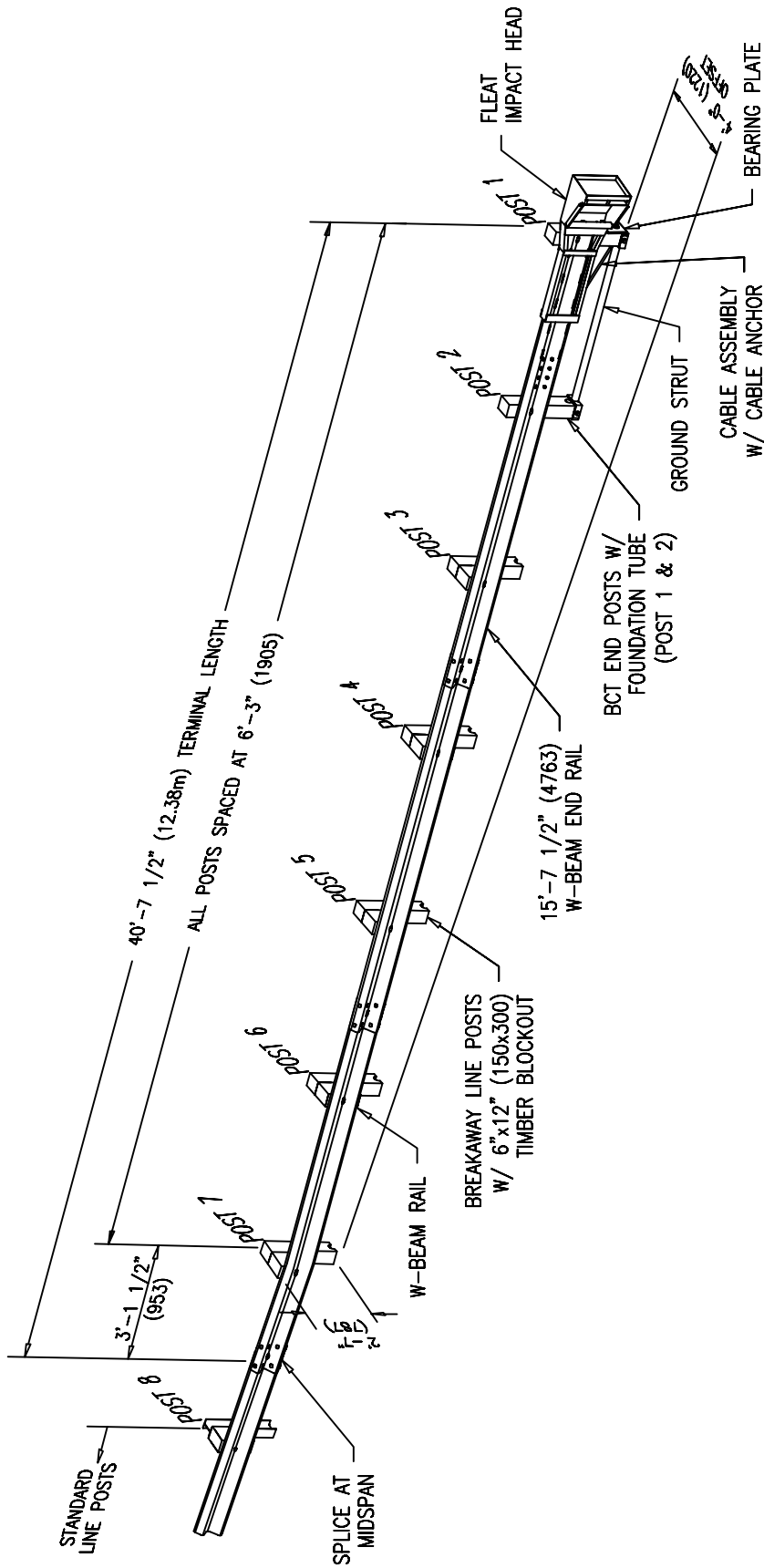


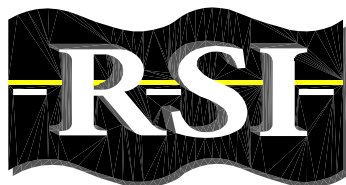
2005



NOTES:

1. CAN BE INSTALLED AT 2'-6" TO 4'-0" OFFSET.
2. WOOD OR STEEL BREAKAWAY POSTS MAY BE USED FOR THIS SYSTEM. WOOD POSTS SHOWN.

FLEAT - MGS SYSTEM



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INTENDED USE

The **FLEAT MGS** is a straight flared (not parabolic) roadside energy-absorbing terminal that has been designed and tested in the MGS (Midwest Guardrail System) configuration. The differences between the improved MGS W-Beam barriers and conventional W-Beam barriers are:

- The MGS top-of-rail height is 31" rather than 27 5/8".
- The MGS blockout is 12" rather than 8" deep.
- The MGS rail splices occur mid-span between posts rather than at the post.

The terminal is supported by breakaway posts and used to protect the ends of MGS W-Beam barriers. The offset is variable and can be optimized to fit site conditions. During end-on impacts, the vehicle pushes the FLEAT impact head down the rail section while sequentially kinking the rail element. The kinked rail exits the impact head on the front side but because of the impact head design and the direction that the rail is being kinked; the rail is directed away from traffic.

The FLEAT MGS is a cable-anchored system. When impacted on the traffic side within the length of need and within design limits, the FLEAT contains and redirects the errant vehicle back toward its original travel path. A cable anchor bracket is attached to the backside of the first rail section with special high strength shoulder bolts. The cable anchor bracket locks into place for traffic face redirection impacts but releases for end-on impacts.

There are options for the breakaway posts. The FLEAT MGS is approved by the FHWA with either wood or steel breakaway posts.

APPROVALS

FHWA letter (CC-88) March 8, 2005 - MGS FLEAT NCHRP 350 Test Level 3

CONTACT INFORMATION

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