



U.S. Department
of Transportation

**Federal Highway
Administration**

DEC 6

400 Seventh St., S.W.
Washington, D.C. 20590
Refer to: HNG-14

B-15

Mr. E. Scott Walter
President
Roadway Safety Service, Inc.
700-3 Union Parkway
Ronkonkoma, New York 11779

Dear Mr. Walter:

Your November 28 letter to Mr. Richard Powers provided information on current marketing efforts by your company to sell the DRAGNET Vehicle Arresting System, and requested confirmation of its acceptability for use on Federal-aid highway projects.

In reviewing our files, we note that this acceptance was originally made in late 1983. A copy of the letter is enclosed for your ready reference and further use. The caveats for installation and the circumstances under which a proprietary item can be used on Federal projects identified in that letter remain valid.

We believe the DRAGNET is a viable safety appurtenance and we will support its use in appropriate locations when it is selected by a State highway agency. By copy of this letter, we are notifying our field personnel of our reconfirmation of the acceptability of the DRAGNET Vehicle Arresting System.

Sincerely yours,

L. A. Staron
Chief, Federal-Aid & Design Division

Enclosure

Federal Highway Administration
HNG-14:RPowers:gm:11-30-90:61320
copies to:
HPD-1 HNG-1 HNG-10 HNG-14 RAs w/incoming
Reader, 3212 Reader, 3206 Reader, 3128 File, 3128



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 29 1983

REFER TO:

HNG-21

Mr. C. C. Walter
President, Roadway Safety
Service, Inc.
111 Ridge Road
Douglaston, New York 11363

Dear Mr. Walter:

This is in reference to your August 10 letter to Mr. Rex C. Leathers, Associate Administrator for Engineering and Operations, on the subject of impact attenuators.

Barriers included in the 1977 AASHTO "Guide for Selecting, Locating, and Designing Traffic Barriers" and classified as either operational or experimental, except Type MBI median barriers, are acceptable for Federal-aid projects. Your product which you call DRAGNET is designated as CE3, Chain-Link Fence Arresting System, in the above-named AASHTO publication.

We are aware of written articles about tests conducted on your product published in the 1970 Highway Research Record No. 306 and the 1974 Transportation Research Record No. 488. We also have the research report entitled, "Dragnet Vehicle Arresting System," by T. J. Hirsch, Gordon G. Hayes, and Don L. Ivey, TTI, Technical Memorandum 505-4, February 28, 1969, which was the basis for the article in HRR No. 306.

We presume that you have corrected the deficiencies of the system noted during the crash tests. We are particularly concerned about the hazard posed by the protruding anchor posts or piers on which the metal benders are mounted. These should either be shielded, made breakaway, or kept flush with the ground. The posts supporting the chain-link fence or other net fencing should be breakaway. It is also important that the design of the metal bender tape tension and tape length and of the geometry of an installation be suited to the site requirements. As noted in the research report, the system failed in one test because one of the tapes ran out. In another, the dragnet was engaged too low on the front of the vehicle which resulted in the vehicle's rear end vaulting the net after most of the longitudinal deceleration had occurred. Thus, it was shown that the height of the net and its position should be such that it completely entraps the front of the entering vehicle.

You should be aware, that since it is a proprietary product, certain conditions must be met before it can be specified in a Federal-aid highway project. For each project there should be a finding that (a) it is the only product available for a particular application, or (b) it will compete with other products suitable for similar applications, or (c) it is for use in an experimental installation, or (d) when there are other acceptable materials and products available its use without competitive bidding is found to be in the public interest.

Sincerely yours,

Signed by Robert J. Probst



Ronald E. Heinz
Chief, Highway Design Division

Federal Highway Administration
HNG-21:CLEonin:rjd:60312:9/21/83

cc: Mr. Leathers, 3212
Mr. Phillips, 3212
Mr. Sillan, 3124
Mr. Leonin, 3124
Mr. Hatton, 3124
File, 3124
Div. Rdr., 3124
Reader file, 3212
Reader file, 3124
Regional Administrators, Regions 1-10