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.
Steel-Backed Timber Guardrail Terminal Section Type SBT-BAT

General Information
- All graphics and text will be in the sheet model.
- **Appropriate Applications.**
  Steel-backed timber (SBT) guardrail is an aesthetic roadside barrier. This terminal provides an anchor to the SBT system.

<table>
<thead>
<tr>
<th>Crash Test Criteria</th>
<th>None</th>
</tr>
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<tbody>
<tr>
<td>Test Level</td>
<td>None</td>
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<tr>
<td>FHWA Eligibility Letter</td>
<td>B-64D</td>
</tr>
<tr>
<td>TF 13 Designator</td>
<td>Not posted</td>
</tr>
<tr>
<td>Crash Test Report</td>
<td>None</td>
</tr>
</tbody>
</table>

- **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](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
- **September 2021**
  - Updated for OpenRoads Designer