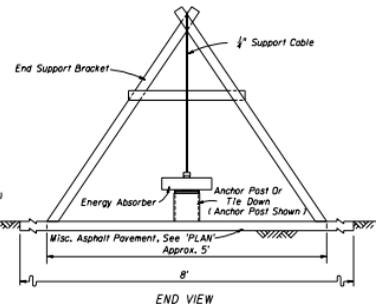
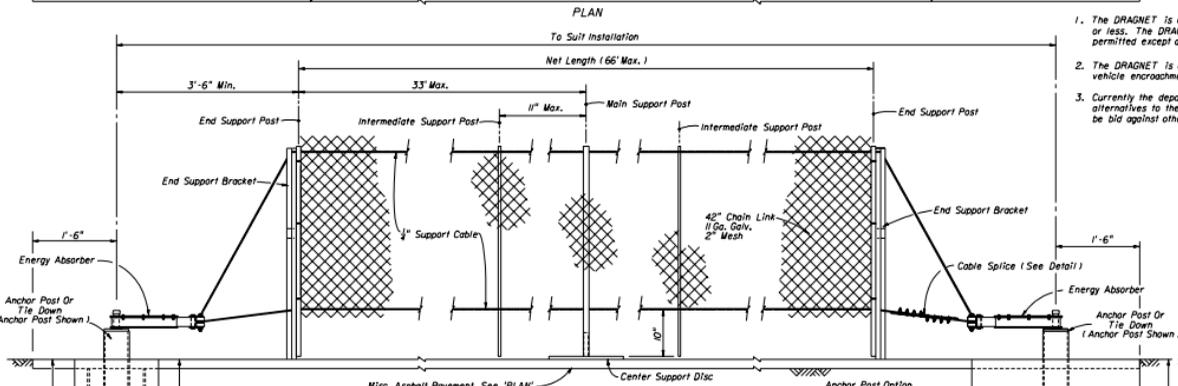


DESIGN NOTES AND GUIDELINES

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

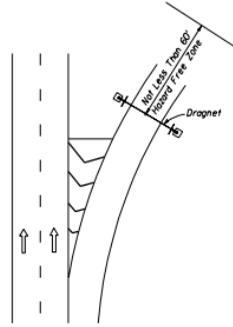
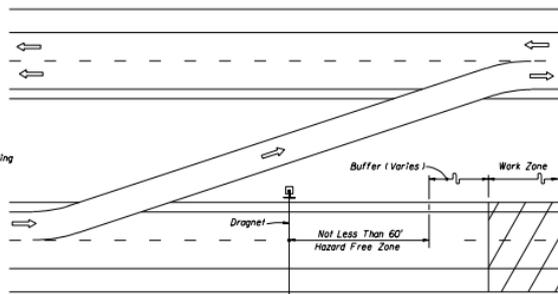
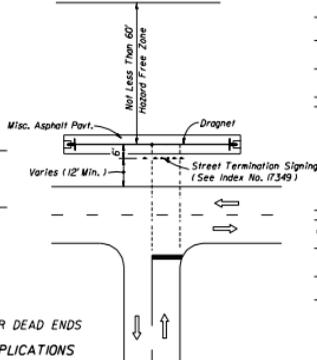
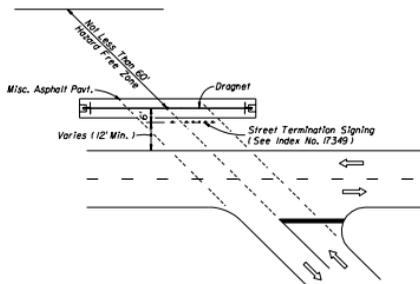
1. The vehicle arresting barrier represented on this standard is a proprietary product of Highway Safety Systems, Inc. and marketed under the trade name DRAGNET. Any infringement on the rights of the designer shall be the sole responsibility of the user.
2. This standard drawing is produced by the Florida 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), E.A., for permanent installations or Vehicle Arresting Barrier (Net Type), E.A., for temporary installations.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

DRAGNET

Revised	Date	Approved By
Designed By	05/19/70 J.D.J.	
Drawn By	MBT 10/2/70	
Checked By	JBC 10/2/70	

1 of 2 438



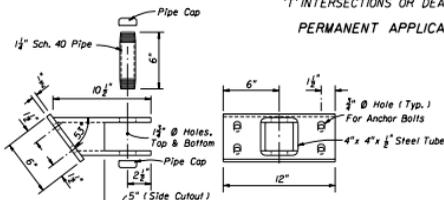
"T" INTERSECTIONS OR DEAD ENDS
PERMANENT APPLICATIONS

TEMPORARY ROADWAY CLOSURES

TEMPORARY RAMP CLOSURES

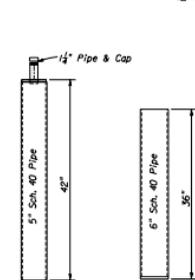
See Index No. 600 For Traffic Control Through Work Zones
TEMPORARY APPLICATIONS

TYPICAL APPLICATIONS



SIDE VIEW
For Use On Concrete Barrier Installation
TIE DOWN

FRONT VIEW



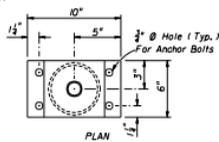
ANCHOR POST
ASSEMBLY

ANCHOR POST
SOCKET

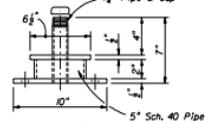
TIE DOWN

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

ANCHOR DETAILS

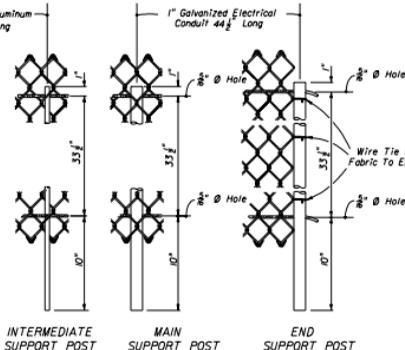


PLAN



ELEVATION

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

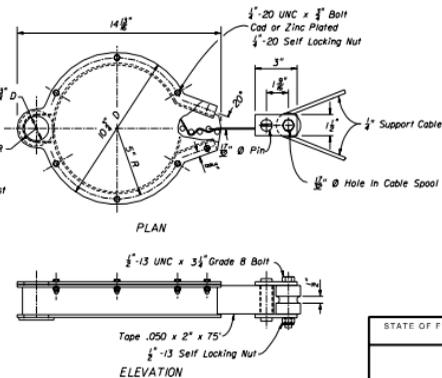


INTERMEDIATE
SUPPORT POST

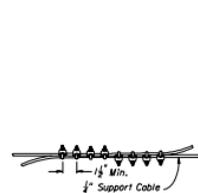
MAIN
SUPPORT POST

END
SUPPORT POST

SUPPORT POST DETAILS



ENERGY ABSORBER ASSEMBLY



1/2" Bolt Presses Against Dead End of Cable.
Torque Nuts To 130 In. Lbs. (8 Required)

CABLE SPLICE DETAIL

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

DRAGNET

DESIGNED BY	DATE	APPROVED BY
DESIGNED BY	DATE	APPROVED BY
DRAWN BY	DATE	CHECKED BY
CHECKED BY	DATE	NO. 2 of 2