



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

January 16, 2024

CALL NO. 104
CONTRACT ID NO. 242974
ADDENDUM # 1

Subject: Jefferson County, STPBRO 0503 (260)
Letting January 25, 2024

(1) Revised Plan Sheets from Project Related Information: S2 & S18

*Please see Project Related Information for Revised Plan Set

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in black ink that reads "Rachel Mills".

Rachel Mills, P.E.
Director
Division of Construction Procurement

RM:mr
Enclosures

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND CURRENT SUPPLEMENTAL SPECIFICATIONS, ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE FOURTH EDITION 2017 AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATION AND 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.

COMPLETION OF THE STRUCTURE

THE CONTRACTOR IS REQUIRED TO COMPLETE THE STRUCTURE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, MATERIAL, LABOR OR CONSTRUCTION OPERATIONS, NOT OTHERWISE SPECIFIED, ARE TO BE INCLUDED IN THE BID ITEM MOST APPROPRIATE FOR THE WORK INVOLVED. THIS MAY INCLUDE REMOVAL OF ALL, OR PARTS, OF EXISTING STRUCTURES, PHASE CONSTRUCTION, INCIDENTAL MATERIALS, TEMPORARY WORKS, LABOR OR ANYTHING ELSE REQUIRED TO COMPLETE THE STRUCTURE.

ON-SITE INSPECTION

THE CONTRACTOR IS RESPONSIBLE FOR MAKING A SITE INSPECTION TO BECOME FAMILIAR WITH THE WORK TO BE DONE AND TO MAKE APPROPRIATE ALLOWANCES FOR ALL WORK INCLUDED IN LUMP SUM BIDS, A SUITABLE METHOD OF PERFORMING THE WORK DESCRIBED HEREIN SHOULD BE INVESTIGATED. SUBMISSION OF A BID WILL BE CONSIDERED EVIDENCE OF THIS INVESTIGATION HAVING BEEN MADE. THE CONTRACTOR WILL NOT BE PAID EXTRA BECAUSE OF SITE CONDITIONS.

MAINTENANCE OF TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE SPECIAL NOTE.

WELDING SPECIFICATIONS

ALL WELDING AND WELDING MATERIALS, EXCEPT FOR REINFORCEMENT, SHALL CONFORM TO JOINT SPECIFICATIONS: ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE 2015, 6TH EDITION. NON-DESTRUCTIVE TESTING BY THE CONTRACTOR WILL NOT BE REQUIRED. PAYMENT FOR WELDING, WELDING MATERIALS, STRAIGHTENING, ALTERING AND BURNING NEW OR EXISTING STEEL SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEMS.

DIMENSIONS

DIMENSIONS SHOWN ON THE PLANS ARE TAKEN FROM THE ORIGINAL CONTRACT PLANS, SUBSEQUENT RECONSTRUCTION AND SHOP DRAWING PLANS. THE CONTRACTOR SHALL VERIFY DIMENSIONS, INCLUDING THICKNESSES OF PARTS, WITH FIELD MEASUREMENTS PRIOR TO ORDERING MATERIALS OR FABRICATING STEEL. ALL PLAN DIMENSIONS ARE FOR A NORMAL TEMPERATURE OF 60 DEG F. LAYOUT DIMENSIONS ARE HORIZONTAL MEASUREMENTS AND DO NOT NECESSARILY REFLECT REVISIONS.

PLANS OF EXISTING STRUCTURE

PLANS AND SHOP DRAWINGS OF THE EXISTING STRUCTURE ARE AVAILABLE AS AN AID TO THE CONTRACTOR AND SHALL BE USED TO SUPPLEMENT DETAILS NOT SHOWN ON THE PLANS. THE COMPLETENESS OF THESE DRAWINGS IS NOT GUARANTEED AND NO RESPONSIBILITY IS ASSUMED BY KYTC FOR THEIR ACCURACY. AS-BUILT PLANS AND SHOP DRAWINGS INCLUDE:

I-65 SB AS-BUILT ORBP 056B0002141L REHAB PLANS
I-65 SUBSTRUCTURE AS-BUILT PLANS DN 14525
I-65 SUPERSTRUCTURE AS-BUILT PLANS DN 14744
I-65 SUPERSTRUCTURE SHOP PLANS DN 14744
I-65 OVER OHIO RIVER ANCHOR ASSEMBLY @ PIER 6 DN 26658

EXISTING STEEL REINFORCEMENT

PAYMENT FOR CUTTING, BENDING, SPLICING AND CLEANING EXISTING REINFORCING BARS SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM.

SAWCUTTING

PRIOR TO THE REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO THE DEPTH NOTED ON THE PLANS OR ONE INCH TO FACILITATE A NEAT LINE. PAYMENT FOR CUTTING CONCRETE SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEM.

BOLTS

ALL STRUCTURAL BOLTS SHALL BE 7/8" DIA. ASTM F3125 GRADE 325 HIGH STRENGTH BOLTS EXCEPT AS NOTED.

TO REINSTALL GENERATION 3 RETROFIT, STRUCTURAL BOLTS SHALL BE 1" DIA. ASTM F3125 BOLTS GRADE 490 HIGH STRENGTH BOLTS.

ALL BOLTS SHALL BE GALVANIZED.

CONCRETE REMOVAL

PERFORM WORK CAREFULLY DURING CONCRETE REMOVAL TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. ALL REMOVAL SHALL BE TO NEAT SAW CUT LINES. FEATHER EDGES WILL NOT BE PERMITTED. SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVAL 1 INCH DEEP.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE PROPOSED STRUCTURE. REMOVE CONCRETE TO LIMITS AS SHOWN ON THE PLANS. LEAVE EXISTING REINFORCING STEEL IN PLACE AS SHOWN ON THE PLANS.

PRIOR TO NON-SHRINK GROUT PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR PRESSURE OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH. HOWEVER, REMOVE ALL PACK AND LOOSE RUST. IN ADDITION, PREPARE THE EXISTING SURFACE PER THE NON-SHRINK GROUT MANUFACTURER'S RECOMMENDATIONS PRIOR TO APPLICATION.

REINFORCING BARS WHICH ARE SHOWN ON THE PLANS AS REMAINING AND WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH NEW EPOXY COATED BARS OF THE SAME SIZE AND SHAPE, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THOSE BARS.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR CONCRETE REPAIR - PIER 6L DS MASONRY PLATE.

NON-SHRINK GROUT

THE FOLLOWING PRODUCTS HAVE BEEN PRE-APPROVED, AND ARE ON THE LIST OF APPROVED MATERIALS, FOR THE NON-SHRINK GROUT AT PIER 6 DOWNSTREAM:

- TAMMSGROUT SUPREME, HIGH STRENGTH NON-SHRINK GROUT BY THE EUCLID CHEMICAL COMPANY

- MASTERFLOW 928 BY MASTERFLOW BASE

- 1107 ADVANTAGE GROUT BY DAYTON SUPERIOR CHEMICALS

USE PEA GRAVEL AGGREGATE PER MANUFACTURER'S RECOMMENDATIONS. THE GROUT SHALL PROVIDE FULL CONTACT WITH THE MASONRY PLATE AND BE PLACED PER THE MANUFACTURER'S RECOMMENDATIONS. CURE PER MANUFACTURER'S SELECTED MATERIAL SHALL BE RECOMMENDED FOR BASE PLATE APPLICATIONS BY THE MANUFACTURER AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI BEFORE LIVE LOAD IS ALLOWED TO BE APPLIED. THE GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI AT 28 DAYS.

REMOVE STEEL

ALL EXISTING STEEL THAT IS REMOVED AND NOT REUSED IN THE COMPLETED STRUCTURE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE BRIDGE SITE.

PLAN SET A AND PLAN SET B COORDINATION

WORK ON THE TRUSS BEARINGS AND FINGER JOINT REPLACEMENT CAN BE STAGED CONCURRENTLY BY THE CONTRACTOR IF DESIRED, AS LONG AS THE FINGER JOINT REPLACEMENT RESULTS IN PROPER PHYSICAL ALIGNMENT AND FINAL ELEVATIONS. IF THE FINAL RESULTS DO NOT COMPLY WITH THIS REQUIREMENT, CORRECTIONS MUST BE MADE AS APPROPRIATE AT THE CONTRACTOR'S EXPENSE.

PINS

PINS SHALL BE 10 1/2" DIAMETER STANDARD RECESSED PINS WITH TWO STANDARD HEXAGONAL RECESSED NUTS AND TWO BRONZE WASHERS. RECESSED PINS AND RECESSED PIN NUTS SHALL BE ASTM A668 CLASS C; BRONZE WASHERS SHALL BE ASTM B22-14.

PINS ARE MAIN LOAD CARRYING MEMBERS AND ARE FRACTURE CRITICAL. CHARRY V-NOTCH IMPACT TEST THE PINS IN ACCORDANCE WITH ASTM A673, P-FREQUENCY. THE SAMPLES SHALL WITHSTAND AN IMPACT OF 25 FT-LBS AT 40 DEGREES F.

GALVANIZE THE PINS IN ACCORDANCE WITH ASTM A123. DO NOT EXCEED A GALVANIZING THICKNESS OF 0.03125 INCH ON THE PIN.

TURN PINS TO THE SPECIFIED DIMENSIONS. ENSURE THEY ARE SMOOTH, STRAIGHT, AND FREE FROM FLAWS.

FORGE AND ANNEAL PINS MORE THAN 9 INCHES IN DIAMETER.

PINS NOT MEETING THESE REQUIREMENTS MAY BE REJECTED AT THE ENGINEER'S DISCRETION. REPLACE PINS AT NO ADDITIONAL EXPENSE TO THE CABINET.

PROVIDE TWO PILOT NUTS AND TWO DRIVING NUTS FOR THE PIN SIZE SHOWN IN THE PLANS.

PIN HOLES

FOR PIN HOLES LARGER THAN 9 INCHES IN DIAMETER, LONGITUDINALLY BORE A 2 INCH HOLE THROUGH THE CENTER AFTER FORGING HAS COOLED BELOW THE CRITICAL RANGE AND BEFORE THE FORGING IS ANNEALED. REJECT PINS SHOWING A DEFECTIVE INTERIOR CONDITION.

LINE BORE PIN HOLES TO BE: 1) TRUE TO DETAILED DIMENSIONS, 2) SMOOTH, AND 3) STRAIGHT AT RIGHT ANGLES WITH THE AXIS OF THE MEMBER AND PARALLEL WITH EACH OTHER. PINS AND PIN HOLES SURFACE FINISH SHALL MEET ANSI 125.

PROVIDE A PIN HOLE DIAMETER THAT DOES NOT EXCEED THAT OF THE PIN BY MORE THAN 0.0625 INCH AS MEASURED ON THE GALVANIZED SURFACES. DO NOT EXCEED A GALVANIZING THICKNESS OF 0.03125 INCH ON THE INSIDE SURFACE OF THE PIN HOLE WHERE IT CONTACTS THE PIN.

CHECK MEASUREMENTS

PRIOR TO THE FABRICATION OF THE PINS, THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS IN THE FIELD AND MAKE ANY ADJUSTMENTS NECESSARY TO MEET THE REQUIRED CLEARANCES AND TO FIT THE PROPOSED WORK TO EXISTING CONDITIONS. THESE FIELD VERIFICATION MEASUREMENTS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO SHOP DRAWING APPROVAL.

DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED AND APPROVAL OBTAINED BEFORE FABRICATION IS STARTED.

TEMPORARY SUPPORTS

A PIN AND LINK DETAIL IS USED TO CONNECT THE SUPERSTRUCTURE TO A SUPPORTING BEARING ANCHORED TO THE SUBSTRUCTURE. HOLES IN THE SUPERSTRUCTURE GUSSET AND BEARING MAIN PLATE ARE CONNECTED USING A STEEL LINK PLATE. LARGE STEEL PINS THROUGH THE PLATE MUST SUPPORT MAXIMUM AND MINIMUM COMBINATIONS OF DEAD LOAD AND LIVE LOAD WHILE ALLOWING THE SUPERSTRUCTURE TO MOVE LONGITUDINALLY.

WHEN REMOVING THE PINS AND BORING THE EXISTING HOLES FOR THE NEW PINS, TEMPORARY SUPPORTS ARE REQUIRED TO UNLOAD THE LINK PLATE. A HOLD DOWN STRADDLE AT THE TOP OF THE GUSSET AND A JACKING SUPPORT AT THE END OF THE FLOORBEAM BELOW THE BOTTOM FLANGE SHALL PROVIDE ALTERNATE LOAD PATHS TO BYPASS THE LINK PLATE.

ONCE INSTALLED, DEAD LOAD AND LIVE LOAD UPLIFT PRODUCED ON THE SPAN WOULD BYPASS THE LINK PLATE AND TRANSFER TO THE HOLD DOWN. SEE SHEET NOS. S11 THRU S14 FOR DETAILS. ONCE INSTALLED, POSITIVE LIVE LOAD PRODUCED ON THE SPAN WOULD BYPASS THE LINK PLATE AND TRANSFER TO THE JACKING SUPPORT. SEE SHEET NOS. S7 AND S8 FOR DETAILS.

NEW STEEL PAINTING

THIS WORK CONSISTS OF PAINTING THE NEW STEEL PIECES FOR THE TRUSS BEARINGS AT PIER 1L AND PIER 6L IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS. MATCH THE NEW PAINT FINISH COAT COLOR WITH THE CURRENT COLOR OF THE STRUCTURE.

NEW PINS SHALL BE PAINTED IN THE FIELD AFTER COMPLETION OF THE REPAIRS. NEW LINK PLATE TO RECEIVE A SHOP PRIME COAT, THEN FIELD APPLIED FOR INTERMEDIATE AND FINAL COAT. THE COST IS TO BE INCLUDED WITH THE APPROPRIATE BID ITEMS.

TOUCH-UP PAINTING

ALL AREAS OF NEW OR EXISTING STRUCTURAL STEEL ON WHICH THE PAINT HAS BEEN DAMAGED BY THE CONTRACTOR WITH WELD BURNS OR BY OTHER MEANS DURING CONSTRUCTION OR AFTER FINAL PAINTING SHALL BE WIRE BRUSH CLEANED AND SPOT PAINTED AS DIRECTED BY THE ENGINEER. THE COST IS TO BE INCLUDED WITH THE APPROPRIATE BID ITEMS.

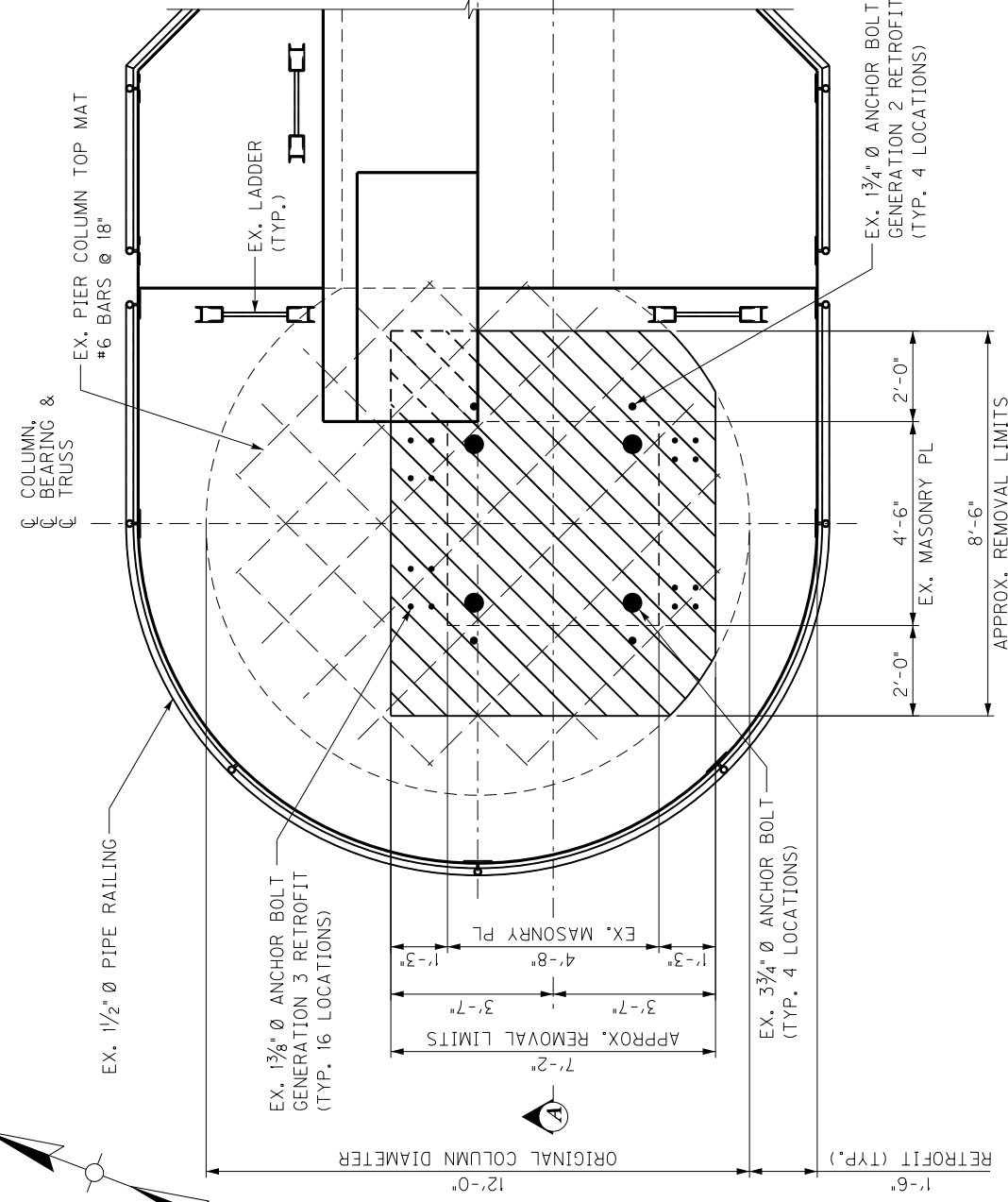
FILE NAME: C:\KENNEDY JOINTS BEARING T1 STEEL\PLAN SET A - S16X23.3\GENERAL NOTES - REVISION 1.DGN	DATE PLOTTED: January 16, 2024	USER: Moryl, Dwyer	E-SHEET NAME: S23464 006	REVISION 1 - REVISED NON-SHRINK GROUT NOTE	01/16/24
				REVISION	DATE
				NOVEMBER 2023	CHECKED BY
				DESIGNED BY: DMB	MJB
				DETAILED BY: MJD	DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS					
COUNTY JEFFERSON					
ROUTE I-65					
CROSSING OHIO RIVER					
GENERAL NOTES - 1					
PREPARED BY					
Michael Baker					
INTERNATIONAL					
1650 Lakeside Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM					
SHEET NO. S2					
DRAWING NO. 28331					

PLAN SET

A

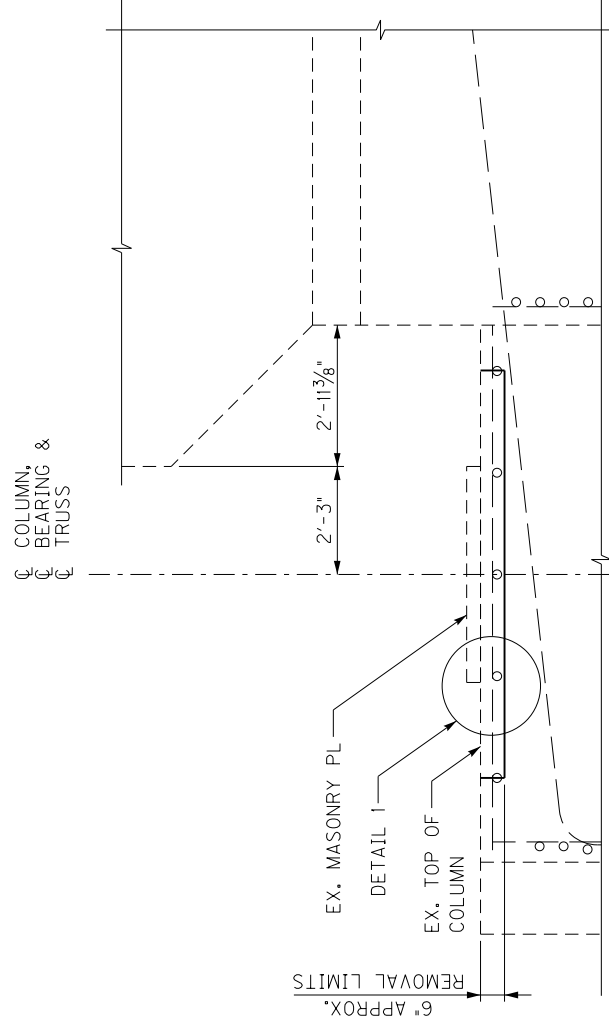
OPTIONAL CONCEPT TO LIFT THE LOWER PIN ASSEMBLY AT PIER 6L, DS

- REMOVE GENERATION 2 RETROFIT PLATES AND PROOF LOAD TEST THE GEN 2 ANCHOR RODS.
- INSTALL TEMPORARY HOLD DOWN TO BYPASS UPLIFT LOAD ON BEARING.
- INSTALL JACKING SUPPORT UNDERNEATH FLOORBEAM TO BYPASS POSITIVE VERTICAL LOAD ON BEARING.
- CUT LINK PLATES BETWEEN THE 3" GAP OF THE UPPER AND LOWER PIN PLATES. ROTATE LOWER SECTION OF LINK PLATES DOWN.
- REMOVE NUTS FROM THE THREE (3) REMAINING ORIGINAL ANCHOR BOLTS.
- PINS MAY REMAIN OR MAY BE REMOVED DEPENDING ON CONTRACTOR'S MEANS AND METHODS.
- LIFT LOWER ASSEMBLY, APPROXIMATELY 3" MAXIMUM, AND SECURE LOWER ASSEMBLY TO THE UPPER ASSEMBLY USING CHAIN HOIST, SLINGS, STRAPS, ETC. THE SERVICE LOAD WEIGHT (WORKING LOAD) OF THE LOWER ASSEMBLY IS APPROXIMATELY 13,000 LBS.
- REMOVE CONCRETE PER THE REMOVAL LIMITS SHOWN AND SURFACE PREP PER MANUFACTURER'S RECOMMENDATIONS.
- CONCRETE REMOVAL MAY BE ACCOMPLISHED USING VARIOUS METHODS (HYDRODEMOLITION/WATER JETTING, SAWS, HAMMERS, DRILLS, ETC.) PER THE CONTRACTOR'S REMOVAL WORK PLAN. HYDRODEMOLITION PER SECTION 606.03.03 OF THE STANDARD SPECIFICATIONS.
- SET THE LOWER ASSEMBLY INTO ITS FINAL POSITION.
- FORM AND PLACE GROUT PER MANUFACTURER'S RECOMMENDATION. ENSURE GROUT REMAINS IN CONTACT WITH MASONRY PLATE THROUGHOUT THE GROUTING PROCESS.
- AFTER CURING, RE-INSTALL THE THREE (3) ANCHOR BOLT NUTS AND COMPLETE INSTALL OF NEW LINKS AND PINS CONFORMING TO THE PLAN SET.



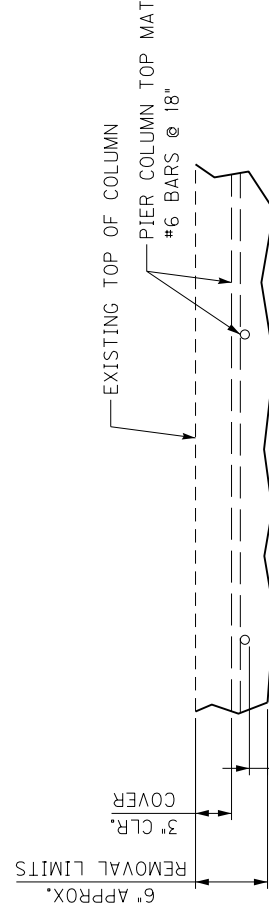
PIER 6L PLAN

JOINT LO' DOWNSTREAM BEARING



SECTION A-A

BEARING NOT SHOWN FOR CLARITY



DETAIL 1

MASONRY PLATE NOT SHOWN FOR CLARITY

CONCRETE REPAIR NOTES

THIS WORK CONSISTS OF REMOVING THE DETERIORATED CONCRETE ADJACENT TO AND BELOW THE BEARING MASONRY PLATE AND REPLACING IT WITH NON-SHRINK GROUT. THE MASONRY PLATE IS SURROUNDED BY HOLD DOWN SYSTEMS ON THE TRANSVERSE SIDES (GENERATION 2) AND LONGITUDINAL SIDES (GENERATION 3). THE GENERATION 2 SYSTEM SHALL BE PERMANENTLY REMOVED; HOWEVER, THE ANCHOR RODS SHALL REMAIN IN PLACE TO BE USED WITH THE TEMPORARY HOLD DOWN SYSTEM. AFTER THE TEMPORARY HOLD DOWN IS IN PLACE, THE GENERATION 3 HOLD DOWN SHALL BE REMOVED FOR CLEANING AND PAINTING TO BE REPLACED AFTER THE CONCRETE REPAIR WORK IS COMPLETED.

THE CONTRACTOR SHALL SUBMIT A WRITTEN SEQUENCE OF THE SPECIFIC STEPS FOR THE CONCRETE REMOVAL TO THE ENGINEER PRIOR TO STARTING WORK. INCLUDE DETAILS OF ALL EQUIPMENT THAT WILL BE USED FOR THE CONCRETE REMOVAL, PAYING SPECIAL ATTENTION TO THE METHODS OF REMOVING THE CONCRETE BELOW THE MASONRY PLATE. CARE MUST BE TAKEN NOT TO DAMAGE THE EXISTING ANCHOR BOLTS.

ENSURE, IN THE PRESENCE OF THE ENGINEER, THAT ALL CONCRETE ADJACENT TO THE REMOVAL LIMITS IS SOUND. BASED ON RESULTS OF HAMMER SOUNDINGS, THE REMOVAL LIMITS MAY BE INCREASED AS DETERMINED BY THE ENGINEER.

SAW CUT THE CONCRETE REMOVAL BOUNDARIES 1 INCH DEEP MINIMUM. USE PNEUMATIC HAMMERS AND CHISELS, NOT EXCEEDING 30 POUNDS, FOR REMOVAL.

REMOVE THE 3 INCH CONCRETE COVER EXPOSING THE PIER COLUMN TOP MAT #6 REINFORCING STEEL. ONCE INITIAL REMOVALS ARE MADE, PROCEED WITH UNDERCUTTING ALL OF THE TOP MAT EXPOSED BARS. PROVIDE 1 INCH MINIMUM CLEARANCE FOR UNDER BAR CLEANING AND FULL BAR CIRCUMFERENCE BONDING TO SURROUNDING CONCRETE. CONCRETE REMOVALS SHALL EXTEND ALONG THE BARS TO LOCATIONS WHERE THE BAR IS WELL BONDED TO SURROUNDING CONCRETE.

BLAST CLEAN ALL EXPOSED STEEL REINFORCEMENT TO REMOVE SCALE, RUST, GREASE, OIL AND OTHER MATERIAL THAT WOULD PREVENT ADHESION OF THE CONCRETE. CHECK THE CONCRETE AFTER CLEANING TO ENSURE THAT SURFACE IS FREE FROM ADDITIONAL LOOSE AGGREGATE AND TO ENSURE THAT ADDITIONAL DELAMINATION IS NOT PRESENT.

WITHIN 12 HOURS OF PLACING NON-SHRINK GROUT, BLAST CLEAN ALL SURFACES TO REMOVE DUST AND LOOSE MATERIAL WITH COMPRESSED AIR. COMPRESSED AIR MUST BE FREE FROM OIL AND WATER.

ENSURE THE SURFACE OF THE EXISTING CONCRETE IS IN A SATURATED SURFACE-DRY (SSD) CONDITION. REMOVE ALL FREE (PONDI) WATER JUST BEFORE PLACING THE GROUT. DO NOT USE AN EPOXY BOND COAT WITH THE GROUT.

PLACE NON-SHRINK GROUT AND CURE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE MANUFACTURER'S RECOMMENDATIONS. MATCH EXISTING TOP OF COLUMN SURFACE AND ENSURE THAT THE NEW SURFACE DRAINS AWAY FROM THE BEARING MASONRY PLATE.

LEGEND



APPROX. CONCRETE REMOVAL LIMITS

REVISION 1 - REVISED NOTES	01/16/24
REVISION	DATE
DATE: NOVEMBER 2023	CHECKED BY
DESIGNED BY: DMB	MJB
DETAILED BY: MJD	DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON	
ROUTE I-65	CROSSING OHIO RIVER
PIER 6L DS BRG CONCRETE REPAIR	
PREPARED BY Michael Baker INTERNATIONAL	
SHEET NO. 28331	
1650 Lister Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	

PLAN SET

A