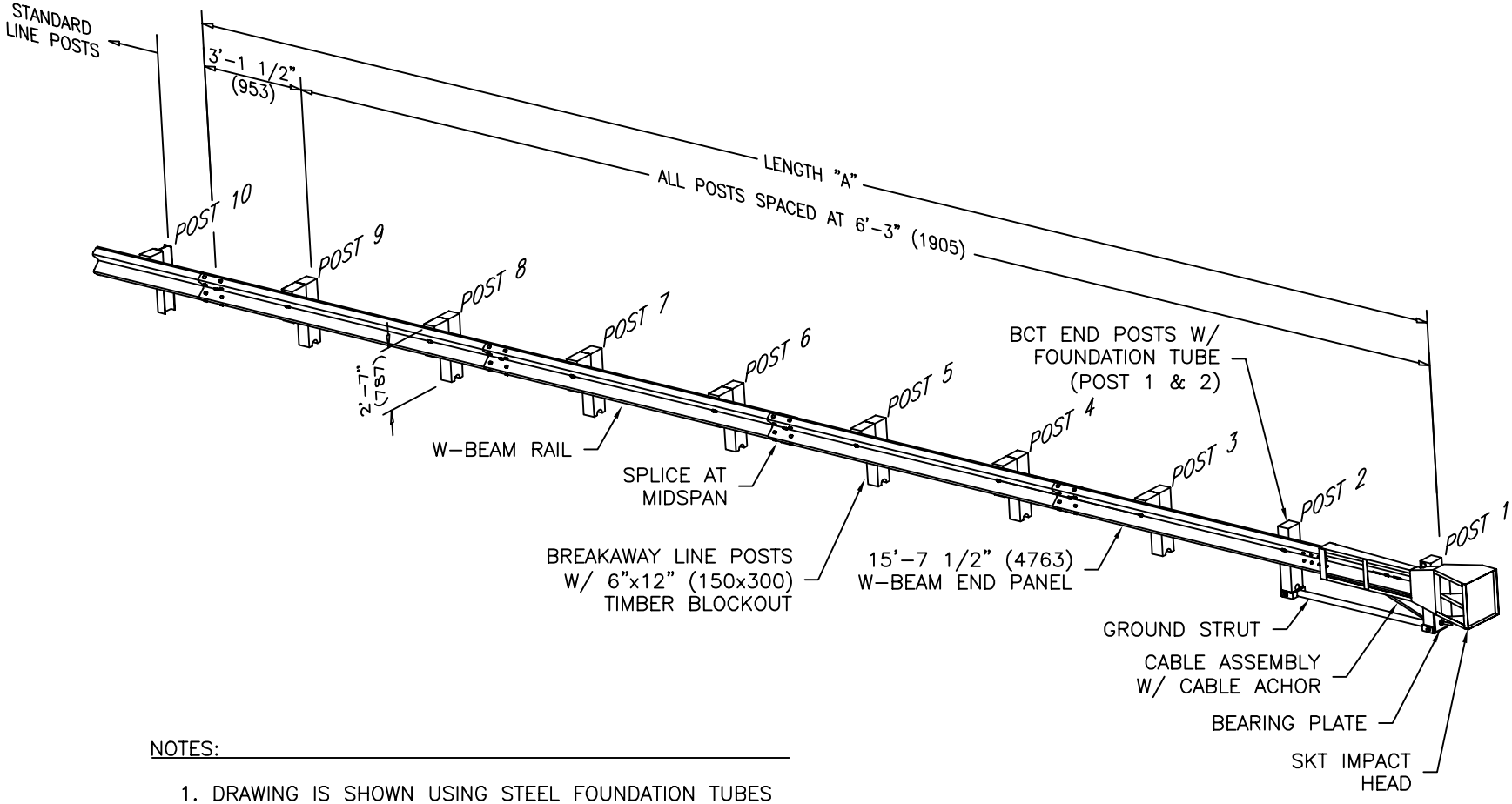
2005

SKT – MGS System



NOTES:

1. DRAWING IS SHOWN USING STEEL FOUNDATION TUBES AT POSTS 1 & 2 ONLY. STEEL TUBES MAY ALSO BE USED AT POSTS 1 THRU 4 OR POST 1 THRU 8.
2. INSTALLED TANGENT TO LENGTH OF NEED OR WITH A TAPER OF 25:1 OR LESS.
3. WOOD OR STEEL BREAKAWAY POSTS MAY BE USED FOR THIS SYSTEM. WOOD POSTS SHOWN.
4. SEE TABLE FOR OVERALL LENGTHS.

SYSTEM	SEW18a	SEW18b
NCHRP 350	TL 3 MGS SKT	TL 3 MGS SKT LITE
LENGTH "A"	53'–1 1/2" (16.19m)	40'–7 1/2" (12.38m)
POSTS	8	6

RSI Road Systems Inc.

SEW18a&b

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INTENDED USE

The **SKT MGS** family of products represents tangent roadside energy-absorbing terminals that have 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.

These terminals are supported by breakaway posts and used to protect the ends of MGS W-Beam barriers. During end-on impacts, the vehicle pushes the SKT impact head down the rail section while sequentially kinking the rail element. The kinked rail exits the impact head on the backside behind traffic.

The SKT MGS is a cable-anchored system. When impacted on the traffic side within the length of need and within design limits, the SKT 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 SKT MGS is approved by the FHWA with either wood or steel breakaway posts.

APPROVALS

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

CONTACT INFORMATION

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