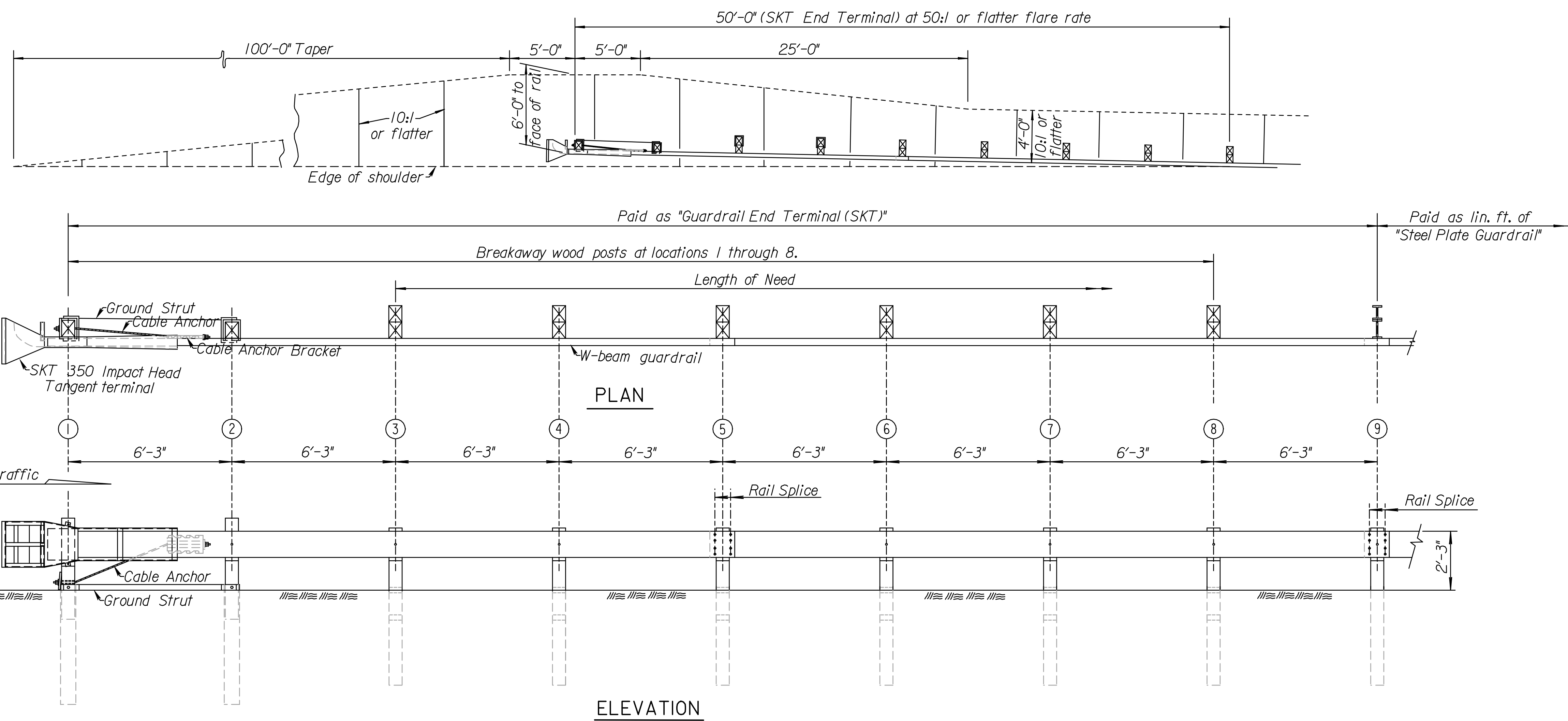
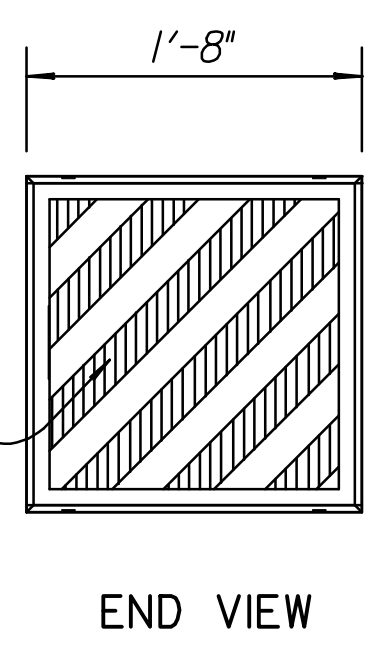
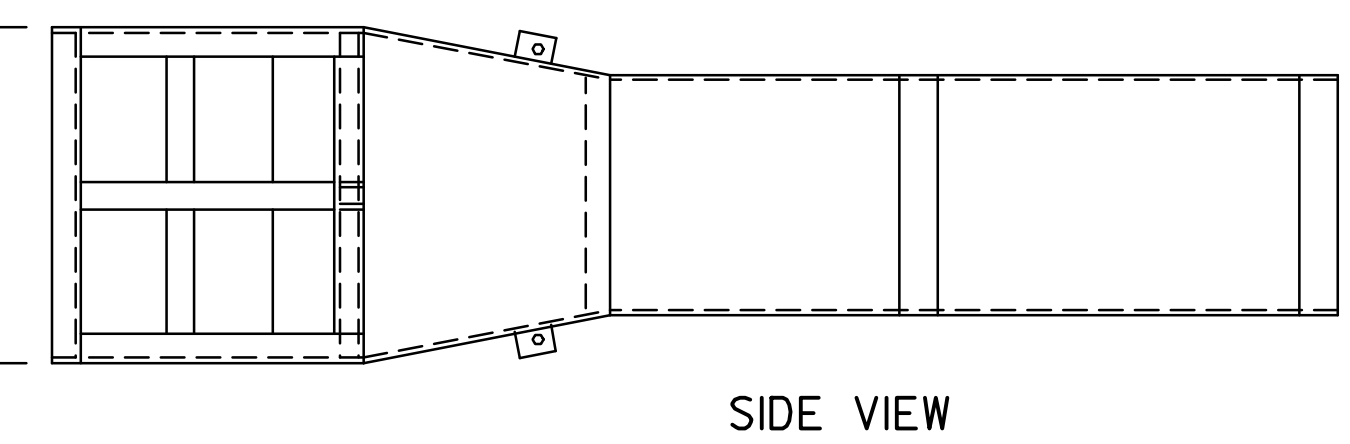
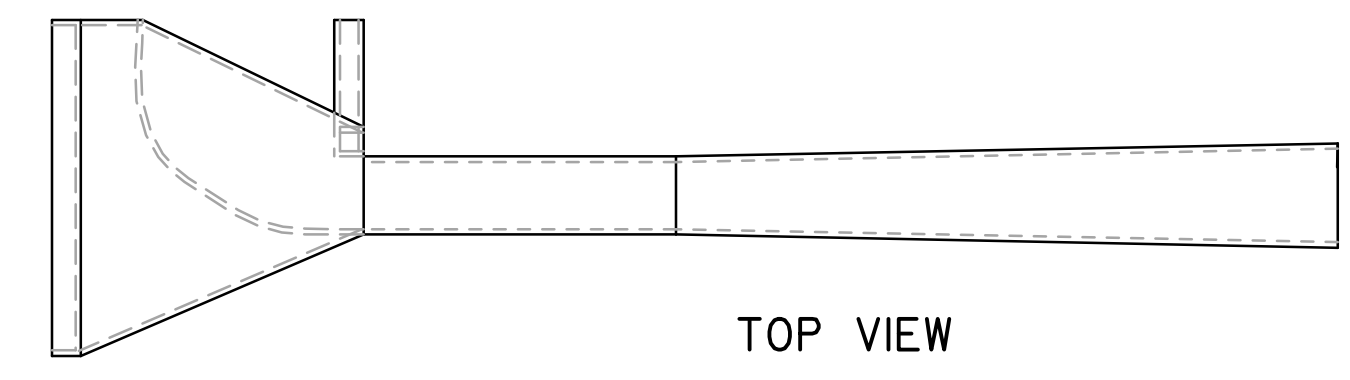
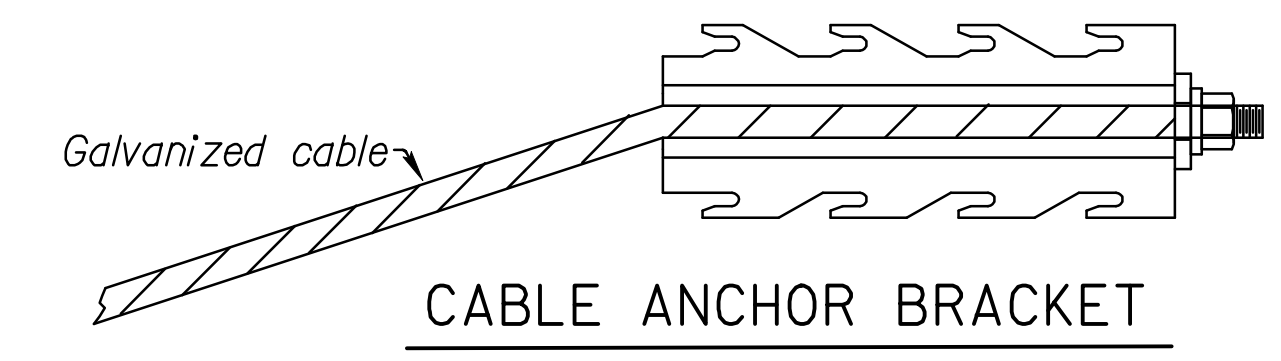


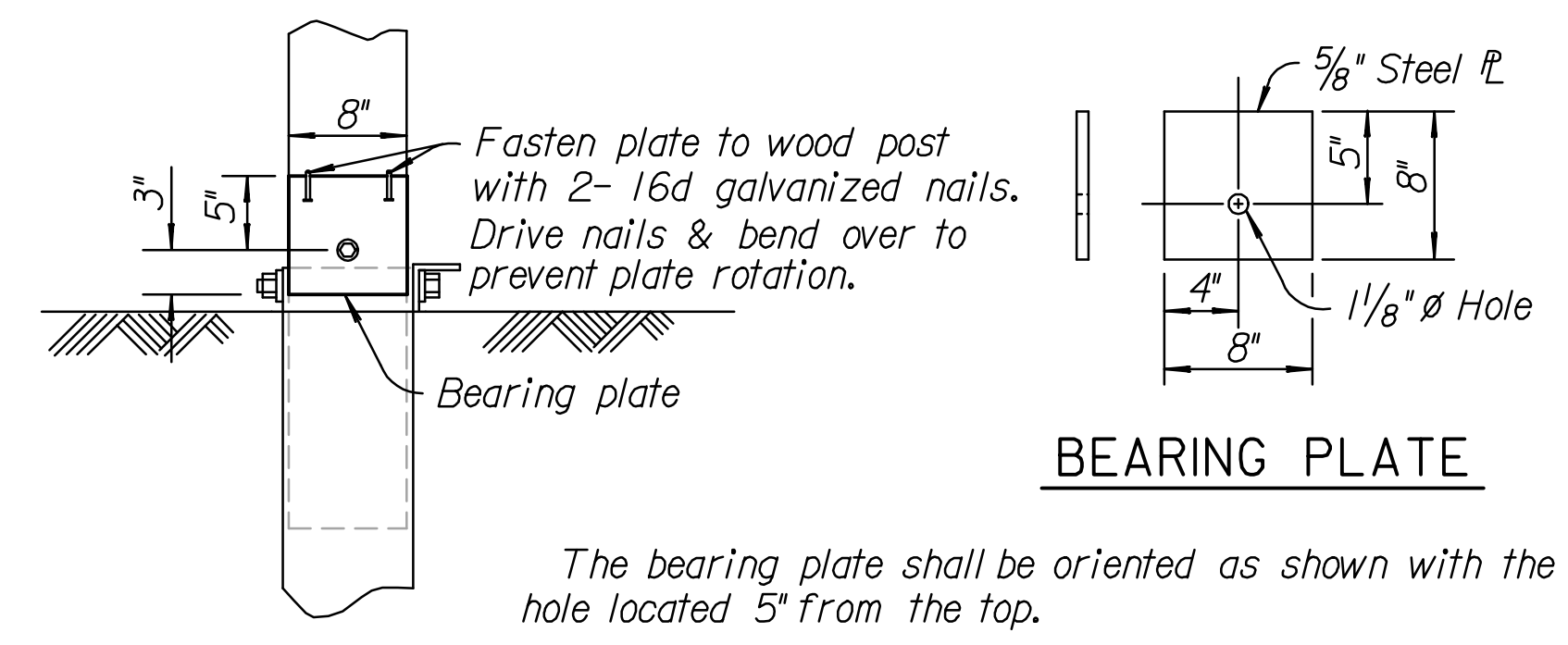
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84923	2011	10	42



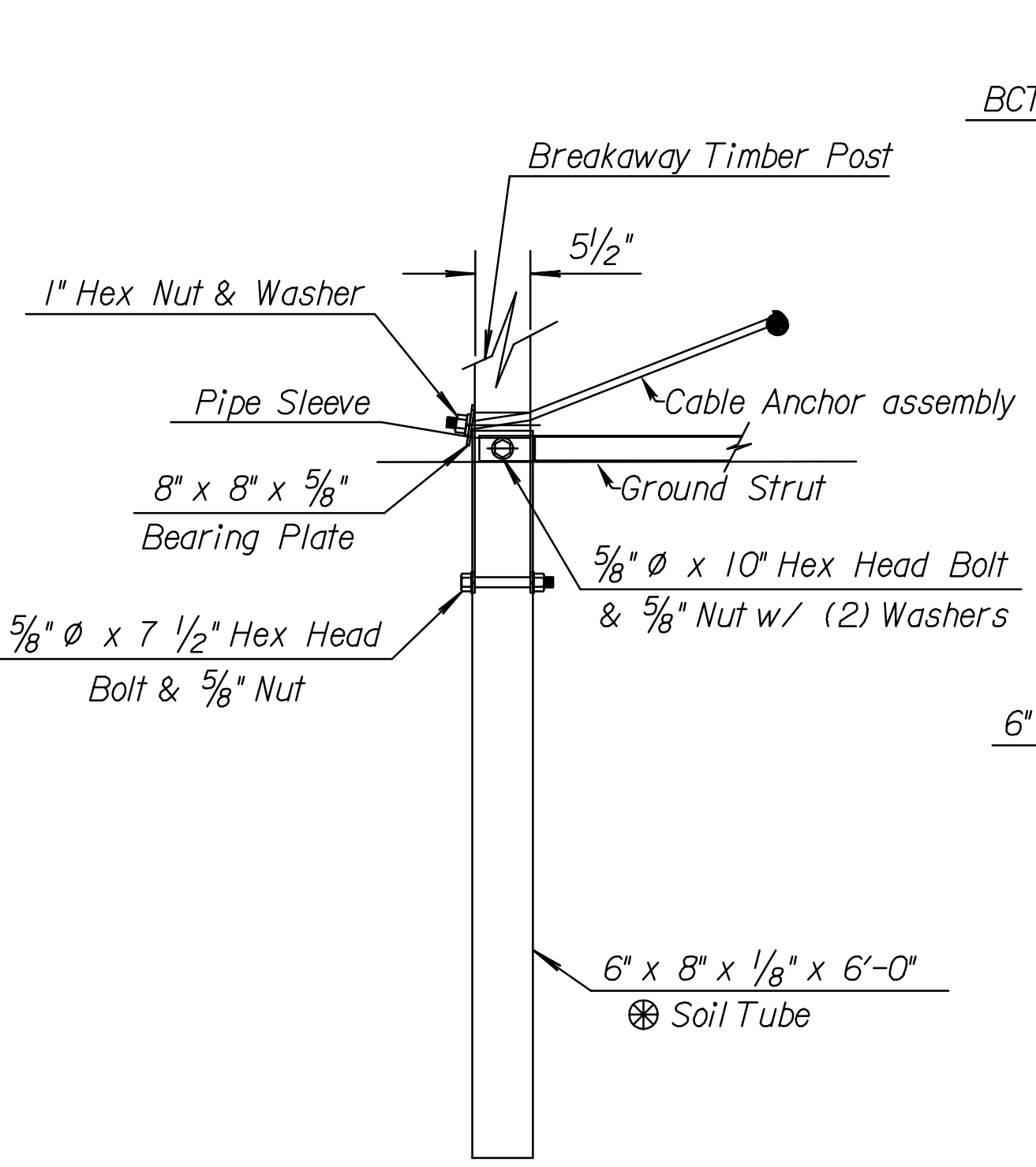
GENERAL NOTE
 See RD611 & RD613 for details of guardrail not shown.
 Posts ① through ⑧ on the (SKT) shall be wood, regardless of post material used on remainder of the installation.
 All guardrail splices shall be lapped in the direction of Traffic. Where traffic is temporarily carried in the direction opposite of the final configuration, the rail splices shall be lapped in the direction of the permanent traffic.
 All work and materials required for installation of this terminal shall be paid under the bid item "Guardrail End Terminal (SKT)".
 All steel parts shall be galvanized after fabrication.
 Retroreflective sheeting as shown in the detail shall be provided on all installations. The retroreflective sheeting should be installed on the face of the Impact Head prior to installation. The Impact Head should be thoroughly cleaned and dried prior to application.
 The breakaway cable assembly must be taut. A locking device, (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening the nut.
 The soil tubes shall not protrude more than 4" above ground (measured along a 5'-0" cord). Site grading may be necessary to meet this requirement.
 The soil tubes may be driven with an approved driving head. Soil tubes should not be driven with the post in the tube. If the tubes are placed in drilled holes, the backfill material must be satisfactorily compacted to prevent settlement.
 When rock is encountered during excavation, a 12" Dia. post hole, 20" deep may be used if approved by the engineer. Granular material will be placed in the bottom of the hole approx. 2 1/2" deep to provide drainage. The soil tubes will be field cut to length, placed in the hole and backfilled with adequately compacted material excavated from the hole.



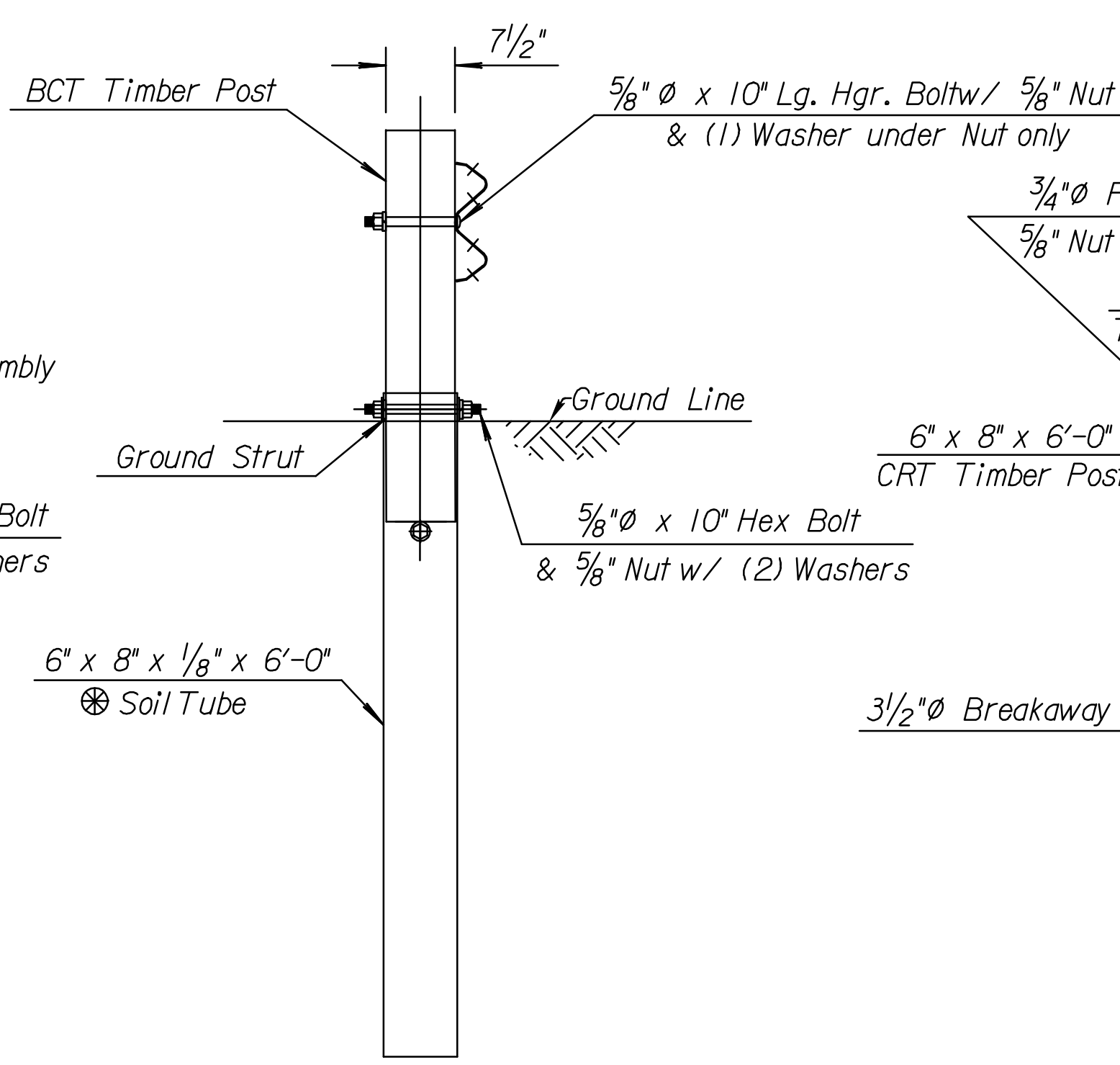
DETAILS OF IMPACT HEAD



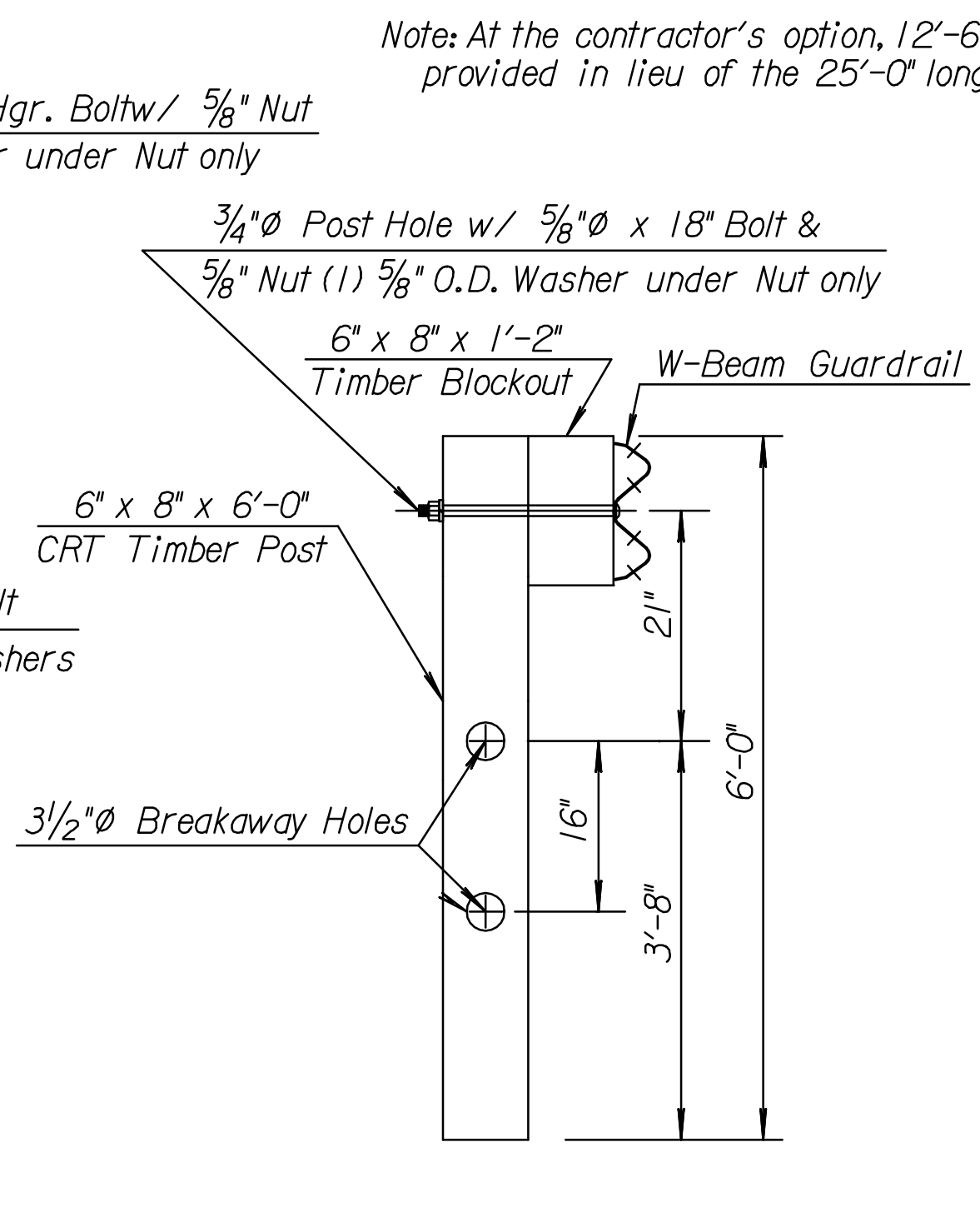
BEARING PLATE



PARTIAL VIEW OF POST #1



DETAIL OF POST #2



DETAIL OF POSTS (#3 through #8)

Note: At the contractor's option, 12'-6" long rail elements may be provided in lieu of the 25'-0" long rail elements shown.

⊗ Optional 4'-6" or 5'-0" tube w/soil plate may be used as per the manufacturer's specifications.

KANSAS DEPARTMENT OF TRANSPORTATION				
NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

GUARDRAIL END TERMINAL (SKT)

RD606C

FHWA APPROVAL	11-02-04	APP'D. James O. Brewer
DESIGNED	DETAILED	QUANTITIES
DESIGN CK.	DETAIL CK.	QUAN. CK.

TRACED Bowser
TRACE CK. King

Drawn By: cp
 Plotted: 22-JUL-2011 10:45
 File: I:\2010\10313\Standards\rd606c.dgn