENT TO BRIDGE END.
- WHEN SPECIFIED, THE T.A.S. AND TYPICALLY ADJACENT 25' MBGF SHOULD BE FLARED FROM THE SHOULDER EDGE AT 25:1 TO PROVIDE A 2' USUAL OFFSET TO BURIED ANCHOR. THE 6'-3" POST SPACING SHALL BE MAINTAINED TO THE LENGTH OF NEED WHEN END TREATMENTS OTHER THAN T.A.S. ARE USED.
- THE CROWN WILL BE WIDENED TO ACCOMMODATE MBGF. TYPICALLY THE CROWN LINE SHOULD BE 2 FEET FROM THE BACK OF THE MBGF POST. THIS APPLIES TO NEW CONSTRUCTION ON NEW ALIGNMENT OR WHERE EXISTING ROADWAY CROSS SECTION IS TO BE WIDENED TO INCREASE ROADWAY WIDTH. THIS DOES NOT APPLY TO REHABILITATION WORK WHERE EXISTING ROADWAY CROWN WIDTH IS TO BE RETAINED (SEE TYPICAL CROSS SECTION).
- FOR RESTRICTIVE WIDTH BRIDGES, A 25-FOOT TANGENT SECTION OF MBGF SHOULD CONNECT TO THE WINGWALL. THE ADJOINING MBGF THAT LIES WITHIN THE ROADWAY (LANES & SHOULDER AREA) CROWN SHOULD BE FLARED AT THE RATE OF 25:1 (LONGITUDINAL: LATERAL). LENGTH ON THESE BRIDGES SHOULD BE DETERMINED AS STATED ABOVE OR THE LENGTH NECESSARY TO LOCATE THE BURIED ANCHOR AT A 2-FOOT OFFSET FROM SHOULDER EDGE, WHICHEVER IS GREATER.
- VARIATIONS IN POST SPACINGS AND/OR THE USE OF SPACER BLOCKS OR SHIMS MAY BE REQUIRED BY THE ENGINEER IN ORDER TO ACCOMMODATE THE REQUIRED RAIL CONNECTION TO EXISTING STRUCTURES.



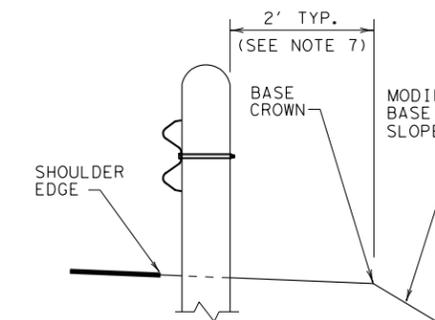
**TWO LANE (RURAL) HIGHWAYS**



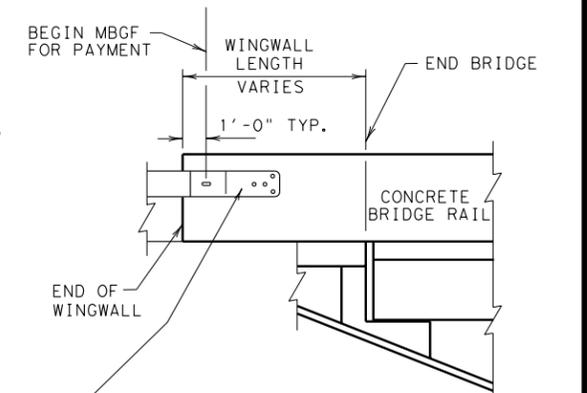
**MULTILANE UNDIVIDED (RURAL) HIGHWAYS**



**ONE WAY TRAFFIC**



**TYPICAL CROSS SECTION**



**DETAIL A**



TEXAS DEPARTMENT OF TRANSPORTATION

**BRIDGE END DETAILS  
"USE FOR REPAIRS ONLY"  
BED-91**

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REVISIONS	STATE DIST. NO.	COUNTY	CONT. SECT. JOB	HIGHWAY NO.