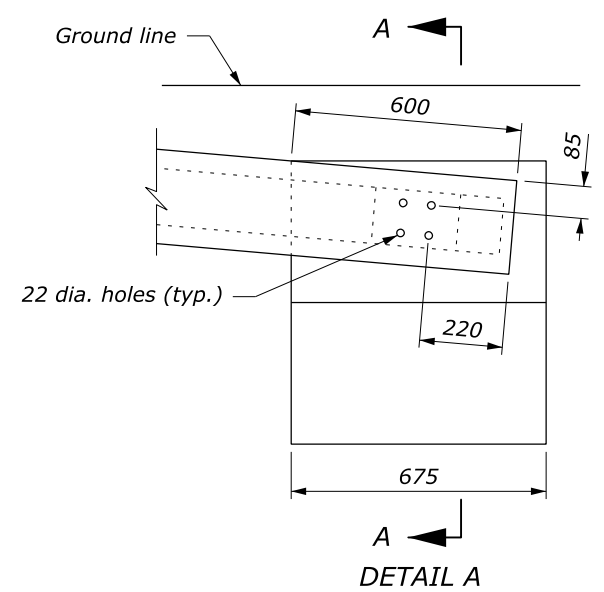
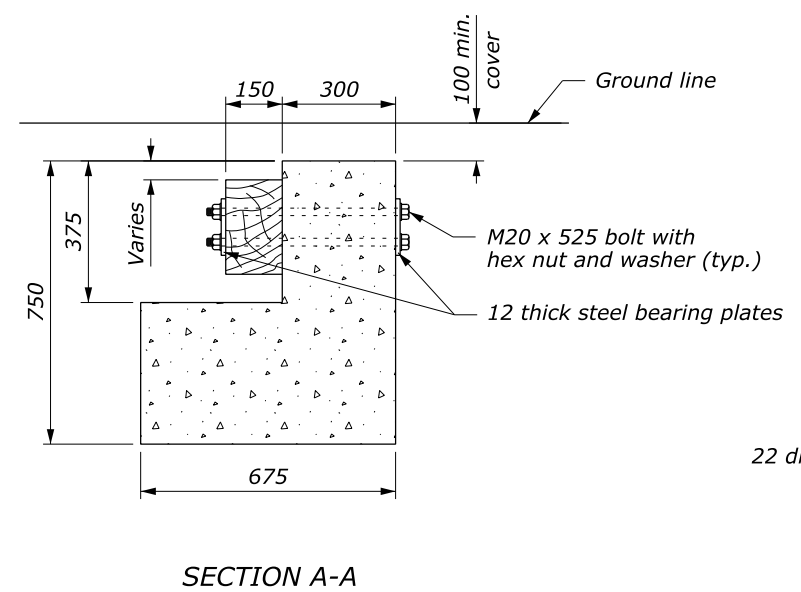


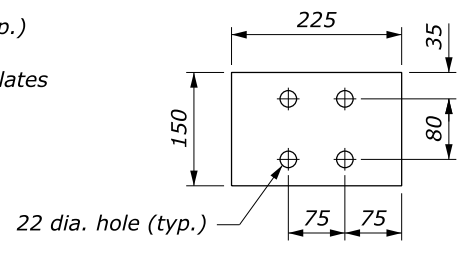
APPROACH & DEPARTURE FLARE WITH FLARED ANCHOR TERMINAL (FAT)



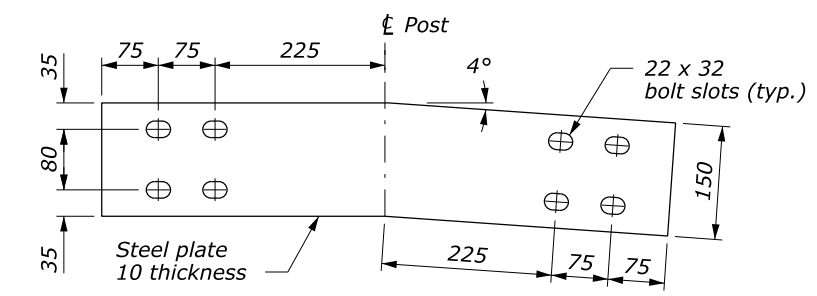
CONCRETE ANCHOR



SECTION A-A



STEEL BEARING PLATE



ANGLED STEEL SPLICE PLATE

NOTE:

1. Extend the fill widening a minimum of 1.5 m behind the guardrail, unless otherwise directed by the CO.
2. 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.
3. See Standard M617-60, Steel-Backed Timber Guardrail, Type SBTA and SBTB, for timber, structural steel, and hardware details.
4. On the Type A, blocked-out guardrail, include the blocks in terminal section, except on the concrete anchor. For the Type B, non-blocked-out guardrail, no blocks are included.
5. Furnish hardware in the metric sizes shown. Equivalent US Customary sizes may be used when metric sizes are unavailable.
6. Dimensions without units are millimeters.

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

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

METRIC STANDARD

**STEEL-BACKED TIMBER GUARDRAIL
 TERMINAL SECTION
 TYPE SBT-FAT**

STANDARD APPROVED FOR USE 3/1996

REVISOR: 6/2005
 DRAFT: 12/2013

STANDARD
M617-61

NO SCALE