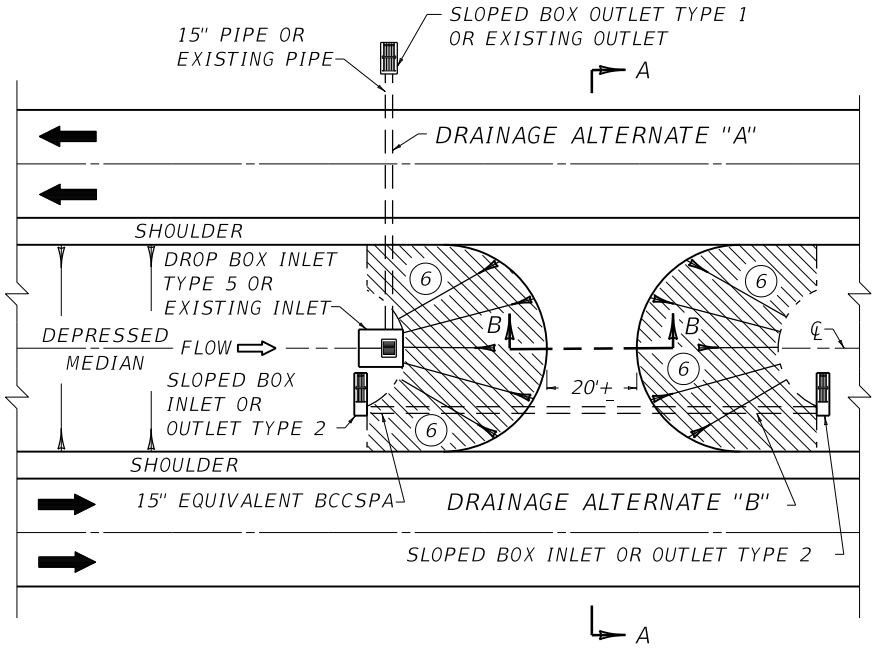


PLAN VIEW

~ NOTES ~

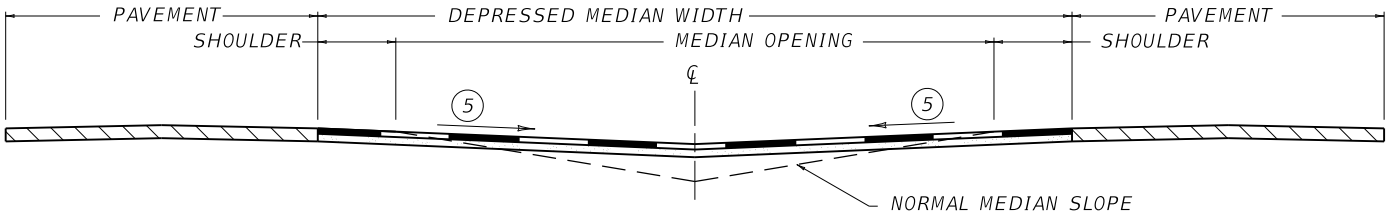
THE ITEMS BELOW SHALL BE INCLUDED IN THE GENERAL, PAVING, AND DRAINAGE SUMMARIES AS APPLICABLE:

1. EARTHWORK – EXCAVATION OR BORROW.
2. PAVING – SAME AS MAINLINE SHOULDER DESIGN.
3. DRAINAGE ALTERNATE "A" – USE WHEN MEDIAN OPENING CAN BE LOCATED NEAR PROPOSED OR EXISTING DRAINAGE. MODIFY EXISTING INLET AND OUTLET IF NECESSARY.
4. DRAINAGE ALTERNATE "B" – USE WHEN ALTERNATE "A" IS NOT POSSIBLE, ESPECIALLY TO PREVENT TUNNELING OR CUTTING EXISTING MAINLINE PAVEMENT. ESTABLISH FLOW LINE AT CORRESPONDING MEDIAN DITCH ELEVATION AND WRAP SLOPES TO FIT BOXES.

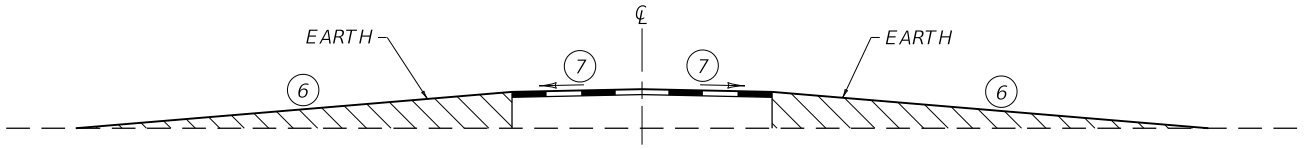
(5) 4% MINIMUM

(6) 12:1 SLOPES OR FLATTER

(7) PAVEMENT CROSS SLOPE = 2%



SECTION A-A



SECTION B-B

THIS DRAWING TO BE USED ONLY FOR FULL CONTROL OF ACCESS PROJECTS WITH DEPRESSED MEDIANS.

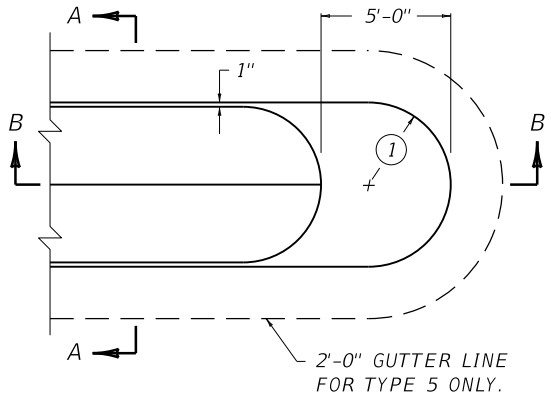
KENTUCKY
DEPARTMENT OF HIGHWAYS

PERMANENT U-TURN MEDIAN OPENING

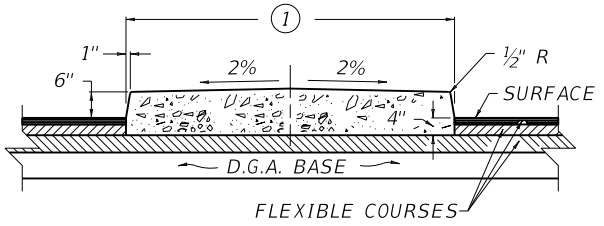
STANDARD DRAWING NO. RPM-001-04

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

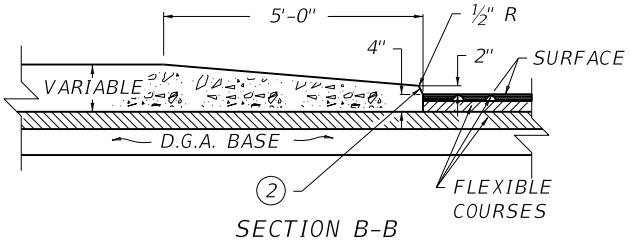
APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



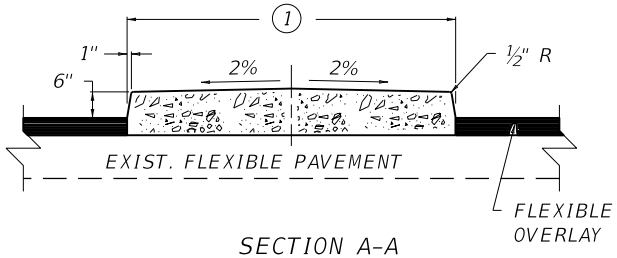
PLAN VIEW
BARRIER MEDIAN



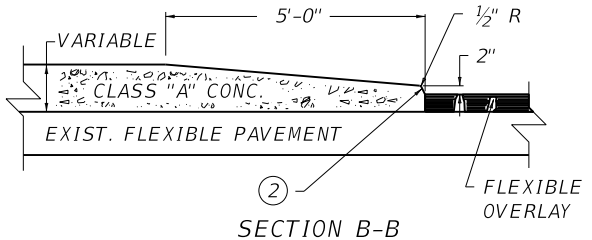
SECTION A-A



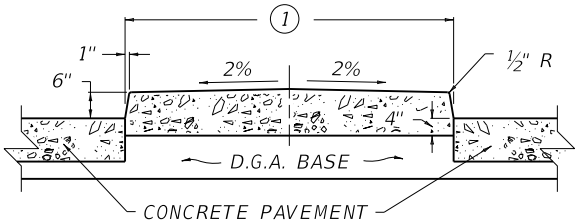
SECTION B-B
BARRIER MEDIAN
WITH FLEXIBLE PAVEMENT
(TYPE 2)



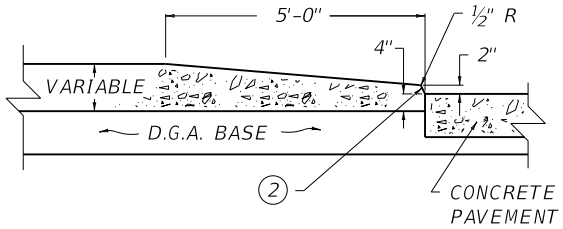
SECTION A-A



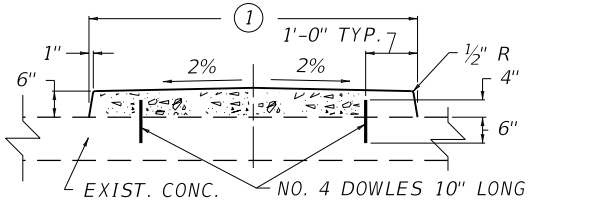
SECTION B-B
BARRIER MEDIAN
ON EXISTING FLEXIBLE PAVEMENT
(TYPE 4)



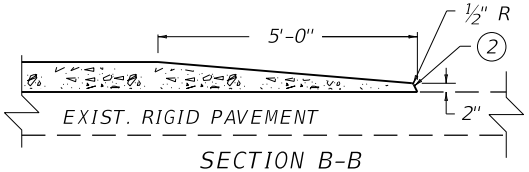
SECTION A-A



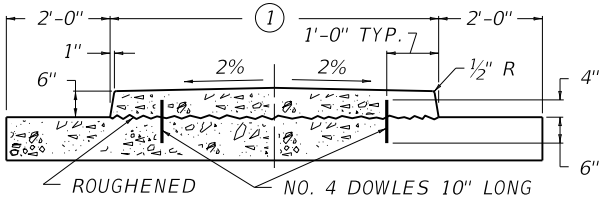
SECTION B-B
BARRIER MEDIAN
WITH RIGID PAVEMENT
(TYPE 1)



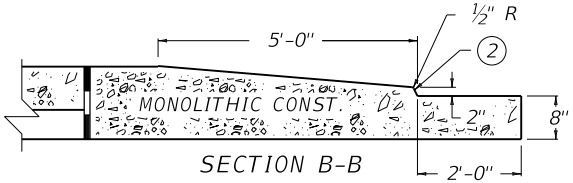
SECTION A-A



SECTION B-B
BARRIER MEDIAN
ON EXISTING RIGID PAVEMENT
(TYPE 3)



SECTION A-A



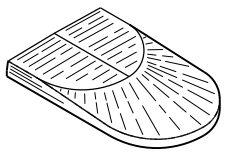
SECTION B-B
BARRIER MEDIAN
WITH FLEXIBLE PAVEMENT
(TYPE 5)

~ NOTES ~

1. SEE PLANS FOR CONSTANT OR VARIABLE WIDTH DIMENSIONS.
2. SLOPE TO CONFORM TO SIDE SLOPES.
3. ALL BARRIER MEDIANS SHALL BE CONSTRUCTED OF CLASS "A" CONCRETE.

BID ITEM AND UNIT TO BID
STANDARD BARRIER MEDIAN TYPE ☆ SQYD

☆ = 1 OR 2 OR 3 OR 4 OR 5.



ISOMETRIC VIEW
(NOSE)

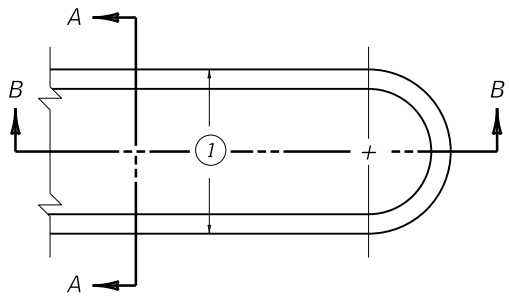
KENTUCKY
DEPARTMENT OF HIGHWAYS

STANDARD
BARRIER MEDIAN

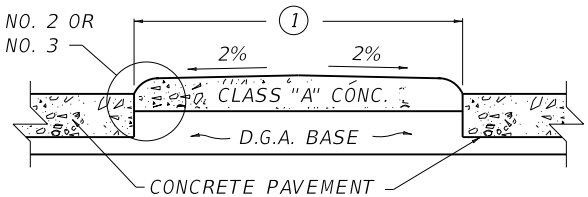
STANDARD DRAWING NO. RPM-010-06

SUBMITTED _____ 12-01-15
DIRECTOR, DIVISION OF DESIGN DATE

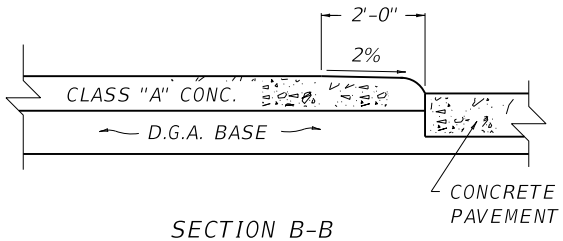
APPROVED _____ 12-01-15
STATE HIGHWAY ENGINEER DATE



PLAN VIEW
MOUNTABLE MEDIAN



SECTION A-A



SECTION B-B
MOUNTABLE MEDIAN
WITH RIGID PAVEMENT
(TYPE 1 & TYPE 1A)

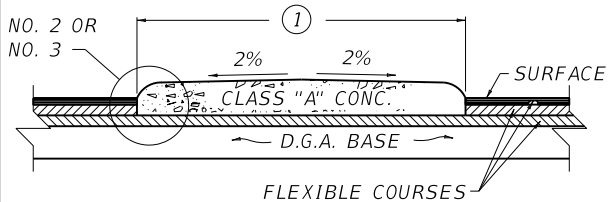
~ NOTES ~

1. SEE PLANS FOR CONSTANT OR VARIABLE WIDTH DIMENSIONS.
2. DEPTH OF CONCRETE SHALL BE SHOWN ELSEWHERE ON THE PLANS, (MIN. OF 6").

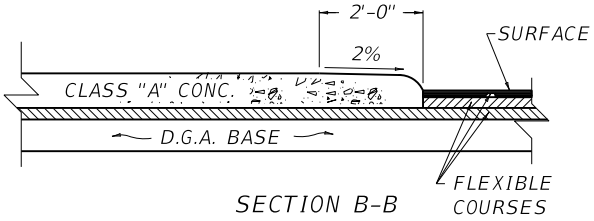
BID ITEM AND UNIT TO BID

MOUNTABLE MEDIAN TYPE ☆ SQYD

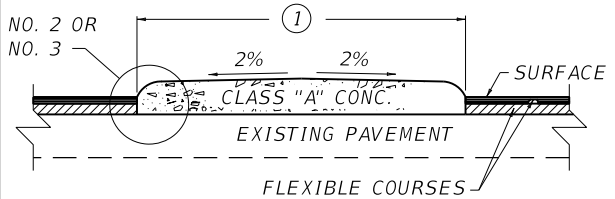
☆ = 1 OR 1A OR 2 OR 2A OR 3 OR 3A OR 4 OR 5.
(THE LETTER "A" DENOTES LIP CURB, NO. 3)



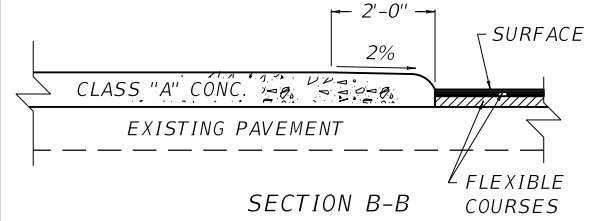
SECTION A-A



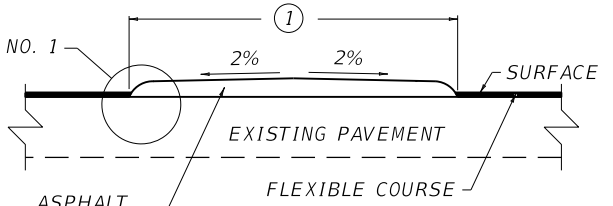
SECTION B-B
MOUNTABLE MEDIAN
WITH FLEXIBLE PAVEMENT
(TYPE 2 & TYPE 2A)



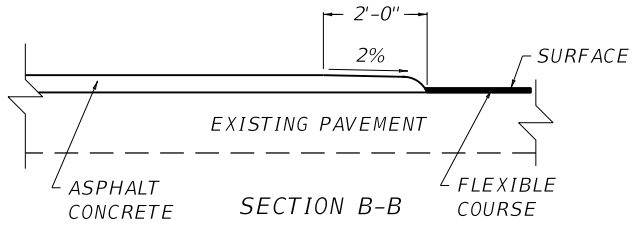
SECTION A-A



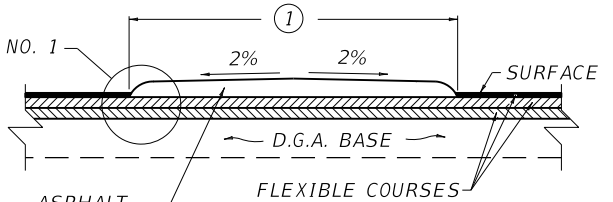
SECTION B-B
MOUNTABLE MEDIAN
ON EXISTING PAVEMENT
(TYPE 3 & TYPE 3A)



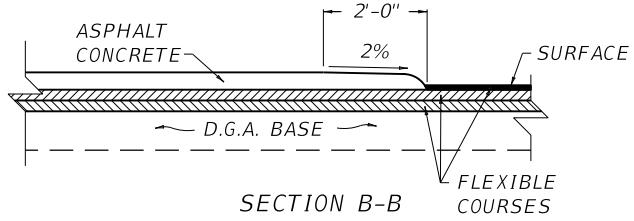
SECTION A-A



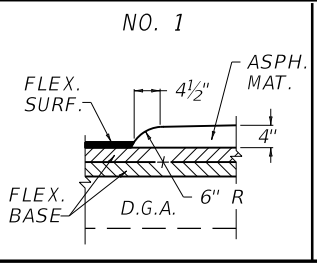
SECTION B-B
MOUNTABLE MEDIAN
ON EXISTING PAVEMENT
(TYPE 4)

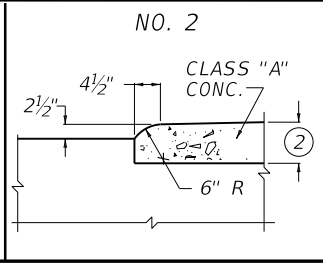


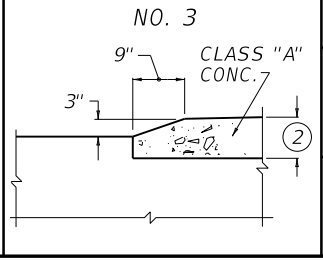
SECTION A-A



SECTION B-B
MOUNTABLE MEDIAN
WITH FLEXIBLE PAVEMENT
(TYPE 5)







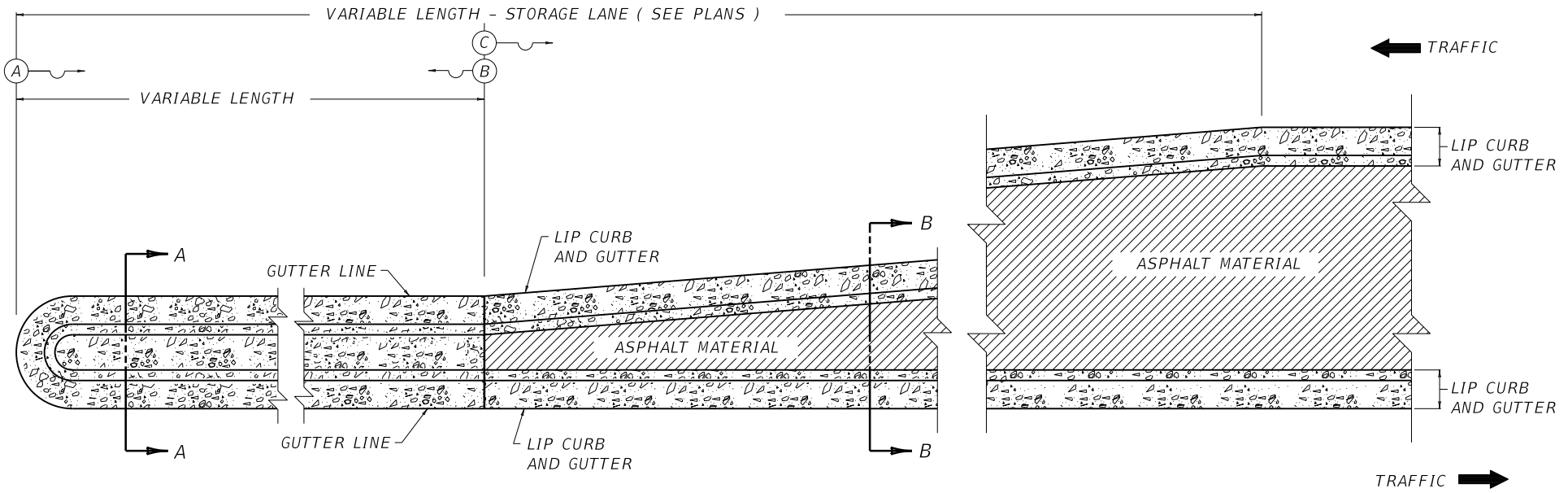
KENTUCKY
DEPARTMENT OF HIGHWAYS

MOUNTABLE
MEDIAN

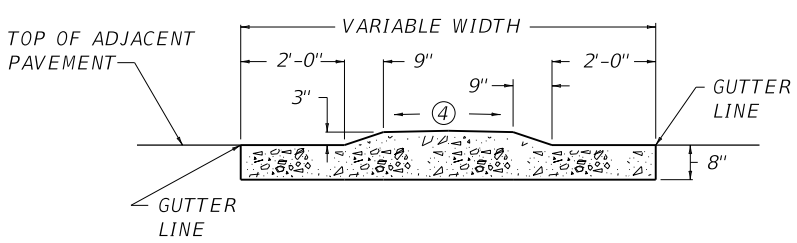
STANDARD DRAWING NO. RPM-011-06

SUBMITTED _____ 12-01-15
DIRECTOR, DIVISION OF DESIGN DATE

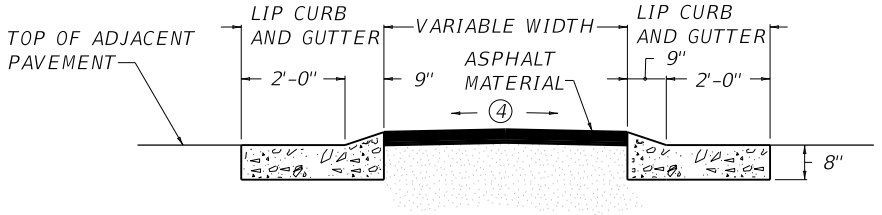
APPROVED _____ 12-01-15
STATE HIGHWAY ENGINEER DATE



PLAN VIEW



SECTION A-A



SECTION B-B

~ NOTES ~

BID ITEMS AND UNIT TO BID
MOUNTABLE MEDIAN TYPE 6A — SQYD
LIP CURB AND GUTTER — LF

1. THE BID ITEM PER SQ. YD. BETWEEN POINTS (A) AND (B) SHALL BE "MOUNTABLE MEDIAN TYPE 6A".
2. THE VARIABLE LENGTH MOUNTABLE MEDIAN BETWEEN POINTS (A) AND (B) SHALL MEET THE CURRENT REQUIRMENTS OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
3. CURB AND GUTTER TERMINATES AT POINT (C) (SEE PLANS).

(4) CROSS SLOPE OF 2% ON TANGENTS AND PARALLEL PAVEMENT CROSS SLOPE ON SUPERELEVATED SECTIONS.

USE WITH CUR. STD. DWG.
RPM-100

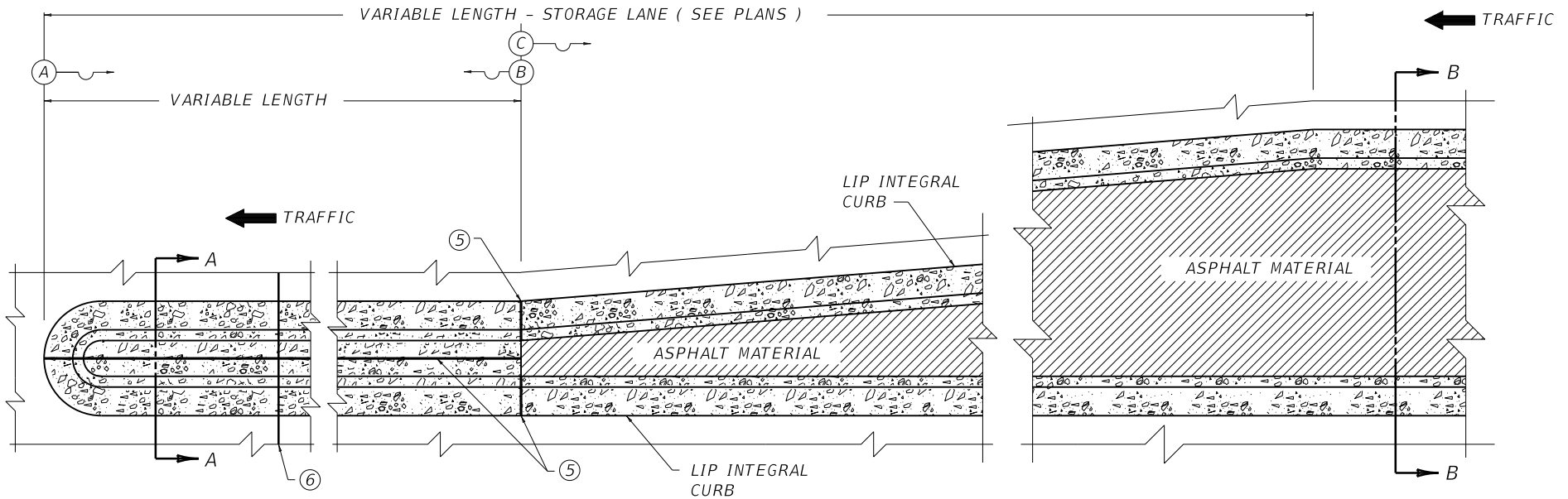
KENTUCKY
DEPARTMENT OF HIGHWAYS

MOUNTABLE MEDIAN
TYPE 6A

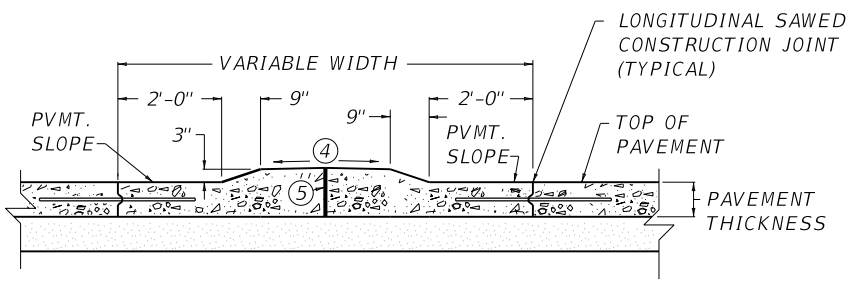
STANDARD DRAWING NO. RPM-012-04

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

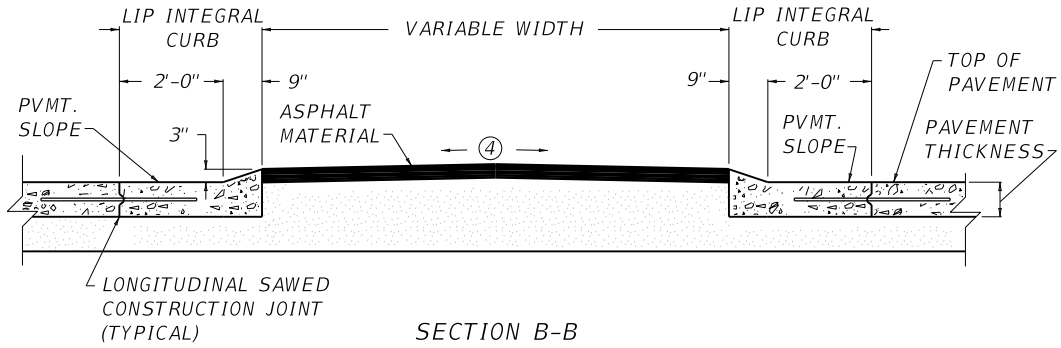
APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



PLAN VIEW



SECTION A-A



SECTION B-B

~ NOTES ~

BID ITEMS AND UNIT TO BID
MOUNTABLE MEDIAN TYPE 7A — SQYD
LIP INTEGRAL CURB — LF

1. THE BID ITEM PER SQ. YD. BETWEEN POINTS (A) AND (B) SHALL BE "MOUNTABLE MEDIAN TYPE 7A".
2. THE VARIABLE LENGTH MOUNTABLE MEDIAN BETWEEN POINTS (A) AND (B) SHALL MEET THE CURRENT REQUIRMENTS OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
3. LIP INTEGRAL CURB TERMINATES AT POINT (C) (SEE PLANS).

(4) CROSS SLOPE OF 2% ON TANGENTS AND PARALLEL PAVEMENT CROSS SLOPE ON SUPERELEVATED SECTIONS.

(5) ½" PREMOLDED EXPANSION JOINT MATERIAL.

(6) TRANSVERSE JOINTS IN THE MOUNTABLE MEDIAN BETWEEN POINTS (A) AND (B) SHALL BE CONSTRUCTED AND SEALED IN THE SAME MANNER AS THE JOINTS IN THE ADJOINING CONCRETE PAVEMENT.

INTENDED USE:
WITH RIGID PAVEMENT

USE WITH CUR. STD. DWG.
RPM-100

KENTUCKY
DEPARTMENT OF HIGHWAYS

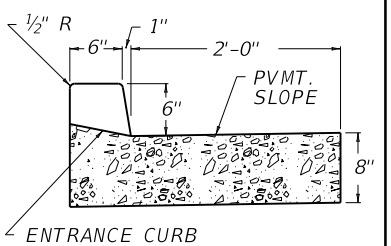
MOUNTABLE MEDIAN TYPE 7A

STANDARD DRAWING NO. RPM-015-04

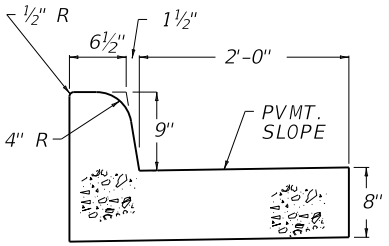
SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE

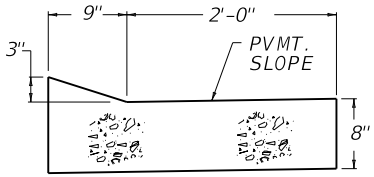
STANDARD CURB & GUTTER



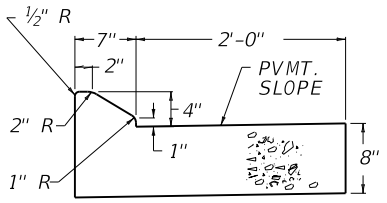
BARRIER CURB & GUTTER



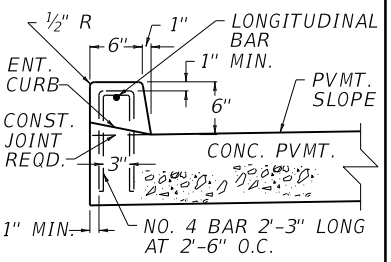
LIP CURB & GUTTER



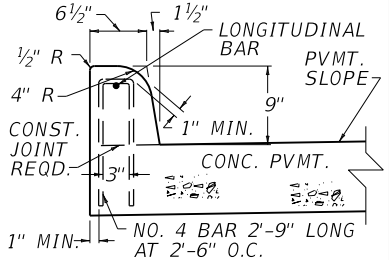
ISLAND CURB & GUTTER



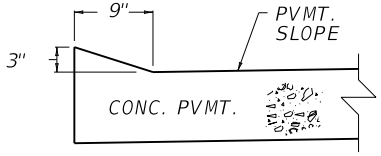
① STANDARD INTEGRAL CURB



BARRIER INTEGRAL CURB

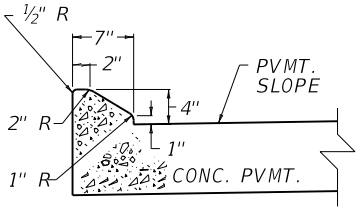


LIP INTEGRAL CURB



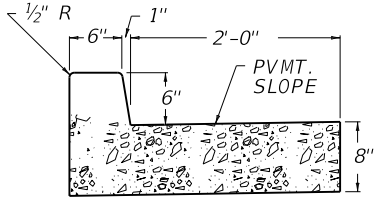
CONST. JOINT NOT PERMITTED

ISLAND INTEGRAL CURB

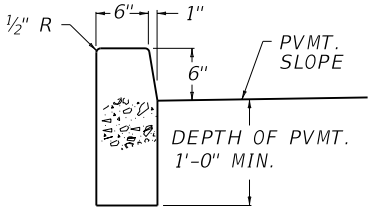


CONST. JOINT NOT PERMITTED

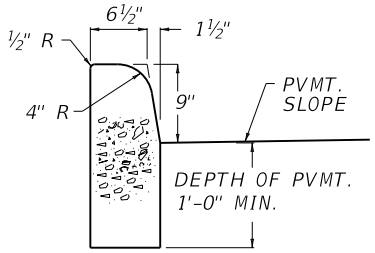
STANDARD HEADER CURB & GUTTER



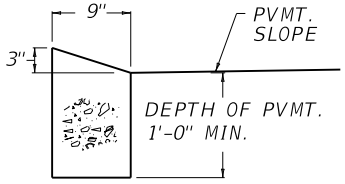
STANDARD HEADER CURB TYPE 1
EXISTING PAVEMENT



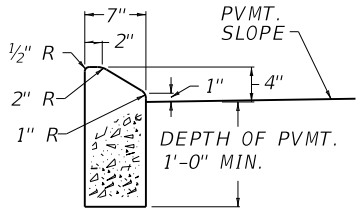
BARRIER HEADER CURB



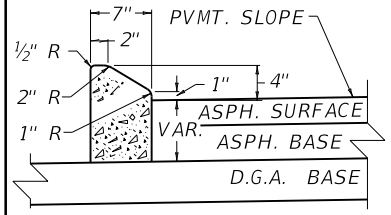
LIP HEADER CURB



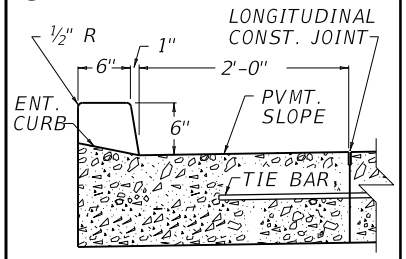
ISLAND HEADER CURB TYPE 1
EXISTING PAVEMENT



ISLAND HEADER CURB TYPE 2
NEW CONSTRUCTION

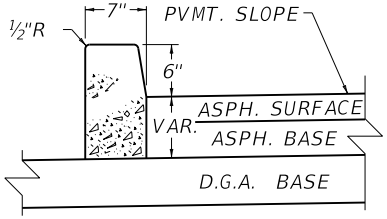


② STANDARD INTEGRAL CURB

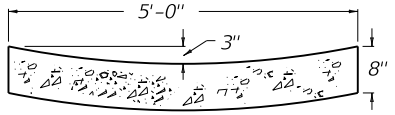


BID ITEM AND UNIT TO BID
(CURB TYPE) LF

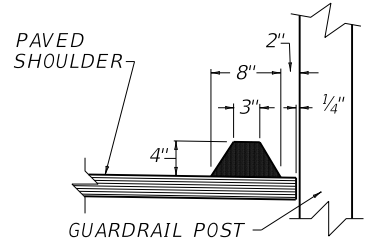
STANDARD HEADER CURB TYPE 2
NEW CONSTRUCTION



VALLEY GUTTER



ASPHALT WEDGE CURB



~ NOTES ~

1. ALL INTEGRAL CURBS SHOWING REINFORCING STEEL SHALL BE CAST SEPARATELY FROM THE PAVEMENT AND THE REINFORCEMENT SHALL CONSIST SOLELY OF NO. 4 BARS AS DETAILED ON THIS DRAWING. ON CONSTRUCTION CARE SHOULD BE TAKEN SO THAT NO REINFORCEMENT BARS ARE CLOSER THAN 3" TO THE CENTER OF THE SAWED TRANSVERSE JOINT.
2. THE CONTRACTOR HAS THE OPTION OF CONSTRUCTING THE STANDARD INTEGRAL CURB AS DETAILED IN EITHER ① OR ②. IF ② IS CHOSEN A LONGITUDINAL CONSTRUCTION JOINT SHALL BE REQUIRED AND THE REMAINING PAVEMENT AND CURB SHALL BE CONSTRUCTED MONOLITHIC WITHOUT A HORIZONTAL CONSTRUCTION JOINT AND ACCOMPANYING REINFORCING STEEL.

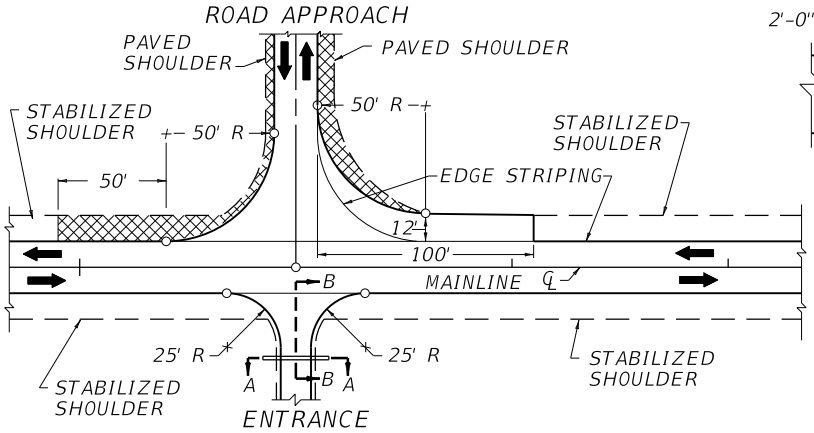
KENTUCKY
DEPARTMENT OF HIGHWAYS

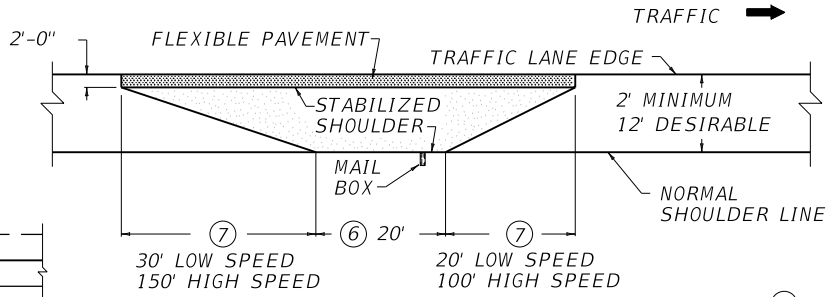
CURB AND GUTTER CURBS AND VALLEY GUTTER

STANDARD DRAWING NO. RPM-100-11

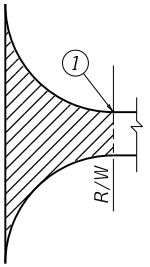
SUBMITTED _____ DIRECTOR DIVISION OF DESIGN 02-26-20 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 02-26-20 DATE



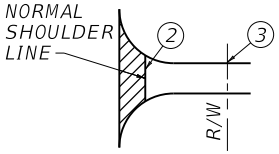


MAIL BOX TURNOUT



(1) PAVE TO R/W LINE OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE EDGE OF TRAFFIC LANE.

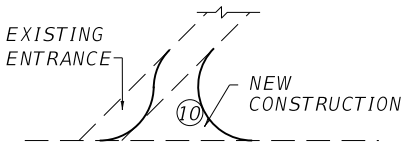
ROAD AND STREET APPROACHES



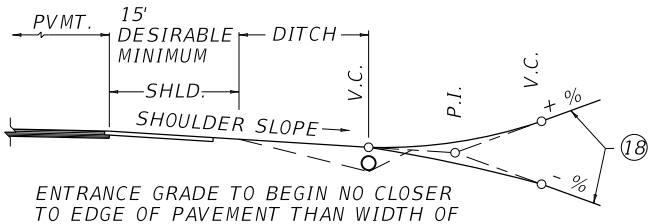
(2) PAVED TO SHOULDER LINE

(3) SURFACE TO R/W LINE OR TOUCHDOWN WITH TRAFFIC BOUND BASE.

SECTION A-A



PLAN VIEW



ENTRANCE GRADE TO BEGIN NO CLOSER TO EDGE OF PAVEMENT THAN WIDTH OF SHOULDER PLUS DITCH.

SECTION B-B

~ NOTES ~

MAIL BOX TURNOUT

(6) ADD 2'-0" FOR EACH ADDITIONAL MAIL BOX.

(7) HIGH SPEED EQUALS 50 MPH OR GREATER. LOW SPEED EQUALS LESS THAN 50 MPH.

8. ▒ THE 2'-0" WIDE FLEXIBLE PAVEMENT FOR THE LENGTH AS SHOWN, OR AS DETERMINED BY THE ENGINEER, SHALL BE APPLIED TO ALL MAIL BOX TURNOUTS. THE PAVEMENT DESIGN SHALL BE AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER

9. ▭ FOR STABILIZED SHOULDERS, THIS AREA SHALL RECEIVE THE SAME TREATMENT AS THAT FOR ADJOINING STABILIZED SHOULDERS. FOR EARTH SHOULDERS THIS AREA SHALL RECEIVE 3" TO 5" OF COMPACTED DENSE GRADED AGGREGATE BASE, BANK GRAVEL, OR TRAFFIC BOUND BASE.

APPROACHES AND ENTRANCES

(10) IF FEASIBLE, ALL APPROACHES AND ENTRANCES SHALL INTERSECT SHOULDER LINE AT RIGHT ANGLES. IF NOT AT RIGHT ANGLES, PIPE LENGTH SHALL BE INCREASED TO PROVIDE ACCURATE RADIUS.

11. ROAD APPROACH ILLUSTRATION IS FOR MAINLINE ROAD, ADT 400 OR GREATER. PAVED SHOULDER PORTION SHOWN SHALL ONLY BE APPLICABLE WHERE THE MAINLINE SPECIFIES STABILIZED OR PAVED SHOULDERS. IF THE MAINLINE SHOULDER IS PAVED, THIS SHOULDER PORTION SHALL ALSO BE PAVED.

12. WHEN THE MAINLINE ADT IS UNDER 400, USE A 25' RADIUS WITH NO DECELERATION WIDTH PROVIDED.

13. THE PAVEMENT ON ENTRANCES AND APPROACHES THAT IS DISTURBED DURING NEW CONSTRUCTION OPERATIONS SHALL BE REPLACED WITH A PAVEMENT EQUIVALENT TO THE EXISTING PAVEMENT, REGARDLESS OF THE SURFACE MATERIAL USED ELSEWHERE. THE PAVEMENT DESIGN SHALL BE AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER.

14. THE RADII ON COUNTY OR SECONDARY ROADS SHALL NOT BE LESS THAN 25' MEASURED TO THE INSIDE EDGE OF THE SURFACE. EACH ADDITIONAL FOOT OF SURFACE WIDTH WILL REQUIRE AN ADDITIONAL FOOT OF PIPE.

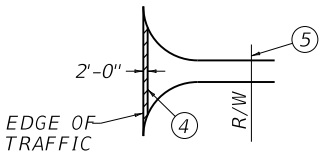
15. PIPE ILLUSTRATION IS BASED ON THE USE OF 15" PIPE. LARGER SIZES MAY BE INSTALLED WITH APPROPRIATE MODIFICATIONS. PIPES SMALLER THAN 15" DIAMETER ARE NOT TO BE USED EXCEPT IN SPECIAL CASES, WHEN SPECIFICALLY AUTHORIZED.

16. IN CUT SECTION, SIGHT DISTANCE SHALL BE PROVIDED ON ENTRANCES AND APPROACHES BY DAYLIGHTING THE CUT FROM THE POINTS WHERE THE RADII BEGINS, TO POINTS NOT LESS THAN 100' ON EACH OF THE INTERSECTING ROADWAY.

17. ▨ MINIMUM PAVED AREAS FOR ENTRANCES AND APPROACHES. THESE PAVED AREAS MAY BE EXTENDED TO TOUCHDOWN OR TIE-DOWN POINT PROVIDED THE EXISTING IS PAVED.

(18) MAXIMUM GRADE FOR ENTRANCES 50' OR GREATER IN LENGTH: MOUNTAINOUS TERRAIN - 20%, ROLLING TERRAIN - 16% AND FLAT TERRAIN - 12%.

ENTRANCE
(RESIDENTIAL AND COMMERICAL)



ENTRANCE
(FARM FIELD)

(4) PAVE AS SHOWN WITH FLEXIBLE PAVEMENT.

(5) SURFACE TO R/W LINE WITH TRAFFIC BOUND BASE.

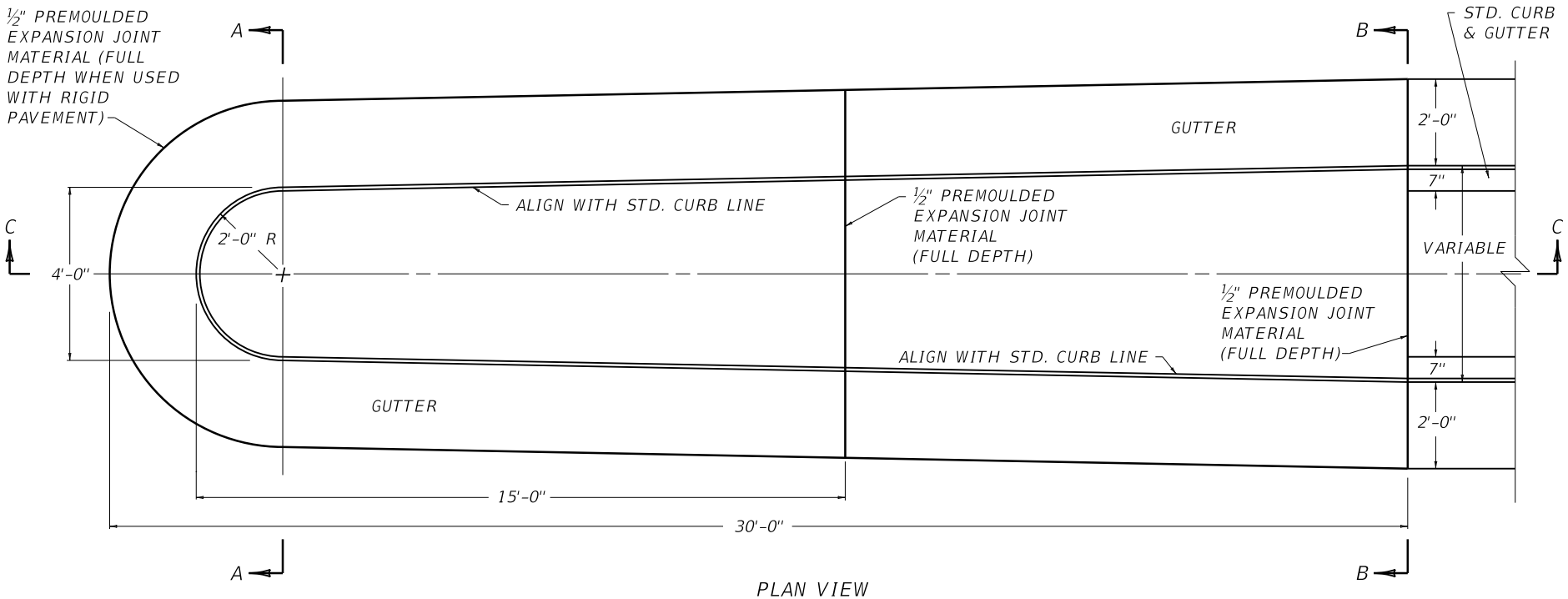
KENTUCKY
DEPARTMENT OF HIGHWAYS

APPROACHES, ENTRANCES AND MAIL BOX TURNOUT

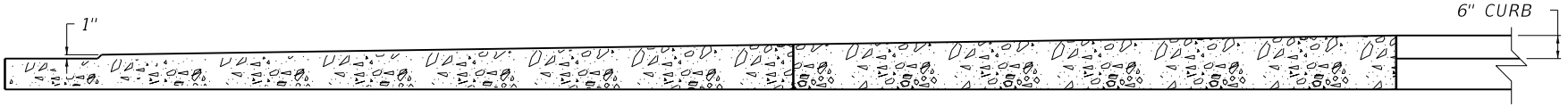
STANDARD DRAWING NO. RPM-110-07

SUBMITTED William S. Hall — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE



PLAN VIEW



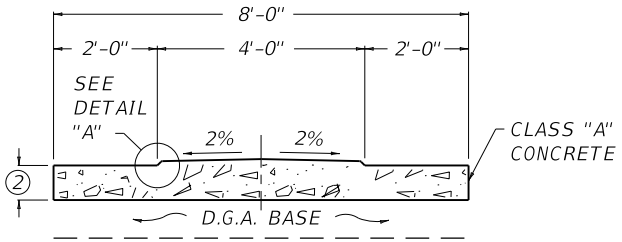
SECTION C-C

~ NOTES ~

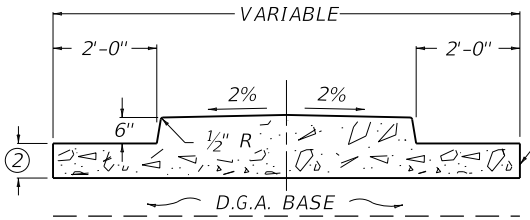
1. THE CONTRACT UNIT PRICE BID EACH FOR CONCRETE TERMINAL SECTION TYPE 1 SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK IN PLACE, AND SHALL RECEIVE A WOOD FLOAT FINISH.

(2) 8" WHEN USED WITH FLEXIBLE PAVEMENT AND PAVEMENT THICKNESS WITH RIGID PAVEMENT.

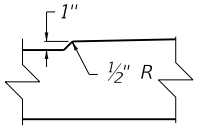
BID ITEM AND UNIT TO BID
CONCRETE TERMINAL SECTION TYPE 1 — EACH



SECTION A-A



SECTION B-B



DETAIL "A"

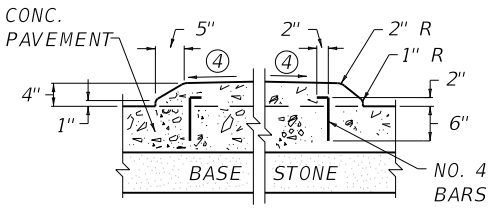
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE TERMINAL SECTION TYPE 1

STANDARD DRAWING NO. RPM-115-05

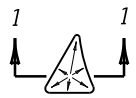
SUBMITTED William S. Hall DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED STATE HIGHWAY ENGINEER 12-01-15 DATE



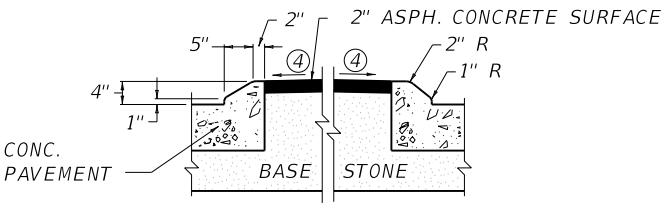
SECTION 1-1

NO. 4 BARS TO BE PLACED 6" FROM EDGE ON 12" CENTERS AROUND ENTIRE ISLAND. BARS ARE TO BE 10" LONG AND BENT AS DETAILED ABOVE.



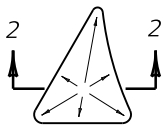
BASE - FULL DEPTH PAVEMENT

SMALL (UP TO 150 SQ. FT.)
CONCRETE ISLAND

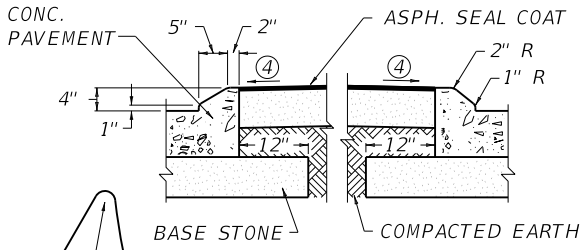


SECTION 2-2

AREA IN ISLAND FILLED WITH BASE STONE AND CAPPED WITH 2" ASPHALT CONCRETE SURFACE.

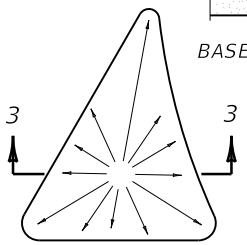


INTERMEDIATE (150 TO 1000 SQ. FT.)
ISLAND INTEGRAL CURB



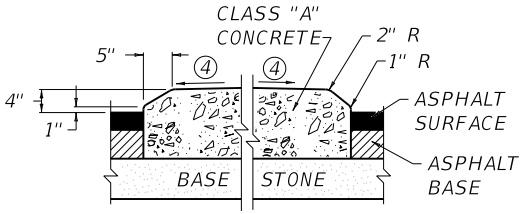
SECTION 3-3

AREA IN ISLAND FILLED WITH WITH COMPACTED EARTH, 7" BASE STONE AND ASPHALT SEAL COAT.

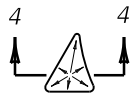


LARGE (1000 SQ. FT. AND ABOVE)
ISLAND INTEGRAL CURB

~ RIGID PAVEMENT ~

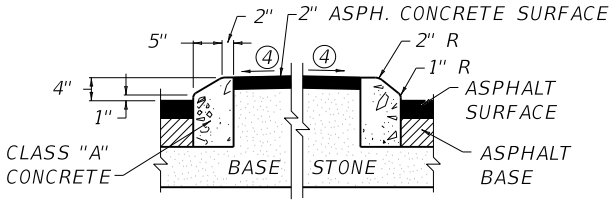


SECTION 4-4



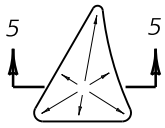
BASE - FULL DEPTH BASE STONE

SMALL (UP TO 150 SQ. FT.)
CONCRETE ISLAND

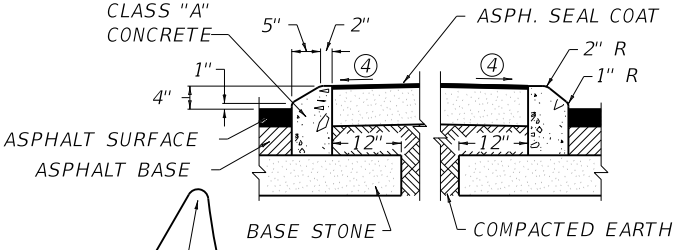


SECTION 5-5

AREA IN ISLAND FILLED WITH BASE STONE AND CAPPED WITH 2" ASPHALT CONCRETE SURFACE.

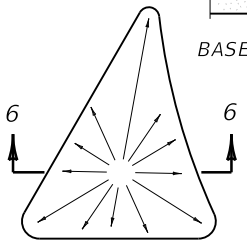


INTERMEDIATE (150 TO 1000 SQ. FT.)
CONCRETE ISLAND HEADER CURB



SECTION 6-6

AREA IN ISLAND FILLED WITH WITH COMPACTED EARTH, 7" BASE STONE AND ASPHALT SEAL COAT.



LARGE (1000 SQ. FT. AND ABOVE)
CONCRETE ISLAND HEADER CURB

~ FLEXIBLE PAVEMENT ~

~ NOTES ~

BID ITEM AND UNIT TO BID
CONCRETE ISLAND SQYD

1. CONCRETE ISLAND SHALL BE PAID FOR ON A SQ. YD. BASIS AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR A COMPLETE INSTALLATION. FINISHING AND CURING SHALL BE THE SAME AS REQUIRED FOR CONCRETE SIDEWALK.
2. THE AREA IN THE LARGE RAISED ISLANDS SHALL BE GRADED AND SURFACED SO AS NOT TO OBSTRUCT SIGHT DISTANCE.
3. SEE SURFACING SCHEDULE FOR BASE STONE AND SURFACING OF ISLANDS IN EXCESS OF 1000 SQ. FT.
4. PAVED AREA SHALL BE SLOPED SO AS TO OBTAIN PROPER DRAINAGE AS DIRECTED BY THE ENGINEER ON CONSTRUCTION.
5. WHEN THE GRADES DO NOT PERMIT THE ISLAND SURFACE TO DRAIN, THEY SHALL BE CROWNED AS SHOWN WITH A MAXIMUM CROSS SLOPE OF 4%.
6. DIMENSIONS AND RADII SHOWN ARE TYPICAL FOR BOTH SIDES OF ISLAND.

USE WITH CUR. STD. DWG.
RPM-100

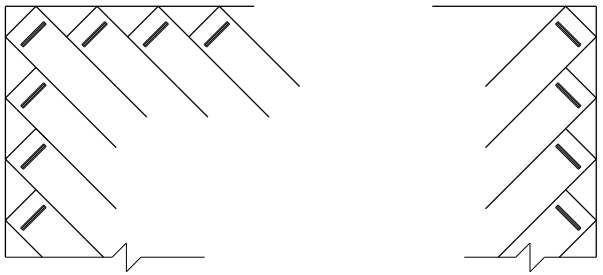
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE ISLAND CURB CONSTRUCTION DETAILS
(RIGID & FLEXIBLE PAVEMENT)

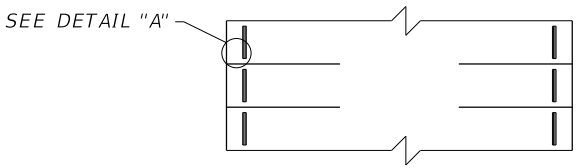
STANDARD DRAWING NO. RPM-120-07

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



ANGLED PARKING



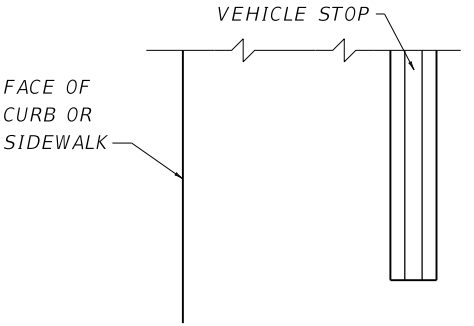
PERPENDICULAR PARKING

TYPICAL VEHICLE STOP INSTALLATION

~ NOTES ~

BID ITEM AND UNIT TO BID
PRECAST VEHICLE STOP LF

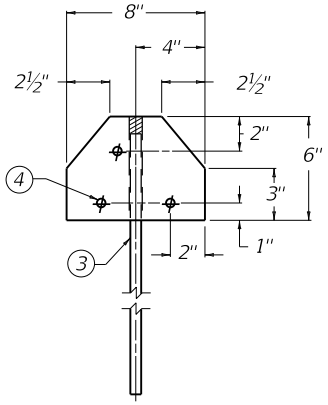
1. THE UNIT PRICE BID PER LINEAR FOOT FOR "PRECAST VEHICLE STOP" SHALL INCLUDE ALL CLASS "A" CONCRETE, STEEL REINFORCEMENT, STEEL DOWELS, LABOR AND ALL INCIDENTALS NECESSARY FOR A COMPLETE INSTALLATION.
2. THE PLANS SHALL SPECIFY THE LENGTHS OF THE INDEPENDENT UNITS. 2'-0", 4'-0", 6'-0" AND 8'-0" ARE STANDARD LENGTHS. 3'-0", 5'-0" AND 7'-0" LENGTHS MAY BE USED WHEN REQUIRED.
3. NO. 5 BARS - 1'-6" MIN. LENGTH. FILL VOID WITH BUTYL RUBBER CAULKING (COMMERCIAL GRADE) OR OTHER APPROVED MATERIAL.
4. NO. 3 DEFORMED BARS (OR LARGER) 3 REQUIRED.
5. THE MINIMUM REQUIREMENT FOR REINFORCING STEEL SHALL BE GRADE 40.
6. THE UNIT WEIGHS APPROXIMATELY 38 LBS./FT.
7. OTHER TYPES OF STOPS MAY BE PERMITTED IF APPROVED IN WRITING BY THE ENGINEER.



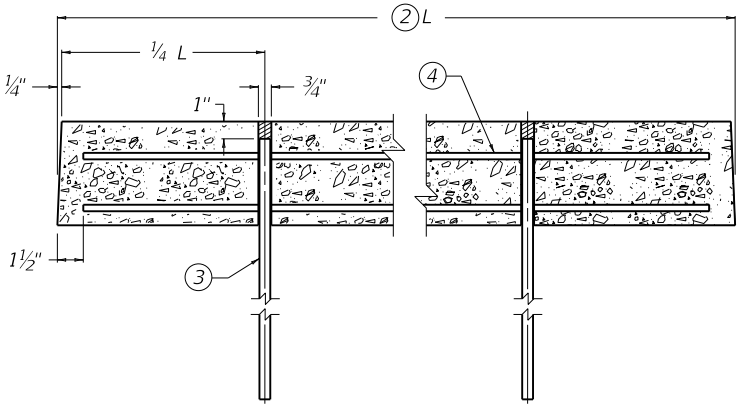
PLAN VIEW

END ELEVATION

DETAIL "A"



END VIEW



SECTIONAL ELEVATION VIEW

KENTUCKY
DEPARTMENT OF HIGHWAYS

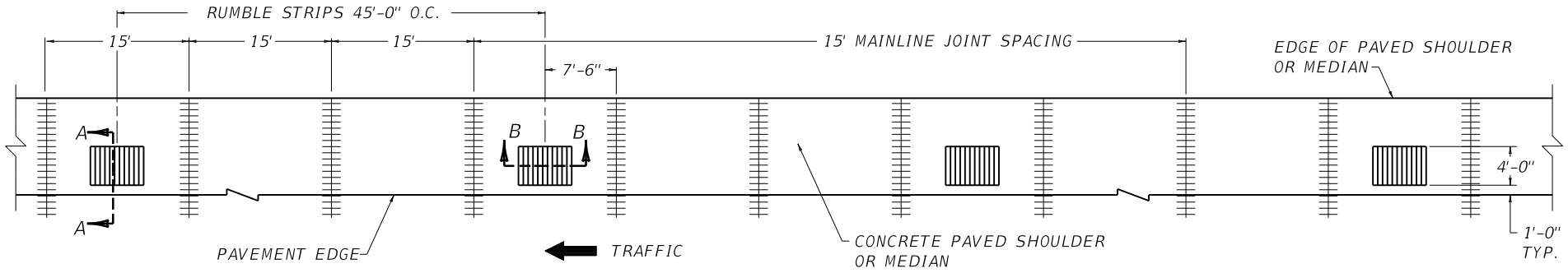
PRECAST
VEHICLE STOP

STANDARD DRAWING NO. RPM-130-04

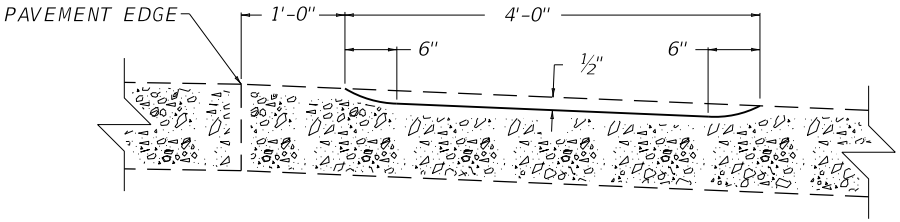
SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE

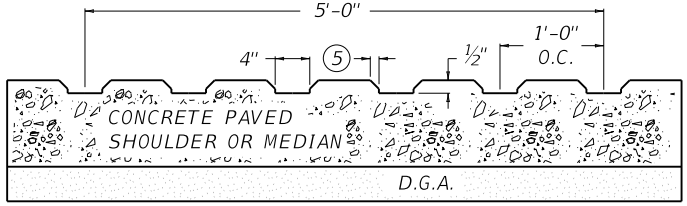
JOINTED PLAIN CONCRETE PAVED SHOULDER OR MEDIAN (DOWELLED) WITH JOINTED PLAIN CONCRETE MAINLINE PAVEMENT



PLAN VIEW



SECTION A-A



SECTION B-B

~ NOTES ~

BID ITEM AND UNIT TO BID
RUMBLE STRIPS TYPE 3 LF

1. THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR A SIX (6) STRIP UNIT SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE ONE INSTALLATION.
2. THE GROOVED RUMBLE STRIPS SHALL BE CUT INTO THE CURED CONCRETE SHOULDER AS DETAILED ON THIS DRAWING.
3. THE GROOVE SHALL BE TAPERED OUT, SO AS TO PROVIDE POSITIVE DRAINAGE.
4. WHEN THE SHOULDER IS USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION, THE RUMBLE STRIPS SHALL NOT BE CUT UNTIL THE MAINLINE IS OPENED TO TRAFFIC.

(5) ¼" BEVEL

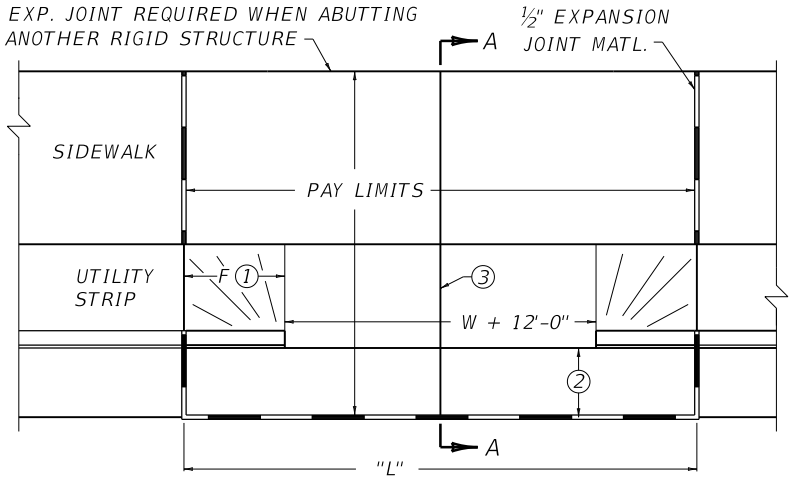
KENTUCKY
DEPARTMENT OF HIGHWAYS

RUMBLE STRIPS
TYPE 3

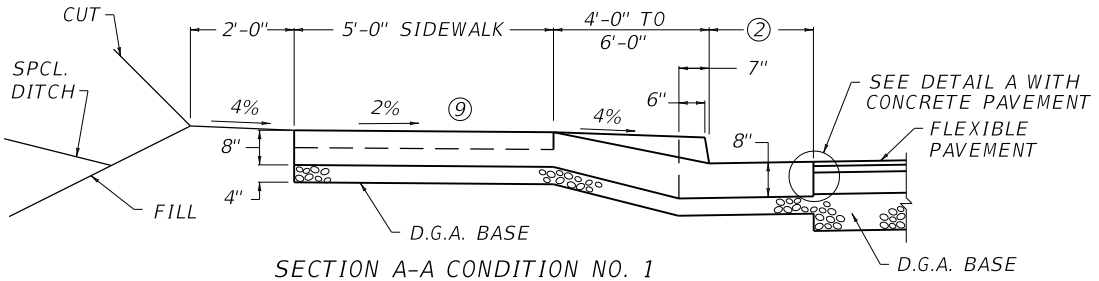
STANDARD DRAWING NO. RPM-145-04

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

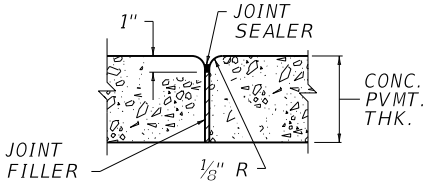
APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



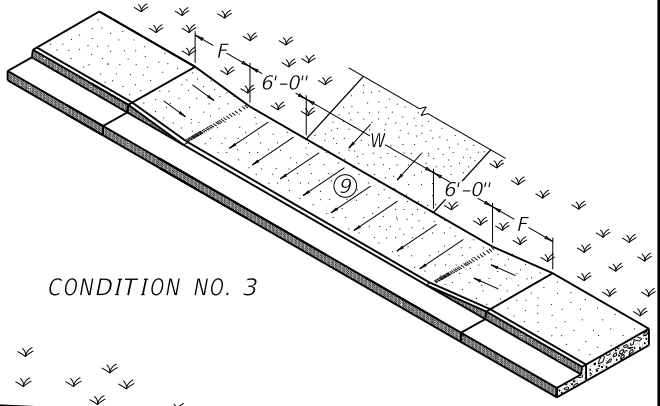
PLAN VIEW



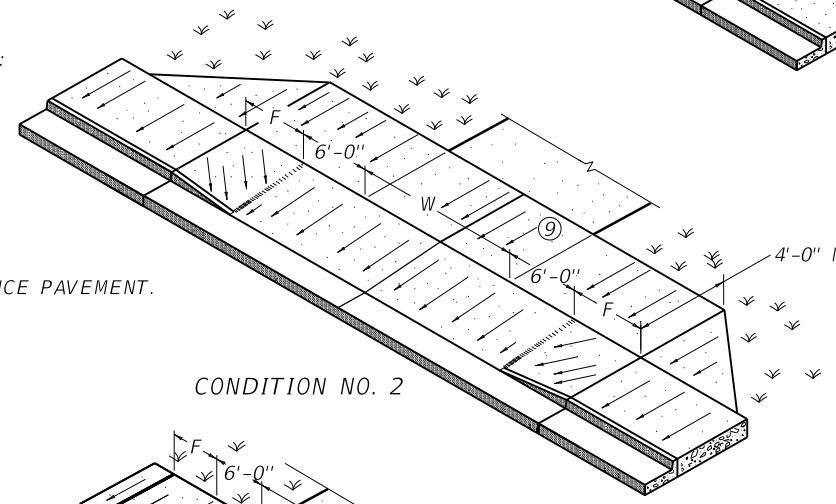
SECTION A-A CONDITION NO. 1



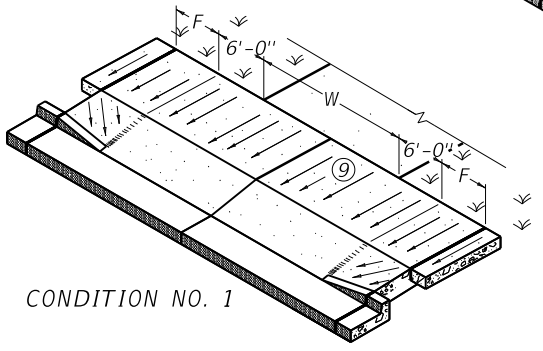
DETAIL A



CONDITION NO. 3



CONDITION NO. 2



CONDITION NO. 1

~ NOTES ~

① FOR WIDTH "W" AND "F":
RESIDENTIAL - MINIMUM W = 12'-0", MAXIMUM W = 24'-0" ; MINIMUM F = 2'-6", MAXIMUM F = 10'-0"
COMMERCIAL - MINIMUM W = 24'-0", MAXIMUM W = 36'-0"; F = 10'-0"
WHEN MORE THAN TWO LANES ARE REQUIRED, 36'-0" WIDTH MAY BE INCREASED TO RELIEVE INTERFERENCE BETWEEN ENTERING AND EXITING TRAFFIC. AT THE ENGINEER'S DISCRETION RADIAL RETURNS MAY BE USED ON ENTRANCES. SOME APPLICABLE CASES ARE THE FOLLOWING:

a. ON ENTRANCES EXPECTED TO CARRY HIGH VOLUMES OF TRAFFIC.
b. WHEN ENTRANCE WIDTH IS GREATER THAN 36'.
c. WHEN THE HIGHWAY HAS A POSTED OR OPERATING SPEED OVER 40 MPH.
d. ON A RURAL SECTION WHERE A FLUSH SHOULDER EXISTS.
e. WHERE AN EXCLUSIVE RIGHT TURN LANE IS USED.

② 1'-0" OR 2'-0" WITH CONCRETE PAVEMENT, 2'-0" WITH FLEXIBLE PAVEMENT

③ WHEN "L" DIMENSION IS GREATER THAN 15'-0" A SAWED AND SEALED JOINT, 1½" DEEP AND ¼" WIDE SHALL BE PLACED AT THE CENTER OF THE "L" DIMENSION. WIDE ENTRANCES REQUIRE ADDITIONAL JOINTS, SPACING SHALL NOT EXCEED 15'-0" O.C.

4. CLASS "A" CONCRETE OR JOINTED PLAIN CONCRETE PAVEMENT SHALL BE USED IN THE ENTRANCE PAVEMENT.

5. THE ENTRANCE PAVEMENT SHALL RECEIVE A BROOM FINISH AND SHALL BE CURED THE SAME AS THE MAINLINE PAVEMENT AND/OR SIDEWALK.

6. THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR "CEM CONC ENT PAVEMENT-8 IN" SHALL INCLUDE CLASS "A" CONCRETE AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK. D.G.A. AND DETECTABLE WARNINGS ARE SEPARATE BID ITEMS.

7. USE CONDITION NO. 2 OR NO. 3 WHEN LITTLE OR NO UTILITY STRIP IS PROVIDED, AND INCORPORATE FEATURES OF OTHER DESIGNS SHOWN WHERE NOT IN CONFLICT.

8. PROVIDED THAT ADA GUIDELINES SHOWN IN NOTES ⑨ AND 10 ARE FOLLOWED, THE ENGINEER MAY MODIFY THE DESIGN TO BETTER FIT EXISTING CONDITIONS.

⑨ 2% CROSS SLOPE MAXIMUM ON SIDEWALK. IF CONDITIONS WARRANT, SIDEWALK MAY BE SLOPED 2% AWAY FROM ROADWAY.

10. SIDEWALKS SHOULD BE DESIGNED WITH A MAX. GRADE OF 5%. WHERE A SIDEWALK RUNS ALONG A STEEP ROADWAY, THE SIDEWALK GRADE MAY EXCEED 5% IF IT FOLLOWS THE GRADE OF THE ROADWAY. WHERE THE GRADE EXCEEDS 5%, A LEVEL LANDING SHALL BE REQUIRED EVERY 200'.

11. COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.

BID ITEMS AND UNIT TO BID	
CEM CONC ENT PAVEMENT-8 IN	SQYD
DGA BASE	TON
DETECTABLE WARNINGS	SQFT

USE WITH CUR. STD. DWG. RGX-040

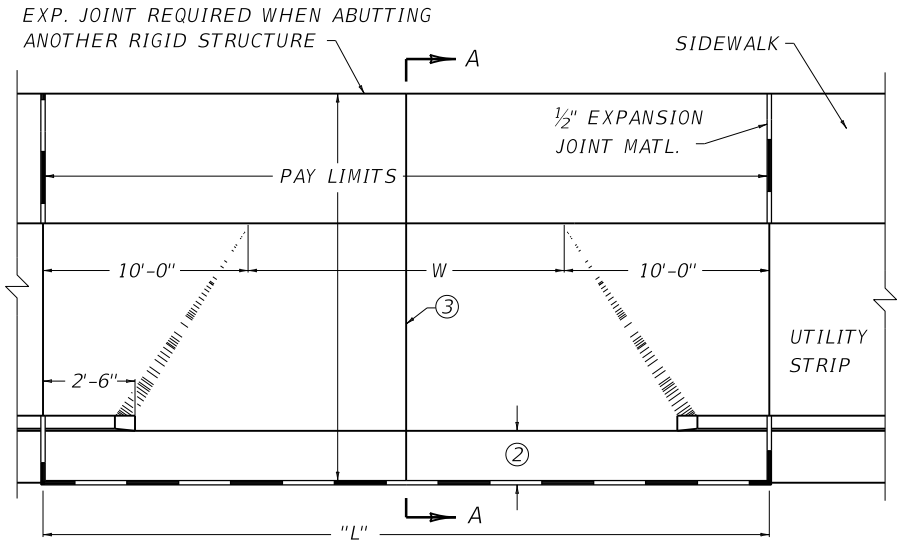
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE ENTRANCE PAVEMENT AND SIDEWALK

STANDARD DRAWING NO. RPM-150-08

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



PLAN VIEW

~ NOTES ~

BID ITEMS AND UNIT TO BID

CEM CONC ENT PAVEMENT-8 IN	SQYD
DGA BASE	TON
DETECTABLE WARNINGS	SQFT

① FOR WIDTH "W":
COMMERCIAL – MINIMUM W = 24'-0", MAXIMUM W = 36'-0"
WHEN MORE THAN TWO LANES ARE REQUIRED, 36' WIDTH MAY BE INCREASED TO RELIEVE INTERFERENCE BETWEEN ENTERING AND EXITING TRAFFIC. AT THE ENGINEER'S DISCRETION RADIAL RETURNS MAY BE USED ON ENTRANCES. SOME APPLICABLE CASES ARE THE FOLLOWING:
a. ON ENTRANCES EXPECTED TO CARRY HIGH VOLUMES OF TRAFFIC.
b. WHEN ENTRANCE WIDTH IS GREATER THAN 36'.
c. WHEN THE HIGHWAY HAS A POSTED OR OPERATING SPEED OVER 40 MPH.
d. ON A RURAL SECTION WHERE A FLUSH SHOULDER EXISTS.
e. WHERE AN EXCLUSIVE RIGHT TURN LANE IS USED.

② 1'-0" OR 2'-0" WITH CONCRETE PAVEMENT, 2'-0" WITH FLEXIBLE PAVEMENT.

③ WHEN "L" DIMENSION IS GREATER THAN 15'-0" A SAWED AND SEALED JOINT, 1½" DEEP AND ¼" WIDE SHALL BE PLACED AT THE CENTER OF THE "L" DIMENSION. WIDE ENTRANCES REQUIRE ADDITIONAL JOINTS, SPACING SHALL NOT EXCEED 15'-0" O.C.

4. CLASS "A" CONCRETE OR JOINTED PLAIN CONCRETE PAVEMENT SHALL BE USED IN THE ENTRANCE PAVEMENT.

5. THE ENTRANCE PAVEMENT SHALL RECEIVE A BROOM FINISH AND SHALL BE CURED THE SAME AS THE MAINLINE PAVEMENT AND/OR SIDEWALK.

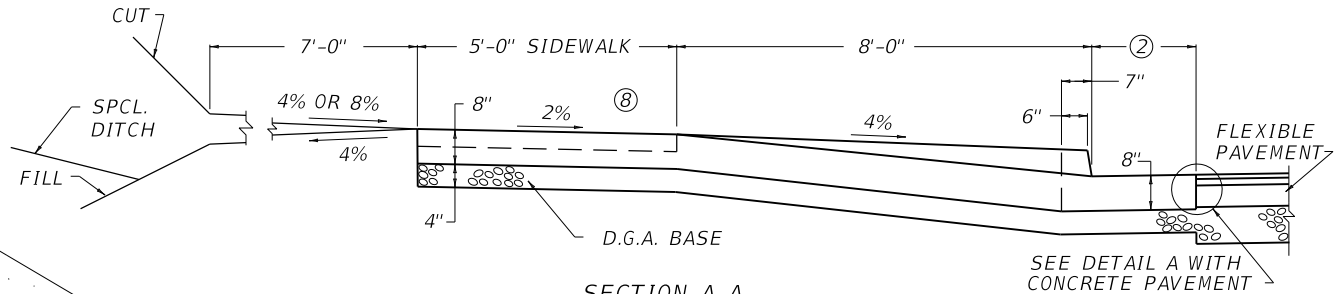
6. THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR "CEM CONC ENT PAVEMENT-8 IN" SHALL INCLUDE CLASS "A" CONCRETE AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK. D.G.A. AND DETECTABLE WARNINGSARE SEPARATE BID ITEMS.

7. PROVIDING THAT ADA GUIDELINES SHOWN IN NOTE ⑧ AND 9 ARE FOLLOWED, THE ENGINEER MAY MODIFY THE DESIGN TO BETTER FIT EXISTING CONDITIONS.

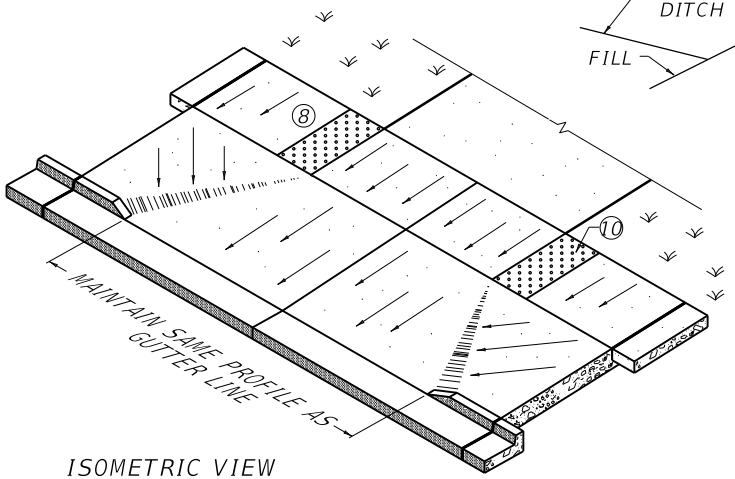
⑧ 2% CROSS SLOPE MAXIMUM ON SIDEWALK.

9. SIDEWALKS SHOULD BE DESIGNED WITH A MAX. GRADE OF 5%. WHERE A SIDEWALK RUNS ALONG A STEEP ROADWAY, THE SIDEWALK GRADE MAY EXCEED 5% IF IT FOLLOWS THE GRADE OF THE ROADWAY.

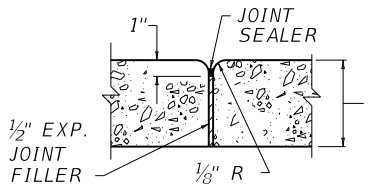
⑩ COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.



SECTION A-A



ISOMETRIC VIEW



DETAIL A

USE WITH CUR. STD. DWG. RGX-040

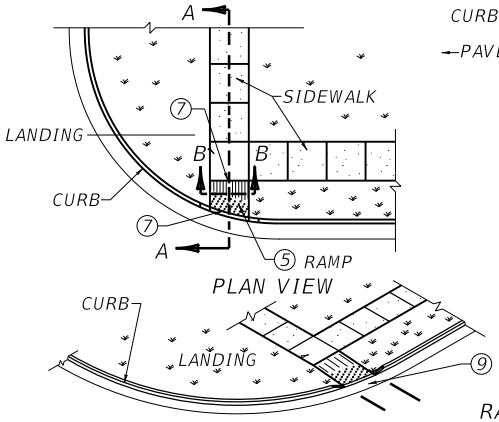
KENTUCKY DEPARTMENT OF HIGHWAYS

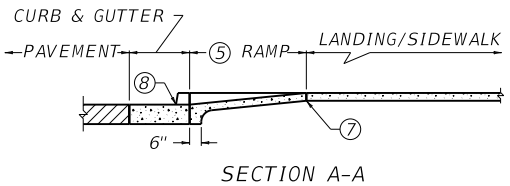
CONCRETE ENTRANCE PAVEMENT AND SIDEWALK

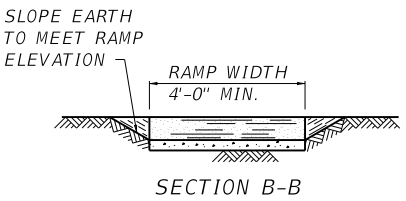
STANDARD DRAWING NO. RPM-152-08

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

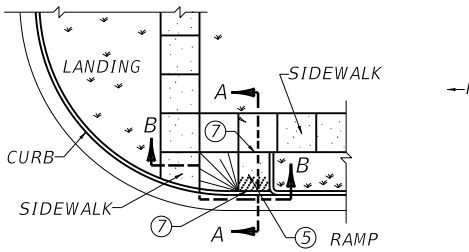
APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE

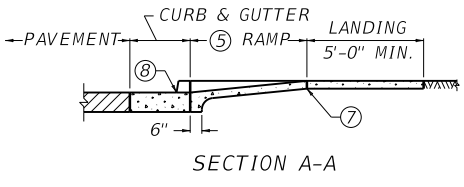


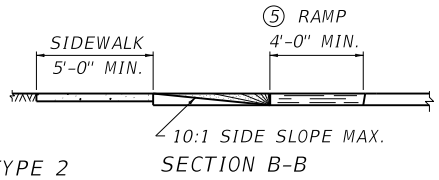




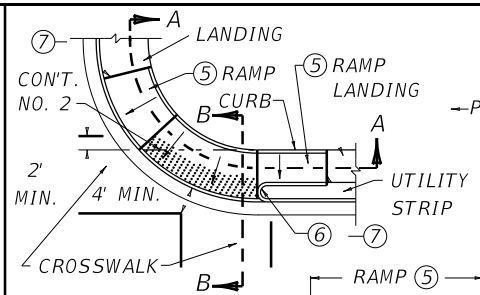
RAMP TYPE 1

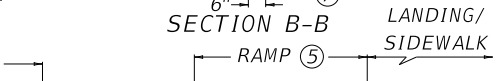


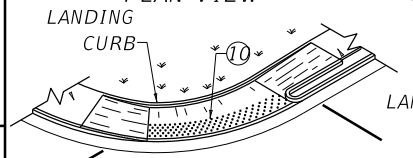




RAMP TYPE 2

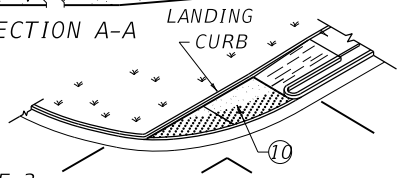




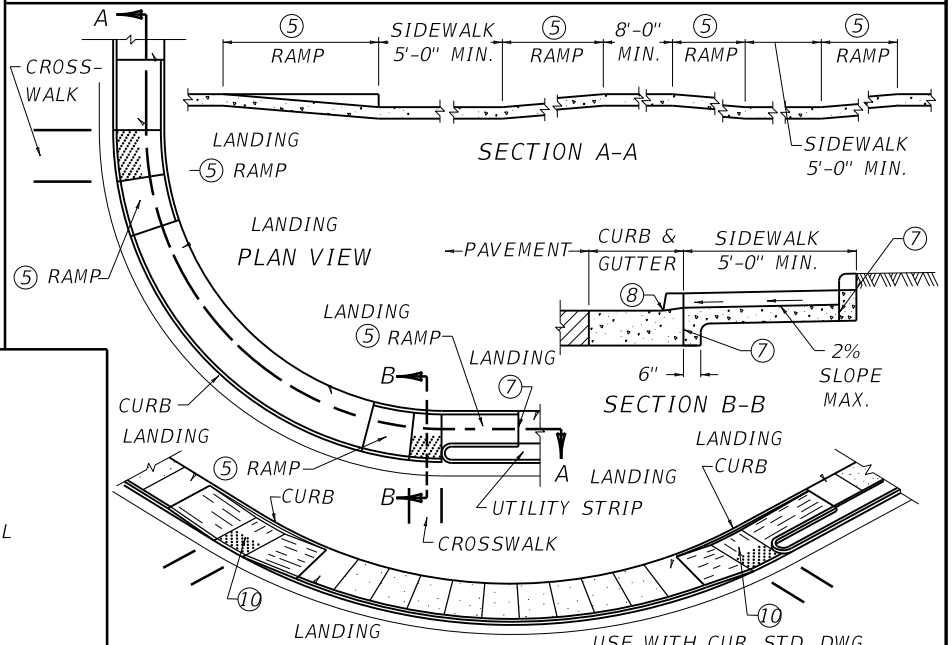


CONDITION NO. 1

RAMP TYPE 3



CONDITION NO. 2



RAMP TYPE 4

USE WITH CUR. STD. DWG. RGX-040

~ NOTES ~

BID ITEMS AND UNIT TO BID

SIDEWALK-4 IN CONCRETE	SQYD
DETECTABLE WARNINGS	SQFT

1. THE RAMP SHALL BE CONSTRUCTED OF CLASS "A" CONCRETE. A BROOM FINISH OR EQUAL NON-SKID FINISH IS REQUIRED. DETECTABLE WARNINGS SHALL BE A SEPARATE BID ITEM.
2. RAMPS SHALL BE PAID PER SQ. YD. OF 4" CONCRETE SIDEWALK AND THE UNIT PRICE SHALL INCLUDE ALL MATERIALS, FORMS, CURB BEHIND RAMP AND LANDING, AND INCIDENTALS NECESSARY FOR CONSTRUCTION.
3. THE NORMAL GUTTER LINE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
4. RAMP TYPE 3 SHOULD BE USED PRIMARILY IN A RETROFIT TYPE CONDITION.

(5) CURB RAMP GRADE SHALL NOT EXCEED 12:1, CROSS SLOPE SHALL NOT EXCEED 2%. ON RETROFIT CURB RAMPS, GRADES OF 12.5% for 2'-0" OR 10% FOR 5'-0" ARE PERMISSABLE.

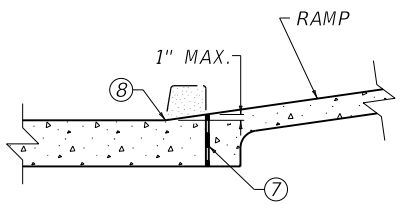
(6) CURB RETURN REQUIRED WHEN UTILITY STRIP IS 4' OR GREATER. FOR UTILITY STRIPS LESS THAN 4', THE AREA IS TO BE SURFACED WITH SIDEWALK WITHIN THE RAMP.

(7) ½" EXPANSION JOINT AT BACK OF CURB LINE AND AT SIDEWALK LINE.

(8) NO BUMP PERMITTED. SAME SLOPE AS RAMP AND NOT TO EXCEED 1" IN HEIGHT. RAMPS SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

(9) LANDINGS WILL PROVIDE A LEVEL AREA (MAX. 5% GRADE OR CROSS SLOPE) AT APPROXIMATE STREET ELEVATION. A 4' SQUARE LEVEL LANDING IS THE REQUIRED MINIMUM.

(10) LANDINGS WILL PROVIDE A LEVEL AREA (MAX. 2% GRADE OR CROSS SLOPE) AT APPROXIMATE STREET ELEVATION. A 4' SQUARE LEVEL LANDING IS THE REQUIRED MINIMUM.



DROP CURB FOR RAMP

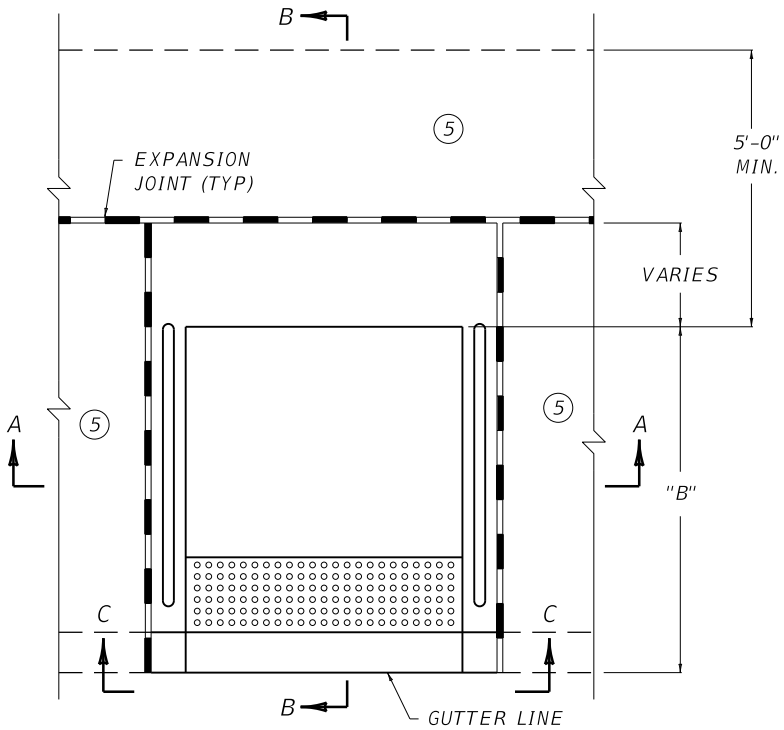
KENTUCKY
DEPARTMENT OF HIGHWAYS

SIDEWALK RAMPS

STANDARD DRAWING NO. RPM-170-09

SUBMITTED William S. Smith — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE

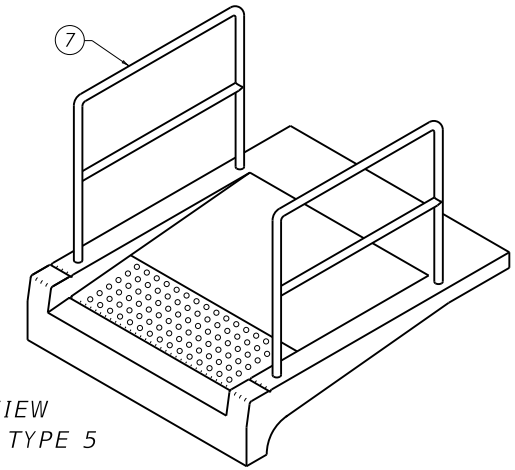


PLAN VIEW
SIDEWALK RAMP TYPE 5

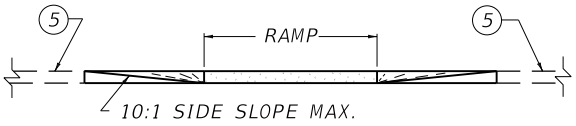
~ NOTES ~

BID ITEMS AND UNIT TO BID	
SIDEWALK-4 IN CONCRETE	SQYD
HANDRAIL-TYPE A-1	LF

1. EXISTING SIDEWALK AND CURB SHALL BE REMOVED TO THE LIMITS AS DESIGNATED BY THE ENGINEER.
2. WHERE EXISTING JOINTS ARE LOCATED MORE THAN 2'-0" FROM THE RAMP LIMITS SHOWN, THE CONTRACTOR SHALL SAW CUT THE SIDEWALK AND CURB PRIOR TO REMOVAL.
3. A BROOM FINISH OR EQUAL NON-SKID FINISH IS REQUIRED.
4. (4) CUT GROOVE TO CONFORM TO THE ADJACENT CURB.
5. (5) EXISTING SIDEWALK.
6. (6) THE LENGTHS SHOWN ARE MINIMUMS. IF ADEQUATE SPACE IS AVAILABLE A MINIMUM SLOPE OF 12:1 IS DESIRABLE.
7. (7) HANDRAIL TYPE A-1 MAY BE ELIMINATED PROVIDED ADEQUATE SPACE IS AVAILABLE TO CONSTRUCT 10:1 RAMP SIDE SLOPES AS SHOWN IN SECTION C-C.
8. ALL SIDEWALK RAMPS REQUIRE DETECTABLE WARNINGS.

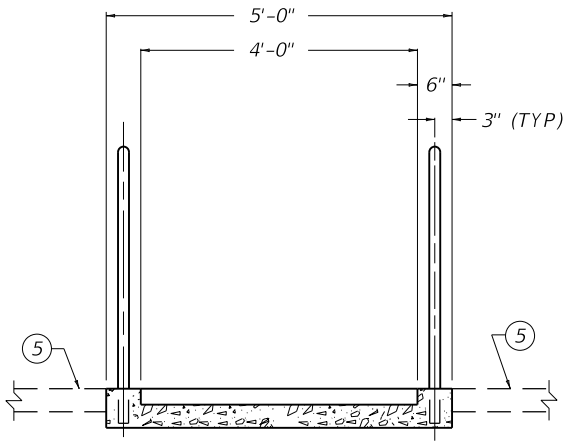


ISOMETRIC VIEW
SIDEWALK RAMP TYPE 5

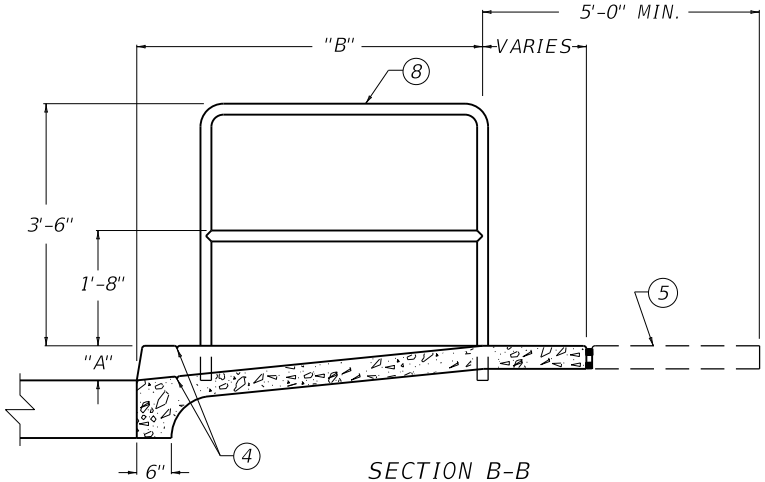


SECTION C-C (8)
(ALTERNATE TO HANDRAIL TYPE B)

RAMP HEIGHT "A"	(6) RAMP LENGTH "B"
≤3"	2'-0"
>3"≤6"	5'-0"



SECTION A-A



SECTION B-B

USE WITH CURRENT STD. DWG
RGX-030, RGX-040

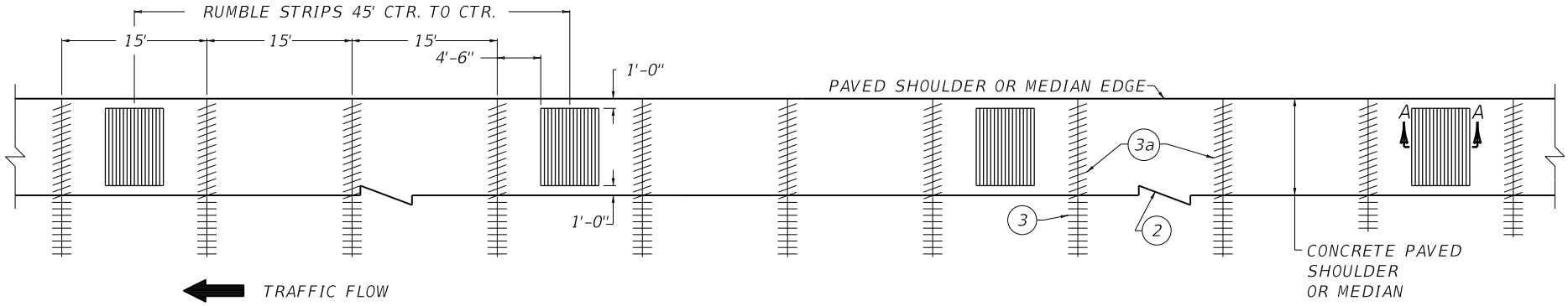
KENTUCKY
DEPARTMENT OF HIGHWAYS

SIDEWALK RAMP
WITH HANDRAIL

STANDARD DRAWING NO. RPM-172-07

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

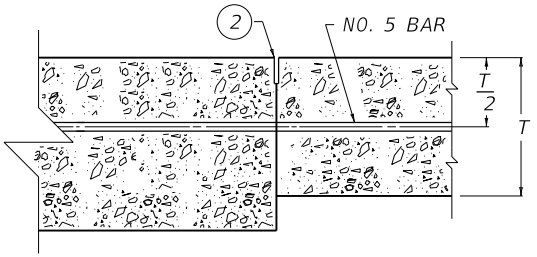
APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



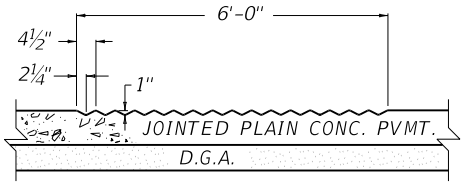
(6) JOINTED PLAIN CONCRETE PAVED SHOULDER OR MEDIAN (UNDOWELLED) WITH JOINTED PLAIN CONCRETE MAINLINE PAVEMENT

~ NOTES ~

1. THE COST OF CONSTRUCTING RUMBLE STRIPS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR JOINTED PLAIN CONCRETE PAVEMENT.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.
3. AFTER FINAL FINISHING OF THE PAVEMENT, CORRUGATIONS FOR RUMBLE STRIPS SHALL BE FORMED AT THE INTERVALS SHOWN INTO THE PLASTIC CONCRETE.
4. THE CORRUGATIONS SHALL BE ROUNDED RATHER THAN PEAKED, WITH THE TOP FLUSH WITH THE SHOULDER OR MEDIAN SLOPE.
5. THE TROUGH SHALL BE TAILED OUT, SO AS TO PROVIDE POSITIVE DRAINAGE.
6. JOINTED PLAIN CONCRETE SHOULDER OR MEDIAN (UNDOWELLED) IS DETAILED. WHEN JOINTED PLAIN CONCRETE SHOULDER OR MEDIAN (DOWELLED) IS REQUIRED REFER TO CUR. STD. DWG. RPM-145 FOR DETAIL.



JOINT DETAIL



SECTION A-A

USE WITH CUR. STD. DWGS.
RPM-145 RPS-010

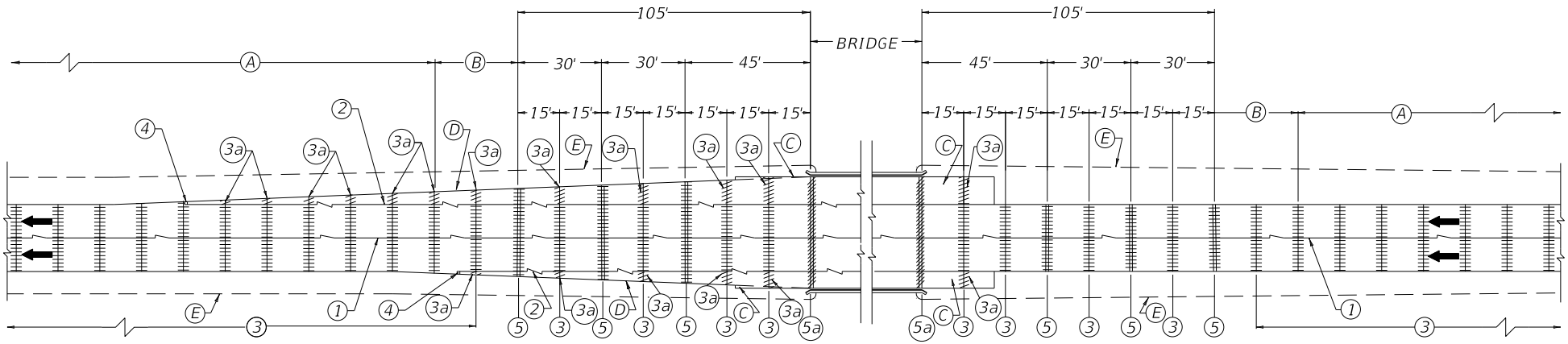
KENTUCKY
DEPARTMENT OF HIGHWAYS

JOINTED PLAIN CONCRETE PAVEMENT FOR SHOULDERS & MEDIANS

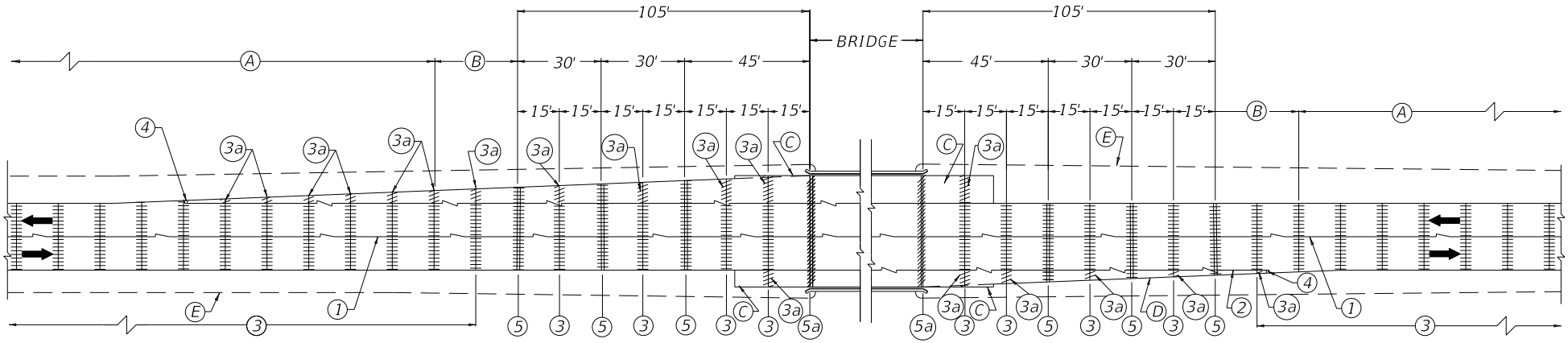
STANDARD DRAWING NO. RPN-001-07

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



SINGLE BRIDGE OR TWIN BRIDGES WITH ONE DIRECTION TRAFFIC



SINGLE BRIDGE WITH TWO DIRECTION TRAFFIC

~ NOTES ~

(A) NORMAL SPACING OF TRANSVERSE CONTRACTION JOINTS ARE 15'-0" ON CENTER TAKEN ALONG ℄ OF PAVEMENT.

(B) THIS DISTANCE IS TO BE EQUALLY DIVIDED WHEN IT IS LESS THAN THE SUM OF THE SPACING OF THE NEXT TWO TRANSVERSE CONTRACTION JOINTS EXCEEDS A MAXIMUM OF 15'-0".

(C) THIS SLAB REQUIRED ONLY WHEN NEEDED FOR BRIDGE END DRAINAGE.

(D) PAVEMENT TRANSITION 25':1', NOT PERMITTED WHEN CONSTRUCTED IN CONJUNCTION WITH P.C.C. SHOULDERS.

(E) SHOULDER TRANSITION 100':1'.

F. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

G. IF WORK IS INTERRUPTED IN EXCESS OF 30 MINUTES, OR AT THE END OF A DAYS PAVING, A TRANSVERSE CONSTRUCTION JOINT SHALL BE INSTALLED; HOWEVER, IT SHALL NOT BE PERMITTED WITHIN 5' OF A TRANSVERSE CONTRACTION JOINT.

USE WITH CUR. STD. DWG. RPS-010

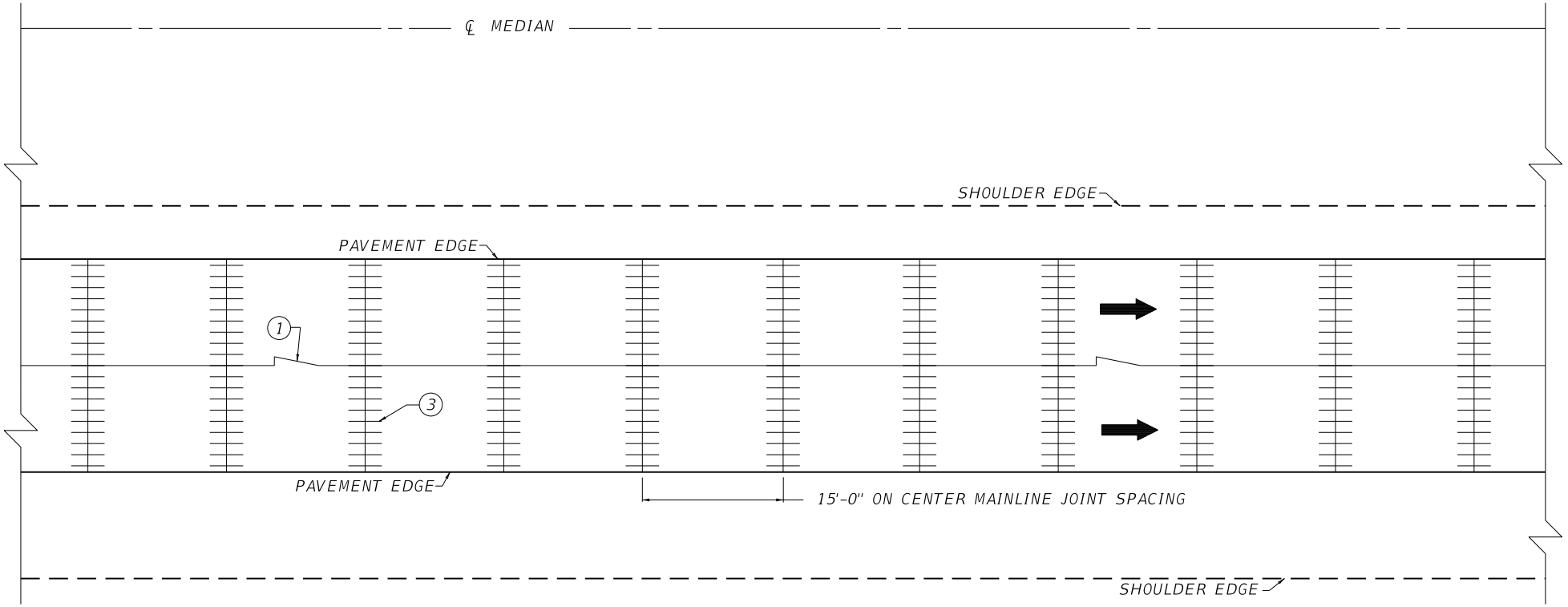
KENTUCKY
DEPARTMENT OF HIGHWAYS

PAVEMENT TRANSITIONS & JOINT DETAILS FOR JOINTED PLAIN CONCRETE PAVEMENT AT BRIDGE ENDS

STANDARD DRAWING NO. RPN-010-07

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — DATE 12-01-15

APPROVED _____ STATE HIGHWAY ENGINEER — DATE 12-01-15



PLAN VIEW

~ NOTES ~

1. TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED 15'-0" ON CENTER AND SAWED TO A MINIMUM DEPTH OF ONE THIRD OF THE PAVEMENT THICKNESS (T/3) OR 4" WHICHEVER IS LESS. ALL TRANSVERSE CONTRACTION AND TRANSVERSE EXPANSION JOINTS SHALL REQUIRE LOAD TRANSFER ASSEMBLIES AS DETAILED ON THE PLANS OR STANDARD DRAWINGS.
2. JOINT SPACING AND TYPE, AT BRIDGE ENDS, SHALL BE REQUIRED AS SHOWN ON THE PLANS OR CUR. STD. DWG. RPS-010.
3. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 501.03.17 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
4. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

USE WITH CUR. STD. DWG. RPS-010

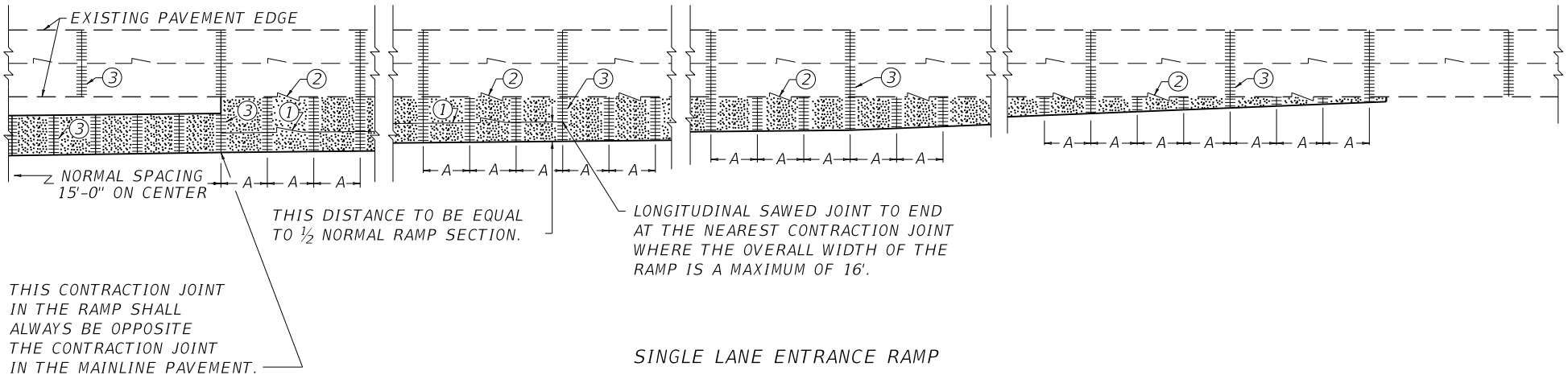
KENTUCKY
DEPARTMENT OF HIGHWAYS

JOINTED PLAIN CONCRETE PAVEMENT

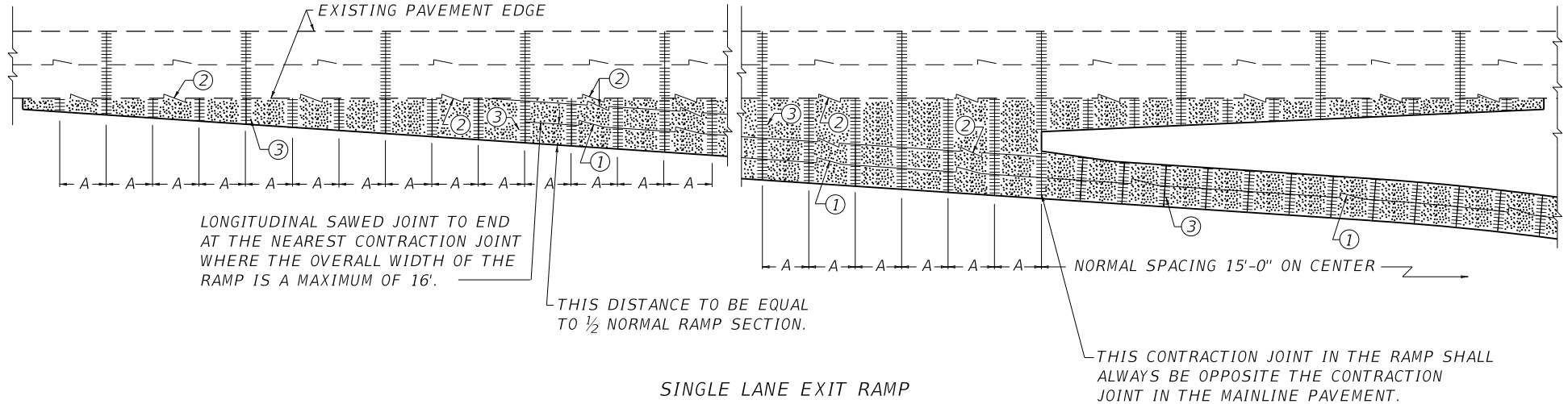
STANDARD DRAWING NO. RPN-015-05

SUBMITTED _____ DIRECTOR DIVISION OF DESIGN — DATE 12-01-15

APPROVED _____ STATE HIGHWAY ENGINEER — DATE 12-01-15



SINGLE LANE ENTRANCE RAMP



SINGLE LANE EXIT RAMP

~ NOTES ~

1. (A) WHEN JOINTED PLAIN CONCRETE PAVEMENT IS SPECIFIED FOR AN ACCELERATION LANE, DECELERATION LANE, AN ADDITIONAL LANE, OR TAPER, AND IS TO BE CONSTRUCTED ADJACENT TO AN EXISTING JOINTED REINFORCED CONCRETE PAVEMENT, THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE AS FOLLOWS:
   (a) WHEN THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE EXISTING PAVEMENT IS 50', THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE 16⅔'.
   (b) WHEN THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE EXISTING PAVEMENT IS 25', THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE 12½'.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.
3. LONGITUDINAL SAWED JOINTS AT CENTER LINE SHALL BE REQUIRED FOR ALL RAMPS AND LOOPS GREATER THAN 16' IN WIDTH.
4. ALL CONTRACTION JOINTS IN THE RAMP IMMEDIATELY OPPOSITE TO THE MAIN LINE PAVEMENT SHALL BE A CONTINUATION OF THE JOINTS IN THE MAINLINE PAVEMENT.
5. PROPOSED JOINTED PLAIN CONRETE PAVEMENT.

USE WITH CUR. STD. DWG.
RPS-010

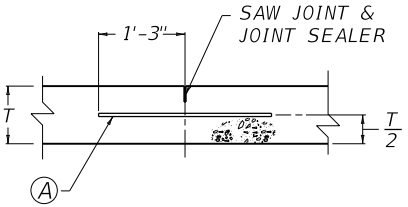
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES & SPACING

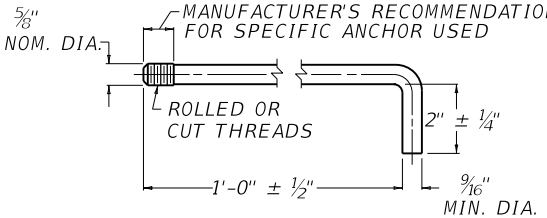
STANDARD DRAWING NO. RPN-020-04

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

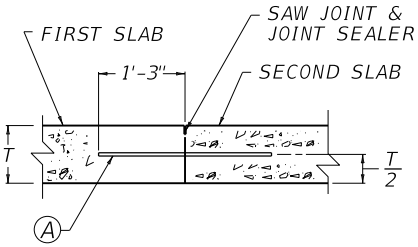
APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



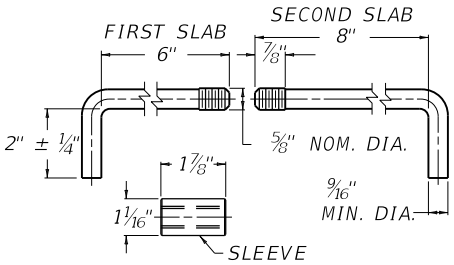
① LONGITUDINAL SAWED JOINT



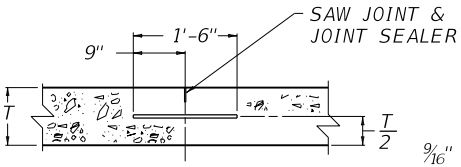
Ⓑ HOOK BOLT FOR USE WITH EXPANSION ANCHOR
(SEE STANDARD SPECIFICATIONS FOR BASIS OF PAYMENT)



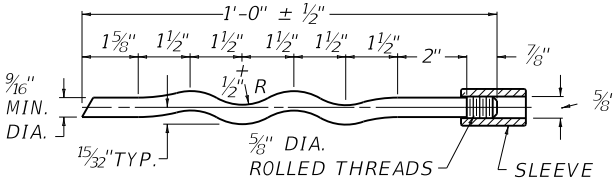
② LONGITUDINAL SAWED CONSTRUCTION JOINT



ALTERNATE 1
HOOK BOLTS FOR
CONSTRUCTION JOINTS

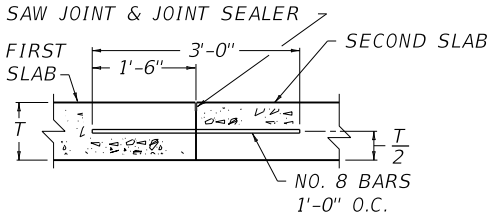


③ TRANSVERSE SAWED CONTRACTION JOINT

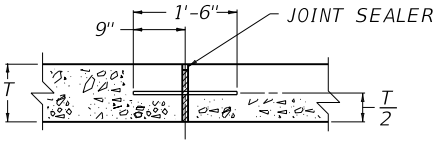


ALTERNATE 2 (FIRST SLAB)
DEFORMED ANCHOR BOLT
(TO BE USED WITH 8" HOOK BOLT)

5/8" PLASTIC INSERT



④ TRANSVERSE SAWED CONSTRUCTION JOINT



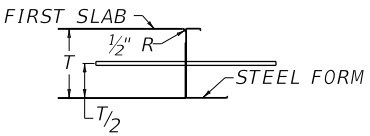
⑤ TRANSVERSE EXPANSION JOINT

~ NOTES ~

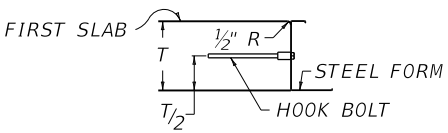
1. LONGITUDINAL JOINTS SHALL BE USED WHEN SHOWN ON THE TYPICAL SECTION, AND STANDARD DRAWINGS AND SHALL BE CONSTRUCTED AS SHOWN ON THIS DRAWING.
2. LONGITUDINAL CONSTRUCTION JOINTS BETWEEN ADJOINING SLABS, AND PAVED IN SEPARATE OPERATIONS SHALL USE HOOK-BOLTS OR TIE BARS AND BE CONSTRUCTED AS SHOWN ON THIS DRAWING.
3. IN LIEU OF THE DEFORMED TIE BARS THE CONTRACTOR SHALL BE PERMITTED TO USE EITHER ALT. 1 OR ALT. 2 HOOK BOLT AS DETAILED.
4. DEFORMED TIE BARS USED IN TRANSVERSE CONSTRUCTION JOINTS SHALL BE NO CLOSER THAN 6" TO THE PAVEMENT EDGE OR ANY LONGITUDINAL JOINT.

Ⓐ NO. 5 DEFORMED TIE BAR 2'-6" LONG PLACED 1'-8" ON CENTER AND PLACED 1'-8" MINIMUM FROM ANY TRANSVERSE JOINT.

Ⓑ EXPANSION ANCHOR FOR BOLT SIZE INDICATED SHALL BE BETHLEHEM MINE ROOF EXPANSION TYPE WITH K-1 SHELL , PHILLIPS RED HEAD ANCHOR, CHICAGO EXPANSION BOLT CO. - SPECIAL FLUSH SELF DRILLING ANCHOR , OR APPROVED TYPE. INSTALLATION SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION. HOOK BOLTS WITH EXPANSION ANCHORS ATTACHED SHALL NOT BE LESS THAN 14" IN LENGTH. HOOK BOLTS WITH EXPANSION ANCHORS SHALL BE SPACED 5'-0" O.C.



TYPE A



TYPE B

METHODS OF FORMING CONSTRUCTION JOINTS WHEN FORMS ARE USED

JOINT SYMBOLS

1. LONGITUDINAL SAWED JOINT
2. LONGITUDINAL SAWED CONSTRUCTION JOINT
3. TRANSVERSE SAWED CONTRACTION JOINT
4. TRANSVERSE SAWED CONSTRUCTION JOINT (1'-0" MIN.)
5. TRANSVERSE EXPANSION JOINT
1a. LONGITUDINAL SAWED JOINT (WITHOUT TIE BARS)
2a. LONGITUDINAL SAWED CONSTRUCTION JOINT (WITHOUT TIE BARS)
3a. TRANSVERSE SAWED CONTRACTION JOINT (WITHOUT LOAD TRANSFER ASSEMBLY)
4a. TRANSVERSE SAWED CONSTRUCTION JOINT (WITHOUT TIE BARS)
5a. 1/2" TRANSVERSE EXPANSION JOINT (WITHOUT LOAD TRANSFER ASSEMBLY)

USE WITH CUR. STD. DWGS.
RPN-001 RPN-010 RPN-015
RPN-020 RPS-030 RPS-031
RPS-032 RPS-033 RPS-034
RPS-035 RPS-036 RPS-037
RPS-038 RPS-039 RPX-010
RPX-015 RPX-020

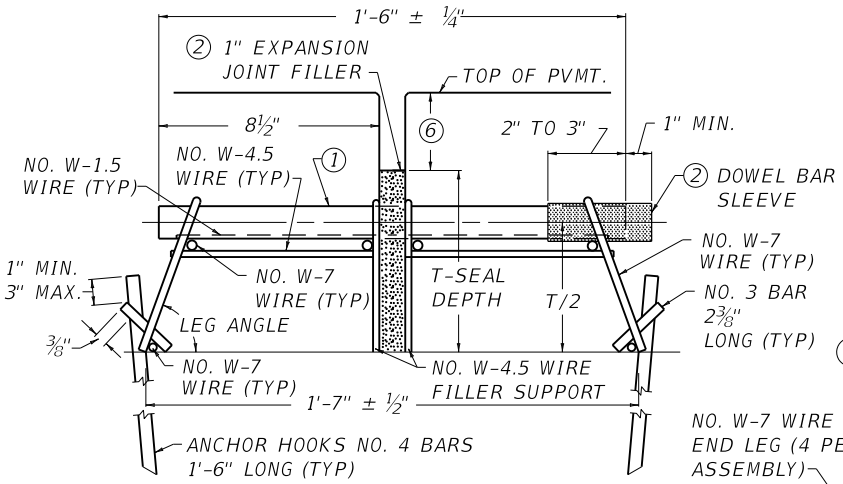
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINT DETAILS

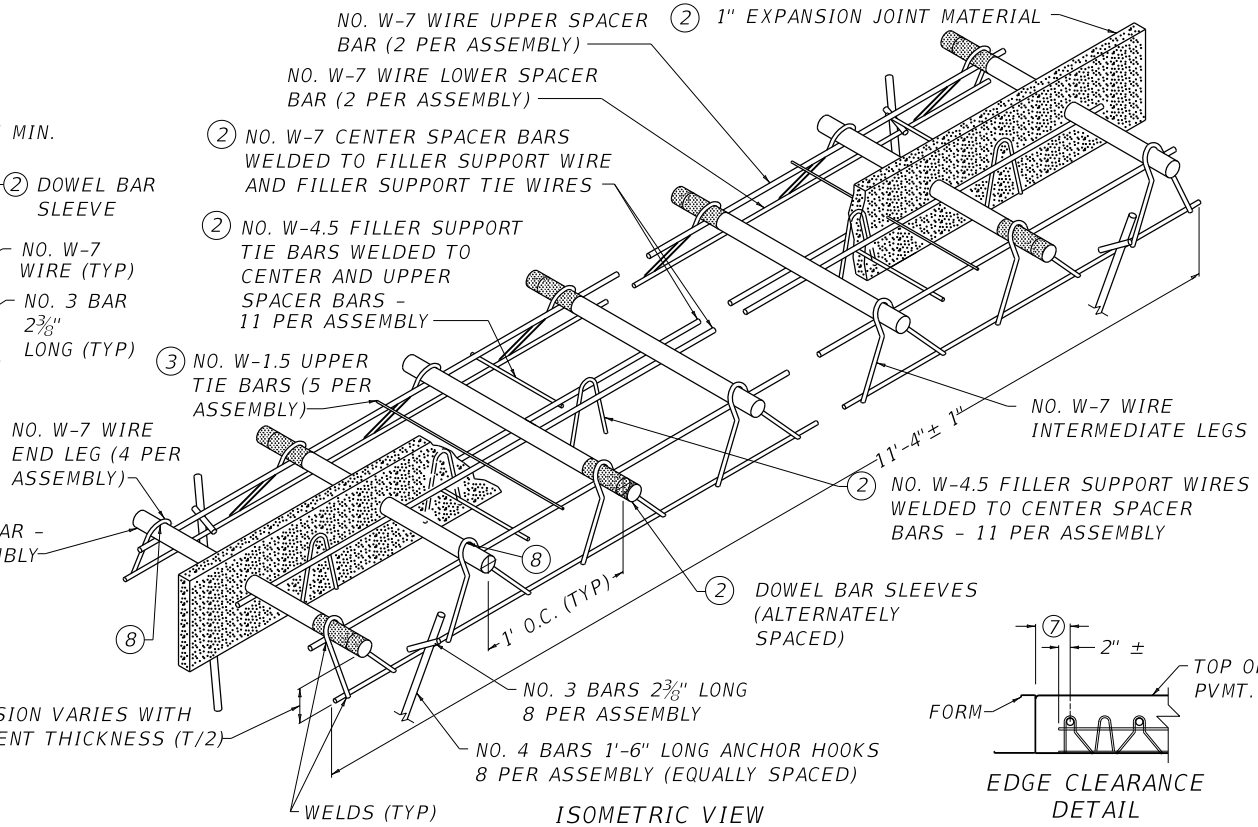
STANDARD DRAWING NO. RPS-010-11

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



END ELEVATION



ISOMETRIC VIEW

EDGE CLEARANCE DETAIL

~ NOTES ~

① DOWEL BAR SIZES

PAVEMENT THICKNESS						
8"	9"	10"	11"	12"	13"	14"
BAR DIAMETER						
1¼"			1½"		1¾"	
LEG ANGLES +/- 3 DEGREES						
63	63	63	70	70	70	70

② EXPANSION ASSEMBLY IS ILLUSTRATED: FOR CONTRACTION ASSEMBLY OMIT CUTTING OF UPPER TIE BARS, 1" EXPANSION JOINT MATERIAL, NO. W-7 CENTER SPACER BARS, NO. W-4.5 FILLER SUPPORT WIRES, FILLER TIE BARS, AND DOWEL BAR SLEEVES.

③ FOR EXPANSION JOINT LOAD TRANSFER ASSEMBLIES THE NO. W-1.5 UPPER TIE BARS, WELDED TO UPPER SPACER BARS, SHALL BE CUT AFTER INTIAL CONCRETE PLACEMENT.

④ FOR END LEGS, BEND WIRE AS SHOWN BY PHANTOM LINES IN INTERMEDIATE LEG DETAIL.

⑤ REFERENCE POINTS SHALL BE REQUIRED ON EACH SIDE OF THE LOAD TRANSFER ASSEMBLY, IN ORDER TO LOCATE THE INTENDED SAWED JOINT AFTER PAVING. ALL SAWING SHALL BE ACCURATELY CONTROLLED TO THE CENTERLINE OF THE LOAD TRANSFER ASSEMBLIES. LONGITUDINAL ORIENTATION OF DOWEL BARS SHALL BE SUCH THAT ALL DOWEL BARS ARE PARALLEL WITH THE CENTERLINE OF EACH PAVING LANE.

⑥ SEE APPLICABLE CUR. STD. DWG. RPX-010 OR RPX-020 FOR SEAL DEPTH.

⑦ 4½" MIN. AND 10½" MAX. FOR VARIABLE SLAB WIDTH. 6" FOR UNIFORM OR STD. SLAB WIDTH. LOCATION AND SPACING SEE APPLICABLE PAVEMENT STANDARD DRAWINGS.

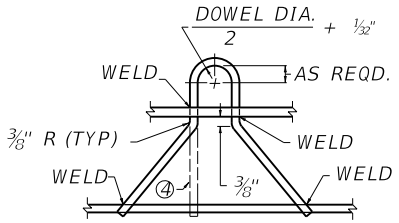
⑧ WELD EITHER NO. W-7 UPPER SPACER BAR OR LEG SUPPORT TO ALTERNATE ENDS OF DOWEL BARS AS TYPICALLY SHOWN.

9. DOWEL ENDS SHALL NOT VARY MORE THAN ¼" FROM A STRAIGHT LINE.

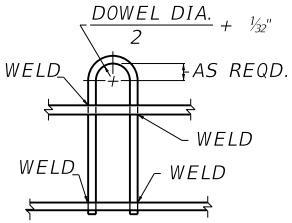
10. DOWELS SHALL BE PARALLEL WITH BASE, WITH A TOLERANCE OF ¼".

11. EPOXY SHALL BE CLEANED OFF TO BARE METAL BEFORE WELDING DOWEL TO WIRE.

12. "U" LEG OR "A" LEG ARE ACCEPTABLE ALTERNATES PROVIDING MATCHED LEGS ARE SUPPLIED.



INTERMEDIATE OPTIONAL "A" LEG DETAIL



INTERMEDIATE OPTIONAL "U" LEG DETAIL

USE WITH CUR. STD. DWGS.
RPX-015 RPX-020

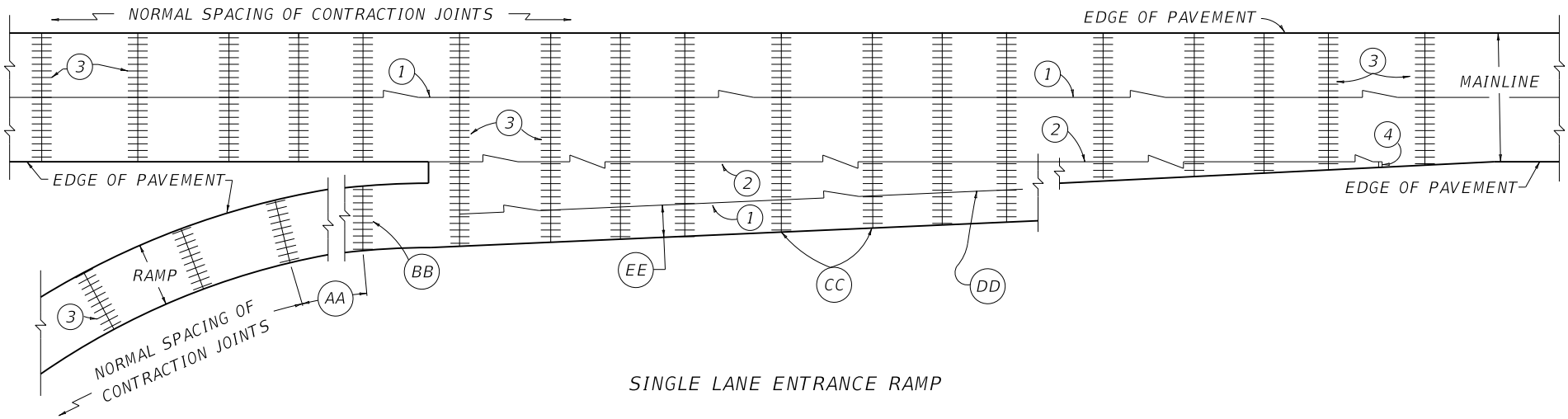
KENTUCKY
DEPARTMENT OF HIGHWAYS

EXPANSION AND CONTRACTION JOINT LOAD TRANSFER ASSEMBLIES

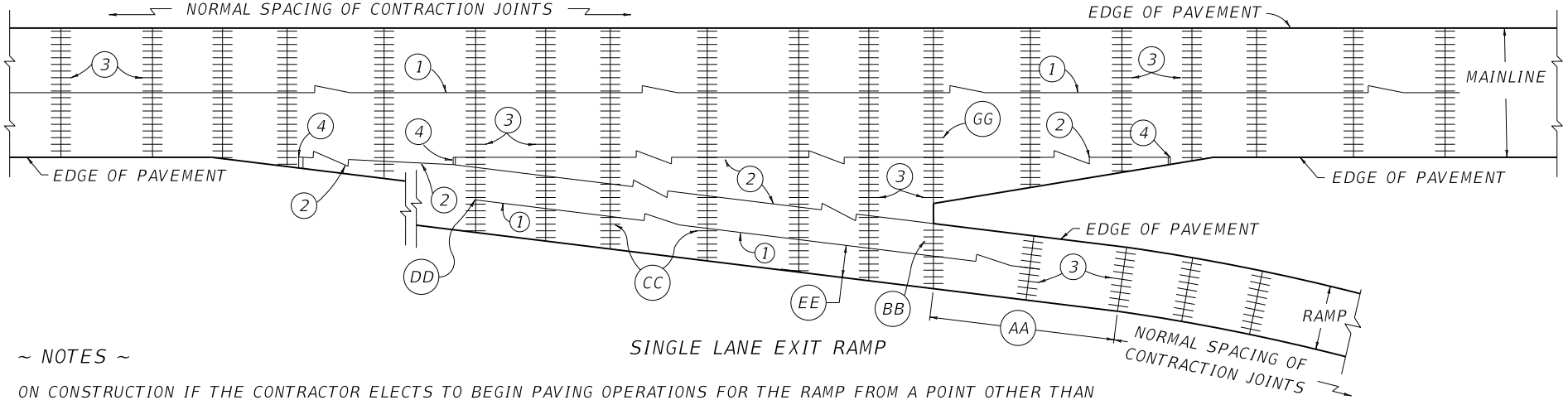
STANDARD DRAWING NO. RPS-020-14

SUBMITTED William S. Hall — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE



SINGLE LANE ENTRANCE RAMP



SINGLE LANE EXIT RAMP

~ NOTES ~

(AA) ON CONSTRUCTION IF THE CONTRACTOR ELECTS TO BEGIN PAVING OPERATIONS FOR THE RAMP FROM A POINT OTHER THAN THAT WHICH IS IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT THEN THIS DISTANCE SHALL BE EQUALLY DIVIDED WHEN IT BECOMES GREATER THAN 20' AND LESS THAN 40'.

(BB) THIS CONTRACTION JOINT IN THE RAMP SHALL ALWAYS BE OPPOSITE THE CONTRACTION JOINT IN THE MAINLINE PAVEMENT.

(CC) ALL CONTRACTION JOINTS IN THE RAMP IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT SHALL BE A CONTINUATION OF THE JOINTS IN THE MAINLINE PAVEMENT.

(DD) LONGITUDINAL SAWED JOINT SHALL END AT THE NEAREST CONTRACTION JOINT, WHERE THE OVERALL WIDTH OF THE RAMP IS A MAXIMUM OF 16'.

(EE) THIS DISTANCE SHALL BE EQUAL TO ½ THE NORMAL RAMP SECTION.

FF. LONGITUDINAL SAWED JOINTS AT CENTERLINE SHALL BE REQUIRED FOR ALL RAMPS AND LOOP WIDTHS GREATER THAN 16'.

(GG) THIS CONTRACTION JOINT SHALL ALWAYS BE PLACED OPPOSITE THE NOSE OF THE RAMP. THE TWO CONTRACTION JOINTS IMMEDIATELY PRECEEDING THIS JOINT, DEPENDING ON THE DIRECTION OF PAVING OPERATIONS, SHALL BE EQUALLY DIVIDED, PROVIDED THE SPACING DOES NOT EXCEED THE NORMAL SPACING. SHOULD SPACING BE GREATER THAN NORMAL, AN EXTRA JOINT SHALL BE ADDED AND THE DISTANCE EQUALLY DIVIDED. THE JOINT IMMEDIATELY FOLLOWING THE JOINT THAT IS PLACED OPPOSITE THE RAMP NOSE SHALL BE NORMALLY SPACED.

HH. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

II. NORMAL SPACING OF CONTRACTION JOINTS INDICATED ON THIS DRAWING ARE TO BE IN ACCORDANCE WITH SPACING INDICATED ON CUR. STD. DWG. RPN-015.

USE WITH CUR. STD. DWGS.
RPN-015 RPS-010

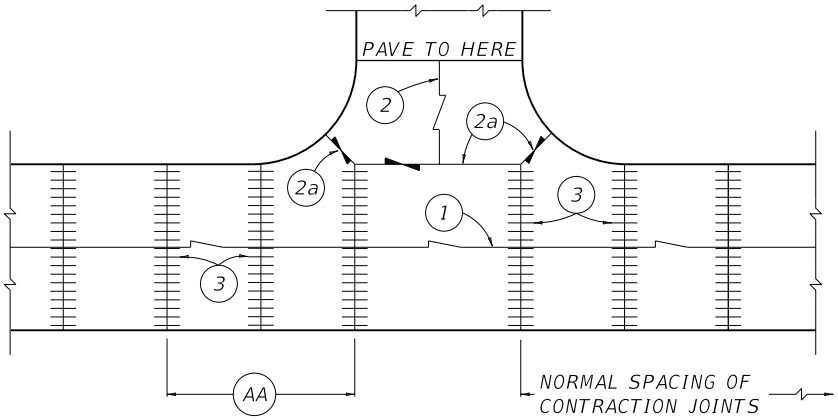
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

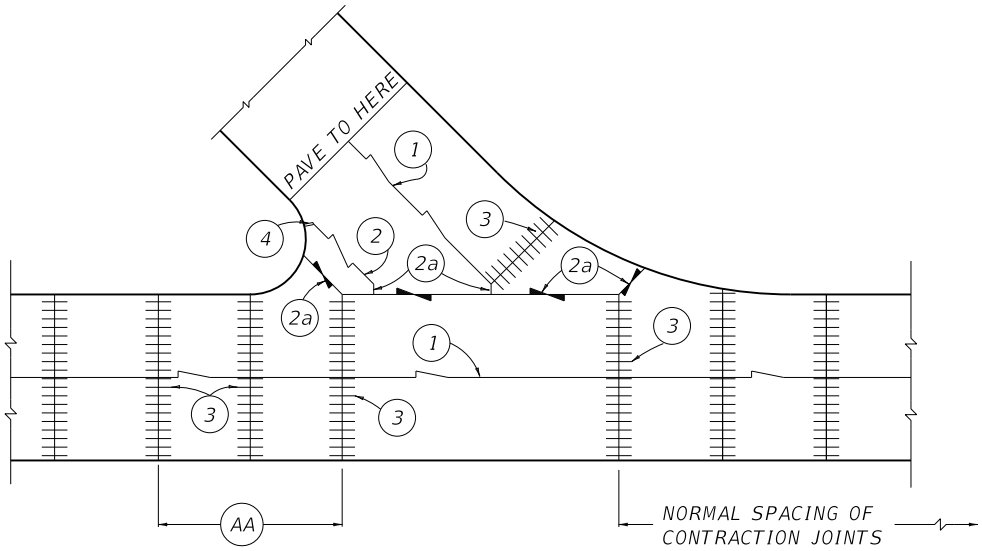
STANDARD DRAWING NO. RPS-030-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

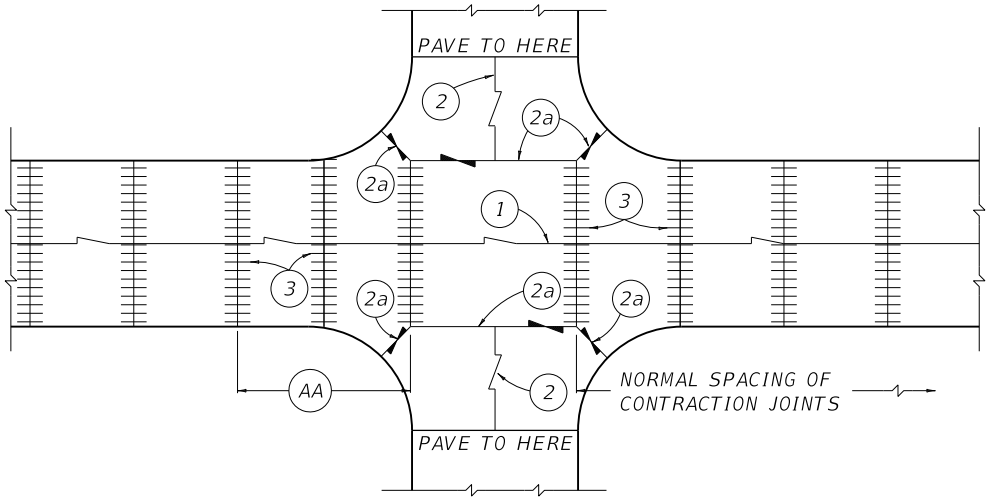
APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE



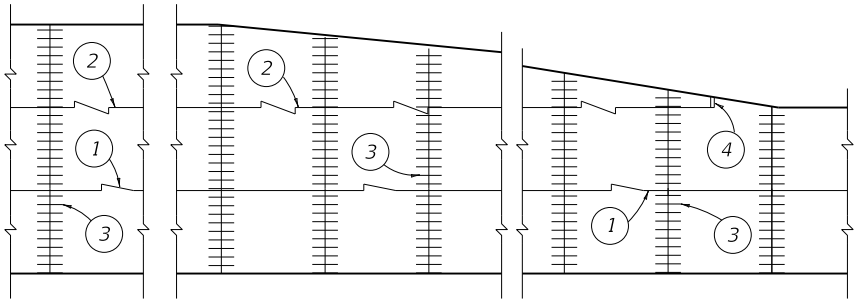
SINGLE INTERSECTIONS



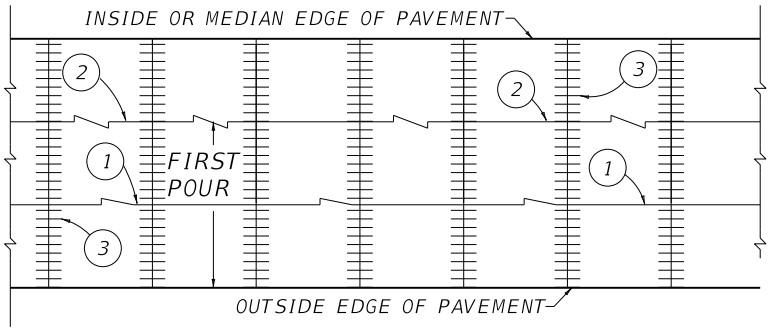
ANGLE INTERSECTION



DOUBLE INTERSECTIONS



DECELERATING LANE



NORMAL THREE LANE PAVEMENT

~ NOTES ~

SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

DRAWINGS ON THIS SHEET ARE DETAILED ON THE PREMISE THAT PAVEMENT CONSTRUCTION WILL BE FROM LEFT TO RIGHT. IF PAVEMENT CONSTRUCTION IS IN THE OPPOSITE DIRECTION, TRANSVERSE JOINT SPACING DETAILS SHALL BE REVERSED END FOR END.

(AA) THIS DISTANCE TO BE EQUALLY DIVIDED WHEN GREATER THAN 20' AND LESS THAN 40'.

USE WITH CUR. STD. DWG. RPS-010

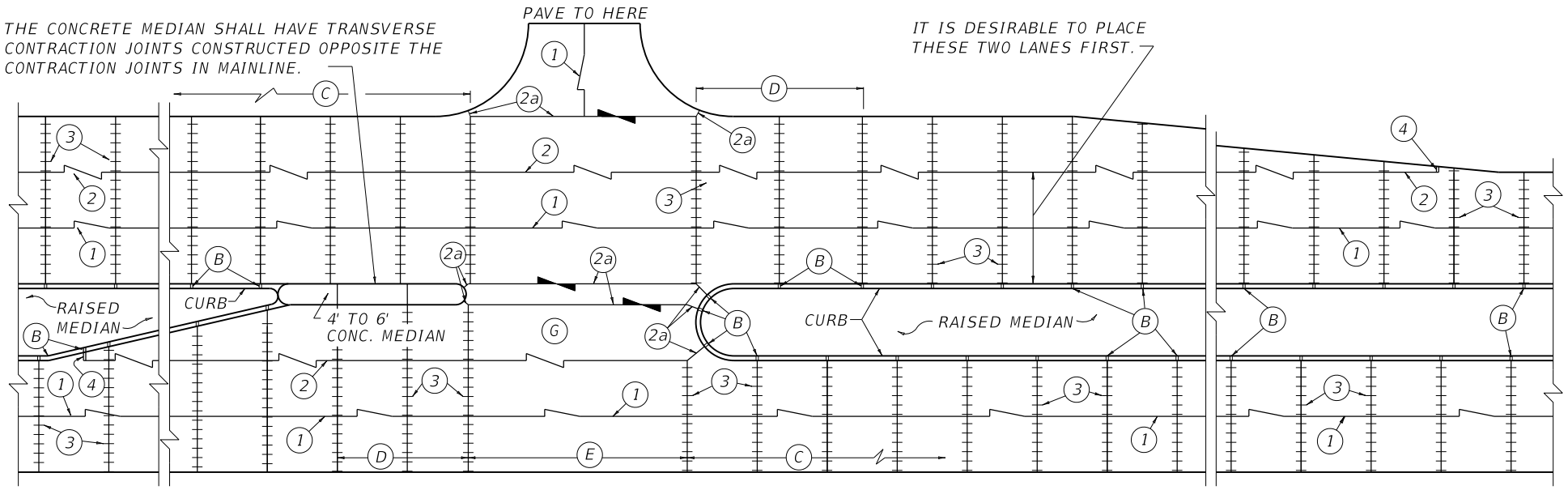
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

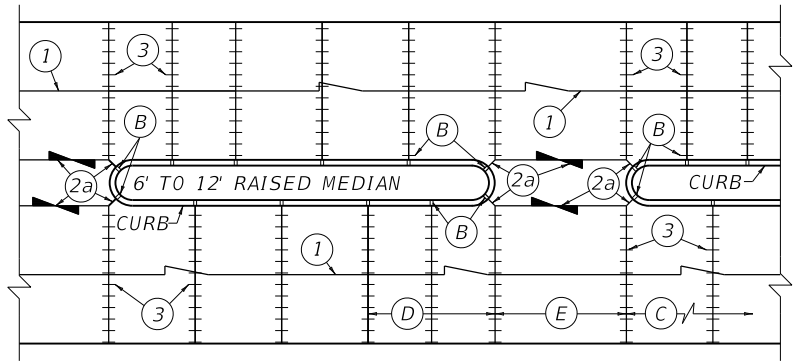
STANDARD DRAWING NO. RPS-031-06

SUBMITTED William S. Gilbert — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

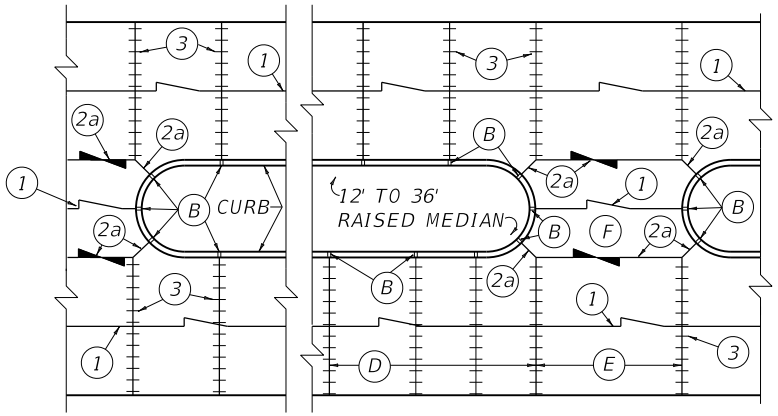
APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE



TYPICAL STORAGE LANE, CROSS-OVER SINGLE INTERSECTION, ACCELERATING AND DECELERATING LANE



TYPICAL DIVIDED PAVEMENT WITH NARROW RAISED MEDIAN AND CROSS-OVER



TYPICAL DIVIDED PAVEMENT WITH WIDE RAISED MEDIAN AND CROSS-OVER

~ NOTES ~

(B) ½" EXPANSION JOINT FILLER.

(C) NORMAL SPACING OF CONTRACTION JOINTS 15'-0" ON CENTER.

(D) THIS DISTANCE TO BE EQUALLY DIVIDED WHEN GREATER THAN 20' AND LESS THAN 40'.

(E) NO CONTRACTION JOINT REQUIRED WHEN DISTANCE LESS THAN NORMAL SPACING OF JOINTS. EQUALLY DIVIDED WHEN DISTANCE IS GREATER THAN 20' AND LESS THAN 40'.

(F) A LONGITUDINAL SAWED JOINT SHALL BE CONSTRUCTED IN THE CROSS-OVER WHEN THE WIDTH OF CROSS-OVER BECOMES GREATER THAN 16' AND LESS THAN 24'. WHEN WIDTH BECOMES GREATER THAN 24' A LONGITUDINAL SAWED AND LONGITUDINAL CONSTRUCTION JOINT SHALL BE CONSTRUCTED IN THE CROSS-OVER.

(G) SHOULD THE CROSSOVER LENGTH BECOME GREATER THAN NORMAL SPACING OF CONTRACTION JOINTS A TRANSVERSE CONTRACTION JOINT SHALL BE PLACED IN THE CROSS-OVER OPPOSITE THE CONTRACTION JOINTS IN THE MAINLINE.

H. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAIL.

I. ALL INTEGRAL CURBS CONSTRUCTED WITH CONCRETE BASE OR PAVEMENT SHALL HAVE JOINTS COINCIDING WITH THE TRANSVERSE JOINTS AND OTHER JOINTS SHOWN ON THIS STANDARD DRAWING. THE JOINTS SHALL BE FILLED WITH ½" PREMOLDED EXPANSION JOINT FILLER, CUT TO THE REQUIRED SECTION.

USE WITH CUR. STD. DWG. RPS-010

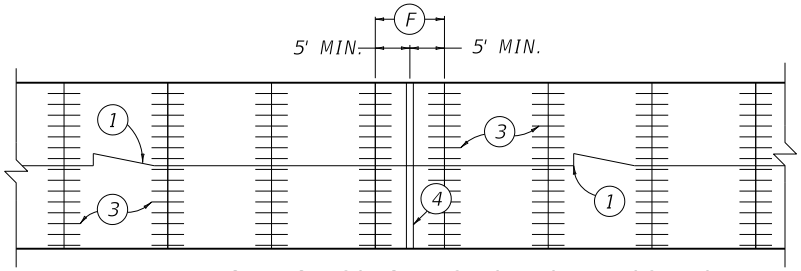
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

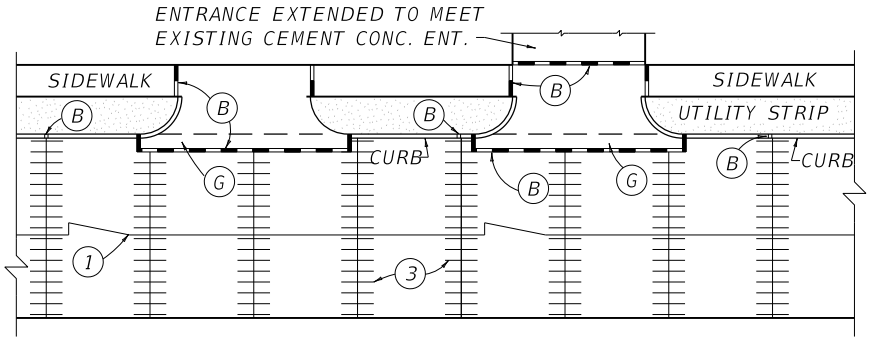
STANDARD DRAWING NO. RPS-032-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



TRANSVERSE CONSTRUCTION JOINT LOCATION

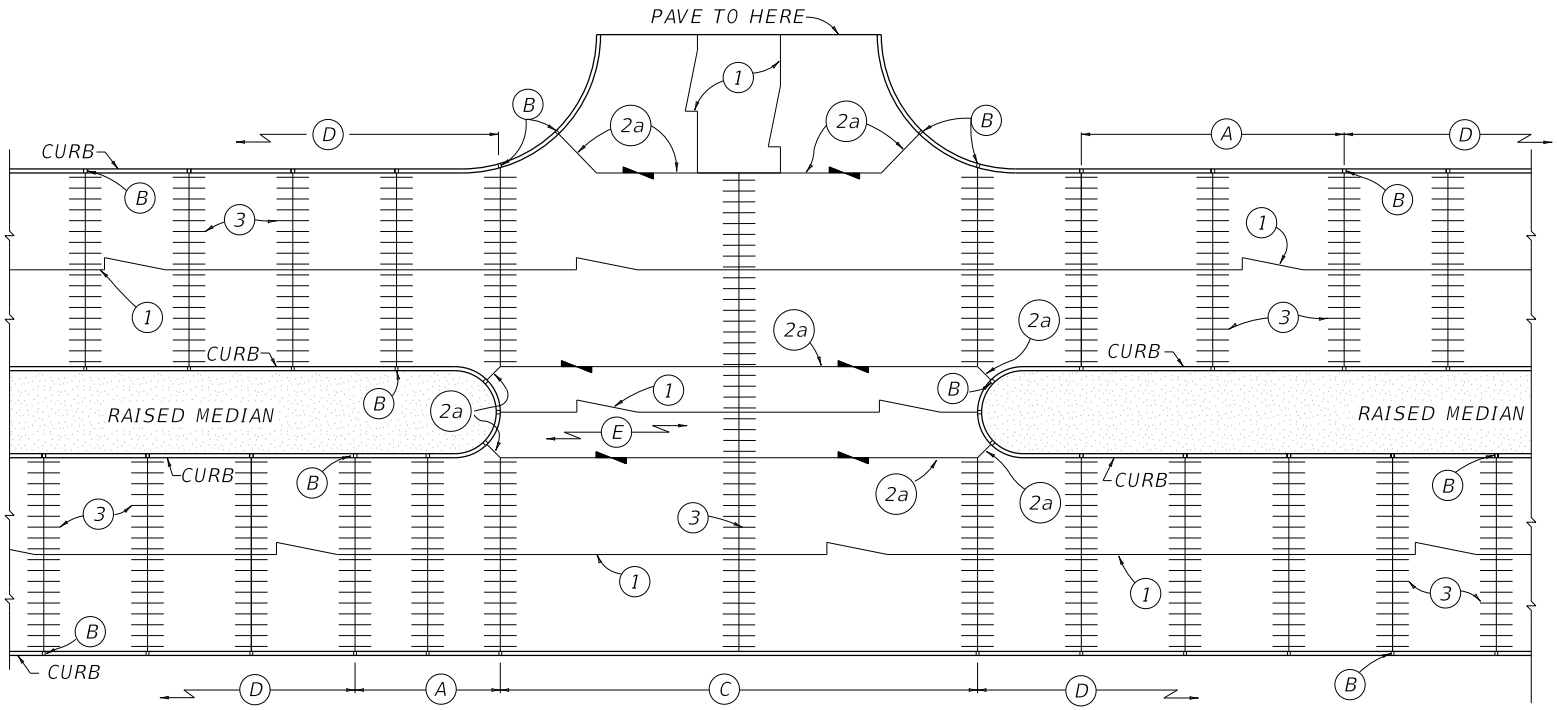


MUNICIPAL TYPE RESIDENTIAL ENTRANCES

~ NOTES ~

1. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.
2. THE INSTALLATION OF LONGITUDINAL SAWED AND CONSTRUCTION JOINTS IN TURNOUTS SHALL DEPEND ON THE WIDTH OF THE TURNOUT WITH THE RULE THAT 16' SHALL BE THE MAXIMUM POUR WITHOUT CONSTRUCTION OF A LONGITUDINAL JOINT.
3. ALL INTEGRAL CURBS CONSTRUCTED WITH CONCRETE BASE OR PAVEMENT SHALL HAVE JOINTS COINCIDING WITH THE TRANSVERSE JOINTS AND OTHER JOINTS SHOWN ON THIS STANDARD DRAWING. THE JOINTS SHALL BE FILLED WITH ½" PREMOLDED EXPANSION JOINT FILLER, CUT TO REQUIRED SECTION.

(A) THIS DISTANCE TO BE EQUALLY DIVIDED WHEN GREATER THAN 20' AND LESS THAN 40'.
(B) ½" EXPANSION JOINT FILLER.
(C) THIS DISTANCE TO BE EQUALLY DIVIDED WHEN GREATER THAN 20' AND LESS THAN 40'. NO TRANSVERSE JOINT WILL BE REQUIRED IF THE DISTANCE IS LESS THAN NORMAL SPACING OF JOINTS.
(D) NORMAL SPACING OF CONTRACTION JOINTS.
(E) EQUALLY DIVIDE AND CONSTRUCT LONGITUDINAL SAWED JOINT WHEN WIDTH OF CROSSOVER BECOMES GREATER THAN 16' AND LESS THAN 24'. WHEN WIDTH BECOMES GREATER THAN 24', A LONGITUDINAL SAWED AND LONGITUDINAL CONSTRUCTION JOINT SHALL BE CONSTRUCTED IN THE CROSSOVER.
(F) NORMAL SPACING OF TRANSVERSE CONTRACTION JOINTS.
(G) SEE CUR. STD. DWG. RPM-150 OR RPM-152, AS APPLICABLE FOR MORE DETAIL.



TYPICAL DIVIDED LANE WITH CROSSOVER AND CURB

USE WITH CUR. STD. DWG.
RPM-150 RPM-152 RPS-010

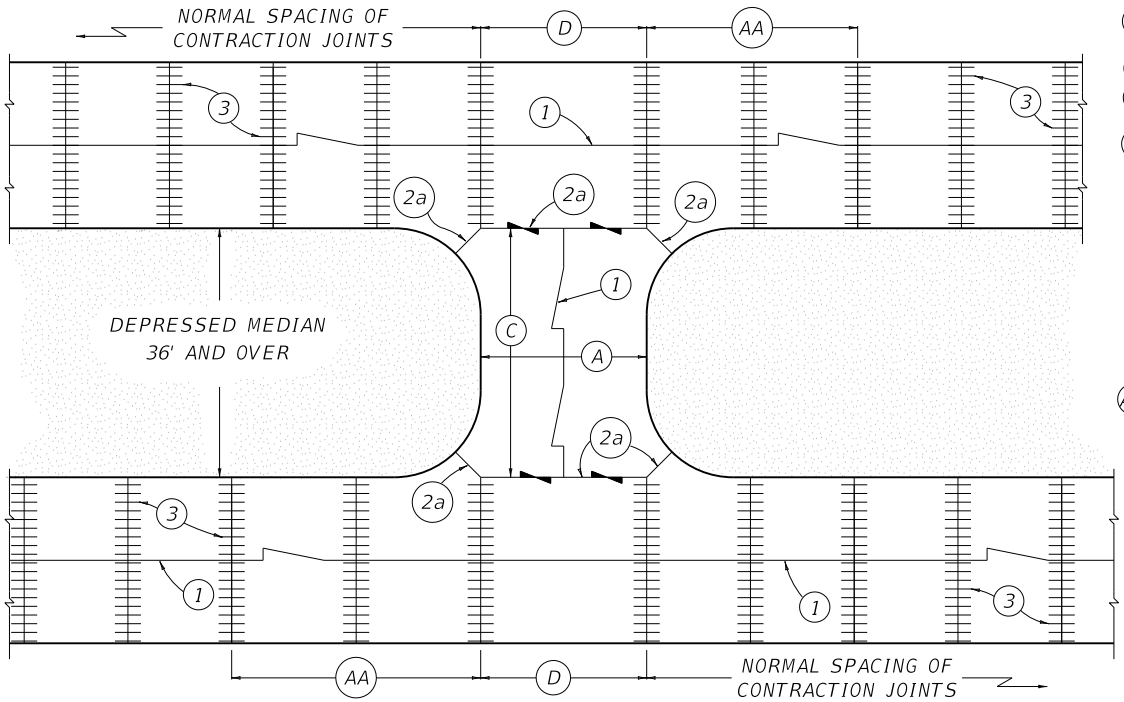
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
PAVEMENT JOINTS
TYPES AND SPACING

STANDARD DRAWING NO. RPS-033-07

SUBMITTED _____ 12-01-15
DIRECTOR, DIVISION OF DESIGN — DATE

APPROVED _____ 12-01-15
STATE HIGHWAY ENGINEER — DATE



TYPICAL DIVIDED PAVEMENT WITH DEPRESSED MEDIAN AND CROSSOVER

~ NOTES ~

(A) EQUALLY DIVIDE AND CONSTRUCT LONGITUDINAL SAWED JOINT WHEN DISTANCE BECOMES GREATER THAN 16'.

(B) ½" EXPANSION JOINT FILLER.

(C) TRANSVERSE CONTRACTION JOINT REQUIRED ONLY WHEN DISTANCE IN EXCESS OF NORMAL SPACING OF CONTRACTION JOINTS.

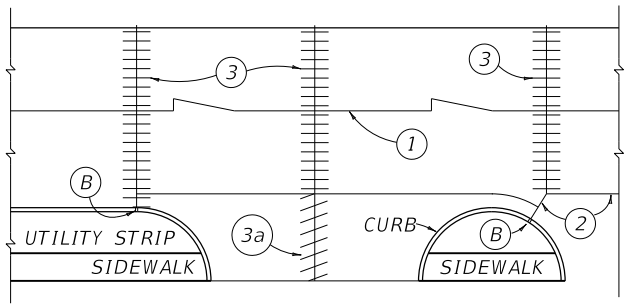
(D) NO CONTRACTION JOINTS REQUIRED BETWEEN THESE TWO CONTRACTION JOINTS WHEN DISTANCE IS LESS THAN NORMAL SPACING OF JOINTS. EQUALLY DIVIDE WHEN DISTANCE IS GREATER THAN 20' AND LESS THAN 40'.

E. ALL INTEGRAL CURBS CONSTRUCTED WITH CONCRETE BASE OR PAVEMENT SHALL HAVE JOINTS COINCIDING WITH THE TRANSVERSE JOINTS AND OTHER JOINTS SHOWN ON THIS STANDARD DRAWING.

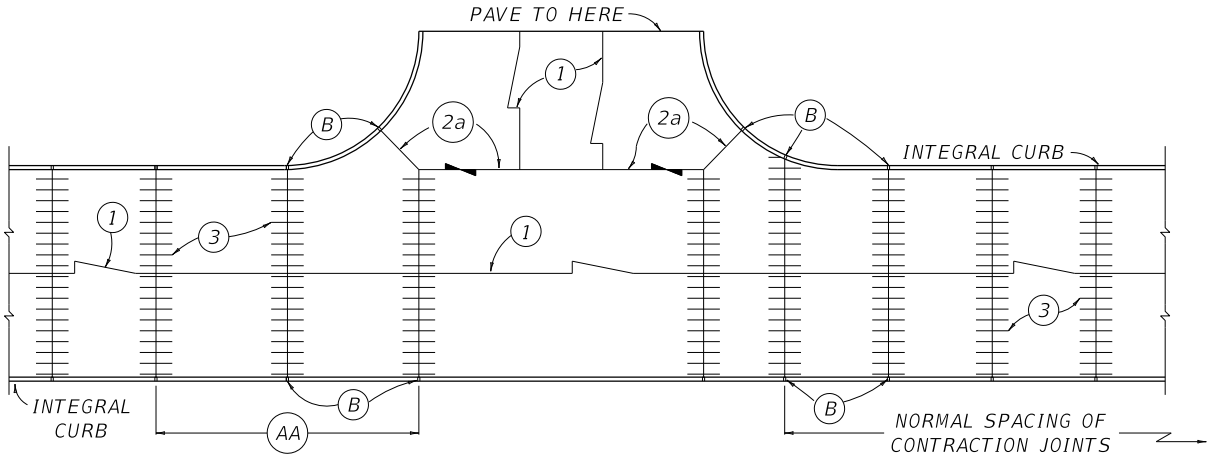
F. THE JOINTS SHALL BE FILLED WITH ½" PREMOLDED EXPANSION JOINT FILLER, CUT TO THE REQUIRED SECTION.

G. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.

(AA) THIS DISTANCE TO BE EQUALLY DIVIDED WHEN GREATER THAN 20' AND LESS THAN 40'.



COMMERCIAL ENTRANCE



CEMENT CONCRETE BASE WITH INTEGRAL CURB

USE WITH CUR. STD. DWG. RPS-010

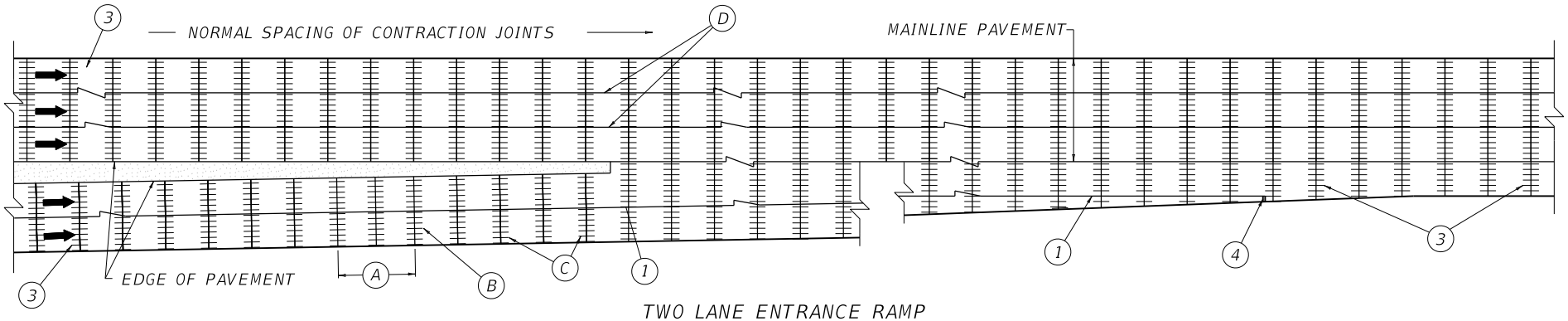
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

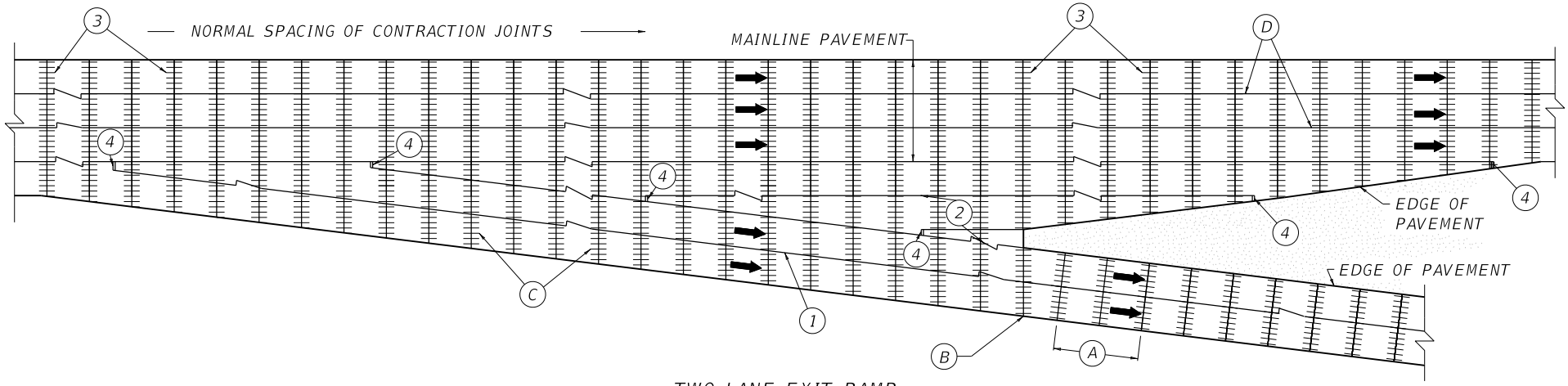
STANDARD DRAWING NO. RPS-034-07

SUBMITTED William S. Gilbert DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED STATE HIGHWAY ENGINEER 12-01-15 DATE



TWO LANE ENTRANCE RAMP



TWO LANE EXIT RAMP

~ NOTES ~

(A) ON CONSTRUCTION IF THE CONTRACTOR ELECTS TO BEGIN PAVING OPERATIONS FOR THE RAMP FROM A POINT OTHER THAN WHICH IS IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT, THIS DISTANCE SHALL BE EQUALLY DIVIDED WHEN IT BECOMES GREATER THAN 20' AND LESS THAN 40'.

(B) THIS CONTRACTION JOINT IN THE RAMP SHALL ALWAYS BE OPPOSITE THE CONTRACTION JOINT IN THE MAINLINE PAVEMENT.

(C) ALL CONTRACTION JOINTS IN THE RAMP IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT SHALL BE A CONTINUATION OF THE JOINTS IN THE MAINLINE PAVEMENT.

(D) SEE TYPICAL SECTIONS FOR SPECIFIC TYPE OF LONGITUDINAL JOINT.

E. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOL AND DETAIL.

F. NORMAL SPACING OF CONTRACTION JOINTS INDICATED ON THIS DRAWING ARE TO BE IN ACCORDANCE WITH SPACING INDICATED ON CUR. STD. DWG. RPN-015 .

USE WITH CUR. STD. DWGS.
RPN-015 RPS-010

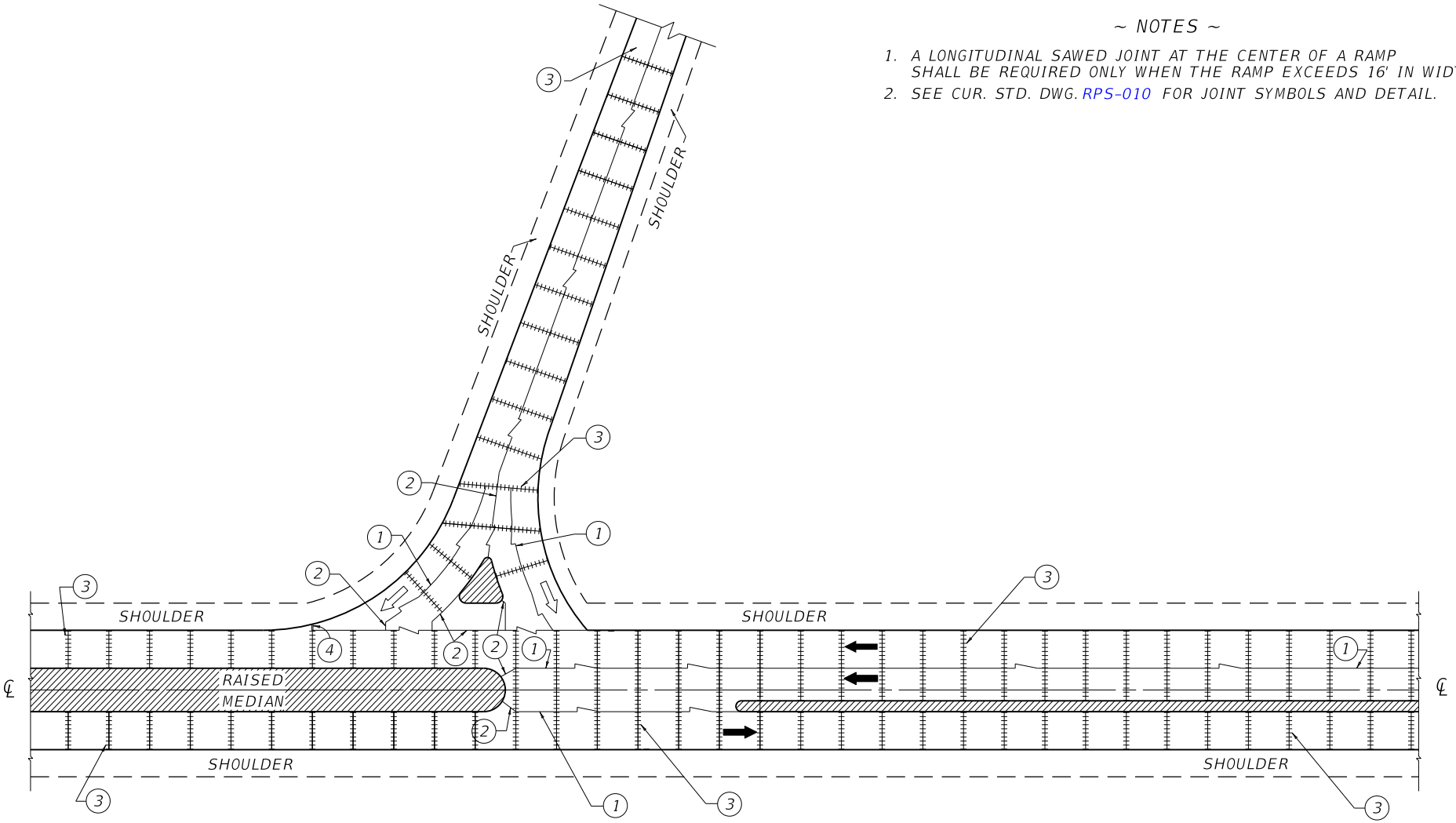
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

STANDARD DRAWING NO. RPS-035-06

SUBMITTED William S. Gilbert — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE



~ NOTES ~

1. A LONGITUDINAL SAWED JOINT AT THE CENTER OF A RAMP SHALL BE REQUIRED ONLY WHEN THE RAMP EXCEEDS 16' IN WIDTH.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAIL.

INTERCHANGE RAMP DETAIL
ENTRANCE TO MINOR TWO LANE ROAD

USE WITH CUR. STD. DWG. RPS-010

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
PAVEMENT JOINTS
TYPES AND SPACING

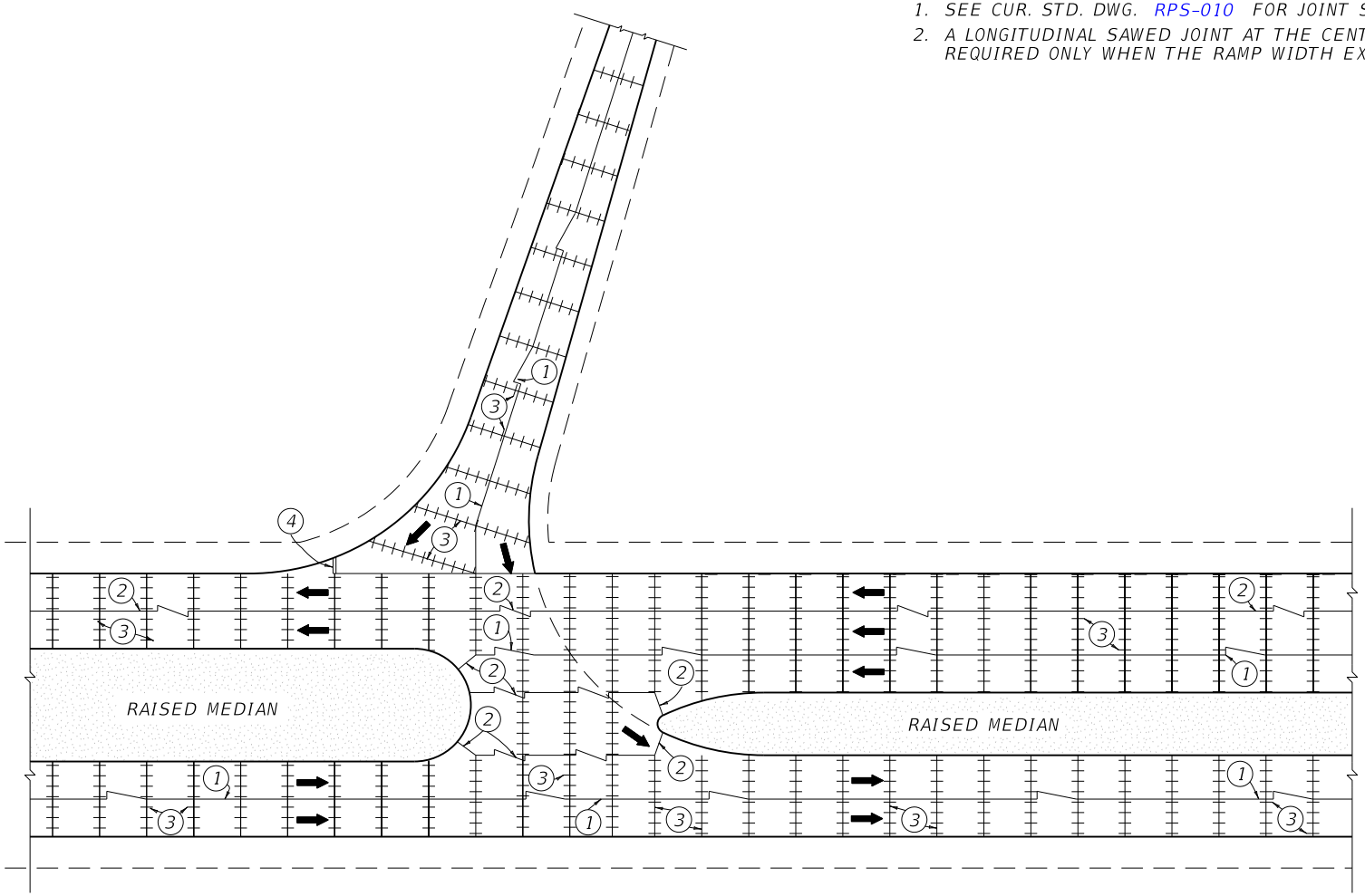
STANDARD DRAWING NO. RPS-036-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN _____ 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ 12-01-15 DATE

~ NOTES ~

1. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAIL.
2. A LONGITUDINAL SAWED JOINT AT THE CENTER OF A RAMP SHALL BE REQUIRED ONLY WHEN THE RAMP WIDTH EXCEEDS 16'.



INTERCHANGE RAMP DETAIL
ENTRANCE TO MINOR FOUR LANE ROAD

USE WITH CUR. STD. DWG. RPS-010

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
PAVEMENT JOINTS
TYPES AND SPACING

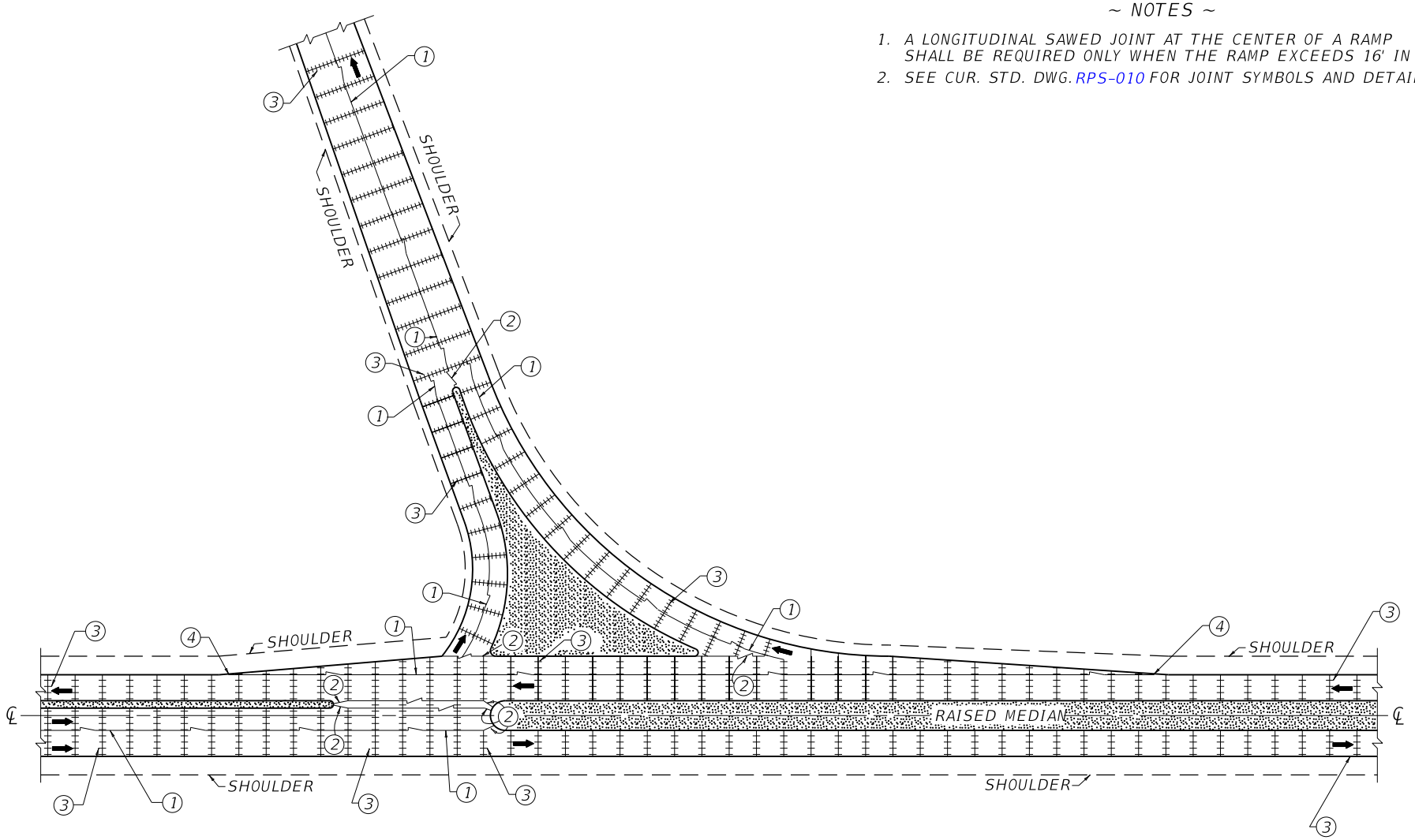
STANDARD DRAWING NO. RPS-037-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE

~ NOTES ~

1. A LONGITUDINAL SAWED JOINT AT THE CENTER OF A RAMP SHALL BE REQUIRED ONLY WHEN THE RAMP EXCEEDS 16' IN WIDTH.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAIL.



INTERCHANGE RAMP DETAIL
EXIT FROM MINOR TWO LANE ROAD

USE WITH CUR. STD. DWG. RPS-010

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
PAVEMENT JOINTS
TYPES AND SPACING

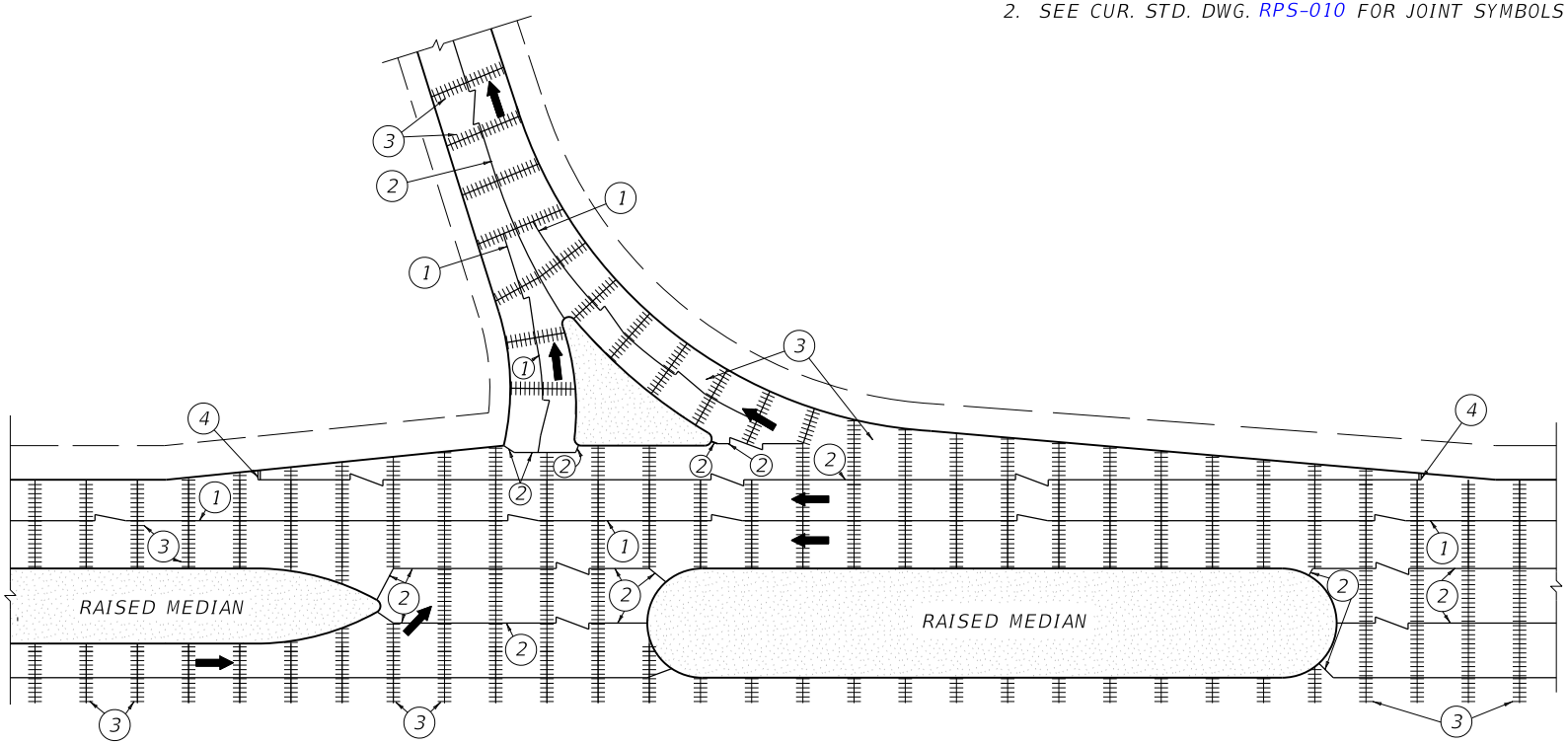
STANDARD DRAWING NO. RPS-038-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN _____ 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ 12-01-15 DATE

~ NOTES ~

1. A LONGITUDINAL SAWED JOINT AT THE CENTER OF A RAMP SHALL BE REQUIRED ONLY WHEN THE RAMP EXCEEDS 16' IN WIDTH.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAIL.



INTERCHANGE RAMP DETAIL
EXIT FROM MINOR FOUR LANE ROAD

USE WITH CUR. STD. DWG. RPS-010

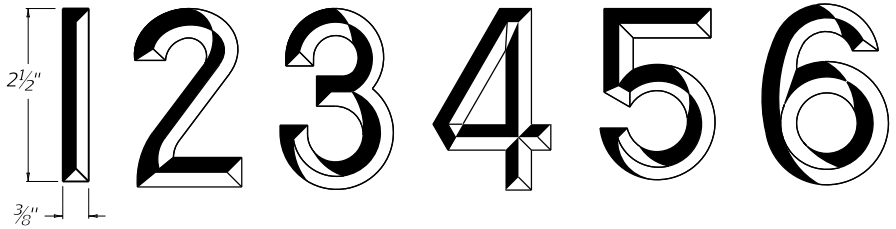
KENTUCKY
DEPARTMENT OF HIGHWAYS

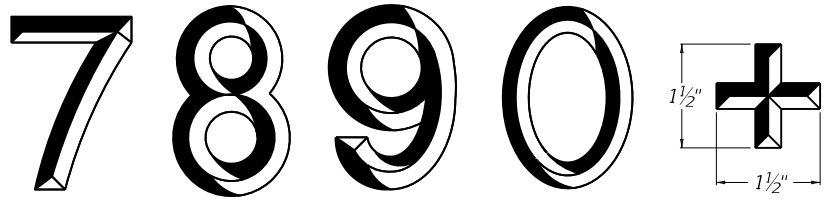
CONCRETE
PAVEMENT JOINTS
TYPES AND SPACING

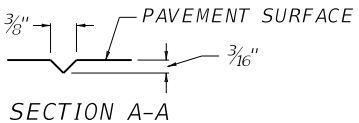
STANDARD DRAWING NO. RPS-039-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN _____ 12-01-15 DATE

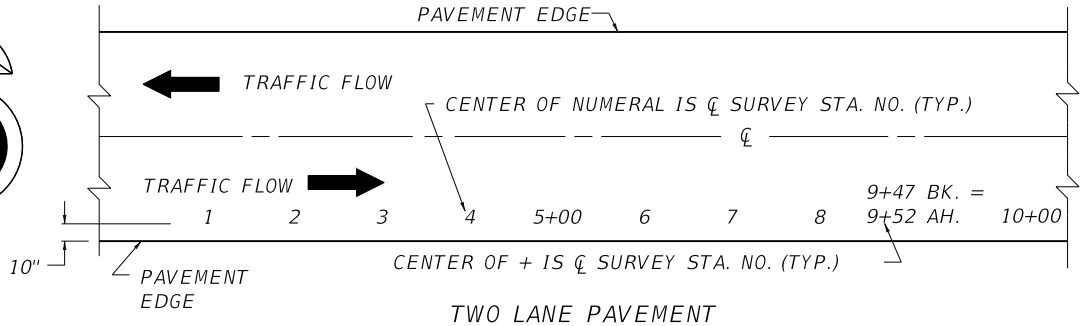
APPROVED _____ STATE HIGHWAY ENGINEER _____ 12-01-15 DATE



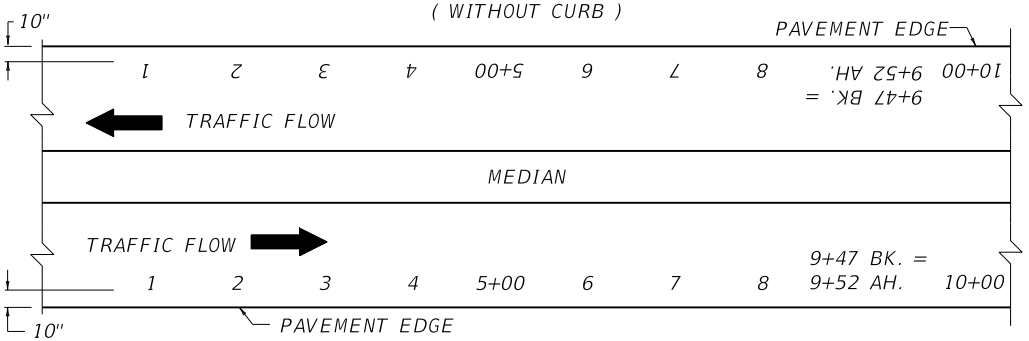




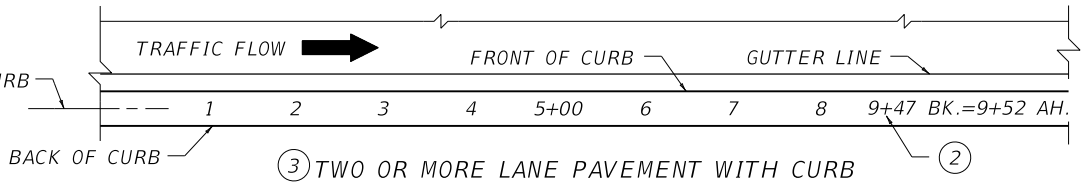
SECTION A-A



TWO LANE PAVEMENT
(WITHOUT CURB)



MULTI-LANE (4-6 ETC.) DIVIDED PAVEMENT
(WITHOUT CURB)



(3) TWO OR MORE LANE PAVEMENT WITH CURB

~ NOTES ~

1. THE MARKING SHALL BE ACCOMPLISHED BY THE USE OF RAISED LETTERS IMPRESSED IN THE CONCRETE. THE SIZE, STYLE, PROPORTION, AND OTHER DETAILS SHALL BE AS INDICATED ON THIS SHEET.

(2) EQUATIONS SHALL BE SHOWN IN FULL. WHERE AN EQUATION FALLS WITHIN 50' OF A STATION MARKING, THE STATION MARKING SHALL BE ELIMINATED AND THE EQUATION SHOWN IN A STRAIGHT LINE WITH THE + MARK OF THE BACK STATION BEING THE ℄ SURVEY STATION NUMBER.

4. THE PAVEMENT SHALL BE MARKED BEFORE THE CONCRETE HAS TAKEN ITS INITIAL SET, AND ALL DISPLACED AGGREGATE REMOVED SO THAT THE PAVEMENT SURFACE IS LEFT IN A SMOOTH CONDITION WITH LETTERS FULLY AND NEATLY FORMED.

5. THE UNIT PRICE BID PER SQ. YD. FOR CONCRETE PAVEMENT SHALL INCLUDE PAYMENT IN FULL FOR ALL LABOR, MATERIALS, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

TWO LANE PAVEMENTS

6. STATION NUMBERS AND EQUATIONS SHALL BE MARKED ALONG THE RIGHT EDGE OF PAVEMENT IN THE DIRECTION OF SURVEY IN SUCH A POSITION AS TO BE READ RIGHT SIDE UP FROM THE DRIVER'S SEAT OF A CAR TRAVELING ON THE SHOULDER.

MULTI-LANE (4-6 ETC.) DIVIDED PAVEMENTS

7. STATION NUMBERS AND EQUATIONS SHALL BE MARKED ALONG THE OUTSIDE EDGES OF BOTH LANES IN SUCH A POSITION AS TO BE READ RIGHT SIDE UP FROM THE DRIVER'S SEAT OF A CAR TRAVELING ON THE SHOULDER OF EACH TWO LANE COMPONENT.

RAMPS

8. STATION NUMBERS AND EQUATIONS SHALL BE MARKED ON THE RIGHT SIDE OF THE PAVEMENT EDGE IN THE DIRECTION OF THE FLOW OF TRAFFIC SUCH THAT THEY CAN BE READ RIGHT SIDE UP FROM THE DRIVER'S SEAT OF A CAR TRAVELING ON THE RIGHT SHOULDER.

(3) ON TWO LANE ROADWAYS WHEN CURB IS TO BE CONSTRUCTED ON THE OUTSIDE EDGE OF THE TRAVELING LANES, THE STATION MARKING SHALL BE PLACED IN THE CURB ON THE RIGHT SIDE ONLY, IN THE DIRECTION OF SURVEY.

ON DIVIDED HIGHWAYS, WHEN CURBS ARE TO BE PLACED ON OUTSIDE EDGE OF EACH LANE OF TRAFFIC, THE STATION MARKINGS SHALL BE PLACED ON EACH OUTSIDE CURB. SEE DETAIL FOR PROPER LOCATION.

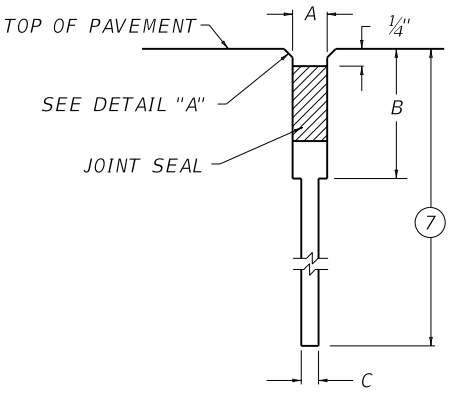
KENTUCKY
DEPARTMENT OF HIGHWAYS

STATION MARKINGS CONCRETE PAVEMENT

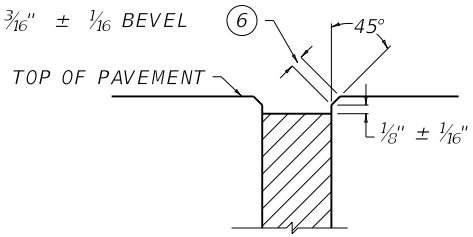
STANDARD DRAWING NO. RPX-001-04

SUBMITTED William S. Hall — DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED — STATE HIGHWAY ENGINEER — 12-01-15 DATE



JOINT SHAPE FOR
TRANSVERSE SAWED CONTRACTION JOINT



DETAIL "A"

JOINT SPACING	DIMENSIONS			SEAL WIDTH UNCOMPRESSED
	A	B	C	
15'-0"	3/8"	2"	1/8" TO 3/8"	11/16"
25'-0"	1/2"	2"	1/8" TO 1/2"	1"
50'-0"	5/8"	2"	1/8" TO 5/8"	1 1/4"

~ NOTES ~

1. PAYMENT FOR ALL WORK SHALL BE INCIDENTAL TO THE UNIT PRICE BID PER SQ. YD. OF PAVEMENT.
2. TOLERANCES ON ALL JOINT WIDTH DIMENSIONS PLUS OR MINUS 1/2".
3. INSTALLATION OF PREFORMED POLYCHLOROPRENE SEALS (NEOPRENE) SHALL BE IN ACCORDANCE WITH SECTION 501.03.18 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION, EXCEPT TRANSVERSE EXPANSION JOINTS SHALL RECEIVE PREFORMED SEALS IN ACCORDANCE WITH THIS DRAWING.

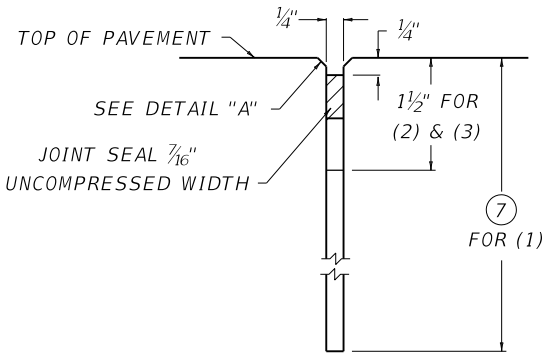
(4) THE REMAINING JOINT SHALL BE IN ACCORDANCE WITH CUR. STD. DWGS. RPS-010 AND RPS-020

(5) ALL LONGITUDINAL AND TRANSVERSE SAWED CONSTRUCTION JOINTS SHALL BE CUT TO THE DEPTH SHOWN AND SHALL BE SEALED WITH HOT POURED ELASTIC JOINT SEAL.

(6) THESE EDGES SHALL BE BEVELED USING A CUTTING OR GRINDING DEVICE.

(7) JOINT DEPTH IS T/3 OR 4", WHICHEVER IS LESS.

T = PAVEMENT THICKNESS

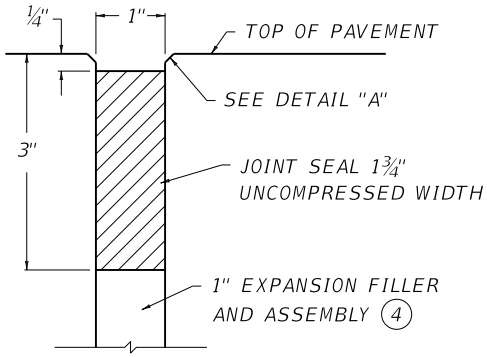


JOINT SHAPE FOR

(1) LONGITUDINAL SAWED JOINT (TIED)

(2) LONGITUDINAL SAWED CONSTRUCTION JOINT (TIED) (5)

(3) TRANSVERSE SAWED CONSTRUCTION JOINT (TIED) (5)



JOINT SHAPE FOR
TRANSVERSE EXPANSION JOINT

USE WITH CUR. STD. DWGS.
RPS-010 RPS-020

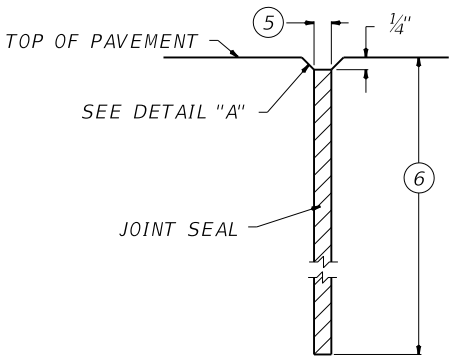
KENTUCKY
DEPARTMENT OF HIGHWAYS

PREFORMED COMPRESSION JOINT SEAL FOR CONCRETE PAVEMENT

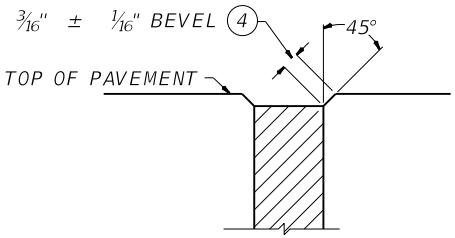
STANDARD DRAWING NO. RPX-010-05

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



JOINT SHAPE FOR
TRANSVERSE SAWED CONTRACTION JOINT

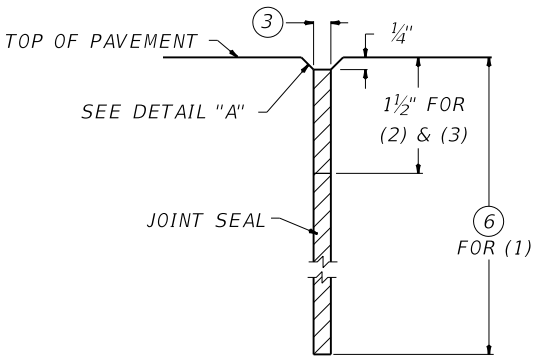


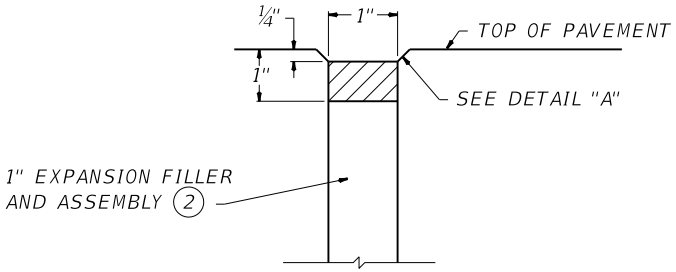
DETAIL "A"

~ NOTES ~

1. PAYMENT FOR ALL WORK SHALL BE INCIDENTAL TO THE UNIT PRICE BID PER SQ. YD. OF PAVEMENT.
2. THE REMAINING JOINT SHALL BE IN ACCORDANCE WITH CUR. STD. DWGS. RPS-010 AND RPS-020
3. ALL LONGITUDINAL AND TRANSVERSE SAWED JOINTS SHALL BE CUT TO THE DEPTH SHOWN AND SHALL BE SEALED WITH HOT POURED ELASTIC JOINT SEAL.
4. THESE EDGES SHALL BE BEVELED USING A CUTTING OR GRINDING DEVICE .
5. 1/8" MIN. - 1/4" MAX.
6. JOINT DEPTH IS T/3 OR 4", WHICHEVER IS LESS.

   T = PAVEMENT THICKNESS





JOINT SHAPE FOR
TRANSVERSE EXPANSION JOINT

(1) LONGITUDINAL SAWED JOINT (TIED)

(2) LONGITUDINAL SAWED CONSTRUCTION JOINT (TIED)

(3) TRANSVERSE SAWED CONSTRUCTION JOINT (TIED)

USE WITH CUR. STD. DWGS.
RPS-010 RPS-020

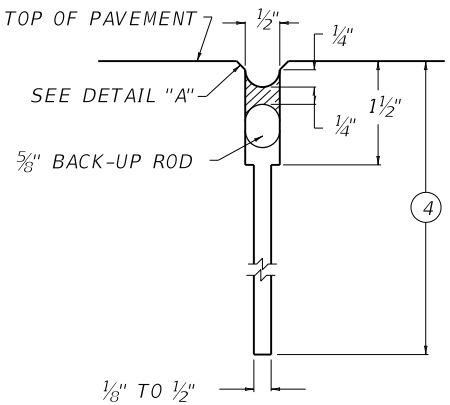
KENTUCKY
DEPARTMENT OF HIGHWAYS

HOT-POURED ELASTIC JOINT SEALS FOR CONCRETE PAVEMENT

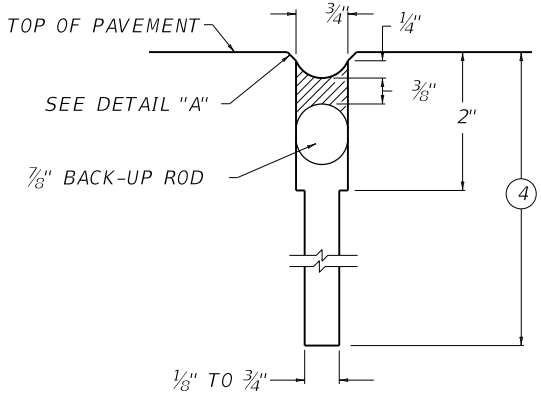
STANDARD DRAWING NO. RPX-015-04

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



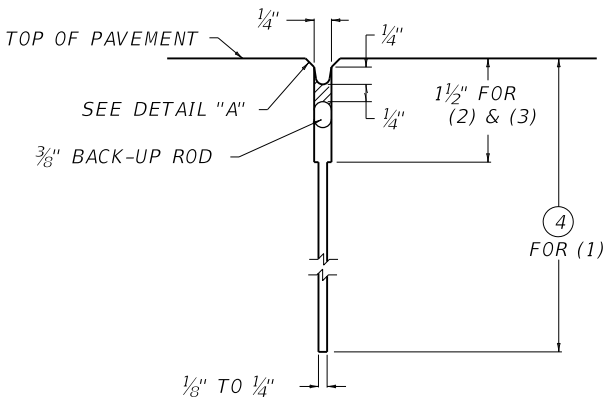
JOINT SHAPE FOR
TRANSVERSE SAWED CONTRACTION JOINT
(WHEN SLAB LENGTH DOES NOT EXCEED 25'-0")



JOINT SHAPE FOR
TRANSVERSE SAWED CONTRACTION JOINT
(WHEN SLAB LENGTH EXCEEDS 25'-0")

~ NOTES ~

1. PAYMENT FOR WORK SHALL BE INCIDENTAL TO THE UNIT PRICE PER SQ. YD. OF PAVEMENT.
2. THE REMAINING JOINT SHALL BE IN ACCORDANCE WITH CUR. STD. DWGS. RPS-020 AND RPS-010
3. THESE EDGES SHALL BE BEVELED USING A CUTTING OR GRINDING DEVICE.
   JOINT TOLERANCES : SAW CUT DEPTH -0" TO + ½"
   SAW CUT WIDTH -0" TO + 1/16"
   SEAL BEAD THICKNESS -0" TO + ⅛"
4. JOINT DEPTH IS T/3 OR 4", WHICHEVER IS LESS.
   T = PAVEMENT THICKNESS.

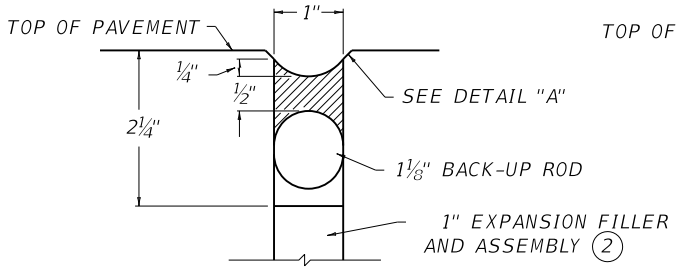


JOINT SHAPE FOR

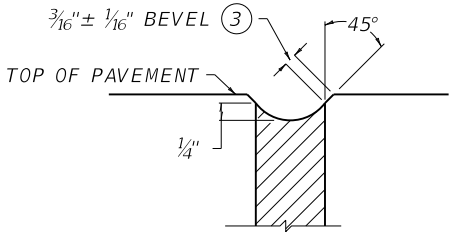
(1) LONGITUDINAL SAWED JOINT (TIED)

(2) LONGITUDINAL SAWED CONSTRUCTION JOINT (TIED)

(3) TRANSVERSE SAWED CONSTRUCTION JOINT (TIED)



JOINT SHAPE FOR
TRANSVERSE EXPANSION JOINT



DETAIL "A"

USE WITH CUR. STD. DWGS.
RPS-010 RPS-020

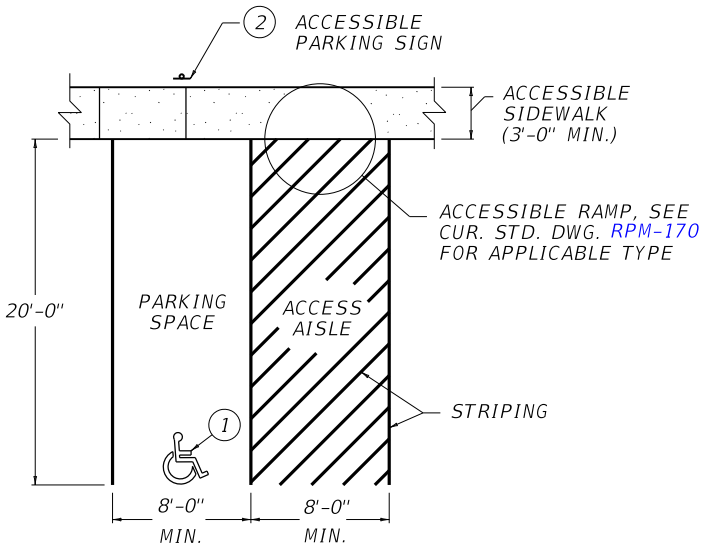
KENTUCKY
DEPARTMENT OF HIGHWAYS

SILICONE RUBBER SEALS FOR CONCRETE PAVEMENT

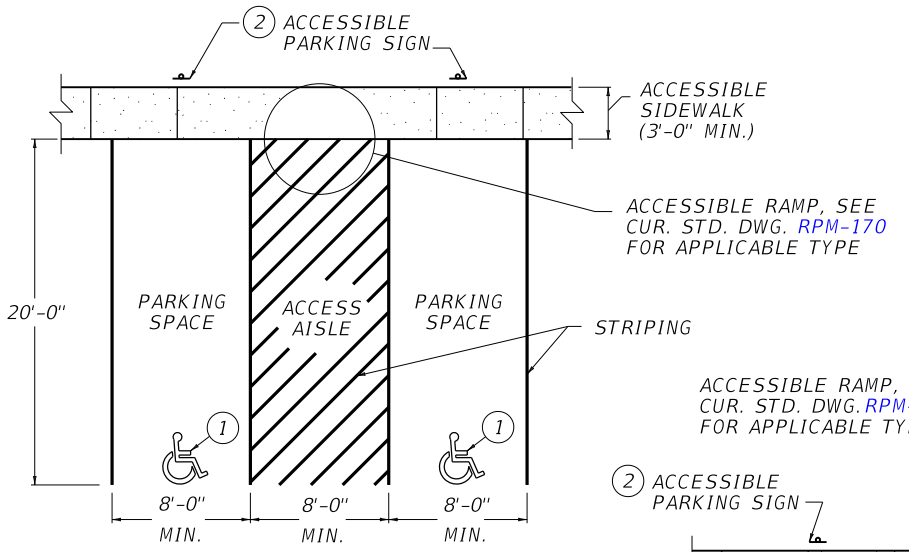
STANDARD DRAWING NO. RPX-020-06

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN 12-01-15 DATE

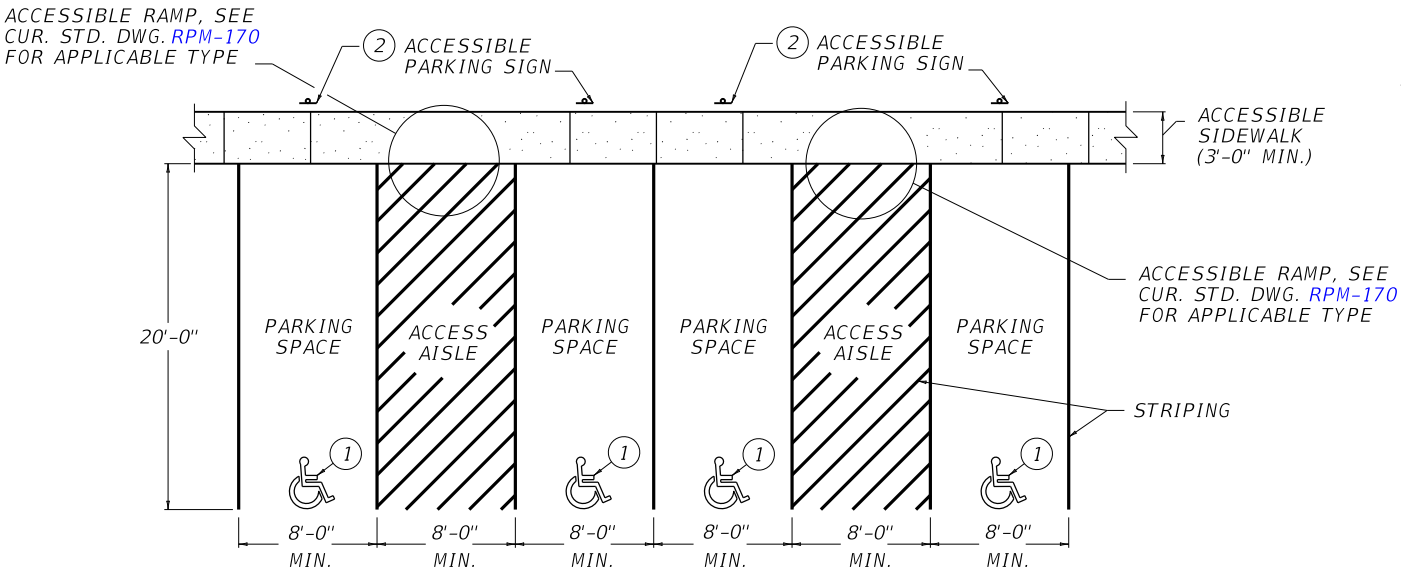
APPROVED _____ STATE HIGHWAY ENGINEER 12-01-15 DATE



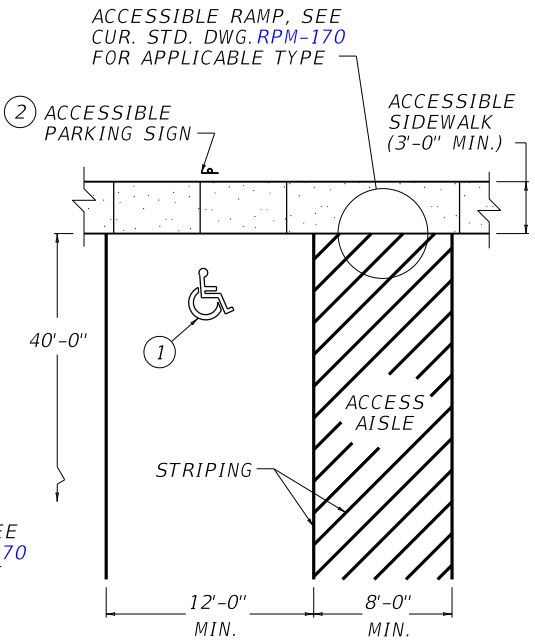
PLAN VIEW OF ONE ACCESSIBLE PARKING SPACE



PLAN VIEW OF TWO ACCESSIBLE PARKING SPACES



PLAN VIEW OF MULTIPLE ACCESSIBLE PARKING SPACES



PLAN VIEW OF BUS ACCESSIBLE PARKING SPACE

~ NOTES ~

(1) INTERNATIONAL SYMBOL OF ACCESSIBILITY.
(2) INTERNATIONAL SYMBOL OF ACCESSIBILITY WITH "VAN ACCESSIBLE" SIGN MOUNTED BELOW.
3. SEE ELSEWHERE IN THE PLANS FOR APPLICABLE ACCESSIBLE SIGNING DETAILS.
4. SEE ELSEWHERE IN THE PLANS FOR STRIPING DETAILS.

USE WITH CUR. STD. DWG. RPM-170

KENTUCKY DEPARTMENT OF HIGHWAYS

ACCESSIBLE PARKING SPACE DETAILS

STANDARD DRAWING NO. RPX-100-03

SUBMITTED _____ DIRECTOR, DIVISION OF DESIGN — 12-01-15 DATE

APPROVED _____ STATE HIGHWAY ENGINEER — 12-01-15 DATE