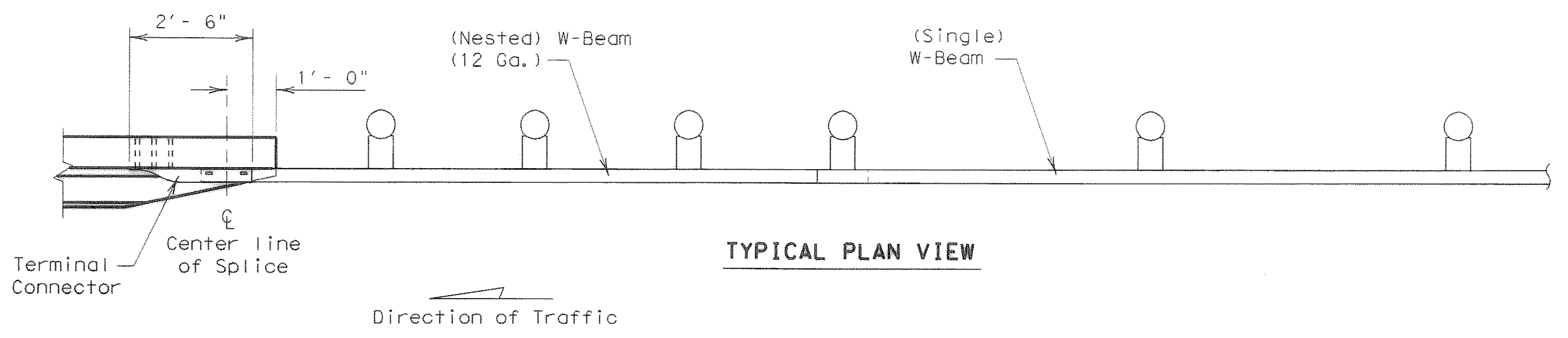
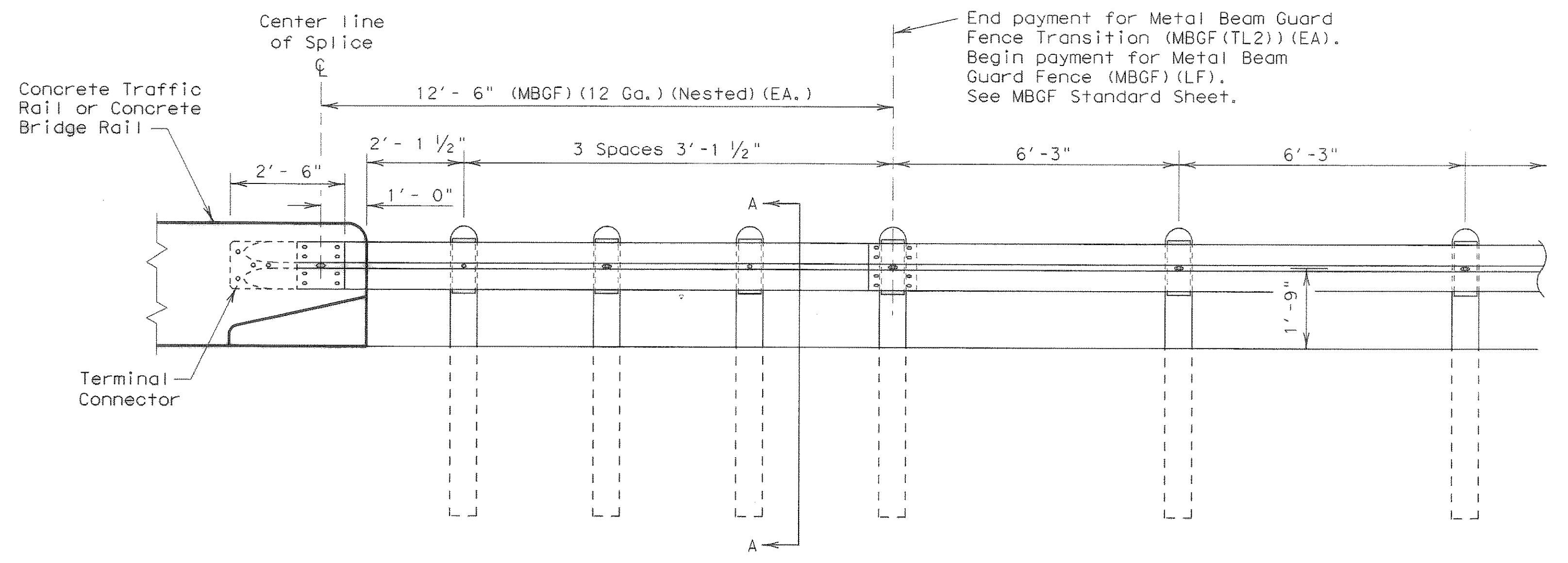


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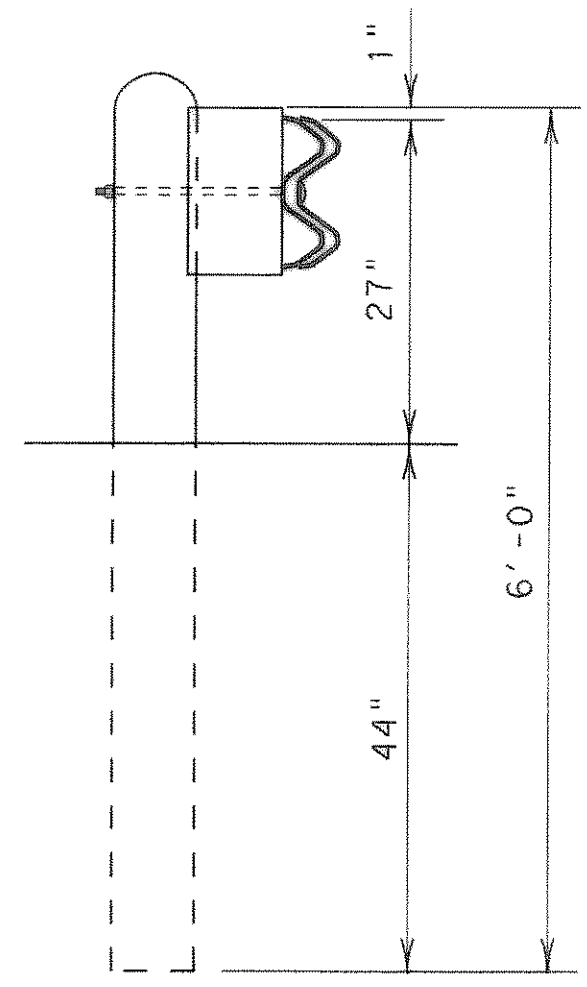
LEVELS DISPLAYED	
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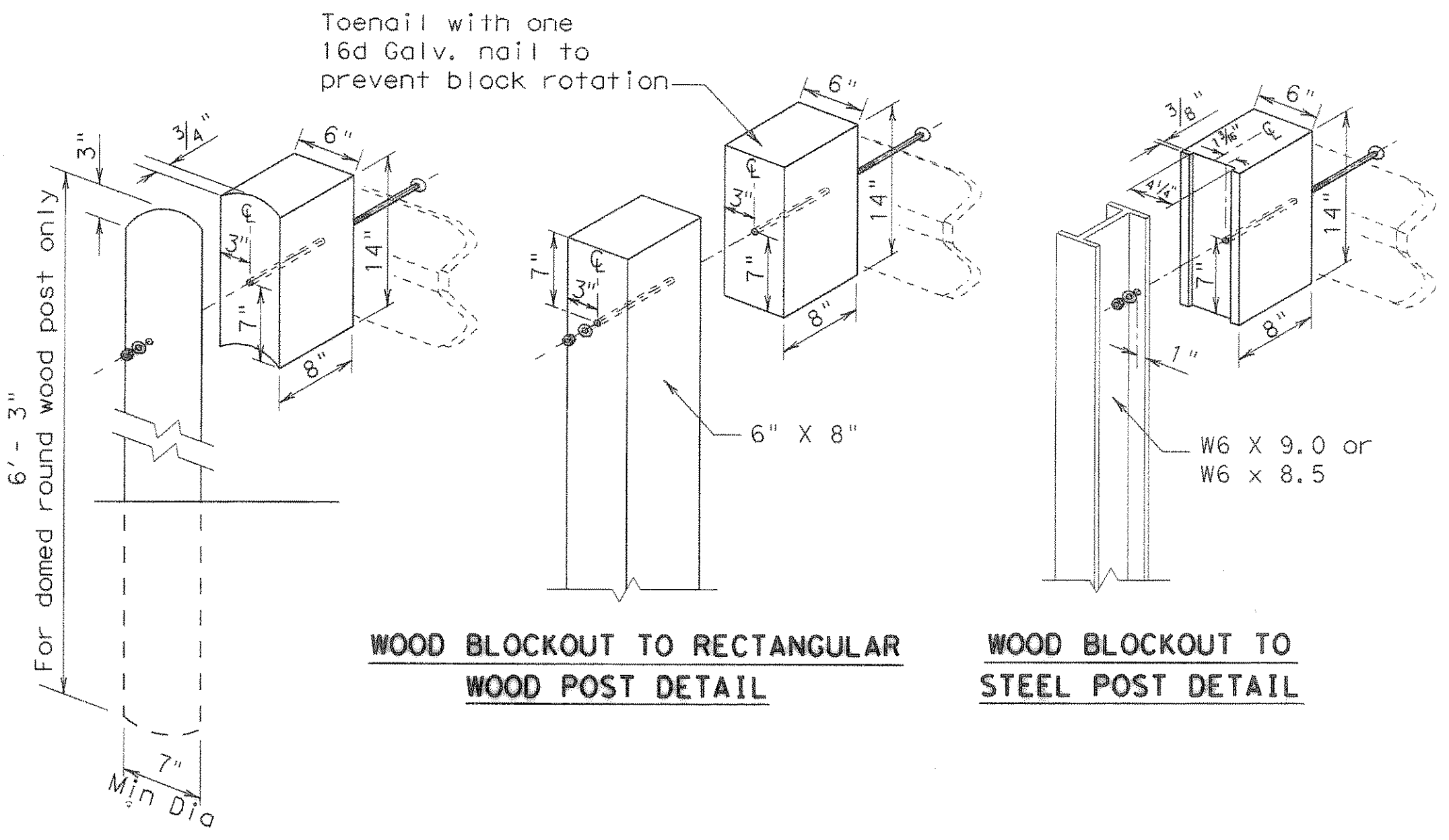
TYPICAL PLAN VIEW



TYPICAL ELEVATION VIEW



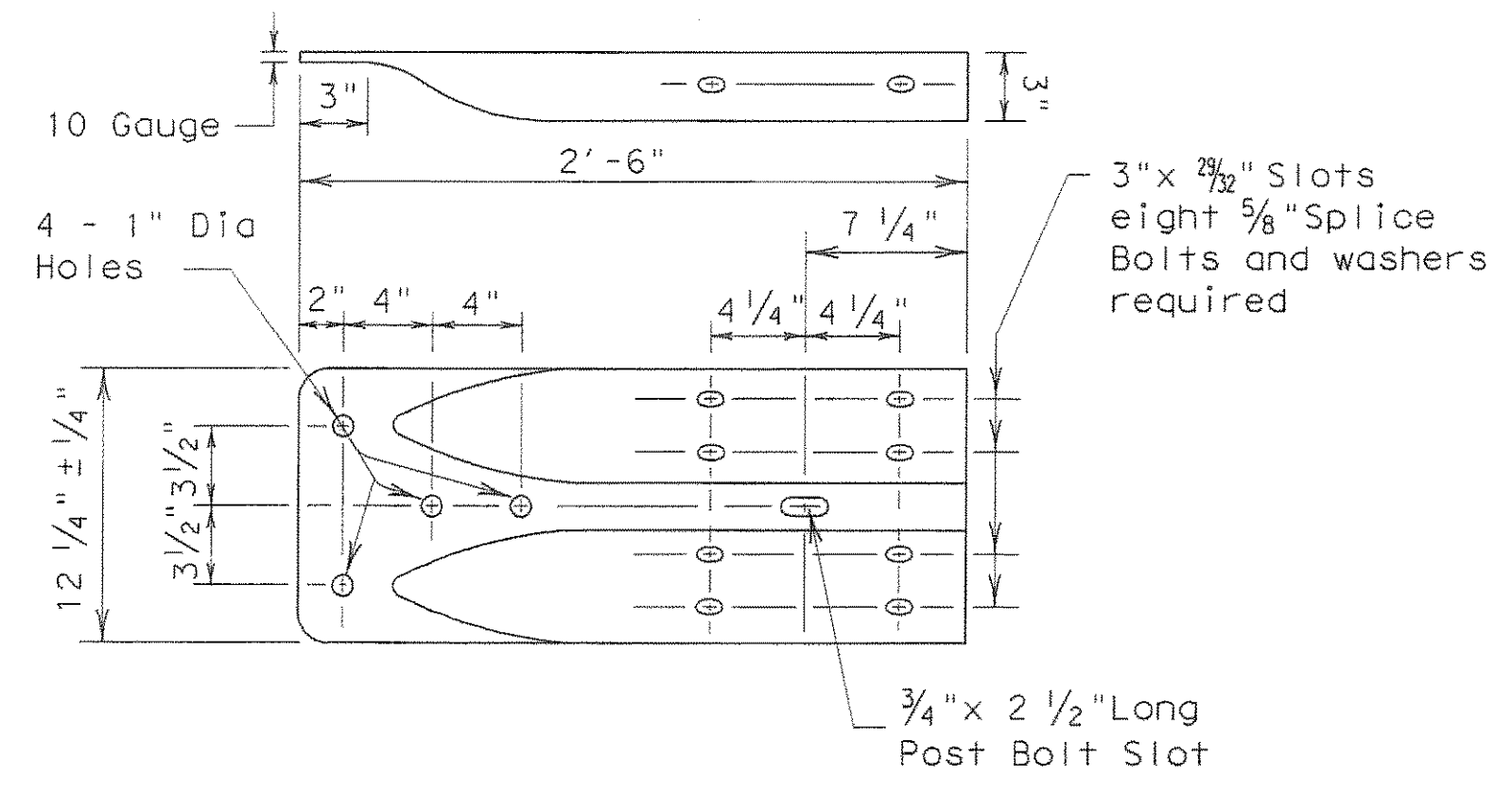
SECTION A-A



WOOD BLOCKOUT TO ROUND WOOD POST DETAIL

WOOD BLOCKOUT TO RECTANGULAR WOOD POST DETAIL

WOOD BLOCKOUT TO STEEL POST DETAIL



TERMINAL CONNECTOR

GENERAL NOTES

1. The type of post (round wood post, rectangular wood post, or steel post) will be shown elsewhere in the plans. The exact position of transitions shall be shown elsewhere in the plans or as directed by the Engineer.
2. Rail element shall meet all requirements of AASHTO M-180 except as modified on the plans.
3. Button head post bolts (A307) shall be of sufficient length to extend through the full thickness of the nut and no more than 3/4" beyond it. Button head splice bolts (A307) are 5/8" x 1 1/4" with a 5/8" double recessed nut. Galvanized fittings (bolts, nuts, and washers) shall be in accordance with Item, "Metal For Structures". Fittings shall be subsidiary to the bid item requiring construction of transition.
4. Crown will be widened to accommodate transitions.
5. Where solid rock is encountered or where shown on the plans, the diameter of the holes shall be approximately 12 inches, the backfilling shall be with a cohesionless material, and embedment depth shall be 1'-6" or more as directed by the Engineer.
6. Posts shall not be set full depth in concrete.
7. Unless otherwise directed by the Engineer, a composite material post and/or blockout from the Department approved list of suppliers may be substituted for a post and/or blockout of similar dimensions. The list of approved suppliers of posts and blockouts will be maintained by the Construction Division, TxDOT.
8. Refer to MBGF Standard Sheet for additional details.

The use of this railing is restricted to design speeds of 45 mph or less.

Texas Department of Transportation
Design Division (Roadway)

METAL BEAM GUARD FENCE TRANSITION (TL2)
(Low Speed Transition)

MBGF (TL2) -05

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REVISIONS				P302
COUNTY	CONTROL	SECT	JOB	HIGHWAY

RECORD PLANS
AUGUST 29, 2008