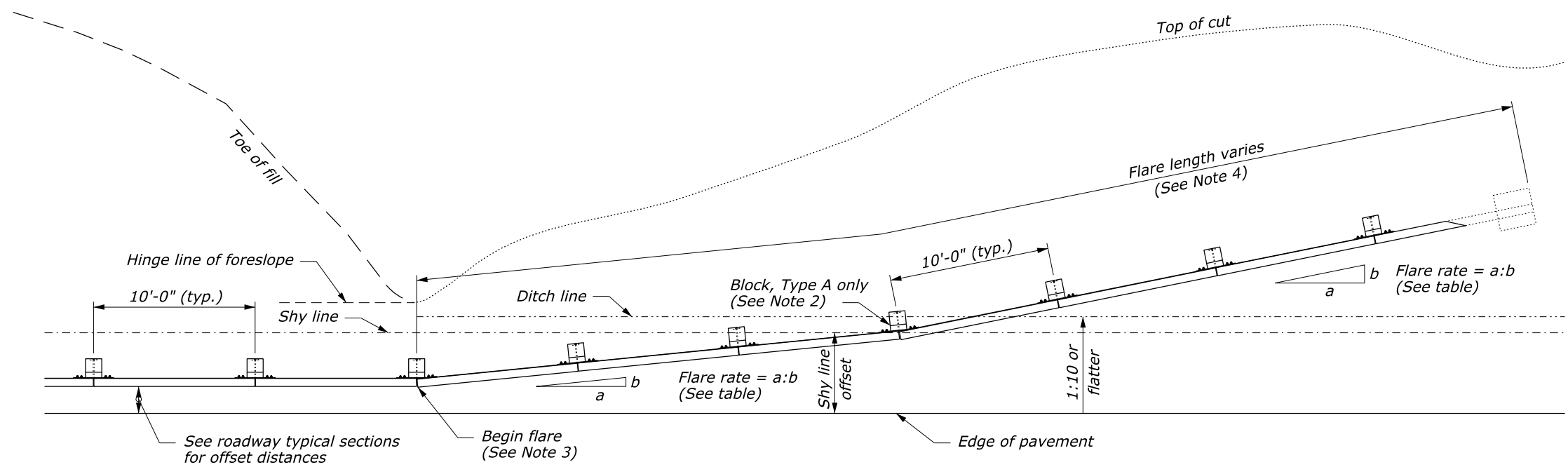
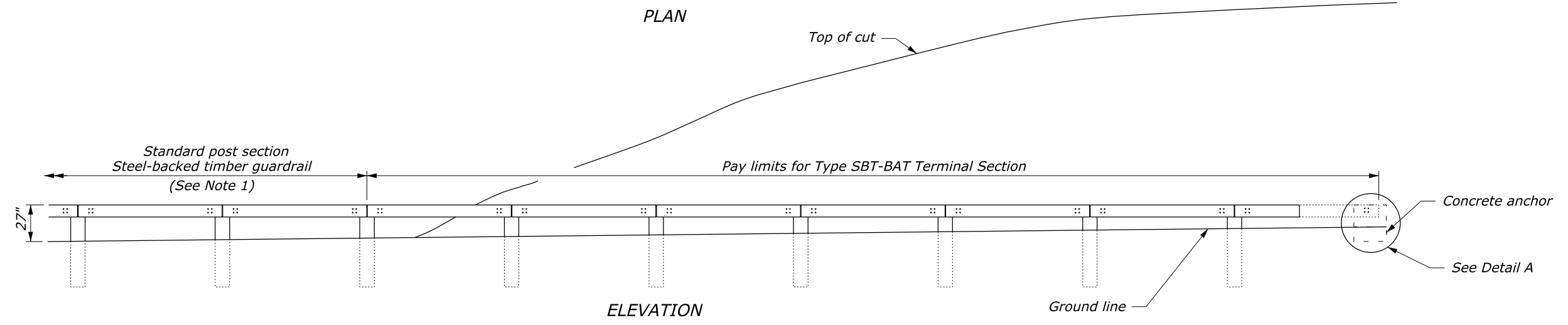


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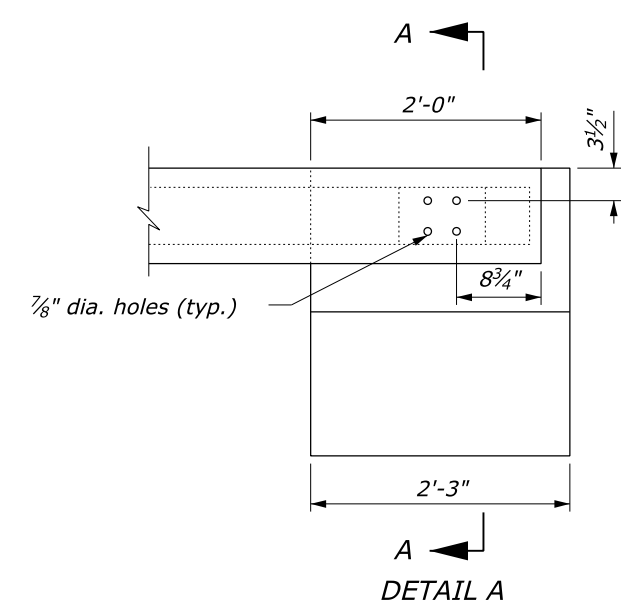


- NOTE:**
1. See Detail C617-60 for timber, structural steel, and hardware details.
 2. On the Type A, blocked-out guardrail, include the blocks in the terminal section, except on the concrete anchor. For the Type B, non-blocked-out guardrail, no blocks are included.
 3. Begin the cut flares at the nearest post to a transition point between fill and cut as directed by the CO.
 4. Extend the flare into the cut until a minimum 1-foot cover is obtained over the guardrail end.

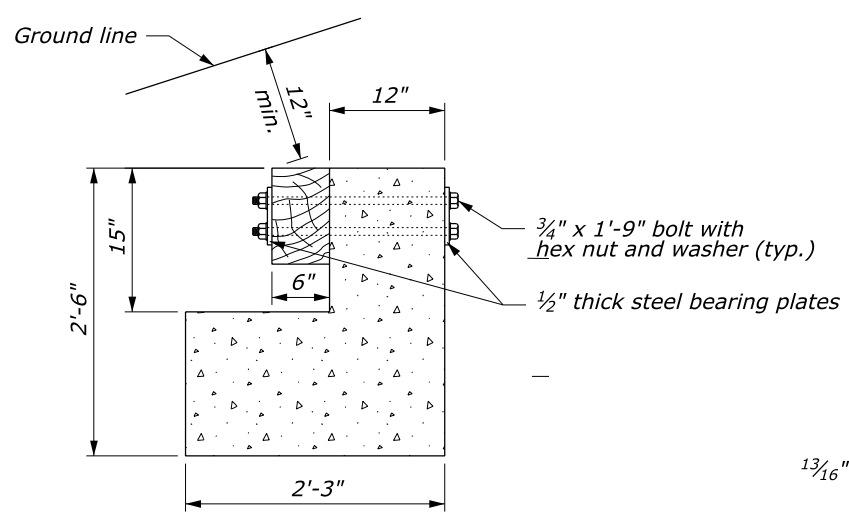


APPROACH & DEPARTURE FLARE WITH BACK SLOPE ANCHOR TERMINAL (BAT)

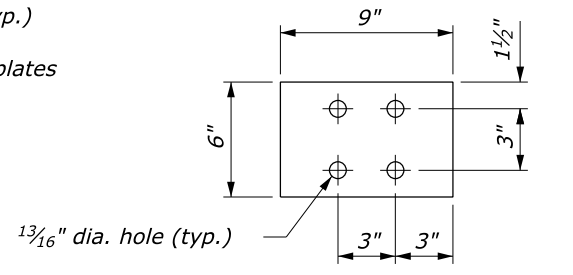
Design Speed (mph)	Shy line offset (ft)	Flare rate inside shy line (a:b)	Flare rate outside shy line (a:b)
60	8.0	26:1	14:1
50	6.5	21:1	11:1
40	5.0	16:1	8:1
30 and less	4.0	13:1	7:1



CONCRETE ANCHOR



SECTION A-A



STEEL BEARING PLATE

NO SCALE

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

U.S. CUSTOMARY DETAIL
STEEL-BACKED TIMBER GUARDRAIL
TERMINAL SECTION
TYPE SBT-BAT

DETAIL APPROVED FOR USE 02/2019	DETAIL
REVISED:	C617-62

NOTES TO THE DESIGNER
 Last Updated: February 2019

Steel-Backed Timber Guardrail Terminal Section Type SBT-BAT

General Information

Appropriate Applications.

- Steel-backed timber (SBT) guardrail is an aesthetic roadside barrier. This terminal provides an anchor to the SBT system.

Crash Test Criteria	None
Test Level	None
FHWA Eligibility Letter	B-64D
TF 13 Designator	Not posted
Crash Test Report	None

Limitations. This is the preferred terminal to anchor the ends of the SCT into a natural cut slope.

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>

Applicable SCRs

None

Typical Pay Item Used

- 61702-0100 Terminal section, type SBT-BAT [EA]

Updates

February 2019

- New Detail drawing