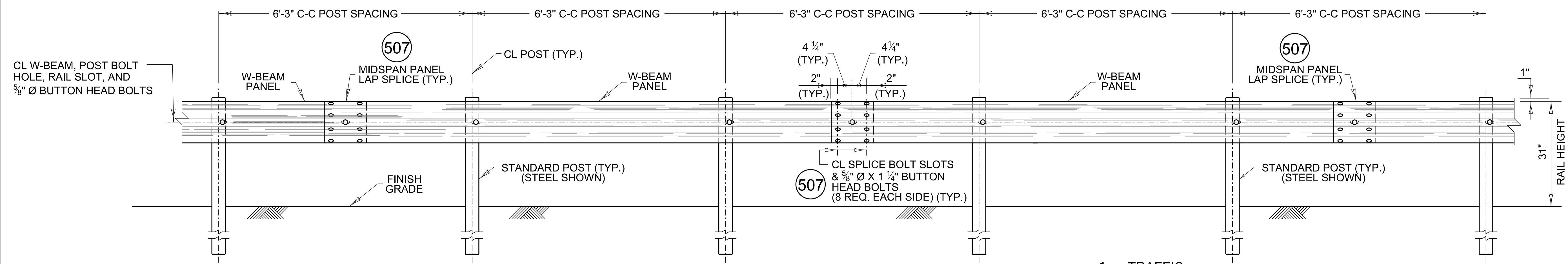


DOUBLE-FACED MGS (PLAN)



DOUBLE-FACED MGS (ELEVATION)

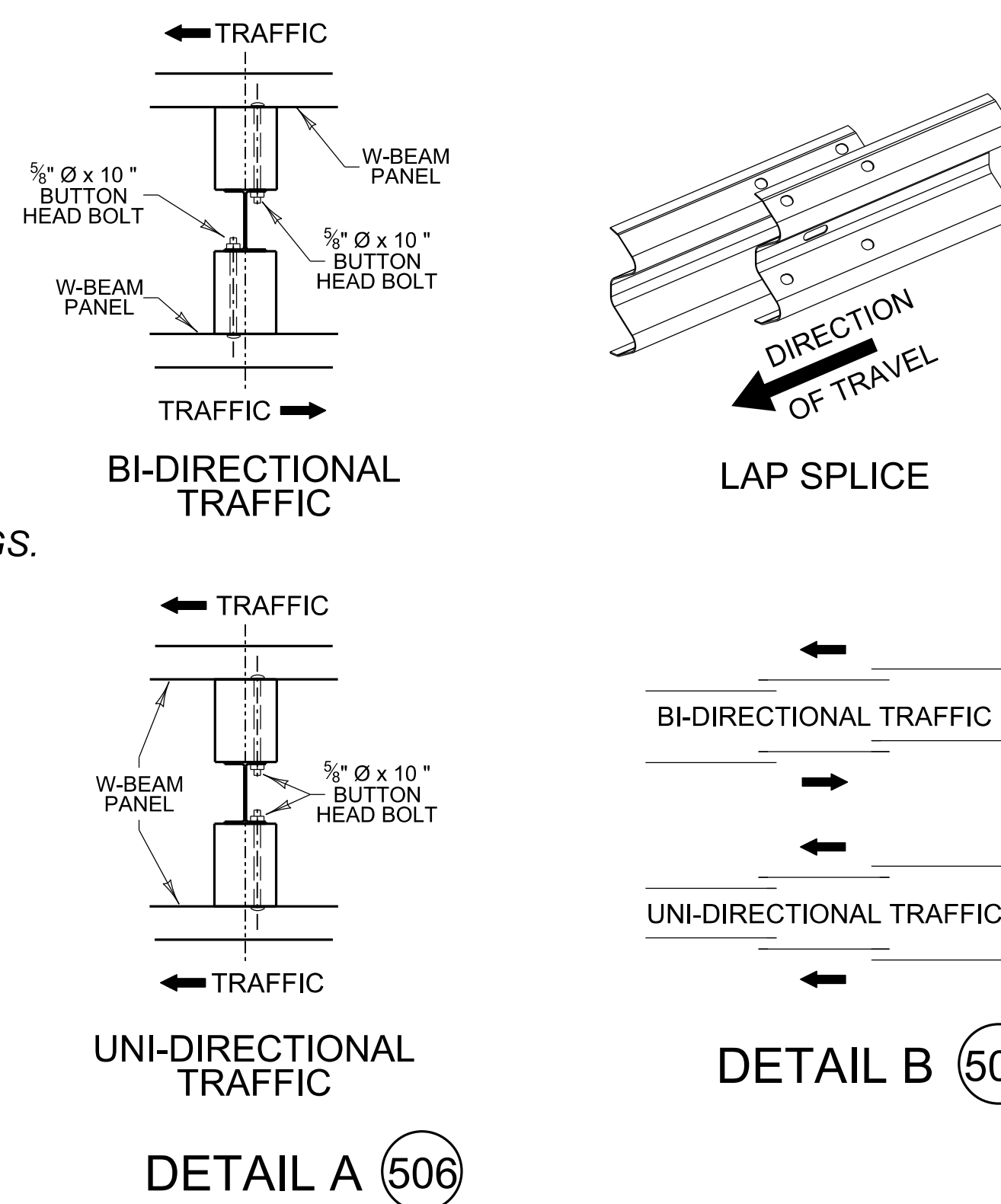
~ NOTES ~

- 501. THIS MGS GUARDRAIL SYSTEM HAS BEEN CRASH TESTED AND IS MASH TL-3 APPROVED.
- 502. THIS MGS DOUBLE-FACED W-BEAM BARRIER SYSTEM HAS A WORKING WIDTH OF APPROX. 5 FT. THIS CONFIGURATION IS USED WHERE TRAFFIC IS PRESENT ON BOTH SIDES, SUCH AS BETWEEN OPPOSING ROADWAYS OR BETWEEN A MAINLINE AND AN ACCESS ROAD OR RAMP. DO NOT INSTALL WHERE THE EDGE OF TRAVELED WAY IS WITHIN 5 FT OF THE OPPOSITE FACE OF RAIL (SEE DOUBLE FACED MGS - STEEL POST INSTALLATION DETAIL).
- 503. USE STEEL POSTS ONLY FOR THIS MGS GUARDRAIL CONFIGURATION. WOOD OR OTHER POST TYPES ARE NOT PERMITTED.
- 504. THE FOLLOWING STANDARD MGS GUARDRAIL INSTALLATION NOTES APPLY TO THE MGS DOUBLE-FACED W-BEAM BARRIER SYSTEM: RBR-200, SHEET 1, NOTES 104, 106, 109, 110, 111, 112, 113, & 114.
- 505. A 10:1 OR FLATTER SLOPE IS ALLOWABLE FROM THE EDGE OF PAVEMENT TO THE DOUBLE-SIDED MGS.
- 506. FOR THE MGS DOUBLE-FACED W-BEAM BARRIER SYSTEM, INSTALL POST BOLTS ON THE STEEL POST FACE NEAREST THE APPROACHING TRAFFIC. REFER TO DETAIL A FOR PROPER PLACEMENT IN BOTH UNI-DIRECTIONAL AND BI-DIRECTIONAL TRAFFIC CONFIGURATIONS.
- 507. SEE DETAIL B FOR RAIL SPLICE LAPPING DIRECTION FOR UNI-DIRECTIONAL AND BI-DIRECTIONAL TRAFFIC.
- 508. THE SHOULDER WIDTH MAY NEED TO BE INCREASED IF THE EDGE OF TRAVELED WAY IS CLOSE TO THE SHOULDER. ENSURE THE REQUIRED WORKING WIDTH (5 FT) IS PROVIDED FROM THE OPPOSITE FACE OF RAIL TO THE EDGE OF TRAVELED WAY WHEN DETERMINING SHOULDER WIDTH.

BID ITEM AND UNIT TO BID

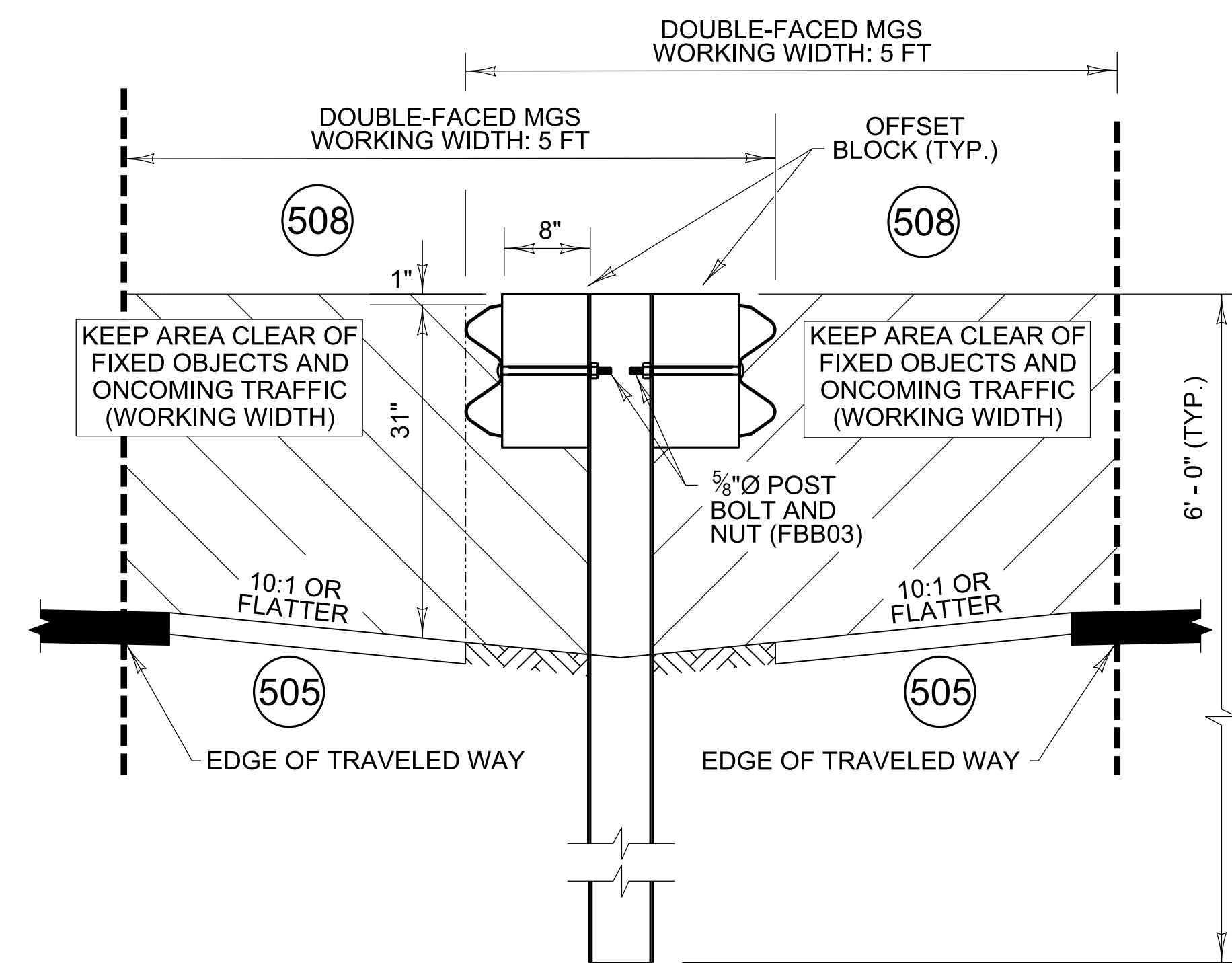
G/R-W BEAM-D FACE

LF



DETAIL A 506

DETAIL B 507



DOUBLE-FACED MGS - STEEL POST INSTALLATION

REVISION DATE: 05/06/2026
 REVISION NUMBER: 0
 05/06/2026 DATE
 DIVISION DIRECTOR
 STATE HIGHWAY ENGINEER
 SUBMITTED APPROVED

BARRIERS