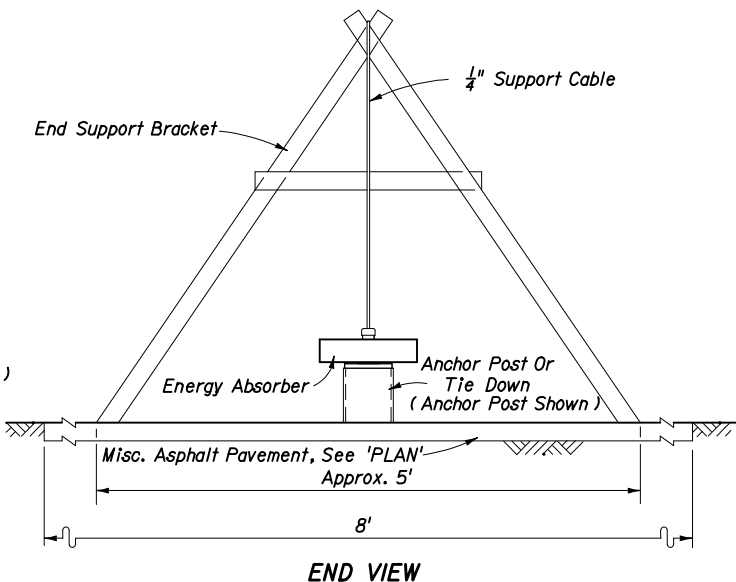
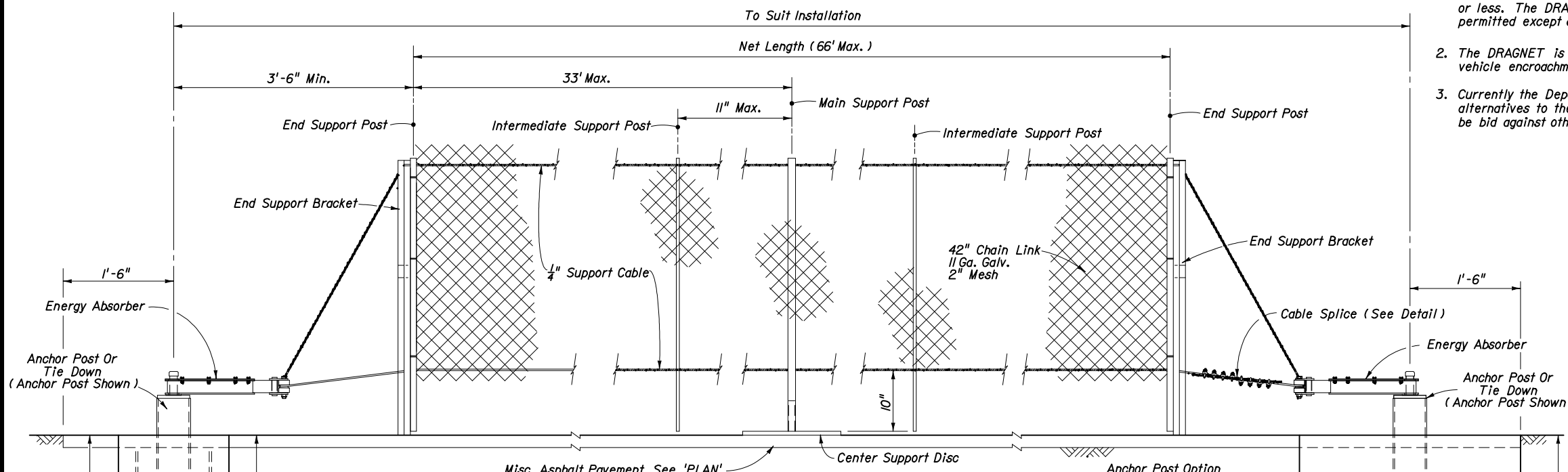


**DESIGN NOTES AND GUIDELINES**

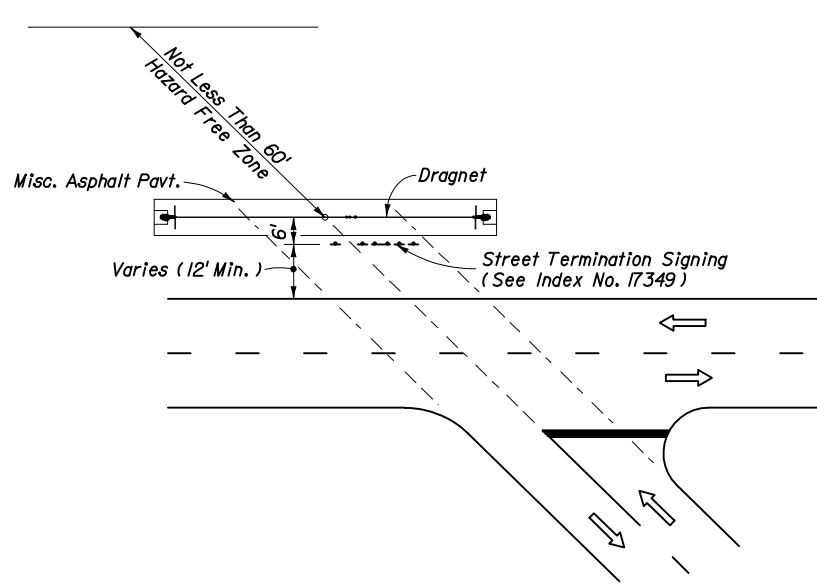
1. The DRAGNET is designed to safely stop automobiles when impacted at speeds of 60 mph or less. The DRAGNET has a singular design and any adjustment to its design will not be permitted except as authorized by the manufacturer.
2. The DRAGNET is a restorable system that is particularly suited to the prevention of head-on vehicle encroachment into hazardous areas.
3. Currently the Department does not recognize other proprietary items as being equally suitable alternatives to the DRAGNET and until such alternatives are available, the DRAGNET need not be bid against other proprietary items.



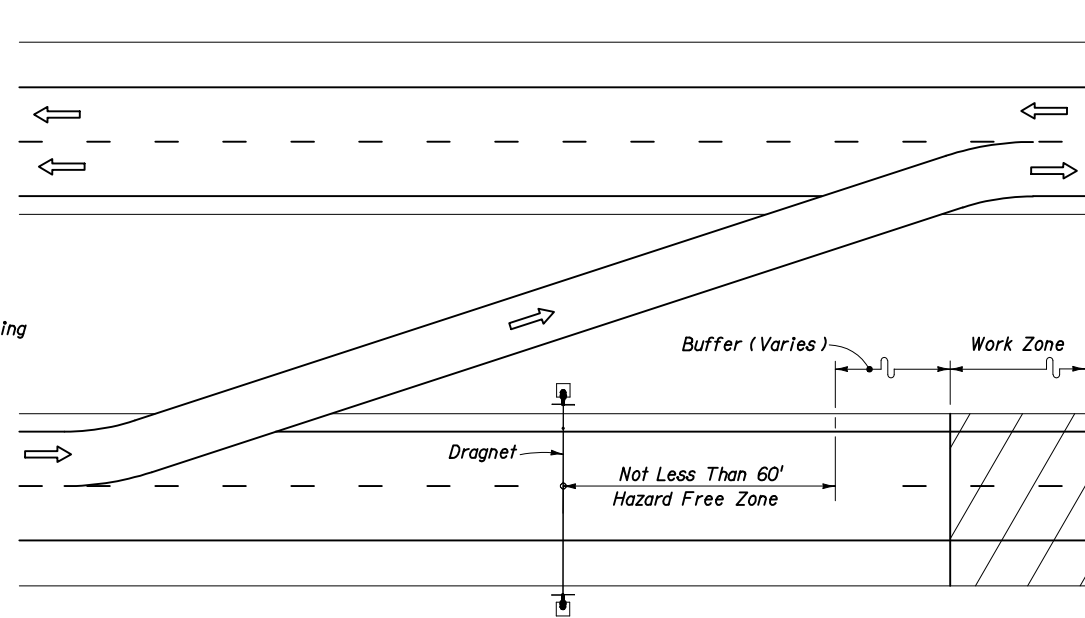
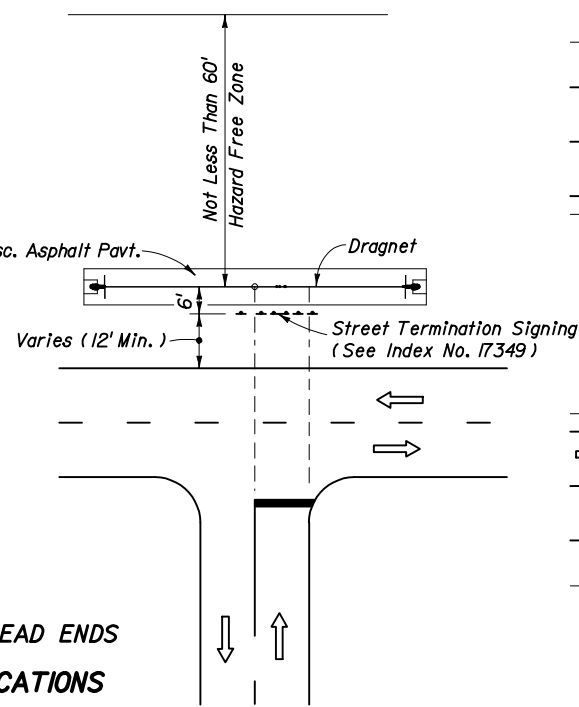
**GENERAL NOTES**

1. The vehicle arresting barrier represented on this standard is a proprietary product of Energy Absorption Systems, Inc. and marketed under the trade name DRAGNET. Any infringement on the rights of the designer shall be the sole responsibility of the user.
2. This standard drawing is produced by the Florida Department Of Transportation solely for use by the Department and its assignees. This standard drawing provides the general graphics and information necessary to field identify component parts of the DRAGNET system and their incorporation into a whole system.
3. This standard drawing is sufficient for plan details for the DRAGNET installed as a free standing system and precludes the requirement for shop drawing submittals unless the plans otherwise call for such submittals.
4. The DRAGNET shall be assembled and installed in accordance with the manufacturer's detailed drawings, procedures and specifications.
5. Concrete footings shall be constructed with Class I concrete.
6. Each temporary DRAGNET assembly shall include a spare parts package consisting of two extra arresting tapes and a set of end support brackets. The spare parts package shall be stored on site at locations approved by the Engineer. Damaged attenuators shall be restored within 24 hours. The cost of furnishing and maintaining spare parts packages for each attenuator shall be included in the cost of the attenuator.
7. The cost of the DRAGNET shall include furnishing and installing all components and materials necessary for a complete installation and will be paid for under the contract unit price for Impact Attenuator Vehicular (Dragnet), EA., for permanent installations or Vehicle Arresting Barrier (Net Type), EA., for temporary installations.

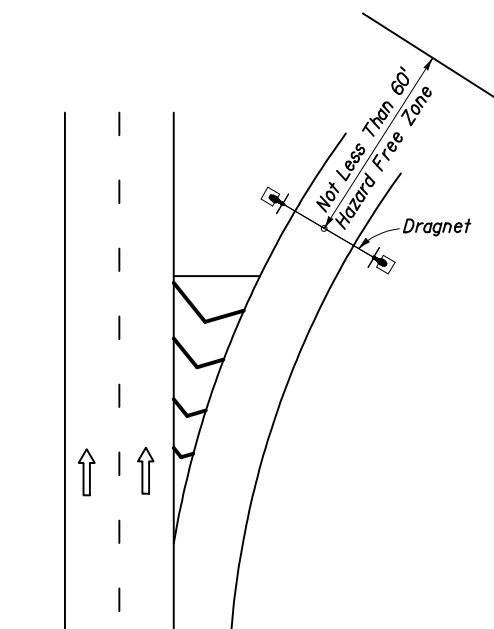
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
<b>DRAGNET</b>				
Designed By	Names	Dates	Approved By	
Drawn By	MFG/HKH	10/91	State Roadway Design Engineer	
Checked By	HKH	10/91		
	JVG	10/91	00	1 of 2
				438



**'T' INTERSECTIONS OR DEAD ENDS  
PERMANENT APPLICATIONS**



**TEMPORARY ROADWAY CLOSURES**

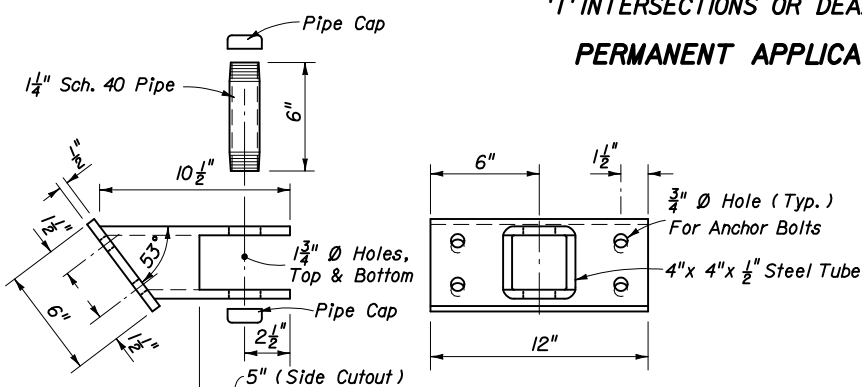


**TEMPORARY RAMP CLOSURES**

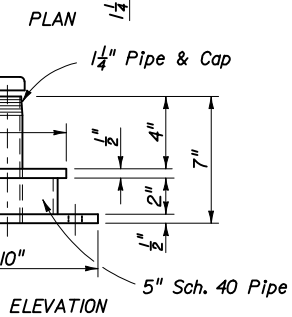
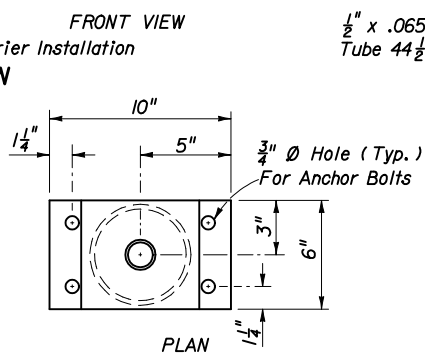
See Index No. 600 For Traffic Control Through Work Zones

**TEMPORARY APPLICATIONS**

**TYPICAL APPLICATIONS**



**SIDE VIEW FRONT VIEW  
For Use On Concrete Barrier Installation  
TIE DOWN**



**ELEVATION  
For Use Inside Clear Zone. Can Be Used  
With Either Concrete Footing Option Or  
On Existing Concrete Slab.**

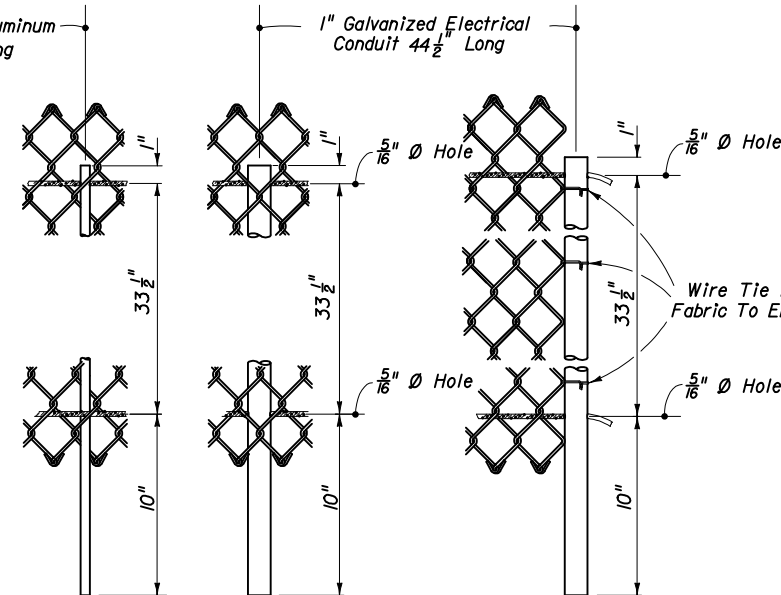
**ANCHOR POST  
ASSEMBLY**

**ANCHOR POST  
SOCKET**

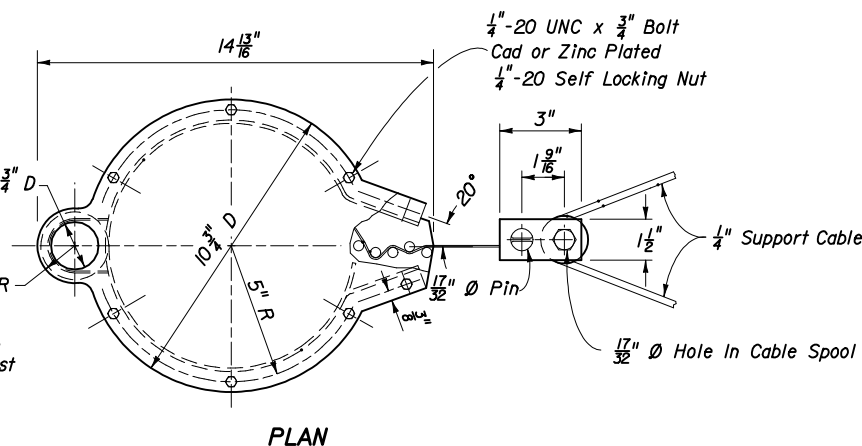
**TIE DOWN  
ANCHOR DETAILS**

Note: Tie down anchor bolts shall be 1/2" dia. adhesive anchors with 4 1/2" min. embedment, installed to manufacturer's specifications; 4 required per tie down.

1/2" x .065 Aluminum  
Tube 44 1/2" Long



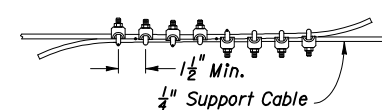
**INTERMEDIATE  
SUPPORT POST MAIN  
SUPPORT POST END  
SUPPORT POST  
SUPPORT POST DETAILS**



**PLAN**

**ELEVATION**

**ENERGY ABSORBER ASSEMBLY**



U-bolt Presses Against Dead End Of Cable.  
Torque Nuts To 130 In. Lbs. (8 Required)

**CABLE SPLICE DETAIL**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

**DRAGNET**

Names	Dates	Approved By
Designed By: MGR/HKH	10/91	 State Roadway Design Engineer
Drawn By: HKH	10/91	
Checked By: JVG	10/91	
Revision	Sheet No.	Index No.
00	2 of 2	438