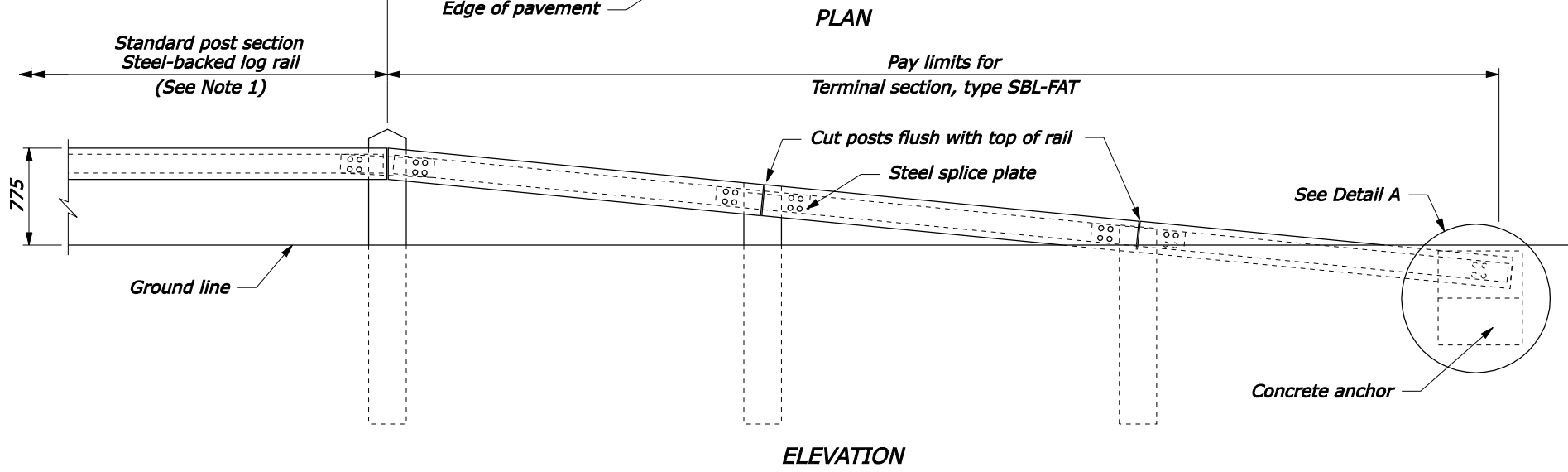


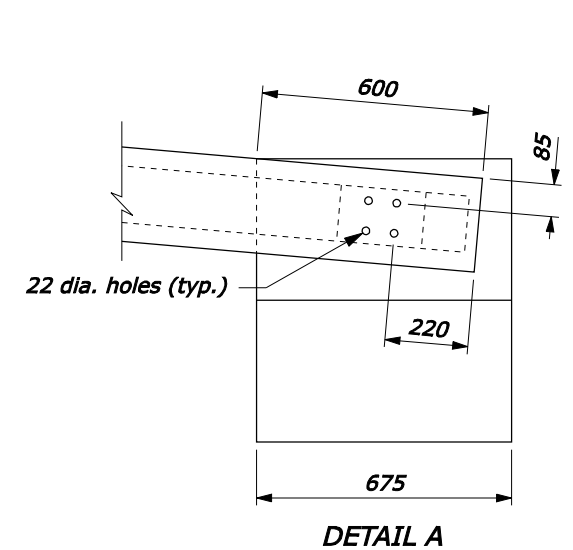
NOTE:

1. See Standard M617-80 and M617-81, Steel-Backed Log Rail, for timber, structural steel, and hardware details.
2. Extend the fill widening a minimum of 1.5 m behind the guardrail, unless otherwise directed by the CO.
3. The guardrail flare shown in the plan view is the minimum length and rate required. As directed by the CO, flare the guardrail so that the terminal section is outside the clear zone. If the terminal section cannot be located outside the clear zone, it should be flared as far as practical from the road at the maximum rate indicated on the Guardrail Flare Rates table.
4. Finish hardware in the metric sizes shown. Equivalent US Customary sizes may be used when metric sizes are not available.
5. Dimensions without units are millimeters.

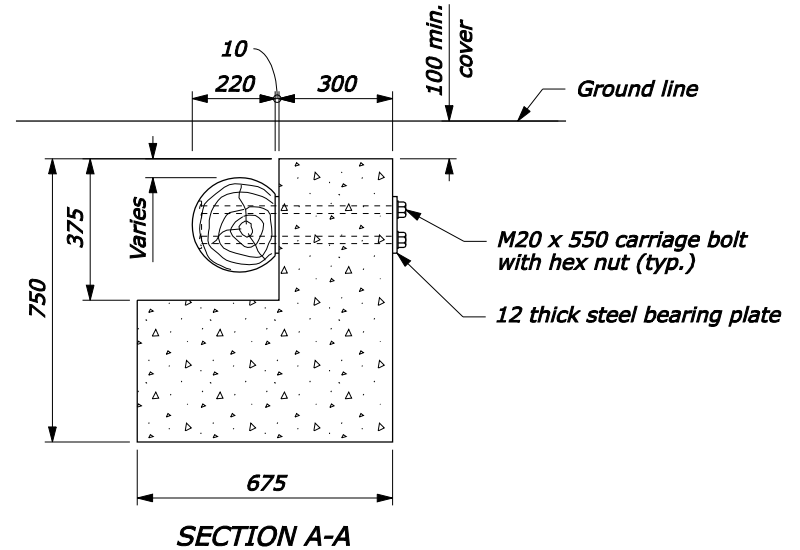


APPROACH & DEPARTURE FLARE WITH FLARED ANCHOR TERMINAL (FAT)

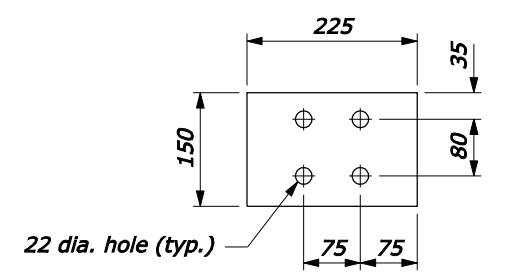
GUARDRAIL FLARE RATE TABLE			
Design Speed (km/h)	Shy line offset (m)	Flare rate inside shy line (a:b)	Flare rate outside shy line (a:b)
100	2.5	26:1	14:1
80	2.0	21:1	11:1
60	1.5	16:1	8:1
50 or less	1.0	13:1	7:1



CONCRETE ANCHOR



CONCRETE ANCHOR



STEEL BEARING PLATE

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 FEDERAL LANDS HIGHWAY

METRIC STANDARD

**STEEL-BACKED LOG RAIL
 TERMINAL SECTION,
 TYPE SBL-FAT**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2007

STANDARD M617-82