NOTE:
1. Use the type A, blocked-out system or the type B, non-blocked-out system as specified in the plans. Use Type B only on low speed roadways (45 mph or less).
2. Use weathering steel for all structural steel and fastener hardware.
3. Provide a bevelled cut according to Detail C617-69 wherever rail terminates at TL-2 end terminals.
Steel-Backed Timber Guardrail Type A & Type B Wood Post

Notes to the Designer
Updated October 2021

General Information
- All graphics and text will be in the sheet model.
- **Appropriate Applications.**
  Steel-backed timber guardrail is an aesthetic roadside barrier. The all-wood appearance blends into the surrounding environment.

<table>
<thead>
<tr>
<th>Crash Test Criteria</th>
<th>NCHRP Report 350</th>
</tr>
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<tbody>
<tr>
<td>Test Level</td>
<td>TL-3</td>
</tr>
<tr>
<td>FHWA Eligibility Letter</td>
<td>B-64D2</td>
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<tr>
<td>TF 13 Designator</td>
<td>None</td>
</tr>
<tr>
<td>Crash Test Report</td>
<td>TTI Report No. 405181-F</td>
</tr>
</tbody>
</table>

- **Limitations.**
  Need additional embankment width to accommodate width of guardrail installation. Steel-backed timber tends to be more expensive than traditional w-beam guardrail.

- **Layout Guidance.**
  See AASHTO Roadside Design Guide
  Use the FLH Barrier Length of Need Calculator available at
  [https://flh.fhwa.dot.gov/resources/design/tools/Barrier-LON.xlsx](https://flh.fhwa.dot.gov/resources/design/tools/Barrier-LON.xlsx)

Applicable SCRs
- Section 617

Typical Pay Item Used
- 61701-3900 Guardrail system SBTA [LNFT]
- 61701-4000 Guardrail system SBTB [LNFT]

Updates
- **February 2019**
  - New Detail drawing
- **October 2021**
  - Updated for OpenRoads Designer