



# GENERAL NOTES

**BRIDGE HANDRAIL REPAIR:** Repair vehicular impacted bridge handrail as detailed in the plans. All materials including structural steel, labor, and painting shall be incidental to the unit price "LF" for BRIDGE HANDRAIL REPAIR. Contractor shall replace all connections with new bolts utilizing the existing bolt diameter size and hole patterns and verify all dimensions in the field.

**STEEL CURB FASCIA STRINGER:** As noted in the plans, replace all steel curb fascia stringers and angles (upstream and downstream side) on the deck rehabilitated spans 1-21, 27 & 30 only. All stringer lengths, bolt hole patterns, and bolt diameters shall be measured in the field by the contractor. All stringer splice plates shall be replaced in-kind. All materials and labor shall be incidental to the Lump Sum bid for structural steel. Handrail and Posts shall remain attached to the bridge during the deck rehabilitation.

**CLEAN AND PAINT STRUCTURAL STEEL:** Clean and paint all new structural steel in accordance with Section 607.03.23 of the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction (current edition) with the exception that all coats of the paint system shall be shop applied. All necessary repairs/touch-up shall be performed in the field to the Engineer's satisfaction. The finished coat of the paint system shall be blue in color and match the existing color of the bridge. All materials and labor for painting shall be incidental to lump sum bid for structural steel.

**STRINGER WEB STEEL RETROFIT:** Include in the bid item all work, labor and materials to construct the retrofit detail as specified in the plans. This work includes but not limited to:

- A.) Cleaning Area
- B.) Removing existing plates, rivets, and bolts if applicable
- C.) Retrofitting all structural steel as detailed
- D.) Painting new steel

**UTILITIES NOTE:** The contractor is to use extreme caution during the proposed work due to existing fiber optic and utility conduit on the bridge. Care should be taken not to damage any and all conduit. Any damage shall be repaired at the contractor's expense. See General Note for SALVAGE AND REINSTALL CONDUIT.

**GRADE ELEVATIONS:** The contractor is responsible for matching the grade and cross slope of the existing deck and sidewalk and for providing a smooth driving surface. The proposed dimensions are based on the existing plans. Any height adjustments necessary are to be made in the haunch over girders and the depth of curb while maintaining the proposed plan deck slab thickness between girders and the thickness of the proposed sidewalk. The contractor is to field measure all dimensions necessary to complete the work prior to ordering any materials.

**DAMAGE TO THE STRUCTURE:** The Contractor is responsible for any and all damage to the structure during construction. After completion of all operations, the structure and structure site shall be left in a condition that is in accordance to section 104.05 of the Standard Specifications.

**VERIFYING FIELD CONDITIONS:** The Contractor shall field verify all dimensions for bolt patterns, plate locations, stringer locations, stringer lengths and all structural steel including the bridge handrail before ordering materials. New material that is unsuitable because of variations in the existing structure shall be replaced at the Contractor's expense.

**JOINT SEALING:** The Contractor is required to reseal joints as noted in the plans. Armored edges shall remain in place. Include all costs in the unit price bid for Joint Sealing L.F. See Special Note for Resealing Expansion Dams.

**CONCRETE CURB REPAIR:** The contractor shall patch the upstream and downstream curb in accordance with the special note. Patching shall be on the non-rehabilitated spans in areas where spalling and delamination have occurred but not the entire length of span.

**SPECIFICATIONS:** References to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction including any current Supplemental Specifications. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges, with interims.

**BEVELED EDGES:** Bevel all exposed edges  $\frac{3}{4}$ ", unless otherwise noted.

**DIMENSIONS:** Dimensions are for a normal temperature of 60 degrees Fahrenheit. Layout dimensions are horizontal dimensions.

**HIGH STRENGTH BOLTED CONNECTIONS:** Ensure all bolted connections are ASTM A325 high strength bolts, nuts and washers, for Class 50, match existing rivet size, unless otherwise specified on the plans. Diameter of open holes to fit new bolts. Furnish Type I bolts as described in AASHTO M164. Install all high strength bolted field connections using 'direct tension indicators' (DTI's) in accordance with the Standard Specifications and ASTM F959. Install DTI's under the bolt head with bumps facing the underside of the bolt head. Place a hardened washer under the nut and tension connection from the nut side. All connections will be bolted regardless of existing method of attachment.

**STRUCTURAL STEEL MATERIALS:** Use steel materials conforming to the following ASTM Specifications.

ASTM	MATERIAL
A709	Gr. 50 Structural Steel Plates and Shapes
A325	High Strength Bolts, Nuts, and Washers

**SALVAGE AND REINSTALL CONDUIT:** Salvage the existing conduit, connection, and hanger system for bridge lighting under the sidewalk overhang. The conduit may lay and rest on existing knee braces and floor beams during reconstruction of the deck; some temporary support may be required. Take care not to damage the conduit or hangers during construction, any damage due to the contractor must be replaced at no cost to the Department. Provide and install inserts to accept existing hangers and hardware in the proposed slab at the existing hanger locations. The Contractor is to allow for new all-thread rods, nuts, and washers to replace any existing hardware that cannot be reused at each location with this bid item. Reinstall conduit and hangers once construction of the deck slab, curb, and sidewalk is complete. Include all work for this item in the bid for Salvage and Reinstall Conduit per linear feet.

**DESIGN LOAD AND METHOD:** This proposed slab is designed for HS25 live load or alternate military loading, whichever produces the greater stress. The HS25 live load is arrived at by increasing the standard HS20-44 truck and lane loads as specified in the AASHTO Specifications by 25%. All reinforced concrete members are designed by the load factor method as specified in the current AASHTO Specifications. The existing bridge, truss and floor system throughout was designed for an H20 loading.

**REINFORCEMENT:** Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Spacing of bars is from center to center of bars. Clear distance to face of concrete is 2", unless otherwise noted. Epoxy coat bars designated by suffix (e) in accordance with Section 811.10 of the Standard Specifications. Use stirrup bend diameters for bars designated by suffix (s) in a Bill of Reinforcement.

**DEBRIS CLEANING:** The contractor shall remove debris from the Abutment Bridge Seats and Piers A, B, C, D and E in accordance with the special note. All materials and labor required to clean, power wash and grease the bearings at each abutment shall be incidental to the unit price Lump Sum for DEBRIS CLEANING.

The following abbreviations may have been used in the preparation of these plans:

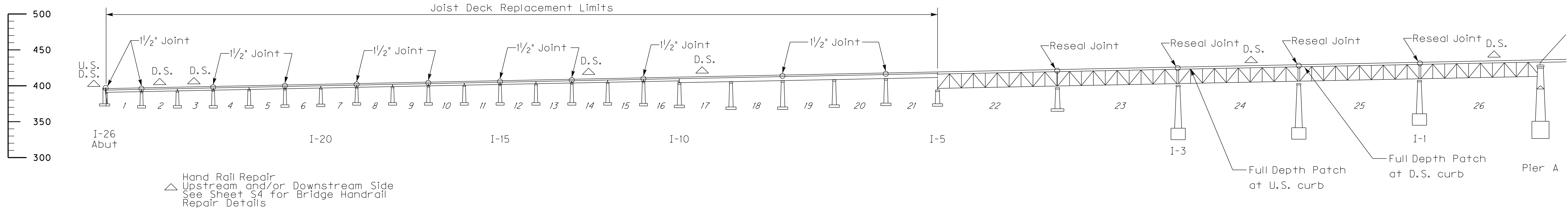
bet.	Between
b. f.	Back Face
BOF	Bottom of Footing
bot.	Bottom
Brg.	Bearing
C to C	Center to Center
c. e.	Current Edition
C. Y.	Cubic Yard
Chd.	Chord
CL	Center Line
Cl.	Clear
Conc.	Concrete
Cu.	Cubic
DS	Downstream
Dwg.	Drawing
e. f.	Each Face
El.	Elevation
eq.	Equal
Est.	Estimate
Ext.	Exterior
F to F	Face to Face
f. f.	Front Face
f. s.	Far Side
fr.	Front
ft.	Feet
I. D.	Inside Diameter
in.	Inch
Int.	Interior
L	Left
LBS	Low Bridge Seat
LBS.	Pounds
M	Meter
MPH	Miles per Hour
n. s.	Near Side
O. D.	Outside Diameter
Opp.	Opposite
PC	Point of Curve
Perp.	Perpendicular
PI	Point of Intersection
PP	Panel Point
PPC	Precast Prestressed Concrete
PPCDU	Precast Prestressed Concrete Deck Unit
PSI	Pounds per Square Inch
PT	Point of Tangent
R	Radius
R	Right
RCBC	Reinforced Concrete Box Culvert
RCDG	Reinforced Concrete Deck Girder
Req'd.	Required
RR	Railroad
Shld	Shoulder
spa.	Spaces
Sta.	Station
Std.	Standard
Str.	Straight
Tan	Tangent
Thru	Through
TOF	Top of Footing
Tot.	Total
Typ.	Typical
US	Upstream
Vert.	Vertical
W. P.	Working Point
Yd.	Yard
U. S.	Upstream
D. S.	Downstream

Federal Project No. KBD 0101 (039)	
Structure ID No. 030B00118N	
REVISION	
DATE	
DATE: April 2011	CHECKED BY
DESIGNED BY: J. Rogers	K.M. Sandefur
DETAILED BY: E. Downey	J. Rogers
<b>Commonwealth of Kentucky</b> <b>DEPARTMENT OF HIGHWAYS</b>	
COUNTY <b>DAVISS</b>	
ROUTE Ky 2155	CROSSING Ohio River
<b>GENERAL NOTES</b>	
PREPARED BY	
<b>Division of</b> <b>Structural Design</b>	
SHEET NO. <b>S2</b>	
DRAWING NO. <b>26696</b>	

<b>ITEM NUMBER</b>
<b>2-224.00</b>

E-SHEET NAME: DATE: 21-APR-2011 USERNAME: Earl W. Downey FILE NAME: N:\BRIDGES\Glover\Carry\26696.dgn

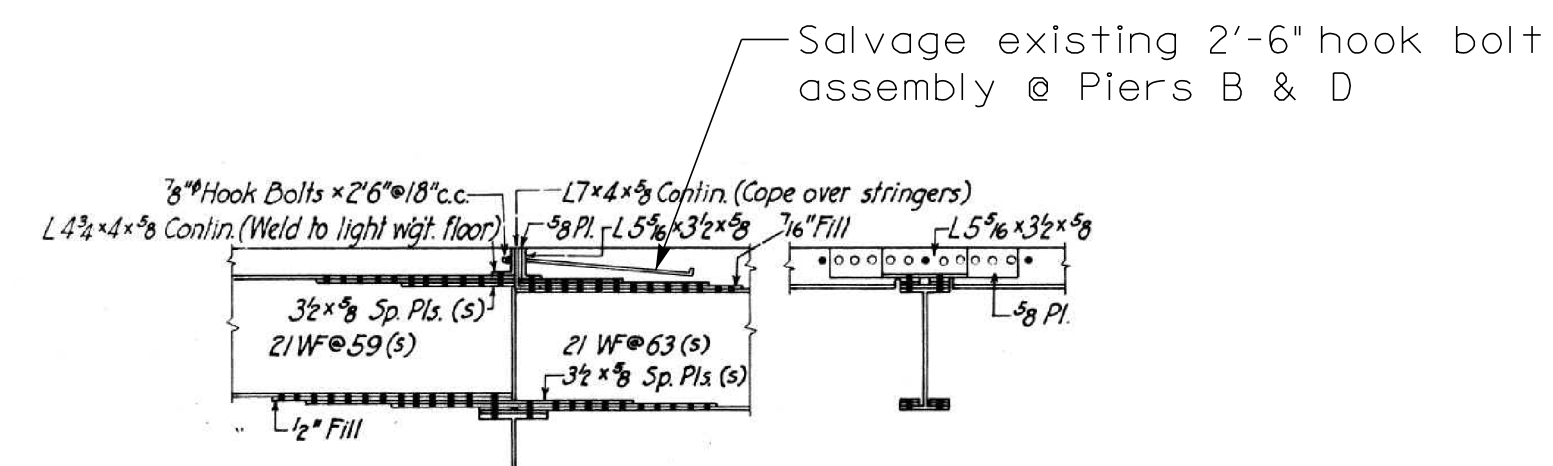
◀ To Spencer County, Indiana



△ Hand Rail Repair  
Upstream and/or Downstream Side  
See Sheet S4 for Bridge Handrail  
Repair Details

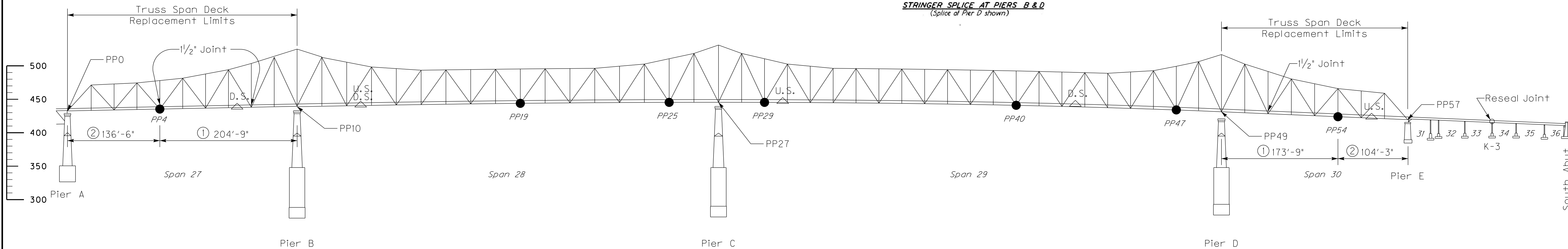
● Stringer Web Retrofit  
See Sheet S10 for Stringer  
Web Repair Details

NOTE:  
The joist spans may be removed and replaced in any sequence.



STRINGER SPLICE AT PIERS B & D  
(Splice at Pier D shown)

To Owensboro, KY ▶



NOTE:  
For each truss span, remove and completely replace each numbered section in the sequence shown prior to continuing with the next section in sequence and before continuing with work in the next span. Complete all work in a given span prior to beginning work in the remaining span.

The Deck Replacement Sequence noted above may not be modified unless the contractor submits for the written approval of the Engineer, drawings, plans, details, and calculations performed by a Professional Engineer licensed in the Commonwealth of Kentucky showing that uplift forces at Piers A and E and any other construction concerns occurring as a result of the modified Replacement Sequence have been addressed.

NOTE:  
The contractor shall use care in removing the existing deck adjacent to the existing finger dams, joints, and sliding plates at Piers A, E, and I-5. Any damage caused by the deck removal is to be replaced at the contractor's expense. The existing hardware for these locations is to be reused. Temporary support may be required.

Pier Patching

Substr.	Side
Pier I-1	East Side
Pier I-8	West Side
Pier I-10	East Side
Pier I-13	East Side
Pier I-15	East Side
Pier I-23	West Side
Abut I-26	South Face

Concrete Curb Patching

Span	Curb Side
Span 28	U.S./D.S. Curb
Span 29	U.S./D.S. Curb
Span 31	D.S. Curb

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**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**

COUNTY  
**DAVISS**

ROUTE CROSSING  
**Ky 2155 Ohio River**

**LAYOUT**

PREPARED BY  
**Division of Structural Design**

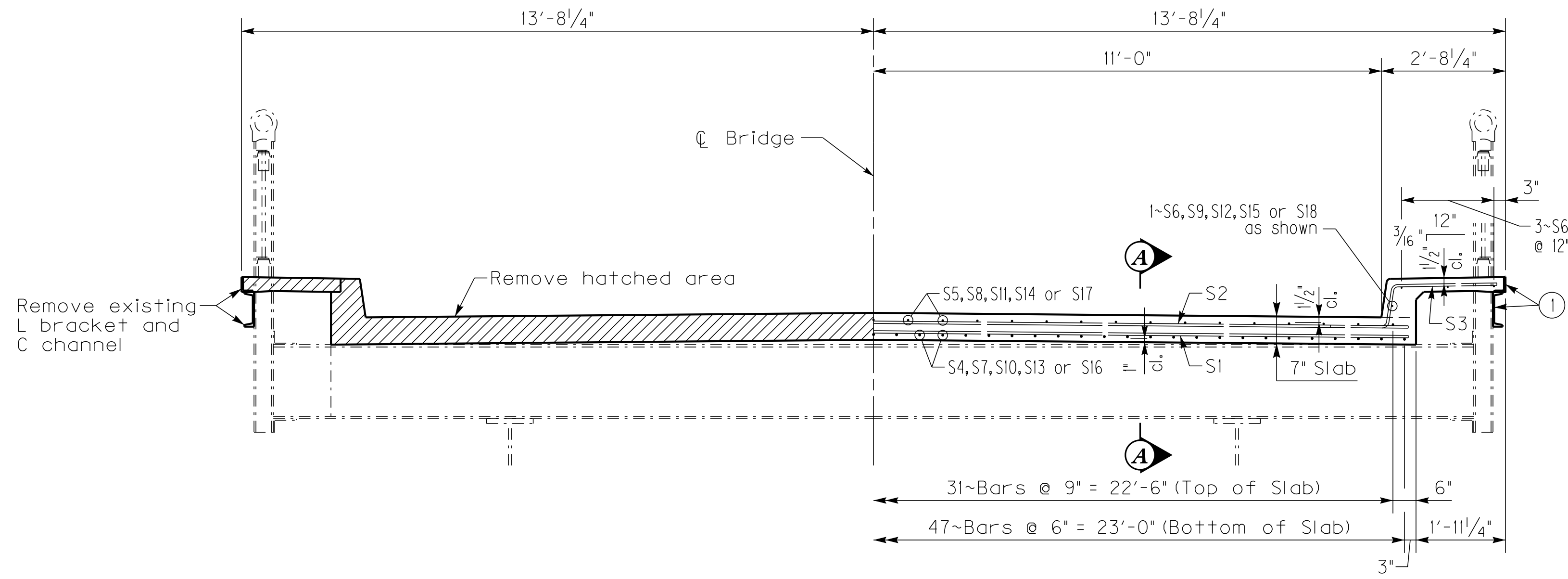
ITEM NUMBER  
**2-224.00**

SHEET NO.  
**S3**

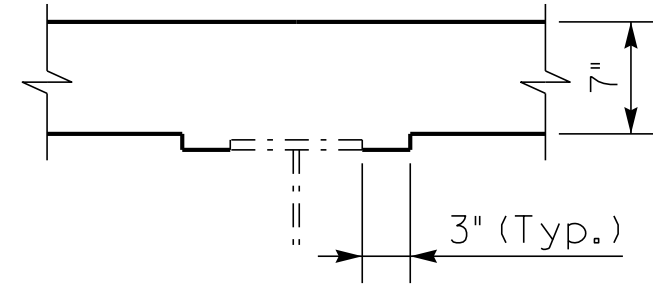
DRAWING NO.  
**26696**

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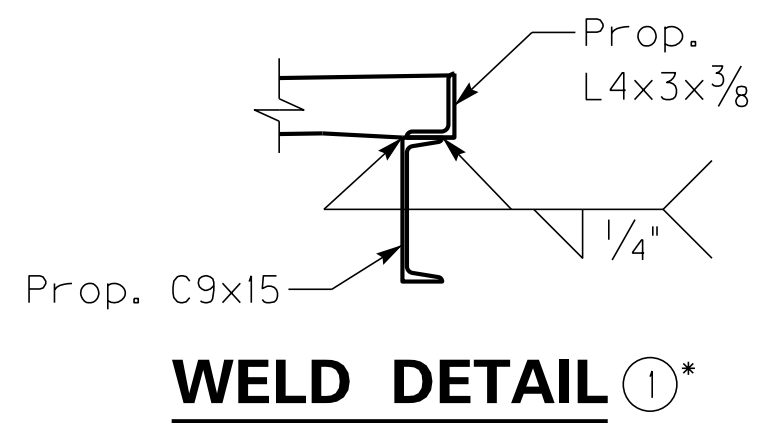
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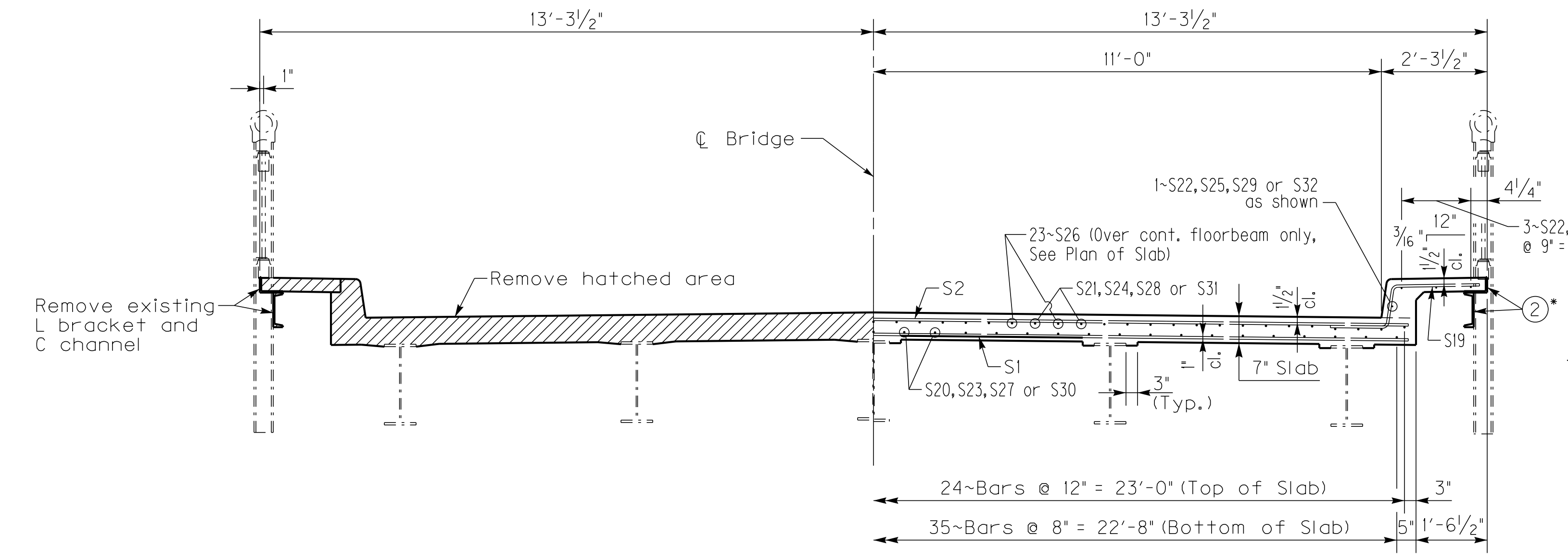
**TYPICAL SECTION**  
~Joist Span Replacement~



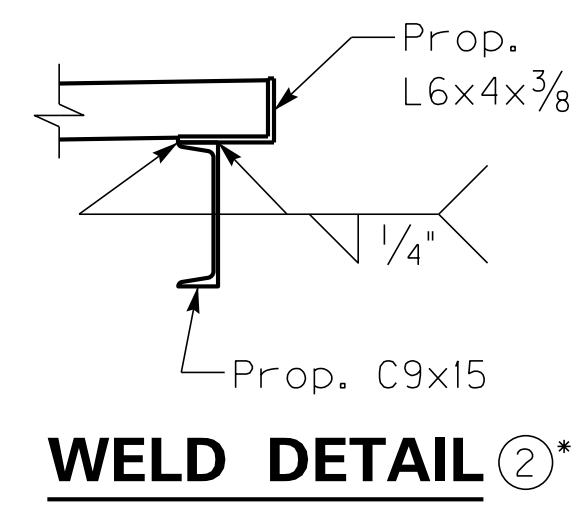
**SECTION A-A**



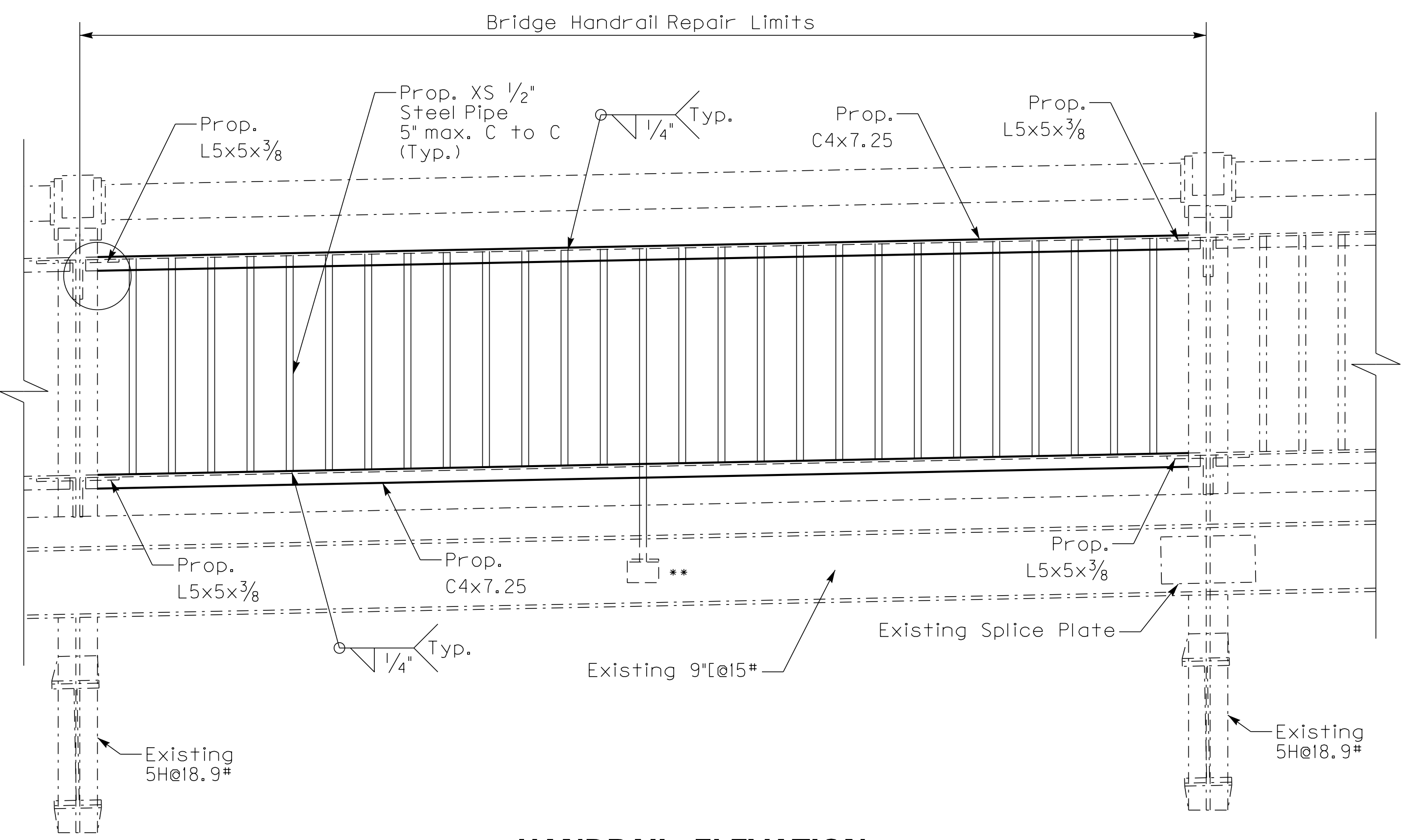
**WELD DETAIL ①\***



**TYPICAL SECTION**  
~Truss Approach Span Replacement~



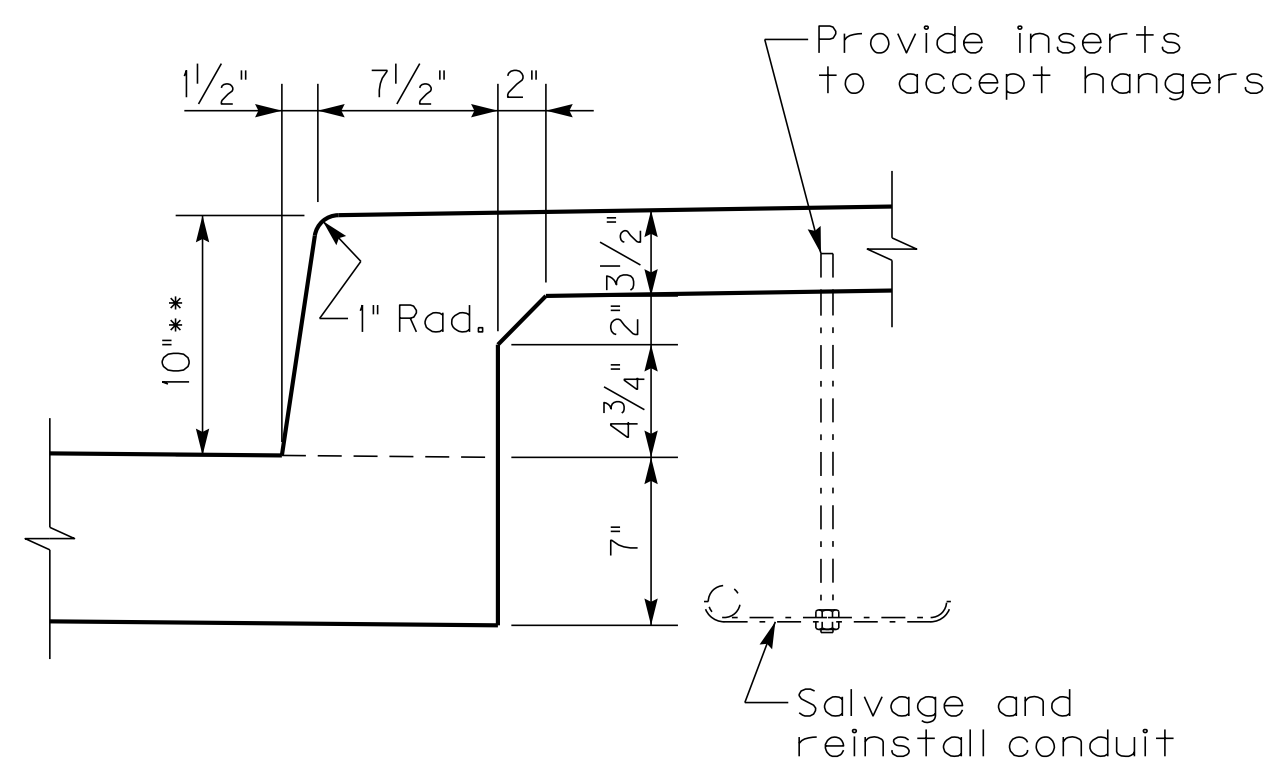
**WELD DETAIL ②\***



**HANDRAIL ELEVATION**  
~Bridge Handrail Repair~

\*\*NOTE:  
The Contractor shall extend and embed each middle picket of each handrail repair section back into concrete sidewalk. On the non-rehabilitated spans cut the existing middle picket flush to the existing concrete prior to removal of the existing handrail section. The contractor has the option to drill and grout one picket on either side of the flush picket for the non-rehabilitated spans.

Handrail Repair Locations		
Span	Side	No. of Panels
1	DS	2
1	US	1
2	DS	2
14	DS	1
17	DS	1
24	DS	5
26	DS	1
27	DS	1
28	DS	1
28	US	1
29	US	1
29	DS	1
30	US	1



**CURB DETAIL**

\*\* Adjust as needed to match existing grade

- ① Prop. C9x15 curb fascia stringer and L4x3x3/8" angle on upstream and downstream rehab Spans 1-21.
- ② Prop. C9x15 curb fascia stringer and L6x4x3/8" angle on upstream and downstream rehab Spans 27 and 30.

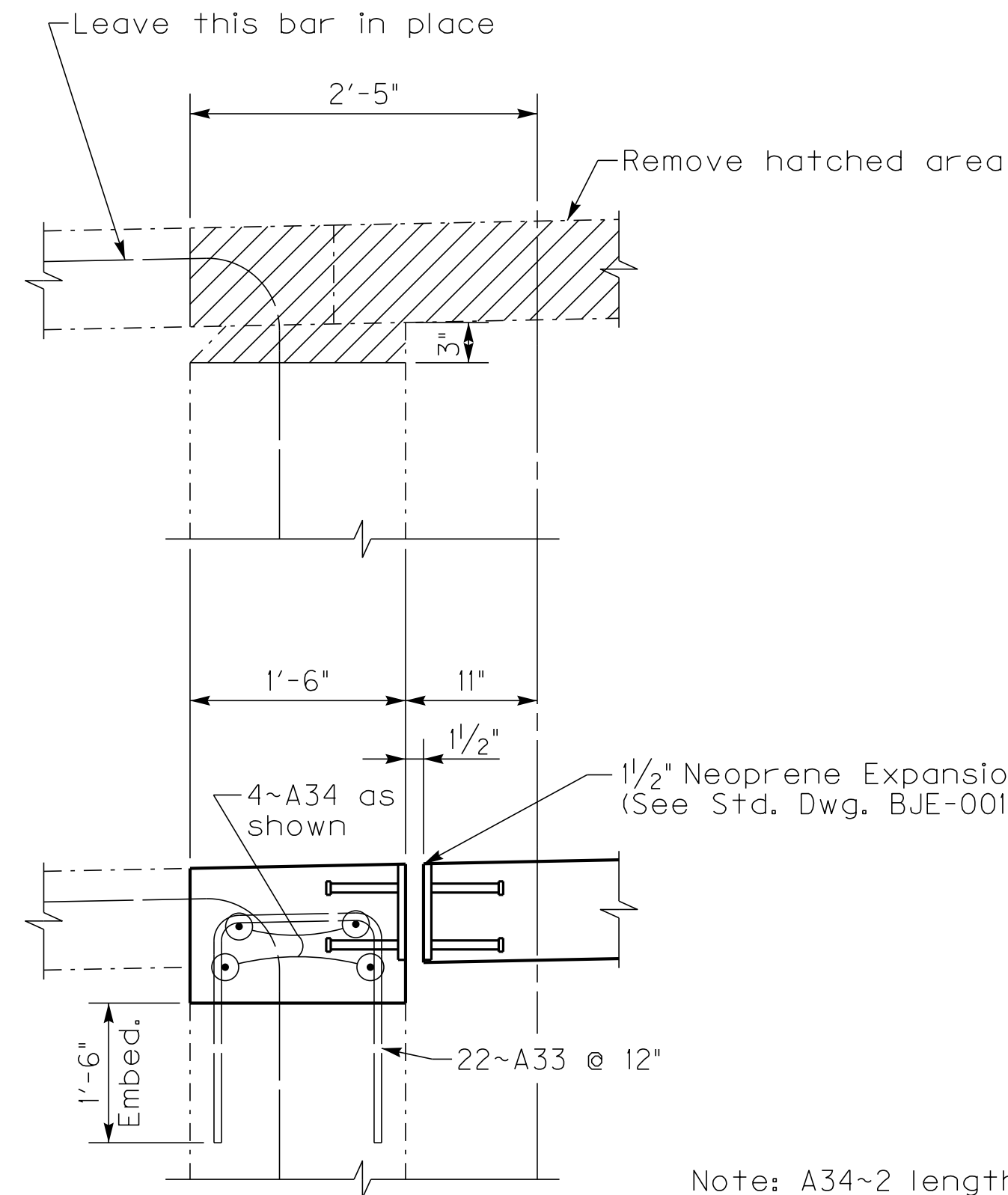
\* Note: See General Note for Steel Curb Fascia Stringer

ITEM NUMBER
2-224.00

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Structure ID No. 030B00118N	
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DESIGNED BY: K.M. Sandefur	J.C. Pyles
DETAILED BY: E. Downey	K.M. Sandefur
<b>Commonwealth of Kentucky</b>	
<b>DEPARTMENT OF HIGHWAYS</b>	
COUNTY	
<b>DAVISS</b>	
ROUTE	CROSSING
Ky 2155	Ohio River
<b>TYPICAL SECTIONS &amp; HANDRAIL</b>	
PREPARED BY	SHEET NO.
<b>Division of Structural Design</b>	S4
	DRAWING NO.
	26696

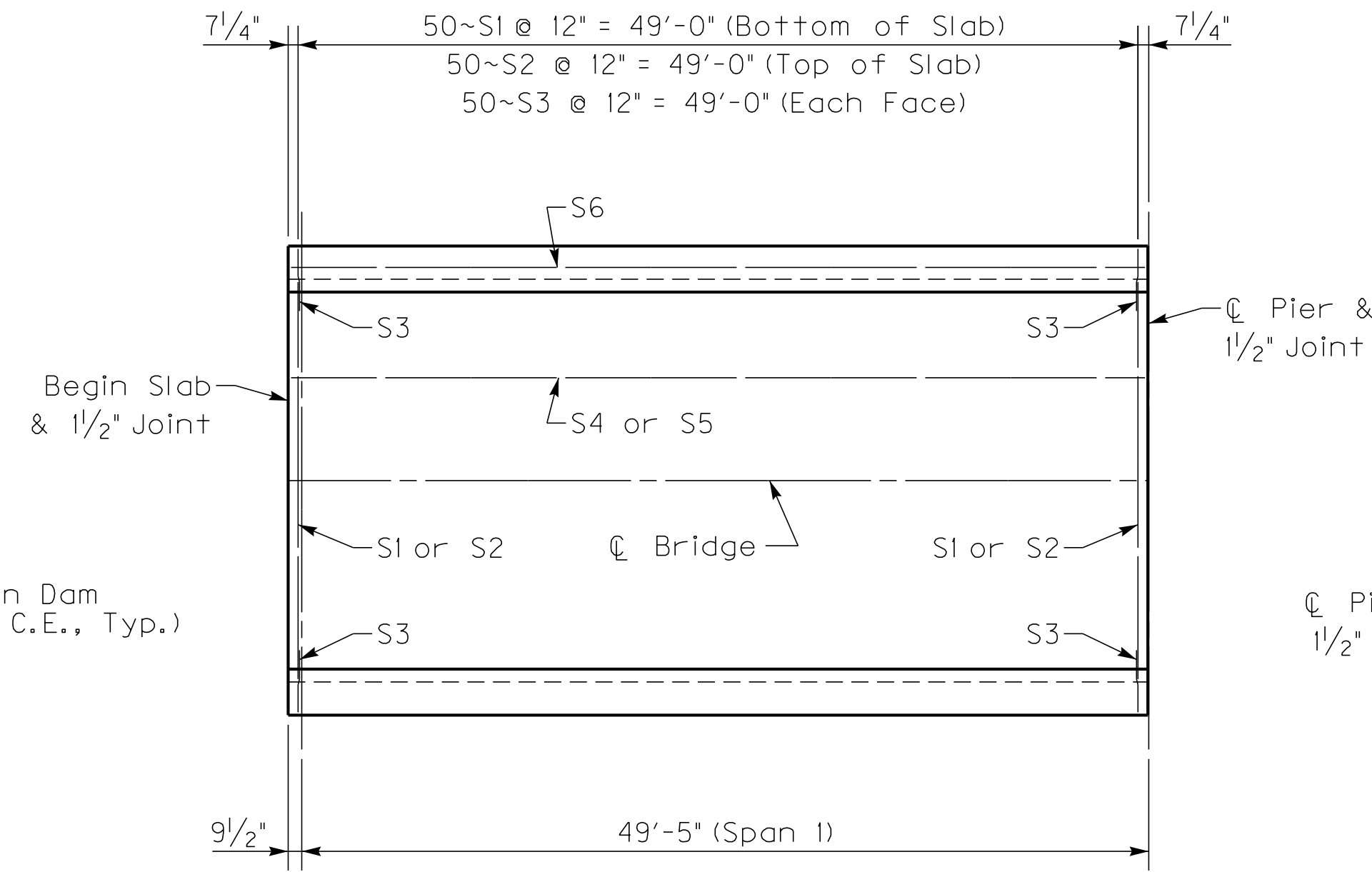


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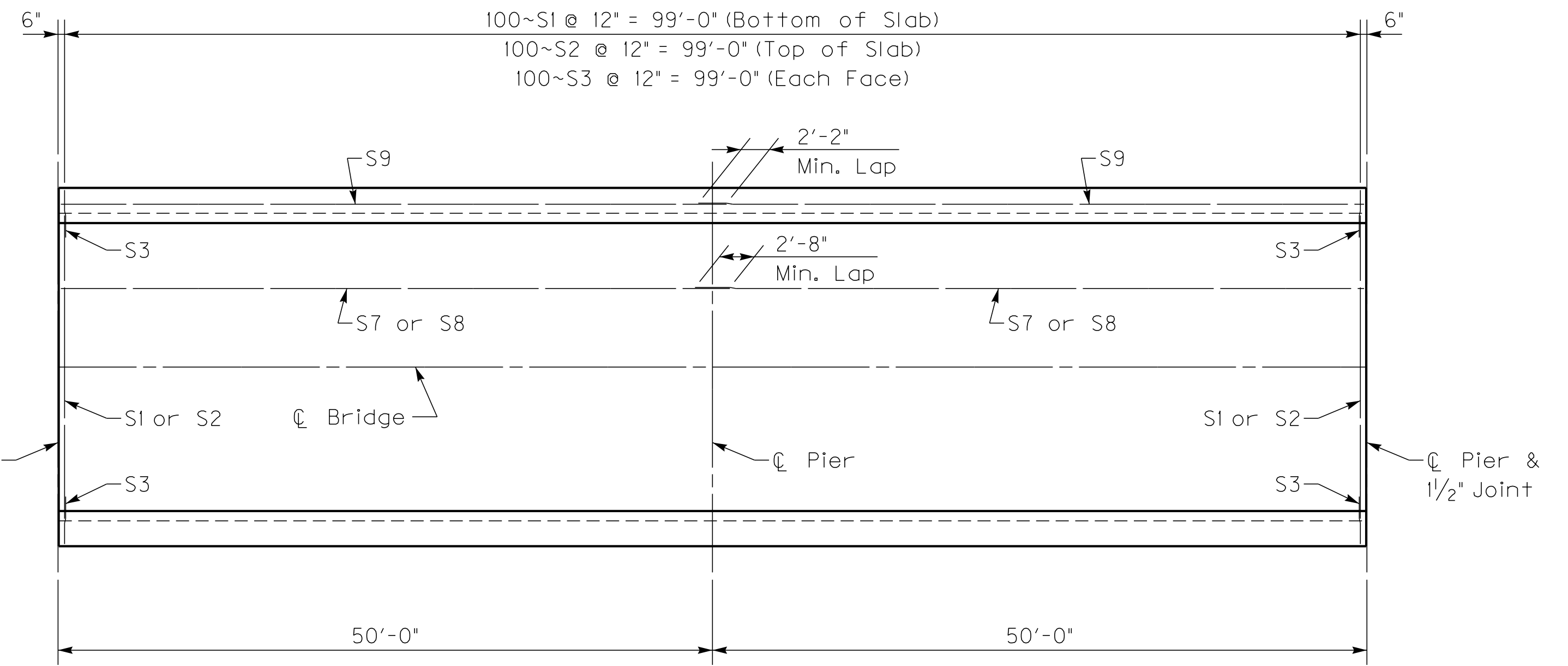


**SECTION @ I-26 ABUT.**

Note: A34~2 lengths, 2'-8" min. lap



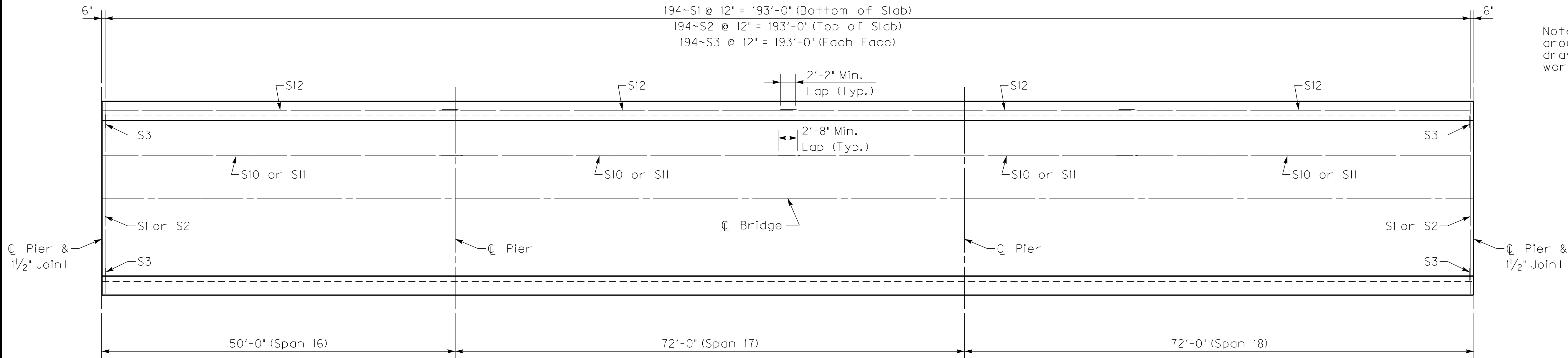
**PLAN OF SLAB**



**PLAN OF SLAB**

~Spans 2-15~  
~7-Units~

Note:  
S7~2 lengths, 2'-8" min. lap  
S8~2 lengths, 2'-8" min. lap  
S9~2 lengths, 2'-2" min. lap



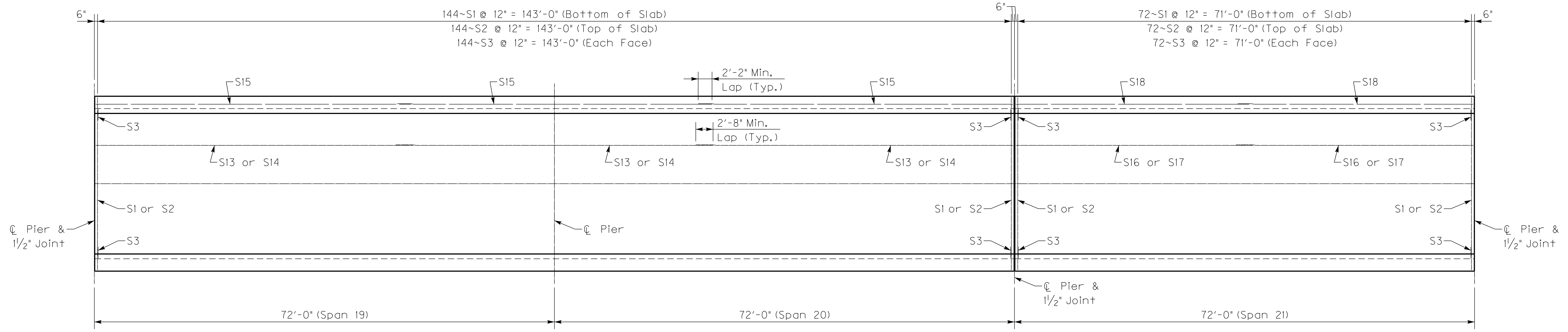
**PLAN OF SLAB**

Note:  
S10~4 lengths, 2'-8" min. lap  
S11~4 lengths, 2'-8" min. lap  
S12~4 lengths, 2'-2" min. lap

Note: Reuse existing drains. Contractor is to form around existing deck drains and replicate existing drawdown to the drain in the proposed slab. This work is incidental to concrete class 'AA'.

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DETAILED BY: E. Downey	K.M. Sandefur
<b>Commonwealth of Kentucky</b>	
<b>DEPARTMENT OF HIGHWAYS</b>	
COUNTY <b>DAVISS</b>	
ROUTE <b>Ky 2155</b>	CROSSING <b>Ohio River</b>
<b>SUPERSTRUCTURE</b>	
ITEM NUMBER	SHEET NO.
<b>2-224.00</b>	<b>S5</b>
PREPARED BY	DRAWING NO.
<b>Division of Structural Design</b>	<b>26696</b>

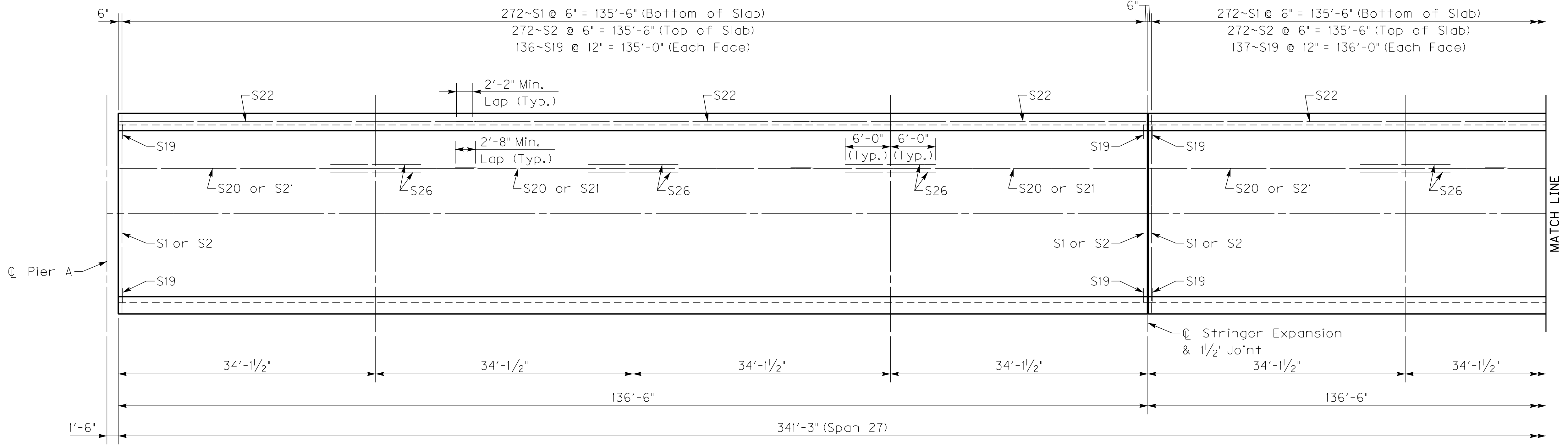
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**PLAN OF SLAB**

Note:  
 S13~3 lengths, 2'-8" min. lap  
 S14~3 lengths, 2'-8" min. lap  
 S15~3 lengths, 2'-2" min. lap

Note:  
 S16~2 lengths, 2'-8" min. lap  
 S17~2 lengths, 2'-8" min. lap  
 S18~2 lengths, 2'-2" min. lap



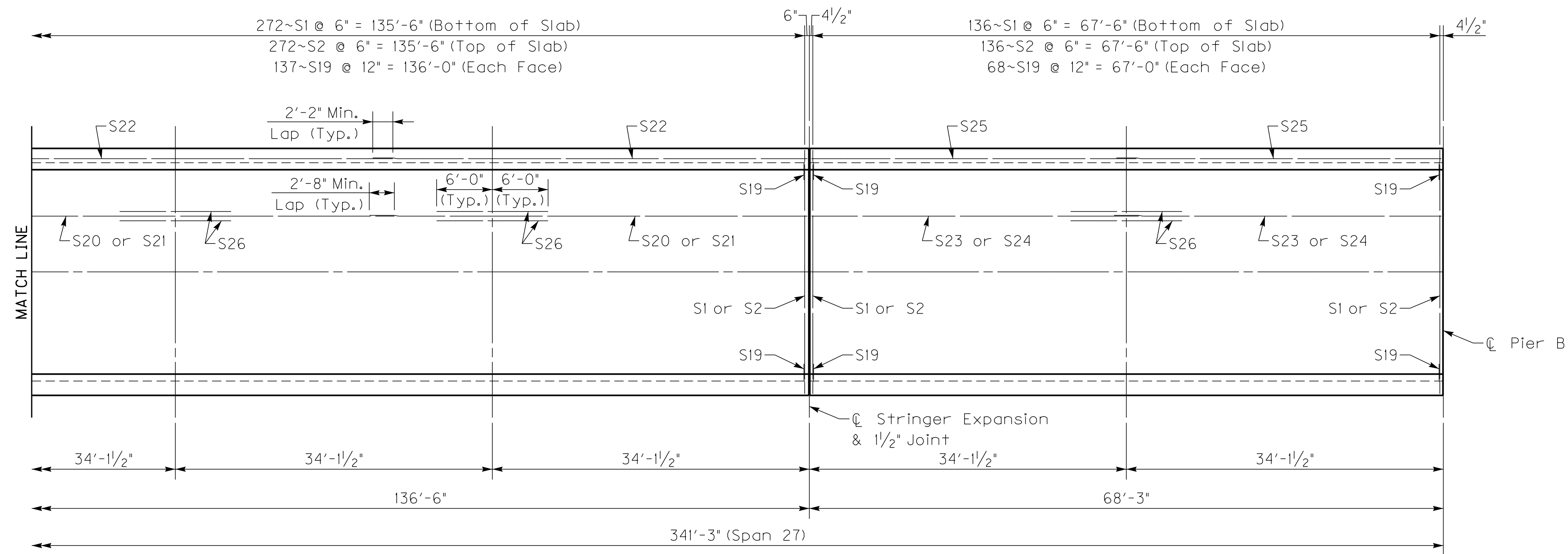
**PLAN OF SLAB**

Note:  
 S20~3 lengths, 2'-8" min. lap  
 S21~3 lengths, 2'-8" min. lap  
 S22~3 lengths, 2'-2" min. lap

Note:  
 S20~3 lengths, 2'-8" min. lap  
 S21~3 lengths, 2'-8" min. lap  
 S22~3 lengths, 2'-2" min. lap

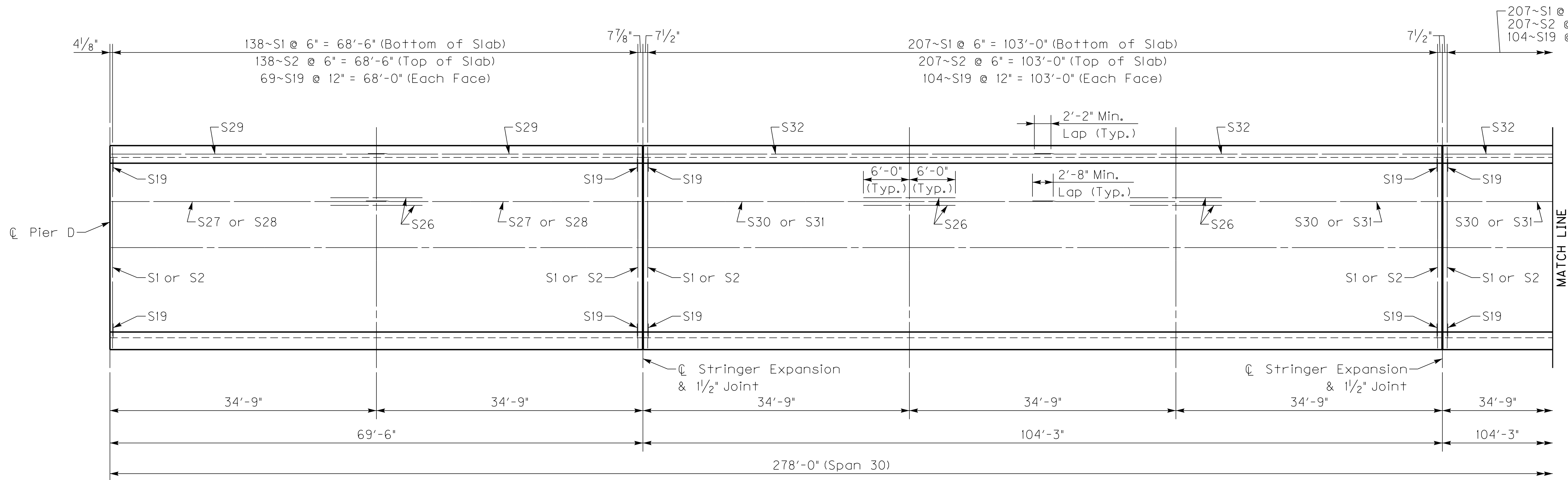
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<b>DEPARTMENT OF HIGHWAYS</b>	
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ROUTE	CROSSING
Ky 2155	Ohio River
<b>SUPERSTRUCTURE</b>	
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Note:  
 S20~3 lengths, 2'-8" min. lap  
 S21~3 lengths, 2'-8" min. lap  
 S22~3 lengths, 2'-2" min. lap

Note:  
 S23~2 lengths, 2'-8" min. lap  
 S24~2 lengths, 2'-8" min. lap  
 S25~2 lengths, 2'-2" min. lap

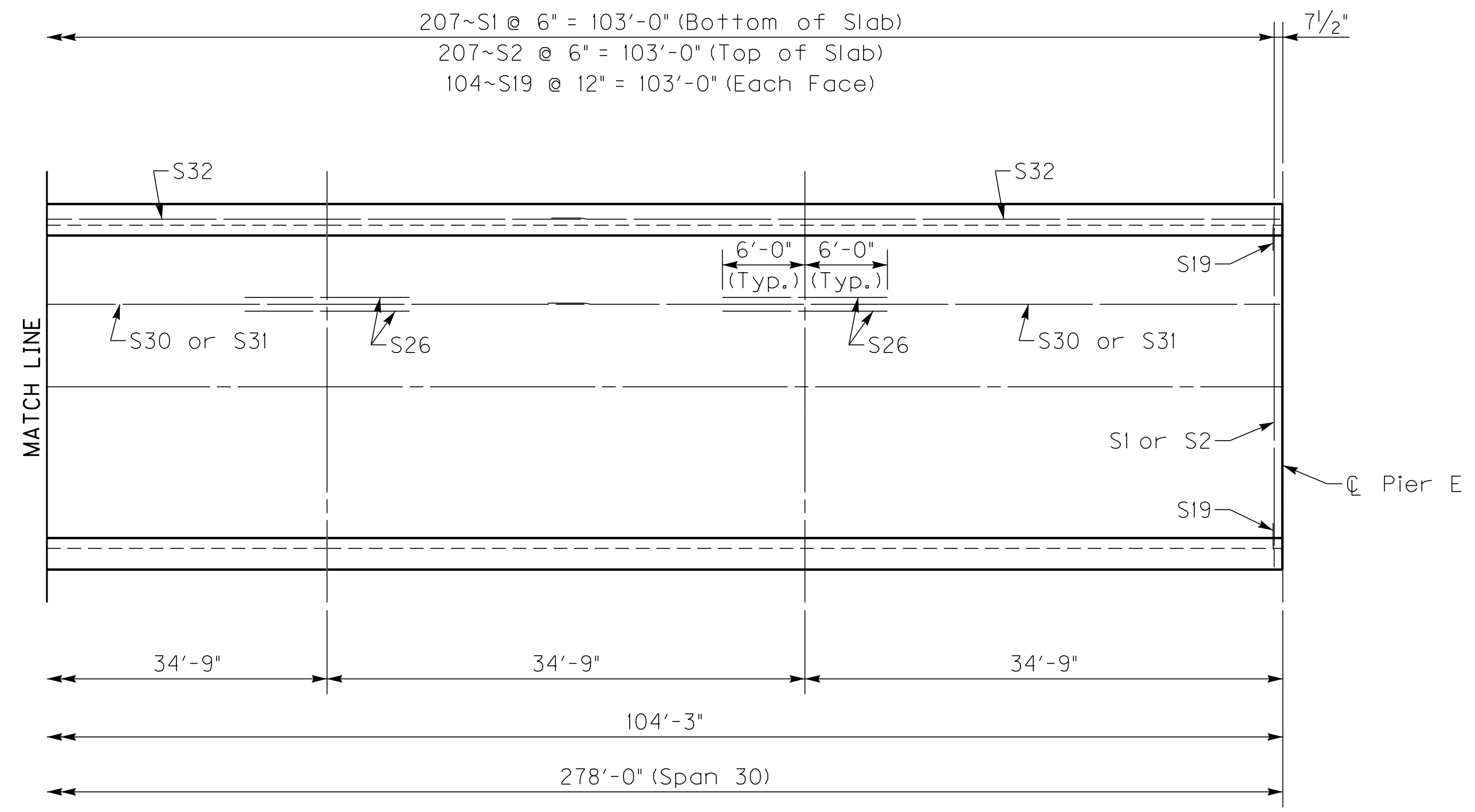


Note:  
 S27~2 lengths, 2'-8" min. lap  
 S28~2 lengths, 2'-8" min. lap  
 S29~2 lengths, 2'-2" min. lap

Note:  
 S30~2 lengths, 2'-8" min. lap  
 S31~2 lengths, 2'-8" min. lap  
 S32~2 lengths, 2'-2" min. lap

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<b>Commonwealth of Kentucky</b>	
<b>DEPARTMENT OF HIGHWAYS</b>	
COUNTY	
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ROUTE	CROSSING
Ky 2155	Ohio River
<b>SUPERSTRUCTURE</b>	
ITEM NUMBER	PREPARED BY
2-224.00	Division of Structural Design
	SHEET NO.
	S7
	DRAWING NO.
	26696

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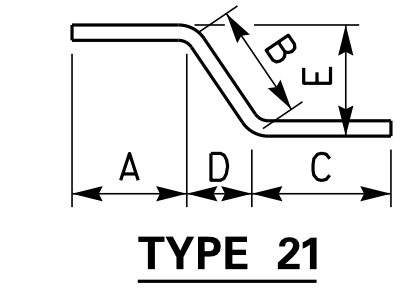
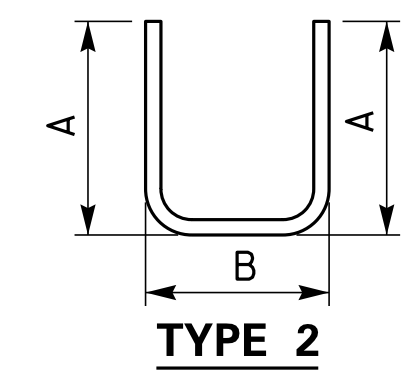


**PLAN OF SLAB**

Note:  
 S30~2 lengths, 2'-8" min. lap  
 S31~2 lengths, 2'-8" min. lap  
 S32~2 lengths, 2'-2" min. lap

**BILL OF REINFORCEMENT**

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H
S1e	Str.	2392	5	23- 2	Bottom of Slab				
S2ss	Str.	2392	5	23- 2	Top of Slab				
S3ss	2l	2320	5	4- 3	Top of Slab/Sidewalk	2- 3 1/4 0- 11 1/4	0- 10 3/4	1- 3	0- 1 3/4
S4e	Str.	47	6	49- 9	Bottom of Slab				
S5ss	Str.	31	5	49- 9	Top of Slab				
S6ss	Str.	8	4	49- 9	Sidewalk				
S7e	Str.	658	6	51- 2	Bottom of Slab				
S8ss	Str.	434	5	51- 2	Top of Slab				
S9ss	Str.	112	4	50- 11	Sidewalk				
S10e	Str.	188	6	50- 5	Bottom of Slab				
S11ss	Str.	124	5	50- 5	Top of Slab				
S12ss	Str.	32	4	50- 1	Sidewalk				
S13e	Str.	141	6	49- 8	Bottom of Slab				
S14ss	Str.	93	5	49- 8	Top of Slab				
S15ss	Str.	24	4	49- 4	Sidewalk				
S16e	Str.	94	6	37- 2	Bottom of Slab				
S17ss	Str.	62	5	37- 2	Top of Slab				
S18ss	Str.	16	4	36- 11	Sidewalk				
S19ss	2l	1236	5	3- 10	Top of Slab/Sidewalk	1- 10 0- 11 1/4	0- 10 3/4	1- 3	0- 1 3/4
S20e	Str.	210	5	47- 2	Bottom of Slab				
S21ss	Str.	144	5	47- 2	Top of Slab				
S22ss	Str.	48	4	46- 10	Sidewalk				
S23e	Str.	70	5	35- 4	Bottom of Slab				
S24ss	Str.	48	5	35- 4	Top of Slab				
S25ss	Str.	16	4	35- 1	Sidewalk				
S26ss	Str.	276	5	12- 0	Top of Slab (Over Floorbeams)				
S27e	Str.	70	5	35- 11	Bottom of Slab				
S28ss	Str.	48	5	35- 11	Top of Slab				
S29ss	Str.	16	4	35- 8	Sidewalk				
S30e	Str.	140	5	53- 4	Bottom of Slab				
S31ss	Str.	96	5	53- 4	Top of Slab				
S32ss	Str.	32	4	53- 1	Sidewalk				
A33e	2s	22	5	5- 2	Top of Abutment 1-26	2- 1 1/2	1- 2		
A34e	Str.	8	5	12- 4	Top of Abutment 1-26				



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**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**

COUNTY  
**DAVISS**

ROUTE CROSSING  
**Ky 2155 Ohio River**

**SUPERSTRUCTURE**

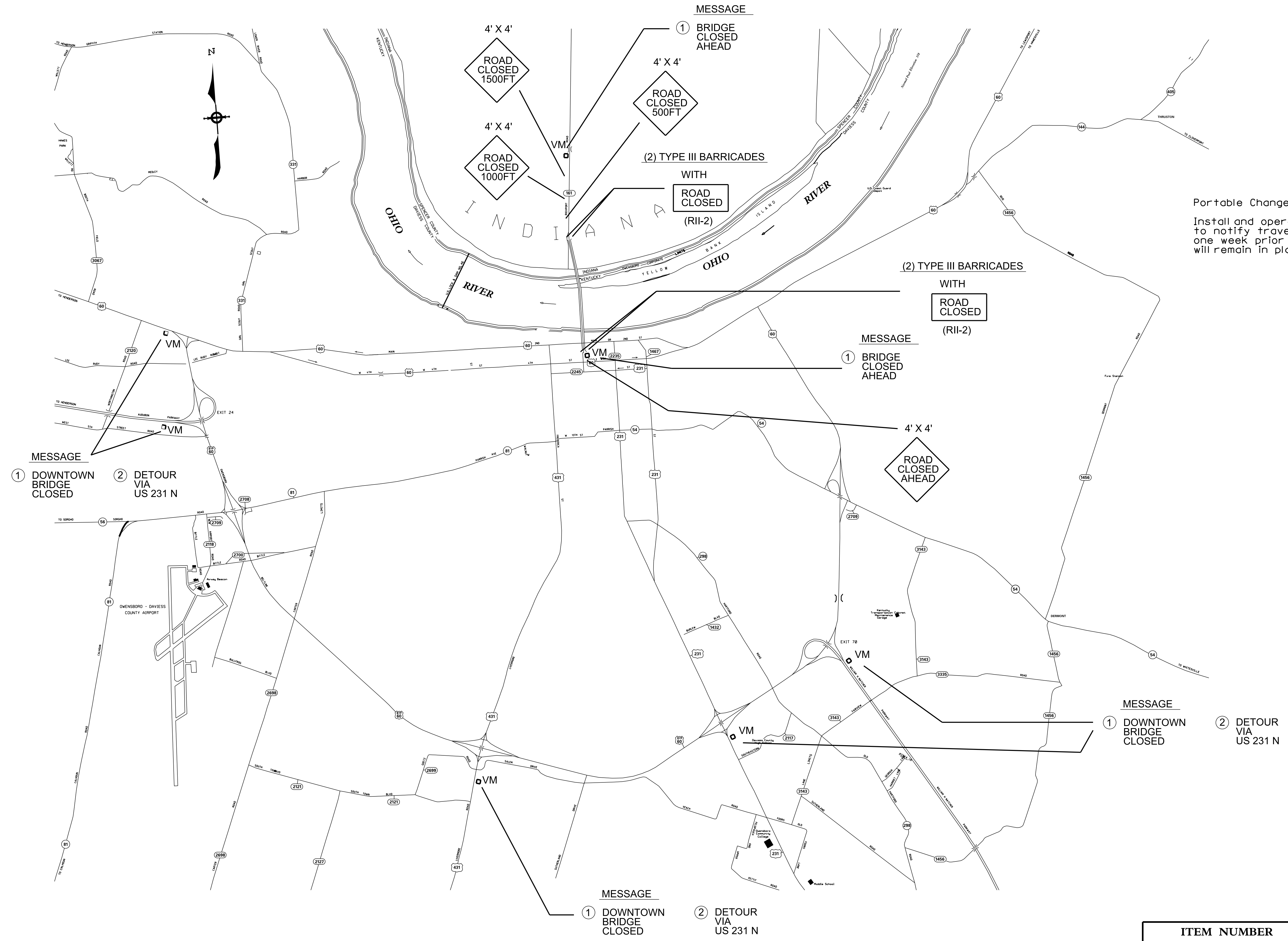
PREPARED BY  
**Division of Structural Design**

SHEET NO.  
**26696**  
 DRAWING NO.

ITEM NUMBER
2-224.00



E-SHEET NAME: DATE: 21-APR-2011 USERNAME: Earl W. Downey FILE NAME: N:\BRIDGES\GloverCarry\26696.dgn

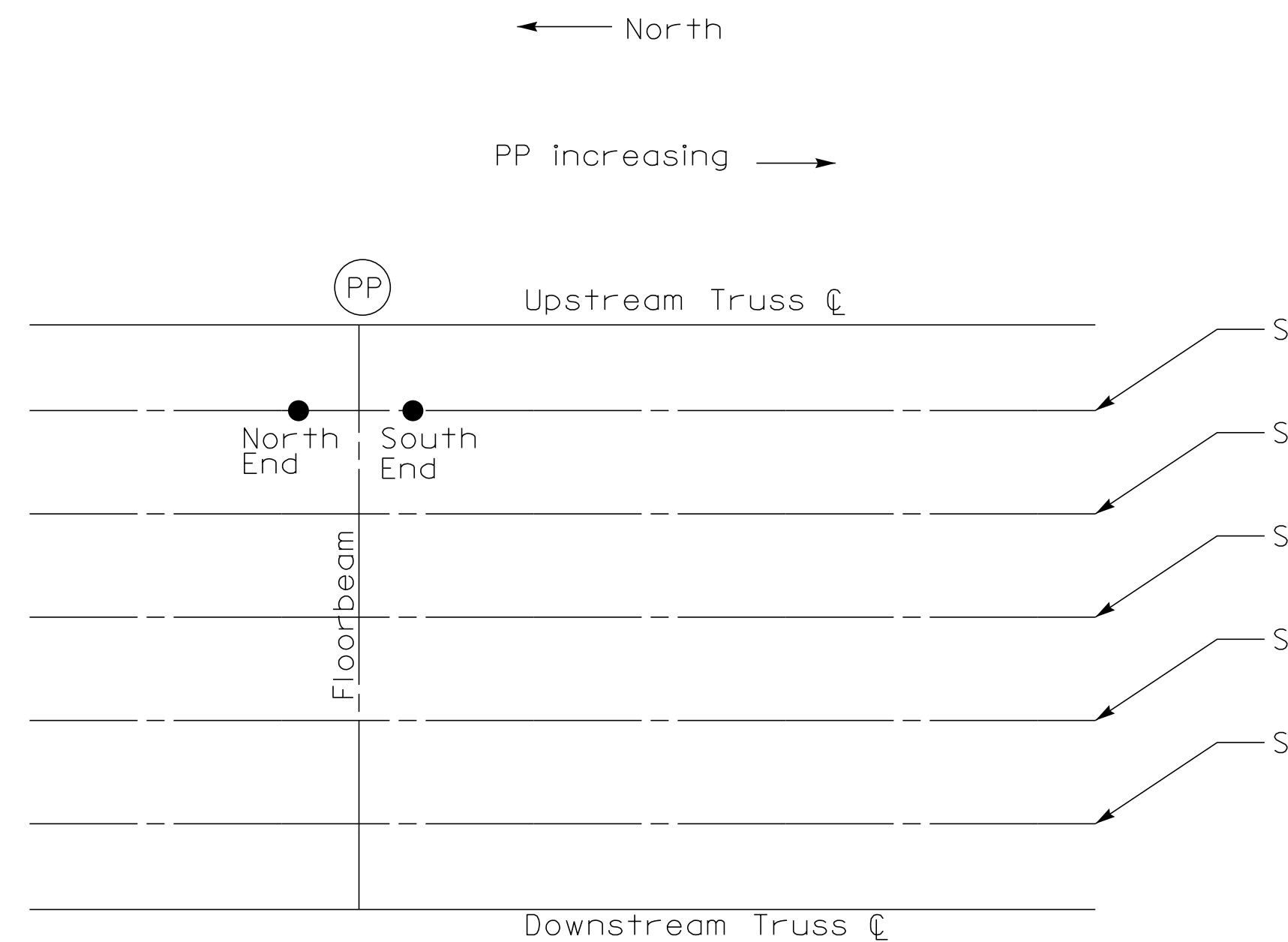
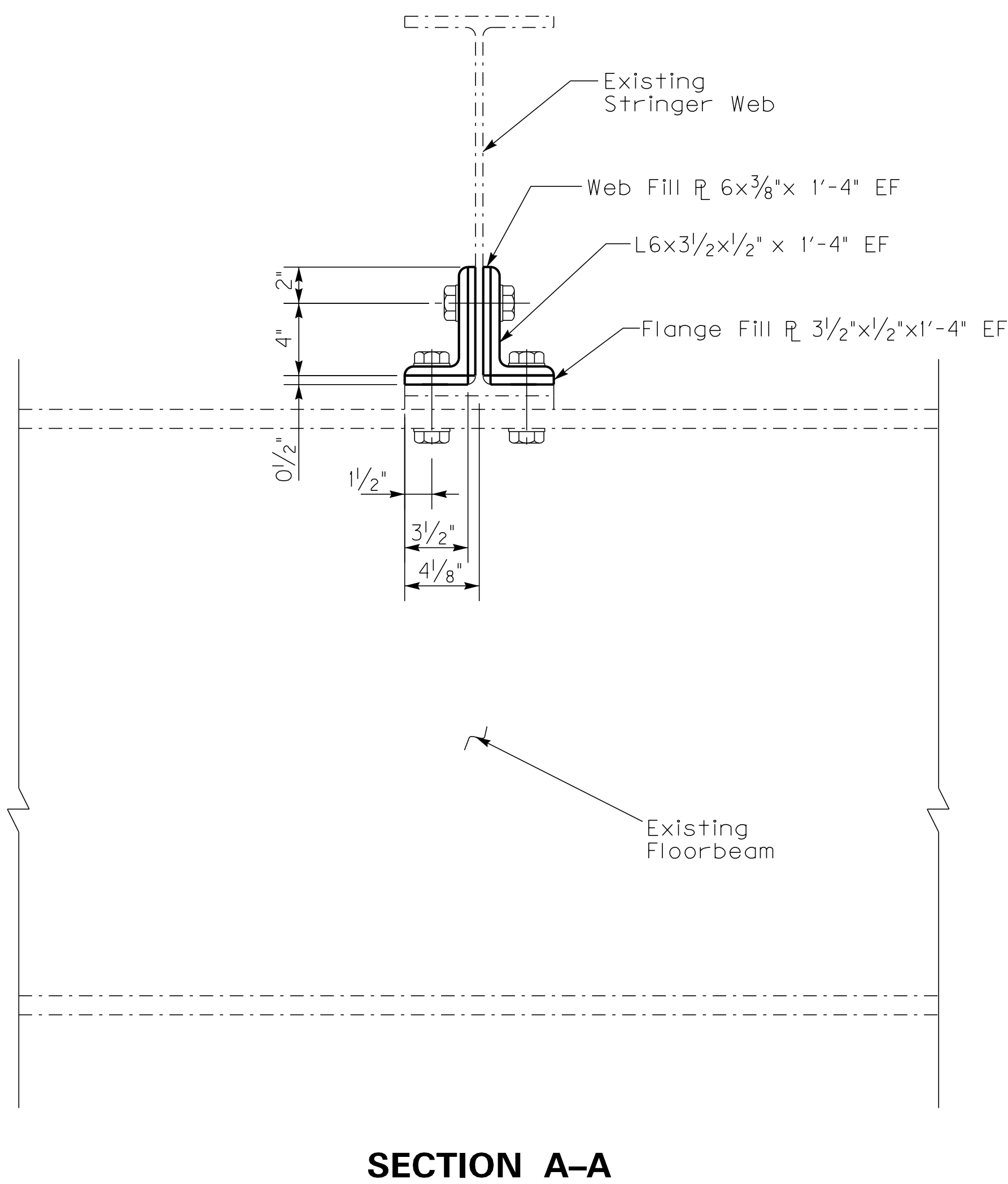
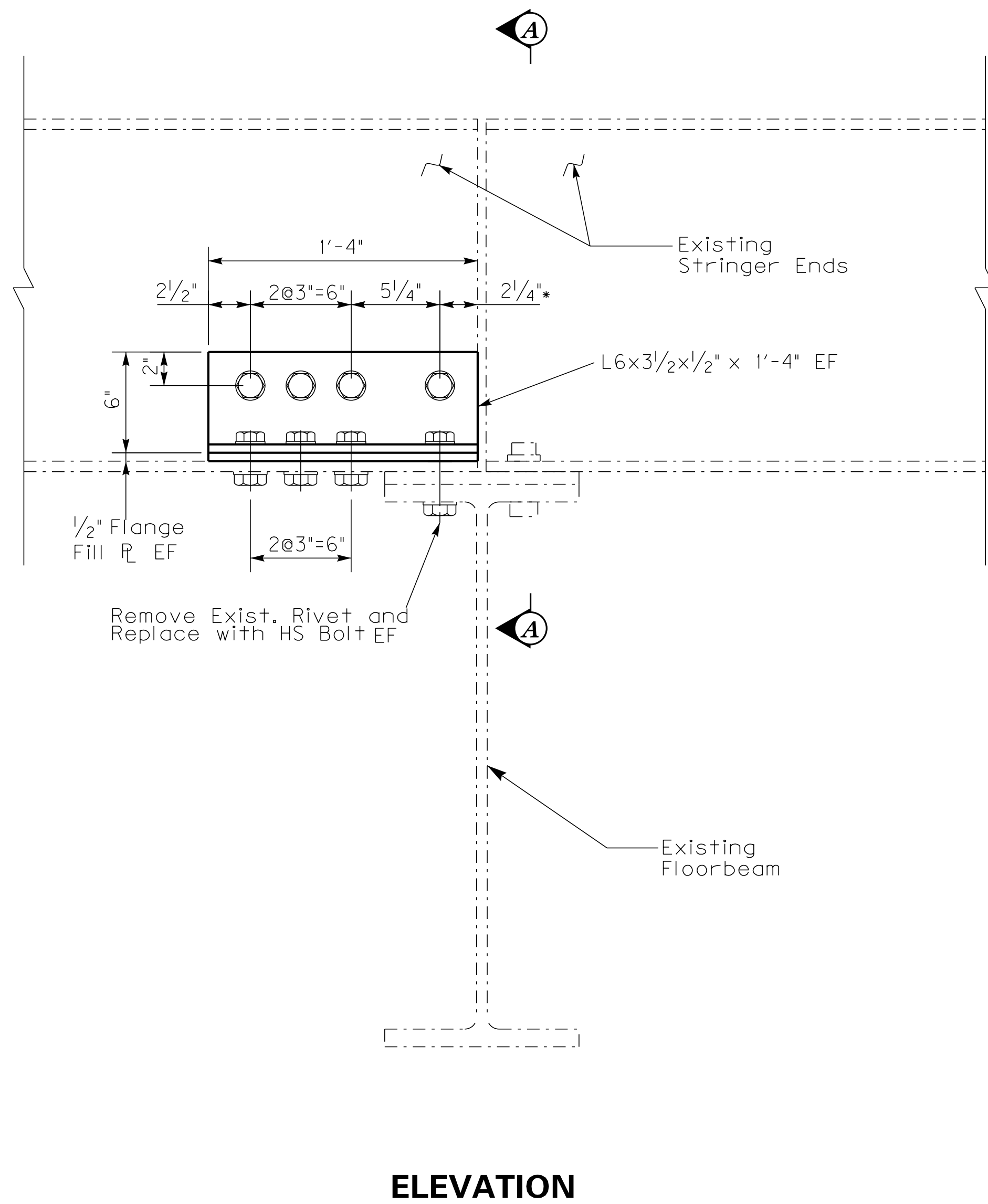


Portable Changeable Message Sign  
 Install and operate Portable Changeable Message Sign(s) to notify travelers of upcoming bridge closure for one week prior to start of construction. The sign(s) will remain in place for the duration of the construction

Federal Project No. KBD 0101 (039)	
Structure ID No. 030B00118N	
REVISION	DATE
DATE: April 2011	CHECKED BY
DESIGNED BY: J. Rogers	DETAILED BY: E. Downey
<b>Commonwealth of Kentucky</b>	
<b>DEPARTMENT OF HIGHWAYS</b>	
COUNTY <b>DAVIESS</b>	
ROUTE <b>Ky 2155</b>	CROSSING <b>Ohio River</b>
<b>TRAFFIC CONTROL</b>	
ITEM NUMBER	PREPARED BY
2-224.00	<b>Division of Structural Design</b>
SHEET NO. 99	DRAWING NO. 26696

E-SHEET NAME: DATE: 21-APR-2011 USERNAME: Earl W. Downey FILE NAME: N:\BRIDGES\GloverCarry\26696.dgn

All prop. bolt diameters are  $\frac{7}{8}$ "  
 •Contractor to verify all dimensions, plate sizes and bolt hole patterns in the field prior to fabrication.  
 Any errors in the dimensions shall be at the cost of the contractor



Retrofit Locations			
Span	PP	Stringer	Side
27	4	1	North
27	4	1	South
28	19	2	North
28	19	3	North
28	19	5	South
28	25	1	North
29	29	3	South
29	29	4	North
29	40	4	South
29	47	5	North
30	54	5	South
30	54	1	South

Federal Project No. KBD 0101 (039)		
Structure ID No. 030B00118N		
REVISION		DATE
DATE: April 2011	CHECKED BY	
DESIGNED BY: J. Rogers		
DETAILED BY: E. Downey	J. Rogers	
<b>Commonwealth of Kentucky</b>		
<b>DEPARTMENT OF HIGHWAYS</b>		
COUNTY		
<b>DAVISS</b>		
ROUTE	CROSSING	
	<b>Ohio River</b>	
<b>STRINGER WEB RETROFIT</b>		
ITEM NUMBER	PREPARED BY	SHEET NO.
2-224.00	Division of Structural Design	S10
		DRAWING NO. 26696