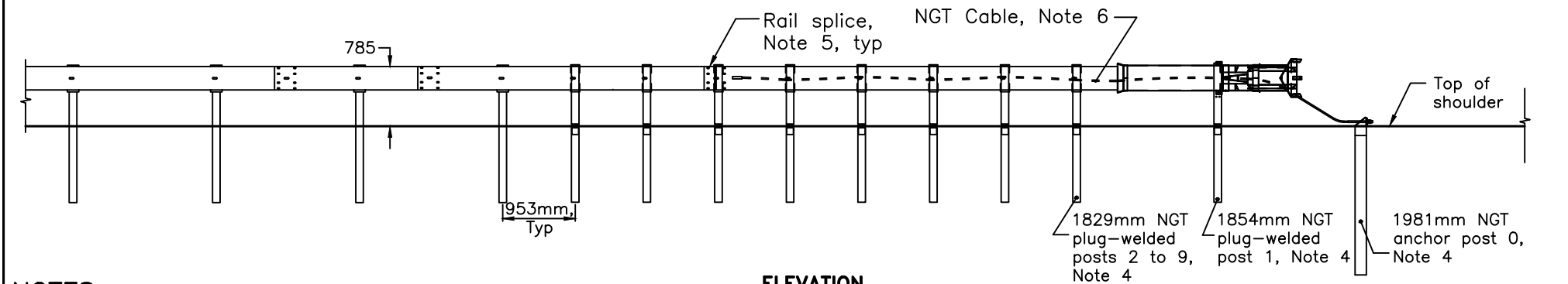


PLAN



ELEVATION

NOTES:

- 1 This MTOD shows right shoulder installation. The system shall be inverted for left shoulder installation.
- 2 The system length shall be installed in a straight line at a 50:1 flare rate, or parallel to roadway when specified.
- 3 Single Rail SBGR includes Types M20 and M30, as well as blockless SBGR systems.
- 4 NGT posts have imperial size steel sections. Post 0 is W8x15. Posts 1 to 9 are plug-welded W6x9 or W6x8.5. Posts 10 and 11 are 6 feet (1829mm) long W6x9 or W6x8.5.
- 5 This MTOD shows right shoulder approach end installation with rail element splices lapped in direction of traffic. For leaving end installations, rail element splices shall be lapped in direction of traffic.
- 6 Cable assembly is welded to the NGT rail.
- 7 6x8x14 inch wood offset blocks from post 2 to 11. Offset blocks on posts 3 and 5 have notches to accommodate NGT cable.
- 8 The half length rail and post 11 may be omitted at constrained locations. This reduces the LON contribution to 8.6m.
- A Delineation shall be according to OPSD 984.201 and 984.202.
- B The system depicted here is a proprietary product.
- C System configuration meets AASHTO MASH TL-3.
- D This MTOD shall be read in conjunction with OPSD 202.031 or 202.032 as specified.
- E All dimensions are in millimetres unless otherwise shown.

MINISTRY OF TRANSPORTATION ONTARIO DRAWING		DATE	Jun 2024	Rev	0
ENERGY ATTENUATOR, END TREATMENT STEEL BEAM ENERGY ATTENUATING TERMINAL NEXT GENERATION TERMINAL (NGT) SYSTEM INSTALLATION		DRAFT -----			
		MTOD 922.190			