PLAN VIEW

28' - 3" Foundation Length

26' - 3" System Length

2 3'-0" Outside

SYSTEM SHOWN IS HEART (N-2)
WITH UNIDIRECTIONAL TRAFFIC

ELEVATION VIEW

Diaphragms are identical

SECTION A-A

ANCHOR SYSTEM CHART

On Concrete
15" Bolts used on base rails
7 ½" Bolts used on base plates.

On asphalt:
18" Bolts used on base rails
and base plates.

GENERAL NOTES

1. For specific information regarding installation and technical
   guidance of the system, contact Trinity Highway at
   1-800-323-6374, 2520 N. Stemmons Freeway, Dallas, TX 75207

2. For bi-directional traffic, approach transition panels will
   be required.

3. Details of components for the HEART and backup and reinforcing
   details will be shown on the manufacturer's shop drawings
   furnished to the Engineer.

4. Concrete shall be class "F" with a minimum compressive strength
   of 4,000 psi.

5. If the cross-slope varies more than 2% over the length of the
   system, the concrete pad will require leveling. Maximum
   permissible cross-slope is 8%.

6. The installation area should be free from curbs, elevated objects, or
   depressions.

7. The HEART system should be approximately parallel with the barrier
   or edge of merging barriers.

HEART SYSTEM DETAILS

HEART (NARROW) SYSTEM

<table>
<thead>
<tr>
<th>TEST LEVEL</th>
<th>SYSTEM LENGTH</th>
<th>PAR LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1-E2</td>
<td>13' - 9 ½&quot;</td>
<td>15' - 9 ½&quot;</td>
</tr>
<tr>
<td>T1-E3</td>
<td>26' - 3&quot;</td>
<td>28' - 3&quot;</td>
</tr>
<tr>
<td>70</td>
<td>28' - 9&quot;</td>
<td>30' - 9&quot;</td>
</tr>
</tbody>
</table>

CONCRETE PAD LENGTH ON THE HEART SYSTEM
DEFENDS ON BACKUP TYPE. MINIMUM LENGTH SHOWN.

FOUNDATION OPTIONS

6" Reinforced Concrete
8" Unreinforced Concrete
8" Minimum Asphalt

BACKUP SUPPORT OPTIONS

Steel Bolt Backup (Standard)
Rectangular Concrete Backup (10' Width Max.)
Concrete Barrier (CBE) Backup
Simple Slope Concrete Barrier (SSCB)

TRANSITION OPTIONS

THE HEART SYSTEM IS APPROVED FOR USE AT
BI-DIRECTIONAL SITES. ADDITIONAL HARDWARE IS
REQUIRED. SEE MANUFACTURER'S PRODUCT MANUAL.

BACKUP AND TRANSITION TYPES ARE SHOWN ELSEWHERE ON THE PLANS. (IE: ATTENUATOR LOCATION DETAILS
OR IN THE GENERAL NOTES)