

PERSPECTIVE VIEW

LATERAL OFFSET TABLE	
Post No.	Offset*
A	14' 3"
D	11' 2-1/4"
E	9' 1-1/2"
F	6' 0-1/4"
I	3'-1/4"

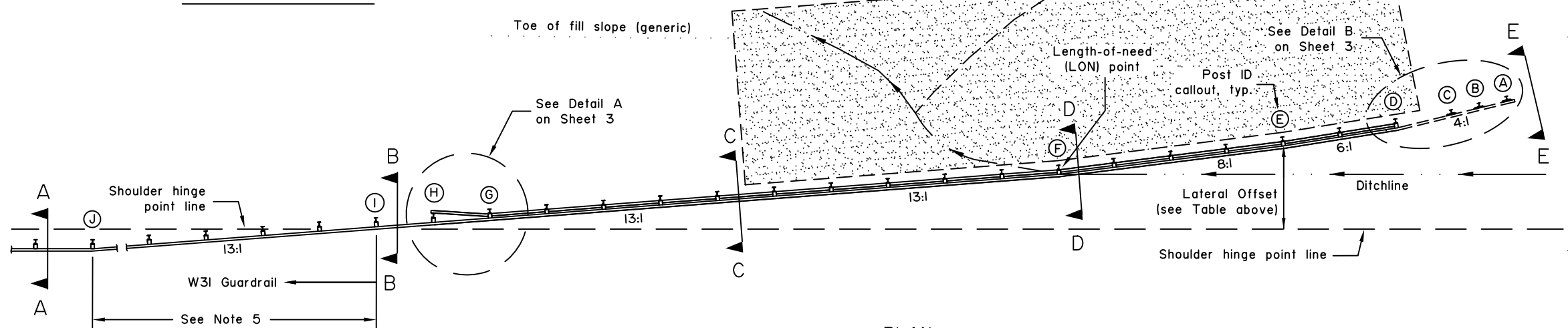
\* Lateral offset is measured from the shoulder hinge point line to the back of guardrail. These offsets apply only for the foreslope and backslope conditions shown on the Sections on Sheet 2. For other foreslope or backslope conditions, these offsets need to be recomputed.

FLARE RATE TABLE	
Posts	Flare Rate
A - D	4 : 1
D - E	6 : 1
E - F	8 : 1
F - I	13 : 1
I - J	13:1 or flatter

CONSTRUCTION NOTES:

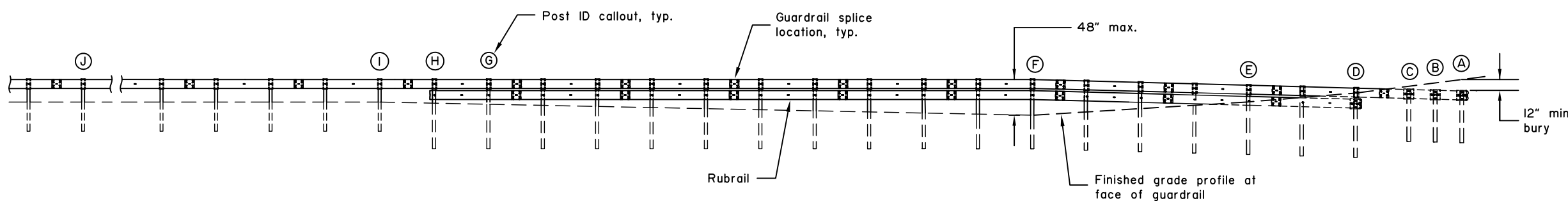
1. W-beam, blockout, and post details not shown here shall conform to Std Dwg G-05S.
2. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication.
3. This terminal is MASH TL-3 tested.
4. Pay limits for Buried-in-Backslope Terminal are from Post A to Post I. Payment for Buried-in-Backslope Terminal includes excavation and backfill work associated with burial from Post A to Post I.
5. Extend the W31 guardrail at a 13:1, or flatter, flare rate from Post I to Post J, where the typical guardrail run is parallel to the shoulder. Field bend w-beam rail element to transition from the 13:1 flare to parallel to the shoulder at Post J.
6. Provide a 20' x 75' object free area when backslopes are flatter than 2:1. When required, this work is subsidiary to the Buried-in-Backslope Terminal.

Provide 20' x 75' area free of fixed object hazards behind guardrail. Any signs or other highway appurtenances must be mounted on breakaway supports. See Construction Note 6.



PLAN

All sections in this plan view are shown on Sheet 2



ELEVATION

DESIGN NOTES:

1. The LON point shown on this sheet is for the conditions shown in the Sections on Sheet 2. For other foreslope conditions, especially those with wider foreslopes 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

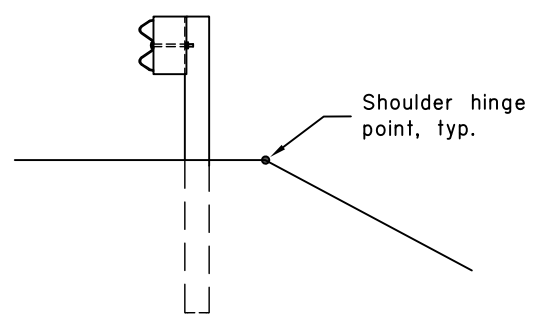
State of Alaska DOT&PF  
ALASKA STANDARD PLAN  
**W31 GUARDRAIL  
BURIED-IN-BACKSLOPE  
TERMINAL**

Adopted as an Alaska Standard Plan by: *Kenneth J. Fisher*  
Kenneth J. Fisher, P.E.  
Chief Engineer

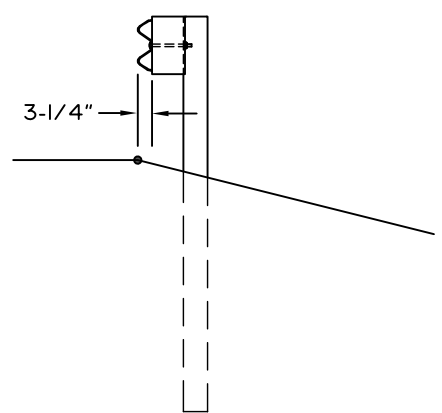
Adoption Date: 02/08/2019

Last Code and Stds. Review  
By: Date:

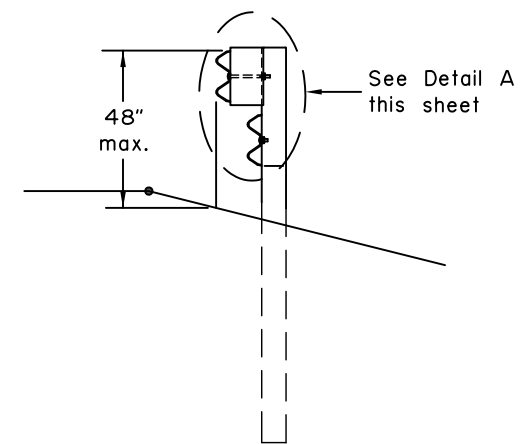
Next Code and Standards Review date: 02/08/2029



**SECTION A-A**  
Typical Section of Guardrail  
Installation at shoulder



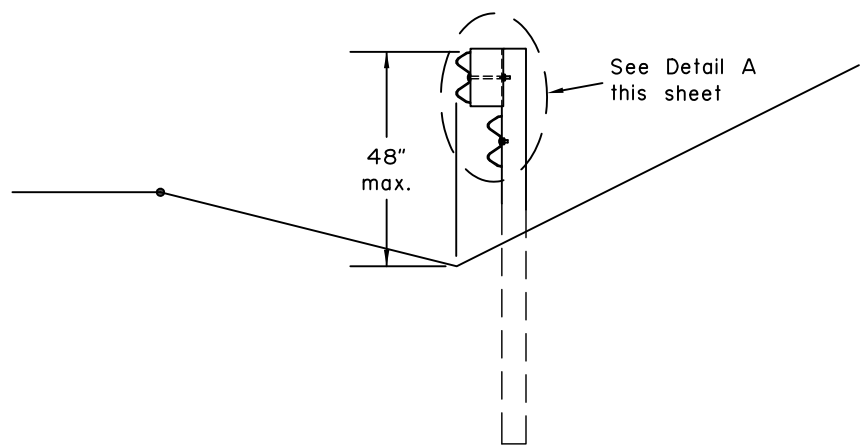
**SECTION B-B**  
Typical Section at Post I.  
Face of Guardrail flush with  
shoulder hinge point.



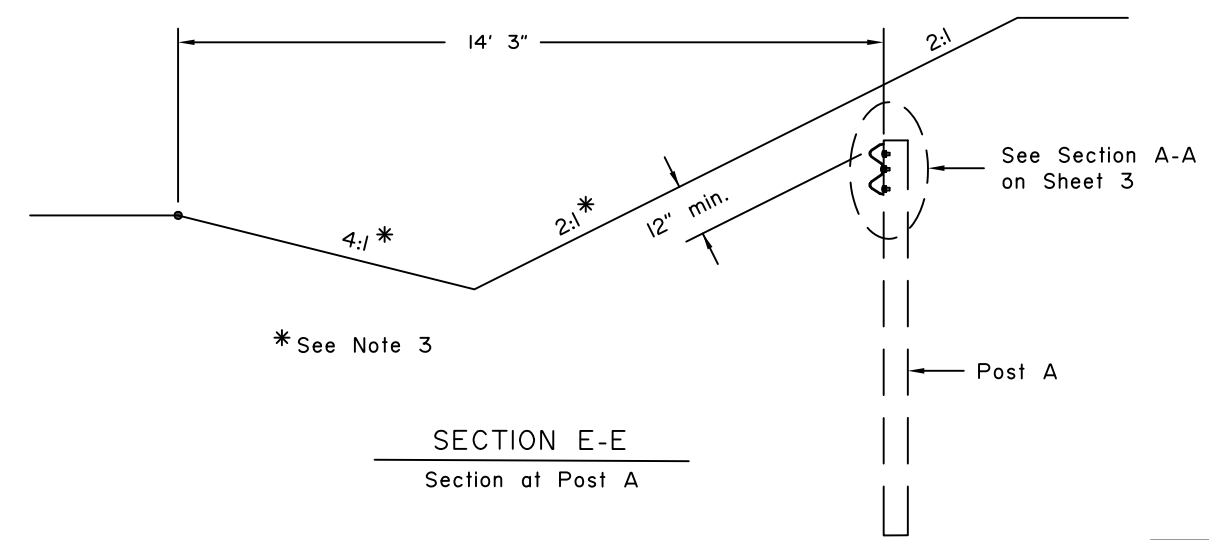
**SECTION C-C**  
Guardrail on foreslope.

**GENERAL NOTES:**

1. W-beam, blackout, and post details not shown here shall conform to Std Dwg G-05S.
2. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication.
3. Foreslopes shall be 4:1 or flatter. Backslopes may be 1:1 maximum to 3:1 minimum. Lateral offsets shown on this sheet and Sheet 1 are based on the 4:1 foreslope, 2:1 backslope, and 18" ditch depth shown on this sheet. Other ditch depth, foreslope, or backslope conditions will require recomputation of lateral offsets and special grading of the top of guardrail to maintain the 48" maximum ground clearance to the top of guardrail and 12" minimum bury at Post A.

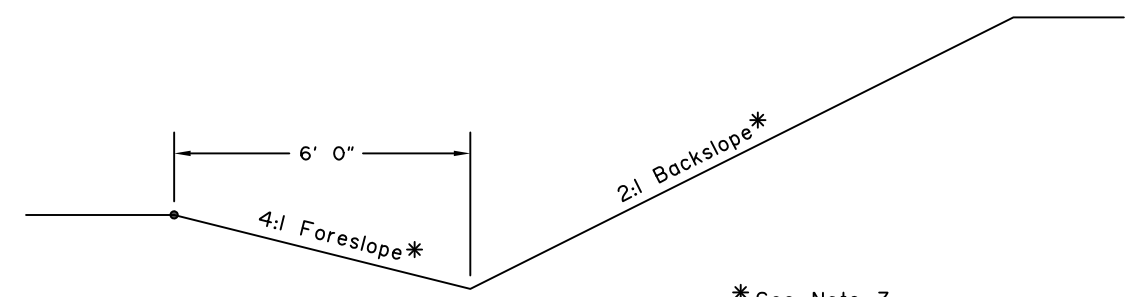


**SECTION D-D**  
Section at Post F.  
Face of Guardrail aligned  
with center of ditch.



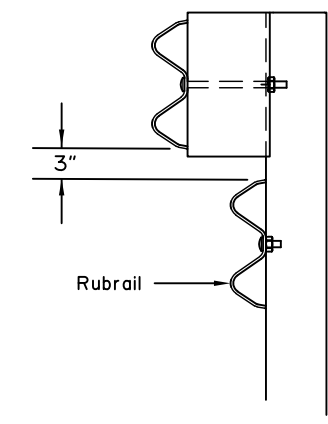
**SECTION E-E**  
Section at Post A

\* See Note 3



**SECTION F-F**  
Typical Ditch Section

\* See Note 3



**DETAIL A**

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ALASKA STANDARD PLAN

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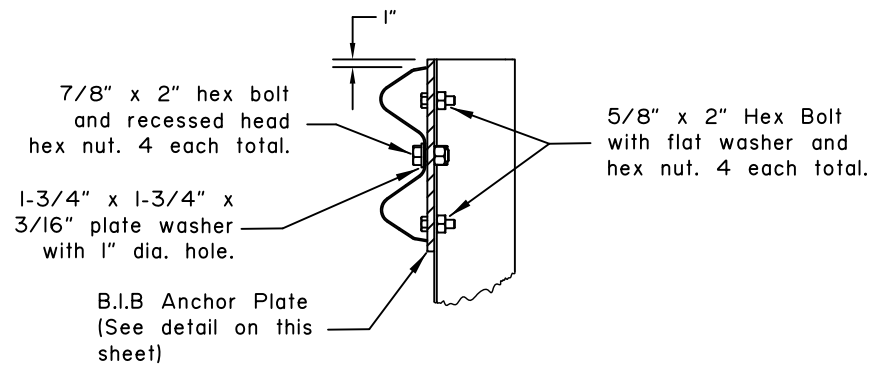
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Standard Plan by: *Kenneth J. Fisher*  
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Chief Engineer

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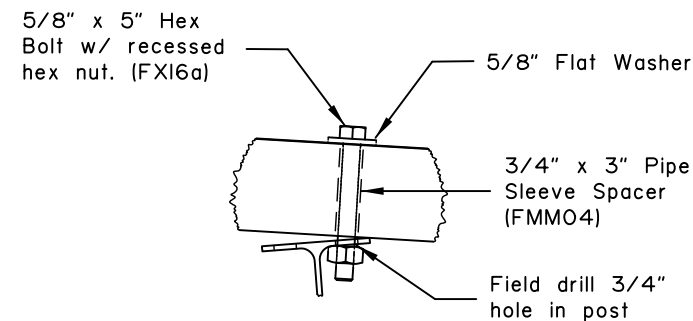
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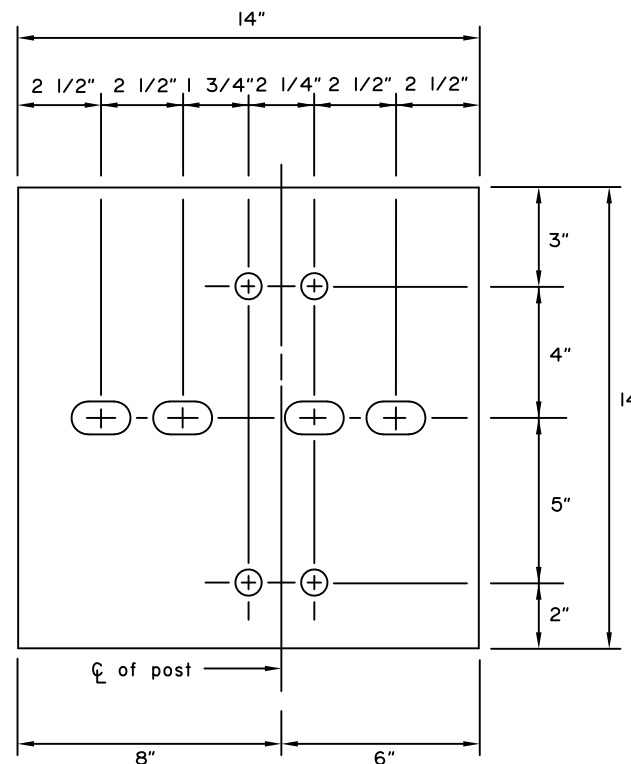
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**SECTION A-A**  
Typical for Posts A-C

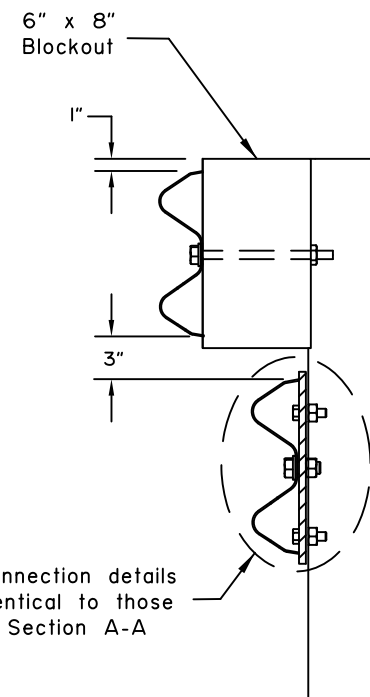


**DETAIL C**



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

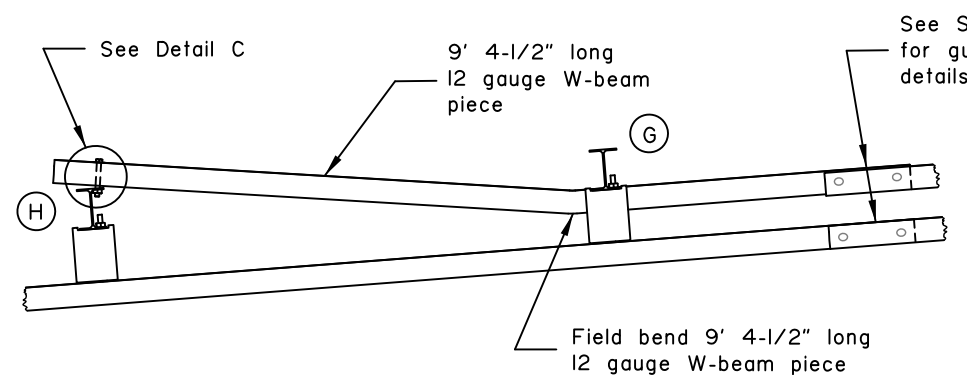
- Plate Notes:
1. Plate is 1/2" galvanized ASTM A36 steel
  2. All circular holes are 3/4" diameter
  3. All slotted holes are 1" x 1-3/4"



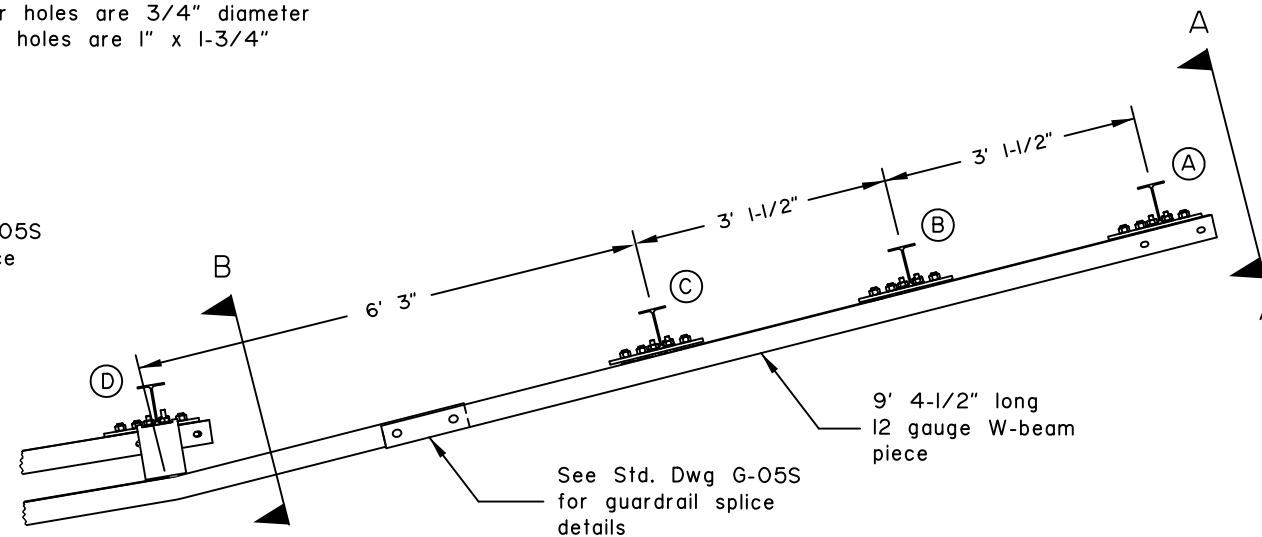
**SECTION B-B**  
Post D only

**GENERAL NOTES:**

1. W-beam, blockout, and post details not shown here shall conform to Std Dwg G-05S.
2. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication.
3. Field drill 1" diameter holes in w-beam rail elements to make connections to the B.I.B. Anchor Plate.



**DETAIL A**



**DETAIL B**

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ALASKA STANDARD PLAN

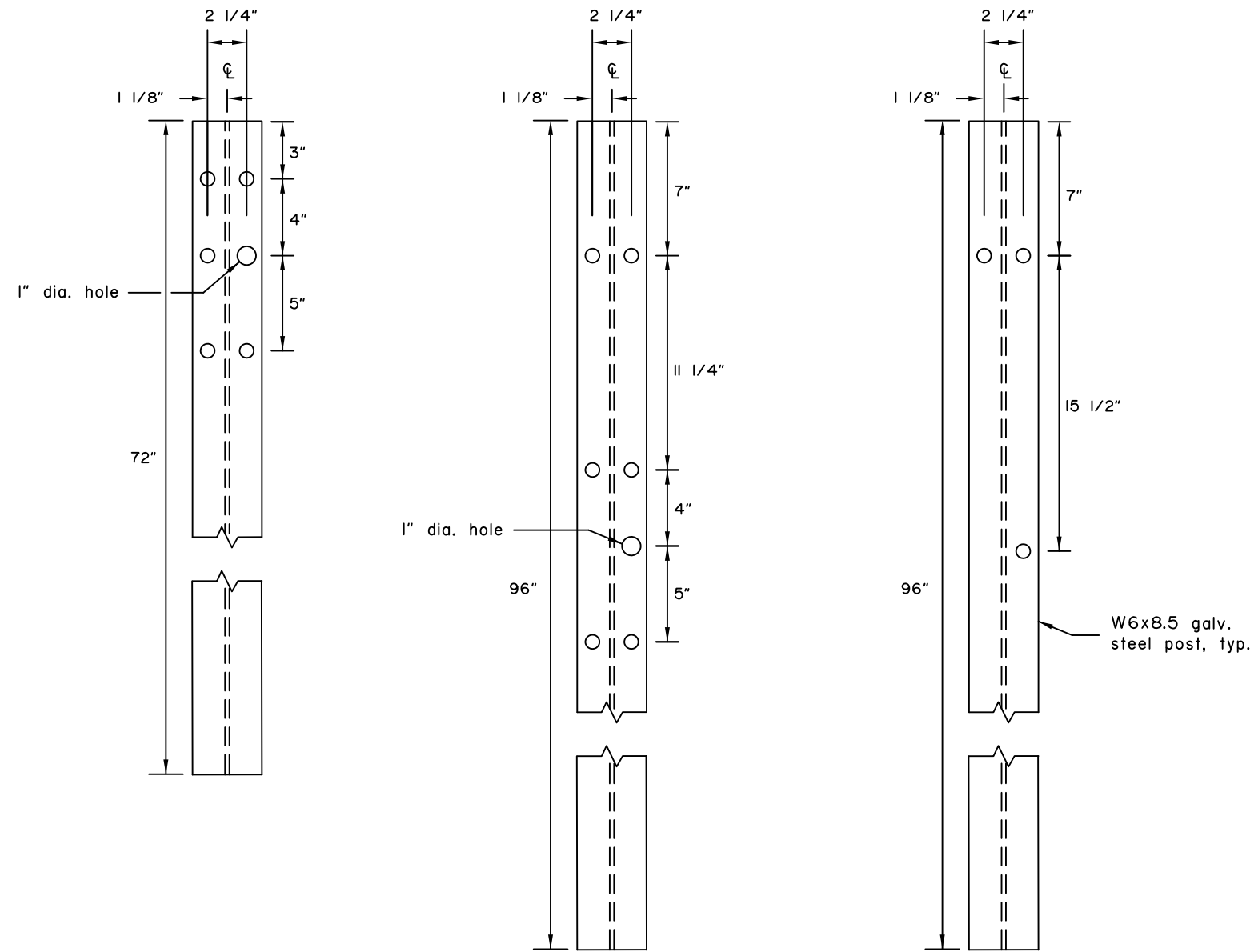
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POSTS A-C

POST D

FIRST POST AFTER D  
TO POST H

**GENERAL NOTES:**

1. W-beam, blockout, and post details not shown here shall conform to Std Dwg G-05S.
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.

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