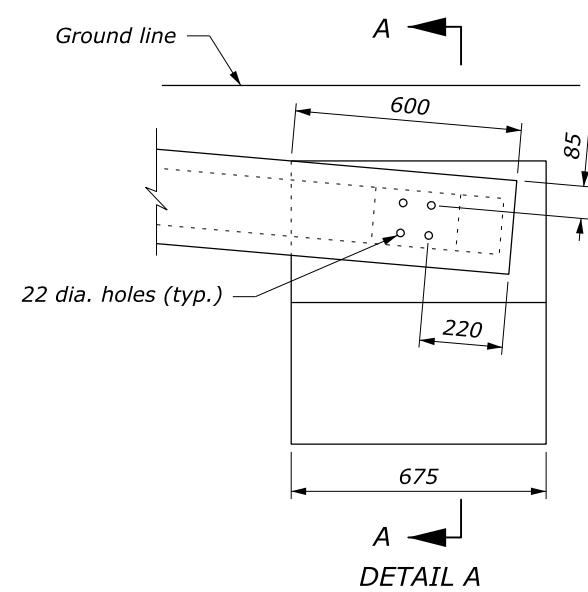
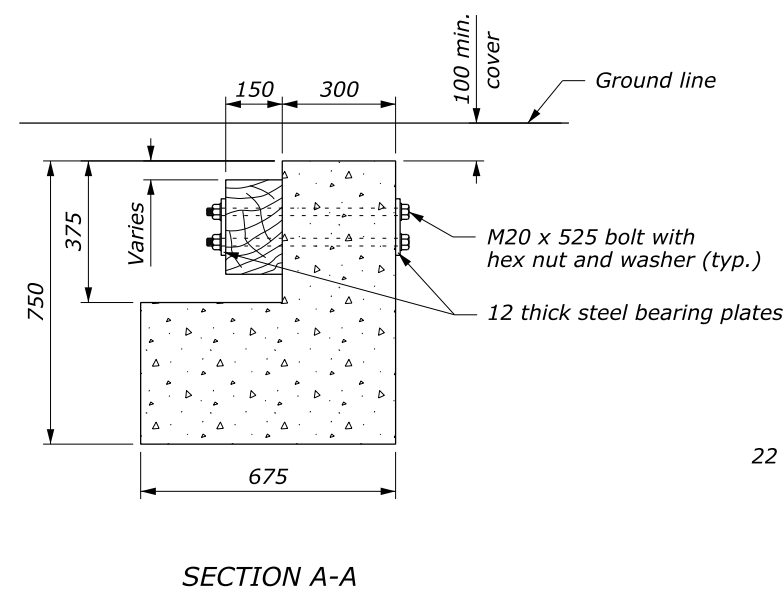


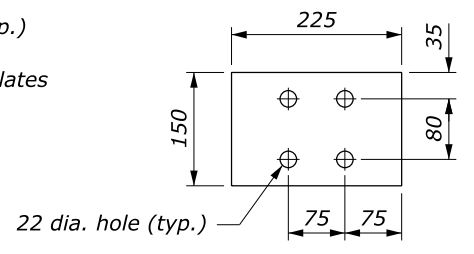
**APPROACH & DEPARTURE FLARE WITH FLARED ANCHOR TERMINAL (FAT)**



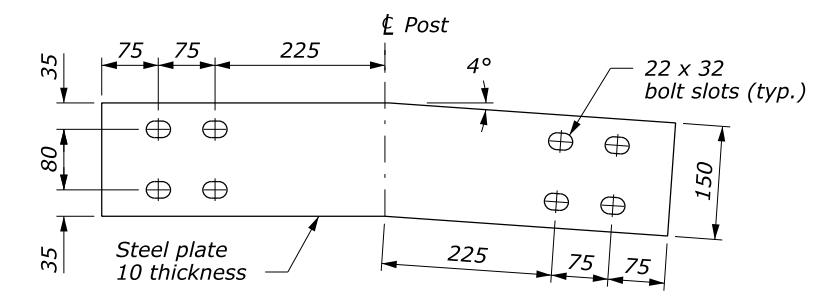
**CONCRETE ANCHOR**



**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