1. DO NOT USE FOR DESIGN. SRT-350 MANUFACTURED BY TRINITY INDUSTRIES IS NO LONGER AN APPROVED SYSTEM. DRAWING MAINTAINED FOR MAINTENANCE PURPOSES.

2. SYSTEM OFFSET:
   A. THE SRT-350 INCORPORATES A PARABOLIC FLARE. INSTALL SYSTEM WITH 4 FT OFFSET FROM THE BARRIER LINE EXTENDED ON BOTH A TANGENT AND FLARED INSTALLATION.

3. POST OPTIONS:
   A. WOOD POST ONLY
   1) POSTS 1 AND 2, 45 INCH BREAKAWAY POSTS SET INSIDE 6 FT FOUNDATION TUBES. TUBES NO GREATER THAN 4 INCHES ABOVE GROUND.
   2) POSTS 3 THROUGH 8 STANDARD CRT POST. THE BOTTOM OF THE TOP HOLE OF THE CRT POLE IS PLACED AT GROUND LEVEL.

4. USE 12 1/2 FOOT RAIL SECTIONS (3 EACH SECTIONS), SLOTTED ACCORDING TO MANUFACTURER'S REQUIREMENTS.

5. COMPLETE SLOPE PREPARATION BEFORE INSTALLING SYSTEM.
   A. USE 10:1 OR FLATTER SLOPES IN APPROACH AREA.
   B. USE 4:1 OR FLATTER FŒSLOPE OR BACKSLOPE IN THE RECOVERY AREA.
   1) USE A MAX 3:1 FŒSLOPE IF A 4:1 FŒSLOPE IN THE RECOVERY AREA IS IMPractical. ESTABLISH A RECOVERY AREA AT THE TOE OF THE 3:1 FŒSLOPE OF 4:1 OR FLATTER.
   C. USE A 4:1 BACKSLOPE TO THE CLEAR ZONE LIMIT IN THE RECOVERY AREA. IF A 4:1 CANNOT BE ESTABLISHED A 9:1 IS PERMITTED.

6. CLEAR RECOVERY AND APPROACH AREAS OF ANY FIXED OBJECTS OR HAZARDS.
   A. DO NOT PLACE SIGNS OR POLES IN APPROACH AREA.
   B. USE BREAKAWAY SIGNS OR POLES WHEN PLACED IN RECOVERY AREA. MAINTAIN AT LEAST 10 FT CLEARANCE TO THE SIDES AND REAR OF SYSTEM.

7. CONSTRUCT PLATFORM AS REQUIRED EVEN IF THE PLATFORM EXTENDS BEYOND THE CLEAR ZONE REQUIREMENTS.

8. USE GUARDRAIL TRANSITION, BA A SERIES STD DWGS, WHEN ATTACHING THE SYSTEM TO CONCRETE BARRIER OR BRIDGE PARAPET.

9. INSTALL REQUIRED MARKINGS ACCORDING TO STD DWG CC 1.

10. USE THE CURRENT ROADSIDE DESIGN GUIDE TO ESTABLISH CLEAR ZONE AND LENGTH OF NEED (LON) REQUIREMENTS.

11. 2 FT MINIMUM BARRIER OFFSET IS OPTIONAL WHEN ROADWAY DESIGN REQUIRES A 12 FT OR WIDER SHOULDER.