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DESIGN LOAD

THE COLUMNS AND CRASH WALL ARE DESIGNED FOR 124 KIP COLLISION FORCE.

DESIGN METHOD

ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD AND RESISTANCE FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS "A" REINFORCED CONCRETE	F'C = 3,500 psi
FOR STEEL REINFORCEMENT	FY = 60,000 psi

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BAR UNLESS OTHERWISE SHOWN. CLEAR DISTANCE TO THE FACE OF CONCRETE IS 2" UNLESS NOTED OTHERWISE. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

DRILLING AND ANCHORING INTO EXISTING CONCRETE

FOR ANCHORING NEW REINFORCING STEEL INTO EXISTING CONCRETE, SEE SECTIONS 511 AND 602.03.04 OF THE STANDARD SPECIFICATIONS. AVOID DRILLING THROUGH COLUMN OR WALL REINFORCEMENT (LONGITUDINAL AND HOOP). IF REINFORCEMENT CANNOT BE LOCATED PRIOR TO DRILLING AND IS HIT, STOP DRILLING IMMEDIATELY, SHIFT DRILL TEMPLATE LOCATION AND RE-DRILL. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR STEEL REINFORCEMENT.

BONDING NEW CONCRETE TO EXISTING CONCRETE

IMMEDIATELY PRIOR TO PLACING NEW CLASS "A" CONCRETE, THE SURFACE AREAS OF EXISTING CONCRETE ARE TO BE COATED WITH A TWO-COMPONENT EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTIONS 511 AND 826 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR CLASS "A" CONCRETE.

CONCRETE SEALING

CONTRARY TO THE SPECIFICATIONS, DO NOT APPLY MASONRY COATING. INSTEAD APPLY CONCRETE SEALER IN ACCORDANCE WITH THE SPECIAL NOTE FOR CONCRETE SEALING. ALL EXPOSED SURFACES OF NEW CONCRETE ARE TO BE SEALED.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED ¾" UNLESS OTHERWISE SHOWN.

TRAFFIC CONTROL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING PROPER BARRICADES AND ADVANCE WARNING SIGNS AND SIGNALS FOR ROAD CONSTRUCTION AND ROAD CLOSURE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES IN THE MEDIAN, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 1 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE INSIDE LANE AND SHOULDER IN BOTH DIRECTIONS MUST BE CLOSED WHILE THE WORK IS BEING DONE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES ON THE OUTSIDE SHOULDERS, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 2 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE OUTSIDE LANE AND SHOULDER IN THE DIRECTION THE STRUCTURE IS LOCATED ON MUST BE CLOSED WHILE THE WORK IS BEING DONE. ANY LANE CLOSURES REQUIRED FOR THIS WORK THAT ARE NOT IN PHASES 1 OR 2, MUST BE APPROVED BY THE ENGINEER BEFORE THE CLOSURE IS INSTALLED.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF ANY UTILITIES SHOWN ON THE EXISTING OR CONTRACT DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE HIS OWN DETERMINATION. EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES.

REMOVE EXISTING STRUCTURE

THE EXISTING CONCRETE BARRIER ENDS CONNECTING THE PIER TO THE GUARDRAIL ON THE OUTSIDE SHOULDERS ARE TO BE REMOVED AS SHOWN IN THE PLANS. REMOVAL OF THE CONCRETE BARRIER ENDS WILL BE PAID BY BID ITEM 20591EC REMOVE BARRIER BY THE LINEAL FOOT. SEE THE ROADWAY PLANS FOR BID ITEMS FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.

REMOVAL OF ANY SIGNS OR PAINTED CHEVRONS ON PIER COLUMNS REQUIRED TO BE REMOVED BY PROPOSED BRIDGE WORK ARE INCIDENTAL TO THE CLASS A CONCRETE FOR THE BRIDGE WORK ITEM REQUIRING THEIR REMOVAL.

STRUCTURE EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASH WALL IS INCIDENTAL TO THE UNIT BID PRICE FOR CONCRETE CLASS "A".

PLANS OF EXISTING STRUCTURE

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGE ARE AVAILABLE (SEE DRAWING NUMBER 27709). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS ARE NOT GUARANTEED.

VERIFYING FIELD CONDITIONS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ORDERING MATERIAL. NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS IN THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE EXISTING STRUCTURE, SHOULD IT BE ALLOWED TO FALL DUE TO THE CONTRACTOR'S ACTIONS. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE REMOVAL AND REPLACEMENT OF THE FALLEN PORTION AT THE CONTRACTOR'S EXPENSE.

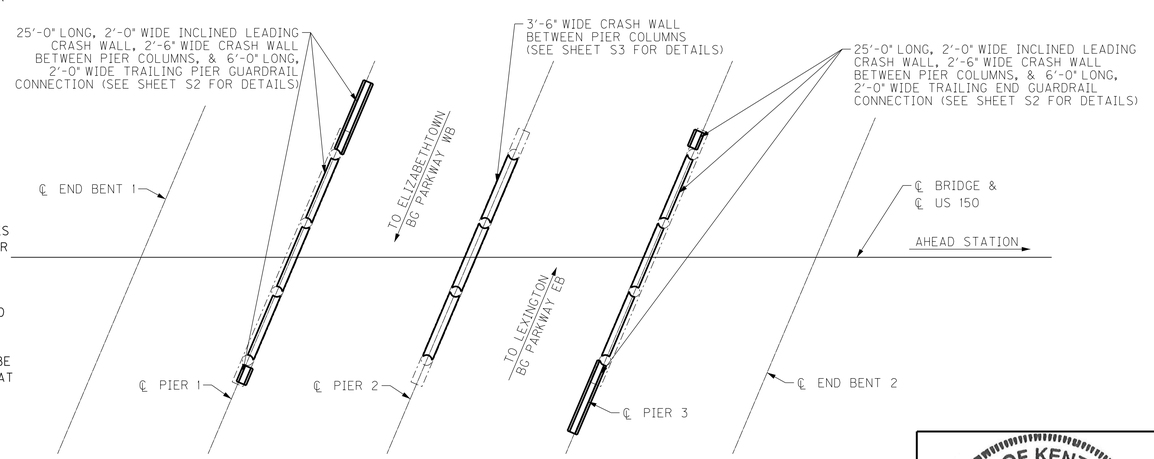
ABBREVIATIONS

BF	BACK FACE
C.J.	CONSTRUCTION JOINT
℄	CENTERLINE
CLR	CLEAR
EA	EACH
EF	EACH FACE
EMBED	EMBEDMENT
EQ	EQUAL
FF	FRONT FACE
MIN	MINIMUM
MAX	MAXIMUM
SPA	SPACE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VAR	VARIES

ESTIMATE OF QUANTITIES

BID CODE	ITEM	QUANTITY	UNIT
08100	CONCRETE-CLASS A	134.0	CY
08150	STEEL REINFORCEMENT	10,185	LB
20591EC	REMOVE BARRIER	15	LF
23378EC	CONCRETE SEALING	3,560	SF

NOTE: SEE THE ROADWAY PLANS FOR BID ITEMS AND QUANTITIES FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.



SCHEMATIC

BRIDGE 090B00122N
(EXIT 25)

INDEX OF SHEETS

SPECIAL NOTES

CONCRETE SEALING

SPECIAL PROVISIONS

NA

STANDARD DRAWINGS

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

2020 (9th Edition) AASHTO LRFD Bridge Design Specifications

STATE OF KENTUCKY
JUSTIN D. AGLER
37417
LICENSED PROFESSIONAL ENGINEER

JUS
KY
25

ITEM NUMBER

4-22175.00

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
US 150	BLUEGRASS PARKWAY

GENERAL NOTES & EST. QUANTITIES

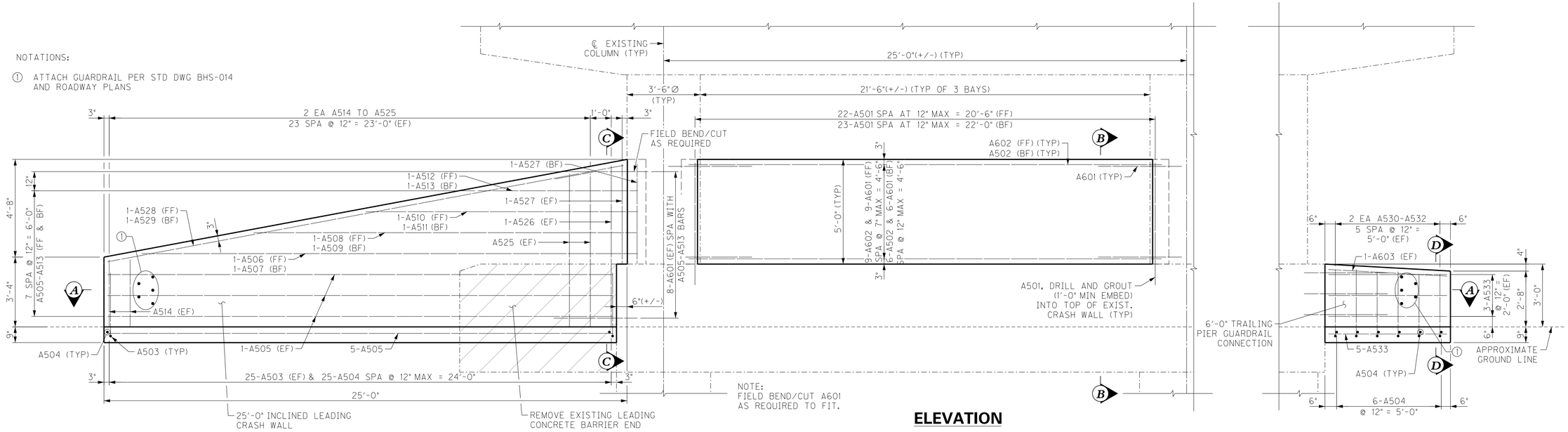
PREPARED BY
DLZ

SHEET NO.
S1

DRAWING NO.

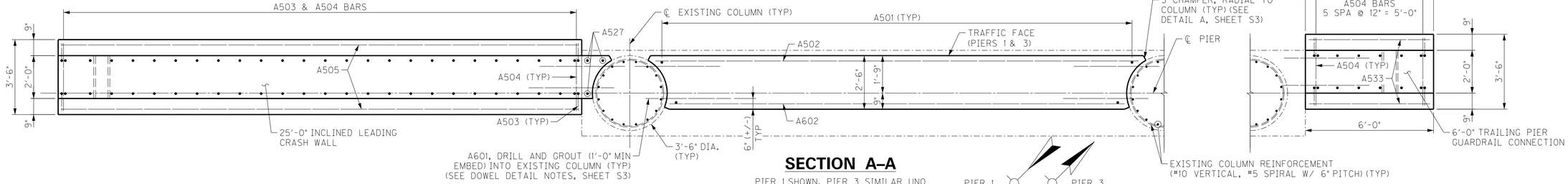
NOTATIONS:

① ATTACH GUARDRAIL PER STD DWG BHS-014 AND ROADWAY PLANS



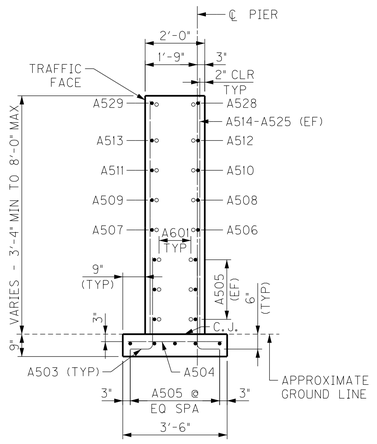
ELEVATION

NORTH FACE
PIER 1 SHOWN, PIER 3 SIMILAR UNO

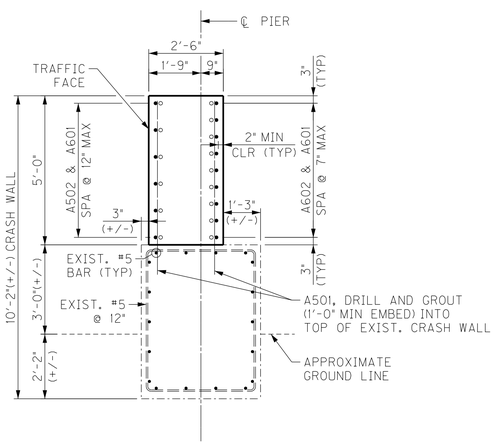


SECTION A–A

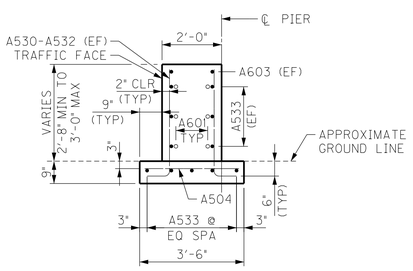
PIER 1 SHOWN, PIER 3 SIMILAR UNO



SECTION C–C



SECTION B–B



SECTION D–D

REVISION	DATE
DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

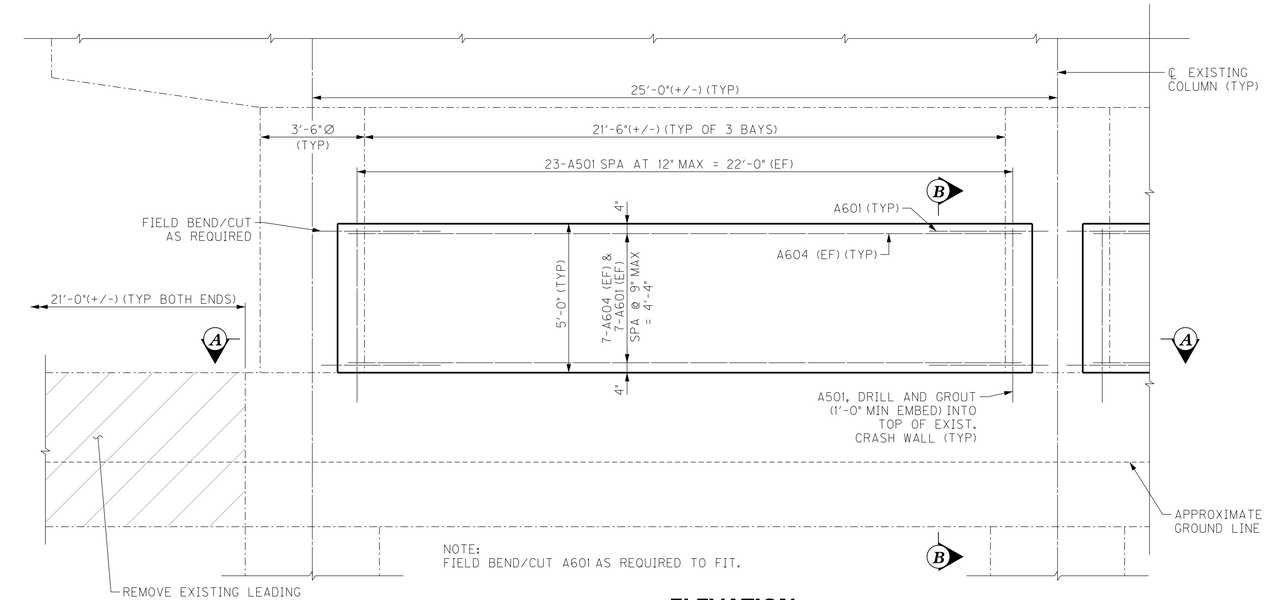
ROUTE: **US 150**
CROSSING: **BLUEGRASS PARKWAY**

PIERS 1 & 3 CRASH WALL ADDITION

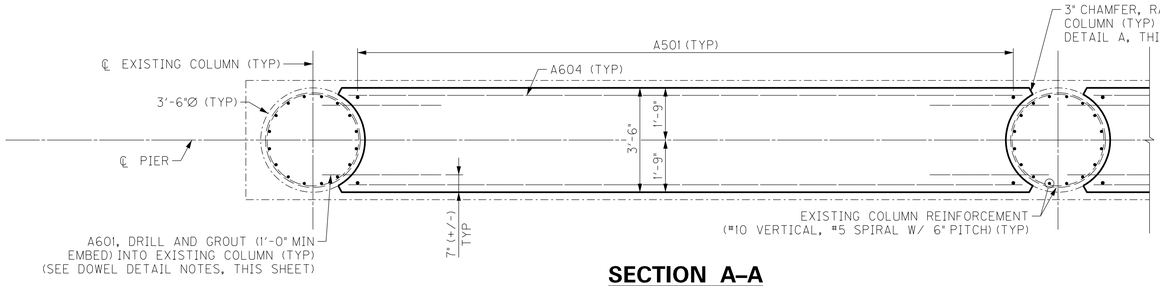
ITEM NUMBER
4–22175.00

PREPARED BY
DLZ

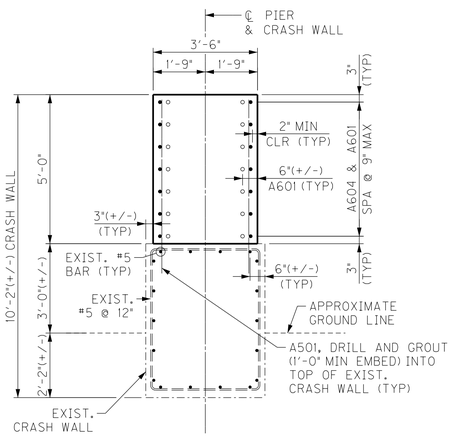
SHEET NO. S2
DRAWING NO.



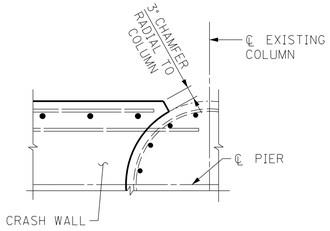
ELEVATION



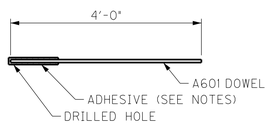
SECTION A–A



SECTION B–B



DETAIL A



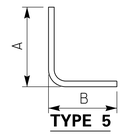
DOWEL DETAIL

NOTE:

ANCHOR DOWELS SHALL BE ADHESIVELY BONDED TO EXISTING CONCRETE IN DRILLED HOLES. THE ANCHOR DOWEL ADHESIVE SHALL BE ONE OF THE FOLLOWING:

A. HILTI HIT-HY-200
B. AN APPROVED EQUAL MEETING ACI 355.4 AND THE MINIMUM BOND STRESS OF THE HIT-HY-200.

INSTALL ANCHOR DOWELS WITH A MINIMUM EMBEDMENT INTO EXISTING CONCRETE AS SHOWN. INSTALL PER THE MANUFACTURER'S RECOMMENDATIONS.



TYPE 5

BILL OF REINFORCEMENT

MARK	TYPE	NUMBER	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
A501	STR.	408	5	5	10	CRASH WALLS								
A502	STR.	36	5	22	7	PIERS 1 & 3 CRASH WALLS								
A503	⑤	100	5	3	10	LEADING INCLINED CRASH WALLS	0	9	3	2				
A504	STR.	62	5	3	2	INCLINED WALLS								
A505	STR.	22	5	24	2	LEADING INCLINED CRASH WALLS								
A506	STR.	2	5	23	0	LEADING INCLINED CRASH WALLS								
A507	STR.	2	5	23	8	LEADING INCLINED CRASH WALLS								
A508	STR.	2	5	17	8	LEADING INCLINED CRASH WALLS								
A509	STR.	2	5	18	4	LEADING INCLINED CRASH WALLS								
A510	STR.	2	5	12	3	LEADING INCLINED CRASH WALLS								
A511	STR.	2	5	12	11	LEADING INCLINED CRASH WALLS								
A512	STR.	2	5	6	11	LEADING INCLINED CRASH WALLS								
A513	STR.	2	5	7	7	LEADING INCLINED CRASH WALLS								
A514	STR.	8	5	3	2	LEADING INCLINED CRASH WALLS								
A515	STR.	8	5	3	7	LEADING INCLINED CRASH WALLS								
A516	STR.	8	5	3	11	LEADING INCLINED CRASH WALLS								
A517	STR.	8	5	4	4	LEADING INCLINED CRASH WALLS								
A518	STR.	8	5	4	8	LEADING INCLINED CRASH WALLS								
A519	STR.	8	5	5	1	LEADING INCLINED CRASH WALLS								
A520	STR.	8	5	5	5	LEADING INCLINED CRASH WALLS								
A521	STR.	8	5	5	10	LEADING INCLINED CRASH WALLS								
A522	STR.	8	5	6	2	LEADING INCLINED CRASH WALLS								
A523	STR.	8	5	6	6	LEADING INCLINED CRASH WALLS								
A524	STR.	8	5	6	11	LEADING INCLINED CRASH WALLS								
A525	STR.	8	5	7	3	LEADING INCLINED CRASH WALLS								
A526	STR.	4	5	7	8	LEADING INCLINED CRASH WALLS								
A527	STR.	6	5	4	9	LEADING INCLINED CRASH WALLS								
A528	STR.	2	5	25	1	LEADING INCLINED CRASH WALLS								
A529	STR.	2	5	25	9	LEADING INCLINED CRASH WALLS								
A530	⑤	8	5	4	0	INCLINED GUARDRAIL CONNECTION WALL	0	9	3	3				
A531	⑤	8	5	3	10	INCLINED GUARDRAIL CONNECTION WALL	0	9	3	1				
A532	⑤	8	5	3	9	INCLINED GUARDRAIL CONNECTION WALL	0	9	3	0				
A533	STR.	22	5	5	8	INCLINED GUARDRAIL CONNECTION WALL								
A601	STR.	224	6	4	0	CRASH WALL DOWELS								
A602	STR.	54	6	21	2	PIERS 1 & 3 CRASH WALLS								
A603	STR.	4	6	5	8	TOP OF INCLINED GUARDRAIL CONNECTION WALL								
A604	STR.	42	6	22	7	PIER 2 CRASH WALL								

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE
US 150

CROSSING
BLUEGRASS PARKWAY

PIER 2 CRASH WALL ADDITION & BOR

ITEM NUMBER
4–22175.00

PREPARED BY
DLZ

SHEET NO.
S3

DRAWING NO.

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REMOVAL OF ANY SIGNS OR PAINTED CHEVRONS ON PIER COLUMNS REQUIRED TO BE REMOVED BY PROPOSED BRIDGE WORK ARE INCIDENTAL TO THE CLASS A CONCRETE FOR THE BRIDGE WORK ITEM REQUIRING THEIR REMOVAL.

STRUCTURE EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASH WALL IS INCIDENTAL TO THE UNIT BID PRICE FOR CONCRETE CLASS "A".

PLANS OF EXISTING STRUCTURE

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGE ARE AVAILABLE (SEE DRAWING NUMBER 15928). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS ARE NOT GUARANTEED.

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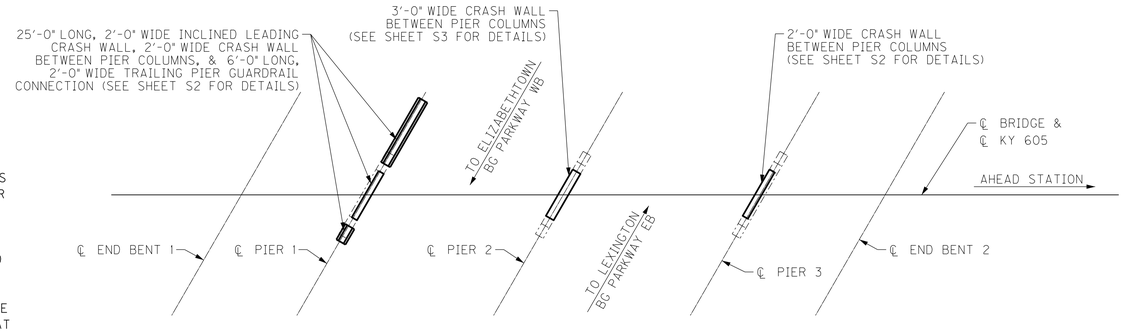
MIN	MINIMUM
MAX	MAXIMUM
SPA	SPACE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VAR	VARIES

ESTIMATE OF QUANTITIES

BID CODE	ITEM	QUANTITY	UNIT
02403	REMOVE CONCRETE MASONRY	8.0	CY
08100	CONCRETE-CLASS A	65.0	CY
08150	STEEL REINFORCEMENT	5,334	LB
23378EC	CONCRETE SEALING	1,440	SF

NOTE: SEE THE ROADWAY PLANS FOR BID ITEMS AND QUANTITIES FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.



SCHEMATIC

BRIDGE 090B00086N

INDEX OF SHEETS

SPECIAL NOTES

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STATE OF KENTUCKY
JUSTIN D. AGLER
37417
LICENSED PROFESSIONAL ENGINEER

JUS E:
KY 25

ITEM NUMBER

4-22175.00

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DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
KY 605	BLUEGRASS PARKWAY

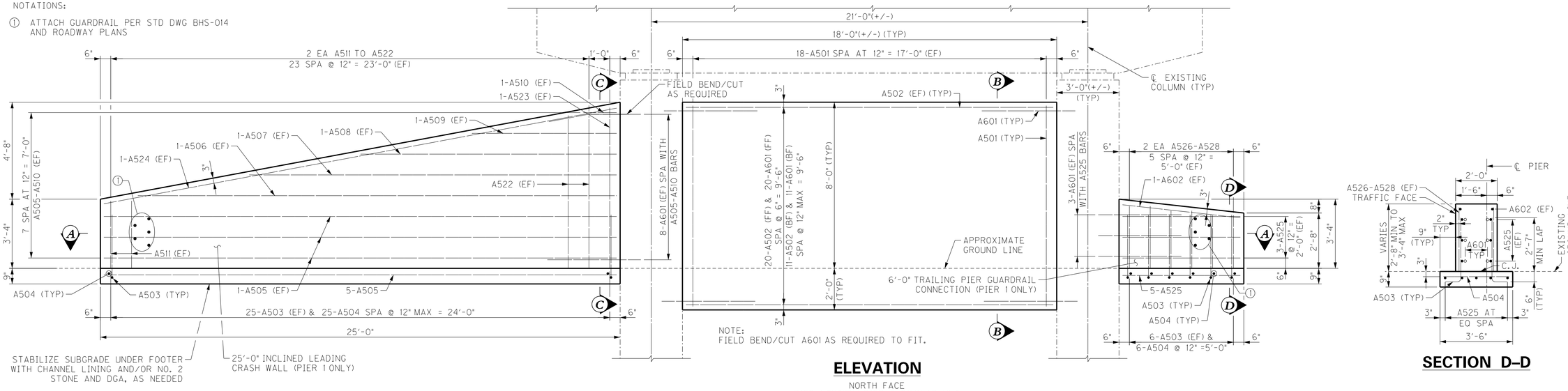
GENERAL NOTES & EST. QUANTITIES

PREPARED BY
DLZ

SHEET NO. S1
DRAWING NO.

NOTATIONS:

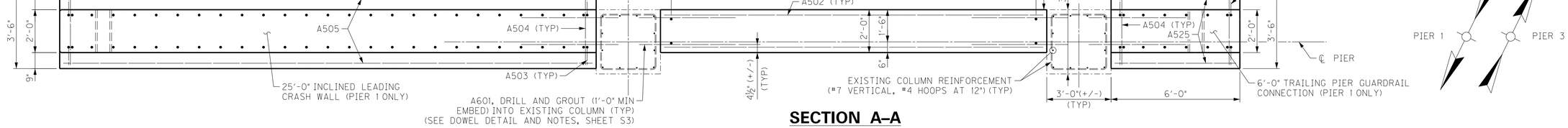
① ATTACH GUARDRAIL PER STD DWG BHS-014 AND ROADWAY PLANS



ELEVATION

NORTH FACE
PIER 1 SHOWN, PIER 3 SIMILAR UNO

SECTION D–D



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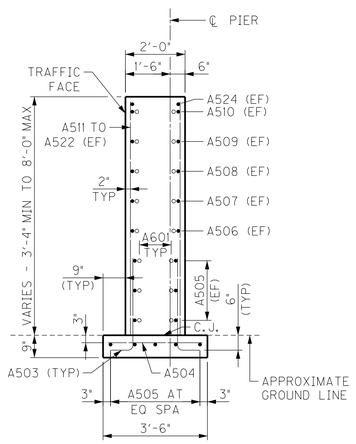

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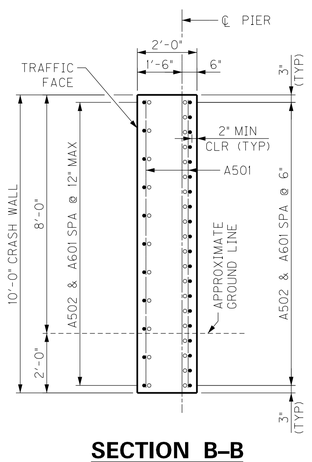


SECTION B–B

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

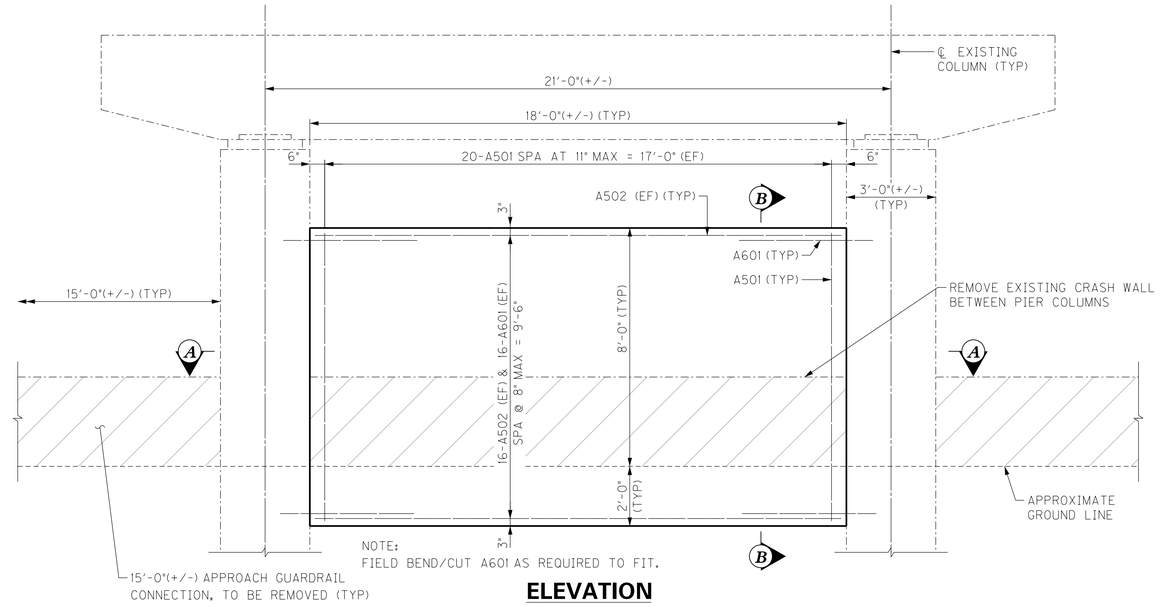
COUNTY
NELSON

ROUTE	CROSSING
KY 605	BLUEGRASS PARKWAY

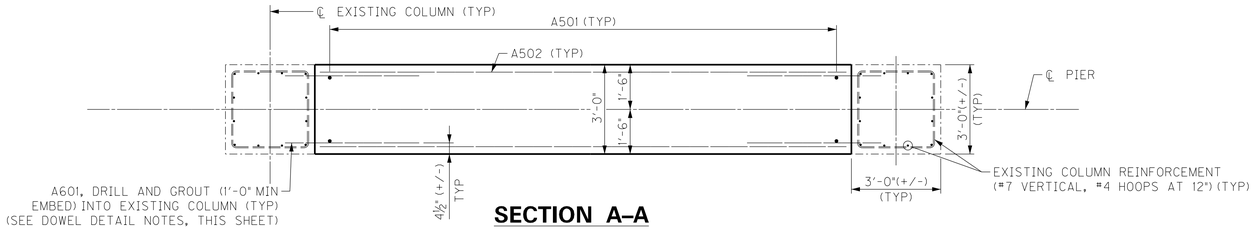
PIERS 1 & 3 CRASH WALL ADDITION

ITEM NUMBER	PREPARED BY	SHEET NO.
4–22175.00	DLZ	S2
		DRAWING NO.

FILE NAME: X:\PROJECTS\2024\2431210390 KYTC PVMT REHAB 2024-2026\0101 NELSON BG PKWY\BRIDGES\SHEETS\090B00086N S2.DGN
USER: jagler
DATE PLOTTED: February 2, 2025
E-SHEET NAME:
MicroStation v8.11.9.919



ELEVATION



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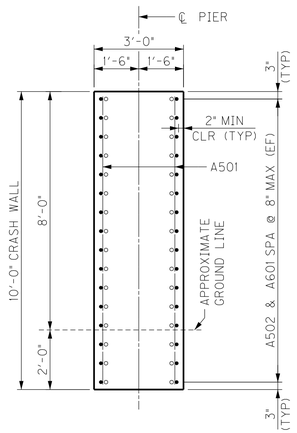

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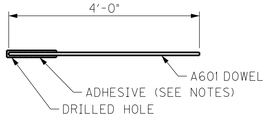


DOWEL DETAIL

NOTE:

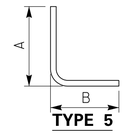
ANCHOR DOWELS SHALL BE ADHESIVELY BONDED TO EXISTING CONCRETE IN DRILLED HOLES. THE ANCHOR DOWEL ADHESIVE SHALL BE ONE OF THE FOLLOWING:

A. HILTI HIT-HY-200
B. AN APPROVED EQUAL MEETING ACI 355.4 AND THE MINIMUM BOND STRESS OF THE HIT-HY-200.

INSTALL ANCHOR DOWELS WITH A MINIMUM EMBEDMENT INTO EXISTING CONCRETE AS SHOWN. INSTALL PER THE MANUFACTURER'S RECOMMENDATIONS.

BILL OF REINFORCEMENT

MARK	TYPE	NUMBER	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
A501	STR.	112	5	9	8	CRASH WALLS								
A502	STR.	94	5	17	8	CRASH WALLS								
A503	⑤	62	5	3	10	INCLINED WALLS	0	9	3	1				
A504	STR.	31	5	3	2	INCLINED WALLS								
A505	STR.	11	5	24	8	INCLINED LEADING CRASH WALL								
A506	STR.	2	5	23	0	INCLINED LEADING CRASH WALL								
A507	STR.	2	5	17	8	INCLINED LEADING CRASH WALL								
A508	STR.	2	5	12	3	INCLINED LEADING CRASH WALL								
A509	STR.	2	5	6	11	INCLINED LEADING CRASH WALL								
A510	STR.	2	5	1	7	INCLINED LEADING CRASH WALL								
A511	STR.	4	5	3	3	INCLINED LEADING CRASH WALL								
A512	STR.	4	5	3	7	INCLINED LEADING CRASH WALL								
A513	STR.	4	5	4	0	INCLINED LEADING CRASH WALL								
A514	STR.	4	5	4	4	INCLINED LEADING CRASH WALL								
A515	STR.	4	5	4	9	INCLINED LEADING CRASH WALL								
A516	STR.	4	5	5	1	INCLINED LEADING CRASH WALL								
A517	STR.	4	5	5	6	INCLINED LEADING CRASH WALL								
A518	STR.	4	5	5	10	INCLINED LEADING CRASH WALL								
A519	STR.	4	5	6	3	INCLINED LEADING CRASH WALL								
A520	STR.	4	5	6	7	INCLINED LEADING CRASH WALL								
A521	STR.	4	5	7	0	INCLINED LEADING CRASH WALL								
A522	STR.	4	5	7	4	INCLINED LEADING CRASH WALL								
A523	STR.	2	5	7	8	INCLINED LEADING CRASH WALL								
A524	STR.	2	5	25	1	INCLINED LEADING CRASH WALL								
A525	STR.	11	5	5	8	INCLINED GUARDRAIL CONNECTION WALL								
A526	STR.	4	5	3	0	INCLINED GUARDRAIL CONNECTION WALL								
A527	STR.	4	5	2	9	INCLINED GUARDRAIL CONNECTION WALL								
A528	STR.	4	5	2	6	INCLINED GUARDRAIL CONNECTION WALL								
A601	STR.	210	5	4	0	CRASH WALL DOWELS								
A602	STR.	2	6	5	8	TOP OF INCLINED GUARDRAIL CONNECTION WALL								



TYPE 5

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
KY 605	BLUEGRASS PARKWAY

PIER 2 CRASH WALL ADDITION & B.O.R.

ITEM NUMBER	PREPARED BY	SHEET NO.
4–22175.00	DLZ	S3
		DRAWING NO.

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 2019 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WITH SUPPLEMENTAL SPECIFICATIONS.

ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE LRFD BRIDGE DESIGN SPECIFICATIONS, 9th EDITION.

DESIGN LOAD

THE COLUMNS AND CRASH WALL ARE DESIGNED FOR 124 KIP COLLISION FORCE.

DESIGN METHOD

ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD AND RESISTANCE FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS "A" REINFORCED CONCRETE	F'C = 3,500 psi
FOR STEEL REINFORCEMENT	FY = 60,000 psi

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BAR UNLESS OTHERWISE SHOWN. CLEAR DISTANCE TO THE FACE OF CONCRETE IS 2" UNLESS NOTED OTHERWISE. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

DRILLING AND ANCHORING INTO EXISTING CONCRETE

FOR ANCHORING NEW REINFORCING STEEL INTO EXISTING CONCRETE, SEE SECTIONS 511 AND 602.03.04 OF THE STANDARD SPECIFICATIONS. AVOID DRILLING THROUGH COLUMN OR WALL REINFORCEMENT (LONGITUDINAL AND HOOP). IF REINFORCEMENT CANNOT BE LOCATED PRIOR TO DRILLING AND IS HIT, STOP DRILLING IMMEDIATELY, SHIFT DRILL TEMPLATE LOCATION AND RE-DRILL. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR STEEL REINFORCEMENT.

BONDING NEW CONCRETE TO EXISTING CONCRETE

IMMEDIATELY PRIOR TO PLACING NEW CLASS "A" CONCRETE, THE SURFACE AREAS OF EXISTING CONCRETE ARE TO BE COATED WITH A TWO-COMPONENT EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTIONS 511 AND 826 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR CLASS "A" CONCRETE.

CONCRETE SEALING

CONTRARY TO THE SPECIFICATIONS, DO NOT APPLY MASONRY COATING. INSTEAD APPLY CONCRETE SEALER IN ACCORDANCE WITH THE SPECIAL NOTE FOR CONCRETE SEALING. ALL EXPOSED SURFACES OF NEW CONCRETE ARE TO BE SEALED.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED ¾" UNLESS OTHERWISE SHOWN.

TRAFFIC CONTROL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING PROPER BARRICADES AND ADVANCE WARNING SIGNS AND SIGNALS FOR ROAD CONSTRUCTION AND ROAD CLOSURE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES IN THE MEDIAN, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 1 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE INSIDE LANE AND SHOULDER IN BOTH DIRECTIONS MUST BE CLOSED WHILE THE WORK IS BEING DONE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES ON THE OUTSIDE SHOULDERS, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 2 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE OUTSIDE LANE AND SHOULDER IN THE DIRECTION THE STRUCTURE IS LOCATED ON MUST BE CLOSED WHILE THE WORK IS BEING DONE. ANY LANE CLOSURES REQUIRED FOR THIS WORK THAT ARE NOT IN PHASES 1 OR 2, MUST BE APPROVED BY THE ENGINEER BEFORE THE CLOSURE IS INSTALLED.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF ANY UTILITIES SHOWN ON THE EXISTING OR CONTRACT DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE HIS OWN DETERMINATION. EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES.

REMOVE EXISTING STRUCTURE

THE EXISTING CONCRETE BARRIER ENDS CONNECTING THE PIER TO THE GUARDRAIL ON THE OUTSIDE SHOULDERS ARE TO BE REMOVED AS SHOWN IN THE PLANS. REMOVAL OF THE CONCRETE BARRIER ENDS WILL BE PAID BY BID ITEM 20591EC REMOVE BARRIER BY THE LINEAL FOOT. THE COST OF REMOVING EXISTING CRASH WALLS SHALL BE PAID BY BID ITEM 02403 REMOVE CONCRETE MASONRY IN CUBIC YARDS. SEE THE ROADWAY PLANS FOR BID ITEMS FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.

REMOVAL OF ANY SIGNS OR PAINTED CHEVRONS ON PIER COLUMNS REQUIRED TO BE REMOVED BY PROPOSED BRIDGE WORK ARE INCIDENTAL TO THE CLASS A CONCRETE FOR THE BRIDGE WORK ITEM REQUIRING THEIR REMOVAL.

STRUCTURE EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASH WALL IS INCIDENTAL TO THE UNIT BID PRICE FOR CONCRETE CLASS "A".

PLANS OF EXISTING STRUCTURE

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGE ARE AVAILABLE (SEE DRAWING NUMBER 15930). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS ARE NOT GUARANTEED.

VERIFYING FIELD CONDITIONS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ORDERING MATERIAL. NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS IN THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE EXISTING STRUCTURE, SHOULD IT BE ALLOWED TO FALL DUE TO THE CONTRACTOR'S ACTIONS. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE REMOVAL AND REPLACEMENT OF THE FALLEN PORTION AT THE CONTRACTOR'S EXPENSE.

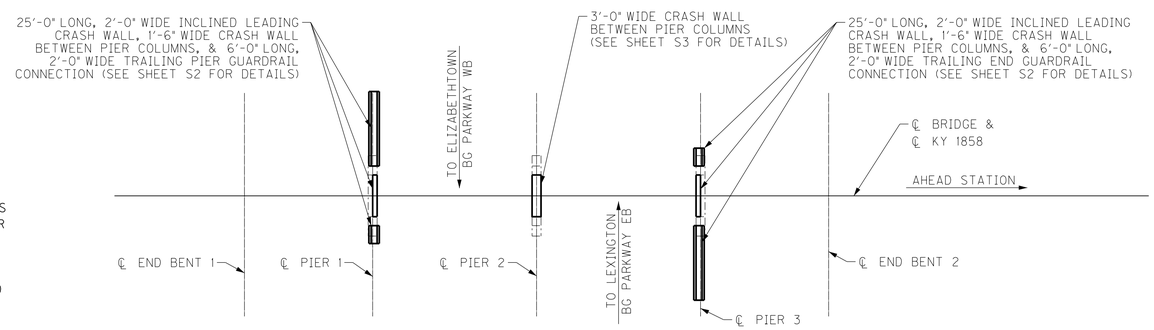
ABBREVIATIONS

BF	BACK FACE
C.J.	CONSTRUCTION JOINT
℄	CENTERLINE
CLR	CLEAR
EA	EACH
EF	EACH FACE
EMBED	EMBEDMENT
EQ	EQUAL
FF	FRONT FACE
MIN	MINIMUM
MAX	MAXIMUM
SPA	SPACE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VAR	VARIES

ESTIMATE OF QUANTITIES

BID CODE	ITEM	QUANTITY	UNIT
02403	REMOVE CONCRETE MASONRY	12.0	CY
08100	CONCRETE-CLASS A	77.0	CY
08150	STEEL REINFORCEMENT	5,886	LB
20591EC	REMOVE BARRIER	15	LF
23378EC	CONCRETE SEALING	1,640	SF

NOTE: SEE THE ROADWAY PLANS FOR BID ITEMS AND QUANTITIES FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.



SCHEMATIC

BRIDGE 090B00093N

INDEX OF SHEETS

SPECIAL NOTES

CONCRETE SEALING

SPECIAL PROVISIONS

NA

STANDARD DRAWINGS

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

2020 (9th Edition) AASHTO LRFD Bridge Design Specifications

STATE OF KENTUCKY
JUSTIN D. AGLER
37417
LICENSED PROFESSIONAL ENGINEER

JUS
KY
E:
25

ITEM NUMBER

4-22175.00

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE
KY 1858

CROSSING
BLUEGRASS PARKWAY

GENERAL NOTES & EST. QUANTITIES

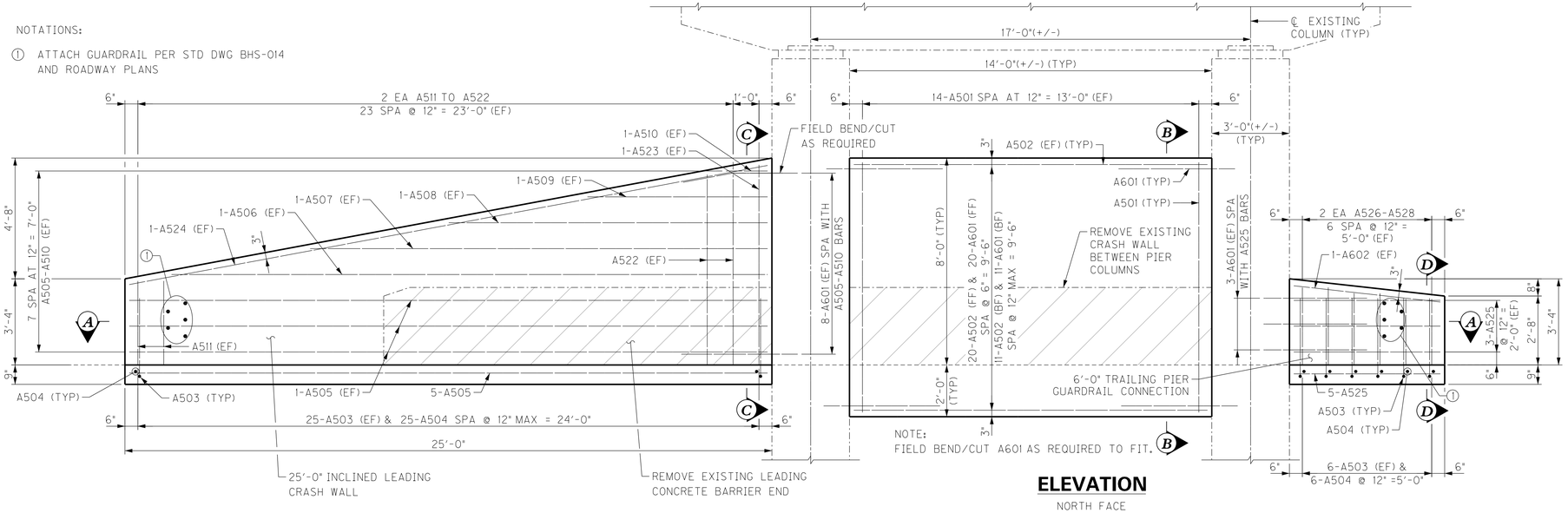
PREPARED BY
DLZ

SHEET NO.
S1

DRAWING NO.

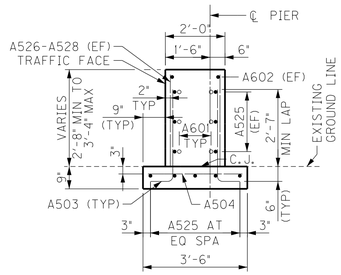
NOTATIONS:

① ATTACH GUARDRAIL PER STD DWG BHS-014 AND ROADWAY PLANS

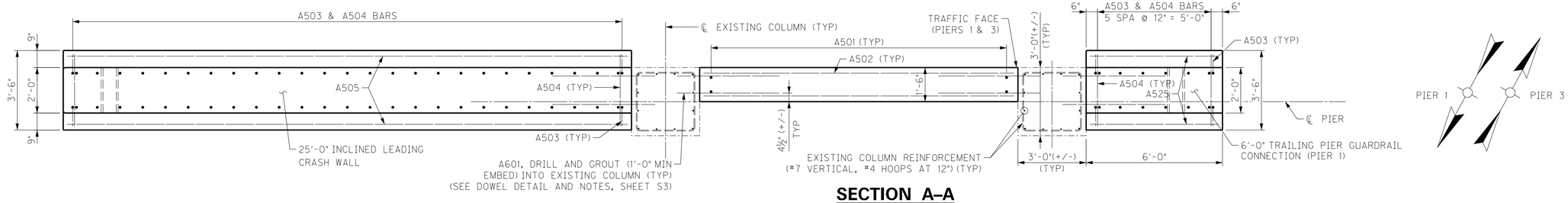


ELEVATION

NORTH FACE
PIER 1 SHOWN, PIER 3 SIMILAR UNO

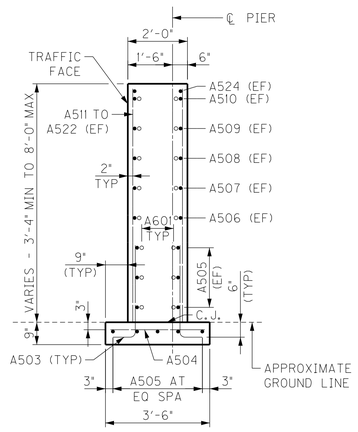


SECTION D–D



SECTION A–A

PIER 1 SHOWN, PIER 3 SIMILAR UNO



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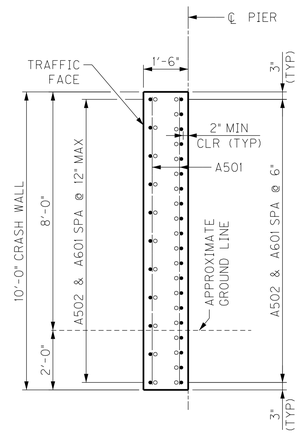

SECTION B–B

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

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ROUTE	CROSSING
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PIERS 1 & 3 CRASH WALL ADDITION

ITEM NUMBER	PREPARED BY	SHEET NO.
4–22175.00	DLZ	S2
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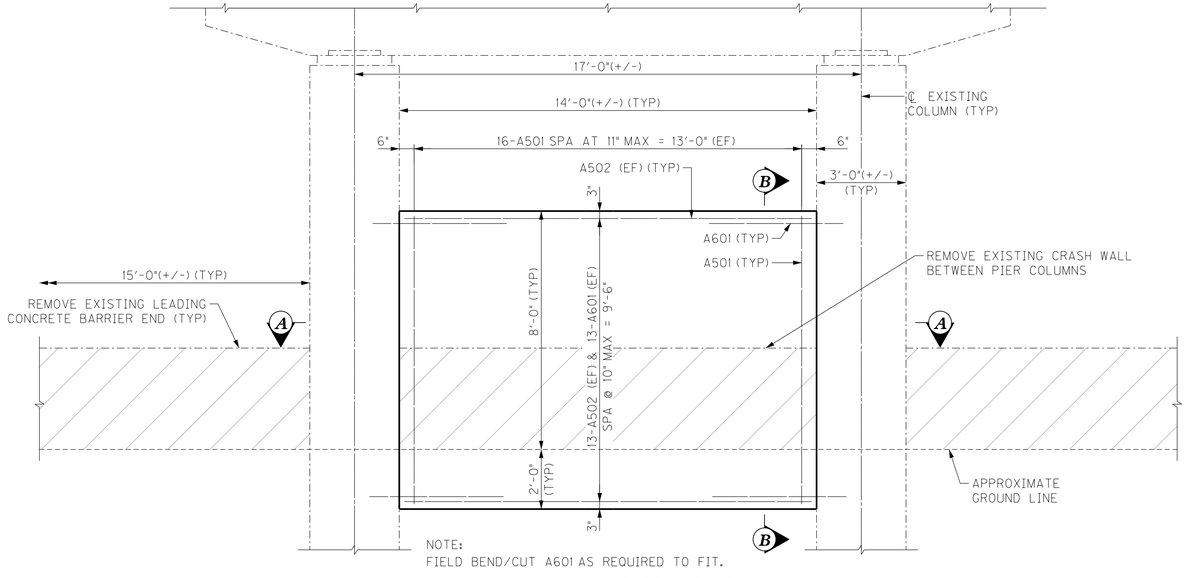

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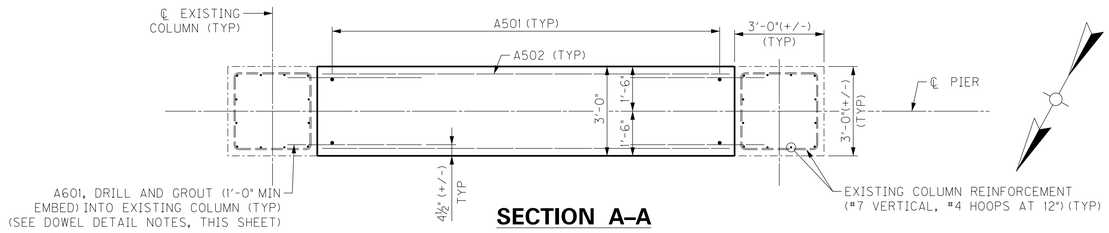
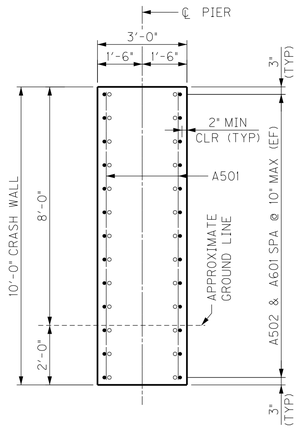


SECTION A–A



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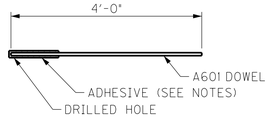

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A504	STR.	62	5	3	2	INCLINED WALLS								
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A511	STR.	8	5	3	3	INCLINED LEADING CRASH WALL								
A512	STR.	8	5	3	7	INCLINED LEADING CRASH WALL								
A513	STR.	8	5	4	0	INCLINED LEADING CRASH WALL								
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A515	STR.	8	5	4	9	INCLINED LEADING CRASH WALL								
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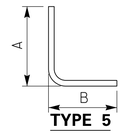
A601	STR.	220	5	4	0	CRASH WALL DOWELS								
A602	STR.	4	6	5	8	TOP OF INCLINED GUARDRAIL CONNECTION WALL								



TYPE 5

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
KY 1858	BLUEGRASS PARKWAY

PIER 2 CRASH WALL ADDITION & B.O.R.

ITEM NUMBER
4–22175.00

PREPARED BY
DLZ

SHEET NO. S3
DRAWING NO.

SPECIFICATIONS

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ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD AND RESISTANCE FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS "A" REINFORCED CONCRETE	F'C = 3,500 psi
FOR STEEL REINFORCEMENT	FY = 60,000 psi

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BAR UNLESS OTHERWISE SHOWN. CLEAR DISTANCE TO THE FACE OF CONCRETE IS 2" UNLESS NOTED OTHERWISE. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

DRILLING AND ANCHORING INTO EXISTING CONCRETE

FOR ANCHORING NEW REINFORCING STEEL INTO EXISTING CONCRETE, SEE SECTIONS 511 AND 602.03.04 OF THE STANDARD SPECIFICATIONS. AVOID DRILLING THROUGH COLUMN OR WALL REINFORCEMENT (LONGITUDINAL AND HOOP). IF REINFORCEMENT CANNOT BE LOCATED PRIOR TO DRILLING AND IS HIT, STOP DRILLING IMMEDIATELY, SHIFT DRILL TEMPLATE LOCATION AND RE-DRILL. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR STEEL REINFORCEMENT.

BONDING NEW CONCRETE TO EXISTING CONCRETE

IMMEDIATELY PRIOR TO PLACING NEW CLASS "A" CONCRETE, THE SURFACE AREAS OF EXISTING CONCRETE ARE TO BE COATED WITH A TWO-COMPONENT EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTIONS 511 AND 826 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR CLASS "A" CONCRETE.

CONCRETE SEALING

CONTRARY TO THE SPECIFICATIONS, DO NOT APPLY MASONRY COATING. INSTEAD APPLY CONCRETE SEALER IN ACCORDANCE WITH THE SPECIAL NOTE FOR CONCRETE SEALING. ALL EXPOSED SURFACES OF NEW CONCRETE ARE TO BE SEALED.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED ¾" UNLESS OTHERWISE SHOWN.

TRAFFIC CONTROL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING PROPER BARRICADES AND ADVANCE WARNING SIGNS AND SIGNALS FOR ROAD CONSTRUCTION AND ROAD CLOSURE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES IN THE MEDIAN, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 1 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE INSIDE LANE AND SHOULDER IN BOTH DIRECTIONS MUST BE CLOSED WHILE THE WORK IS BEING DONE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES ON THE OUTSIDE SHOULDERS, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 2 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE OUTSIDE LANE AND SHOULDER IN THE DIRECTION THE STRUCTURE IS LOCATED ON MUST BE CLOSED WHILE THE WORK IS BEING DONE. ANY LANE CLOSURES REQUIRED FOR THIS WORK THAT ARE NOT IN PHASES 1 OR 2, MUST BE APPROVED BY THE ENGINEER BEFORE THE CLOSURE IS INSTALLED.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF ANY UTILITIES SHOWN ON THE EXISTING OR CONTRACT DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE HIS OWN DETERMINATION. EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES.

REMOVE EXISTING STRUCTURE

THE EXISTING CONCRETE BARRIER ENDS CONNECTING THE PIER TO THE GUARDRAIL ON THE OUTSIDE SHOULDERS ARE TO BE REMOVED AS SHOWN IN THE PLANS. REMOVAL OF THE CONCRETE BARRIER ENDS WILL BE PAID BY BID ITEM 20591EC REMOVE BARRIER BY THE LINEAL FOOT. THE COST OF REMOVING EXISTING CRASH WALLS SHALL BE PAID BY BID ITEM 02403 REMOVE CONCRETE MASONRY IN CUBIC YARDS. SEE THE ROADWAY PLANS FOR BID ITEMS FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.

REMOVAL OF ANY SIGNS OR PAINTED CHEVRONS ON PIER COLUMNS REQUIRED TO BE REMOVED BY PROPOSED BRIDGE WORK ARE INCIDENTAL TO THE CLASS A CONCRETE FOR THE BRIDGE WORK ITEM REQUIRING THEIR REMOVAL.

STRUCTURE EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASH WALL IS INCIDENTAL TO THE UNIT BID PRICE FOR CONCRETE CLASS "A".

PLANS OF EXISTING STRUCTURE

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGE ARE AVAILABLE (SEE DRAWING NUMBER 15932). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS ARE NOT GUARANTEED.

VERIFYING FIELD CONDITIONS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ORDERING MATERIAL. NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS IN THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE EXISTING STRUCTURE, SHOULD IT BE ALLOWED TO FALL DUE TO THE CONTRACTOR'S ACTIONS. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE REMOVAL AND REPLACEMENT OF THE FALLEN PORTION AT THE CONTRACTOR'S EXPENSE.

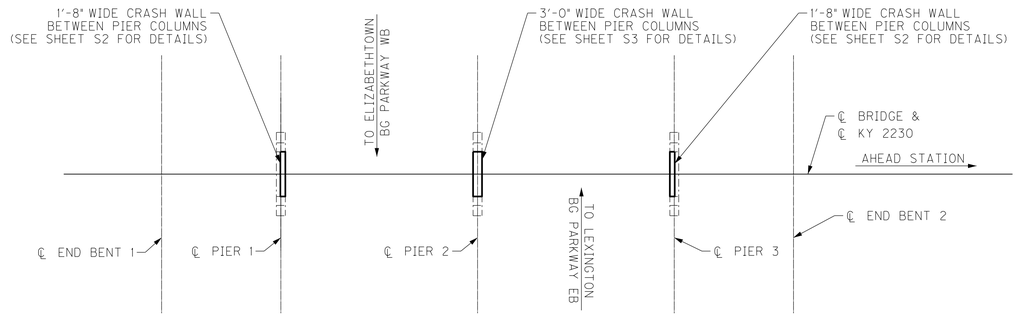
ABBREVIATIONS

BF	BACK FACE
℄	CENTERLINE
CLR	CLEAR
EA	EACH
EF	EACH FACE
EMBED	EMBEDMENT
EQ	EQUAL
FF	FRONT FACE
MIN	MINIMUM
MAX	MAXIMUM
SPA	SPACE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VAR	VARIES

ESTIMATE OF QUANTITIES

BID CODE	ITEM	QUANTITY	UNIT
02403	REMOVE CONCRETE MASONRY	6.0	CY
08100	CONCRETE-CLASS A	40.0	CY
08150	STEEL REINFORCEMENT	3,406	LB
23378EC	CONCRETE SEALING	820	SF

NOTE: SEE THE ROADWAY PLANS FOR BID ITEMS AND QUANTITIES FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.



SCHEMATIC

BRIDGE 090B00032N

INDEX OF SHEETS

Sheet No.	Description
S1	GENERAL NOTES & ESTIMATE OF QUANTITIES
S2	PIERS 1 & 3 CRASH WALL ADDITION
S3	PIER 2 CRASH WALL ADDITION & B.O.R.

SPECIAL NOTES

CONCRETE SEALING

SPECIAL PROVISIONS

NA

STANDARD DRAWINGS

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

2020 (9th Edition) AASHTO LRFD Bridge Design Specifications

STATE OF KENTUCKY
JUSTIN D. AGLER
37417
LICENSED PROFESSIONAL ENGINEER

JUS
KY
E:
25

ITEM NUMBER

4–22175.00

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE
KY 2230

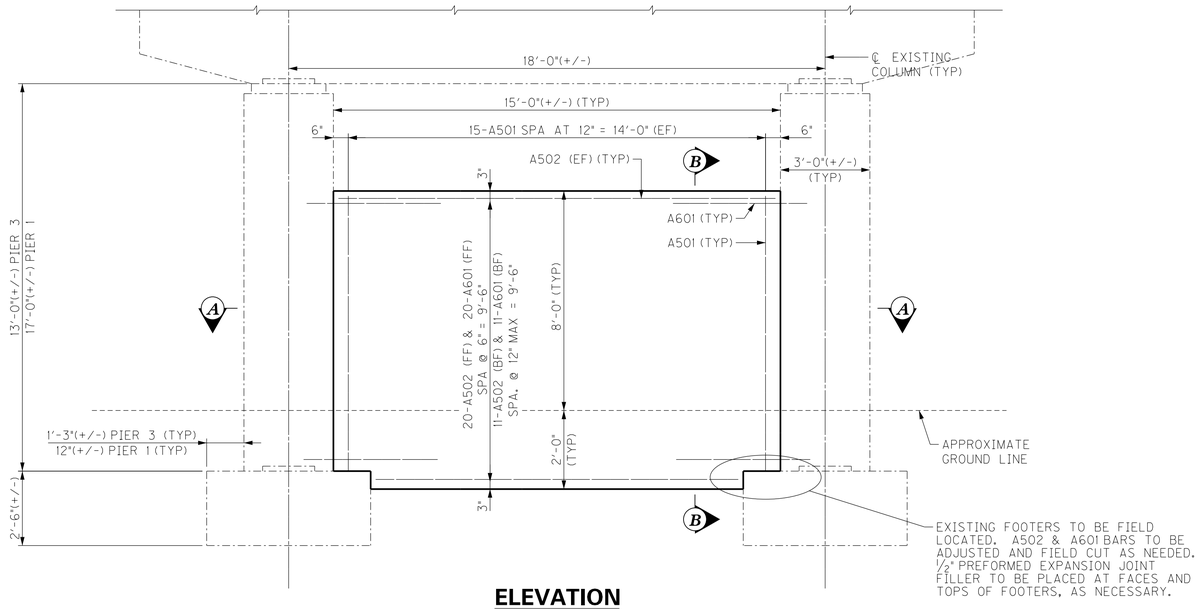
CROSSING
BLUEGRASS PARKWAY

GENERAL NOTES & EST. QUANTITIES

PREPARED BY
DLZ

SHEET NO.
S1

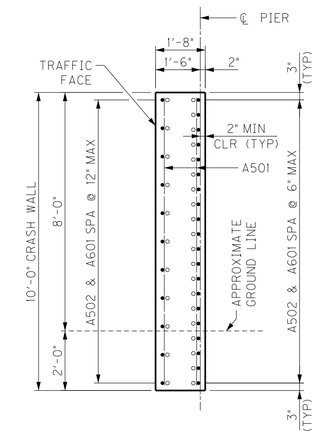
DRAWING NO.



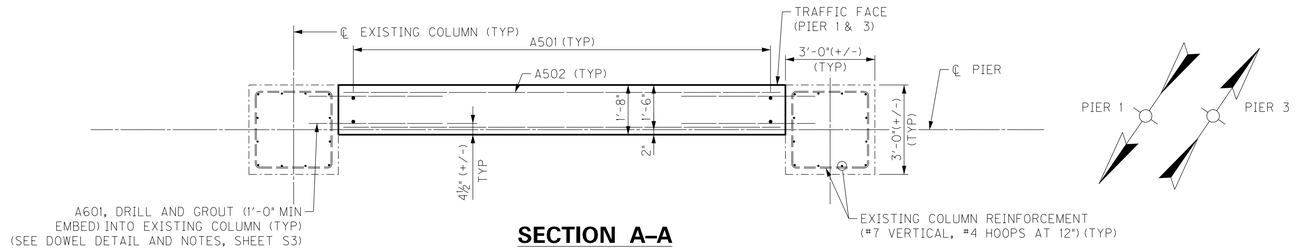
ELEVATION

NORTH FACE

PIER 3 SHOWN, PIER 1 SIMILAR UNO



SECTION B–B



SECTION A–A

PIER 1 SHOWN, PIER 3 SIMILAR UNO

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY: **NELSON**

ROUTE: **KY 2230**

CROSSING: **BLUEGRASS PARKWAY**

PIERS 1 & 3 CRASH WALL ADDITION

ITEM NUMBER: **4–22175.00**

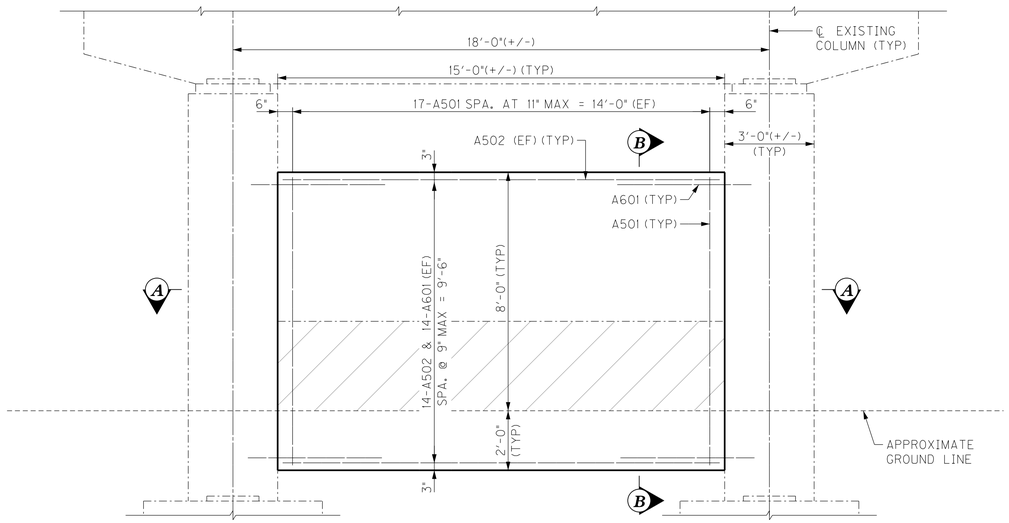
PREPARED BY: DLZ

SHEET NO.: S2

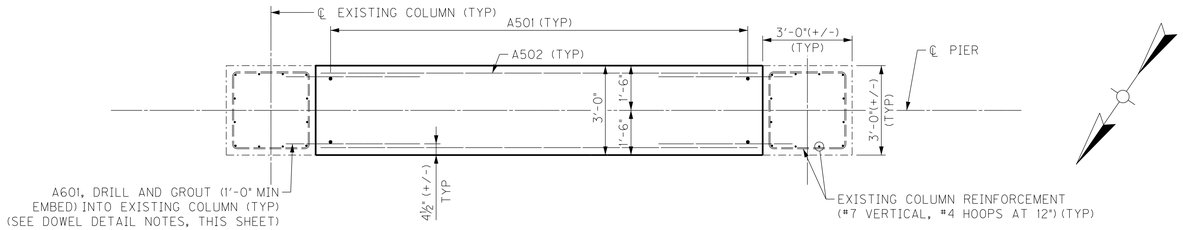
DRAWING NO.:

BILL OF REINFORCEMENT

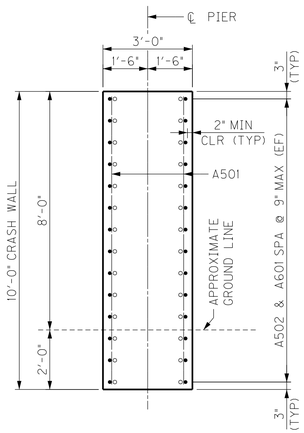
MARK	TYPE	NUMBER	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
A501	STR.	94	5	9	8	CRASH WALLS								
A502	STR.	90	5	14	8	CRASH WALLS								
A601	STR.	180	6	4	0	CRASH WALL DOWELS								



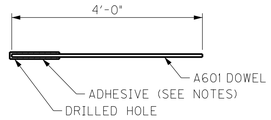
ELEVATION



SECTION A–A



SECTION B–B



DOWEL DETAIL

NOTE:

ANCHOR DOWELS SHALL BE ADHESIVELY BONDED TO EXISTING CONCRETE IN DRILLED HOLES. THE ANCHOR DOWEL ADHESIVE SHALL BE ONE OF THE FOLLOWING:

A. HILTI HIT-HY-200
B. AN APPROVED EQUAL MEETING ACI 355.4 AND THE MINIMUM BOND STRESS OF THE HIT-HY-200.

INSTALL ANCHOR DOWELS WITH A MINIMUM EMBEDMENT INTO EXISTING CONCRETE AS SHOWN. INSTALL PER THE MANUFACTURER'S RECOMMENDATIONS.

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY: **NELSON**

ROUTE: **KY 2230** | CROSSING: **BLUEGRASS PARKWAY**

PIER 2 CRASH WALL ADDITION & B.O.R.

ITEM NUMBER: **4–22175.00**

PREPARED BY: DLZ

SHEET NO.: S3

DRAWING NO.:

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 2019 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WITH SUPPLEMENTAL SPECIFICATIONS.

ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE LRFD BRIDGE DESIGN SPECIFICATIONS, 9th EDITION.

DESIGN LOAD

THE COLUMNS AND CRASH WALL ARE DESIGNED FOR 124 KIP COLLISION FORCE.

DESIGN METHOD

ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD AND RESISTANCE FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS "A" REINFORCED CONCRETE	F'C = 3,500 psi
FOR STEEL REINFORCEMENT	FY = 60,000 psi

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BAR UNLESS OTHERWISE SHOWN. CLEAR DISTANCE TO THE FACE OF CONCRETE IS 2" UNLESS NOTED OTHERWISE. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

DRILLING AND ANCHORING INTO EXISTING CONCRETE

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CONCRETE SEALING

CONTRARY TO THE SPECIFICATIONS, DO NOT APPLY MASONRY COATING. INSTEAD APPLY CONCRETE SEALER IN ACCORDANCE WITH THE SPECIAL NOTE FOR CONCRETE SEALING. ALL EXPOSED SURFACES OF NEW CONCRETE ARE TO BE SEALED.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED ¾" UNLESS OTHERWISE SHOWN.

TRAFFIC CONTROL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING PROPER BARRICADES AND ADVANCE WARNING SIGNS AND SIGNALS FOR ROAD CONSTRUCTION AND ROAD CLOSURE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES IN THE MEDIAN, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 1 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE INSIDE LANE AND SHOULDER IN BOTH DIRECTIONS MUST BE CLOSED WHILE THE WORK IS BEING DONE. FOR THE ROADWAY AND STRUCTURE WORK PROPOSED FOR THE OVERPASS BRIDGES ON THE OUTSIDE SHOULDERS, SCHEDULE THIS WORK DURING CONSTRUCTION PHASE 2 IF POSSIBLE. IF THE WORK MUST BE DONE AT A DIFFERENT TIME, THE OUTSIDE LANE AND SHOULDER IN THE DIRECTION THE STRUCTURE IS LOCATED ON MUST BE CLOSED WHILE THE WORK IS BEING DONE. ANY LANE CLOSURES REQUIRED FOR THIS WORK THAT ARE NOT IN PHASES 1 OR 2, MUST BE APPROVED BY THE ENGINEER BEFORE THE CLOSURE IS INSTALLED.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF ANY UTILITIES SHOWN ON THE EXISTING OR CONTRACT DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE HIS OWN DETERMINATION. EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES.

REMOVE EXISTING STRUCTURE

THE EXISTING CONCRETE BARRIER ENDS CONNECTING THE PIER TO THE GUARDRAIL ON THE OUTSIDE SHOULDERS ARE TO BE REMOVED AS SHOWN IN THE PLANS. REMOVAL OF THE CONCRETE BARRIER ENDS WILL BE PAID BY BID ITEM 20591EC REMOVE BARRIER BY THE LINEAL FOOT. THE COST OF REMOVING EXISTING CRASH WALLS SHALL BE PAID BY BID ITEM 02403 REMOVE CONCRETE MASONRY IN CUBIC YARDS. SEE THE ROADWAY PLANS FOR BID ITEMS FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.

REMOVAL OF ANY SIGNS OR PAINTED CHEVRONS ON PIER COLUMNS REQUIRED TO BE REMOVED BY PROPOSED BRIDGE WORK ARE INCIDENTAL TO THE CLASS A CONCRETE FOR THE BRIDGE WORK ITEM REQUIRING THEIR REMOVAL.

STRUCTURE EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASH WALL IS INCIDENTAL TO THE UNIT BID PRICE FOR CONCRETE CLASS "A".

PLANS OF EXISTING STRUCTURE

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGE ARE AVAILABLE (SEE DRAWING NUMBER 15904). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS ARE NOT GUARANTEED.

VERIFYING FIELD CONDITIONS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ORDERING MATERIAL. NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS IN THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE EXISTING STRUCTURE, SHOULD IT BE ALLOWED TO FALL DUE TO THE CONTRACTOR'S ACTIONS. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE REMOVAL AND REPLACEMENT OF THE FALLEN PORTION AT THE CONTRACTOR'S EXPENSE.

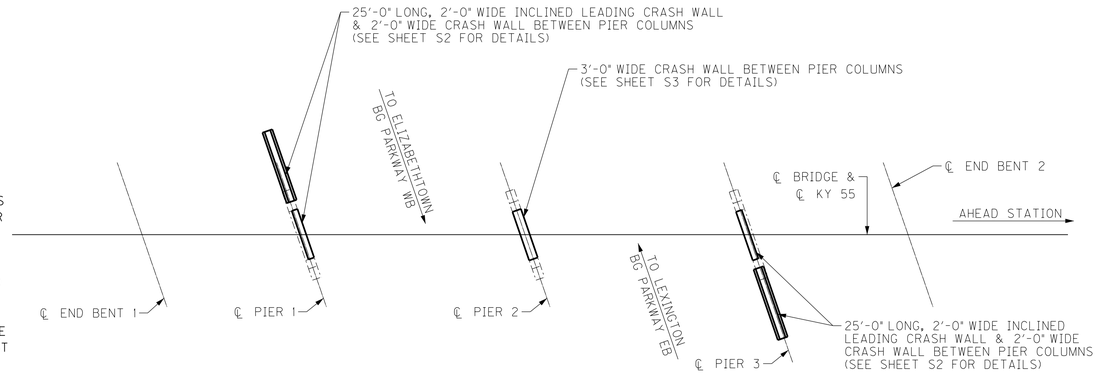
ABBREVIATIONS

BF	BACK FACE
C.J.	CONSTRUCTION JOINT
℄	CENTERLINE
CLR	CLEAR
EA	EACH
EF	EACH FACE
EMBED	EMBEDMENT
EQ	EQUAL
FF	FRONT FACE
MIN	MINIMUM
MAX	MAXIMUM
SPA	SPACE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VAR	VARIES

ESTIMATE OF QUANTITIES

BID CODE	ITEM	QUANTITY	UNIT
02403	REMOVE CONCRETE MASONRY	23.0	CY
08100	CONCRETE-CLASS A	75.0	CY
08150	STEEL REINFORCEMENT	6,152	LB
20591EC	REMOVE BARRIER	15	LF
23378EC	CONCRETE SEALING	1,710	SF

NOTE: SEE THE ROADWAY PLANS FOR BID ITEMS AND QUANTITIES FOR REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER ENDS AND CRASH CUSHIONS.



SCHEMATIC

BRIDGE 090B00020N
(EXIT 34)

INDEX OF SHEETS

SPECIAL NOTES

CONCRETE SEALING

SPECIAL PROVISIONS

NA

STANDARD DRAWINGS

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

2020 (9th Edition) AASHTO LRFD Bridge Design Specifications

STATE OF KENTUCKY
JUSTIN D. AGLER
37417
LICENSED PROFESSIONAL ENGINEER

JUS E:
KY 25

ITEM NUMBER

4–22175.00

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
KY 55	BLUEGRASS PARKWAY

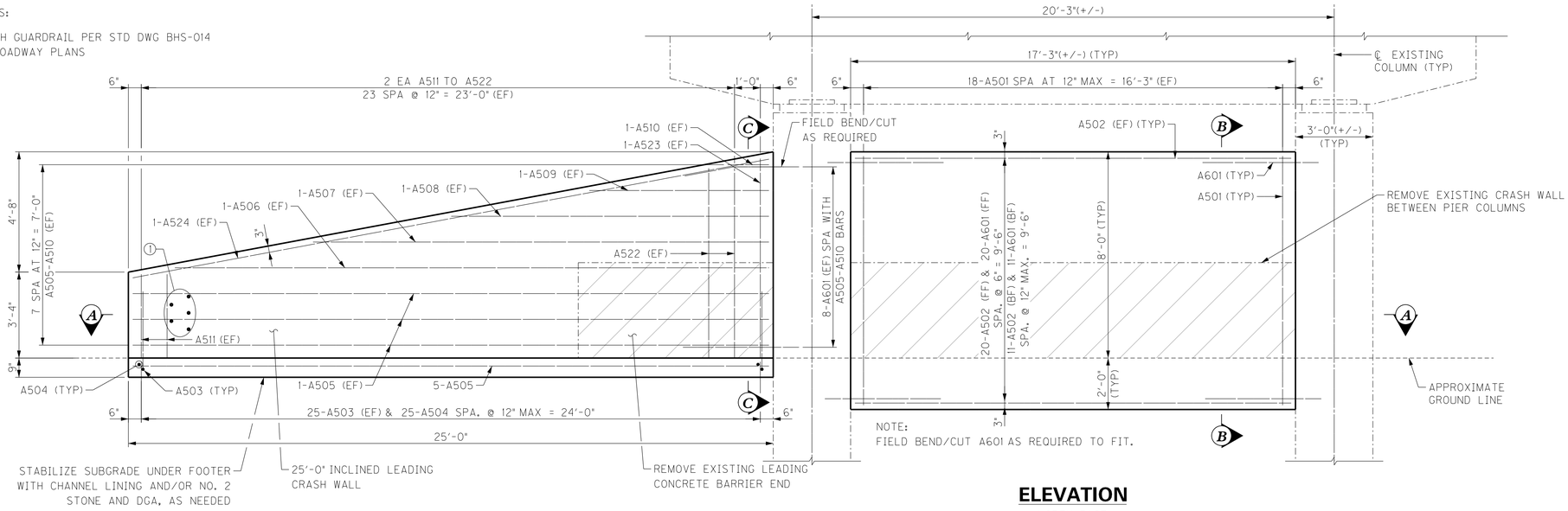
GENERAL NOTES & EST. QUANTITIES

PREPARED BY
DLZ

SHEET NO. S1
DRAWING NO.

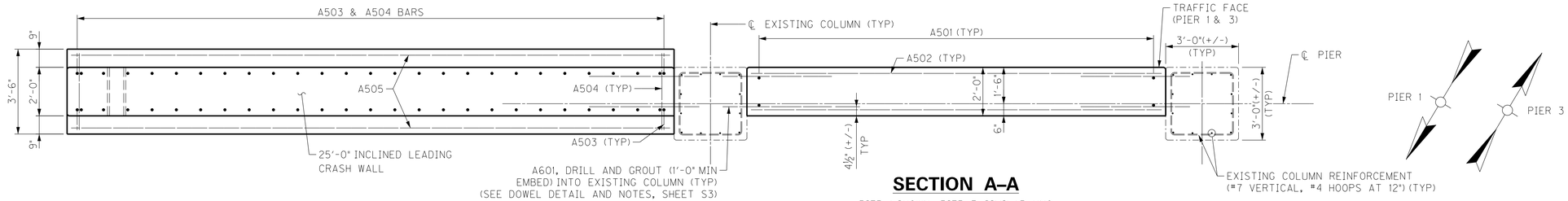
NOTATIONS:

① ATTACH GUARDRAIL PER STD DWG BHS-014 AND ROADWAY PLANS



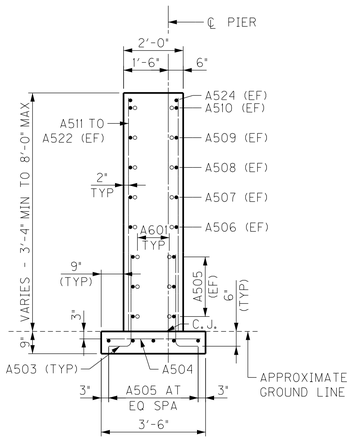
ELEVATION

NORTH FACE
PIER 1 SHOWN, PIER 3 SIMILAR UNO

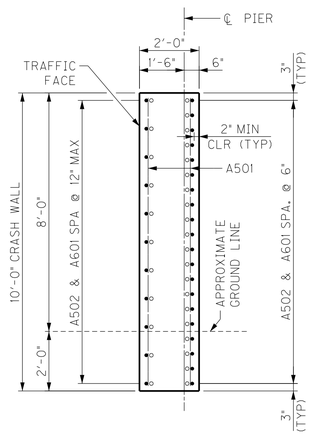


SECTION A–A

PIER 1 SHOWN, PIER 3 SIMILAR UNO



SECTION C–C



SECTION B–B

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

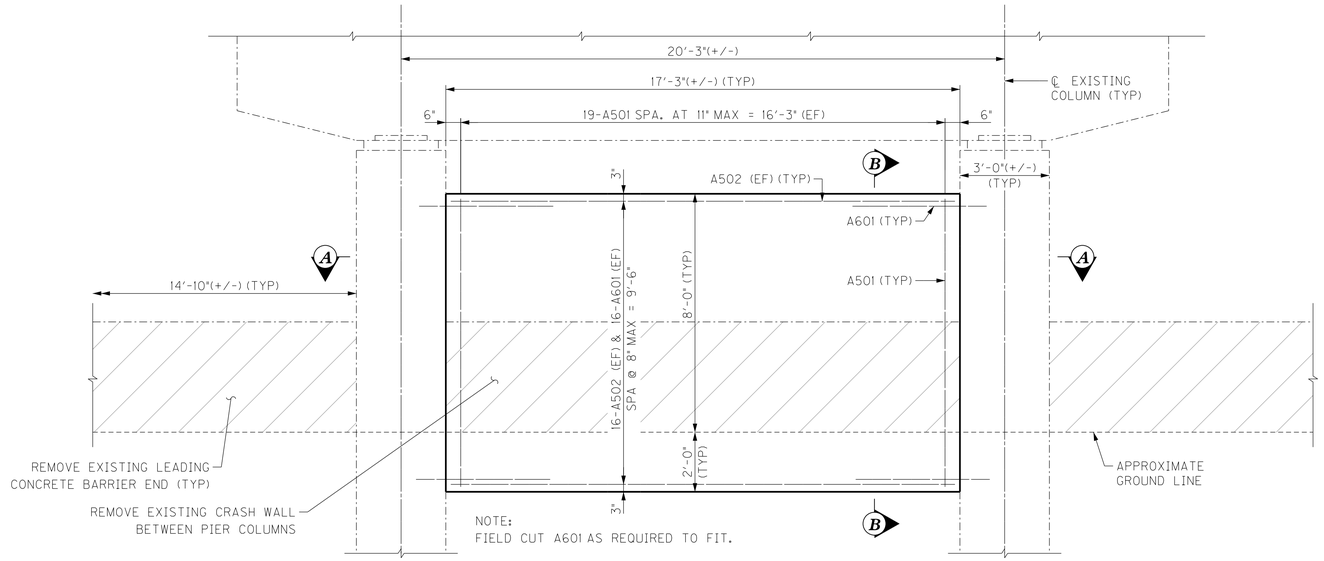
COUNTY
NELSON

ROUTE: **KY 55**
CROSSING: **BLUEGRASS PARKWAY**

PIERS 1 & 3 CRASH WALL ADDITION

ITEM NUMBER	PREPARED BY	SHEET NO.
4–22175.00	DLZ	S2
		DRAWING NO.

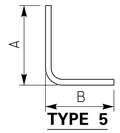
FILE NAME: X:\PROJECTS\20241243\12\10390 KYTC PVMT REHAB 2024-2026\0101 NELSON BG PKWY\BRIDGES\SHEETS\090B00020N S2.DGN
USER: jagler
DATE PLOTTED: February 2, 2025
E-SHEET NAME:
MicroStation v8.11.9.919



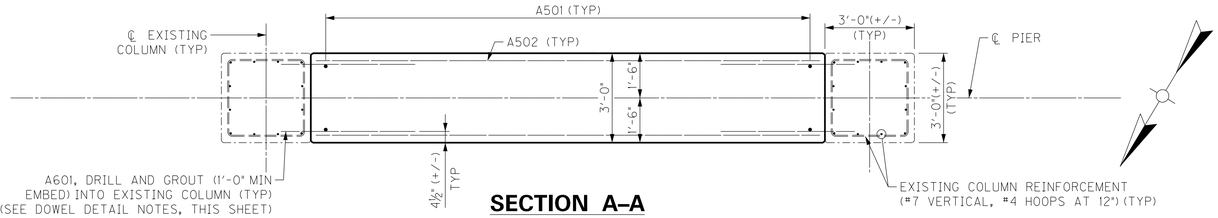
ELEVATION
NORTH FACE

BILL OF REINFORCEMENT

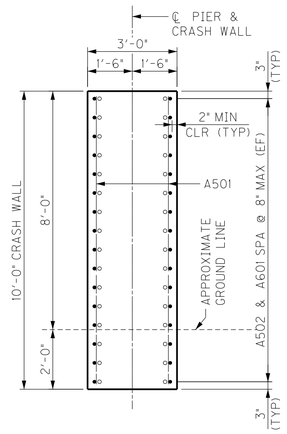
MARK	TYPE	NUMBER	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
A501	STR.	110	5	9	8	CRASH WALLS								
A502	STR.	94	5	16	11	CRASH WALLS								
A503	⑤	100	5	3	11	PIER 1 & 3 INCLINED CRASH WALLS	0	9	3	2				
A504	STR.	50	5	3	2	PIER 1 & 3 INCLINED CRASH WALLS								
A505	STR.	22	5	24	8	PIER 1 & 3 INCLINED CRASH WALLS								
A506	STR.	4	5	23	0	PIER 1 & 3 INCLINED CRASH WALLS								
A507	STR.	4	5	17	8	PIER 1 & 3 INCLINED CRASH WALLS								
A508	STR.	4	5	12	3	PIER 1 & 3 INCLINED CRASH WALLS								
A509	STR.	4	5	6	11	PIER 1 & 3 INCLINED CRASH WALLS								
A510	STR.	4	5	1	7	PIER 1 & 3 INCLINED CRASH WALLS								
A511	STR.	8	5	3	3	PIER 1 & 3 INCLINED CRASH WALLS								
A512	STR.	8	5	3	7	PIER 1 & 3 INCLINED CRASH WALLS								
A513	STR.	8	5	4	0	PIER 1 & 3 INCLINED CRASH WALLS								
A514	STR.	8	5	4	4	PIER 1 & 3 INCLINED CRASH WALLS								
A515	STR.	8	5	4	9	PIER 1 & 3 INCLINED CRASH WALLS								
A516	STR.	8	5	5	1	PIER 1 & 3 INCLINED CRASH WALLS								
A517	STR.	8	5	5	6	PIER 1 & 3 INCLINED CRASH WALLS								
A518	STR.	8	5	5	10	PIER 1 & 3 INCLINED CRASH WALLS								
A519	STR.	8	5	6	3	PIER 1 & 3 INCLINED CRASH WALLS								
A520	STR.	8	5	6	7	PIER 1 & 3 INCLINED CRASH WALLS								
A521	STR.	8	5	7	0	PIER 1 & 3 INCLINED CRASH WALLS								
A522	STR.	8	5	7	4	PIER 1 & 3 INCLINED CRASH WALLS								
A523	STR.	4	5	7	8	PIER 1 & 3 INCLINED CRASH WALLS								
A524	STR.	4	5	25	1	PIER 1 & 3 INCLINED CRASH WALLS								
A601	STR.	220	6	4	0	CRASH WALL DOWELS								



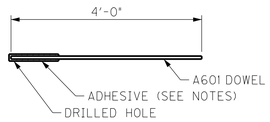
TYPE 5



SECTION A–A



SECTION B–B



DOWEL DETAIL

NOTE:

ANCHOR DOWELS SHALL BE ADHESIVELY BONDED TO EXISTING CONCRETE IN DRILLED HOLES. THE ANCHOR DOWEL ADHESIVE SHALL BE ONE OF THE FOLLOWING:

A. HILTI HIT-HY-200
B. AN APPROVED EQUAL MEETING ACI 355.4 AND THE MINIMUM BOND STRESS OF THE HIT-HY-200.

INSTALL ANCHOR DOWELS WITH A MINIMUM EMBEDMENT INTO EXISTING CONCRETE AS SHOWN. INSTALL PER THE MANUFACTURER'S RECOMMENDATIONS.

REVISION	DATE

DATE: FEBRUARY 2025	CHECKED BY
DESIGNED BY: J. AGLER	A. ADKINS
DETAILED BY: J. AGLER	A. ADKINS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
NELSON

ROUTE	CROSSING
KY 55	BLUEGRASS PARKWAY

PIER 2 CRASH WALL ADDITION & B.O.R.

ITEM NUMBER	PREPARED BY	SHEET NO.
4–22175.00	DLZ	S3
		DRAWING NO.