GENERAL NOTES

1. For more details, see MBGF, SGT, and MBGF Transition standard sheets.

2. Quantities of metal beam guard fence (MBGF) at individual bridge ends are shown elsewhere in plans.

3. Use average daily traffic (ADT) for the current year to determine MBGF length of need in accordance with the Highway 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.

4. MBGF may not be required to shield departure end of bridge unless other obstructions with the horizontal clearance limits or opposing traffic indicate MBGF consideration.

5. Terminal anchor sections (TAS) are only for downstream end anchorage use, outside the horizontal clearance area of opposing traffic.

6. Direct connection of MBGF (at 6'-3" post spacing without transition) to concrete rails are only for downstream rail connections outside the horizontal clearance area of opposing traffic. See note 9.

7. The crown shall be widened to accommodate MBGF. Typically the "front slope" break should be 2'-0" from the back of the MBGF post. A new construction or new alignment or where existing roadway cross section is to be widened to increase roadway width, this does not apply to拓宽 work where existing roadway crown width is to be retained. See Typical Cross Section at MBGF.

8. For restrictive bridge widths, the MBGF should be properly transitioned from the existing bridge rail to the opposing MBGF. See MBGF Transition Standard (at 6'-3" post spacing). Where MBGF guard fence on edge of bridge location(s) shall be located the terminal end at the 2 ft. "No Truck" offset from the shoulder edge.

9. Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plan.

TYPICAL CROSS SECTION

AT MBGF

1'-0" Typ.

TWO LANE (RURAL) HIGHWAYS

MULTILANE UNDIVIDED (RURAL) HIGHWAYS

For more details, see MBGF, SGT, and MBGF Transition standard sheets.

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MBGF may not be required to shield departure end of bridge unless other obstructions with the horizontal clearance limits or opposing traffic indicate a MBGF consideration.

Terminal anchor sections (TAS) are only for downstream end anchorage use, outside the horizontal clearance area of opposing traffic.

Direct connection of MBGF (at 6'-3" post spacing without transition) to concrete rails are only for downstream rail connections outside the horizontal clearance area of opposing traffic. See note 9.

The crown shall be widened to accommodate MBGF. Typically the "front slope" break should be 2'-0" from the back of the MBGF post. A new construction or new alignment or where existing roadway cross section is to be widened to increase roadway width, this does not apply to拓宽 work where existing roadway crown width is to be retained. See Typical Cross Section at MBGF.

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Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plan.