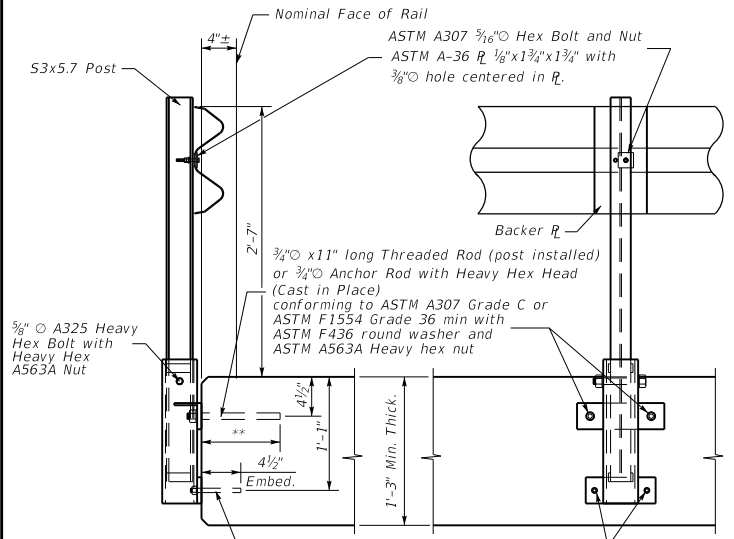
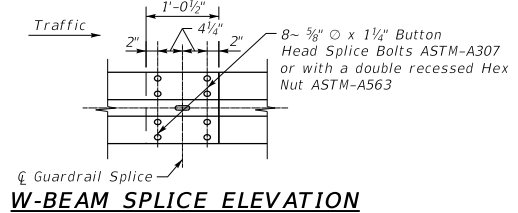
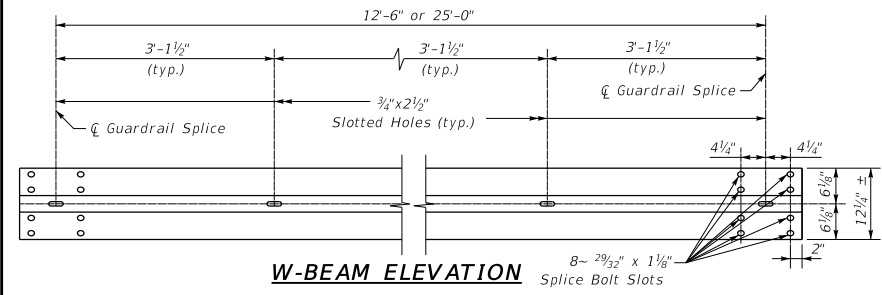


TRANSITION AND END TREATMENT NOTES:
 This traffic railing must be anchored by a minimum of 25 feet of guardrail. This 25 feet at each corner of the bridge is to be paid with the roadway plans. See roadway plans for layout.

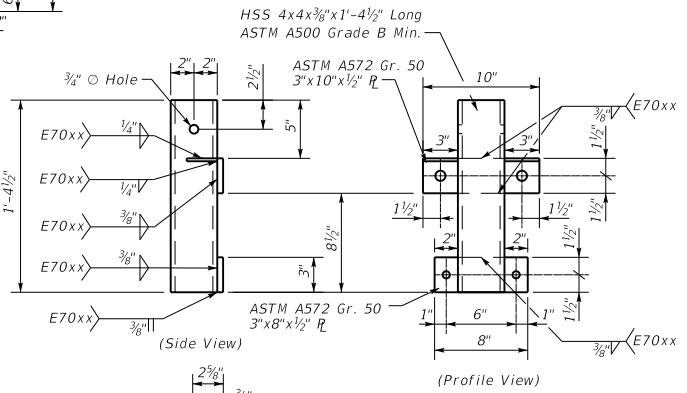
CONSTRUCTION NOTES:
 Face of rail post must be plumb unless otherwise approved by the Engineer. Post must be perpendicular to adjacent roadway grade. Fully anchored guardrail must be attached to each end of rail. Typical guardrail construction as indicated above and not bridge rail transition or bridge end connector. It is recommended that the bridge plans show rail post locations. Round or chamfer exposed edges of rail posts and backer Plate to approximately 1/4\"/>

MATERIAL NOTES:
 All components must be supplied galvanized including fasteners, anchor rods, threaded rods, etc. Galvanize all steel components after fabrication in accordance with ASTM A123. W-beam must meet the requirements of Std. Dwg. RBR-001, c.e. except as modified in these plans. The contractor may furnish rail elements of 25'-0\"/>

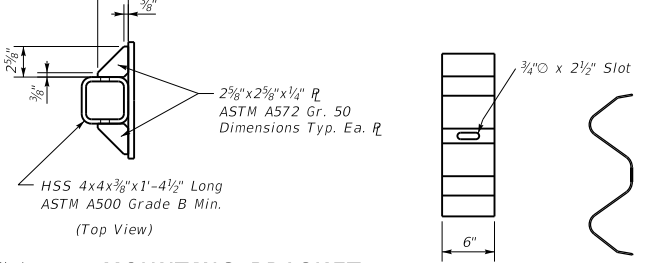
GENERAL NOTES:
 This railing has been successfully evaluated by full scale crash test to meet MASH TL-3 criteria. This railing can be used for speeds 45 mph and greater. This rail is designed to deflect approximately 4'-0\"/>



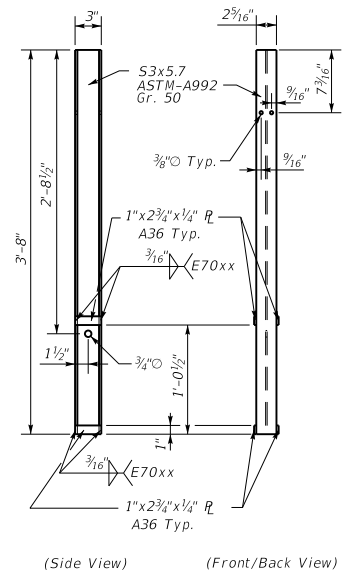
X-SECTION VIEW



MOUNTING BRACKET



ELEVATION SIDE VIEW
 (Backer Plate) (Backer Plate)



POST ELEVATION

Note: Fabricator may elect to provide a 3/4\"/>

KENTUCKY DEPARTMENT OF HIGHWAYS
RAILING SYSTEM
SIDE MOUNTED MGS
DETAILS

STANDARD DRAWING NO. **BHS-011**
 SUBMITTED *Bob Adams* 02-26-20
 DIRECTOR DIVISION OF STRUCTURAL DESIGN DATE
 APPROVED *[Signature]* 02-26-20
 STATE ENGINEER DATE