GENERAL NOTES

1. The energy absorbing system represented in this attention drawing is a propriety design by STORO Inc. and covered under the trade name ADIEM 350. Any infringement on the rights of the designer shall be the sole responsibility of the user.

2. This attention drawing is produced by the Florida Department of Transportation existing for use by the Department and its assigns. This attention drawing provides the general guidance and information necessary to field identify component parts of the ADIEM 350 and their incorporation into a whole system.

3. This attention drawing is sufficient for shop details for the ADIEM 350 installed in connection with permanent or temporary concrete barrier walls, and predates the requirement for shop drawings submitted unless the plans otherwise call for such submittals.

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

5. The ADIEM 350 can be located on compacted bases, asphalt, or concrete. Driving of anchor pins into compacted base or asphalt will not be permitted while drilling will be necessary for hard asphalt or concrete pavements. See schedule I for anchor pin requirements.

6. The ADIEM 350 is suitable for speeds 50 mph.

7. The ADIEM 350 shall be located parallel to the approach travel lane on 10, 20, 40, or other cross slopes, unless there is further development in the application of the ADIEM 350, the system is not to be located in narrow medians, areas or locations where frequent vehicle impacts can be expected.

8. All modules are single in size and mass (interchangeable).

9. Due to the overall unit height of 12 ft, which exceeds the design height of 10 ft, caution is to be exercised in locating the ADIEM 350 to avoid blocking of required sight distance.

10. Attach splices and connection brackets to ADIEM 350 bases with 2-1/2" bollard post holes. Attach splices and connection brackets to ADIEM 350 bases with 2-1/2" bollard post holes. Attach splices and connection brackets to ADIEM 350 bases with 2-1/2" bollard post holes.

11. A yellow Type 1 Idler Marker shall be centered 3 ft in front of the face of the ADIEM 350. Mounting hardware shall be in accordance with Index No. M800 and M805. The coat of the Idler Marker shall be in accordance with the ADIEM 350.

12. Temporary ADIEM 350 assemblies can be reused provided the base has the structural integrity and surface quality of new asphalt and the modules are in good condition. Refurbished systems can be made up of both new and used components. New and used systems can be purchased, leased, rented, or loaned between projects.

13. The permanent ADIEM 350 will be paid for under the contract unit price for the project. The unit price for the project is the sum of ADIEM 350, the base, and the contract unit price for the project. The unit price for the project is the sum of ADIEM 350, the base, and the contract unit price for the project. The unit price for the project is the sum of ADIEM 350, the base, and the contract unit price for the project.

DESIGN AND MAINTENANCE NOTES AND GUIDELINES

1. The ADIEM 350 is designed to absorb automobile end-in hits and to retard automobiles from able hits within the length of need while eliminating the need for permanent or temporary concrete barrier walls.

2. The ADIEM 350 is a non-porous system that is particularly suited to eliminating concrete barrier walls. The 18" unit is to be sprayed for speeds 45 mph, the 30" unit is to be sprayed for speeds 50-60 mph.

3. The rearward half of the system (up to 5 modules) is a self-ignition. Each module (comprised) has a maximum of 350 lbs. Care must be exercised in locating the system where debris or gaskets may pass a hazard. Spallation of modules or their structural components must be removed to prevent damaged downstream modules.

4. The ADIEM 350 will require slow monitoring for damage that will span module movement, and provide service repair that is essential to prevent moisture absorption into module areas.

5. Currently, the Department does not recognize any proprietary tissue as being equally suitable alternative to the ADIEM 350, and until such information is available, the ADIEM 350 will not be evaluated against other proprietary tissue. However, where the ADIEM 350 and other approved temporary deflective crash modules meet or exceed the minimum requirements for a specific location, the approved crash module will be considered optional/adjustable and paid for as described in General Notes 13 above.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ADIEM 350

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GENERAL SYSTEM FEATURES AND GUIDELINES

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