



**NOTES:**

- 1 This MTOD shows right shoulder installation. The SGFT 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 Type M SBCR includes Type M20 and Type M30.
- 4 Transition according to OPSD 912.314.
- 5 Imperial size steel sections referenced.
- 6 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.
- 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 and MTOD 922.188.
- E All dimensions are in millimetres unless otherwise shown.

<b>MINISTRY OF TRANSPORTATION ONTARIO DRAWING</b>  <b>ENERGY ATTENUATOR, END TREATMENT</b> <b>STEEL BEAM ENERGY ATTENUATING TERMINAL</b> <b>SPiG GATING END TERMINAL</b> <b>INSTALLATION</b>	April 2020	Rev	0
<b>MTOD - 922.187</b>			