GENERAL NOTES

1. The energy absorbing system represented on this element drawing is a proprietary design by Energy Absorption Systems, Inc. and monitored for the trade name BrakeMaster 350. Any infringement on the rights of the designer shall be the sole responsibility of the user.

2. This element drawing is produced by the Florida Department of Transportation acting for use by the Department and its divisions. This standard drawing provides the general information and graphic necessary to identify component parts of the BrakeMaster 350 system and their incorporation into a whole system.

3. This standard drawing is sufficient for plan details for the BrakeMaster 350 system installed in connection with an end guard and double fascia "V" frame guardrails, and prescribes the requirements for shop drawing submittals until the final as-built submittal for each submittal.

4. The BrakeMaster 350 system shall be assembled and installed in accordance with the manufacturer's detailed drawings, procedures and specifications.

5. The BrakeMaster 350 system is suitable for speeds up to 60 mph.

6. The BrakeMaster 350 system shall be located at a distance of 11 feet or farther from any other traffic area.

7. The "full end" section represented on this drawing applies to connections with single and double fascia guardrails. Where the BrakeMaster 350 system is connected with entirely shaped or vertical fascia guardrails or other rigid structures, a special transitional guardrail section between the BrakeMaster 350 and wall or structure shall be as described in Index No. 410 or as approved by shop drawings.

8. Metallic components shall meet the galvanizing requirements for guardrail, Index No. 400.

9. A yellow Type 1 Object Marker shall be centered 3' in front of the nose of the BrakeMaster 250 system. Mounting hardware shall be in conformance with Index No. 1860 and 1865. The color of the Object Marker shall be included in the order of the BRAKEMASTER 350.

10. The BrakeMaster 350 system will be paid for under the contract unit price for impact attenuator vehicle (BrakeMaster 350, LA).

DESIGN NOTES AND GUIDELINES

1. The BrakeMaster 350 system is designed to cushion automobiles and on-take and off-road vehicles from side hits when impacting an object up to and including 80 mph. The BrakeMaster 350 system has a single design for all speeds of 60 mph or less, and any adjustment to the design will not be permitted except as authorized by the manufacturer.

2. The BrakeMaster 350 system is specifically designed to align both narrow hazards and the ends of other fixed barriers located in low frequency impact areas. The BrakeMaster 350 system is not intended for use in general of freeway and superhighways in mountainous, hilly terrain, gorges of roadway section or other general conditions where there is a history of high frequency vehicle impacts from the roadway or the potential anke for such occurrence. The BrakeMaster 350 system is not a retrofit design and therefore requires the formation of an impact area, which will include the fixed barrier or the road obstruction it is being designed to replace. The unique design and construction of the BrakeMaster 350 will be uninstalled and to be repaired immediately, deformed elements are to be repaired immediately. Deformed elements are not to be replaced. If the cable element is exposed. After vehicle impact on the BrakeMaster 350 system the cable/cable assembly can be returned to the manufacturer for credit toward replacement of the cable.

3. Currently the Department does not recognize other proprietary items as being equally suitable alternatives to the BrakeMaster 350, and until such alternatives are available, the BrakeMaster 350 need not be paid against other proprietary items.
UNIDIRECTIONAL SYSTEM