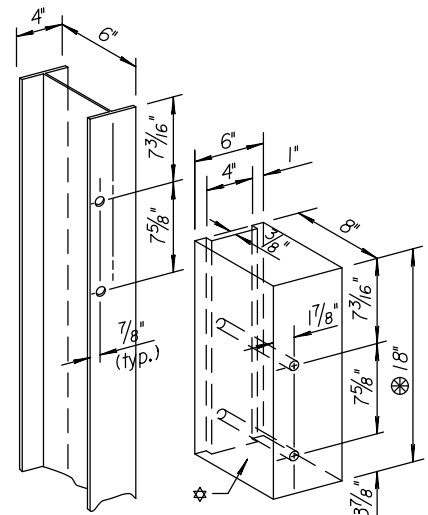
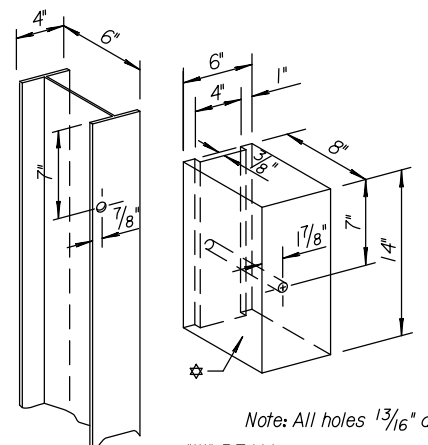


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2009	15	187

⊛ The Thrie Beam Transition blockout shall be 6"x8"x18" with a hole pattern as shown on Standard Drawing RD613.



Note: All holes 13/16" dia.  
THRIE BEAM HOLE PUNCHING DETAILS



Note: All holes 13/16" dia.  
"W" BEAM HOLE PUNCHING DETAILS

⊛ NON-METALLIC (POLYMER) or TREATED WOOD BLOCK

NO.	DATE	REVISIONS	BY	APP'D
11	6-30-04	Removed steel blockout and notes.	S.W.K.	J.O.B.
10	7-15-02	Added polymer block-out alternate.	S.W.K.	J.O.B.
9	5-19-00	Add. alt. hole punch. det. & temp. traf.	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

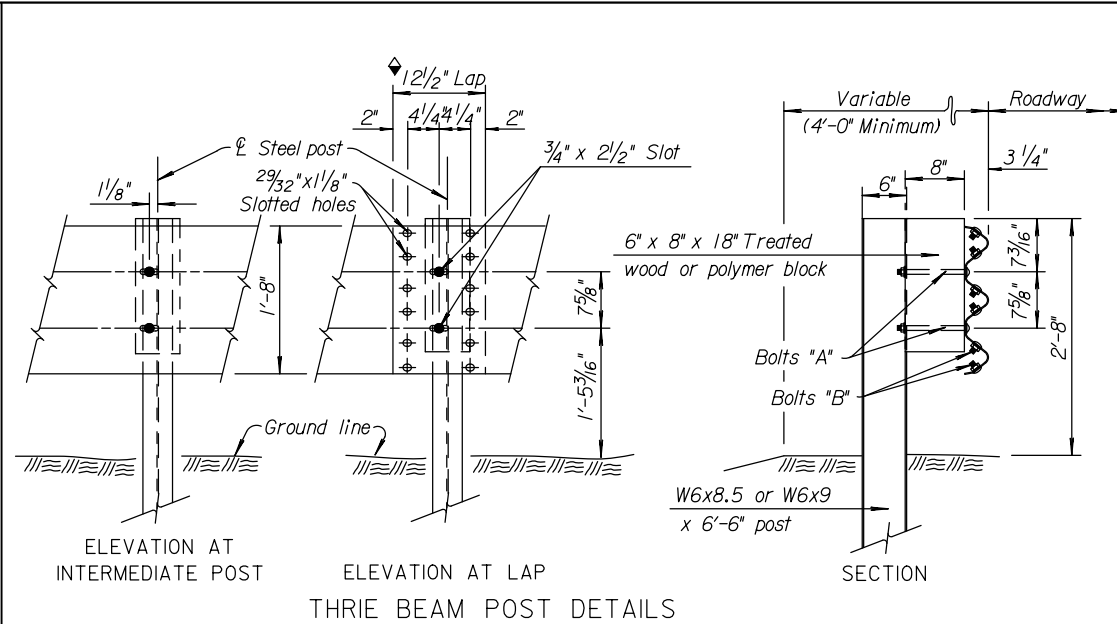
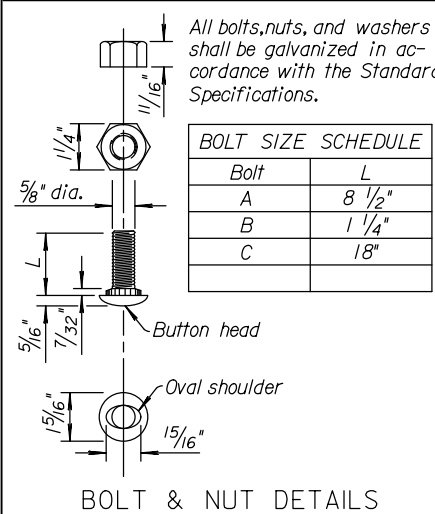
### GUARDRAIL POST DETAILS

DESIGNED	QUANTITIES	APP'D.	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK. S.W.K.

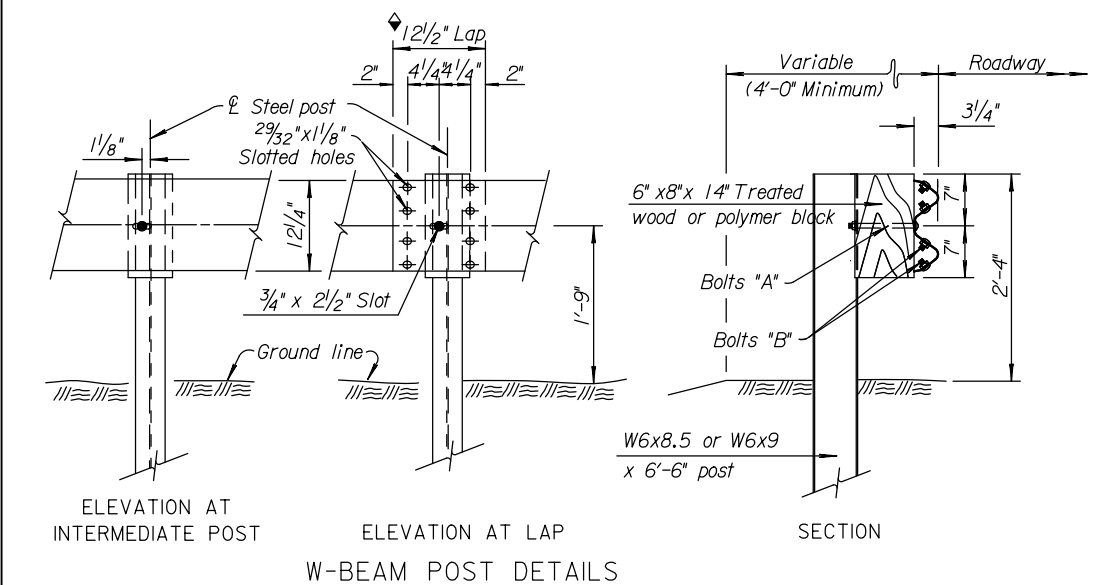
## STEEL POSTS

### General Notes for Steel Posts

The grade of steel for steel posts shall meet the requirements of the Standard Specifications.  
Steel posts shall be hot dipped galvanized in accordance with KDOT Standard Specifications. Galvanizing shall be done after the posts and blocks are fabricated.  
Wood blocks shall meet the requirements in the general notes for wood posts on this sheet.  
Approved polymer block-outs may be substituted for wood blockouts. Only one type of block-out shall be permitted at each guardrail installation. This excludes the guard-rail end terminals unless certified by the manufacturer.  
Excavation of all classes, including rock, shale, and other materials regardless of the elevations encountered, required for the erection of Guardrail shall be considered as subsidiary to the various bid items for which payment is made.  
Guardrail Posts may be set by digging or by driving. Post caps which are designed to protect the post from crushing shall be used during driving operations.  
Guardrail posts may be wood or steel as shown on this sheet with no change in type of post permitted within a single project except as noted on end section layout detail sheet.  
The Contractor shall notify the Engineer at the earliest practical time if a non-removable man-made object (footing, pipe, etc.) is encountered which prevents installation of a full length post. Approval of the Engineer shall be obtained before cutting posts shorter than 6'-6" except as allowed on Standard Drawing RD617.  
All dimensions are nominal and are subject to manufacturing tolerances.



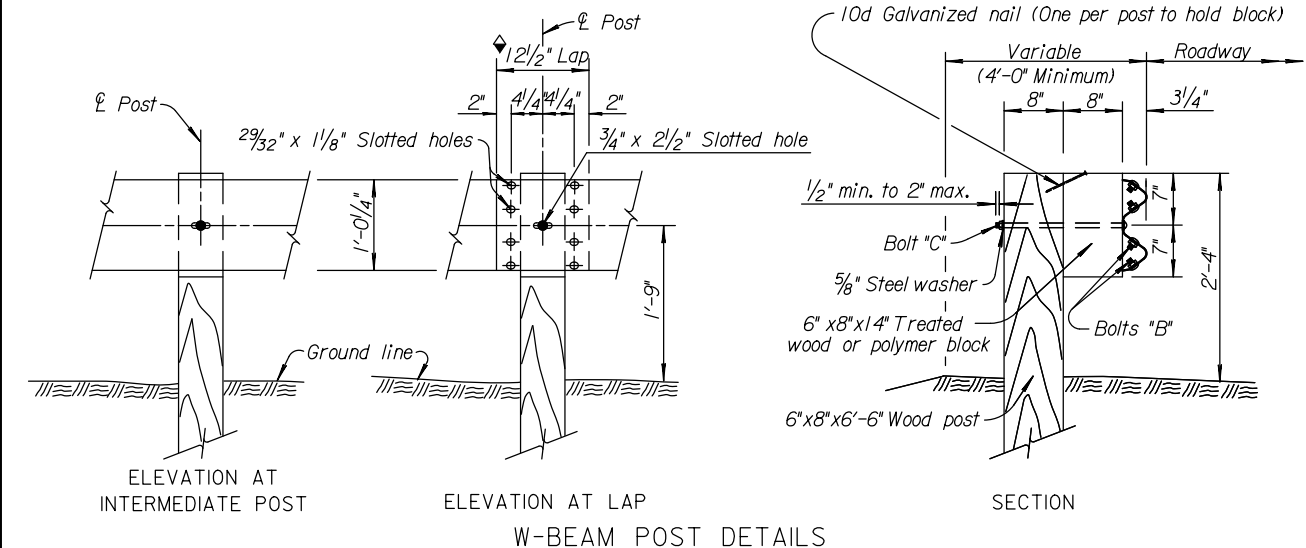
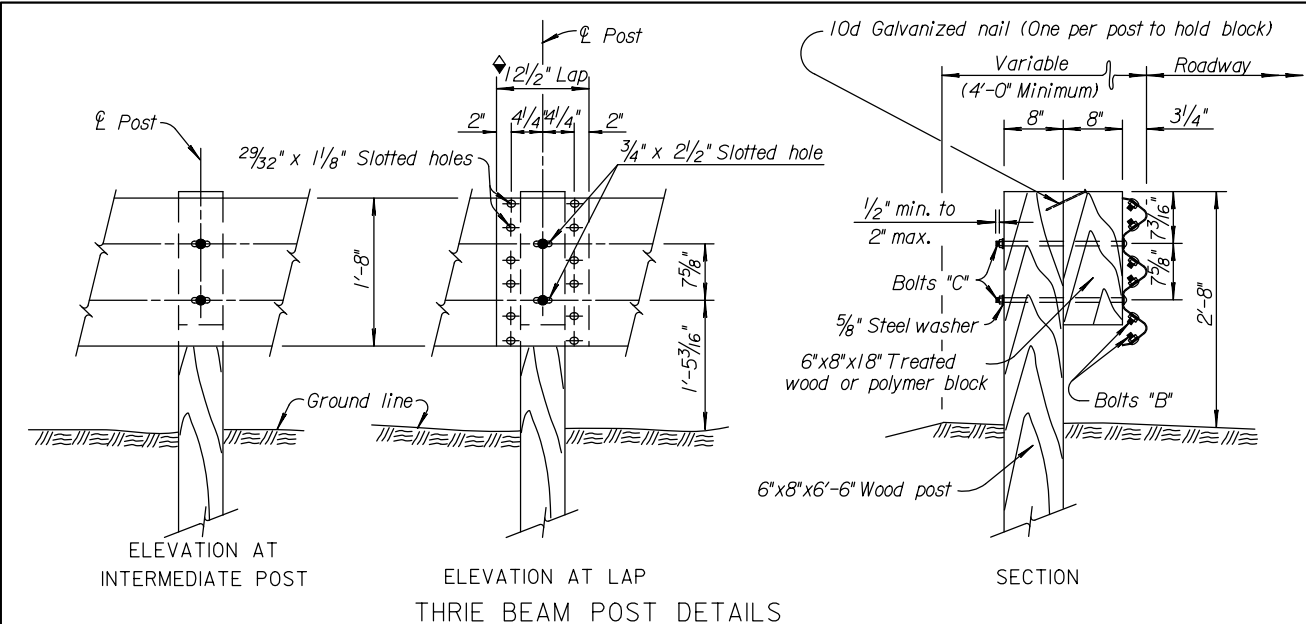
◆ Rail shall be lapped in the direction of traffic. Where traffic is temporarily carried in the direction opposite of the final configuration, the rail splices shall be lapped in the direction of the permanent traffic.



## WOOD POSTS

### General Notes for Wood Posts

All wood posts and wood blocks shall be given a preservative treatment as provided for in the K.D.O.T. Standard Specifications. All cuts, injuries, and bolt holes in treated wood posts and blocks shall be thoroughly saturated with preservative.  
Only one type of preservative treatment may be used on a project.  
Rectangular posts and wood blocks shall be S4S and shall meet the requirements of the KDOT Standard Specifications.  
Excavation of all classes, including rock, shale, and other materials, regardless of the elevations encountered, required for the erection of Guardrail shall be considered subsidiary to the various bid items for which payment is made.  
Guardrail posts may be set by digging or by driving. Post caps which are designed to protect the post from crushing shall be used during driving operations.  
Guardrail posts may be wood or steel as shown on this sheet, with no change in type of post permitted within a single project except as noted on end section layout detail sheet.  
Approved polymer block-outs may be substituted for wood blockouts. Only one type of block-out shall be permitted at each guardrail installation. This excludes the guardrail end terminals unless certified by the manufacturer.  
The Contractor shall notify the Engineer at the earliest practical time if a non-removable man-made object (footing, pipe, etc.) is encountered which prevents installation of a full length post. Approval of the Engineer shall be obtained before cutting posts shorter than 6'-6" except as allowed on Standard Drawing RD617.  
All dimensions are nominal and are subject to manufacturing tolerances.



◆ Rail 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.

