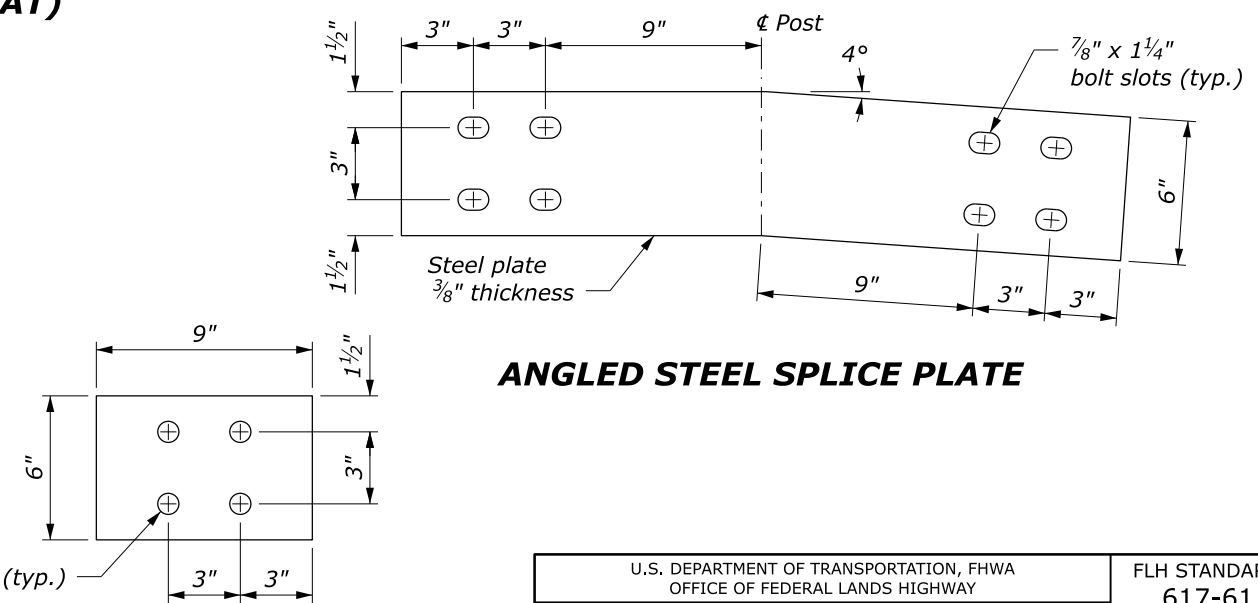
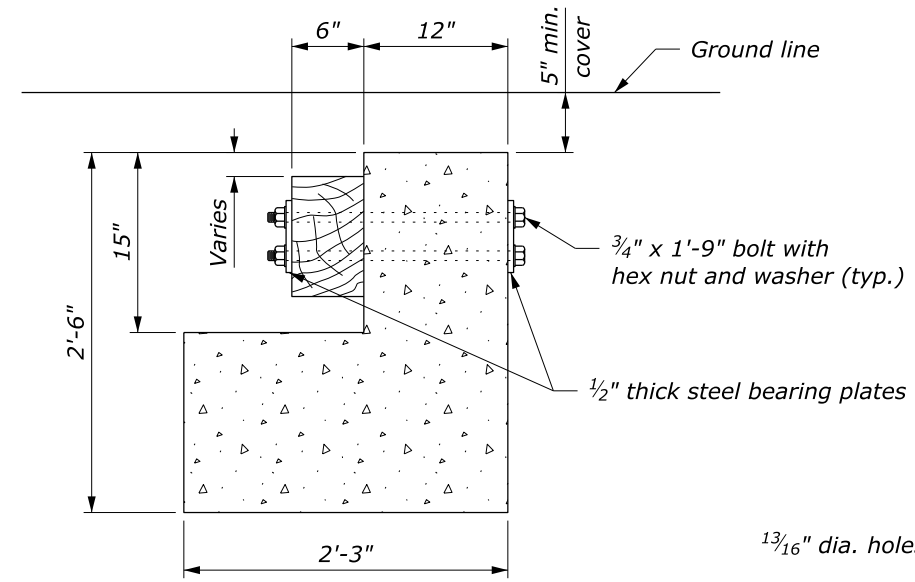
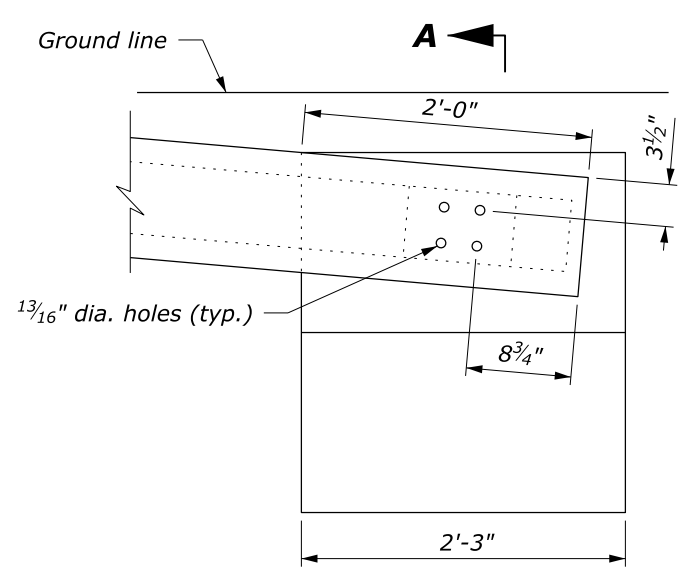


- NOTE:**
1. Extend the fill widening a minimum of 5 feet behind the guardrail, unless otherwise directed.
 2. The guardrail flare shown in the plan view is the minimum length and rate required. As directed flare the guardrail so that the terminal section is outside the clear zone. If the terminal section 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 Rate table.
 3. See Standard 617-60, 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 blockouts in terminal section, except on the concrete anchor. For the Type B, non-blocked-out guardrail, no blockouts are included.

GUARDRAIL FLARE RATE			
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

APPROACH & DEPARTURE FLARE WITH FLARED ANCHOR TERMINAL (FAT)



ANGLED STEEL SPLICE PLATE

STEEL BEARING PLATE

NO SCALE

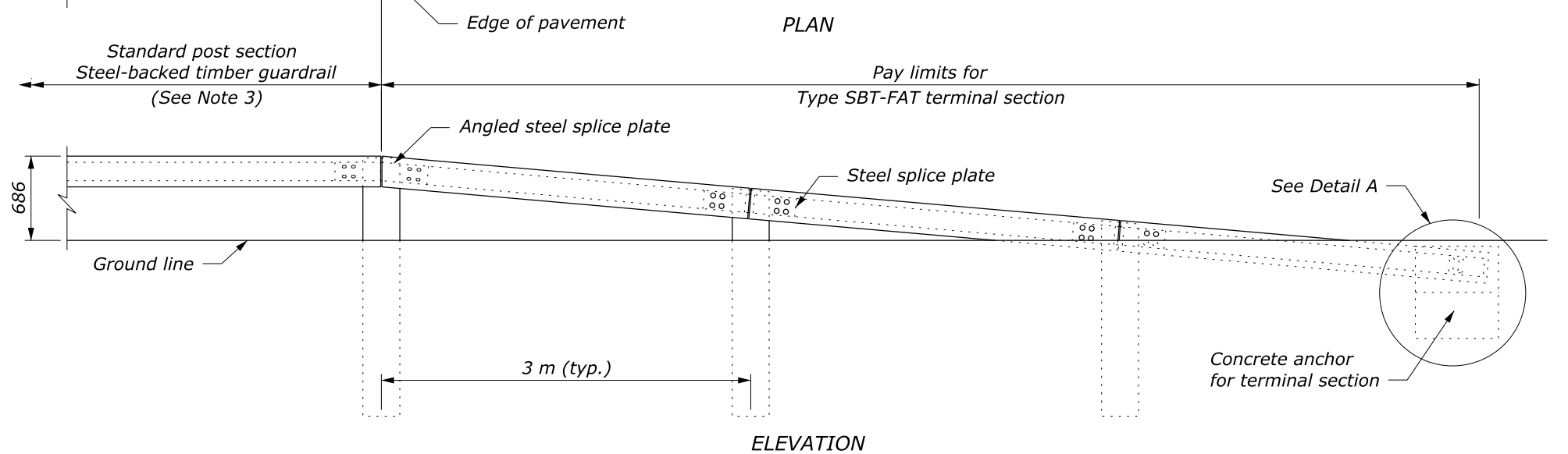
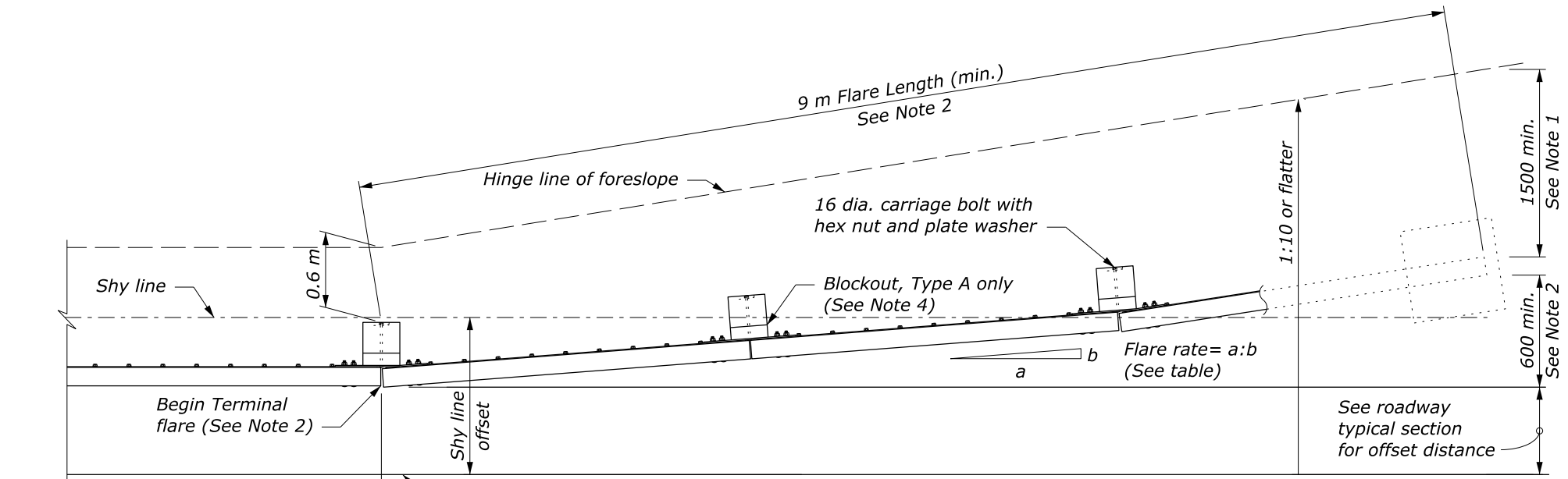
U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

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

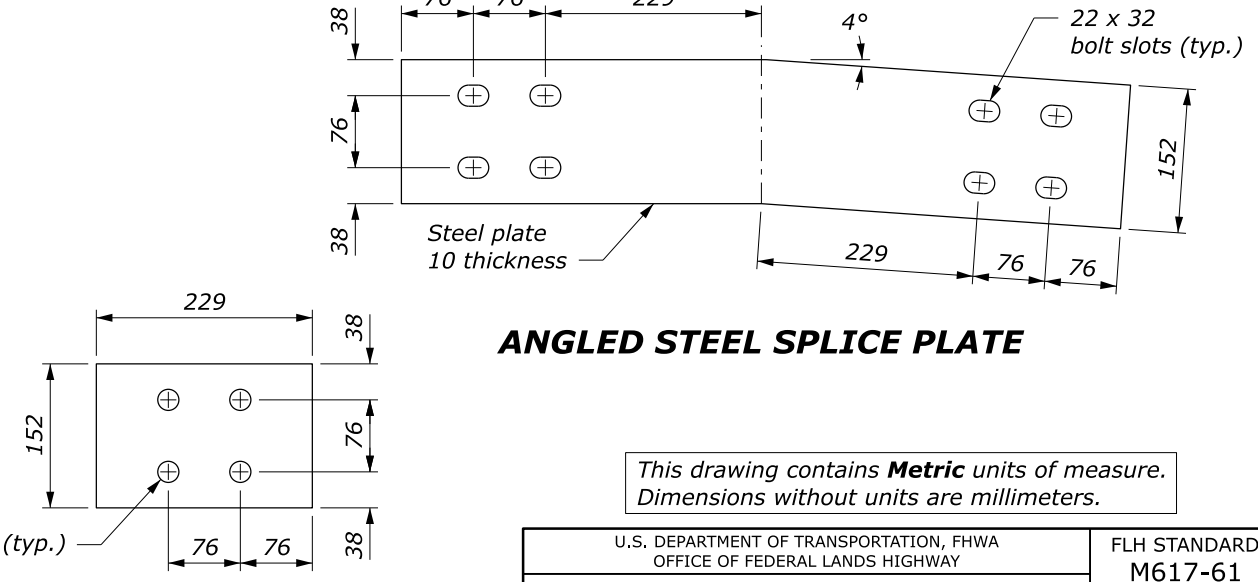
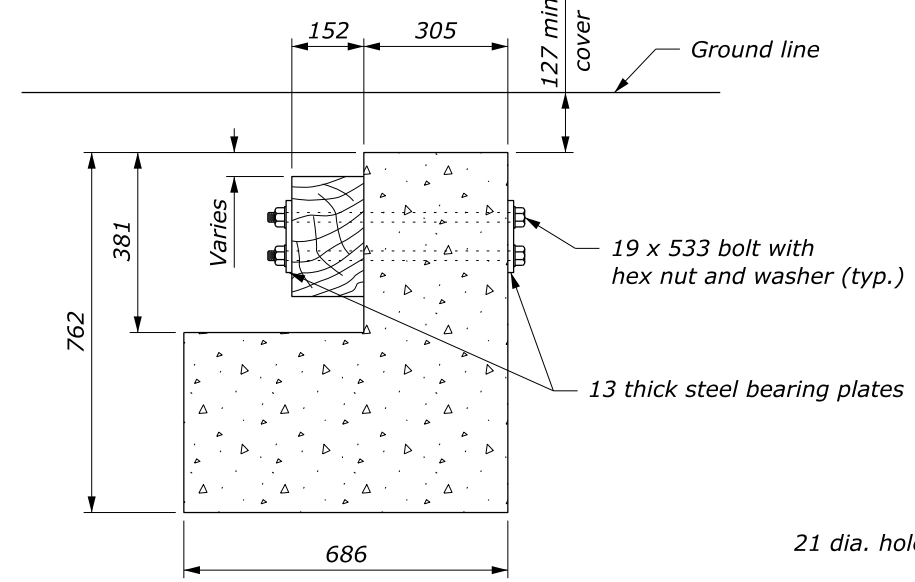
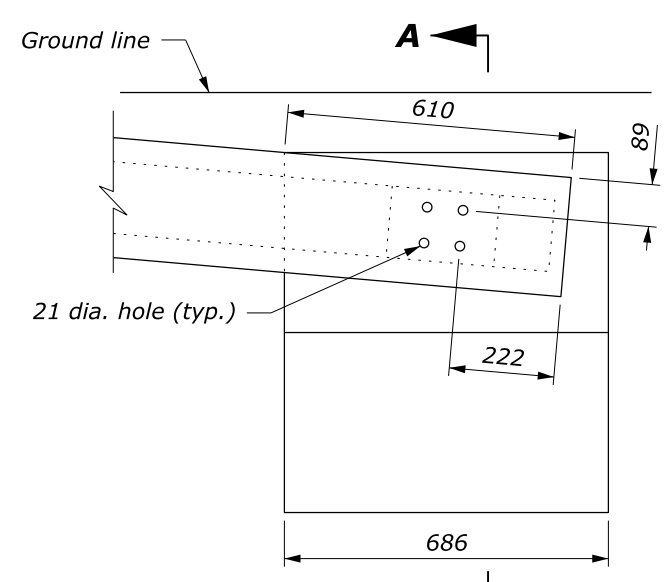
FLH STANDARD
617-61

SPECIFICATION
FP-14

APPROVED FOR USE
1/2024



APPROACH & DEPARTURE FLARE WITH FLARED ANCHOR TERMINAL (FAT)



NOTE:

1. Extend the fill widening a minimum of 1.5 m behind the guardrail, unless otherwise directed.
2. The guardrail flare shown in the plan view is the minimum length and rate required. As directed 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 Rate 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 blockouts in terminal section, except on the concrete anchor. For the Type B, non-blocked-out guardrail, no blockouts are included.
5. Provide hardware in the metric sizes shown. Equivalent US Customary sizes may be used when metric sizes are unavailable.

GUARDRAIL FLARE RATE			
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 and less	1.2	13:1	7:1

This drawing contains **Metric** units of measure. Dimensions without units are millimeters.

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD M617-61
STEEL-BACKED TIMBER GUARDRAIL TERMINAL SECTION TYPE SBT-FAT	SPECIFICATION FP-14
	APPROVED FOR USE 1/2024

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