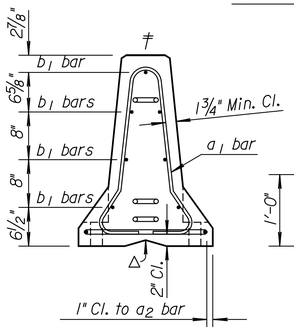
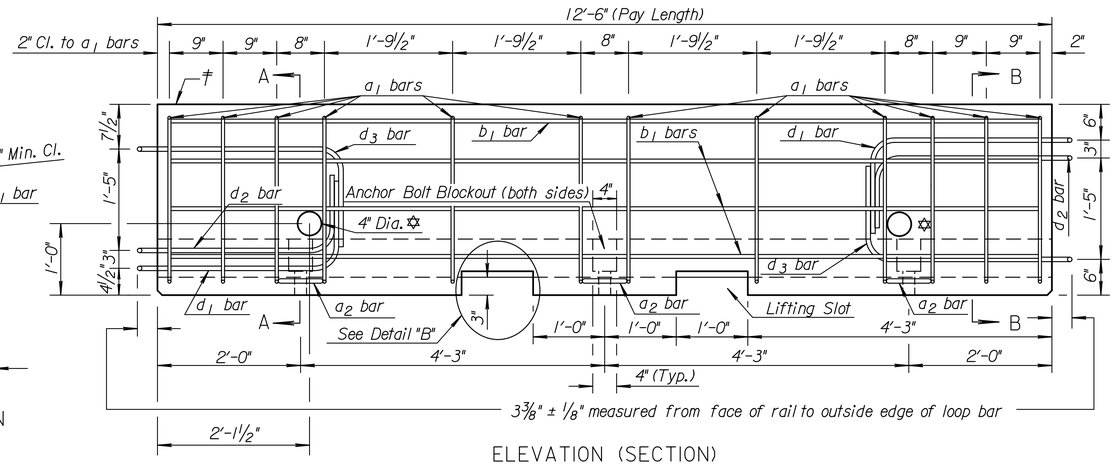
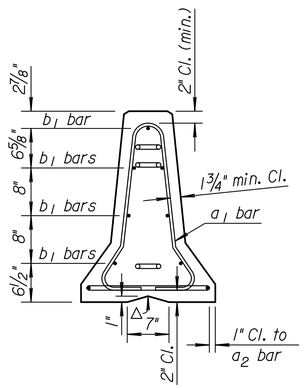
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	87 N-0616-01	2017	91	166



SECTION A-A
TYPICAL SECTION
(Stirrup Placement)



ELEVATION (SECTION)



SECTION B-B
TYPICAL SECTION
(Stirrup Placement)

GENERAL NOTES:

MATERIAL: Use ASTM A615, Grade 60 reinforcing bars, except for the loop bars (d_1, d_2 and d_3).

The loop bars (d_1, d_2 and d_3) shall be ¾" smooth steel bars with a minimum yield of 60 ksi, a tensile strength of not less than 1.25 times the yield strength but a minimum of 80 ksi, a minimum 14% elongation in 8 inches, and passing a 180 degree bend test using a 3.5 D pin bend diameter. The loops shall be installed within ⅛" of the plan dimensions.

Use air-entrained concrete with f'c = 5,000 p.s.i.

SECTION: The section furnished must generally comply with dimensions shown. Requests for minor variations in section geometry and attachments may be submitted to the Engineer for approval.

LIFTING SLOTS: Lifting slots shall be constructed where specified on the plans to facilitate the drainage of water after installation on the roadway.

TEMPORARY CONCRETE SAFETY BARRIER: Furnishing and placing of all materials when required and all labor and equipment required to position the temporary barrier shall be considered SUBISIDARY to the bid item "Traffic Control". Any relocation of the barrier required for the project shall also be considered SUBISDIARY to the bid item, "Traffic Control". Unless otherwise noted on the Plans, the Temporary Concrete Safety Barrier shall become the property of the Contractor and shall be removed from the site upon acceptance of the completed project. Approximate weight of one unit equals 2.7 tons.

PLACEMENT: Barrier shall be placed on a paved surface. All loose dirt and sand shall be removed from the roadway surface just prior to placement of the barrier. After the barrier is placed and the connection pin is inserted, tension or pull the barrier such that the installation is taut and the connection pin cannot freely move vertically. If the connection pin or loop bar assembly are damaged during the tensioning process, it is the responsibility of the Contractor to repair the damaged area or replace the temporary barrier section.

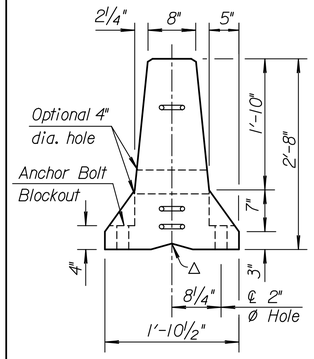
MARKING: The left end (‡) of each barrier shall be permanently marked by stamping or forming into the barrier the following information:

- Type F3
- Manufacturer code (as specified by KDOT Bureau of Const. & Maint.)
- Date manufactured (month and year)

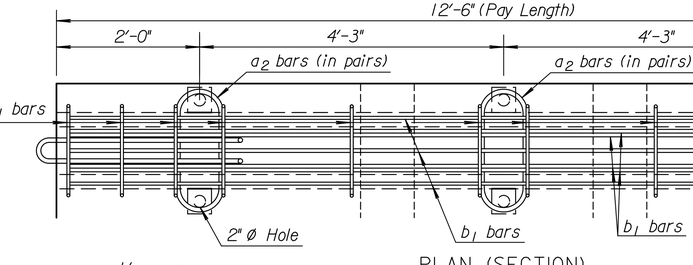
‡ Marked End

✡ 4" diameter - 11 gauge steel round mechanical tubing sleeve. These holes are optional.

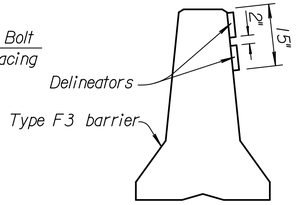
△ V Notch is optional



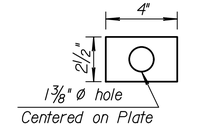
END VIEW



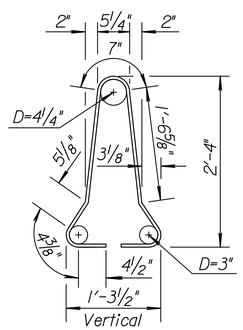
PLAN (SECTION)



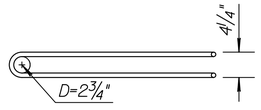
DELINEATOR DETAILS



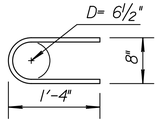
(½" Top Plate Detail)



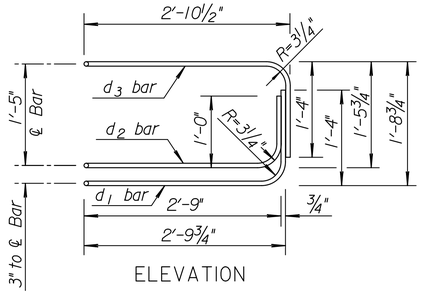
a1 bar



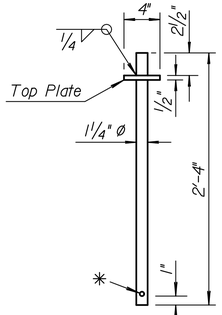
PLAN
LOOP BAR ASSEMBLY
(Marked end shown, invert for other end)
(Material as stated in General Notes)



a2 bar



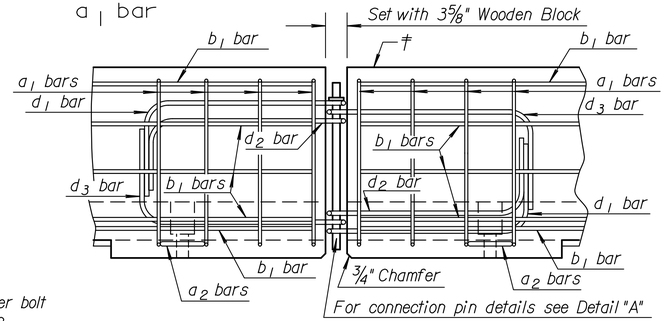
ELEVATION



DETAIL A
CONNECTION PIN
(A36 Steel) 10.9 lbs. each

✱ ⅝" Ø hole for retainer bolt. The retainer bolt & nut are installed at Contractor's option.

Note: Retainer bolt & nut required with Tie Down Strap.



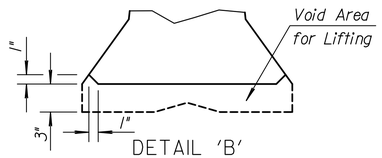
DETAILS OF BARRIER CONNECTION

Per 12'-6" Barrier Section

REINFORCING A615 Gr. 60					
Bar	Bar Size	Shape	No. of Bars	Length Ft.	Weight Lbs.
a_1	#4		12	6'-0"	48.1
a_2	#6		6	2'-11"	26.3
b_1	#5		7	12'-2"	88.8
LOOP ASSEMBLY					
d_1	#6		2	8'-5"	25.3
d_2	#6		2	7'-7"	22.8
d_3	#6		2	8'-6"	25.5

Concrete Quantity = 1.3 C.Y.

(Dimensions are out to out of bars unless otherwise noted.)



DETAIL 'B'
LIFTING SLOT DETAIL
(1" Chamfer to prevent spalling)

NOTE: At no time shall the barriers be lifted, moved, etc. by use of the loop bars: d_1, d_2 or d_3.

TEMPORARY CONCRETE SAFETY BARRIER TYPE F3

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Plotted : 10/9/2017