NOTE:
1. See Details C617-21 and C617-23 for other details.
2. Dimensional tolerances not shown or implied are intended to be those consistent with the proper functioning of the part, including its appearance, and accepted manufacturing practices.
General Information
- All graphics and text will be in the sheet model.

- Appropriate Applications.
The CRT is described in FHWA Technical Advisory T5040.32
The CRT has not been crash tested as a guardrail terminal, and its use is limited to low-speed, low volume roadways with a stop condition, such as driveways or service roads. For most intersecting public highways, the curved guardrail installation should be terminated with a crashworthy terminal.

<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>
</tr>
<tr>
<td>FHWA Eligibility Letter</td>
<td>FHWA Technical Advisory T5040.32</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.
Low-speed, low-volume roadways (such as driveways or service roads) only.

- Layout Guidance.
See AASHTO Roadside Design Guide, Section 5.6.6.

Applicable SCRs
- Section 563 (if weathering agent applied to galvanized elements)
- Section 617
- Section 710
- Section 725 (if weathering agent applied to galvanized elements)

Typical Pay Item Used
- 61702-0400 Terminal section, type G4-CRT [EA]

Updates
- February 2019
  - New Detail drawing
- April 2020
  - Revised drawing title to match pay item description
- August 2021
  - Updated for OpenRoads Designer