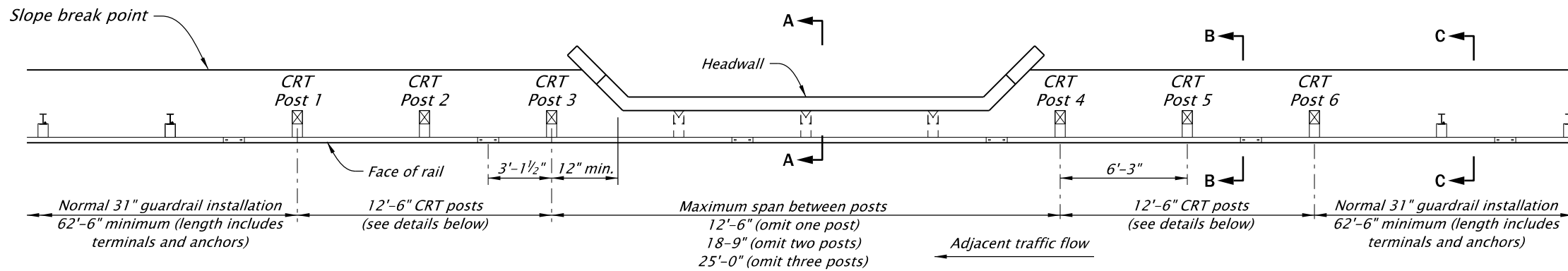
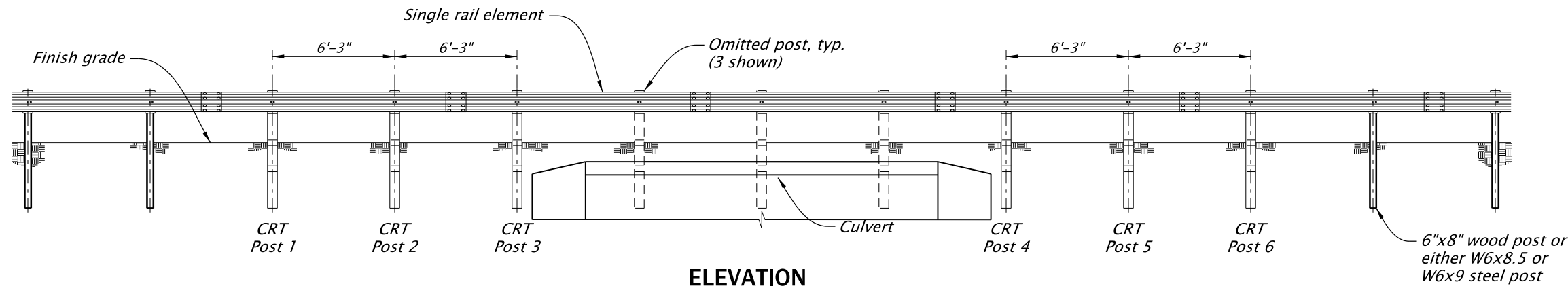


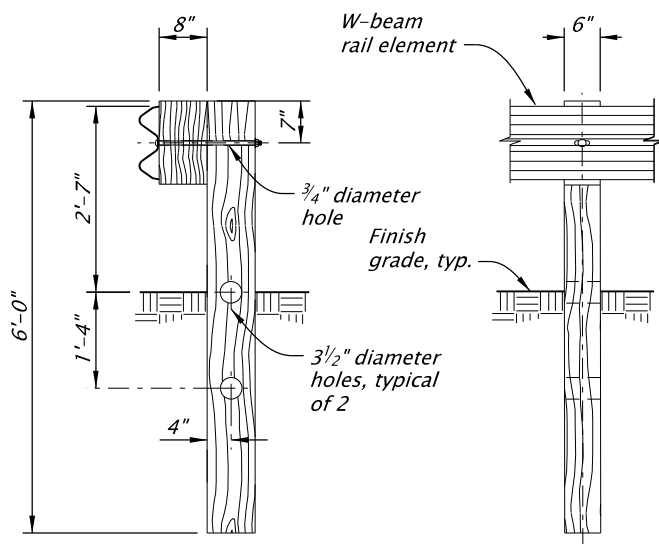
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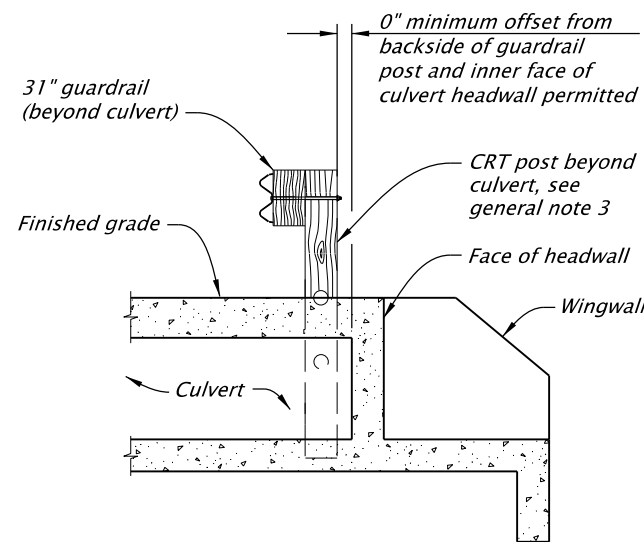
PLAN



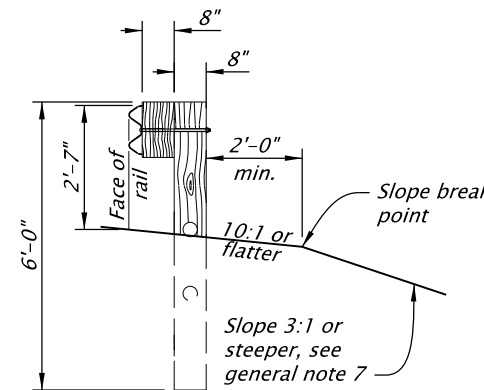
ELEVATION



CONTROLLED RELEASING
TERMINAL (CRT) POST DETAIL

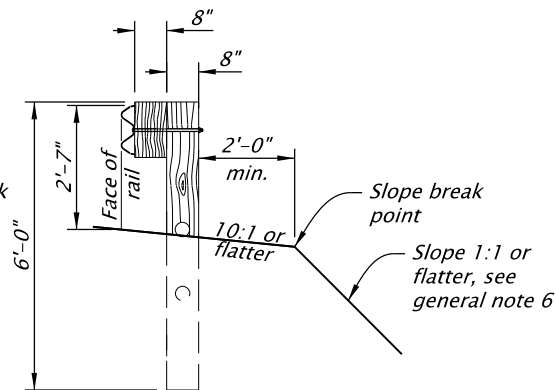


SECTION A-A

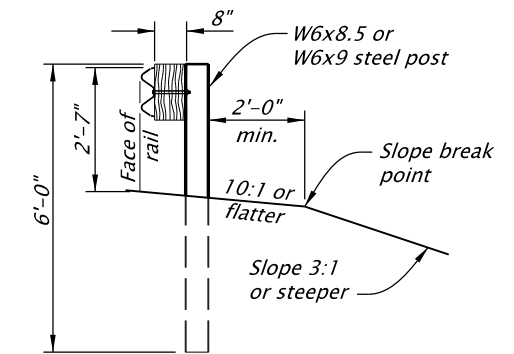


SPAN WITH HEADWALLS

SECTION B-B
(CRT post shown)



SPAN WITHOUT HEADWALLS



SECTION C-C
(Steel post shown)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See appropriate guardrail standard drawing(s) for details not shown.
2. Only those posts required to span the obstacle shall be eliminated. A maximum of three posts may be eliminated within a 25 foot span of W-beam guardrail.
3. Controlled Releasing terminal (CRT) post to be wood only.
4. Guardrail shall be lapped in the direction of adjacent traffic.
5. Install at least 62'-6" (10 post spacings) of tangent Type 31 guardrail from CRT Post 3 and CRT Post 4 before starting a taper or radius rail guardrail.
6. Install at least 62'-6" (10 post spacings) of Type 31 guardrail upstream and downstream from CRT posts 1 and CRT post 6. Length includes terminals and anchors.
7. Grading requirements for spans without headwalls must begin at least 43'-9" (7 post spacings) before CRT Post 3, extend through the obstruction area, and end at least 43'-9" (7 post spacings) after CRT Post 4.
8. Grading requirements for spans with headwalls must extend 43'-9" (7 post spacings) minimum upstream and downstream from CRT Post 3 and CRT Post 4.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS
MIDWEST GUARDRAIL SYSTEM
OVER LOW-FILL CULVERTS
OMITTED POST

2024

DATE	REVISION	DESCRIPTION
06-2023	1	REVISED DETAILS AND NOTES, TITLE CHANGE
12-2023	2	REVISED DETAILS AND NOTES

CALC. BOOK NO.	N/A	SDR DATE	19-JAN-2024	RD471
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Effective Date: June 1, 2026 – November 30, 2026