CONSTRUCTION NOTES:

1. W-beam, blockout, and post details not shown here shall conform to Std Owy G-055.

2. All covered hardware shall comply with the Task Force IT (TFIT) Guide to Standardized Roadside Safety Hardware online publication.

3. This terminal in MASH TL-3 tested.

4. Pay limits for buried-in-backslope Terminal are from Post A to Post 7. Payment for Buried-in-backslope Terminal includes excavation and backfill work associated with burial of Post A to Post 7.

5. Extend the W31 guardrail at a 45° or flatter, flare rate from Post 7 to Post 7, where the typical guardrail run is parallel to the shoulder. Field bend w-beam end elements to transition from the 45° flare to parallel to the shoulder of Post 7.

6. Provide a 20’ x 75’ object free area when backstops are flatter than 2:1. When required, this work is subsidiary to the Buried-in-backslope Terminal.

DESIGN NOTES:

1. The LON point shown on this sheet is for the conditions shown in the Sections on Sheet 2. For other guardrail conditions, especially those with wider guardrails and deeper ditches, the LON point will be at a different location. In this case, the LON point is where the top of the rail height first reaches 48” with respect to the finished grade at the face of the guardrail.

State of Alaska DOT&PF
ALASKA STANDARD PLANS
W31 GUARDRAIL
BURIED-IN-BACKSLOPE TERMINAL

Adopted as a State Standard Plan by

Chief Engineer

Adopted Date: 02/06/2010

Sheet Code and Status Review:

Sheet Code and Standard Review Date: 02/06/2010
GENERAL NOTES:
1. L W-beam, blockout, and post details not shown here shall conform to Std Dwg 0-055.
2. All covered hardware shall comply with the Task Force 15 (TF15) Guide to Standardized Roadside Safety Hardware online publication.
3. Fore slopes shall be 4:1 or flatter. Back slopes may be 1:1 maximum to 3:1 minimum. Lateral offsets shown on this sheet and sheet 1 are based on the 4:1 fore slope, 2:1 back slope, and 10" ditch depth shown on this sheet. Other ditch depth, foreslope, or back slope conditions will require recomputation of lateral offsets and special grading of the top of guardrail to maintain the 48" minimum ground clearance to the top of guard rail and 12" minimum bury at Post A.
### GENERAL NOTES:

1. W-beam, blockout, and post details not shown here shall conform to Std Dwg G-055.

2. All covered hardware shall comply with the Task Force B (TF93) Guide to Standardized Roadside Safety Hardware unless publication.

3. Field drill 1” diameter holes in W-beam rail elements to make connections to the B.B.B. Anchor Plate.

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**SECTION A-A**

Typical for Posts A-C

- 7/8” x 2” hex bolt and recessed head hex nut, 4 each total.
- 1-3/4” x 1-3/4” x 5/16” plate washer with 1” dia, hole.
- B.B.B. Anchor Plate (See detail on this sheet)

- 3/4” x 3” Pipe Sleeve Spacer (FMMD4)
- Field drill 3/4” hole in post

**SECTION B-B**

Post D only

**B.B.B. ANCHOR PLATE**

Plate Notes:
1. Plate is 1/2” galvanized ASTM A36 steel
2. All circular holes are 3/4” diameter
3. All slotted holes are 1” x 1-3/4”

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**DETAIL C**

- 5/8” x 5” Hex Bolt w/ recessed hex nut (FX65a)
- 5/8” Flat Washer

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**DETAIL A**

- See Detail C
- 9” 4-1/2” long 12 gauge W-beam piece
- Field bend 9” 4-1/2” long 10 gauge W-beam piece

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**DETAIL B**

- See Std. Dwg G-055 for guardrail splice details
- 6” x 3”
- 9” 4-1/2” long 10 gauge W-beam piece

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**State of Alaska DOT&PF**

**ALASKA STANDARD PLAN**

**WS1 GUARDRAIL BURIED-IN-RACKSLOPE TERMINAL**

Adapted on a basis of the Standard Plan No.

Kris, P.E.
Chief Engineer

Adopted Date: 02/06/2019

Last Code and Style Review
By: Daff
Date: 02/06/2019

Next Code and Standards Review date: 02/06/2019
GENERAL NOTES:
1. W-keen, blockout, and post details not shown here shall conform to SM Dep A005.

2. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication.

3. All post holes are 3/4" diameter, except those shown as 1" diameter.

POSTS A-C

POST D

FIRST POST AFTER D

to POST H

W6 x 8.5 galv. steel post, fig.