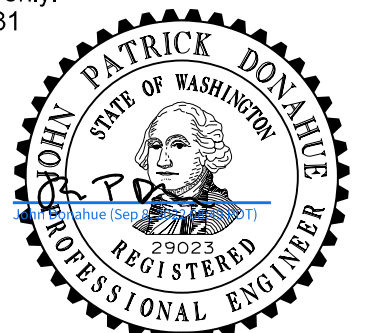


**NOTES**

1. The Implementation of the Manual for Assessment of Safety Hardware (MASH) criteria may result in the acceptance of guardrail terminal systems currently not shown on this plan. Non-Flared terminals shall be selected from the WSDOT Qualified Products List (QPL) or approved through the WSDOT Request for Approval of Materials (RAM) process.
2. This terminal is MASH compliant at Test Level Two (TL-2) and may be used in applications with posted speed of 45 mph or less.
3. An MSKT-SP-MGS (TL-2) as manufactured by Road Systems, Inc, SOFTSTOP (TL-2) as manufactured by Trinity Highway Products, LLC, or MAX-TENSION (TL-2) as manufactured by Lindsay Transportation Solutions, shall be installed according to manufacturer's recommendations.
4. A reflectorized object marker shall be installed according to manufacturer's recommendations.
5. Snow load rail washers shall not be installed within the terminal limits.
6. Provide an offset between 0 to 1 foot so that the impact head does not encroach onto the paved shoulder. The offset is provided over the length of the terminal system from the center of the last post splice to either: (1) The face of the impact head at its leading edge (MSKT-SP-MGS), or (2) The center of anchor Post 0 (Softstop or Max-Tension). Provide the maximum offset where practicable.
7. For terminal details, see WSDOT approved manufacturer's drawings.
8. These terminals are supplied with steel posts only. They can be used with beam guardrail Type 31 runs, composed of steel or wood guardrail posts.
9. The widened embankment dimensions shown on this plan will satisfy the installation requirements of all 3 guardrail terminal systems shown on this plan.



Sep 8, 2022

**BEAM GUARDRAIL TYPE 31  
NON-FLARED TERMINAL  
(POSTED SPEED  
45 MPH AND BELOW)  
STANDARD PLAN C-22.45-06**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Mark Gaines  
Mark Gaines (Sep 8, 2022 09:59 PDT)

Sep 8, 2022

STATE DESIGN ENGINEER



Washington State Department of Transportation