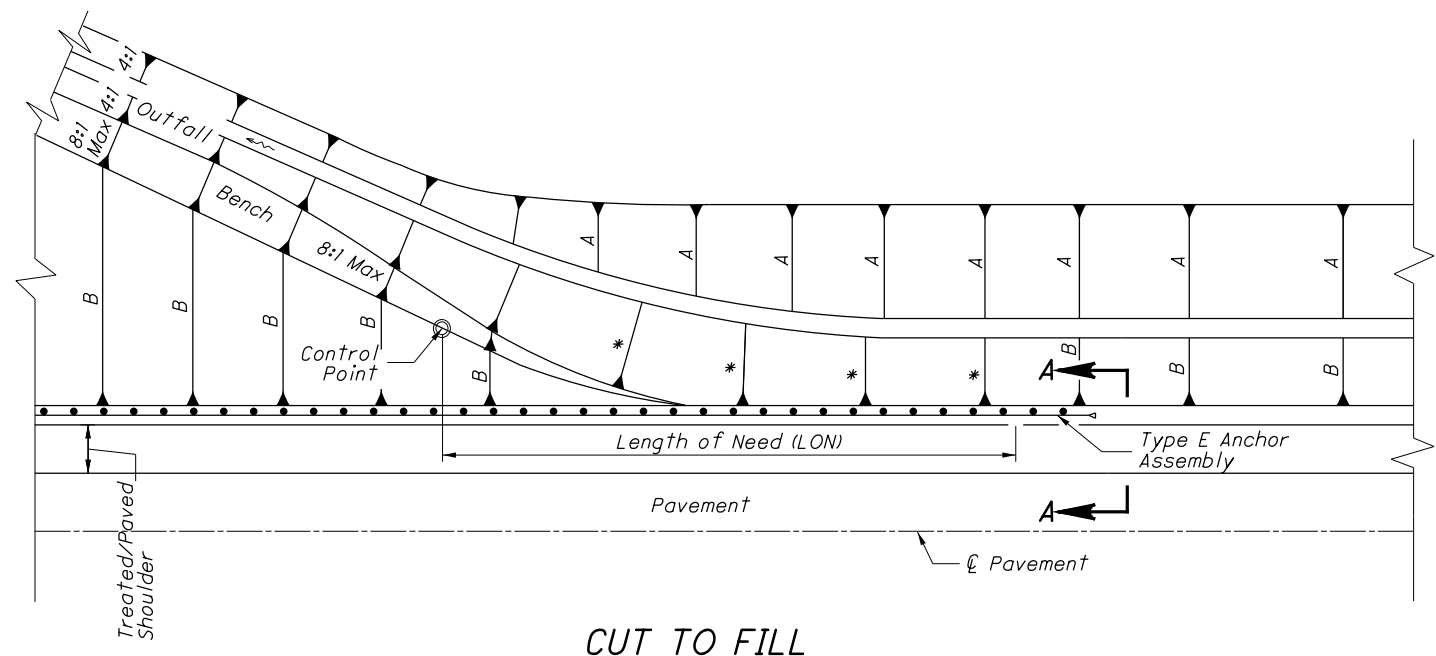
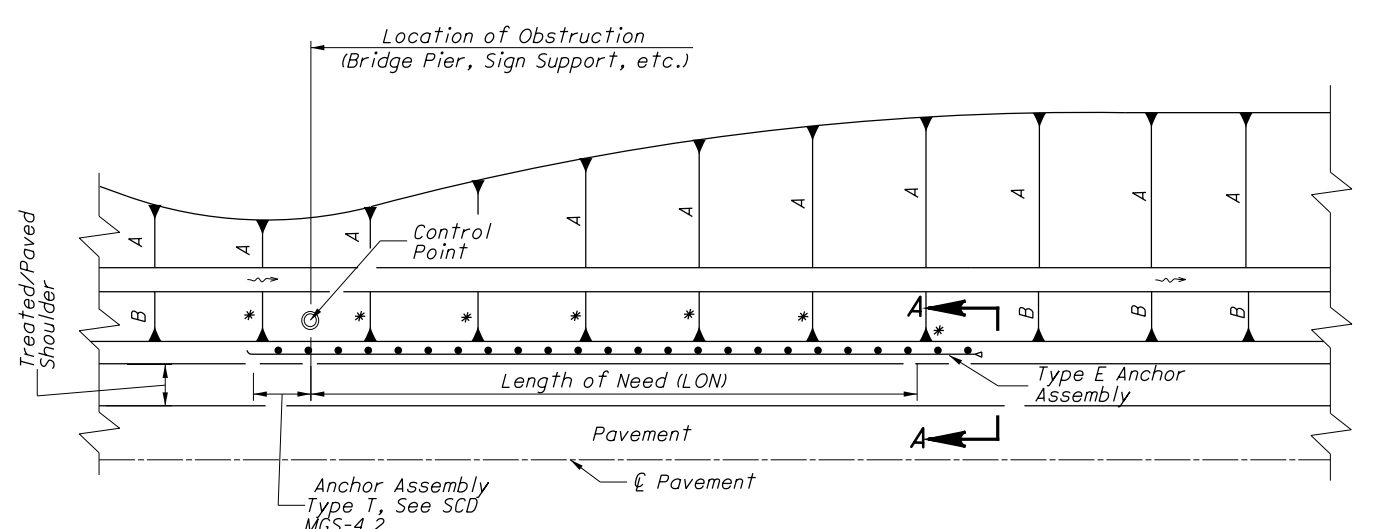


FILL TO FILL

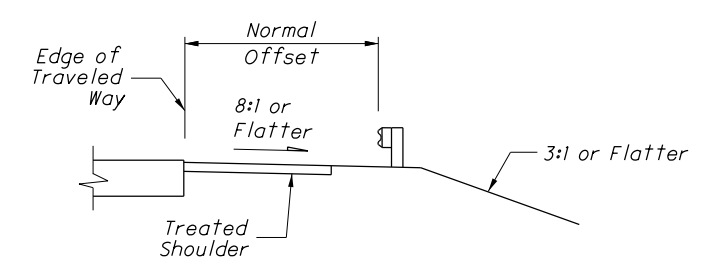
* 3:1 or Flatter



CUT TO FILL



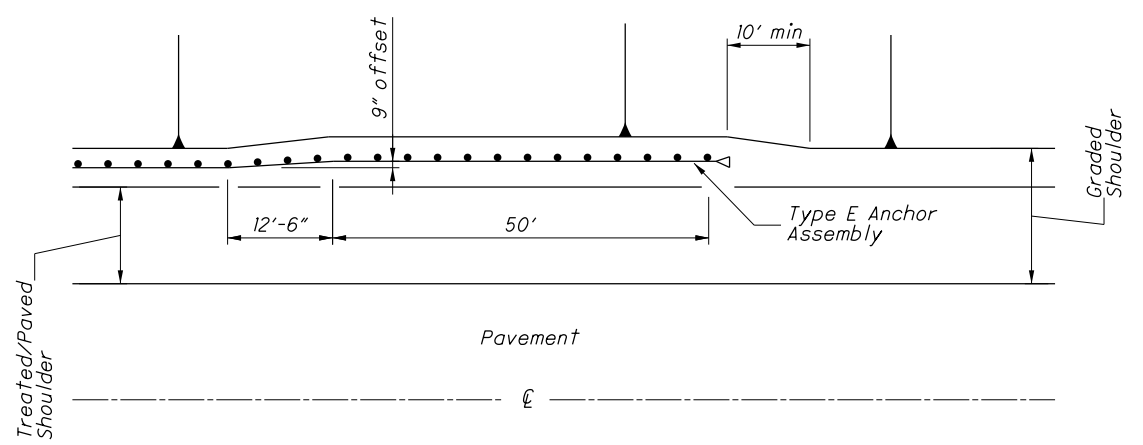
OBSTRUCTION



SECTION A-A

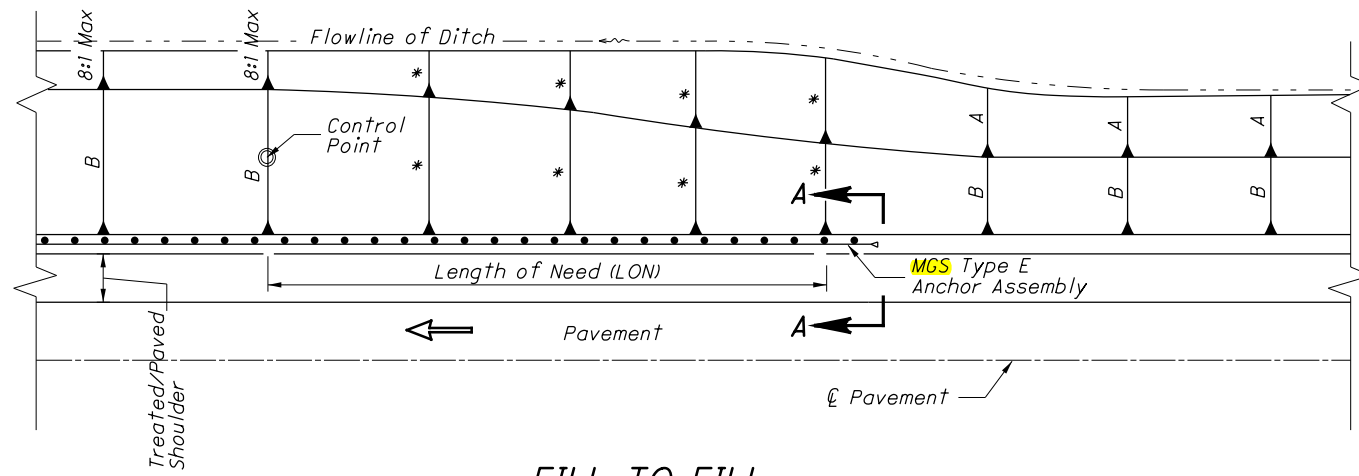
NOTES

- APPLICATION:** Utilize details shown here only where approach foreslopes are steeper than 6:1, but not steeper than 3:1.
- SLOPES:** Slopes designated by * shall be 3:1 or flatter. Slopes labeled "A" and "B" shall be constructed as specified in the plans.
- "LON" DISTANCE:** The Length of Need, LON, represents the distance from the control point to the beginning of the end treatment. The control point shown designates the extent of the hazard being shielded and is shown for design use only. See *Location & Design Manual, Volume 1, Section 602.*
- GUARDRAIL END TERMINALS:** Terminals utilized for the situations shown here shall be Type E Anchor Assemblies unless otherwise specified in the plans.
- OBSTRUCTION INSTALLATION:** Use this installation for one-directional roadways only.
- OFFSET DESIGN:** The design shown may be specified on the plans where it is deemed detrimental to lose effective shoulder width due to the dimensions of the **Type E Anchor Assembly**. The Type E which represents the final 50' of guardrail is to be offset an additional 9" from the normal guardrail offset by tapering within the 12'-6" shown below. The graded shoulder width shall be increased 9" and tapered back to the normal width within 10' as shown.



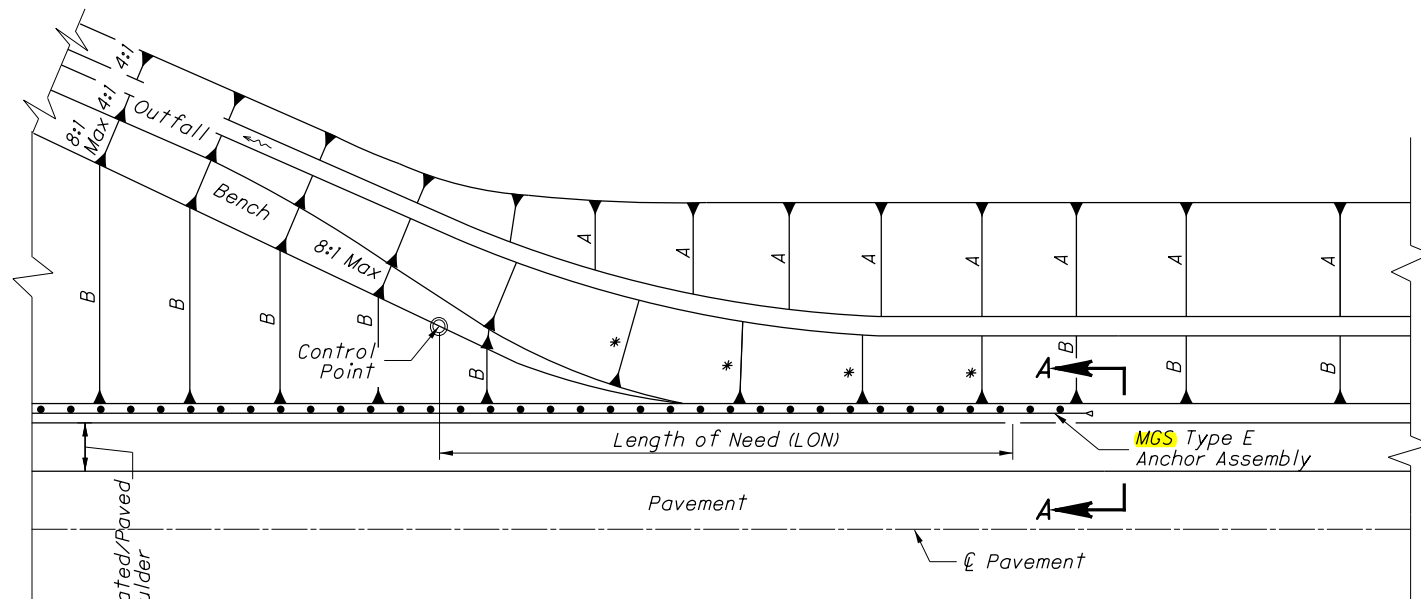
OFFSET DESIGN
(Plan View)

THIS IS A NEW DRAWING

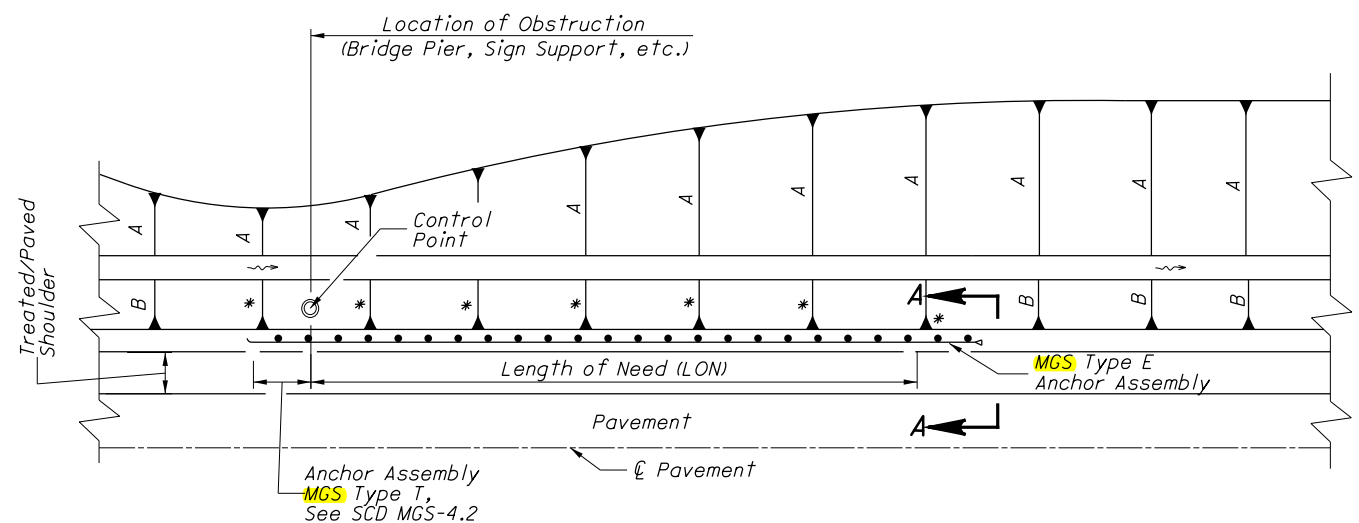


FILL TO FILL

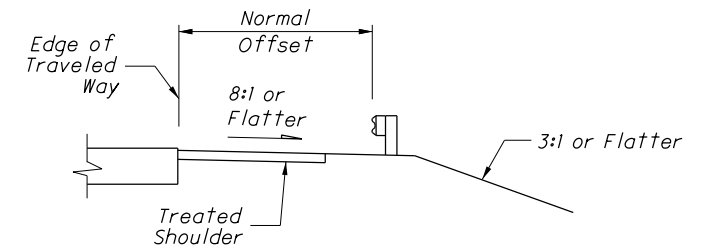
* 3:1 or Flatter



CUT TO FILL



OBSTRUCTION



SECTION A-A

NOTES

APPLICATION: Utilize details shown here only where approach foreslopes are steeper than 6:1, but not steeper than 3:1.

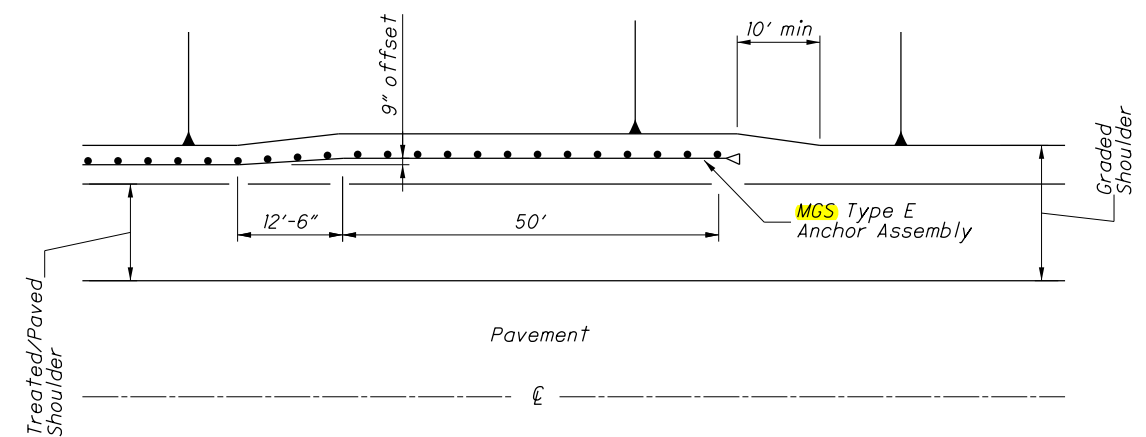
SLOPES: Slopes designated by * shall be 3:1 or flatter. Slopes labeled "A" and "B" shall be constructed as specified in the plans.

"LON" DISTANCE: The Length of Need, LON, represents the distance from the control point to the beginning of the end treatment. The control point shown designates the extent of the hazard being shielded and is shown for design use only. See *Location & Design Manual, Volume 1, Section 602.*

GUARDRAIL END TERMINALS: Terminals utilized for the situations shown here shall be MGS Type E Anchor Assemblies unless otherwise specified in the plans.

OBSTRUCTION INSTALLATION: Use this installation for one-directional roadways only.

OFFSET DESIGN: The design shown may be specified on the plans where it is deemed detrimental to lose effective shoulder width due to the dimensions of the **MGS Type E Anchor Assembly**. The Type E which represents the final 50' of guardrail is to be offset an additional 9" from the normal guardrail offset by tapering within the 12'-6" shown below. The graded shoulder width shall be increased 9" and tapered back to the normal width within 10' as shown.



OFFSET DESIGN
(Plan View)

THIS DRAWING REPLACES MGS-5.3 DATED 1-18-2013.

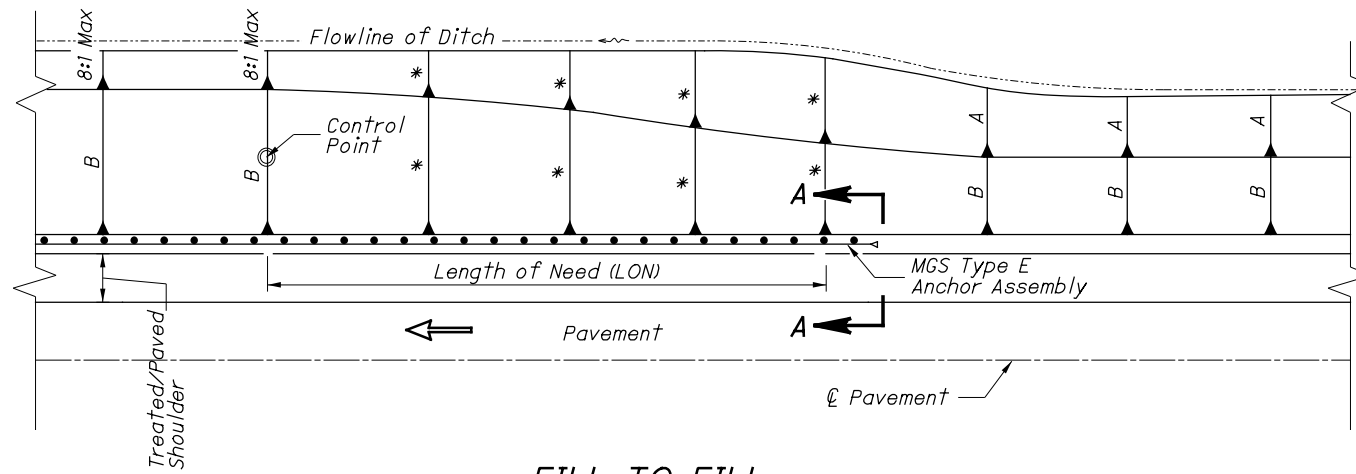
SCD NUMBER
MGS-5.3

STANDARD ROADWAY CONSTRUCTION DRAWING
INTRODUCTION OF GUARDRAIL RUNS
Foreslope steeper than 6:1

OFFICE OF
ROADWAY ENGINEERING

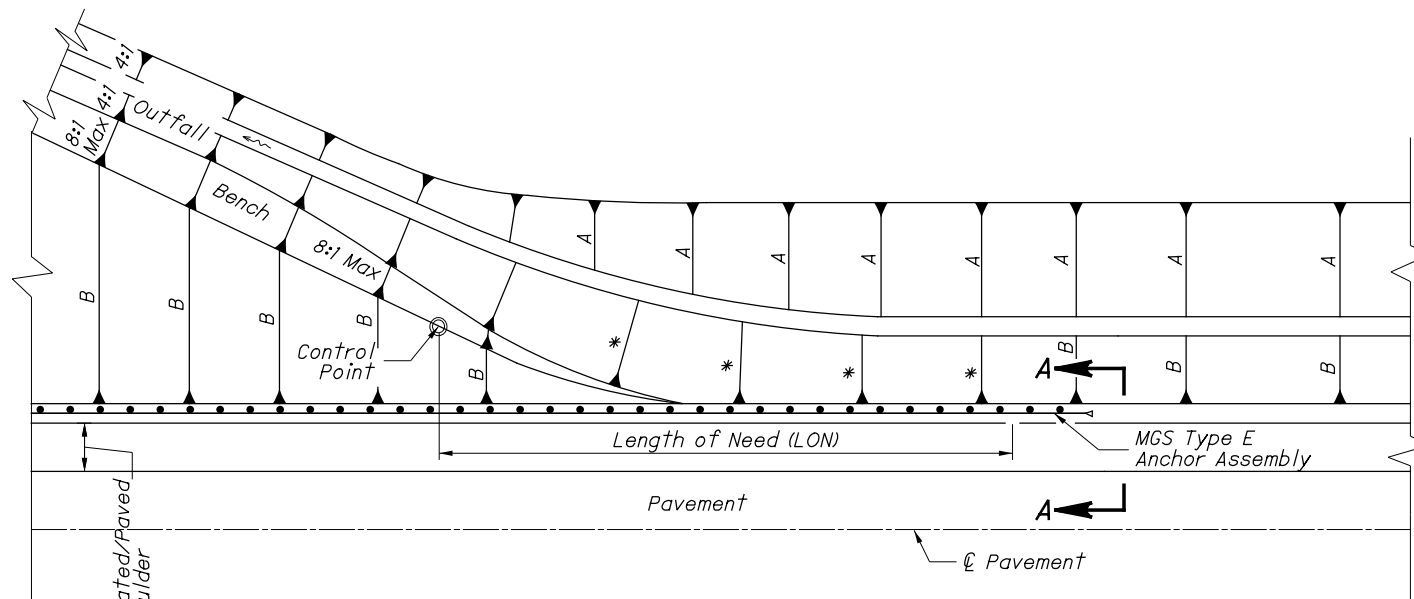
STATUS
ENGINEER
M. Ruppe

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
Michael Blune
ADMINISTRATOR
7-19-2013
DATE

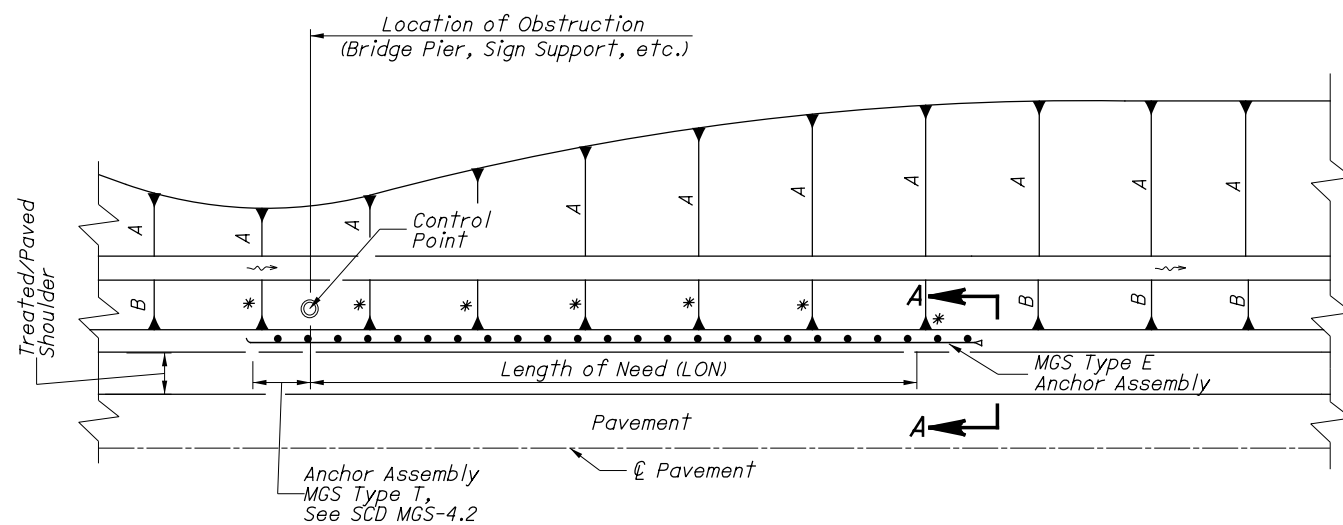


FILL TO FILL

* 3:1 or Flatter

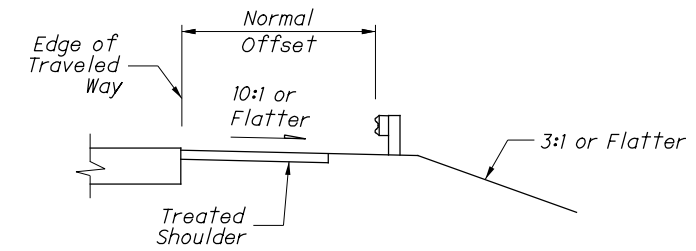


CUT TO FILL



OBSTRUCTION

Anchor Assembly
MGS Type T,
See SCD MGS-4.2



SECTION A-A

NOTES

APPLICATION: Utilitize details shown here only where approach foreslopes are steeper than 6:1, but not steeper than 3:1.

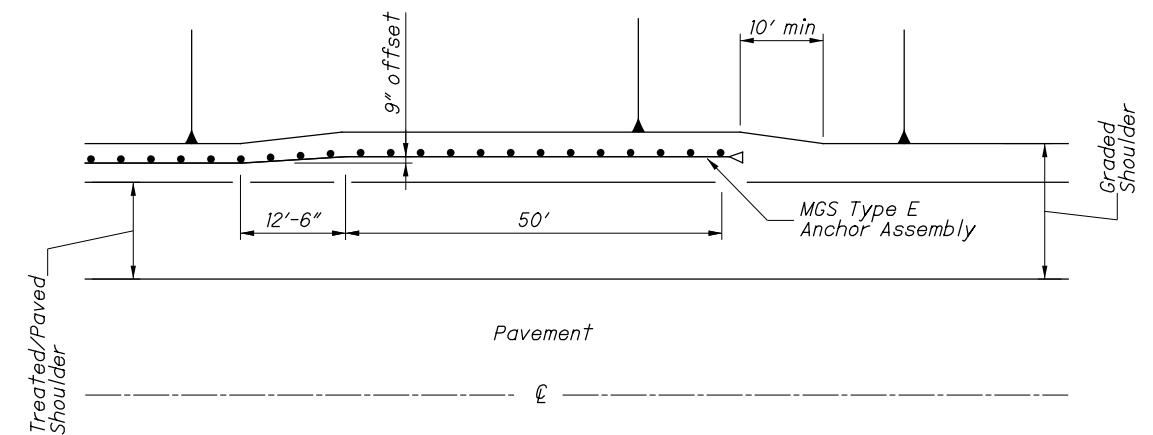
SLOPES: Slopes designated by * shall be 3:1 or flatter. Slopes labeled "A" and "B" shall be constructed as specified in the plans.

"LON" DISTANCE: The Length of Need, LON, represents the distance from the control point to the beginning of the end treatment. The control point shown designates the extent of the hazard being shielded and is shown for design use only. See *Location & Design Manual, Volume 1, Section 602.*

GUARDRAIL END TERMINALS: Terminals utilized for the situations shown here shall be MGS Type E Anchor Assemblies unless otherwise specified in the plans.

OBSTRUCTION INSTALLATION: Use this installation for one-directional roadways only.

OFFSET DESIGN: The design shown may be specified on the plans where it is deemed detrimental to lose effective shoulder width due to the dimensions of the **MGS Type E Anchor Assembly**. The Type E which represents the final 50' of guardrail is to be offset an additional 9" from the normal guardrail offset by tapering within the 12'-6" shown below. The graded shoulder width shall be increased 9" and tapered back to the normal width within 10' as shown.



OFFSET DESIGN
(Plan View)

THIS DRAWING REPLACES MGS-5.3 DATED 7-19-2013.

SCD NUMBER
MGS-5.3

STANDARD ROADWAY CONSTRUCTION DRAWING
INTRODUCTION OF GUARDRAIL RUNS
Foreslopes Steeper than 6:1

OFFICE OF
ROADWAY
ENGINEERING

STDS
ENGINEER
D. Fisher

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR
David L. Holstein

REVISION DATE
7-15-2016