

TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY
I-64 RIVERSIDE EXPRESSWAY
K & I TRR TO PRESTON STREET
LOUISVILLE - LEXINGTON

ESTIMATE OF QUANTITIES

BID ITEM	Expansion Joint Reconstruction	Bridge Deck Overlay w/ AWM	Machine Preparation of Slab	Removal of Conc. Overlay	Partial Depth Patching	Thin Film Coating	Pier 109 Retrofit	Kennedy Pier 5 Retrofit	Sign Truss 115 Repair	Sign Truss 147 Repair	Terminal Joint Reconstruction	Crossframe Removal	Web Repair Type A	Web Repair Type B	Clean and Paint Structural Steel	GRail End Conn. Retrofit	GRail End Conn. Type A	GRail End Conn. Type A-1	Adjust GRail	Remove GRail	GRail, Steel W Bm, SF	Relocate GRail	End Treatment Type 4A	End Treatment Type 1	Repair Curb	Remove and Transport Handrail	#4 Wire	#4 Ground Wire	Junction Boxes	Conduit - Rigid 2-Inch	Fused Conn. Kit	Conc Class M Full Depth Patch	Fascia Retrofit	Gore Crash Cushion	Asphalt Placement W / MTV	Mobilization	Demobilization
UNIT	L.F.	TONS	S.Y.	S.Y.	C.F.	S.F.	L.S.	L.S.	L.S.	L.S.	L.F.	EA.	EA.	EA.	L.S.	EA.	EA.	EA.	L.F.	L.F.	L.F.	L.F.	EA.	EA.	L.F.	L.F.	L.F.	L.F.	EA.	L.F.	EA.	C.Y.	L.F.	L.S.	TONS	L.S.	L.S.
K & I TRR TRESTLE	799.2	2039		25,869	1552	73,200										3	2	1	75	75	75					5,320	12,600	6300	4	275	46	2	5,320		2039		
K & I TRR AND 27TH ST	444.0	776		9848	591	28,400										2	2		50	50	50					2,040	4600	2300	4	200	16	2	2,040		776		
N.W. PKWY AND 22ND ST	1069.2	474		6010	361	18,000				1						1	1		25	25	25					980	3000	1500	4	275	12	2	980		474		
17TH ST TO 13TH ST	641.3	1635		20,741	1245	47,600										1	1		25	25	25					3,520	9400	4700	4	175	36	2	3,520		1635		
13TH ST TO 7TH ST	997.7	2535		32170	1930	82,900																				7,270	11,600	5800	4	275	58	2	7,270		2535		
NINTH ST. RAMPS	631.0	1090	13,829		850	79,300			1		92.5						4	4		237.5	237.5	75	1	1	26	8,350	8000	4000	12	275	60	2	8,350		1090		
7TH ST TO 2ND ST	801.5	2119		26,888	1616	74,000						92	59	38												5,500	12,200	6100	4	275	44	2	5,500		2119		
3RD ST TO PRESTON	1183.1	2436		30,903	1855	97,600	1									2	2		50	50	50					6,750	12,600	6300	4	250	36	2	6,750		2436		
MISCELLANEOUS								1																													
BRIDGE TOTALS	6562.0	13,104	13,829	152,429	10,000	501,000	1	1	1	1	92.5	92	59	38	1	9	12	5	225	462.5	462.5	75	1	1	26	39,730	74,000	37,000	40	2000	308	16	39,730	1	13,104	1	1

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SPECIAL NOTES

for Asphalt Waterproofing Mix
for Expansion Joint Reconstruction
for Thin Film Coat
for Construction Schedule
for Guardrail Conn. to Bridge End Type A and A-1 Retrofit
for Cleaning and Painting Structural Steel

1N Permanent, Rapid Hardening Concrete Patching
6J Non-epoxy Adhesives
7S Structural Adhesives with Extended Contact Time
10S Bridge Deck Rideability

SPECIAL PROVISIONS

4 Welding Steel Bridges

STANDARD DRAWINGS

BJE-001-11	Preformed Compression Joint Seal & Armored Edges
RBC-001-08	Guardrail Connector to Bridge End Type A and A-1
RBC-002	Guardrail Connector to Bridge End Type A and A-1 Components
RBC-003	Guardrail Connector to Bridge End Type A and A-1 Components

SPECIFICATIONS

2004 Standard Specifications for Road and Bridge Construction

REVISION		DATE
DATE: MAR 2007	CHECKED BY:	
DESIGNED BY:	DMB	
DETAILED BY: CBS		

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
JEFFERSON

ROUTE
I-64

CROSSING
K&I TRR TO PRESTON STREET

REPAIR PLANS

PREPARED BY
PB PARSONS
BRINCKERHOFF

SHEET NO.
S1
DRAWING NO.
26144

STATE OF KENTUCKY
MICHAEL J. BARON
20841
LICENSED PROFESSIONAL ENGINEER

DATE: 3-15-07

ITEM NUMBER
5-73.00

FILE NAME: ...\\Betrofit Plans\\Sheet-Index.dgn

USERNAME: CBS

DATE: 3/15/2007

SHEET LOCATION: LAY

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ITEM NUMBER

5-73.00

REVISION

DATE

DATE: JAN 2007

CHECKED BY

DESIGNED BY:

DETAILED BY: CBS

ELA

Commonwealth of Kentucky

DEPARTMENT OF HIGHWAYS

COUNTY

JEFFERSON

ROUTE

CROSSING

I-64

INDEX OF SHEETSS

PREPARED BY

PP PARSONS BRINCKERHOFF

SHEET NO.

S2

DRAWING NO.

26144

FILE NAME: ... \GENERAL NOTES.dgn

USERNAME: CBS

DATE: 3/15/2007

SHEET LOCATION: LAY

SPECIFICATIONS
REFERENCES TO THE SPECIFICATIONS ARE TO THE 2004 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION INCLUDING ANY SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE 2002 EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, WITH INTERIMS.

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 INCHES 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.

BEVELED EDGES
BEVEL ALL EXPOSED EDGES ¾", UNLESS OTHERWISE NOTED.

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

ON-SITE INSPECTION
EACH CONTRACTOR SUBMITTING A BID FOR THIS WORK SHALL MAKE A THOROUGH INSPECTION OF THE PROJECT SITE PRIOR TO SUBMITTING A BID AND SHALL BE THOROUGHLY FAMILIARIZED WITH EXISTING CONDITIONS SO THAT WORK CAN BE EXPEDITIOUSLY PERFORMED AFTER A CONTRACT IS AWARDED. SUBMISSION OF A BID WILL BE CONSIDERED EVIDENCE OF THIS INSPECTION HAVING BEEN MADE. ANY CLAIMS RESULTING FROM SITE CONDITIONS WILL NOT BE HONORED BY THE DEPARTMENT OF HIGHWAYS.

MATERIAL DESIGN SPECIFICATIONS
FOR CLASS 'M' REINFORCED CONCRETE: f'c = 4,000 PSI

VERIFY EXISTING DIMENSIONS
ALL EXISTING FIELD DIMENSIONS AND ELEVATIONS WHETHER CALLED OUT ON THESE PLANS OR NOT, SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION OF ANY MATERIALS WHICH ARE CONTINGENT ON SUCH FIELD DIMENSIONS.

BONDING NEW CONCRETE
BOND NEW CONCRETE TO EXISTING CONCRETE WITH A TWO COMPONENT EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTIONS 826 AND 511.03.02 OF THE SPECIFICATIONS AND THE SPECIAL NOTES FOR STRUCTURAL ADHESIVES WITH EXTENDED CONTRACT TIME.

EXPANSION DAM RECONSTRUCTION
THIS WORK SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF EXISTING STRUCTURAL EXPANSION JOINTS WITH A JOINT OF THE TYPE SPECIFIED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

BILL OF REINFORCEMENT
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SEPARATE BILL OF REINFORCEMENT PROVIDED AT EACH PIER OR ABUTMENT RECEIVING EXPANSION JOINT RECONSTRUCTION AS SHOWN ON THE PLANS. EXPANSION JOINT RECONSTRUCTION AT A PIER OR ABUTMENT IS COMPRISED OF SLAB, CURB, PLINTH, GUARD WALL, BACK WALL AND WING WALL.

IN APPLYING THE BAR MARKS WHERE TWO OR MORE RECONSTRUCTION LOCATIONS ARE INVOLVED, IT IS INTENDED FOR THE SAME BAR MARKS TO APPLY TO BARS IN SIMILAR LOCATIONS. TWO BARS IN DIFFERENT LOCATIONS MAY HAVE THE SAME BAR MARK BUT DIFFERENT LENGTHS, OR HAVE THE SAME LENGTH BUT HAVE A DIFFERENT SIZE, OR ANY COMBINATION OF THESE FACTORS.

THE FABRICATED BARS SHALL BE PROPERLY BUNDLED AND TAGGED WITH SUITABLE IDENTIFICATION TO FACILITATE SORTING AND HANDLING. CARE SHALL BE TAKEN TO KEEP BUNDLES INTACT AND SEPARATED FROM OTHER PIER AND ABUTMENT BUNDLES. THE BUNDLED BARS SHALL BE TAGGED IN A LEGIBLE MANNER SUCH THAT THE BAR LOCATION CAN BE IDENTIFIED.

STOCKPILE EPOXY COATED STEEL REINFORCEMENT
EVERY REASONABLE EFFORT HAS BEEN MADE TO PROVIDE A COMPLETE AND ACCURATE BILL OF REINFORCEMENT. BUT THE REALITY FOR REHABILITATION WORK IS THAT OMMISSIONS AND UNFORESEEN CIRCUMSTANCES DO OCCASIONALLY OCCUR.

THE FOLLOWING QUANTIY (APPROXIMATELY 1% OF THE SCHEDULED LONGITUDINAL REINFORCEMENT SHOWN ON THE PLANS) SHALL BE PROVIDED AS STOCKPILE REINFORCEMENT TO COVER SHORTFALLS OR UNFORESEEN CIRCUMSTANCES DURING THE CONSTRUCTION PROCESS:

10 - *4 x 30'-0" AND 80 - *4 MECHANICAL CONNECTORS
25 - *5 x 30'-0" AND 210 - *5 MECHANICAL CONNECTORS
10 - *6 x 30'-0" AND 30 - *6 MECHANICAL CONNECTORS

THE STOCKPILE REINFORCEMENT SHALL BE STORED ON THE JOBSITE TO BE USED AS DIRECTED BY THE ENGINEER AS CIRCUMSTANCES DICTATE. FIELD CUTTING IS PERMITTED.

THE COST OF THE STOCKPILE REINFORCEMENT IS CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY UNUSED REINFORCEMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED FROM THE SITE.

SLAB FORMS
STAY-IN-PLACE FORMS WILL BE PERMITTED FOR CONCRETE BRIDGE SLABS.

BRIDGE DECK RIDEABILITY
BRIDGE DECK RIDEABILITY WILL BE REQUIRED ON THIS PROJECT.

SHEAR CONNECTORS
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE EXISTING SHEAR CONNECTORS IN THE STRUCTURAL SLAB OF BRIDGES RECEIVING JOINT RECONSTRUCTION WORK. SHEAR CONNECTORS ENCOUNTERED, ARE TO REMAIN IN PLACE UNLESS NOTED OTHERWISE ON THE PLANS. SHEAR CONNECTORS DAMAGED BY THE CONTRACTOR DURING THE REMOVAL OF CONCRETE SHALL BE REPLACED AT NO COST TO THE DEPARTMENT.

BEFORE WELDING THE REPLACEMENT STUD, REMOVE THE DAMAGED STUD AND GRIND THE AREA SMOOTH AND FLUSH OR, THE CONTRACTOR MAY WELD A NEW SHEAR CONNECTOR ADJACENT TO THE DEFECTIVE AREA IN LIEU OF REPAIR AND REPLACEMENT OF THE EXISTING WELD.

REMOVE CONCRETE SLAB
CARE SHALL BE TAKEN DURING REMOVING THE REINFORCED CONCRETE AREA ADJACENT TO THE EXISTING EXPANSION JOINTS TO AVOID DAMAGING THE PORTIONS OF THE STRUCTURE TO REMAIN.

AREAS OF CONCRETE REMOVAL SHALL INCLUDE ALL JOINT HARDWARE WITHIN OR ATTACHED TO THE CONCRETE, FASCIA AND MEDIAN CURB HARDWARE, REINFORCING STEEL, BACKWALL CONCRETE, AND OTHER SUCH ITEMS AS SHOWN ON THE PLANS.

WHERE REINFORCEMENT BARS ARE TO BE CUT, CONCRETE SHALL BE REMOVED TO EXPOSE A 6 INCH MINIMUM DOWEL TO JOIN TO NEW REBAR USING A MECHANICAL LAP SPLICE. WHERE REINFORCEMENT BARS ARE TO REMAIN, CONCRETE SHALL BE CAREFULLY REMOVED SUCH THAT THE REINFORCEMENT IS NOT DISTURBED OR DAMAGED.

NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR REMOVING AND DISPOSING THE CONCRETE AS THIS IS CONSIDERED INCIDENTAL TO THE CONTRACT.

EXISTING BRIDGE HANDRAIL
THE EXISTING HANDRAIL MUST REMAIN UNTIL THE FASCIA RETROFIT HAS BEEN COMPLETED. THE STRUCTURE CAN NOT BE OPENED TO TRAFFIC IF THE EXISTING PLINTH DOES NOT HAVE EITHER THE EXISTING HANDRAIL ATTACHED OR THE FASCIA RETROFIT COMPLETED.

IF THE FASCIA RETROFIT IS COMPLETED IN SECTIONS A BLUNT END CONDITION IS NOT ALLOWED TO BE EXPOSED TO TRAFFIC.

SUPPORT THE EXISTING ALUMINUM HANDRAIL AS NECESSARY TO COMPLETE THE JOINT RECONSTRUCTION. NO SEPARATE PAYEMENT WILL BE MADE FOR SUPPORTING THE HANDRAIL AS THIS IS CONSIDERED INCIDENTAL TO THE CONTRACT.

BRIDGE PLANS
A COPY OF THE BRIDGE ORIGINAL CONSTRUCTION CONTRACT PLANS AND SUBSEQUENT RETROFIT PLANS WILL BE MADE AVAILABLE TO THE SUCCESSFUL BIDDER UPON WRITTEN REQUEST:

BRIDGE	DRAWING NO.
K&ITRR AND 27TH STREET	16539
K&ITRR TRESTLE	16538
N.W. PKWY. AND 22ND STREET	17123
17TH STREET TO 13TH STREET	17122
13TH STREET TO 7TH STREET	18573
9TH STREET RAMPS	18574
7TH STREET TO 2ND STREET	17470
3RD TO PRESTON STREET	15754
I-64 E.B. SAFETY WIDENING	19238
1ST STREET RAMP	23466
I-64 DRAINAGE	22371

DECK DRAINS
1. ALL DECK DRAINS SHALL BE LEFT IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
2. THE EXISTING *6 BARS THAT ARE PLACED AROUND THE MAINLINE DRAINS SHALL BE REUSED IN THE NEW CONCRETE.
3. OVERLAY ADJACENT TO DECK DRAINS SHALL BE TAPERED TO PROVIDE PROPER DRAINAGE.
4. DRAINAGE TROUGHS AND ATTACHMENTS UNDER THE RAMPS OVERHANG SHALL BE SUPPORTED AS NECESSARY TO COMPLETE THE WORK.

EXPANSION JOINT DRAINAGE REMOVAL

REMOVE AND PROPERLY DISPOSE OF THE EXISTING TROUGH, DOWNSPOUT AND MISC. COMPONENTS ASSOCIATED WITH THE EXPANSION JOINT. THE COST FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE UNIT COST FOR 'EXPANSION JOINT RECONSTRUCTION'.

DOWNSPOUTS AND OTHER DRAINAGE COMPONENTS THAT ARE PART OF THE OVERALL DECK DRAINAGE SYSTEM SHALL REMAIN AS DIRECTED BY THE ENGINEER.

REINFORCED CONCRETE

THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCEMENT UNLESS NOTED OTHERWISE:

SLAB TOP REINFORCEMENT	3/4"
SLAB BOTTOM REINFORCEMENT	1"
SLAB STIRRUPS	1½"
FASCIA AND MEDIAN STIRRUPS	1½"
OTHER REINFORCEMENT	2"

EXISTING REINFORCEMENT
REINFORCEMENT THAT IS TO REMAIN AND BE RE-USED IN THE JOINT RECONSTRUCTION SHALL BE CLEANED AND STRAIGHTENED. REINFORCEMENT THAT IS TO BE RE-USED AND IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER.

PROHIBITED FIELD WELDING
EXCEPT AS SHOWN ON THE PLANS, NO WELDING OF ANY NATURE SHALL BE PERFORMED ON THE LOAD CARRYING MEMBERS OF THE BRIDGE WITHOUT THE WRITTEN CONSENT OF THE DIRECTOR, DIVISION OF BRIDGE DESIGN, AND THEN ONLY IN THE MANNER AND AT THE LOCATIONS DESIGNATED IN THE AUTHORIZATION.

TEMPORARY BRIDGE FLOORING
THE CONTRACTOR SHALL PROVIDE TEMPORARY BRIDGE FLOORING DURING THE CONSTRUCTION OF PORTIONS OF SPANS WHICH CROSS HIGHWAYS AND RAILROADS THAT ARE OPEN TO TRAFFIC. THE PURPOSE IS TO PROVIDE FALL PROTECTION TO WORKERS IN SITUATIONS WHERE THE DANGER FROM THE FALL ARE COMPOUNDED FROM TRAFFIC AND TO PROVIDE PROTECTION TO THE TRAFFIC. THE TEMPORARY FLOORING SHALL EXTEND ACROSS THE TRAVEL WAY, RAMPS AND USABLE SHOULDERS OF HIGHWAYS.

THE DESIGN LOAD FOR TEMPORARY BRIDGE FLOORING SHALL CONSIST OF THE SUM OF DEAD LOAD AND LIVE VERTICAL LOADS. LIVE LOADS SHALL BE 50 PSF FOR HORIZONTAL SURFACES PLUS THE WEIGHT OF ANY DISMANTLED MATERIAL WHICH WILL BE ALLOWED TO FALL ON THE TEMPORARY FLOORING DURING DEMOLITION OF THE STRUCTURE OR FALSEWORK. THE DESIGN OF TEMPORARY FLOORING SHALL BE SUBMITTED WITH THE FALSEWORK DESIGN AND SHALL BE SUBJECT TO REVIEW BY THE ENGINEER.

NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR PROVIDING AND SUBSEQUENTLY REMOVING TEMPORARY BRIDGE FLOORING AS THIS IS CONSIDERED INCIDENTAL TO THE CONTRACT.

MECHANICAL COUPLERS
MECHANICAL COUPLERS SHALL BE MECHANICAL LAP SPLICE TYPE APPROVED BY THE DIVISION OF MATERIALS. THEY SHALL MEET THE REQUIREMENTS OF SECTION 602 OF THE STANDARD SPECIFICATIONS. IN ACCORDANCE WITH THOSE SPECIFICATIONS, SAMPLES OF EACH SIZE BAR SPLICE SHALL BE SUBMITTED FOR TESTING. THE SAMPLES MUST BE MADE IN THE PRESENCE OF THE ENGINEER BY THE SAME PERSONNEL USING EQUIPMENT THAT WILL BE MAKING THE PRODUCTION SPLICES. COUPLERS MAY BE QUICK-WEDGE MANUFACTURED BY ERICO CONCRETE CONSTRUCTION PRODUCTS, 34600 SOLON ROAD, SOLON, OHIO 44139 (216-248-0100); DOUBLE BARREL ZAP MANUFACTURED BY BARSPlice PRODUCTS INC., 1875 RADIO ROAD, DAYTON, OHIO 45437; OR OTHER SPLICE SYSTEMS INTENDED FOR JOINING IN-PLACE BARS TO NEW BARS FOR TENSION.

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

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

DAMAGE TO THE STRUCTURE
THE CONTRACTOR SHALL BEAR ALL RESPONSIBILITY AND EXPENSE FOR ANY AND ALL DAMAGE TO THE STRUCTURE DURING THE REPAIR AND RETROFIT WORK, EVEN TO THE REMOVAL AND REPLACEMENT OF THE FALLEN SPANS, SHOULD THE FALLEN SPANS RESULT FROM THE CONTRACTOR'S ACTIONS.

PROTECTION OF VEHICLES AND PEDESTRIANS
NO WORK WILL BE ALLOWED OVER MOVING TRAFFIC OR PEDESTRIAN ACCESSIBLE AREAS WITHOUT ALL NECESSARY PRECAUTIONS TO PROTECT VEHICLES, WHETHER MOVING OR PARKED, AND INDIVIDUALS FROM DAMAGE AND HARM CAUSED BY FALLING DEBRIS OR OTHER OBJECTS RESULTING FROM THE WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ACTIONS IN ACCORDANCE WITH SECTION 107 OF THE STANDARD SPECIFICATIONS.

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING STRUCTURE, THE CONTRACTOR SHALL SUBMIT HIS PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE ENGINEER FOR APPROVAL.

CONCRETE
CLASS 'M' CONCRETE SHALL BE USED FOR PARTIAL DEPTH PATCHING AND FOR REPLACING CONCRETE REMOVED TO INSTALL NEW EXPANSION DEVICES.

ALIGNMENT, STATIONING, PROFILE, AND CROSS SLOPE
CENTERLINE ALIGNMENT, BRIDGE STATIONING, PROFILE GRADE, AND CROSS SLOPE DATA WHERE SHOWN ON THE PLANS IS BASED ON ORIGINAL CONSTRUCTION PLANS. NEW CONSTRUCTION SHALL BE ADJUSTED AS REQUIRED TO MATCH THE EXISTING STRUCTURE AS SHOWN.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&IT RR TO PRESTON STREET	
GENERAL NOTES 1 OF 2		
PREPARED BY PB PARSONS BRINCKERHOFF 102		SHEET NO. S3 DRAWING NO. 26144

ITEM NUMBER

5-73.00

FILE NAME: ...\\GENERAL NOTES.dgn

USERNAME: ELA

DATE: 3/15/2007

SHEET LOCATION: LAY

BRIDGE LIGHTING SYSTEM

UPON COMMENCEMENT OF THE PROJECT THE CONTRACTOR SHALL TAKE RESPONSIBILITY FOR THE BRIDGE LIGHTING SYSTEM. PRIOR TO WORK COMMENCING ON THE PROJECT THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE SYSTEM AND NOTE BRIDGE LIGHTS THAT ARE INOPERABLE. REPAIR OR REPLACEMENT OF LIGHTS FOUND TO BE INOPERABLE PRIOR TO THE BEGINNING OF WORK SHALL BE COORDINATED WITH THE DEPARTMENT.

THE LIGHTING SYSTEM MUST REMAIN FUNCTIONING IN ALL AREAS WHERE THE TRAVELLING PUBLIC WILL BE UTILIZING THE ROADWAY. IN ALL OTHER AREAS IT WILL BE THE CONTRACTOR'S DECISION WHETHER TO MAINTAIN THE BRIDGE LIGHTING IN OPERATION OR DE-ENERGIZE THE SYSTEM WITHIN THE CONSTRUCTION WORK ZONE.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT CONDUITS MAY BE PRESENT IN OR CONNECTED BELOW THE STRUCTURAL SLAB, CURBS, PLINTHS, OR BRIDGE ENDS RECEIVING CONSTRUCTION WORK. THEIR EXISTENCE AND LOCATIONS SHALL BE FIELD VERIFIED. IF CONDUITS ARE ENCOUNTERED DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE THE NECESSARY TEMPORARY MEANS AS DIRECTED BY THE ENGINEER TO RESTORE THE REQUIRED LIGHTING SINCE THE LIGHTING CONDUIT MAY BE CUT AT THE BRIDGE EXPANSION JOINTS.

PRIOR TO OPENING TO TRAFFIC THE BRIDGE LIGHTING SHALL BE RESTORED AND FUNCTIONAL AS DIRECTED BY THE ENGINEER. THERE WILL BE NO SEPARATE PAYMENT FOR THE ABOVE WORK. IT WILL BE CONSIDERED INCIDENTAL TO THIS PROJECT.

COORDINATION WITH EXISTING RAILROAD TRACKS

THE CONTRACTOR SHALL NOTE THAT THIS PROJECT SPANS TWO (2) SEPARATE RAILROAD TRACKS. THE STRUCTURES AFFECTED ARE:

I3th St. to I7th St. (B00285) OVER THE LOUISVILLE AND INDIANA RAILROAD

I-64 over K&I TRR TRESTLE APPROACH (B00284) OPERATED BY NORFOLK SOUTHERN.

PRIOR TO COMMENCEMENT OF WORK ON THIS PROJECT, THE CONTRACTOR SHALL CONTACT BOTH RAILWAY COMPANIES, TO VERIFY THE NAMES AND CONTACT INFORMATION FOR EACH COMPANY'S SAFETY AND EMERGENCY COORIDNATORS.

LOUISVILLE AND INDIANA RAILROAD -- 500 WILLINGER LANE JEFFERSONVILLE, IN (812) 288-0940

NORFOLK SOUTHERN RAILROAD -- 575 N. 34TH STREET LOUISVILLE, KY (502) 775-4940

IF THE CONTRACTORS ANTICIPATE ENCRDACHING ON OR INTERFERING WITH THE MOVEMENT OF TRAINS OR TRAFFIC UPON THE TRACKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE RAILWAY COMPANY TO OBTAIN THE APPROPRIATE RAILROAD PERSONNEL, SUCH AS FLAGGERS, AND TO ACQUIRE THE REQUISITE DOCUMENTATION, SUCH AS BUT NOT LIMITED TO PERMITS AND INSURANCE. ANY PERSONNEL OR DOCUMENTATION NECESSARY TO ENSURE SAFE MOVEMENT OF RAILROAD TRAFFIC SHALL BE INCIDENTAL TO THIS PROJECT.

CONCRETE OVERLAY REMOVAL

THE ORIGINAL BRIDGE DECK IS COVERED WITH A 1¼ INCH THICK PORTLAND CEMENT CONCRETE OVERLAY UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL NOTE THE REDEFINING OF THE REMOVAL BOUNDARY BETWEEN DECK SLAB AND OVERLAY FOR THIS PROJECT. THE REMOVAL BOUNDARY WILL BE DEFINED AS 1½ INCHES BELOW THE TOP OF EXISTING OVERLAY UNLESS OTHERWISE NOTED OR SHOWN.

UPON COMPLETION OF THE REMOVAL OF CONCRETE DOWN TO THE REMOVAL BOUNDARY, THE ENGINEER SHALL DETERMINE THE AREAS OF BRIDGE DECK TO BE REPAIRED AS "PARTIAL DEPTH PATCHING".

PARTIAL DEPTH PATCHING

NO PRELIMINARY DECK SURVEY IS SHOWN. THE PLAN QUANTITY FOR "PARTIAL DEPTH PATCHING" IS ESTIMATED AS 2% OF THE TOTAL DECK AREA. THE ACTUAL QUANTITY WILL BE DETERMINED BY THE ENGINEER AFTER MACHINE PREPARATION OF THE DECK SLAB OR REMOVAL OF THE EXISTING CONCRETE OVERLAY.

REMOVE ALL CONCRETE BELOW THE REMOVAL BOUNDARY DEEMED TO BE UNSOUND BY THE ENGINEER. FILL THE AREAS WHERE CONCRETE IS REMOVED WITH CLASS M CONCRETE OR AN APPROVED EQUAL. THE COST FOR THIS WORK SHALL BE AT THE UNIT BID PRICE "PARTIAL DEPTH PATCHING" FOR ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS TO COMPLETE THE WORK.

EXISTING BRIDGE HANDRAIL

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE EXISTING ALUMINUM HANDRAIL MOUNTED ON TOP OF THE PLINTHS. CONTRARY TO DETAILS SHOWN ELSEWHERE ON THE PLANS, THE HANDRAIL AND POSTS SHALL BE REMOVED. ANCHOR BOLTS SHALL BE CUT FLUSH WITH OR SLIGHTLY BELOW THE CONCRETE SURFACE. ANCHOR BOLTS THAT WILL BE EMBEDDED IN THE RETROFIT CONCRETE MAY BE LEFT IN PLACE AT THE CONTRACTOR'S OPTION. A MINIMUM CONCRETE COVER OF 1½" SHALL BE PROVIDED FOR ANCHOR BOLTS LEFT IN PLACE. ENDS OF NON-STAINLESS STEEL BOLTS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT.

THE EXISTING ALUMINUM HANDRAIL, INCLUDING POSTS, SHALL BE CAREFULLY REMOVED AND TRANSPORTED TO THE MAINTENANCE GARAGE AT 313 ENGLISH STATION ROAD LOUISVILLE, KY 40233. THIS COST IS INCLUDED IN TO THE BID ITEM FOR "REMOVE AND TRANSPORT HANDRAIL". THIS MATERIAL SHALL REMAIN THE PROPERTY OF THE DEPARTMENT.

EXISTING BRIDGE RAIL IS NOT TO BE REMOVED UNTIL AUTHORIZED BY THE ENGINEER.

FASCIA RETROFIT

PAYMENT FOR THE CONTRACT ITEM "FASCIA RETROFIT" SHALL INCLUDE ALL EQUIPMENT, LABOR, MATERIALS, TEMPORARY END TREATMENTS AND INCIDENTALS TO PERFORM THE FOLLOWING: INSTALL THE FASCIA RETROFIT, INSTALLING BLOCKOUTS AT ALL EXISTING JUNCTION BOXES, REMOVING, STORING, AND RE-INSTALLING EXISTING LIGHT POLES AS NECESSARY, MODIFYING EXISTING GORE AREAS, AND FOR MODIFYING EXISTING WINGWALLS AS SHOWN ON THE PLANS.

CARE SHALL BE EXERCISED TO AVOID MARRING OR DISCOLORING THE NEW ASPHALT WATERPROOFING MIX (AWM) DUE TO ACTIONS RESULTING FROM THIS ITEM OF WORK.

APPROXIMATE LENGTH OF FASCIA RETROFIT PER PHASE:

PHASE 1 6, 600 L.F.
PHASE 2 13, 400 L.F.
PHASE 3 19, 730 L.F.

THE FASCIA RETROFIT WORK MUST BE COMPLETED IN ACCORDANCE WITH THE SEQUENCING SHOWN ON THE PLANS. THE LENGTHS SHOWN FOR PHASE 1 AND PHASE 2 ARE THE MINIMUM LENGTHS THAT MUST BE COMPLETED BY THE END OF THE RESPECTIVE PHASE. THE REMAINING FASCIA RETROFIT MUST BE COMPLETED DURING PHASE 3. THE CONTRACTOR WILL BE ALLOWED TO CONSTRUCT ADDITIONAL SEGMNT LENGTHS OF THE FASCIA RETROFIT THAT CAN BE COMPLETED WITHIN THE ALLOTTED TIME FRAME FOR EACH PHASE.

IF FASCIA RETROFITS ARE CONSTRUCTED IN SEGMENTS, A TEMPORARY END TREATMENT SHALL BE PLACED AT THE LEADING END OF THE FASCIA RETROFIT BEFORE OPENING TO TRAFFIC TO PROTECT TRAFFIC FROM STRIKING THE BLUNT END. OR THE LEADING END OF THE COMPLETED FASCIA RETROFIT MUST BE PROTECTED BY THE SPECIFIED PERMANENT CRASH CUSHION OR CONNECTED TO THE GUARDRAIL TO BRIDGE END CONNECTOR BEFORE TRAFFIC MAY BE PLACED IN THE LANE IMMEDIATELY ADJACENT TO THE FASCIA RETROFIT.

GORE CRASH CUSHIONS

THIS ITEM OF WORK CONSISTS OF REMOVING THE EXISITING CRASH CUSHIONS FOR MILLING AND OVERLAY OPERATIONS AND REINSTALLING THEM ON TOP OF THE NEW OVERLAY.

THE WORK ASSOCIATED WITH REMOVING AND DISPOSING OF THE CRASH CUSHION AT PIER 47WB - RAMP 4 AND INSTALLING A NEW CRASH CUSHION AT THAT LOCATION SHALL BE INCLUDED.

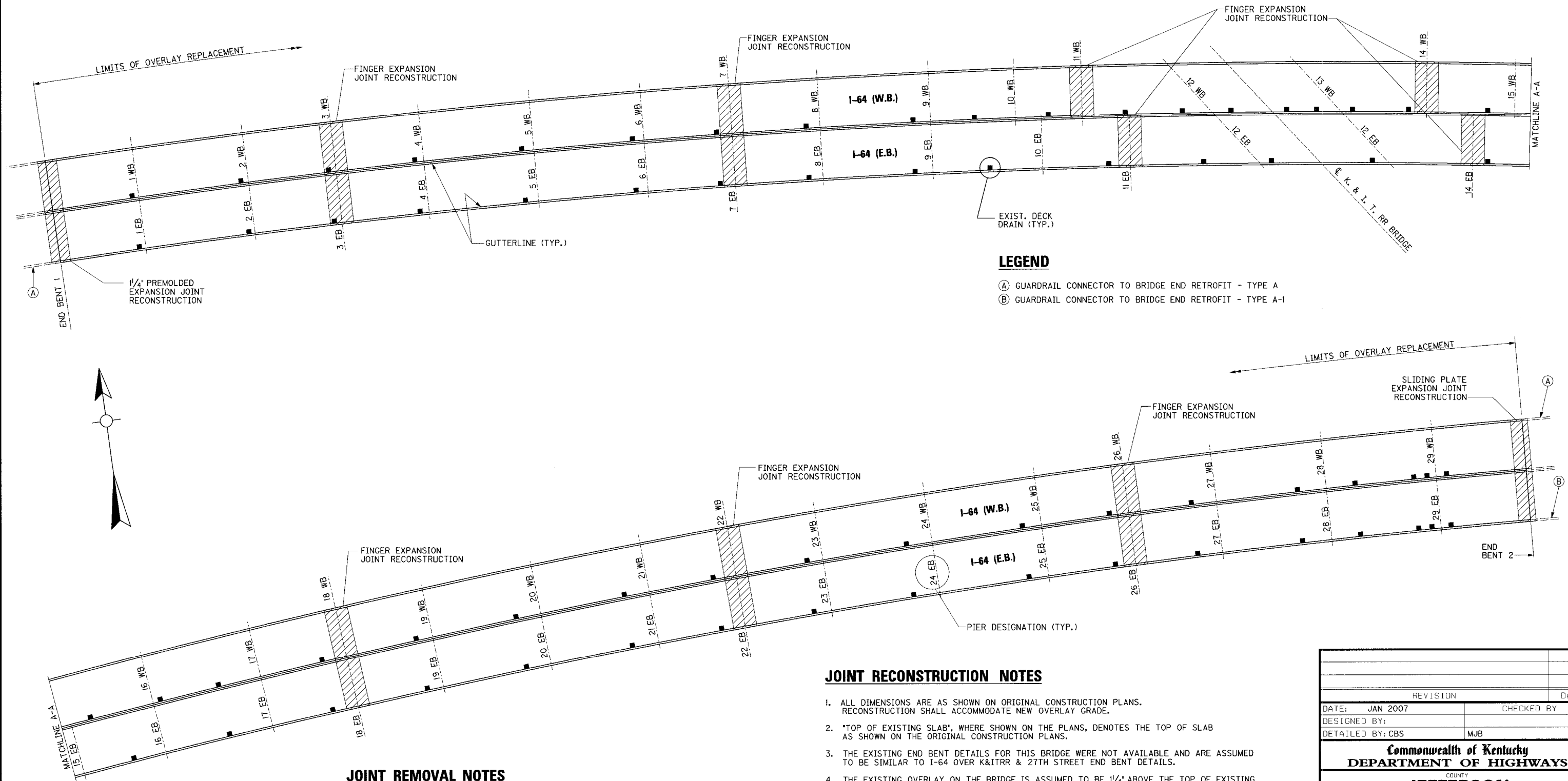
THE WORK ASSOCIATED WITH REMOVING AND TRANSPORTING THE TRANSITION ASSEMBLY AT PIER R3-1 - RAMP 3 SHALL BE INCLUDED.

THE WORK ASSOCIATED WITH ANCHORAGE MODIFICATION FOR THE CRASH CUSHIONS SHALL BE INCLUDED.

THE LUMP SUM PRICE FOR THE CONTRACT ITEM "GORE CRASH CUSHIONS" SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, CONSTRUCTION OPERATIONS AND INCIDENTALS TO COMPLETE THE WORK. ALL COSTS ASSOCIATED WITH DISPOSING, TRANSPORTING OR ANCHORAGE MODIFICATION SHALL BE INCLUDED.

ITEM NUMBER	
5-73.00	

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&I RR TO PRESTON STREET	
GENERAL NOTES 2 OF 2		
PREPARED BY 		SHEET NO. \$4
		DRAWING NO. 26144

**JOINT REMOVAL NOTES**

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. "TOP OF EXISTING SLAB", WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING END BENT DETAILS FOR THIS BRIDGE WERE NOT AVAILABLE AND ARE ASSUMED TO BE SIMILAR TO I-64 OVER K&ITRR & 27TH STREET END BENT DETAILS.
4. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
5. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

ITEM NUMBER

5-73.00

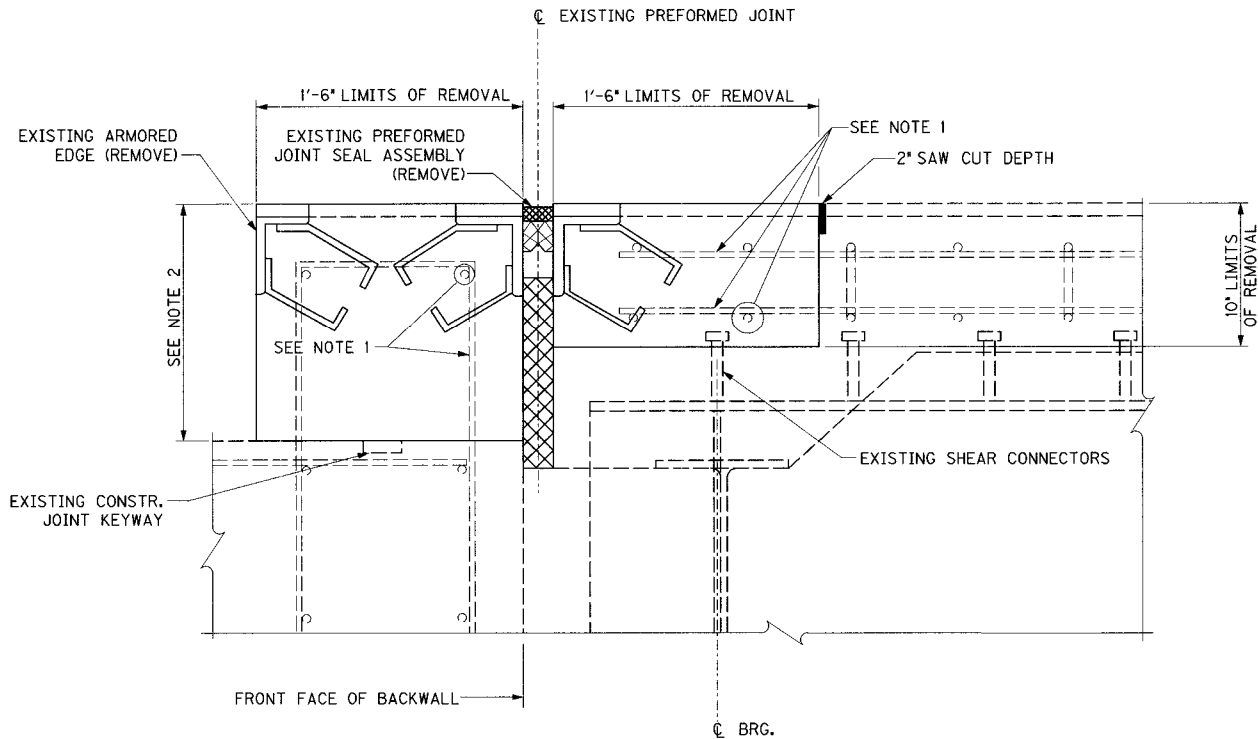
REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:	DETAILED BY: CBS	
COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. A1
		DRAWING NO. 26144



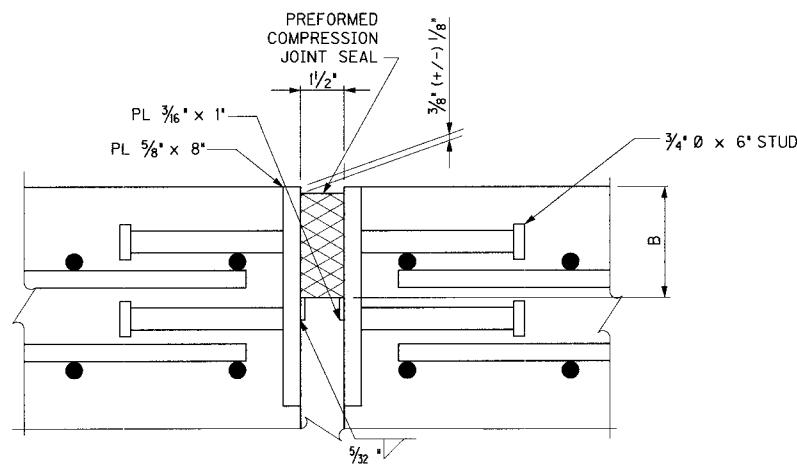
1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
1-64	K&ITRR WRESTLE		
OVERLAY DETAILS			
 PREPARED BY PARSONS BRINCKERHOFF			SHEET NO. A2 DRAWING NO. 26144

91010
FILE NAME: ...\\K&ITRR Trestle end bent 1.dgn
USERNAME: ELA
DATE: 3/1/2007
SHEET LOCATION: DETAILS



SECTION EXISTING JOINT REMOVAL



SECTION THROUGH COMPRESSION SEAL JOINT

A - MINIMUM JOINT OPENING @ 60°F
B - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"

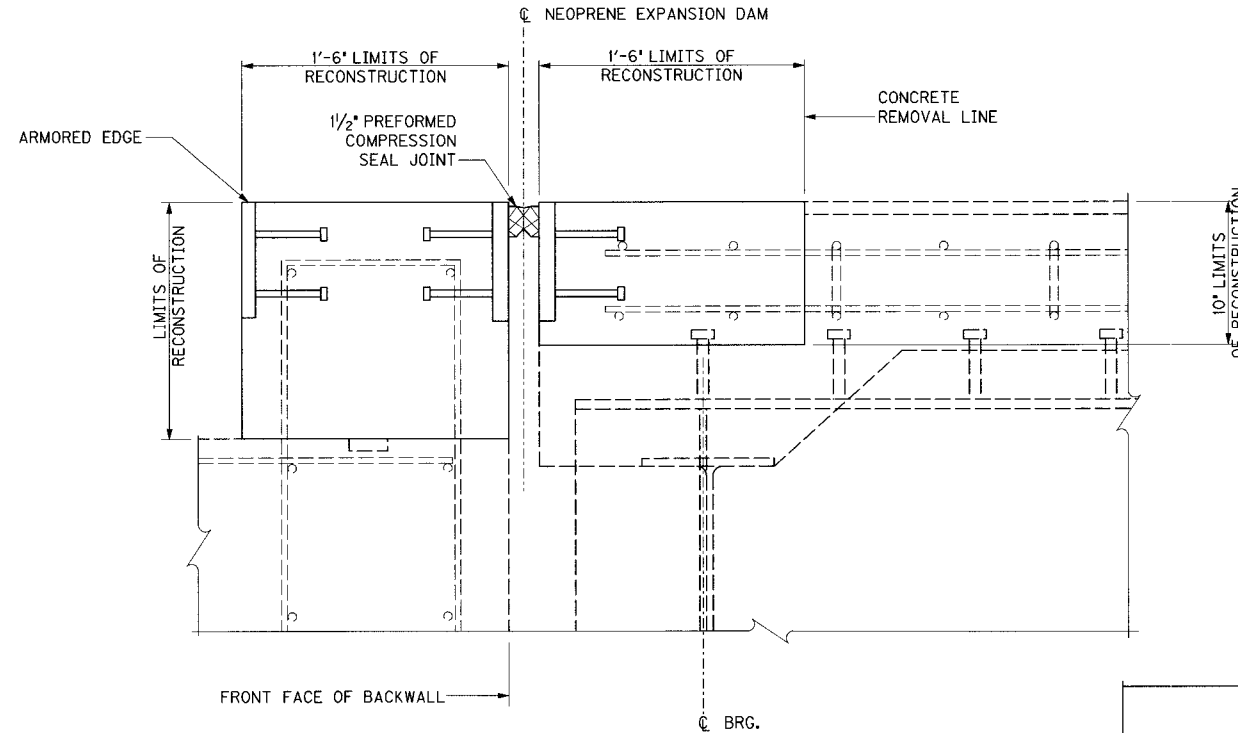
NOTES

- ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
- BACKWALL TO BE REMOVED DOWN TO TOP OF EXISTING CONSTR. JOINT KEYWAY, DEPTH VARIES (10' MIN.).
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET A2) THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- FOR ARMORED EDGE DETAILS AND EXPANSION JOINT NOTES, SEE SHEET NO. A15.

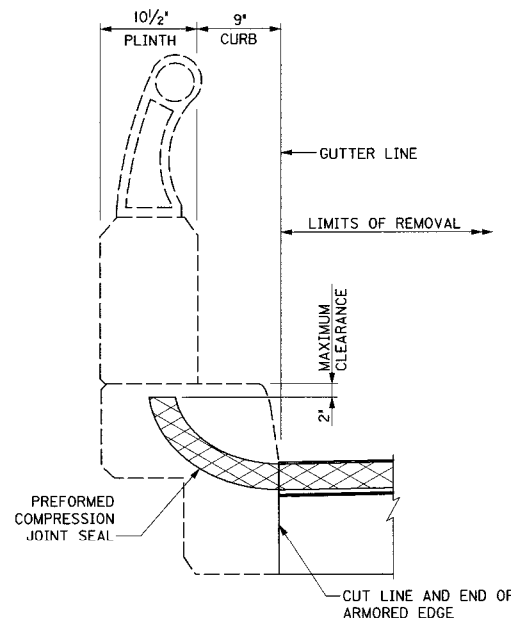
COMPRESSION JOINTS

PIER	JOINT LENGTH (1)
EB 1 WB	44'-4"
EB 1 EB	44'-4"

(1) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. A15.

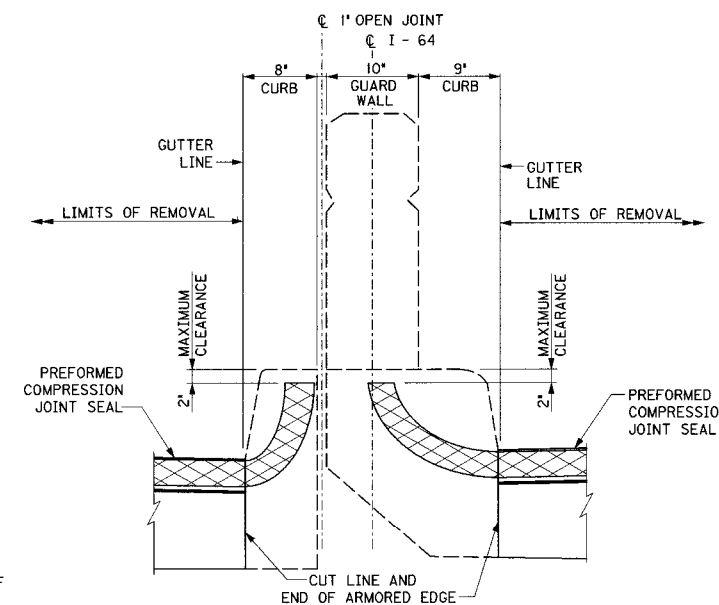


SECTION EXPANSION JOINT RECONSTRUCTION



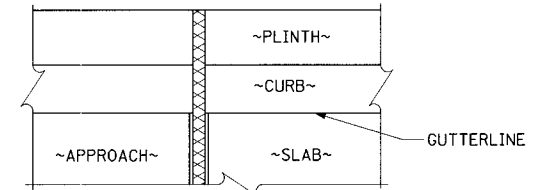
SECTION THROUGH FASCIA

NOTE: EXISTING REBAR NOT SHOWN FOR CLARITY



SECTION THROUGH MEDIAN

NOTE: EXISTING REBAR NOT SHOWN FOR CLARITY



DETAIL AT FASCIA

DETAIL AT MEDIAN SIMILAR

JOINT DATA		The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.
Dim. A @ 60°F (in)	Movement (in)	
1 1/2	1	
2	1 1/2	
2 1/2	2	

TEMPERATURE CHANGE INCREMENT 1/16" PER 10° F.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING K&ITRR TRESTLE		
END BENT 1			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. A3
			DRAWING NO. 26144

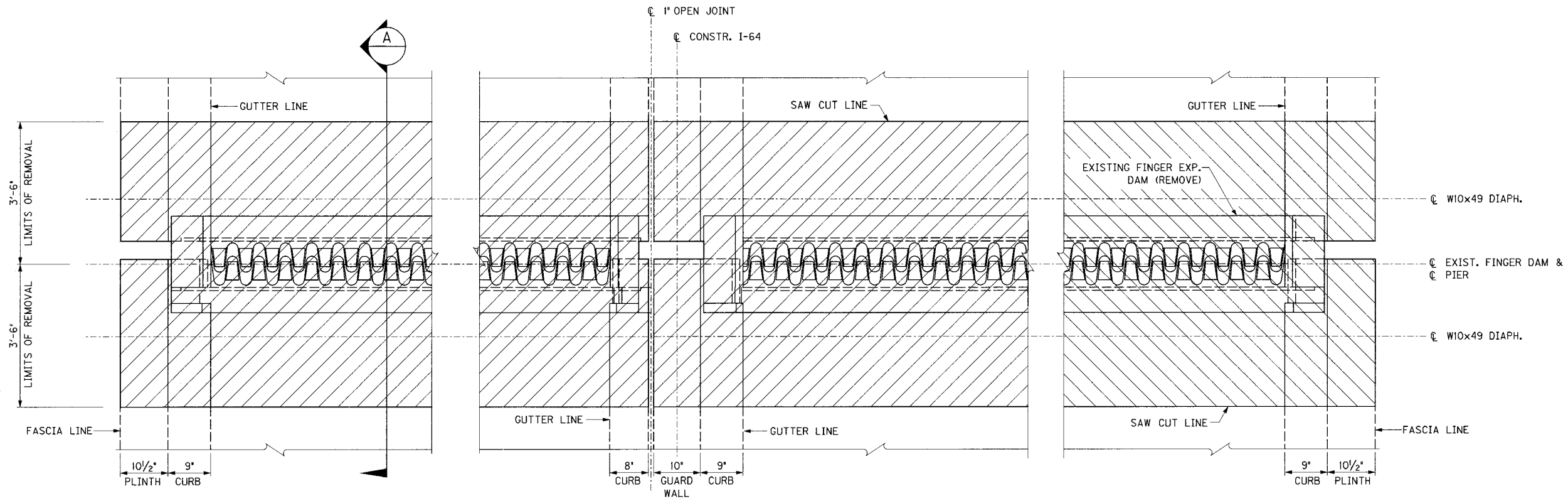
ITEM NUMBER
5-73.00

FILE NAME: ...\\K&ITRR Trestle Piers 3, 7, 11, 14, 18, 22, 26.dgn

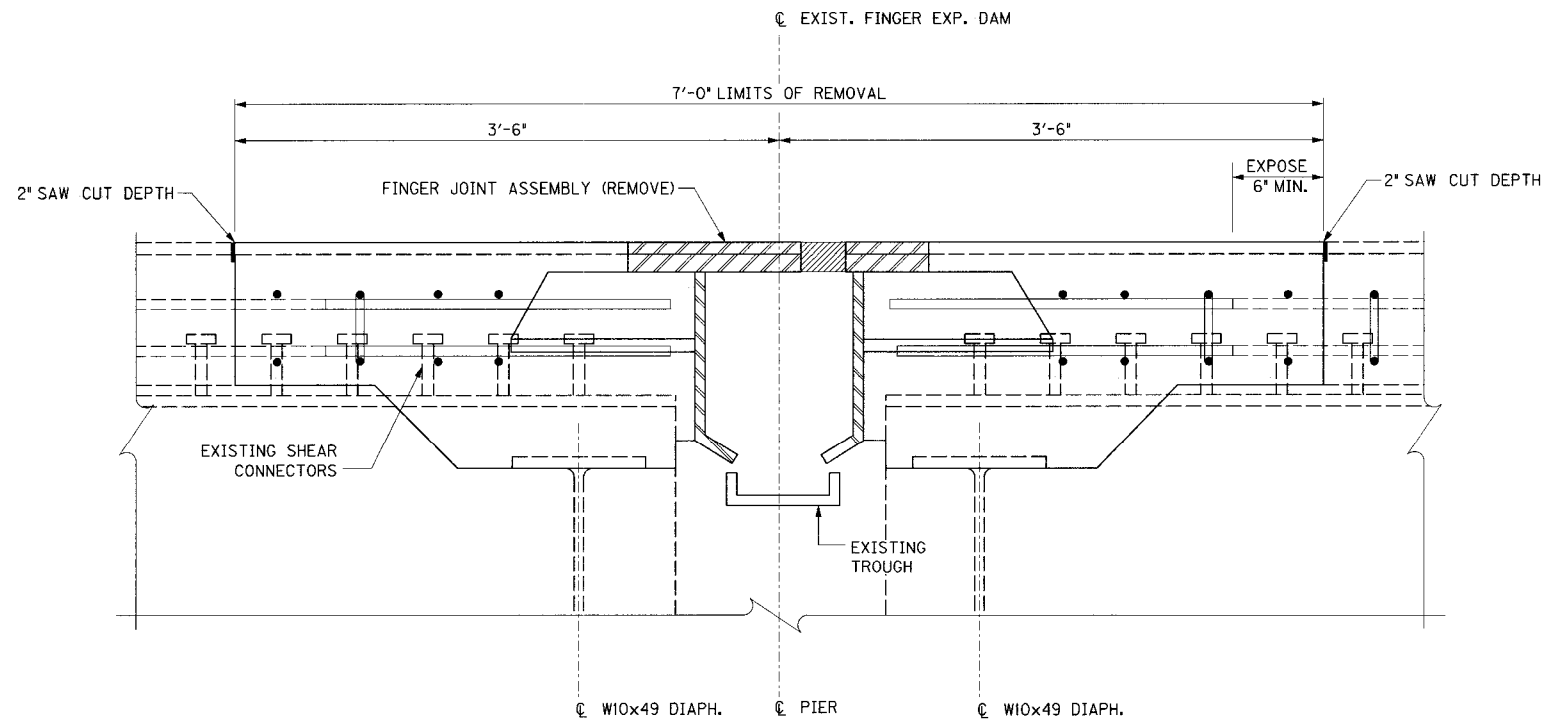
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL
PIERS 3, 7, 18, 22, 26



SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		K&ITRR TRESTLE	
PIERS 3, 7, 11, 14, 18, 22, 26			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		A4	
		DRAWING NO.	
		26144	

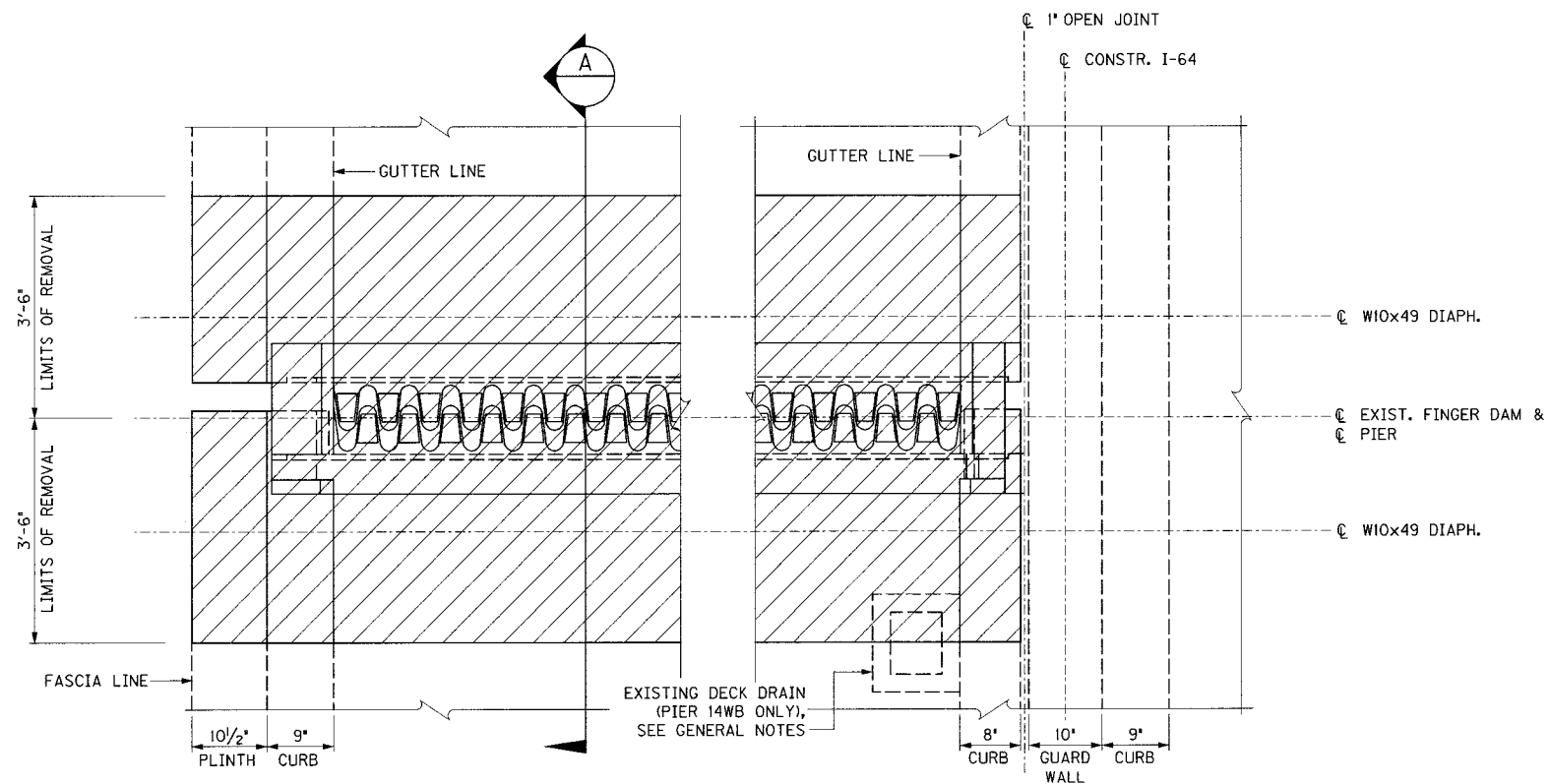
ITEM NUMBER
5-73.00

FILE NAME: ...\\K&ITRR Trestle Piers 3,7,11,14,18,22,26.dgn

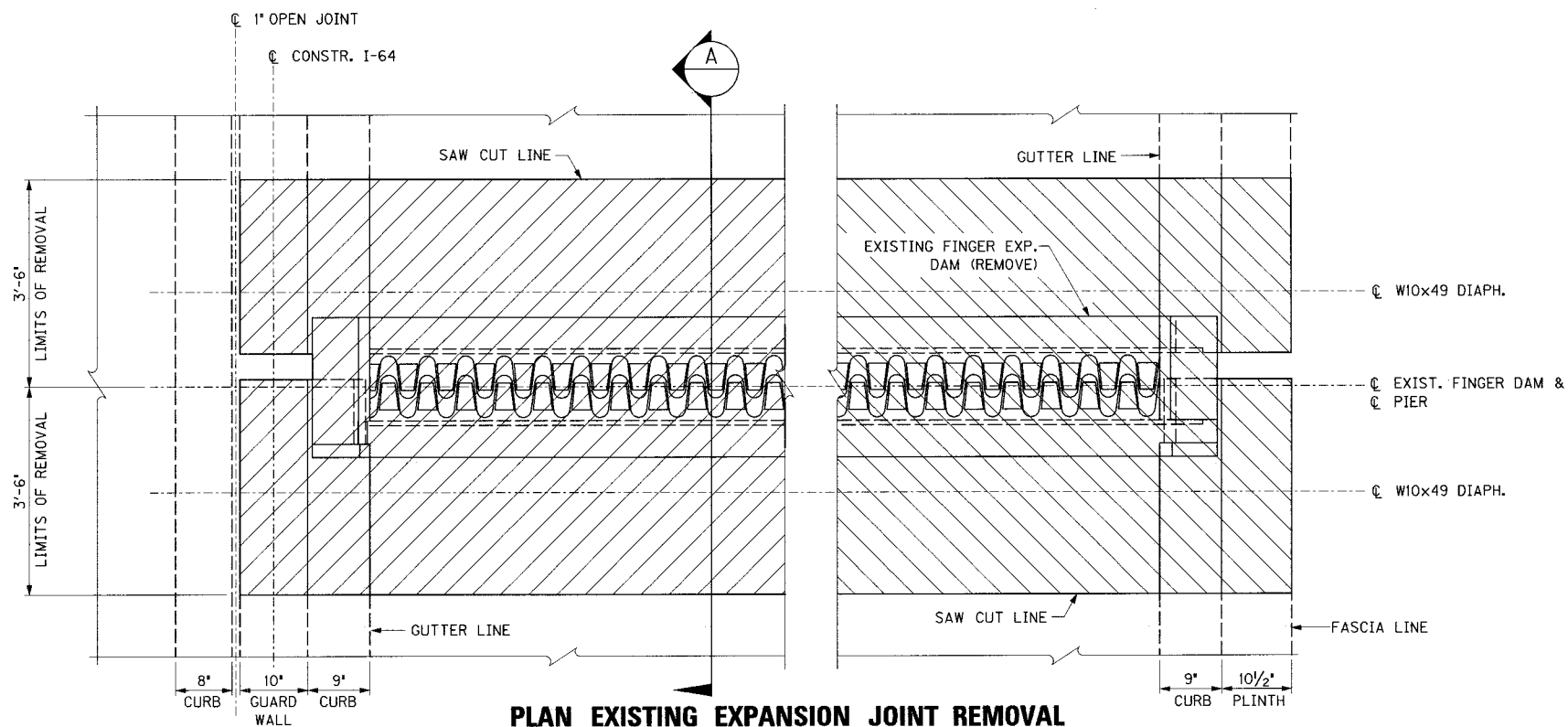
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DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL
PIERS 11WB & 14 WB



PLAN EXISTING EXPANSION JOINT REMOVAL
PIERS 11EB & 14 EB

ITEM NUMBER
5-73.00

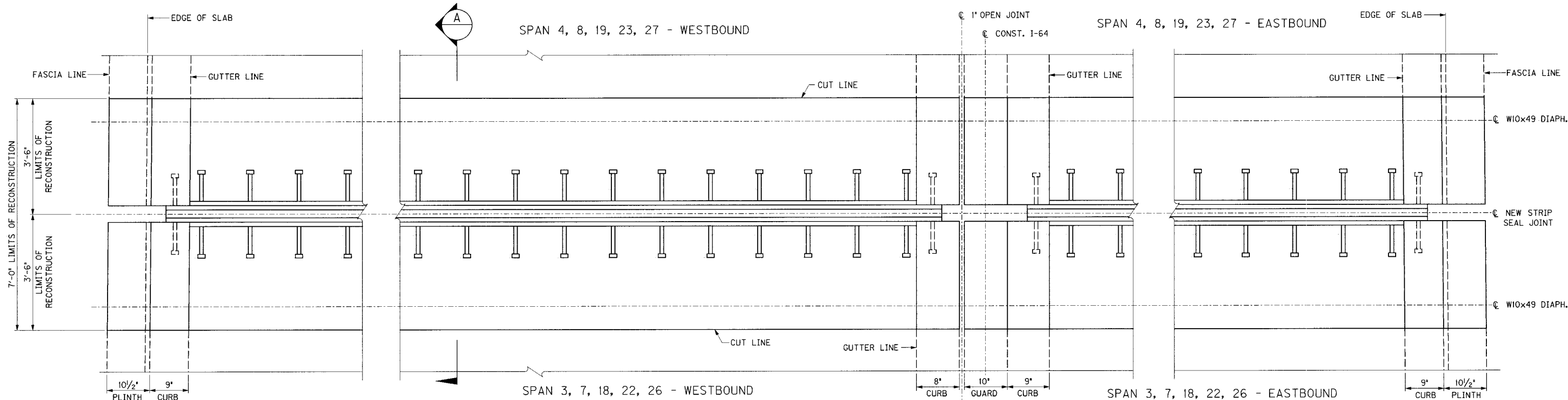
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
PIERS 3, 7, 11, 14, 18, 22, 26		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. A5
		DRAWING NO. 26144

FILE NAME: ...K&ITRR Trestle Piers 3,7,11,14,18,22,26.dgn

USERNAME: CBS

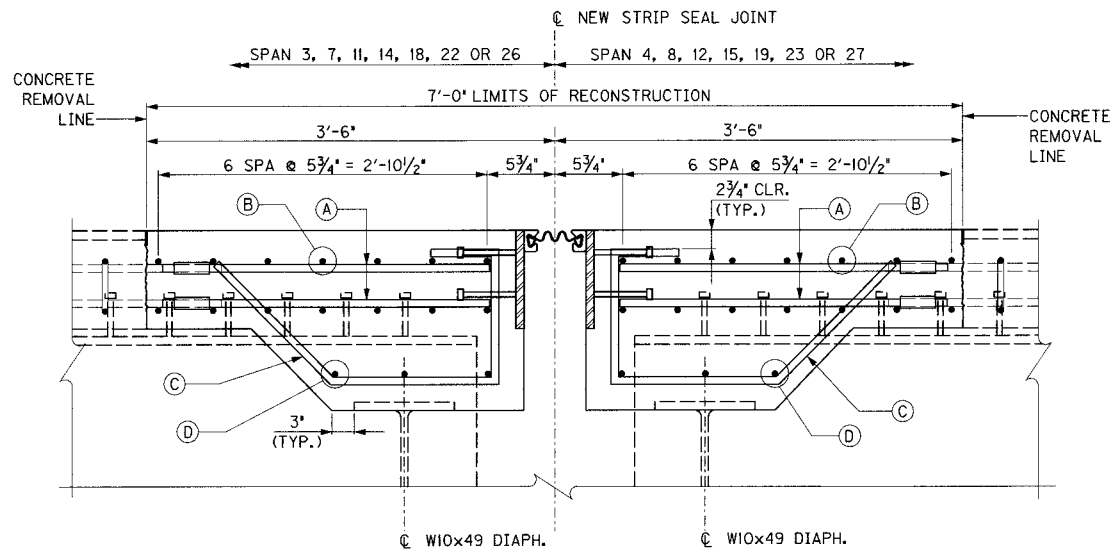
DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION

PIERS 3, 7, 18, 22, 26



SECTION "A"

LEGEND

- (A) 117-S2E (WB SPANS), 120-S2E (EB SPANS)
MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM) (WB SPANS)
14-S4E (7 TOP & 7 BOTTOM) (EB SPANS)
- (C) 40-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY) (EB SPANS & WB SPANS)
- (D) 12-S5E, (3 EACH 10'-0" BAY) LOCATE AS SHOWN (EB SPANS & WB SPANS)

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		ELA
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
PIERS 3, 7, 11, 14, 18, 22, 26		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. A6
		DRAWING NO. 26144

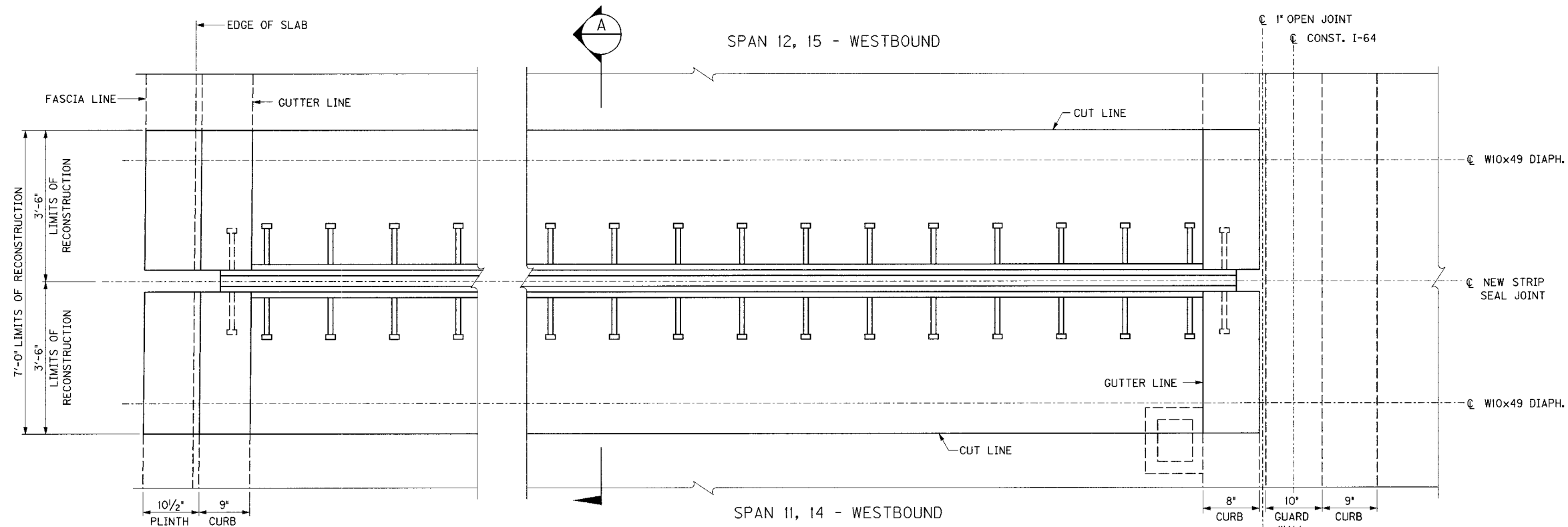
ITEM NUMBER
5-73.00

FILE NAME: ...\\K&ITRR Trestle Piers 3,7,11,14,18,22,26.dgn

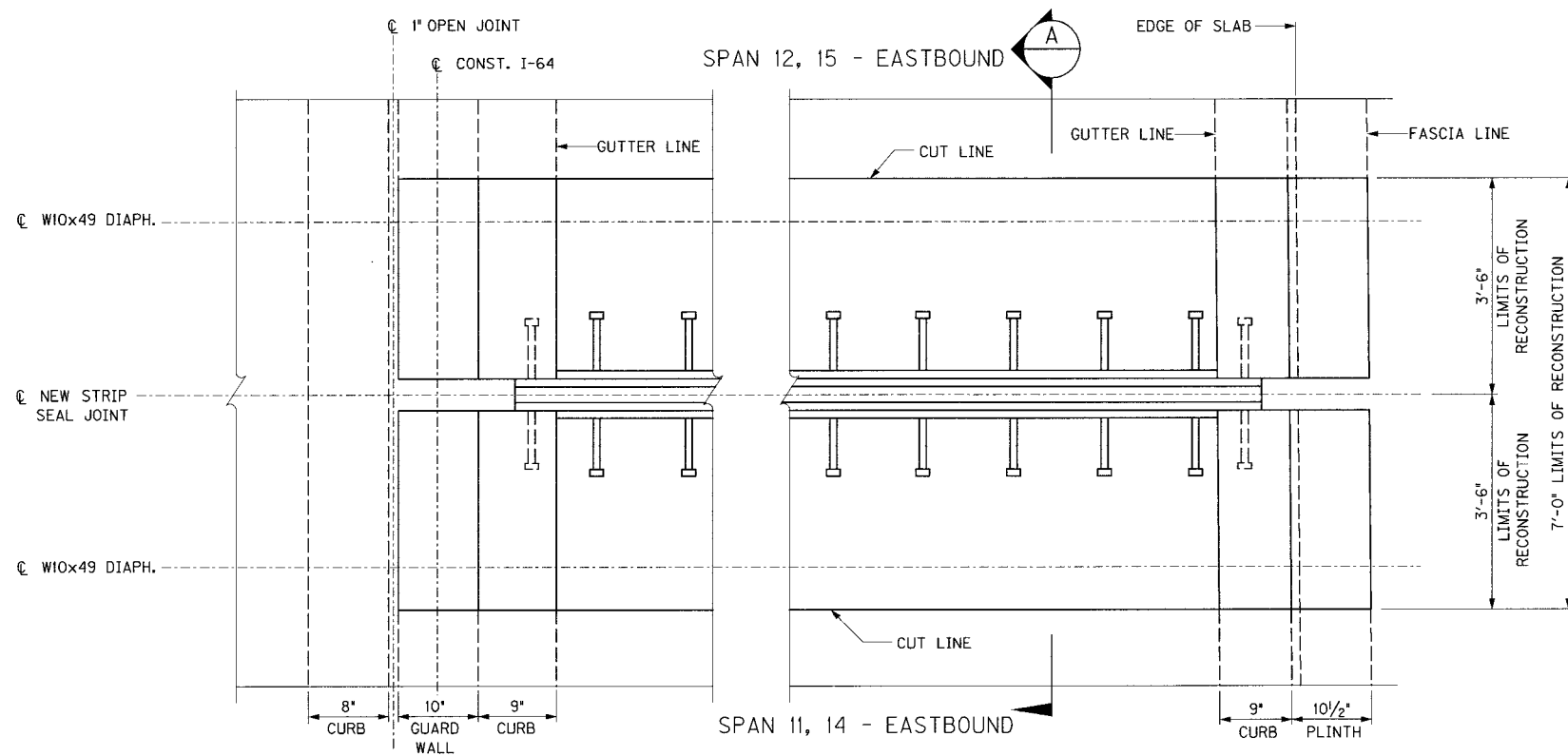
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION
PIERS 11WB & 14WB



PLAN EXPANSION JOINT RECONSTRUCTION
PIERS 11EB & 14EB

ITEM NUMBER
5-73.00

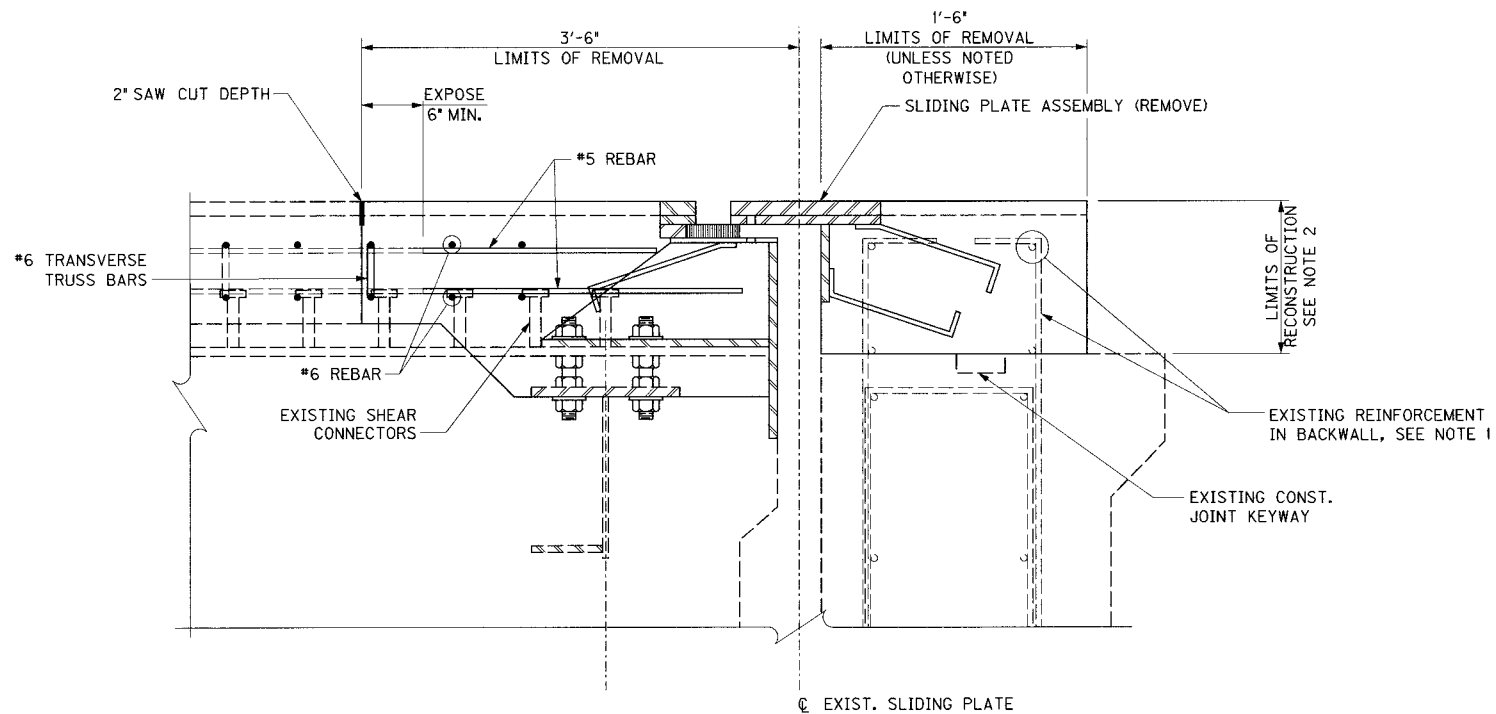
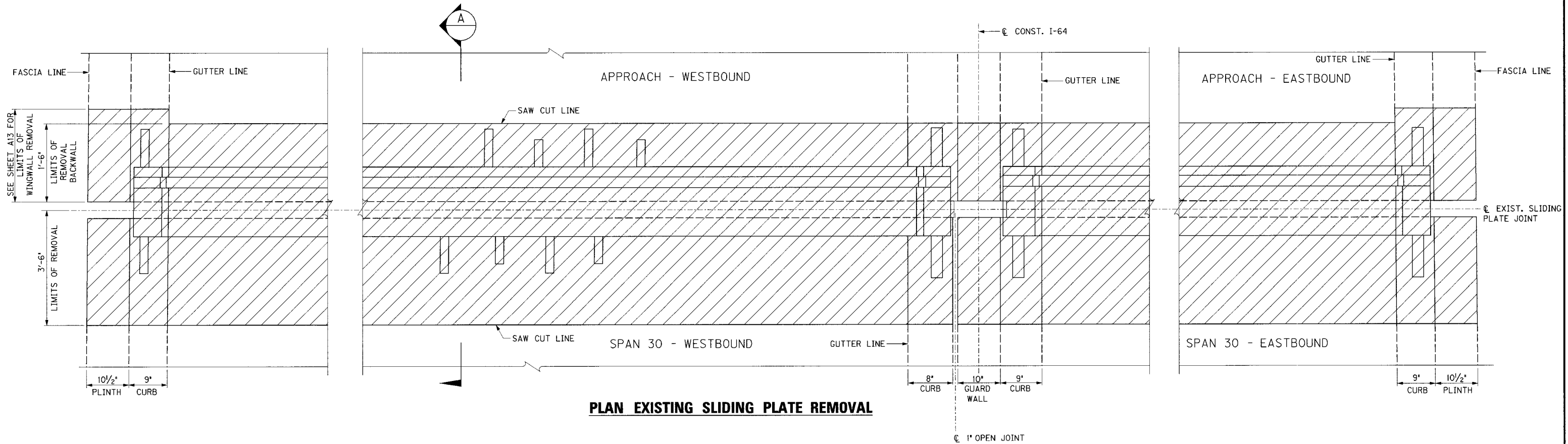
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR TRESTLE	
PIERS 3, 7, 11, 14, 18, 22, 26		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		A7
		DRAWING NO.
		26144

FILE NAME: ...\\K&ITRR Trestle end bent 2.dgn

USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



NOTES

- EXISTING REINFORCEMENT IN BACKWALL SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
- BACKWALL TO BE REMOVED DOWN TO EXISTING PAVEMENT CONSTRUCTION JOINT KEYWAY, DEPTH VARIES.

ITEM NUMBER
5-73.00

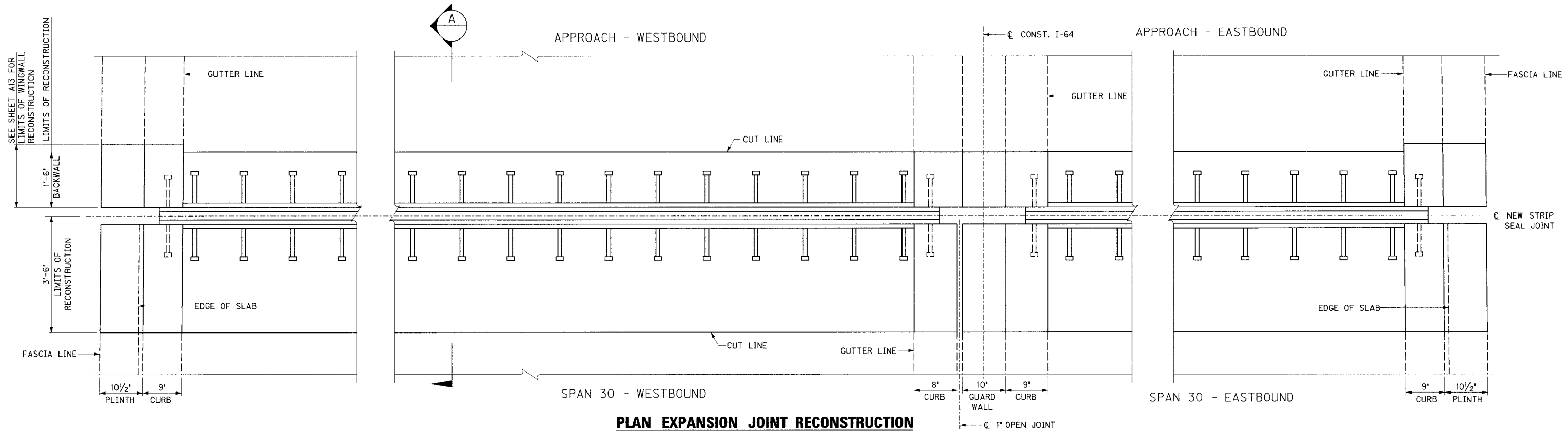
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING K&ITRR TRESTLE	
END BENT 2			
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. A8	
		DRAWING NO. 26144	

FILE NAME: ...\\K&ITRR Trestle end bent 2.dgn

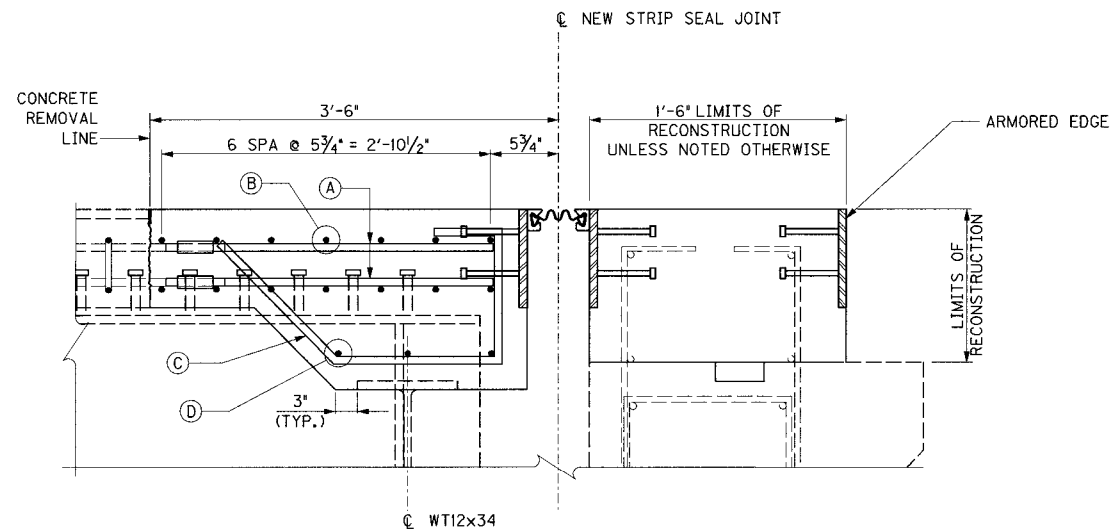
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

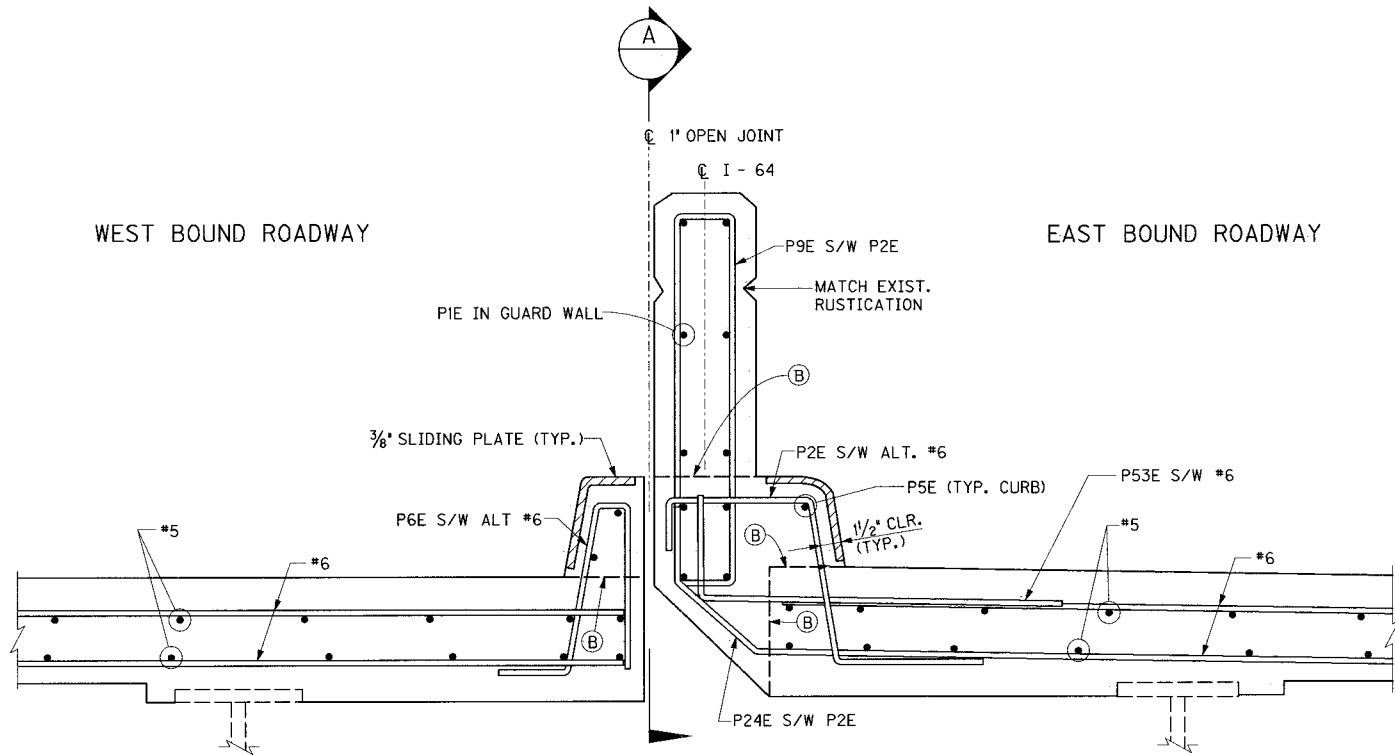
LEGEND

- (A) 117-S2E (WB SPAN), 120-S2E (EB SPAN)
MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM) (WB SPAN)
14-S4E (7 TOP & 7 BOTTOM) (EB SPAN)
- (C) 40-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY) (EB SPAN & WB SPAN)
- (D) 12-S5E, (3 EACH 10'-0" BAY) LOCATE AS SHOWN (EB SPAN & WB SPAN)

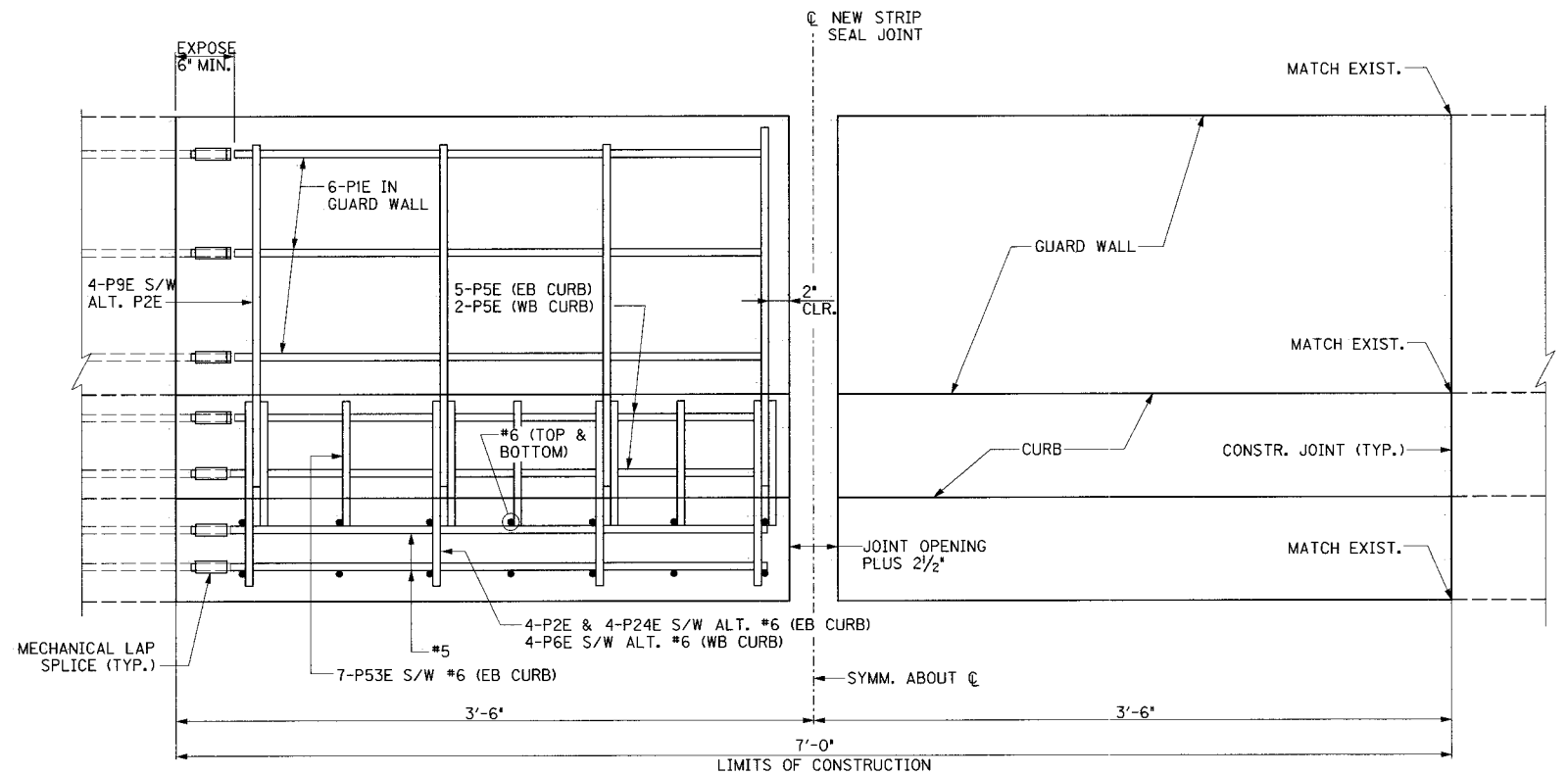
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
END BENT 2		
PREPARED BY		SHEET NO. A9
PB PARSONS BRINCKERHOFF		DRAWING NO. 26144

ITEM NUMBER
5-73.00

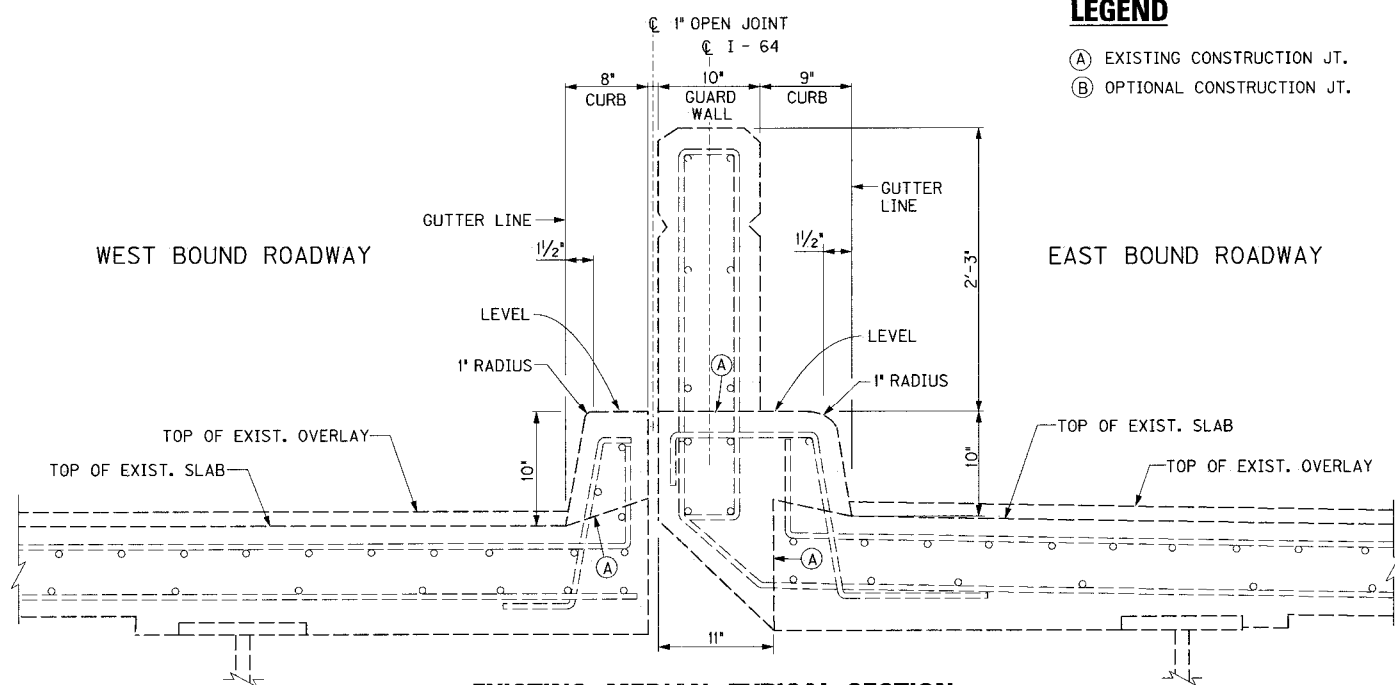
FILE NAME: sssdesignfiles\$specifications\$
USER NAME: sssplottedby\$
DATE: sssDATE\$
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A



EXISTING MEDIAN TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTRUCTION JT.
- (B) OPTIONAL CONSTRUCTION JT.

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET A2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

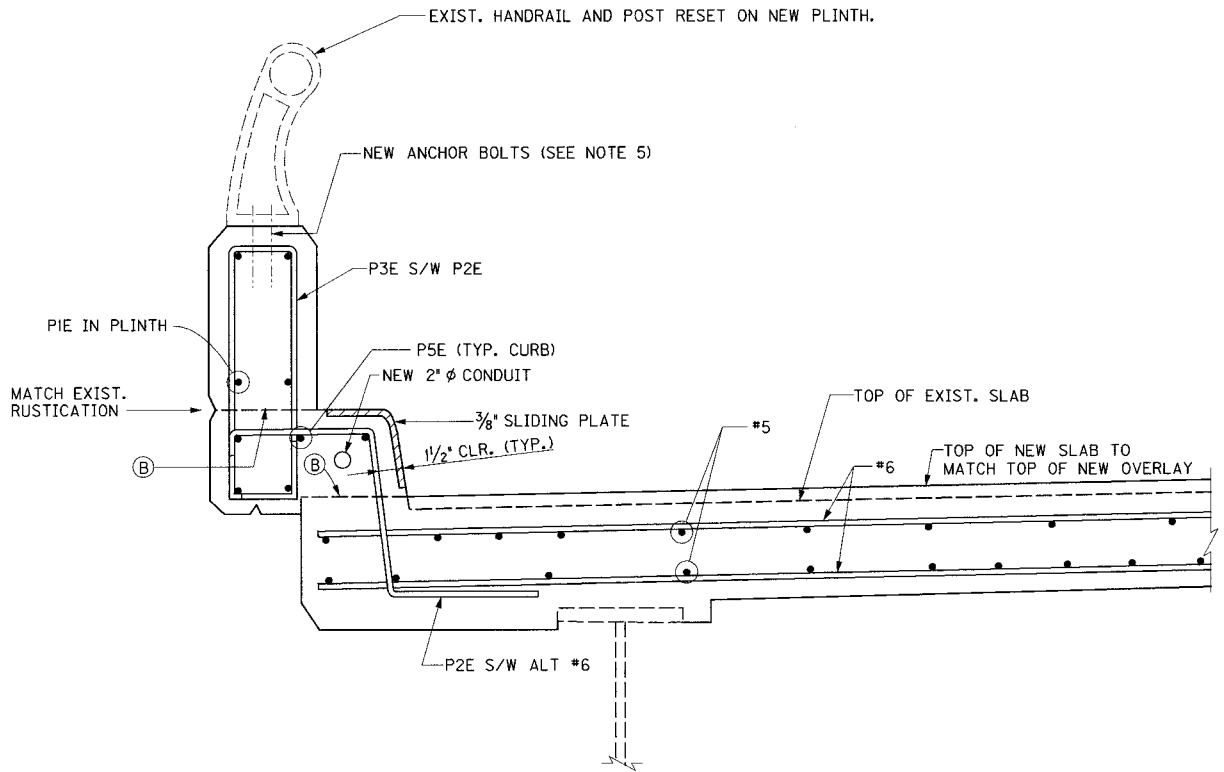
PIERS 3, 7, 11, 14, 18, 22 & 26

ITEM NUMBER

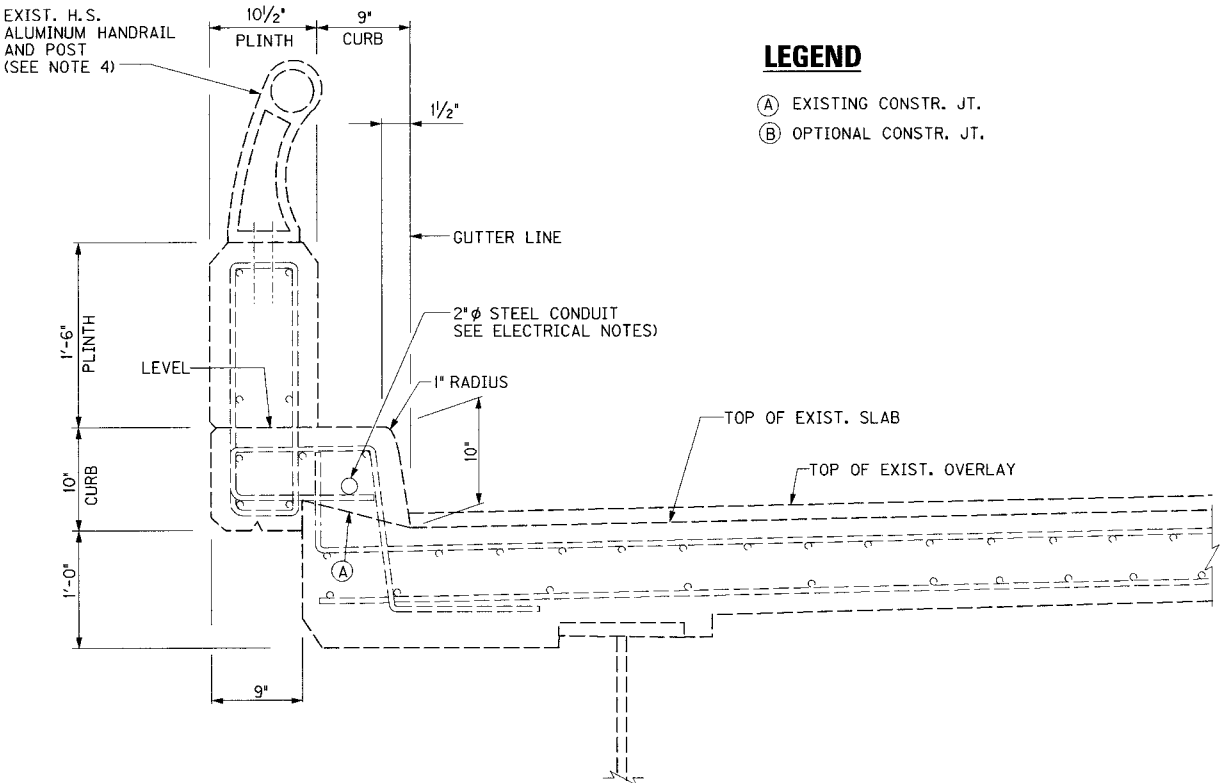
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
MEDIAN DETAILS - PIERS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. A10
DRAWING NO. 26144		

FILE NAME: ...\\K&ITRR Trestle fascia - median.dgn
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY



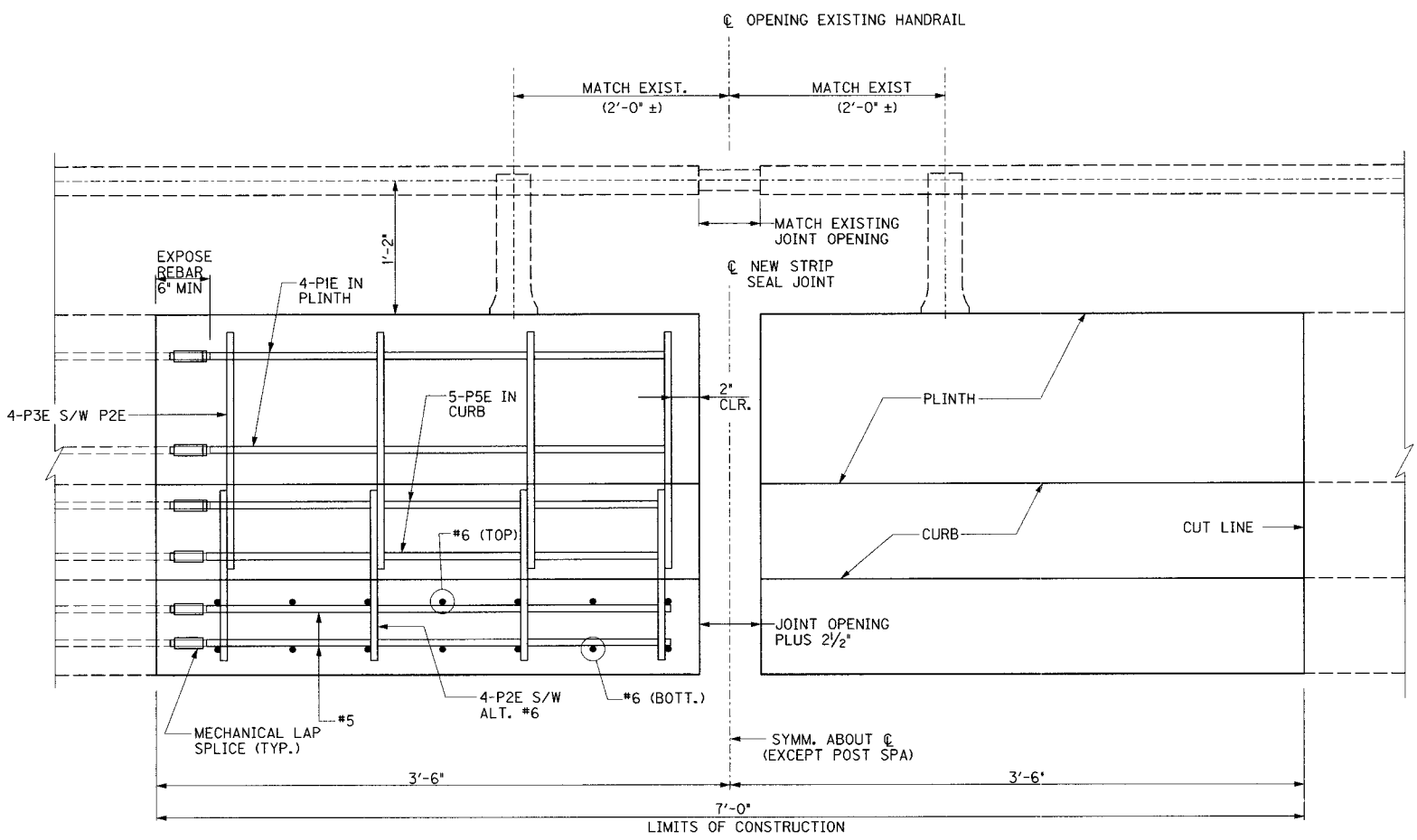
FASCIA RECONSTRUCTION TYPICAL SECTION



EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL CONSTR. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

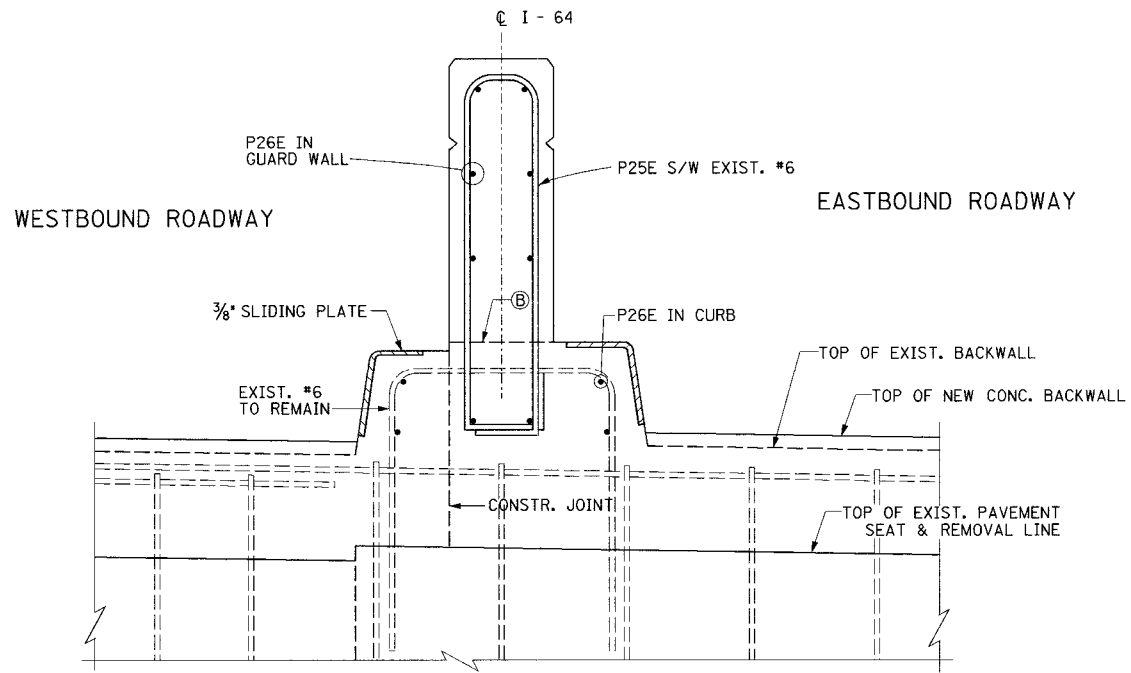
- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET A2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4 x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

PIERS 3, 7, 11, 14, 18, 22 & 26

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR TRESTLE	
FASCIA DETAILS - PIERS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		A11
		DRAWING NO.
		26144

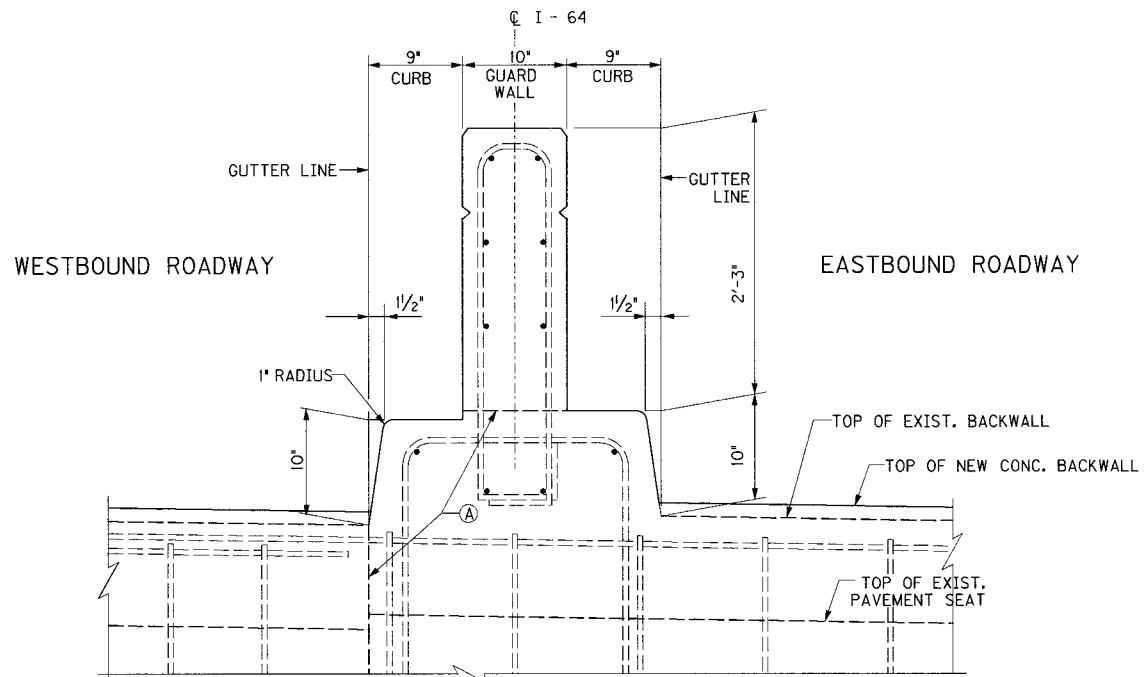
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY



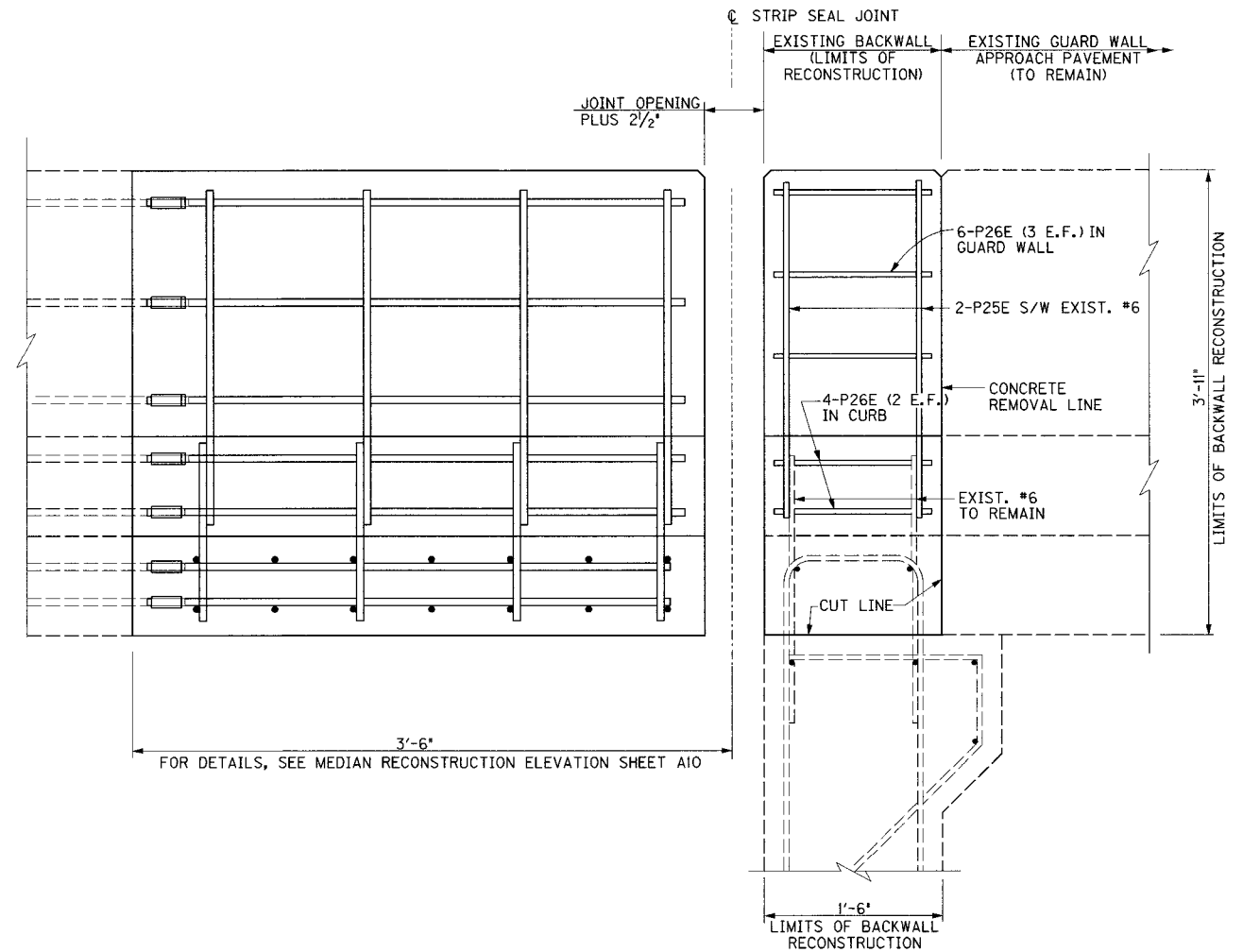
MEDIAN RECONSTRUCTION TYPICAL SECTION
LOOKING AT END BENT BACKWALL

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



EXISTING MEDIAN TYPICAL SECTION
LOOKING AT END BENT BACKWALL



MEDIAN RECONSTRUCTION ELEVATION
AT END BENT

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE BACKWALL SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHT. A2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE REINFORCING STEEL IN THE END BENT BACKWALL SHALL BE LEFT IN PLACE, UNLESS NOTED ON THE PLANS, TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING K&ITRR TRESTLE	
MEDIAN DETAILS – END BENT 2			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. A12
			DRAWING NO. 26144

END BENT 2

ITEM NUMBER

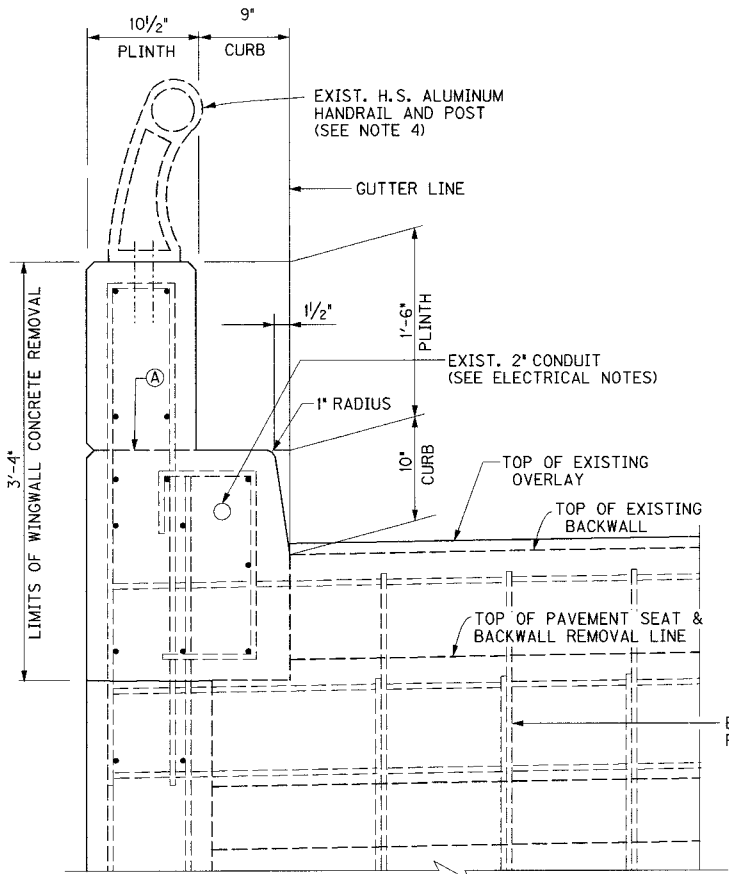
5-73.00

FILE NAME: ...K&ITRR Trestle fascia - median.dgn

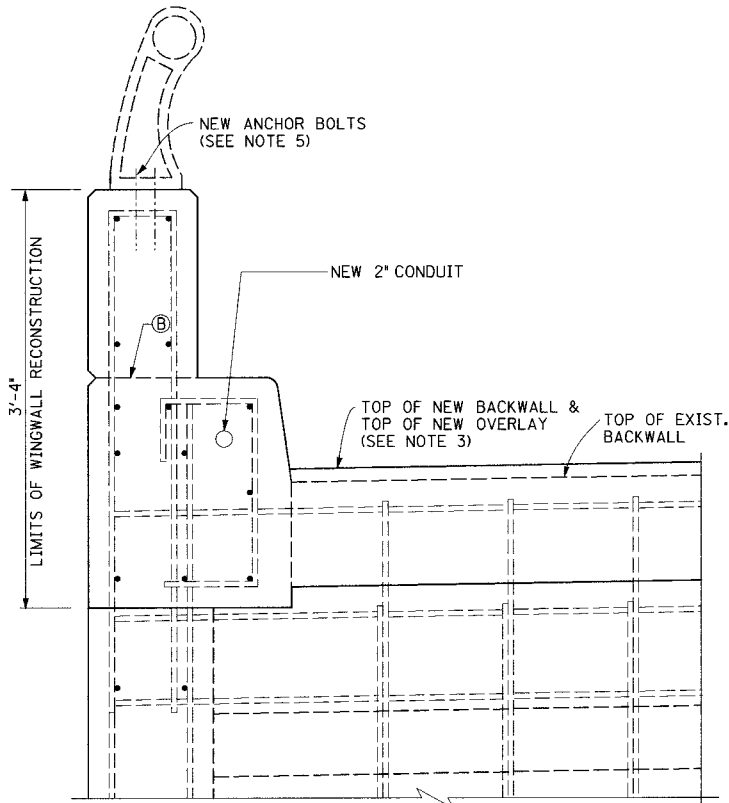
USERNAME: CBS

DATE: 1/25/2007

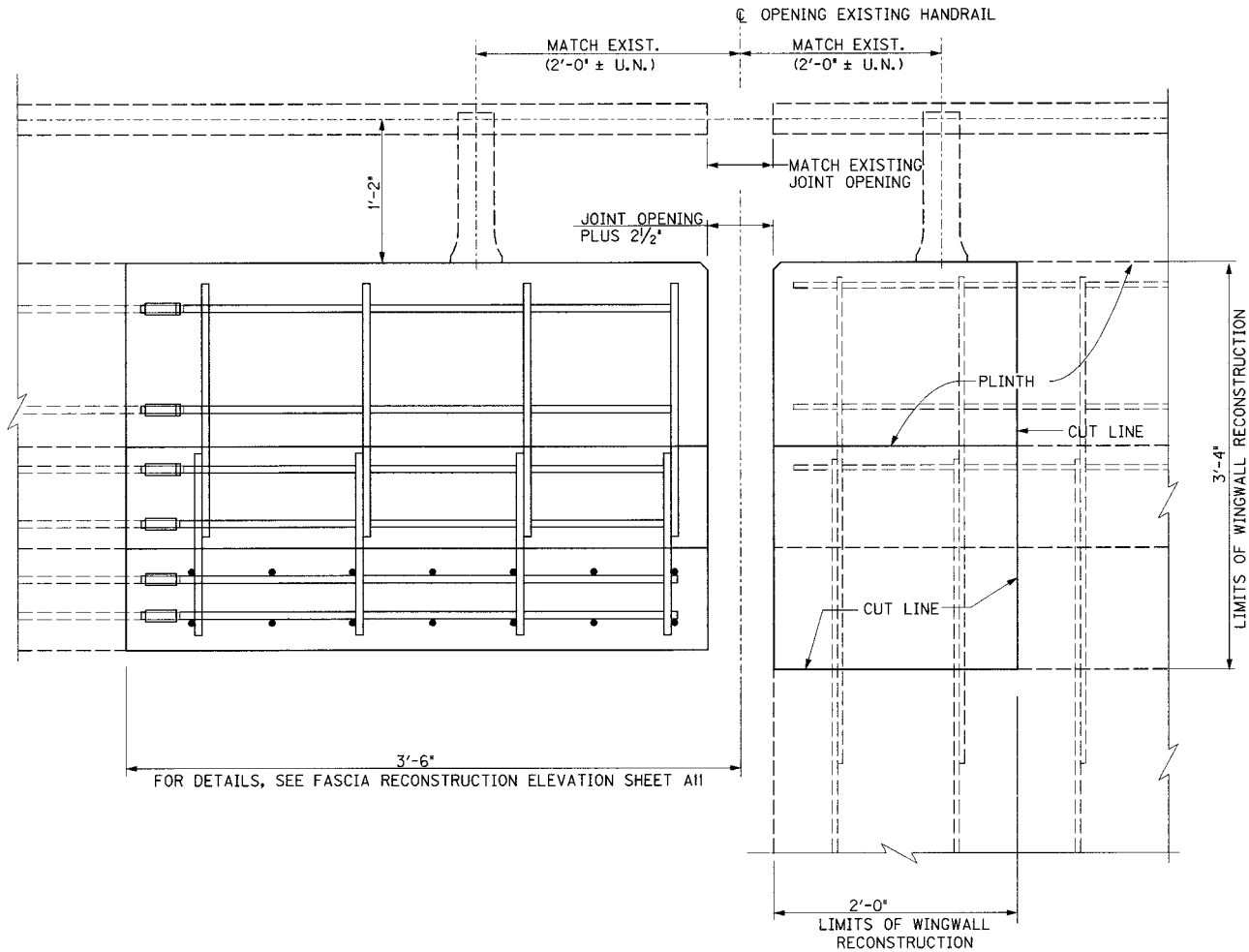
SHEET LOCATION: LAY



EXISTING FASCIA TYPICAL SECTION
LOOKING AT END BENT BACKWALL



FASCIA RECONSTRUCTION TYPICAL SECTION
LOOKING AT END BENT BACKWALL



WINGWALL RECONSTRUCTION ELEVATION

LEGEND

- Ⓐ EXISTING CONSTR. JT.
Ⓑ OPTIONAL CONSTR. JT.

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION
3. THE TOP OF THE NEW CONCRETE BACKWALL SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHT. A2). THE SLOPE SHALL MATCH THE EXISTING SLOPE
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE POST ANCHORAGE SHALL BE REPLACED AND THE HANDRAIL RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. THE REINFORCING STEEL IN THE END BENT BACKWALL AND WINGWALL SHALL BE LEFT IN PLACE, UNLESS NOTED ON THE PLANS, TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES

END BENT 2

ITEM NUMBER

5-73.00

REVISION		DATE	
DATE: JAN 2007	CHECKED BY:		
DESIGNED BY:			
DETAILED BY: CBS	DMB		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING K&ITRR TRESTLE		
FASCIA DETAILS - END BENT 2			
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. A13	
		DRAWING NO. 26144	

FILE NAME: ...\\K&ITRR Trestle Bar Schedule.dgn

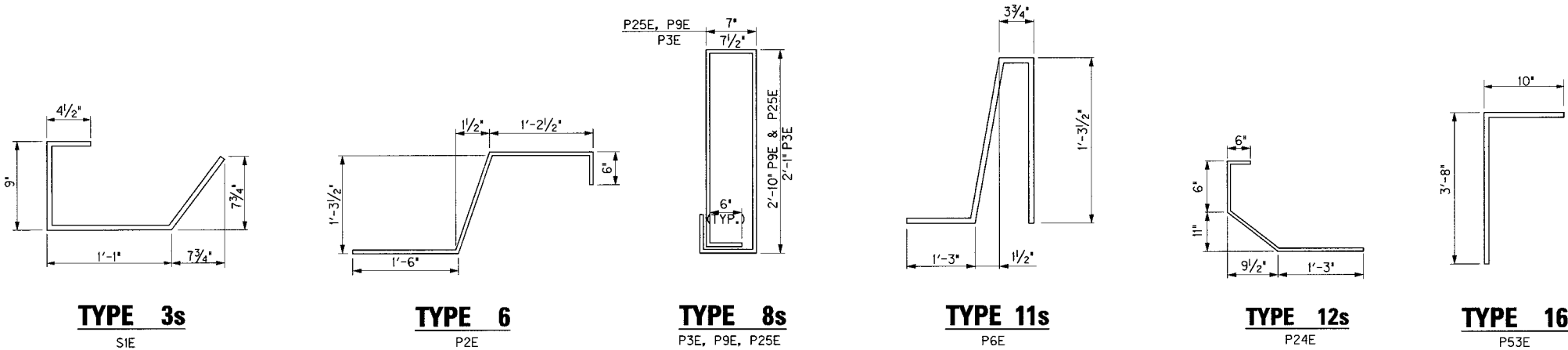
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: DETAILS

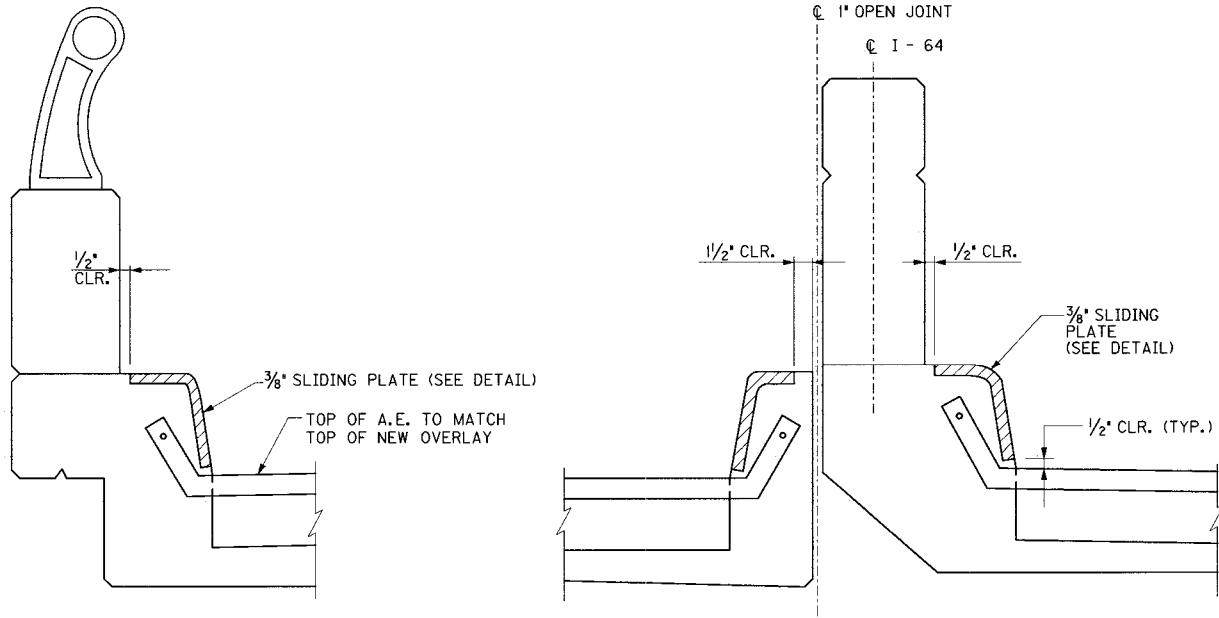
BILL OF REINFORCEMENT																								
EPOXY COATED REINFORCING STEEL																								
MARK	SIZE	TYPE	LENGTH		LOCATION	NO. OF BARS																		TOTAL
						END BENT 1		PIER 3		PIER 7		PIER 11		PIER 14		PIER 18		PIER 22		PIER 26		END BENT 2		
			FT.	IN.		WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
S1E	#4	3s	3	1	HAUNCH			80	80	80	80	80	80	80	80	80	80	80	80	80	40	40	1200	
S2E	#5	STR	3	0	SLAB			234	240	234	240	234	240	234	240	234	240	234	240	234	240	117	120	3555
S3E					NOT USED																			
S4E	#6	STR	45	6	SLAB			28	28	28	28	28	28	28	28	28	28	28	28	28	14	14	420	
S5E	#6	STR	9	7	SLAB			24	24	24	24	24	24	24	24	24	24	24	24	24	12	12	360	
PIE	#4	STR	3	0	PLINTH & WALL			8	20	8	20	8	20	8	20	8	20	8	20	8	20	4	10	210
P2E	#6		4	6	CURB			8	16	8	16	8	16	8	16	8	16	8	16	8	16	4	8	180
P3E	#5	8s	6	5	PLINTH			8	8	8	8	8	8	8	8	8	8	8	8	8	8	4	4	120
P4E					NOT USED																			
P5E	#5	STR	3	0	CURB			14	20	14	20	14	20	14	20	14	20	14	20	14	20	7	10	255
P6E	#5	11s	4	2	CURB			8		8		8		8		8		8		8		4		60
P7E-P8E					NOT USED																			
P9E	#5	8s	7	10	GUARD WALL				8		8		8		8		8		8		8		4	60
P10E-P23E					NOT USED																			
P24E	#5	12s	3	5	CURB				8		8		8		8		8		8			4	60	
P25E	#6	8s	7	10	MEDIAN																	2	2	
P26E	#5	STR	1	4	MEDIAN																	10	10	
P27E-P52E					NOT USED																			
P53E	#6	16	4	6	MEDIAN				14		14		14		14		14		14			7	105	

ESTIMATE OF QUANTITIES																			
BID ITEM	END BENT 1		PIER 3		PIER 7		PIER 11		PIER 14		PIER 18		PIER 22		PIER 26		END BENT 2		TOTAL
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
EXP. JT. RECONSTRUCTION (LF)	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	799.2
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:																			
CONCRETE, CLASS M (CY)	5	5	13	13	13	13	13	13	13	13	13	13	13	13	13	13	9	10	211
STEEL REINFORCEMENT, EPOXY COATED (LBS)	0	0	3360	3630	3360	3630	3360	3630	3360	3630	3360	3630	3360	3630	3360	3630	1680	1850	52460
MECHANICAL COUPLERS (#4) (EA)	0	0	8	20	8	20	8	20	8	20	8	20	8	20	8	20	4	10	210
MECHANICAL COUPLERS (#5) (EA)	0	0	248	260	248	260	248	260	248	260	248	260	248	260	248	260	124	130	3810
STRIP SEAL EXPANSION JOINT (4 INCH) (LF)			44.4	44.4	44.4	44.4			44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	621.6
STRIP SEAL EXPANSION JOINT (5 INCH) (LF)							44.4	44.4											88.8
1½" PREFORMED COMPRESSION SEAL (LF)	44.4	44.4																	88.8
ARMORED EDGE AT BACKWALL (LF)	44.4	44.4															44.4	44.4	177.6



REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:	ELA	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
BILL OF REINFORCEMENT		
ITEM NUMBER		SHEET NO.
5-73.00		A14
PREPARED BY PARSONS BRINCKERHOFF		DRAWING NO. 26144

FILE NAME: ...K&ITRR Trestle fascia - median.dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: LAY

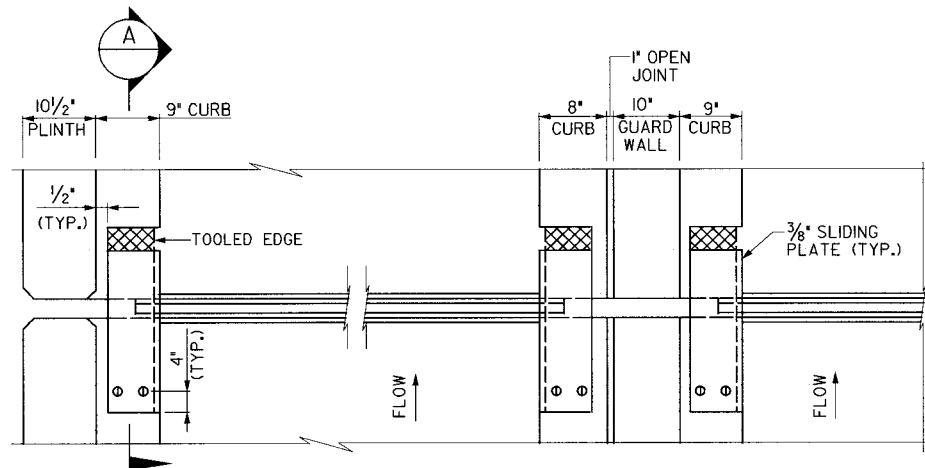


FASCIA RECONSTRUCTION TYPICAL SECTION

(LOOKING EAST)

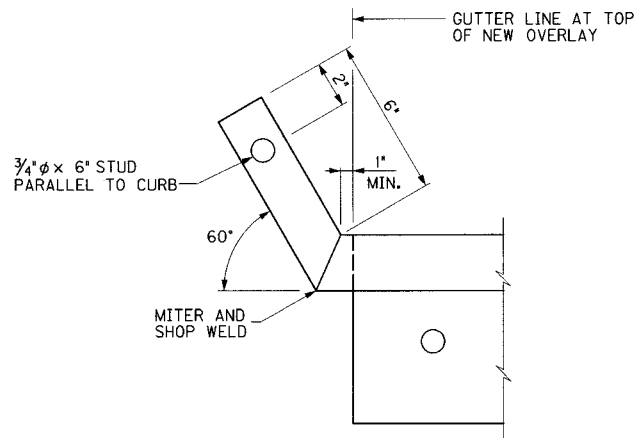
MEDIAN RECONSTRUCTION TYPICAL SECTION

(LOOKING EAST)

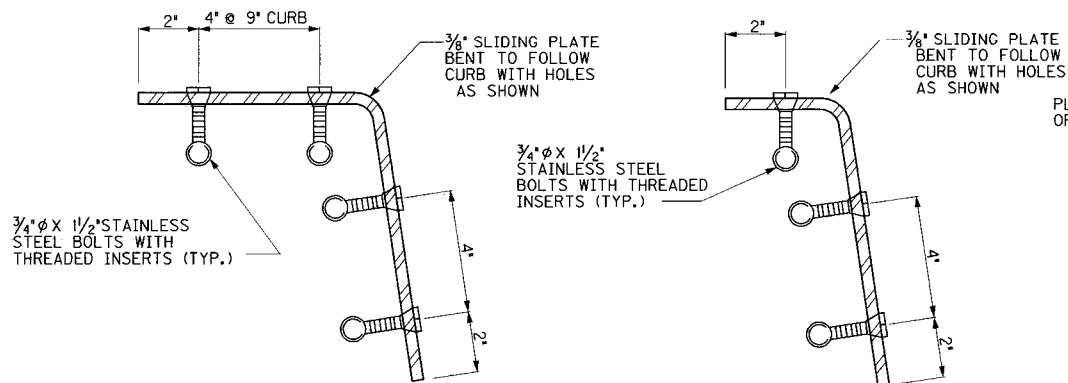


CURB PLAN

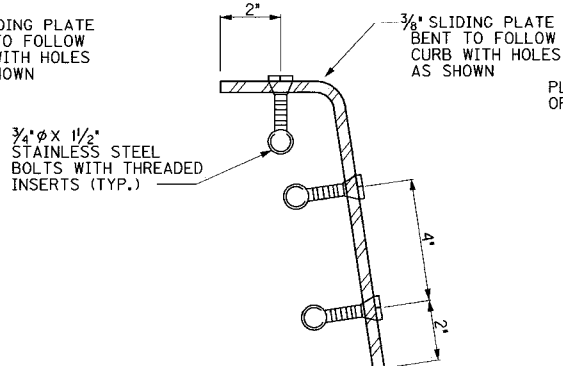
CURB WIDTHS ARE FROM ORIGINAL CONSTRUCTION PLANS. NEW 3/8" SLIDING PLATES SHALL BE FACRICATED TO ACCOMMODATE THE NEW GUTTER LINE AT THE TOP OF NEW OVERLAY



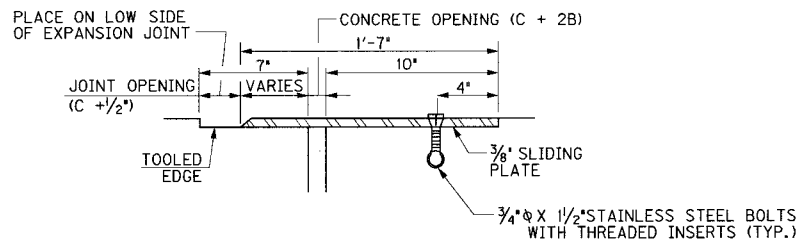
UPTURN DETAIL



SLIDING PLATE DETAIL
(9" CURB)



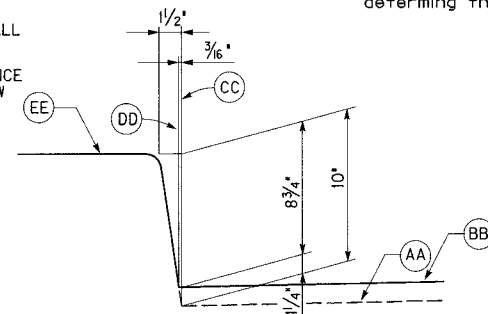
SLIDING PLATE DETAIL
(8" CURB)



SECTION "A"
(TYP. FOR 8" AND 9" CURB)

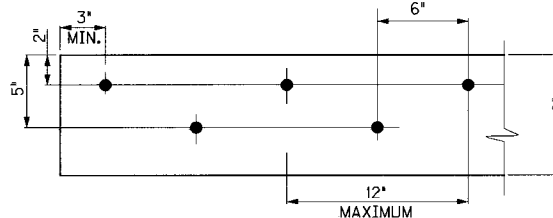
JOINT SETTING							
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (1)	
		MIN	60 DEG F	MAX		WB	EB
3	4"	1/2	2	4 1/4	1/4"	44'-4"	44'-4"
7	4"	1/2	2	4 1/4	1/4"	44'-4"	44'-4"
11	5"	3/8	2 1/2	5 5/8	3/8"	44'-4"	44'-4"
14	4"	7/8	2	3 1/8	3/8"	44'-4"	44'-4"
18	4"	1/2	2	4 1/4	1/4"	44'-4"	44'-4"
22	4"	7/8	2	3 1/8	3/8"	44'-4"	44'-4"
26	4"	1/2	2	4 1/4	1/4"	44'-4"	44'-4"
END BENT	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (2)	
		MIN	60 DEG F	MAX		WB	EB
EB 2	4"	1 1/4	2	3 3/8	1/8"	44'-4"	44'-4"

- (1) GUTTER LINE-TO-GUTTER LINE ALONG C/L JOINT AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (2) GUTTER LINE-TO-GUTTER LINE ALONG FRONT FACE BACKWALL AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (3) FABRICATE THE STRIP SEAL TO ACCOMMODATE THE DISTANCE GUTTER LINE-TO-GUTTER LINE ALONG THE TOP OF THE NEW CONCRETE SLAB.



CURB DETAIL

- (AA) TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- (BB) TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- (CC) ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- (DD) NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- (EE) TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB



STUD PATTERN

ALTERNATE NEOPRENE EXPANSION DAMS			
MODEL	SUPPLIER	A	B
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"

ITEM NUMBER
5-73.00

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

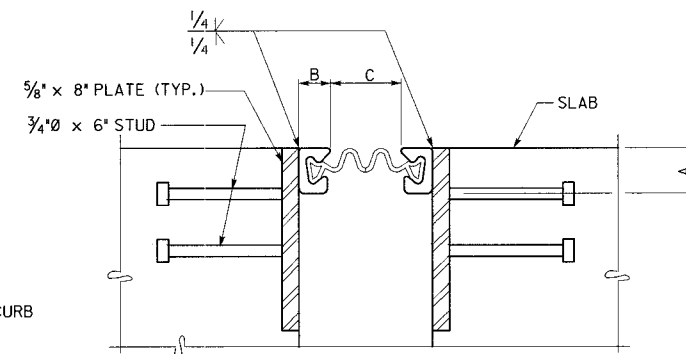
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



SECTION THRU JOINT

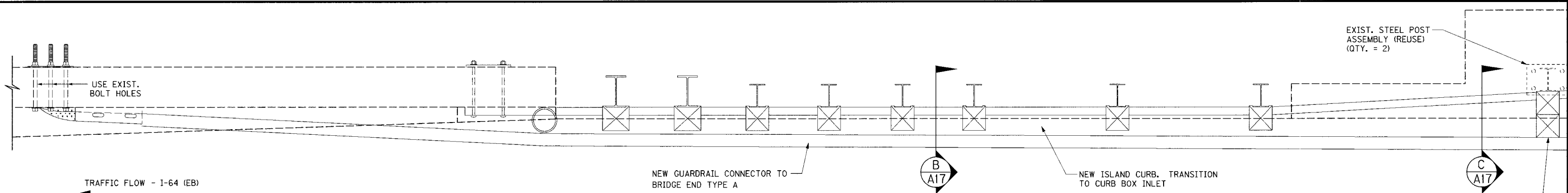
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
STRIP SEAL EXP. JT. DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. A15 DRAWING NO. 26144

FILE NAME: ...\\Guardrail End Conn - K&I over South RR (EB).dgn

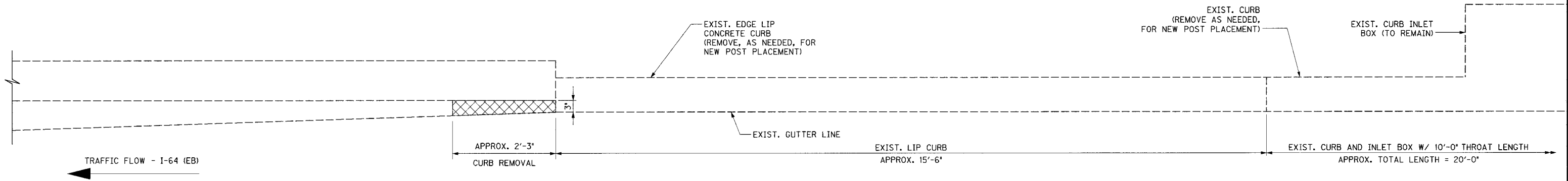
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: LAY

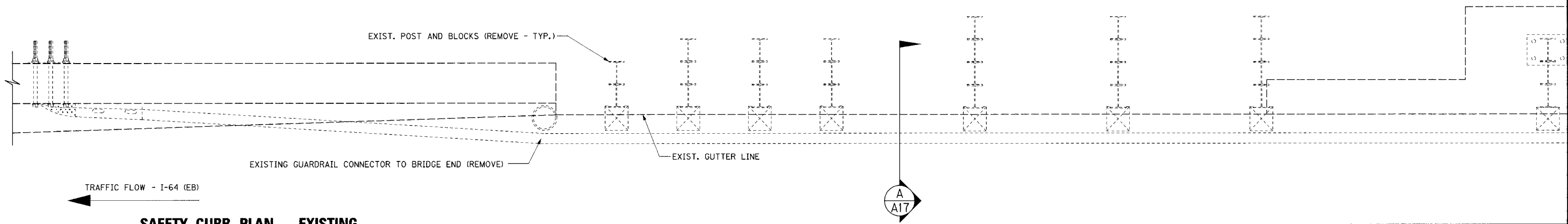


SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



SAFETY CURB PLAN - EXISTING

NOTES

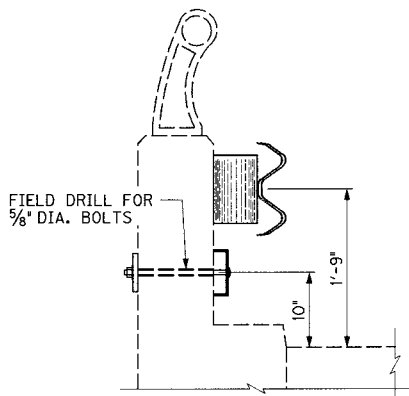
1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS AND ALIGNMENT SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS AND ALIGNMENT BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

TYPE A CONNECTOR (EASTBOUND)

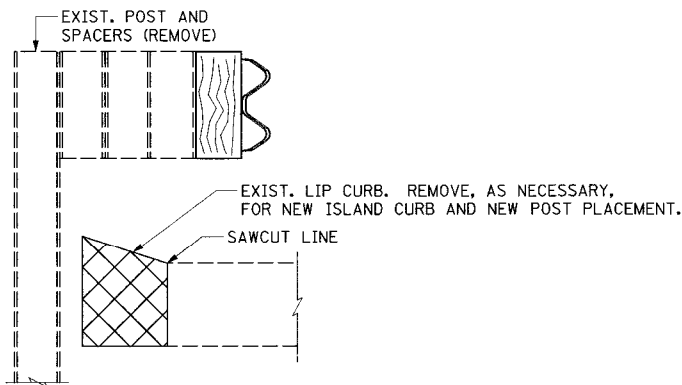
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. A16 DRAWING NO. 26144

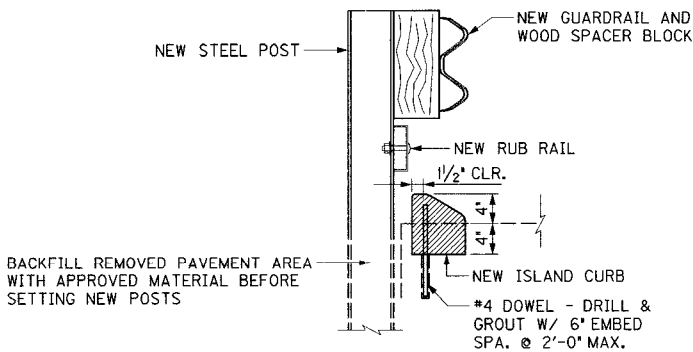
FILE NAME: ...\\Guardrail End Conn - K&I over South RR (EB).dgn
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY



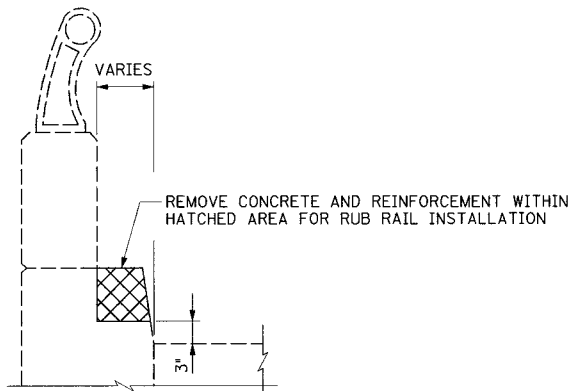
PROPOSED SECTION



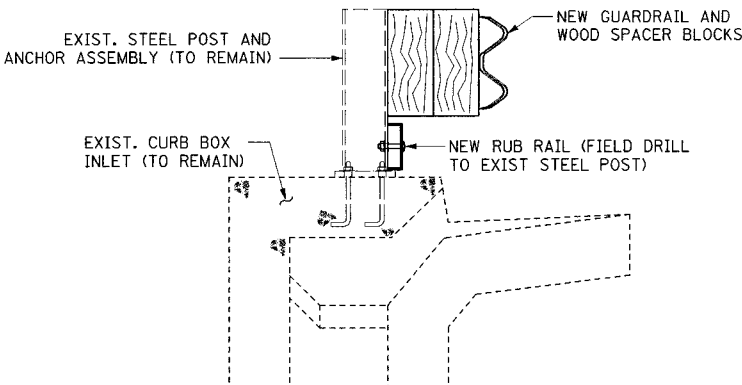
EXISTING - SECTION A



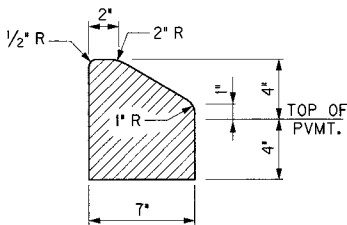
PROPOSED - SECTION B



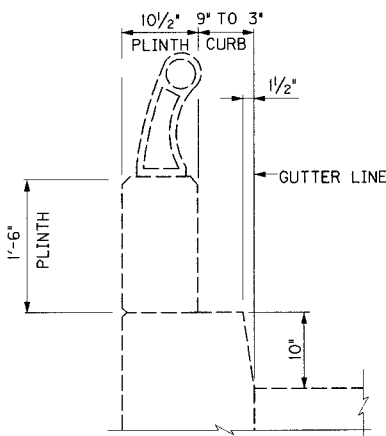
REMOVAL LIMITS



PROPOSED - SECTION C



NEW ISLAND CURB



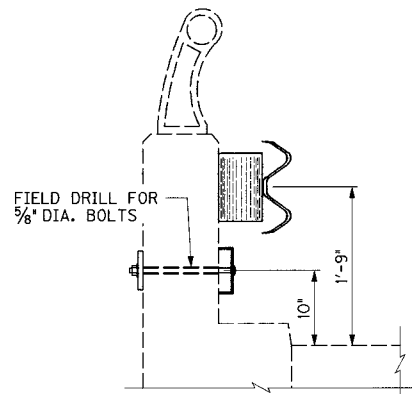
EXISTING SECTION

TYPE A CONNECTOR (EASTBOUND)

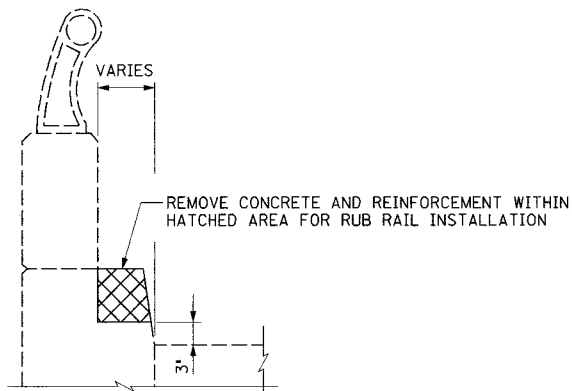
ITEM NUMBER

5-73.00

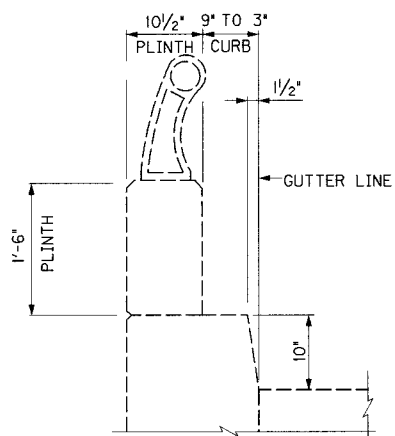
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR TRESTLE	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		A17
		DRAWING NO.
		26144



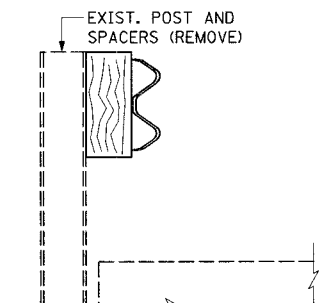
PROPOSED SECTION



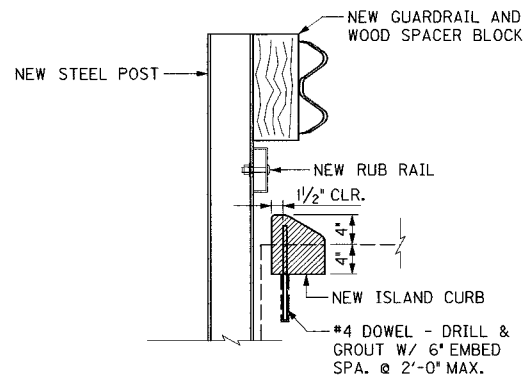
REMOVAL LIMITS



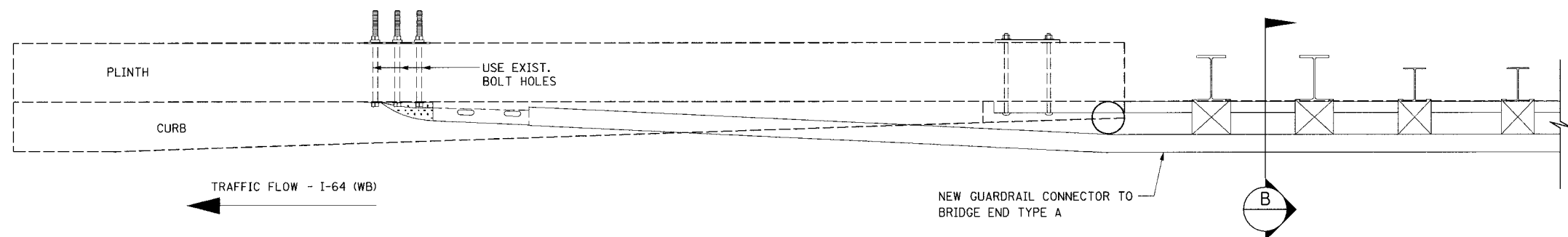
EXISTING SECTION



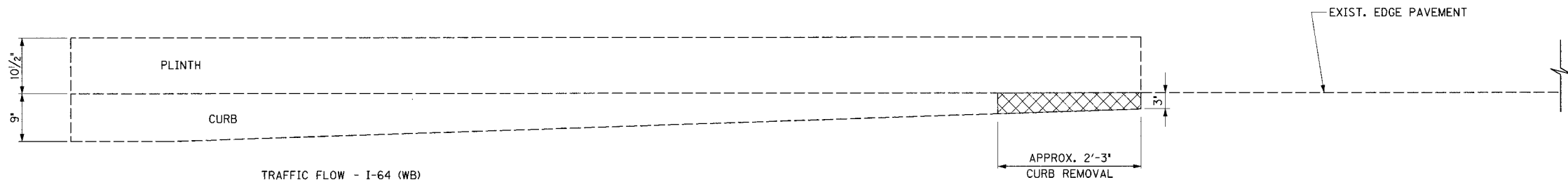
EXISTING - SECTION A



PROPOSED - SECTION B

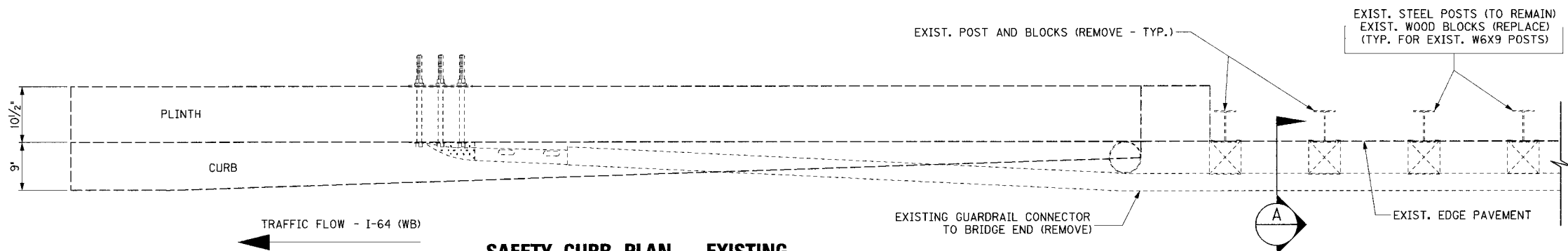


SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



SAFETY CURB PLAN - EXISTING

NOTES

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

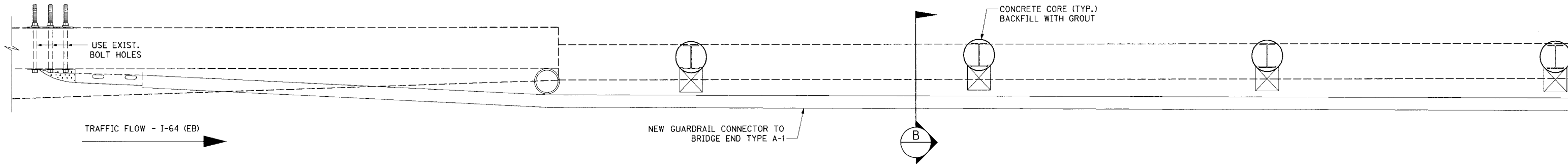
TYPE A CONNECTOR (WESTBOUND)

ITEM NUMBER

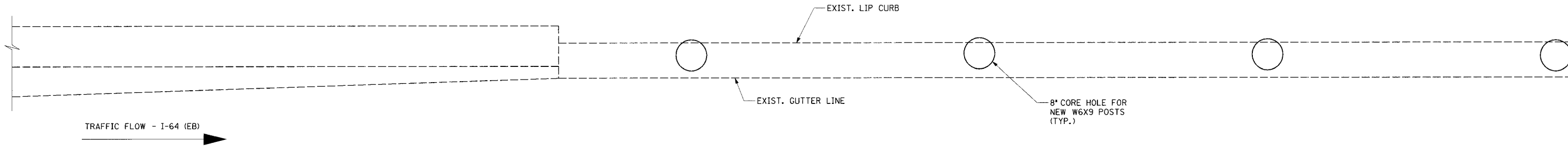
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. A18
		DRAWING NO. 26144

FILE NAME: ...Guardrail End Conn - K&I over South RR (EB) A-1.dgn
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY

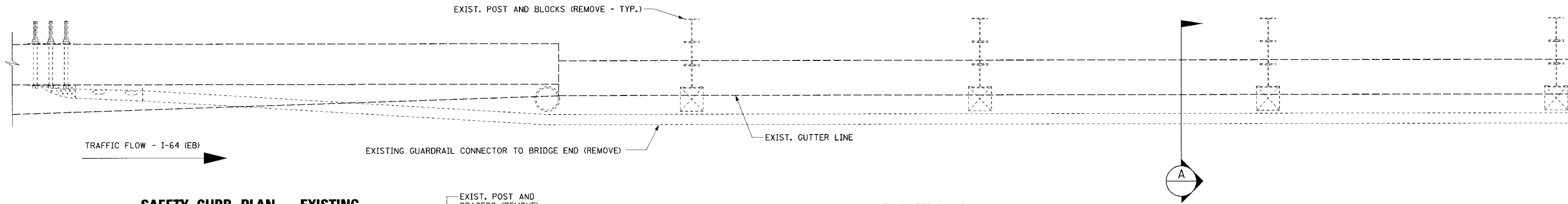


SAFETY CURB PLAN - PROPOSED



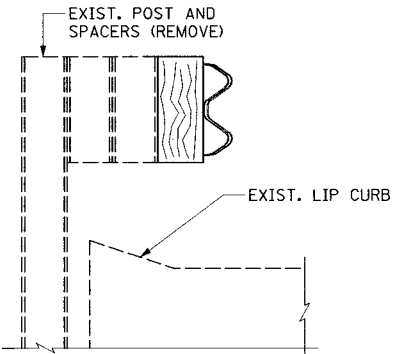
SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)

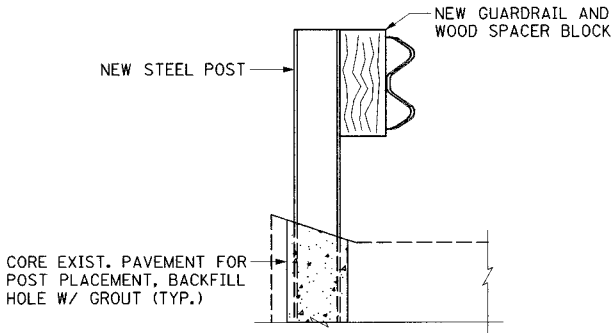


SAFETY CURB PLAN - EXISTING

- NOTES:
1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1 DETAILS.
 2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS AND ALIGNMENT BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.



EXISTING - SECTION A

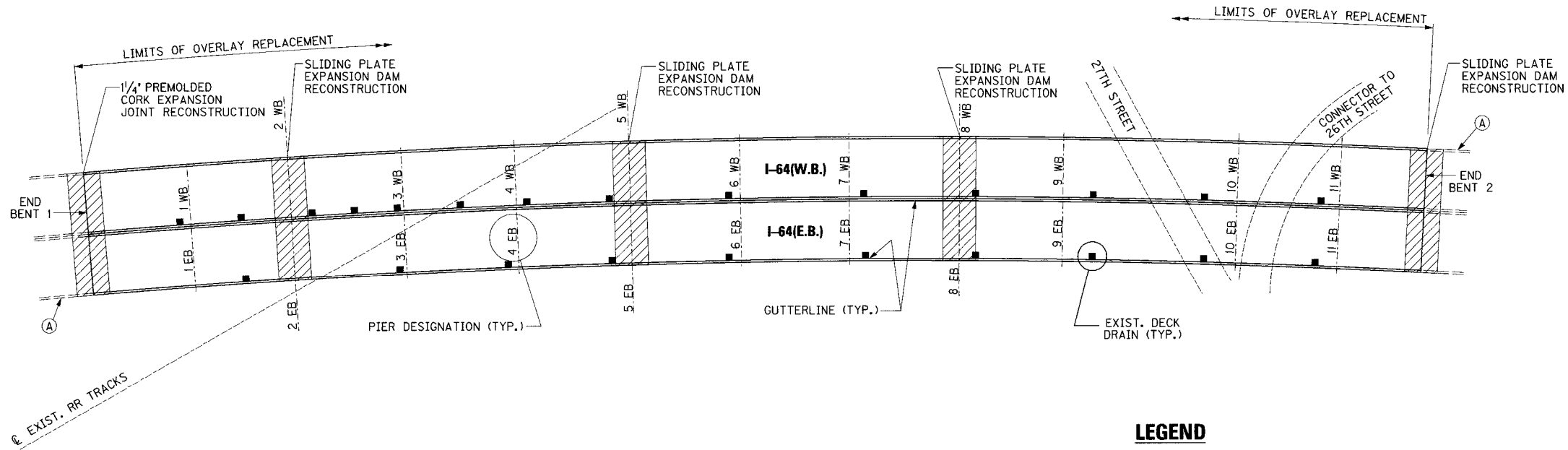


PROPOSED - SECTION B

TYPE A-1 CONNECTOR (EASTBOUND)

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. A19 DRAWING NO. 26144

**LEGEND**

(A) GUARDRAIL CONNECTOR TO BRIDGE END RETROFIT - TYPE A

JOINT REMOVAL NOTES

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. "TOP OF EXISTING SLAB", WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

ITEM NUMBER

5-73.00

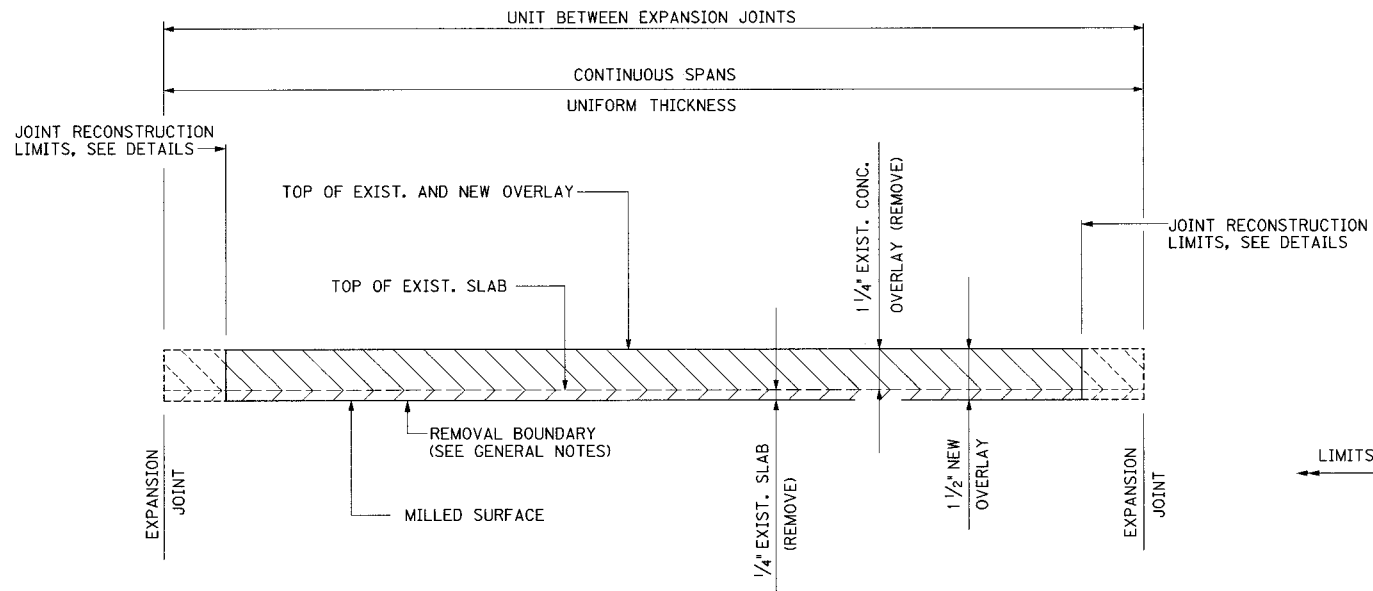
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR AND 27TH STREET	
LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. B1
		DRAWING NO. 26144

FILE NAME: ...Overlay Overlay Details.dgn

USERNAME: CBS

DATE: 2/5/2007

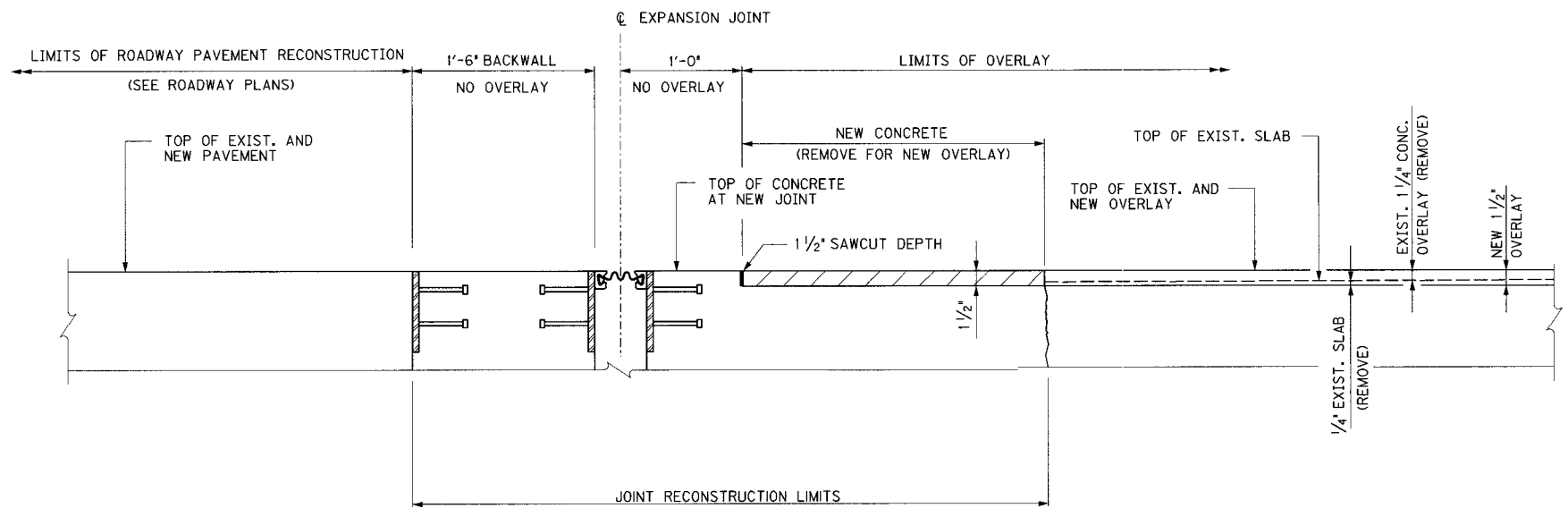
SHEET LOCATION: LAY



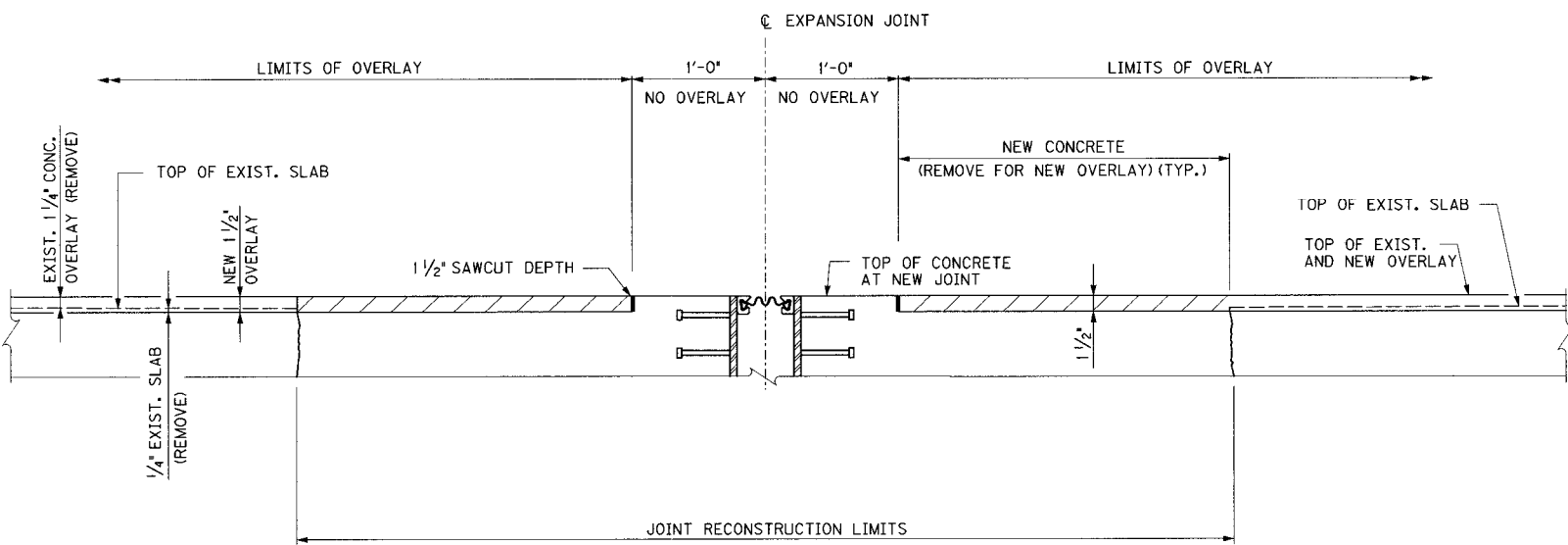
= EXISTING OVERLAY REMOVAL

= EXISTING SLAB REMOVAL

EXISTING AND NEW OVERLAY PROFILE



OVERLAY DETAILS AT EXPANSION JOINT - END BENTS



OVERLAY DETAILS AT EXPANSION JOINT - PIERS

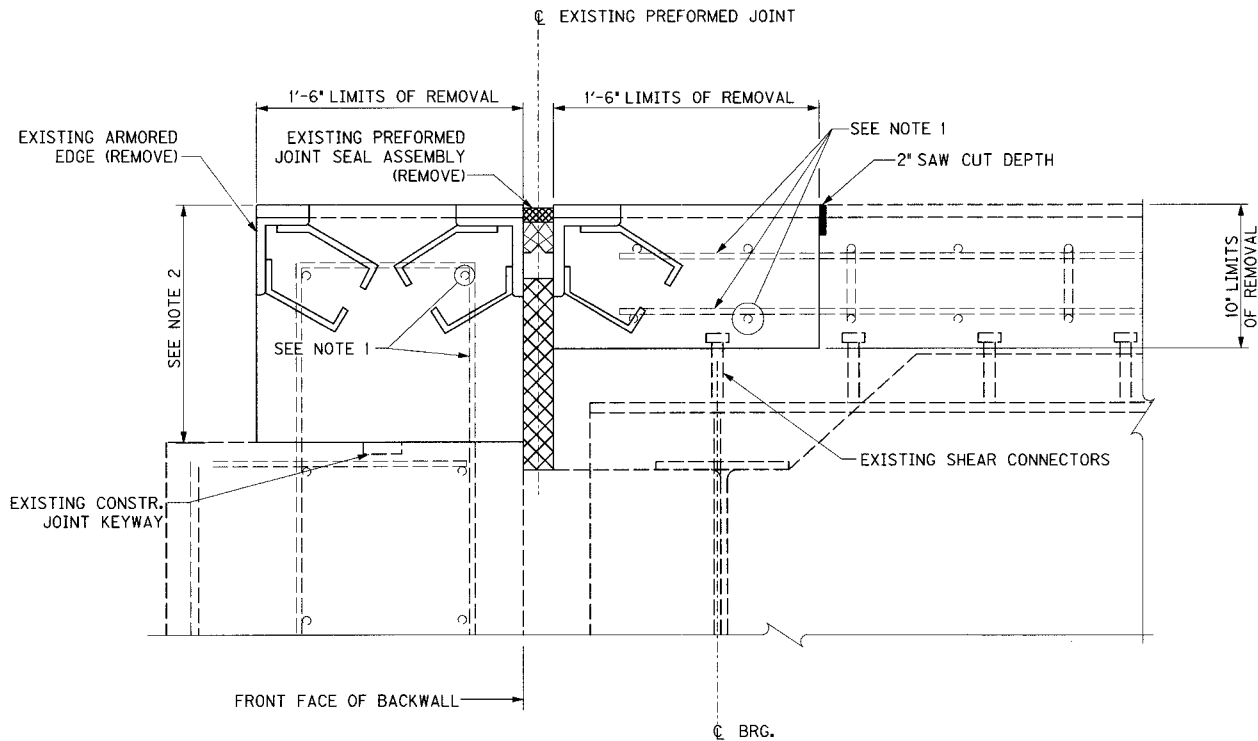
OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

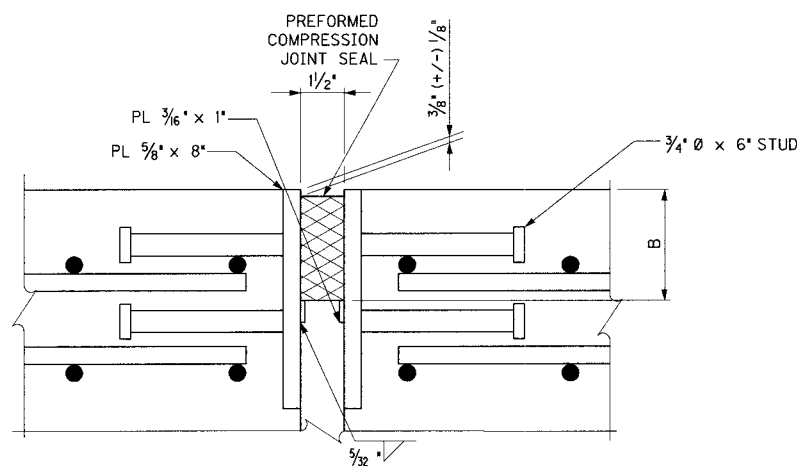
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR OVER 27TH STREET	
OVERLAY DETAILS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		B2
		DRAWING NO.
		26144

FILE NAME: ...\\K&ITRR & 27th end bent 1.dgn
USERNAME: ELA
DATE: 3/1/2007
SHEET LOCATION: DETAILS



SECTION EXISTING JOINT REMOVAL



SECTION THROUGH COMPRESSION SEAL JOINT

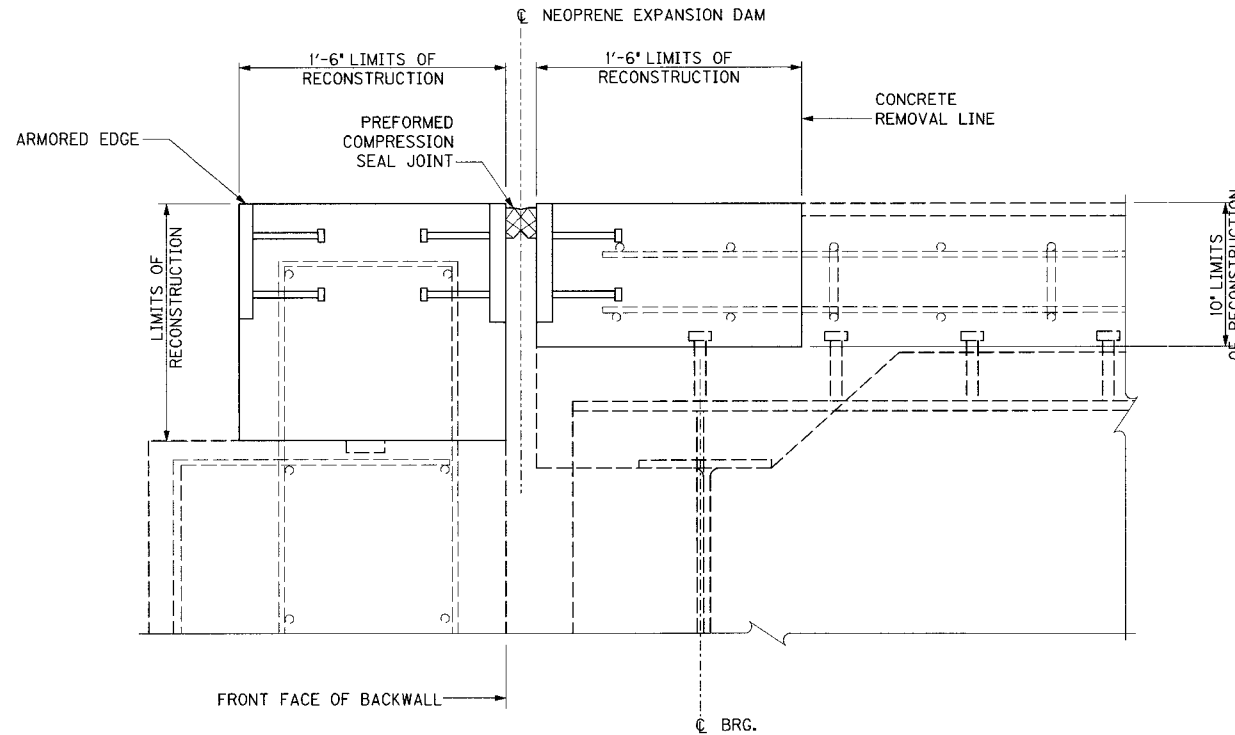
A - MINIMUM JOINT OPENING @ 60°F
B - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"

NOTES

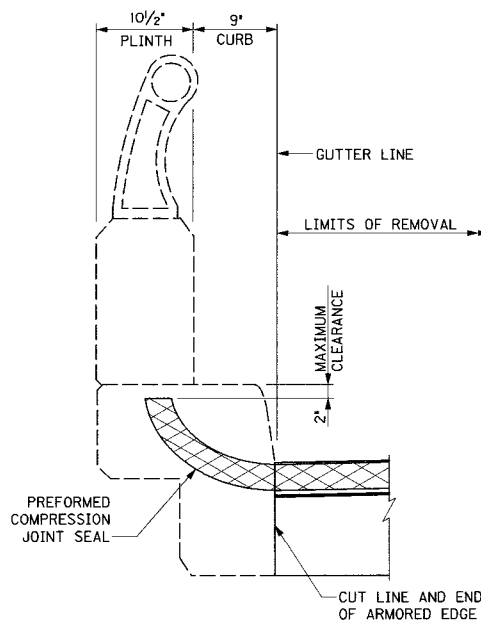
- ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
- BACKWALL TO BE REMOVED TO TOP OF PAVEMENT SEAT BETWEEN FASCIA AND MEDIAN GUTTER LINES. REMOVAL DEPTH VARIES, 10" MINIMUM.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET B2) THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- FOR ARMORED EDGE DETAILS AND EXPANSION JOINT NOTES, SEE SHEET B15.

COMPRESSION JOINTS	
PIER	JOINT LENGTH (1)
EB 1 WB	44'-4"
EB 1 EB	44'-4"

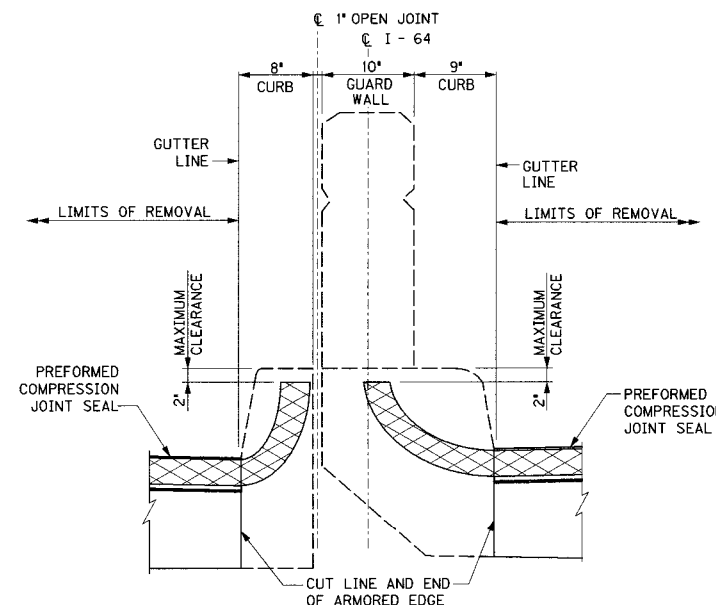
(1) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. B15.



SECTION EXPANSION JOINT RECONSTRUCTION



SECTION THROUGH FASCIA
LOOKING AT BRIDGE



SECTION THROUGH MEDIAN
LOOKING AT BRIDGE

JOINT DATA		The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.
Dim. A @ 60°F (in)	Move- ment (in)	
1 1/2	1	
2	1 1/2	
2 1/2	2	
TEMPERATURE CHANGE INCREMENT 1/16" PER 10° F		

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		ELA
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR & 27TH STREET	
END BENT 1		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		B3
		DRAWING NO.
		26144

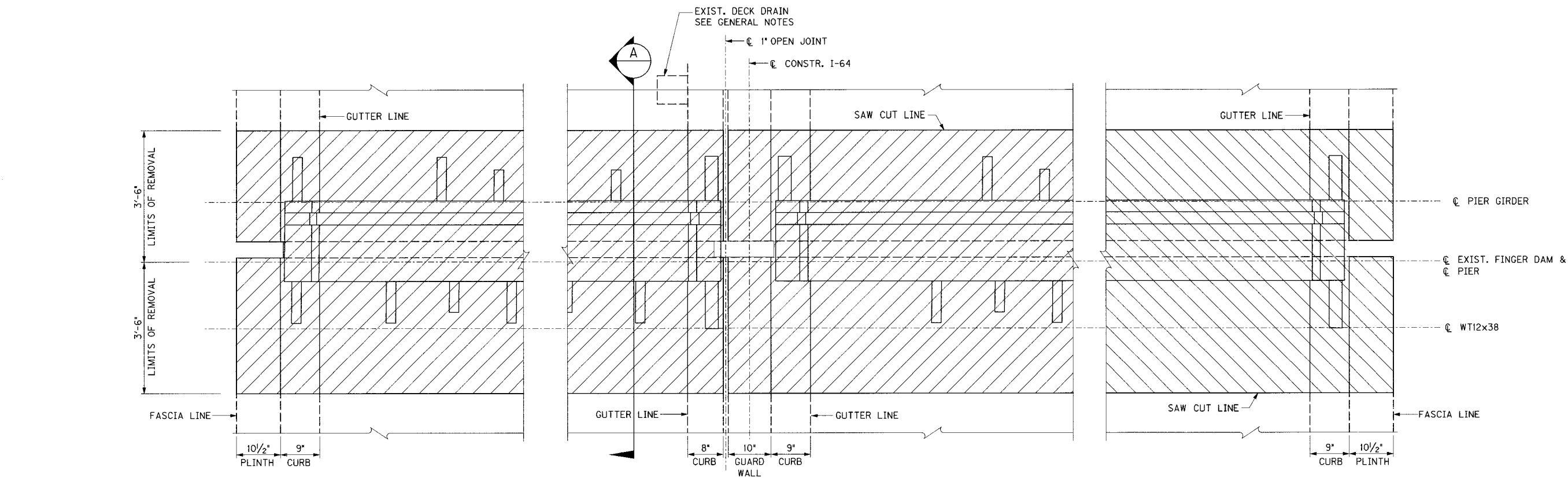
ITEM NUMBER
5-73.00

FILE NAME: ...K&ITRR & 27th Pier 2.dgn

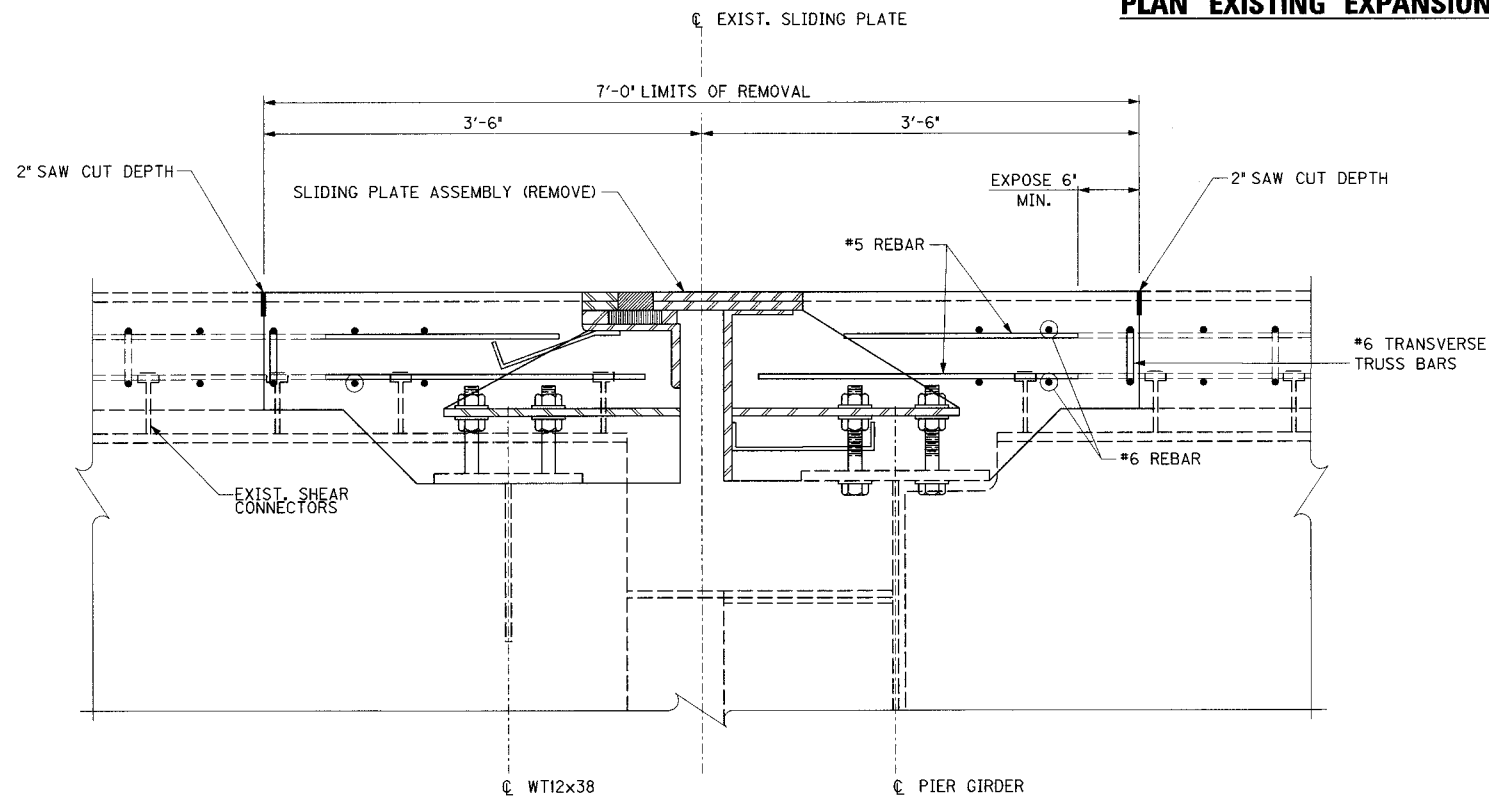
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR & 27TH ST.	
PIER 2		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		B4
		DRAWING NO.
		26144

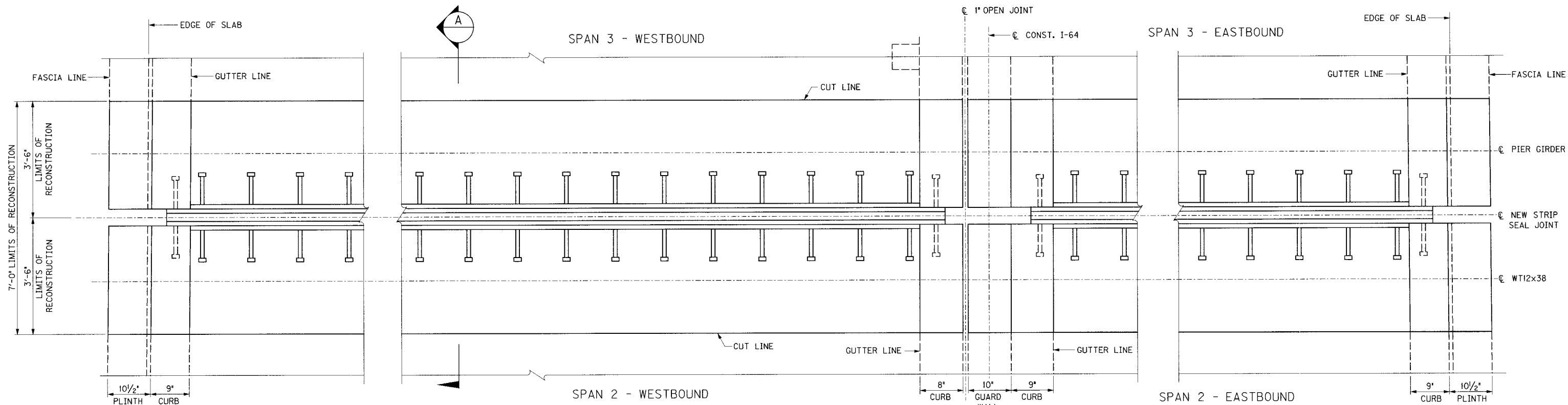
ITEM NUMBER
5-73.00

FILE NAME: ...K&ITRR & 27th Pier 2.dgn

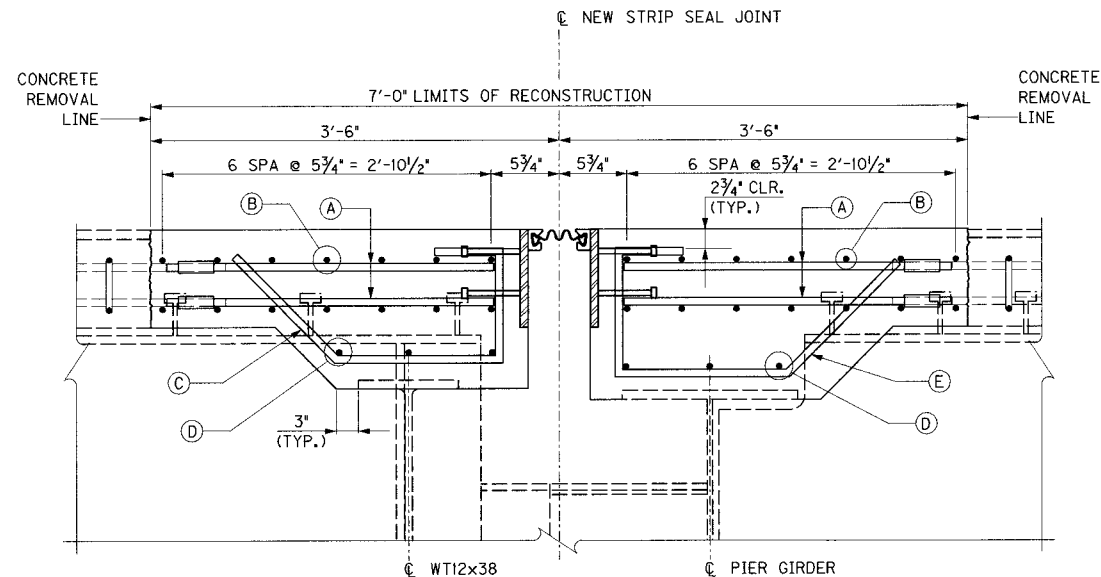
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

- (A) H15-S2E (EB SPANS); H15-S2E (WB SPANS)
MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM) (WB SPANS)
14-S4E (7 TOP & 7 BOTTOM) (EB SPANS)
- (C) 40-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY) (SPAN 2 EB & WB)
- (D) 12-S5E, (3 EACH 10'-0" BAY) (EB & WB)
- (E) 40-S6E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY) (SPAN 3 EB & WB)

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR & 27TH ST.	
PIER 2		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		B5
		DRAWING NO.
		26144

ITEM NUMBER

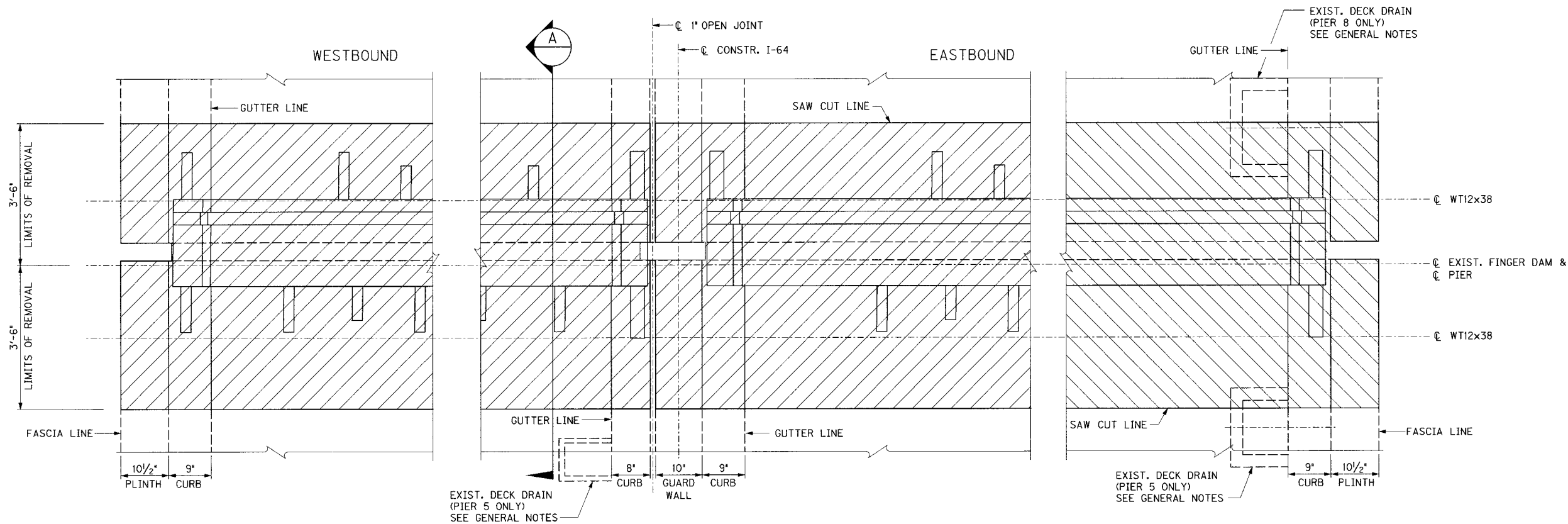
5-73.00

FILE NAME: ...\\K&ITRR & 27th Piers 5-8.dgn

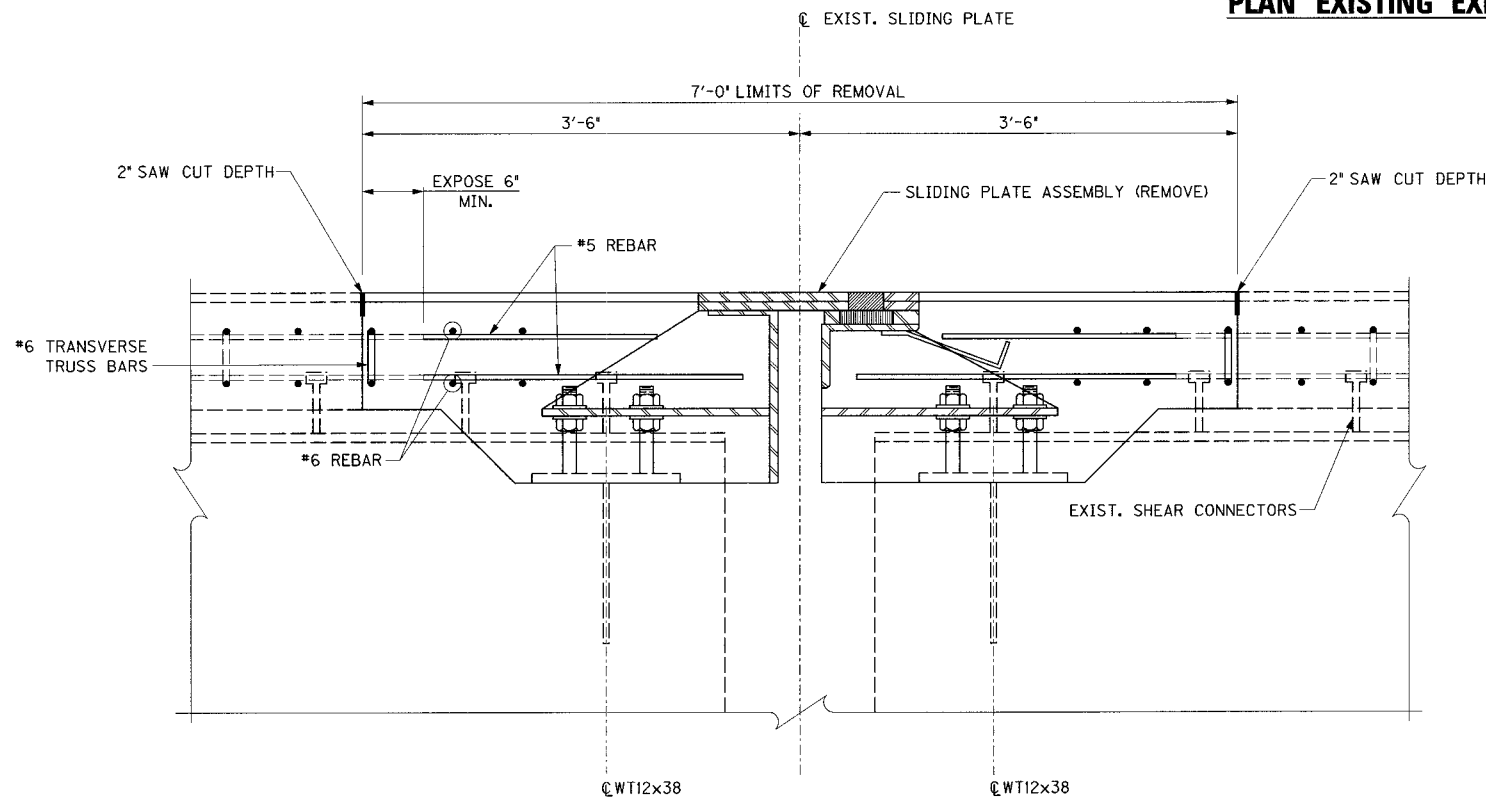
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



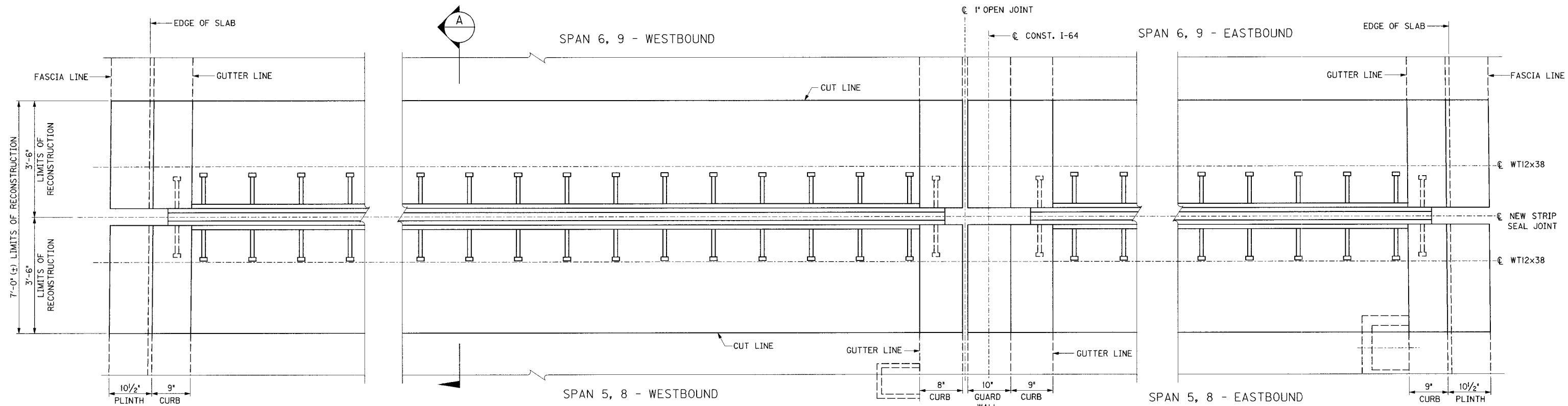
PLAN EXISTING EXPANSION JOINT REMOVAL



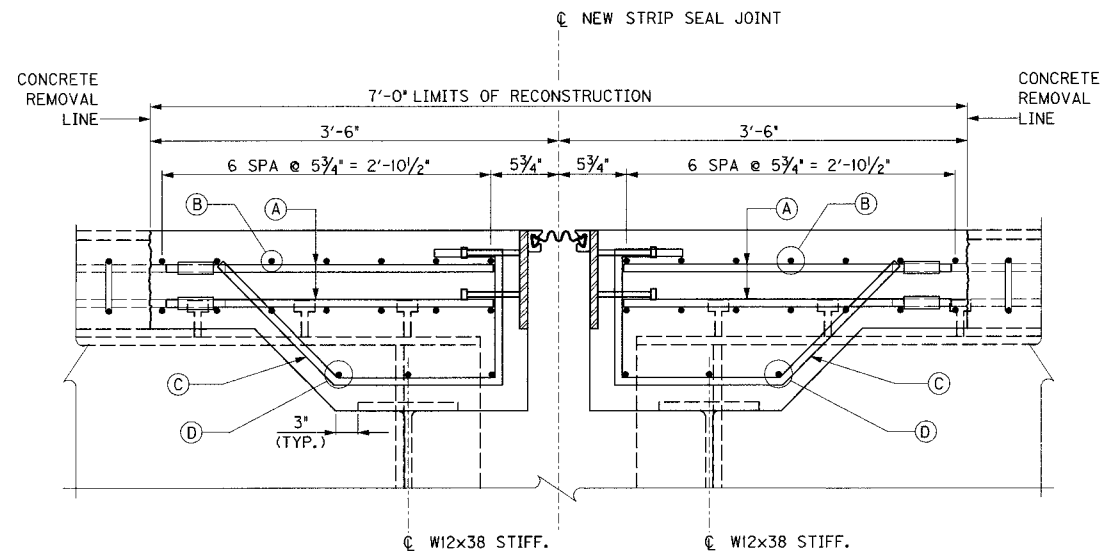
SECTION "A"

ITEM NUMBER	PREPARED BY	SHEET NO.
5-73.00		B6
		DRAWING NO.
		26144

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR & 27TH ST.	
PIERS 5 & 8		
PREPARED BY PR PARSONS BRINCKERHOFF 1999		SHEET NO. B6 DRAWING NO. 26144



PLAN EXPANSION JOINT RECONSTRUCTION

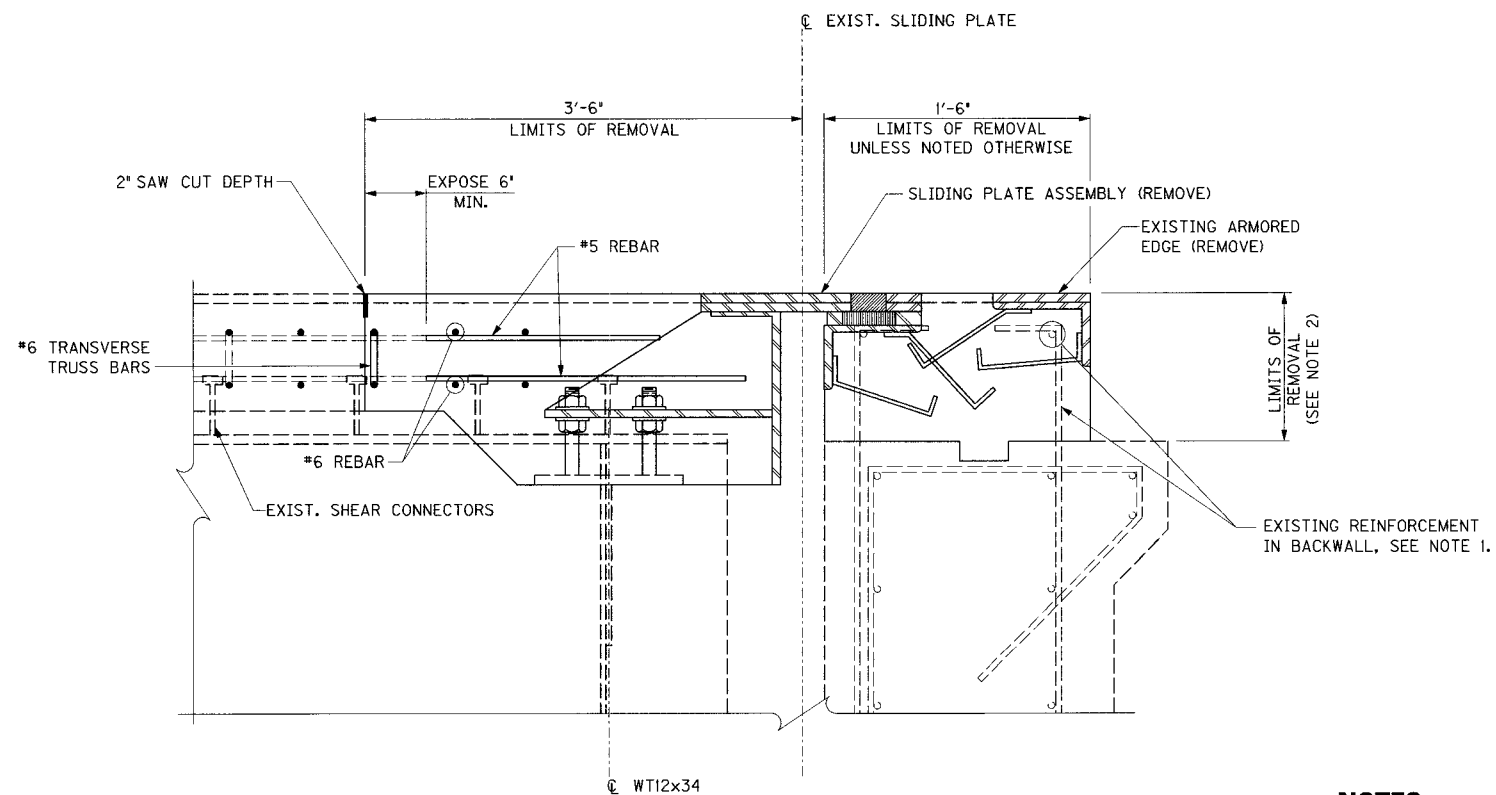
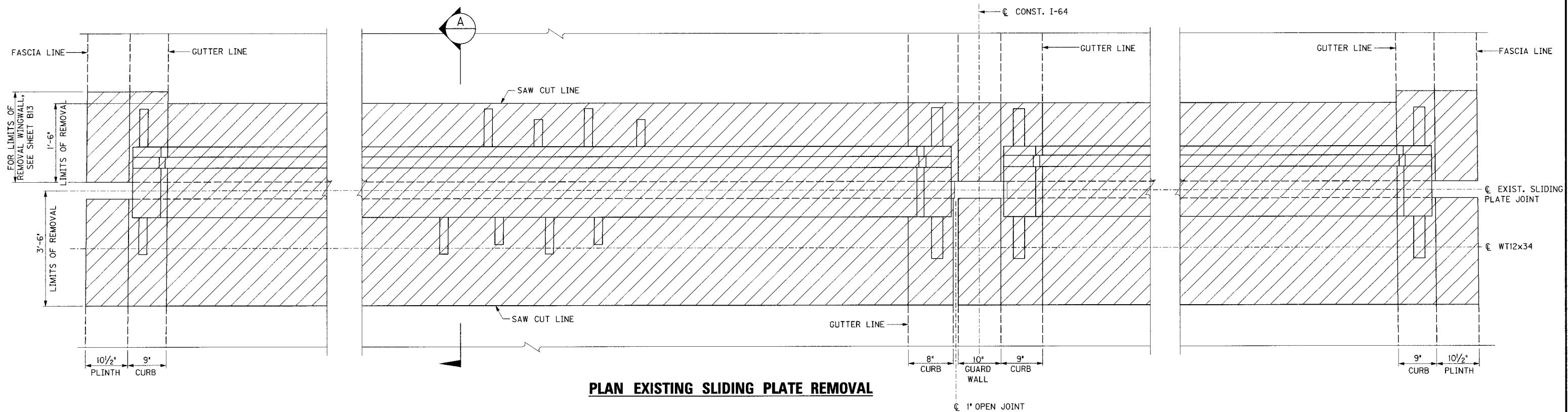


SECTION "A"

LEGEND

- (A) I15-S2E (EB SPANS); I15-S2E (WB SPANS)
MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM) (WB SPANS)
14-S4E (7 TOP & 7 BOTTOM) (EB SPANS)
- (C) 40-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY) (EB & WB)
- (D) 12-S5E, (3 EACH 10'-0" BAY) LOCATE AS SHOWN (EB & WB)

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR & 27TH ST.	
PIERS 5 & 8		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. B7
ITEM NUMBER 5-73.00		DRAWING NO. 26144



NOTES

- EXISTING REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED IN NEW CONCRETE. SEE GENERAL NOTES.
- BACKWALL TO BE REMOVED TO TOP OF PAVEMENT SEAT, DEPTH VARIES, 10' MIN.

ITEM NUMBER

5-73.00

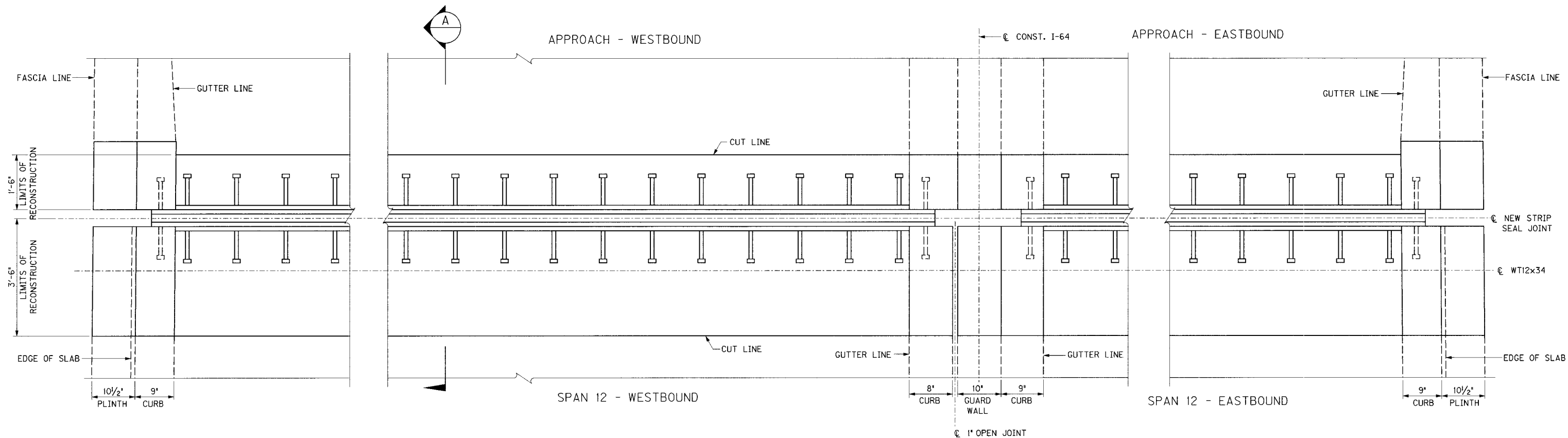
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR & 27TH ST.	
END BENT 2		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. B8
		DRAWING NO. 26144

FILE NAME: ...\\K&ITRR & 27th end bent 2.dgn

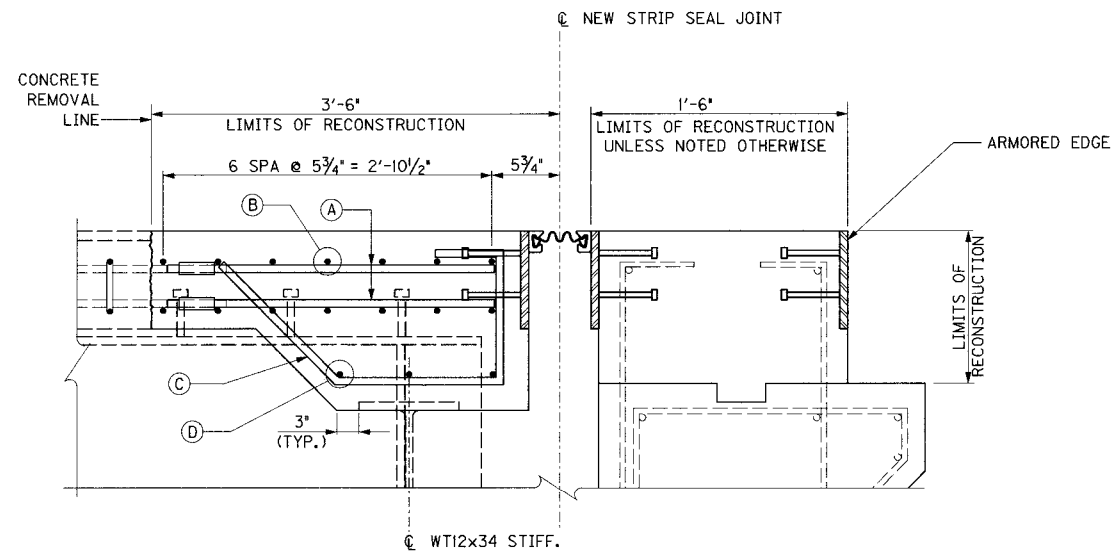
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

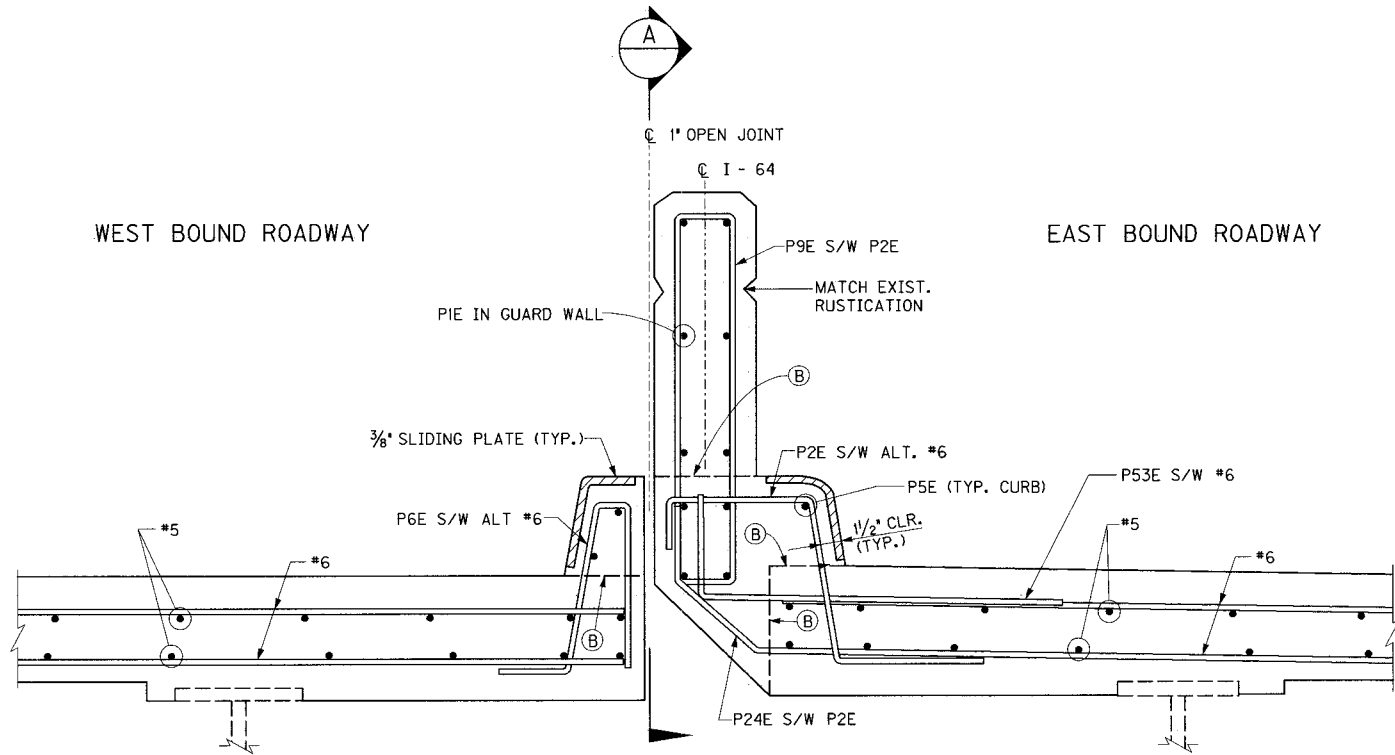
LEGEND

- (A) 115-S2E MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM) (WB SPAN 12)
- (C) 14-S4E (7 TOP & 7 BOTTOM) (EB SPAN 12)
- (D) 40-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY)
- (E) 12-S5E, (3 EACH 10'-0" BAY) LOCATE AS SHOWN

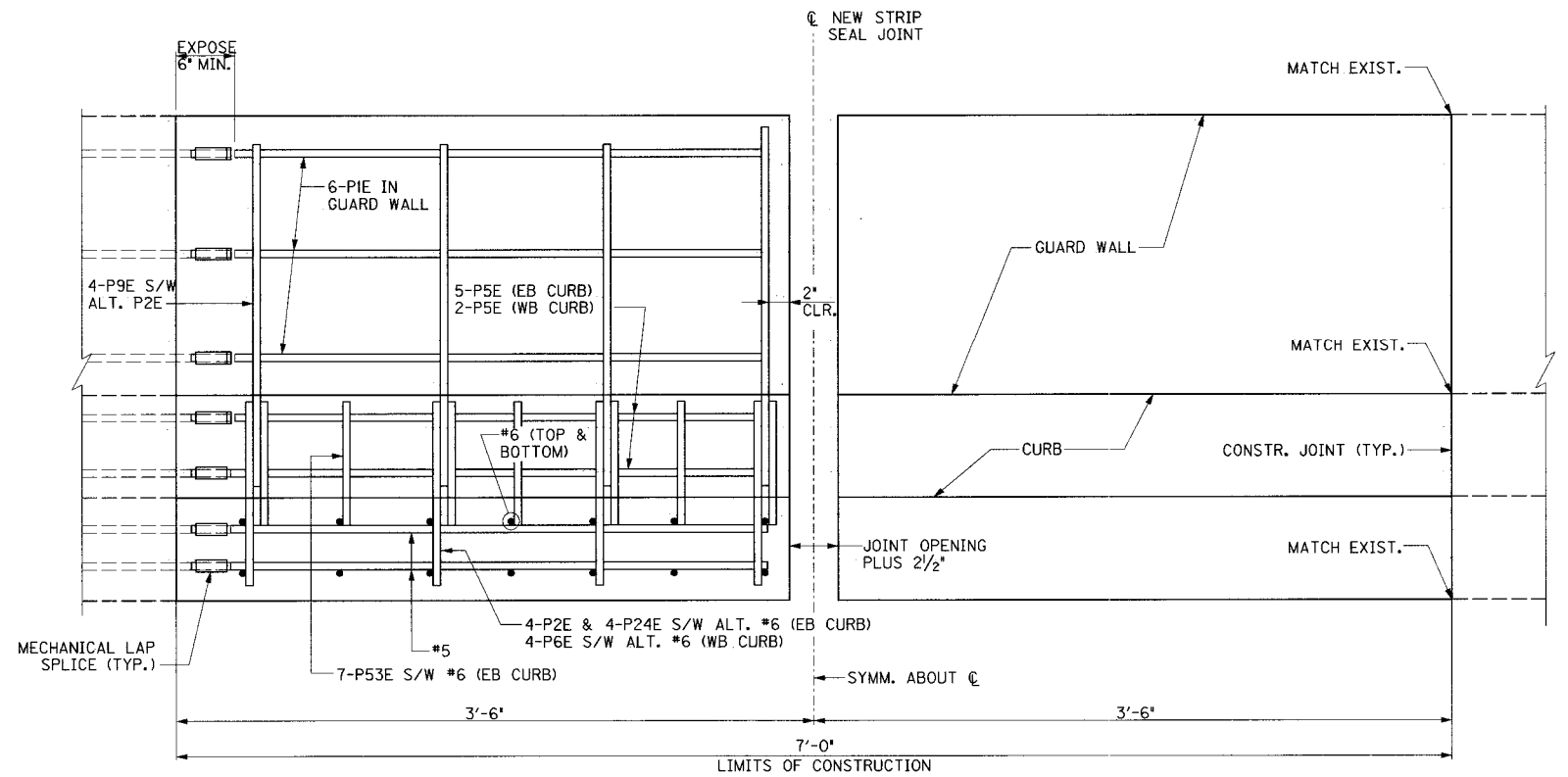
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR & 27TH ST.	
END BENT 2		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		B9
		DRAWING NO.
		26144

ITEM NUMBER
5-73.00

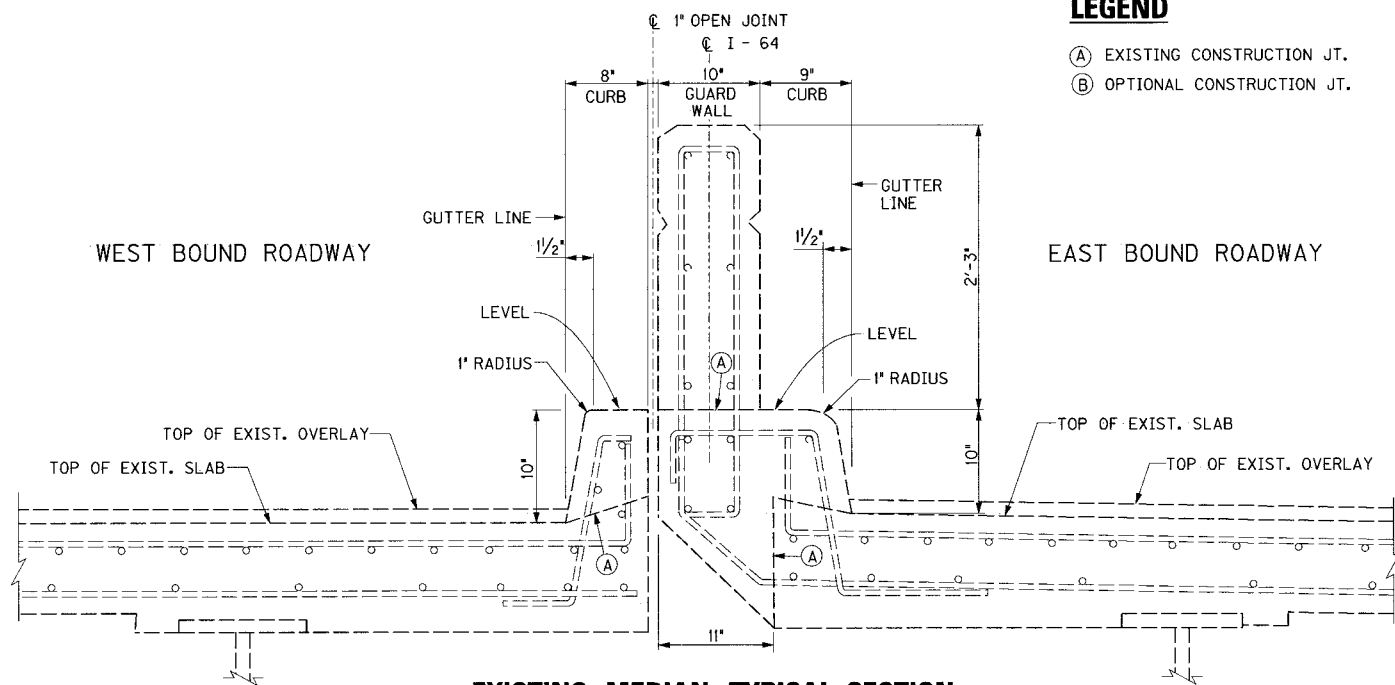
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USER NAME: sssplottedby\$sss
DATE: sssDATE\$sss
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A



EXISTING MEDIAN TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTRUCTION JT.
- (B) OPTIONAL CONSTRUCTION JT.

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET B2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

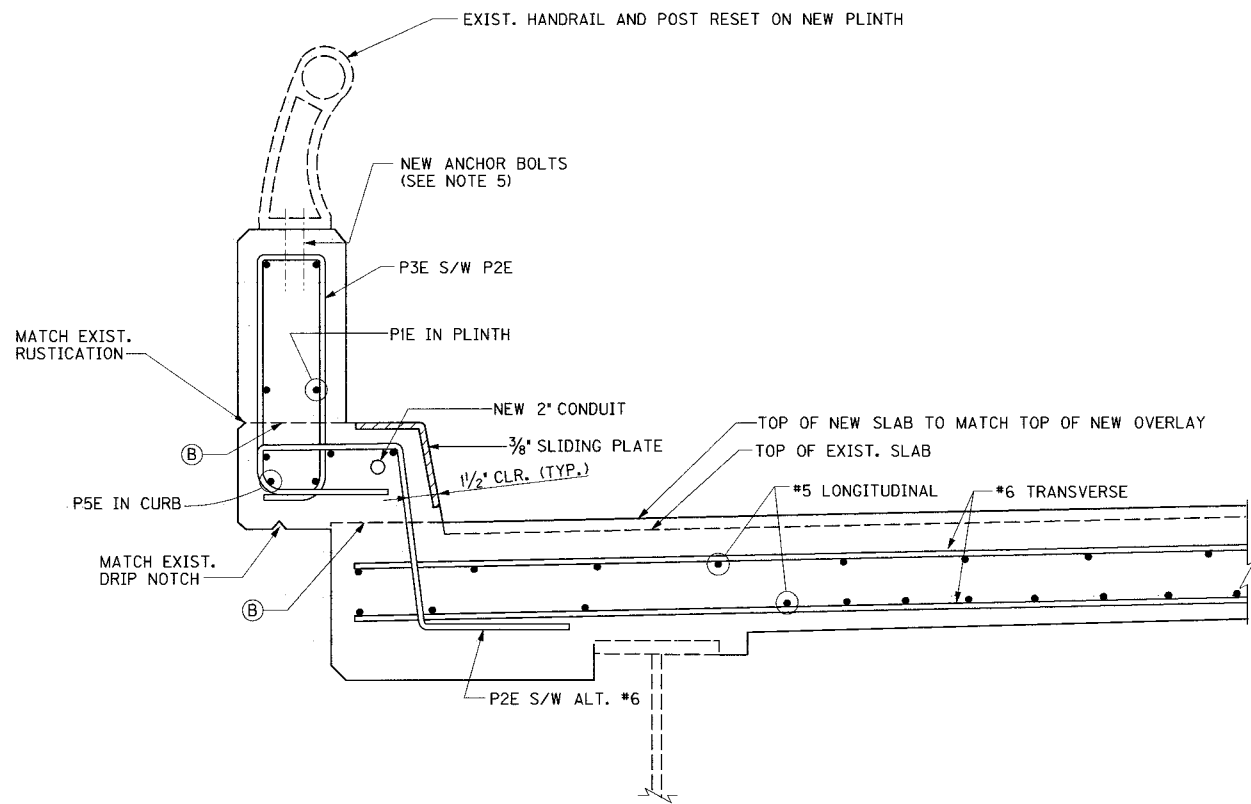
PIERS 2, 5 & 8

ITEM NUMBER

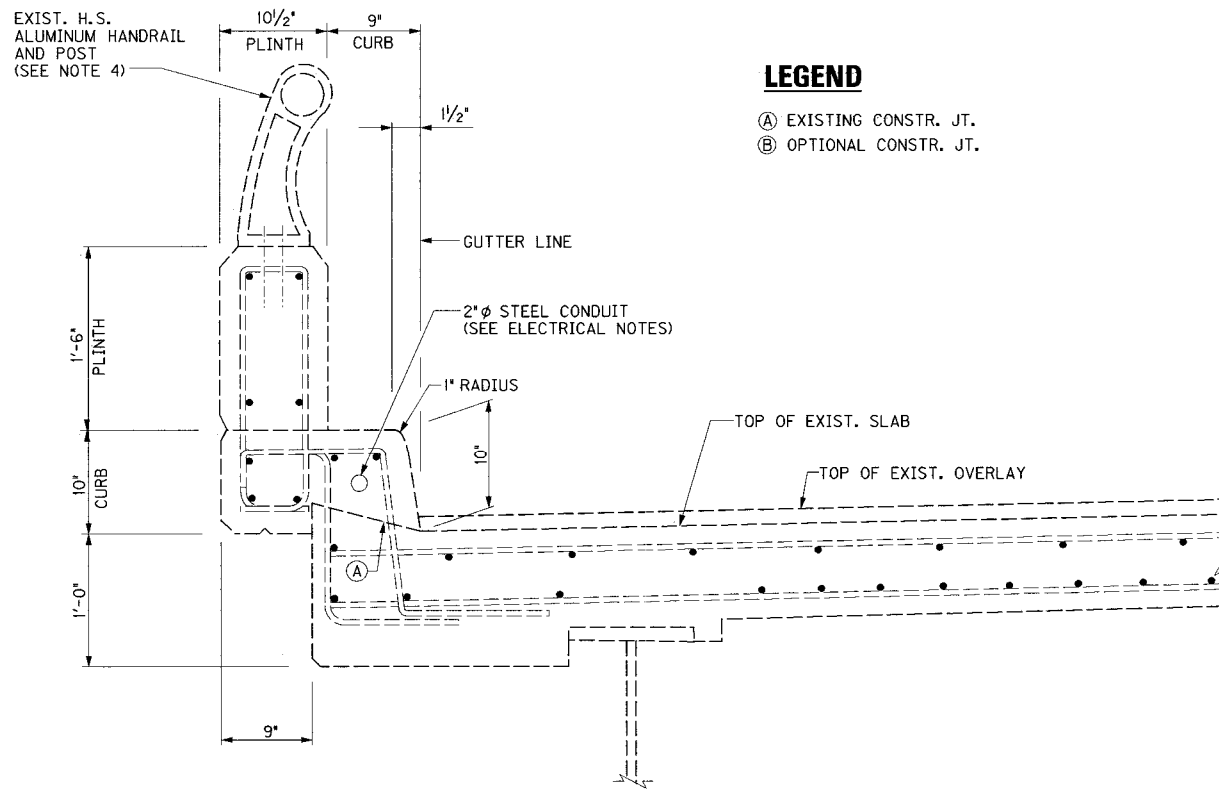
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		K&ITRR AND 27TH STREET	
MEDIAN DETAILS - PIERS			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		B10	
		DRAWING NO.	
		26144	

FILE NAME: \$\$\$\$\$\$designfile\$specification\$\$\$\$\$
USER NAME: \$\$\$\$\$\$plottedby\$\$\$\$\$
DATE: \$\$\$\$\$\$DATE\$\$\$\$\$
SHEET LOCATION: LAY



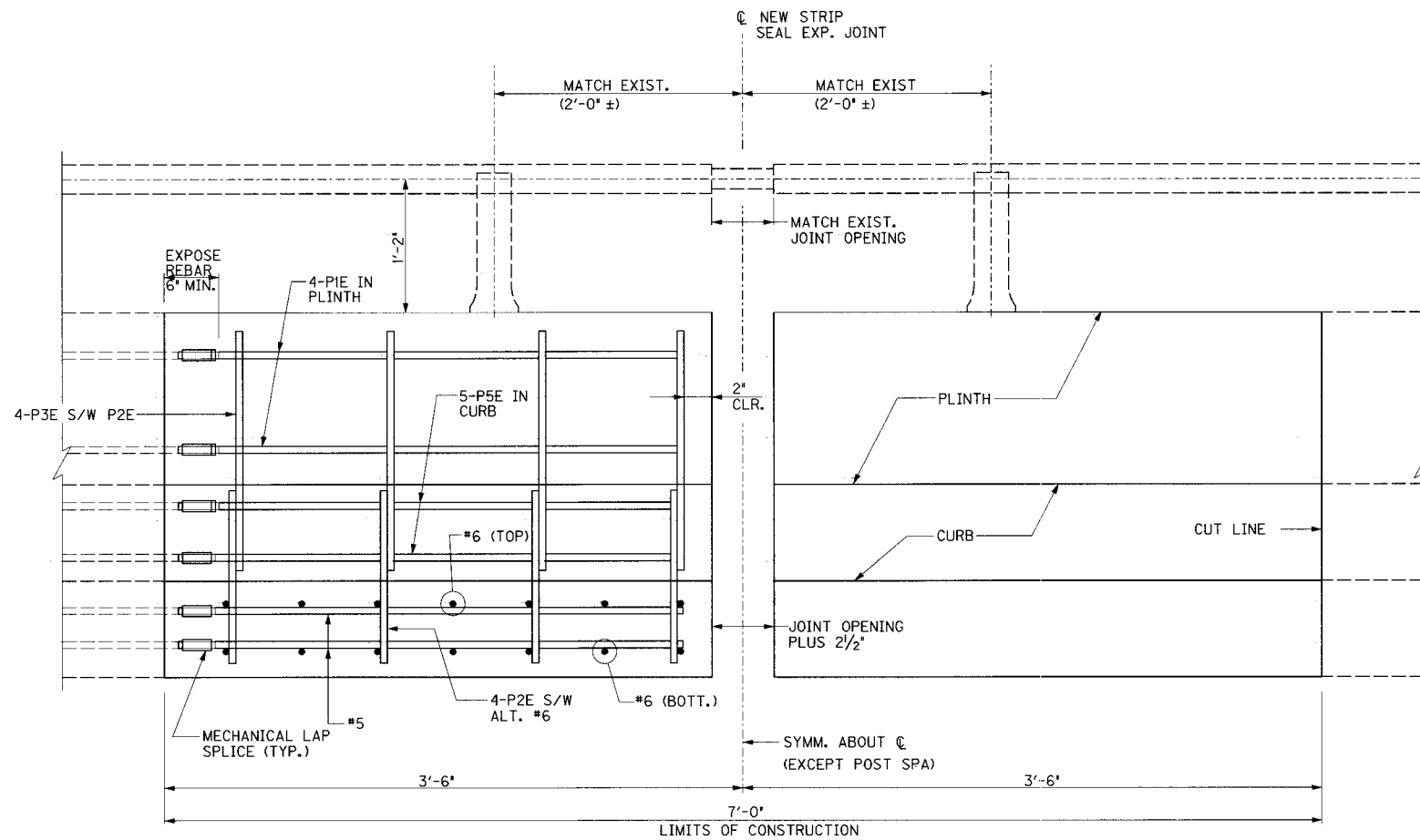
FASCIA RECONSTRUCTION TYPICAL SECTION



EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET B2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

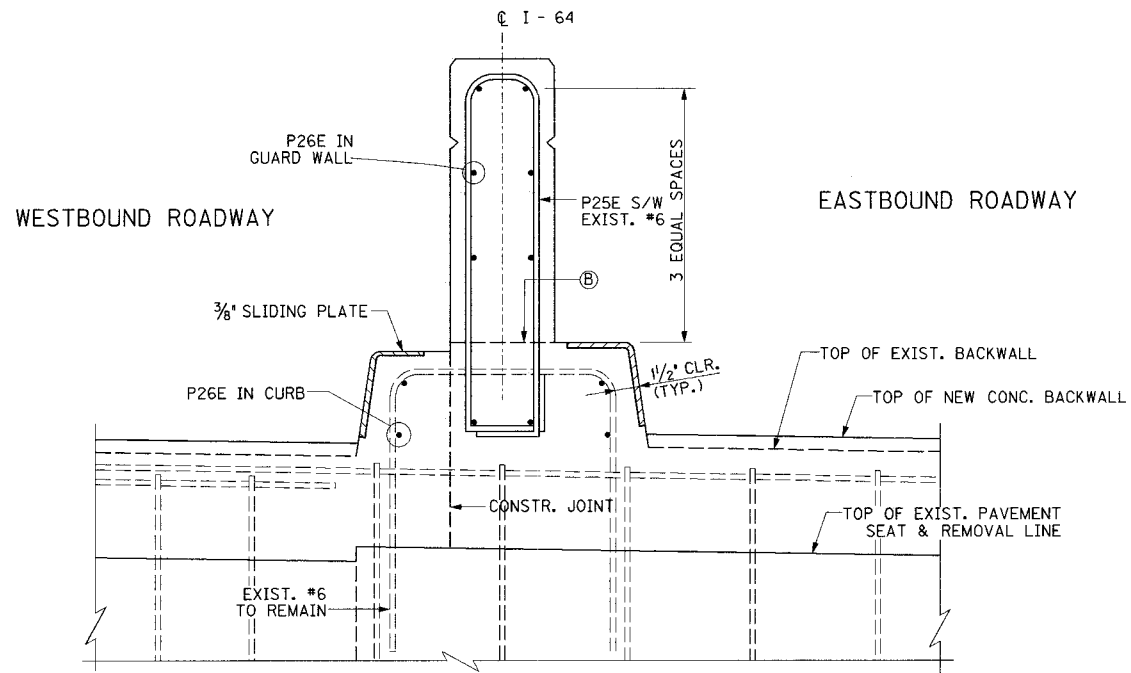
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR AND 27TH STREET	
FASCIA DETAILS - PIERS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		B11
		DRAWING NO.
		26144

PIERS 2, 5, & 8

ITEM NUMBER

5-73.00

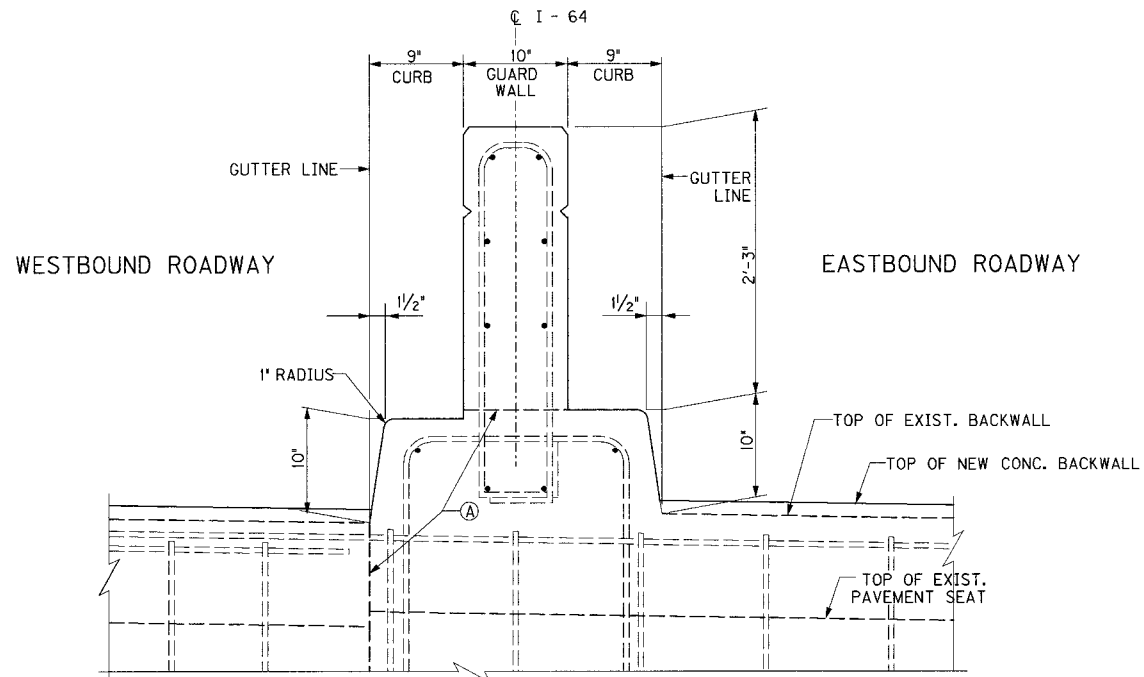
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY



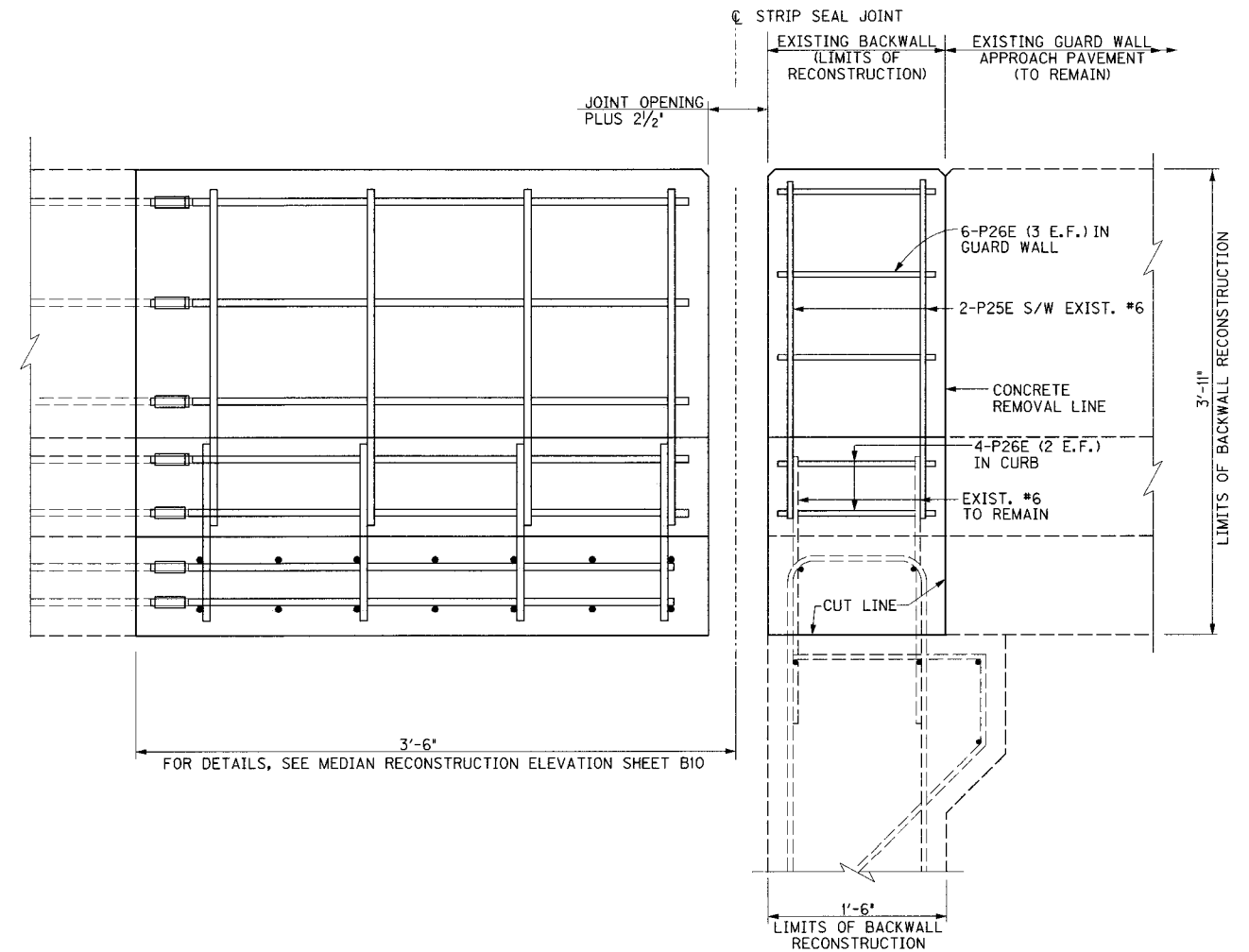
MEDIAN RECONSTRUCTION TYPICAL SECTION
LOOKING AT END BENT BACKWALL

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



EXISTING MEDIAN TYPICAL SECTION
LOOKING AT END BENT BACKWALL



MEDIAN RECONSTRUCTION ELEVATION
AT END BENT

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE BACKWALL SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET B2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE REINFORCING STEEL IN THE END BENT BACKWALL SHALL BE LEFT IN PLACE, UNLESS NOTED ON THE PLANS, TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES

END BENT 2

ITEM NUMBER

5-73.00

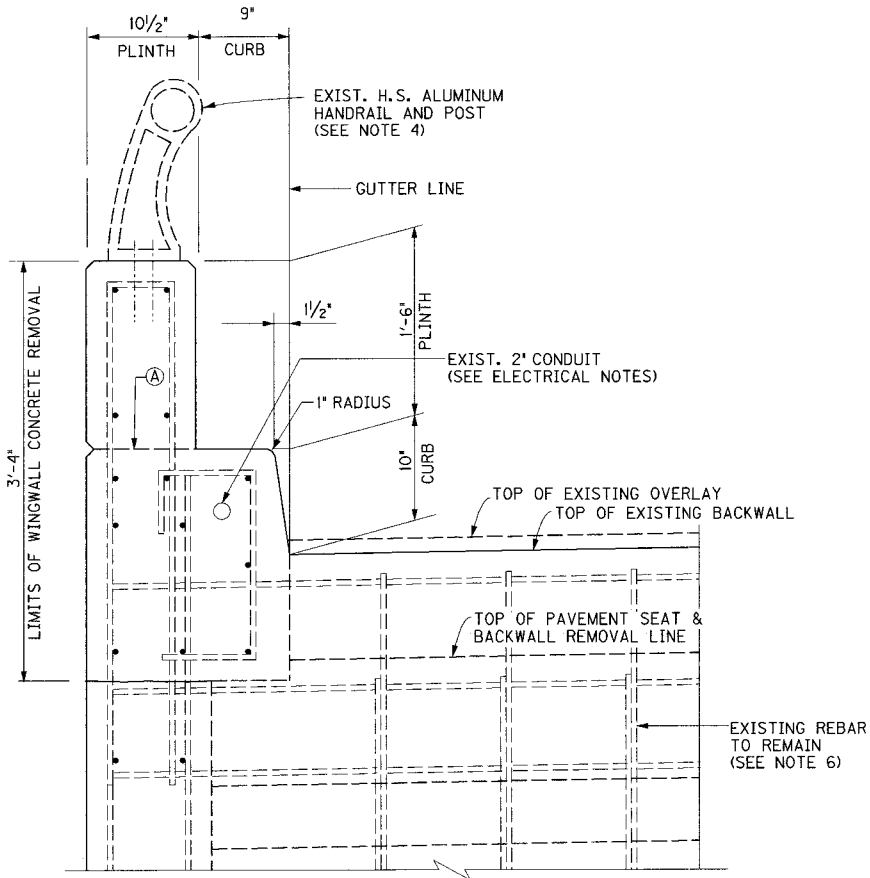
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K&ITRR AND 27TH. STREET	
MEDIAN DETAILS - END BENT 2		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		B12
		DRAWING NO.
		26144

FILE NAME: ...K&ITRR & 27th median and fascia det..dgn

USERNAME: CBS

DATE: 1/25/2007

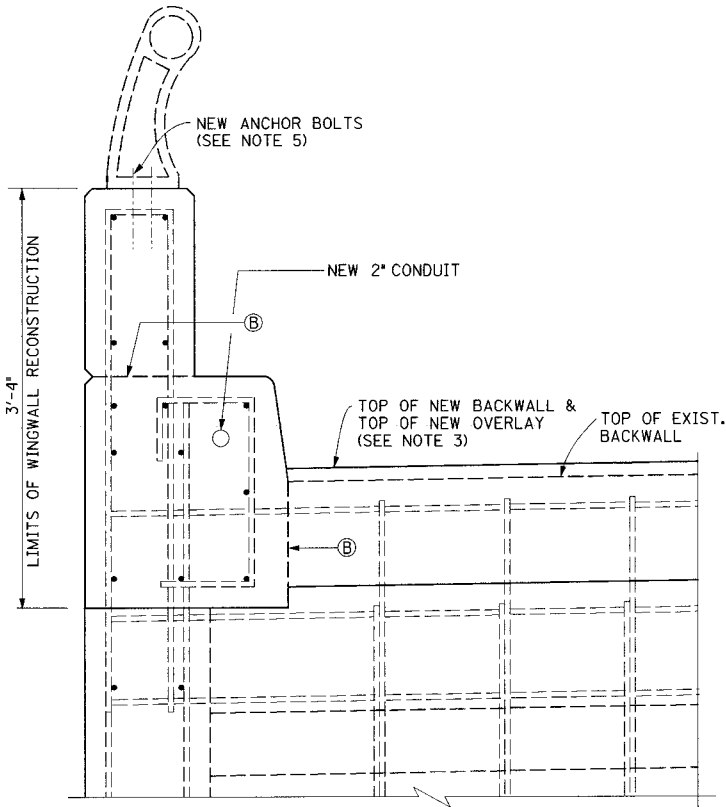
SHEET LOCATION: LAY



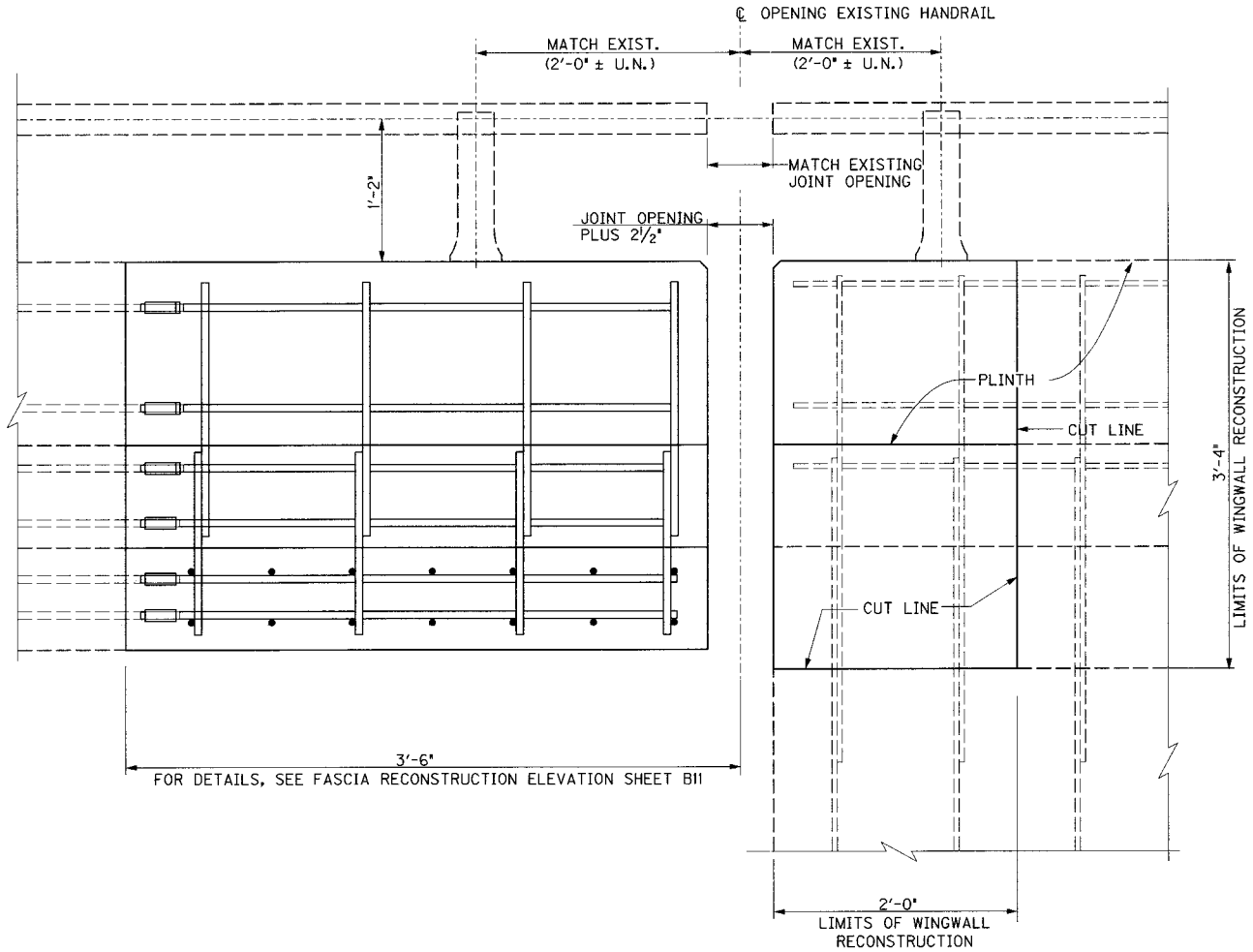
EXISTING FASCIA TYPICAL SECTION
LOOKING AT END BENT BACKWALL

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



FASCIA RECONSTRUCTION TYPICAL SECTION
LOOKING AT END BENT BACKWALL



WINGWALL RECONSTRUCTION ELEVATION

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION
3. THE TOP OF THE NEW CONCRETE BACKWALL SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET B2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE POST ANCHORAGE SHALL BE REPLACED AND THE HANDRAIL RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. THE REINFORCING STEEL IN THE END BENT BACKWALL AND WINGWALL SHALL REMAIN TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.

END BENT 2

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR AND 27TH. STREET	
FASCIA DETAILS - END BENT 2		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. B13
		DRAWING NO. 26144

FILE NAME: ...\\K&ITRR & 27th Bar Schedule.dgn

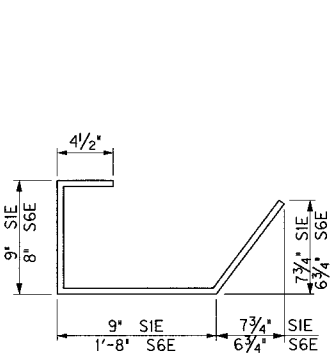
USERNAME: CBS

DATE: 1/31/2007

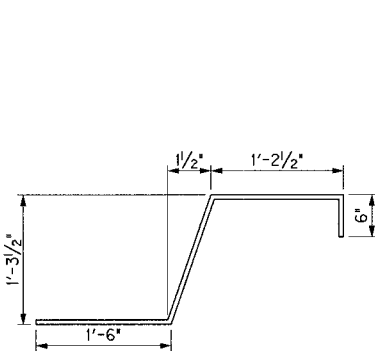
SHEET LOCATION: DETAILS

BILL OF REINFORCEMENT																
EPOXY COATED REINFORCING STEEL																
MARK	SIZE	TYPE	LENGTH		LOCATION	NO. OF BARS										
						END BENT 1		PIER 2		PIER 5		PIER 8		END BENT 2		TOTAL
			WB	EB		WB	EB	WB	EB	WB	EB	WB	EB			
S1E	#4	3s	2	10	HAUNCH			40	40	80	80	80	80	40	40	480
S2E	#5	STR	3	0	SLAB			230	230	230	230	230	230	115	115	1610
S3E					NOT USED											
S4E	#6	STR	45	6	SLAB			28	28	28	28	28	28	14	14	196
S5E	#6	STR	9	6	SLAB			24	24	24	24	24	24	12	12	168
S6E	#4	3s	3	6	HAUNCH			40	40							80
P1E	#4	STR	3	0	PLINTH & WALL			8	20	8	20	8	20	4	10	98
P2E	#6	6	4	6	CURB			8	16	8	16	8	16	4	8	84
P3E	#5	8s	6	5	PLINTH			8	8	8	8	8	8	4	4	56
P4E					NOT USED											
P5E	#5	STR	3	0	CURB			14	20	14	20	14	20	7	10	119
P6E	#5	11s	4	2	CURB			8		8		8		4		28
P7E-P8E					NOT USED											
P9E	#5	8s	7	10	GUARD WALL				8		8		8		4	28
P10E-P23E					NOT USED											
P24E	#5	12s	3	5	CURB				8		8		8		4	28
P25E	#6	8s	7	10	MEDIAN										2	2
P26E	#5	STR	1	4	MEDIAN										10	10
P27E-P52E					NOT USED											
P53E	#6	16	4	6	MEDIAN				14		14		14		7	49

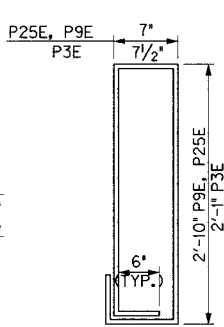
ESTIMATE OF QUANTITIES											
BID ITEM	END BENT 1		PIER 2		PIER 5		PIER 8		END BENT 2		TOTAL
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
EXPANSION JOINT RECONSTRUCTION (LF)	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	444.0
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:											
CONCRETE, CLASS M (CY)	5	5	12	13	12	12	12	12	10	11	104
STEEL REINFORCEMENT, EPOXY COATED (LBS)			3350	3600	3330	3580	3330	3580	1670	1830	24270
MECHANICAL COUPLERS (#4) (EA)			8	20	8	20	8	20	4	10	98
MECHANICAL COUPLERS (#5) (EA)			244	250	244	250	244	250	122	125	1729
STRIP SEAL EXPANSION JOINT (4 INCH) (LF)			44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	355.2
1/2" COMPRESSION SEAL (LF)	44.4	44.4									88.8
ARMORED EDGE AT BACKWALL (LF)	44.4	44.4							44.4	44.4	177.6



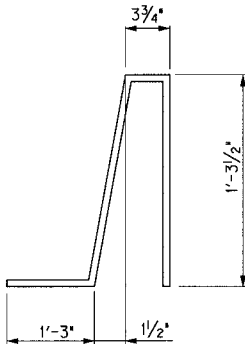
TYPE 3s
S1E, S6E



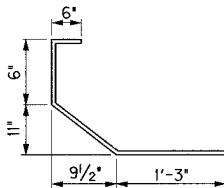
TYPE 6
P2E



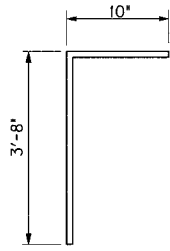
TYPE 8s
P3E, P9E, P25E



TYPE 11s
P6E



TYPE 12s
P24E

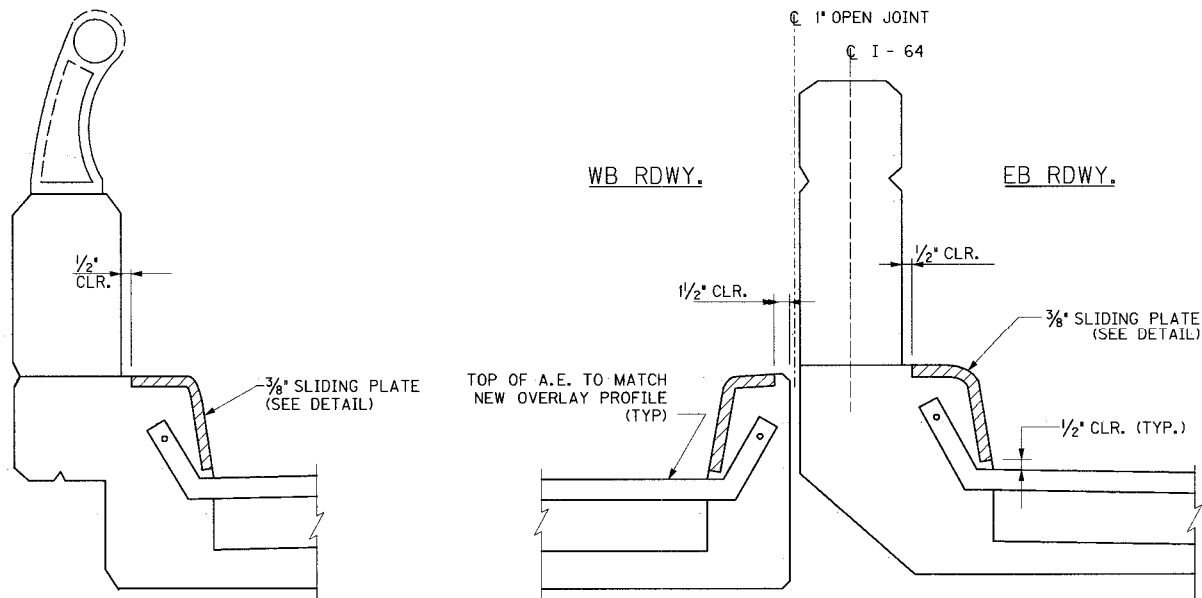


TYPE 16
P53E

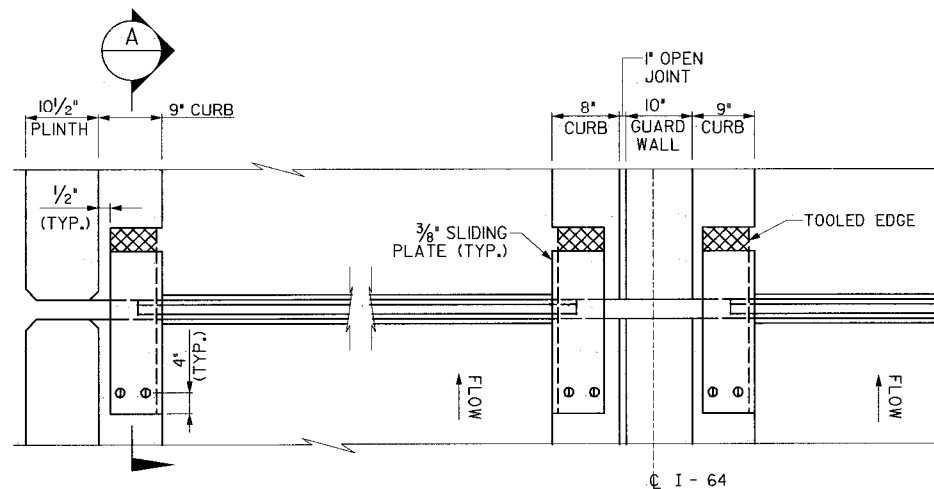
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR AND 27TH ST.	
BILL OF REINFORCEMENT		
PREPARED BY PP PARSONS BRINCKERHOFF		
SHEET NO. B14		
DRAWING NO. 26144		

ITEM NUMBER
5-73.00

FILE NAME: sssdesignfile\$specifications\$
USER NAME: sss\$plottedby\$
DATE: sss\$DATE\$
SHEET LOCATION: LAY

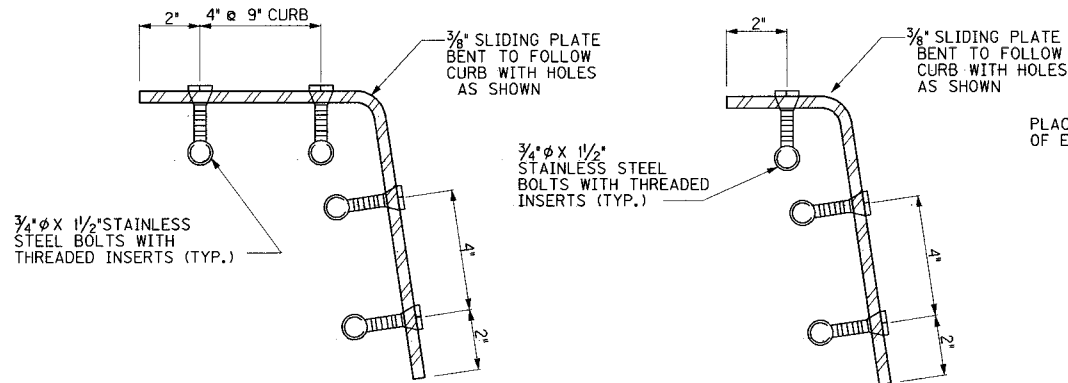


FASCIA RECONSTRUCTION TYPICAL SECTION (LOOKING EAST)
MEDIAN RECONSTRUCTION TYPICAL SECTION (LOOKING EAST)



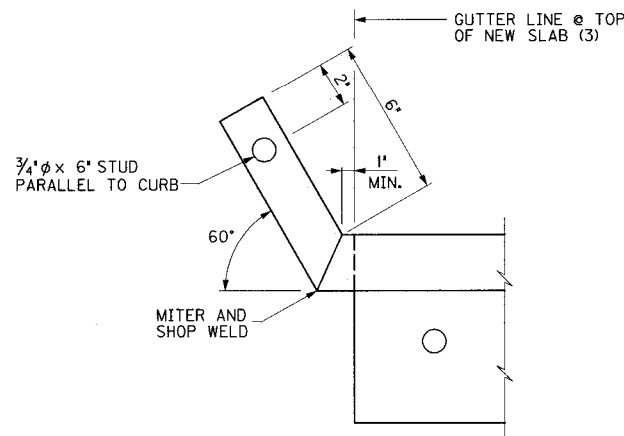
CURB PLAN

CURB WIDTHS ARE FROM THE ORIGINAL CONSTRUCTION PLANS. NEW 3/8" SLIDING PLATES SHALL BE FABRICATED TO ACCOMMODATE THE NEW GUTTER LINE AT THE TOP OF THE NEW OVERLAY.

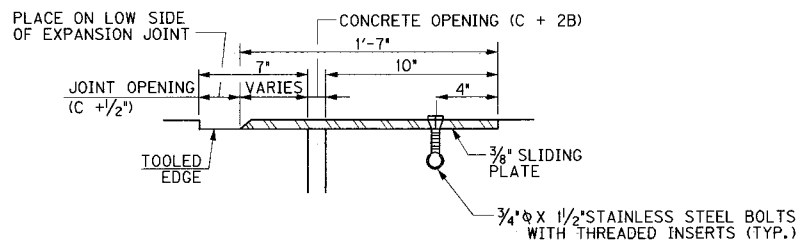


SLIDING PLATE DETAIL (9" CURB)

SLIDING PLATE DETAIL (8" CURB)



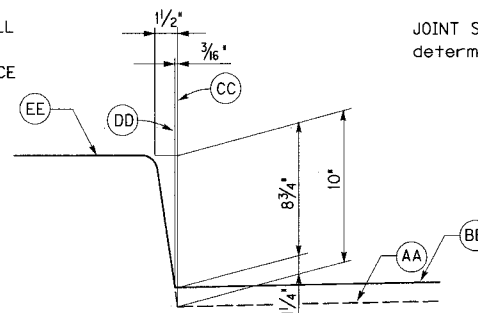
UPTURN DETAIL



SECTION "A" (TYP. FOR 8" AND 9" CURB)

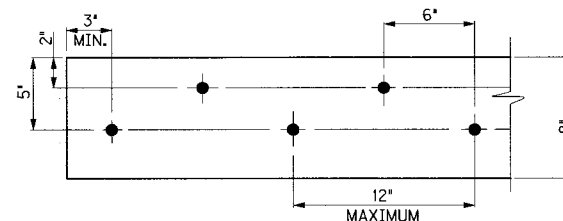
JOINT SETTING							
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (1)	
		MIN	60 DEG F	MAX		WB	EB
2	4"	1¼	2	3⅝	⅛"	44'-4"	44'-4"
5	4"	⅞	2	3⅞	⅜"	44'-4"	44'-4"
8	4"	⅞	2	3⅞	⅜"	44'-4"	44'-4"
END BENT	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (2)	
		MIN	60 DEG F	MAX		WB	EB
2	4"	1¼	2	3⅝	⅛"	44'-4"	44'-4"

- (1) GUTTER LINE-TO-GUTTER LINE ALONG C/L JOINT AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (2) GUTTER LINE-TO-GUTTER LINE ALONG FRONT FACE BACKWALL AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (3) FABRICATE THE STRIP SEAL TO ACCOMMODATE THE DISTANCE GUTTER LINE-TO-GUTTER LINE ALONG THE TOP OF THE NEW CONCRETE SLAB.



CURB DETAIL

- (AA) TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- (BB) TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- (CC) ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- (DD) NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- (EE) TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB



STUD PATTERN

ALTERNATE NEOPRENE EXPANSION DAMS			
MODEL	SUPPLIER	A	B
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"

ITEM NUMBER
5-73.00

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

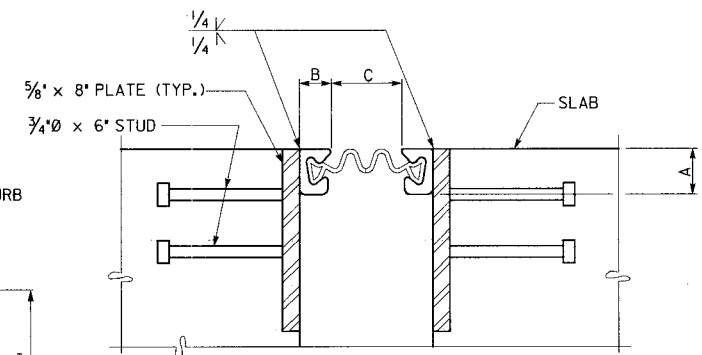
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

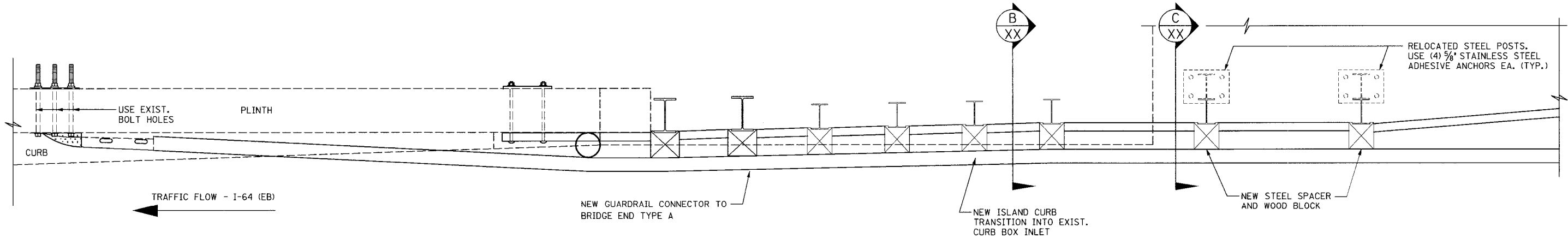
JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



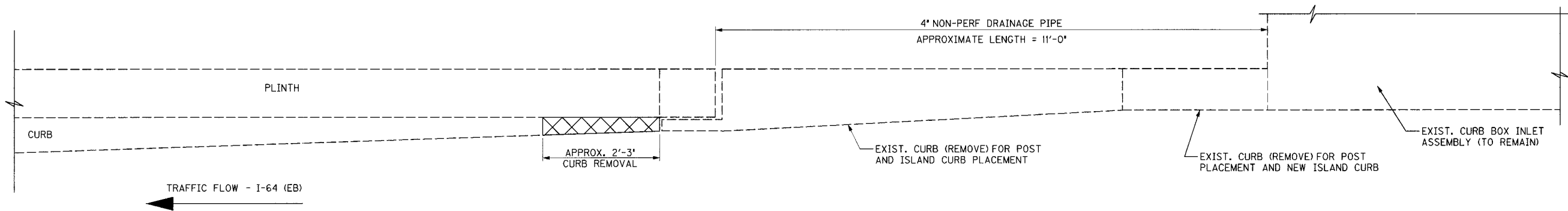
SECTION THRU JOINT

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		DETAILED BY: CBS
COMMONWEALTH OF KENTUCKY		DEPARTMENT OF HIGHWAYS
COUNTY		JEFFERSON
ROUTE I-64	CROSSING	K&ITRR AND 27TH STREET
STRIP SEAL EXP. JT. DETAILS		
PREPARED BY		SHEET NO. B15
PARSONS BRINCKERHOFF		DRAWING NO. 26144

FILE NAME: ...Guardrail End Conn - K&I over 27th (EB).dgn
USERNAME: CBS
DATE: 1/25/2007
SHEET LOCATION: LAY

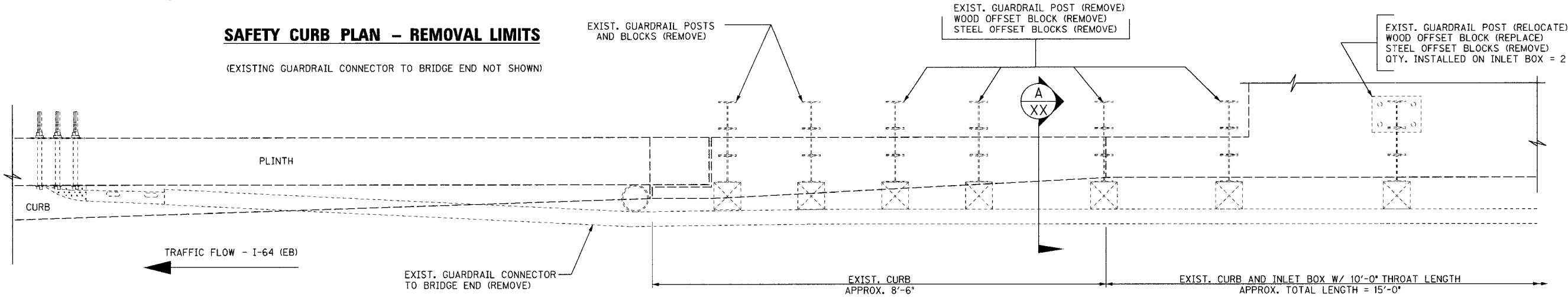


SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - REMOVAL LIMITS

(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



SAFETY CURB PLAN - EXISTING

NOTES:

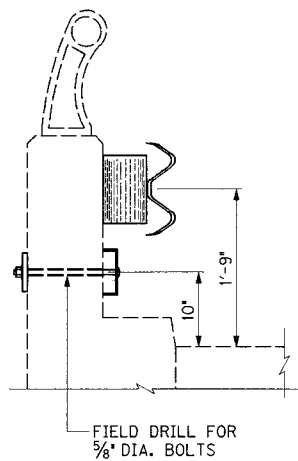
1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

TYPE A CONNECTOR

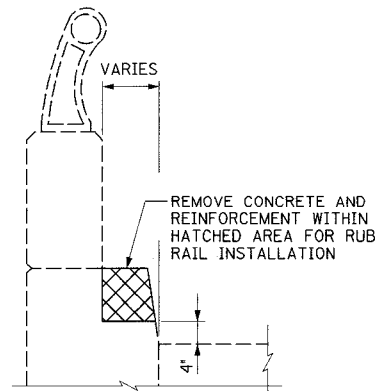
ITEM NUMBER

5-73.00

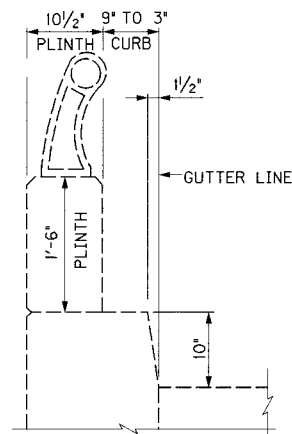
REVISION		DATE
DATE: DEC 2006		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I - 64	CROSSING K&I OVER 27TH (EB)	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. B16 DRAWING NO. 26144



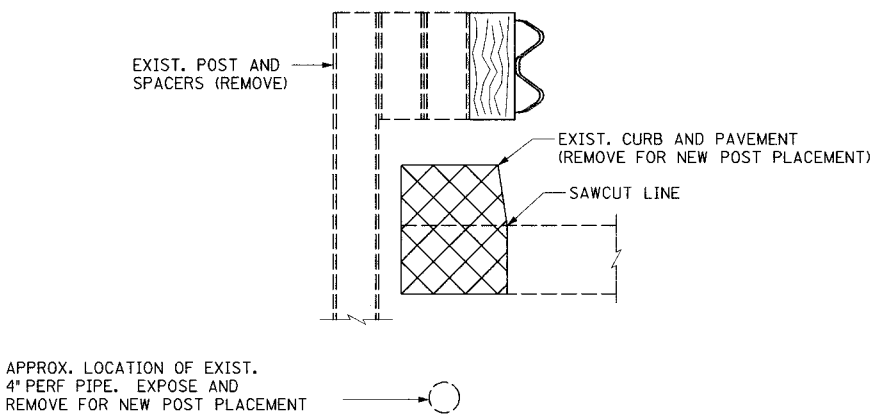
PROPOSED SECTION



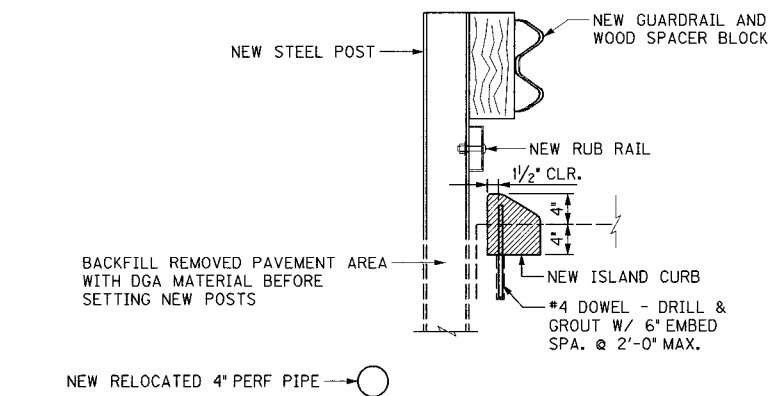
REMOVAL LIMITS



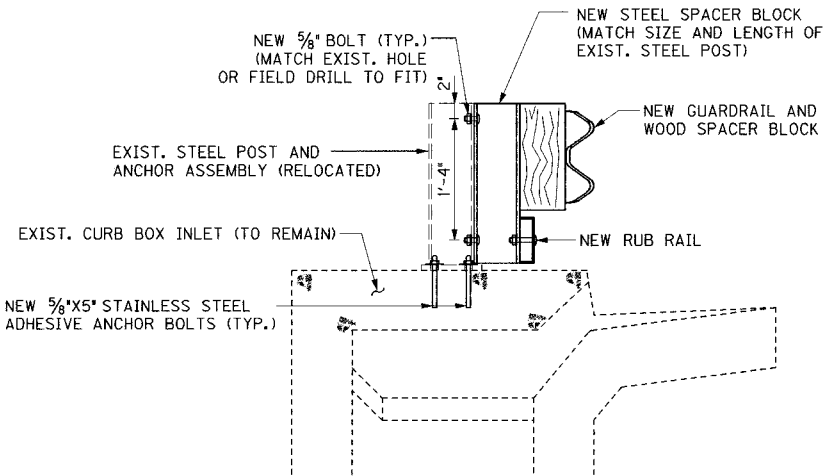
EXISTING SECTION



EXISTING - SECTION A



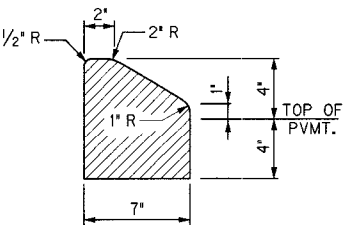
PROPOSED - SECTION B



PROPOSED - SECTION C

NOTES:

1. EXPOSE AND REMOVE 4" NON-PERF DRAINAGE PIPE BETWEEN LIMITS OF WING WALL END TO CURB BOX INLET. SPLICE NEW RELOCATED NON-PERF PIPE SECTION TO THE EXISTING PIPE NETWORK WITH COUPLERS.
2. CONTRACTOR SHALL TEST NEW PIPE SECTION FOR POSITIVE DRAINAGE FLOW TO CURB BOX INLET BEFORE BACKFILLING.



NEW ISLAND CURB

TYPE A CONNECTOR

ITEM NUMBER

5-73.00

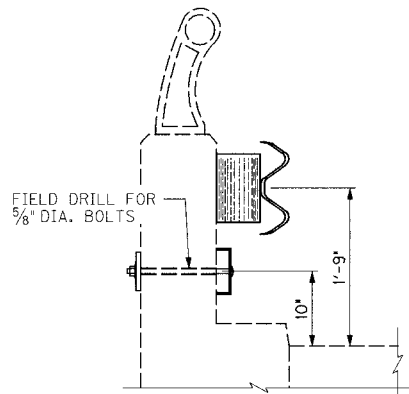
REVISION		DATE
DATE: DEC 2006	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE 1 - 64	CROSSING K&I OVER 27TH STREET (EB)	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. B17
		DRAWING NO. 26144

FILE NAME: ...Guardrail End Conn - k&i over 27TH (WB).dgn

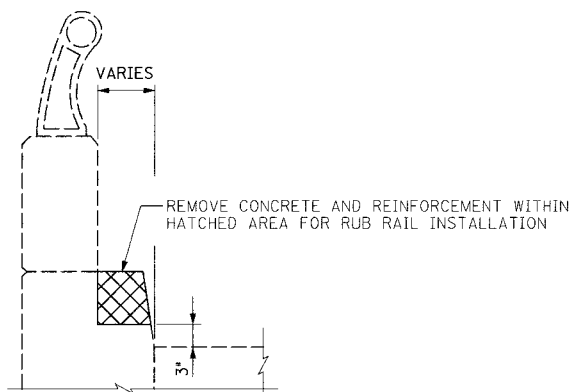
USERNAME: CBS

DATE: 1/25/2007

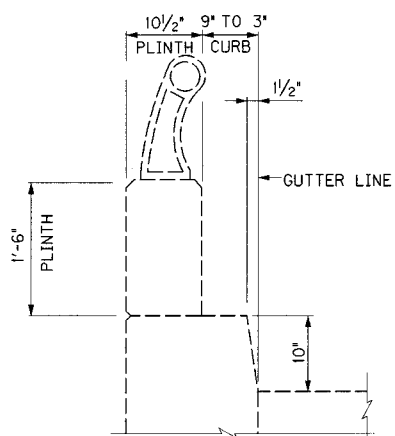
SHEET LOCATION: LAY



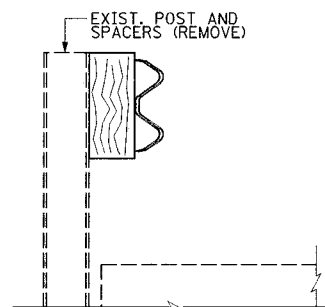
PROPOSED SECTION



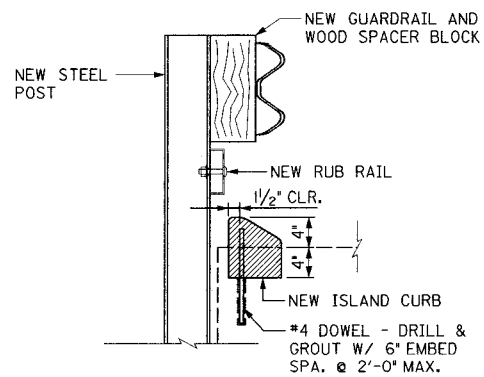
REMOVAL LIMITS



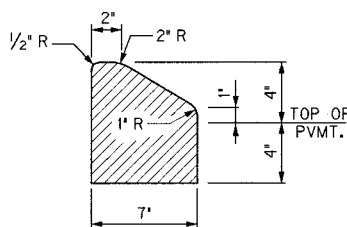
EXISTING SECTION



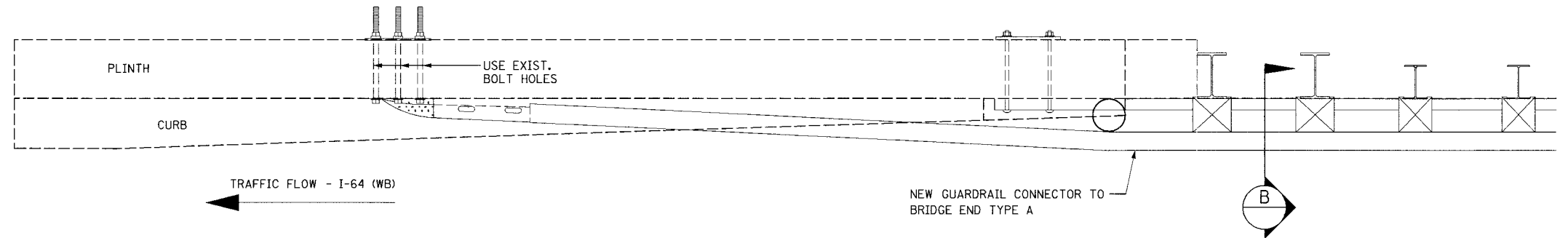
EXISTING - SECTION A



PROPOSED - SECTION B



NEW ISLAND CURB

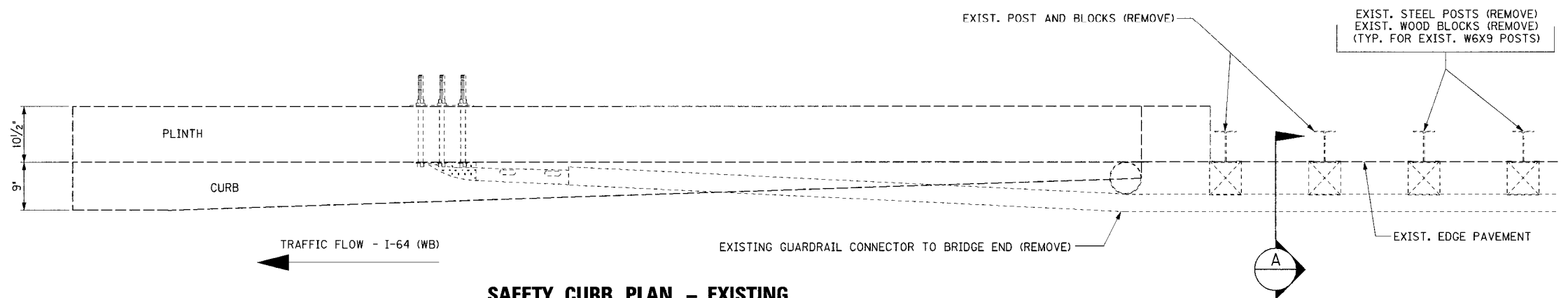


SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



SAFETY CURB PLAN - EXISTING

NOTES:

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

TYPE A CONNECTOR

ITEM NUMBER

5-73.00

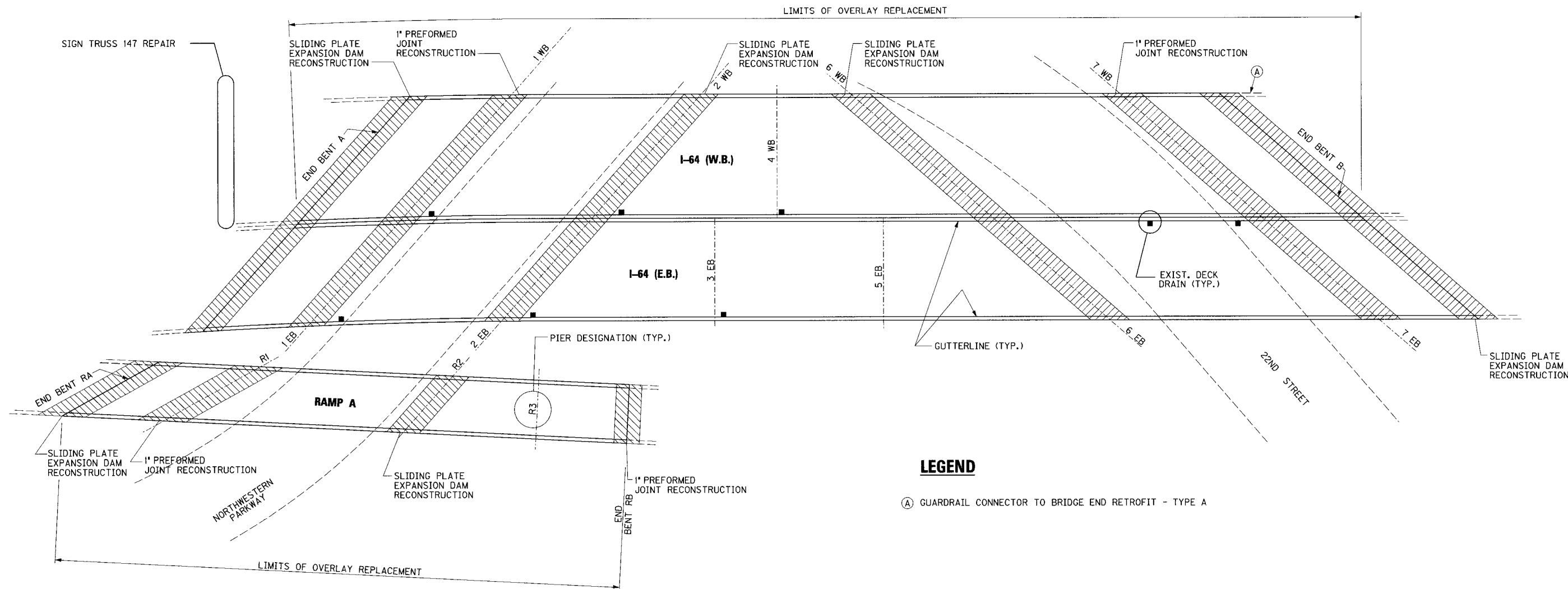
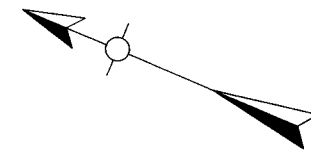
REVISION		DATE
DATE: DEC 2006	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I - 64	CROSSING K&I OVER 27TH STREET (WB)	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. B18
		DRAWING NO. 26144

FILE NAME: ...layout sheets\layouts.dgn

USERNAME: CBS

DATE: 3/1/2007

SHEET LOCATION: LAY



LEGEND

- (A) GUARDRAIL CONNECTOR TO BRIDGE END RETROFIT - TYPE A

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. 'TOP OF EXISTING SLAB', WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

JOINT REMOVAL NOTES

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY AND 22ND STREET	
LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C1
DRAWING NO. 26144		

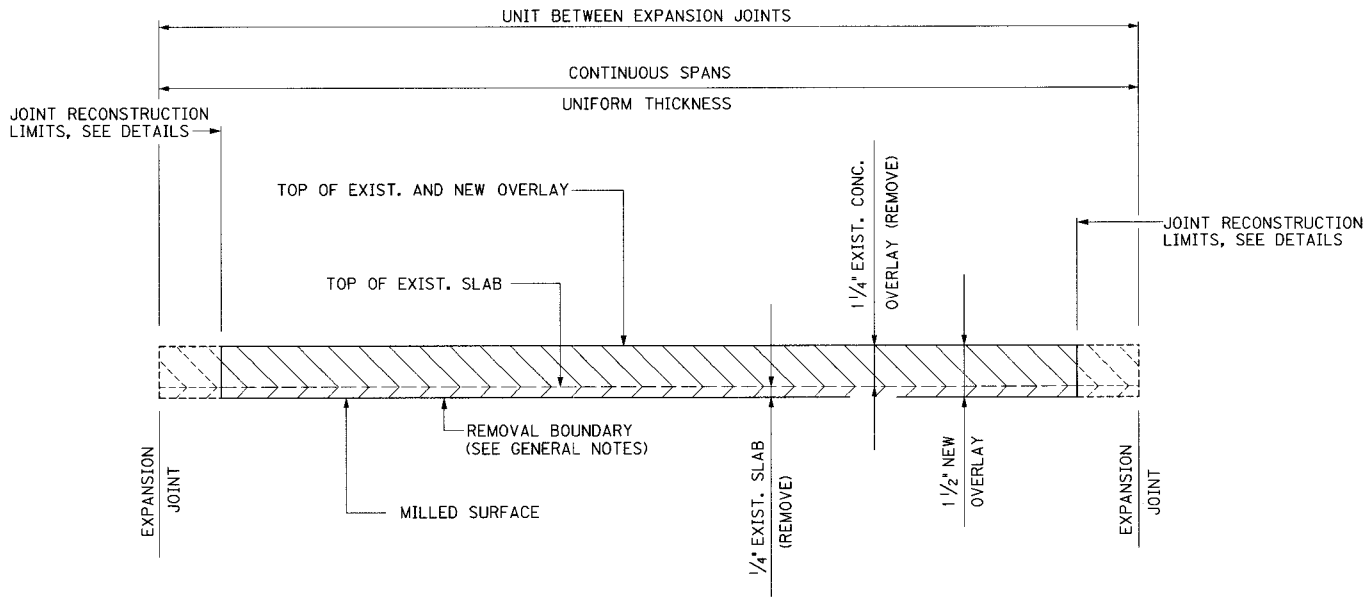
ITEM NUMBER
5-73.00

FILE NAME: ...Overlay\Overlay Details.dgn

USERNAME: CBS

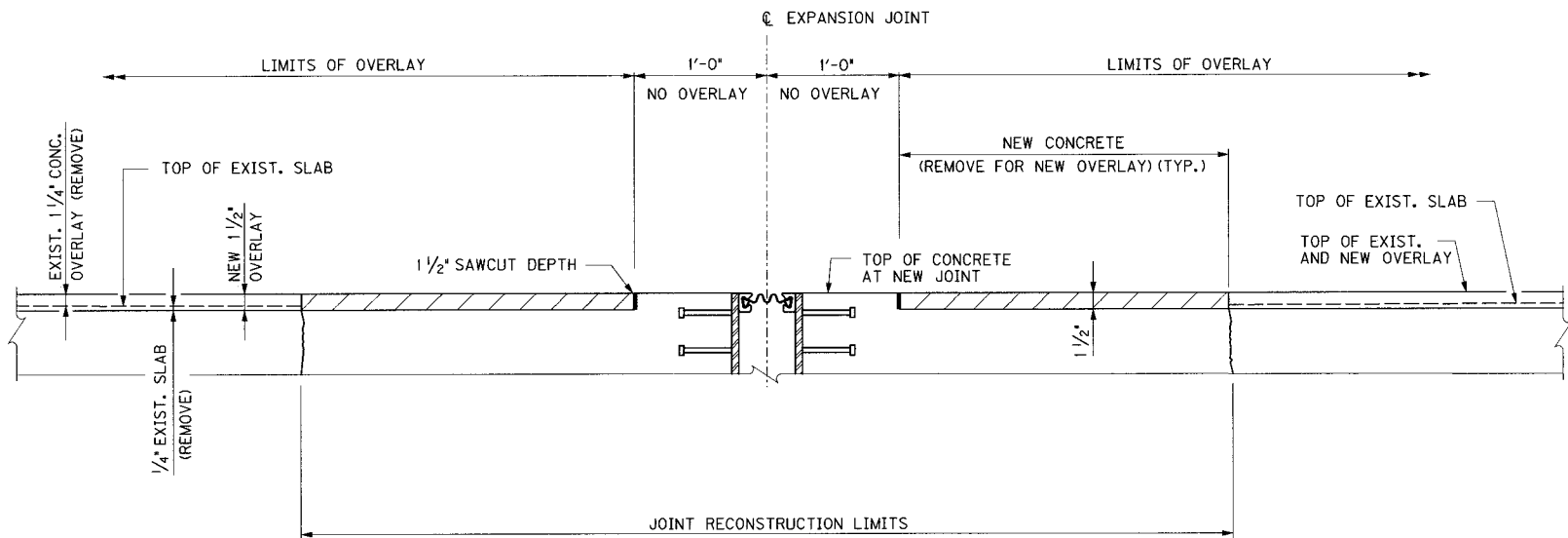
DATE: 2/5/2007

SHEET LOCATION: LAY



= EXISTING OVERLAY REMOVAL
 = EXISTING SLAB REMOVAL

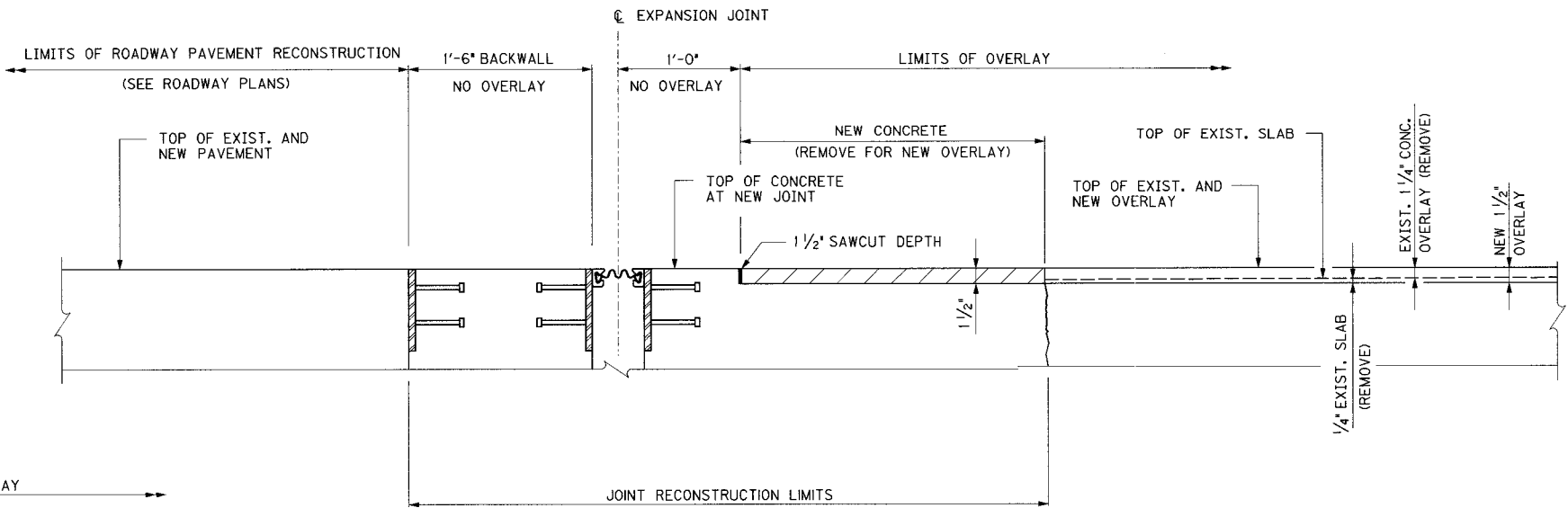
EXISTING AND NEW OVERLAY PROFILE



OVERLAY DETAILS AT EXPANSION JOINT - PIERS

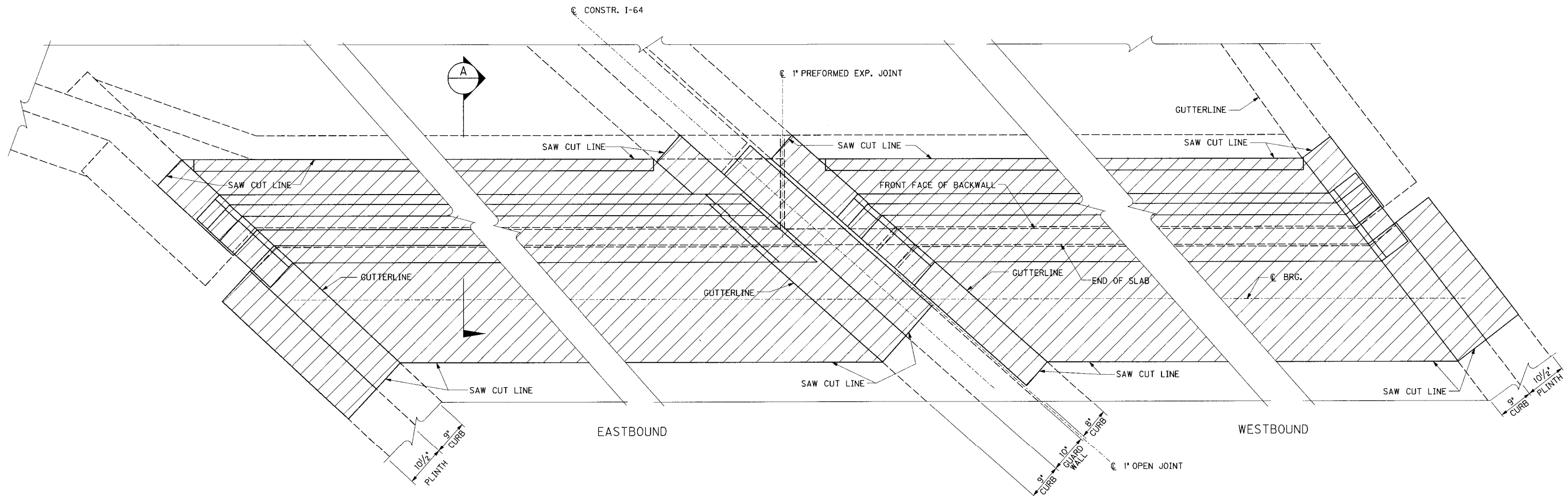
OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

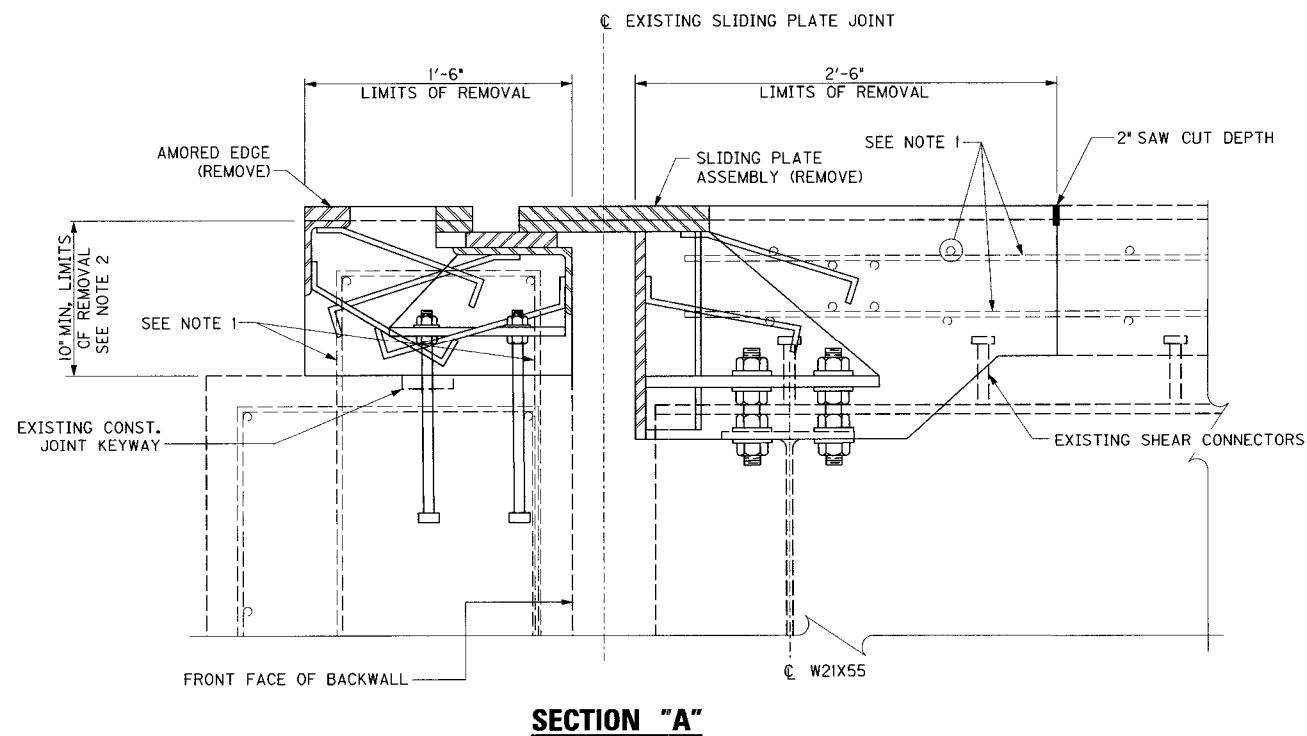


OVERLAY DETAILS AT EXPANSION JOINT - END BENTS

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
OVERLAY DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. C2
		DRAWING NO. 26144



PLAN EXISTING SLIDING PLATE REMOVAL



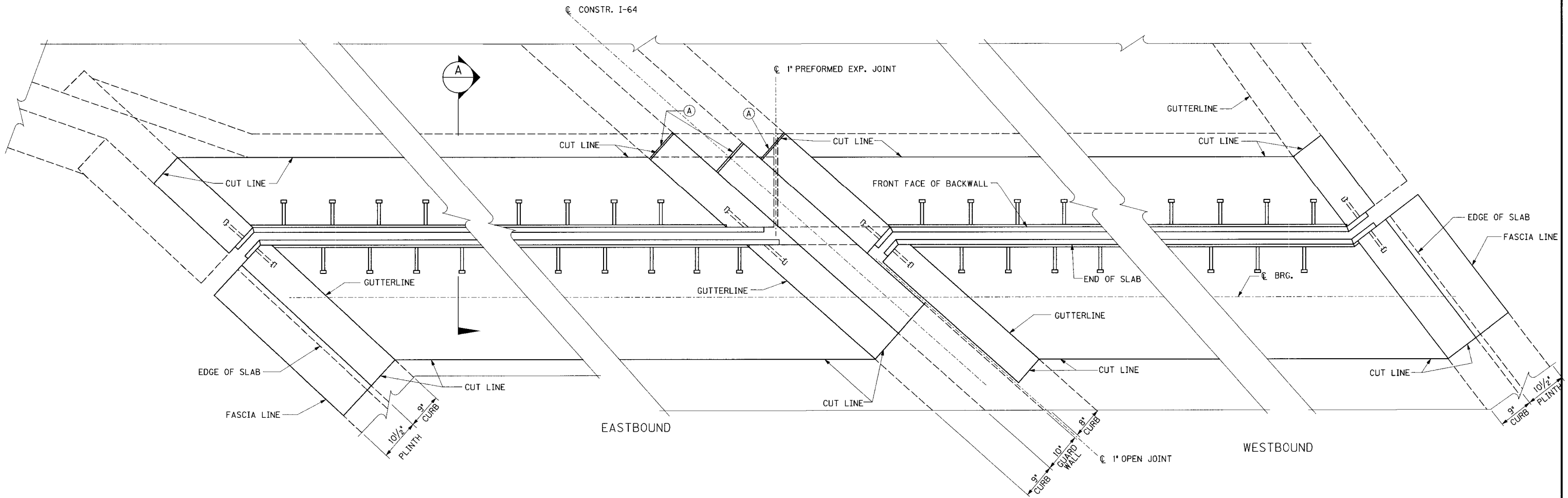
NOTES

1. ALL EXISTING BARS IN SLAB AND EXISTING BARS IN END BENT BACKWALL SHALL REMAIN IN PLACE.
2. BACKWALL SHALL BE REMOVED DOWN TO TOP OF EXISTING PAVEMENT SEAT. DEPTH OF REMOVAL VARIES.

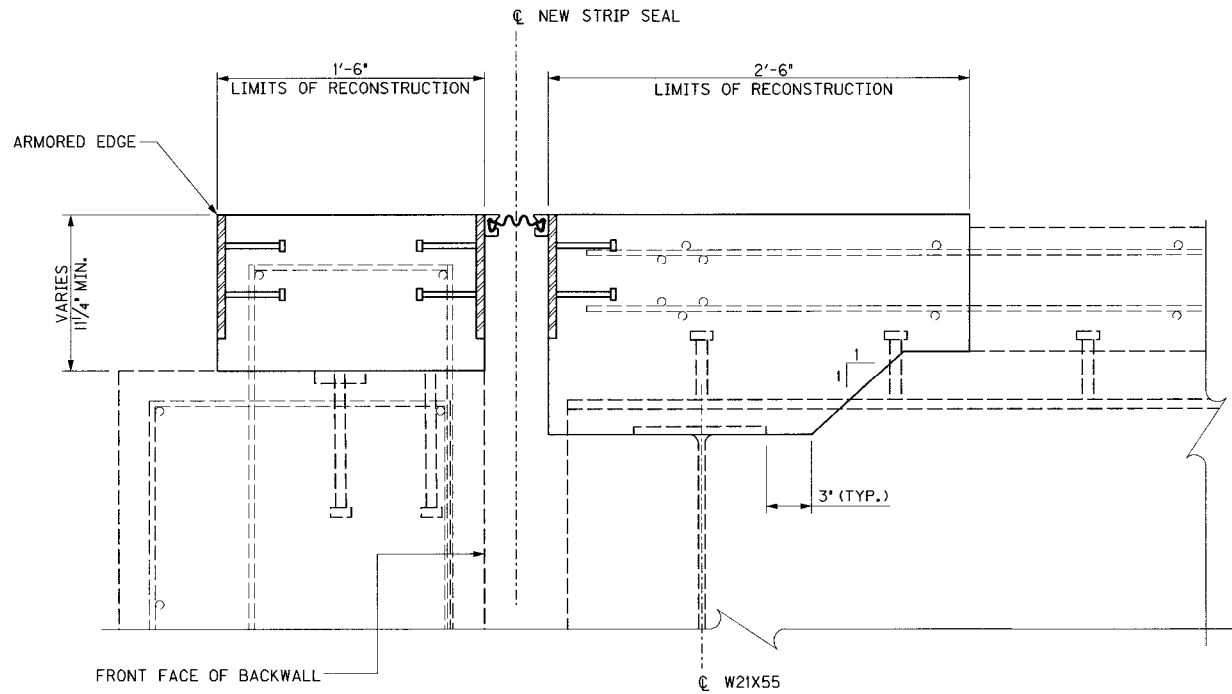
REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:	ELA	
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
END BENT A		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C3
DRAWING NO. 26144		

ITEM NUMBER

5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

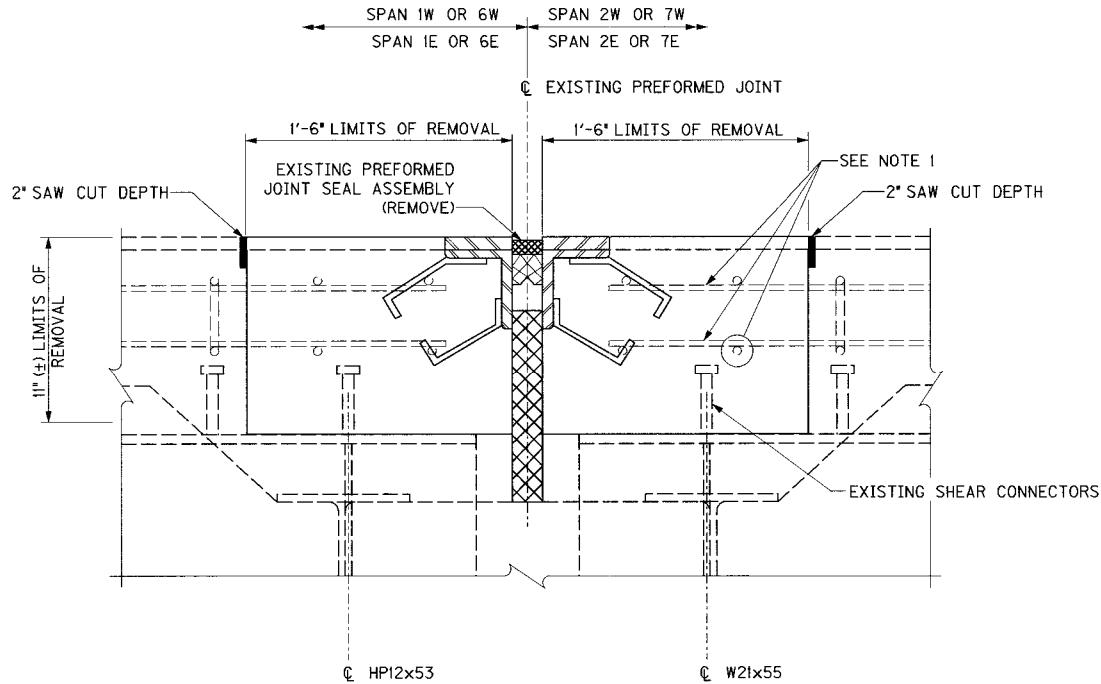
LEGEND

- (A) 1' PREFORMED JOINT FILLER SHALL BE SECURED TO EXISTING CONCRETE WITH STRUCTURAL ADHESIVE. NAILING WILL NOT BE PERMITTED.

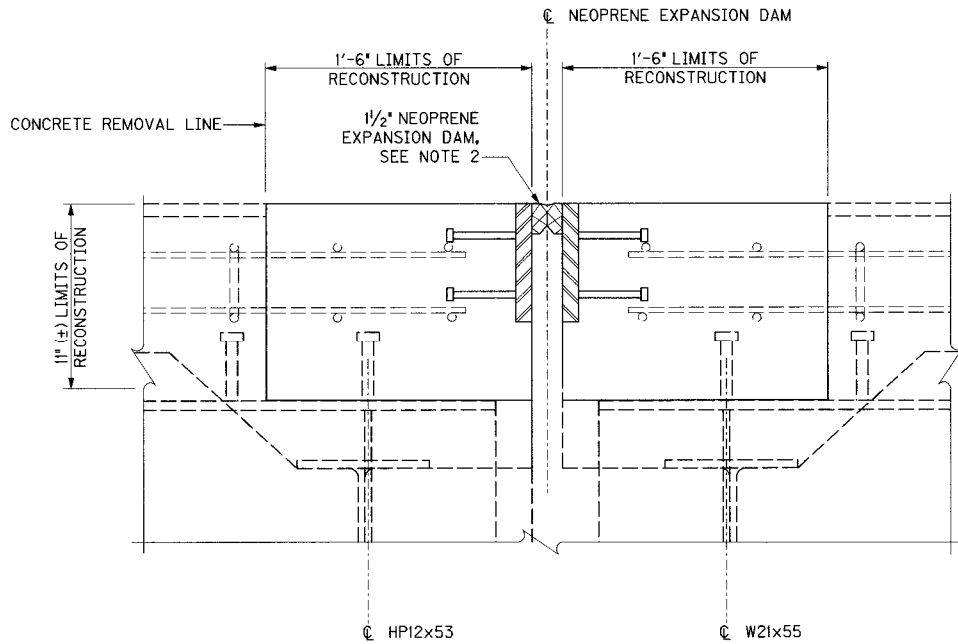
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
END BENT A		
PREPARED BY		SHEET NO.
PP PARSONS BRINCKERHOFF		C4
DRAWING NO.		26144

ITEM NUMBER
5-73.00

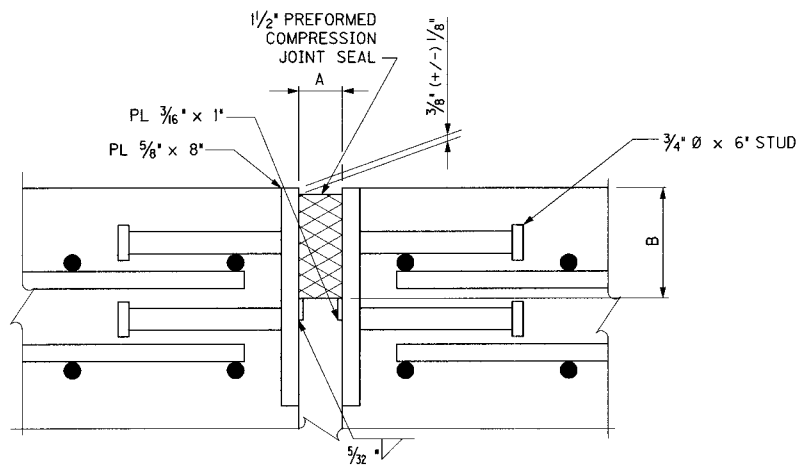
FILE NAME: ...\\Piers 1 & 7.dgn
USERNAME: CBS
DATE: 3/1/2007
SHEET LOCATION: DETAILS



SECTION EXISTING JOINT REMOVAL PIERS 1 & 7



SECTION EXPANSION JOINT RECONSTRUCTION PIERS 1 & 7

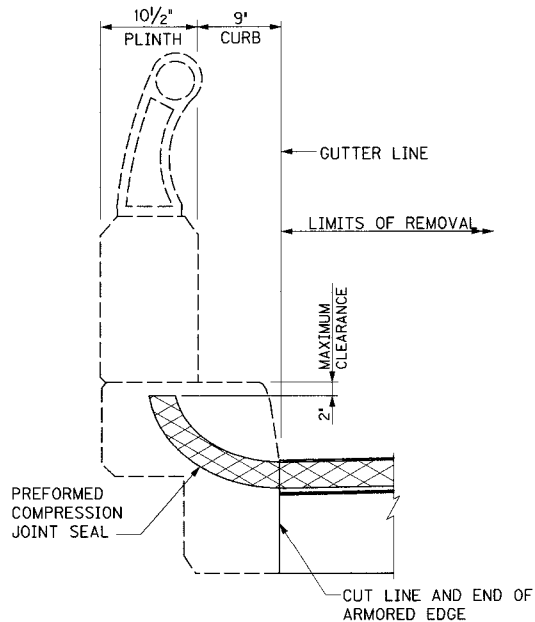


SECTION THROUGH COMPRESSION SEAL JOINT

A - MINIMUM JOINT OPENING @ 60°F
B - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"

NOTES

- ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
- TOP OF ARMORED EDGE TO MATCH NEW OVERLAY PROFILE, SEE SHEET C2.

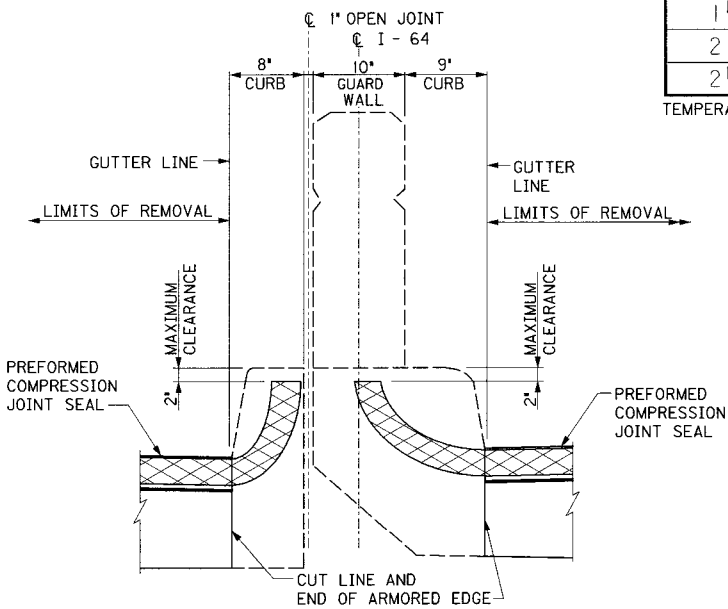


SECTION THROUGH FASCIA

NOTE: EXISTING REBAR NOT SHOWN FOR CLARITY

COMPRESSION JOINTS	
PIER	JOINT LENGTH (I)
1EB	61'-0 5/8"
1WB	73'-8"
7EB	67'-6 7/8"
7WB	82'-9 1/8"

(I) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. C30.



SECTION THROUGH MEDIAN

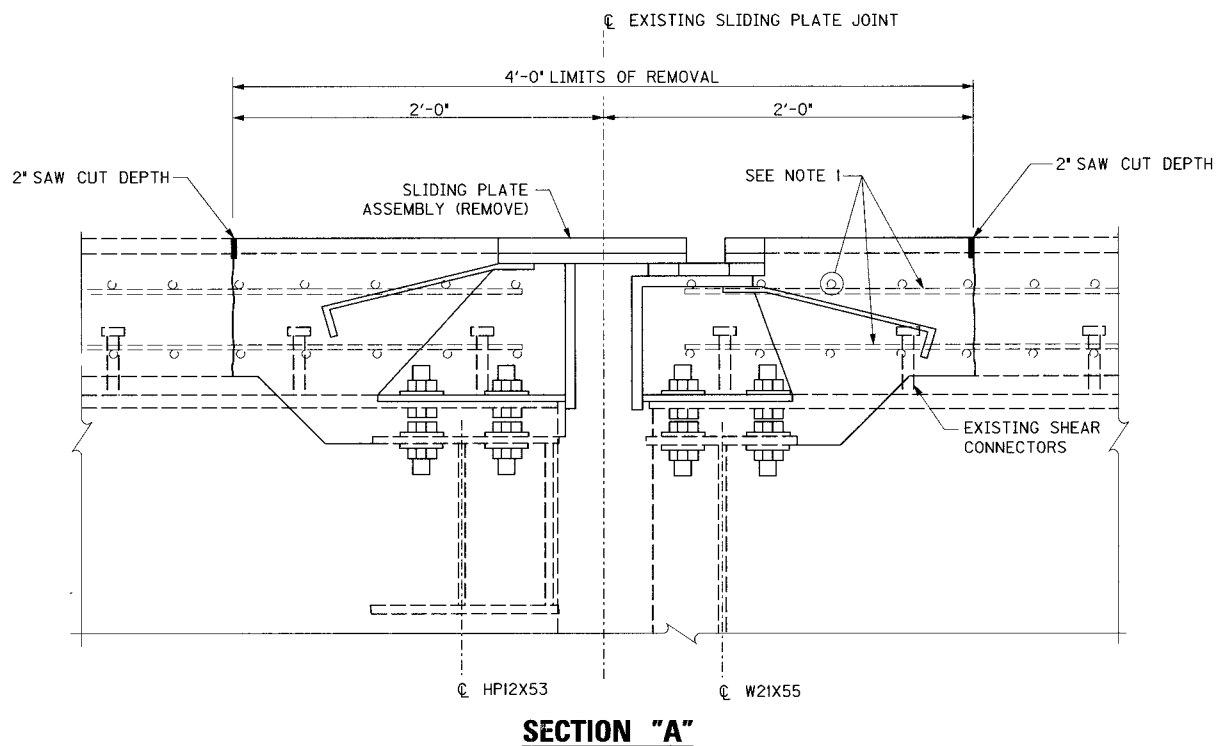
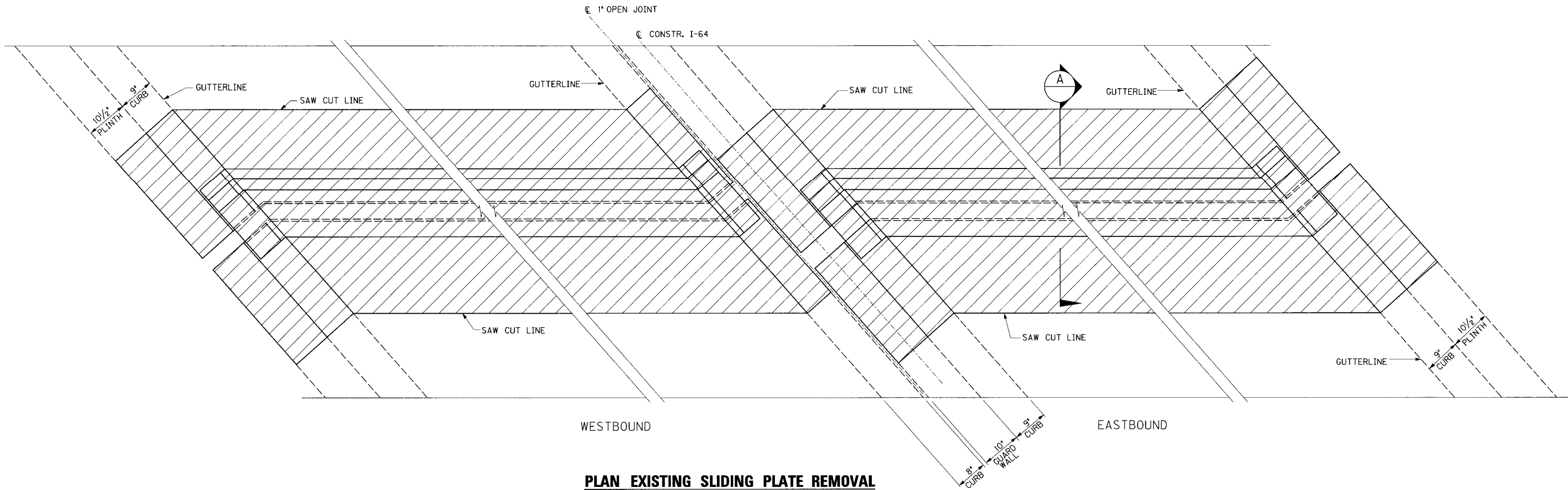
NOTE: EXISTING REBAR NOT SHOWN FOR CLARITY

JOINT DATA		The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.
Dim. A @ 60°F (in)	Movement (in)	
1 1/2	1	
2	1 1/2	
2 1/2	2	

TEMPERATURE CHANGE INCREMENT 1/6" PER 10° F.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING NORTHWESTERN PKWY & 22ND STREET	
PIERS 1 & 7			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		C5	
		DRAWING NO.	
		26144	

FILE NAME: ... \Piers 2.dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: DETAILS



NOTES

1. ALL EXISTING BARS IN SLAB SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

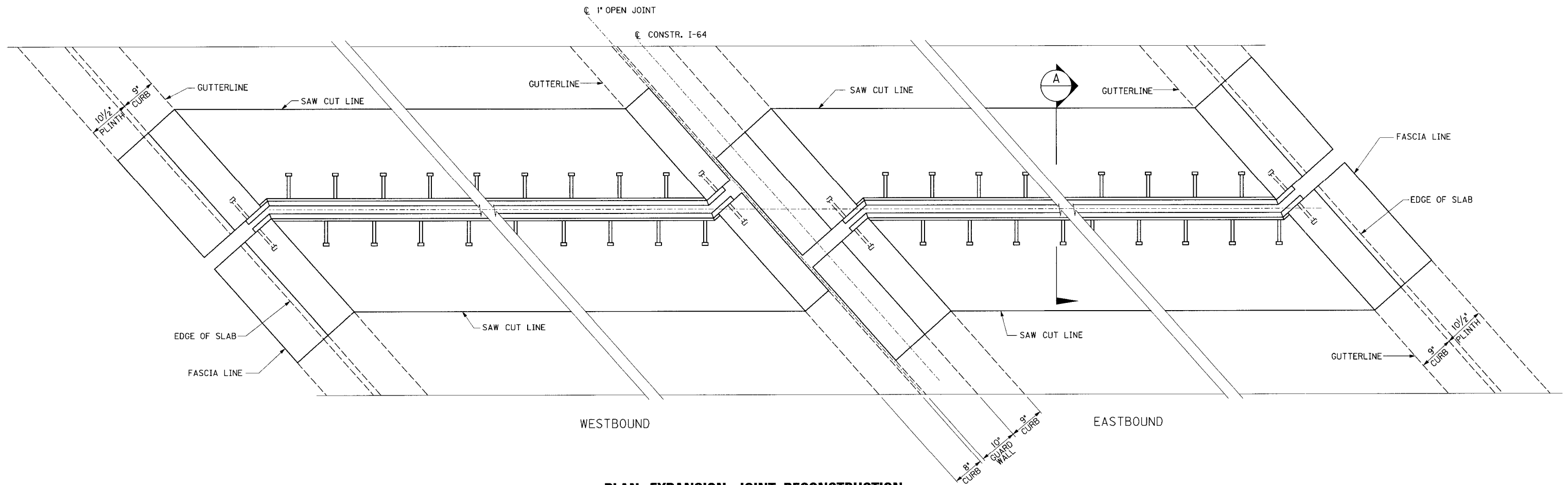
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
PIER 2		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C6
ITEM NUMBER 5-73.00		DRAWING NO. 26144

FILE NAME: ...Piers 2.dgn

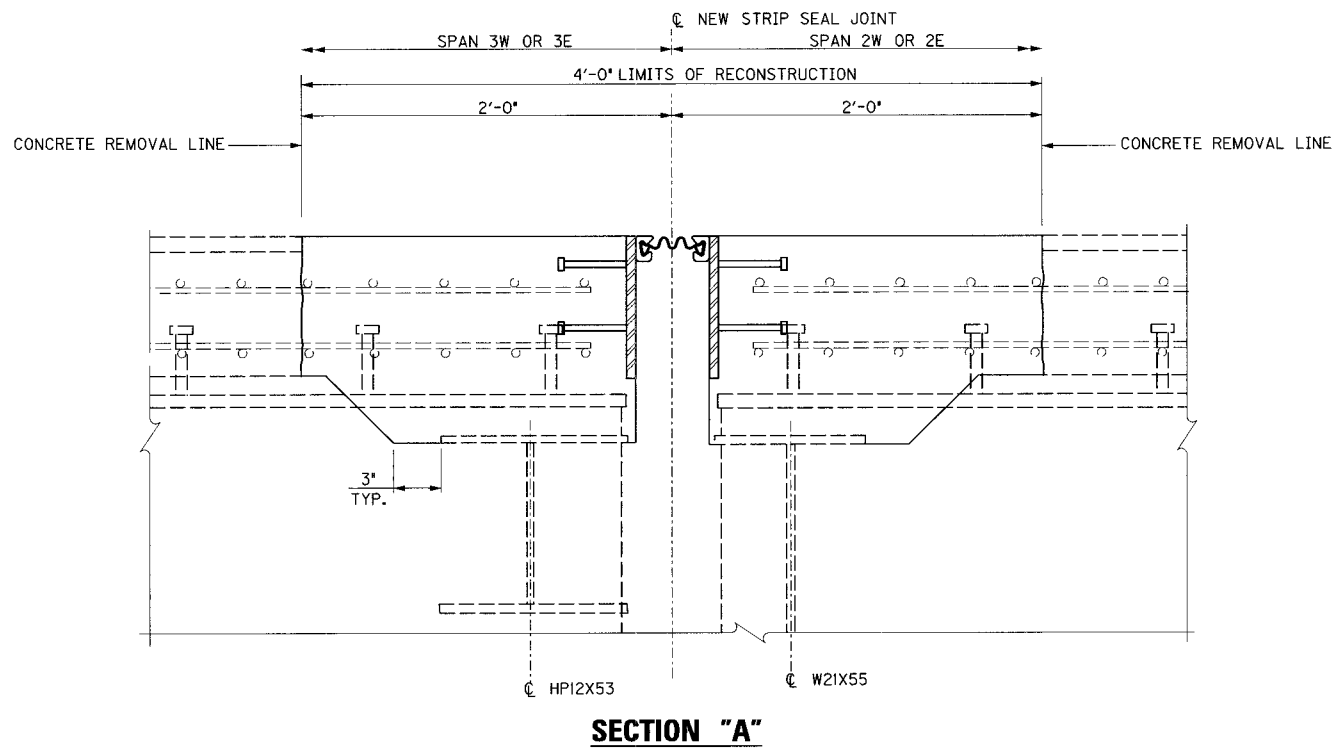
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND PKWY	
PIER 2		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		C7
		DRAWING NO.
		26144

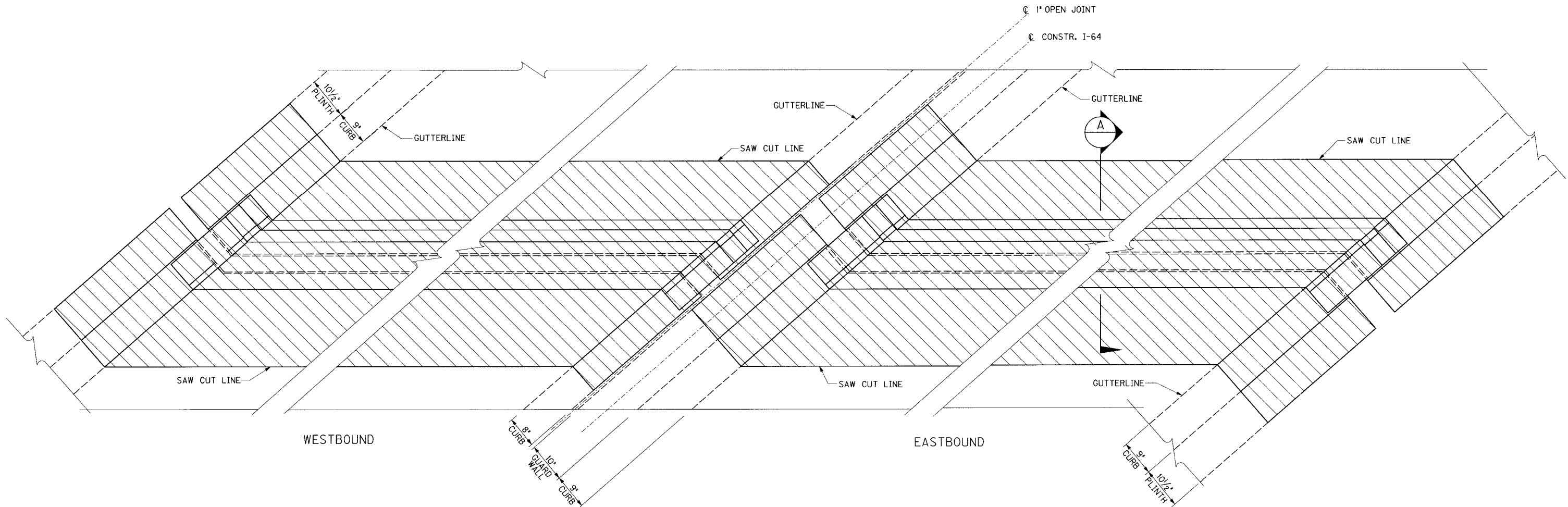
ITEM NUMBER
5-73.00

FILE NAME: ...Piers 6.dgn

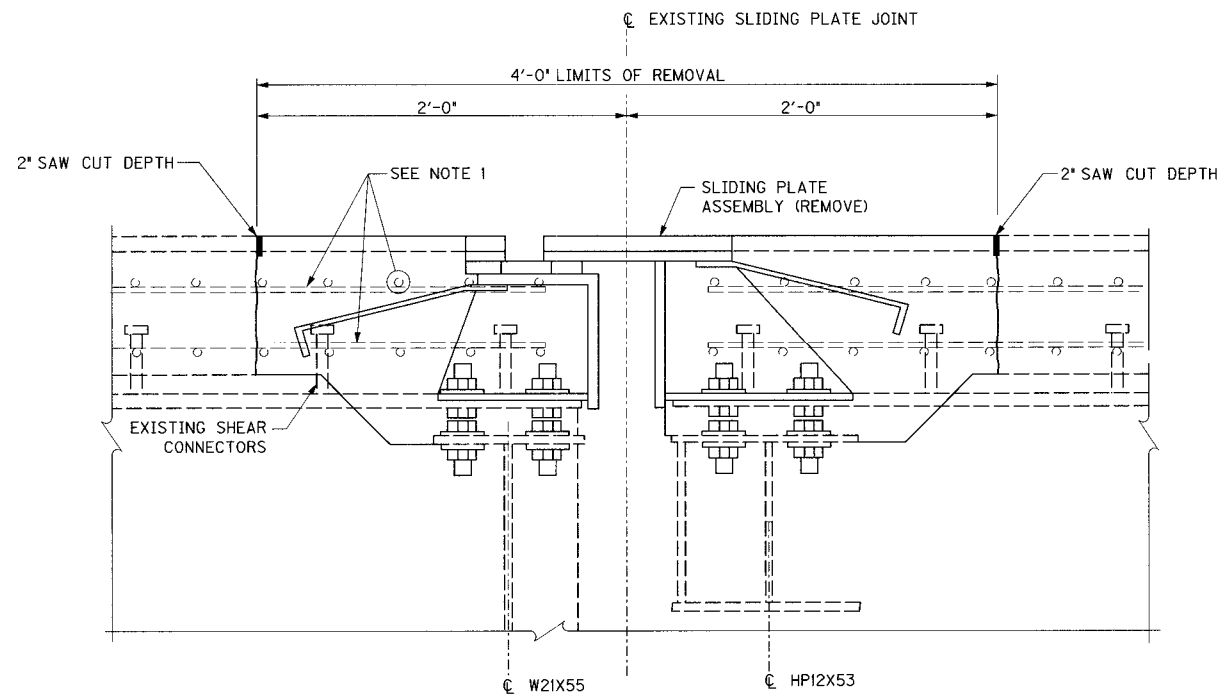
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXISTING SLIDING PLATE REMOVAL



SECTION "A"

NOTES

1. ALL EXISTING BARS IN SLAB SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
PIER 6		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C8
DRAWING NO.		26144

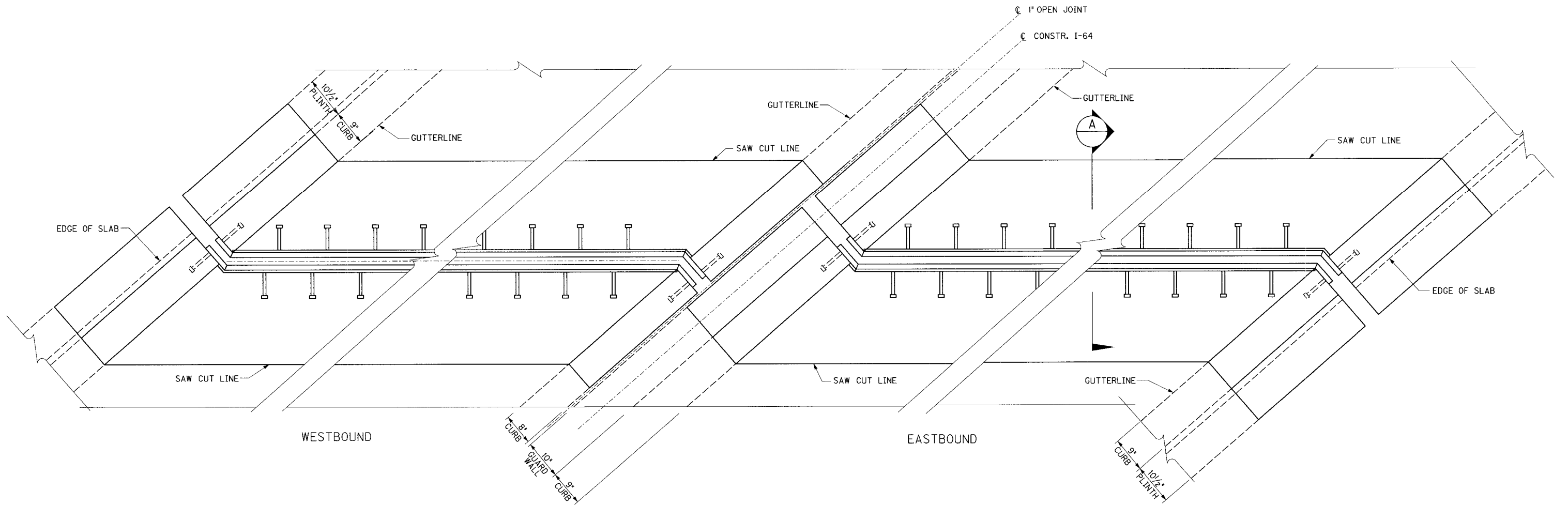
ITEM NUMBER
5-73.00

FILE NAME: ... \Piers 6.dgn

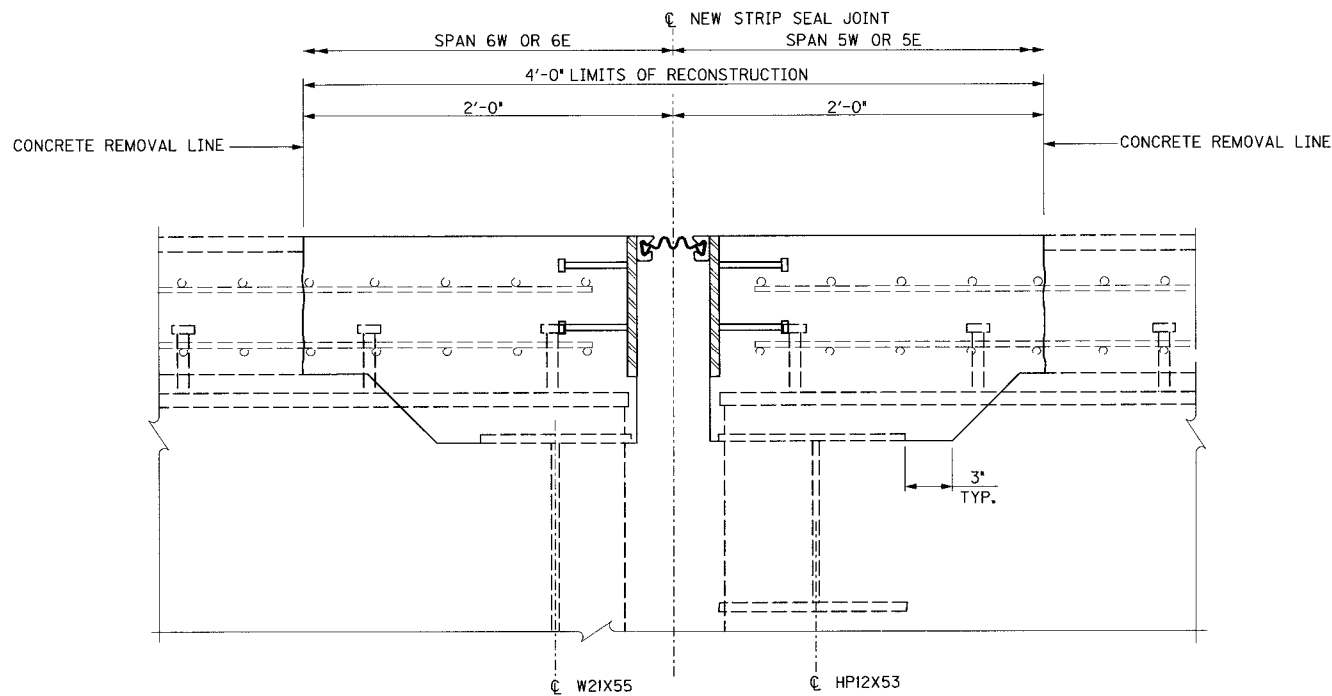
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



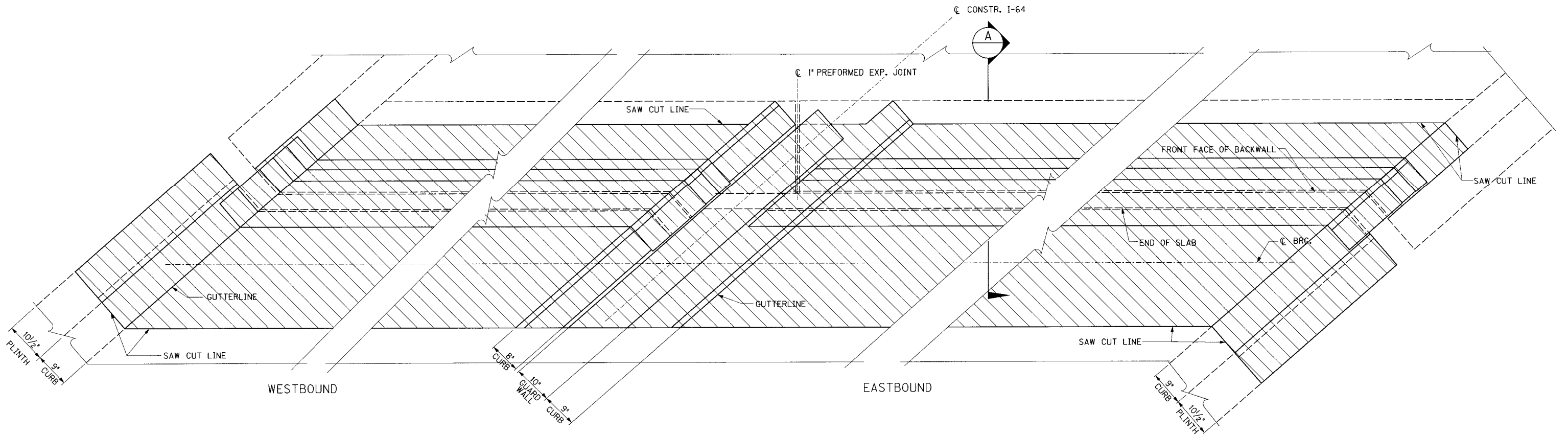
PLAN EXISTING SLIDING PLATE REMOVAL



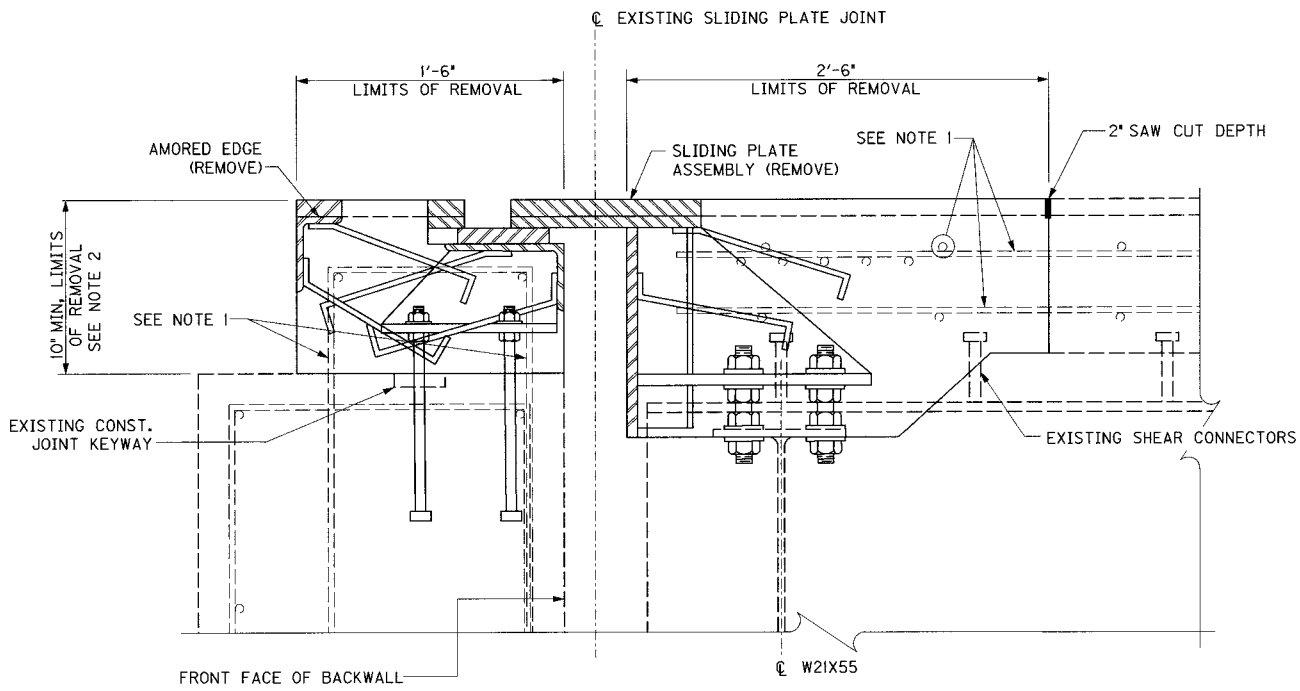
SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		NORTHWESTERN PKWY & 22ND STREET	
PIER 6			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		C9	
		DRAWING NO.	
		26144	

ITEM NUMBER
5-73.00



PLAN EXISTING SLIDING PLATE REMOVAL



SECTION "A"

NOTES

1. ALL EXISTING BARS IN SLAB AND EXISTING BARS IN END BENT BACKWALL SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRTE. SEE GENERAL NOTES.
2. BACKWALL SHALL BE REMOVED DOWN TO TOP OF EXISTING PAVEMENT SEAT. DEPTH OF REMOVAL VARIES.

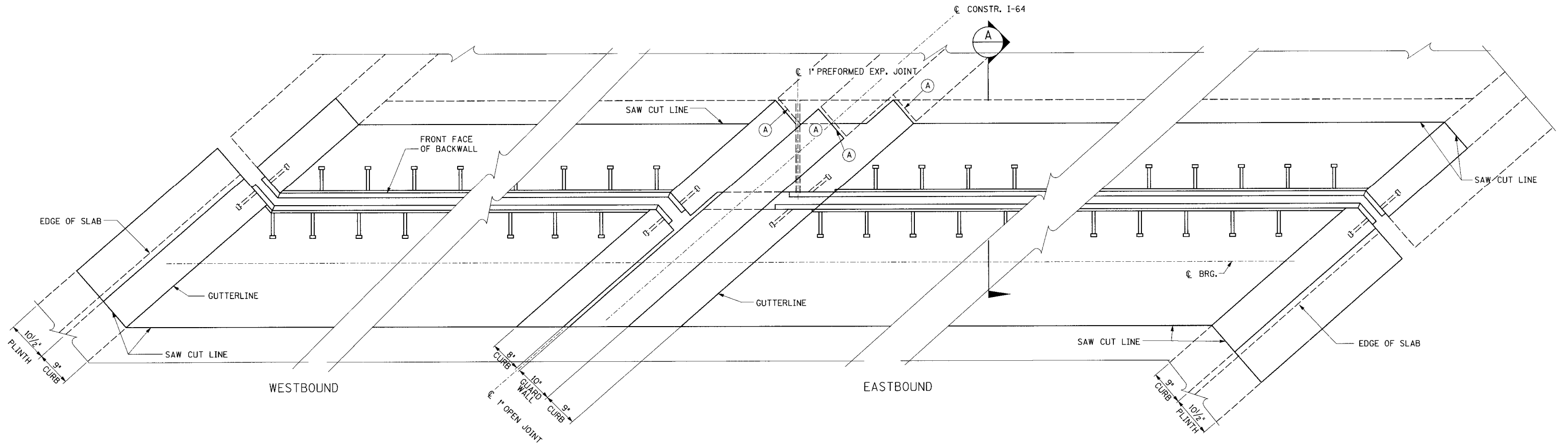
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
END BENT B		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. C10
ITEM NUMBER 5-73.00		DRAWING NO. 26144

FILE NAME: ...End Bent B.dgn

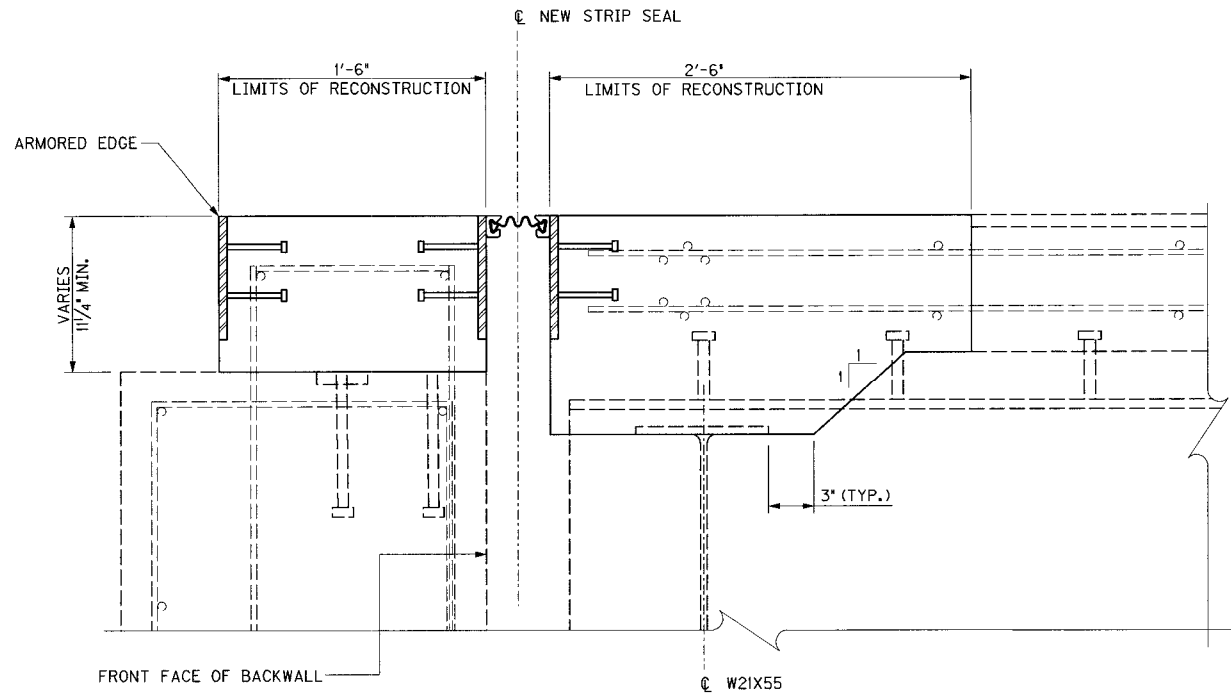
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

- (A) 1' PREFORMED JOINT FILLER SHALL BE SECURED TO EXISTING CONCRETE WITH STRUCTURAL ADHESIVE. NAILING WILL NOT BE PERMITTED.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
END BENT B		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C11
DRAWING NO.		26144

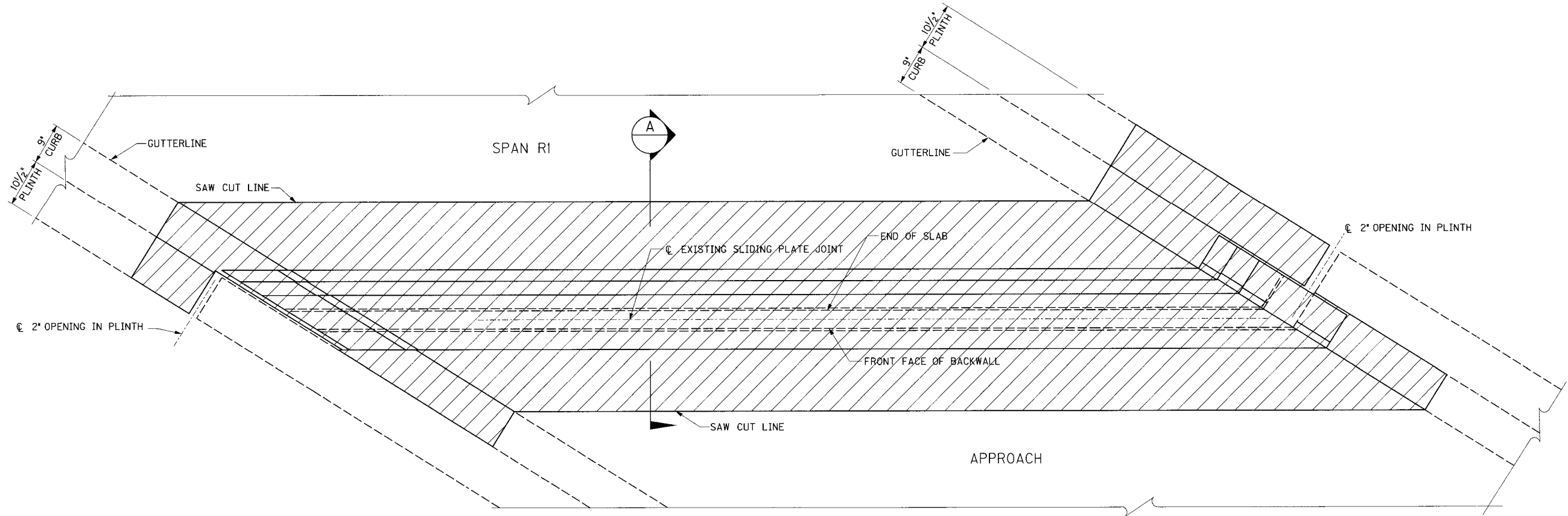
ITEM NUMBER
5-73.00

FILE NAME: ...\\End Bent RA.dgn

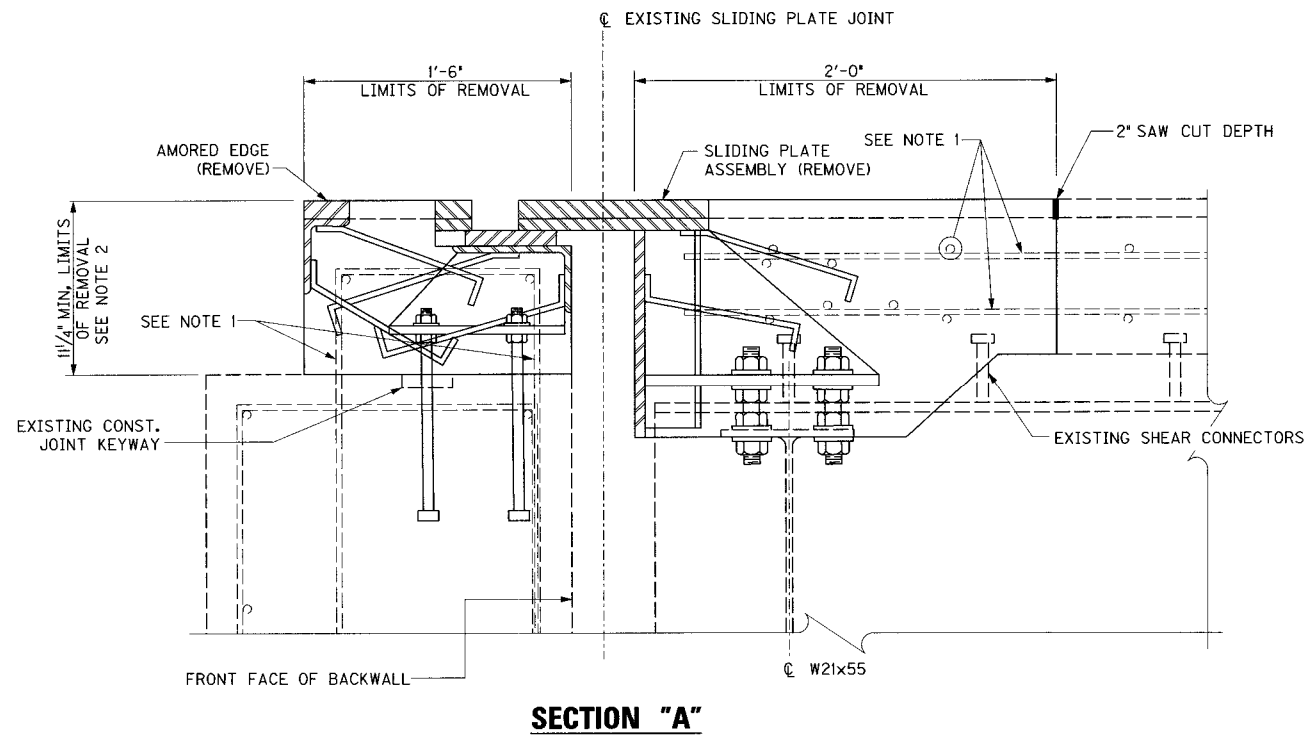
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXISTING SLIDING PLATE REMOVAL



SECTION "A"

NOTES

1. ALL EXISTING BARS IN SLAB AND EXISTING BARS IN END BENT BACKWALL SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
2. BACKWALL SHALL BE REMOVED DOWN TO TOP OF EXISTING PAVEMENT SEAT. DEPTH OF REMOVAL VARIES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
END BENT RA		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C12
		DRAWING NO.
		26144

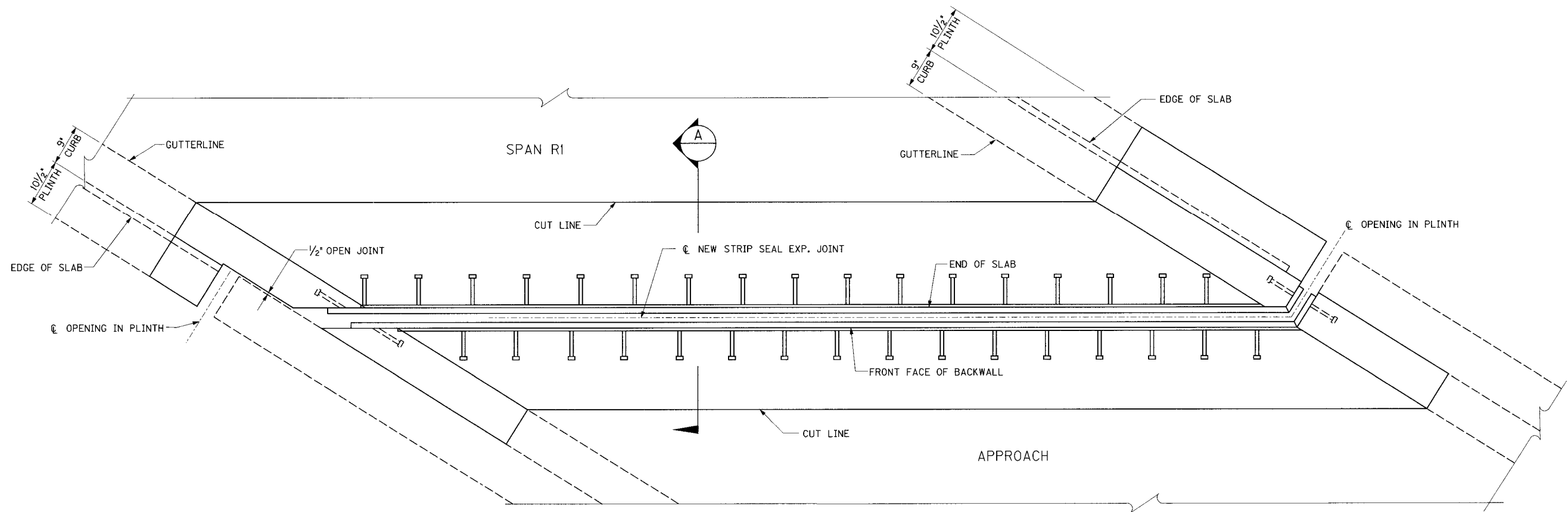
ITEM NUMBER
5-73.00

FILE NAME: ...End Bent RA.dgn

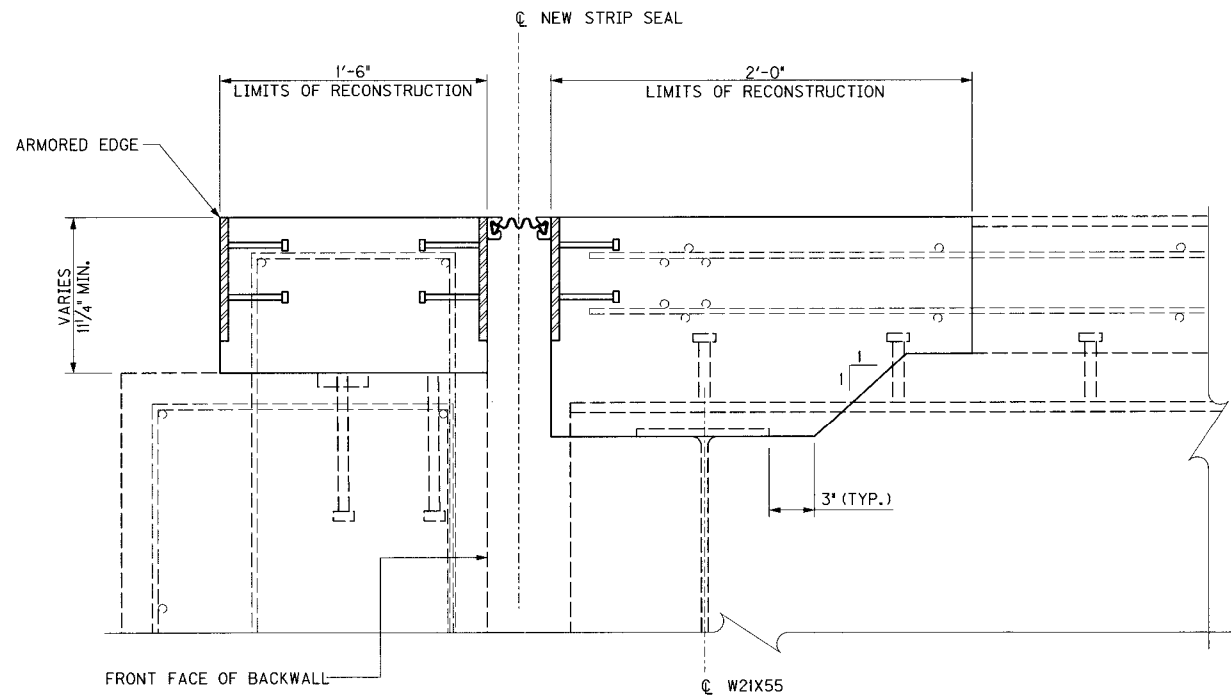
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

ITEM NUMBER
5-73.00

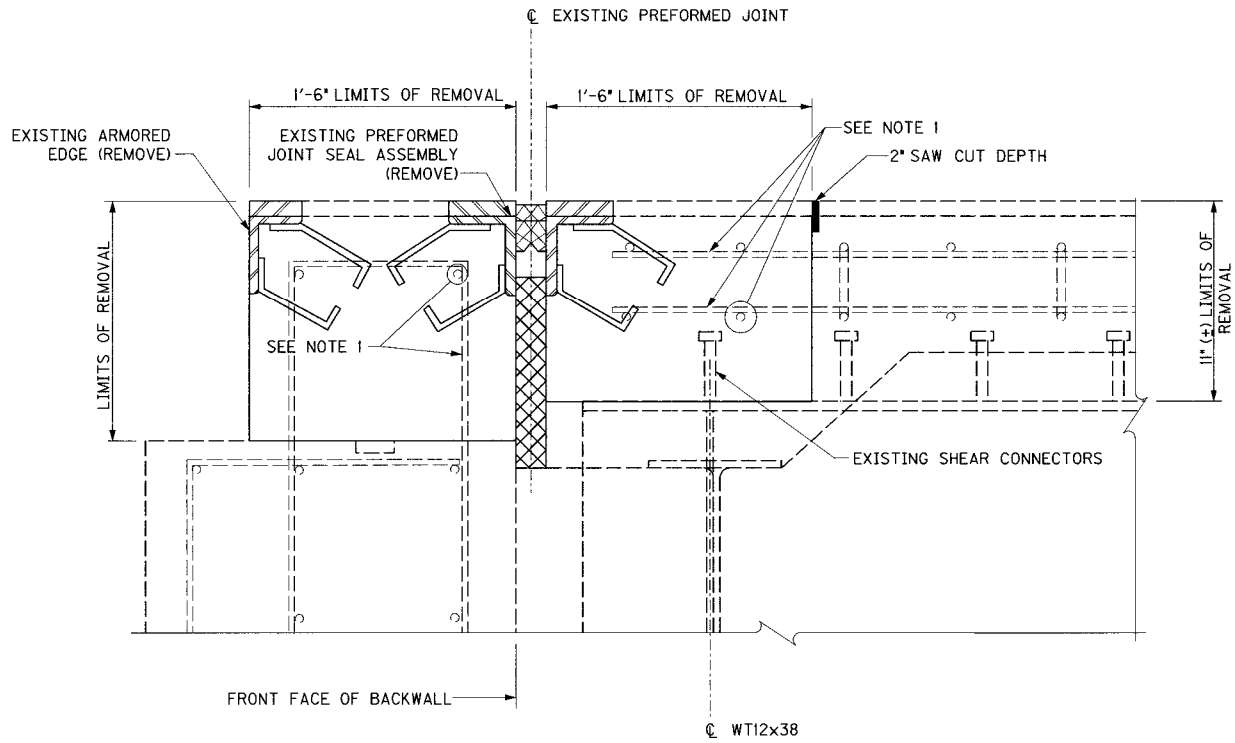
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
END BENT RA		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. C13
		DRAWING NO. 26144

FILE NAME: ...Piers R1 & End Bent RB.dgn

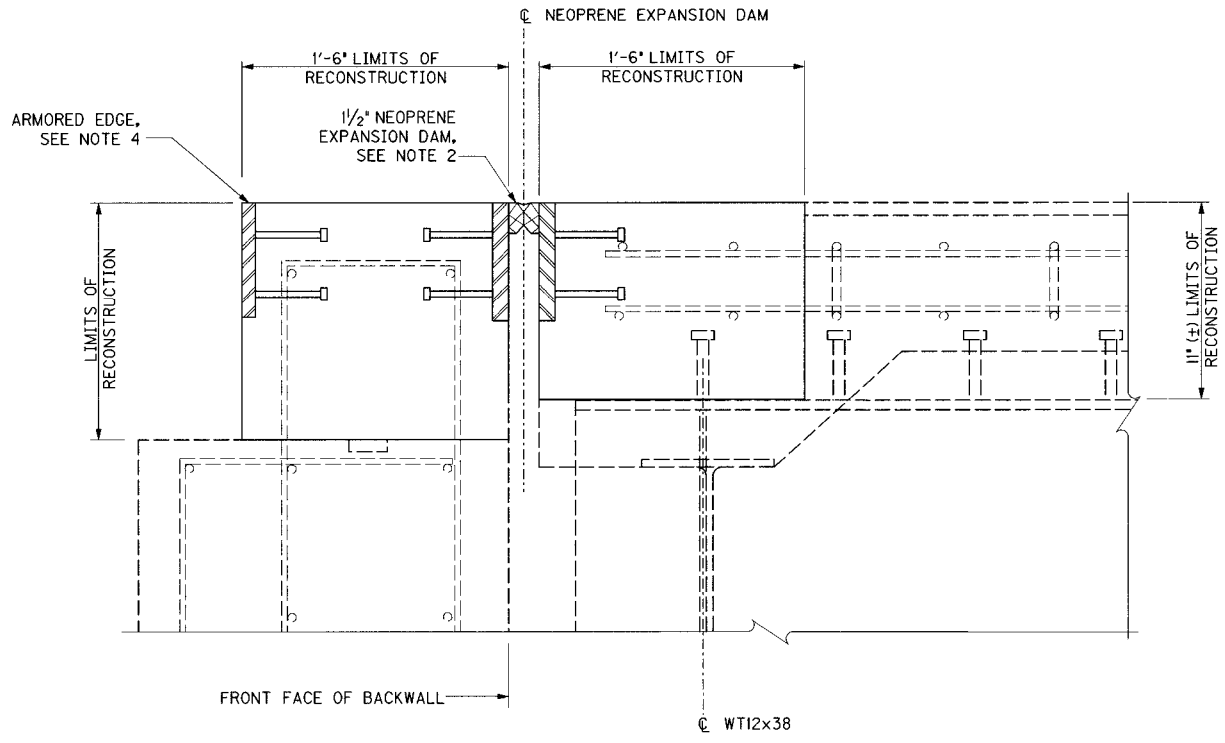
USERNAME: CBS

DATE: 3/1/2007

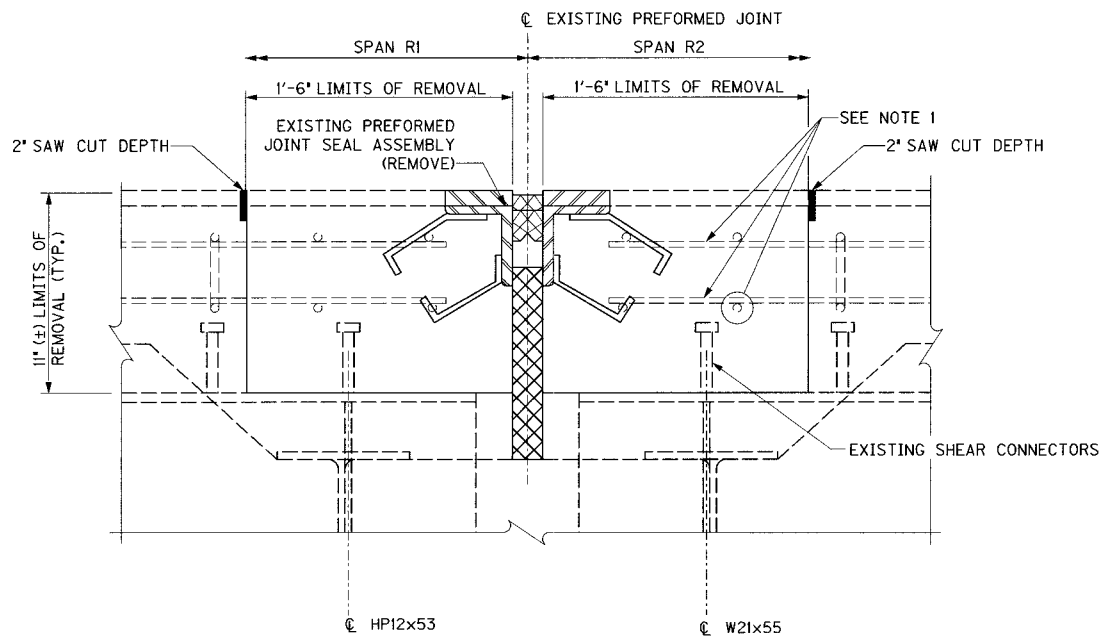
SHEET LOCATION: DETAILS



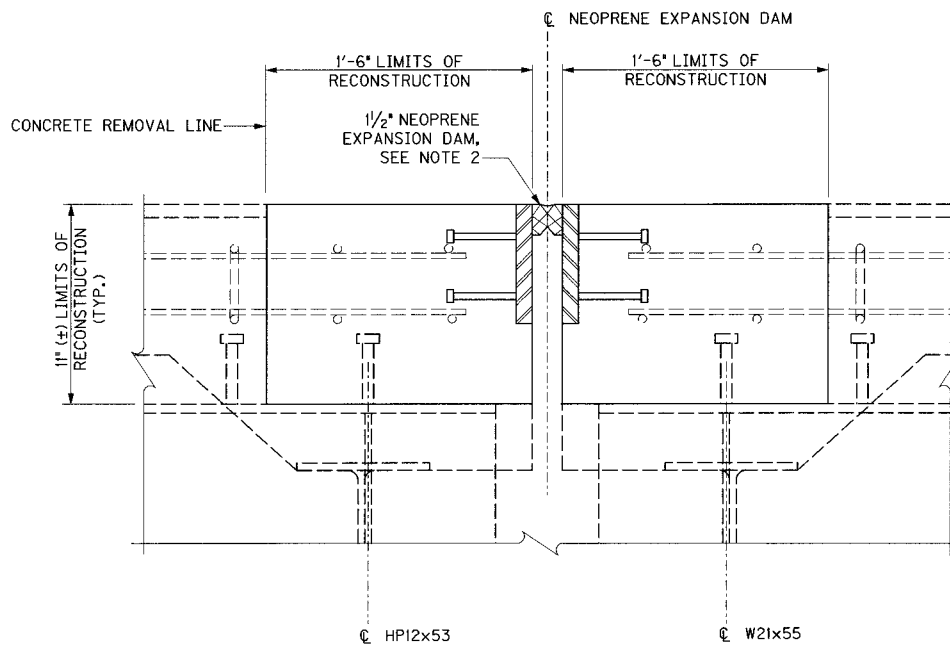
SECTION EXISTING JOINT REMOVAL END BENT RB



SECTION EXPANSION JOINT RECONSTRUCTION END BENT RB



SECTION EXISTING JOINT REMOVAL PIER R1



SECTION EXPANSION JOINT RECONSTRUCTION PIER R1

NOTES

1. ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
2. FOR NEOPRENE EXPANSION DAM DETAILS SEE SHEET C5.
3. TOP OF ARMORED EDGE TO MATCH NEW OVERLAY PROFILE. SEE SHEET C2.

COMPRESSION JOINTS

PIER	JOINT LENGTH (1)
R1	45'-3 1/2'
EB RB	24'-0"

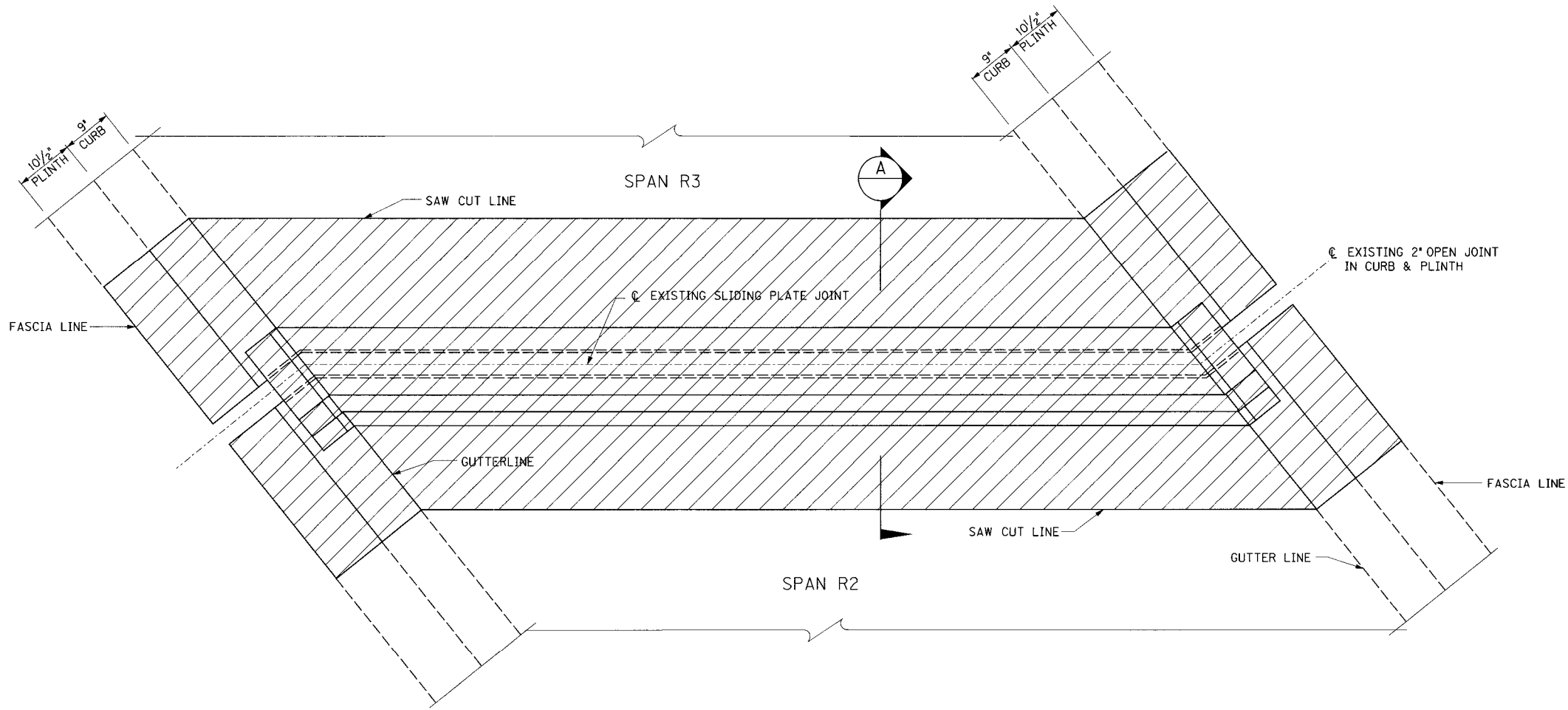
(1) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. C30.

ITEM NUMBER

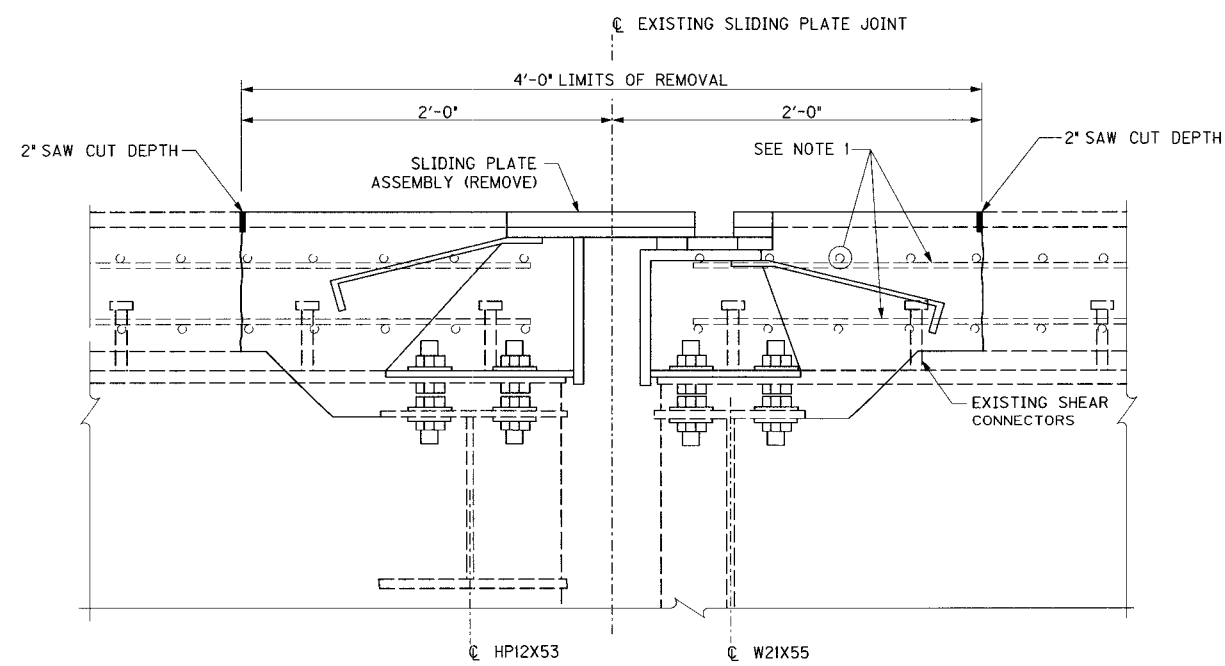
5-73.00

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		ELA
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
PIER R1 & END BENT RB		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. C14 DRAWING NO. 26144

FILE NAME: ...\\Pier R2.dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: DETAILS



PLAN EXISTING SLIDING PLATE REMOVAL



SECTION "A"

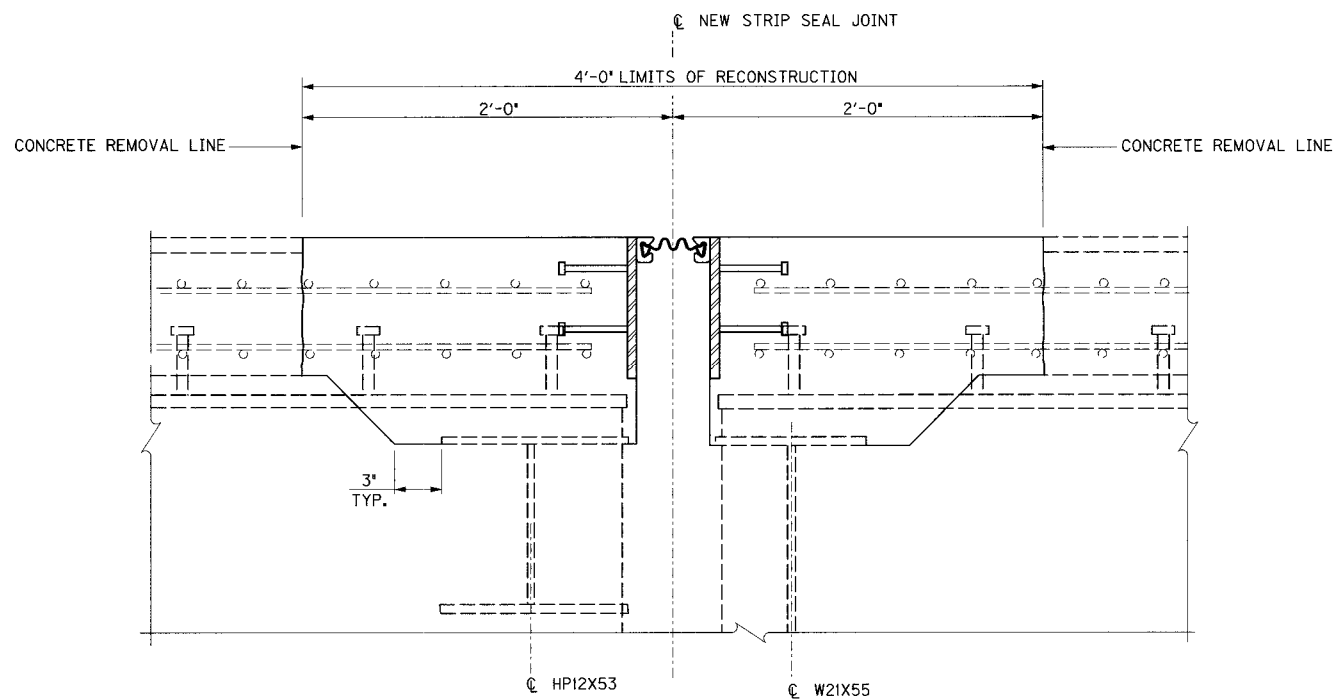
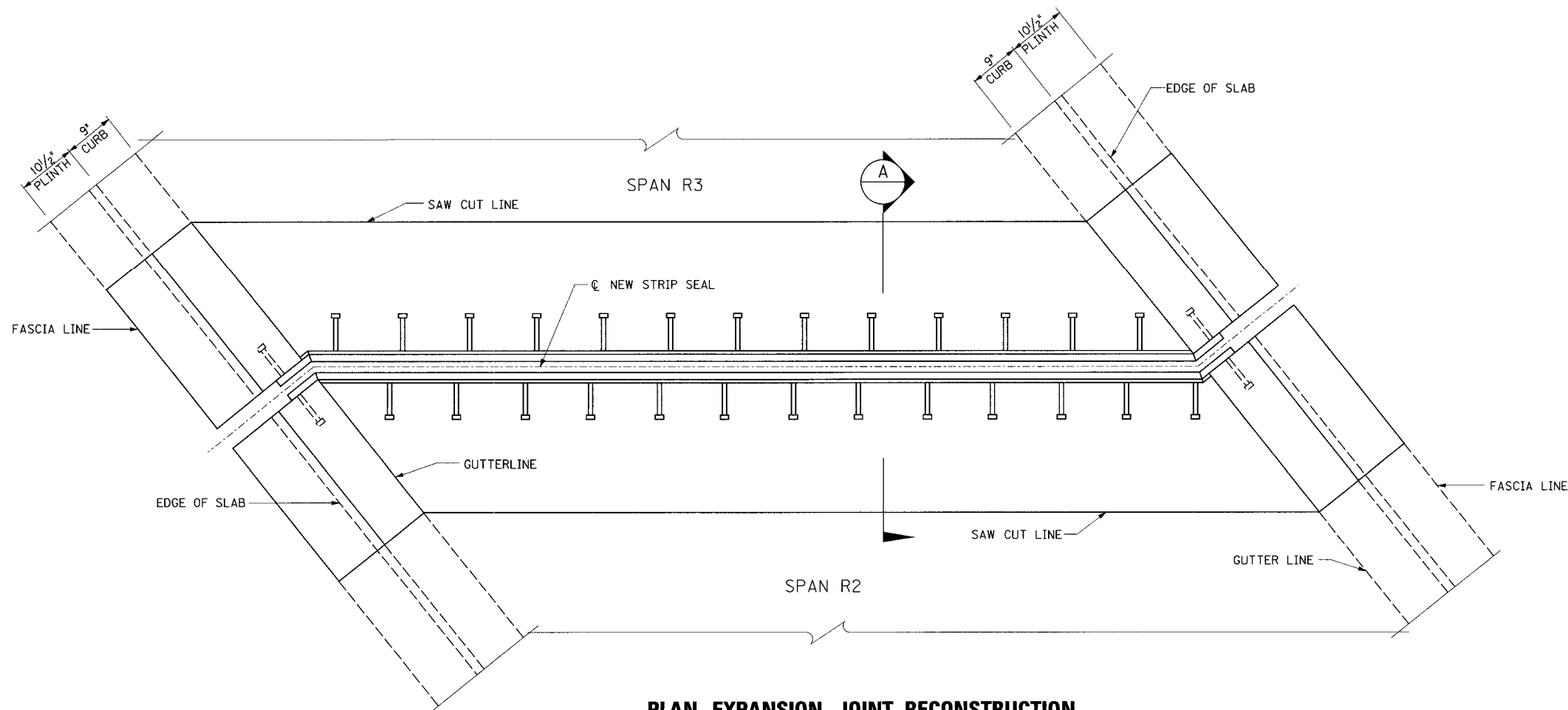
NOTES

1. ALL EXISTING BARS IN SLAB SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE.

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
PIER R2		
PREPARED BY PB PARSONS BRINCKERHOFF 1992		SHEET NO. C15 DRAWING NO. 26144

FILE NAME: ...\\Pier- R2.dgn USERNAME: CBS DATE: 1/30/2007 SHEET LOCATION: DETAILS



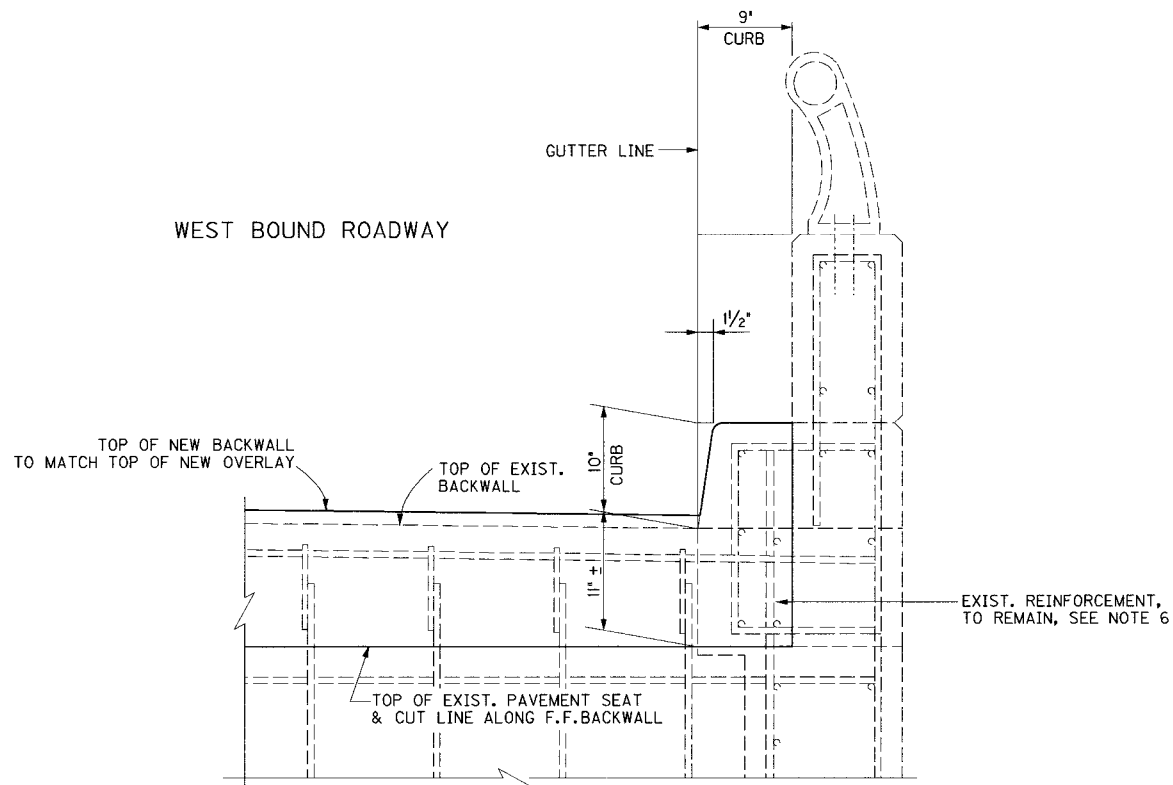
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
PIER R2		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. C16
		DRAWING NO. 26144

FILE NAME: ... \fascia DET.dgn

USERNAME: CBS

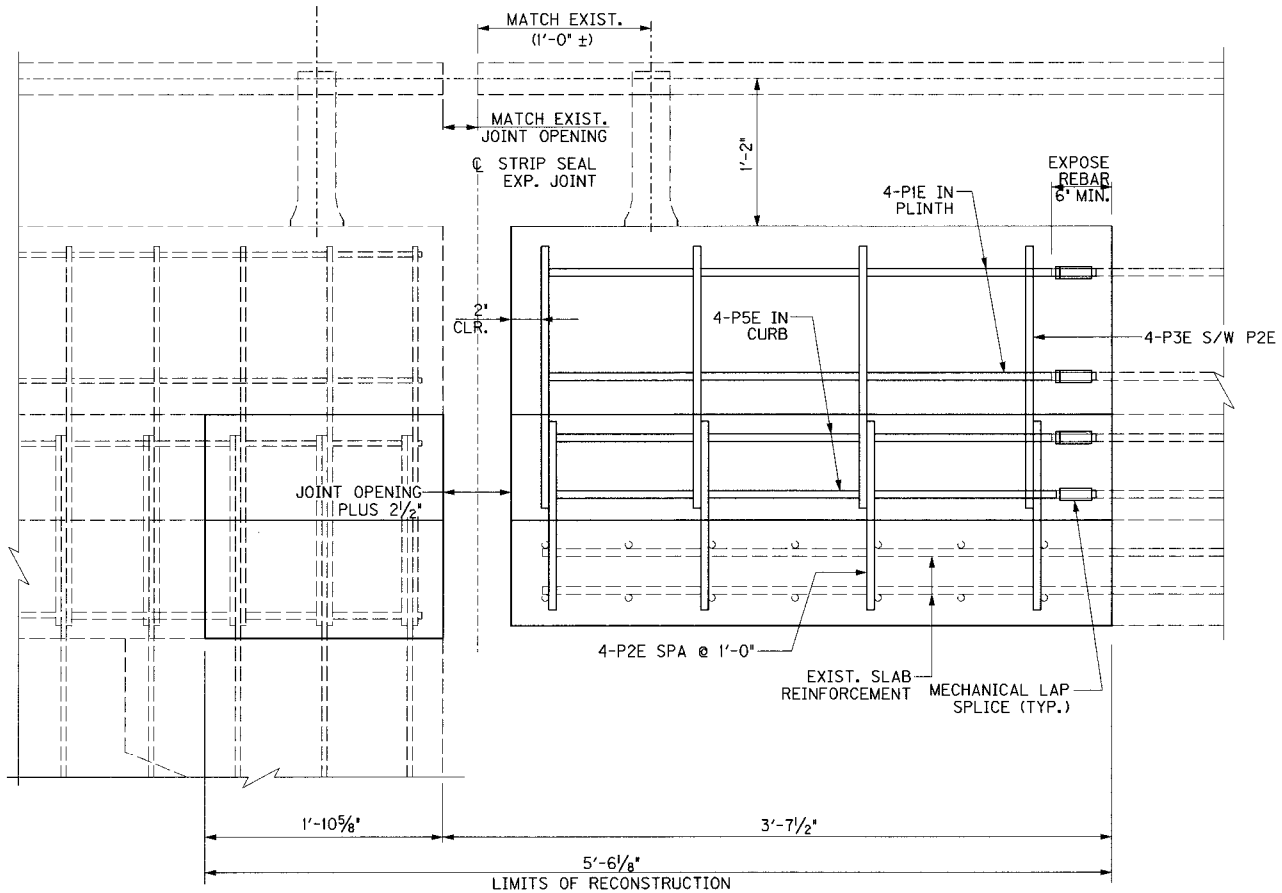
DATE: 1/30/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION

LOOKING AT FRONT FACE OF BACKWALL @ EAST WINGWALL



FASCIA RECONSTRUCTION ELEVATION

LOOKING EAST @ TRAFFIC SIDE EAST WINGWALL

NOTES

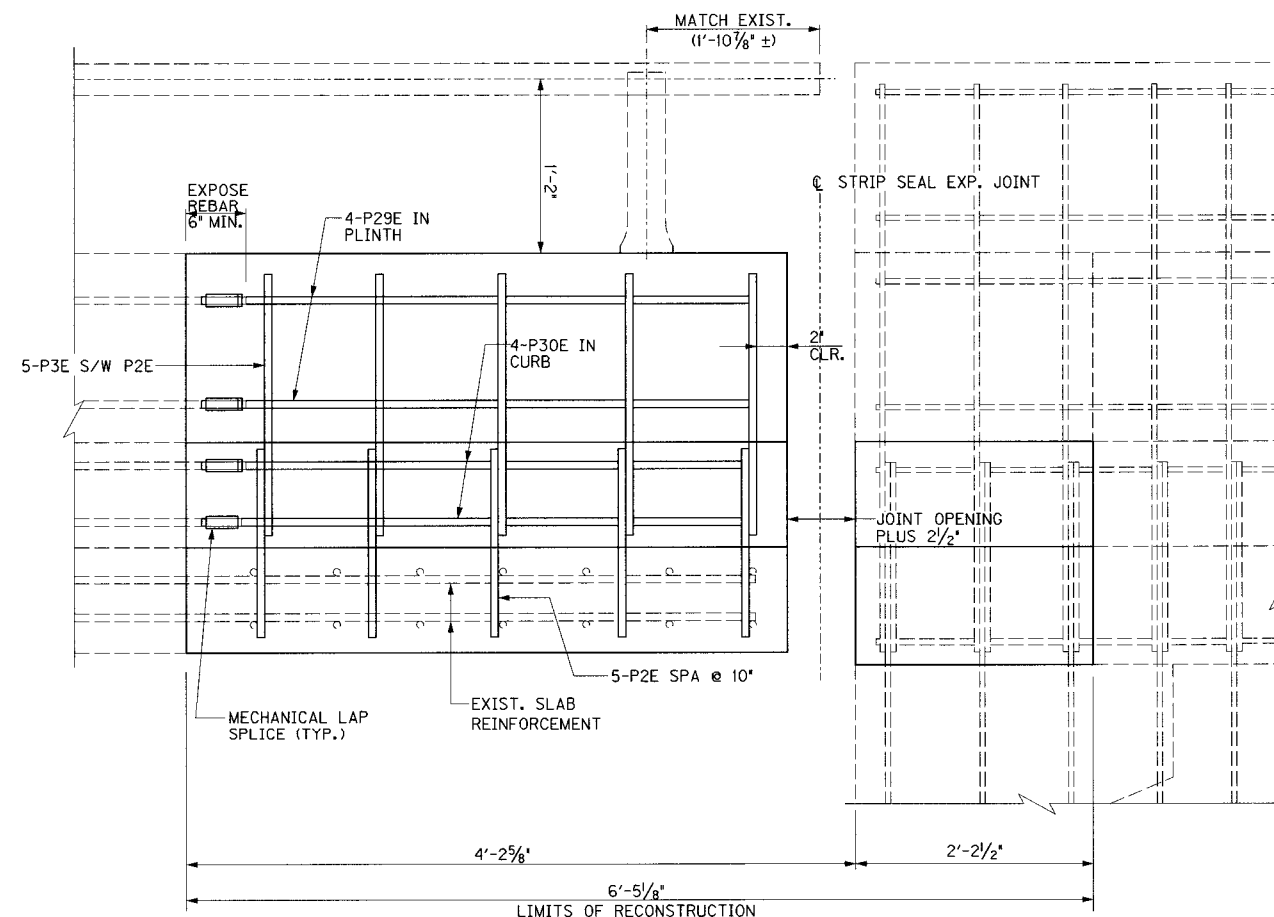
1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C17
		DRAWING NO.
		26144

END BENT A

ITEM NUMBER

5-73.00

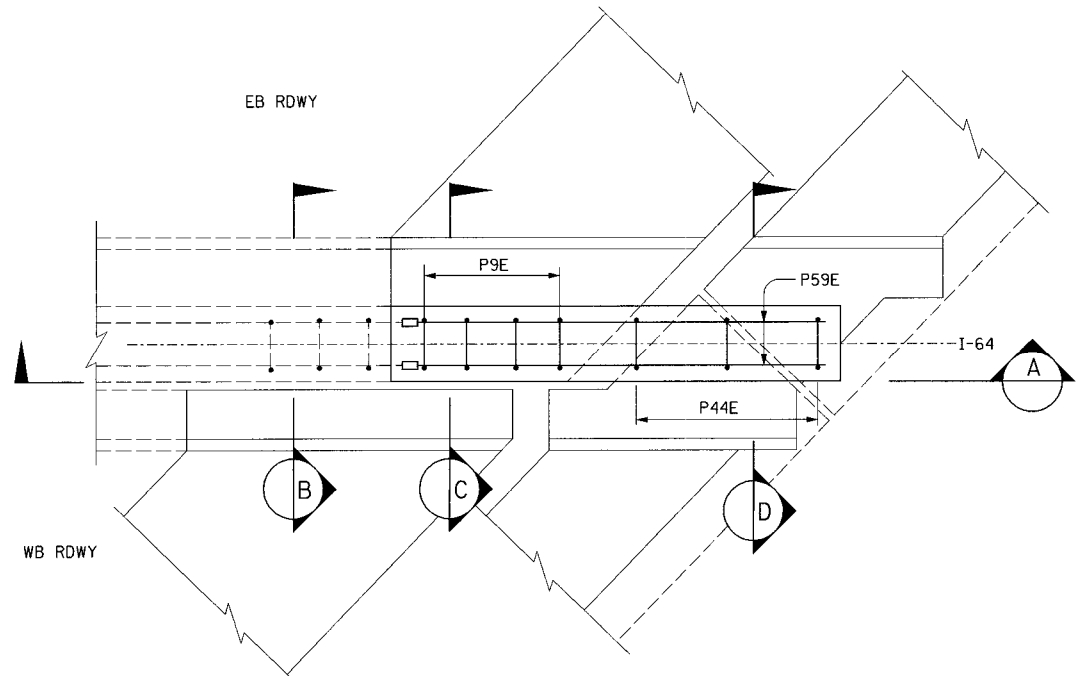


LOOKING WEST @ TRAFFIC SIDE WEST WINGWALL

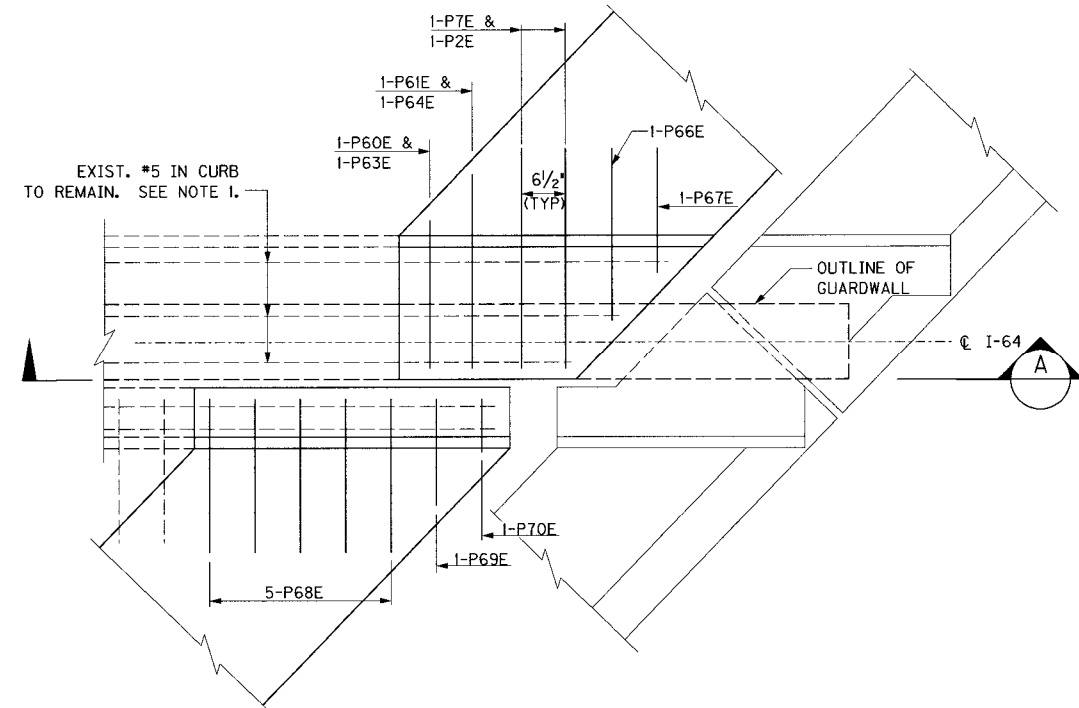
1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - $\frac{3}{4}$ " x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON			
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET		
FASCIA DETAILS			
 PARSONS BRINCKERHOFF			SHEET NO. C18 DRAWING NO. 2614A

FILE NAME: ...\\WPkwy Medion.dgn
DATE:
SHEET LOCATION: LAY

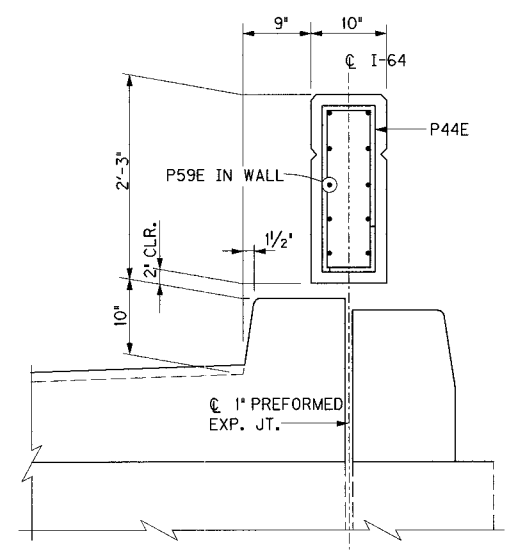


MEDIAN RECONSTRUCTION - PLAN
(GUARD WALL AT END OF SLAB)

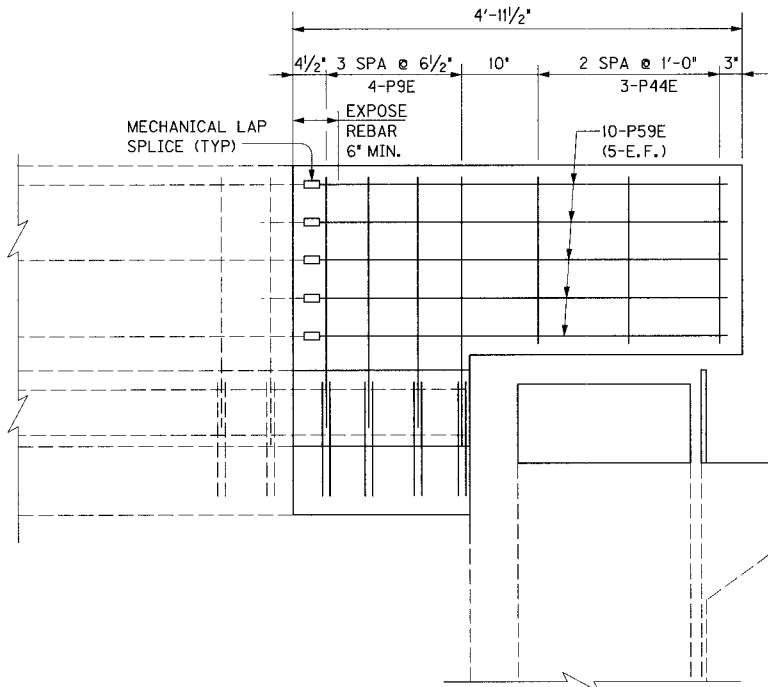


MEDIAN RECONSTRUCTION - PLAN
(CURBS AT END OF SLAB)

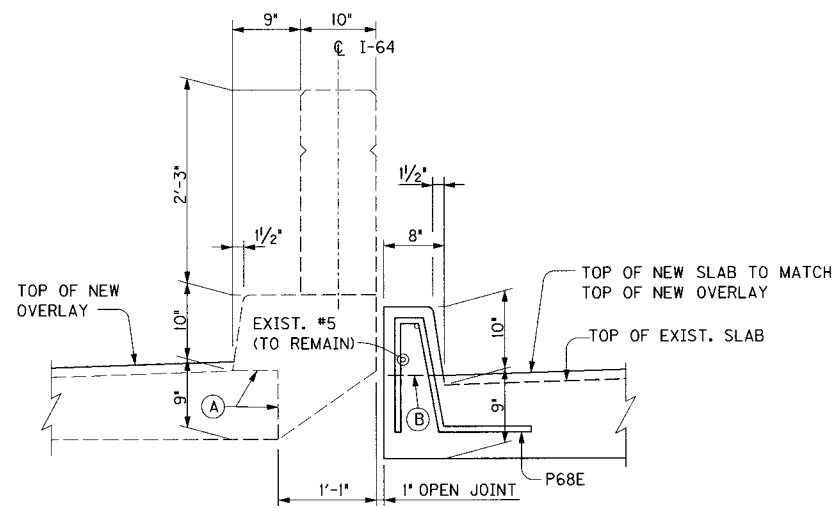
- LEGEND**
- (A) EXISTING CONSTR. JOINT
 - (B) OPTIONAL CONSTR. JOINT



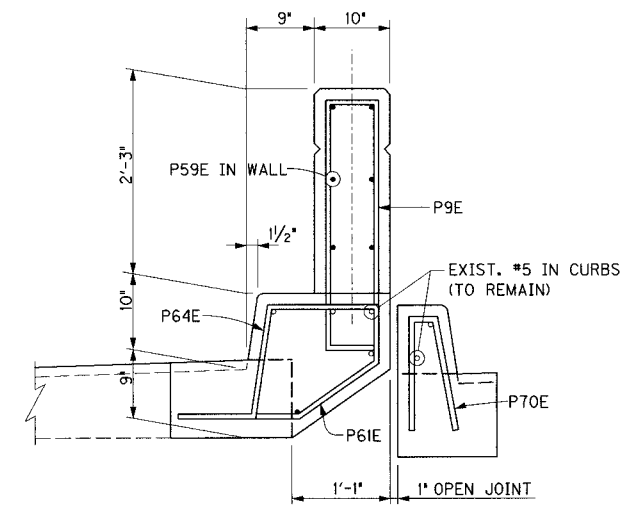
SECTION D



MEDIAN RECONSTRUCTION VIEW "A"
SHOWING REINFORCEMENT IN GUARDWALL



SECTION B



SECTION C

NOTES

1. ALL SLAB REINFORCEMENT AND LONGITUDINAL REINFORCEMENT IN CURBS SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

END BENT A

ITEM NUMBER
5-73.00

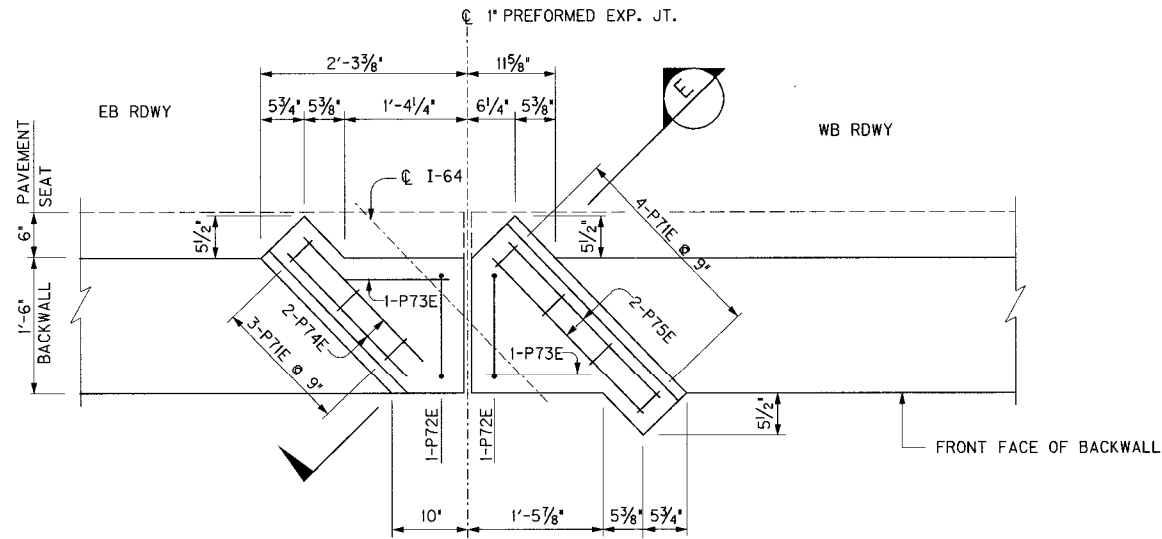
REVISION		DATE
DATE:	JAN 2007	CHECKED BY:
DESIGNED BY:		
DETAILED BY:	CBS	DMB
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
MEDIAN DETAILS		
PREPARED BY:		SHEET NO.
PARSONS BRINCKERHOFF		C19
122		DRAWING NO.
		26144

FILE NAME: ...\\NWPkwy Median.dgn

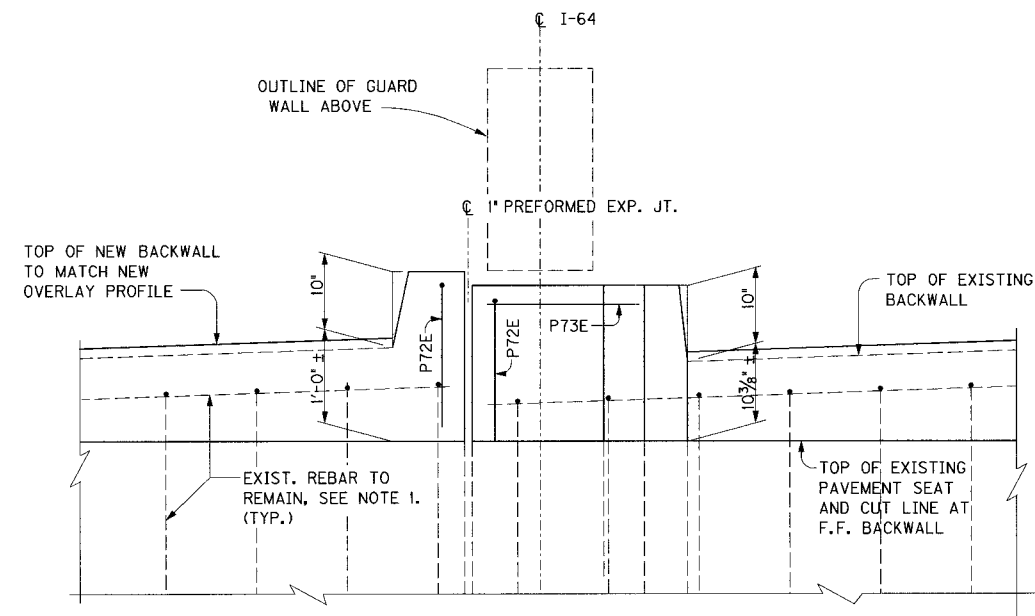
USERNAME: CBS

DATE: 1/31/2007

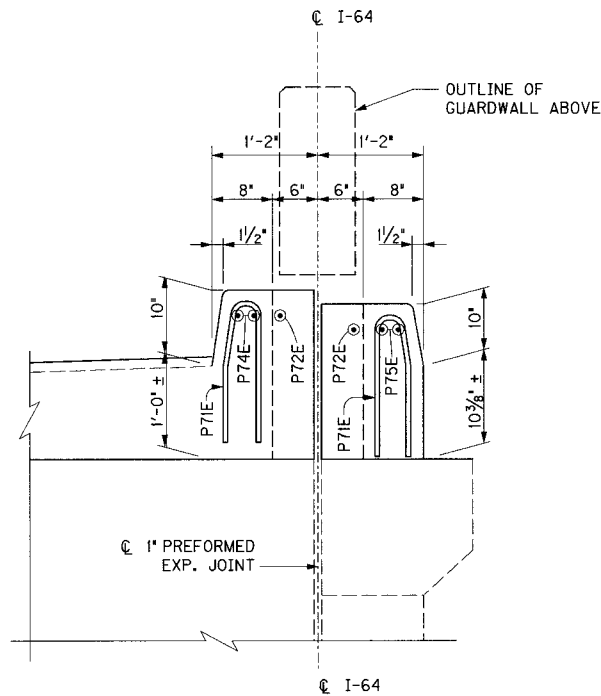
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION - PLAN
(CURBS AT BACKWALL)



MEDIAN RECONSTRUCTION - BACKWALL ELEVATION
(LOOKING WEST AT FRONT FACE)



SECTION E

NOTES

1. REINFORCEMENT IN BACKWALL ABOVE TOP OF PAVEMENT SEAT SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
MEDIAN DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. C20 DRAWING NO. 26144

END BENT A

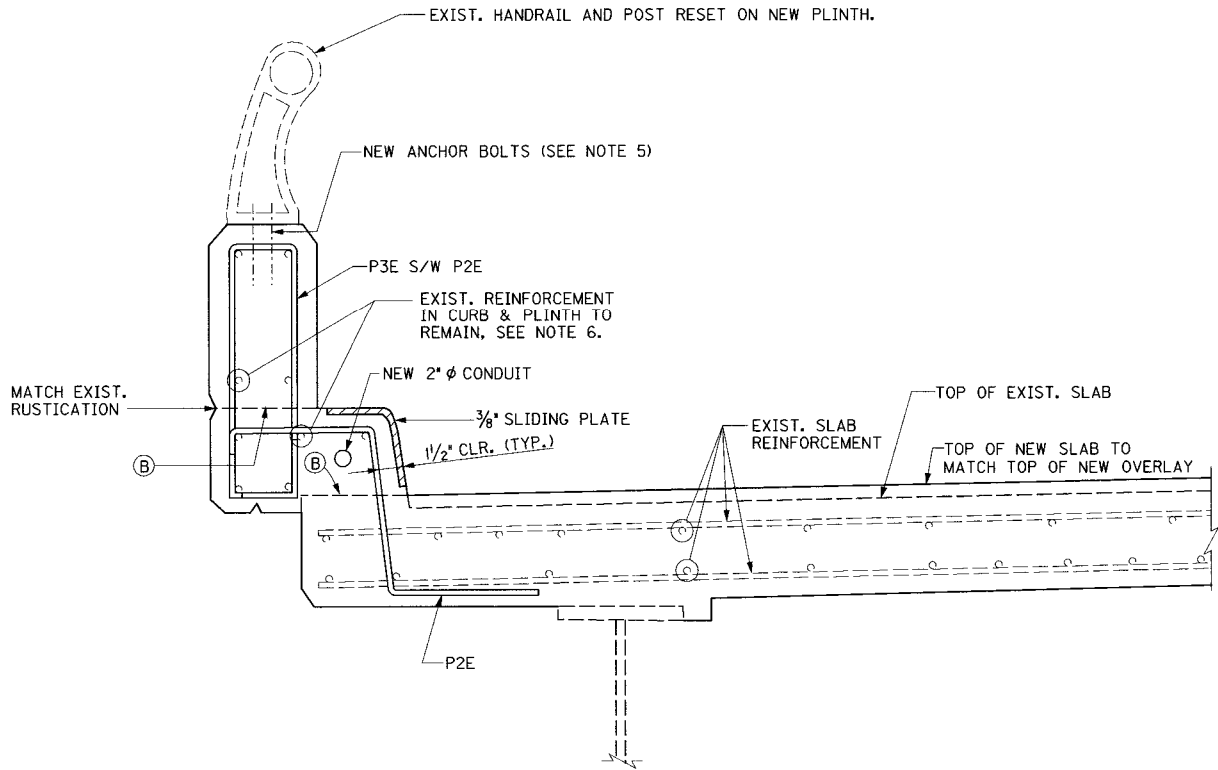
ITEM NUMBER
5-73.00

FILE NAME: ...\\fascia DET.dgn

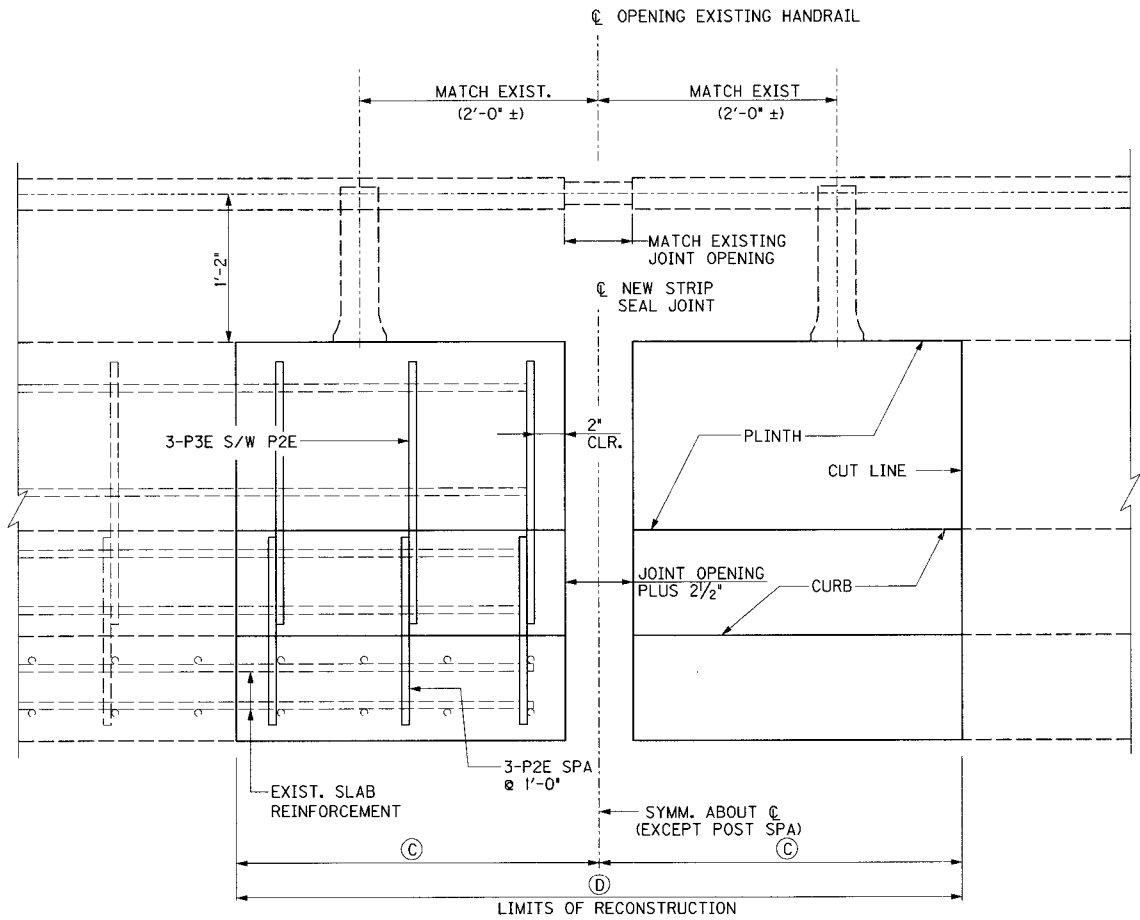
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION TYPICAL SECTION



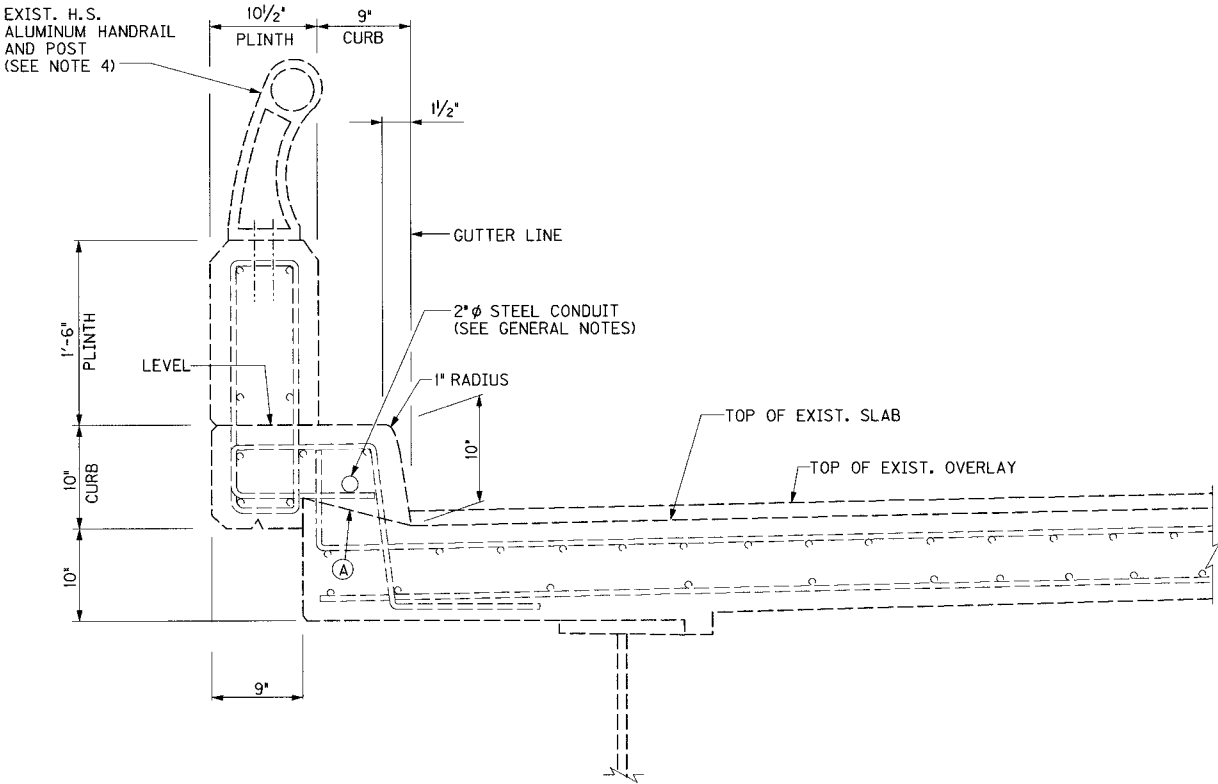
FASCIA RECONSTRUCTION ELEVATION

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.
(C) 2'-8 1/8" (PIER 2), 3'-0 1/2" (PIER 6), 2'-6 3/4" (PIER R2)
(D) 5'-4 1/4" (PIER 2), 6'-1" (PIER 6), 5'-1 1/2" (PIER R2)

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
- ALL LONGITUDINAL REINFORCEMENT IN CURB AND PLINTH SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.



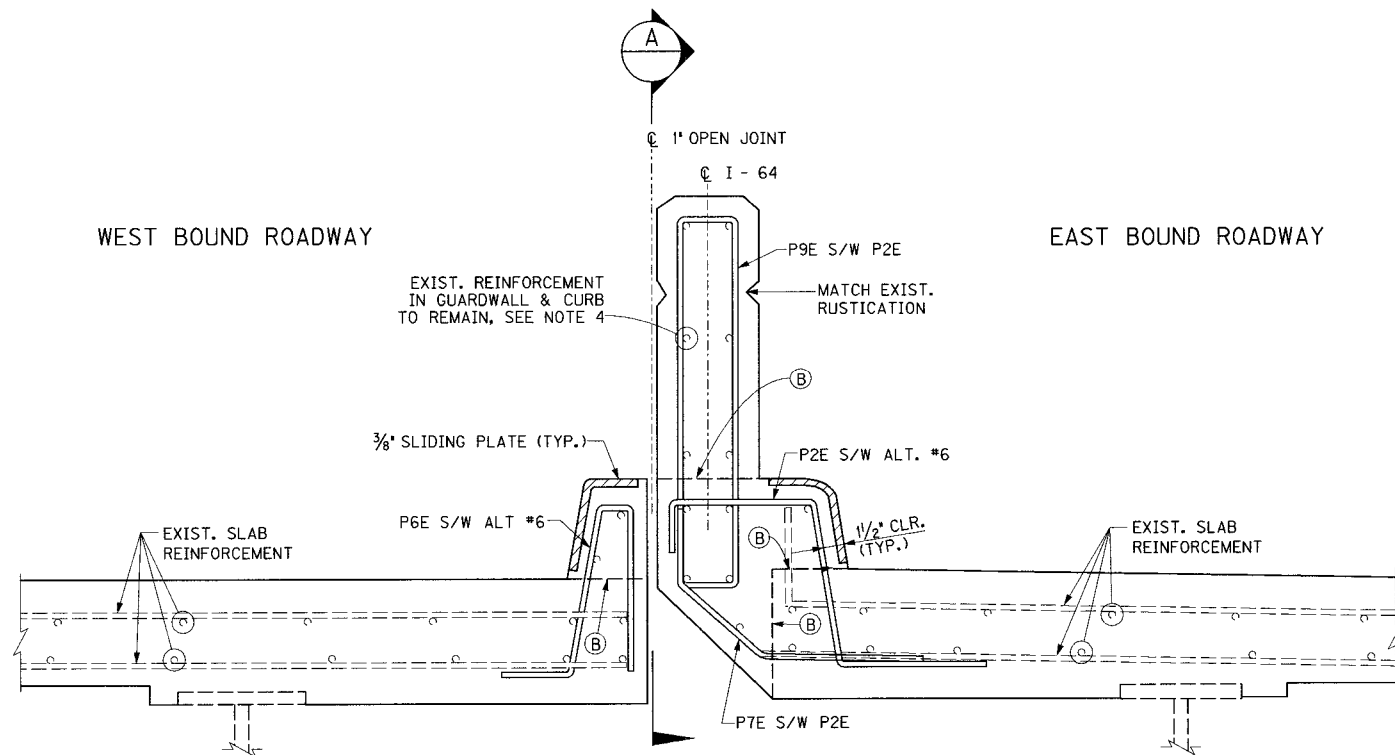
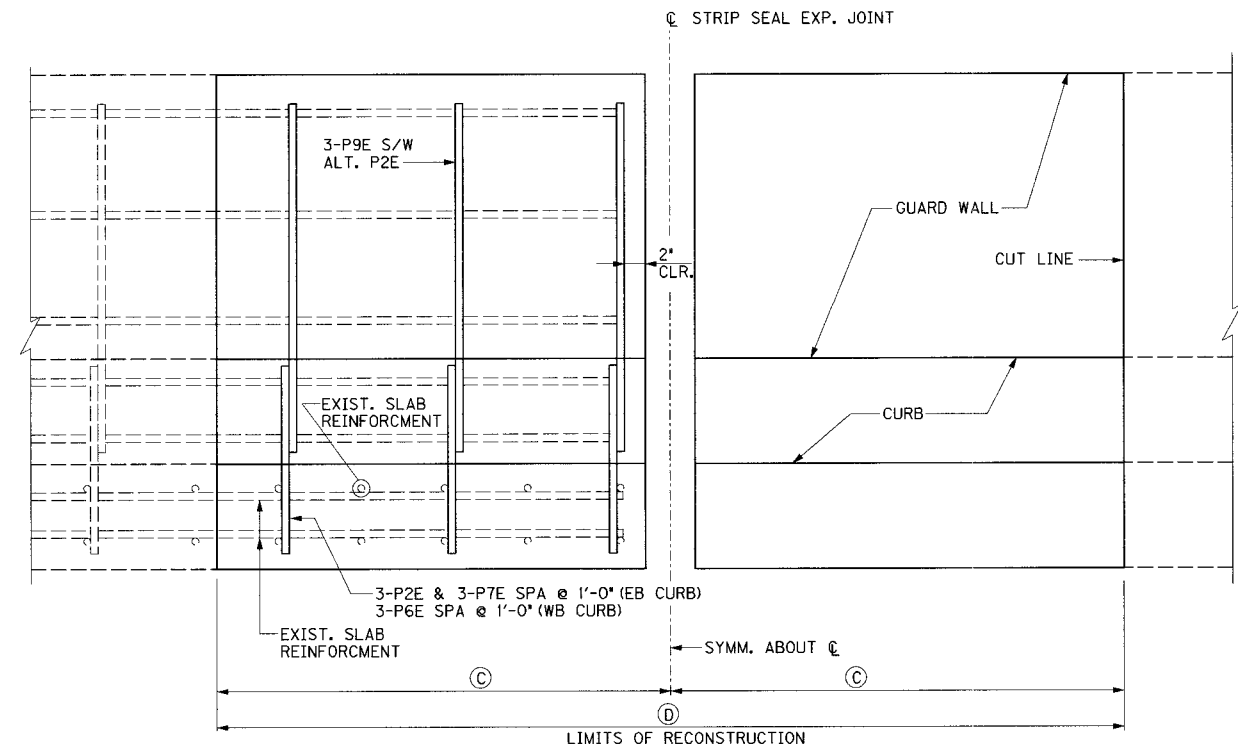
EXISTING FASCIA TYPICAL SECTION

PIERS 2, 6 & R2

ITEM NUMBER

5-73.00

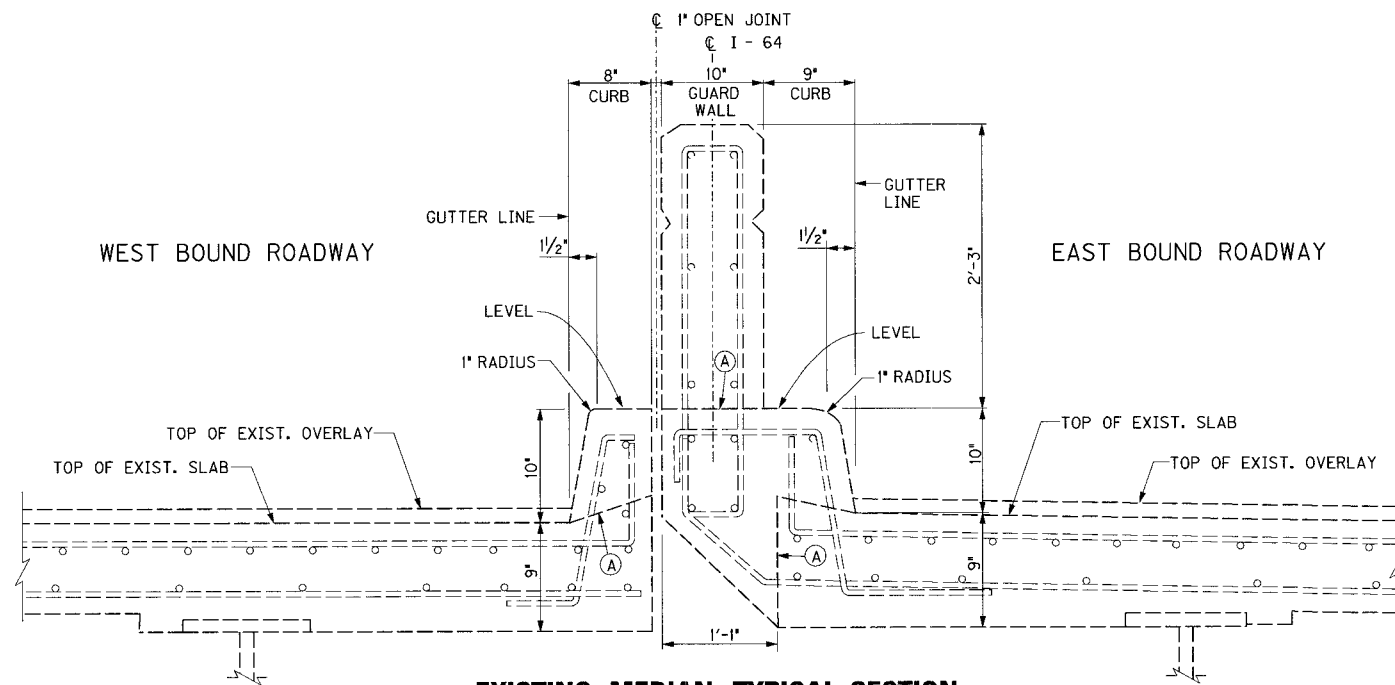
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS - PIERS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		C21
		DRAWING NO.
		26144

**MEDIAN RECONSTRUCTION TYPICAL SECTION****MEDIAN RECONSTRUCTION ELEVATION - VIEW A****LEGEND**

- (A) EXISTING CONSTR. JT.
 (B) OPTIONAL CONSTR. JT.
 (C) 2'-8 1/8" (PIER 2), 3'-0 1/2" (PIER 6), 2'-6 3/4" (PIER R2)
 (D) 5'-4 1/4" (PIER 2), 6'-1" (PIER 6), 5'-1 1/2" (PIER R2)

NOTES

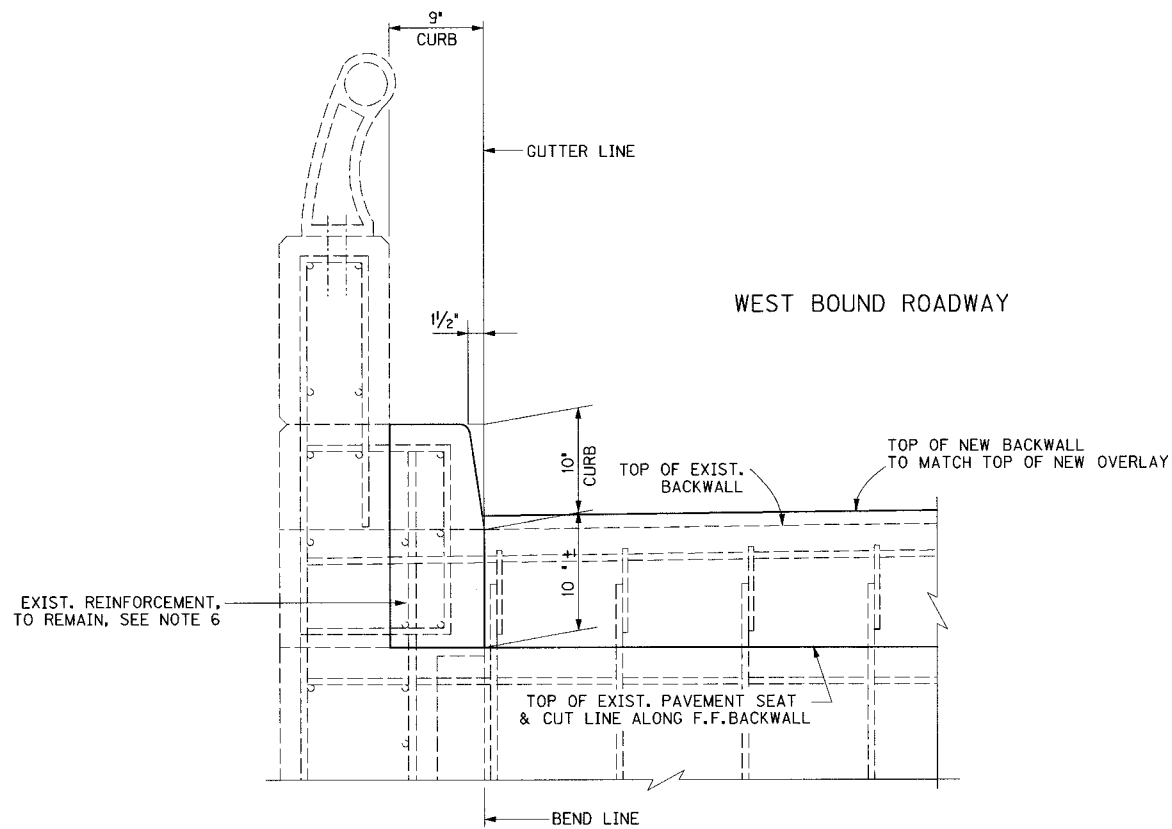
- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- ALL LONGITUDINAL REINFORCEMENT IN CURB AND GUARDWALL SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

**EXISTING MEDIAN TYPICAL SECTION****PIERS 2 & 6**

ITEM NUMBER

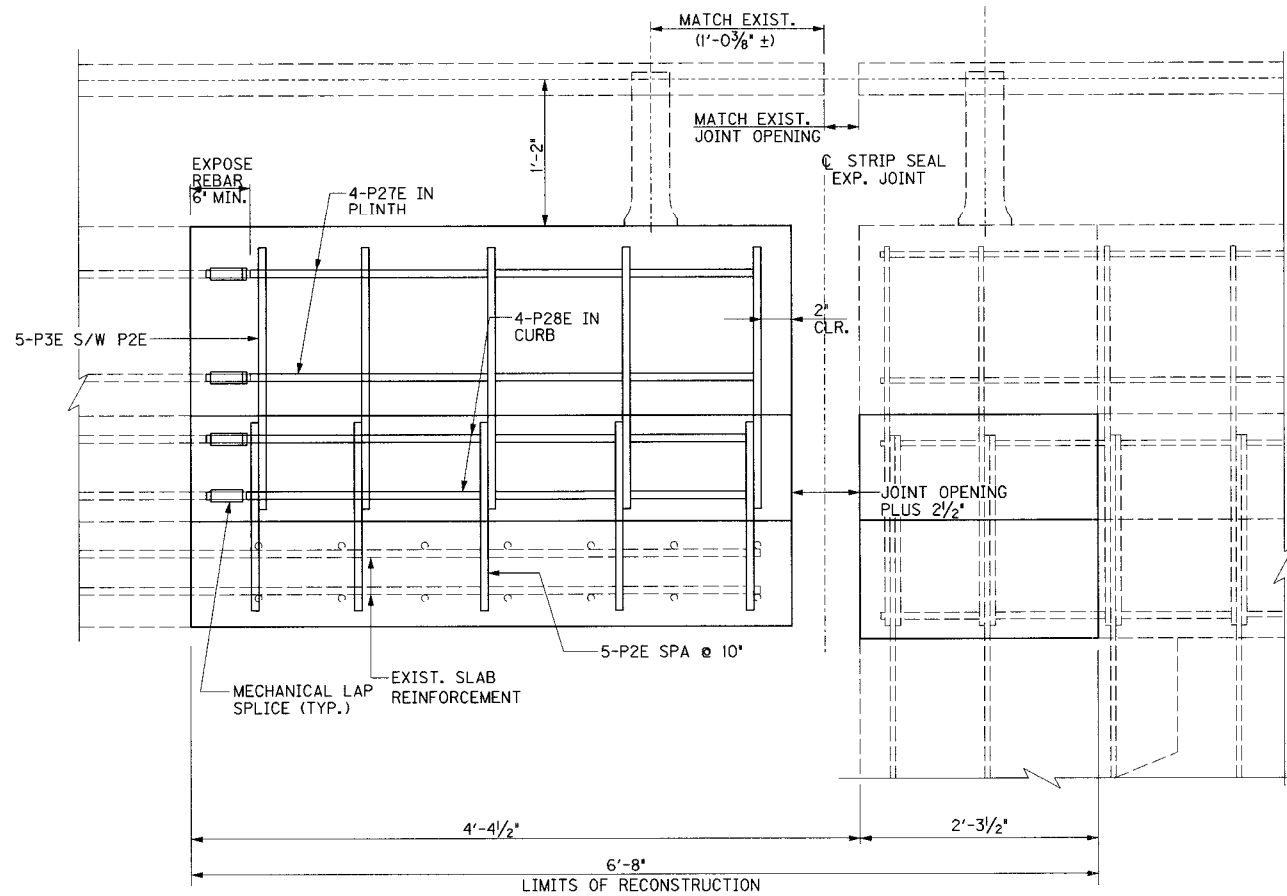
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
MEDIAN DETAILS - PIERS		
PREPARED BY PB PARSONS BRINCKERHOFF	SHEET NO. C22	
DRAWING NO. 26144		



FASCIA RECONSTRUCTION

LOOKING AT FRONT FACE OF BACKWALL @ EAST WINGWALL



FASCIA RECONSTRUCTION ELEVATION

LOOKING EAST @ TRAFFIC SIDE EAST WINGWALL

NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4\" x 9\" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

END BENT B

ITEM NUMBER

5-73.00

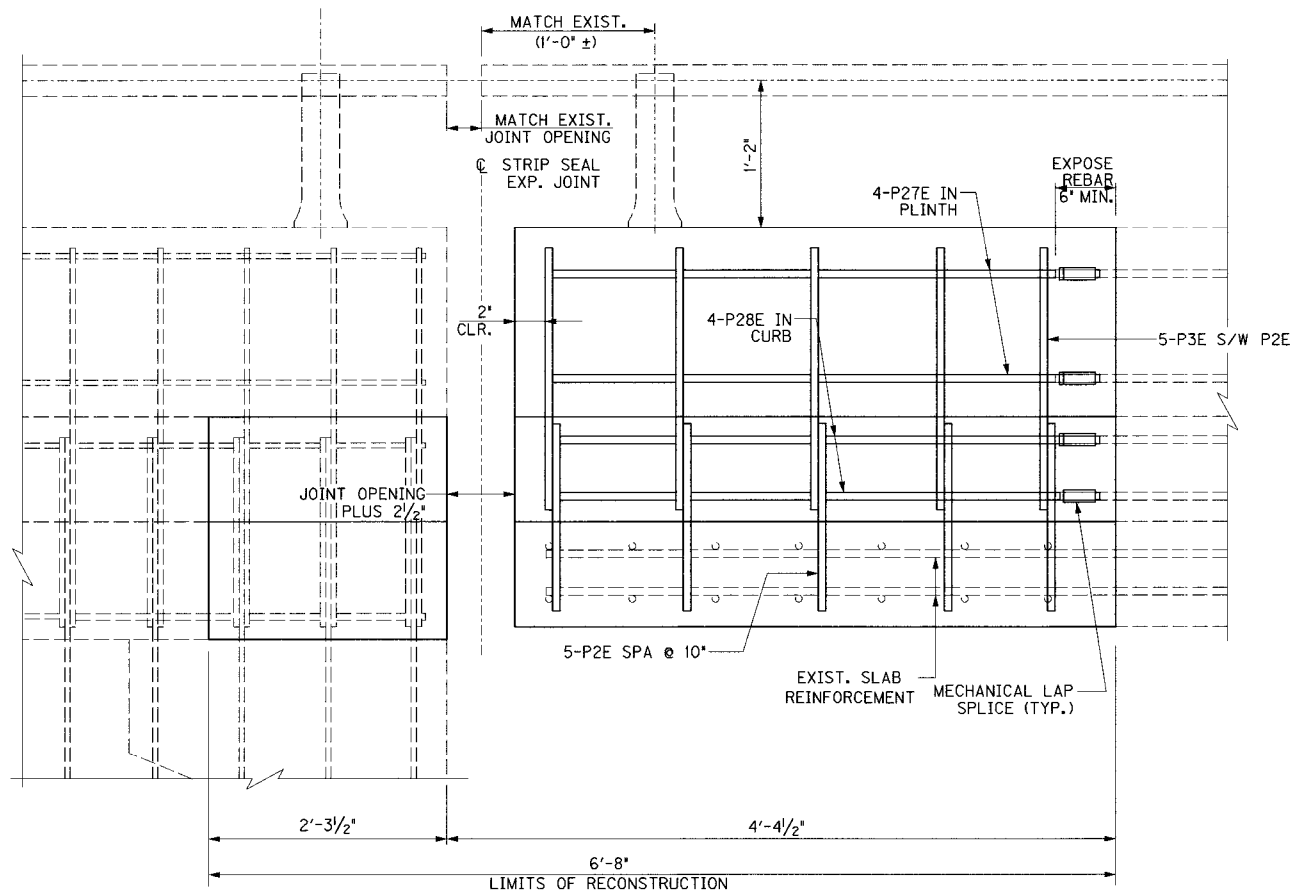
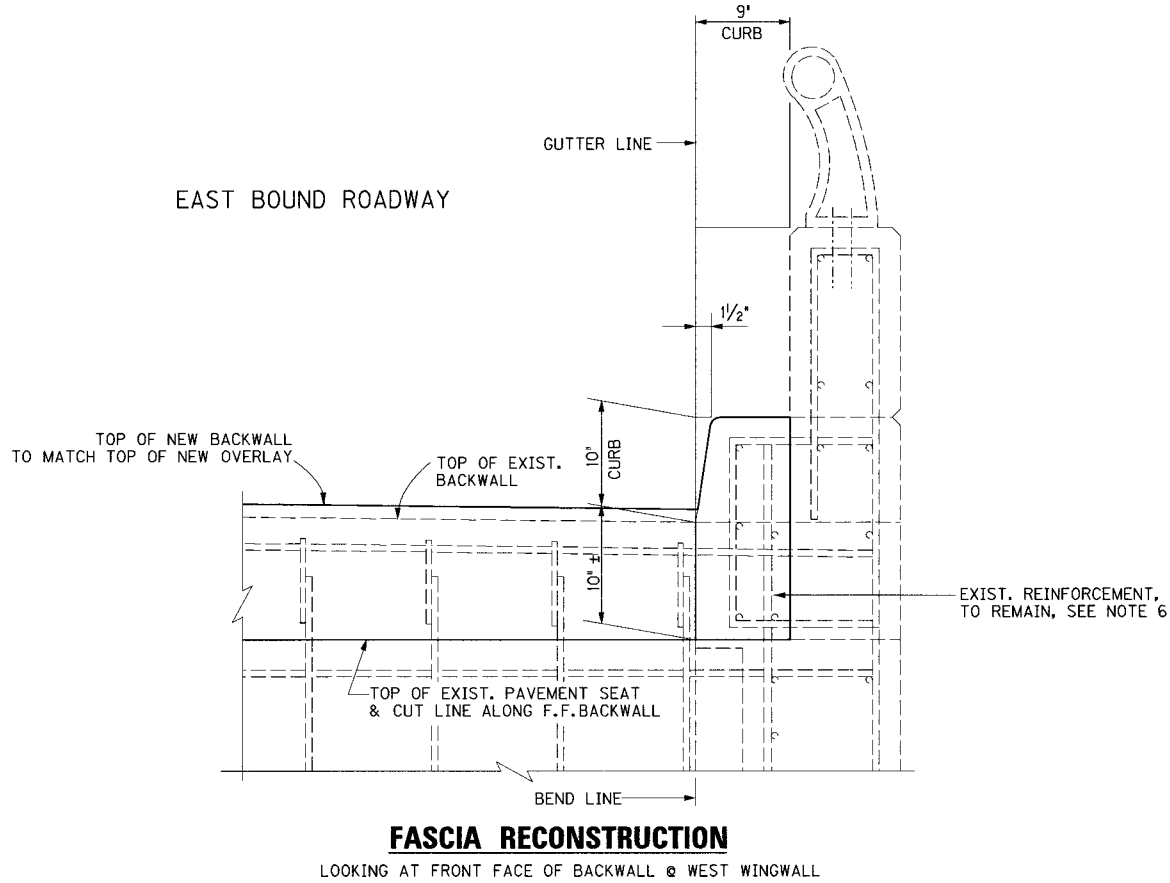
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C23 DRAWING NO. 26144

FILE NAME: ...\\fascia DET.dgn

USERNAME: CBS

DATE: 2/2/2007

SHEET LOCATION: LAY



NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

END BENT B

ITEM NUMBER

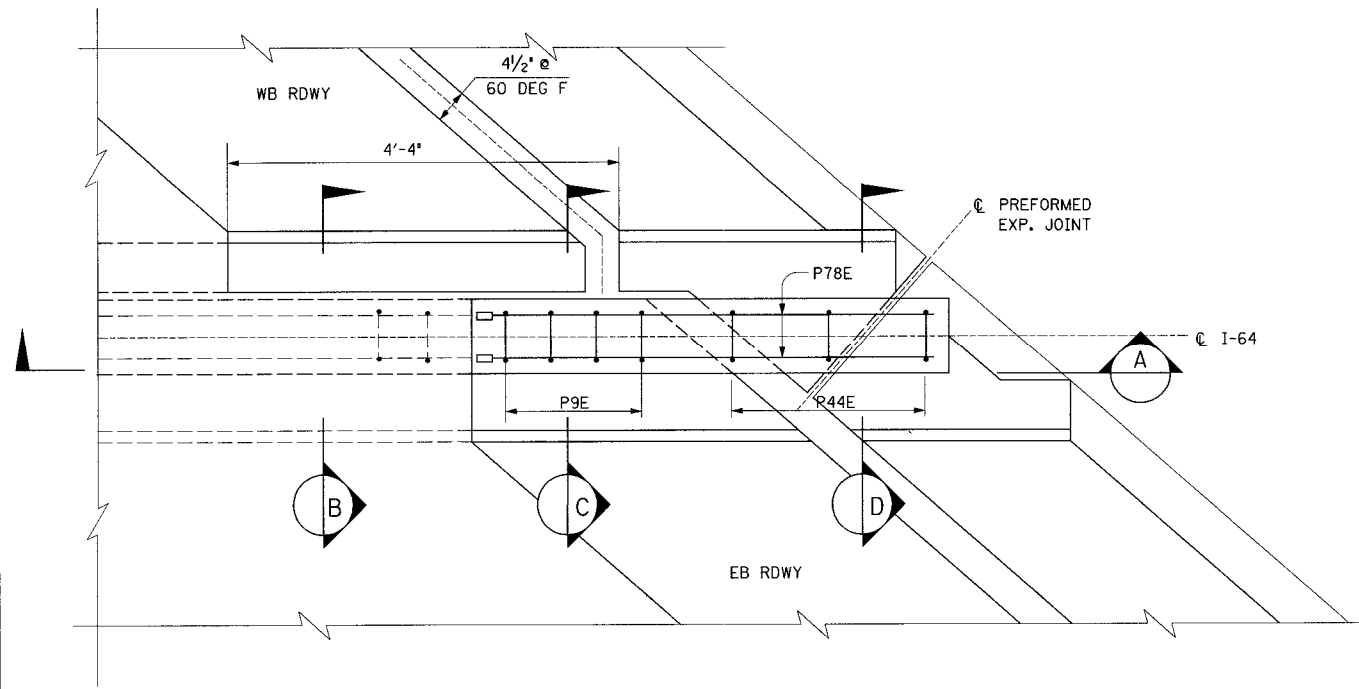
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C24 DRAWING NO. 26144

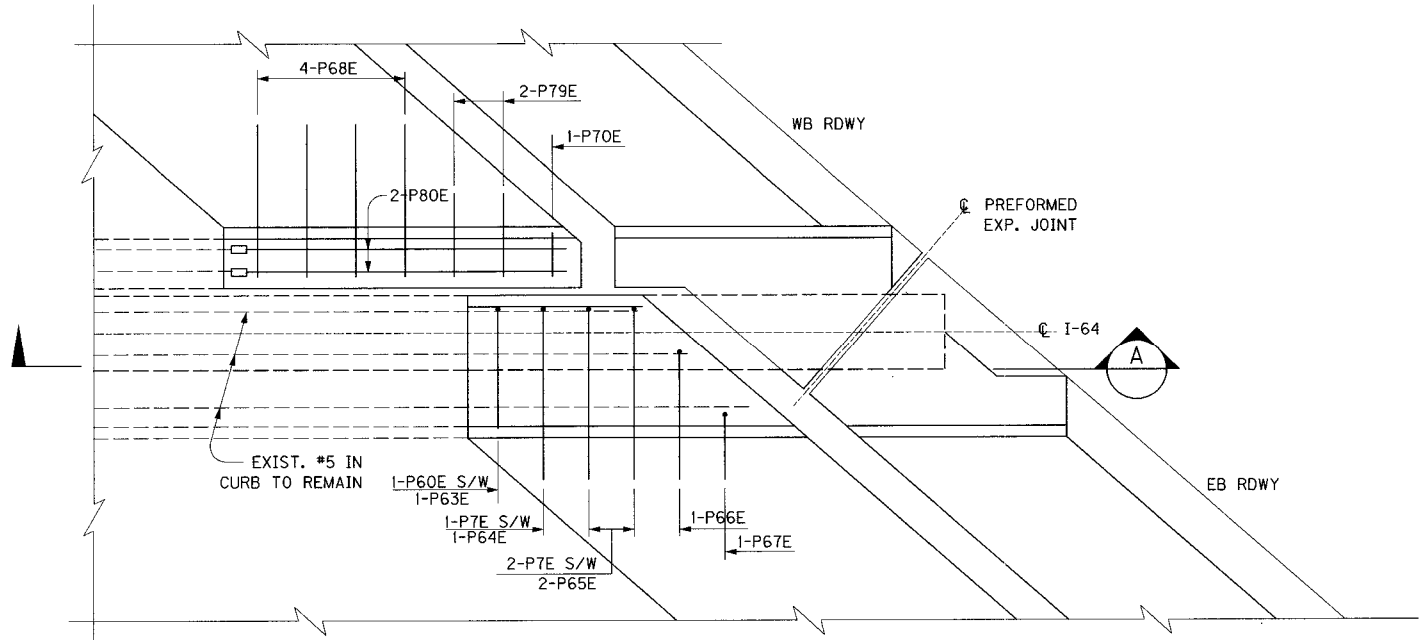
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DATE:

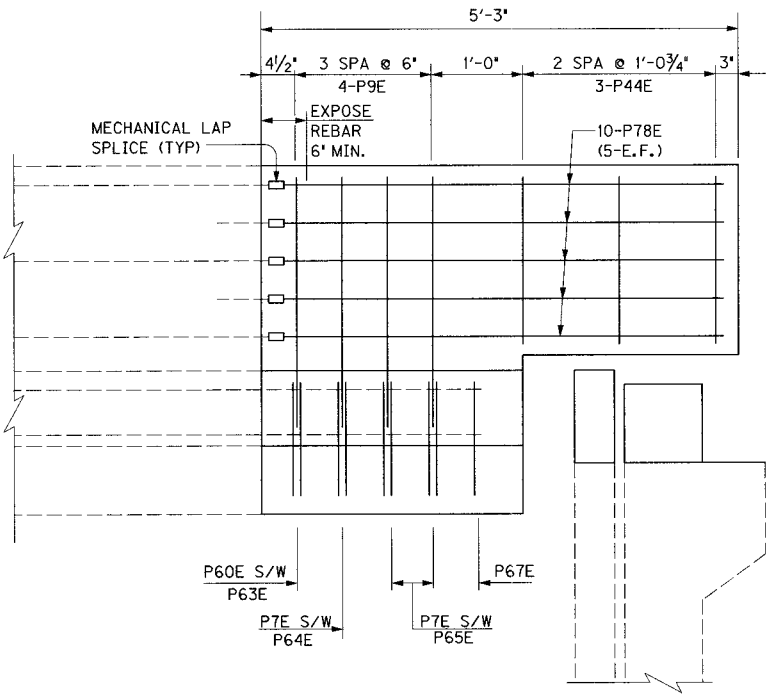
SHEET LOCATION: LAY



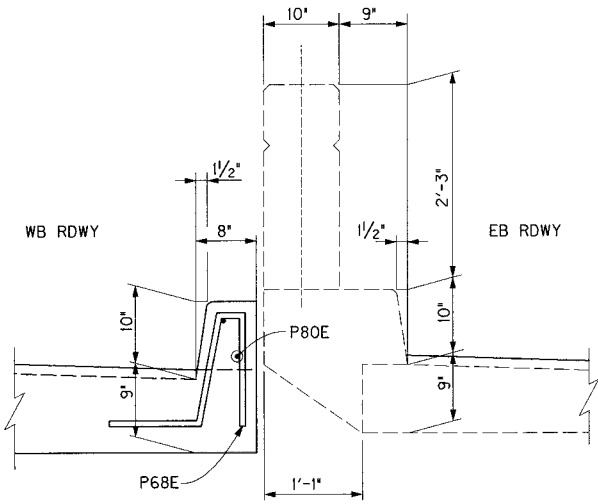
MEDIAN RECONSTRUCTION - PLAN
(GUARD WALL AT END OF SLAB)



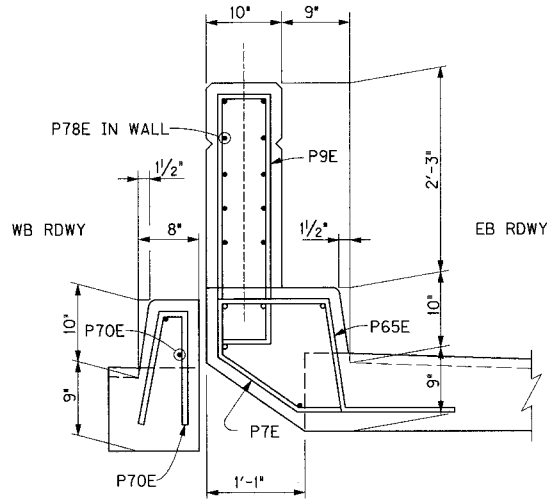
MEDIAN RECONSTRUCTION - PLAN
(CURBS AT END OF SLAB)



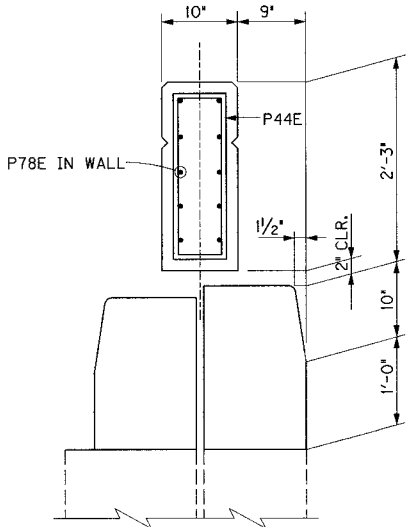
MEDIAN RECONSTRUCTION VIEW "A"



SECTION B



SECTION C



SECTION D

NOTES

1. ALL SLAB REINFORCEMENT AND LONGITUDINAL REINFORCEMENT IN WB CURB SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

END BENT B

ITEM NUMBER
5-73.00

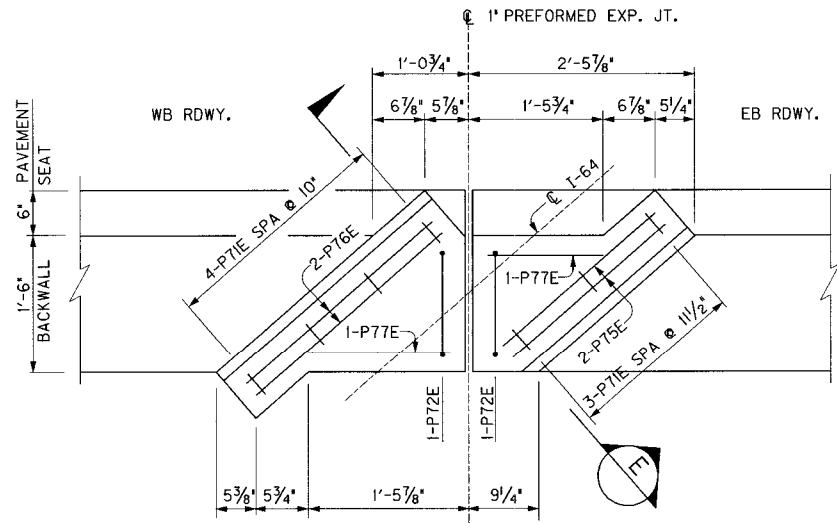
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY. & 22ND STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C25
		DRAWING NO.
		26144

FILE NAME: ...\\NWPKwy Median.dgn

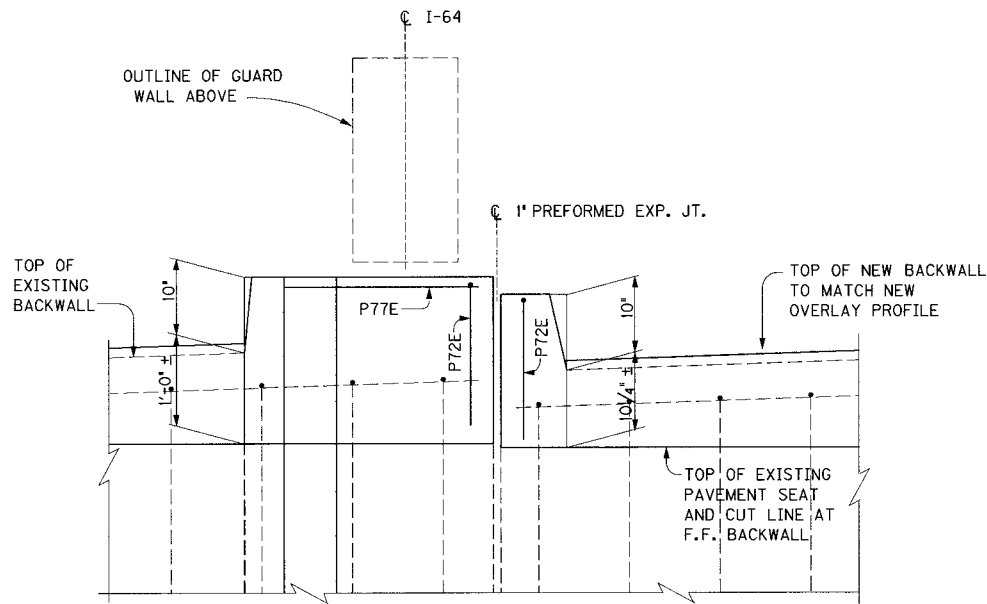
USERNAME: CBS

DATE: 1/31/2007

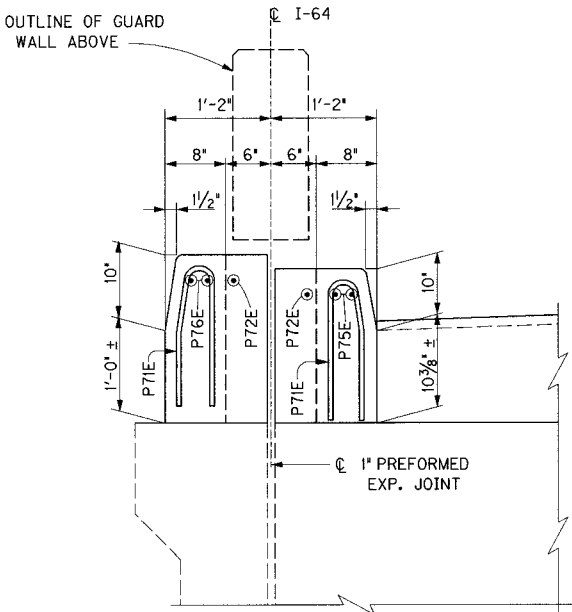
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION - PLAN
(CURBS AT BACKWALL)



MEDIAN RECONSTRUCTION - BACKWALL ELEVATION
(LOOKING EAST AT FRONT FACE)



SECTION E

NOTES

1. REINFORCEMENT IN BACKWALL ABOVE TOP OF PAVEMENT SEAT SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

END BENT B

ITEM NUMBER

5-73.00

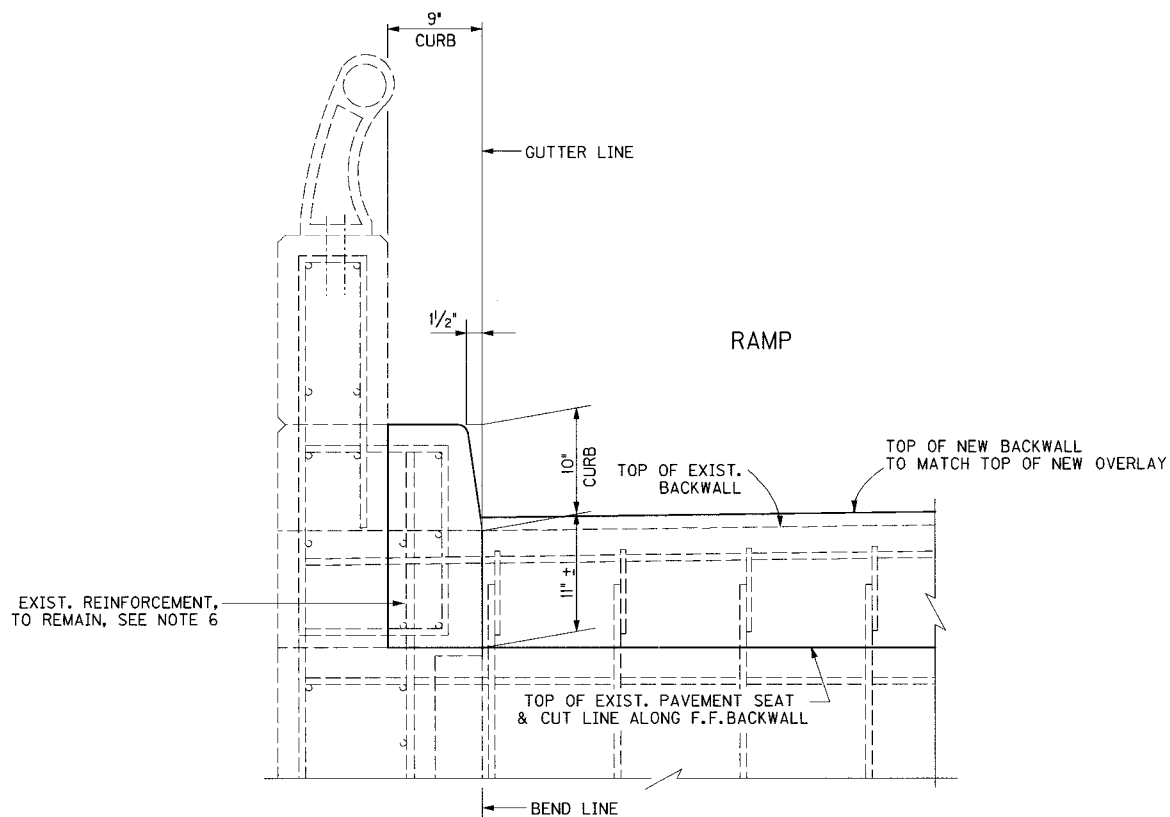
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY AT 22ND STREET	
MEDIAN DETAILS		
PREPARED BY PR PARSONS BRINCKERHOFF		SHEET NO. C26
		DRAWING NO. 26144

FILE NAME: ...\\fascia DET.dgn

USERNAME: CBS

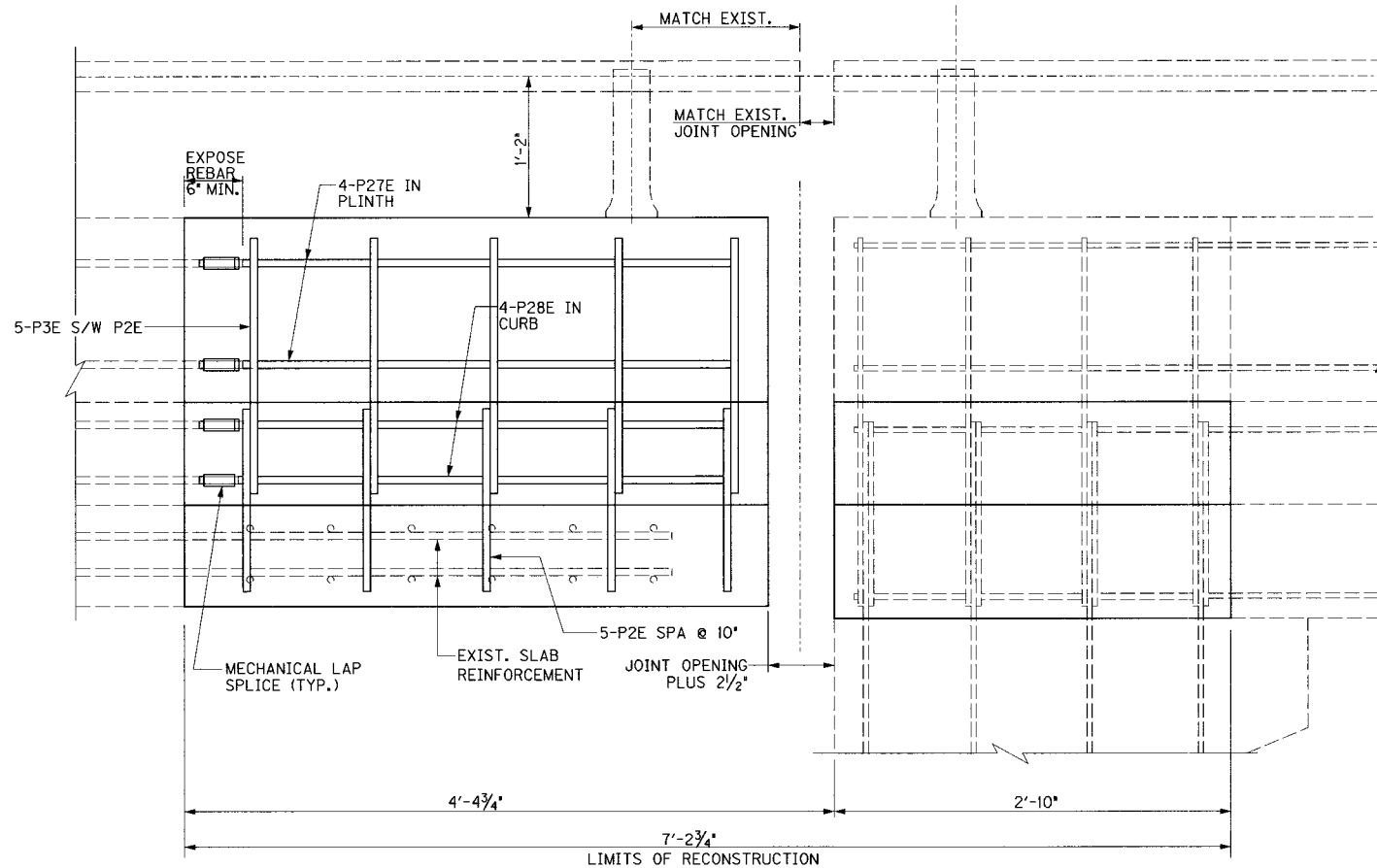
DATE: 1/31/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION

LOOKING AT FRONT FACE OF BACKWALL @ WEST FASCIA



FASCIA RECONSTRUCTION ELEVATION

LOOKING WEST @ TRAFFIC SIDE WEST WINGWALL

NOTES

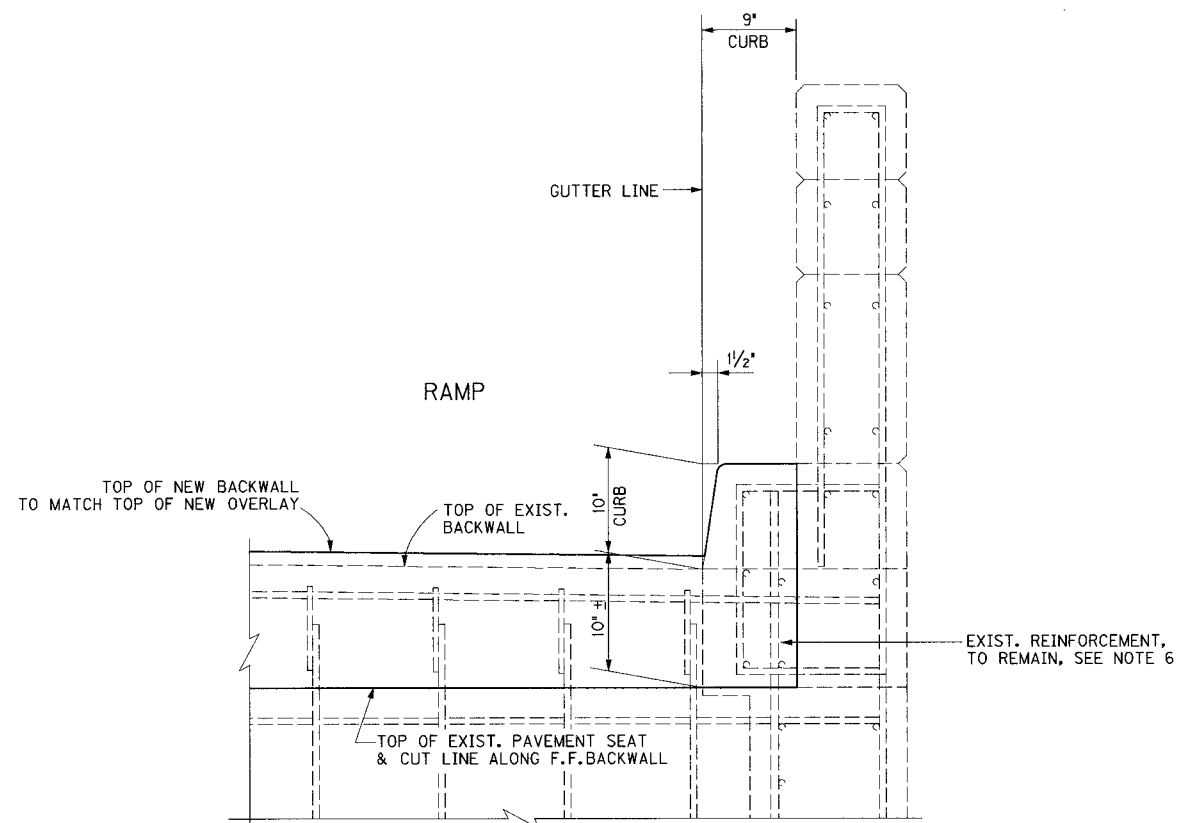
1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C27 DRAWING NO. 26144

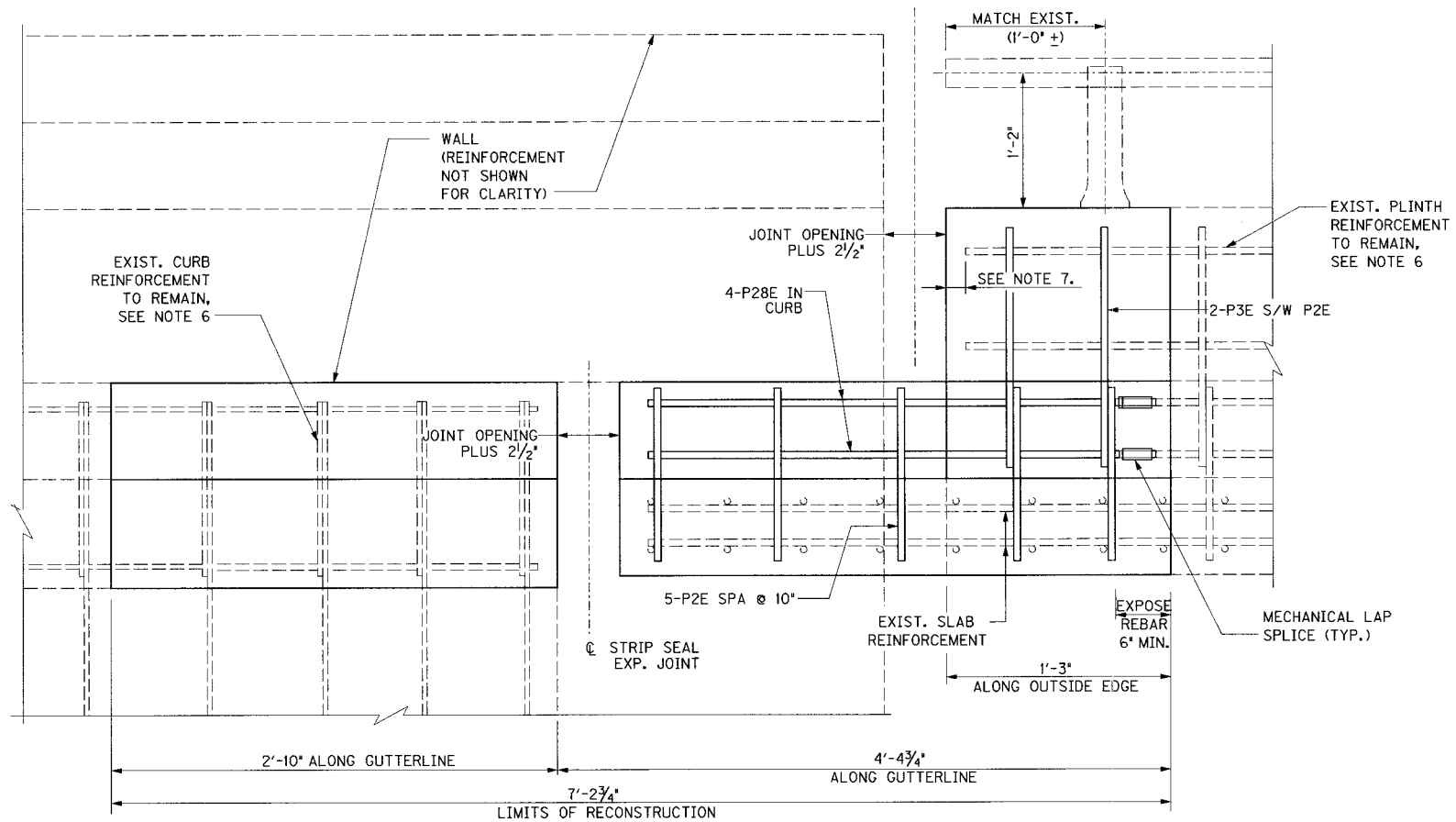
END BENT RA

ITEM NUMBER

5-73.00

**FASCIA RECONSTRUCTION**

LOOKING AT FRONT FACE OF BACKWALL @ EAST FASCIA

**FASCIA RECONSTRUCTION ELEVATION**

LOOKING EAST @ TRAFFIC SIDE EAST FASCIA

NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET C2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. ALL REINFORCEMENT IN END BENT SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
7. FIELD CUT EXISTING LONGITUDINAL BARS IN PLINTH AS NECESSARY TO PROVIDE 2' MIN. CLEAR.

END BENT RA

ITEM NUMBER

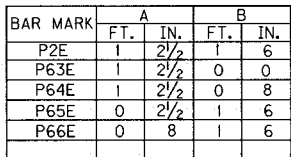
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C28 DRAWING NO. 26144

EPOXY COATED REINFORCING STEEL

ESTIMATE OF QUANTITIES

BJD ITEM	END BENT A		PIER 1		PIER 2		PIER 6		PIER 7		END BENT B		END BENT RA	PIER R1	PIER R2	END BENT RB	TOTAL
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB					
EXPANSION JOINT RECONSTRUCTION (LF)	82.8	69.2	73.7	61.1	72.7	59.9	82.8	67.6	82.8	67.6	82.8	67.6	45.3	45.3	30.8	24.0	1016.0
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:																	
CONCRETE, CLASS M (CY)	12	11	8	7	12	11	13	11	9	7	11	10	6	5	6	3	142
STEEL REINFORCEMENT (LBS)	130	260			110	160	110	160			160	270	160				1600
*4 MECHANICAL COUPLERS (EA)	4	4											4				12
*5 MECHANICAL COUPLERS (EA)	4	4											8				16
4" STRIP SEAL EXPANSION JOINT (LF)	82.8	69.2			72.7	59.9	82.8	67.6			82.8	67.6	45.3		30.8		661.5
1/2" PREFORMED COMPRESSION SEAL (LF)			73.7	61.1					82.8	67.6				45.3		24.0	354.5
ARMORED EDGE AT BACKWALL (LF)	82.8	69.2									82.8	67.6	45.3			24.0	371.7



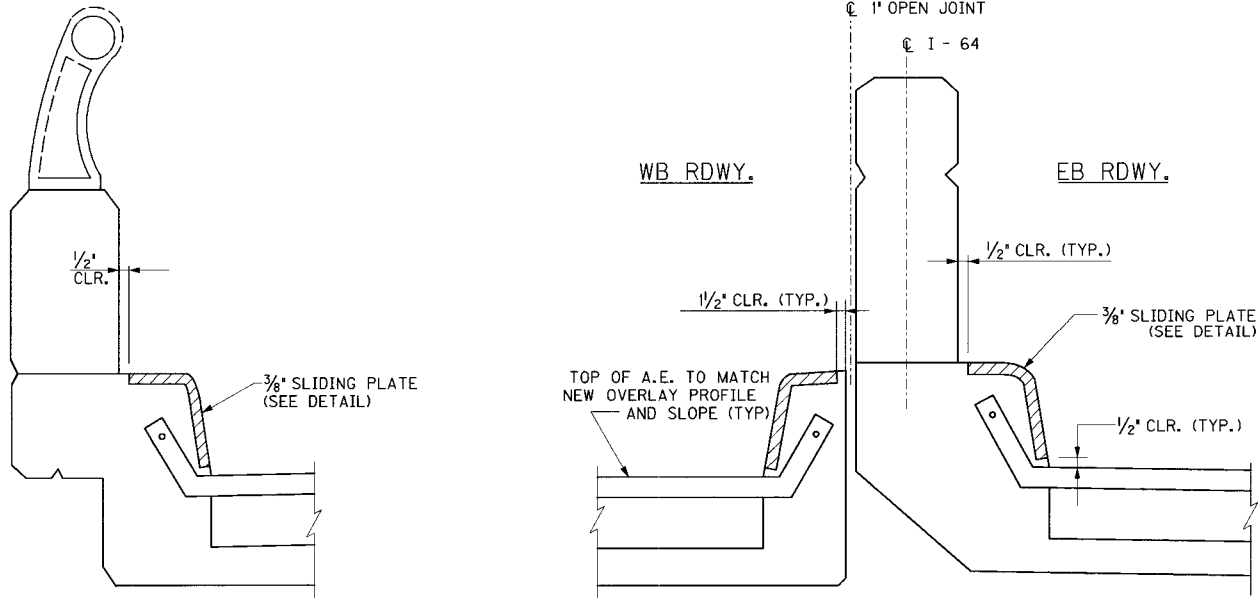
REVISION		DATE	
DATE: 1/21/2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING NORTHWESTERN PKWY & 22ND PKWY	
BILL OF REINFORCEMENT			
 PARSONS BRINCKERHOFF		PREPARED BY SHEET NO. C29 DRAWING NO. 26144	

FILE NAME: ...\\fascia DET.dgn

USERNAME: CBS

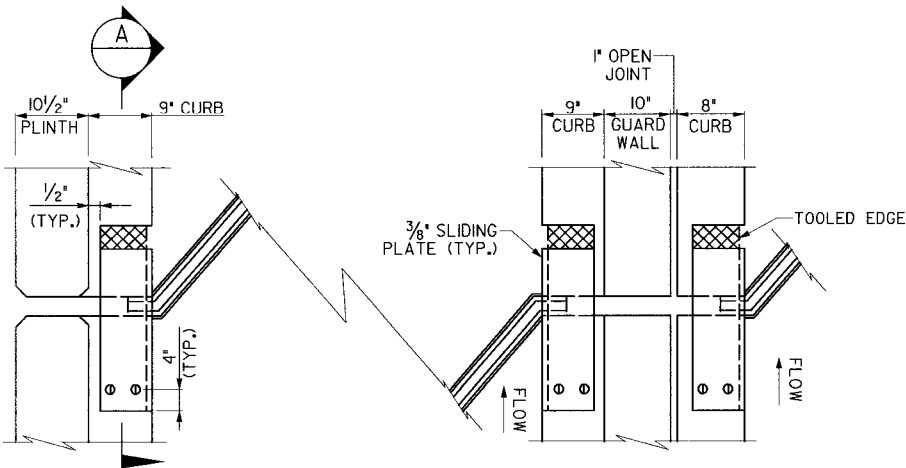
DATE: 1/30/2007

SHEET LOCATION: LAY



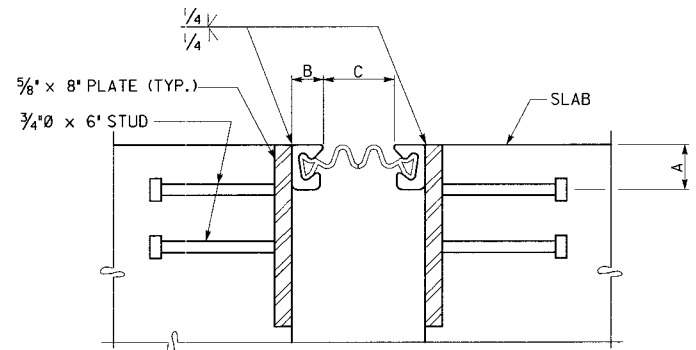
FASCIA RECONSTRUCTION TYPICAL SECTION

MEDIAN RECONSTRUCTION TYPICAL SECTION

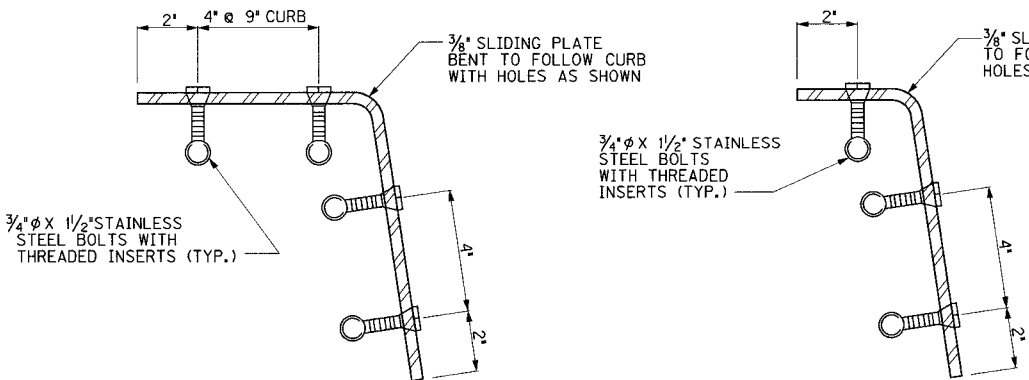


CURB PLAN

CURB DETAIL

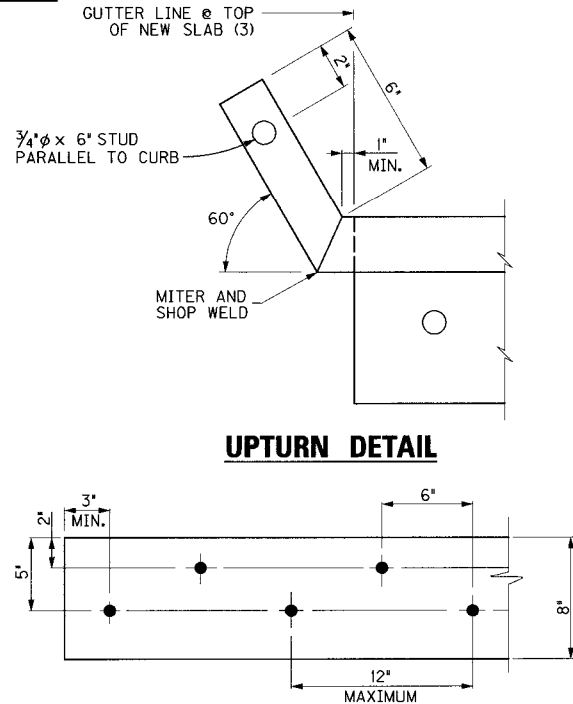


SECTION THRU JOINT



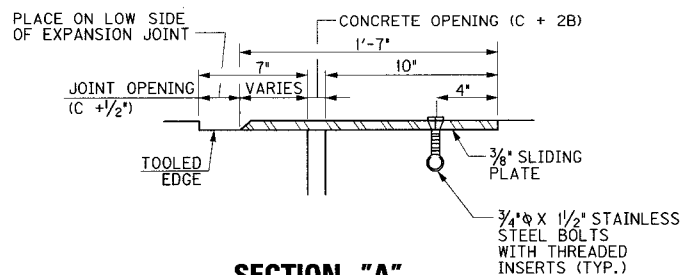
SLIDING PLATE DETAIL

SLIDING PLATE DETAIL



UPTURN DETAIL

STUD PATTERN



SECTION "A"

(TYP. FOR 8" AND 9" CURB)

JOINT SETTING

PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (1)
		MIN	60 DEG F	MAX		
2-WB	4"	1 1/4	2	3 1/8	1/8"	72'-7 3/4"
2-EB	4"	1 1/4	2	3 1/8	1/8"	59'-10 3/4"
6-WB	4"	1 1/4	2	3 1/8	1/8"	82'-9 1/8"
6-EB	4"	1 1/4	2	3 1/8	1/8"	67'-6 7/8"
R2	4"	1 1/4	2	3 1/8	1/8"	30'-9"

END BENT	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (2)
		MIN	60 DEG F	MAX		
A - WB	4"	1 5/8	2	2 3/8	1/16"	82'-8 5/8"
A - EB	4"	1 5/8	2	2 3/8	1/16"	69'-1 1/8"
B - WB	4"	1 5/8	2	2 3/8	1/16"	82'-9 1/8"
B - EB	4"	1 5/8	2	2 3/8	1/16"	67'-6 7/8"
RA	4"	1 5/8	2	2 3/8	1/16"	45'-3 1/2"

- (1) CUTTER LINE-TO-GUTTER LINE ALONG C/L JOINT AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (2) GUTTER LINE-TO-GUTTER LINE ALONG FRONT FACE BACKWALL AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (3) FABRICATE THE STRIP SEAL TO ACCOMMODATE THE DISTANCE GUTTER LINE-TO-GUTTER LINE ALONG THE TOP OF THE NEW CONCRETE SLAB.

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.

- AA TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- BB TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- CC ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- DD NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- EE TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB

ALTERNATE NEOPRENE EXPANSION DAMS

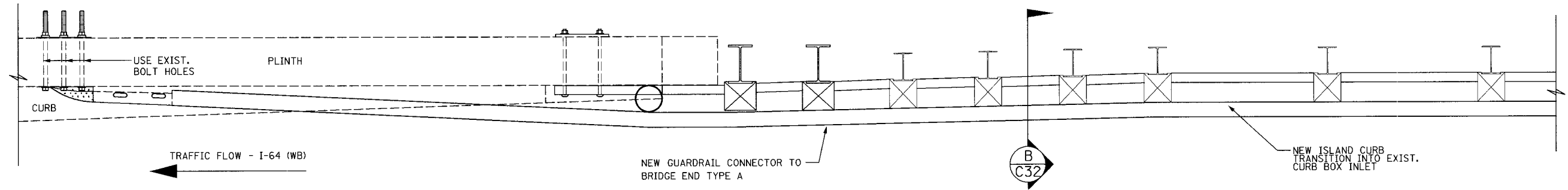
MODEL	SUPPLIER	A	B
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"

ITEM NUMBER

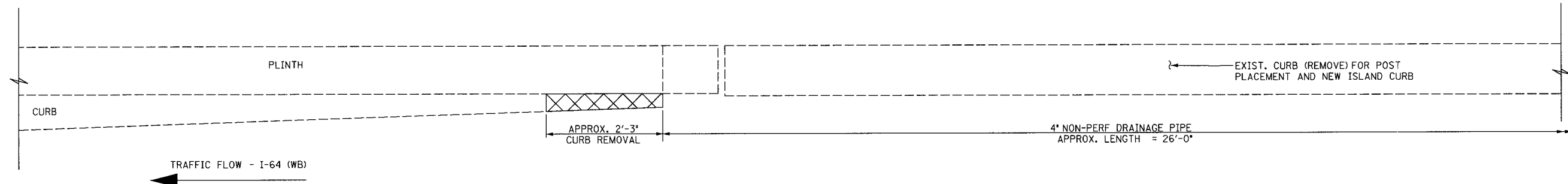
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
STRIP SEAL EXP. JT. DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. C30 DRAWING NO. 26144

FILE NAME: ... \Guardrail End Conn - 22nd Street (WB).dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: LAY

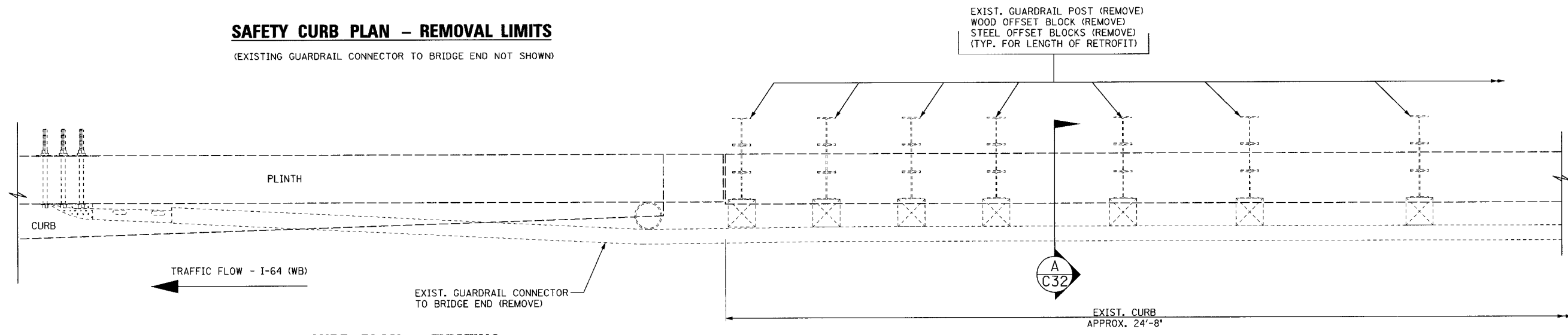


SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - REMOVAL LIMITS

(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



SAFETY CURB PLAN - EXISTING

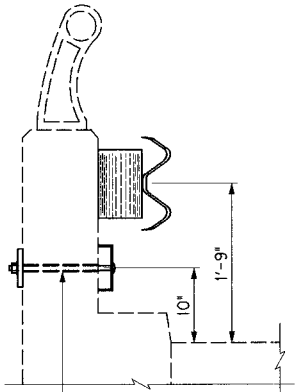
NOTES:

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

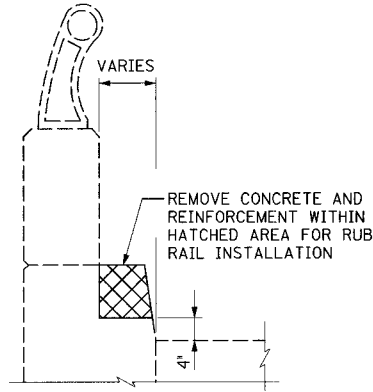
TYPE A

ITEM NUMBER	5-73.00
DATE	JAN 2007
DESIGNED BY:	MJB
PREPARED BY:	PB PARSONS BRINCKERHOFF
SHEET NO.	C31
DRAWING NO.	26144

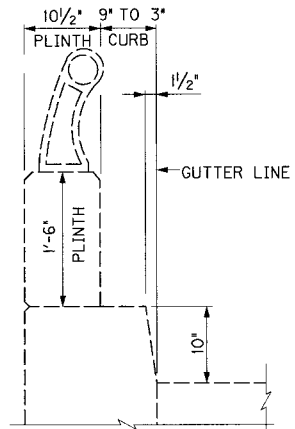
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		MJB
DETAILED BY:		MJB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY & 22ND STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY: PB PARSONS BRINCKERHOFF		SHEET NO. C31
DRAWING NO. 26144		



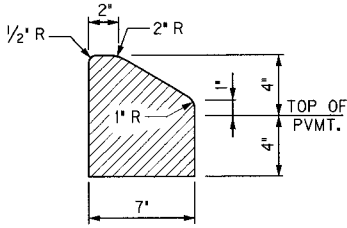
PROPOSED SECTION



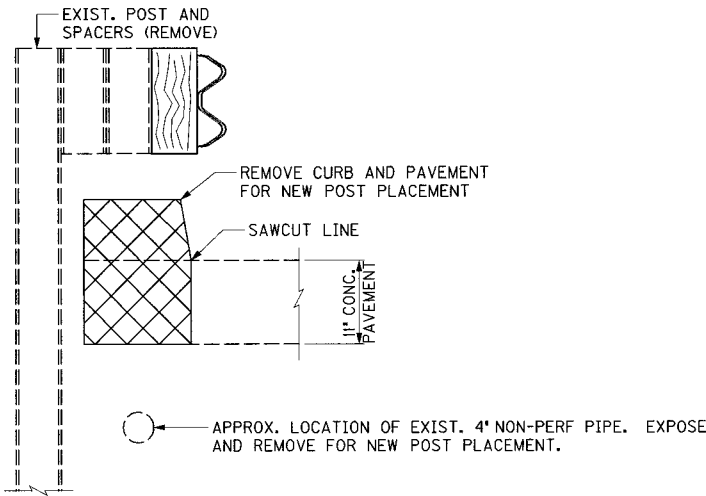
REMOVAL LIMITS



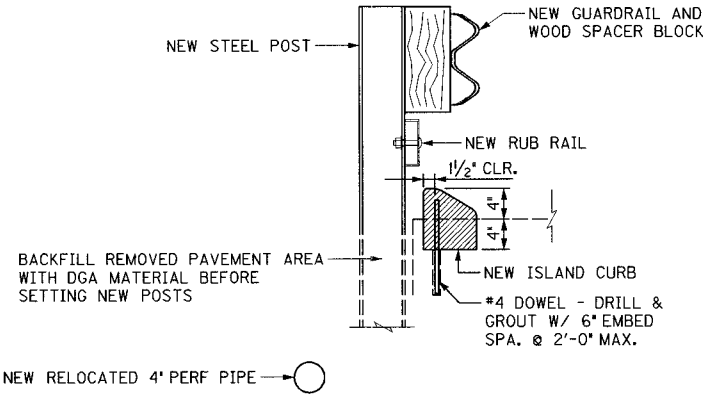
EXISTING SECTION



NEW ISLAND CURB



EXISTING - SECTION A



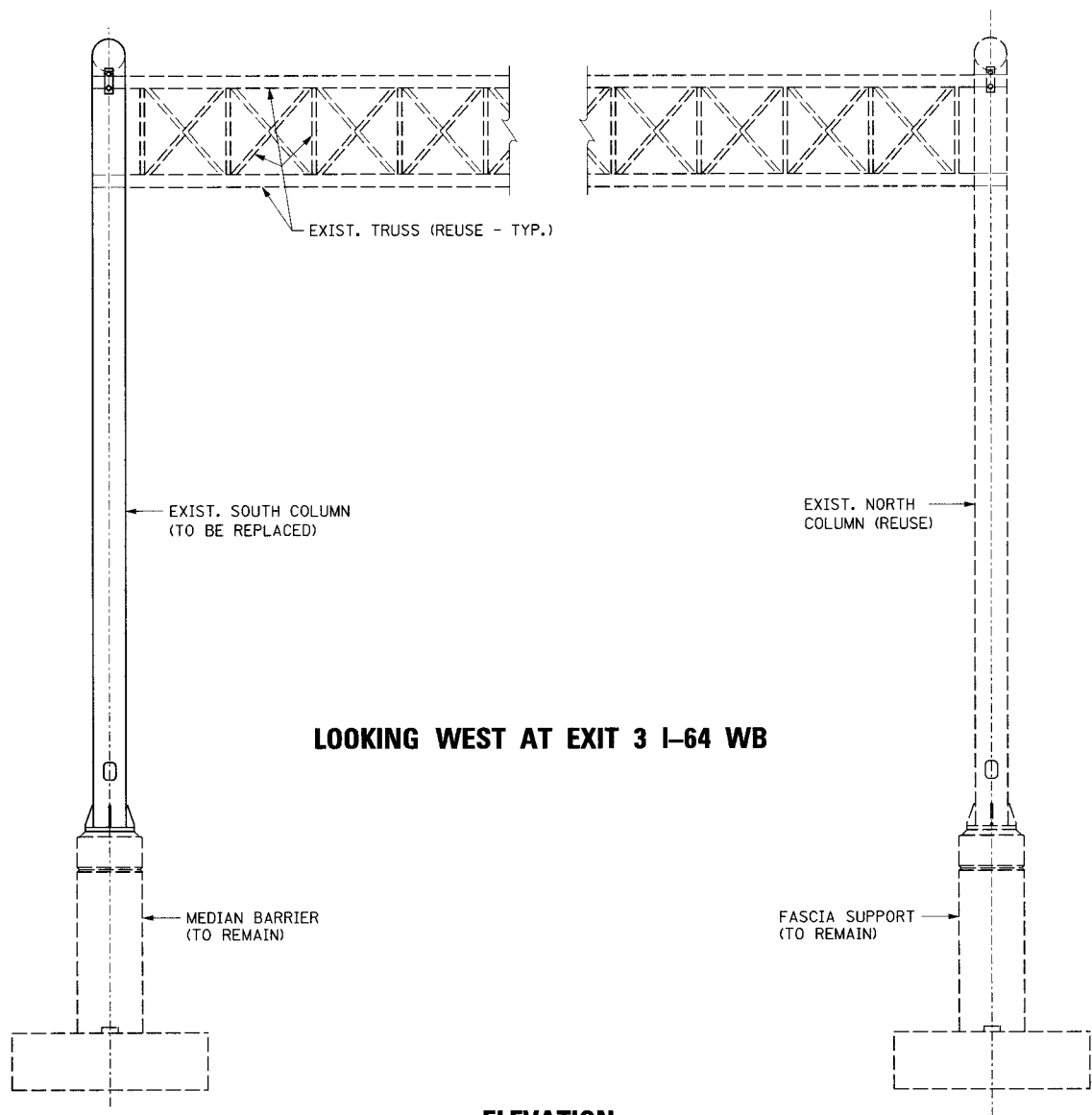
PROPOSED - SECTION B

- NOTES:
1. EXPOSE AND REMOVE 4" NON-PERF DRAINAGE PIPE BETWEEN LIMITS OF WING WALL END TO CURB BOX INLET. SPLICE NEW RELOCATED NON-PERF PIPE SECTION TO THE EXISTING PIPE NETWORK WITH COUPLERS.
 2. CONTRACTOR SHALL TEST NEW PIPE SECTION FOR POSITIVE DRAINAGE FLOW TO CURB BOX INLET BEFORE BACKFILLING.

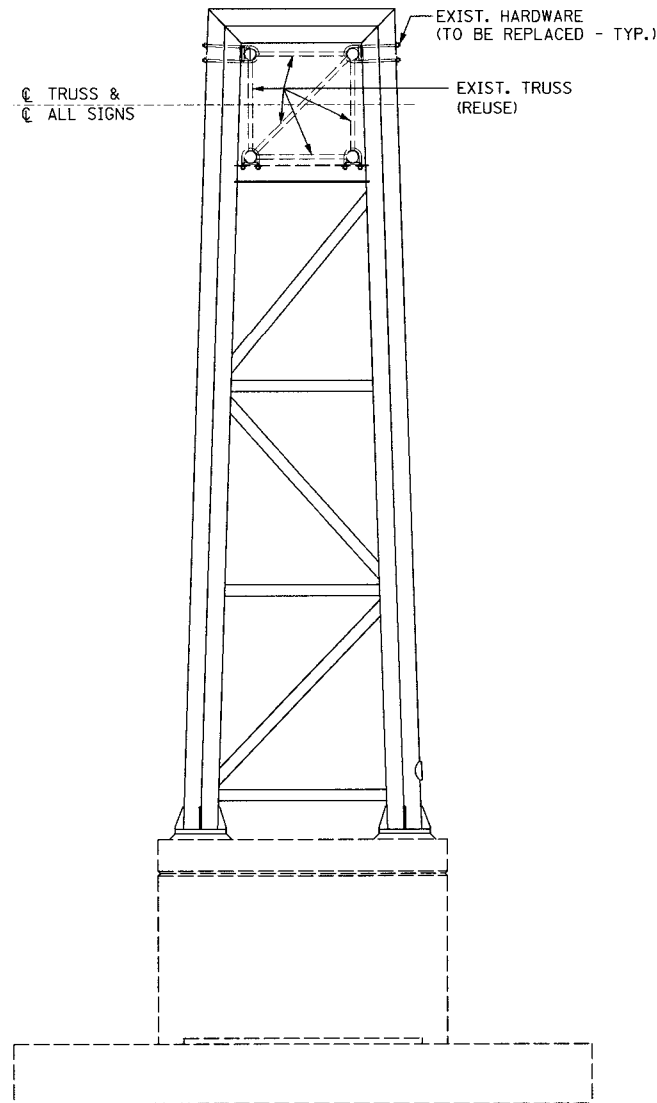
TYPE A

ITEM NUMBER
5-73.00

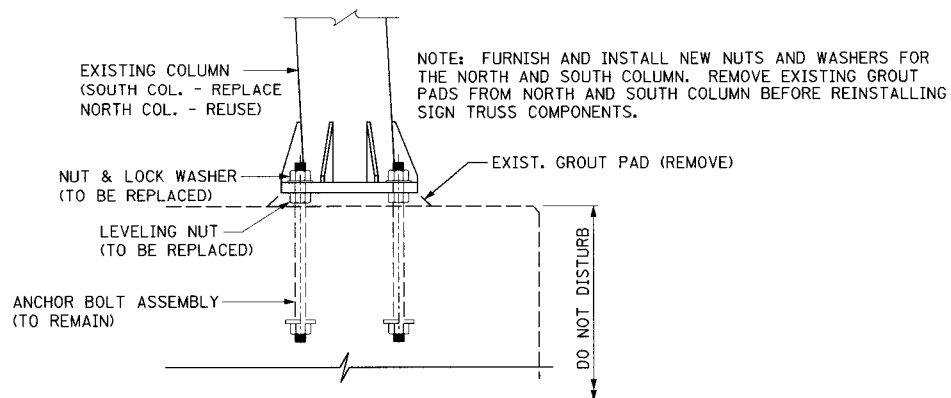
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		C32
		DRAWING NO.
		26144



LOOKING WEST AT EXIT 3 I-64 WB

ELEVATION**END VIEW****GENERAL NOTES**

1. DESCRIPTION OF WORK: TO FURNISH, FABRICATE AND ERECT IN PLACE ALL NECESSARY MATERIALS TO REPAIR THE SIGN TRUSS AS DESCRIBED ON THIS SHEET. (A) AT LOCATION NOTED IN THE NORTHWESTERN PKWY AND 22ND STREET LAYOUT SHEETS, REMOVE EXISTING SIGN STRUCTURE 147 AT EXIT 3 WB TO ALLOW REPLACEMENT OF THE SOUTHERN SIGN TRUSS COLUMN. STORE SIGN STRUCTURE IN SUCH A MANNER TO PREVENT ANY DAMAGE. (B) MATCH EXISTING GALVANIZED STEEL SOUTH COLUMN. (C) SIGN STRUCTURE SHALL BE PLACED BACK ON THE EXISTING SUPPORTS.
2. ALL ELEMENTS SHOWN ARE EXISTING UNLESS NOTED OTHERWISE.
3. DIMENSIONS SHOWN ARE FROM THE ORIGINAL PLANS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATION OF NEW GALVANIZED STEEL COLUMN AND CONSTRUCTION OF REPAIRS.
4. PROVIDE $\frac{3}{4}$ " CHAMFER AT ALL EXPOSED EDGES OF CONCRETE.
5. ORIGINAL NOTES SHOWN ARE FROM THE STANDARD DRAWING USED TO CONSTRUCT THE EXISING SIGN TRUSS. THE NEW GALVANIZED STEEL COLUMN SHALL MEET OR EXCEED THE ORIGINAL SPECIFICATIONS.
6. SEE THE NEXT SHEET FOR APPLICABLE STEEL DETAILS.
5. THE LUMP SUM BID FOR THIS WORK SHALL BE FULL COMPENSATION FOR ALL MATERIALS, HARDWARE, EQUIPMENT, ACCESS, LABOR AND INCIDENTALS TO COMPLETE THE WORK.

**EXIST. BASE PLATE DETAIL****ORIGINAL NOTES**

SPECIFICATIONS:
THE KENTUCKY TRANSPORTATION CABINET STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION, SHALL APPLY TO THIS PROJECT.

DESIGN:
DESIGNED FOR A SIGN AREA OF 600 SQ. FT. IN ACCORDANCE WITH "SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS" PUBLISHED BY AASHTO, 1968 WITH THE WIND REDUCED TO 80 MPH IN ACCORDANCE WITH IM 40-1-69 OF THE FEDERAL HIGHWAY ADMINISTRATION.

SHOP DRAWINGS:
THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS TO THE DIVISION OF CONSTRUCTION FOR REVIEW PRIOR TO FABRICATION IN ACCORDANCE WITH THE SPECIFICATIONS.

FABRICATION:
THE SIGN SUPPORT SHALL BE FABRICATED IN ACCORDANCE WITH THE SPECIFICATIONS. ALL METAL COMPONENTS OF THE SUPPORT EXCEPT THE STAINLESS STEEL HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER ALL FABRICATION HAS BEEN COMPLETED. THE GALVANIZED MATERIAL SHALL BE LOADED, HAULED, AND HANDLED IN SUCH A MANNER THAT THE GALVANIZING WILL NOT BE DAMAGED. ALL ABRADED AND DAMAGED SURFACES SHALL BE REGALVANIZED OR RE-PAIRED BY PAINTING WITH TWO COATS OF ZINC OXIDE, ZINC DUST PAINT CONFORMING TO THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-15145. THE PAINT IS TO BE PROPERLY COMPOUNDED IN A SUITABLE VEHICLE IN THE RATION OF ONE PART ZINC OXIDE TO FOUR PARTS ZINC DUST, BY WEIGHT. ALL REPAIRS ARE TO BE AS DIRECTED BY THE ENGINEER.

MILL TEST REPORTS:
NOTARIZED TEST REPORTS IN TRIPLICATE SHALL BE FURNISHED THE TRANSPORTATION CABINET STATING THAT THE MATERIALS USED CONFORM TO THE SPECIFICATIONS.

WELDERS AND WELDING PROCEDURE:
WELDED FABRICATION SHALL BE LIMITED TO THE INERT-GAS SHIELDED, TUNGSTEN OR CONSUMABLE ELECTRODE METHODS OF ARC WELDING. WELDING PROCEDURE, WELDERS AND WELDING OPERATORS SHALL BE QUALIFIED ACCORDING TO SECTIONS IX OF THE ASME BOILER AND PRESSURE VESSEL CODE, 1971 EDITION; PART A, REQUIREMENTS FOR FERROUS METALS. CERTIFIED COPIES IN TRIPLICATE OF ASME BOILER CODE, APPENDIX II, QUALIFICATION TEST FORMS Q-1, Q-1G AND Q-1F SHALL BE SUBMITTED TO THE TRANSPORTATION CABINET. THE PERTINENT FORMS SHALL INDICATE ACCEPTABLE QUALIFICATION OF WELDING PROCEDURES AND WELDER PERFORMANCE ON GROOVE AND FILLET WELDS.

MATERIAL SPECIFICATIONS:
THE FOLLOWING ASTM DESIGNATIONS SHALL GOVERN ALL MATERIALS USED: ASTM MATERIAL A53-84A GRADE B SEAMLESS STEEL PIPE GALVANIZED IN ACCORDANCE WITH ASTM A-123 A36-84A STRUCTURAL SHAPES AND PLATES A320-84A STAINLESS STEEL HARDWARE - NUTS, BOLTS AND WASHERS A106-84A GRADE B SEAMLESS CARBON STEEL PIPE GALVANIZED IN ACCORDANCE WITH ASTM A-123 MAY BE USED FOR PIPE LESS THAN 2"ØA27-84 CARBON STEEL CASTING - GRADE 70-36.

DATE: JAN 2007	CHECKED BY
DESIGNED BY:	
DETAILED BY: DDE	MJB

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
JEFFERSON

ROUTE CROSSING
I-64 NORTHWESTERN PKWY AND 22ND ST

SIGN TRUSS 147 REPAIR

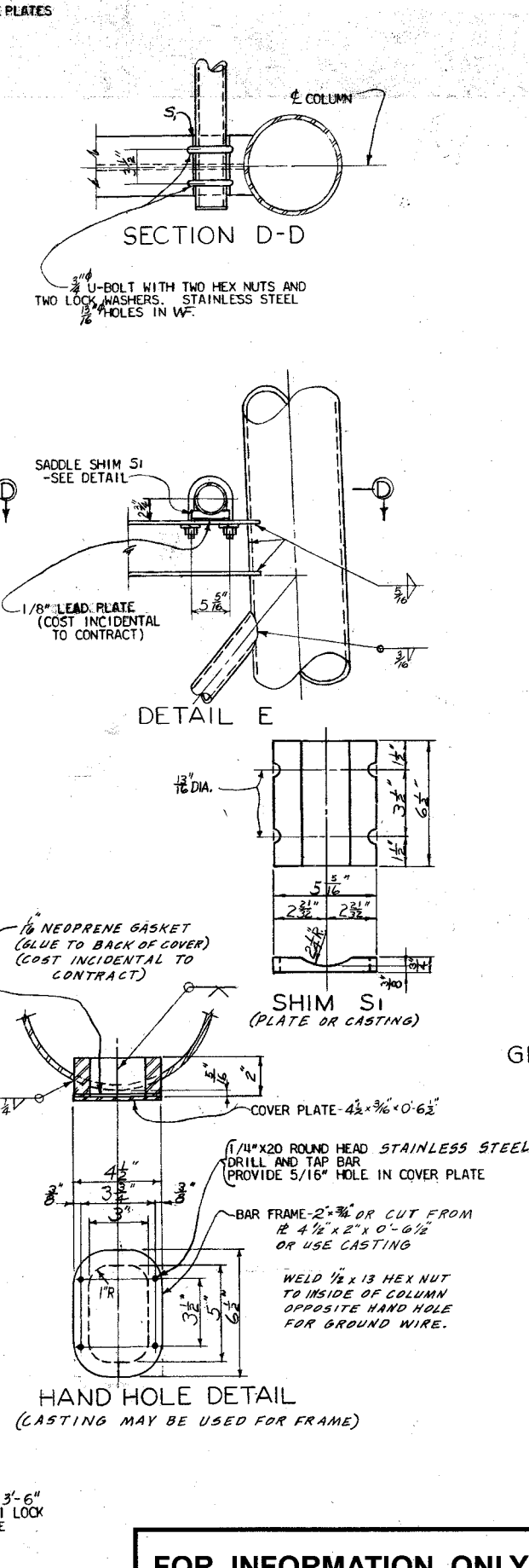
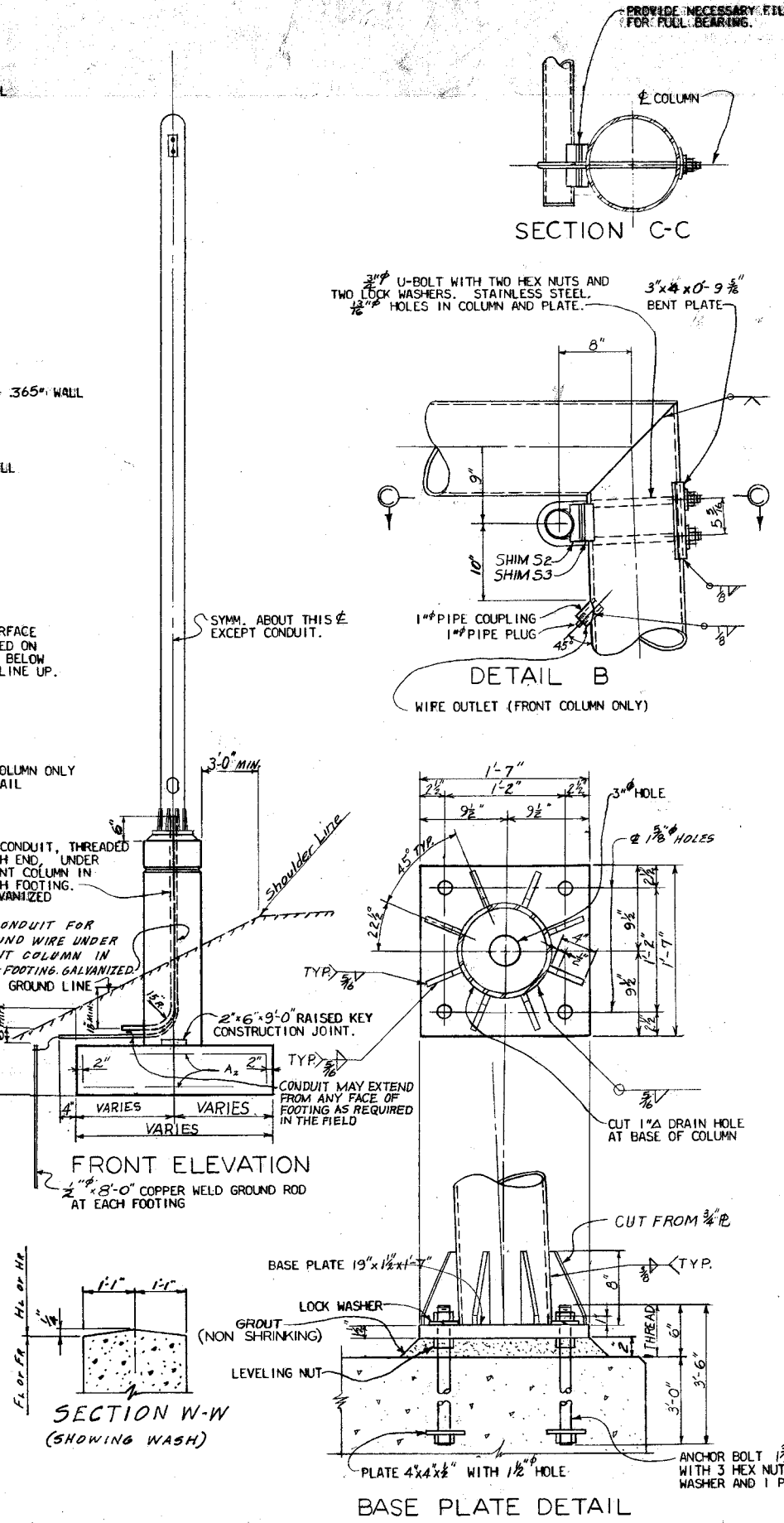
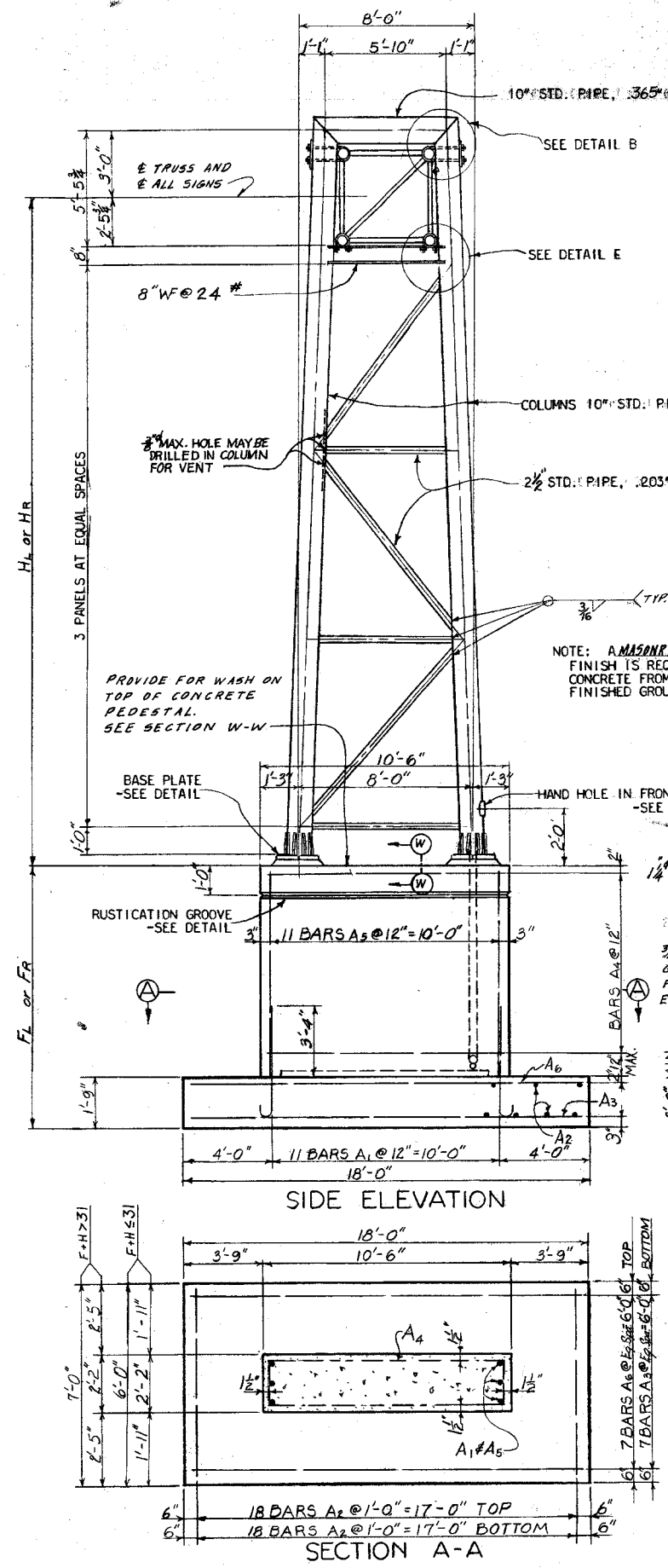
ITEM NUMBER

5-73.00

PREPARED BY
PARSONS BRINCKERHOFF

SHEET NO.
C33
DRAWING NO.
26114

DESIGNED BY: *W. D. Lynch* CHECKED BY: *T. G. I.* DATE: 11/70
 TRACED BY: *W. D. Lynch* CHECKED BY: *T. G. I.* DATE: 11/70
 REVISION: *Added Girders, Changed Conduit* DATE: 11/66
 REVISION: *Revised Design for 100' Span, City of Louisville* DATE: 11/72
 REVISION: *Revised, Cond. Surface Finish* DATE: 11/70

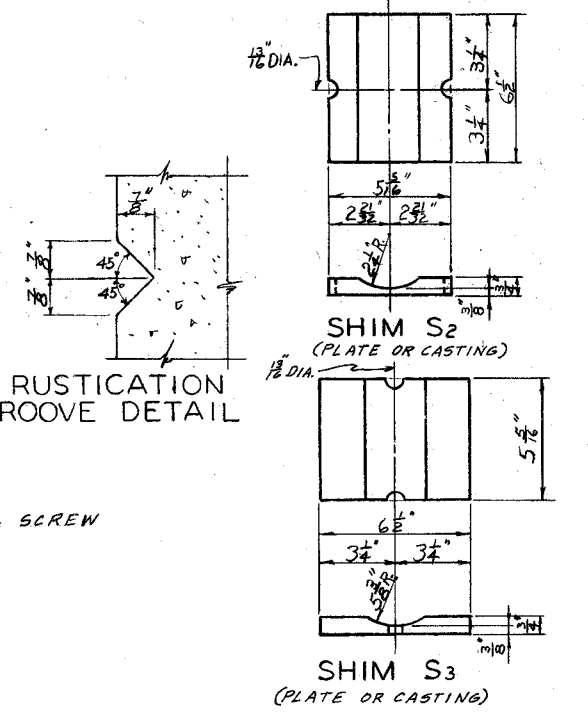


BILL OF REINFORCEMENT FOR ONE FOOTING

Work	Type	No.	Size	Length	Location
A1	Str.	24	#6	5	FOOTING AND WALL
A2	Str.	36	#5	5	"
A3	Str.	7	#8	17	"
A4	Str.	24	#4	25	WALL
A5	Str.	24	#5	F-11"	"
A6	Str.	7	#5	17	FOOTING

ESTIMATE OF QUANTITIES * FOR ONE FOOTING

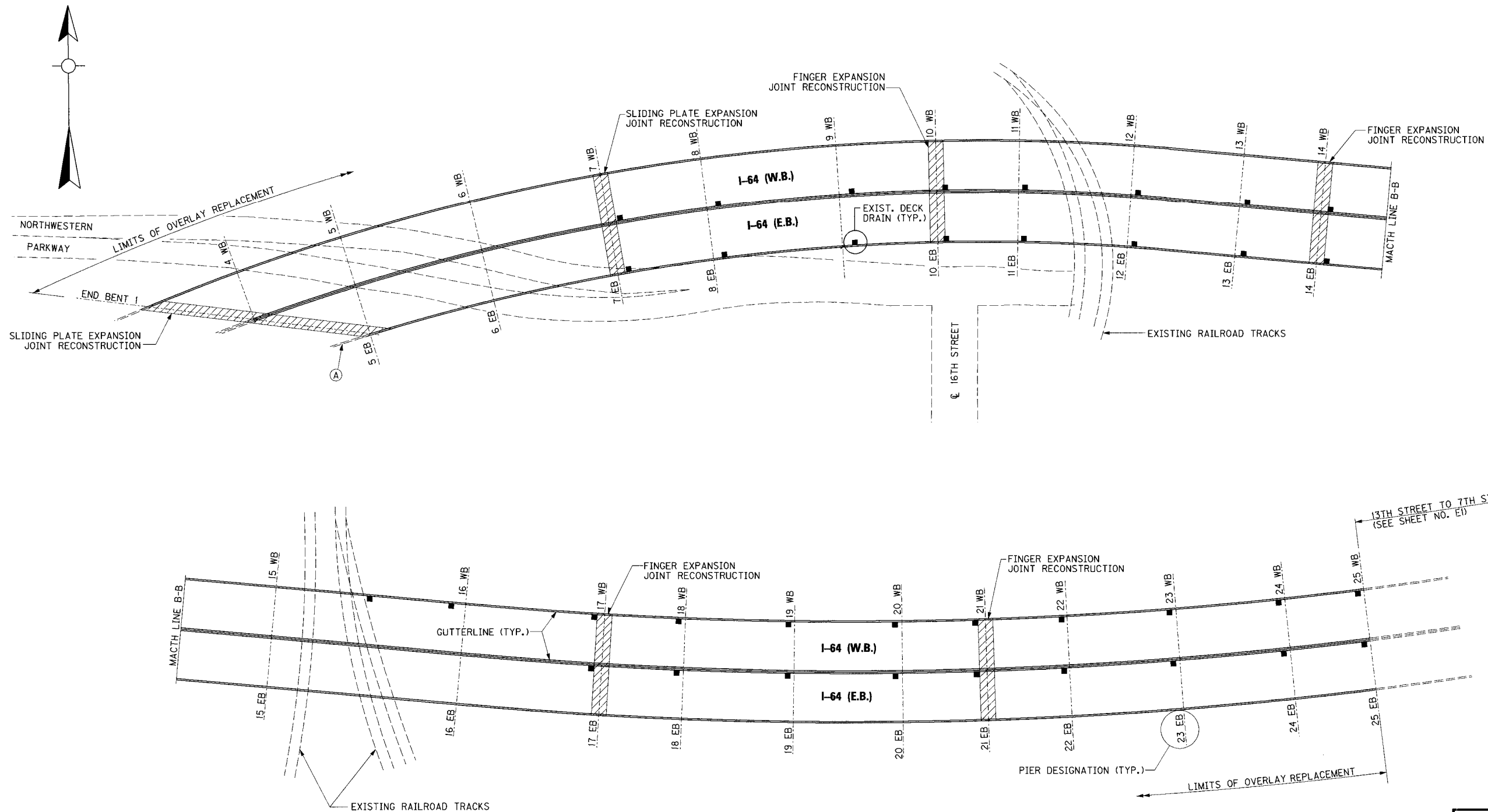
	F = 6'-0"	ADDITIONAL 1' OF WALL
CONC. CLASS *	10.6 C.Y.	1.7 C.Y.
REINFORCEMENT	1059 LBS	1259 LBS



COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 STANDARD OVERHEAD
 SIGN SUPPORTS
 75' TO 105' SPANS
 GALVANIZED STEEL

STATION: *105+12* PROJECT NO.: *0512*
 DRAWING NO.: *0512* INDEX: *1*

FOR INFORMATION ONLY

**JOINT REMOVAL NOTES**

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES.

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. *TOP OF EXISTING SLAB*, WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

LEGEND

- (A) GUARDRAIL CONNECTOR TO BRIDGE END RETROFIT - TYPE A

ITEM NUMBER

5-73.00

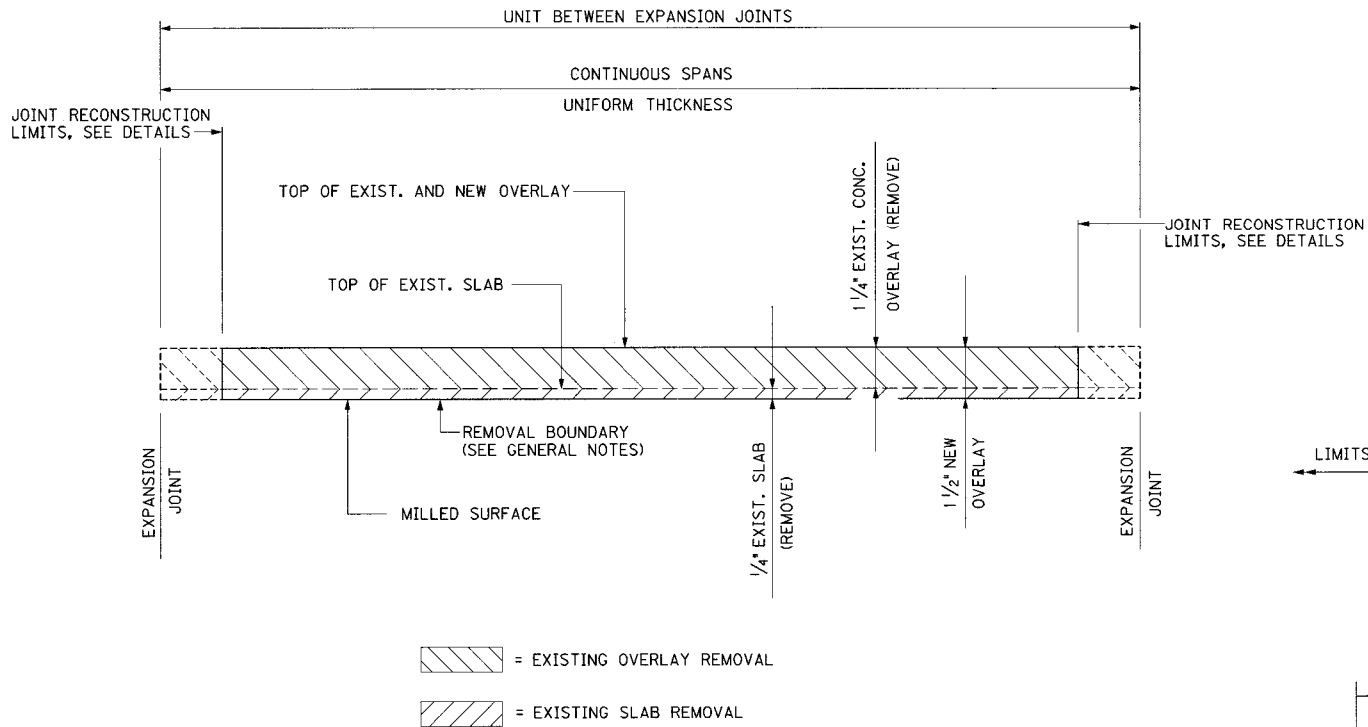
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
LAYOUT		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. D1 DRAWING NO. 26144

FILE NAME: ...Overlay\Overlay Details.dgn

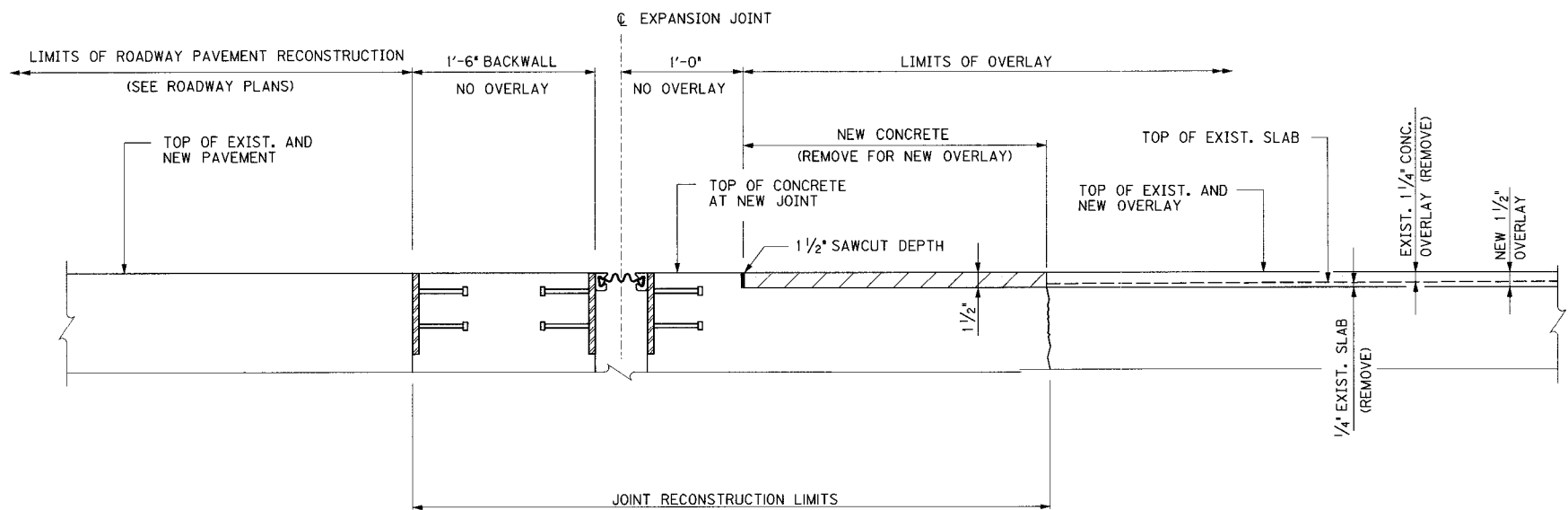
USERNAME: CBS

DATE: 2/5/2007

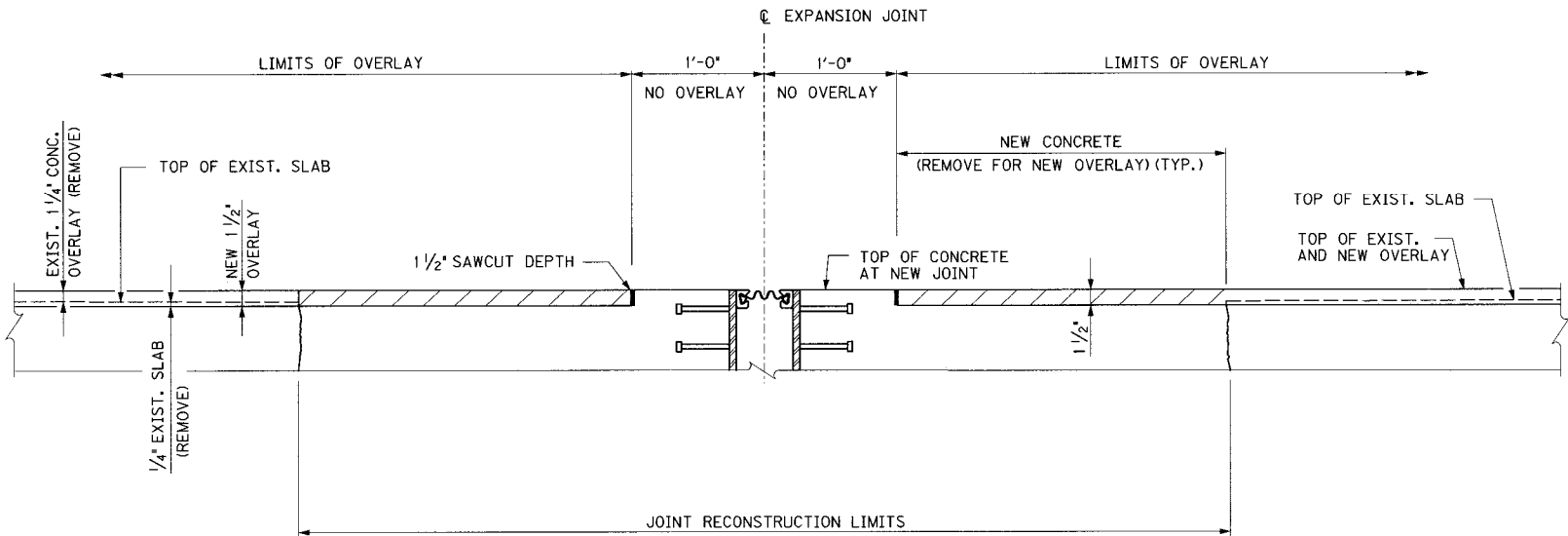
SHEET LOCATION: LAY



EXISTING AND NEW OVERLAY PROFILE



OVERLAY DETAILS AT EXPANSION JOINT - END BENTS



OVERLAY DETAILS AT EXPANSION JOINT - PIERS

OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY:		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
OVERLAY DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. D2
DRAWING NO. 26144		

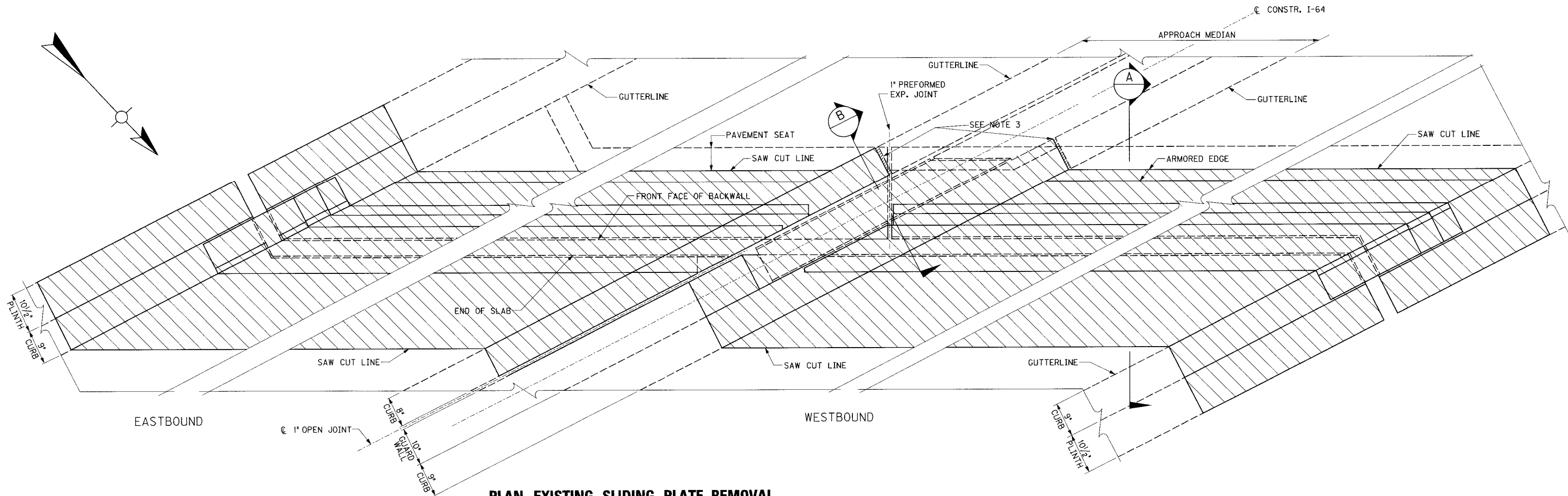
ITEM NUMBER
5-73.00

FILE NAME: ...\\17th to 13th EB 1.dgn

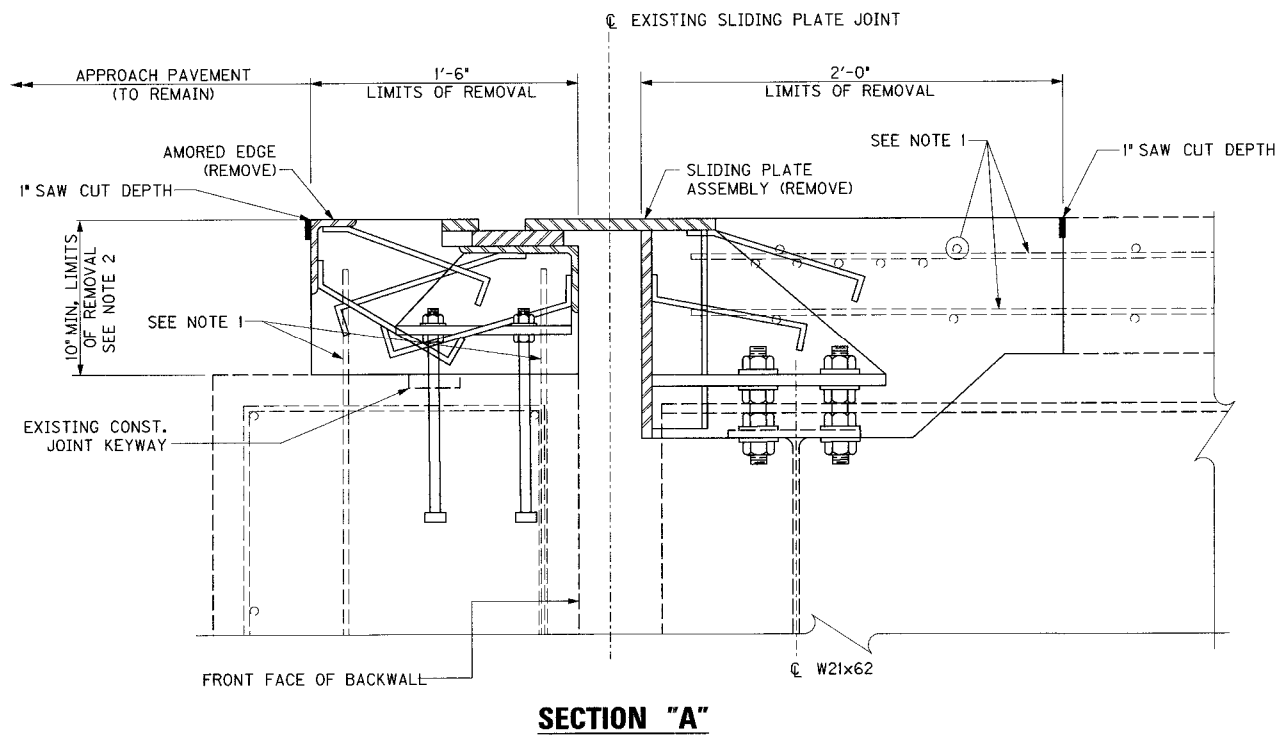
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DATE: 1/25/2007

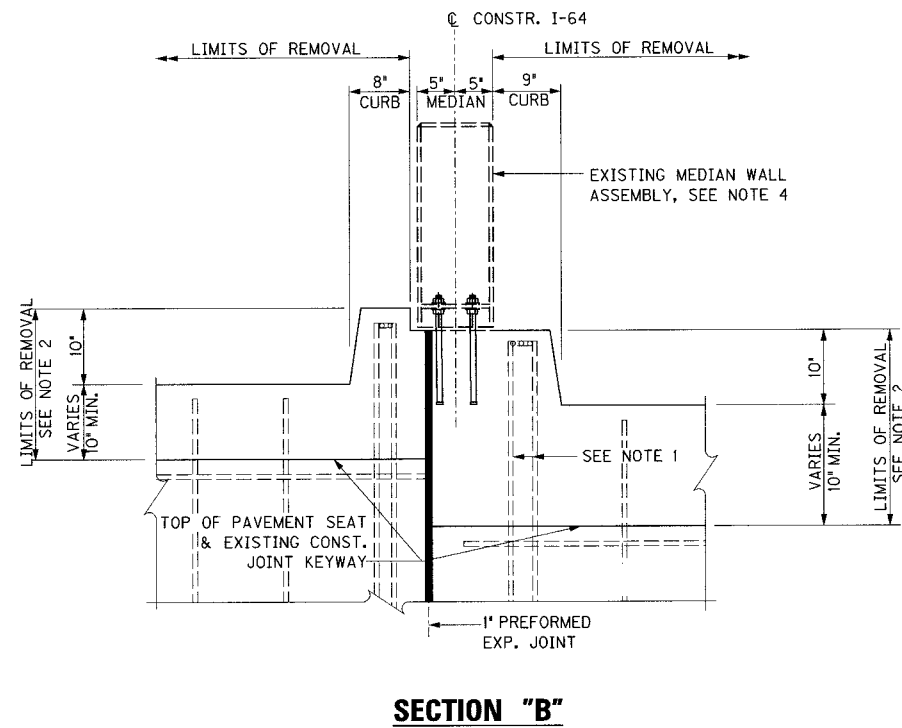
SHEET LOCATION: DETAILS



PLAN EXISTING SLIDING PLATE REMOVAL



SECTION "A"



SECTION "B"

NOTES

1. ALL EXISTING BARS IN SLAB AND EXISTING BARS IN END BENT BACKWALL SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
2. BACKWALL SHALL BE REMOVED DOWN TO TOP OF EXISTING PAVEMENT SEAT. DEPTH OF REMOVAL VARIES.
3. CURB SHALL BE REMOVED UP TO EXISTING CONSTRUCTION JOINT BETWEEN APPROACH CURB AND BRIDGE CURB.
4. EXISTING MEDIAN WALL ASSEMBLY TO BE REMOVED.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	17TH STREET TO 13TH STREET	
END BENT 1		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		D3
		DRAWING NO.
		26144

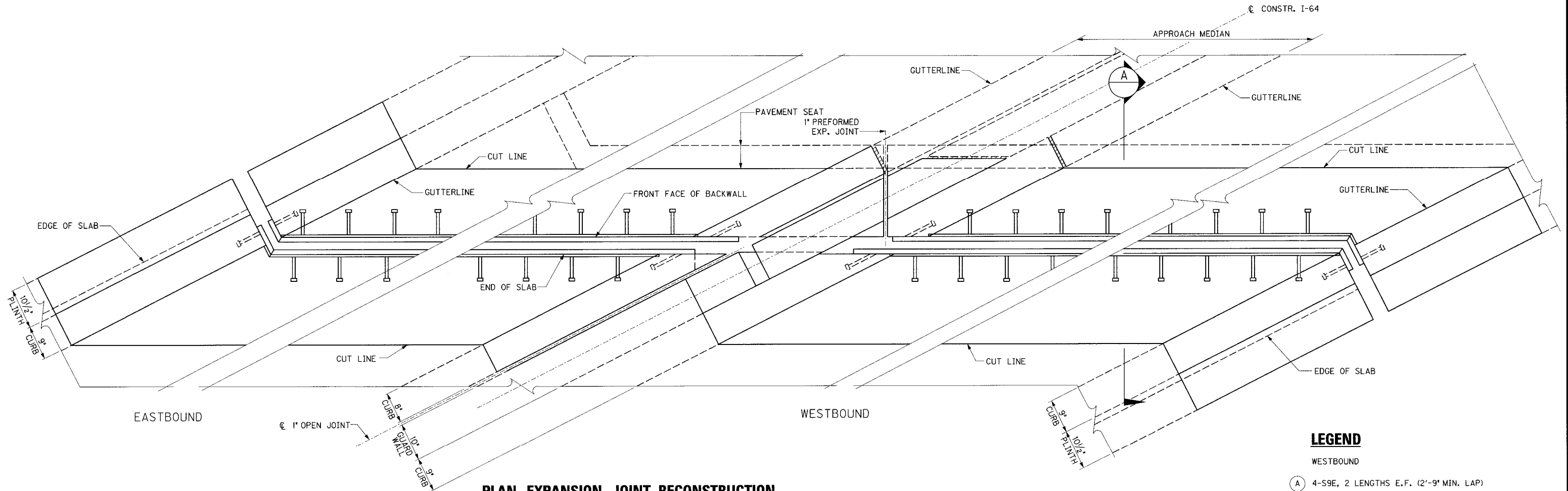
ITEM NUMBER
5-73.00

FILE NAME: ...\\17th to 13th EB 1.dgn

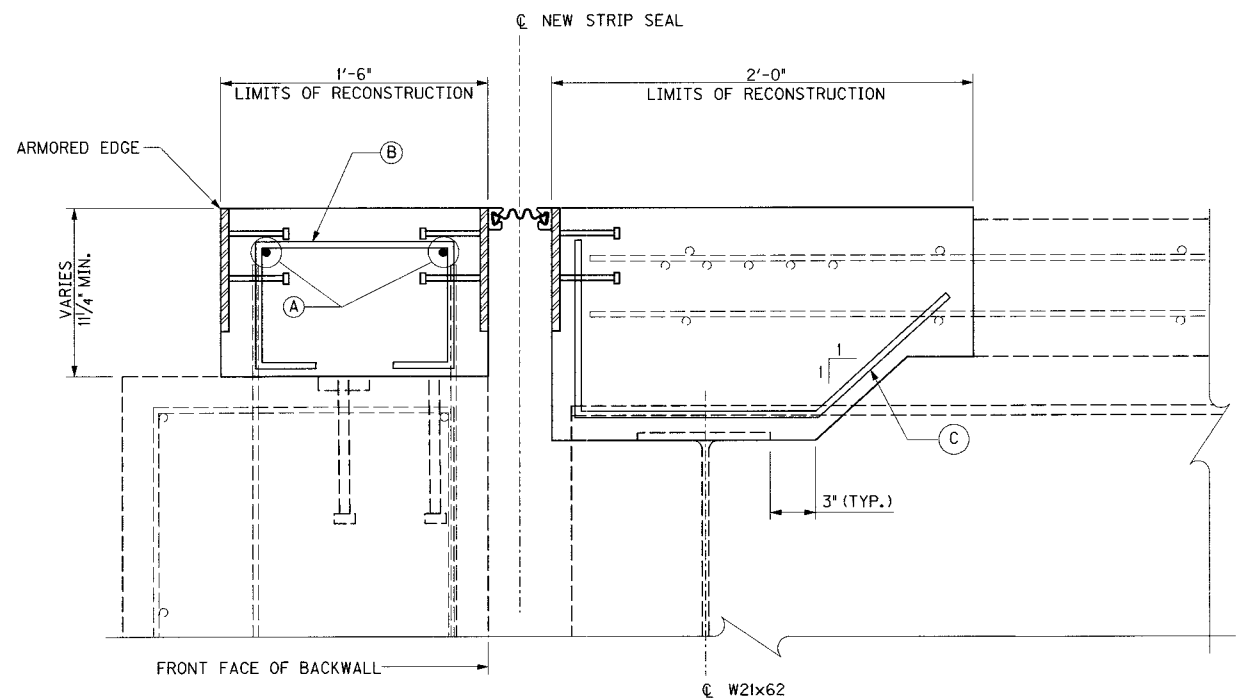
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

WESTBOUND

- (A) 4-S9E, 2 LENGTHS E.F. (2'-9" MIN. LAP)
- (B) 87-S11E, SPA BETWEEN GUTTERLINES W/ EXISTING #5 BARS ALONG BACKFACE
- (C) 40-S10E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY)

EASTBOUND

- (A) 4-S8E, 2 LENGTHS E.F. (2'-9" MIN. LAP)
- (B) 96-S11E, SPA BETWEEN GUTTERLINES W/ EXISTING #5 BARS ALONG BACKFACE
- (C) 40-S10E SPA @ 1'-0" CENTERED BTWN. FLANGES (10 EACH 10'-0" BAY)

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		ELA
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
END BENT 1		
PREPARED BY		SHEET NO.
PR PARSONS BRINCKERHOFF		D4
DRAWING NO.		26144

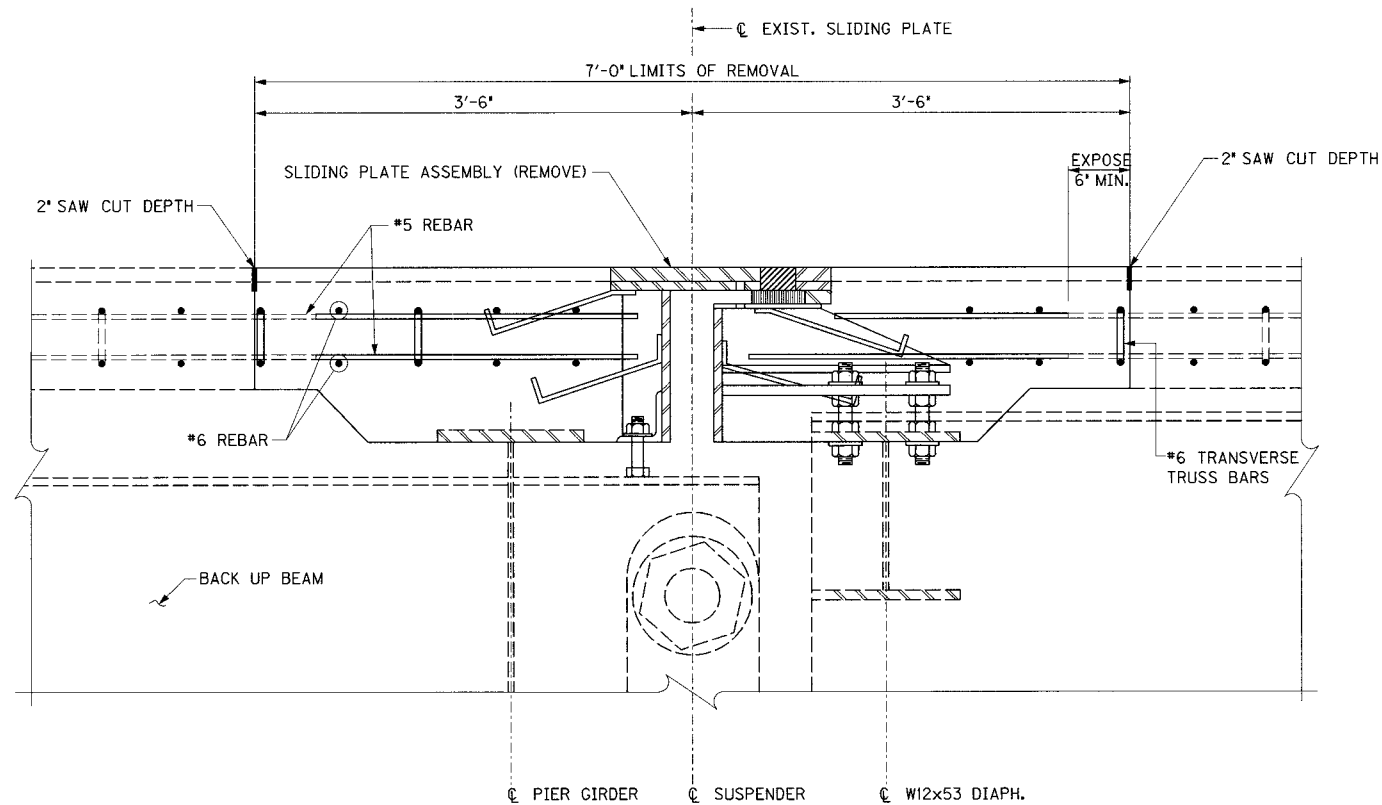
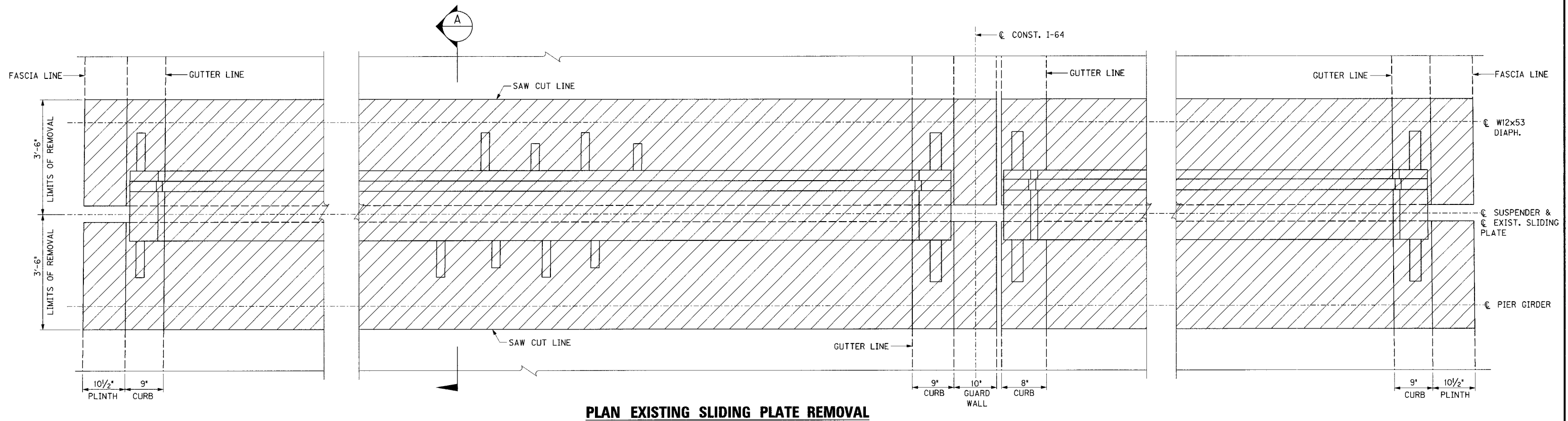
ITEM NUMBER
5-73.00

FILE NAME: ...\\17th to 13th - Pier 7.dgn

USERNAME: CBS

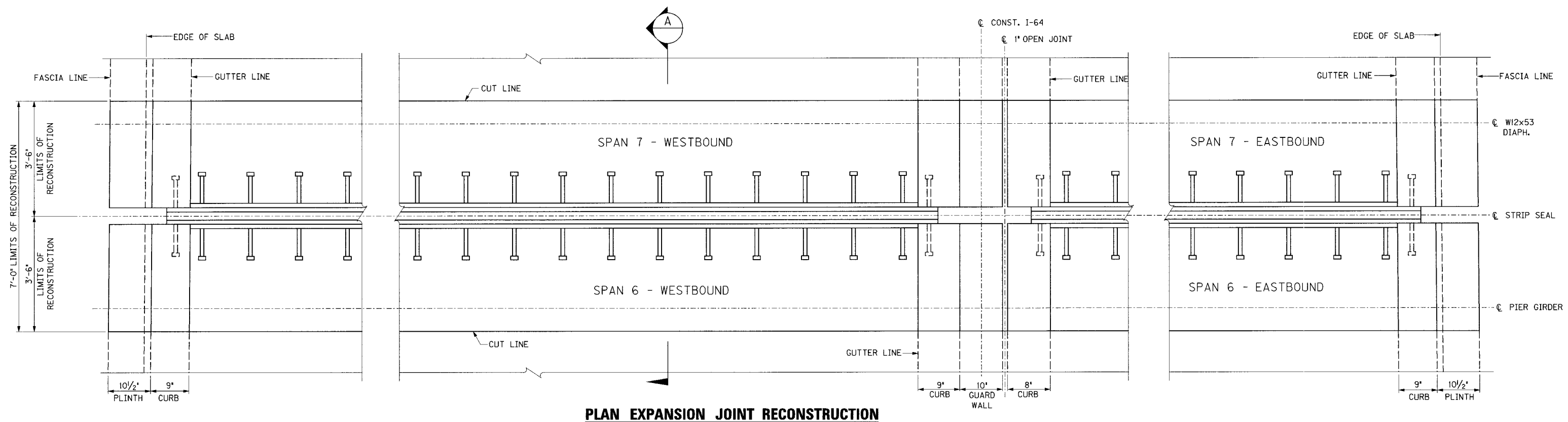
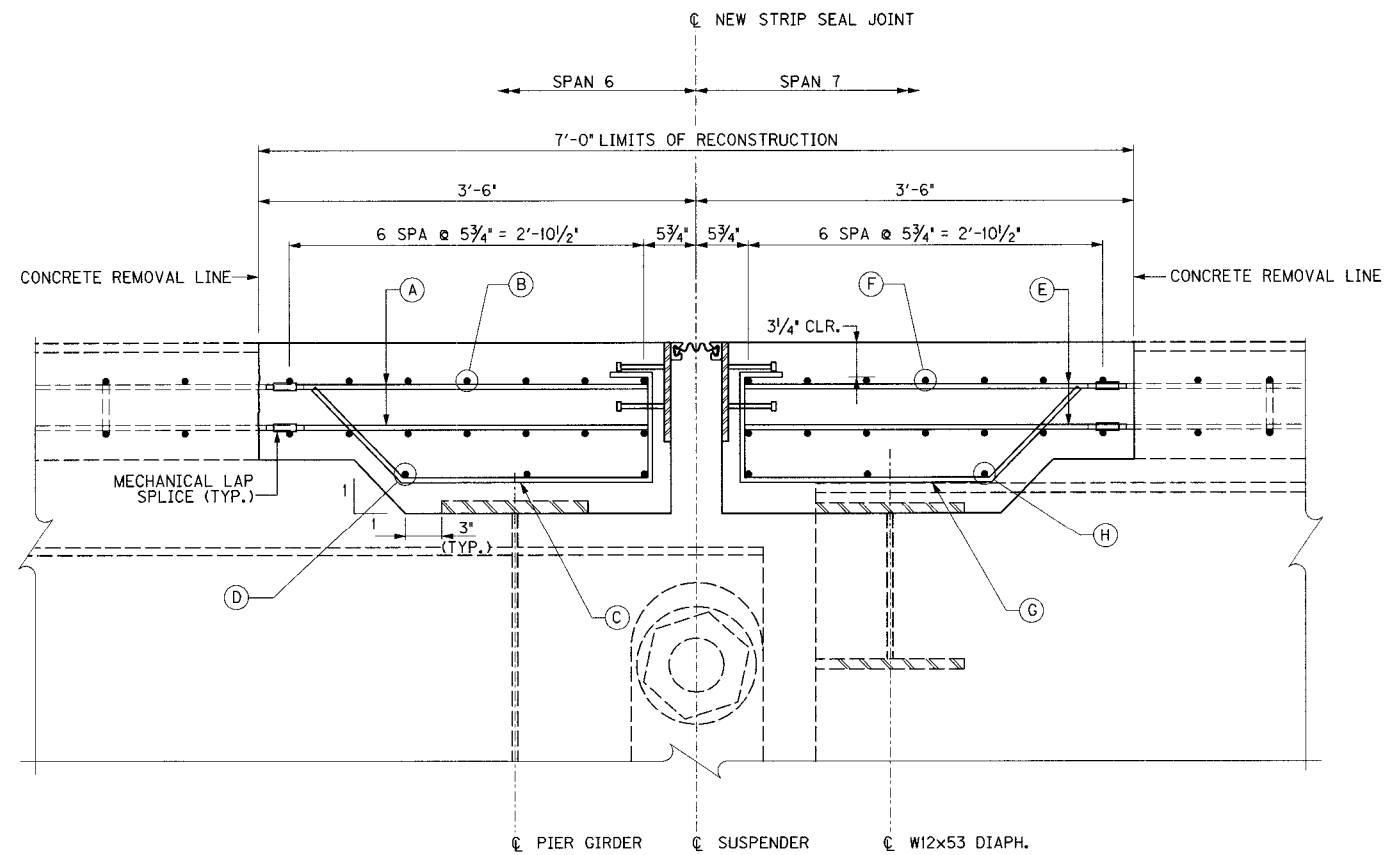
DATE: 1/25/2007

SHEET LOCATION: DETAILS



ITEM NUMBER
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 17TH STREET TO 13TH STREET	
PIER 7			
PREPARED BY  PARSONS BRINCKERHOFF 1002			SHEET NO. D5 DRAWING NO. 26144

**PLAN EXPANSION JOINT RECONSTRUCTION****SECTION "A"****LEGEND****SPAN 6 - WESTBOUND**

- (A) 112-S2E MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S3E (7 TOP & 7 BOTTOM)
- (C) 44-S7E SPA @ 1'-0" CENTERED BTWN. GUTTER LINES
- (D) 3-S3E, LOCATE AS SHOWN

SPAN 6 - EASTBOUND

- (A) 109-S2E MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM)
- (C) 44-S1E SPA @ 1'-0" CENTERED BTWN. GUTTER LINES
- (D) 3-S4E, LOCATE AS SHOWN

SPAN 7 - WESTBOUND

- (E) 120-S2E MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (F) 14-S3E (7 TOP & 7 BOTTOM)
- (G) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR BAYS WITH 7-S1E EACH, 3 INTERIOR BAYS WITH 9-S1E EACH)
- (H) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

SPAN 7 - EASTBOUND

- (E) 120-S2E MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (F) 14-S4E (7 TOP & 7 BOTTOM)
- (G) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR BAYS WITH 7-S1E EACH, 3 INTERIOR BAYS WITH 9-S1E EACH)
- (H) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

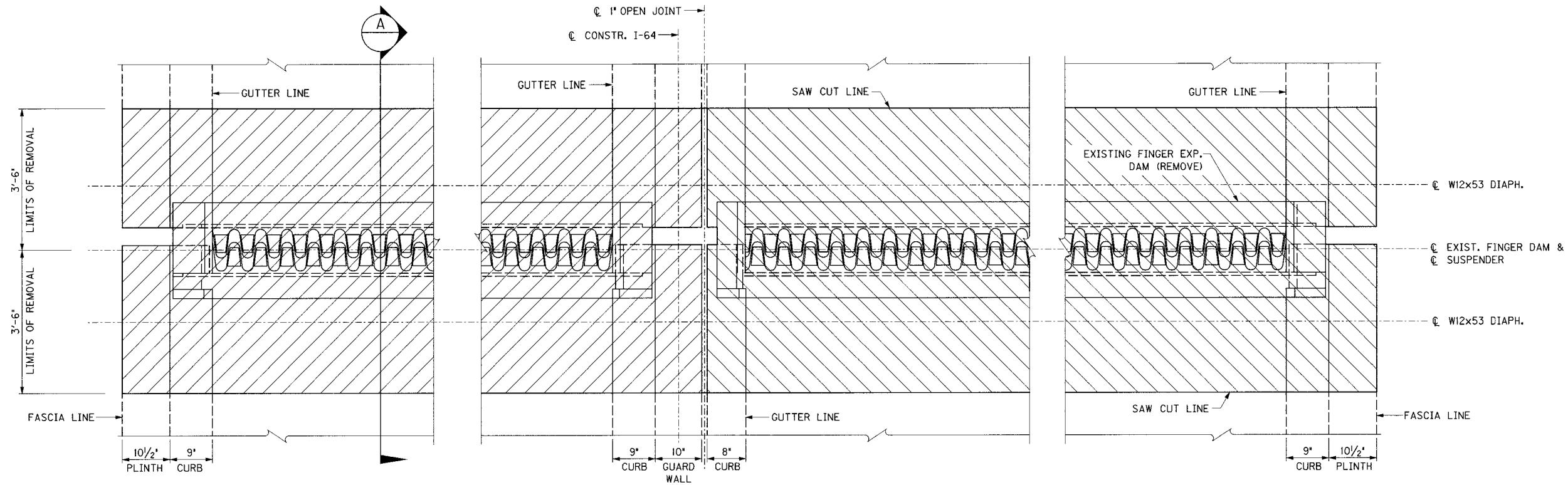
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
PIER 7		
ITEM NUMBER 5-73.00	PREPARED BY PARSONS BRINCKERHOFF	SHEET NO. D6 DRAWING NO. 26144

FILE NAME: ...\\17th to 13th - Piers 10-14-17-21.dgn

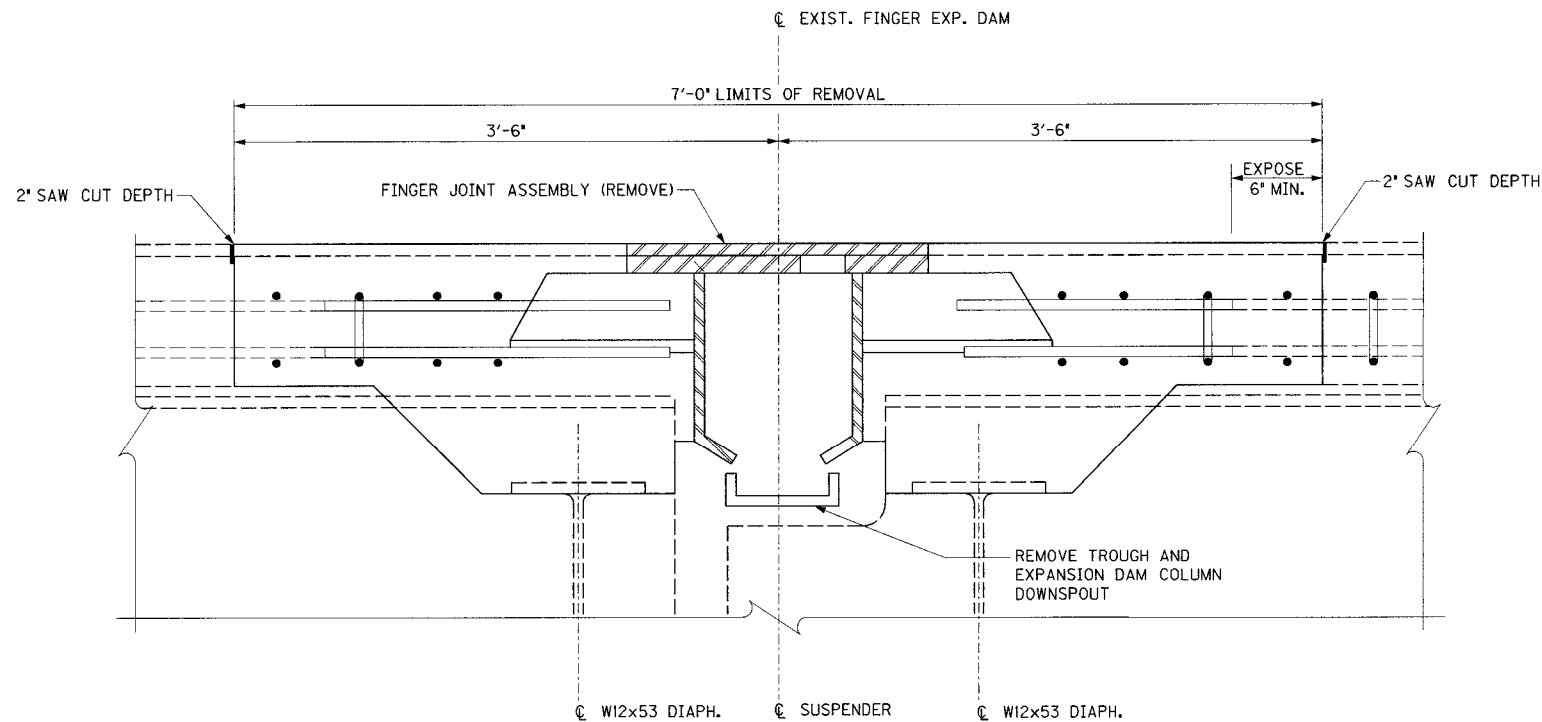
USERNAME: CBS

DATE: 1/25/2007

SHEET LOCATION: DETAILS



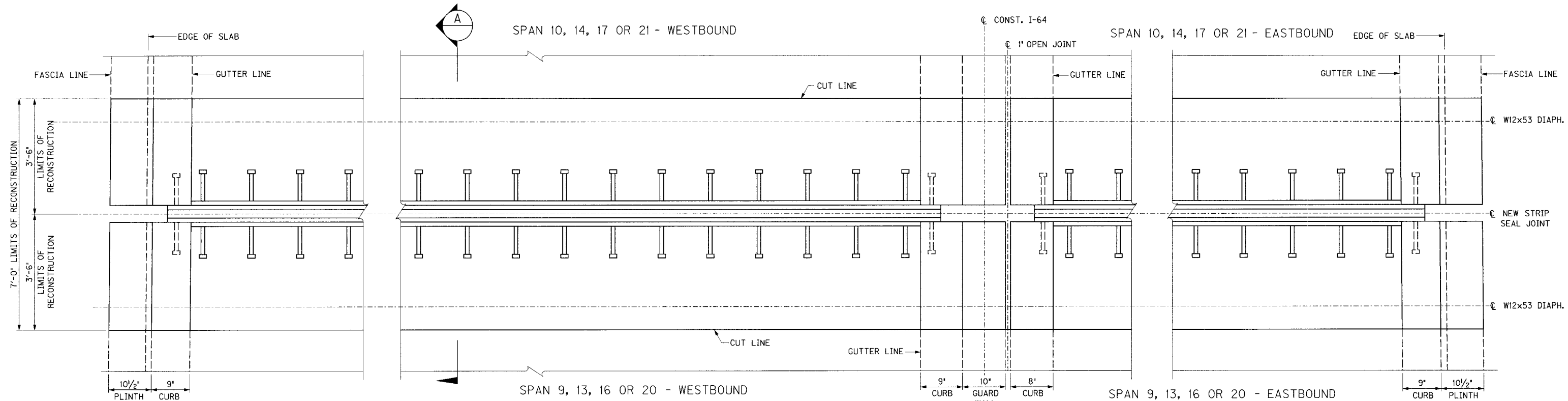
PLAN EXISTING EXPANSION JOINT REMOVAL



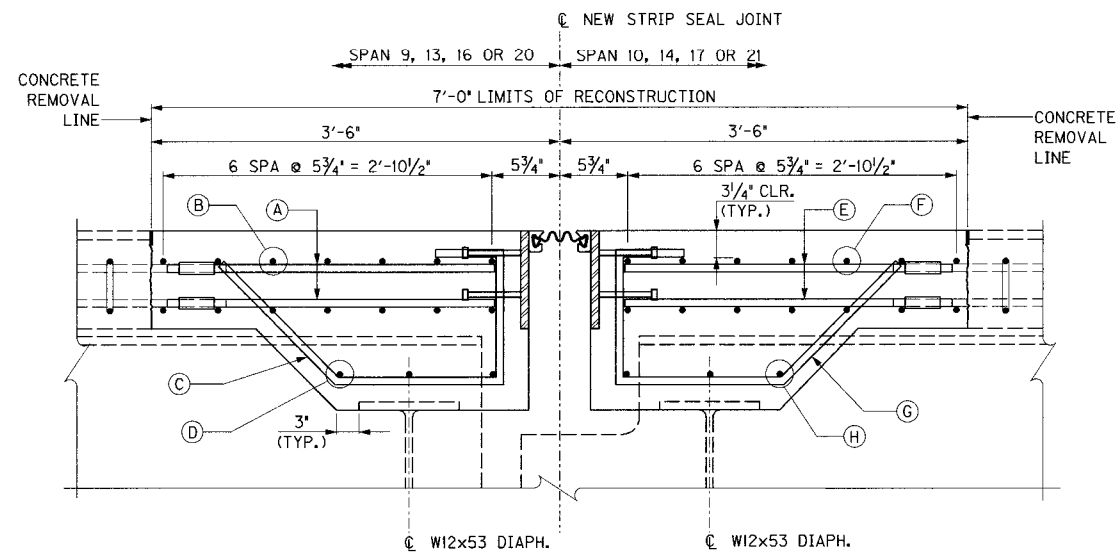
SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		17TH STREET TO 13TH STREET	
PIER 10, 14, 17 & 21			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		D7	
		DRAWING NO.	
		26144	

ITEM NUMBER
5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

SPAN 9, 13, 16 OR 20 - WESTBOUND

- (A) 120-S2E (SPAN 9 & 13), 121-S2E (SPAN 16 & 20) MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S3E (7 TOP & 7 BOTTOM)
- (C) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR 7'-6" BAYS WITH 7-S1E EACH, 3 INTERIOR 9'-4" BAYS WITH 9-S1E EACH)
- (D) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

SPAN 9, 13, 16 OR 20 - EASTBOUND

- (A) 120-S2E (SPAN 9 & 13), 119-S2E (SPAN 16 & 20) MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (B) 14-S4E (7 TOP & 7 BOTTOM)
- (C) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR 7'-6" BAYS WITH 7-S1E EACH, 3 INTERIOR 9'-4" BAYS WITH 9-S1E EACH)
- (D) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

SPAN 10, 14, 17 OR 21 - WESTBOUND

- (E) 120-S2E (SPAN 10), 121-S2E (SPAN 14, 17 & 21) MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (F) 14-S3E (7 TOP & 7 BOTTOM)
- (G) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR 7'-6" BAYS WITH 7-S1E EACH, 3 INTERIOR 9'-4" BAYS WITH 9-S1E EACH)
- (H) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

SPAN 10, 14, 17 OR 21 - EASTBOUND

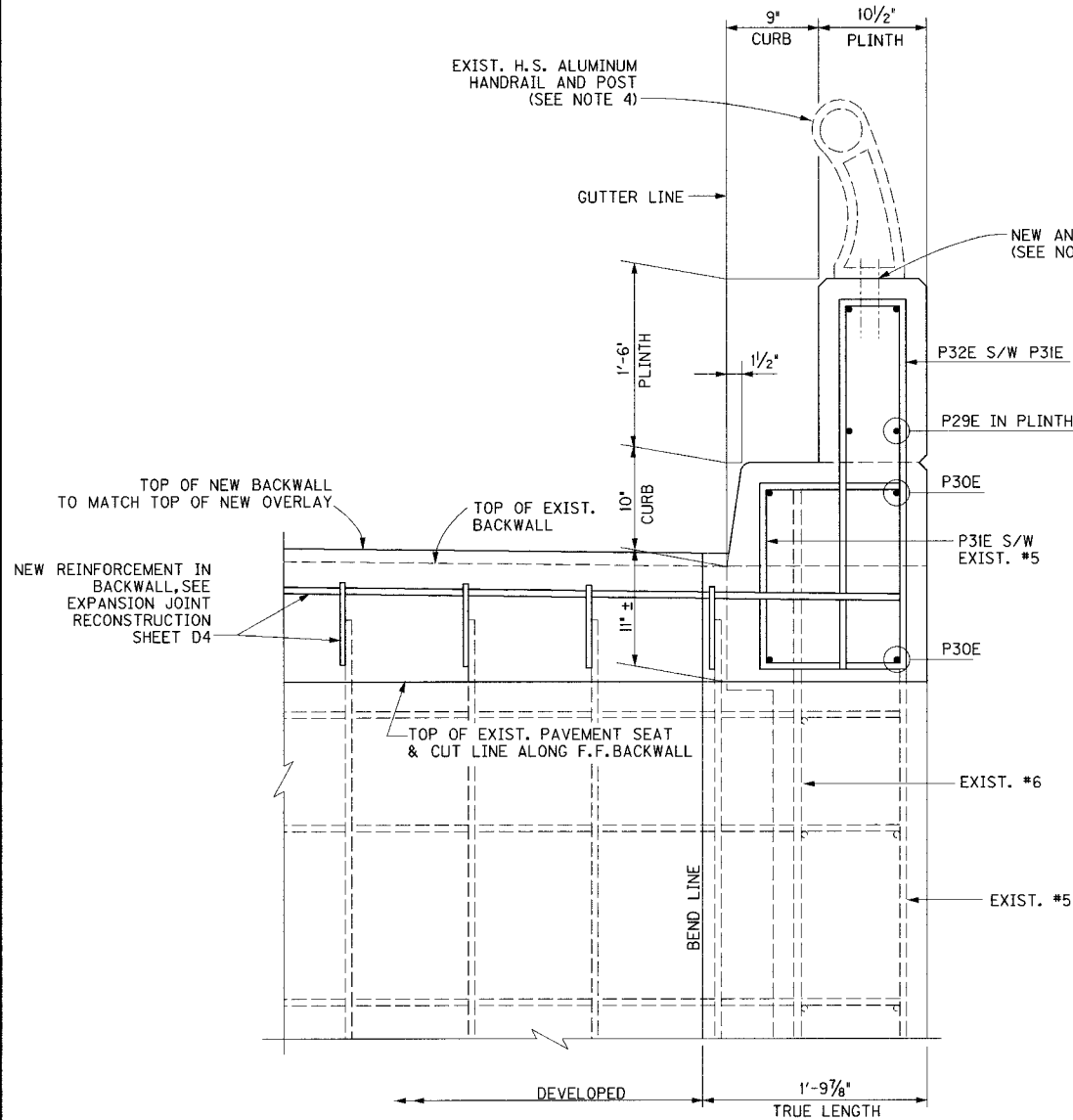
- (E) 120-S2E (SPAN 10), 119-S2E (SPAN 17 & 21) MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS
- (F) 14-S4E (7 TOP & 7 BOTTOM)
- (G) 41-S1E SPA @ 1'-0" CENTERED BTWN. FLANGES (2 EXTERIOR 7'-6" BAYS WITH 7-S1E EACH, 3 INTERIOR 9'-4" BAYS WITH 9-S1E EACH)
- (H) 6-S5E (2 EXTERIOR 7'-6" BAYS WITH 3-S5E EACH), 9-S6E (3 INTERIOR 9'-4" BAYS WITH 3-S6E EACH), LOCATE AS SHOWN

ITEM NUMBER

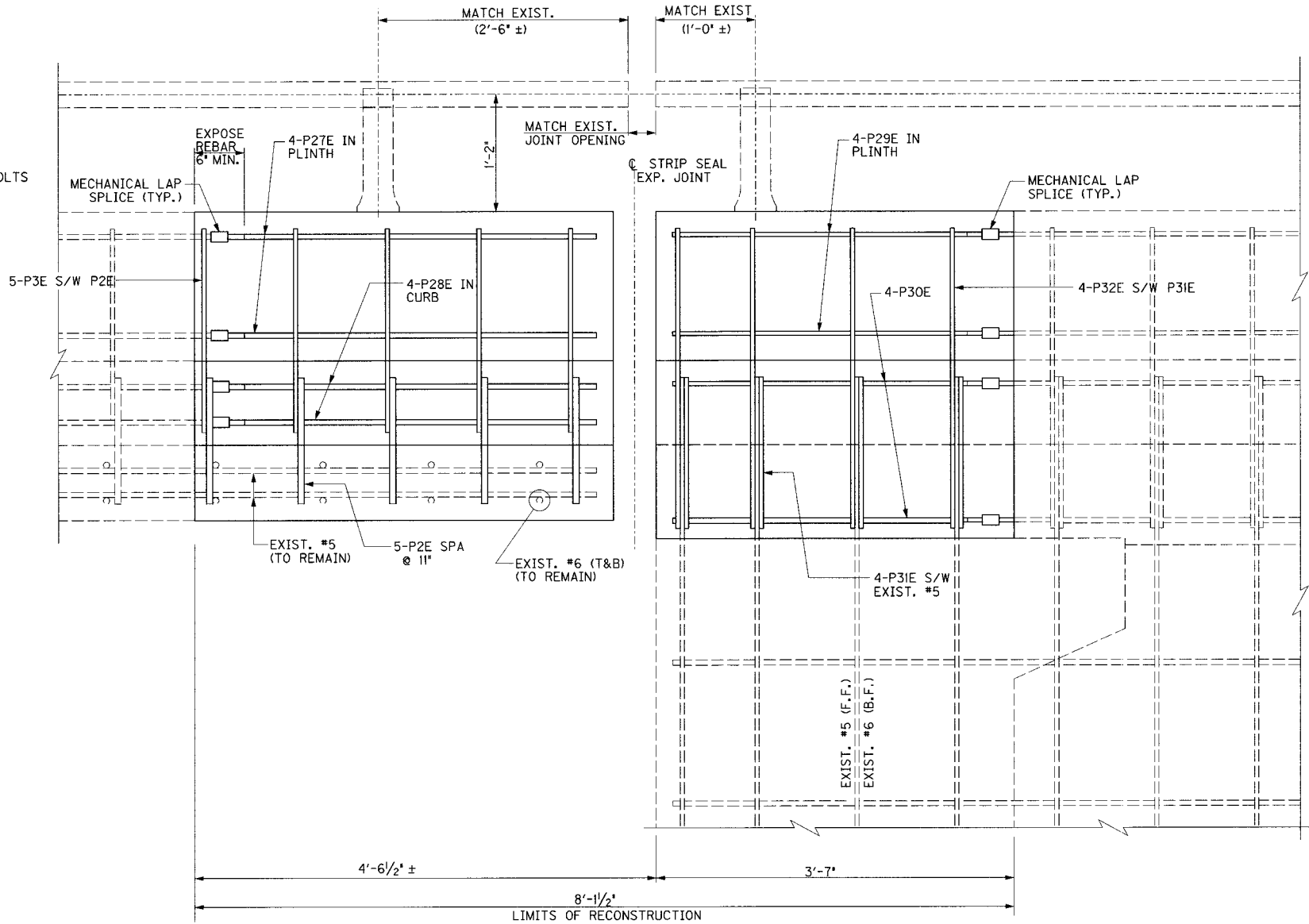
5-73.00

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: DDE		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
PIER 10, 14, 17 & 21		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. D8
		DRAWING NO. 26144

FILE NAME: \$\$\$designfiles\$\$\$specifications\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



FASCIA RECONSTRUCTION - NORTH WINGWALL
LOOKING AT FRONT FACE OF BACKWALL



FASCIA RECONSTRUCTION ELEVATION
LOOKING SOUTH AT NORTH WINGWALL

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET D2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

END BENT 1

ITEM NUMBER

5-73.00

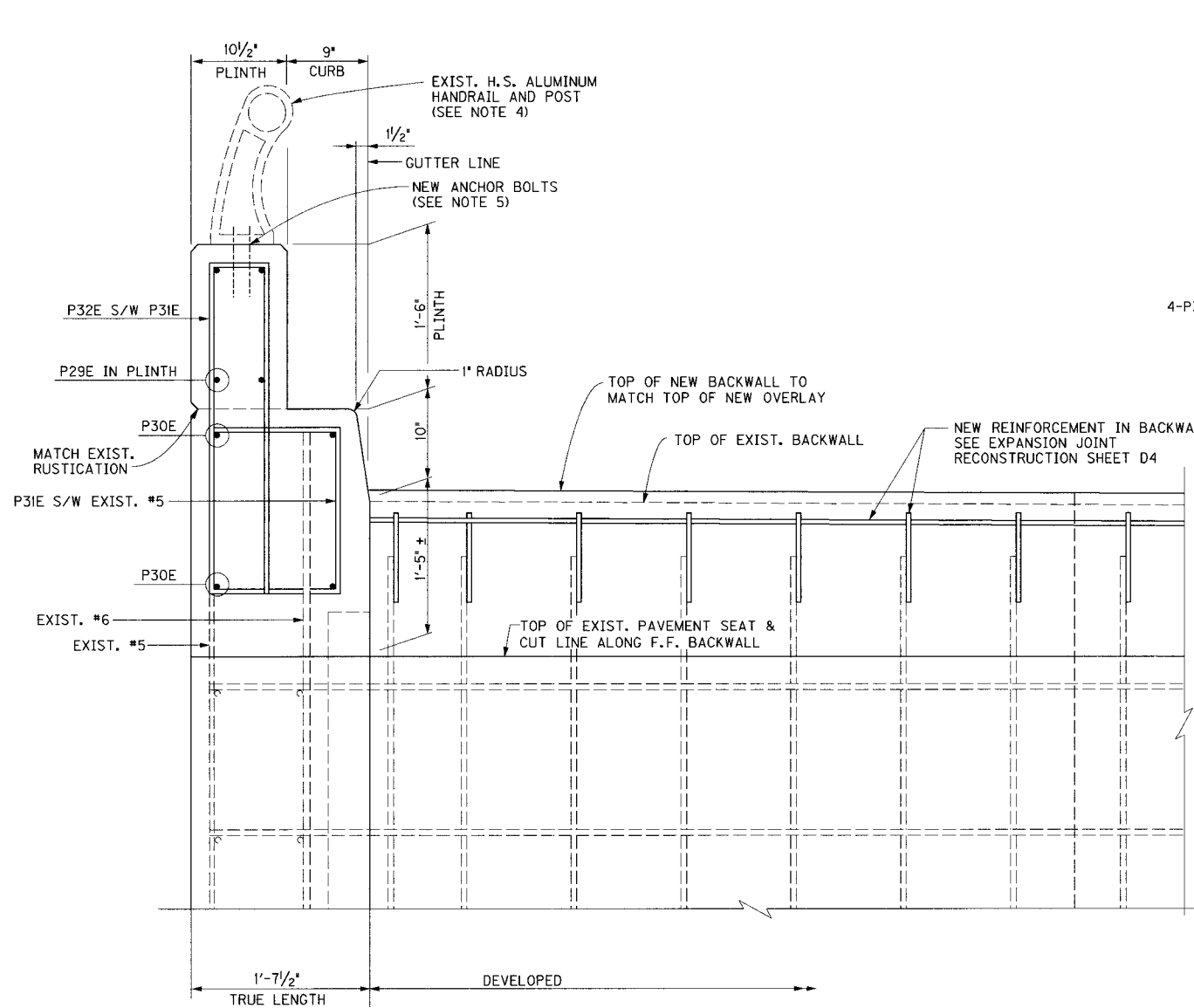
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. D9 DRAWING NO. 26144

FILE NAME: ...\\17th to 13th fascia and median det.dgn

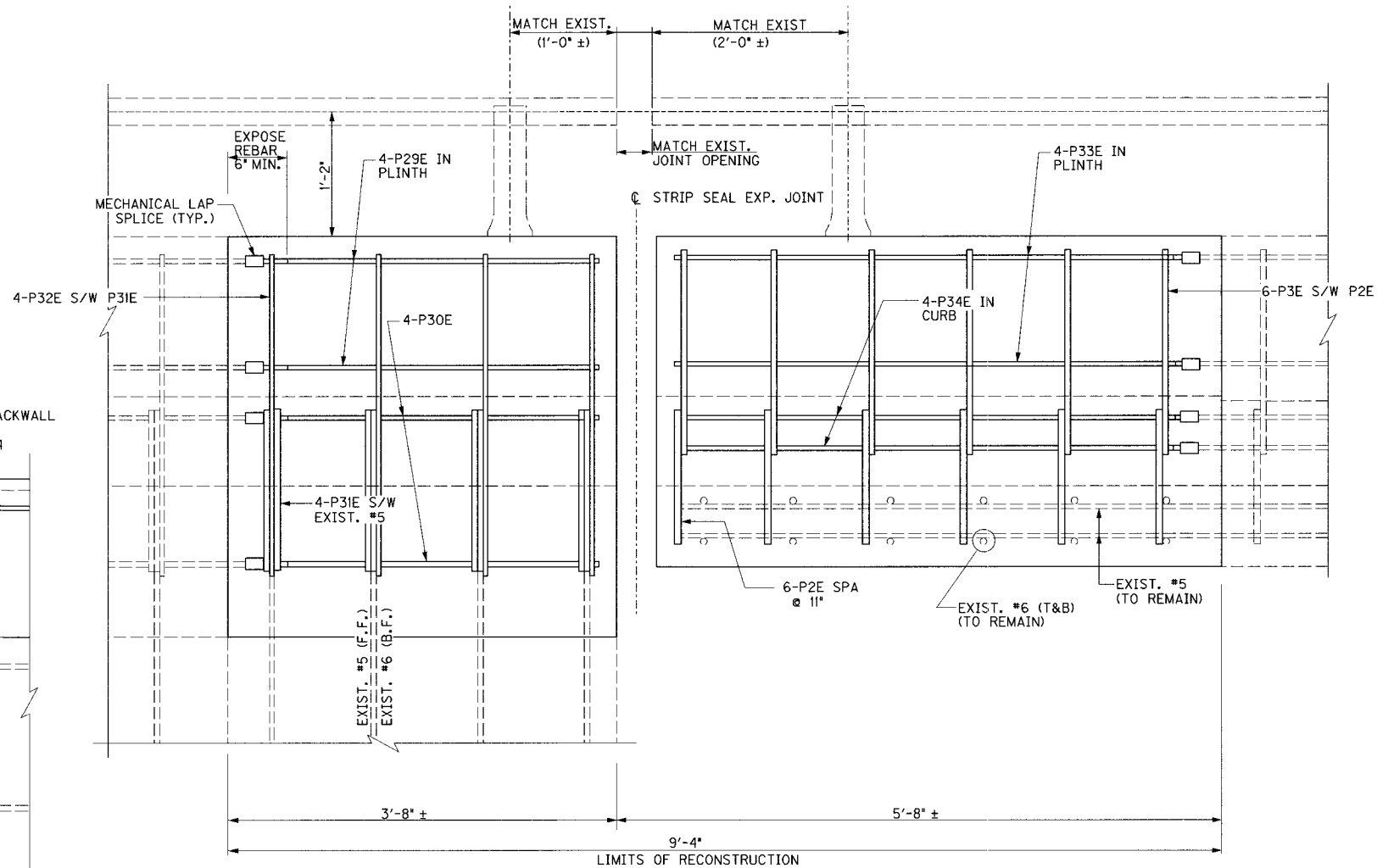
USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION - SOUTH WINGWALL
LOOKING AT SOUTH END OF BACKWALL



FASCIA RECONSTRUCTION ELEVATION
LOOKING NORTH AT SOUTH WINGWALL

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET D2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

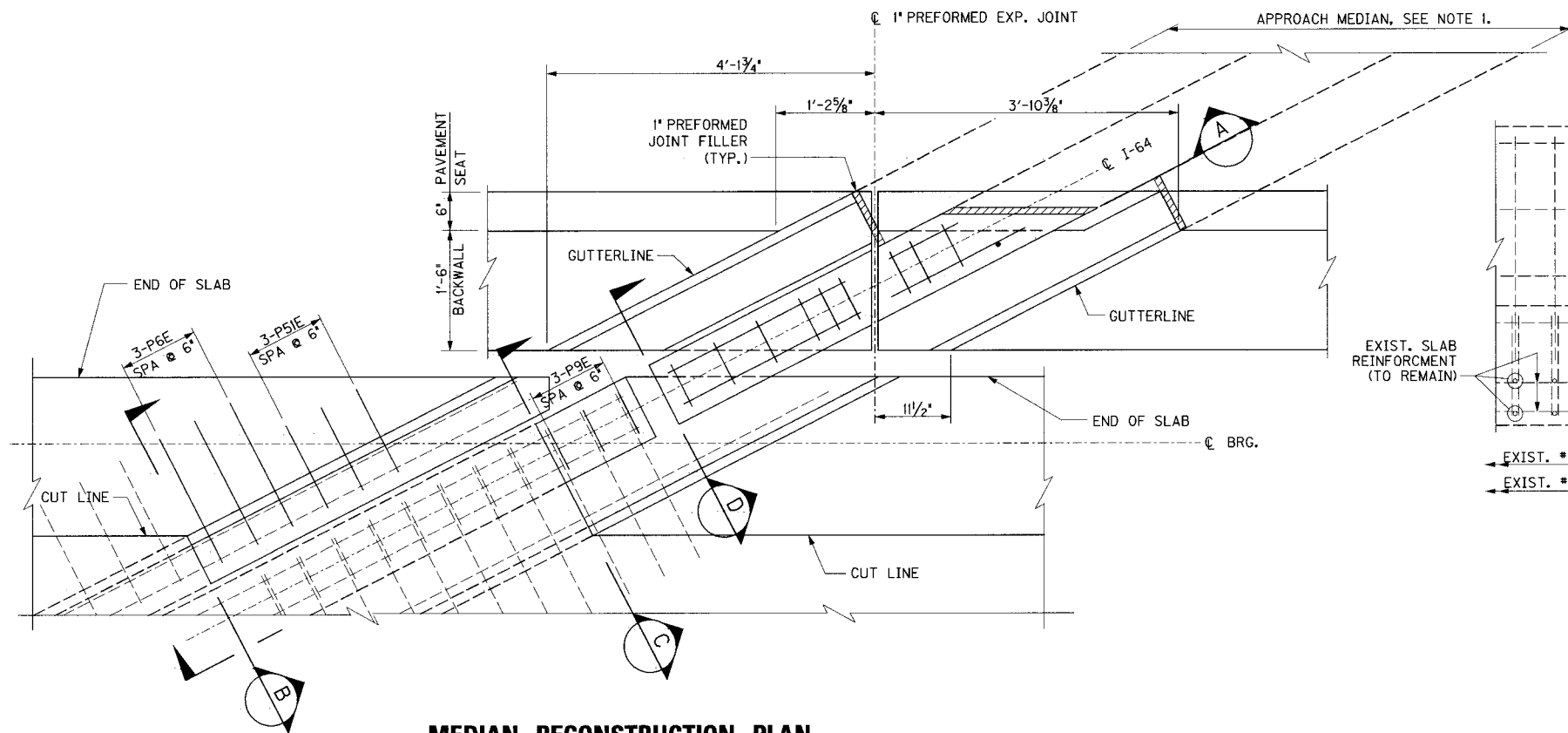
END BENT 1

ITEM NUMBER

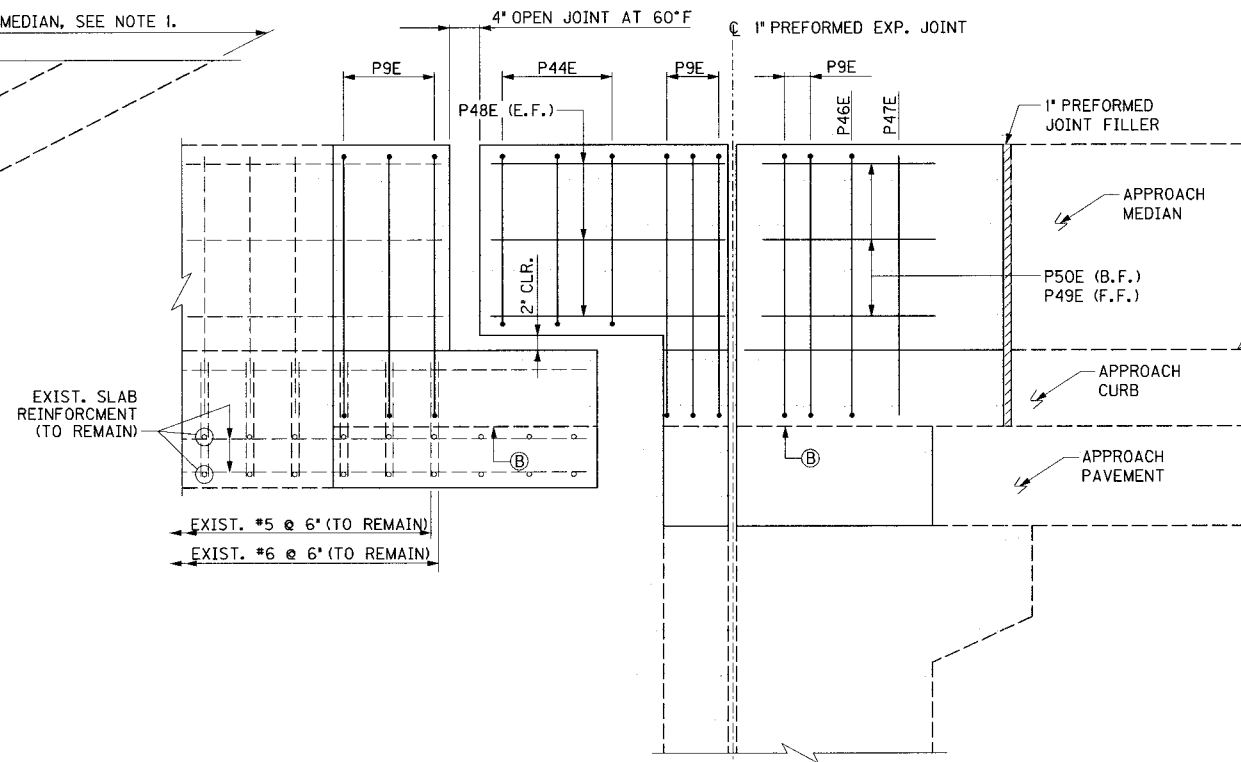
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. D10 DRAWING NO. 26144

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USER NAME: \$\$\$plotterdby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



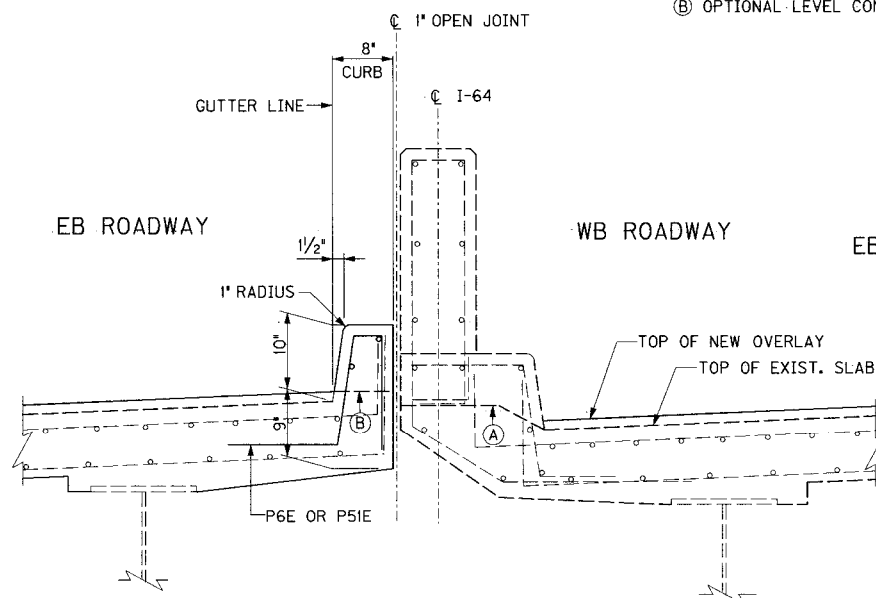
MEDIAN RECONSTRUCTION PLAN
SLAB REINFORCEMENT NOT SHOWN FOR CLARITY



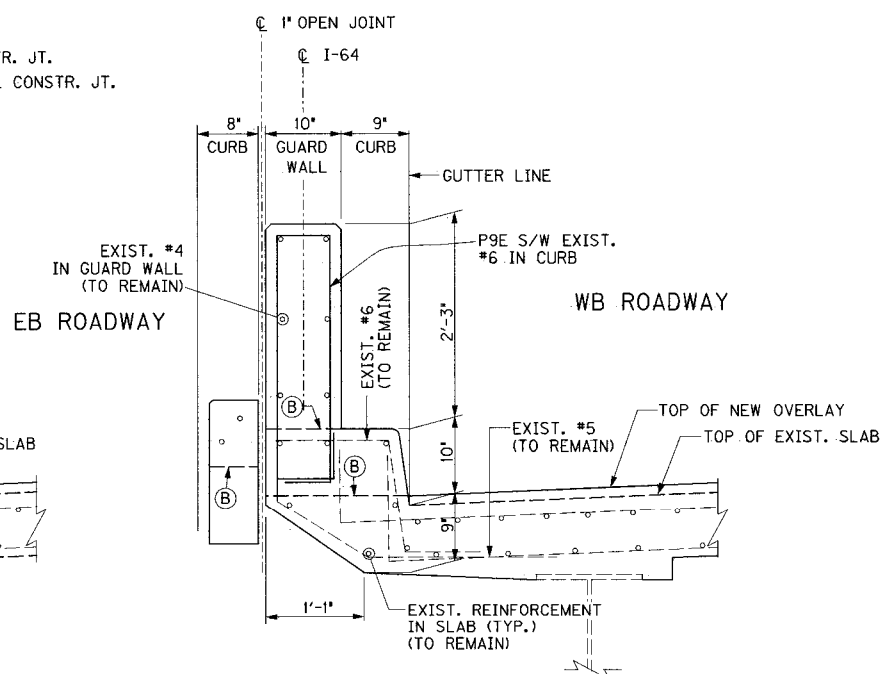
MEDIAN ELEVATION VIEW "A"
SHOWING REINFORCEMENT IN GUARDWALL

LEGEND

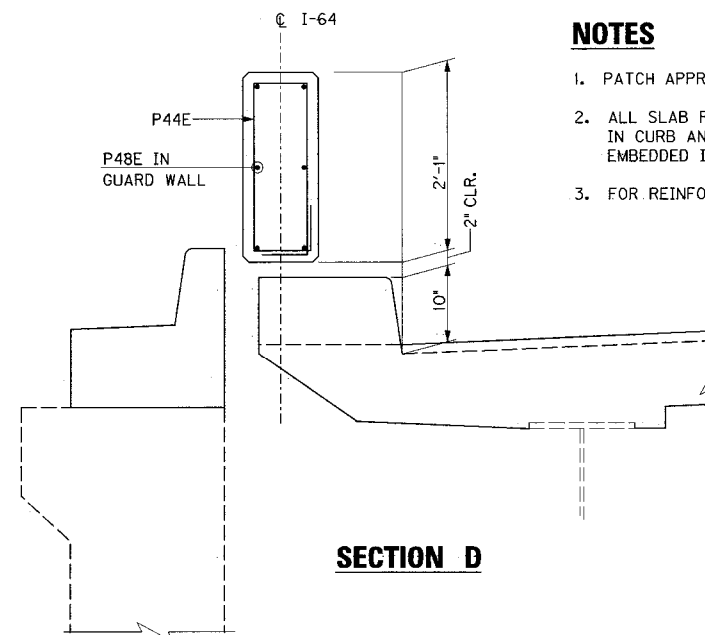
- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL LEVEL CONSTR. JT.



SECTION B



SECTION C



SECTION D

NOTES

1. PATCH APPROACH MEDIAN AS NECESSARY.
2. ALL SLAB REINFORCEMENT AND LONGITUDINAL REINFORCEMENT IN CURB AND GUARDWALL SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.
3. FOR REINFORCEMENT IN BACKWALL GUARDWALL AND CURB, SEE SHEET D12.

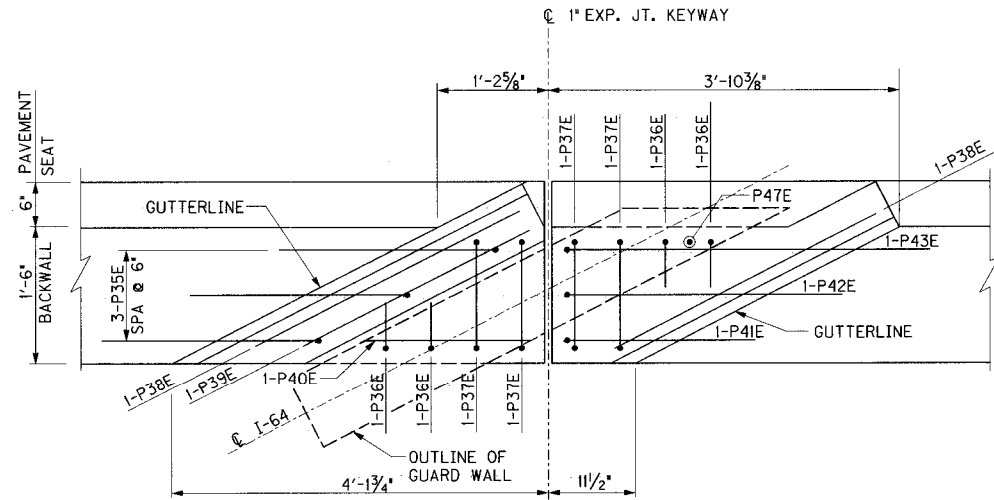
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
MEDIAN DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. D11 DRAWING NO. 26144

END BENT 1

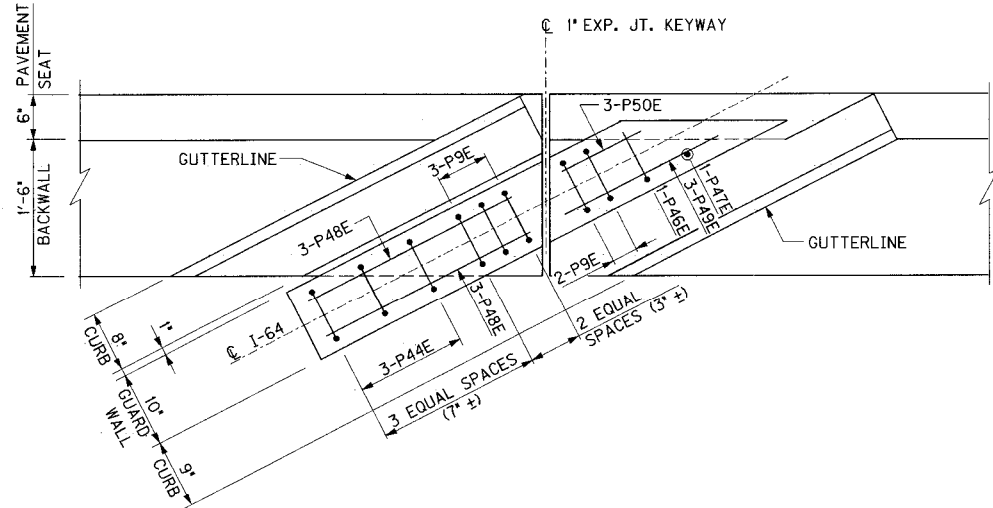
ITEM NUMBER

5-73.00

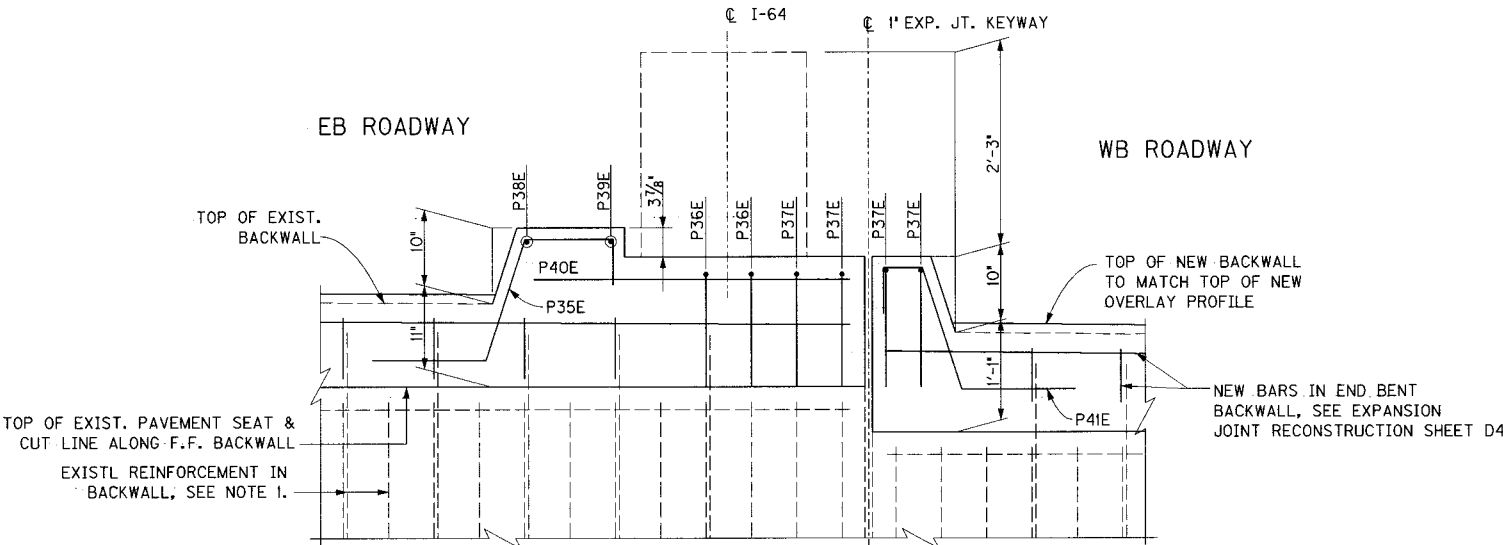
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DATE: \$\$\$date\$\$\$
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION – PLAN
(CURBS AT BACKWALL)



MEDIAN RECONSTRUCTION – PLAN
(GUARD WALL AT BACKWALL)



MEDIAN RECONSTRUCTION – BACKWALL ELEVATION
(LOOKING WEST AT FRONT FACE)

NOTES

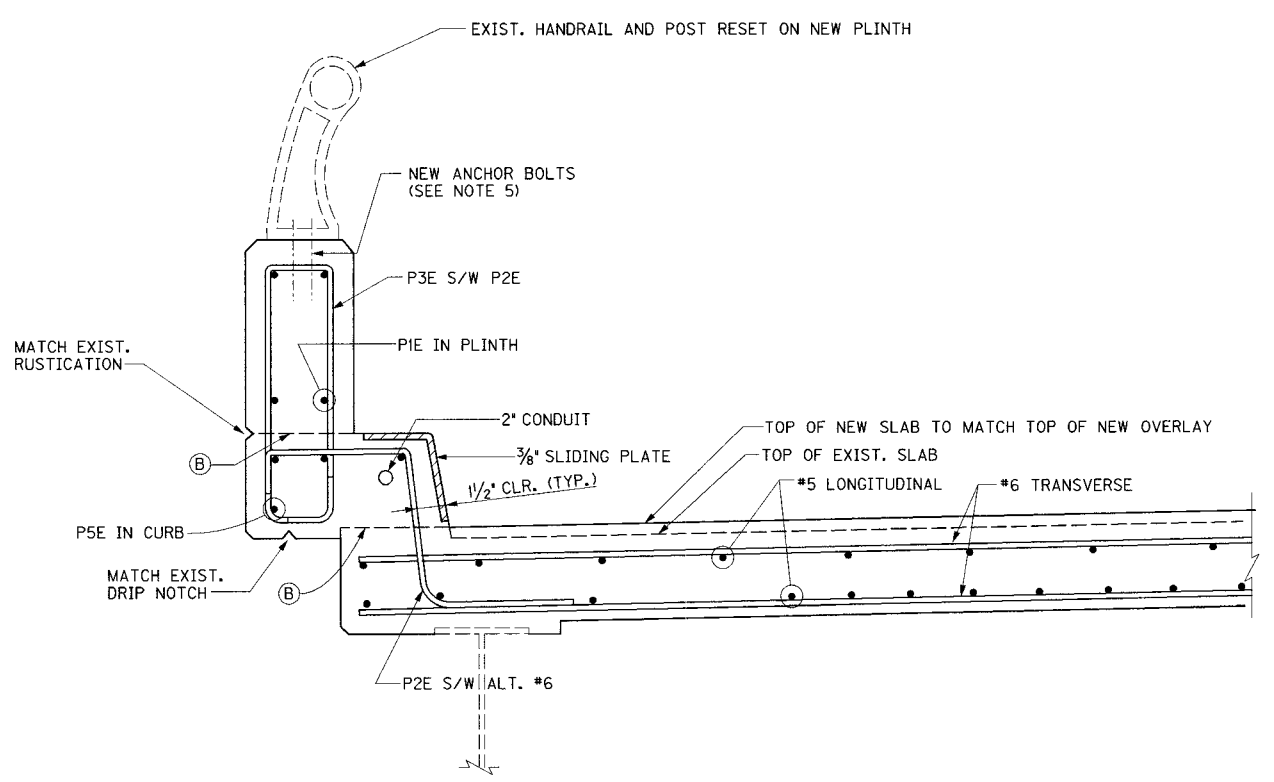
1. VERTICAL REINFORCEMENT IN BACKWALL PROJECTING ABOVE TOP OF PAVEMENT SEAT SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE, SEE GENERAL NOTES.

END BENT 1

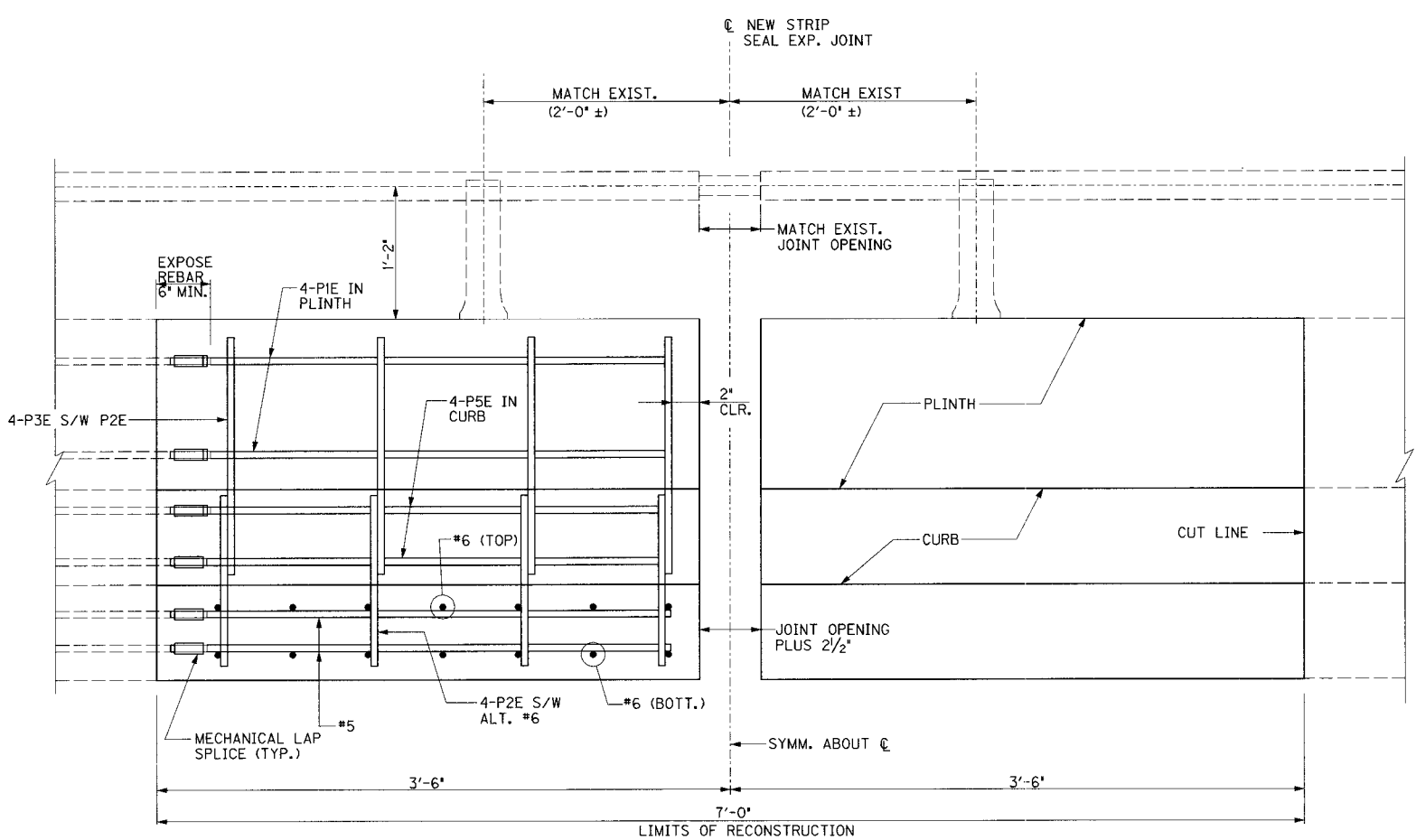
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	17TH STREET TO 13TH STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		D12
DRAWING NO.		26144

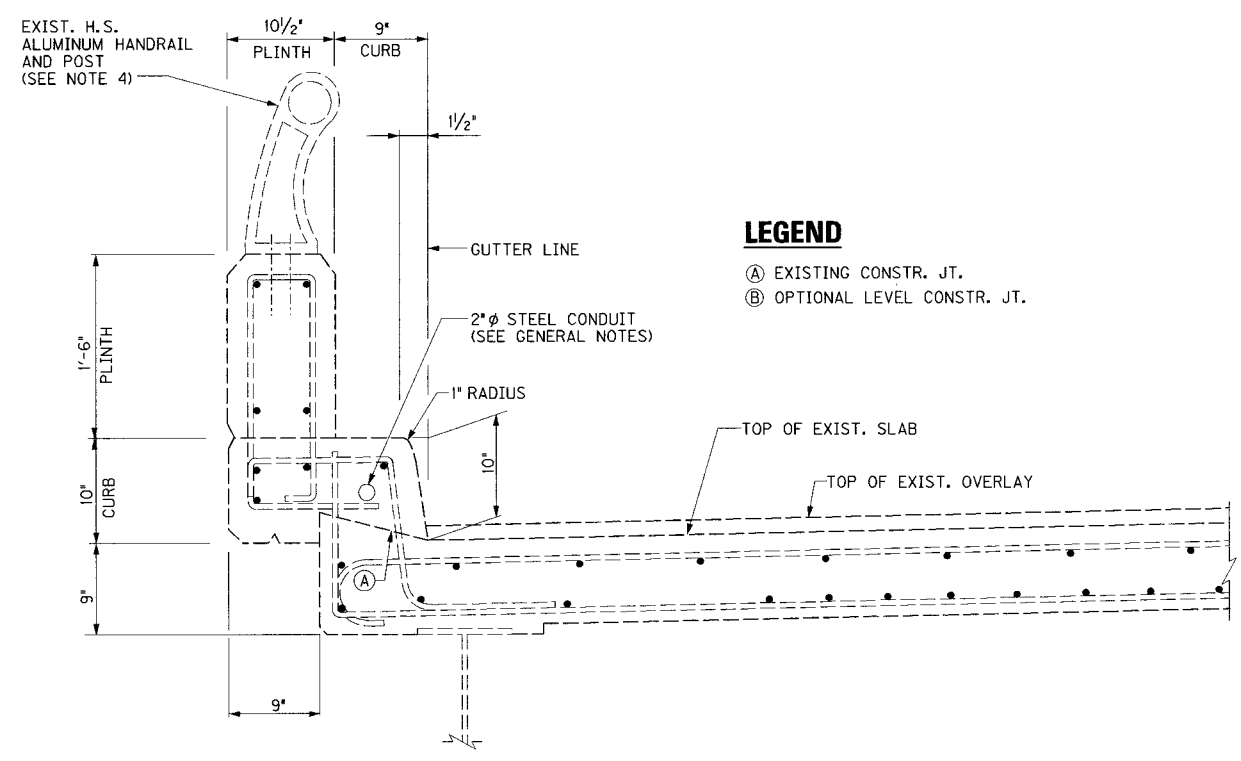
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USERNAME: sss\$plotted\$\$\$\$\$
DATE: sss\$DATE\$\$\$\$\$
SHEET LOCATION: LAY



FASCIA RECONSTRUCTION TYPICAL SECTION



FASCIA RECONSTRUCTION ELEVATION



EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL LEVEL CONSTR. JT.

NOTES

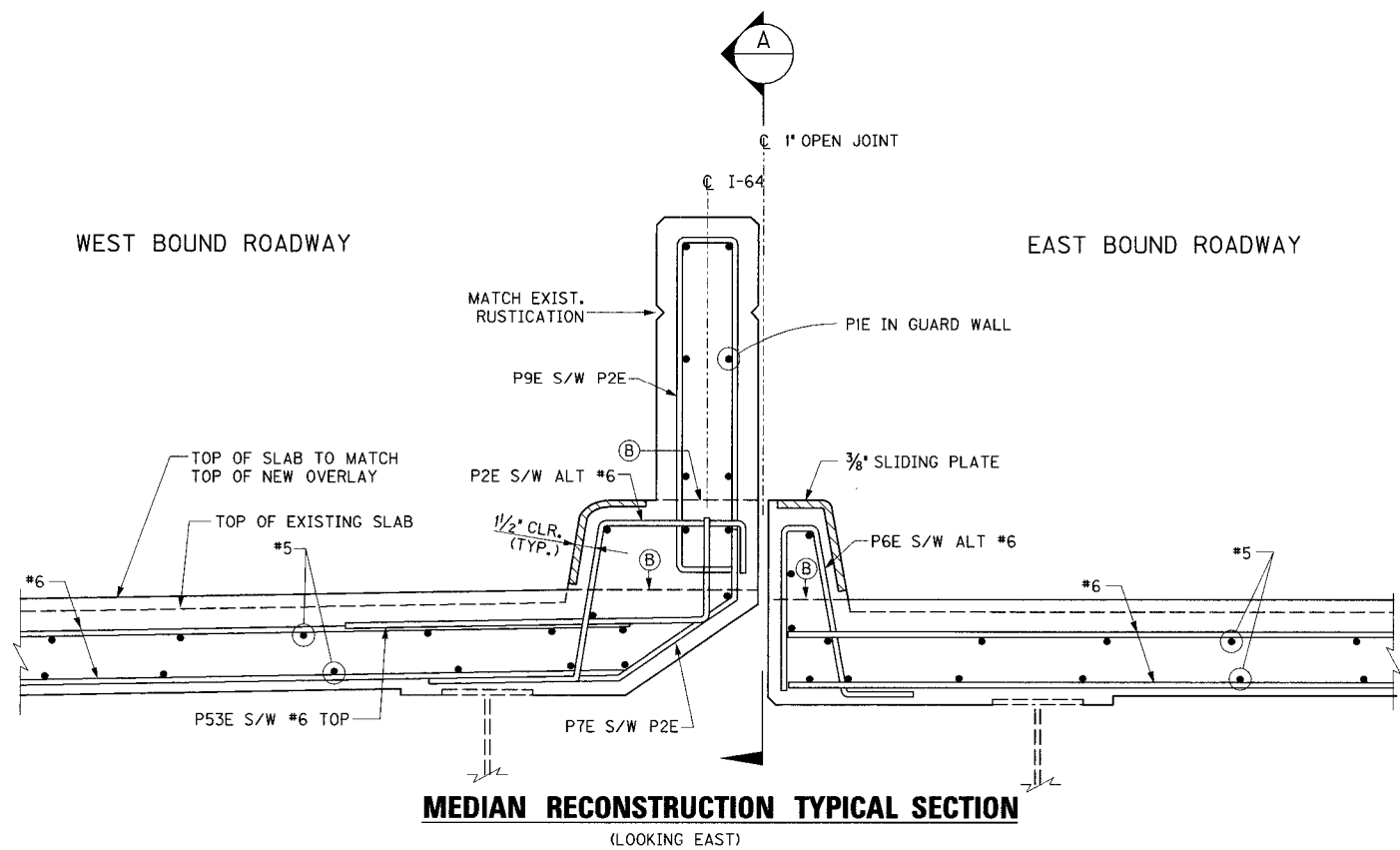
1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET D2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

PIERS 7, 10, 14, 17 & 21

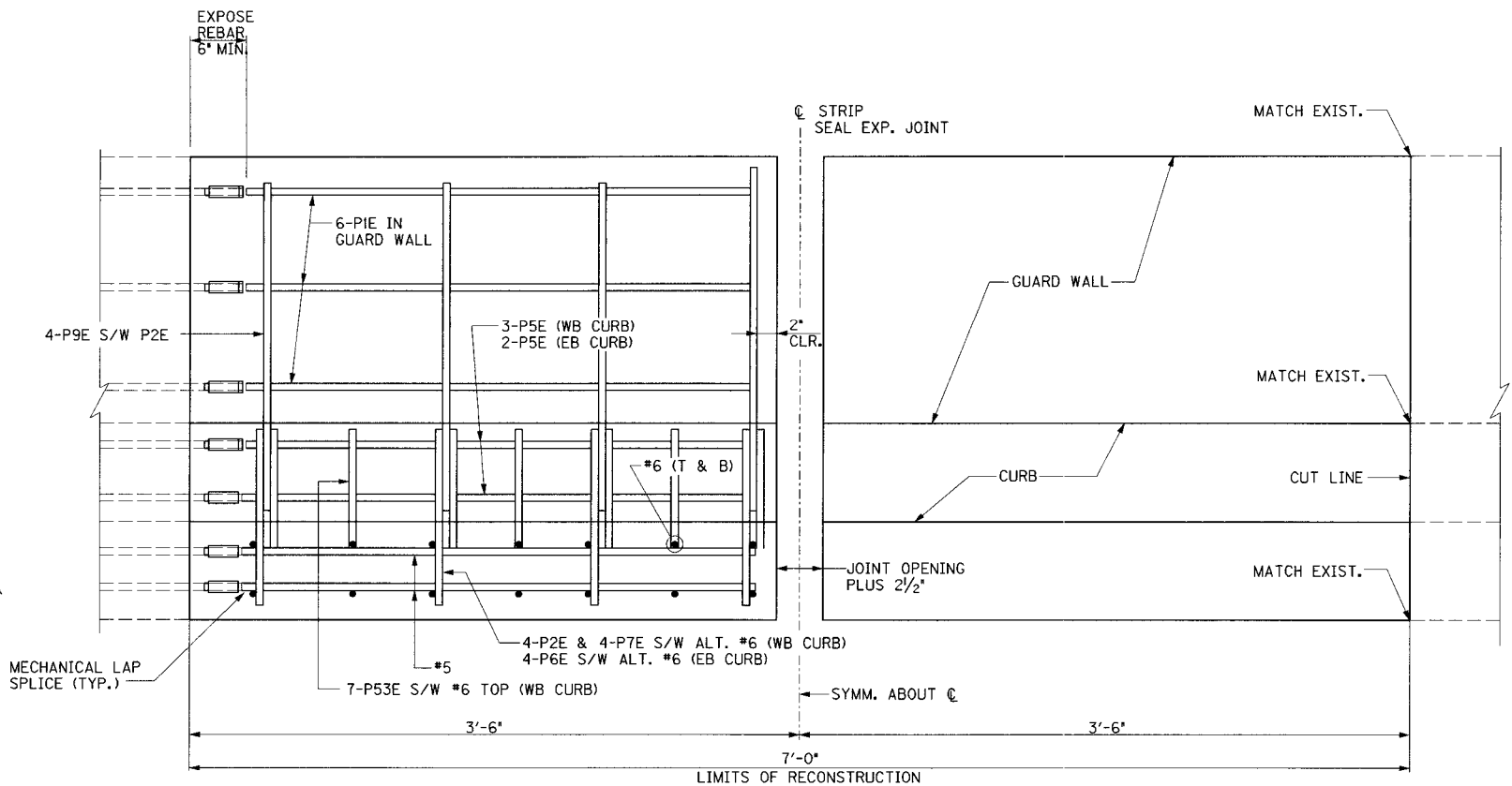
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. D13 DRAWING NO. 26144

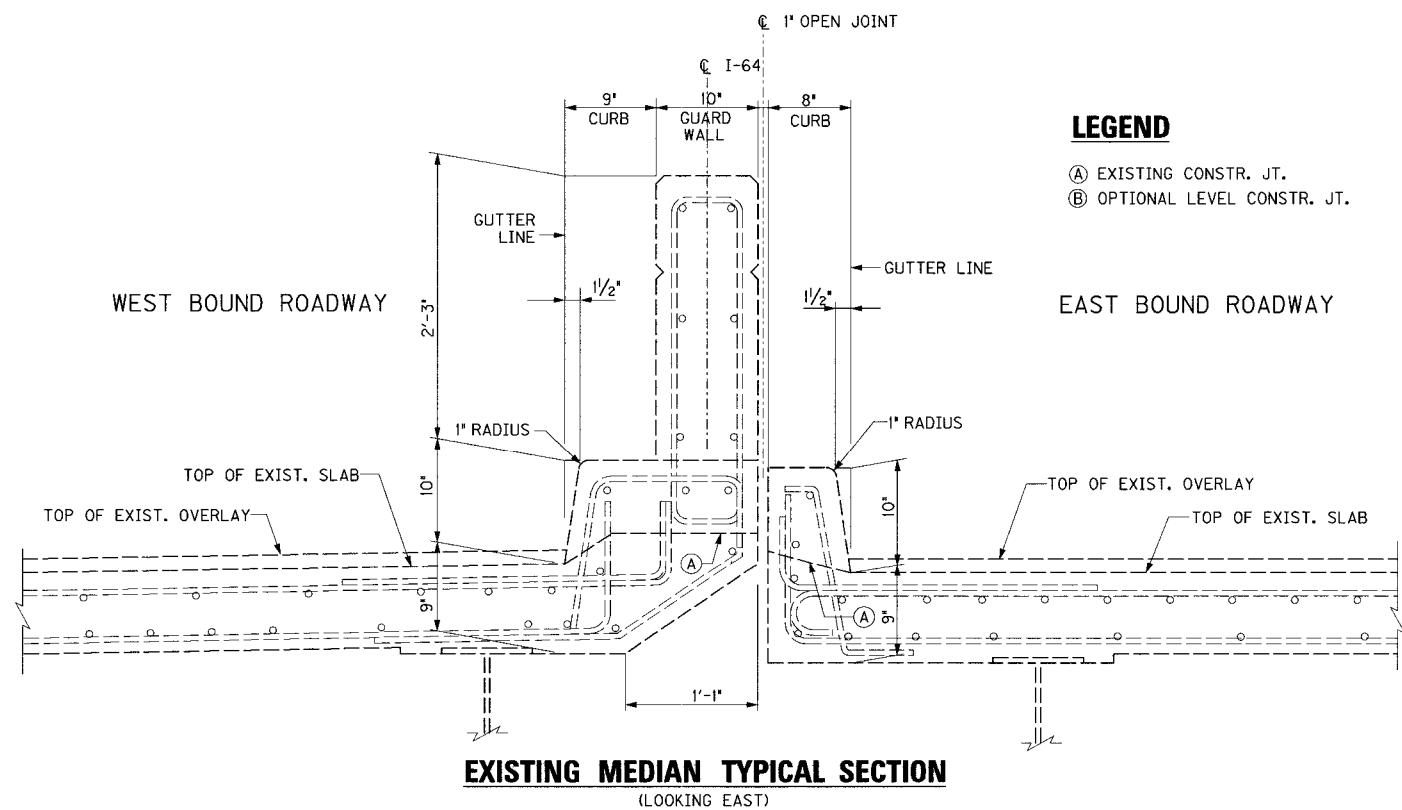
FILE NAME: \$\$\$designfile\$\$\$specification\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION
(LOOKING EAST)



MEDIAN ELEVATION VIEW "A"



EXISTING MEDIAN TYPICAL SECTION
(LOOKING EAST)

LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL LEVEL CONSTR. JT.

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET D2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

PIERS 7, 10, 14, 17 & 21

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	17TH STREET TO 13TH STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		D14
		DRAWING NO.
		26144

FILE NAME: ...17th to 13th Bar Schedule.dgn

USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: DETAILS

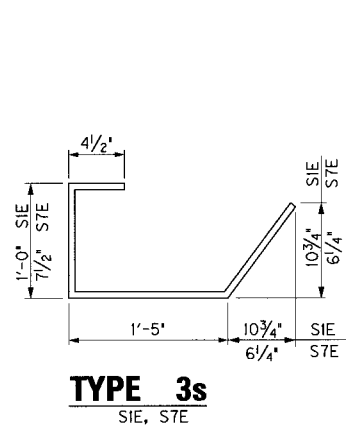
BILL OF REINFORCEMENT

EPOXY COATED REINFORCING STEEL

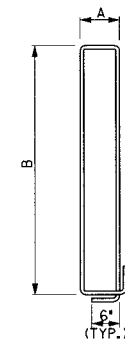
MARK	SIZE	TYPE	LENGTH		LOCATION	NO. OF BARS												TOTAL
						END BENT 1		PIER 7		PIER 10		PIER 14		PIER 17		PIER 21		
			FT.	IN.		WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
S1E	#4	3s	4	2	HAUNCH			41	85	82	82	82	82	82	82	82	82	782
S2E	#5	STR	3	0	SLAB			232	229	240	240	241	239	242	238	242	238	2381
S3E	#6	STR	45	4	SLAB			31		28		28		28		28		143
S4E	#6	STR	45	6	SLAB				31		28		28		28		28	143
S5E	#6	STR	7	1	SLAB			6	6	12	12	12	12	12	12	12	12	108
S6E	#6	STR	8	11	SLAB			9	9	18	18	18	18	18	18	18	18	162
S7E	#4	3s	3	2	HAUNCH			44										44
S8E	#5	STR	54	5	BACKWALL		4											4
S9E	#5	STR	51	1	BACKWALL	4												4
S10E	#4	15s	2	8	HAUNCH	40	40											80
S11E	#4	14s	3	0	BACKWALL	96	96											192
PIE	#4	STR	3	0	PLINTH & WALL			20	8	20	8	20	8	20	8	20	8	140
P2E	#6	6	4	6	CURB	5	6	16	8	16	8	16	8	16	8	16	8	131
P3E	#5	8s	6	5	PLINTH	5	6	8	8	8	8	8	8	8	8	8	8	91
P4E					NOT USED													0
P5E	#5	STR	3	0	CURB			14	12	14	12	14	12	14	12	14	12	130
P6E	#5	11s	4	2	CURB		3		8		8		8		8		8	43
P7E	#5	12s	3	6	CURB			8		8		8		8		8		40
P9E	#5	8s	7	10	GUARD WALL	5	3	8		8		8		8		8		48
P8E & P10E THRU P26E					NOT USED													0
P27E	#4	STR	3	10	PLINTH	4												4
P28E	#5	STR	3	10	CURB	4												4
P29E	#4	STR	3	4	PLINTH	4	4											8
P30E	#5	STR	3	4	CURB	4	4											8
P31E	#4	10	4	2	CURB	4	4											8
P32E	#5	8s	8	3	PLINTH	4	4											8
P33E	#4	STR	5	0	PLINTH		4											4
P34E	#5	STR	5	0	CURB		4											4
P35E	#6	6	3	11	BACKWALL		3											3
P36E	#5	16s	1	9	BACKWALL		4											4
P37E	#5	10s	3	8	BACKWALL		4											4
P38E	#5	STR	3	3	BACKWALL	1	1											2
P39E	#5	STR	2	9	BACKWALL		1											1
P40E	#5	STR	3	6	BACKWALL		1											1
P41E	#6	6	4	2	BACKWALL	1												1
P42E	#6	6	5	1	BACKWALL	1												1
P43E	#6	6	6	1	BACKWALL	1												1
P44E	#5	8s	5	10	GUARD WALL	3												3
P45E					NOT USED													0
P46E	#5	17s	5	5	BACKWALL	1												1
P47E	#5	STR	2	10	BACKWALL	1												1
P48E	#4	STR	2	6	BACKWALL		6											6
P49E	#4	STR	1	10	BACKWALL	3												3
P50E	#4	STR	1	0	BACKWALL	3												3
P51E	#5	11s	3	8	CURB		3											3
P52E					NOT USED													0
P53E	#6	16	4	6	MEDIAN			14		14		14		14		14		70

ESTIMATE OF QUANTITIES

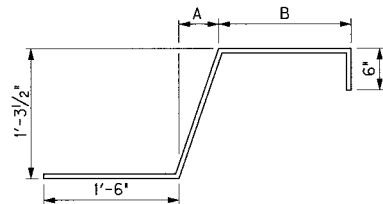
BID ITEM	END BENT 1		PIER 7		PIER 10		PIER 14		PIER 17		PIER 21		TOTAL
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
EXPANSION JOINT RECONSTRUCTION (LF)	95.1	102.2	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	641.3
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:													
CONCRETE, CLASS M (CY)	15	16	14	15	15	15	15	15	15	15	15	15	180
STEEL REINFORCEMENT, EPOXY COATED (LBS)	740	790	3670	3460	3690	3460	3700	3460	3700	3460	3700	3460	37340
MECHANICAL COUPLERS (#4) (EA)	0	0	20	8	20	8	20	8	20	8	20	8	140
MECHANICAL COUPLERS (#5) (EA)	0	0	246	241	254	252	255	251	256	250	256	250	2511
STRIP SEAL EXPANSION JOINT (4 INCH) (LF)	95.1	102.2	44.4	44.4			44.4	44.4			44.4	44.4	463.7
STRIP SEAL EXPANSION JOINT (5 INCH) (LF)					44.4	44.4							88.8
STRIP SEAL EXPANSION JOINT (6 INCH) (LF)									44.4	44.4			88.8
ARMORED EDGE AT BACKWALL	95.1	102.2											197.3



TYPE 3s
S1E, S7E

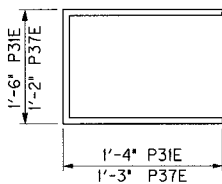


TYPE 8s
P3E, P9E, P32E, P44E

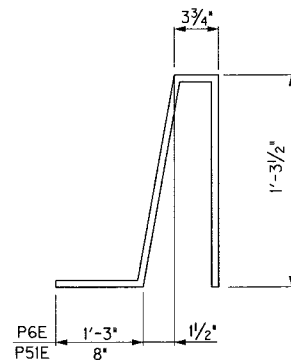


TYPE 6
P2E, P35E, P41E, P42E, P43E

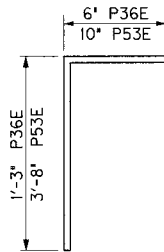
BAR MARK	A		B	
	FT.	IN.	FT.	IN.
P2E	0	1 1/2	1	2 1/2
P35E	0	4 3/8	0	10
P41E	0	4 3/8	0	10
P42E	0	4 3/8	1	9
P43E	0	4 3/8	2	9



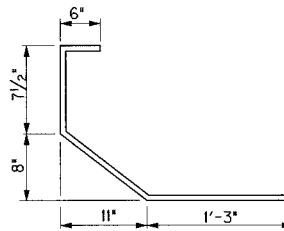
TYPE 10s
P31E, P37E



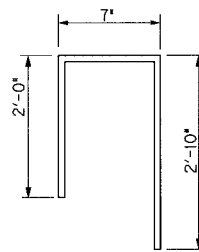
TYPE 11s
P6E, P51E



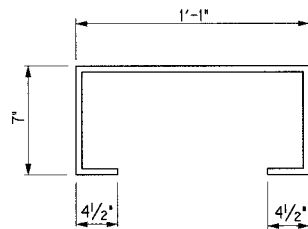
TYPE 16s
P36E, P53E



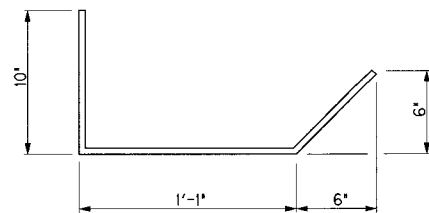
TYPE 12s
P7E



TYPE 17s
P46E



TYPE 14s
S11E



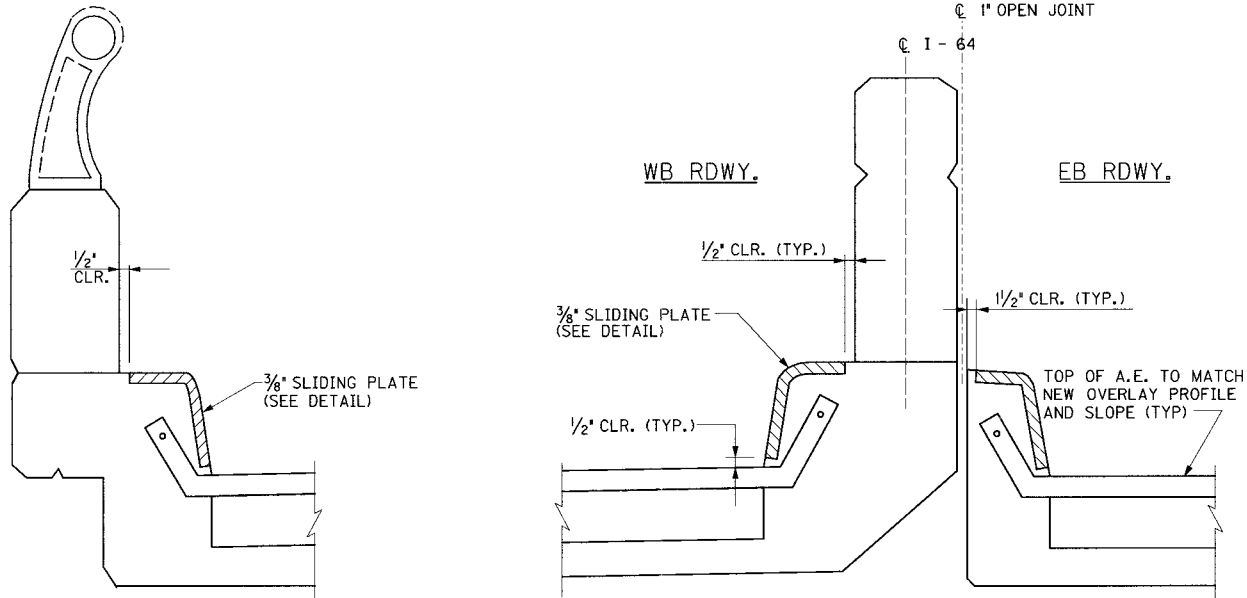
TYPE 15s
S10E

ITEM NUMBER

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REVISION		DATE
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DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
BILL OF REINFORCEMENT		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. D15 DRAWING NO. 26144

FILE NAME: \$\$\$designfile\$\$\$specification\$\$\$
USERNAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY

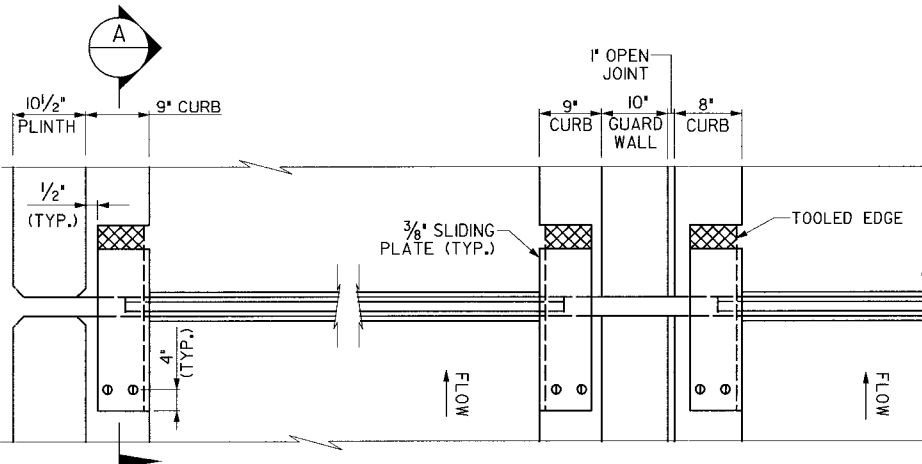


FASCIA RECONSTRUCTION TYPICAL SECTION

(LOOKING EAST)

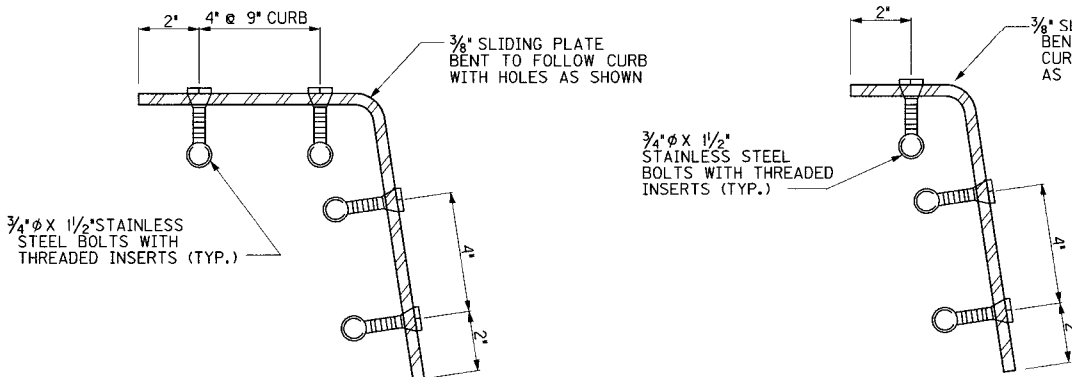
MEDIAN RECONSTRUCTION TYPICAL SECTION

(LOOKING EAST)



CURB PLAN

CURB WIDTHS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. FABRICATE NEW 3/8" SLIDING PLATES TO ACCOMMODATE THE TOP OF THE NEW CONCRETE SLAB.

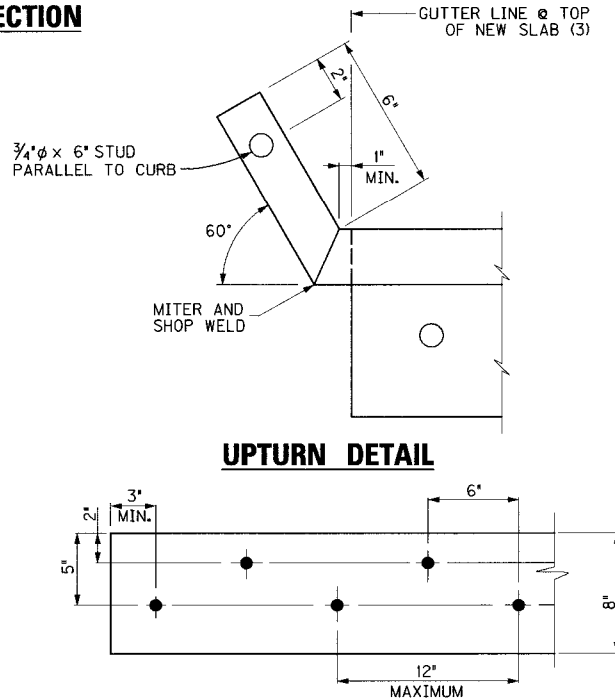


SLIDING PLATE DETAIL

(9" CURB)

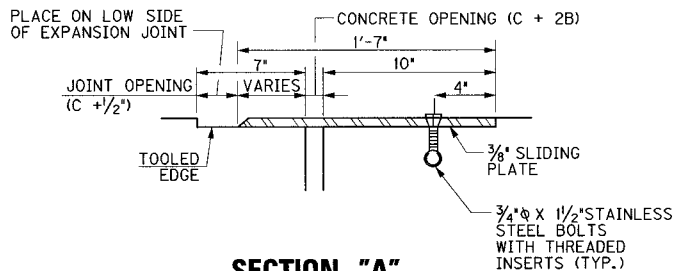
SLIDING PLATE DETAIL

(8" CURB)



UPTURN DETAIL

STUD PATTERN

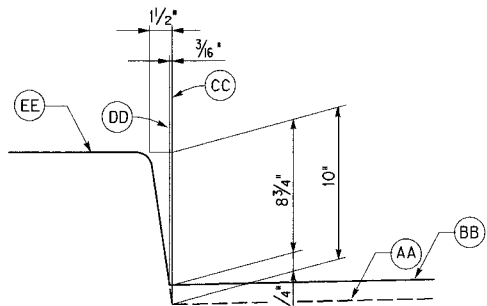


SECTION "A"

(TYP. FOR 8" AND 9" CURB)

JOINT SETTING							
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (1)	
		MIN	60 DEG F	MAX		EB	WB
7	4"	7⁄8	2	3 1⁄16	3⁄16"	44'-4"	44'-4"
10	5"	3⁄4	2 1⁄2	5 1⁄4	5⁄16"	44'-4"	44'-4"
14	4"	5⁄8	2	4 1⁄8	1⁄4"	44'-4"	44'-4"
17	6"	1⁄2	2 3⁄4	6 1⁄8	3⁄8"	44'-4"	44'-4"
21	4"	1⁄2	2	4 3⁄8	1⁄4"	44'-4"	44'-4"
END BENT	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (2)	
		MIN	60 DEG F	MAX			
1EB	4"	7⁄8	2	3 1⁄16	3⁄16"	102'-1 1⁄2"	
1WB	4"	7⁄8	2	3 1⁄16	3⁄16"	95'-0 3⁄4"	

- (1) GUTTER LINE-TO-GUTTER LINE ALONG C/L JOINT AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (2) GUTTER LINE-TO-GUTTER LINE ALONG FRONT FACE BACKWALL AS SHOWN ON ORIGINAL CONSTRUCTION PLANS.
- (3) FABRICATE THE STRIP SEAL TO ACCOMMODATE THE DISTANCE GUTTER LINE-TO-GUTTER LINE ALONG THE TOP OF THE NEW CONCRETE SLAB.



CURB DETAIL

- (AA) TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- (BB) TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- (CC) ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- (DD) NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- (EE) TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB

ALTERNATE NEOPRENE EXPANSION DAMS			
MODEL	SUPPLIER	A	B
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"

ITEM NUMBER

5-73.00

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

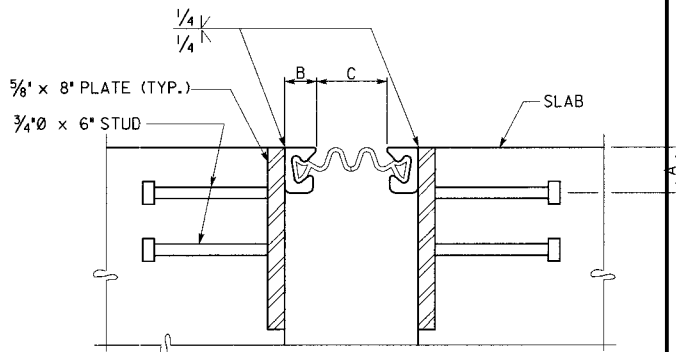
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

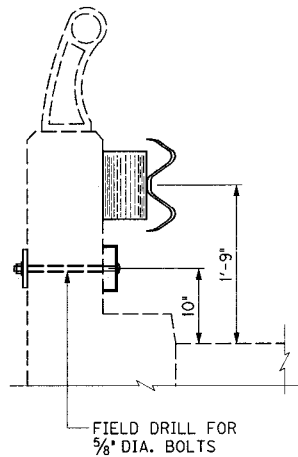
JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



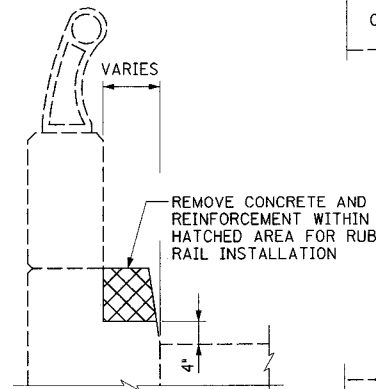
SECTION THRU JOINT

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
STRIP SEAL EXP. JT. DETAILS		
PREPARED BY		SHEET NO. D16
PARSONS BRINCKERHOFF		DRAWING NO. 26144

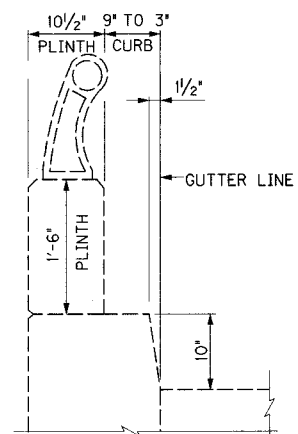
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USER NAME: \$\$\$\$\$\$plotted\$by\$\$\$\$\$
DATE: \$\$\$\$\$\$DATE\$\$\$\$\$
SHEET LOCATION: LAY



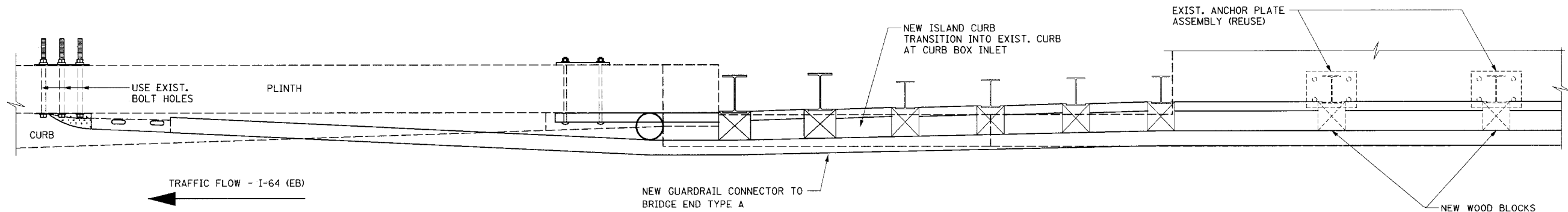
PROPOSED SECTION



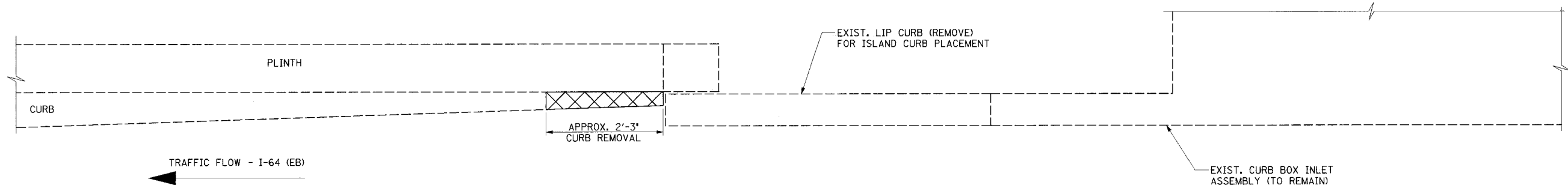
REMOVAL LIMITS



EXISTING SECTION

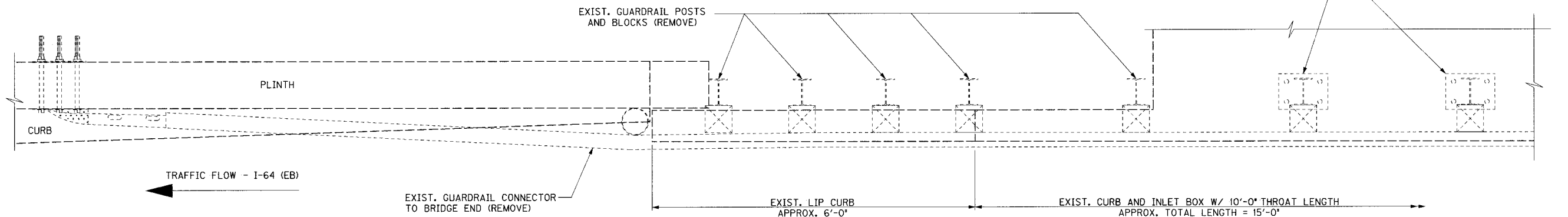


SAFETY CURB PLAN - PROPOSED

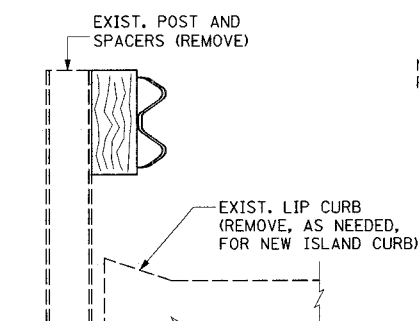


SAFETY CURB PLAN - REMOVAL LIMITS

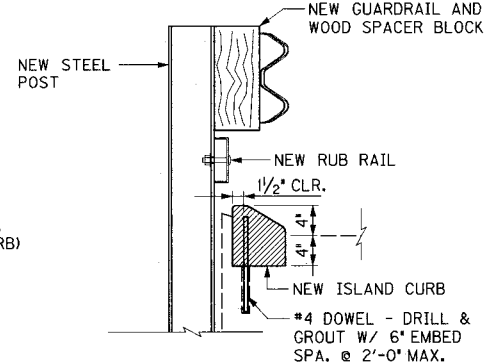
(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



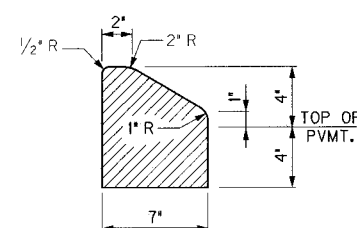
SAFETY CURB PLAN - EXISTING



EXISTING SECTION



PROPOSED SECTION



NEW ISLAND CURB

NOTES

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.

TYPE A CONNECTOR

ITEM NUMBER

5-73.00

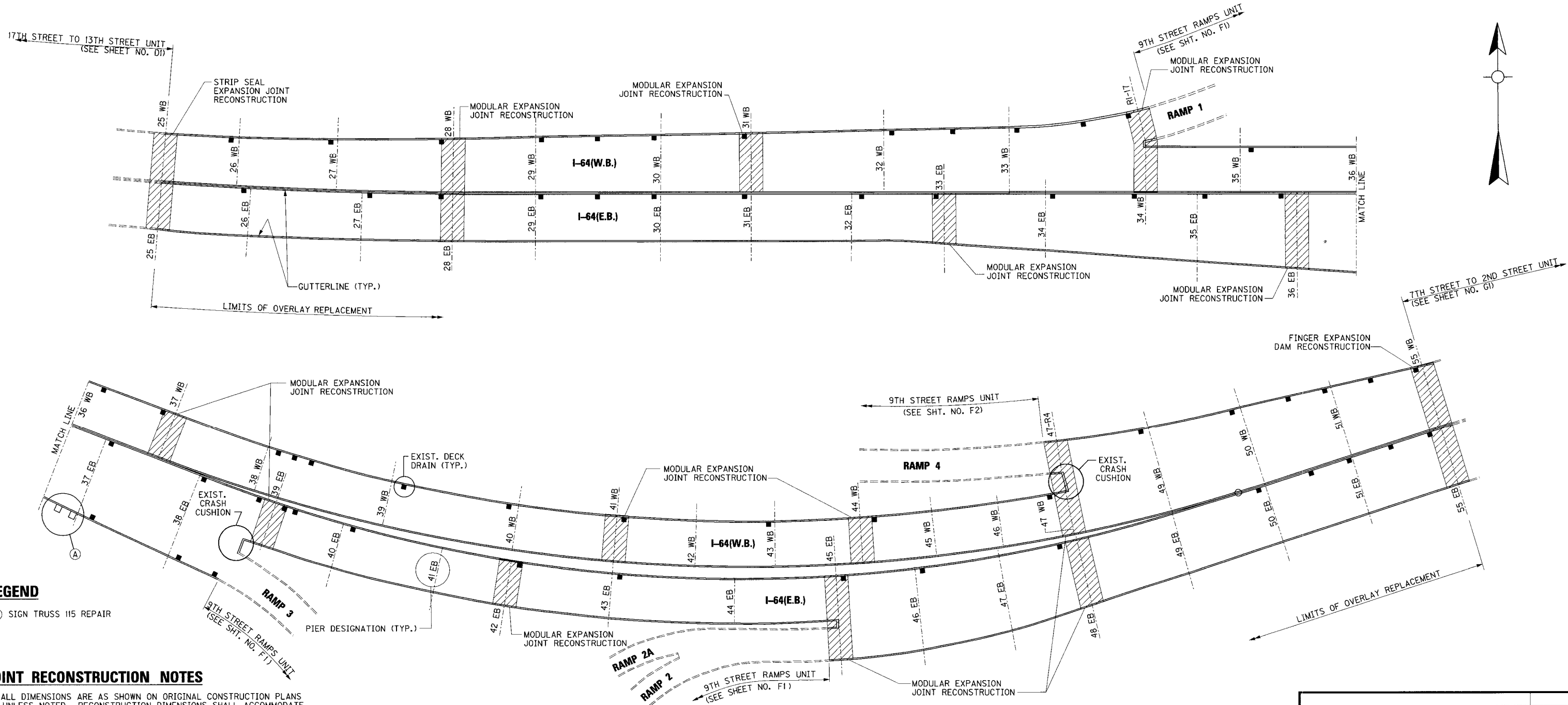
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	17TH STREET TO 13TH STREET	
GUARDRAIL CONNECTORS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		D17
100		DRAWING NO.
		26144

FILE NAME: ...\\layout sheets\\layouts.dgn

USERNAME: CBS

DATE: 3/14/2007

SHEET LOCATION: LAY



LEGEND

- (A) SIGN TRUSS I15 REPAIR

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS UNLESS NOTED. RECONSTRUCTION DIMENSIONS SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. *TOP OF EXISTING SLAB*, WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB WITH A THICKNESS TRANSITION AT THE EXISTING MODULAR JOINTS. SEE SHEET E2. THE TOPS OF EXISTING MODULAR JOINTS HAVE NOT BEEN RAISED AND ARE ASSUMED TO BE AT THE ELEVATIONS AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
4. THE NEW OVERLAY THICKNESS SHALL MATCH THE EXISTING OVERLAY THICKNESS OUTSIDE THE TRANSITION AREA. THE NEW STRIP SEAL EXPANSION JOINT SHALL BE RAISED TO ACCOMMODATE THE NEW OVERLAY.
5. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

NOTES

1. REMOVE THE EXISTING CRASH CUSHIONS AT PIER R3-1 AND PIER 47WB FOR MILLING AND OVERLAY OPERATIONS. SEE SHEET NO. J17A.

JOINT REMOVAL NOTES

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 13TH STREET TO 7TH STREET	
LAYOUT			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. E1
			DRAWING NO. 26144

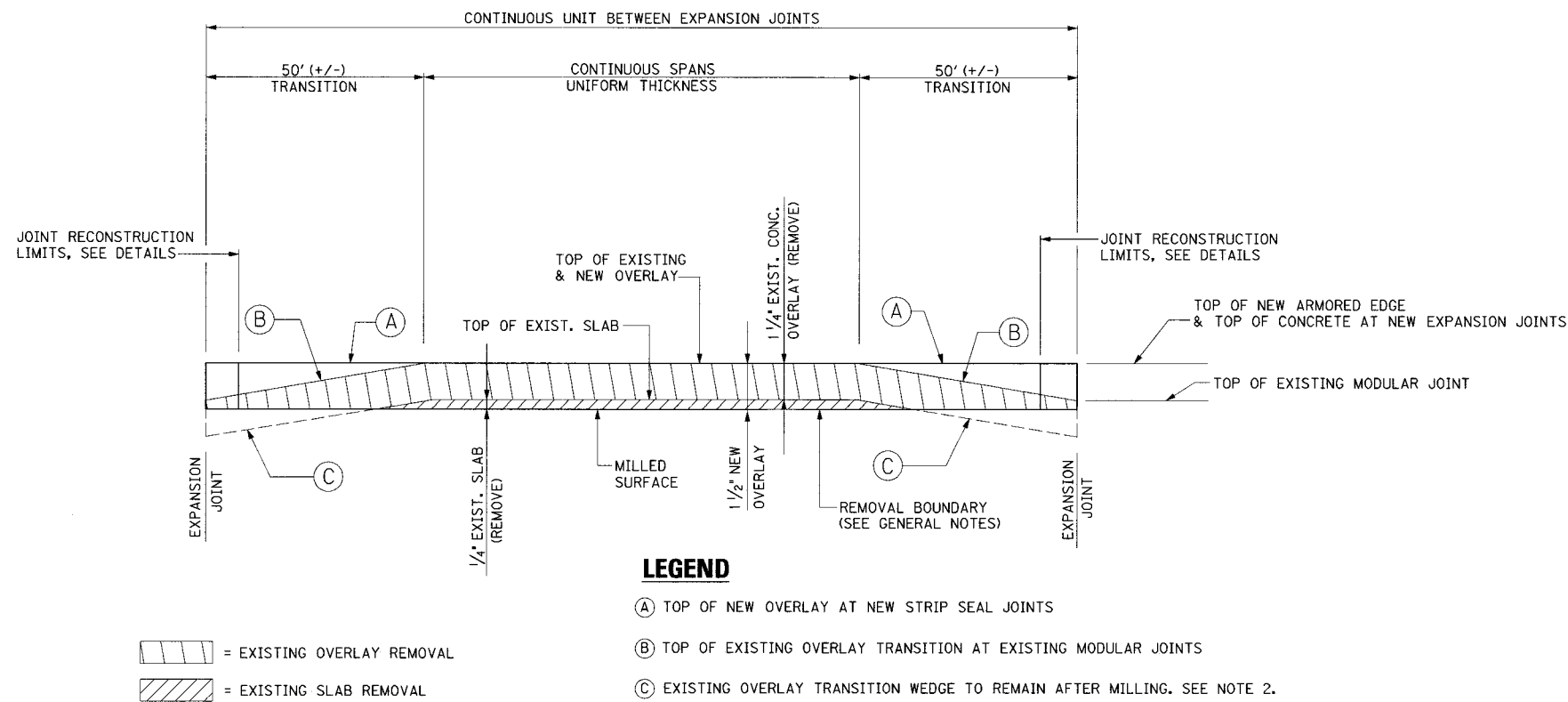
ITEM NUMBER
5-73.00

FILE NAME: ...Overlay\Overlay Details.dgn

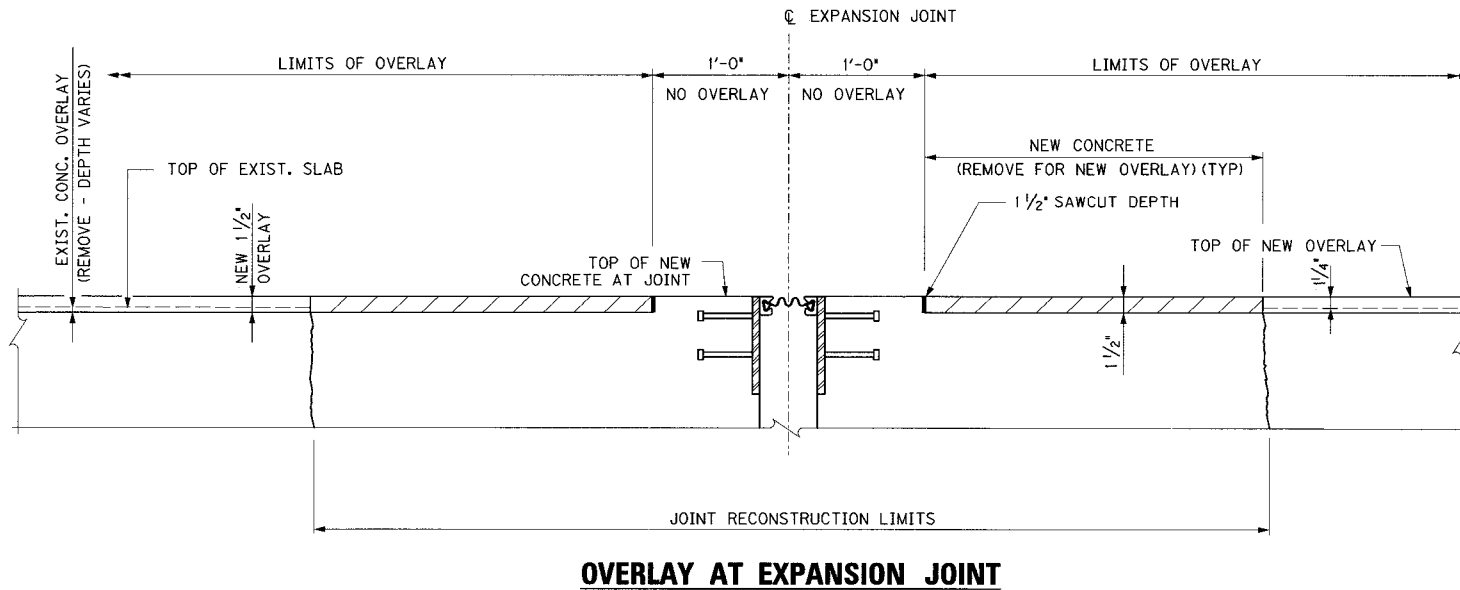
USERNAME: CBS

DATE: 2/5/2007

SHEET LOCATION: LAY



EXISTING AND NEW OVERLAY PROFILE

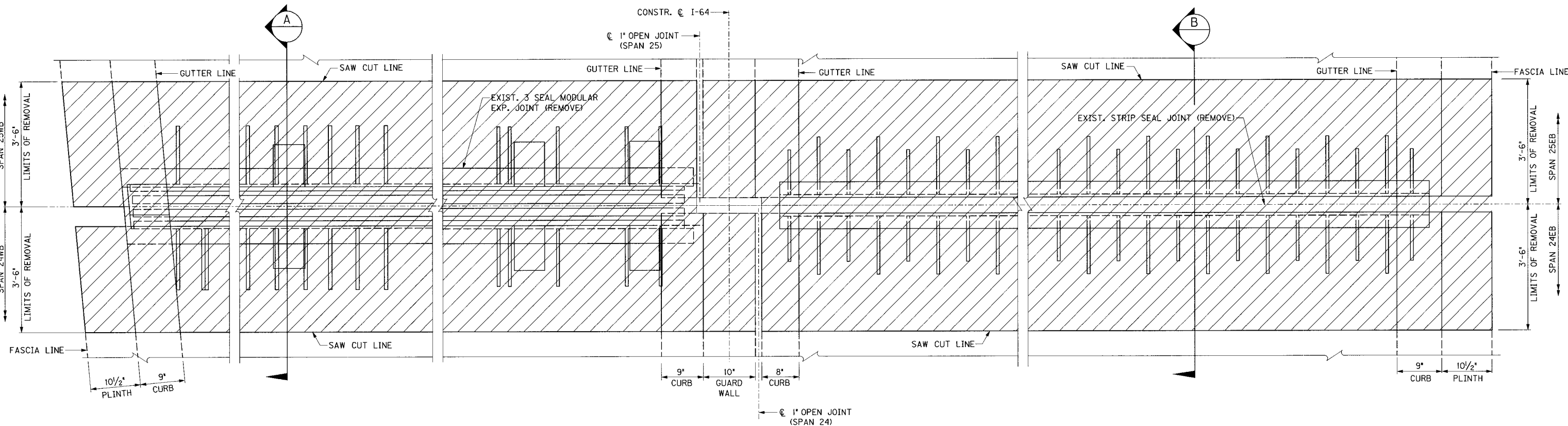


OVERLAY NOTES:

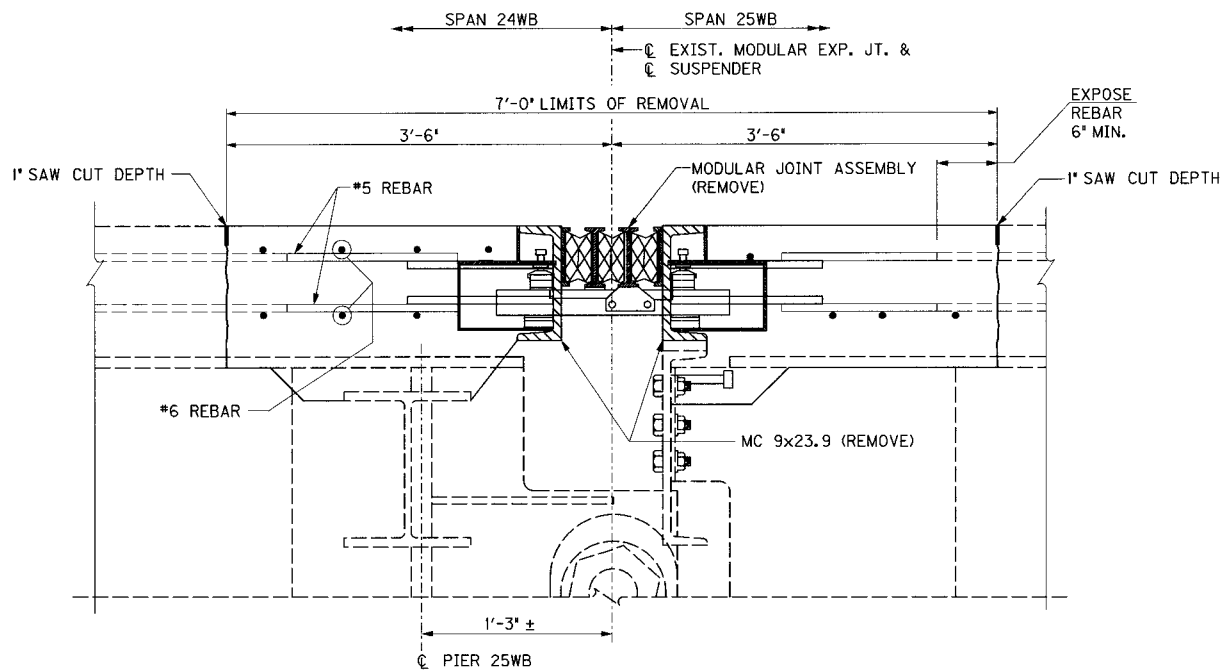
- EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
- SOUND OVERLAY WEDGE AFTER DECK SCARIFICATION. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET UNIT	
OVERLAY DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. E2
DRAWING NO. 26144		

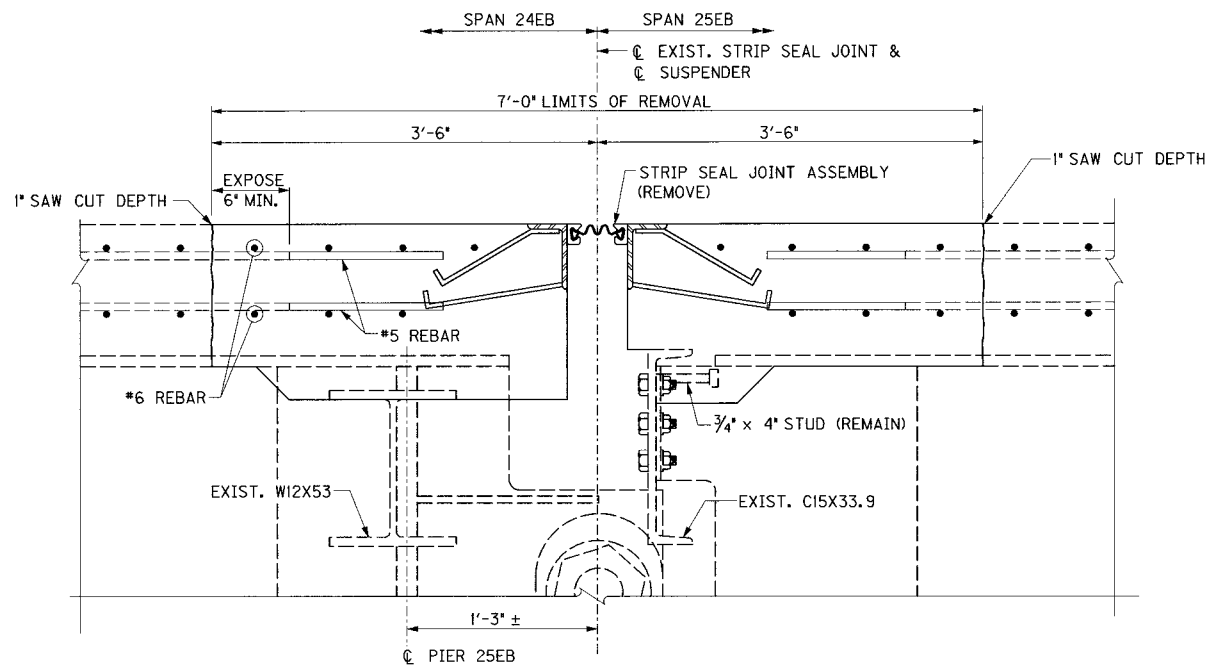
ITEM NUMBER
5-73.00



PLAN EXISTING EXPANSION JOINT REMOVAL



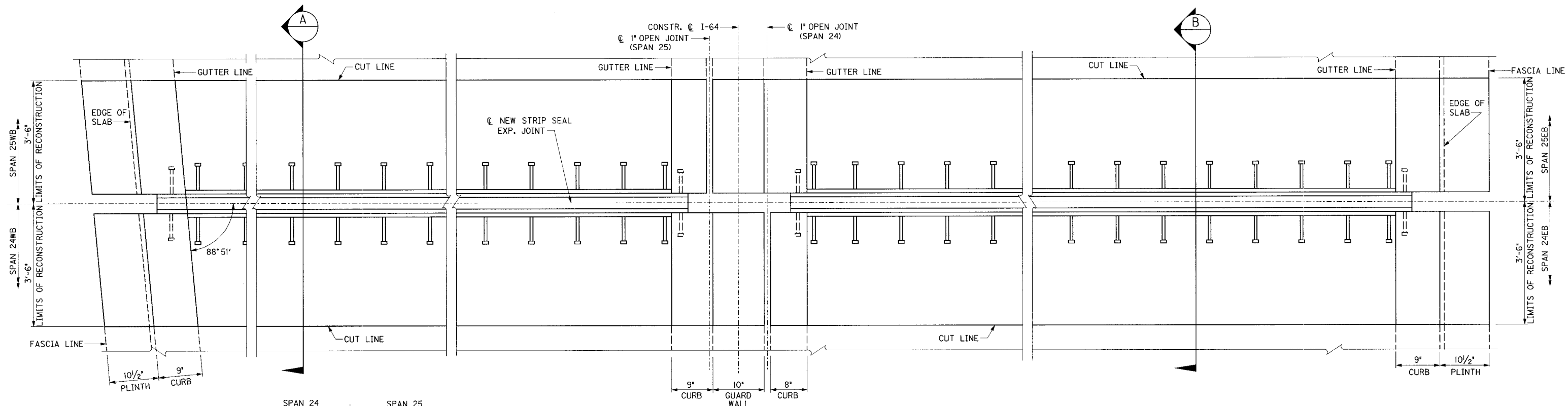
SECTION A



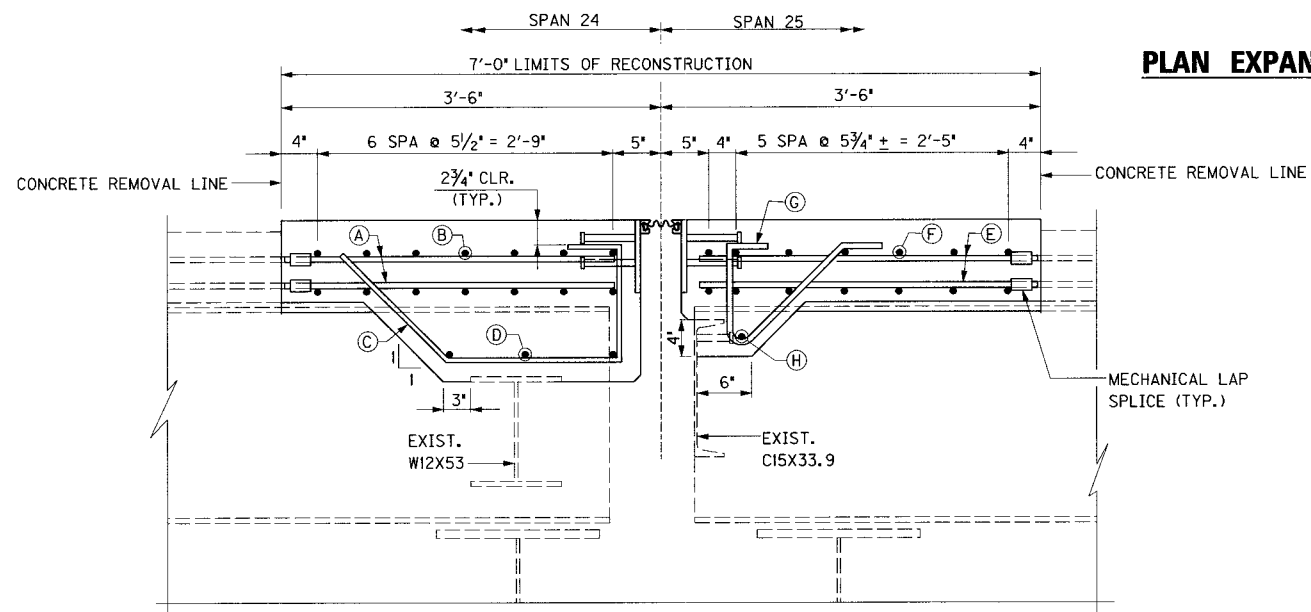
SECTION B

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 25WB & 25EB			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF 100 YEARS		E3	
		DRAWING NO.	
		26144	

ITEM NUMBER
5-73.00

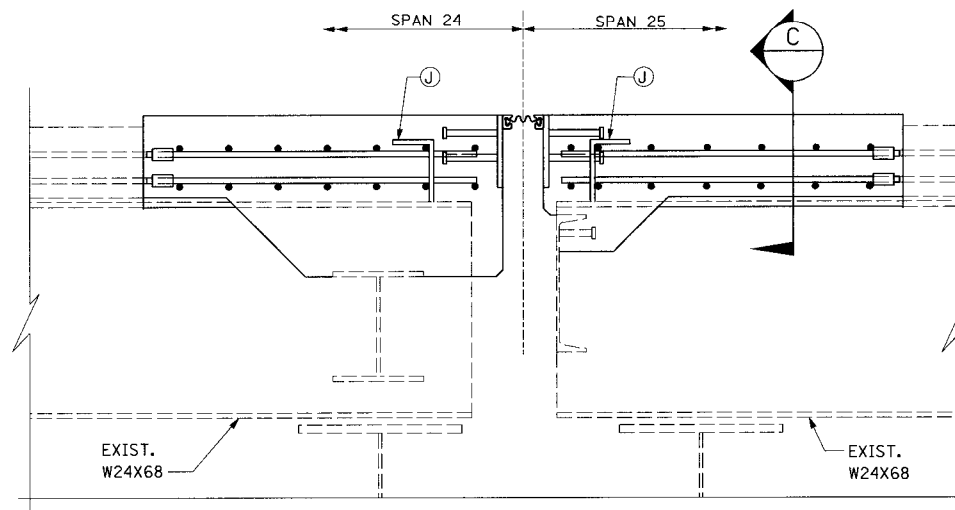


PLAN EXPANSION JOINT RECONSTRUCTION



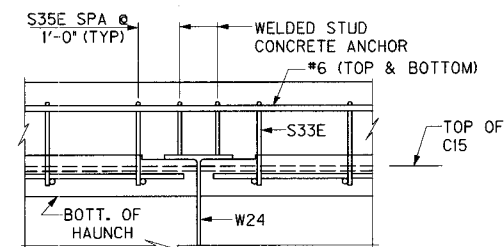
SECTION A - EXPANSION JOINT RECONSTRUCTION

BETWEEN LONGITUDINAL BEAMS



SECTION B - EXPANSION JOINT RECONSTRUCTION

AT EXIST. W24



SECTION C

LEGEND

SPAN 24WB

- (A) 127-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 7-S20E (TOP) & 7-S21E (BOTTOM)
- (C) 42-S36E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS WITH 7 EACH; 2~9'-4" BAYS WITH 9 EACH & 2~5'-9" BAYS WITH 5 EACH)
- (D) 6-S37E (3 EACH 7'-6" BAY); 6-S38E (3 EACH 9'-4" BAY) & 6-S39E (3 EACH 5'-9" BAY)
- (E) 10-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 5~W24 ROLLED BEAMS)

SPAN 24EB

- (A) 119-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S22E (7-TOP & 7-BOTTOM)
- (C) 41-S36E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS WITH 7 EACH & 3~9'-4" BAYS WITH 9 EACH)
- (D) 6-S37E (3 EACH 7'-6" BAY) & 9-S38E (3 EACH 9'-4" BAY)
- (E) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4~W24 ROLLED BEAMS)

SPAN 25WB

- (E) 134-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S21E (7-TOP & 7-BOTTOM)
- (G) 42-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS WITH 7 EACH; 2~9'-4" BAYS WITH 9 EACH & 2~5'-9" BAYS WITH 5 EACH)
- (H) 2-S37E (1 EACH 7'-6" BAY); 2-S38E (1 EACH 9'-4" BAY) & 2-S39E (1 EACH 5'-9" BAY)
- (I) 10-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 5~W24 ROLLED BEAMS)

SPAN 25EB

- (E) 115-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S23E (7-TOP & 7-BOTTOM)
- (G) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS WITH 7 EACH & 3~9'-4" BAYS WITH 9 EACH)
- (H) 2-S37E (1 EACH 7'-6" BAY) & 3-S38E (1 EACH 9'-4" BAY)
- (I) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4~W24 ROLLED BEAMS)

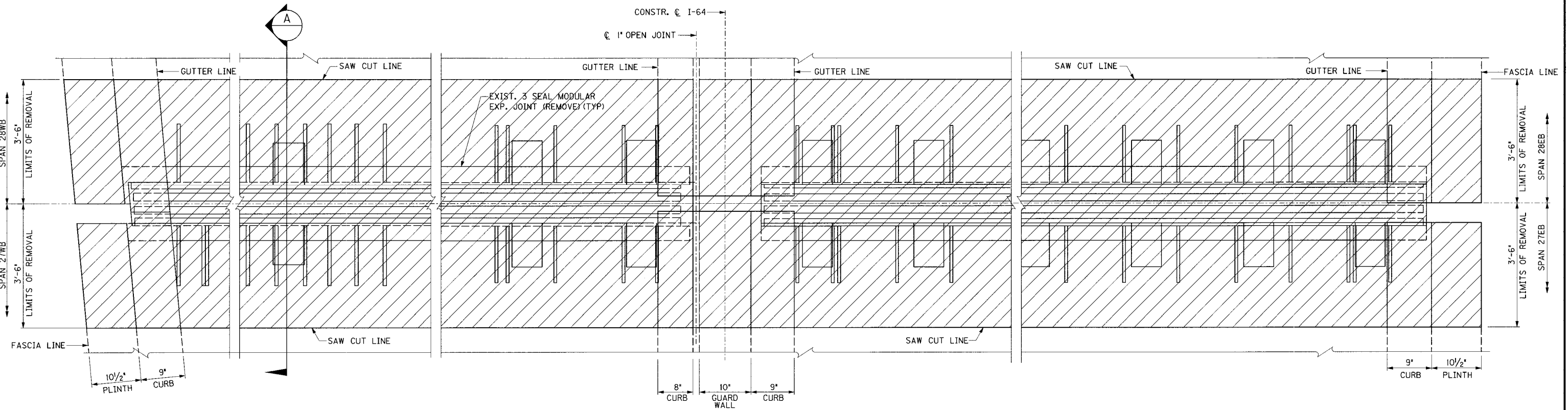
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 25EB & 25WB			
PREPARED BY			
 PARSONS BRINCKERHOFF			
		SHEET NO. E4	
		DRAWING NO. 26144	

FILE NAME: ...\\7th to 13th\\Pier 28E, 28W.dgn

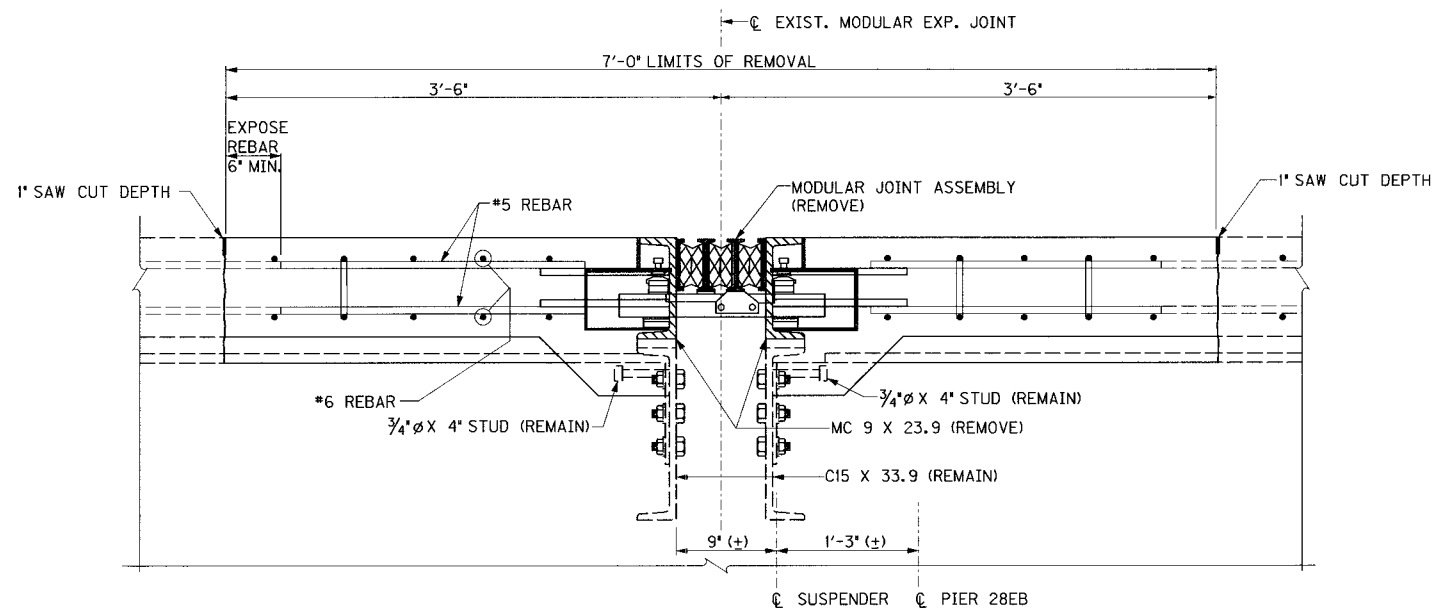
USERNAME: CBS

DATE: 1/29/2007

SHEET LOCATION: DETAILS



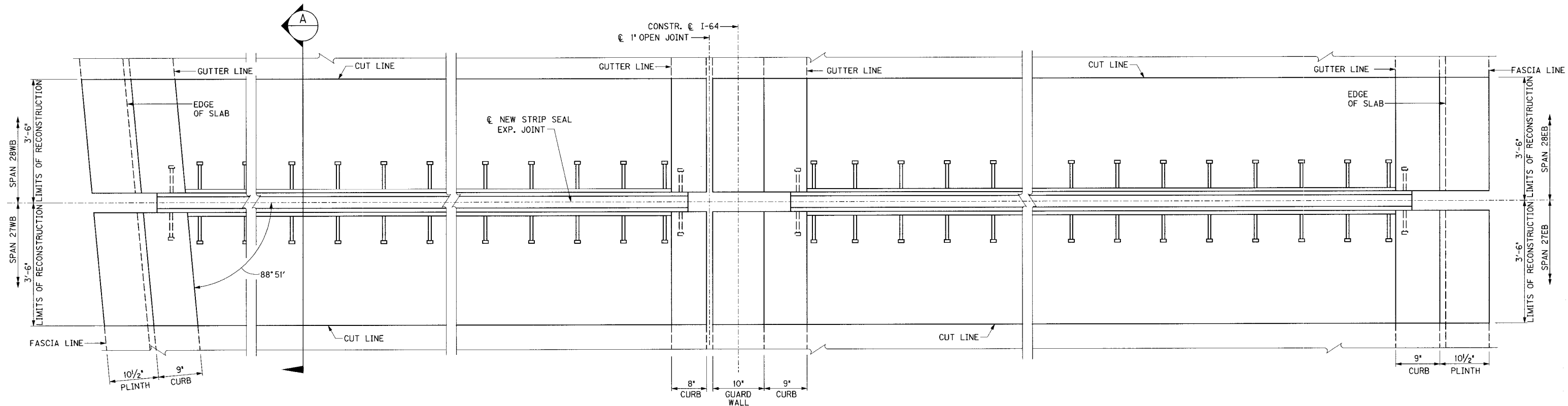
PLAN EXISTING EXPANSION JOINT REMOVAL



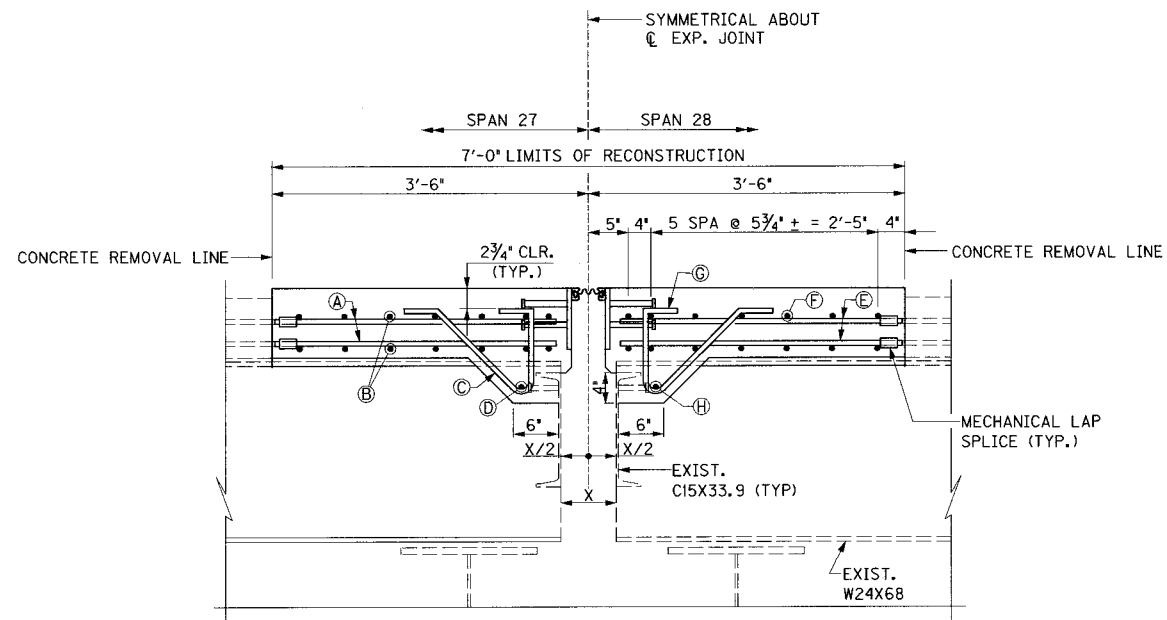
SECTION A

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET		
PIER 28EB & 28WB			
PREPARED BY PB PARSONS BRINCKERHOFF 199			SHEET NO. E5
			DRAWING NO. 26144

ITEM NUMBER
5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION A - EXPANSION JOINT RECONSTRUCTION
BETWEEN LONGITUDINAL BEAMS

LEGEND

SPAN 27WB

- (A) I38-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) I4-S24E (7-TOP & 7-BOTTOM)
- (C) 48-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH;
3~9'-4" BAYS w/ 9 EACH & 1~7'-11" BAY w/ 7)
- (D) 2-S37E (1 EACH 7'-6" BAY); 3-S38E (1 EACH 9'-4" BAY) & 1-S40E (7'-11" BAY)
- (J) 10-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 5 W24 ROLLED BEAMS)

SPAN 27EB

- (A) I15-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) I4-S23E (7-TOP & 7-BOTTOM)
- (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (D) 2-S37E (1 EACH 7'-6" BAY) & 3-S38E (1 EACH 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

SPAN 28WB

- (E) I39-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) I4-S24E (7-TOP & 7-BOTTOM)
- (G) 48-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH;
3~9'-4" BAYS w/ 9 EACH & 1~7'-11" BAY w/ 7)
- (H) 2-S37E (1 EACH 7'-6" BAY); 3-S38E (1 EACH 9'-4" BAY) & 1-S40E (7'-11" BAY)
- (J) 10-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 5 W24 ROLLED BEAMS)

SPAN 28EB

- (E) I15-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) I4-S23E (7-TOP & 7-BOTTOM)
- (G) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (H) 2-S37E (1 EACH 7'-6" BAY) & 3-S38E (1 EACH 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

NOTES

- FIELD MEASURE DIMENSION "X" AND SET @ NEW JOINT AT "X/2".
- FOR WELDED STUD CONCRETE ANCHOR DETAIL SEE SECTION C SHEET E4.

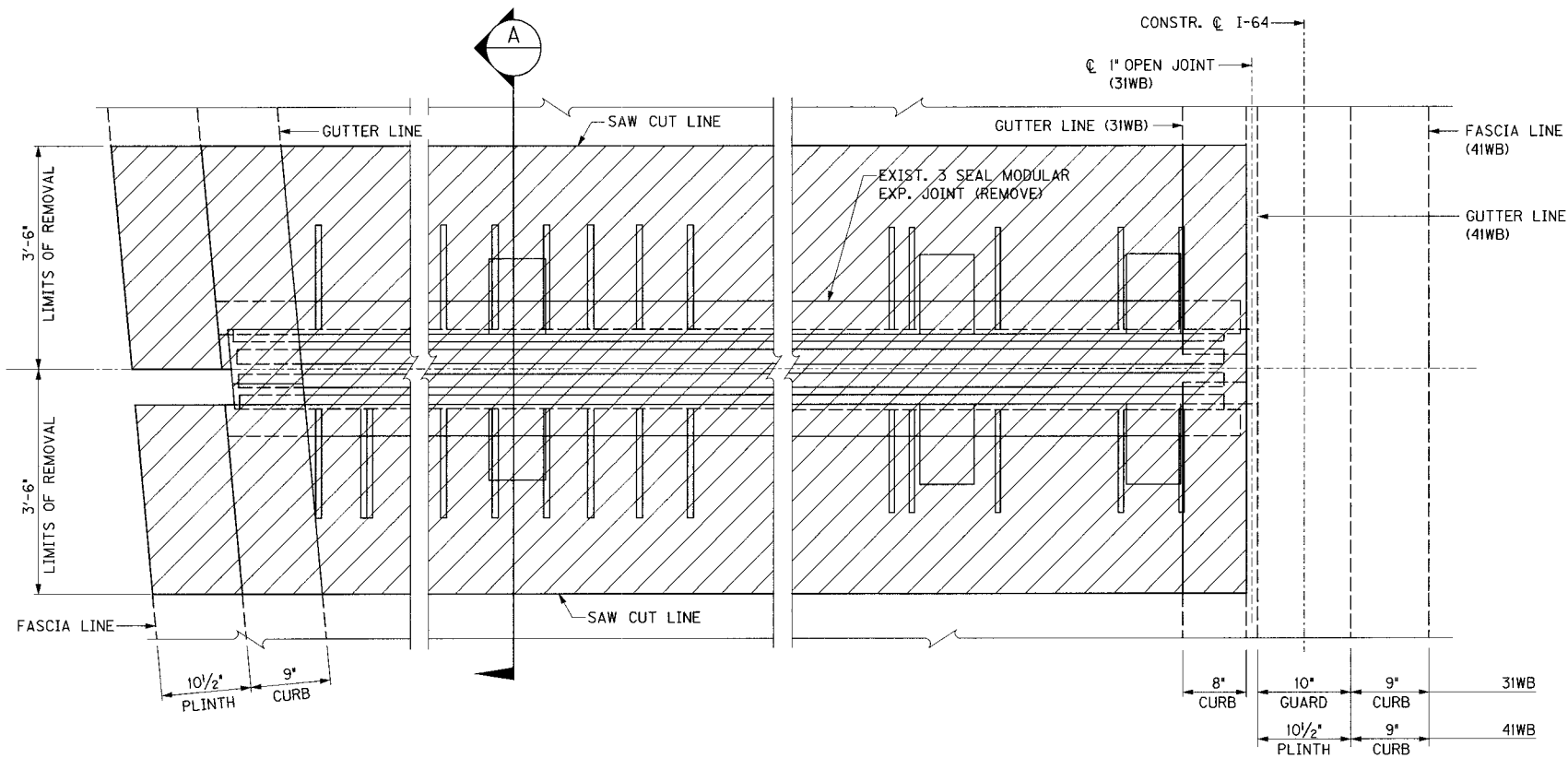
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 28EB & 28WB		
ITEM NUMBER		SHEET NO.
5-73.00		E6
PREPARED BY PARSONS BRINCKERHOFF		DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Plans 31W, 41W.dgn

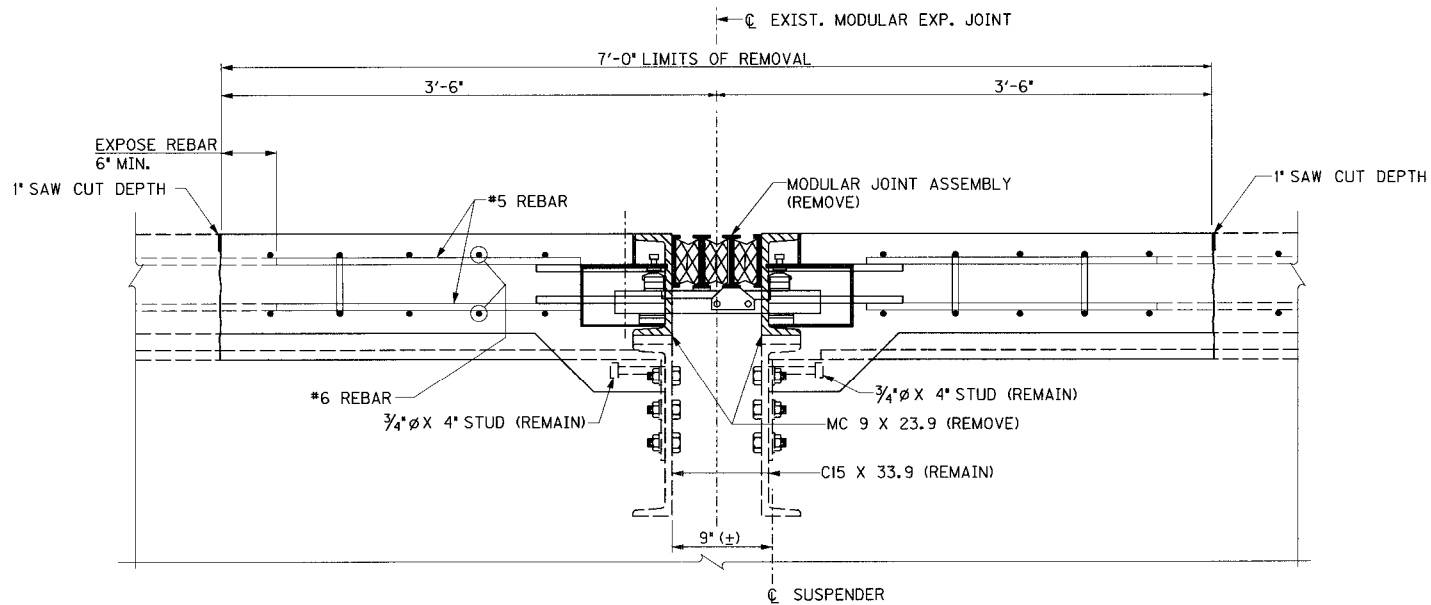
USERNAME: CBS

DATE: 1/29/2007

SHEET LOCATION: DETAILS



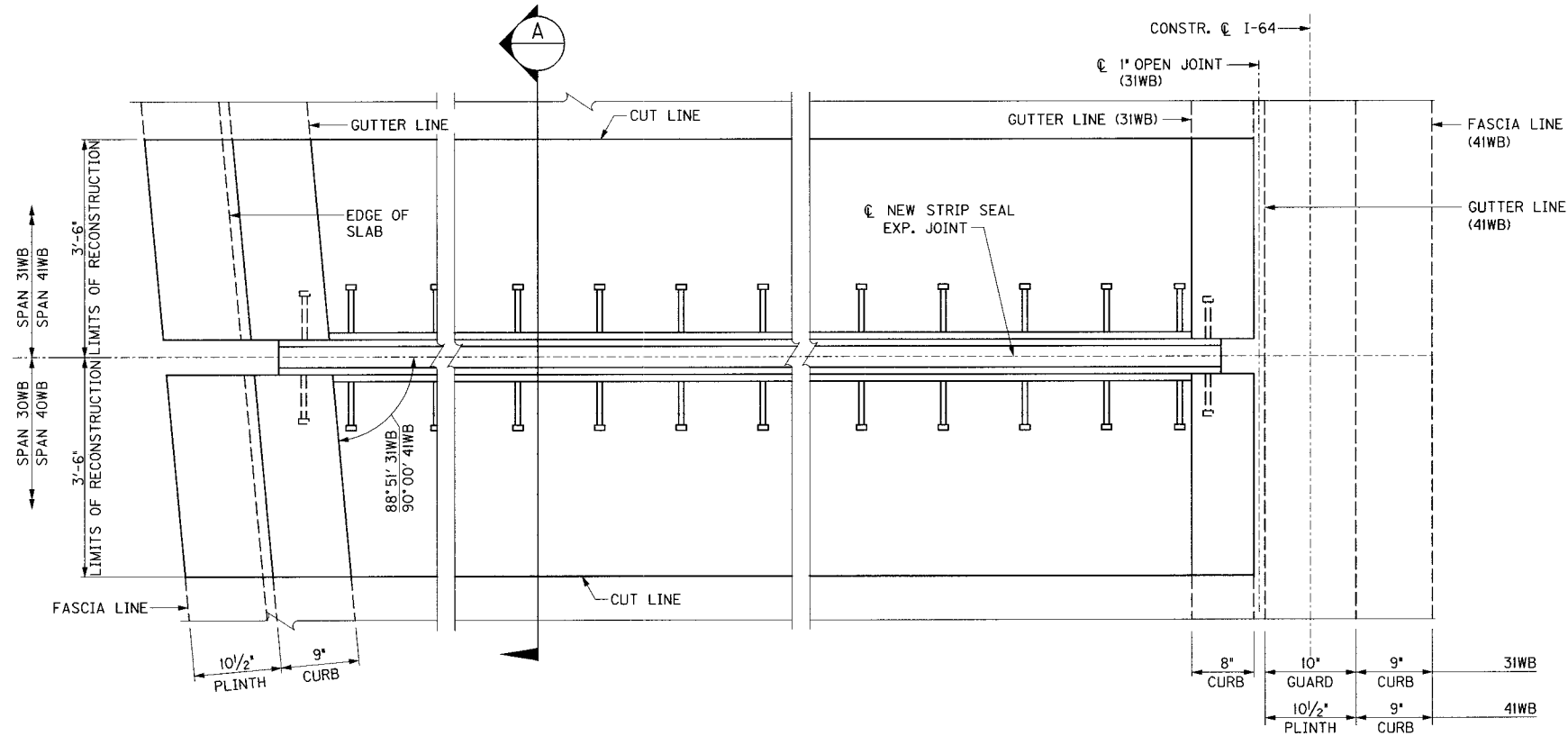
PLAN EXISTING EXPANSION JOINT REMOVAL
(31WB SHOWN)



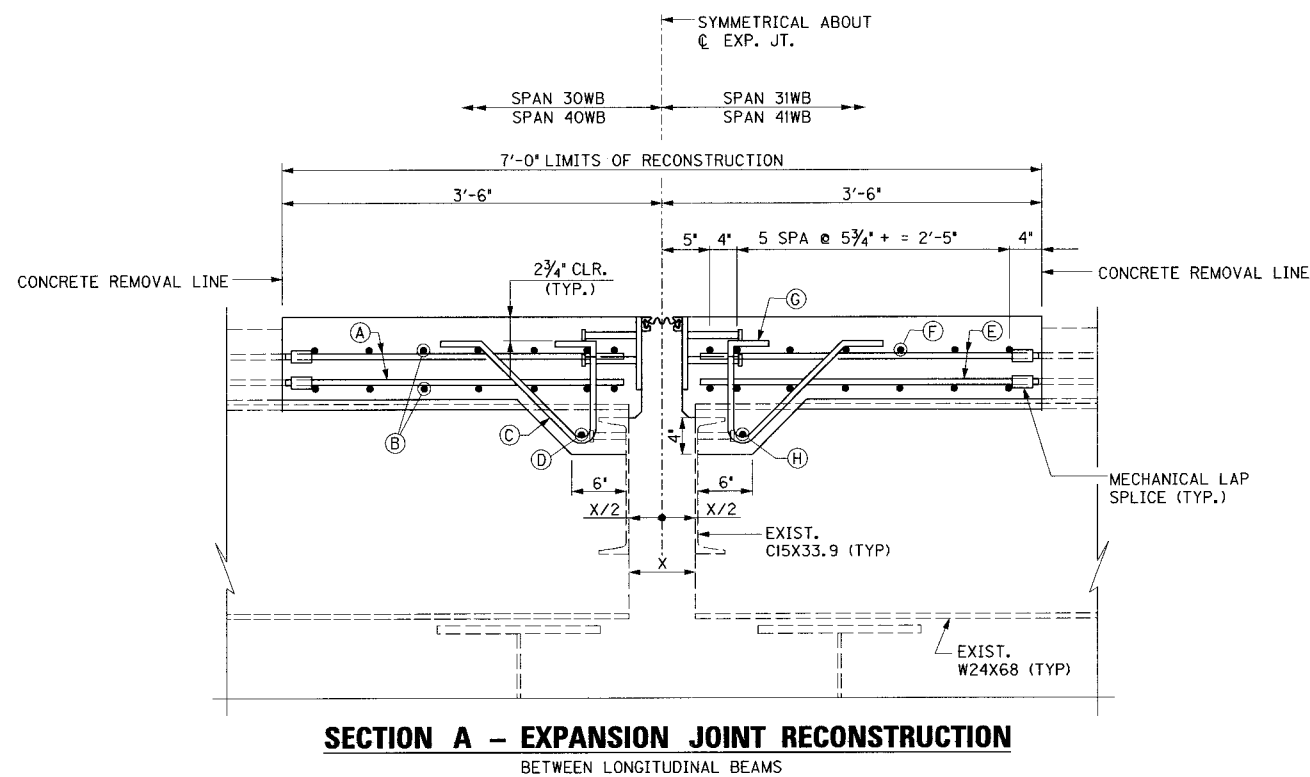
SECTION A

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:		DMB	
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 31WB & 41WB			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF 102		E7	
		DRAWING NO.	
		26114	

ITEM NUMBER
5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION
(31WB SHOWN)



LEGEND

SPAN 30WB

- (A) 15I-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S25E (7-TOP & 7-BOTTOM)
- (C) 53-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH; 3~9'-4" BAYS w/ 9 EACH & 2~6'-11" BAY w/ 6 EACH)
- (D) 2-S37E (1 EA. 7'-6" BAY); 3-S38E (1 EA. 9'-4" BAY) & 2-S41E (1 EA. 6'-11" BAY)
- (J) 12-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 6 W24 ROLLED BEAMS)

SPAN 31WB

- (E) 160-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S25E (7-TOP & 7-BOTTOM)
- (C) 53-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH; 3~9'-4" BAYS w/ 9 EACH & 2~6'-11" BAY w/ 6 EACH)
- (H) 2-S37E (1 EA. 7'-6" BAY); 3-S38E (1 EA. 9'-4" BAY) & 2-S41E (1 EA. 6'-11" BAY)
- (J) 12-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 6 W24 ROLLED BEAMS)

SPAN 40WB

- (A) 118-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S30E (7-TOP & 7-BOTTOM)
- (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (D) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

SPAN 41WB

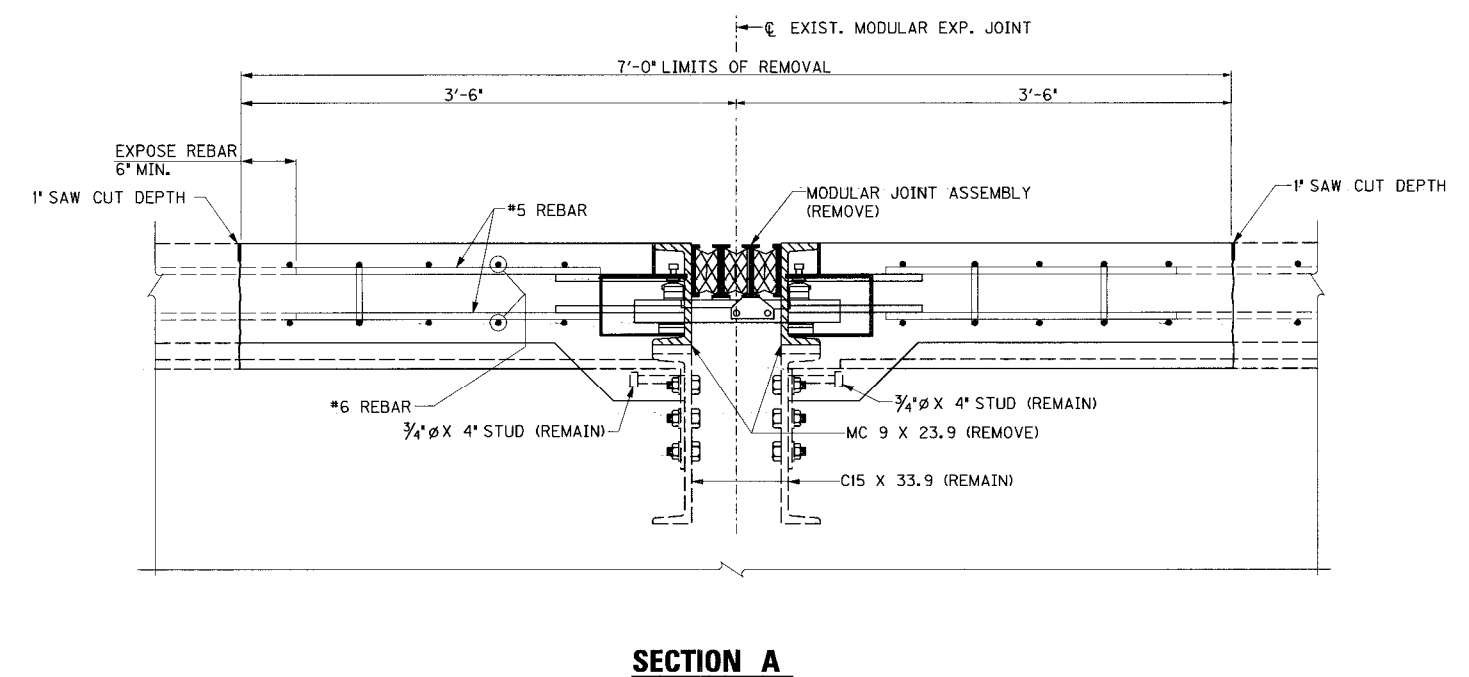
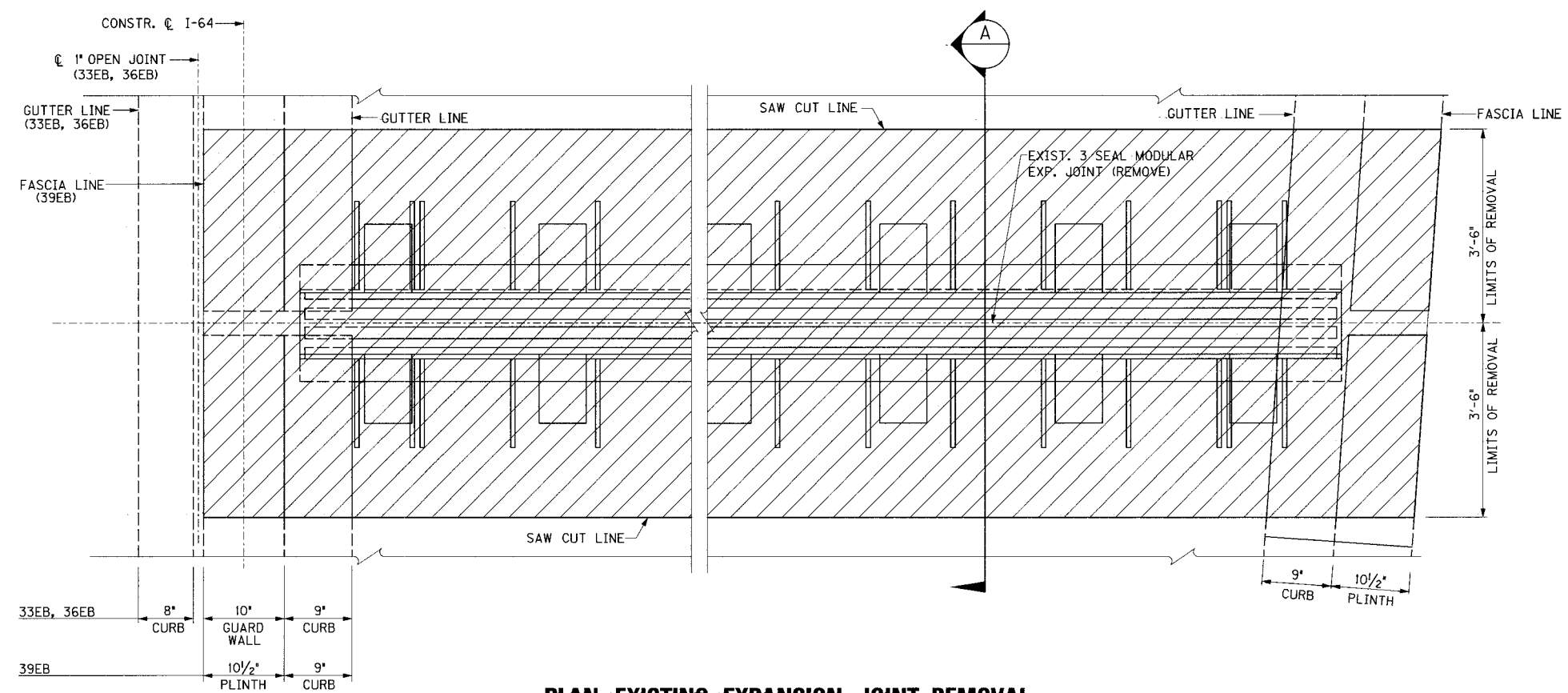
- (E) 118-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S30E (7-TOP & 7-BOTTOM)
- (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (H) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

NOTES

1. FIELD MEASURE DIMENSION "X" AND SET @ NEW JOINT AT "X/2".
2. FOR WELDED STUD CONCRETE ANCHOR DETAIL SEE SECTION C SHEET E4.

REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		DMB
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 31WB & 41WB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. E8
ITEM NUMBER 5-73.00		DRAWING NO. 26114

FILE NAME: ...\\Piers 33EB, 36EB, 39EB.dgn
USER: CBS
DATE: 1/29/2007
SHEET LOCATION: DETAILS



ITEM NUMBER
5-73.00

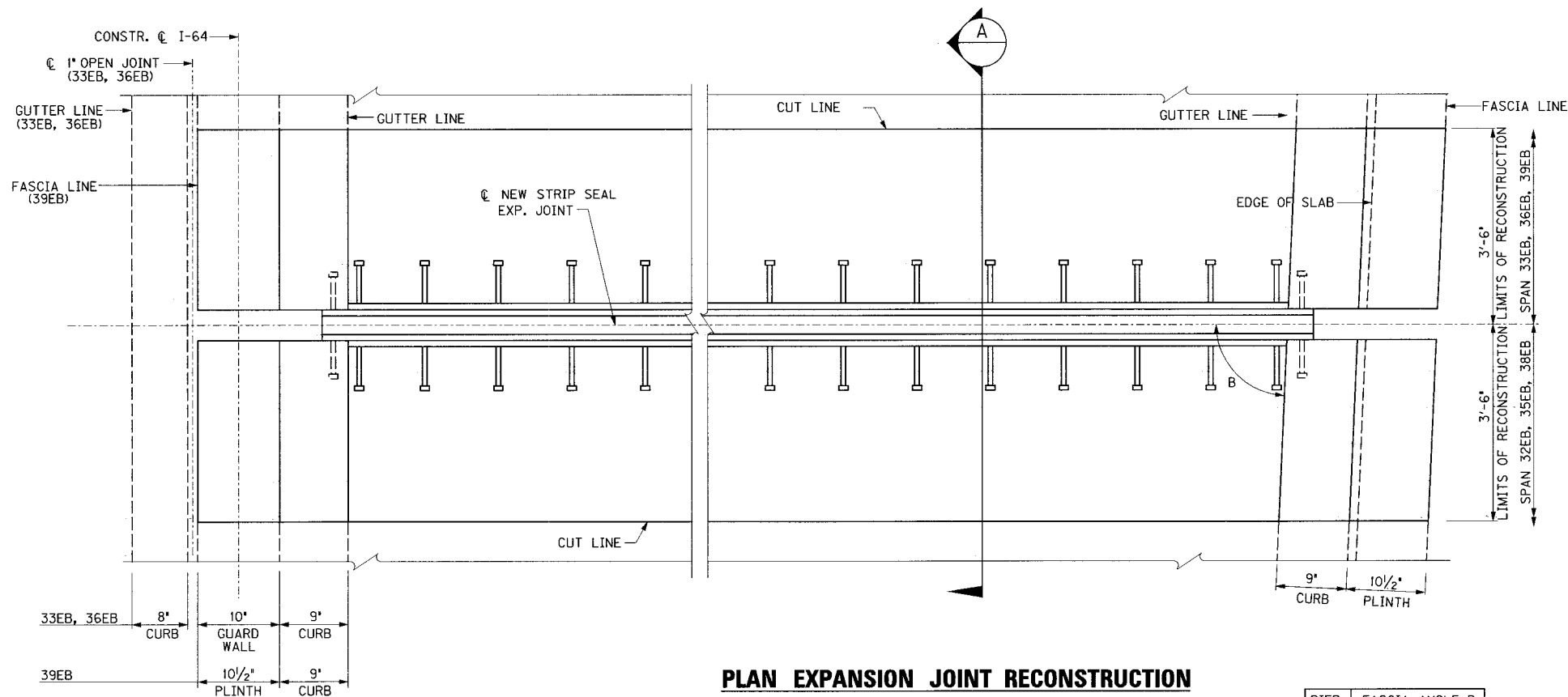
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 33EB, 36EB, & 39EB		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. E9
		DRAWING NO. 26114

FILE NAME: ...\\Piers 33EB, 36EB, 39EB.dgn

USERNAME: CBS

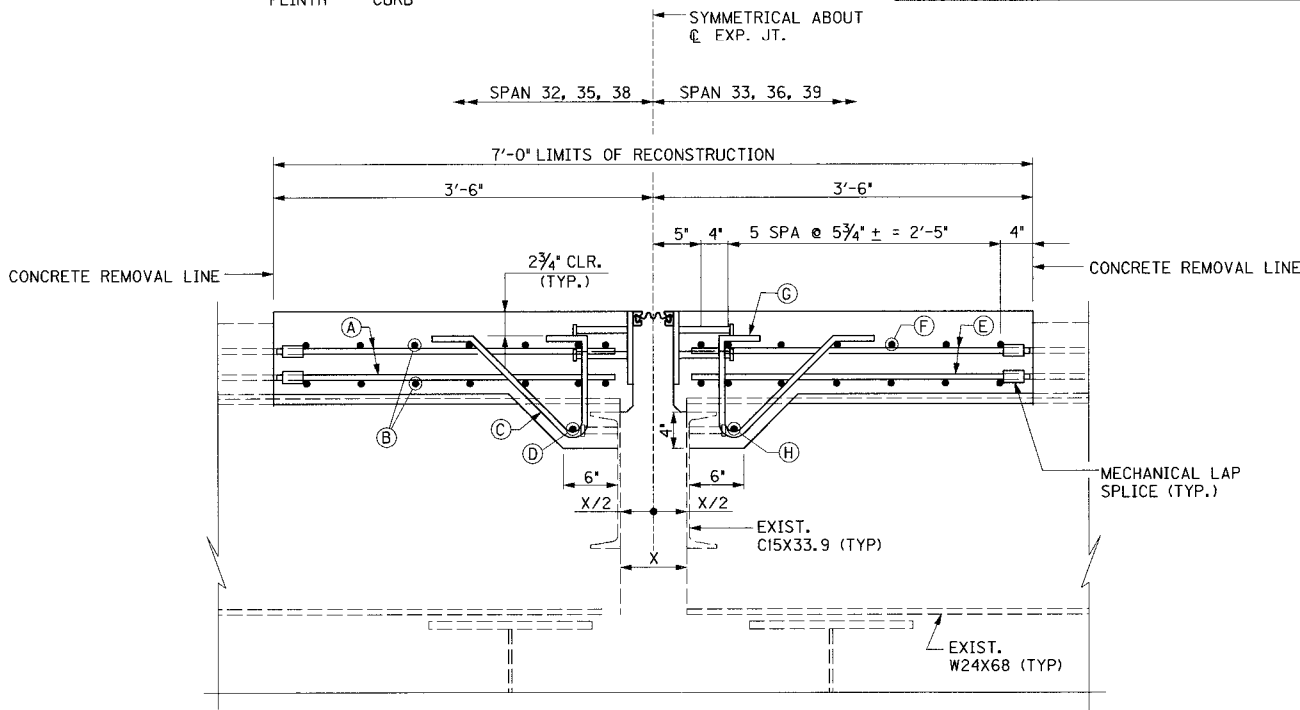
DATE: 1/29/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION

PIER	FASCIA ANGLE B
33EB	86°00'
36EB	86°00'
39EB	93°37'



SECTION A - EXPANSION JOINT RECONSTRUCTION
BETWEEN LONGITUDINAL BEAMS

NOTES

1. FIELD MEASURE DIMENSION "X" AND SET CL NEW JOINT AT "X/2".
2. FOR WELDED STUD CONCRETE ANCHOR DETAIL, SEE SECTION C SHEET E4.

LEGEND

PIER 33EB

SPAN 32EB

- (A) 120-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S26E (7-TOP & 7-BOTTOM)
- (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (D) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

SPAN 33EB

- (E) 124-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S26E (7-TOP & 7-BOTTOM)
- (G) 40-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH; 2~9'-4" BAYS w/ 9 EACH & 2~4'-8" BAY w/ 4 EACH)
- (H) 2-S37E (1 EA. 7'-6" BAY); 2-S38E (1 EA. 9'-4" BAY) & 2-S42E (1 EA. 4'-8" BAY)
- (J) 10-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 5 W24 ROLLED BEAMS)

PIER 36EB

SPAN 35EB

- (A) 184-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 2 LENGTHS x 14-S28E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)
- (C) 64-S35E SPA @ 12" CENTERED BTW. FLANGES (4~7'-6" BAYS w/ 7 EACH & 4~9'-4" BAYS w/ 9 EACH)
- (D) 4-S37E (1 EA. 7'-6" BAY) & 4-S38E (1 EA. 9'-4" BAY)
- (J) 14-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 7 W24 ROLLED BEAMS)

SPAN 36EB

- (E) 194-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 2 LENGTHS x 14-S28E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)
- (G) 64-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH; 5~9'-4" BAYS w/ 9 EACH & 1~5'-9" BAY w/ 5)
- (H) 2-S37E (1 EA. 7'-6" BAY); 5-S38E (1 EA. 9'-4" BAY) & 1-S39E (5'-9" BAY)
- (J) 12-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 6 W24 ROLLED BEAMS)

PIER 39EB

SPAN 38EB

- (A) 122-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S29E (7-TOP & 7-BOTTOM)
- (C) 40-S35E SPA @ 12" CENTERED BTW. FLANGES (1~7'-6" BAYS w/ 7; 3~9'-4" BAYS w/ 9 EACH & 1~6'-6" BAY w/ 6)
- (D) 1-S37E (7'-6" BAY); 3-S38E (1 EA. 9'-4" BAY) & 1-S43E (6'-6" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

SPAN 39EB

- (E) 120-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S29E (7-TOP & 7-BOTTOM)
- (G) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (H) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 33EB, 36EB, & 39EB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. E10 DRAWING NO. 26114

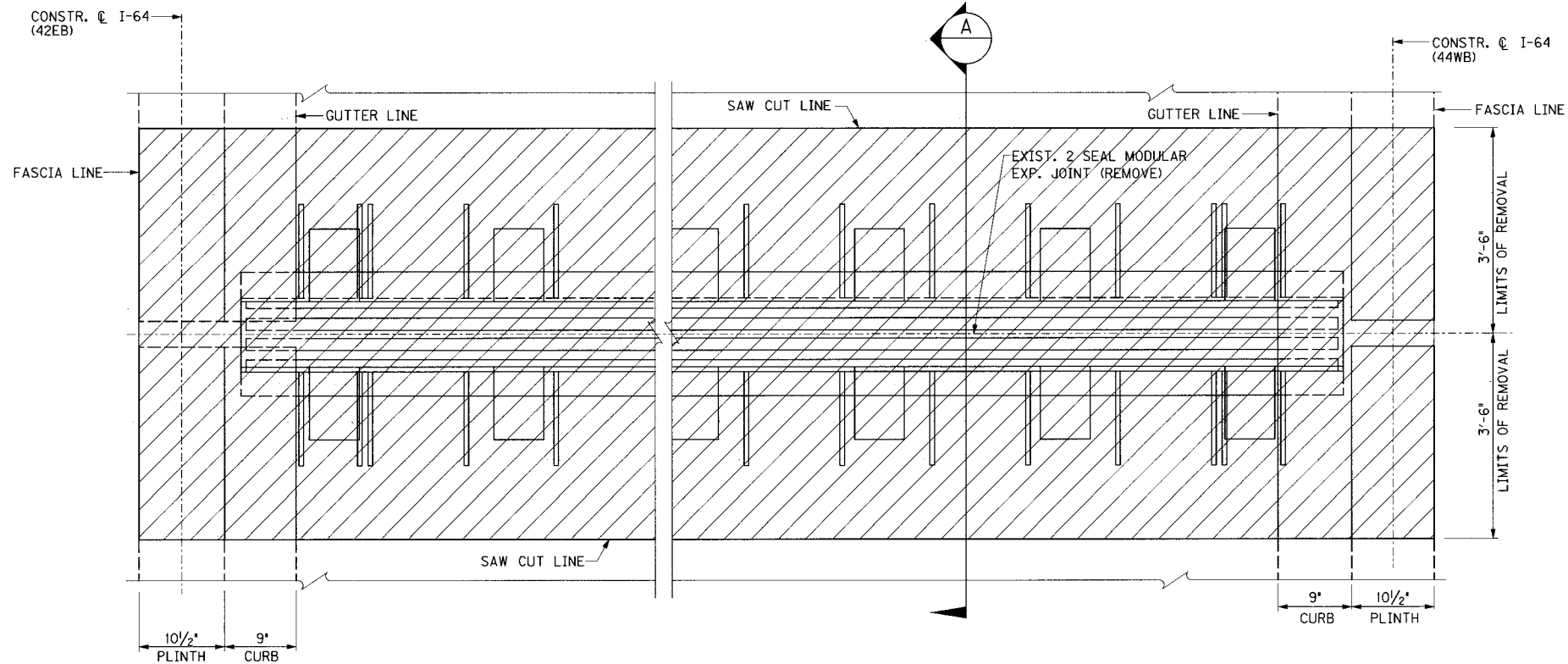
ITEM NUMBER
5-73.00

FILE NAME: ...\\Pier 42EB 44WB.dgn

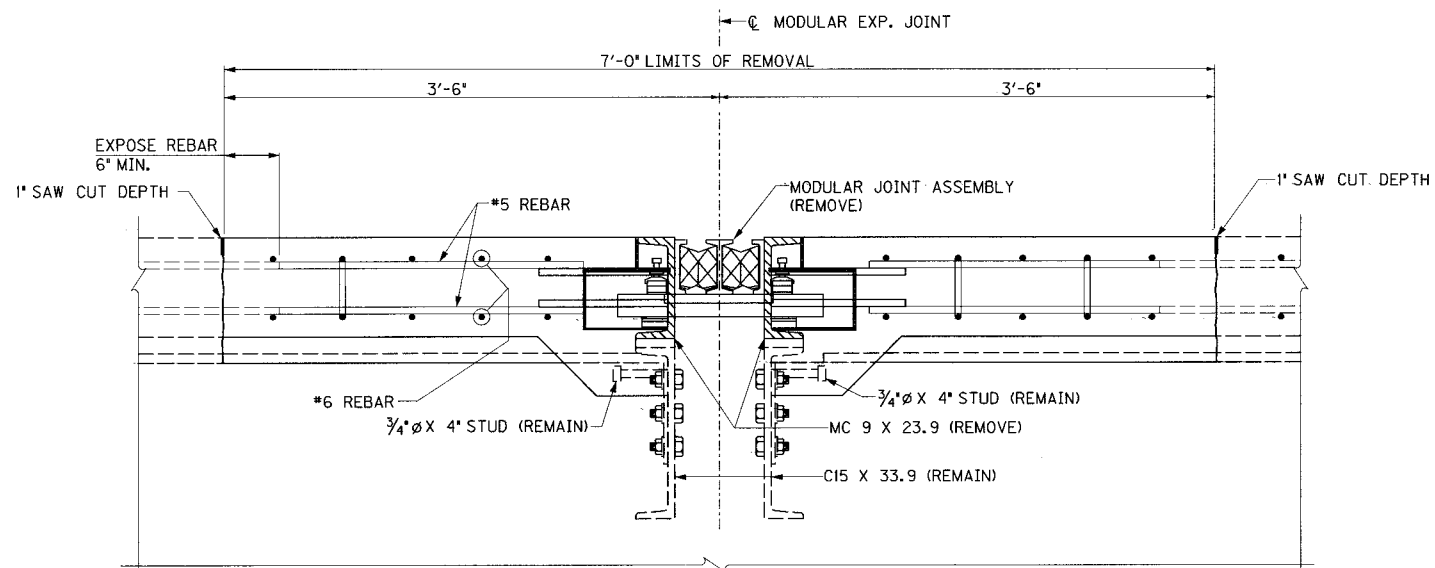
USER NAME: CBS

DATE: 1/29/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL

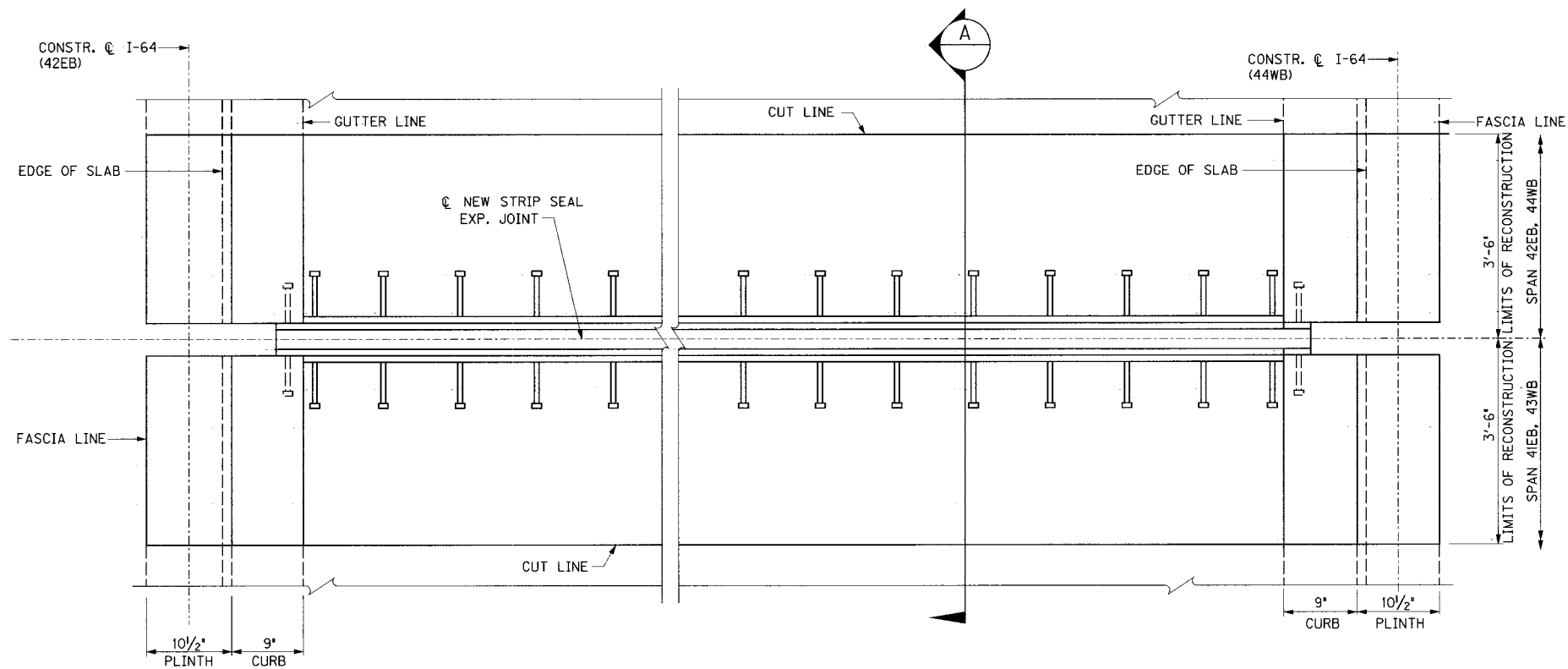
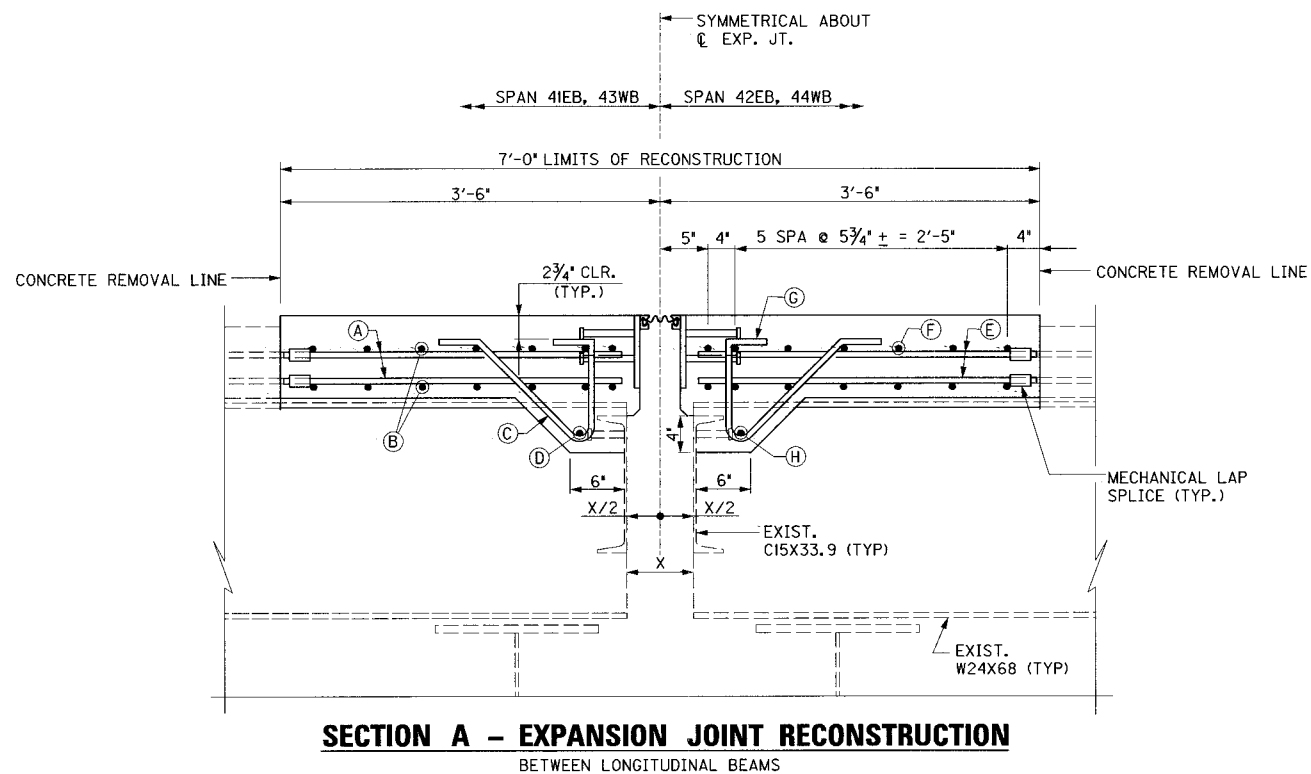


SECTION A

ITEM NUMBER

5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET		
PIER 42EB & 44WB			
PREPARED BY PB PARSONS BRINCKERHOFF 100 YEARS			SHEET NO. E11 DRAWING NO. 26114

**PLAN EXPANSION JOINT RECONSTRUCTION****SECTION A - EXPANSION JOINT RECONSTRUCTION**
BETWEEN LONGITUDINAL BEAMS**LEGEND**

- SPAN 41EB & 43WB**
- (A) 118-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
 - (B) 14-S27E (7-TOP & 7-BOTTOM)
 - (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2-7'-6" BAYS w/ 7 EACH & 3-9'-4" BAYS w/ 9 EACH)
 - (D) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
 - (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)
- SPAN 42EB & 44WB**
- (E) 118-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
 - (F) 14-S27E (7-TOP & 7-BOTTOM)
 - (G) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2-7'-6" BAYS w/ 7 EACH & 3-9'-4" BAYS w/ 9 EACH)
 - (H) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
 - (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

NOTES

1. FIELD MEASURE DIMENSION "X" AND SET CL NEW JOINT AT "X/2".
2. FOR WELDED STUD CONCRETE ANCHOR DETAIL SEE SECTION C SHEET E4.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
PIER 42EB & 44WB		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		E12
		DRAWING NO.
		26114

ITEM NUMBER

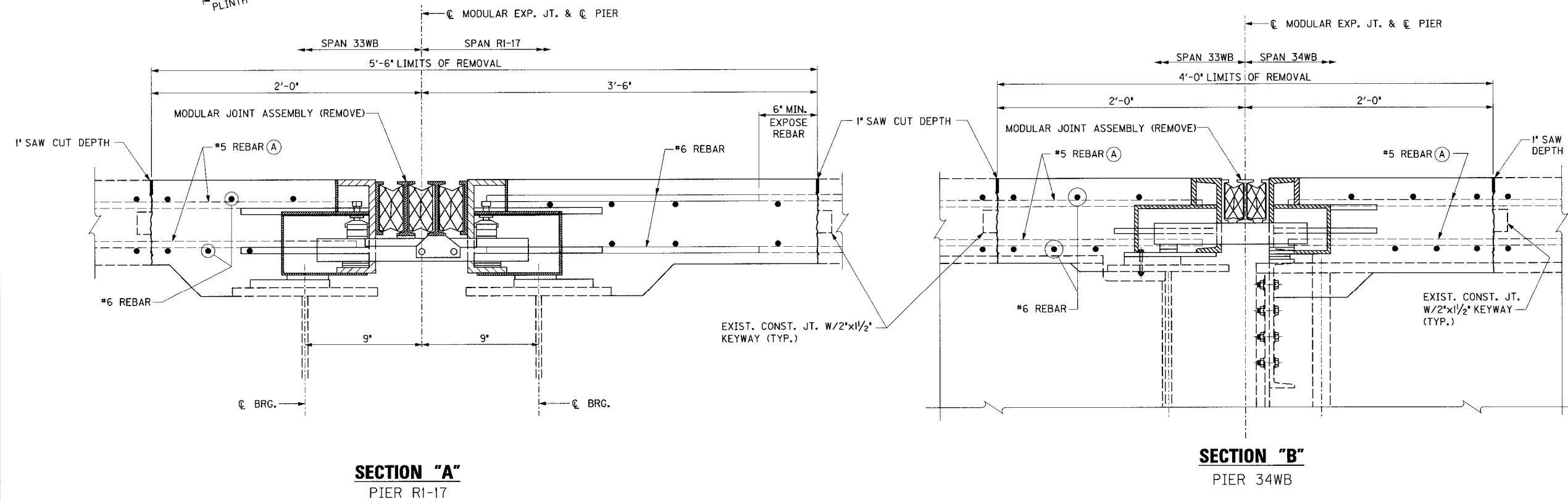
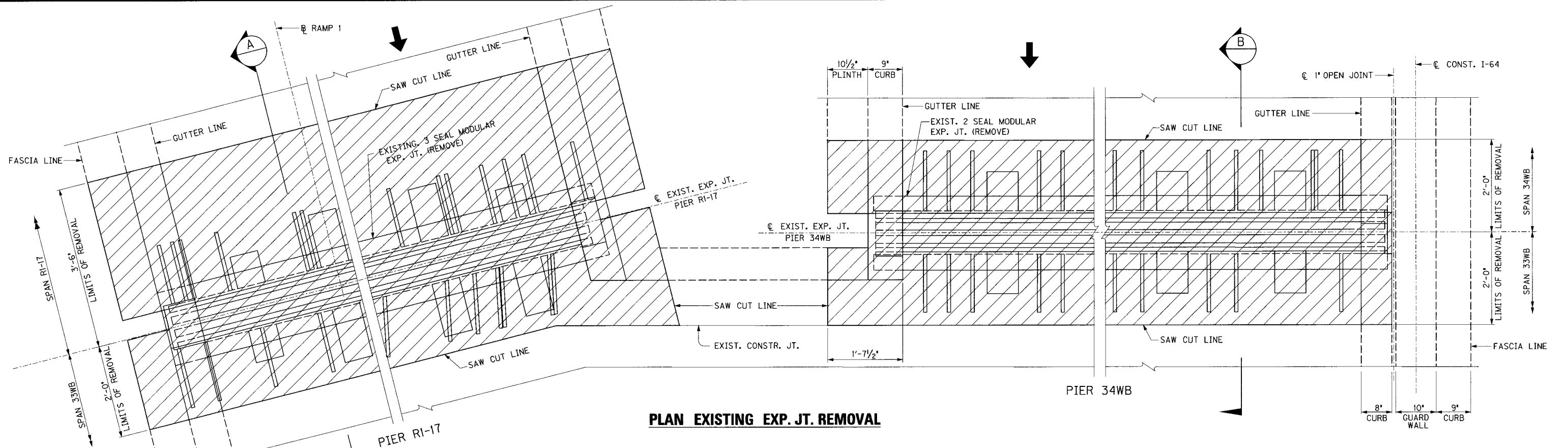
5-73.00

FILE NAME: ...\\Pier R1-17 and 34WB.dgn

USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS

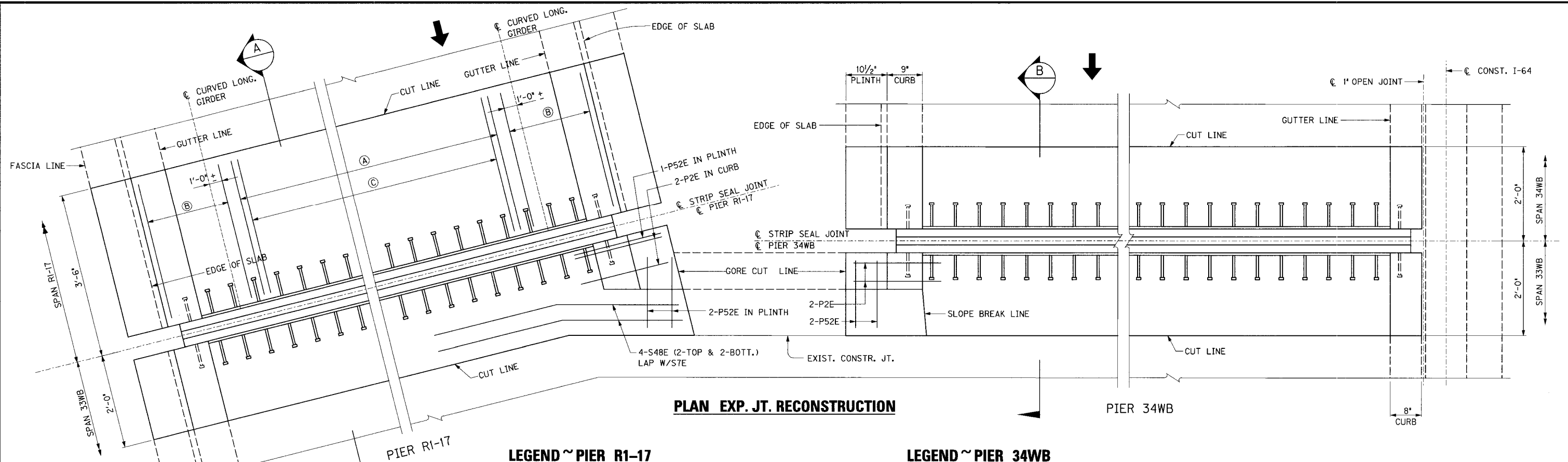


LEGEND

- (A) EXISTING LONGITUDINAL REBAR TO BE LEFT IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIERS R1-17 AND 34WB		
PREPARED BY		SHEET NO.
PARSONS BRINCKERHOFF		E13
		DRAWING NO.
		26144

ITEM NUMBER	5-73.00
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PLAN EXP. JT. RECONSTRUCTION

LEGEND ~ PIER R1-17

SPAN R1-17

- (A) BETWEEN LONG. GIRDERS: 46-S6E (23-TOP & 23-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL STRAIGHT BARS
 (B) EACH OVERHANG: 11-S4E (5-TOP & 6-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL STRAIGHT BARS
 (C) BETWEEN LONG. GIRDERS: 22-S5E ALTERNATE WITH S6E AND MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL TRUSS BARS CUTOFF AT BOTTOM
 (D) 7-S7E SPA @ 5 1/2' CTS. (TOP) AND 4-S7E SPA @ 11' CTS. (BOTT.)
 (E) 30-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES

SPAN 33WB

- (F) 30-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES
 (G) 8-S7E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.)

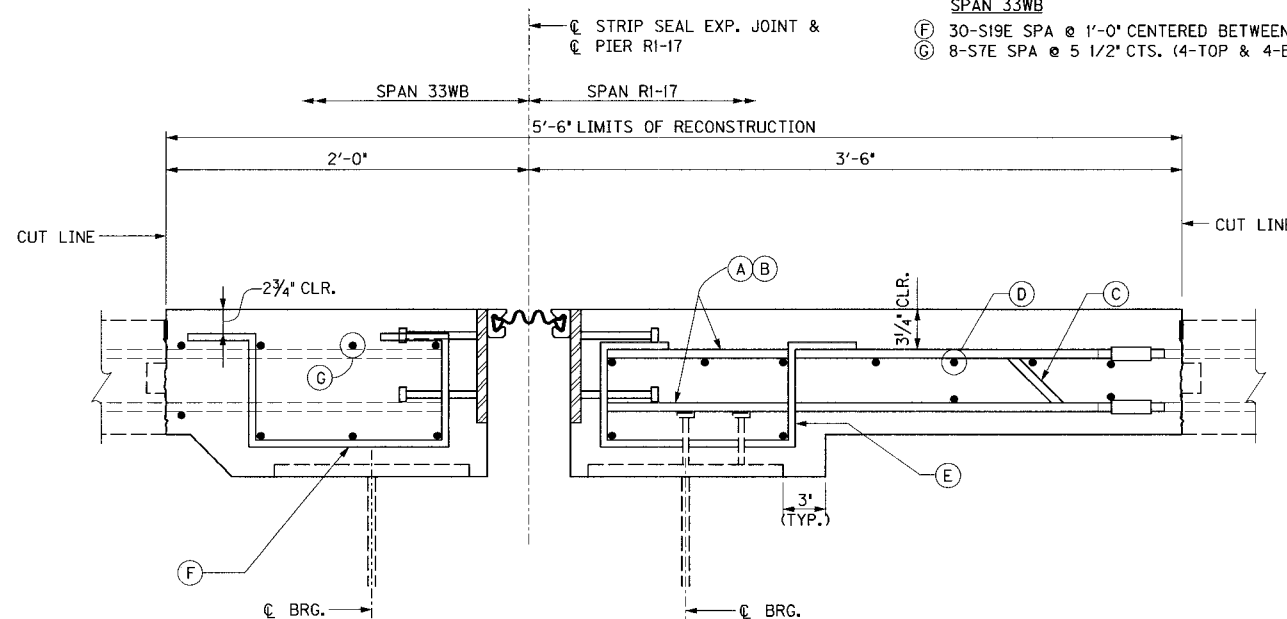
LEGEND ~ PIER 34WB

SPAN 33WB

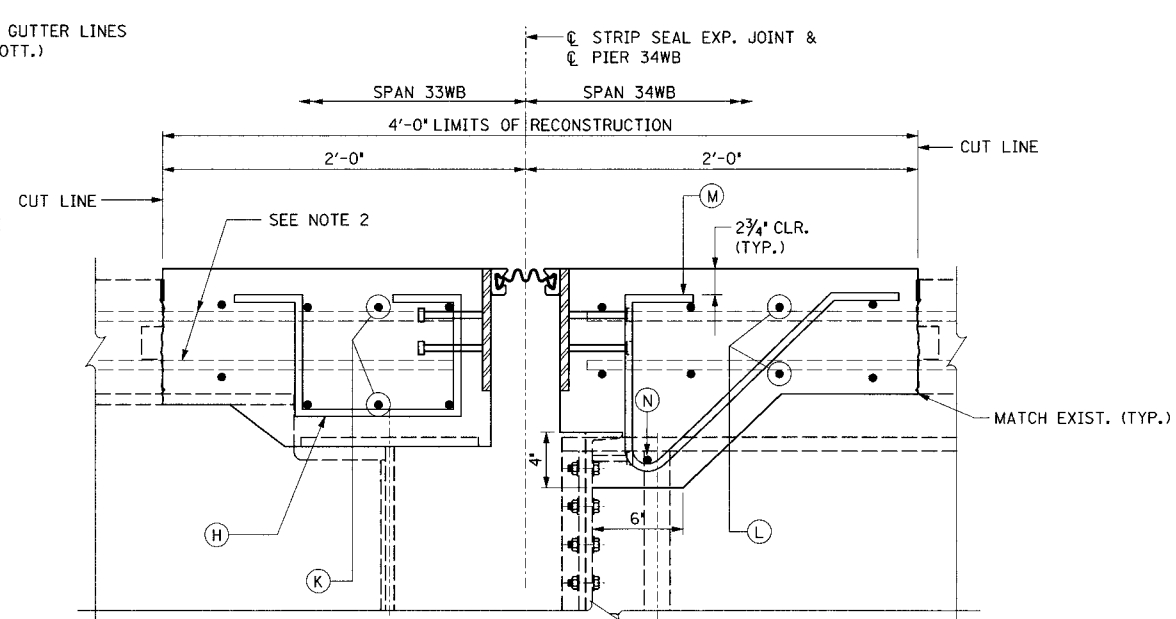
- (H) 44-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES
 (K) 8-S22E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.)

SPAN 34WB

- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)
 (L) 8-S22E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.)
 (M) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2-7'-6" BAYS w/ 7 EACH & 3-9'-4" BAYS w/ 9 EACH)
 (N) 2-S37E (1 EACH 7'-6" BAY) & 3-S38E (1 EACH 9'-4" BAY)



SECTION "A"
PIER R1-17



SECTION "B"
PIER 34WB

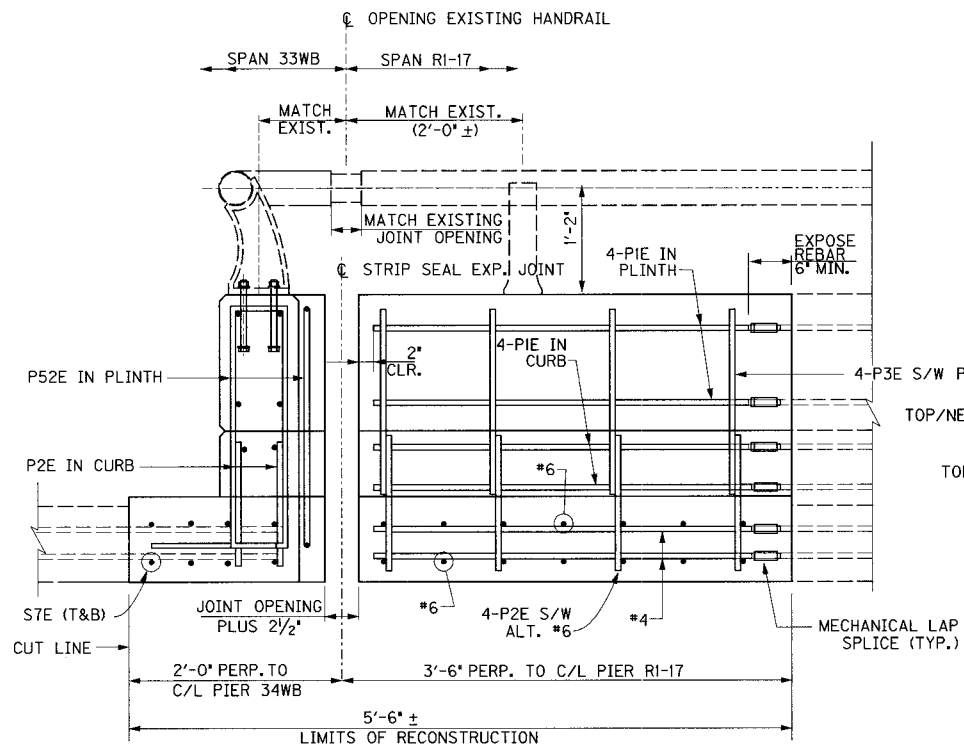
NOTES

- FOR WELDED STUD CONCRETE ANCHOR
DETAIL SEE SECTION C SHEET E4.
- SPANS 33WB & 34WB: EXISTING LONGITUDINAL
BARS TO REMAIN TO BE EMBEDDED INTO NEW
CONCRETE. SEE GENERAL NOTES.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIERS R1-17 AND 34WB			
PREPARED BY			
 PARSONS BRINCKERHOFF			
		SHEET NO.	
		E14	
		DRAWING NO.	
		26144	

ITEM NUMBER

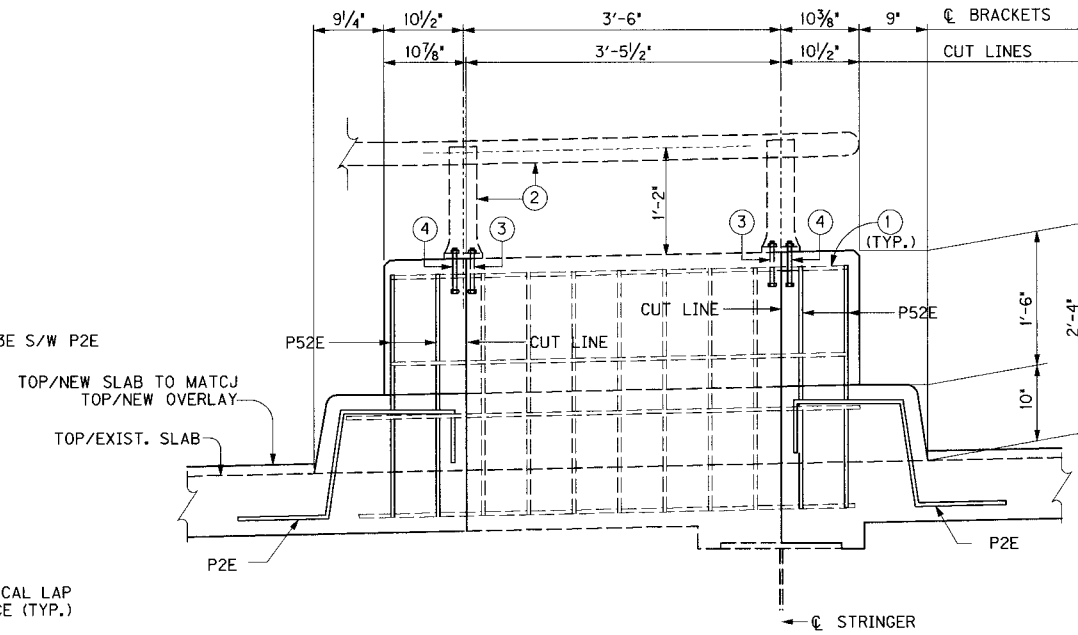
5-73.00



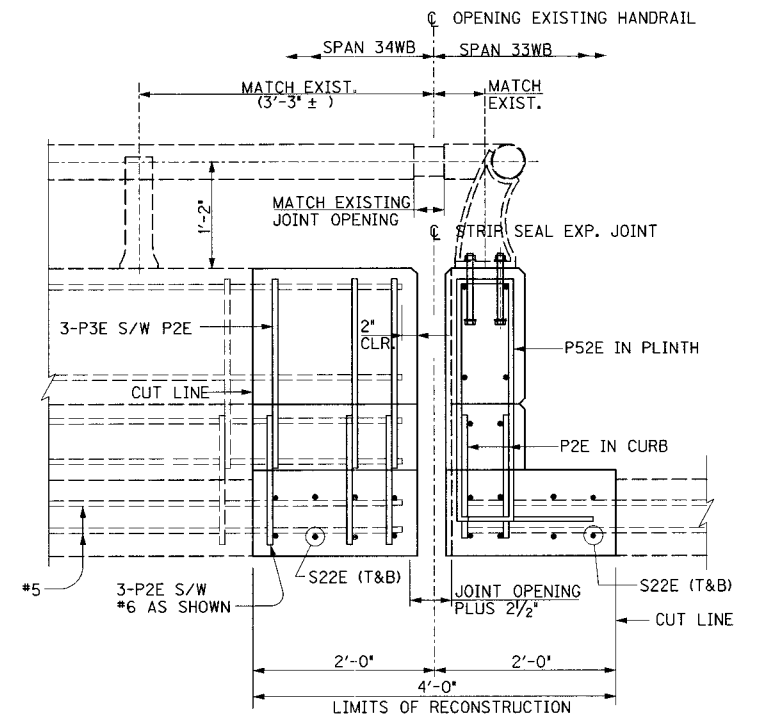
PART SECTION
THROUGH GORE PLINTH

PART ELEVATION

FASCIA ELEVATION AT GORE
LOOKING NORTH AT SOUTH FASCIA SPAN RI-17



GORE RECONSTRUCTION ELEVATION
LOOKING EAST AT PLINTH



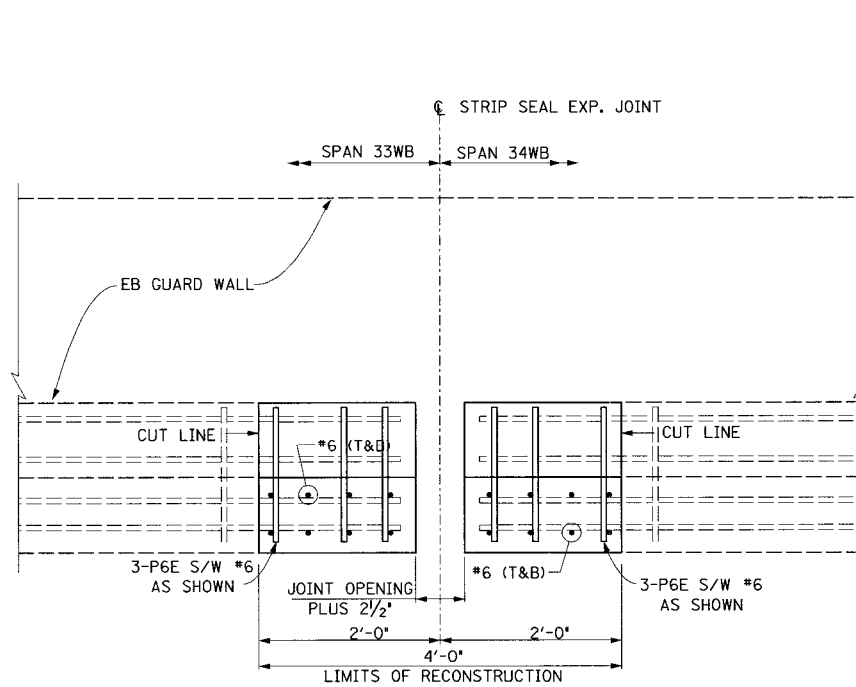
PART ELEVATION

PART SECTION
THROUGH GORE PLINTH

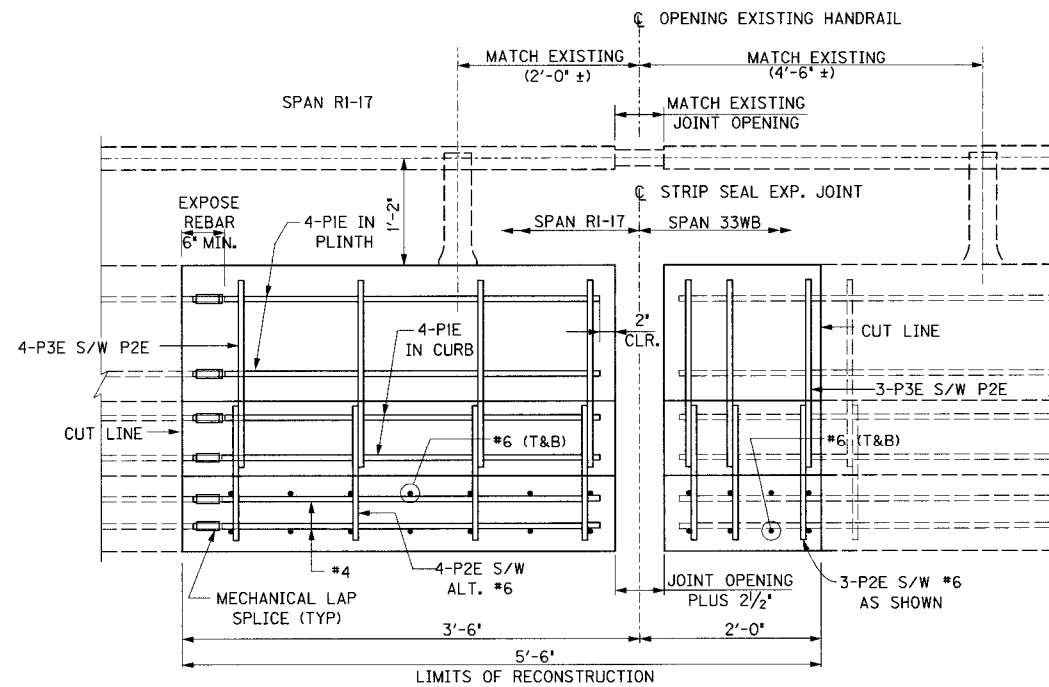
FASCIA ELEVATION AT GORE
LOOKING SOUTH AT NORTH FASCIA SPAN 34WB

NOTES

1. THE EXISTING HORIZONTAL REBAR IN THE GORE PLINTH SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
3. THE GORE CUT LINE SHALL BE ALONG THE C/L OF THE HANDRAIL POST AS SHOWN SO THAT ONLY TWO ANCHOR BOLTS ARE REPLACED AT EACH POST.
4. THE GORE REPLACEMENT ANCHORAGE SHALL BE 2 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS PER POST WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.



MEDIAN RECONSTRUCTION ELEVATION
LOOKING SOUTH AT PIER 34WB MEDIAN



FASCIA RECONSTRUCTION ELEVATION
LOOKING SOUTH AT PIER RI-17 NORTH FASCIA

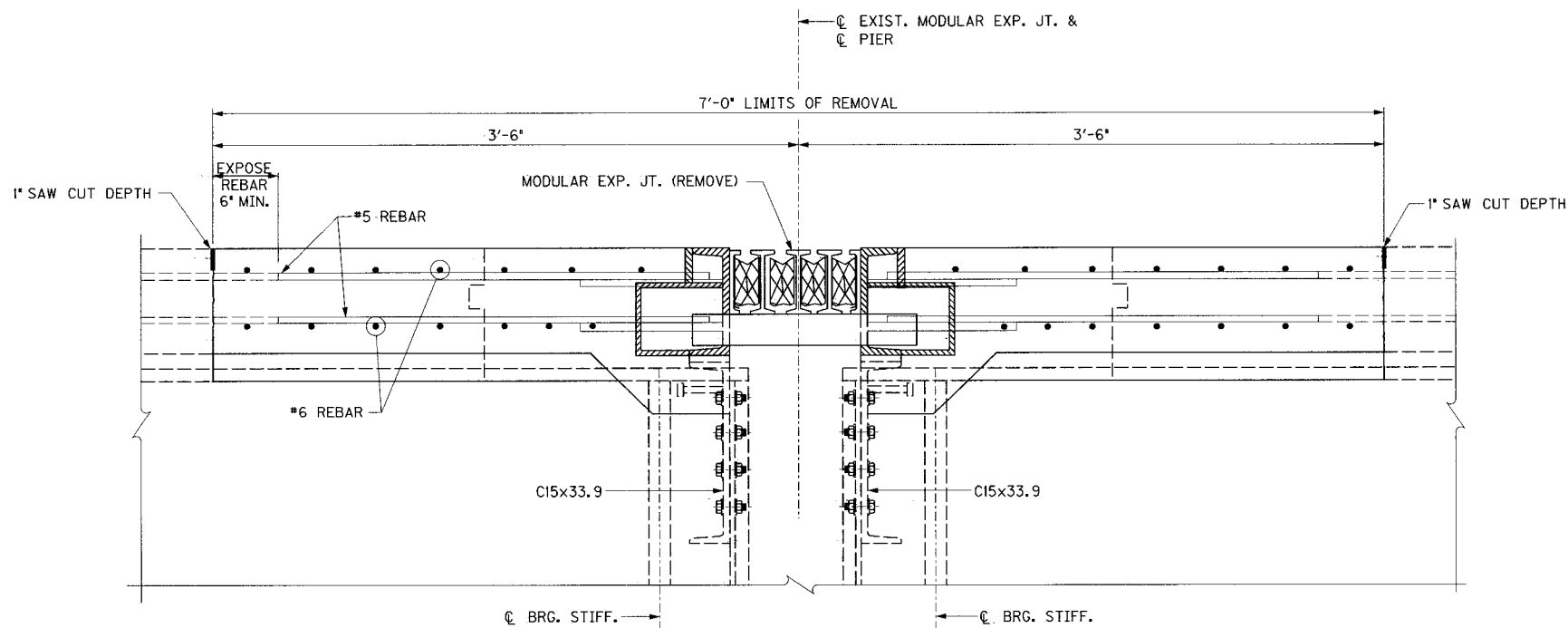
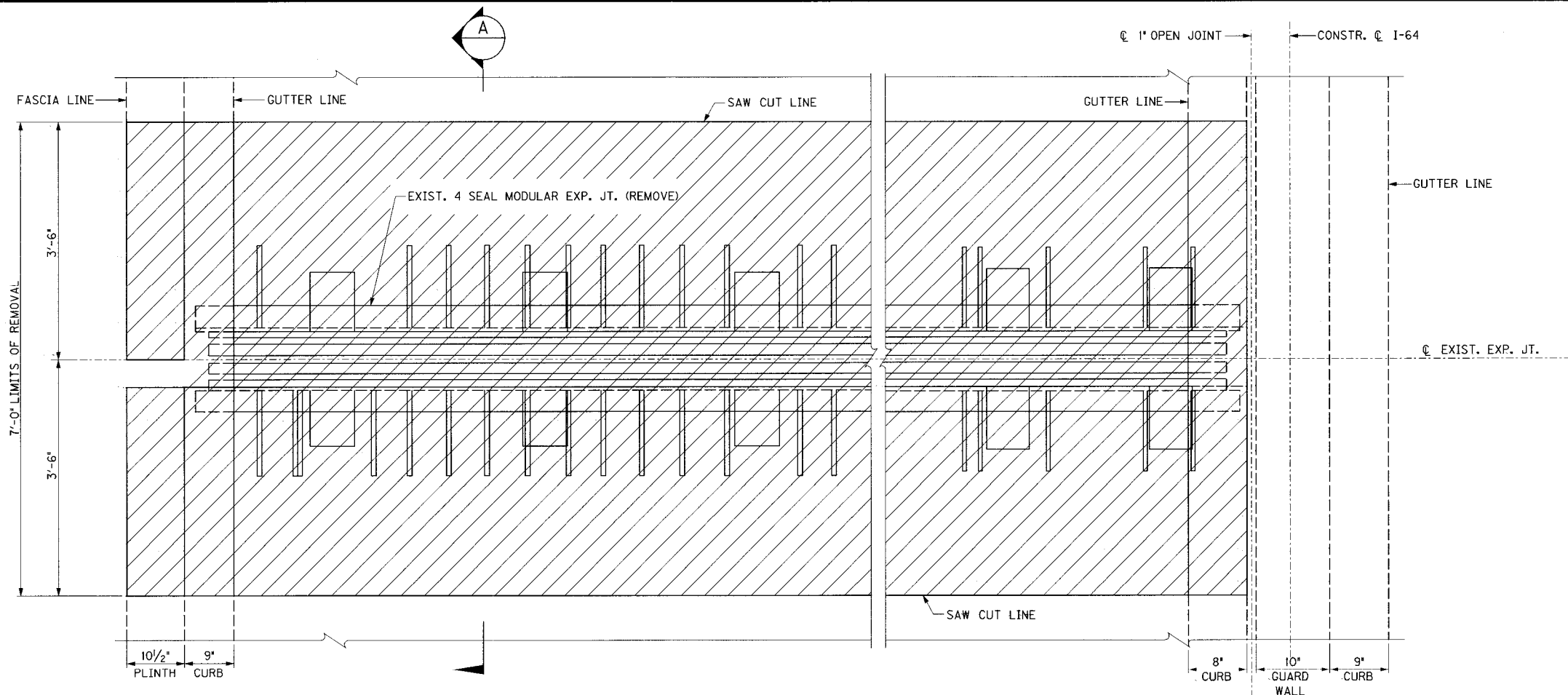
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIERS R1-17 AND 34WB		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. E15
		DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Piers 37WB.dgn

USERNAME: CBS

1/29/2007

SHEET LOCATION: DETAILS



REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 37WB			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		E16	
		DRAWING NO.	
		26114	

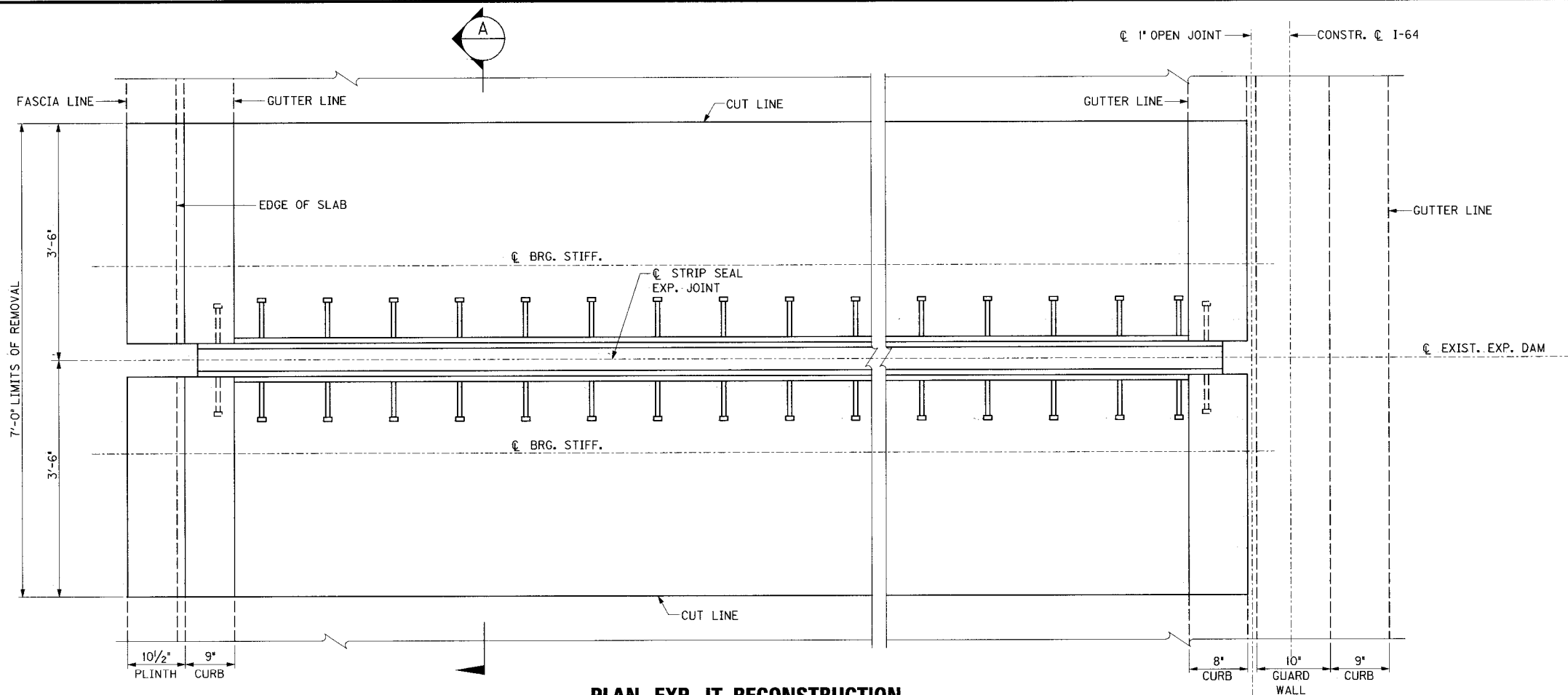
ITEM NUMBER
5-73.00

FILE NAME: ...17th to 13th Piers 37WB.dgn

USERNAME: CBS

1/29/2007

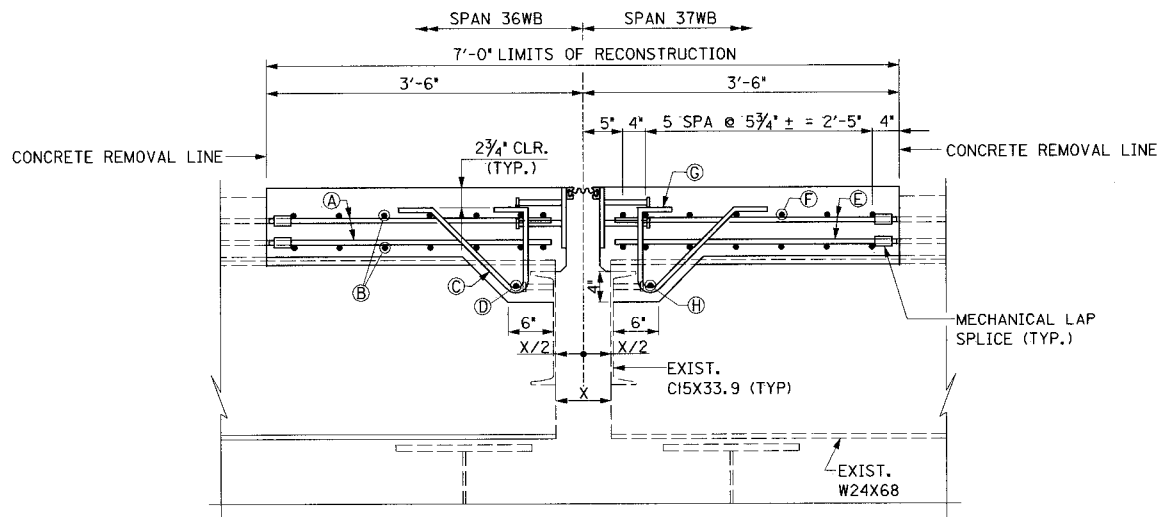
SHEET LOCATION: DETAILS



PLAN EXP. JT. RECONSTRUCTION

NOTES

1. FIELD MEASURE DIMENSION "X" AND SET @ NEW JOINT AT "X/2".
2. FOR WELDED STUD CONCRETE ANCHOR DETAIL SEE SECTION C SHEET E4.



SECTION A - EXPANSION JOINT RECONSTRUCTION
BETWEEN LONGITUDINAL BEAMS

LEGEND

PIER 37WB

SPAN 36WB

- (A) 115-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S22E (7-TOP & 7-BOTTOM)
- (C) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (D) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

SPAN 37WB

- (E) 118-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S22E (7-TOP & 7-BOTTOM)
- (G) 41-S35E SPA @ 12" CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
- (H) 2-S37E (1 EA. 7'-6" BAY) & 3-S38E (1 EA. 9'-4" BAY)
- (J) 8-1/2" WELDED STUD "L" DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)

ITEM NUMBER

5-73.00

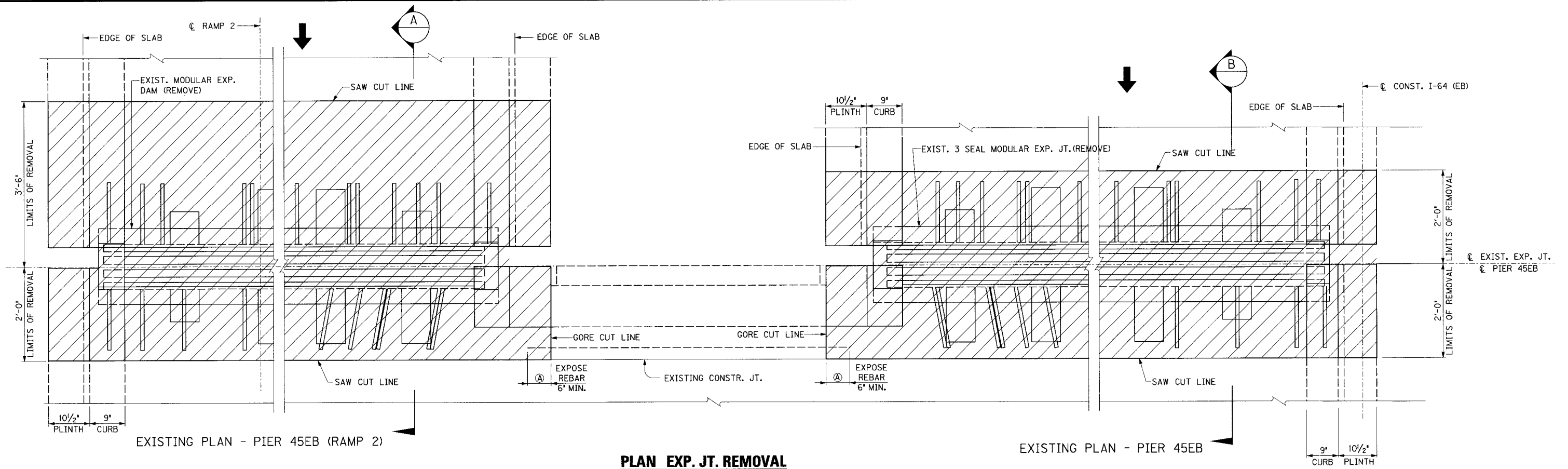
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
PIER 37WB		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		E17
DRAWING NO.		26114

FILE NAME: ...\\7th to 13th\\Pier 45EB.dgn

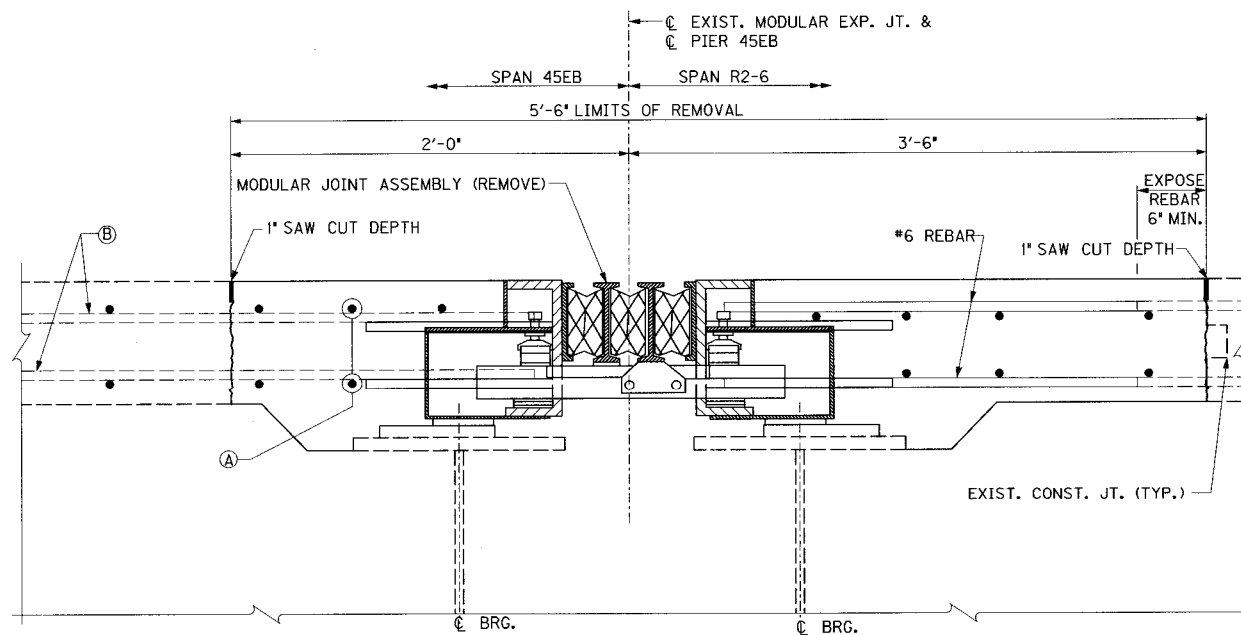
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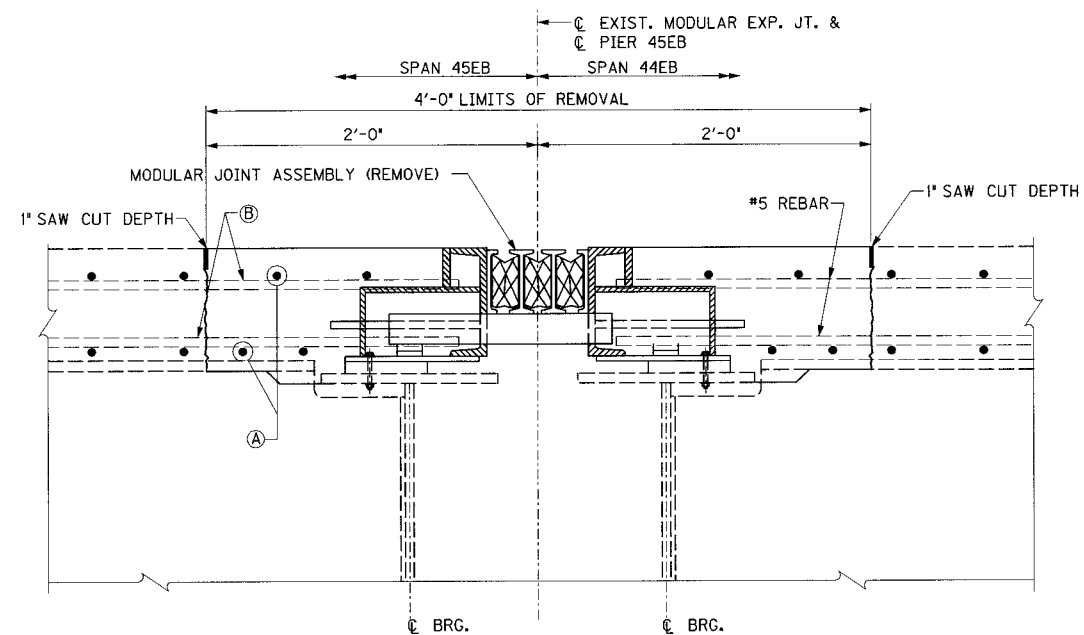
SHEET LOCATION: DETAILS



PLAN EXP. JT. REMOVAL



SECTION "A"



LEGEND

- (A) CUT EXIST. TRANSVERSE BARS IN SLAB AT GORE CUT LINE TO EXPOSE 6" MIN. OR MORE AS REQUIRED FOR MECHANICAL LAP SPLICE
- (B) EXISTING LONGITUDINAL BARS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
PIERS 45EB		
PREPARED BY		
 PARSONS BRINCKERHOFF		
		SHEET NO. E18
		DRAWING NO. 26144

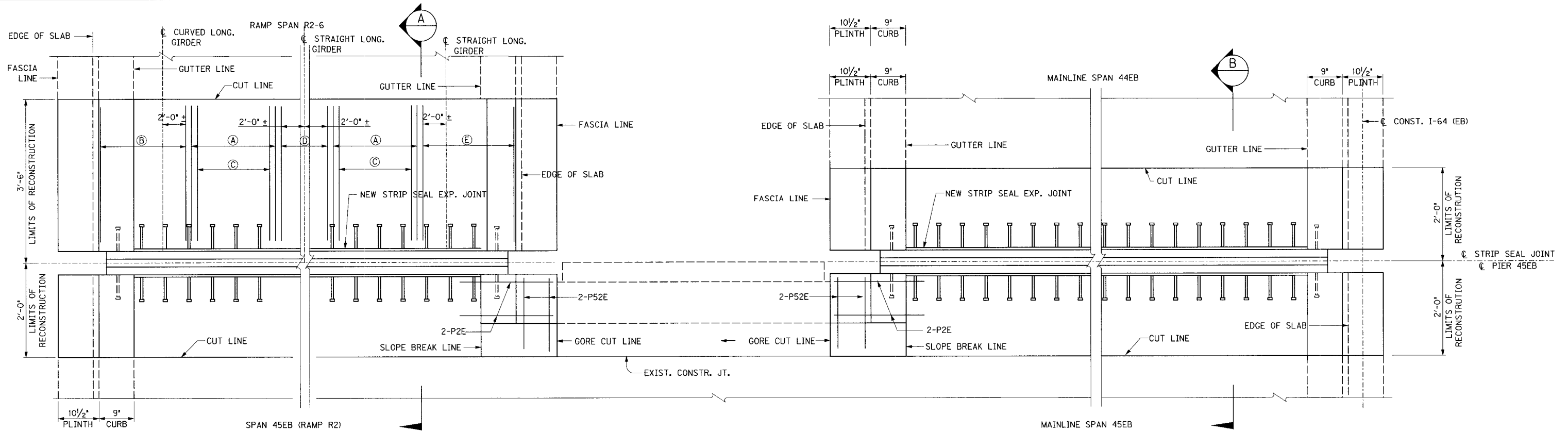
ITEM NUMBER	5-73.00
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FILE NAME: ...\\7th to 13th\\Pier 45EB.dgn

USERNAME: CBS

DATE: 1/30/2007

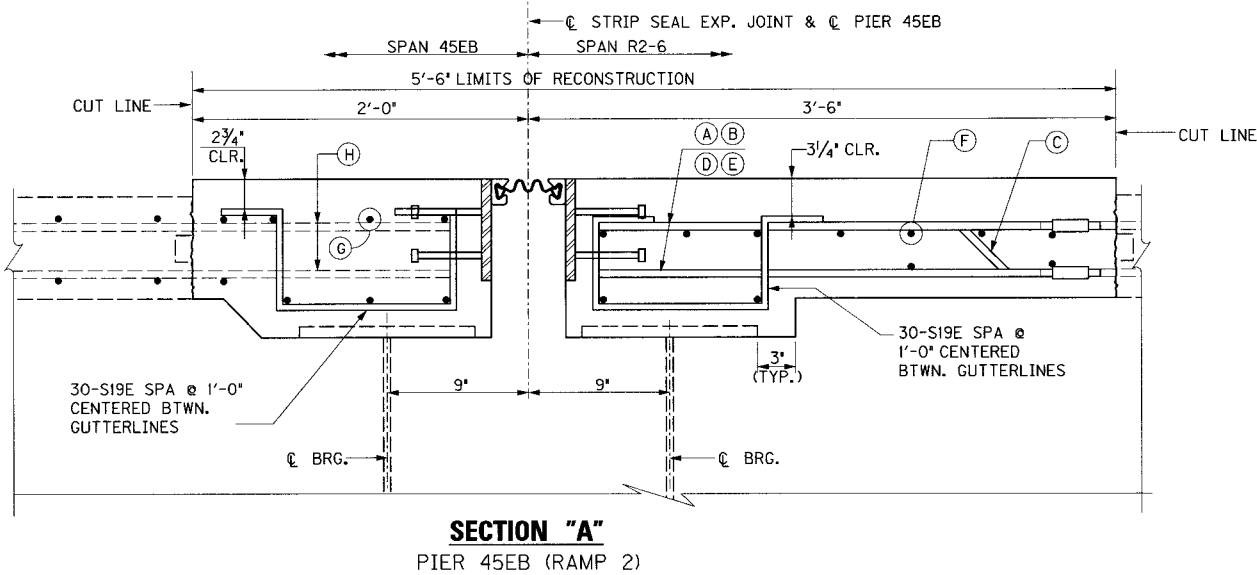
SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION

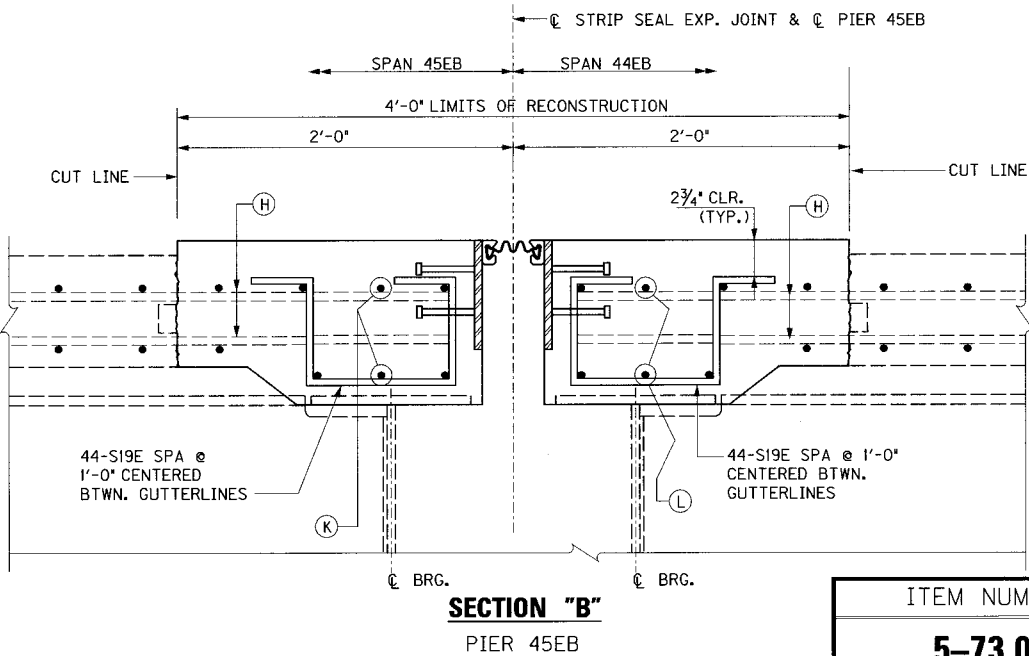
LEGEND ~ PIER 45EB (RAMP 2)

- | | |
|---|--|
| SPAN 2-6 | SPAN 2-6 |
| (A) BETWEEN GIRDERS: 22-S6E (11-TOP & 11-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL STRAIGHT BARS. | (E) OVERHANG: 11-S4E (5-TOP & 6-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL STRAIGHT BARS |
| (B) OVERHANG: 9-S4E (4-TOP & 5-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL STRAIGHT BARS | (F) 7-S7E SPA. @ 6" CTS. (TOP) & 4-S7E SPA. @ 1'-0" CTS. (BOTT). |
| (C) BETWEEN GIRDERS: 9-S5E ALTERNATE WITH S6E AND MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL TRUSS BARS CUTOFF AT BOTTOM | SPAN 45EB |
| (D) OVER CENTER GIRDER: 5-S4E (3-TOP & 2-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL STRAIGHT BARS | (G) 8-S7E SPA. @ 6" CTS. (4-TOP & 4-BOTT.) |
| | (H) EXISTING LONGITUDINAL BARS TO BE LEFT IN PLACE TO BE EMBEDDED INTO NEW CONCRETE |



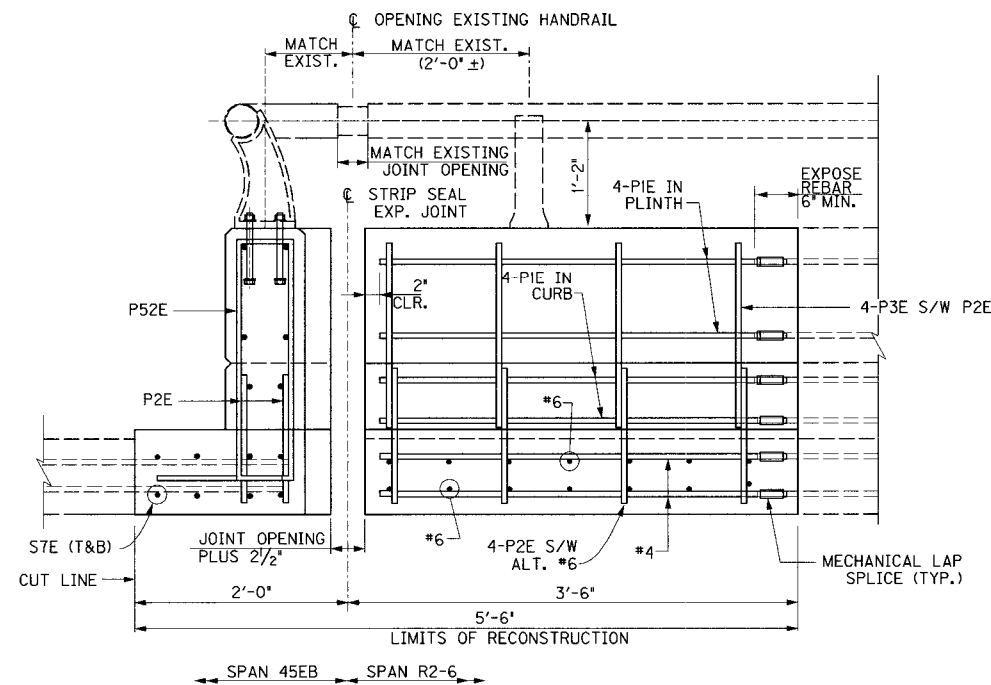
LEGEND ~ PIER 45EB (MAINLINE)

- | | |
|---|---|
| SPAN 44EB | SPAN 45EB |
| (L) 8-S30E SPA. @ 6" CTS. (4-TOP & 4-BOTT.) | (K) 8-S30E SPA. @ 6" CTS. (4-TOP & 4-BOTT.) |
| (H) EXISTING LONGITUDINAL BARS TO BE LEFT IN PLACE TO BE EMBEDDED INTO NEW CONCRETE | (H) EXISTING LONGITUDINAL BARS TO BE LEFT IN PLACE TO BE EMBEDDED INTO NEW CONCRETE |



ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		DMB
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 45EB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. E19
		DRAWING NO. 26144

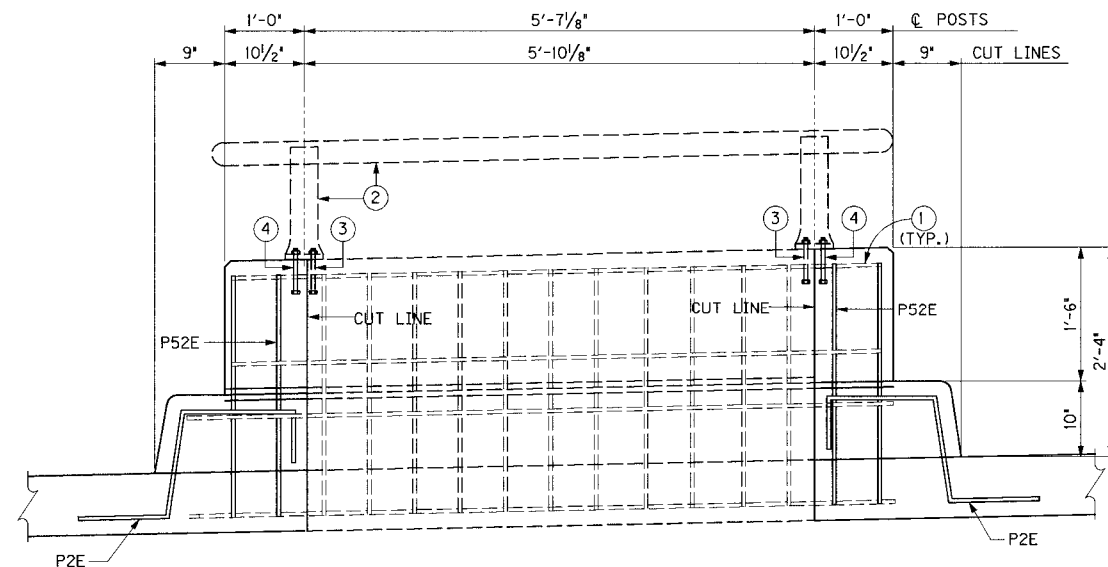


PART SECTION
THROUGH GORE PLINTH

PART ELEVATION

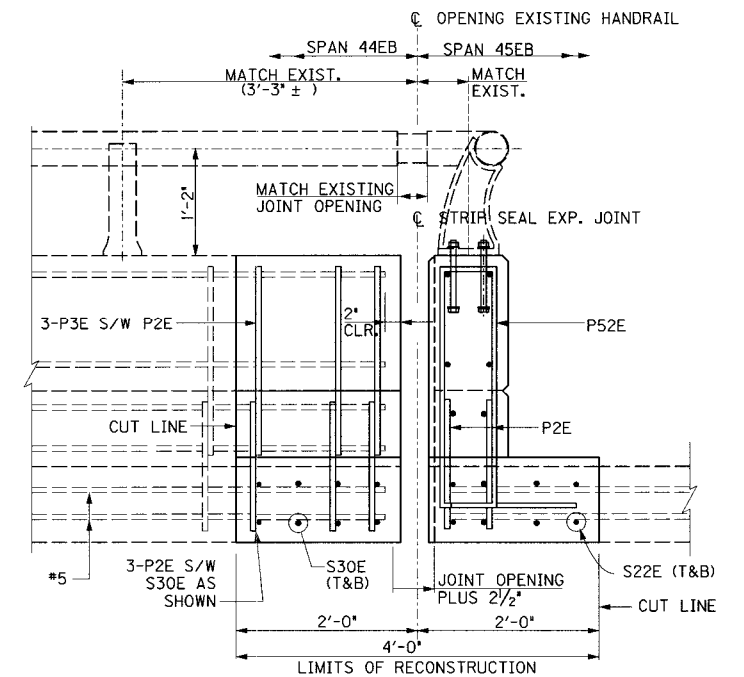
FASCIA ELEVATION AT GORE

LOOKING SOUTH AT NORTH FASCIA SPAN R2-6



GORE RECONSTRUCTION ELEVATION

LOOKING WEST AT PLINTH



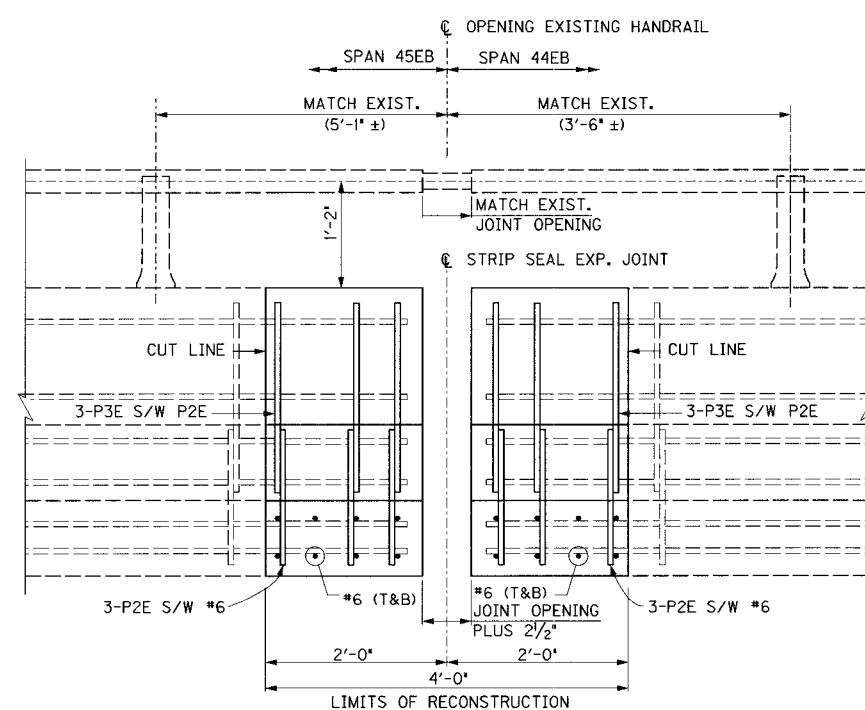
PART ELEVATION

PART SECTION

THROUGH GORE PLINTH

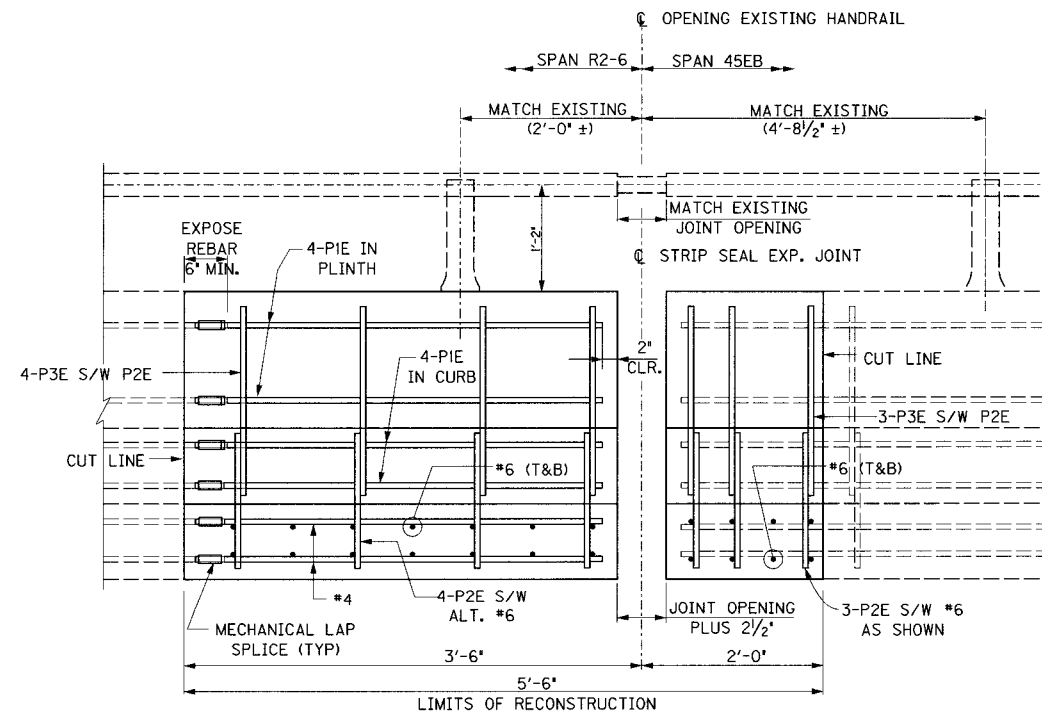
FASCIA ELEVATION AT GORE

LOOKING NORTH AT SOUTH FASCIA SPAN 44EB



FASCIA RECONSTRUCTION ELEVATION

LOOKING SOUTH AT PIER 45EB (MAINLINE) NORTH FASCIA



FASCIA RECONSTRUCTION ELEVATION

LOOKING NORTH AT PIER 45EB (RAMP 2) SOUTH FASCIA

NOTES:

1. THE EXISTING HORIZONTAL REBAR IN THE GORE PLINTH SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
3. THE GORE CUT LINE SHALL BE SUCH THAT TWO ANCHOR BOLTS ARE REPLACED AT EACH POST.
4. THE GORE REPLACEMENT ANCHORAGE SHALL BE 2 - $\frac{3}{4}$ " x 9" STAINLESS STEEL ANCHOR BOLTS PER POST WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

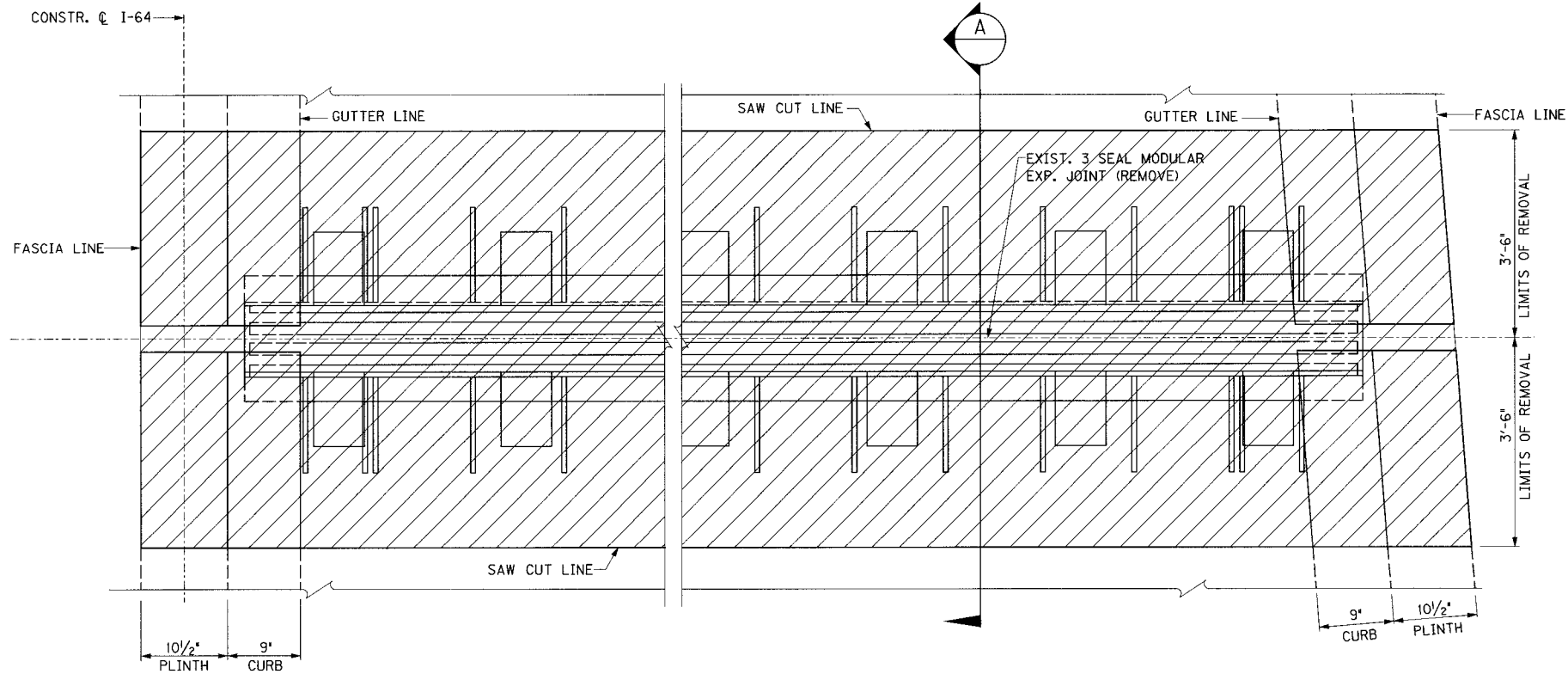
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET		
PIER 45EB			
 PREPARED BY PARSONS BRINCKERHOFF			SHEET NO. E20 DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Pier 48E.dgn

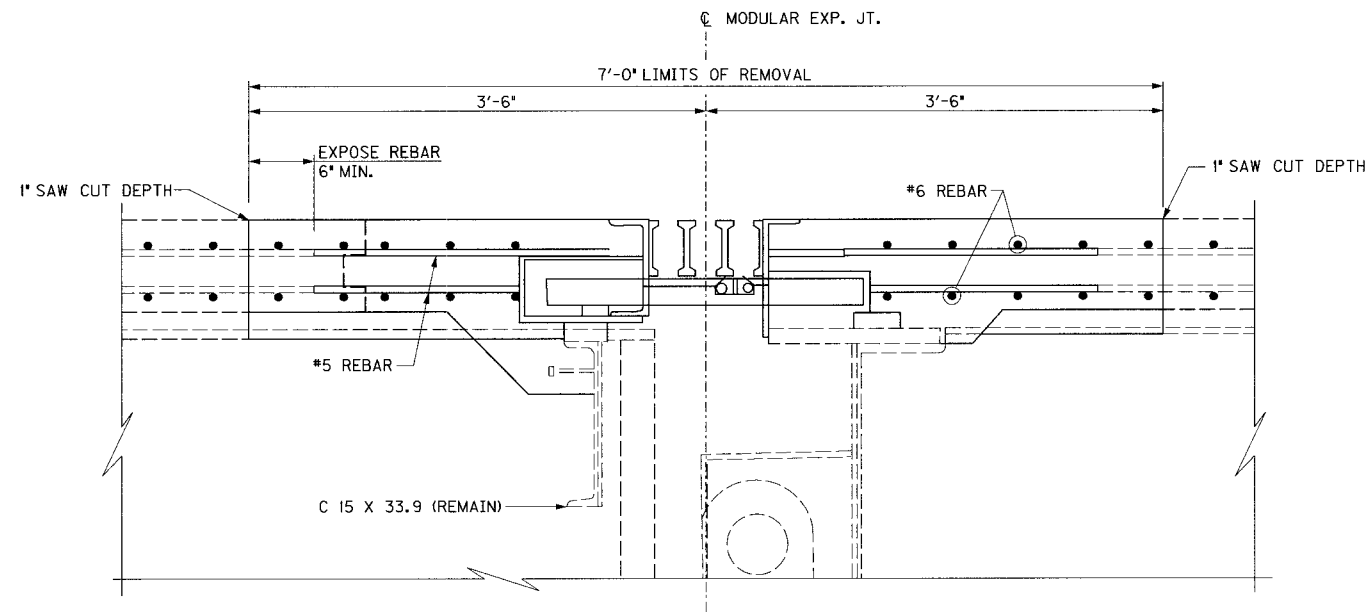
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION A

ITEM NUMBER

5-73.00

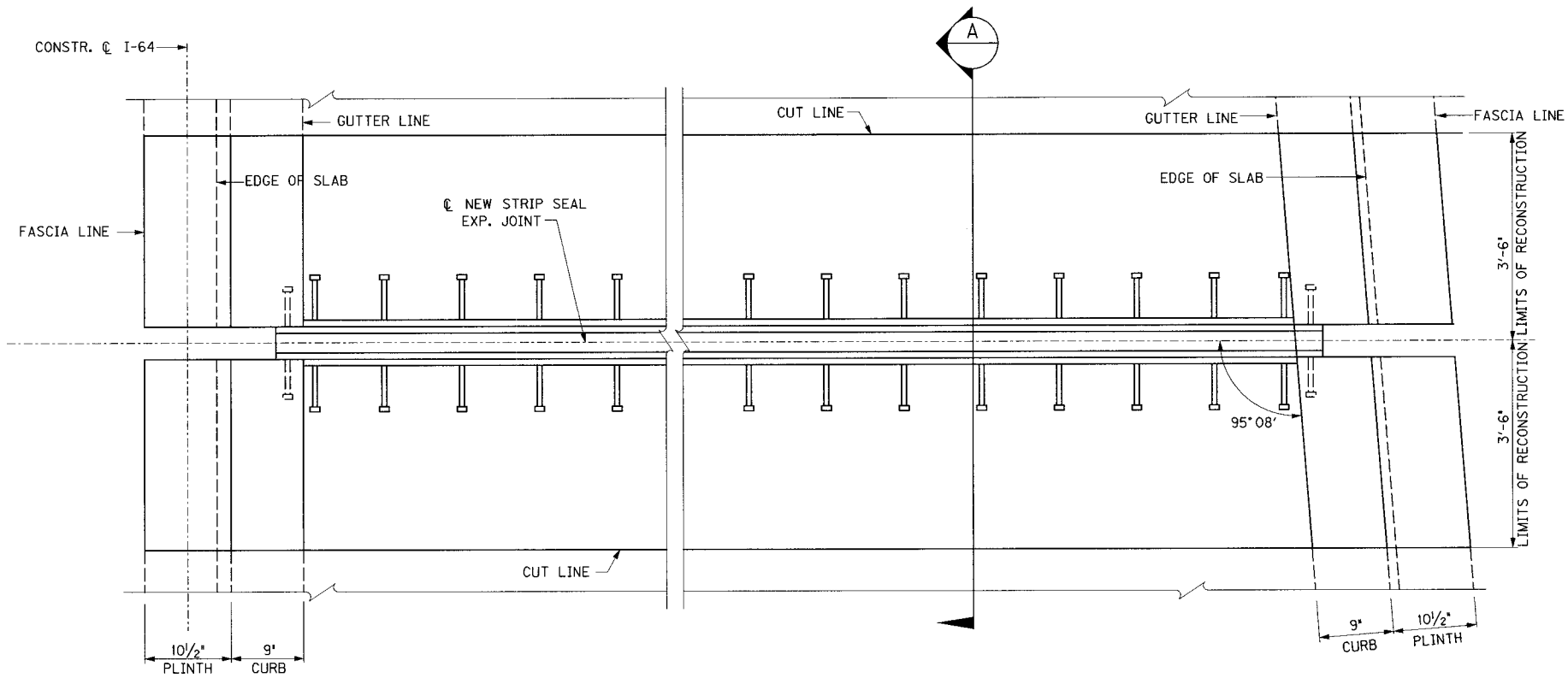
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 48EB			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			E21
			DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Pier 48E.dgn

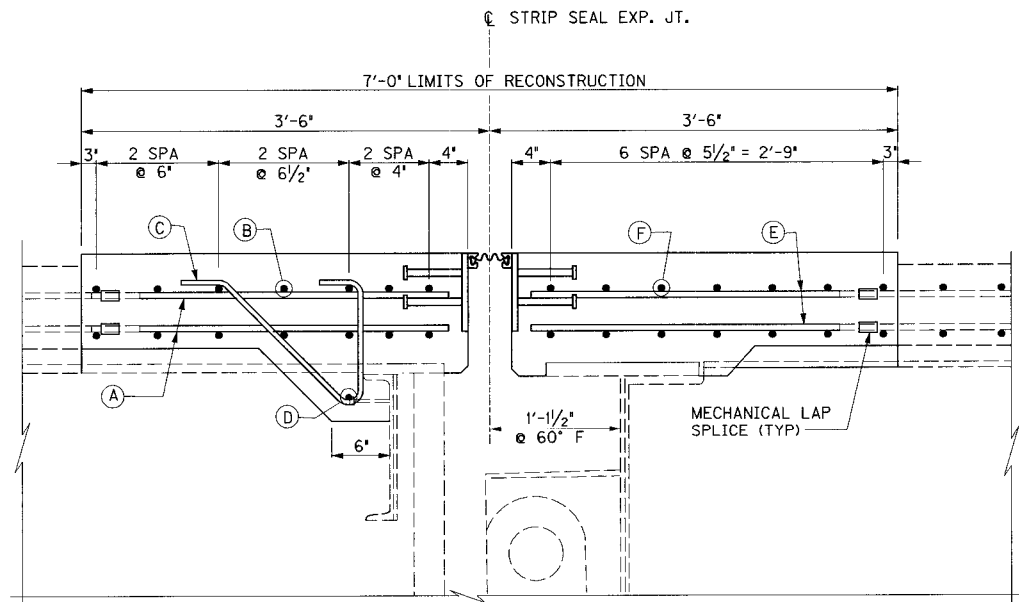
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: LAY



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION A

LEGEND

- SPAN 47EB
- (A) 179-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
 - (B) 2 LENGTHS x 14-S31E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)
 - (C) 53-S35E SPA @ 12" CENTERED BTW. FLANGES (2-5'-2" BAYS w/ 4 EACH & 5-10'-0" BAYS w/ 9 EACH)
 - (D) 2-S44E (1 EACH 5'-2" BAY) & 5-S45E (1 EACH 10'-0" BAY)
- SPAN 48EB
- (E) 166-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
 - (F) 2 LENGTHS x 14-S31E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)

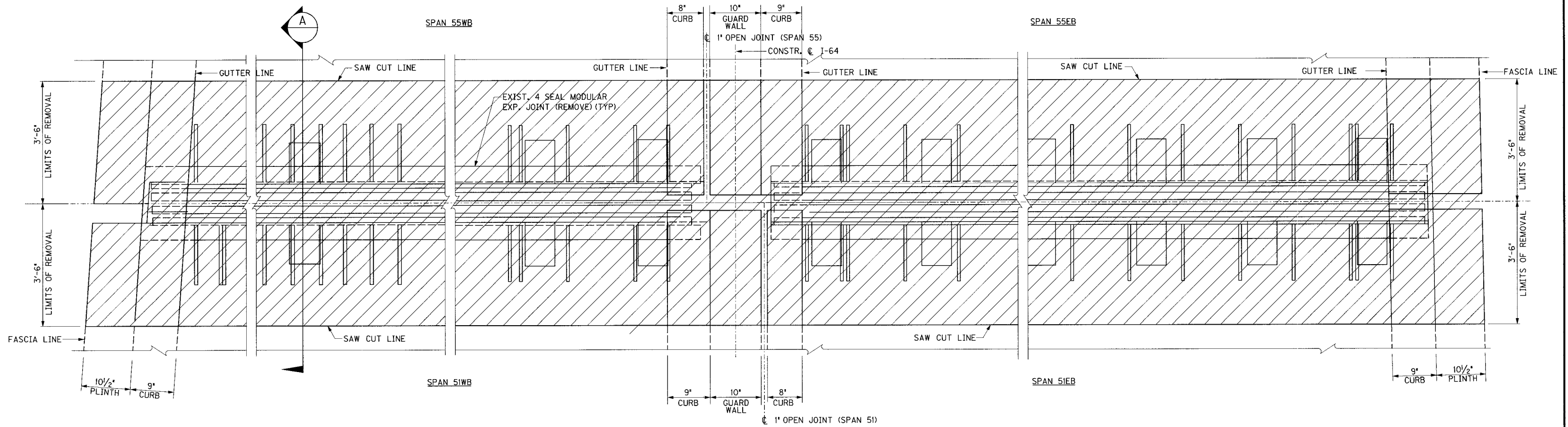
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		
DETAILED BY: CBS		DWB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 48EB		
ITEM NUMBER 5-73.00		PREPARED BY PARSONS BRINCKERHOFF
		SHEET NO. E22 DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Pier 55E, 55WB.dgn

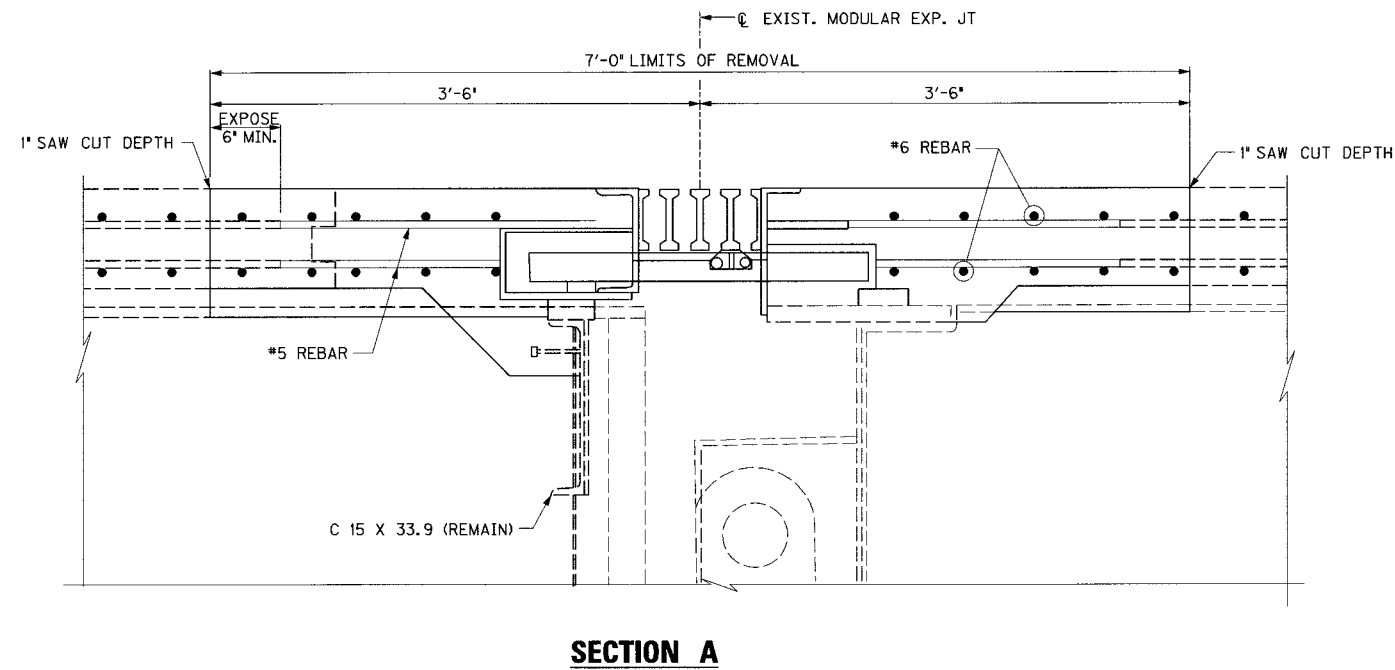
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



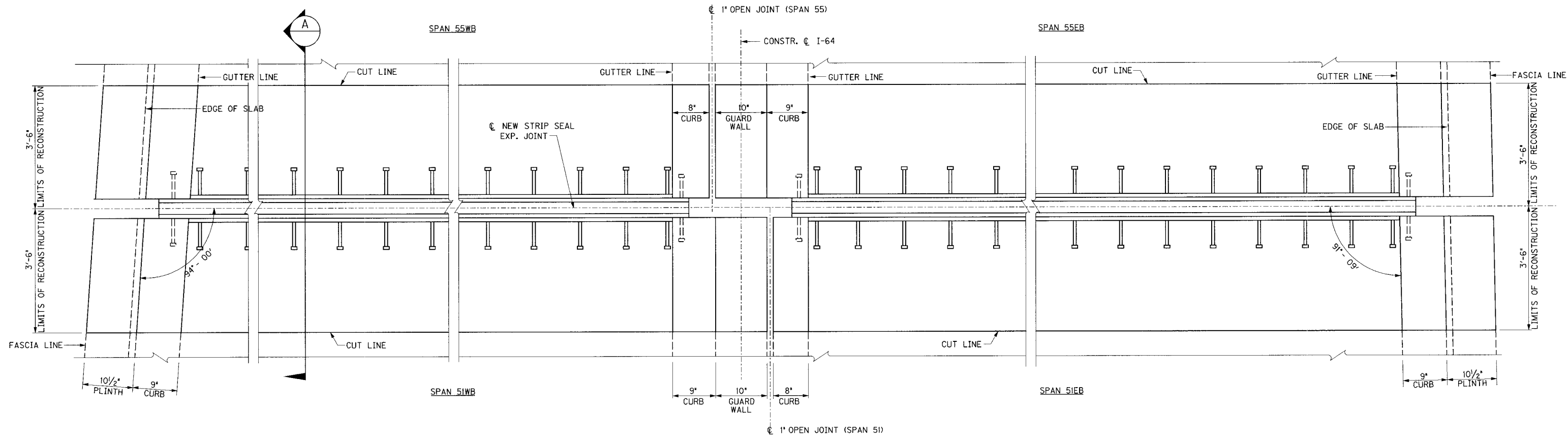
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 55EB & 55WB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. E23
ITEM NUMBER 5-73.00		DRAWING NO. 26144

FILE NAME: ...\\7th to 13th\\Pier 55E, 55WB.dgn

USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION

LEGEND

SPAN 51WB

- (A) 180-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 2 LENGTHS x 14-S32E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)
- (C) 56-S35E SPA @ 12" CENTERED BTW. FLANGES (1-6'-1" BAY w/ 5; 1-4'-10" BAY w/ 4; 2-10'-9" BAYS w/ 10 EACH & 3-10'-0" BAYS w/ 9 EACH)
- (D) 1-S46E (6'-1" BAY); 1-S50E (4'-10" BAY); 2-S47E (1 EACH 10'-9" BAY) & 3-S45E (1 EACH 10'-0" BAY)

SPAN 51EB

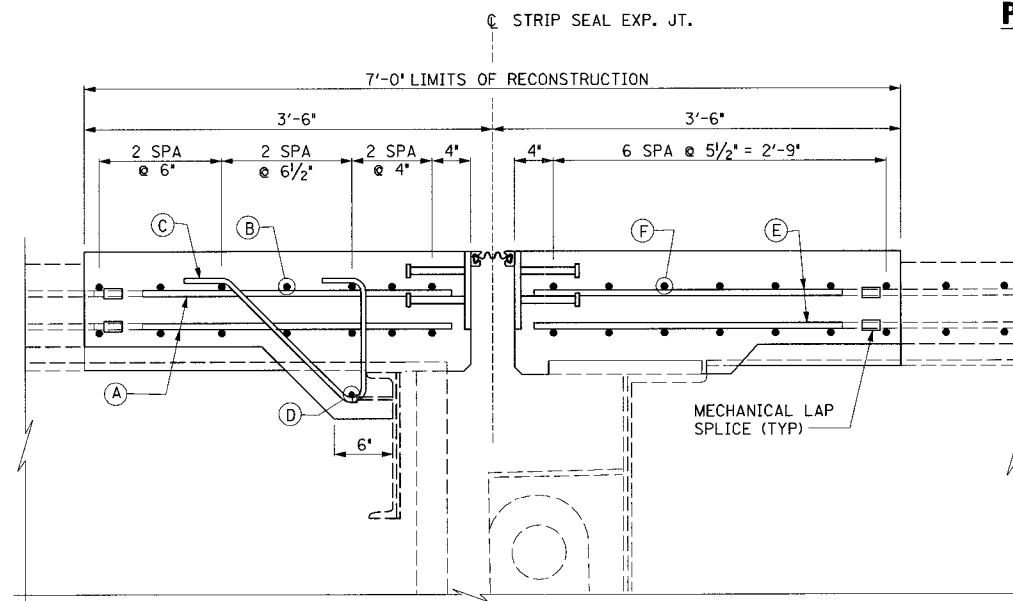
- (A) 142-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (B) 14-S33E (7-TOP & 7-BOTTOM)
- (C) 44-S35E SPA @ 12" CENTERED BTW. FLANGES (2-5'-0" BAYS w/ 4 EACH & 4-10'-0" BAYS w/ 9 EACH)
- (D) 2-S44E (1 EACH 5'-0" BAY) & 4-S45E (1 EACH 10'-0" BAY)

SPAN 55WB

- (E) 175-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 2 LENGTHS x 14-S32E (7-TOP & 7-BOTTOM) (3'-0" MIN LAP)

SPAN 55EB

- (E) 142-S34E MECHANICAL LAP SPLICE WITH EXISTING # 5 TOP & BOTTOM LONGITUDINAL BARS
- (F) 14-S33E (7-TOP & 7-BOTTOM)

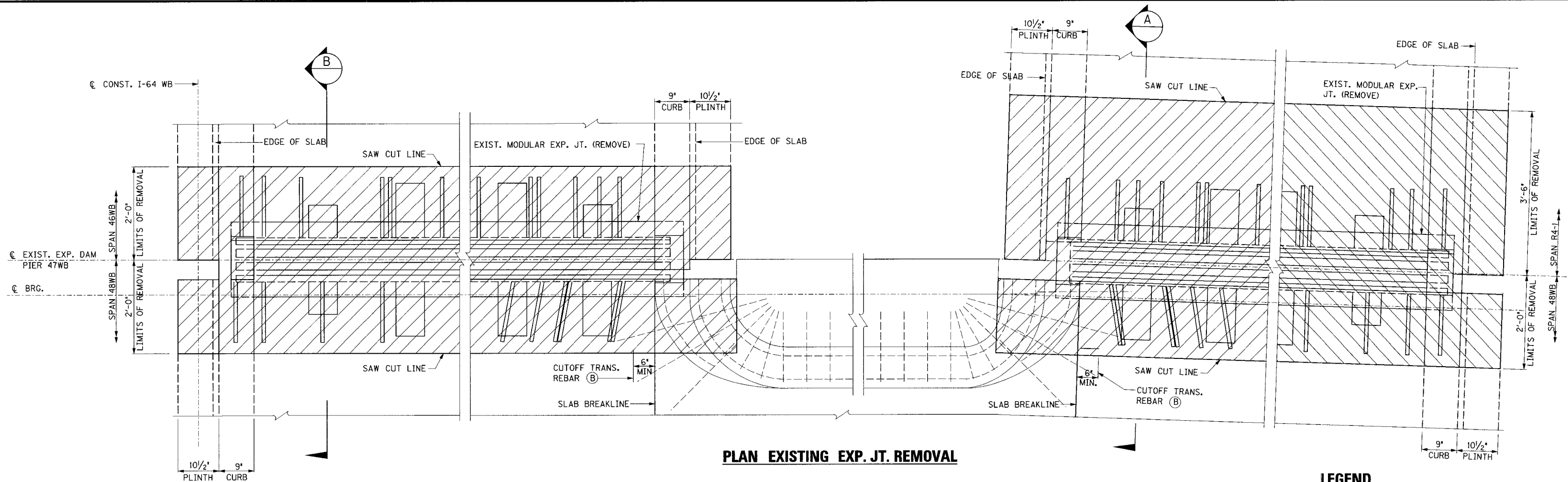


SECTION "A"

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		DMB
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 55EB & 55WB		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. E24 DRAWING NO. 26144



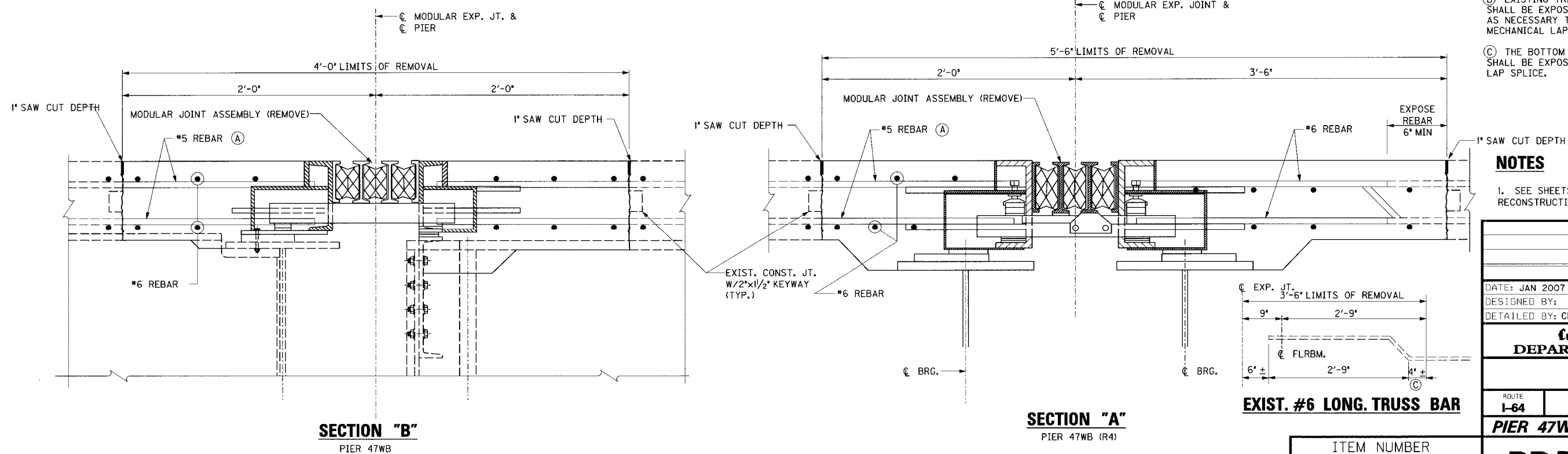
PLAN EXISTING EXP. JT. REMOVAL

LEGEND

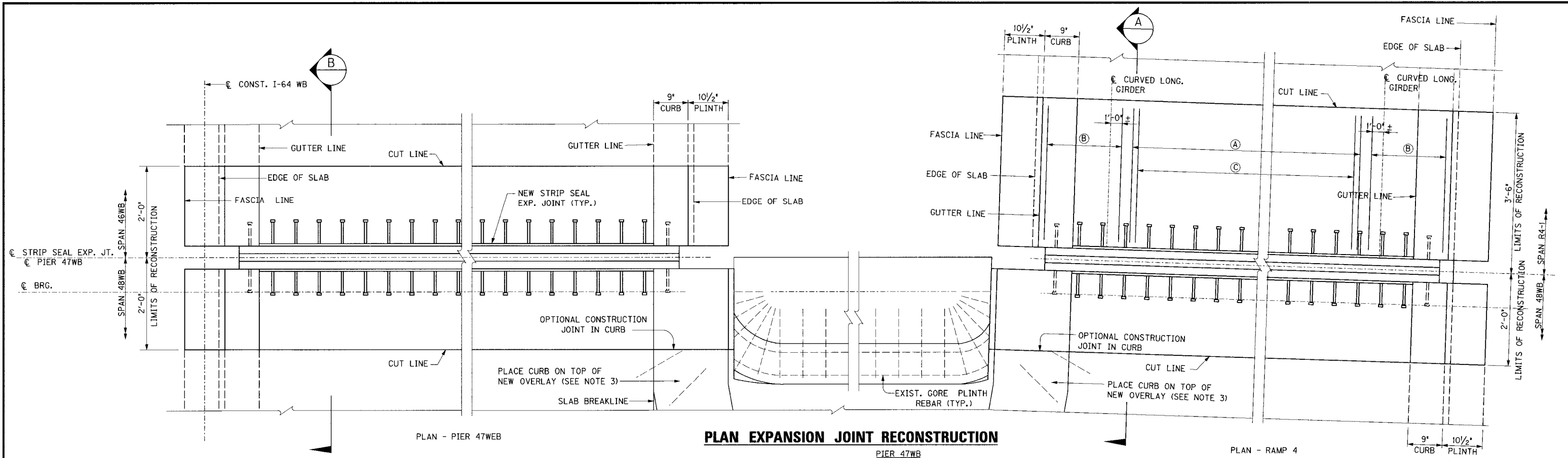
- (A) EXISTING LONGITUDINAL REBAR TO REMAIN IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
- (B) EXISTING TRANSVERSE REBAR IN SLAB SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NECESSARY TO ACCOMMODATE THE MECHANICAL LAP SPLICE.
- (C) THE BOTTOM OF THE EXISTING TRUSS BAR SHALL BE EXPOSED FOR THE MECHANICAL LAP SPLICE.

NOTES

1. SEE SHEETS NO. J19 & J19A FOR CURB & PLINTH RECONSTRUCTION.



REVISION		DATE
DATE: JAN 2007	DESIGNED BY:	CHECKED BY:
DESIGNED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
PIER 47WB (MAINLINE & RAMP 4)		
PREPARED BY	SHEET NO.	
PARSONS BRINCKERHOFF	E25	
DRAWING NO.	26144	

**LEGEND ~ PIER 47WB****SPAN 46WB**

- (J) 8-1/2" WELDED STUD 'L' DEFORMED BAR CONCRETE ANCHORS (2 EACH x 4 W24 ROLLED BEAMS)
 (L) 8-S30E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.)
 (M) 4I-S35E SPA @ 12' CENTERED BTW. FLANGES (2~7'-6" BAYS w/ 7 EACH & 3~9'-4" BAYS w/ 9 EACH)
 (N) 2-S37E (1 EACH 7'-6" BAY) & 3-S38E (1 EACH 9'-4" BAY)

SPAN 48WB

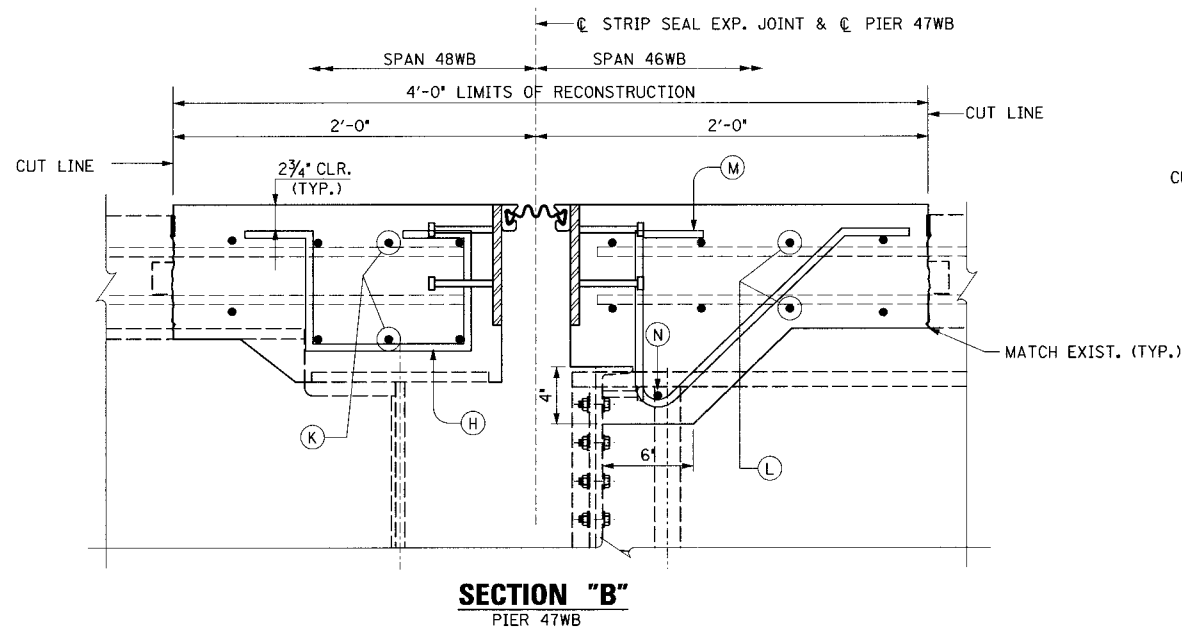
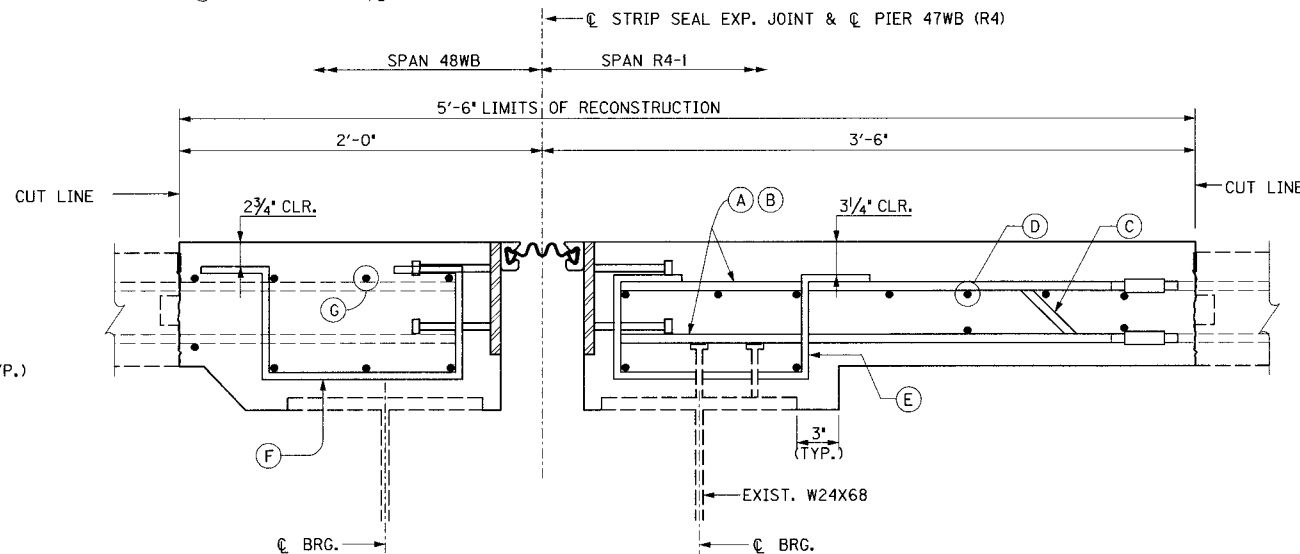
- (H) 44-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES
 (K) 8-S23E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.) (FIELD BEND AS NECESSARY TO FIT)

LEGEND ~ PIER 47WB (RAMP 4)**SPAN R4-1**

- (A) BETWEEN LONG. GIRDERS: 42-S6E (2I-TOP & 2I-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL STRAIGHT BARS
 (B) EACH OVERHANG: 1I-S4E (5-TOP & 6-BOTT.) MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL BARS
 (C) BETWEEN LONG. GIRDERS: 20-S49E ALTERNATE WITH S6E AND MECHANICAL LAP SPLICE WITH EXISTING #6 LONGITUDINAL TRUSS BARS CUTOFF AT BOTTOM
 (D) 7-S7E SPA @ 5 1/2' CTS. (TOP) AND 4-S7E SPA @ 11' CTS. (BOTT.)
 (E) 30-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES

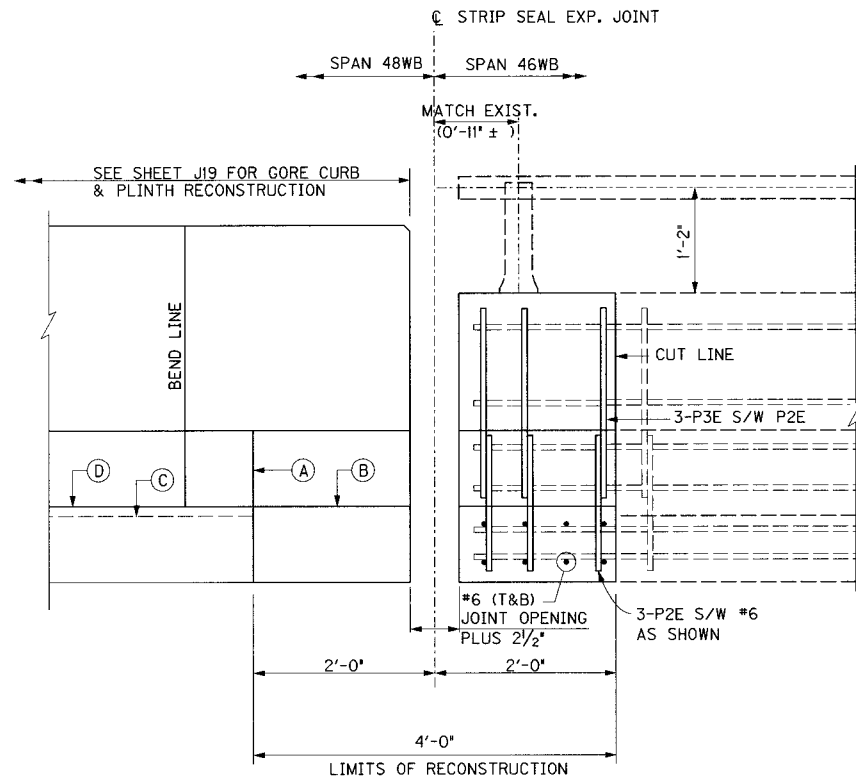
SPAN 48WB

- (F) 30-S19E SPA @ 1'-0" CENTERED BETWEEN GUTTER LINES
 (G) 8-S27E SPA @ 5 1/2' CTS. (4-TOP & 4-BOTT.)

**SECTION "B"**
PIER 47WB**SECTION "A"**
PIER 47WB (R4)**NOTES**

- FOR WELDED STUD CONCRETE ANCHOR DETAIL SEE SECTION C SHEET E4.
- SPANS 46WB & 48WB: EXISTING LONGITUDINAL BARS TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
- SEE SHEET NOS. J18, J19 & J19A FOR GORE CURB & PLINTH RECONSTRUCTION.

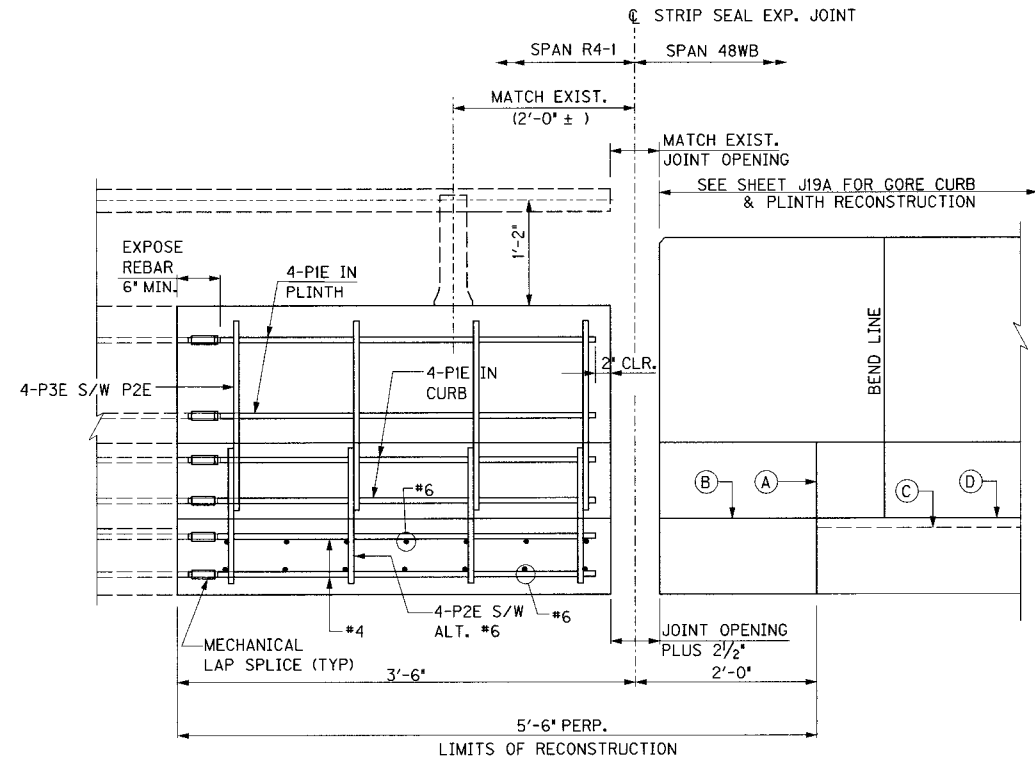
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
PIER 47WB (MAINLINE & RAMP 4)			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			E26
			DRAWING NO.
			26144



FASCIA ELEVATION AT GORE
LOOKING SOUTH AT PIER 47WB FASCIA

LEGEND

- (A) OPTIONAL CONSTRUCTION JOINT IN CURB
- (B) TOP OF NEW CONCRETE SLAB
- (C) TOP OF EXIST. SLAB
- (D) TOP OF NEW OVERLAY



FASCIA ELEVATION AT GORE
LOOKING NORTH AT PIER 47WB (R4) FASCIA

GORE AND FASCIA DETAILS

ITEM NUMBER
5-73.00

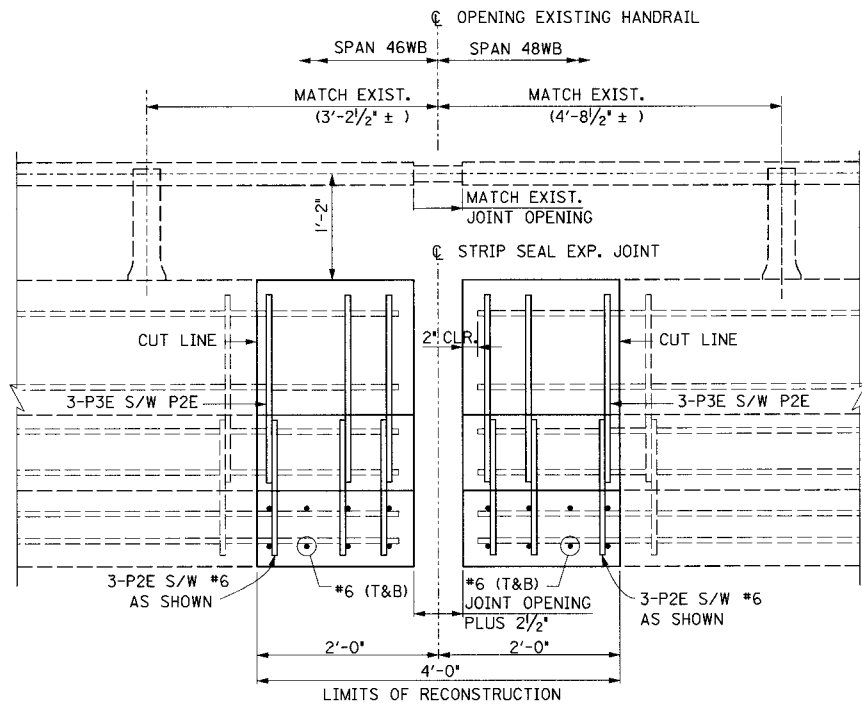
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DATE: DEC. 2006	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
PIER 47WB (MAINLINE & RAMP 4)		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		E27
		DRAWING NO.
		26144

FILE NAME: ...\\Pier- 47WB-Ramp 4.dgn

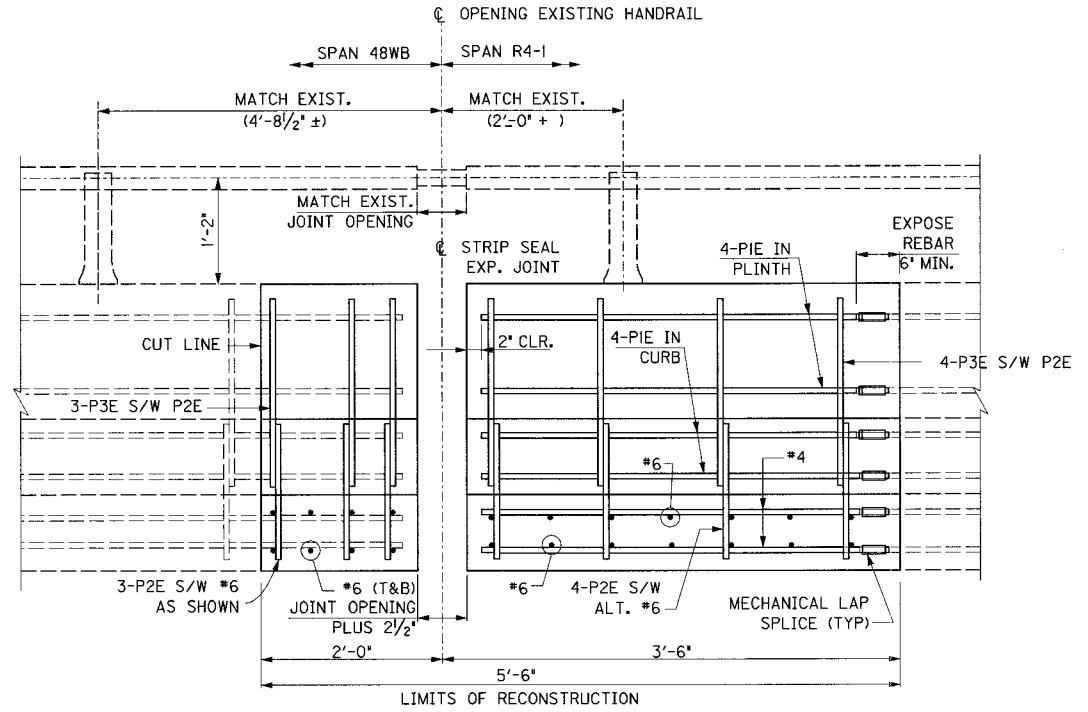
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



FASCIA RECONSTRUCTION ELEVATION
LOOKING NORTH AT PIER 47WB FASCIA

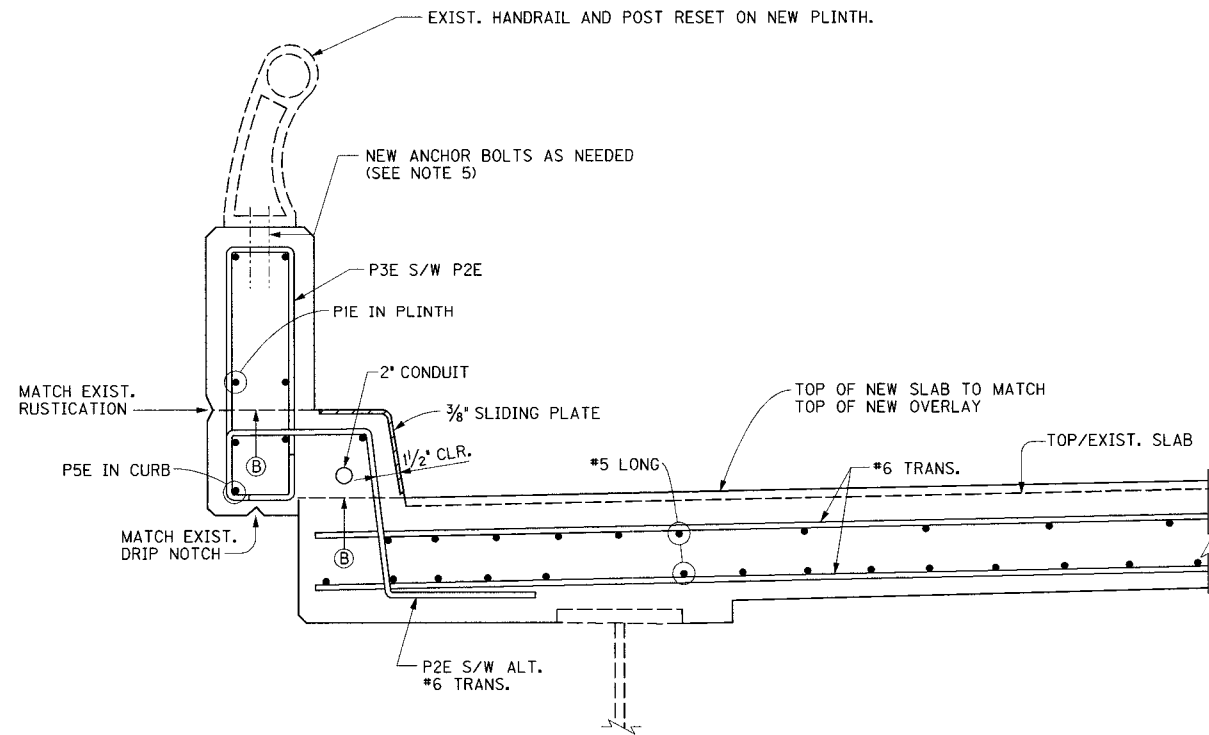
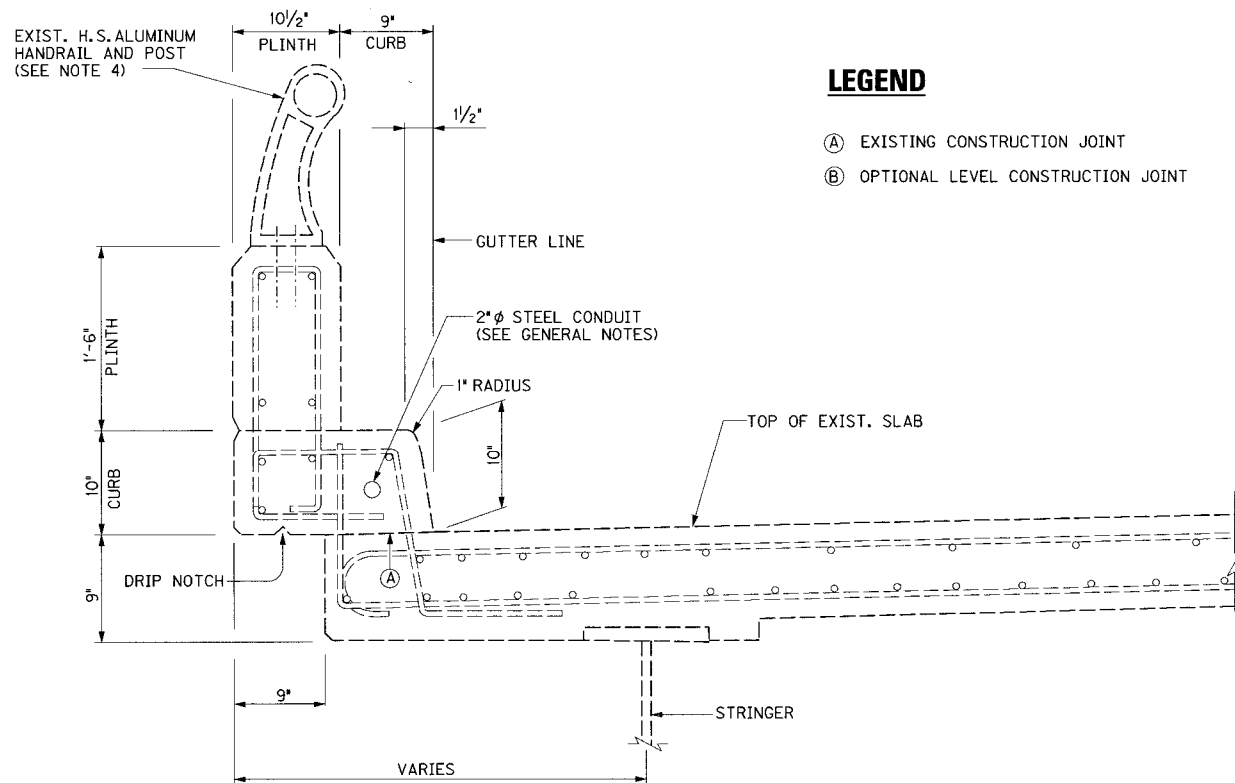


FASCIA RECONSTRUCTION ELEVATION
LOOKING SOUTH AT PIER 47WB (R4) FASCIA

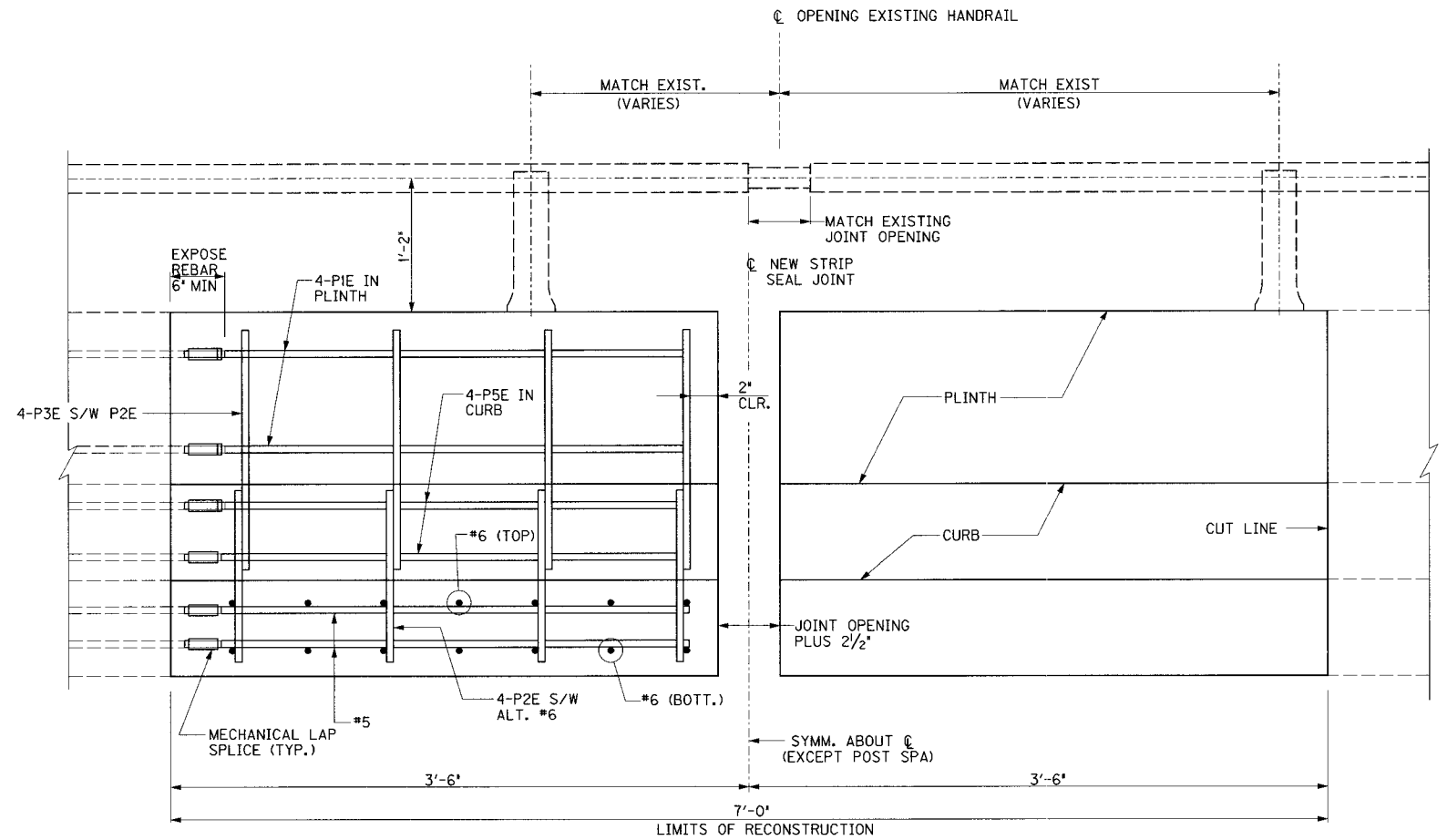
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DATE: MAY 2005	CHECKED BY	
DESIGNED BY: DMB	DMB	
DETAILED BY: DDE	DDE	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
PIER 47WB (RAMP R4)		
PREPARED BY		
 PARSONS BRINCKERHOFF		
		SHEET NO.
		E28
		DRAWING NO.
		26144

GORE DETAILS, FASCIA DETAILS & MEDIAN DETAILS

ITEM NUMBER
5-73.00

**FASCIA RECONSTRUCTION TYPICAL SECTION****EXISTING FASCIA TYPICAL SECTION****LEGEND**

- (A) EXISTING CONSTRUCTION JOINT
- (B) OPTIONAL LEVEL CONSTRUCTION JOINT

**FASCIA RECONSTRUCTION ELEVATION****NOTES:**

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET E2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

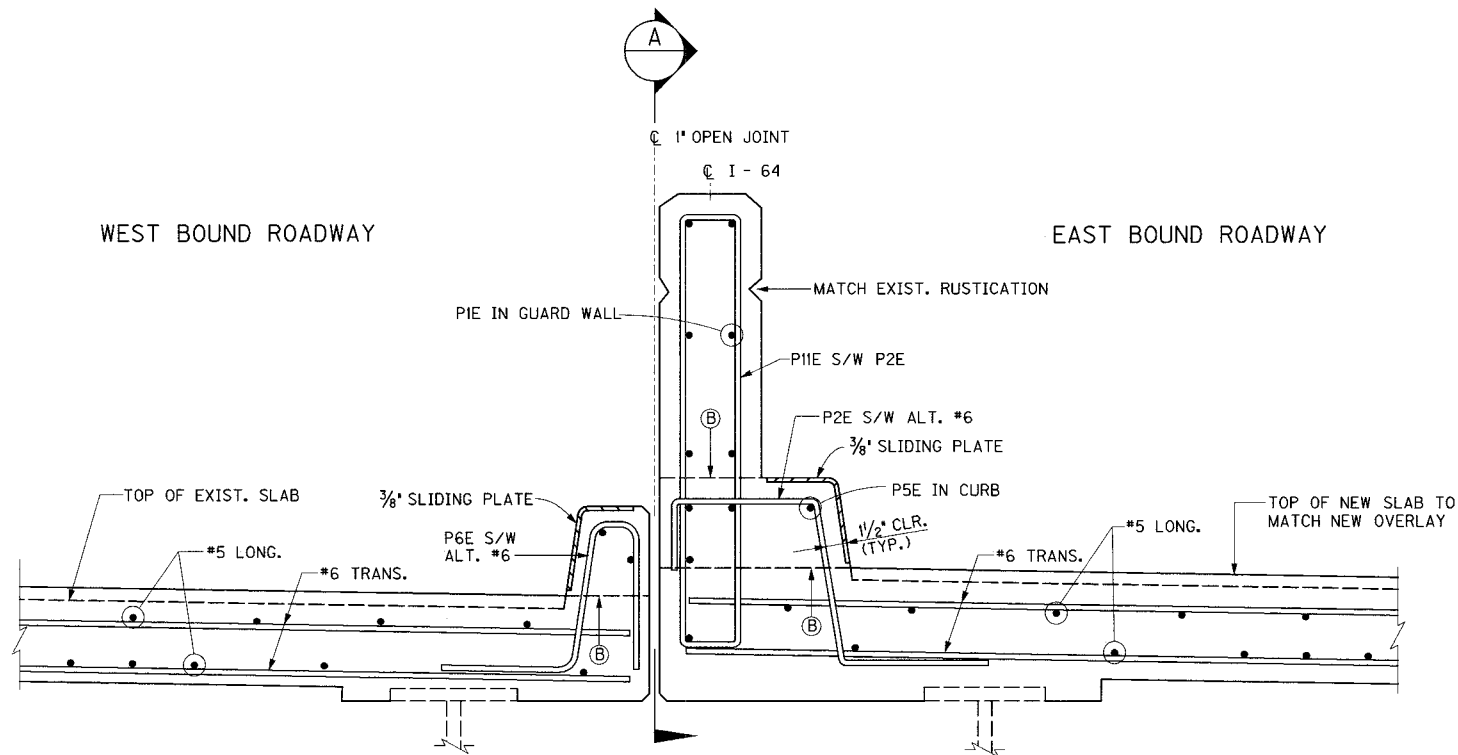
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH	
FASCIA DETAILS		
PREPARED BY PB PARSONS BRINCKERHOFF 100 YEARS		SHEET NO. E29 DRAWING NO. 26144

FILE NAME: ...\\13th to 7th median and fascia details.dgn

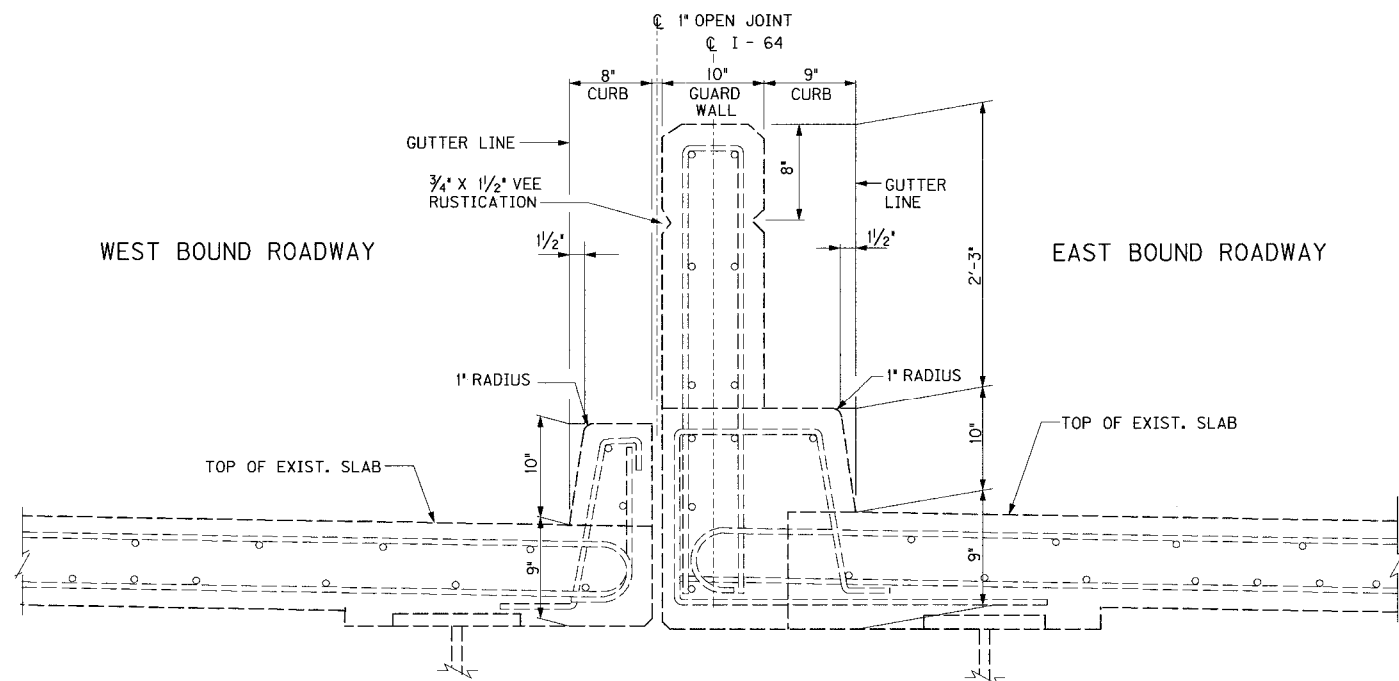
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DATE: 1/30/2007

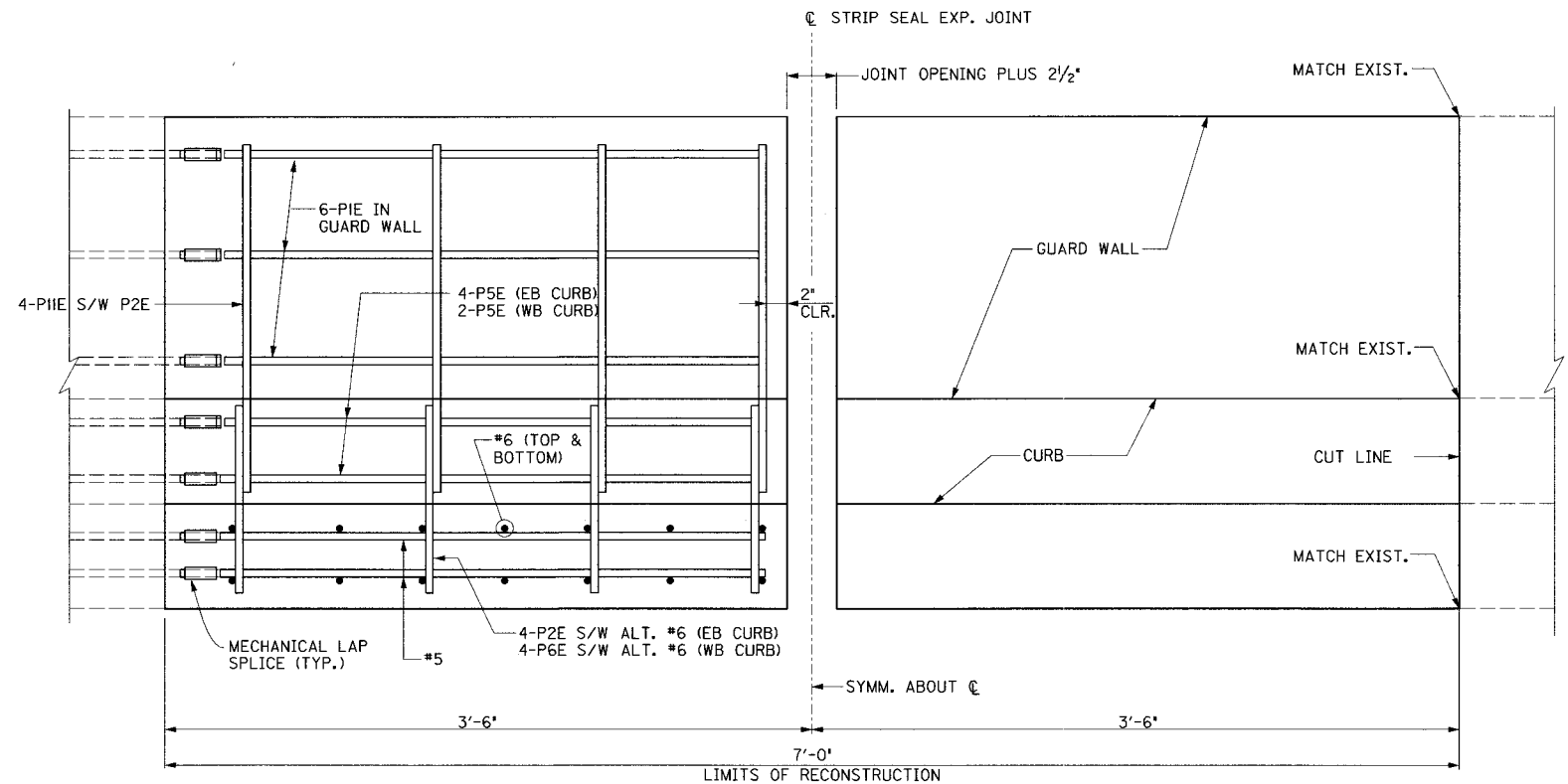
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION
TYPICAL EXCEPT PIER 25 (SPAN 24) AND PIER 55



EXISTING MEDIAN TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A

NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET E2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

LEGEND

- (A) EXISTING CONSTRUCTION JOINT
- (B) OPTIONAL LEVEL CONSTRUCTION JOINT

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 13TH STREET TO 7TH	
MEDIAN DETAILS			
PREPARED BY		SHEET NO. E30	
 PARSONS BRINCKERHOFF		DRAWING NO. 26144	

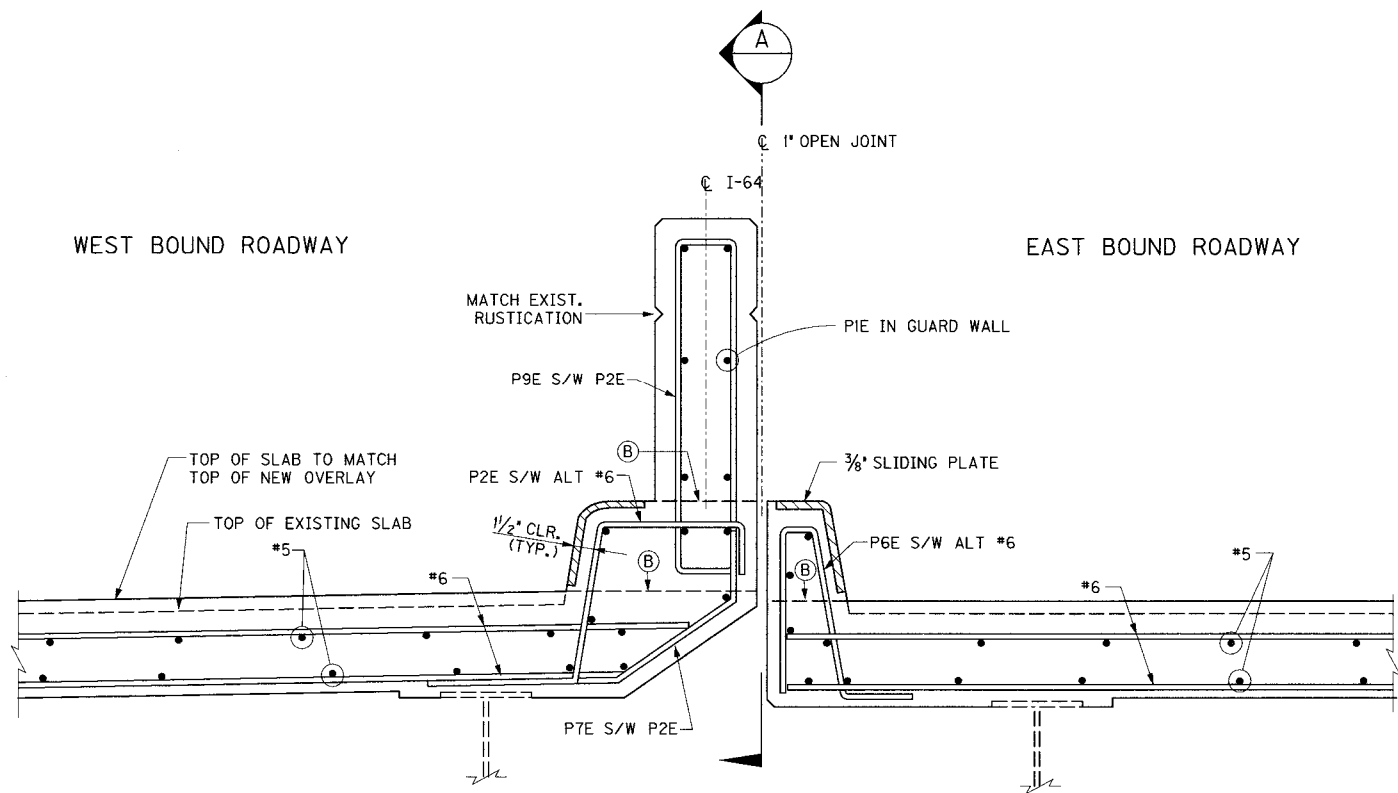
ITEM NUMBER
5-73.00

FILE NAME: ...\\13th to 7th median and fascia details.dgn

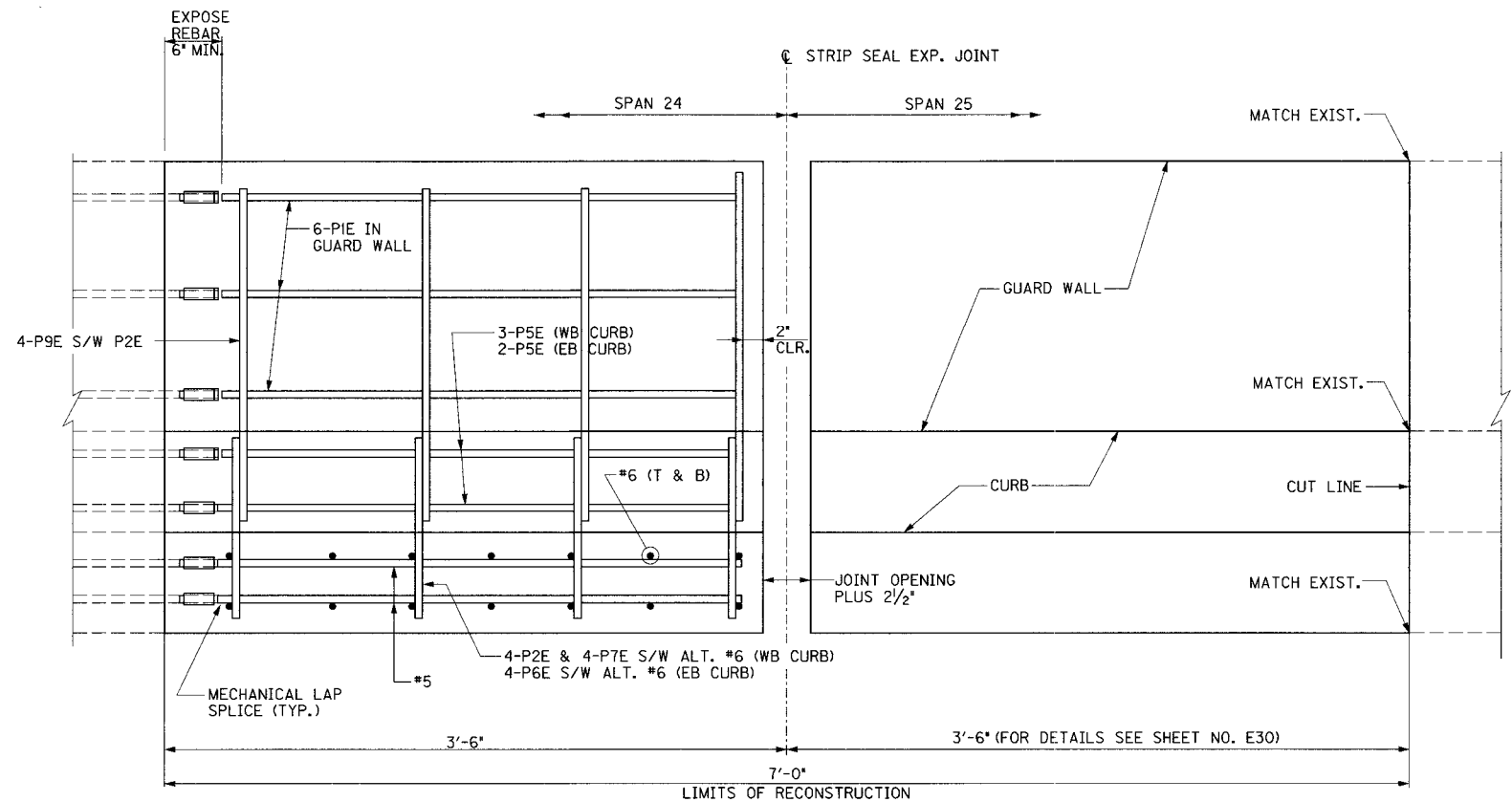
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DATE: 1/31/2007

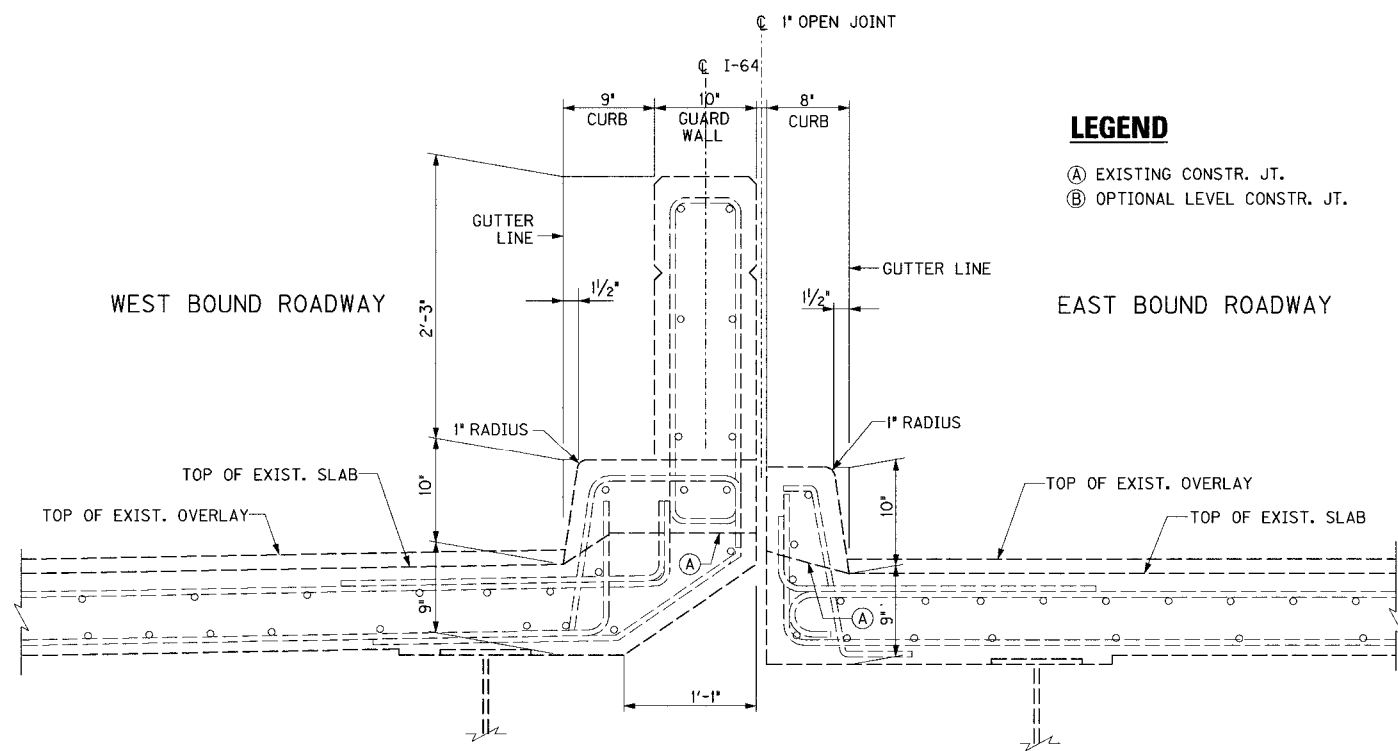
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW "A"



EXISTING MEDIAN TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL LEVEL CONSTR. JT.

NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET E2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		13TH STREET TO 7TH STREET	
MEDIAN DETAILS			
PREPARED BY			
 PARSONS BRINCKERHOFF			
		SHEET NO. E31	
		DRAWING NO. 26144	

PIER 25 (SPAN 24)

ITEM NUMBER

5-73.00



1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET E2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

(A) EXISTING CONSTRUCTION JOINT

(B) OPTIONAL LEVEL CONSTRUCTION JOINT



REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET		
MEDIAN DETAILS			
PREPARED BY PB PARSONS BRINCKERHOFF			SHEET NO. E32 DRAWING NO. 26144

PIER 55 (SPAN 51)

ITEM NUMBER

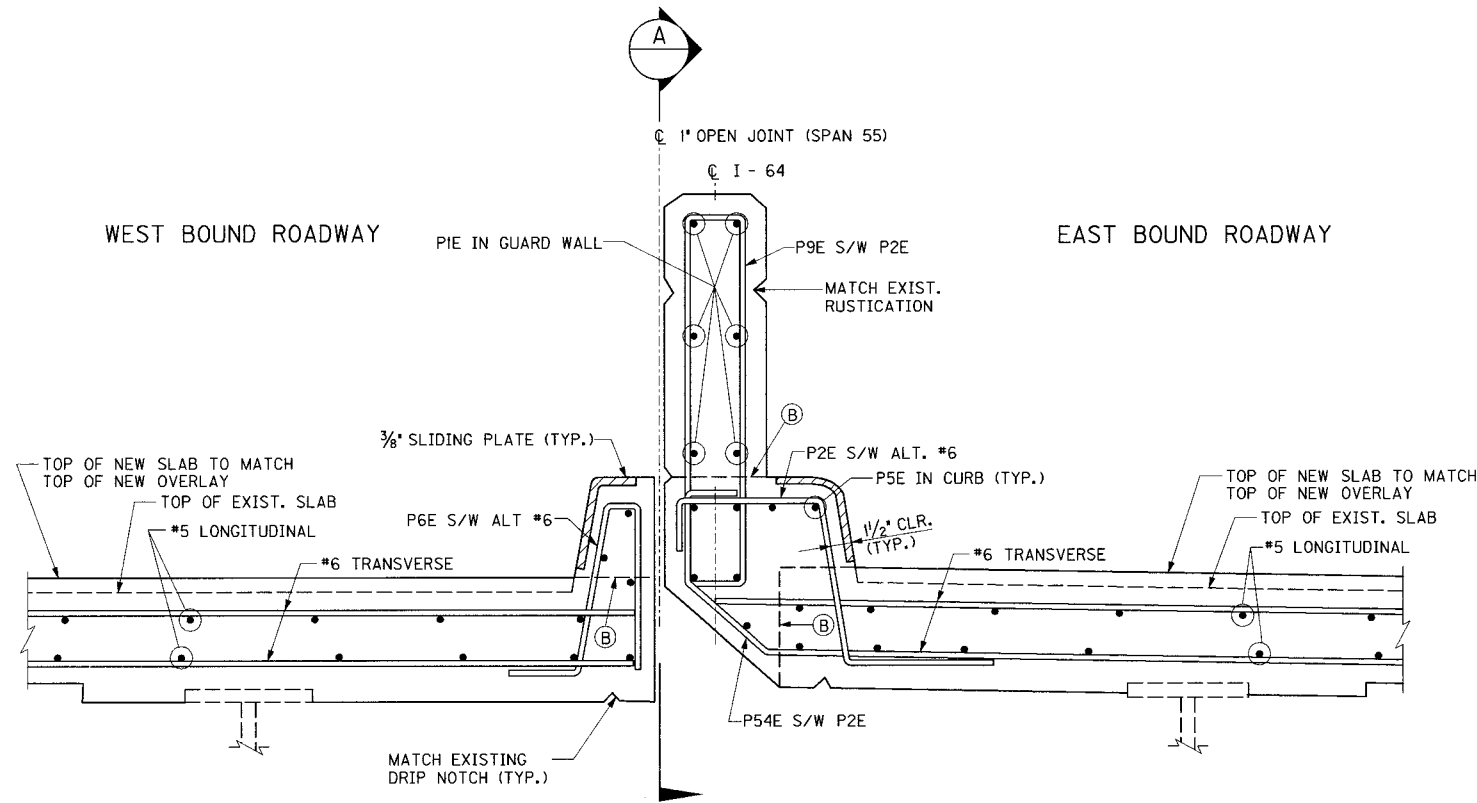
5-73.00

FILE NAME: ...\\13th to 7th median and fascia details.dgn

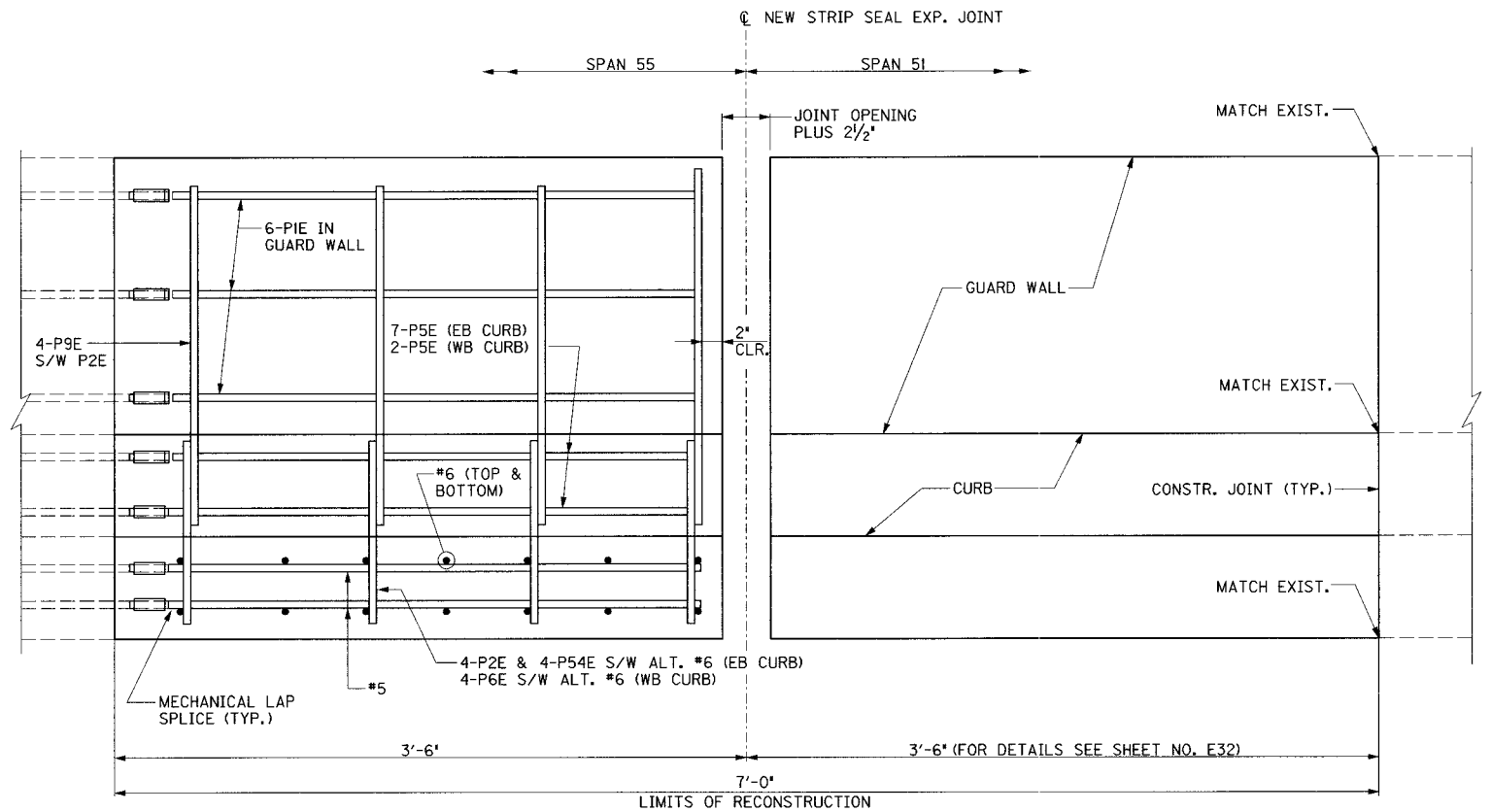
USERNAME: CBS

DATE: 1/31/2007

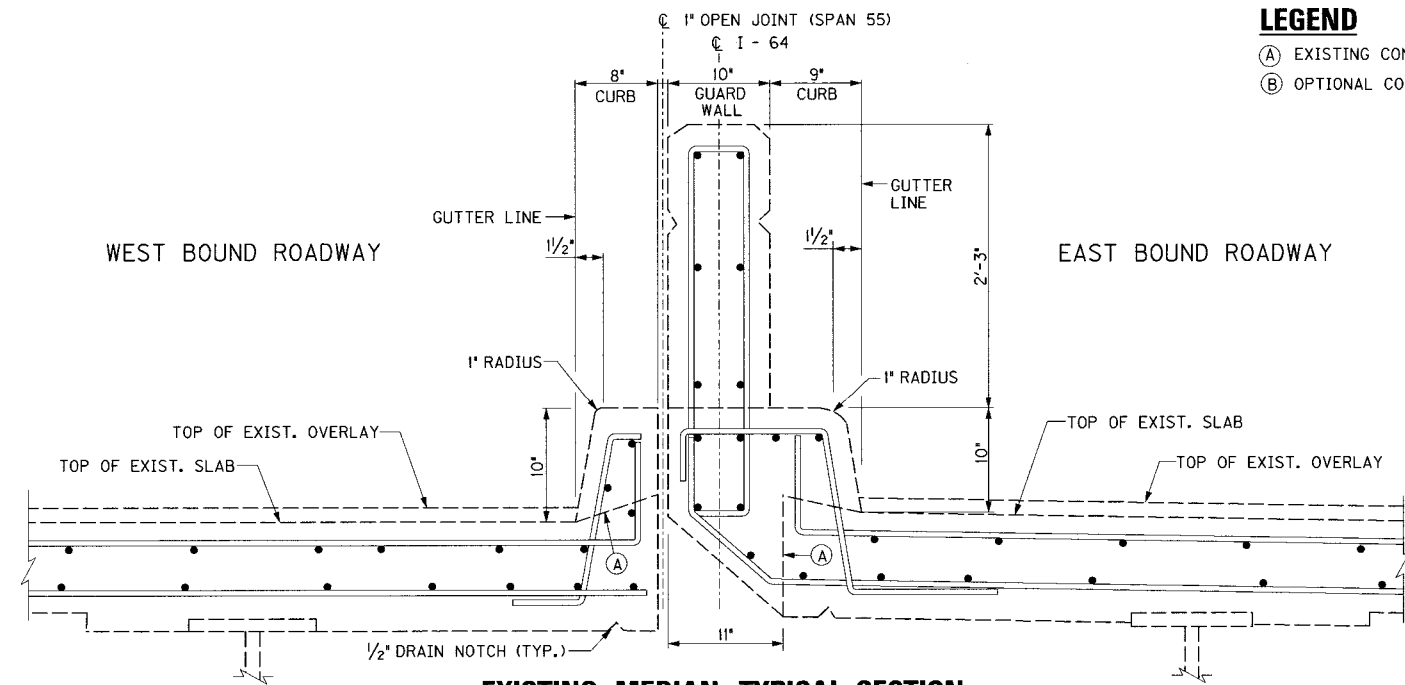
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A



EXISTING MEDIAN TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTRUCTION JOINT
- (B) OPTIONAL CONSTRUCTION JOINT

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET E2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

PIER 55 (SPAN 55)

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	13TH STREET TO 7TH STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		E33
DRAWING NO.		26144

FILE NAME: ...7th to 13th Bar Schedule.dgn

USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: DETAILS

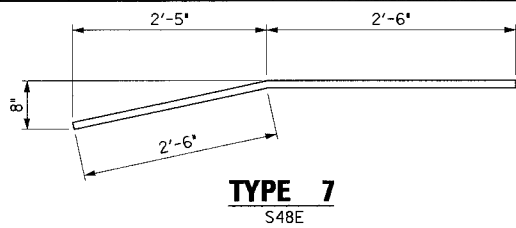
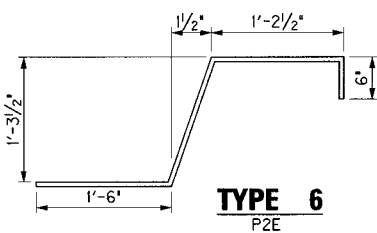
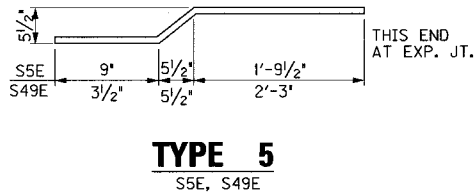
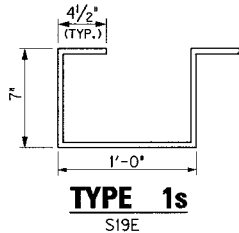
BILL OF REINFORCEMENT

EPOXY COATED REINFORCING STEEL
NUMBER OF BARS

MARK	SIZE	TYPE	LENGTH		LOCATION	NUMBER OF BARS																				R1-17		34WB		45EB (R2)		45EB (MAINLINE)		47WB (R4)		47WB (MAINLINE)		TOTAL
						25WB	25EB	28WB	28EB	31WB	33EB	36EB	37WB	39EB	41WB	42EB	44WB	48EB	55WB	55EB	SPAN R1-17	SPAN 33WB	SPAN 34WB	SPAN 33WB	SPAN R2-6	SPAN 45EB	SPAN 44EB	SPAN 45EB	SPAN R4-1	SPAN 48WB	SPAN 46WB	SPAN 48WB						
			FT.	IN.																																		
S1E-S3E					NOT USED																																	
S4E	#4	STR	3	0	SLAB-LONG (O'HANG)																22				25				22			69						
S5E	#6	5	3	2	SLAB-LONG.																22				18							40						
S6E	#6	STR	3	0	SLAB-LONG.																46				44				42			132						
S7E	#6	STR	31	5	SLAB-TRANS.																11	8			11	8			11			49						
S8E-S18E					NOT USED																											0						
S19E	#4	1s	2	11	HAUNCH																30	30			44	30	30	44	44	30	30		44	356				
S20E	#6	STR	47	11	SLAB-TRANS.	7																										7						
S21E	#6	STR	47	5	SLAB-TRANS.	21																										21						
S22E	#6	STR	45	6	SLAB-TRANS.		14						28											8	8							58						
S23E	#6	STR	46	5	SLAB-TRANS.		14		28																							50						
S24E	#6	STR	53	2	SLAB-TRANS.			28																							8	28						
S25E	#6	STR	59	2	SLAB-TRANS.					28																						28						
S26E	#6	STR	49	2	SLAB-TRANS.						28																					28						
S27E	#6	STR	32	2	SLAB-TRANS.																									8		8						
S28E	#6	STR	38	5	SLAB-TRANS.							56																				56						
S29E	#6	STR	47	4	SLAB-TRANS.								28																			28						
S30E	#6	STR	45	9	SLAB-TRANS.									28	28	28										8	8				8	108						
S31E	#6	STR	35	2	SLAB-TRANS.												56															56						
S32E	#6	STR	35	10	SLAB-TRANS.														56													56						
S33E	#6	STR	55	4	SLAB-TRANS.															21												21						
S34E	#5	STR	3	0	SLAB-LONG.	261	234	277	230	311	244	378	233	242	236	236	236	345	355	284												4102						
S35E	#4	4s	2	10	HAUNCH	42	41	96	82	106	81	128	82	81	82	82	82	53	56	44				41							41	1220						
S36E	#4	3s	4	3	HAUNCH	42	41																									83						
S37E	#6	STR	7	0	HAUNCH-TRANS.	8	8	4	4	4	4	6	4	3	4	4	4													2		61						
S38E	#6	STR	9	0	HAUNCH-TRANS.	8	12	6	6	6	5	9	6	6	6	6	6													3		88						
S39E	#6	STR	5	2	HAUNCH-TRANS.	8						1																				9						
S40E	#6	STR	7	5	HAUNCH-TRANS.			2																								2						
S41E	#6	STR	6	5	HAUNCH-TRANS.					4																						4						
S42E	#6	STR	4	2	HAUNCH-TRANS.						2																					2						
S43E	#6	STR	6	0	HAUNCH-TRANS.									1																		1						
S44E	#6	STR	4	6	HAUNCH-TRANS.													2		2												4						
S45E	#6	STR	9	6	HAUNCH-TRANS.												5	3	4													12						
S46E	#6	STR	5	6	HAUNCH-TRANS.														1													1						
S47E	#6	STR	10	3	HAUNCH-TRANS.														2													2						
S48E	#6	7	5	0	SLAB-TRANS.																											4						
S49E	#6	5	3	2	SLAB-LONG.																								20			20						
S50E	#6	STR	4	4	HAUNCH-TRANS.														1													1						
S51E	#6	STR	55	10	SLAB-TRANS.															7												7						
P1E	#4	STR	3	0	PLINTH & WALL	14	14	8	20	8	20	20	8	16	16	16	16	16	14	14	16				16				16			268						
P2E	#6	6	4	6	CURB	12	12	8	16	8	16	16	8	16	16	16	16	16	12	12	8	5	3	2	8	5	6	5	8	3	6	3	262					
P3E	#5	8s	6	5	PLINTH	8	8	8	8	8	8	8	8	16	16	16	16	16	8	8	8	3	3		8	3	6	3	8	3	6	3	214					
P4E					NOT USED																											0						
P5E	#5	STR	3	0	CURB	13	14	12	16	12	16	16	12	16	16	16	16	16	14	17												222						
P6E	#5	11s	4	2	CURB	4	4	8		8			8						4	4												40						
P7E	#5	12s	3	6	CURB	4																										4						
P8E					NOT USED																											0						
P9E	#5	8s	7	10	GUARD WALL	4														4												8						
P10E	#5	9s	10	9	GORE-PLINTH																									1		1	2					
P11E	#5	8s	9	2	GUARD WALL		4		8		8	8							4													32						
P52E	#5	9s	8	2	GORE-PLINTH																											9						
P54E	#5	12s	3	4	CURB															4				3			2		2			4						

ESTIMATE OF QUANTITIES

BID ITEM	25WB	25EB	28WB	28EB	31WB	33EB	36EB	37WB	39EB	41WB	42EB	44WB	48EB	55WB	55EB	RI-17	34WB	45EB (R2)	45EB (MAINLINE)	47WB (R4)	47WB (MAINLINE)	TOTAL
EXPANSION JOINT RECONSTRUCTION (LF)	46.3	44.4	52.1	44.4	58.1	47.2	71.6	44.4	45.9	44.4	44.4	44.4	65.9	66.5	54.2	30.1	44.4	30.1	44.4	30.1	44.4	997.7
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:																						
CONCRETE, CLASS M (CY)	14	14	13	12	14	13	18	11	12	12	12	12	17	17	14	7	7	8	8	7	8	250
STEEL REINFORCEMENT, EPOXY COATED (LBS)	3540	3370	3630	3280	4030	3440	5180	3120	3320	3240	3240	3240	4520	4590	3660	1620	1400	1560	1430	1550	1470	64,430
1/2" WELDED STUD CONCRETE ANCHOR	20	16	20	16	24	18	26	16	16	16	16	16	16	14	14		8				8	236
MECHANICAL COUPLERS (#4) (EA)	14	14	8	20	8	20	20	8	16	16	16	16	16	14	14	38		41		38		337
MECHANICAL COUPLERS (#5) (EA)	274	248	289	246	323	260	394	245	258	252	252	252	361	369	301							4324
MECHANICAL COUPLERS (#6) (EA)																68		62		62		192
STRIP SEAL EXPANSION JOINT (4 INCH) (LF)	46.3		52.1	44.4	58.1		71.6		45.9	44.4	44.4	44.4	65.9			30.1	44.4	30.1		30.1	44.4	696.6
STRIP SEAL EXPANSION JOINT (5 INCH) (LF)		44.4				47.2		44.4											44.4			180.4
STRIP SEAL EXPANSION JOINT (6 INCH) (LF)														66.5	54.2							120.7

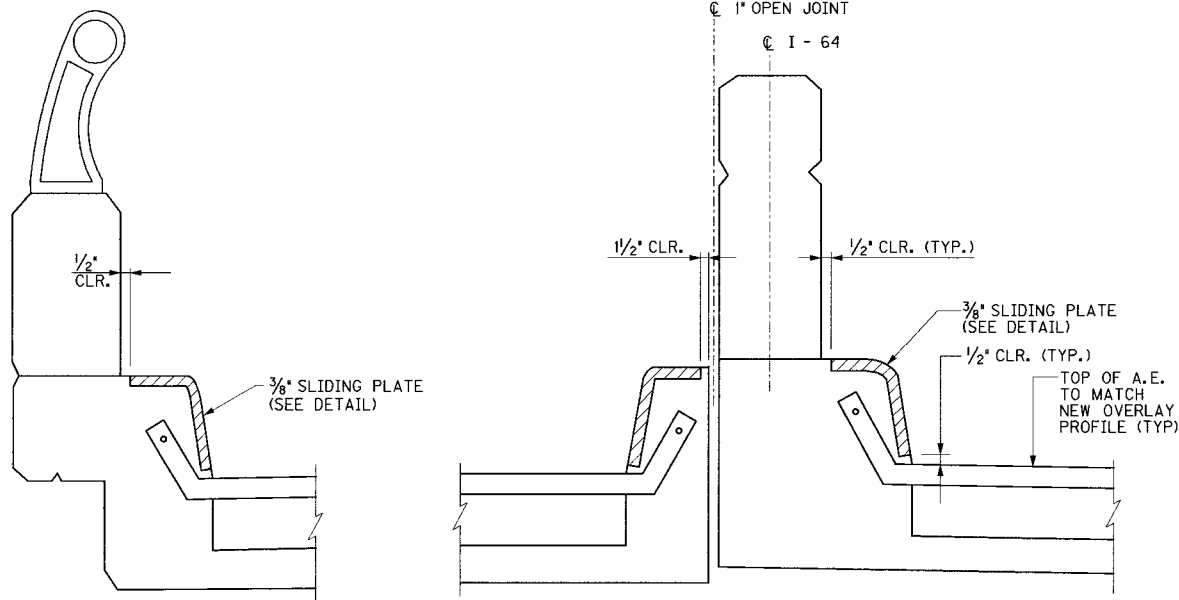


FILE NAME: ...\\13th to 7th median and fascia details.dgn

USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION SECTION

MEDIAN RECONSTRUCTION SECTION

JOINT SETTING						
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (I)
		MIN	60 DEG F	MAX		
25EB	5 in	3/4	2 1/2	5 1/8	5/16"	44'-4"
25WB	4 in	3/8	2	4 7/16	1/4"	46'-2 3/4"
28EB	4 in	5/8	2	4 1/16	1/4"	44'-4"
28WB	4 in	1/2	2	4 1/4	1/4"	52'-0 1/8"
31WB	4 in	3/8	2	4 7/16	1/4"	57'-11 3/4"
33EB	5 in	3/4	2 1/2	5 3/16	5/16"	47'-1 1/4"
RI-17	4 in	1 1/8	2	3 3/16	1/8"	30'-0"
34WB	4 in	5/16	2	3 5/8	3/16"	44'-4"
36EB	4 in	3/8	2	4 7/16	1/4"	71'-6 5/8"
37WB	5 in	7/16	2 1/2	5 5/8	3/8"	44'-4"
39EB	4 in	3/8	2	4 7/16	1/4"	45'-10 1/4"
41WB	4 in	1/2	2	4 3/16	1/4"	44'-4"
42EB	4 in	1 1/4	2	3 3/16	1/8"	44'-4"
44WB	4 in	7/8	2	3 11/16	3/16"	44'-4"
45EB	5 in	1 1/16	2 1/2	5 3/16	5/16"	44'-4"
45EB (R2)	4 in	5/16	2	3 9/16	3/16"	30'-0"
47WB	4 in	7/16	2	4 9/16	1/4"	44'-4"
47WB (R4)	4 in	3/4	2	3 7/8	3/16"	30'-0"
48EB	4 in	3/4	2	3 5/16	3/16"	65'-9 3/8"
55EB	6 in	3/8	2 1/2	5 11/16	3/8"	54'-1 1/8"
55WB	6 in	3/8	2 1/2	5 11/16	3/8"	66'-5"

(I) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE STRIP SEAL JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE DETAIL.

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

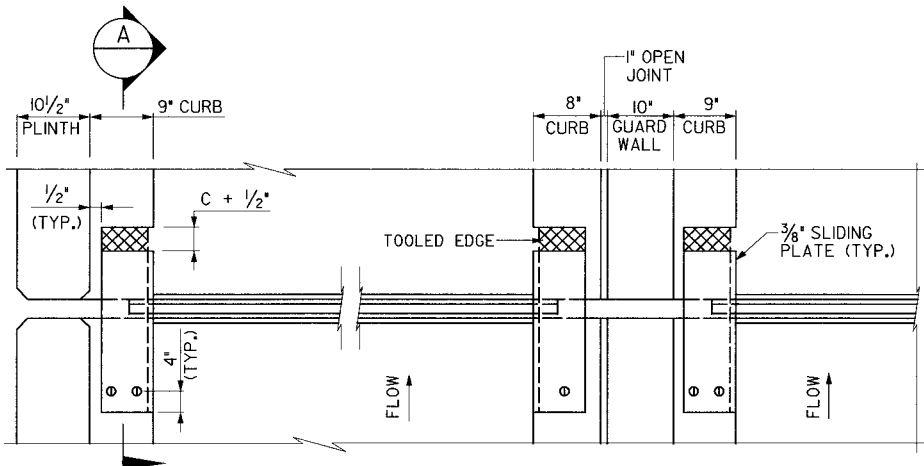
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

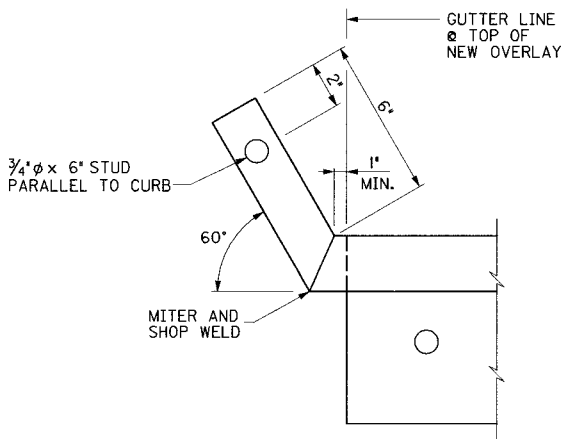
SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.

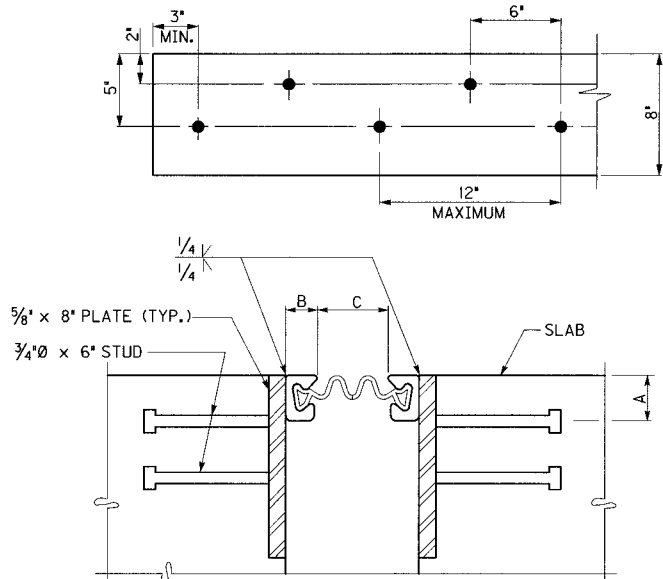


CURB PLAN

CURB WIDTHS ARE FROM THE ORIGINAL CONSTRUCTION PLANS. NEW 3/8" SLIDING PLATES SHALL BE FABRICATED TO ACCOMMODATE THE NEW GUTTER LINE AT THE TOP OF THE NEW OVERLAY.

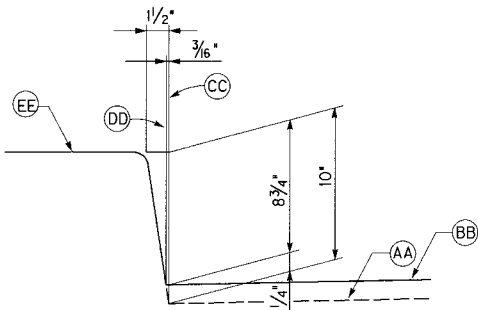


UPTURN DETAIL



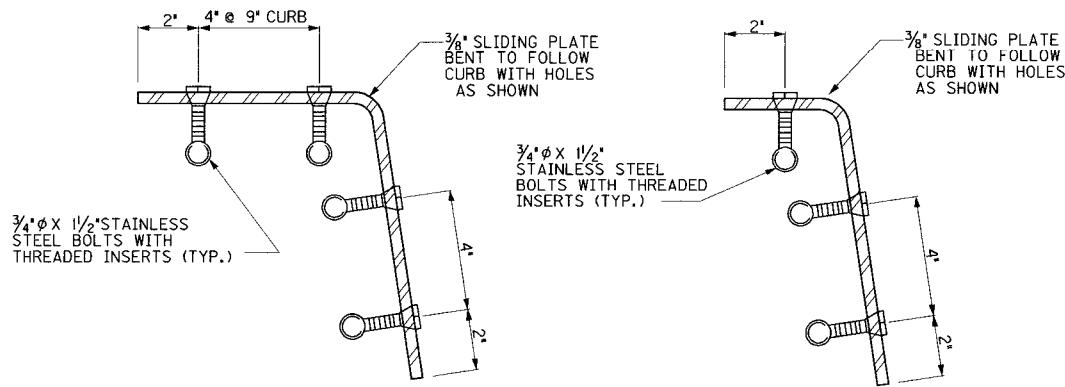
SECTION THRU JOINT

ALTERNATE NEOPRENE EXPANSION DAMS			
MODEL	SUPPLIER	A	B
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"



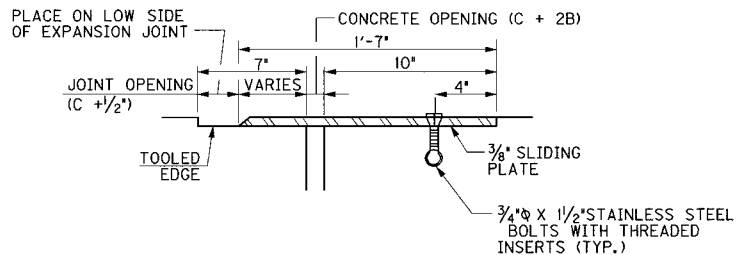
CURB DETAIL

- (AA) TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
(BB) TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
(CC) ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
(DD) NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
(EE) TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB



SLIDING PLATE DETAIL
(9" CURB)

SLIDING PLATE DETAIL
(8" CURB)



SECTION "A"
(TYP. FOR 8" AND 9" CURB)

ITEM NUMBER

5-73.00

REVISION		DATE
DATE:	JAN 2007	CHECKED BY:
DESIGNED BY:		
DETAILED BY:	CBS	DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
STRIP SEAL EXP. JT.		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. E35
		DRAWING NO. 26144

FILE NAME: ...Layout sheets\layouts.dgn

USERNAME: CBS

DATE: 3/15/2007

SHEET LOCATION: LAY

CRASH CUSHION NOTES

1. THE EXISTING CRASH CUSHION AT PIER RI-2 SHALL BE REMOVED FOR MILLING AND OVERLAY OPERATIONS. ANCHOR BOLTS SHALL BE CUT OFF 1" BELOW THE SLAB SURFACE. ANY DEPRESSION AFTER MILLING SHALL BE FILLED WITH EPOXY NON-SHRINK GROUT. ANY BOLTS FLUSH WITH THE MILLED SURFACE SHALL BE PAINTED WITH 2 COATS OF ZINC RICH PAINT.
2. THE EXISTING CRASH CUSHION SHALL BE RE-INSTALLED ON TOP OF THE NEW OVERLAY. THE UNIT SHALL BE SHIFTED 1 1/2" FROM ITS ORIGINAL LOCATION, AS DIRECTED BY THE ENGINEER, AND NEW ANCHOR BOLTS INSTALLED. THE ANCHOR BOLTS AND ANCHORAGE SYSTEM SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH RECOMMENDATIONS FROM ENERGY ABSORPTION SYSTEMS.

NOTES

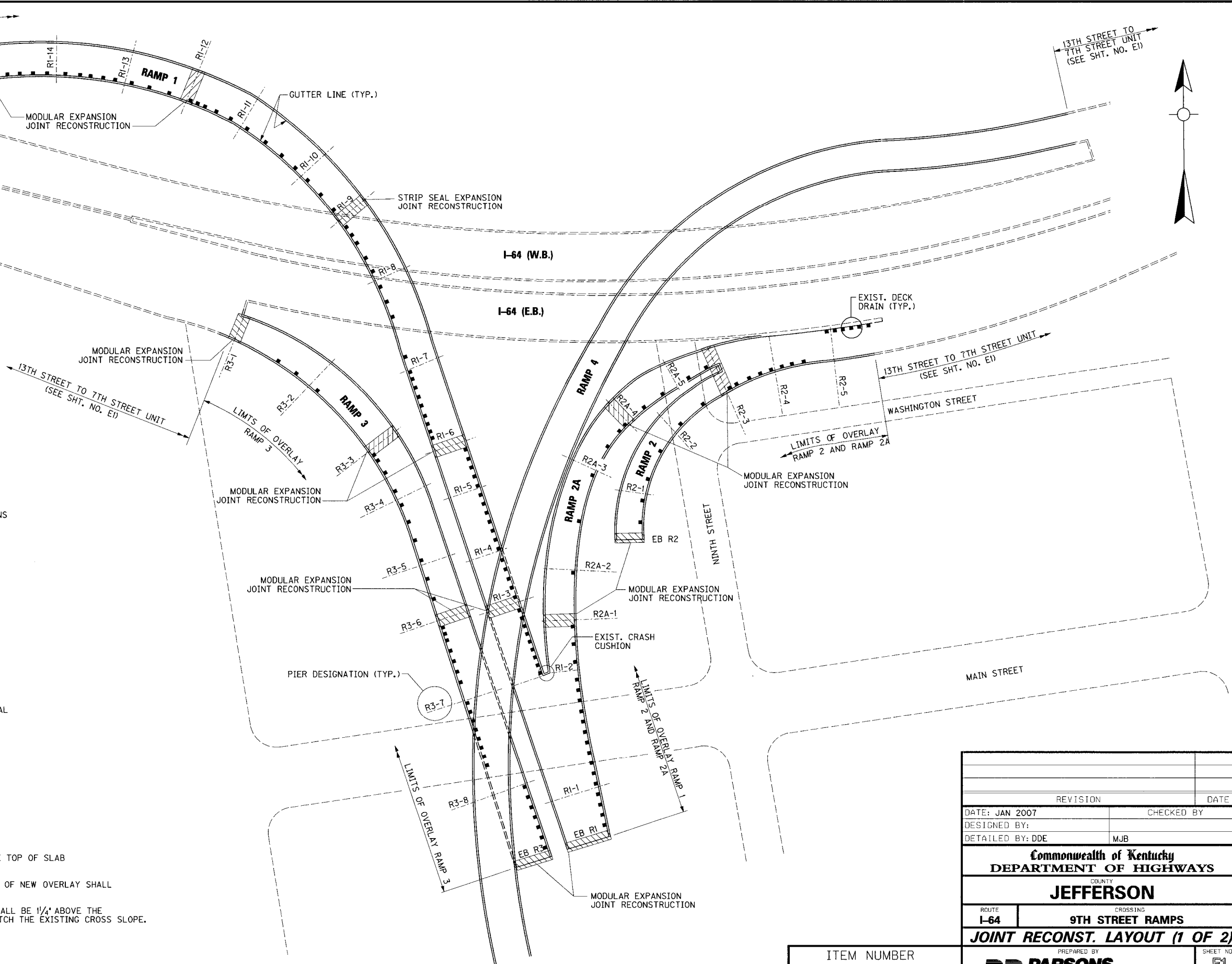
1. FOR LOCATION OF TERMINAL JOINT RECONSTRUCTION, SEE ROADWAY PLANS

JOINT REMOVAL NOTES

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. "TOP OF EXISTING SLAB", WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. RAMPS 1, 2, 2A, 3 AND 4 DO NOT HAVE AN EXISTING OVERLAY. TOP OF NEW OVERLAY SHALL BE 1/4" ABOVE TOP OF EXISTING SLAB.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.



REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		9TH STREET RAMPS	
JOINT RECONST. LAYOUT (1 OF 2)			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		F1	
		DRAWING NO.	
		26144	

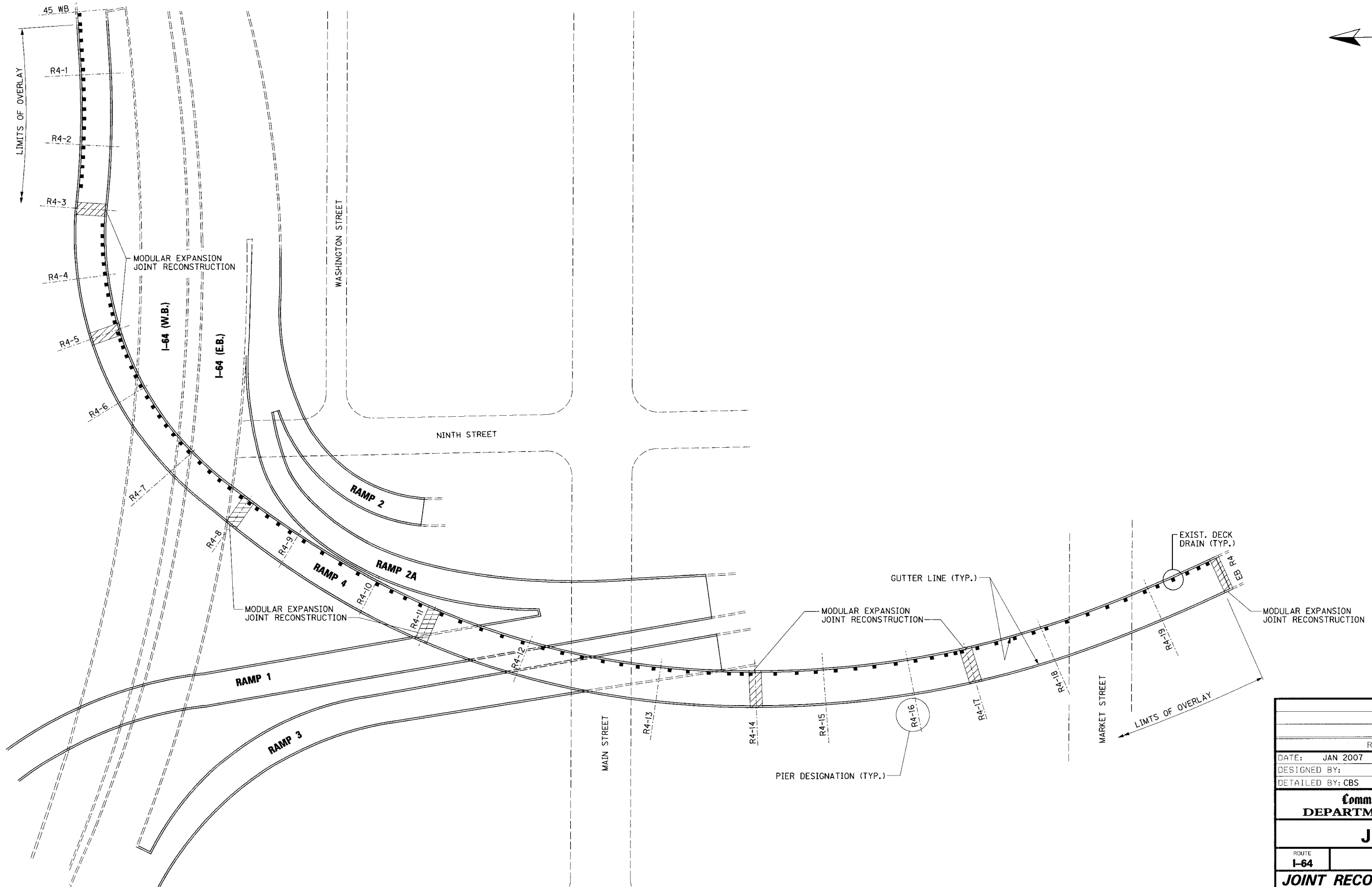
ITEM NUMBER
5-73.00

FILE NAME: ...layout sheets\layouts.dgn

USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: LAY



REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		9TH STREET RAMPS	
JOINT RECONST. LAYOUT (2 OF 2)			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			F2
			DRAWING NO.
			26144

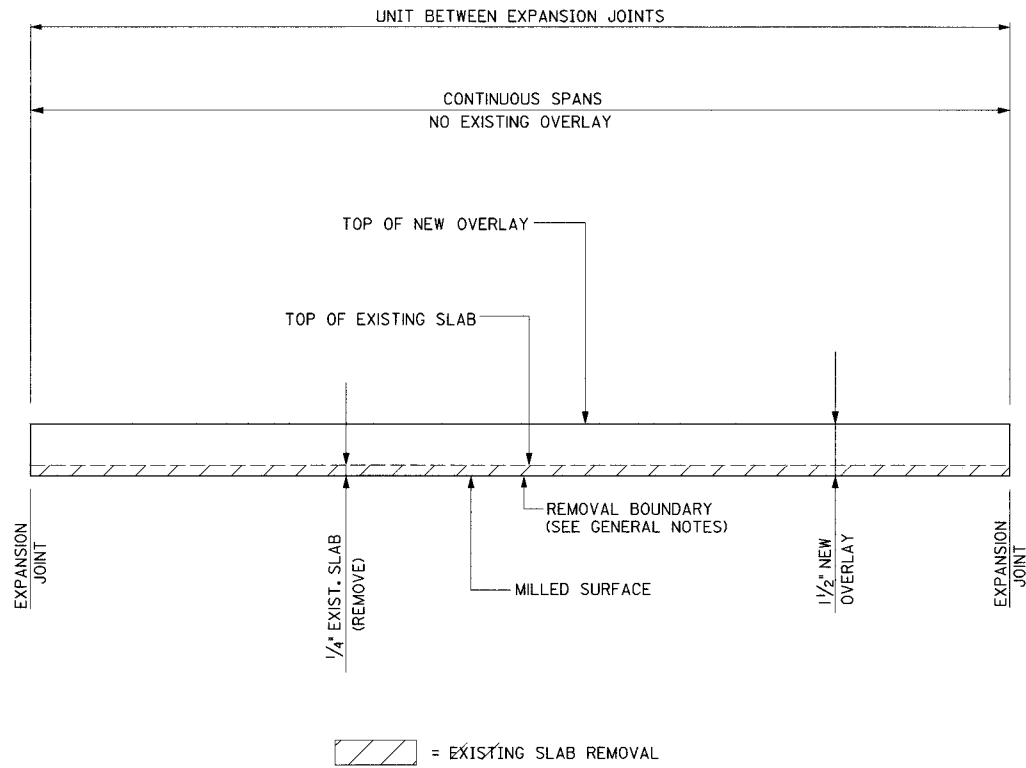
ITEM NUMBER
5-73.00

FILE NAME: ...\\Overlay\\Overlay Details.dgn

USERNAME: CBS

DATE: 2/5/2007

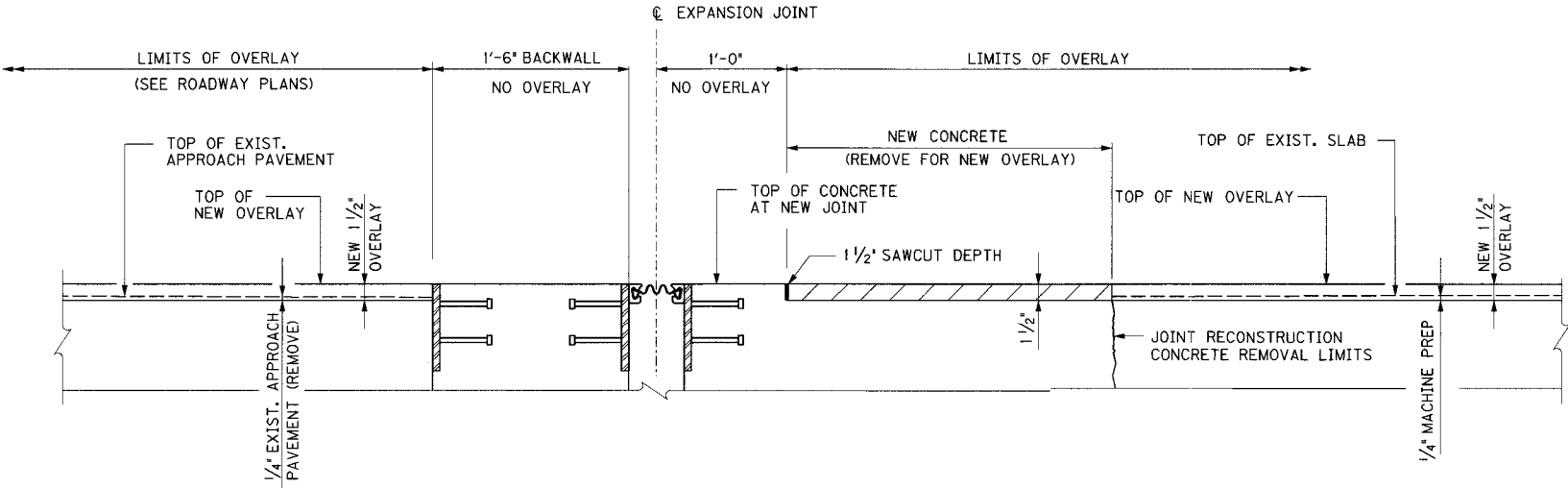
SHEET LOCATION: LAY



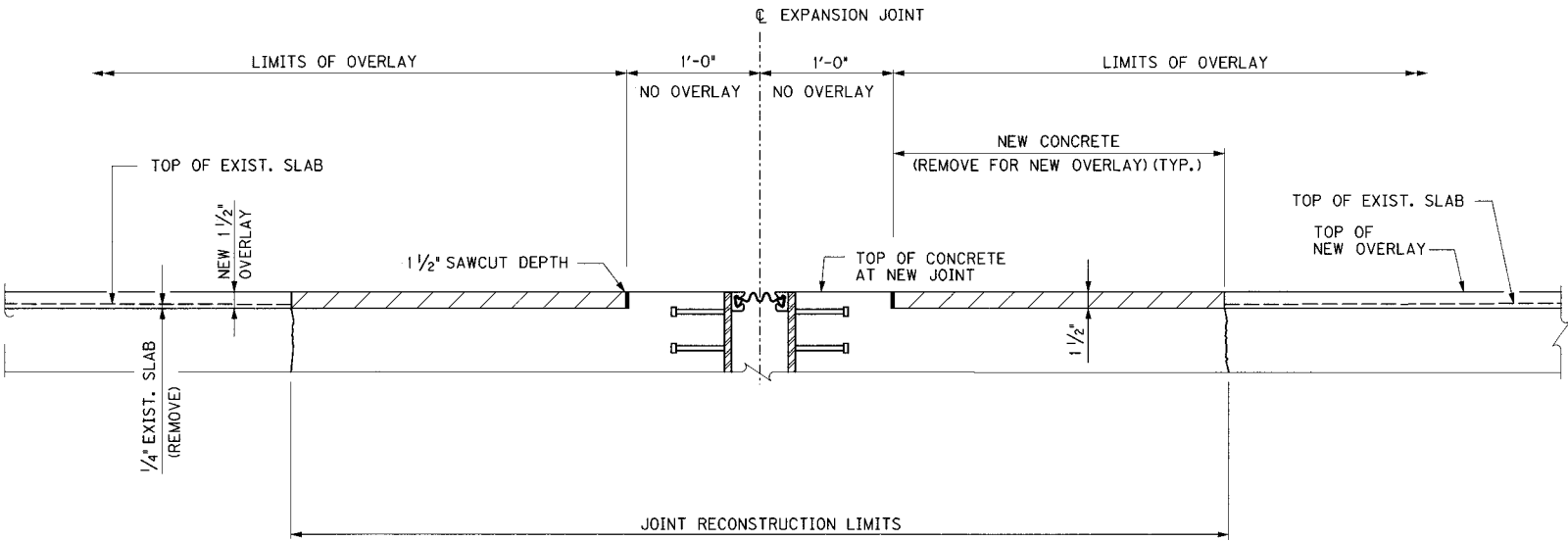
NEW AND EXISTING PROFILE

OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.



OVERLAY DETAILS AT EXPANSION JOINT - END BENTS



OVERLAY DETAILS AT EXPANSION JOINT - PIERS

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
OVERLAY DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. F3
		DRAWING NO. 26144

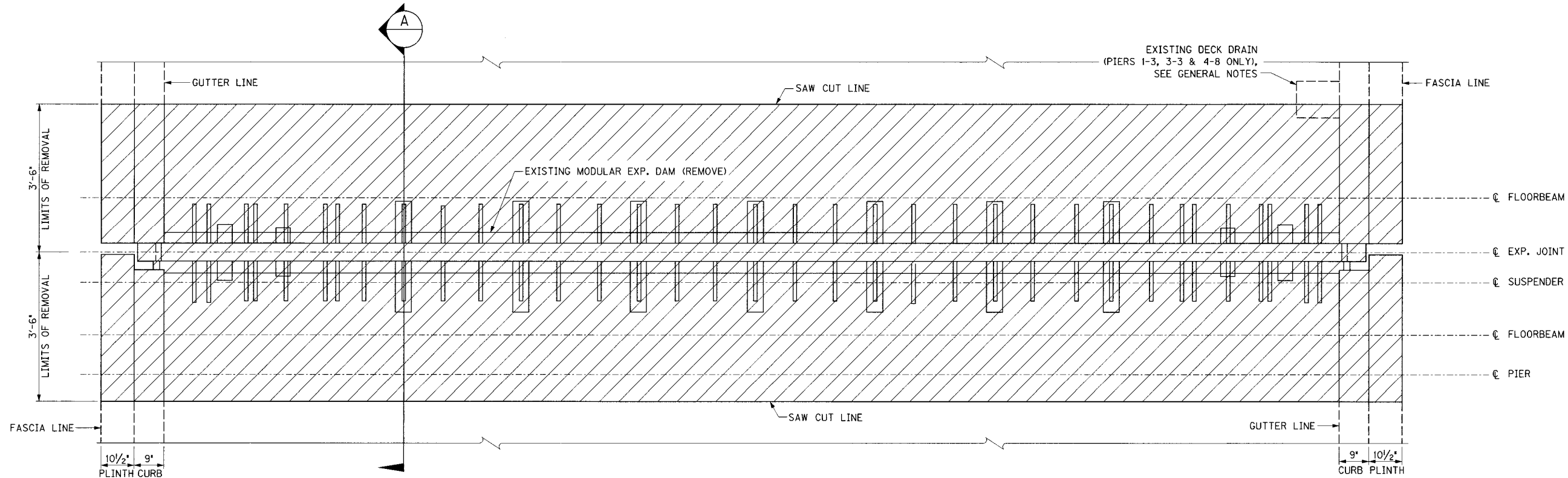
ITEM NUMBER
5-73.00

FILE NAME: ... \Ramp Piers.dgn

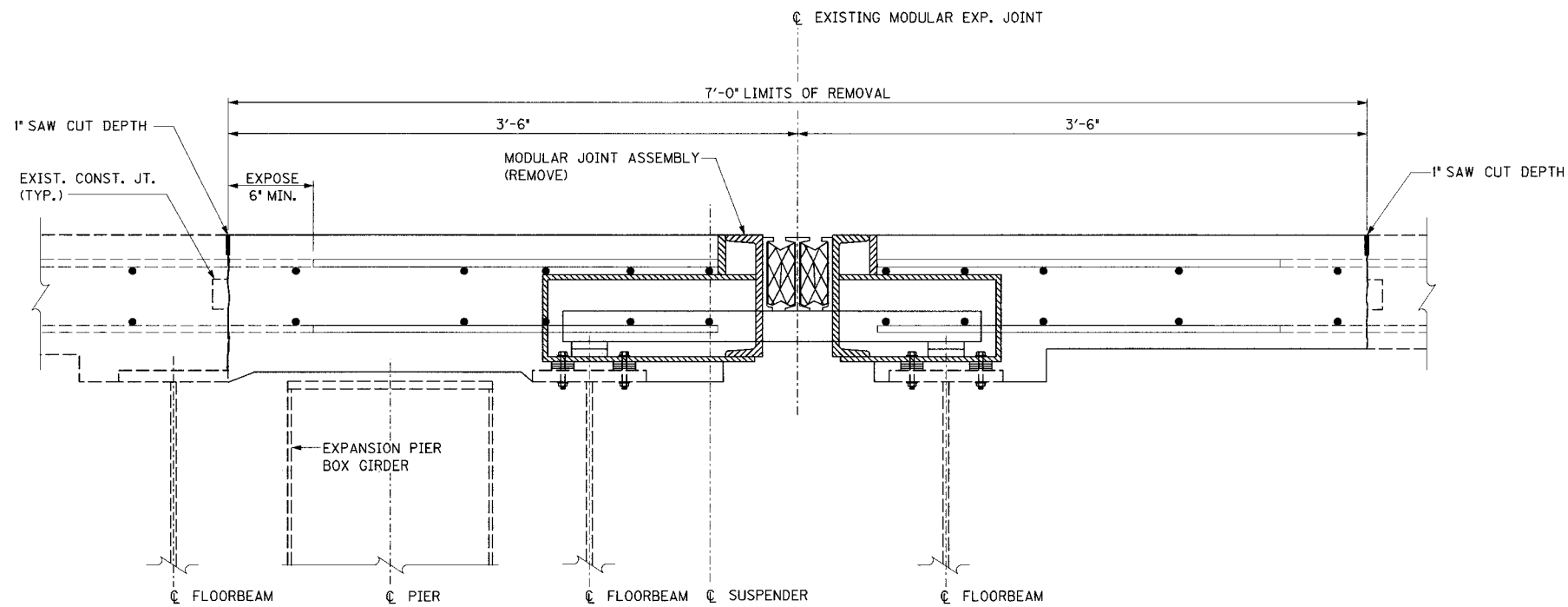
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXP. JT. REMOVAL



SECTION "A"

PIERS R1-3, R1-6, R1-12, R3-3,
R3-6, R4-3, R4-5, R4-8 & R4-17

ITEM NUMBER
5-73.00

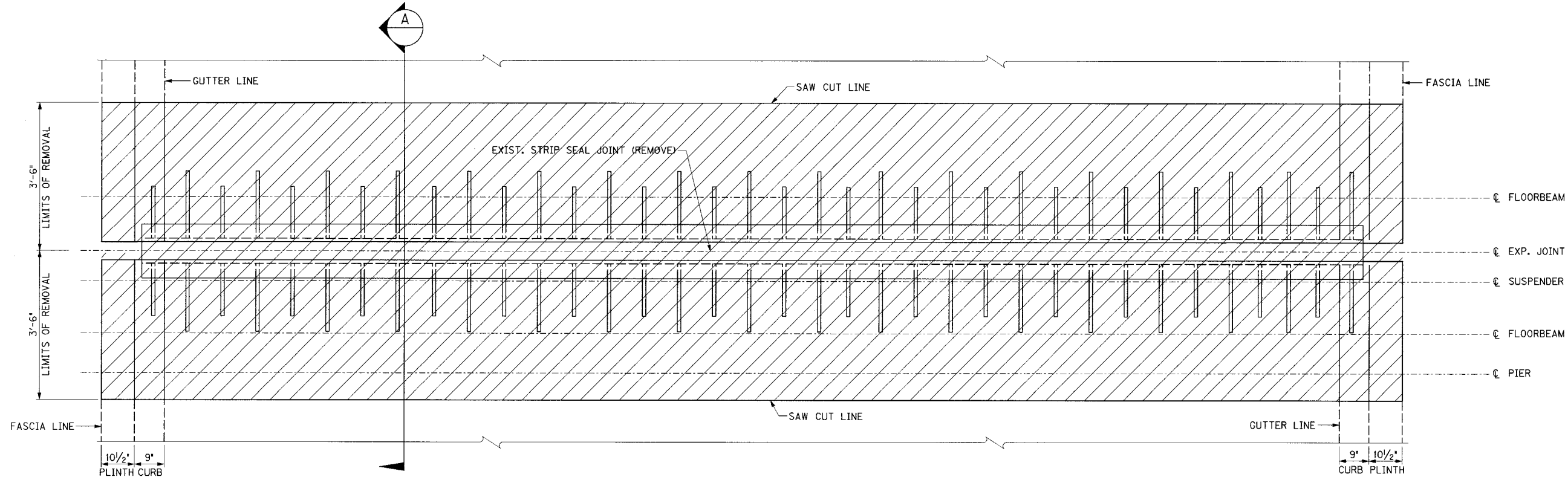
REVISION		DATE
DATE: JAN 2007	DESIGNED BY:	CHECKED BY:
DETAILED BY: DDE	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIERS		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. F4
		DRAWING NO. 26144

FILE NAME: ...\\Ramp Piers.dgn

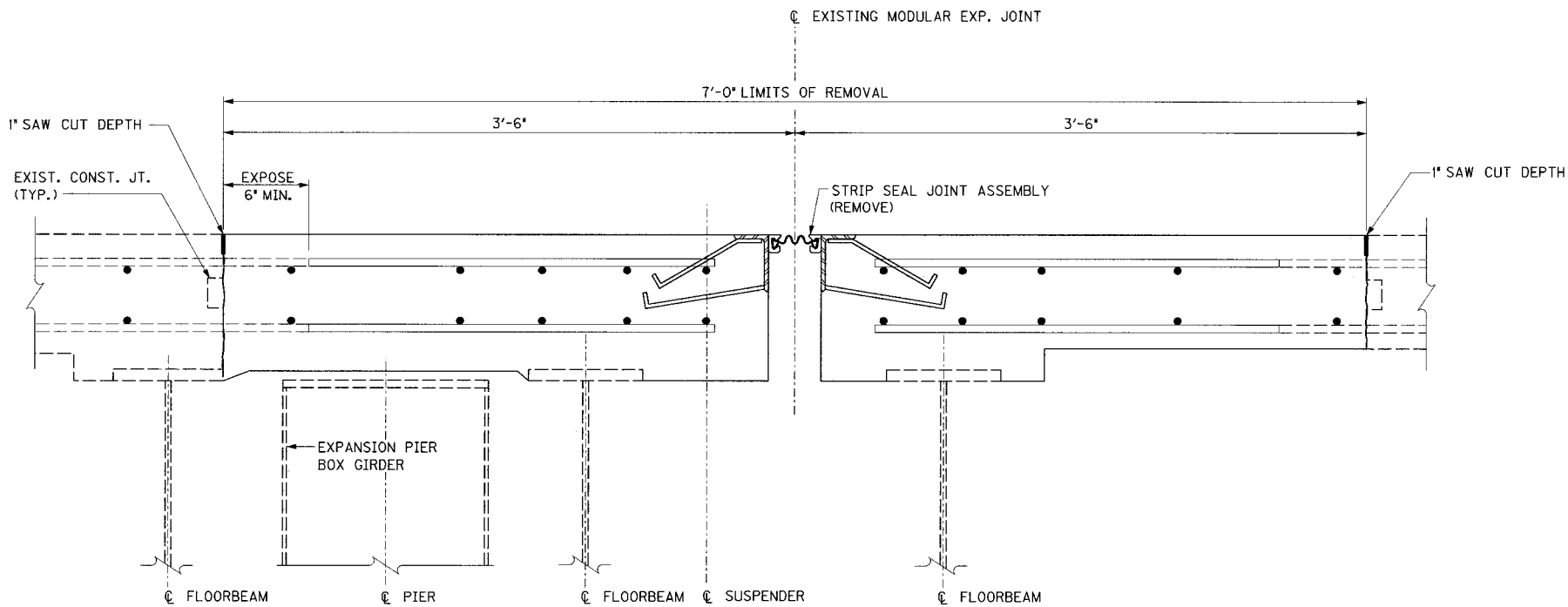
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXP. JT. REMOVAL



SECTION "A"

PIER R1-9

ITEM NUMBER

5-73.00

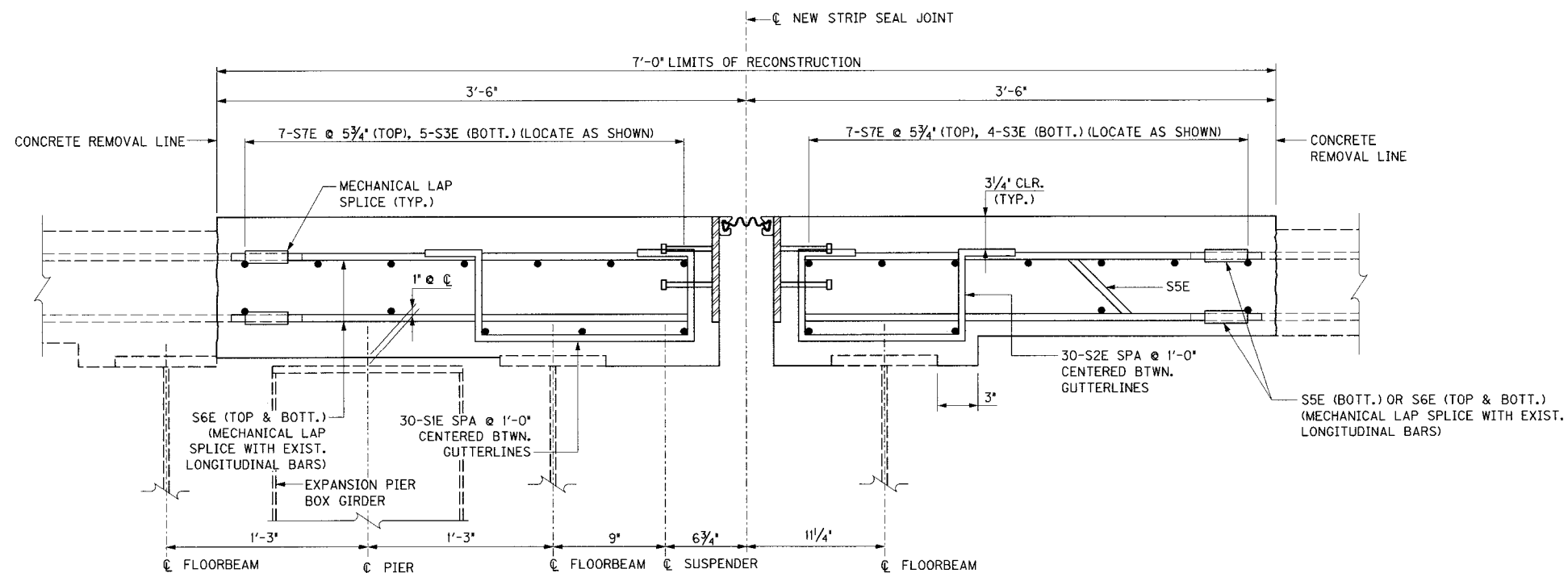
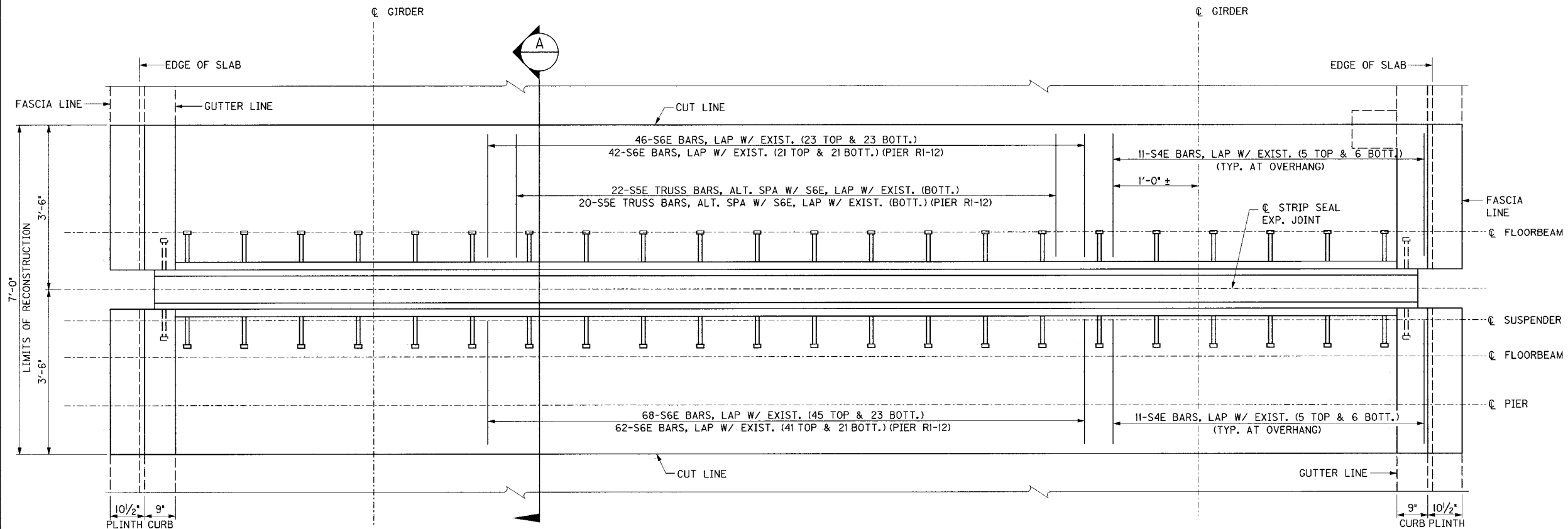
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	9TH STREET RAMPS	
PIERS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		F5
		DRAWING NO.
		26144

FILE NAME: ... \Ramp Piers.dgn

USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PIERS R1-3, R1-6, R1-9, R1-12, R3-3,
R3-6, R4-3, R4-5, R4-8 & R4-17

ITEM NUMBER
5-73.00

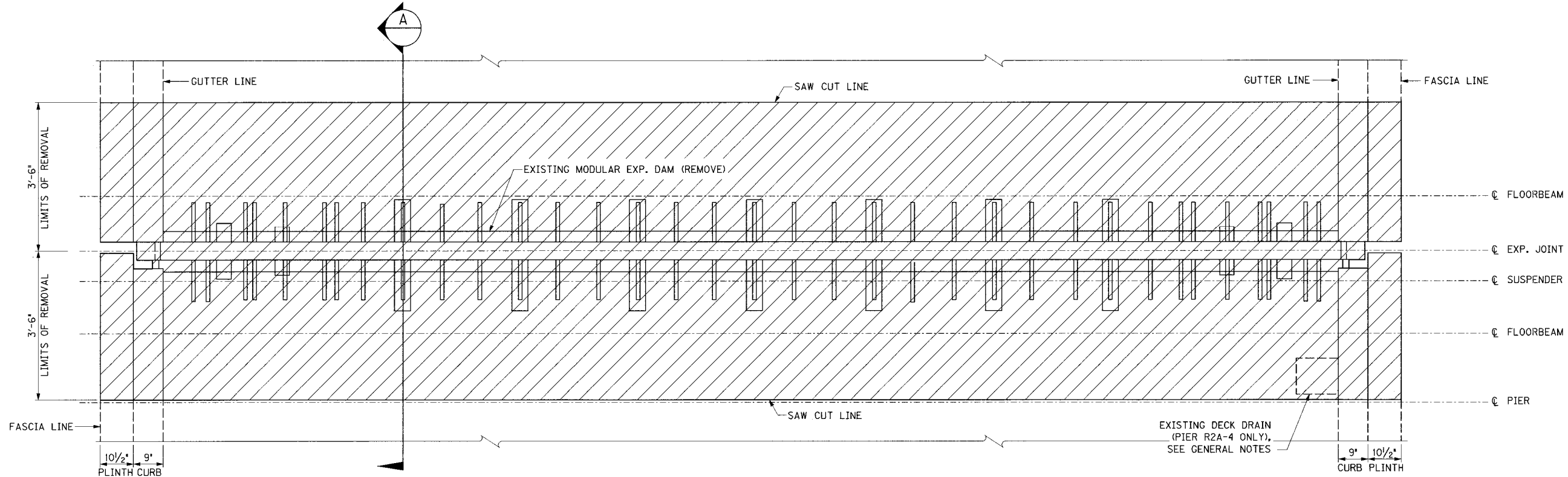
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 9TH STREET RAMPS	
PIERS			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		F6	
		DRAWING NO. 26144	

FILE NAME: ... \R2A-1 & R2A-4.dgn

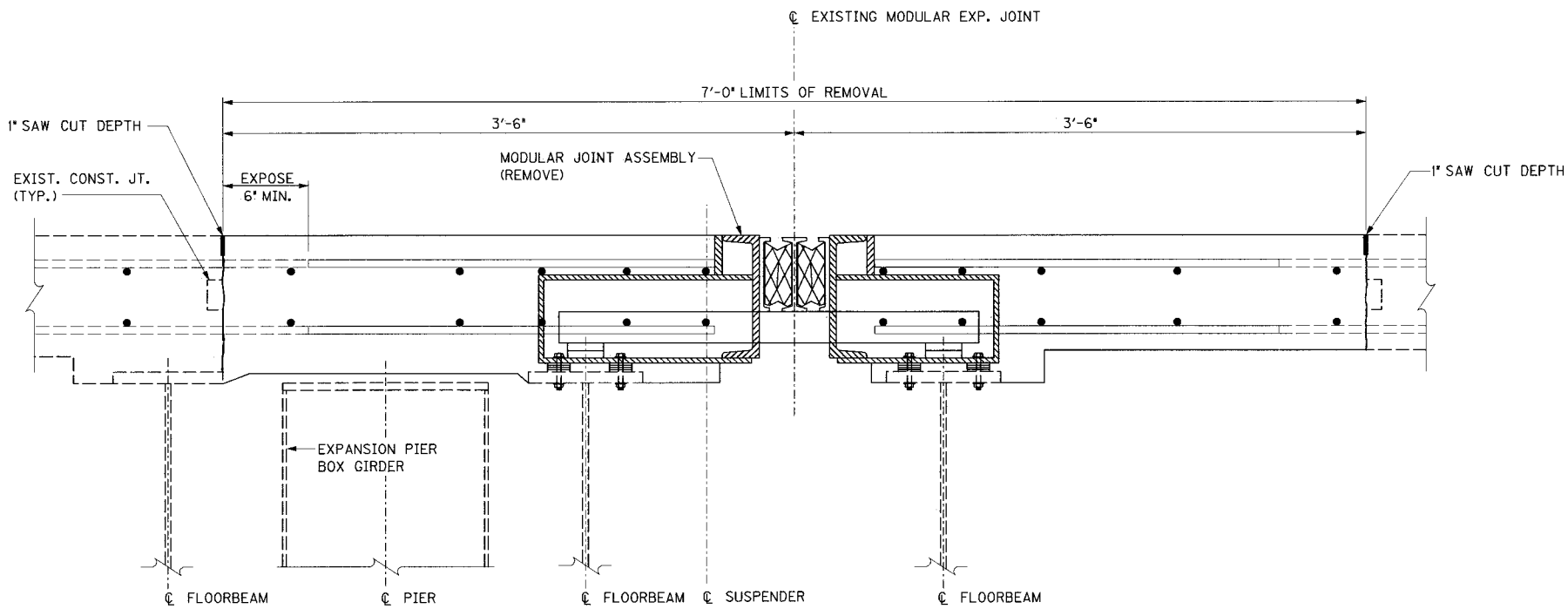
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXP. JT. REMOVAL



SECTION "A"

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIER R2A-1 & R2A-4		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. F7 DRAWING NO. 26144

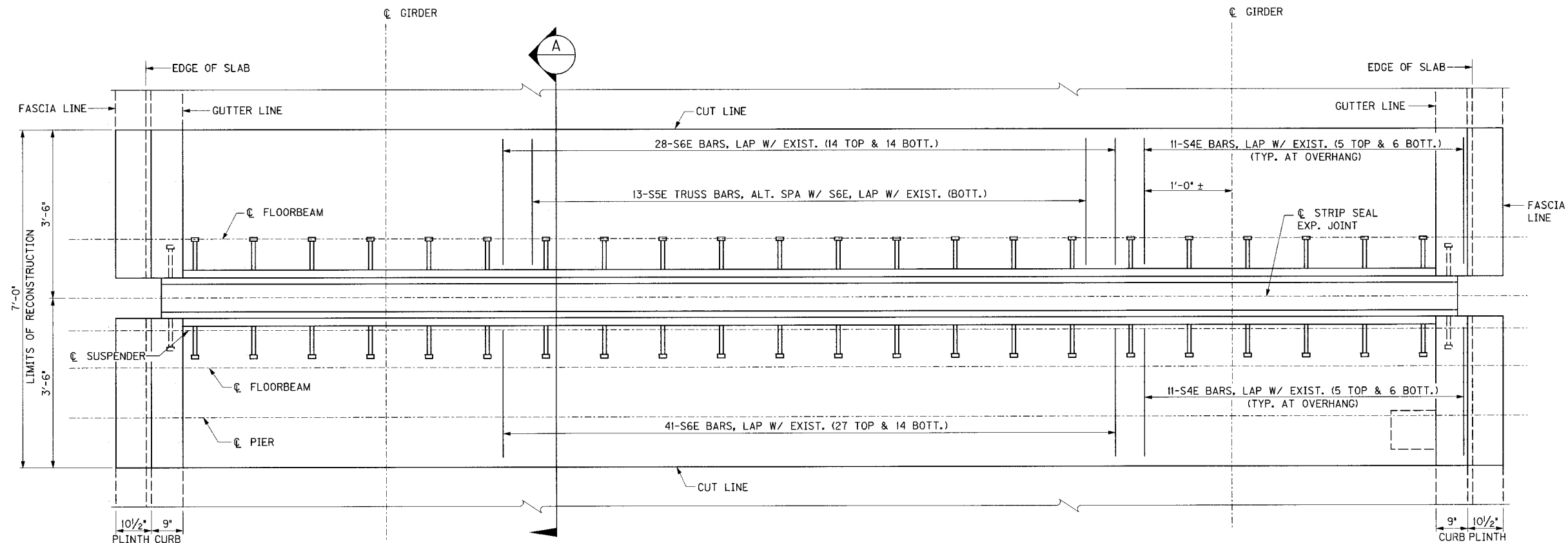
ITEM NUMBER
5-73.00

FILE NAME: ... \R2A-1 & R2A-4.dgn

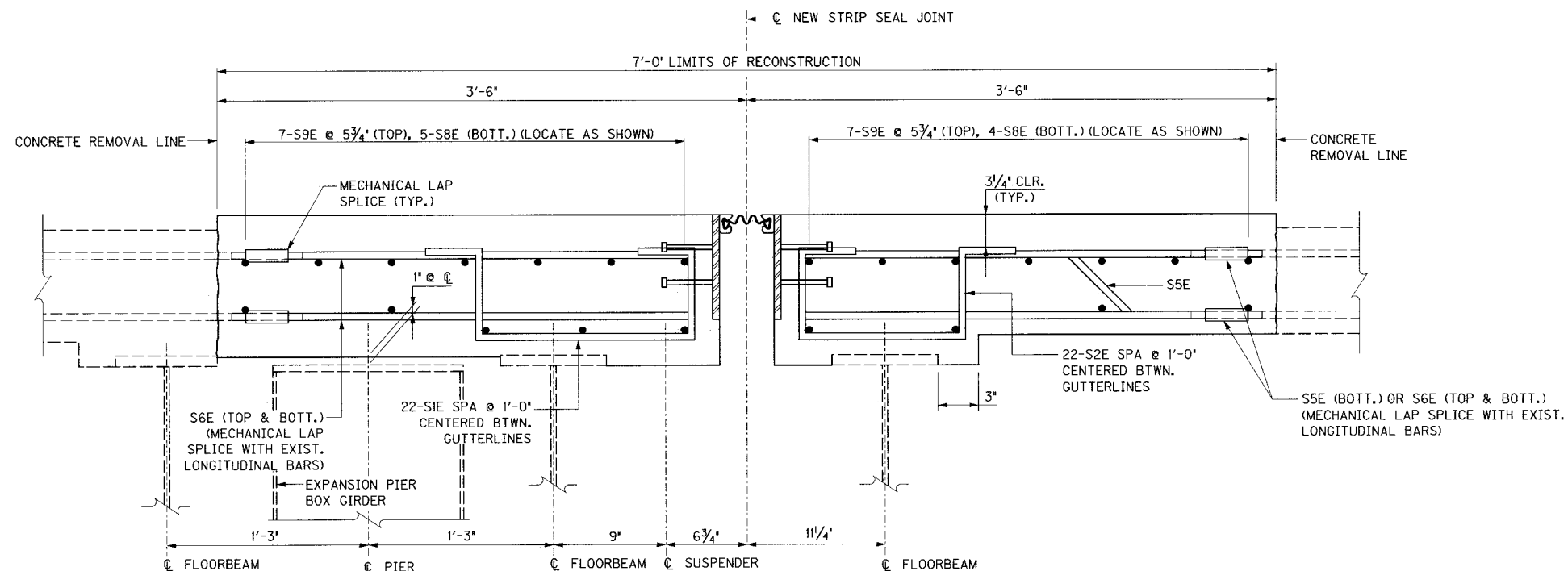
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXP. JT. RECONSTRUCTION



SECTION "A"

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	ELA	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	9TH STREET RAMPS	
PIER R2A-1 & R2A-4		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		F8
DRAWING NO.		26144

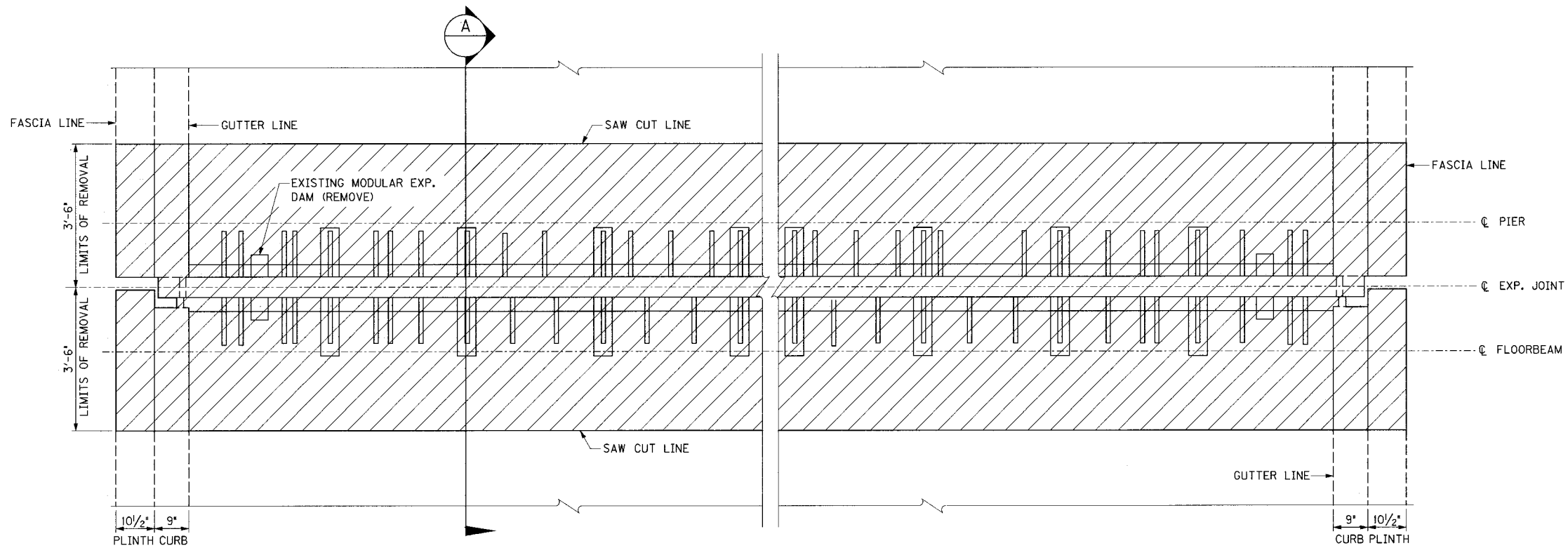
ITEM NUMBER
5-73.00

FILE NAME: ... \Pier R1-15.dgn

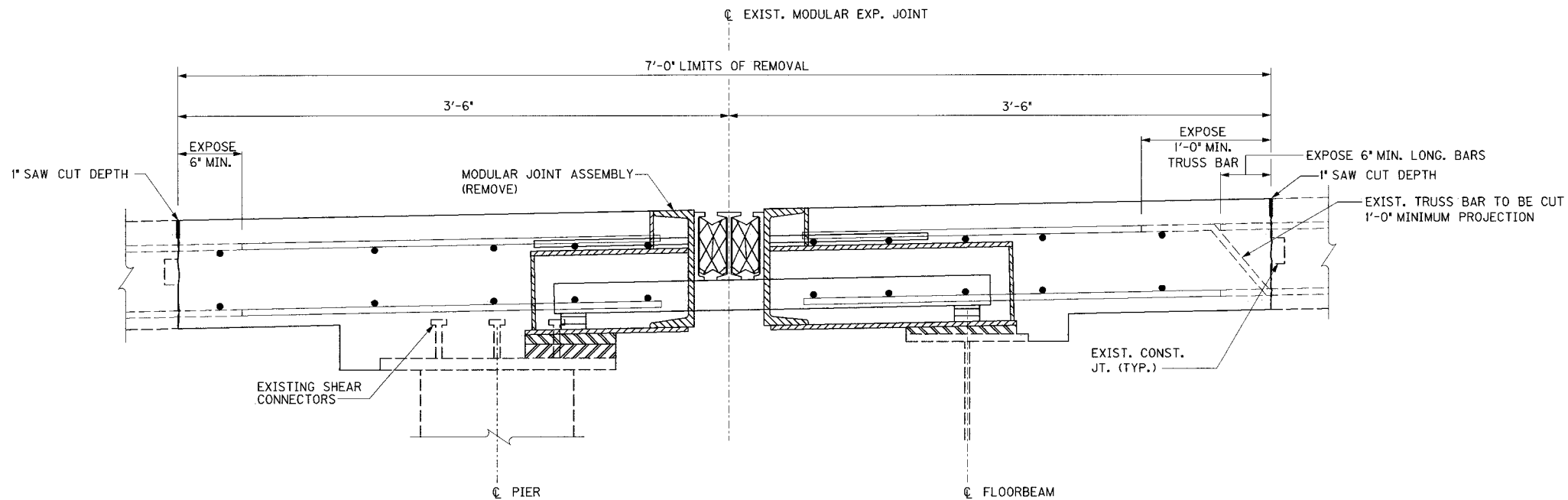
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



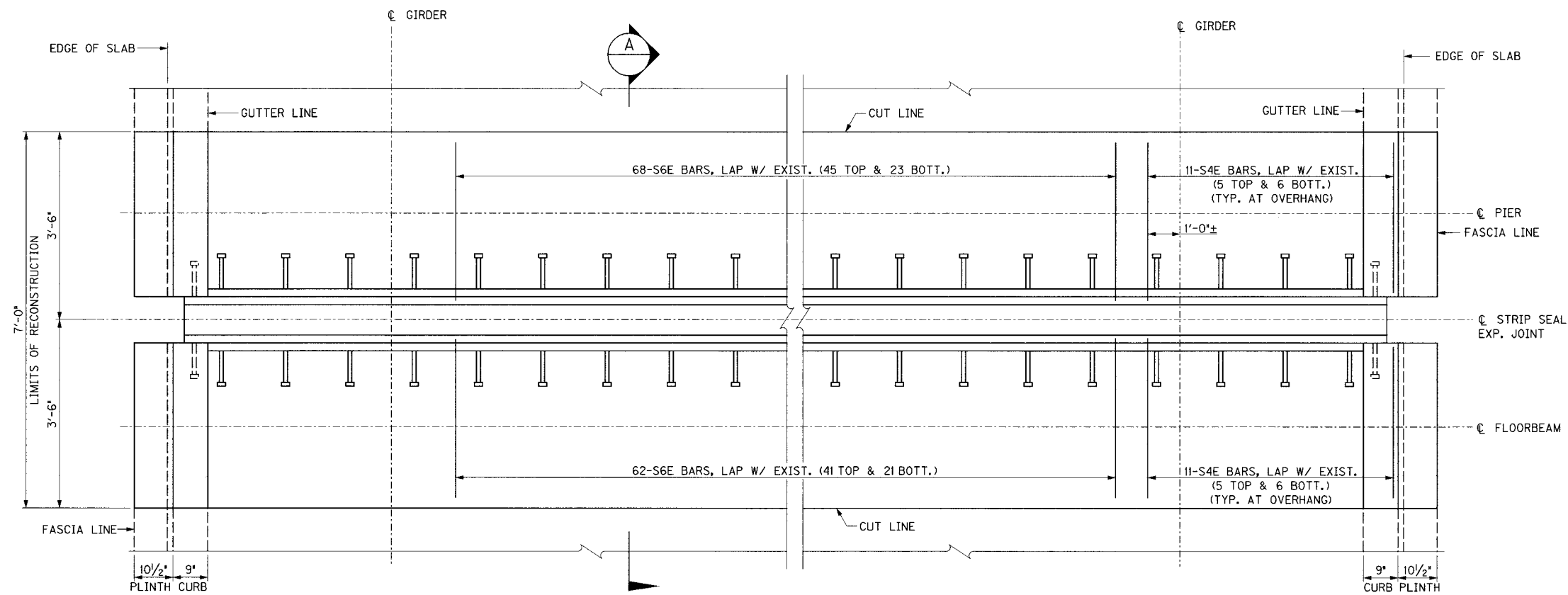
PLAN EXISTING EXPANSION JOINT REMOVAL



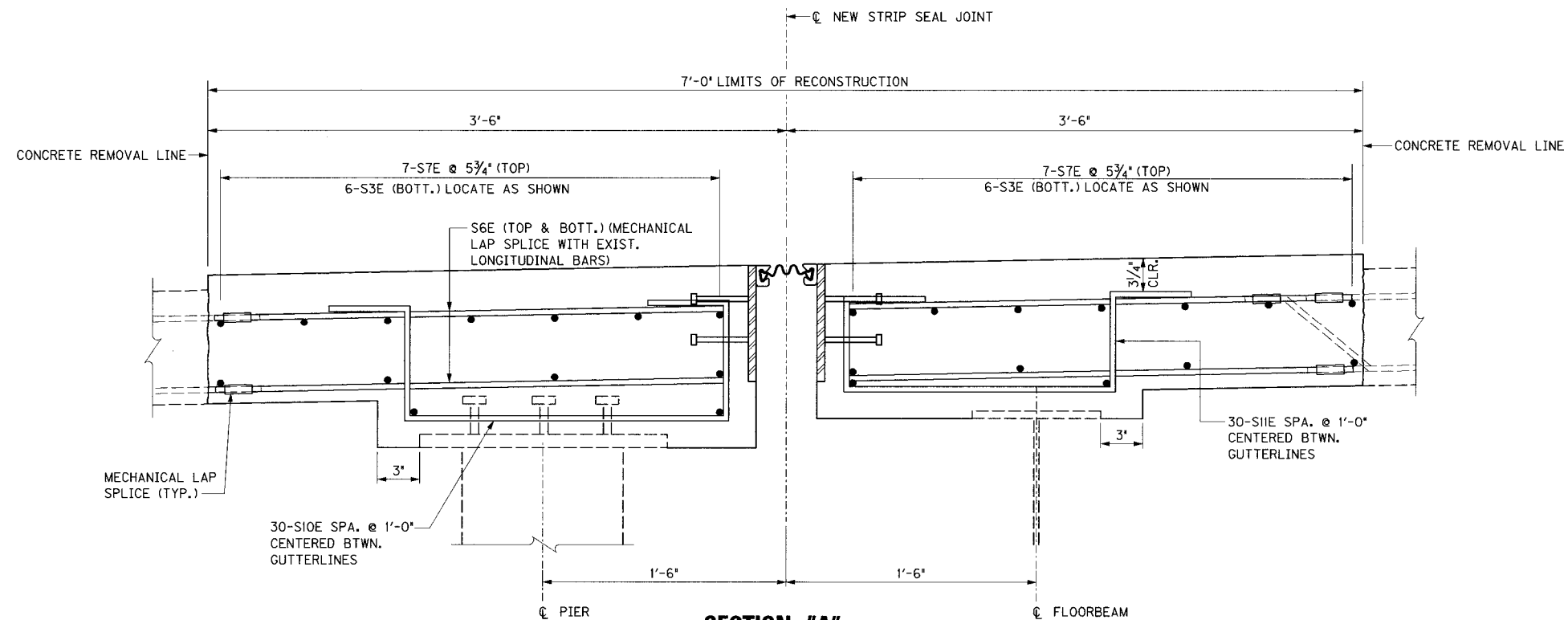
SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		9TH STREET RAMPS	
PIER R1-15			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			F9
			DRAWING NO.
			26144

ITEM NUMBER
5-73.00



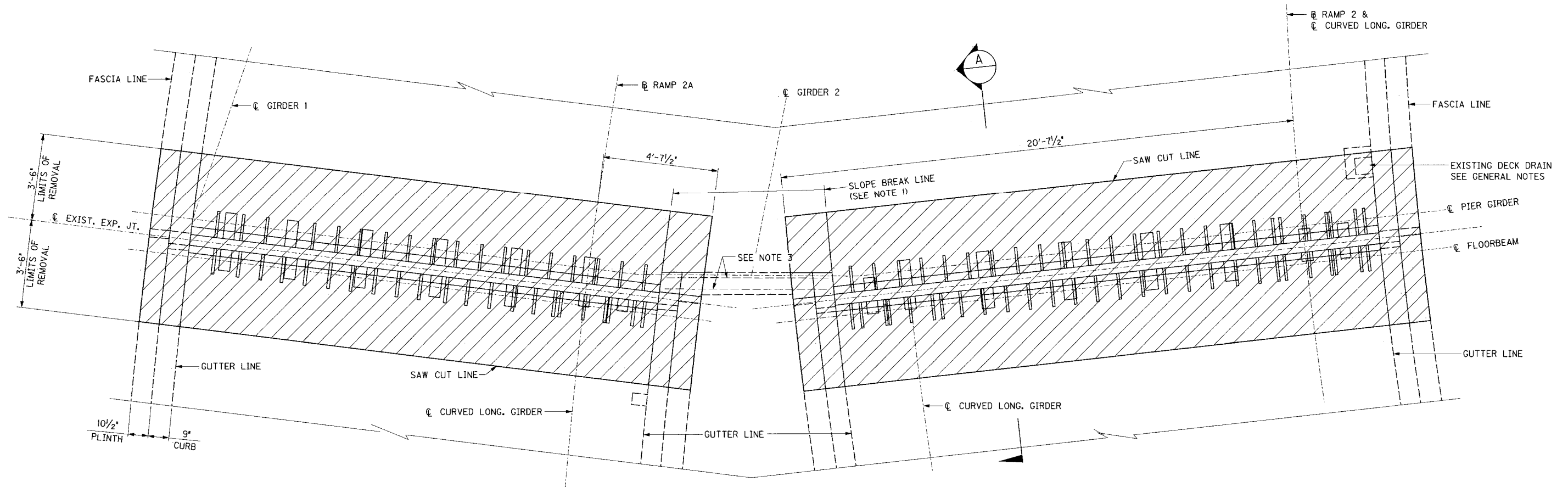
PLAN EXPANSION JOINT RECONSTRUCTION



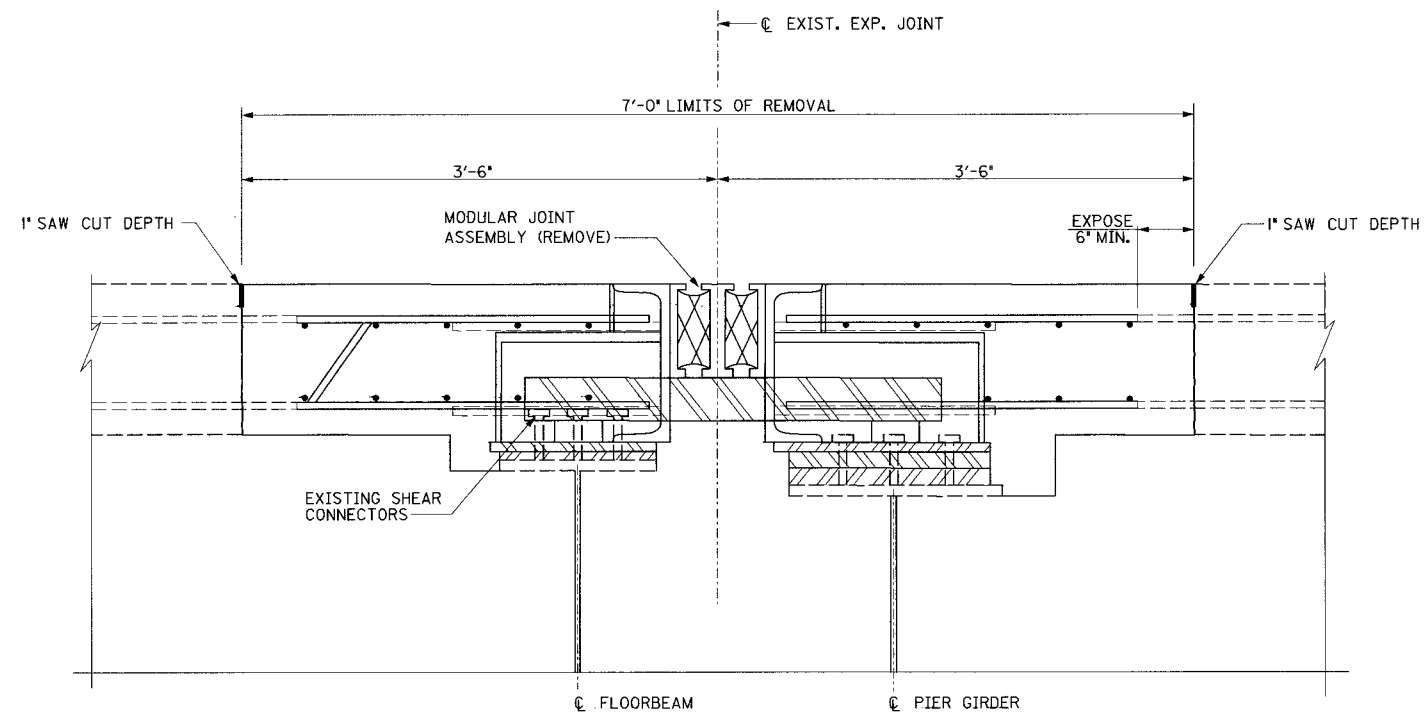
SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 9TH STREET RAMPS		
PIER R1-15			
 PREPARED BY PARSONS BRINCKERHOFF			SHEET NO. F10 DRAWING NO. 26144

FILE NAME: \$\$\$designfiles\$\$\$specifications\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

NOTES

1. PROFILE SLOPE BREAK LINE BEFORE CONCRETE REMOVAL.
2. SLAB RECONSTRUCTION SHALL MATCH EXISTING SURFACE.
3. EXISTING HORIZONTAL REBAR IN GORE CURB AND PLINTH SHALL REMAIN TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIER R2-3		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. F11
DRAWING NO. 26144		

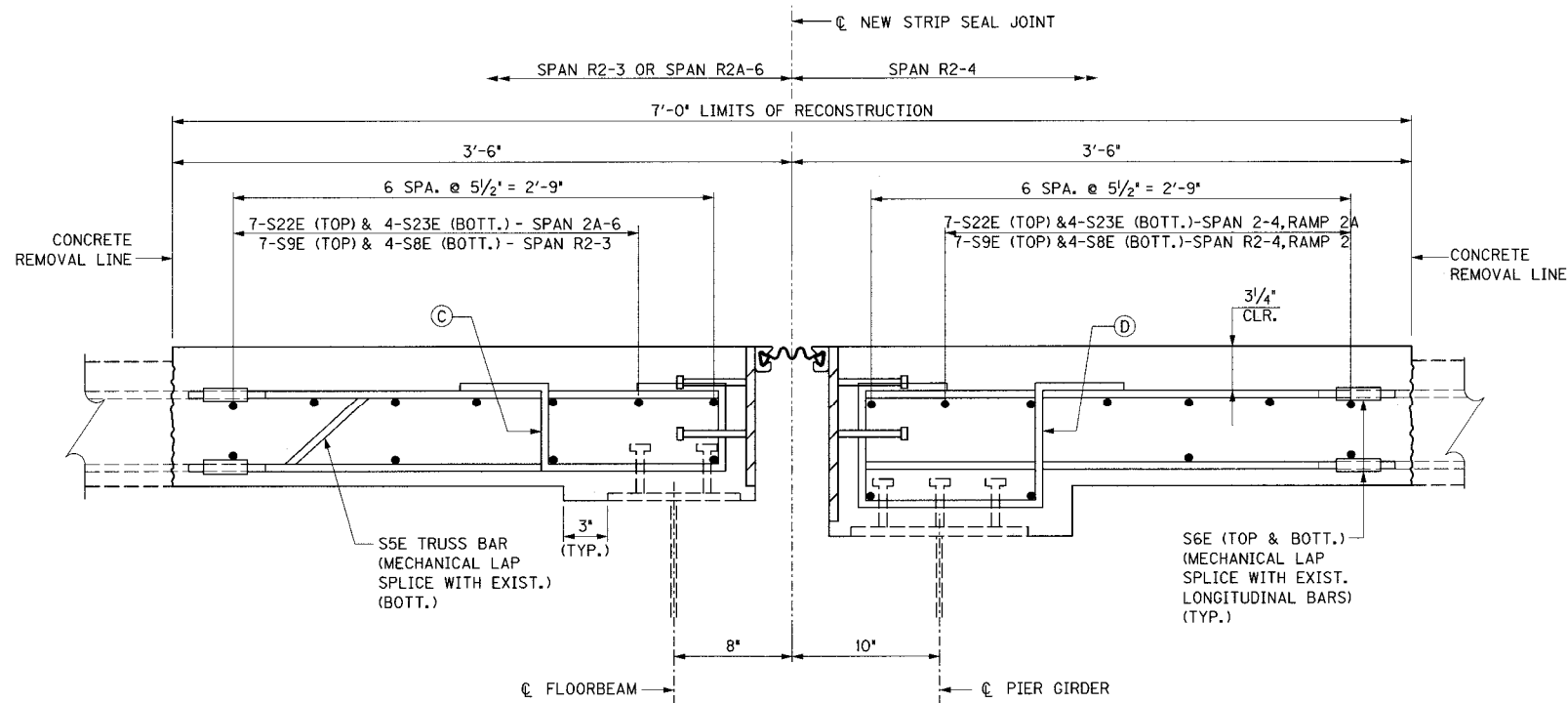
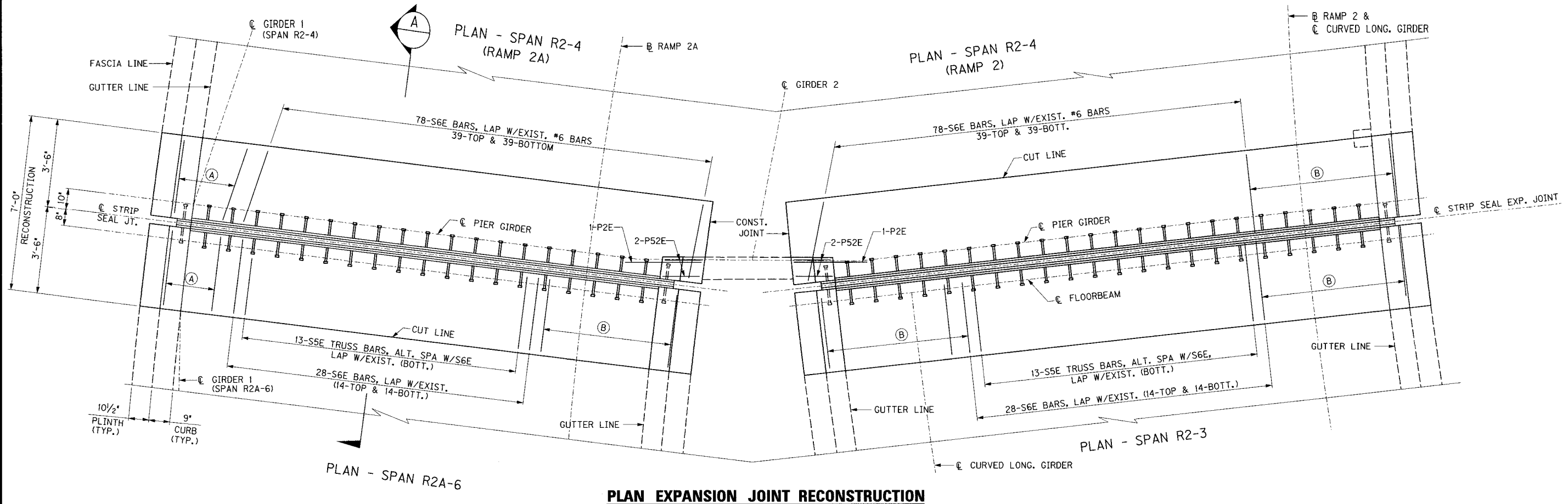
ITEM NUMBER
5-73.00

FILE NAME: ...9th Street Ramps\Pier R2-3.dgn

USERNAME: CBS

DATE: 2/2/2007

SHEET LOCATION: DETAILS

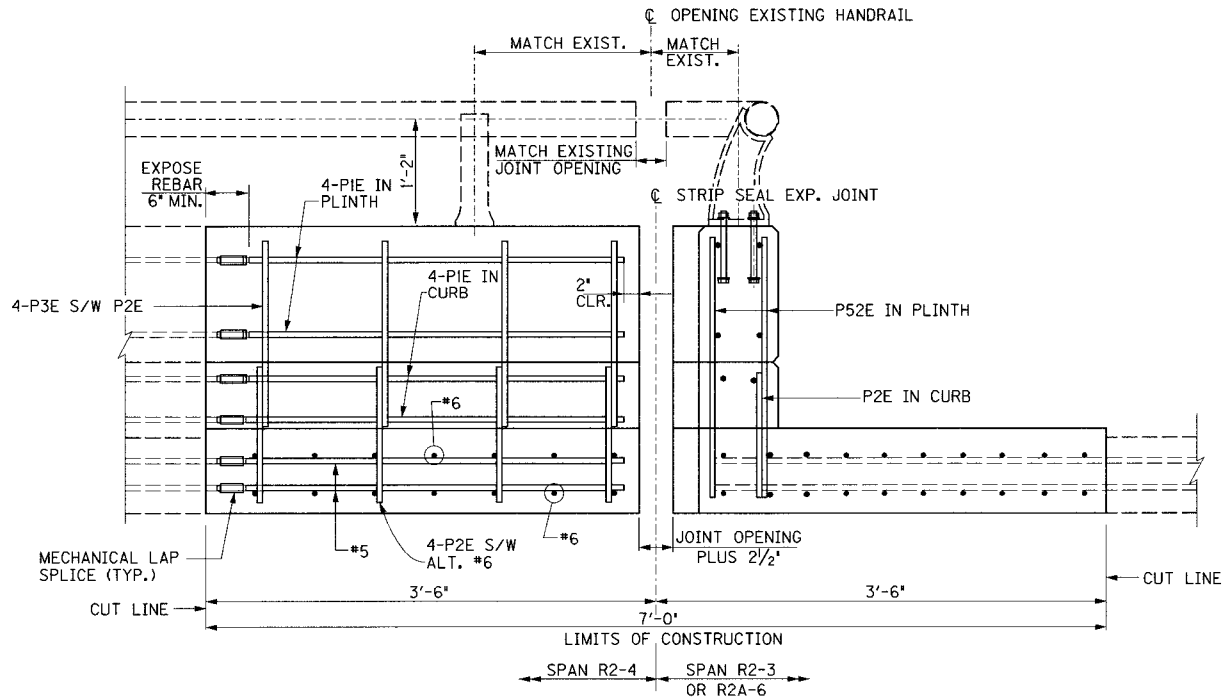


LEGEND

- (A) 3-S4E (TOP) & 3-S4E (BOTT.) LAP WITH EXIST. #4 LONGITUDINAL BARS
- (B) 5-S4E (TOP) & 6-S4E (BOTT.) LAP WITH EXIST. #4 LONGITUDINAL BARS
- (C) 22-S18E (SPAN R2-3)
19-S18E (SPAN 2A-6)
SPA @ 1'-0" CENTERED BTWN. GUTTERLINES
- (D) 22-S19E (SPAN 2-4, RAMP 2)
19-S19E (SPAN R2-4, RAMP 2A)
SPA @ 1'-0" CENTERED BTWN. GUTTERLINES

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIER R2-3		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. F12
ITEM NUMBER 5-73.00		DRAWING NO. 26144

FILE NAME: ...\\9th Street Ramps\\Pier R2-3.dgn USERNAME: CBS DATE: 2/2/2007 SHEET LOCATION: DETAILS

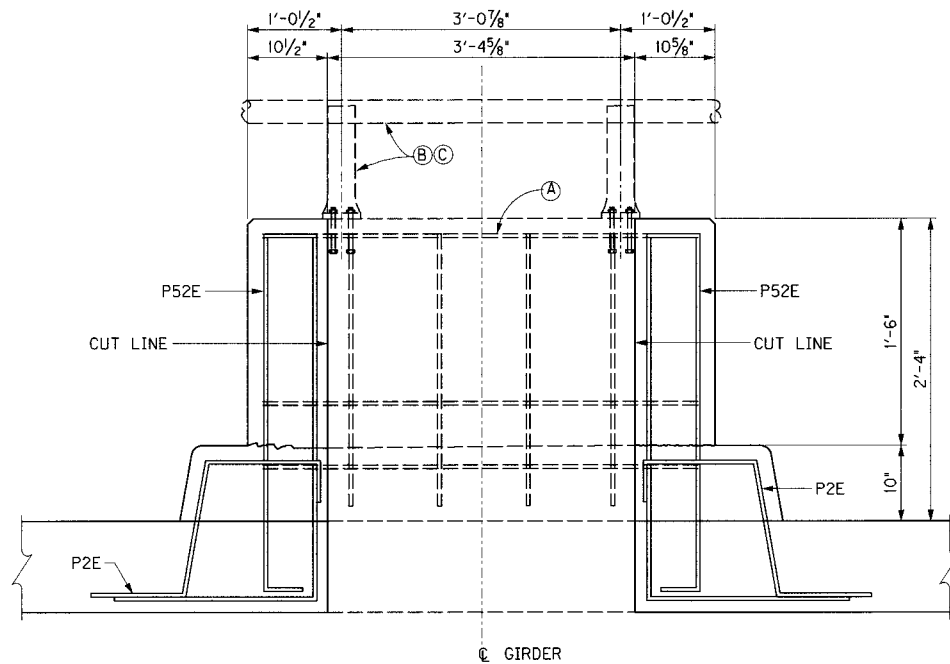


PART ELEVATION

PART SECTION

FASCIA ELEVATION AT GORE

LOOKING NORTH

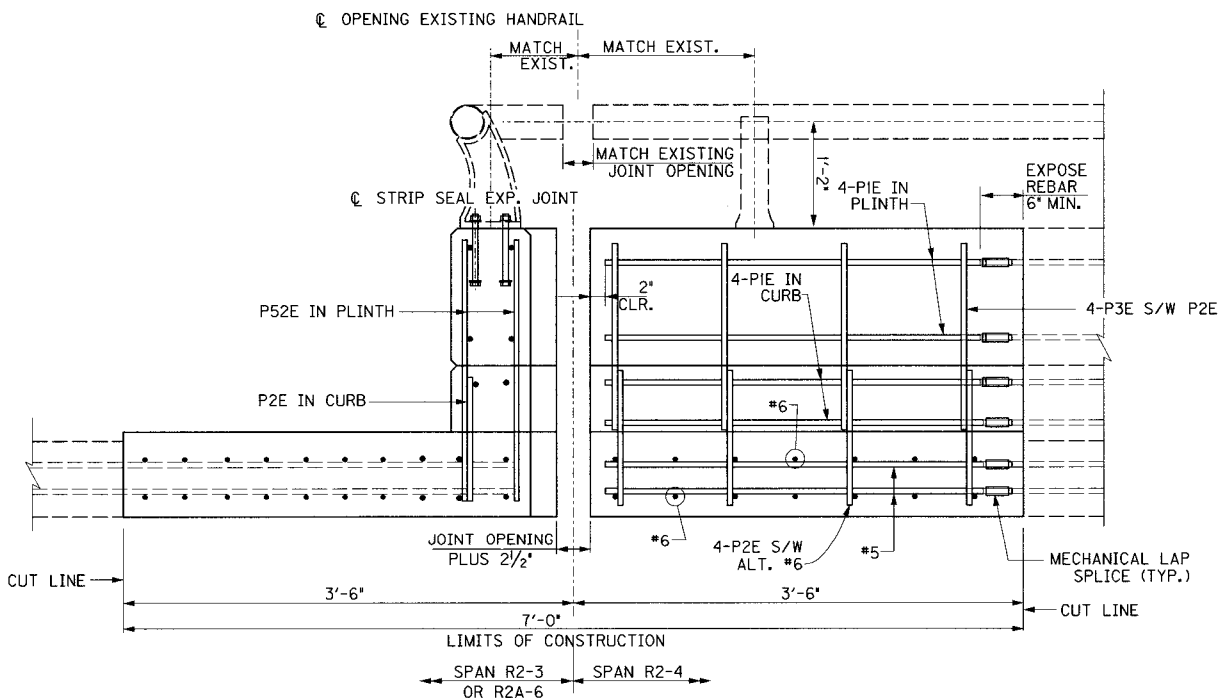


GORE RECONSTRUCTION ELEVATION

LOOKING EAST AT PLINTH

LEGEND

- (A) THE EXISTING HORIZONTAL REBAR IN THE GORE PLINTH AND CURB SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
- (B) THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- (C) THE GORE REPLACEMENT ANCHORAGE SHALL BE 2 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS PER POST WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.



PART SECTION

PART ELEVATION

FASCIA ELEVATION AT GORE

LOOKING SOUTH

GORE DETAILS

ITEM NUMBER

5-73.00

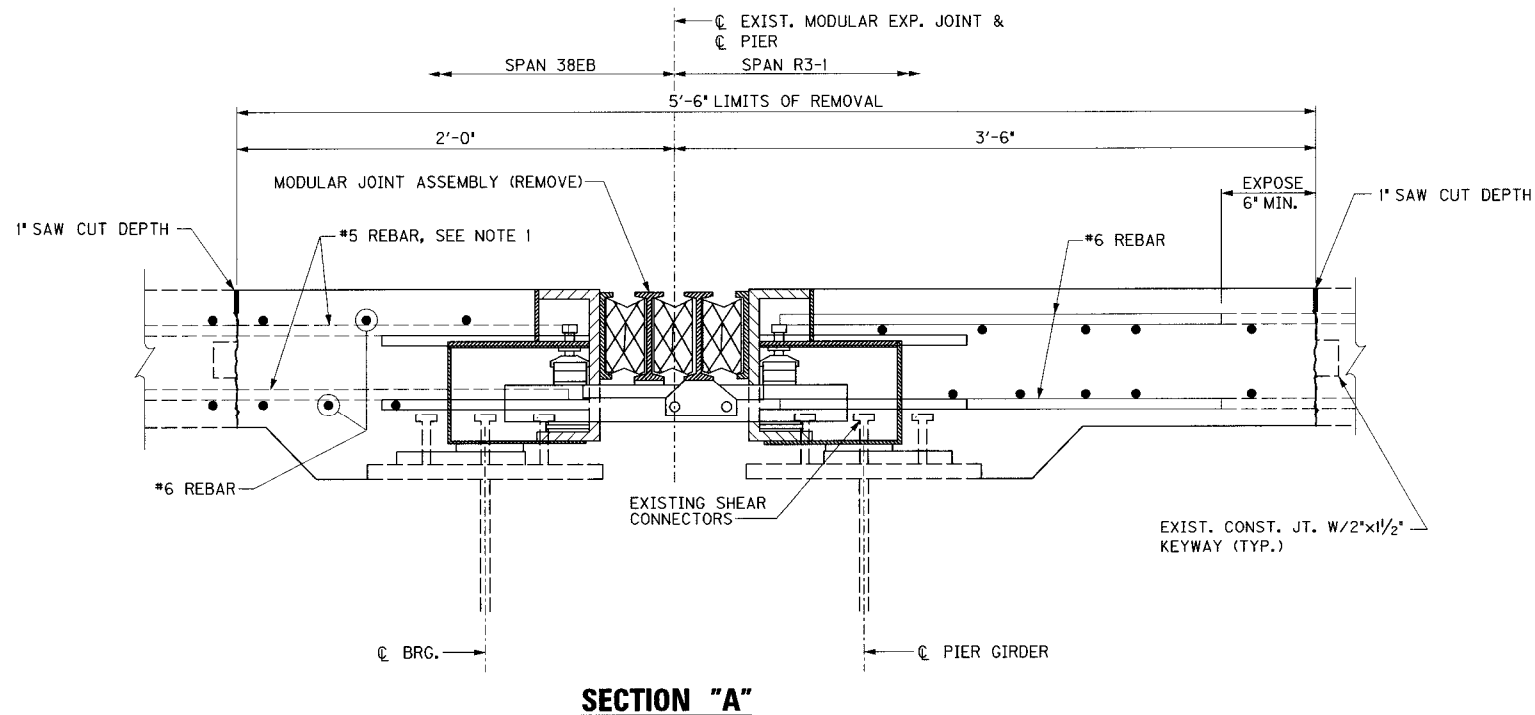
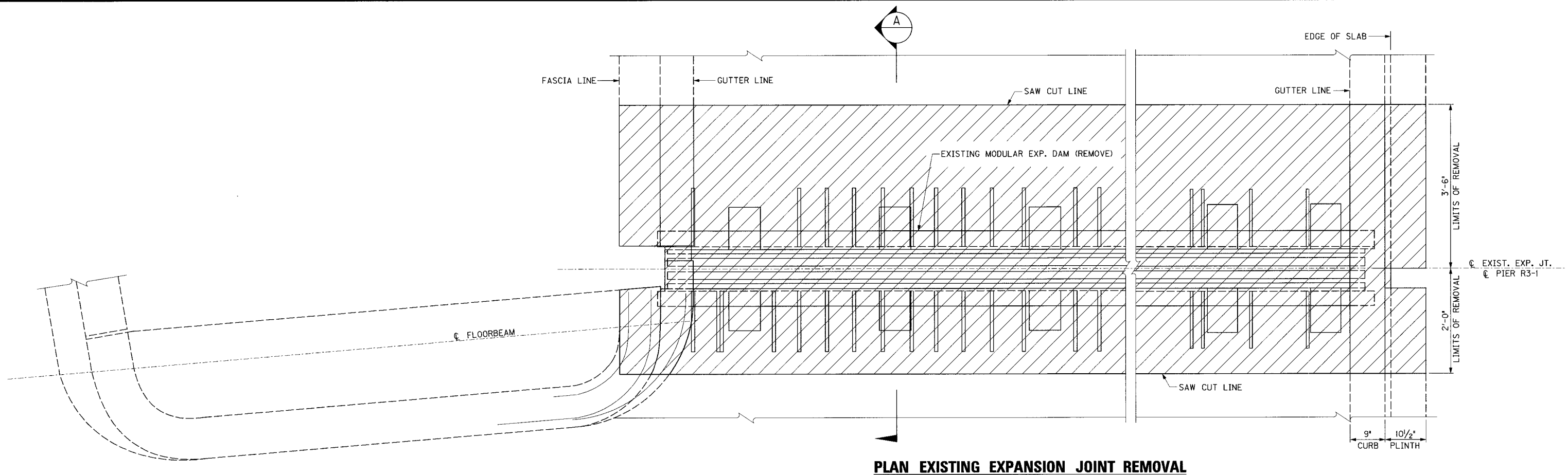
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	9TH STREET RAMPS	
PIER R2-3		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		F13
		DRAWING NO.
		26144

FILE NAME: ...\\9th Street Ramps Ramp 3-1.dgn

USERNAME: CBS

3/13/2007

SHEET LOCATION: DETAILS



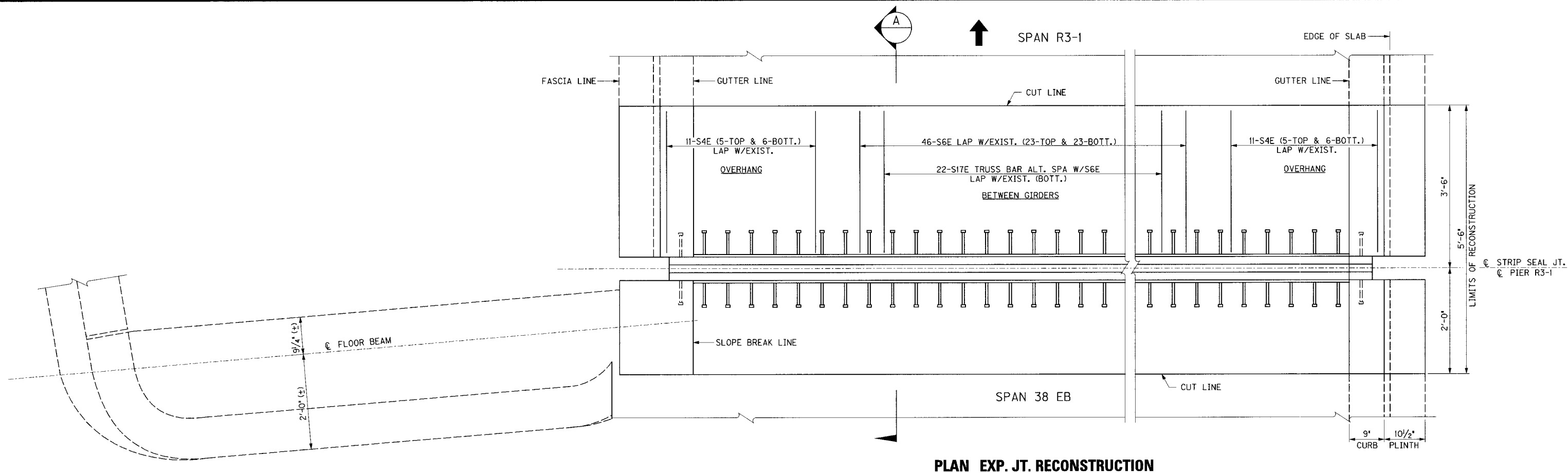
NOTES

- EXISTING #5 REBAR IN SLAB SHALL REMAIN IN PLACE TO BE EMBEDDED INTO NEW CONCRETE. SEE GENERAL NOTES.
- SEE SHEET NO. J17 FOR CURB & PLINTH REMOVAL.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-64	9TH STREET RAMPS		
PIER R3-1			
PREPARED BY			SHEET NO.
PB PARSONS BRINCKERHOFF			F14
DRAWING NO.			26144

ITEM NUMBER

5-73.00

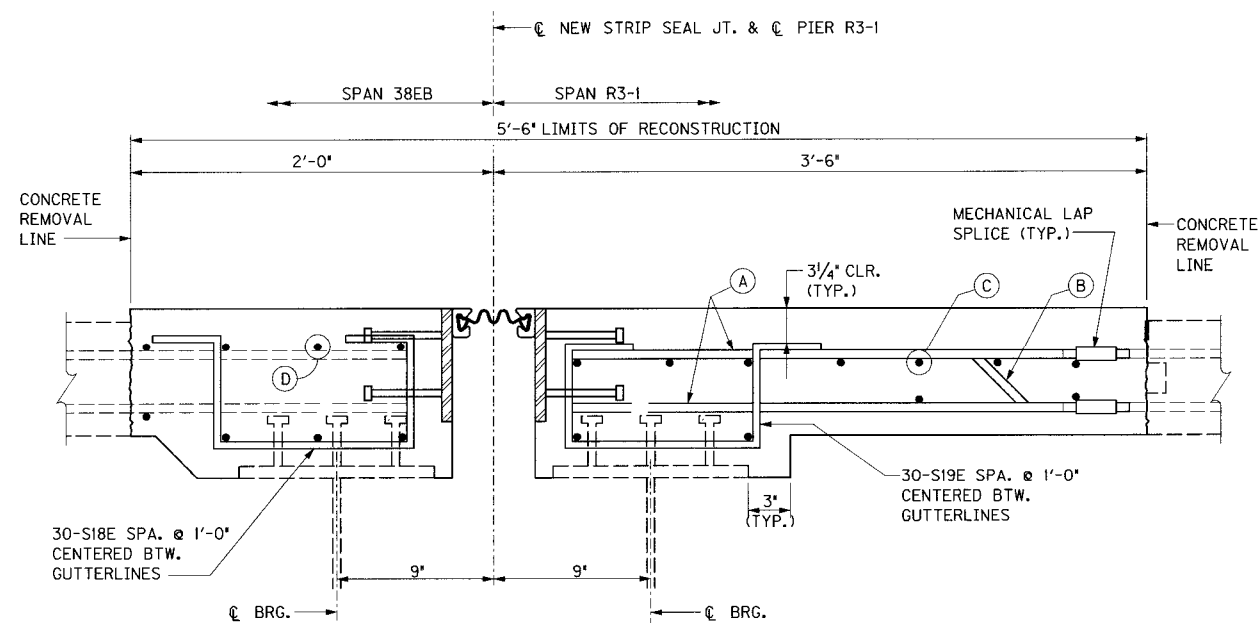


LEGEND

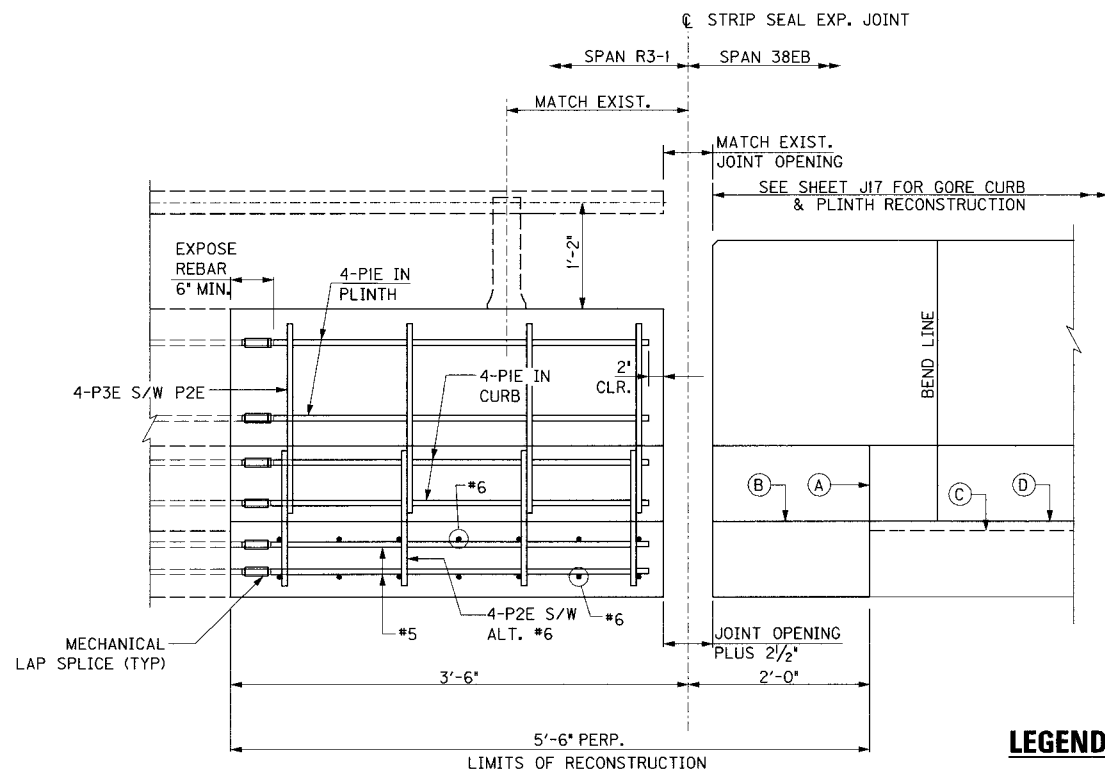
- (A) BETWEEN GIRDERS: S6E (TOP & BOTT.) LAP WITH EXISTING STRAIGHT LONGITUDINAL BARS. OVERHANG: S4E (TOP & BOTT.) LAP WITH EXISTING STRAIGHT LONGITUDINAL BARS.
- (B) BETWEEN GIRDERS: S17E (BOTT.) ALTERNATE WITH S6E AND LAP WITH EXISTING TRUSS LONGITUDINAL BARS, CUTOFF AT BOTTOM.
- (C) 7-S7E SPA. @ 5 1/2' CTS. (TOP) & 4-S7E SPA. @ 11' CTS. (BOTT.)
- (D) 8-S7E SPA. @ 5 1/2' CTS. (4-TOP & 4-BOTT.)

NOTES

1. SEE SHEET NO. J17 FOR CURB & PLINTH RECONSTRUCTION.



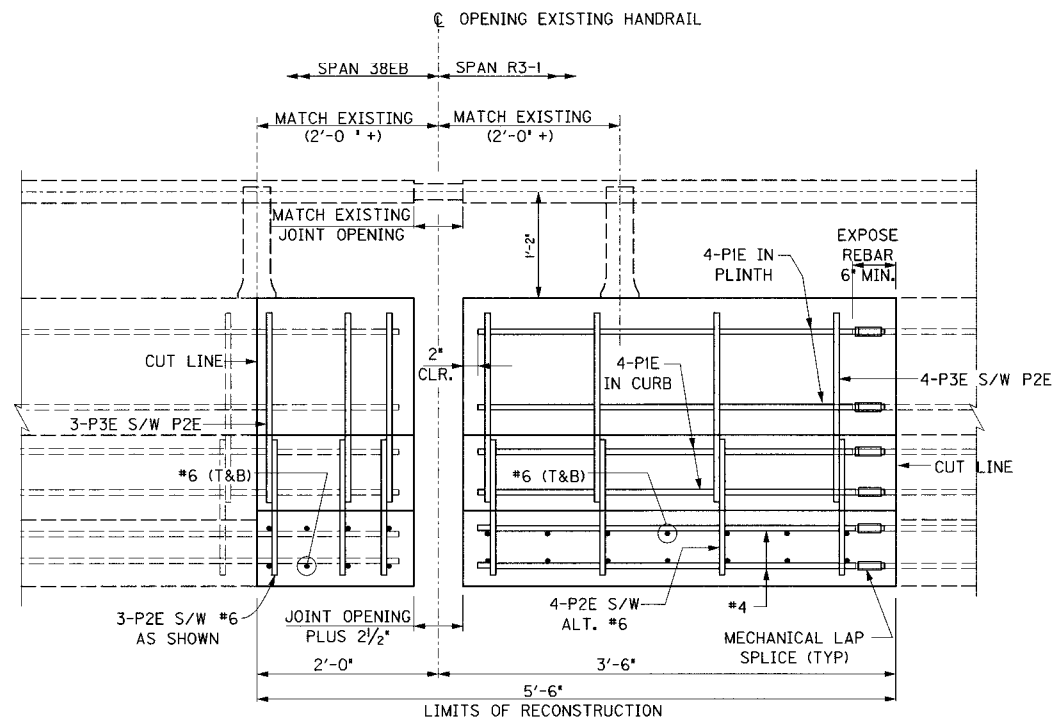
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIER R3-1		
ITEM NUMBER 5-73.00		PREPARED BY PARSONS BRINCKERHOFF
		SHEET NO. F15 DRAWING NO. 26144



FASCIA ELEVATION AT GORE
LOOKING SOUTH

LEGEND

- (A) OPTIONAL CONSTRUCTION JOINT IN CURB
- (B) TOP OF NEW CONCRETE SLAB
- (C) TOP OF EXIST. SLAB
- (D) TOP OF NEW OVERLAY



FASCIA RECONSTRUCTION ELEVATION
LOOKING NORTH

GORE AND FASCIA DETAILS

ITEM NUMBER
5-73.00

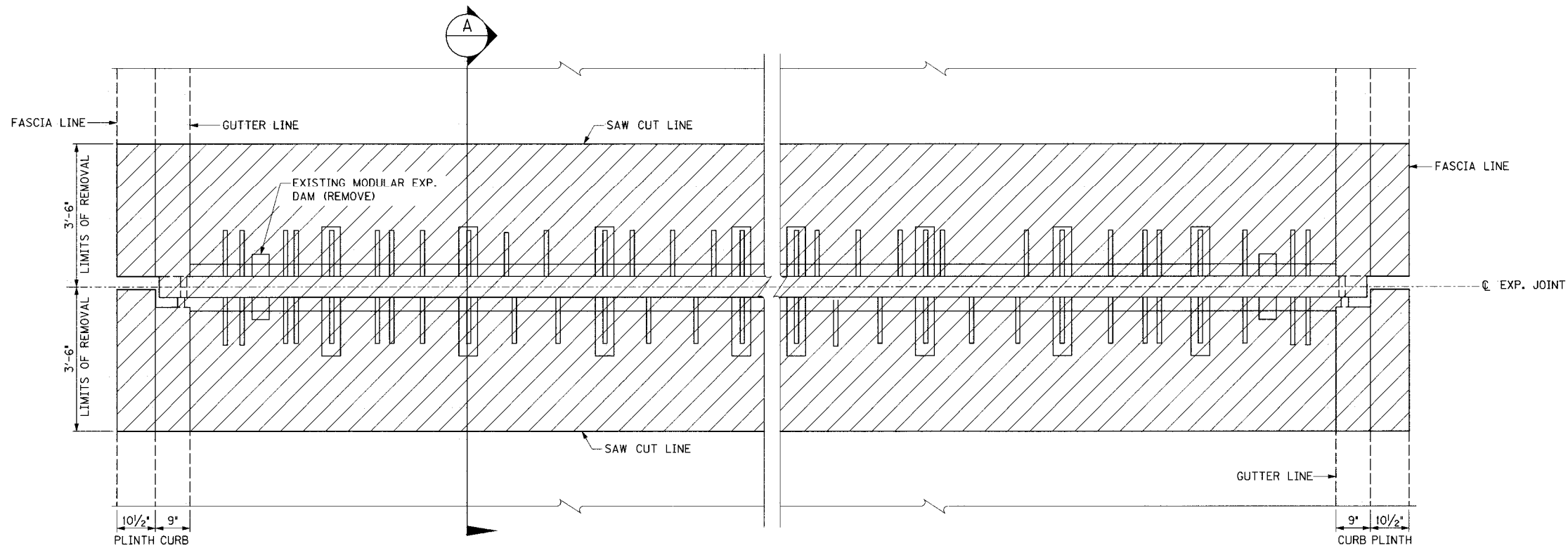
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
PIER R3-1		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. F16 DRAWING NO. 26144

FILE NAME: ... \Pier R4-R11 & R4-14.dgn

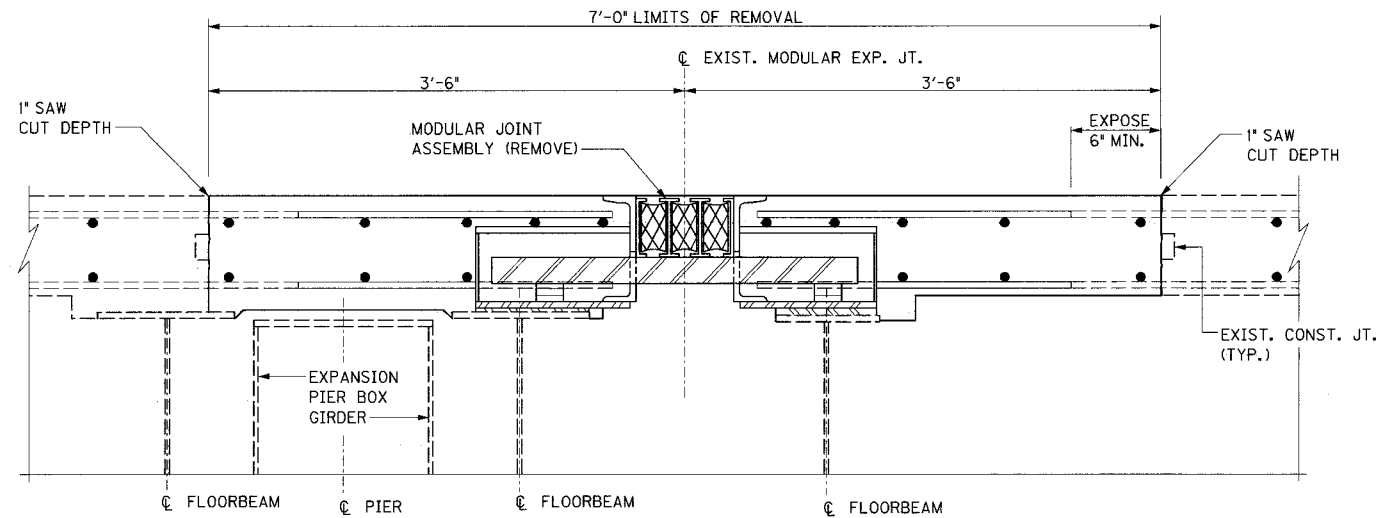
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING JOINT REMOVAL



SECTION "A"

ITEM NUMBER

5-73.00

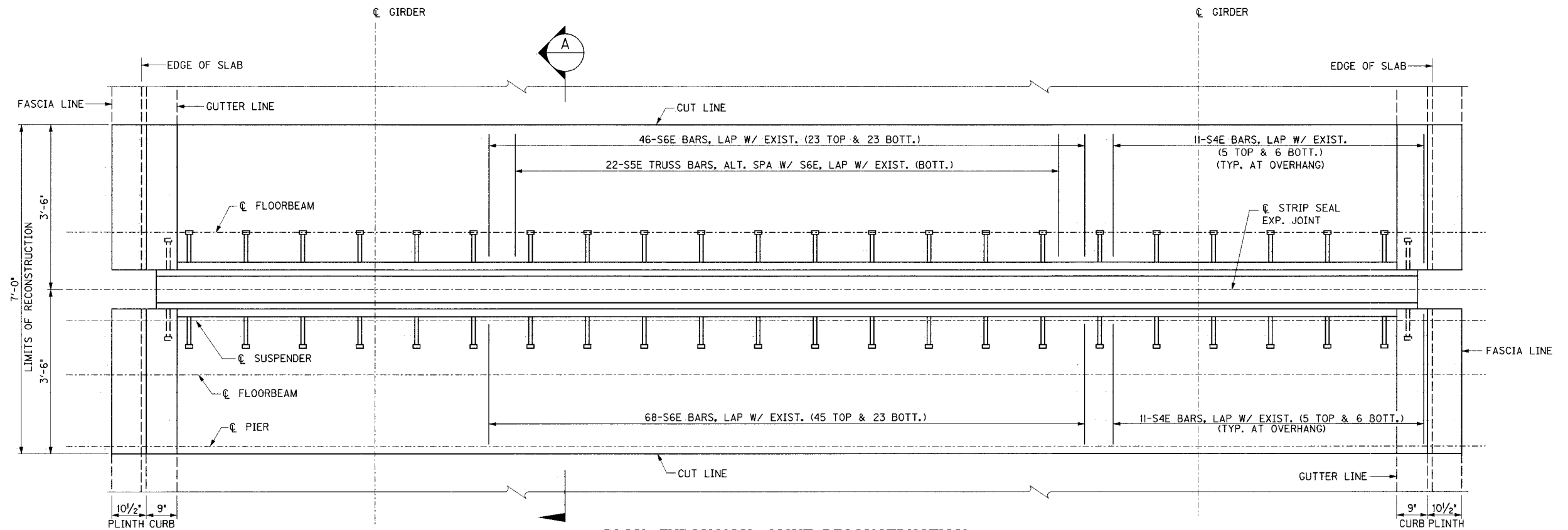
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 9TH STREET RAMPS	
PIERS R4-11 AND R4-14			
PREPARED BY  PARSONS BRINCKERHOFF 100 YEARS			SHEET NO. F17 DRAWING NO. 26144

FILE NAME: ...\\Pier R4-R11 & R4-14.dgn

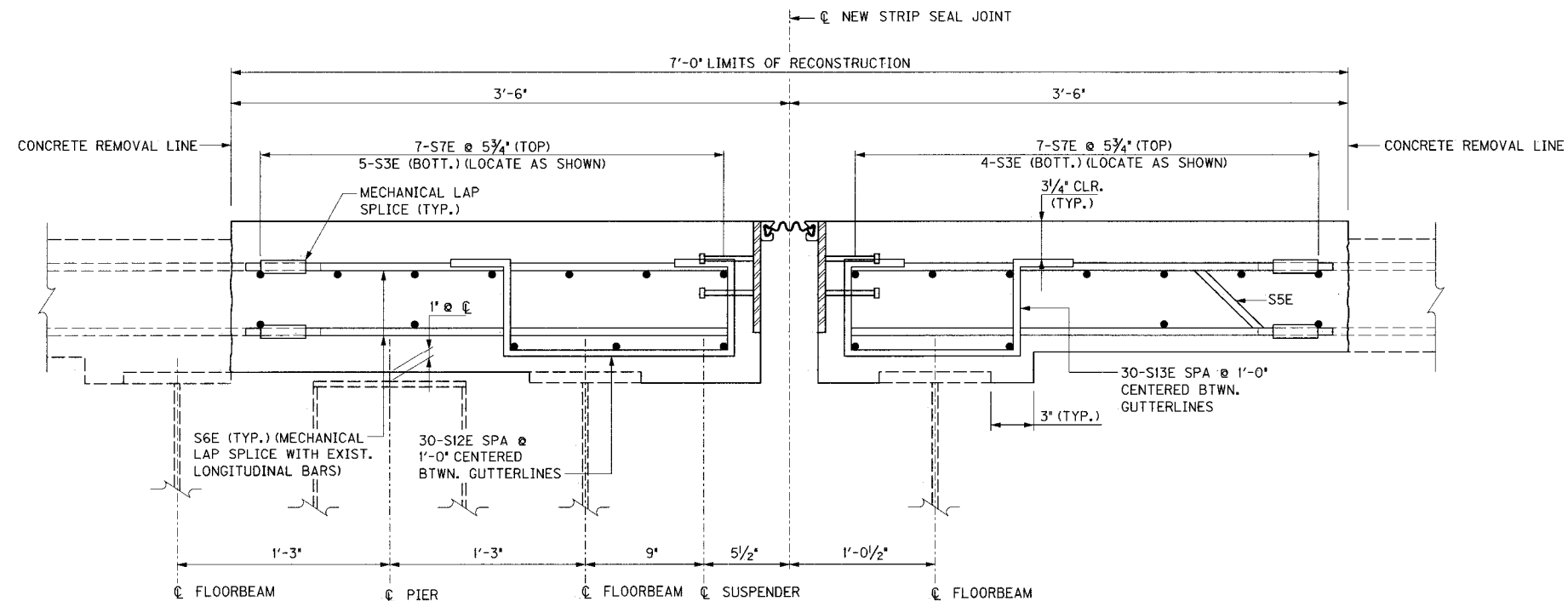
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: LAY



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		ELA	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		9TH STREET RAMPS	
<i>PIERS R4-11 AND R4-14</i>			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		F18	
		DRAWING NO.	
		26144	

ITEM NUMBER

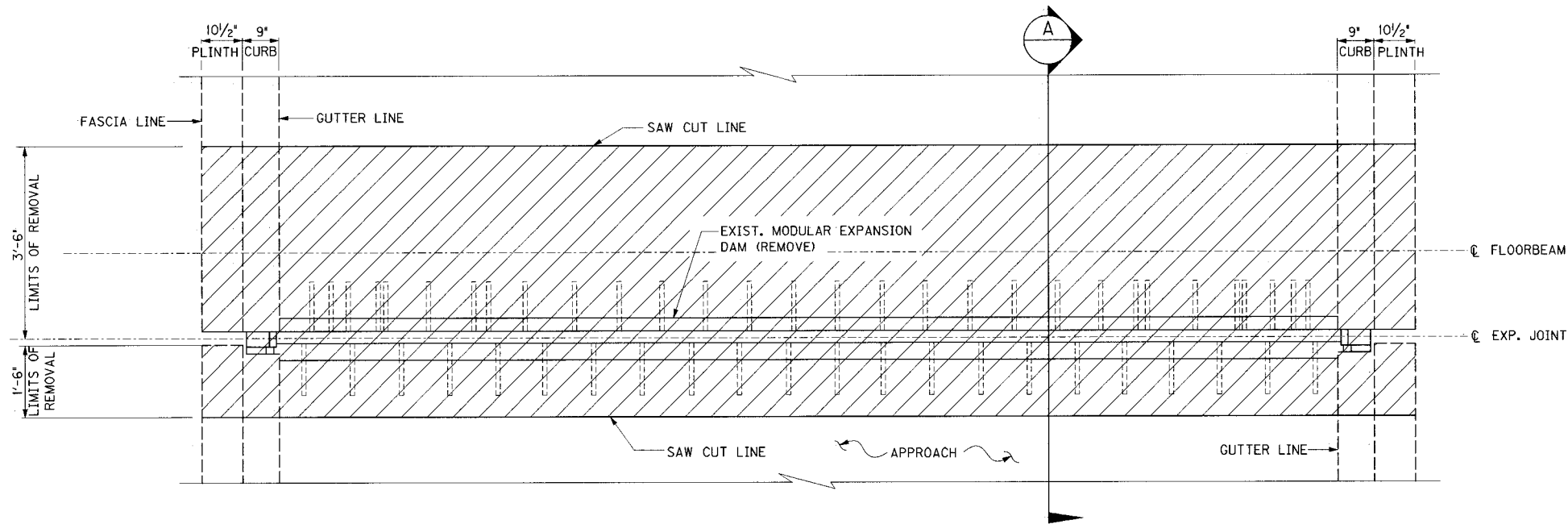
5-73.00

FILE NAME: ...\\End Bent 1-2-3-4.dgn

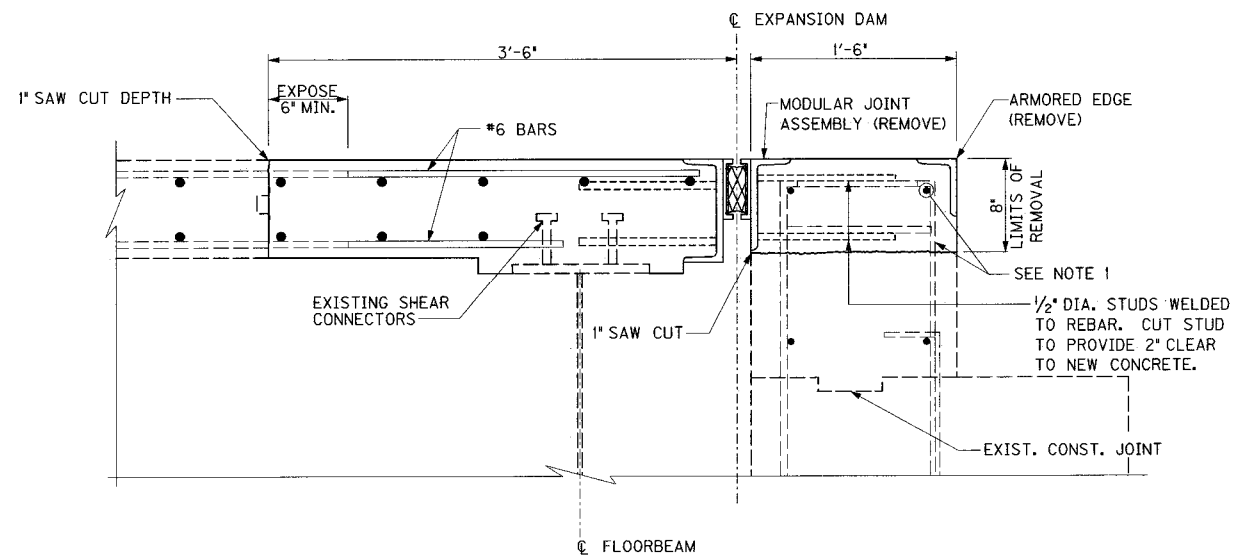
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

NOTES

1. REINFORCING STEEL IN THE END BENT BACKWALL SHALL REMAIN IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		ELA
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
END BENTS R1, R2, R3 & R4		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. F19 DRAWING NO. 26144

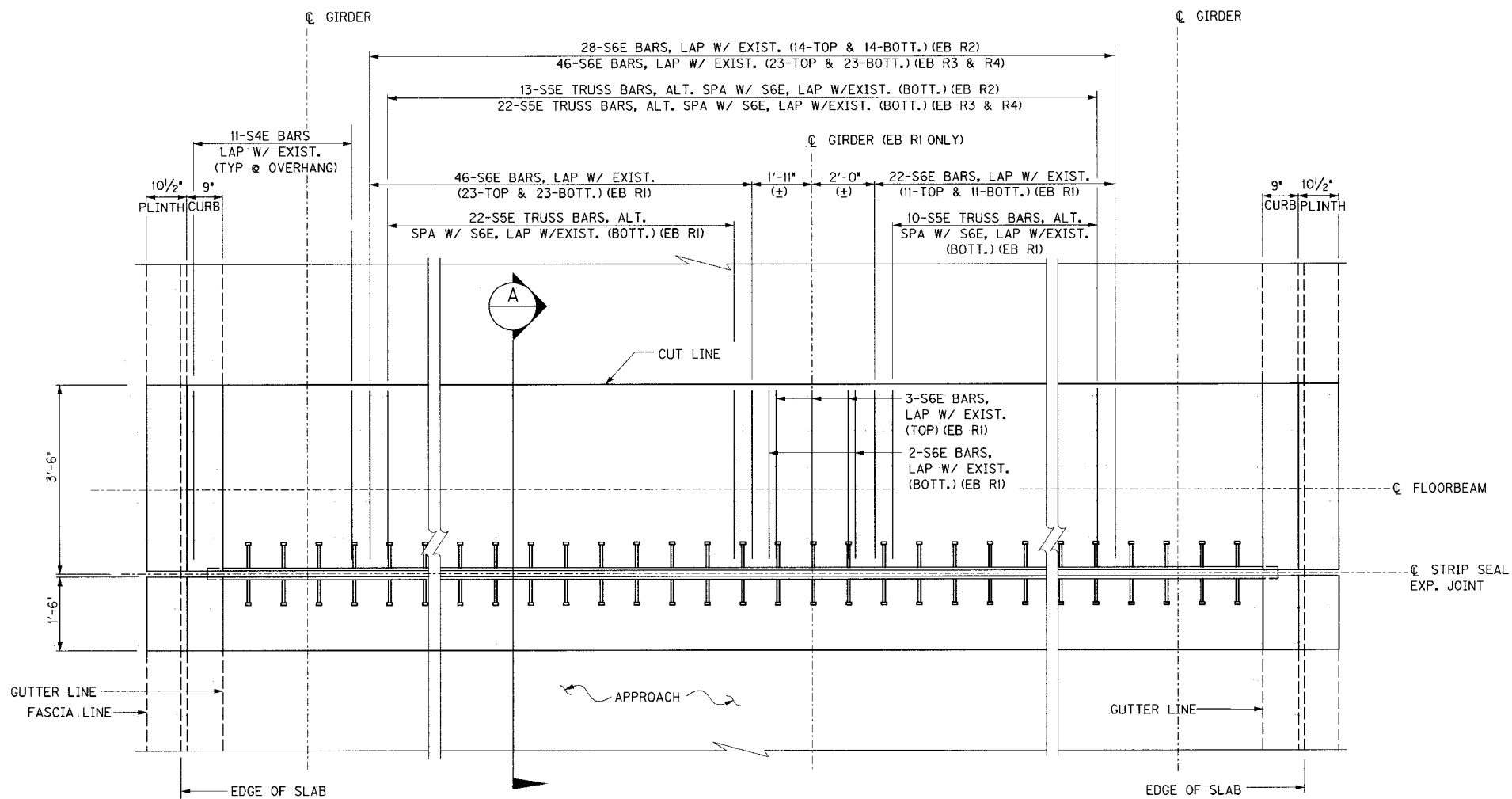
ITEM NUMBER
5-73.00

FILE NAME: ...\\End Bent 1-2-3-4.dgn

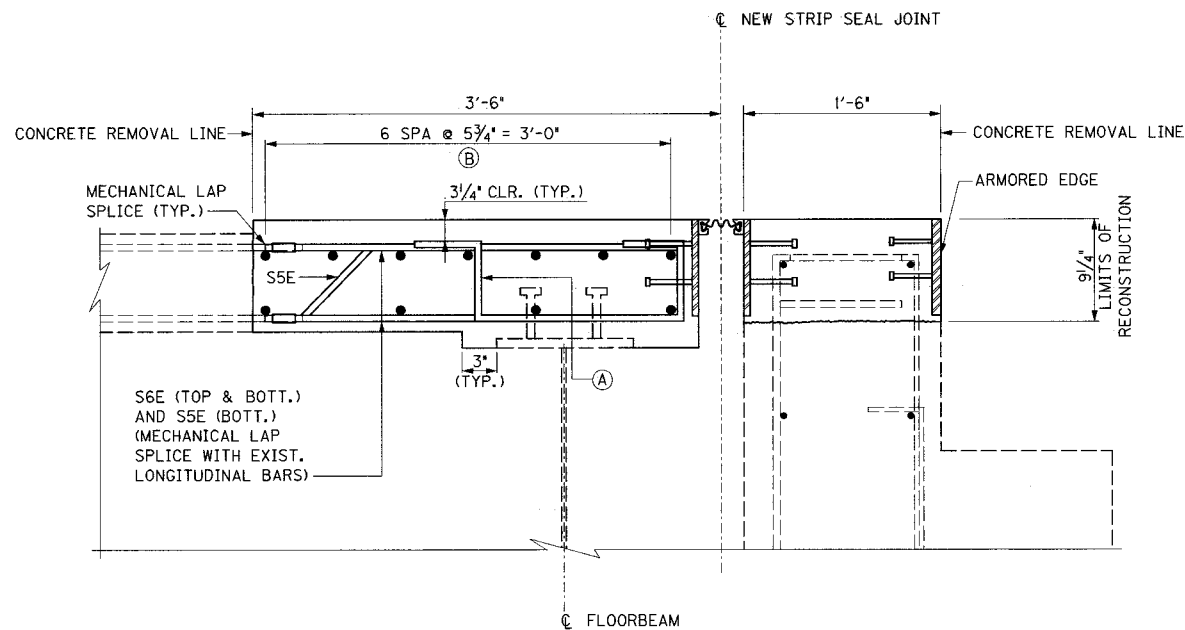
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

- (A) 44-S14E SPA @ 1'-0" (EB R1)
22-S14E SPA @ 1'-0" (EB R2)
30-S14E SPA @ 1'-0" (EB R3 & R4)
CENTERED BETWEEN GUTTERLINES
- (B) 7-S15E (TOP) & 4-S16E (BOTT.) (EB R1)
7-S9E (TOP) & 4-S8E (BOTT.) (EB R2)
7-S7E (TOP) & 4-S3E (BOTT.) (EB R3 & R4)
LOCATE AS SHOWN

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	9TH STREET RAMPS	
END BENTS R1, R2, R3, & R4		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		F20
		DRAWING NO.
		26144

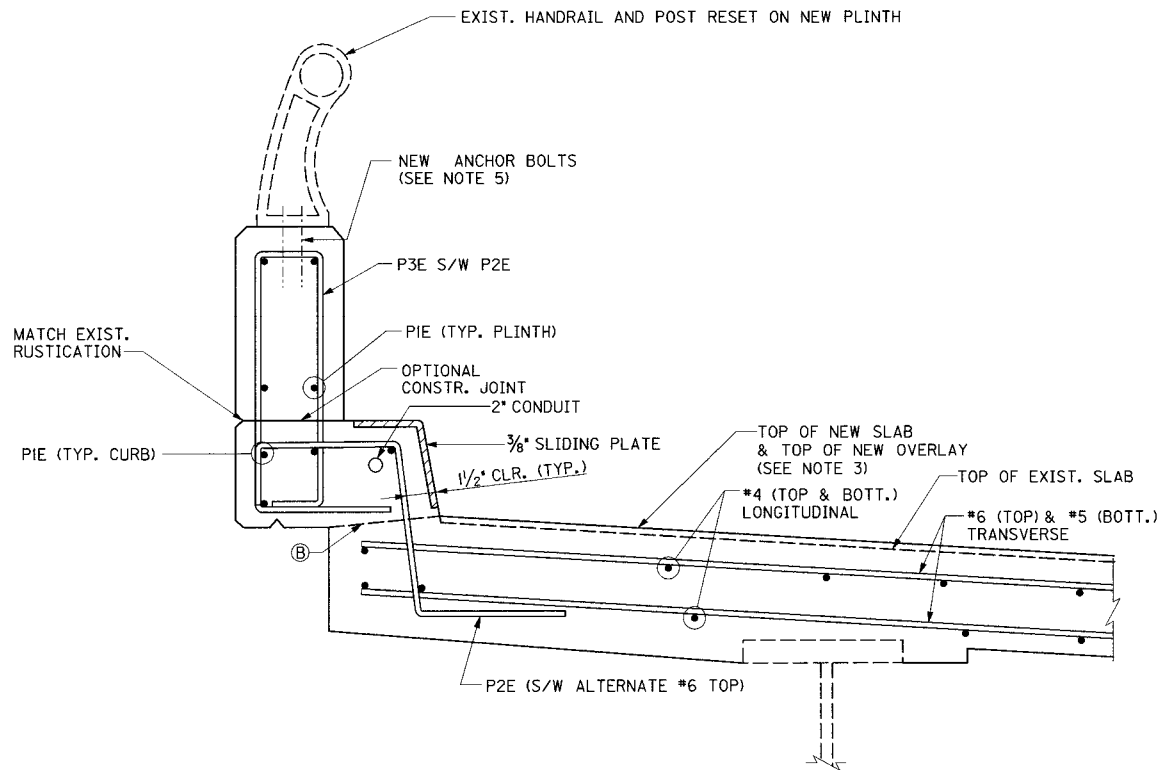
ITEM NUMBER
5-73.00

FILE NAME: ...\\9th street fascia and strip seal details.dgn

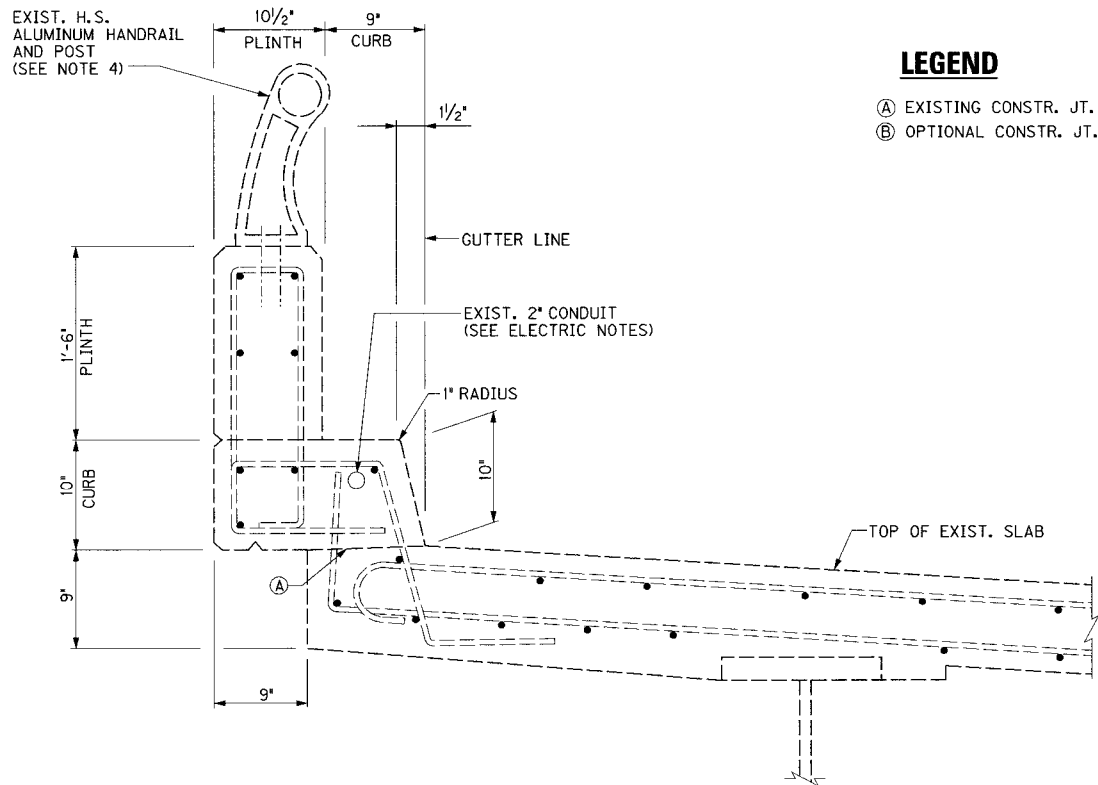
USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: LAY



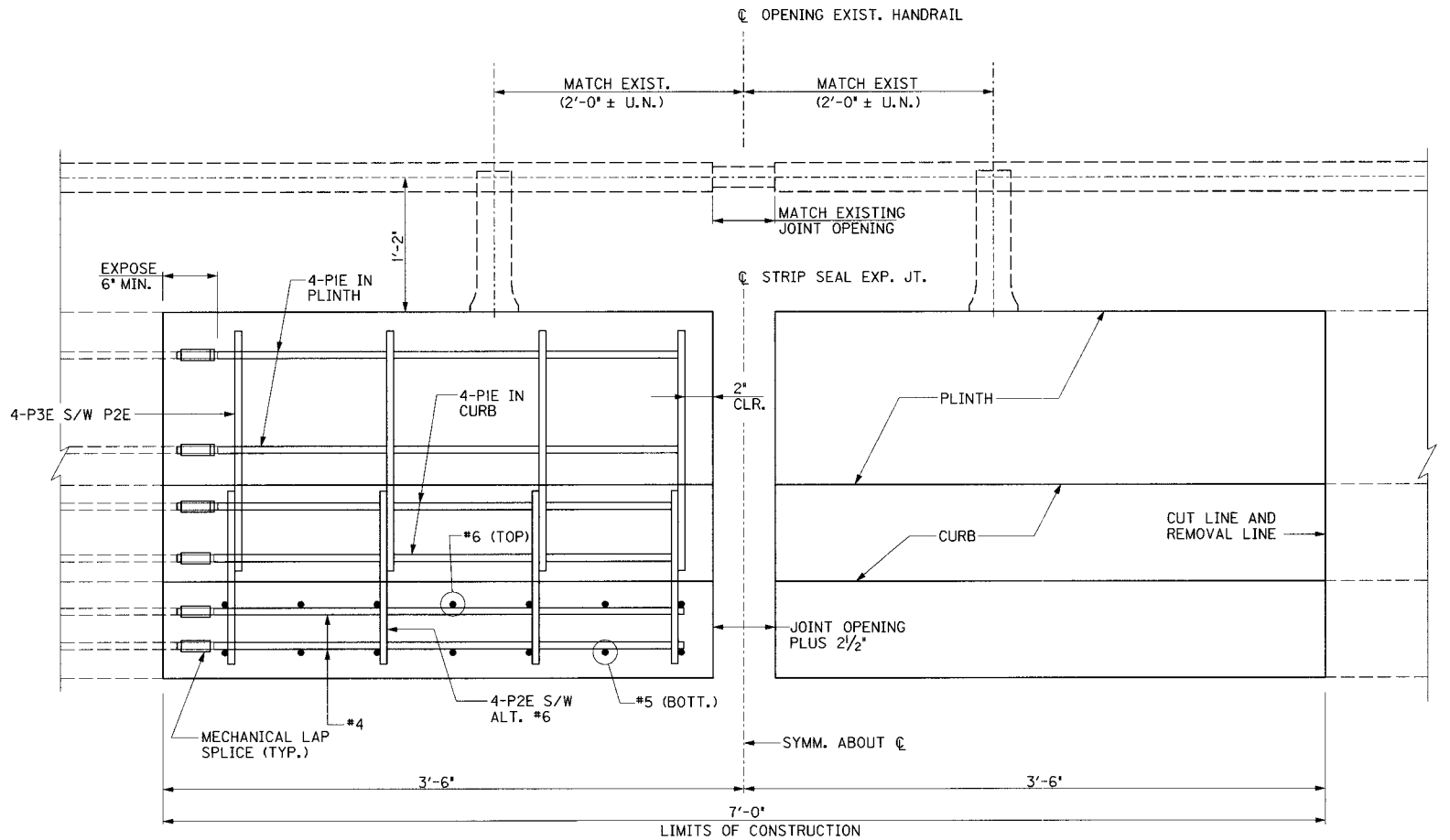
FASCIA RECONSTRUCTION TYPICAL SECTION



EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION
3. THE GUTTER LINE SHALL BE 8 3/4" BELOW THE TOP OF THE EXISTING CURB. THE SLOPE OF THE DECK SHALL MATCH THE EXISTING SLOPE OF DECK.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE POST ANCHORAGE SHALL BE REPLACED AND THE HANDRAIL RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

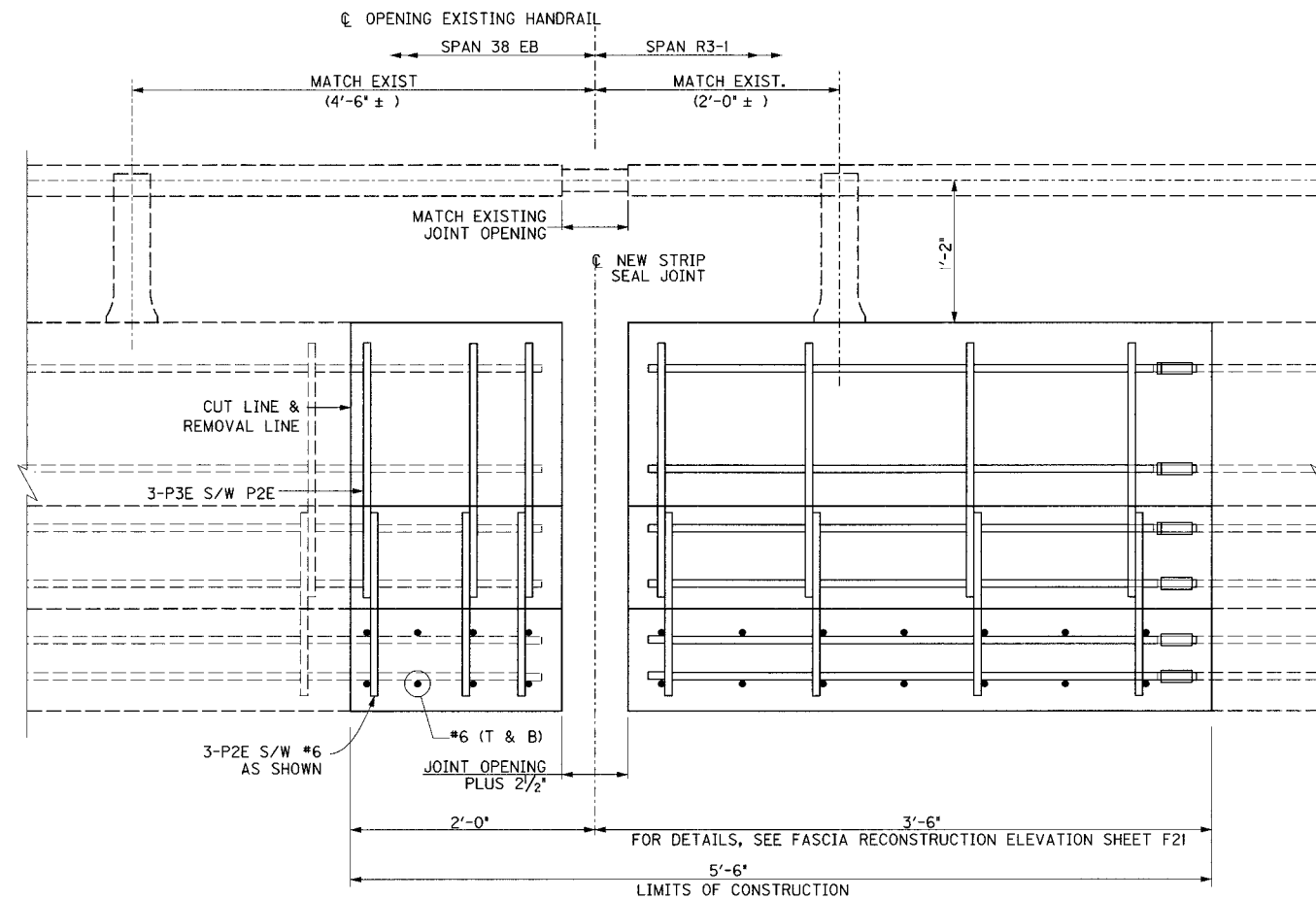
PIERS R1-3, R1-6, R1-9, R1-12, R1-15, R2A-1, R2A-4, R2-3, R3-3, R3-6, R4-3, R4-5, R4-8, R4-11, R4-14, R4-17

ITEM NUMBER

5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 9TH STREET RAMPS	
FASCIA DETAILS - PIERS			
PREPARED BY PB PARSONS BRINCKERHOFF 1992		SHEET NO. F21 DRAWING NO. 26144	

SHEET LOCATION: LAY
DATE: 1-22-07
USER: LAY
FILE: 5-73.00



FASCIA RECONSTRUCTION ELEVATION
LOOKING NORTH AT PIER R3-1 FASCIA

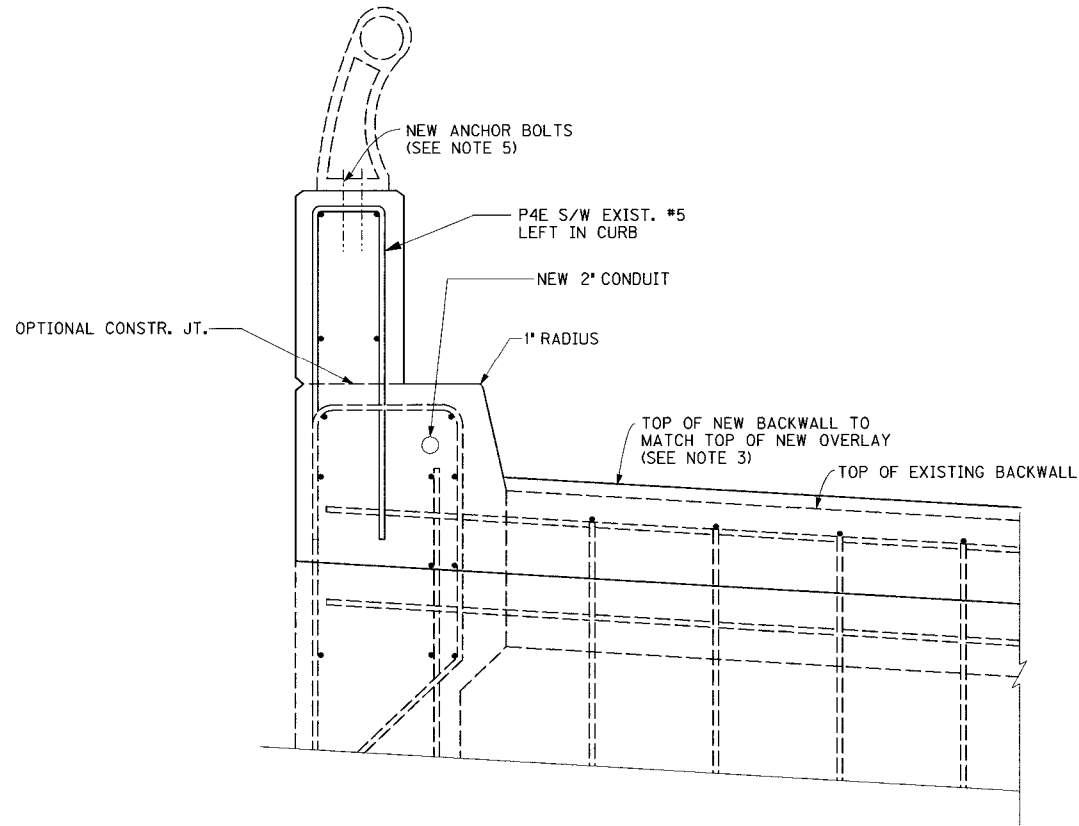
PIER R3-1

ITEM NUMBER

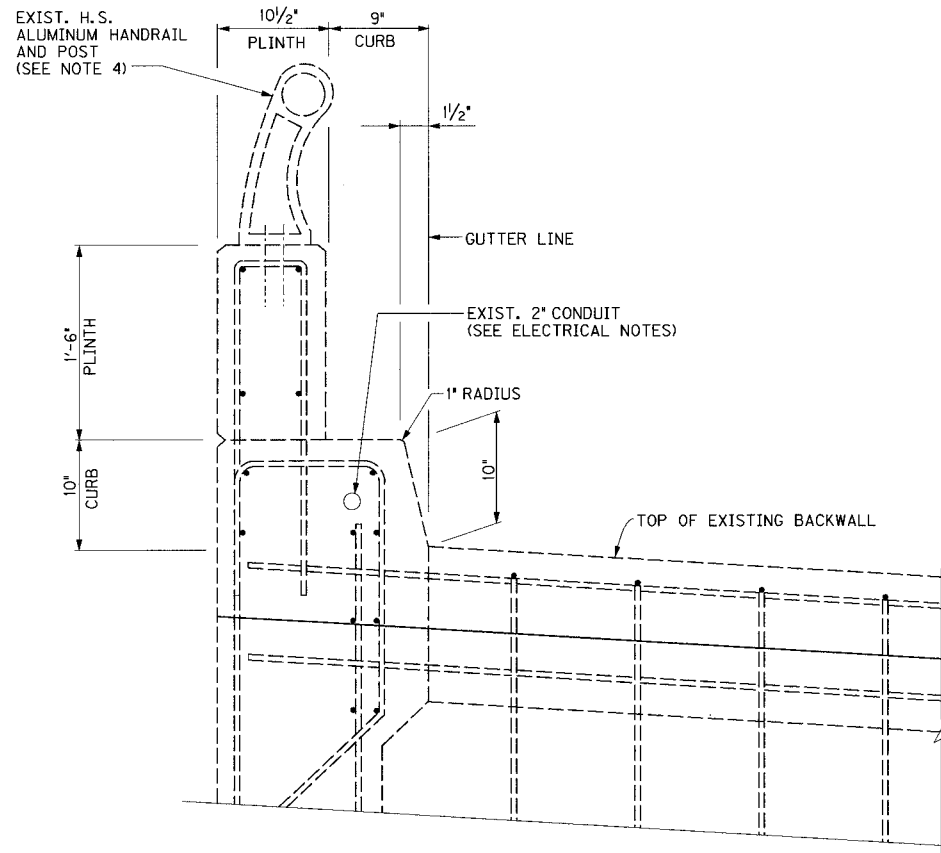
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:	DETAILED BY: CBS	
COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA DETAILS - PIERS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. F22
DRAWING NO. 26144		

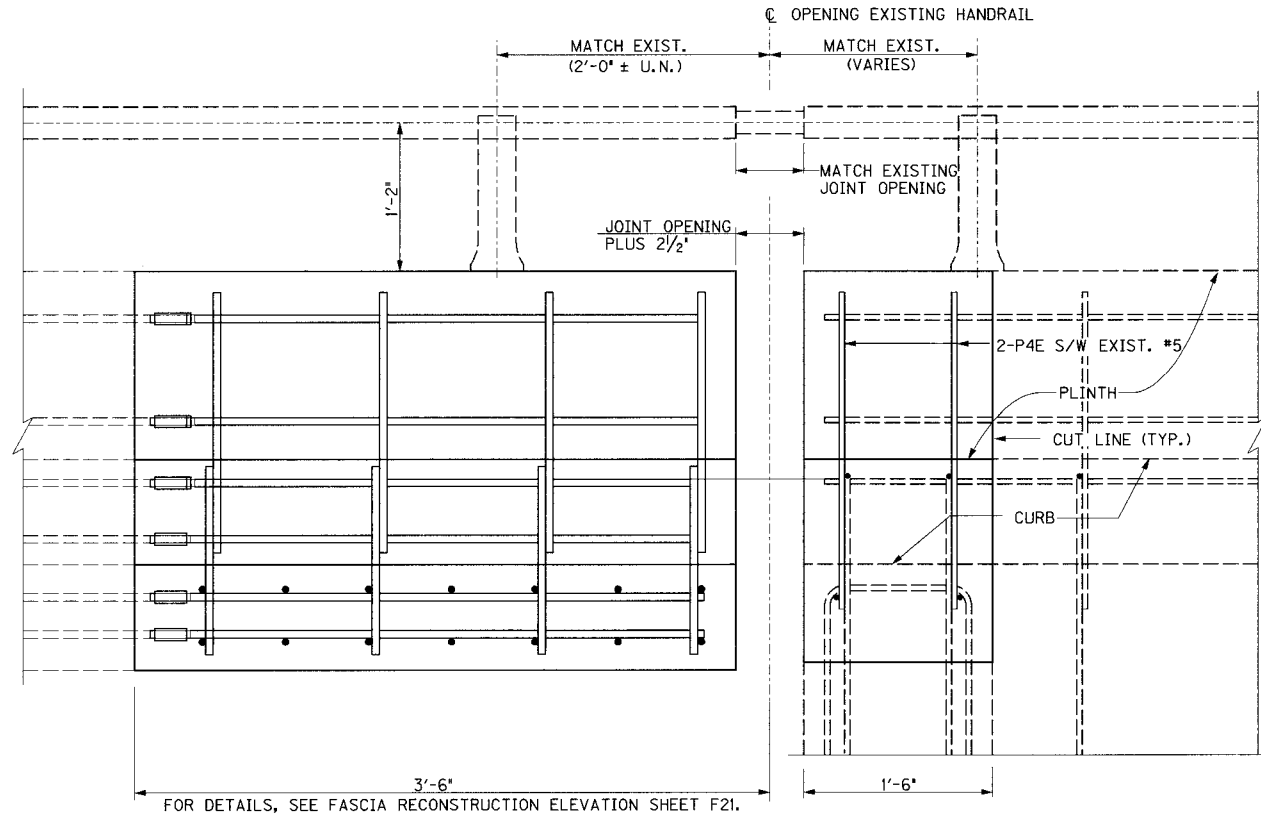
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FASCIA RECONSTRUCTION TYPICAL SECTION
LOOKING AT END BENT BACKWALL



EXISTING FASCIA TYPICAL SECTION
LOOKING AT END BENT BACKWALL



FASCIA RECONSTRUCTION ELEVATION
AT END BENT

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION
3. THE TOP OF THE NEW CONCRETE SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHT. F2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE POST ANCHORAGE SHALL BE REPLACED AND THE HANDRAIL RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. THE REINFORCING STEEL IN THE END BENT BACKWALL SHALL BE LEFT IN PLACE, UNLESS NOTED ON THE PLANS, TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES

END BENTS 1, 2, 3 & 4

ITEM NUMBER

99-324.00

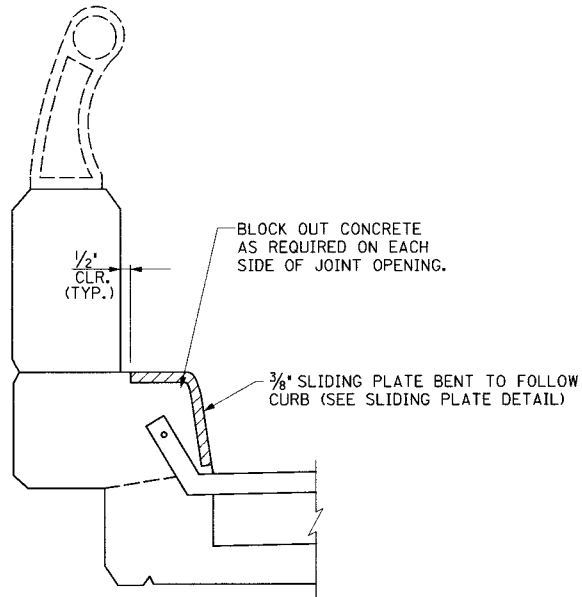
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DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA DETAILS - END BENTS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. F23
		DRAWING NO. 26144

EPOXY COATED REINFORCING STEEL

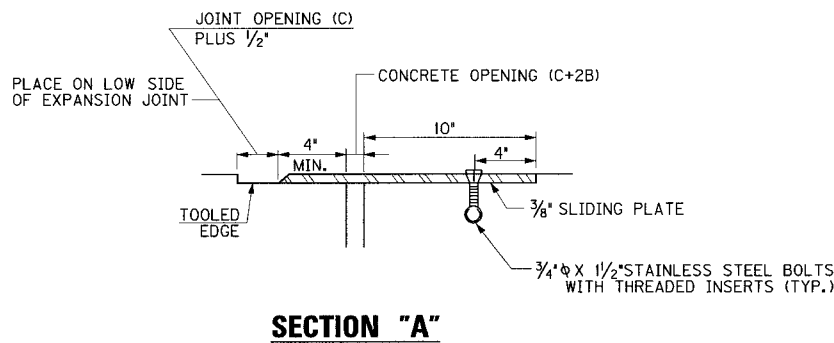
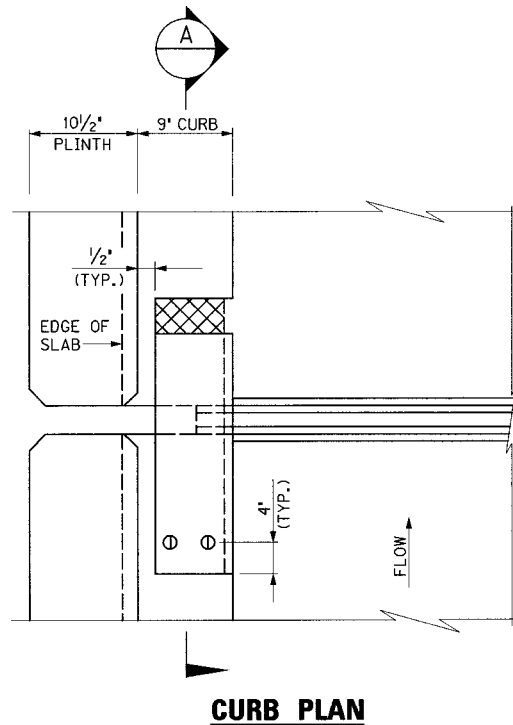
ESTIMATE OF QUANTITIES

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: ODE		ELA	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 9TH STREET RAMPS		
BILL OF REINFORCEMENT			
PREPARED BY PB PARSONS BRINCKERHOFF			SHEET NO. F24 DRAWING NO. 26144

FILE NAME: \$\$\$\$\$\$designs\$files\$specifications\$\$\$\$\$
USER NAME: \$\$\$\$\$\$plotted\$by\$\$\$\$\$
DATE: \$\$\$\$\$\$DATE\$\$\$\$\$
SHEET LOCATION: LAY

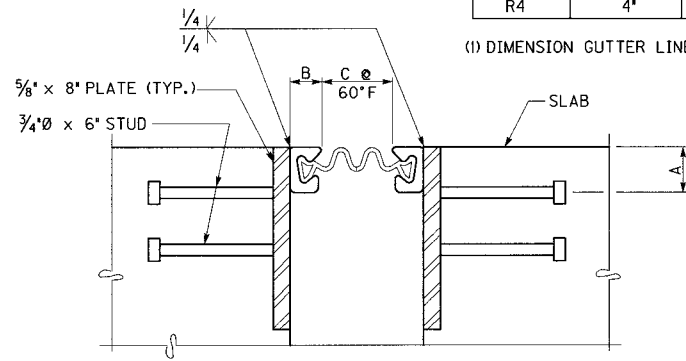


FASCIA RECONSTRUCTION TYPICAL SECTION

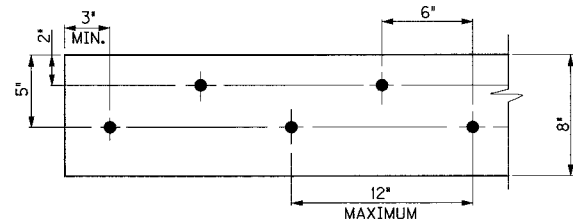


JOINT SETTING						
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (I)
		MIN	60 DEG F	MAX		
R1-3	4"	7/8	2	3 1/16	3/16"	30'-0"
R1-6	4"	7/8	2	3 1/16	3/16"	30'-0"
R1-9	4"	7/8	2	3 1/16	3/16"	30'-0"
R1-12	4"	7/8	2	3 1/16	3/16"	30'-0"
R1-15	4"	1 1/4	2	3 1/8	1/8"	30'-0"
R2-3 (Rt)	4"	1 1/4	2	3 1/8	1/8"	22'-0"
R2-3 (Lt)	4"	1 1/4	2	3 1/8	1/8"	18'-11 7/8"
R2A-1	4"	1 1/4	2	3 1/8	1/8"	22'-0"
R2A-4	4"	1 1/4	2	3 1/8	1/8"	22'-0"
R3-6	4"	7/8	2	3 1/16	3/16"	30'-0"
R3-3	4"	1 1/4	2	3 1/8	1/8"	30'-0"
R4-3	4"	1 1/4	2	3 1/8	1/8"	30'-0"
R4-5	4"	7/8	2	3 1/16	3/16"	30'-0"
R4-8	4"	7/8	2	3 1/16	3/16"	30'-0"
R4-11	4"	1/2	2	4/4	1/4"	30'-0"
R4-14	4"	1/2	2	4/4	1/4"	30'-0"
R4-17	4"	7/8	2	3 1/16	3/16"	30'-0"
END BENT	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (I)
		MIN	60 DEG F	MAX		
R1	4"	1 5/8	2	2 9/16	1/16"	43'-6 5/8"
R2	4"	1 5/8	2	2 9/16	1/16"	22'-0"
R3	4"	1 1/4	2	3 1/8	1/8"	30'-0"
R4	4"	1 1/4	2	3 1/8	1/8"	30'-0"

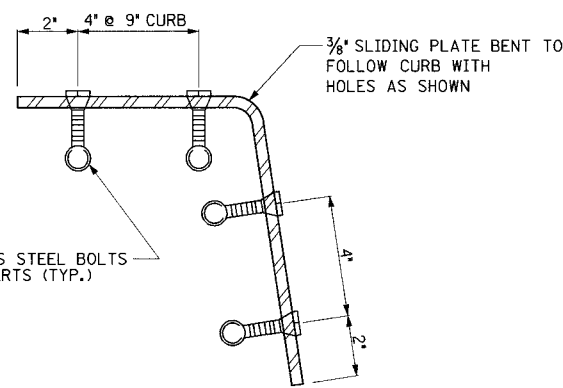
(I) DIMENSION GUTTER LINE TO GUTTER LINE ALONG C/L JOINT



SECTION THRU JOINT



STUD PATTERN



SLIDING PLATE DETAIL

ALTERNATE NEOPRENE EXPANSION DAMS					
MODEL		SUPPLIER	A	B	C
STEEL FLEX TYPE SSA2 WITH A2R-400 SEAL		D.S. BROWN CO.	2"	1 1/4"	2"
STEEL FLEX TYPE SSA2 WITH A2R-XTRA SEAL		D.S. BROWN CO.	2"	1 1/4"	2 1/2"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-400 SEAL		WATSON BOWMAN ACME CORP.	2"	1 1/4"	2"
WABO STRIP SEAL TYPE A EXTRUSION WITH SE-500 SEAL		WATSON BOWMAN ACME CORP.	2"	1 1/4"	2 1/2"

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

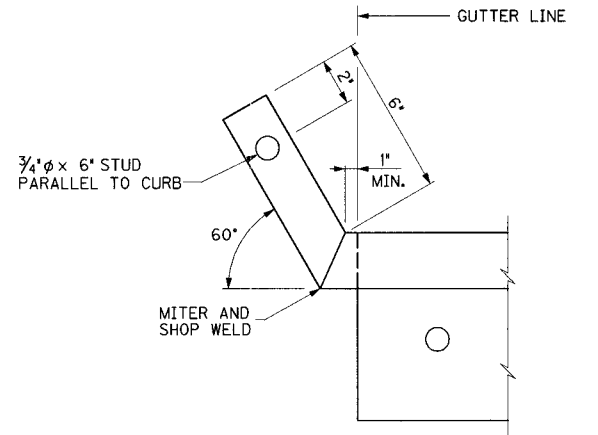
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

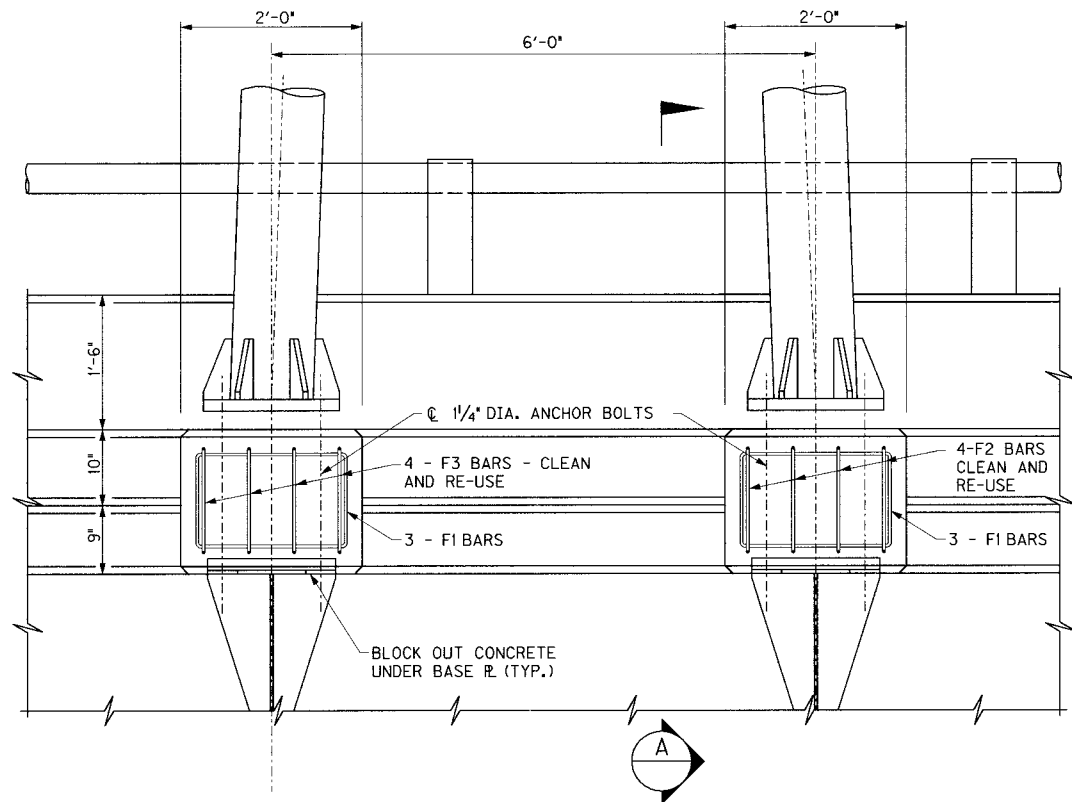
JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



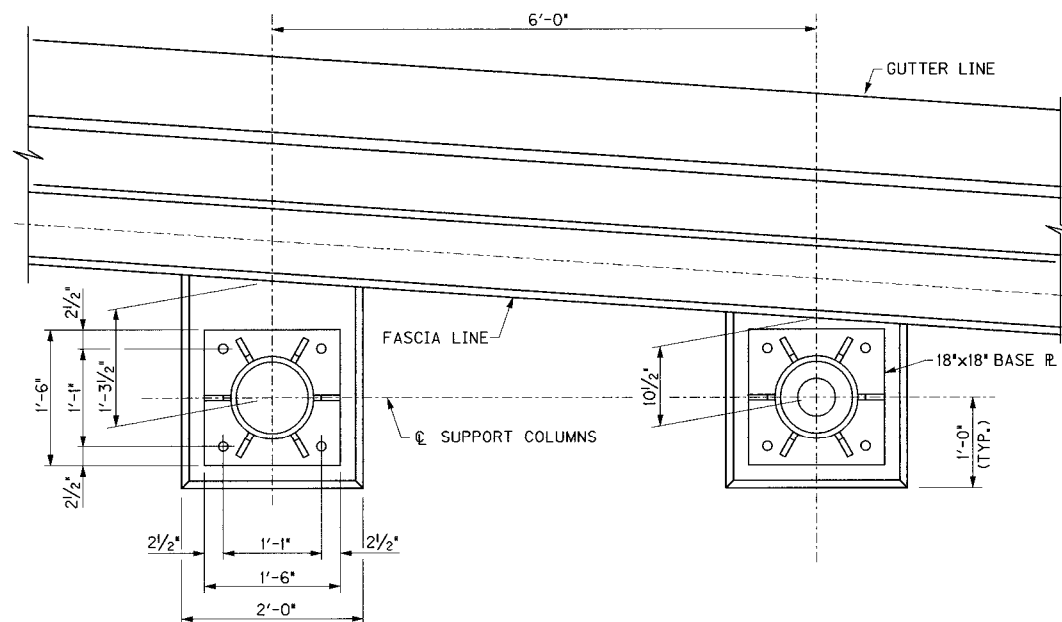
UPTURN DETAIL

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
STRIP SEAL EXP. JOINT DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. F25
ITEM NUMBER 5-73.00		DRAWING NO. 26144

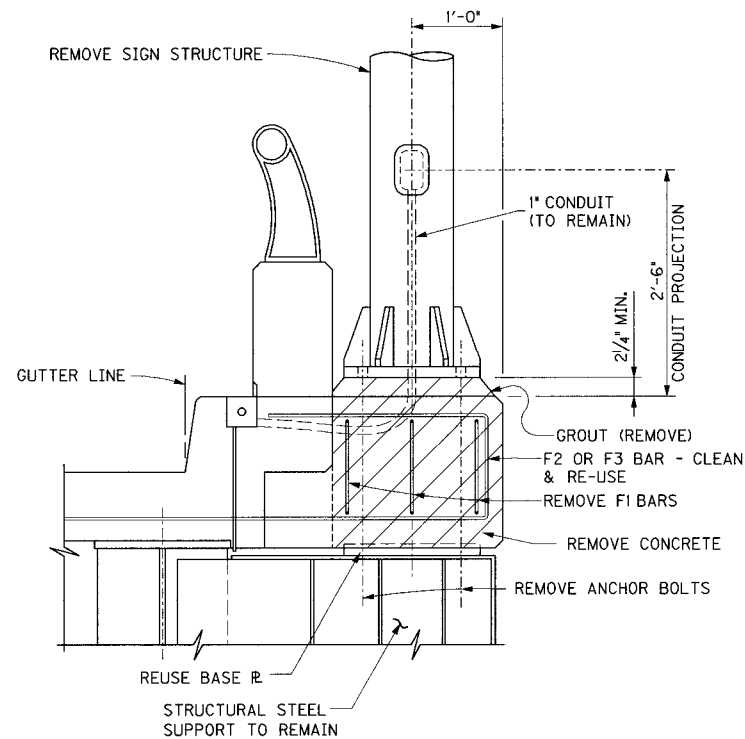
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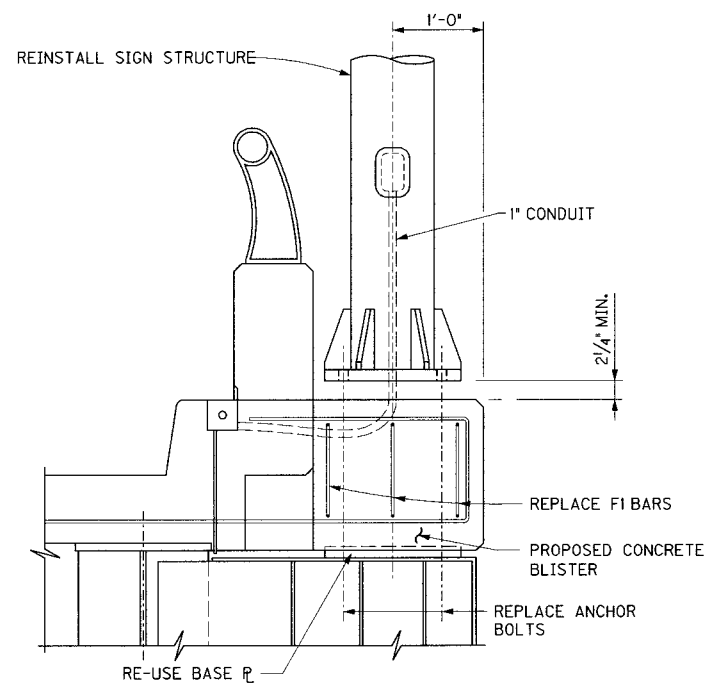
ELEVATION



PLAN OF SIGN SUPPORT AT FASCIA



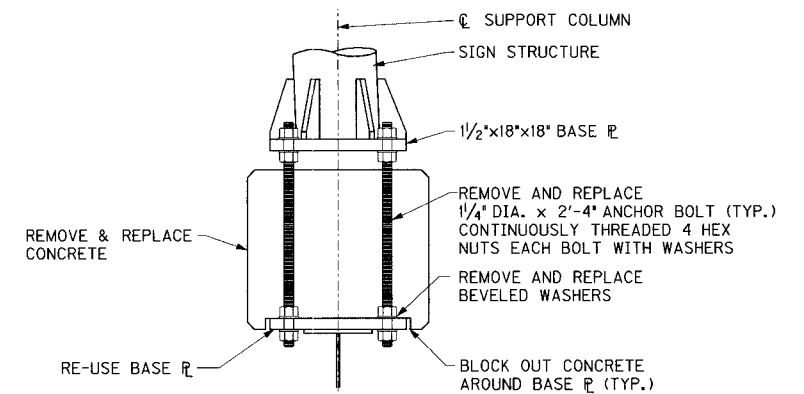
SECTION A - DEMOLITION



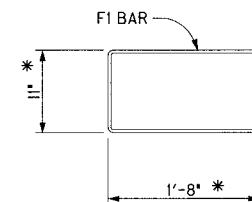
SECTION A - PROPOSED

NOTES

1. DESCRIPTION OF WORK: (A) AT LOCATION NOTED IN THE 9TH STREET INTERCHANGE LAYOUT SHEETS, REMOVE EXISTING SIGN STRUCTURE NO 115 AT M.P. 3.9 EB TO ALLOW REPAIR OF THE SOUTHERN CONCRETE SUPPORT BLISTERS. STORE SIGN STRUCTURE IN SUCH A MANNER TO PREVENT ANY DAMAGE. (B) CONCRETE SUPPORT BLISTERS LOCATED ON THE SOUTH FASCIA SHALL BE REMOVED AND REPAIRED AS SHOWN ON THIS SHEET. (C) SIGN STRUCTURE SHALL BE PLACED BACK ON THE CONCRETE SUPPORT BLISTERS.
2. ALL ELEMENTS SHOWN ARE EXISTING UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS SHOWN ARE FROM THE ORIGINAL PLANS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATION AND CONSTRUCTION OF REPAIRS.
4. PROVIDE 3/4" CHAMFER AT ALL EXPOSED EDGES OF CONCRETE.
5. THE LUMP SUM BID FOR THIS WORK SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, ACCESS, LABOR AND INCIDENTALS TO COMPLETE THE WORK.



ANCHOR BOLT DETAIL



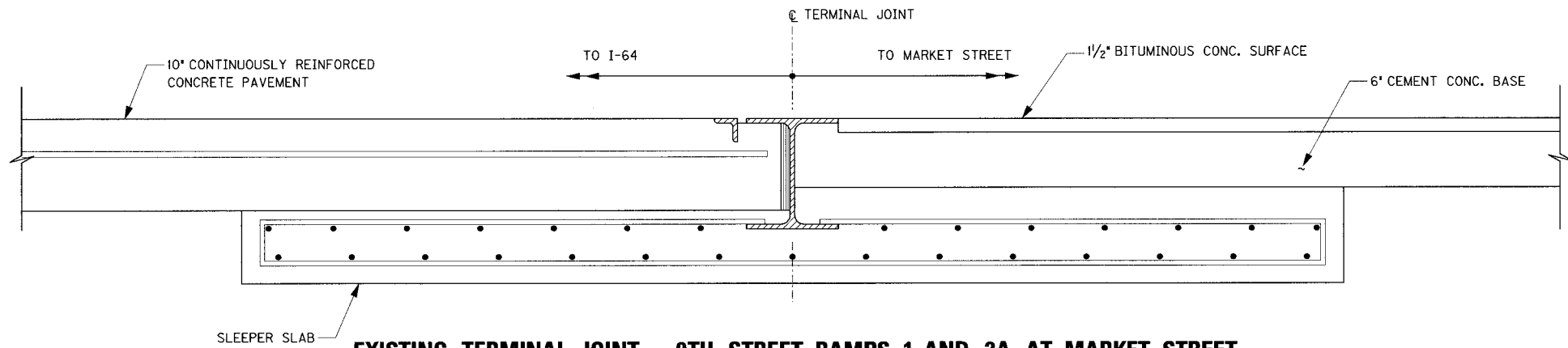
REBAR DETAIL

* - FIELD VERIFY

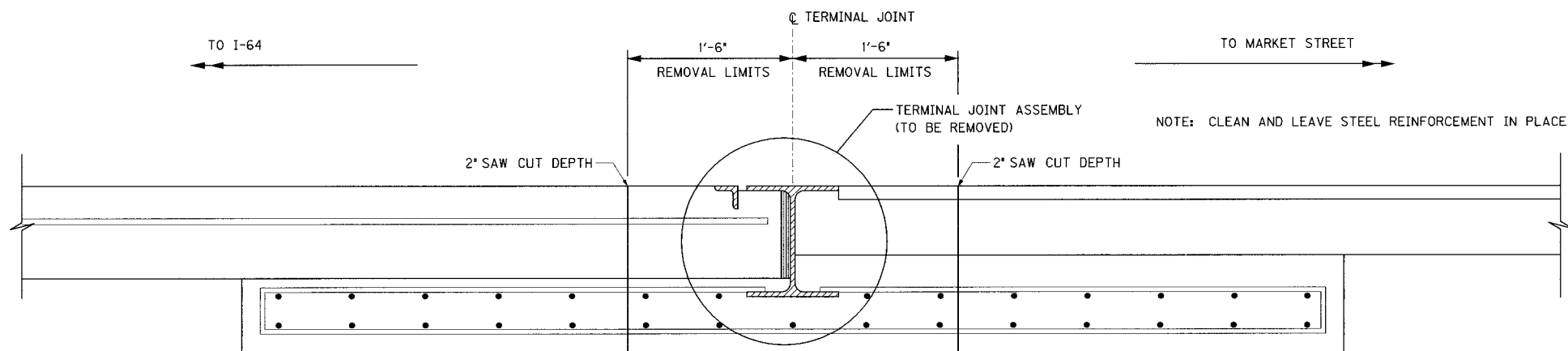
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: KEW			
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-64	9TH STREET RAMPS		
SIGN 115 SUPPORT REPAIR			
PREPARED BY			SHEET NO.
PB PARSONS BRINCKERHOFF			F26
			DRAWING NO.
			26144

ITEM NUMBER
5-73.00

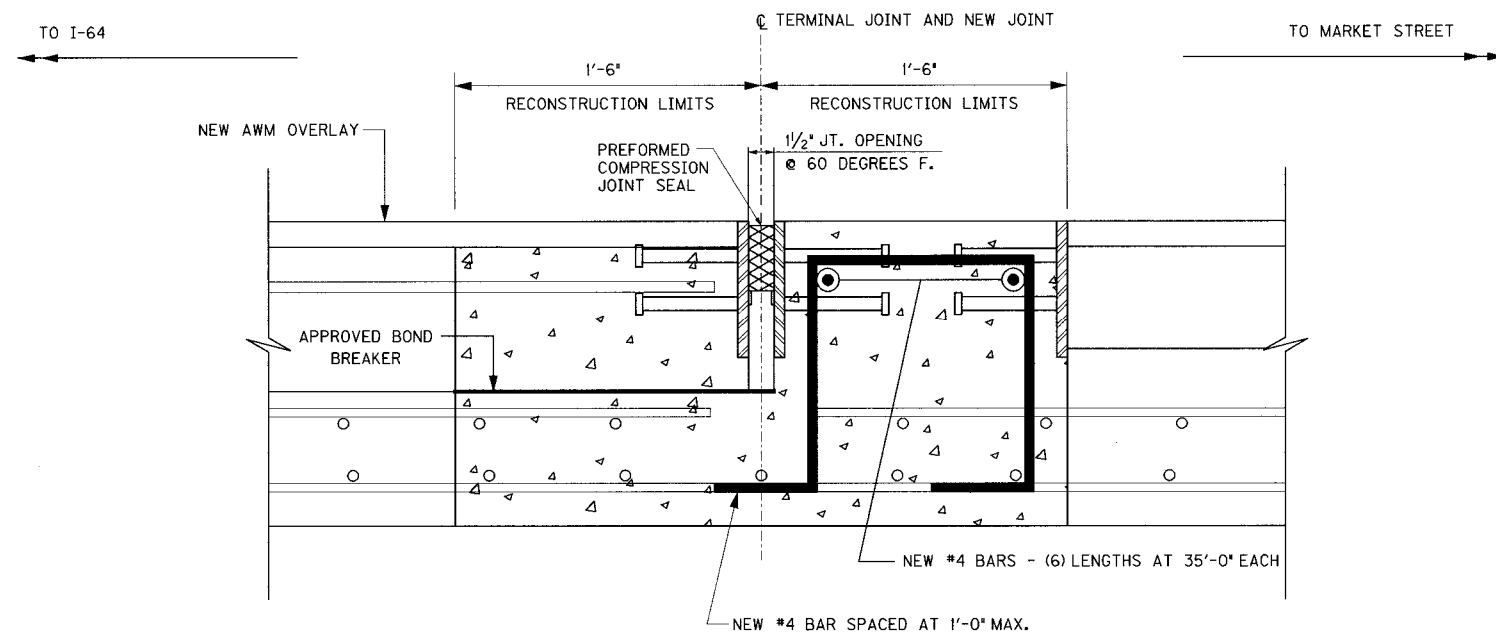
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SHEET LOCATION: LAY



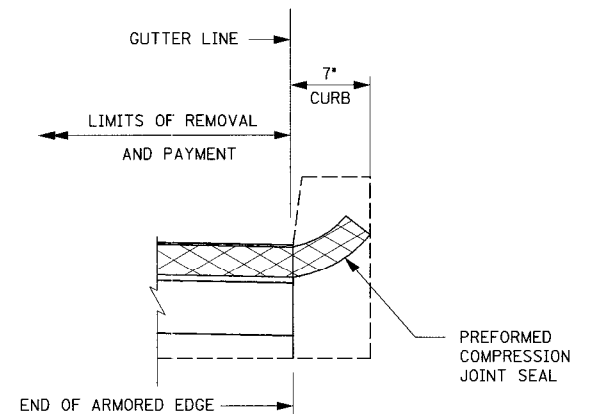
EXISTING TERMINAL JOINT – 9TH STREET RAMPS 1 AND 2A AT MARKET STREET



EXISTING TERMINAL JOINT – REMOVAL



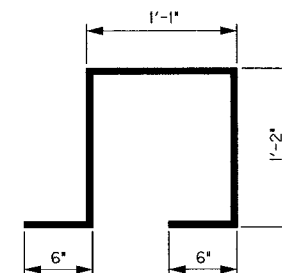
JOINT RECONSTRUCTION



SECTION THROUGH CURB

NOTES:

1. REMOVAL AND REPLACEMENT OF EXISTING CURB(S) TO FACILITATE RECONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE BID "TERMINAL JOINT RECONSTRUCTION – 9TH ST AT MARKET ST".
2. SEE SPECIAL NOTE FOR EXPANSION DAM RECONSTRUCTION AND/OR INSTALLING ARMORED EDGES.
3. TOP OF NEW JOINT ASSEMBLY SHALL MATCH THE EXISTING PROFILE. THE SLOPE SHALL MATCH THE EXISTING SLOPE. SEE ROADWAY PLANS FOR EDGE KEY DETAIL AT EXPANSION JOINT.
4. PLACE APPROVED BOND BREAKER BETWEEN THE CONTINUOUSLY REINFORCED CONCRETE PAVEMENT AND THE SLEEPER SLAB.
5. EXISTING DETAILS SHOWN BASED ON ORIGINAL PLANS STANDARD DRAWING RPC-020. ACTUAL CONDITIONS MAY VARY.
6. WORK THIS SHEET WITH STANDARD DRAWING BJE-001-II, AS APPLICABLE.
7. ESTIMATED QUANTITIES: CLASS M CONCRETE = 15.5 CYS, STEEL REINFORCEMENT = 340 LBS, JOINT LENGTH = 92.5 LF



#4 BAR X 3'-3"
(QUANTITY = 92)

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	9TH ST RAMPS 1 AND 2A AT MARKET ST	
TERMINAL JOINT RECONSTRUCTION		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		F27
DRAWING NO.		26144

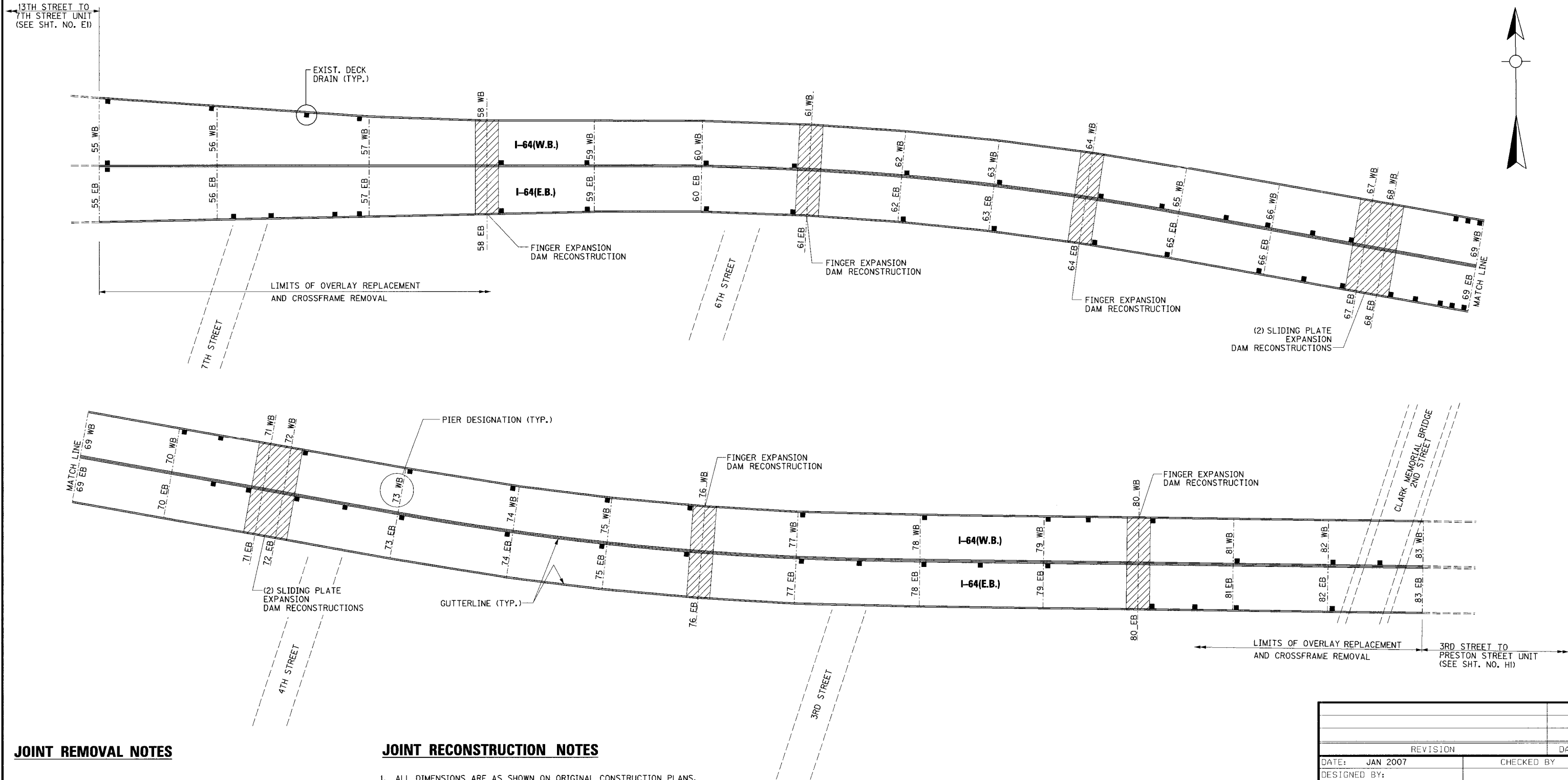
ITEM NUMBER
5-73.00

FILE NAME: ...\\layout sheets\\layouts.dgn

USERNAME: CBS

DATE: 2/1/2007

SHEET LOCATION: LAY



JOINT REMOVAL NOTES

1. THE SHEAR CONNECTORS ON THE GIRDERS AND PIER GIRDERS SHALL BE LEFT IN PLACE TO BE EMBEDDED INTO THE NEW CONCRETE. SEE GENERAL NOTES.
2. THE EXISTING LONGITUDINAL BARS IN THE SLAB, FASCIA AND MEDIAN SHALL BE EXPOSED 6" MINIMUM OR LONGER AS NEEDED FOR A MECHANICAL SPLICE. SEE GENERAL NOTES.

JOINT RECONSTRUCTION NOTES

1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. *TOP OF EXISTING SLAB*, WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4" ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4" ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

ITEM NUMBER
5-73.00

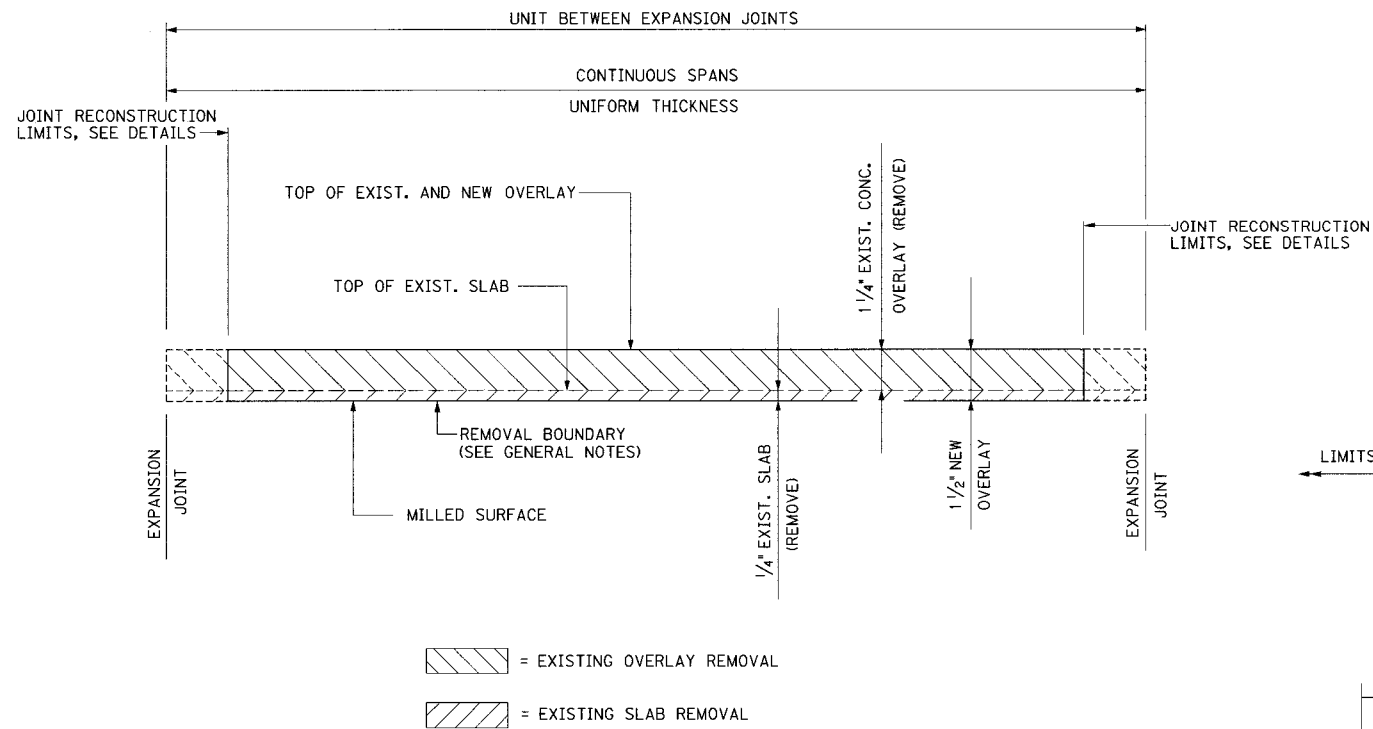
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. G1
		DRAWING NO. 26144

FILE NAME: ...Overlay\Overlay_Details.dgn

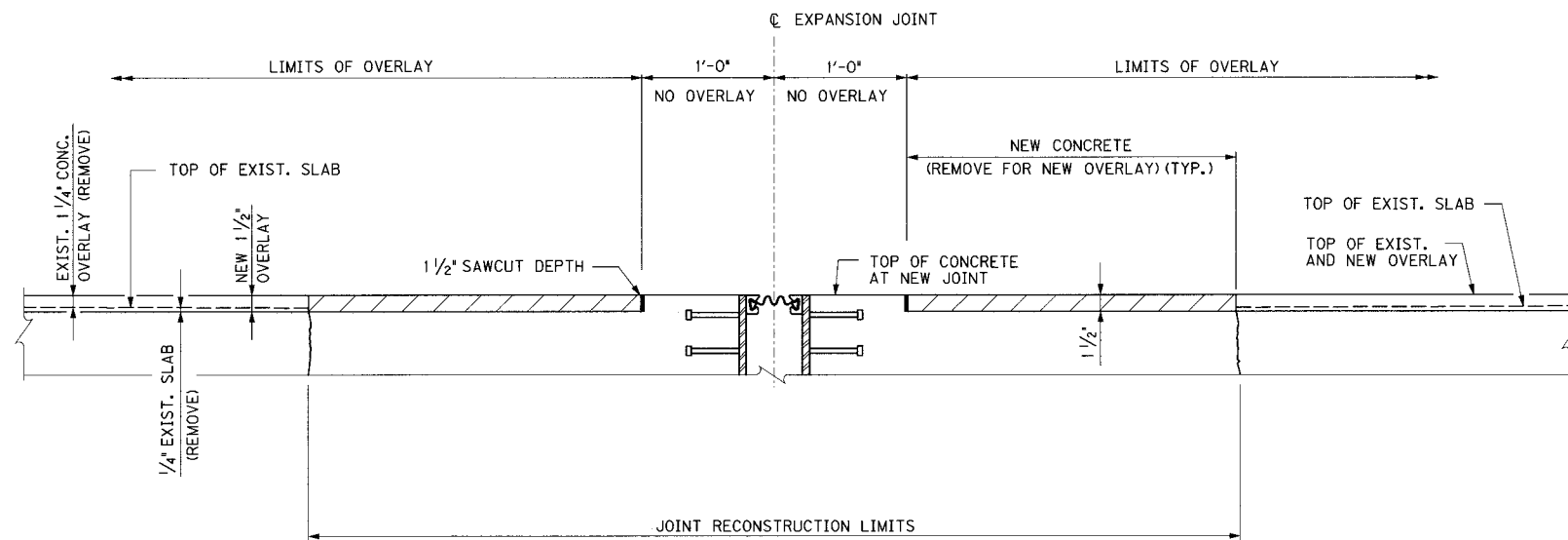
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DATE: 2/5/2007

SHEET LOCATION: LAY



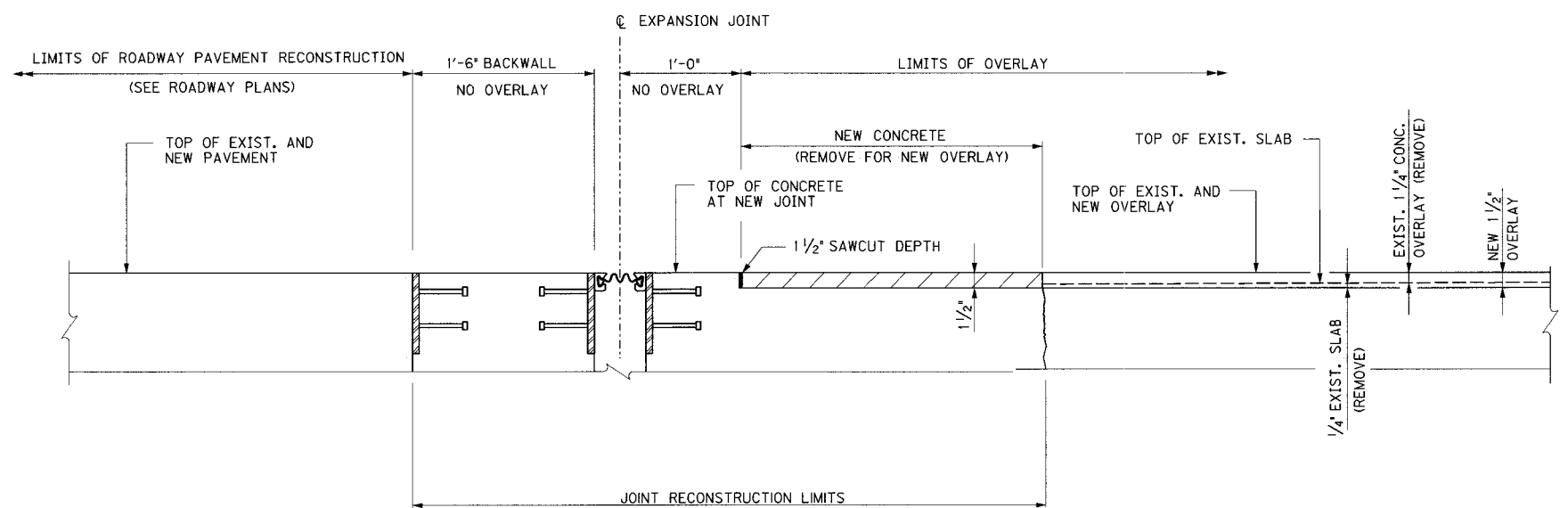
EXISTING AND NEW OVERLAY PROFILE



OVERLAY DETAILS AT EXPANSION JOINT - PIERS

OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.

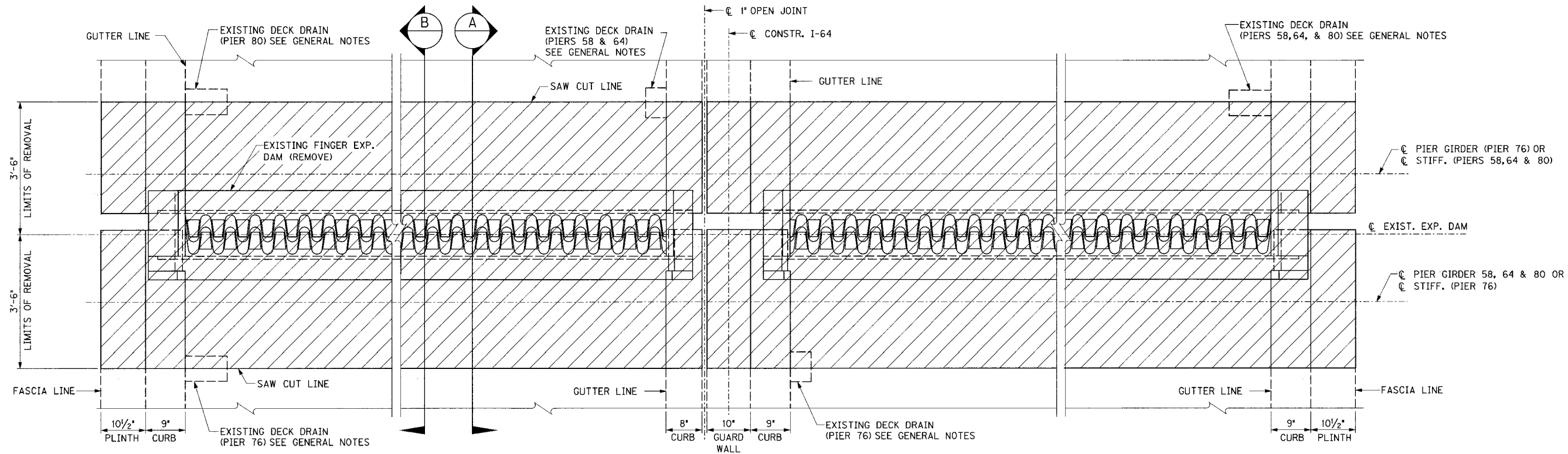


OVERLAY DETAILS AT EXPANSION JOINT - END BENTS

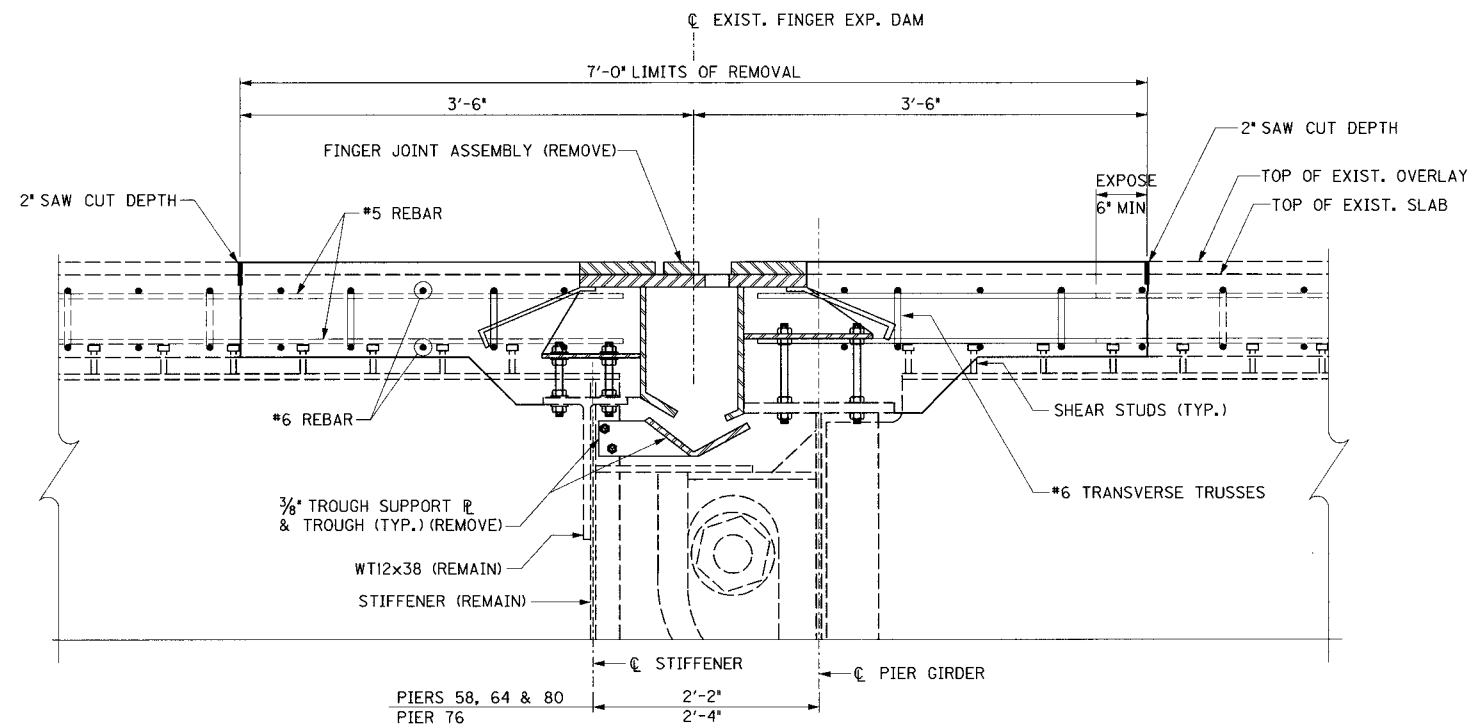
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
OVERLAY DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. G2
DRAWING NO. 26144		

ITEM NUMBER
5-73.00

FILE NAME: sssdesignsfiles\$specification\$\$\$
USER NAME: sssplottedby\$\$\$
DATE: sssDATE\$\$\$
SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

PIERS 58, 64 & 80

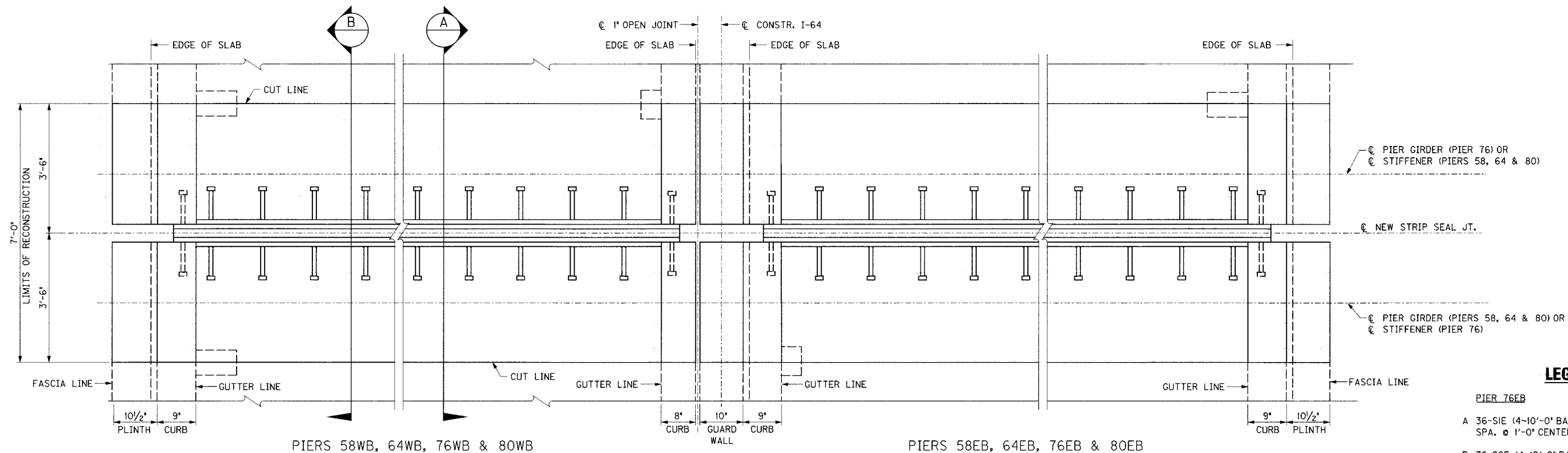
SECTION "B"

PIER 76

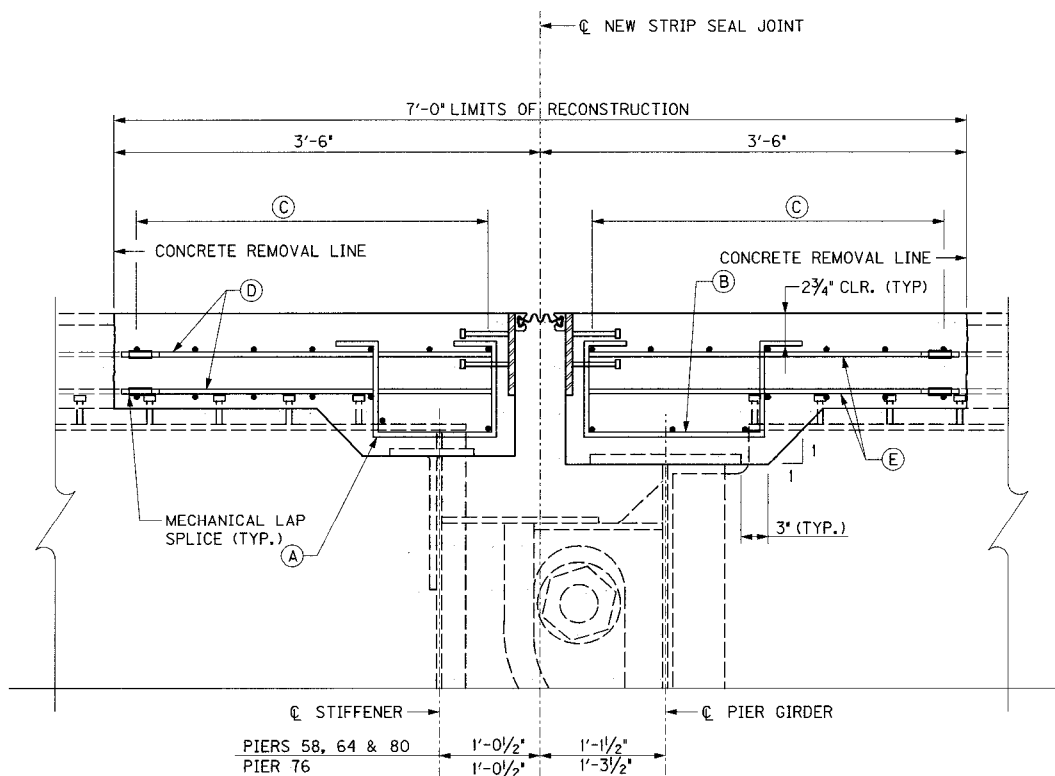
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET		
PIERS 58, 64, 76 & 80			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF 199		G3	
		DRAWING NO. 26144	

ITEM NUMBER

5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

PIERS 58, 64 & 80

SECTION "B"

PIER 76

LEGEND

PIER 58WB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S2E (1~6'-0" BAY WITH 5;
1~4'-0" BAY WITH 3;
3~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 133-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 64WB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S2E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 58EB

- A 38-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 37-S3E (1~6'-3 3/8" BAY WITH 5;
1~6'-3 3/4" BAY WITH 3;
3~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S8E @ 5 3/4" (TOP)
7-S8E (BOTT) LOCATE AS SHOWN
- D 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 124-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 64EB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S4E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 76WB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S5E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 80WB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S3E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

LEGEND

PIER 76EB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S6E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 80EB

- A 36-S1E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S3E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- E 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	7TH STREET TO 2ND STREET	
PIERS 58, 64, 76 & 80		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		G4
		DRAWING NO.
		26144

ITEM NUMBER

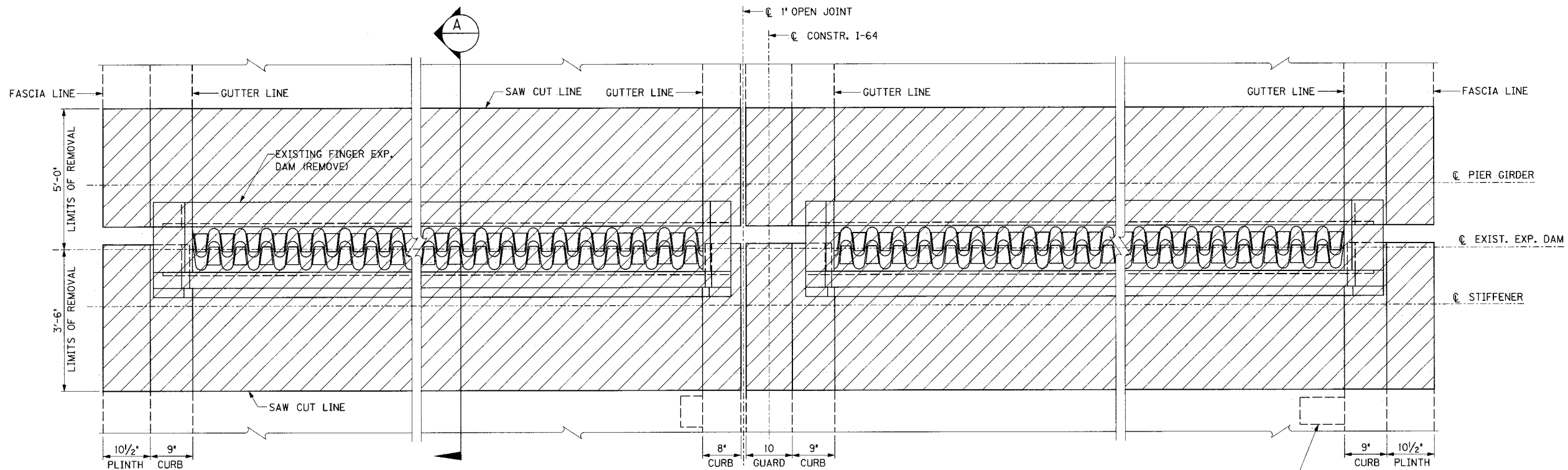
5-73.00

FILE NAME: ...\\2nd to 7th\\Pier 61.dgn

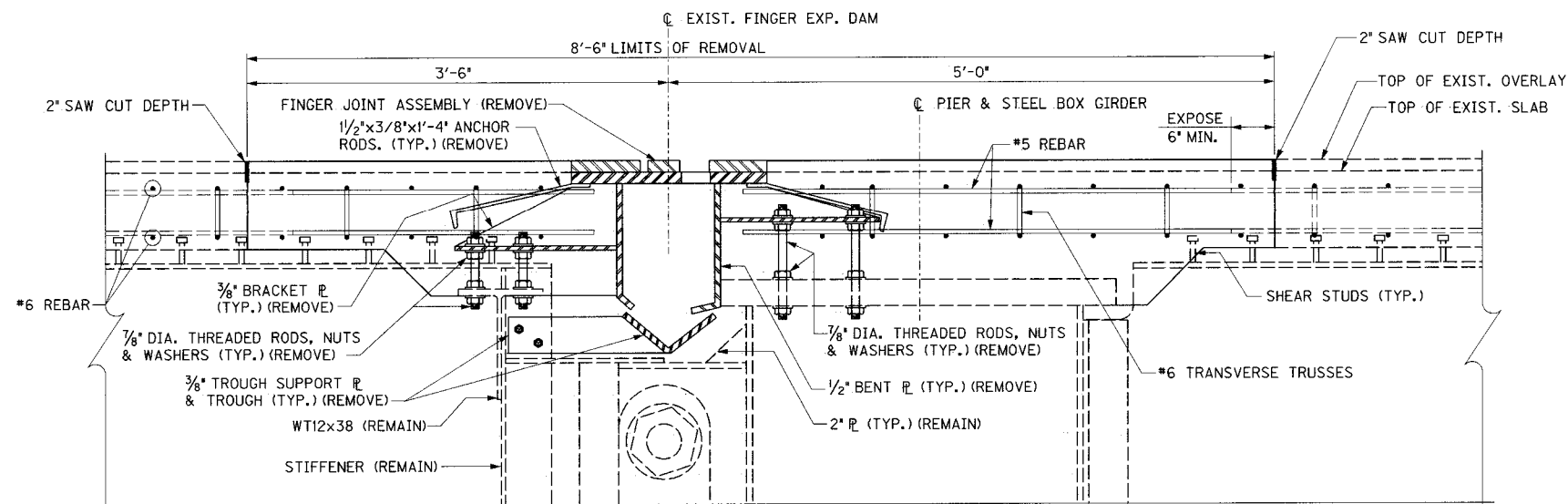
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	7TH STREET TO 2ND STREET	
PIER 61		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		G5
		DRAWING NO.
		26144

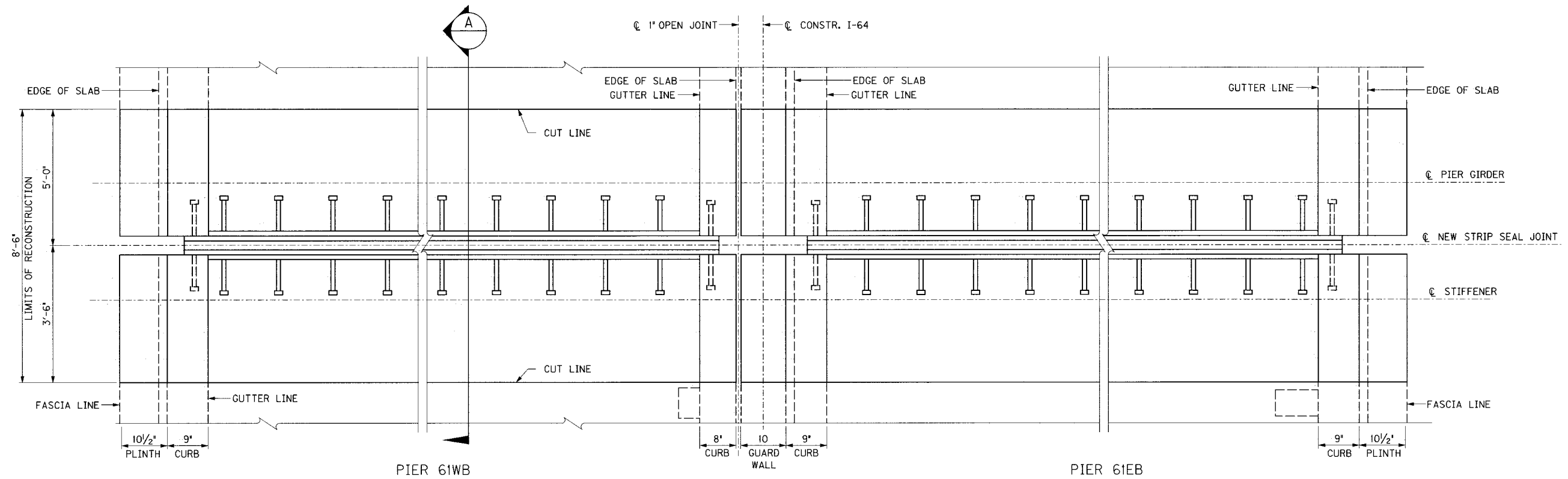
ITEM NUMBER
5-73.00

FILE NAME: ...2nd to 7th\Pier 61.dgn

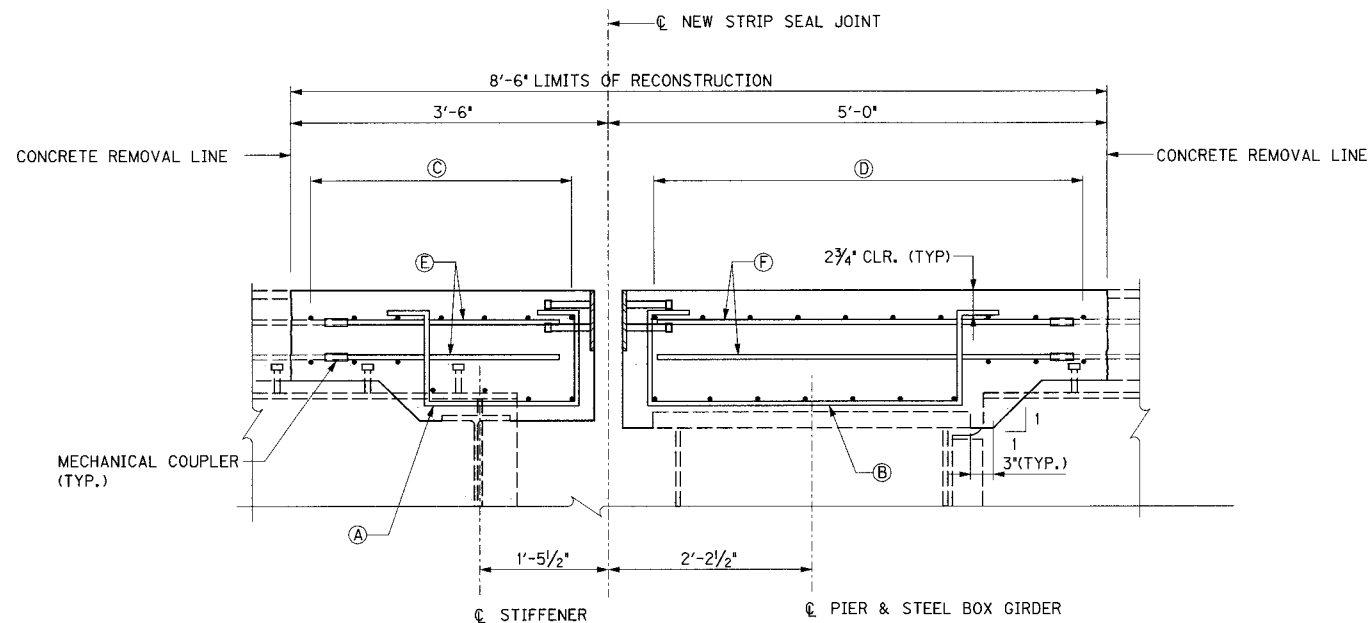
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

PIER 61WB

- A 36-S10E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S11E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 10-S7E @ 5 3/4" (TOP)
10-S7E (BOTT) LOCATE AS SHOWN
- E 109-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 109-S13E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 61EB

- A 36-S10E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S12E (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S7E @ 5 3/4" (TOP)
7-S7E (BOTT) LOCATE AS SHOWN
- D 10-S7E @ 5 3/4" (TOP)
10-S7E (BOTT) LOCATE AS SHOWN
- E 108-S9E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 108-S13E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

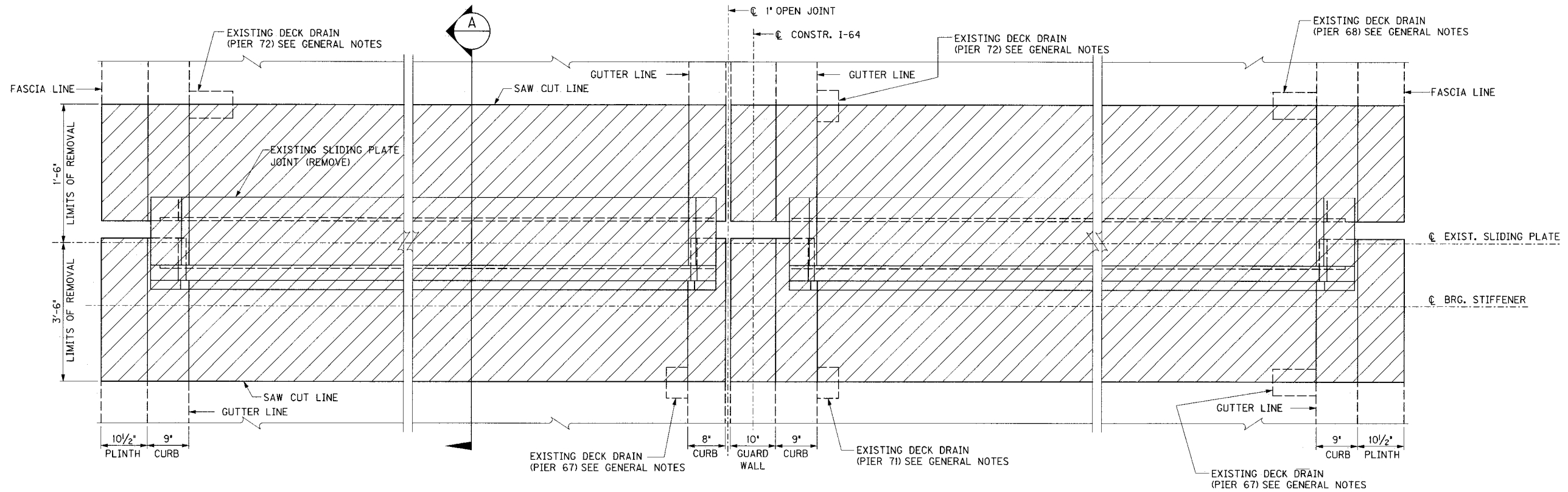
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		MJD
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
PIER 61		
ITEM NUMBER 5-73.00		PREPARED BY PARSONS BRINCKERHOFF
		SHEET NO. G6 DRAWING NO. 26144

FILE NAME: ... \Piers 67, 68, 71, 72.dgn

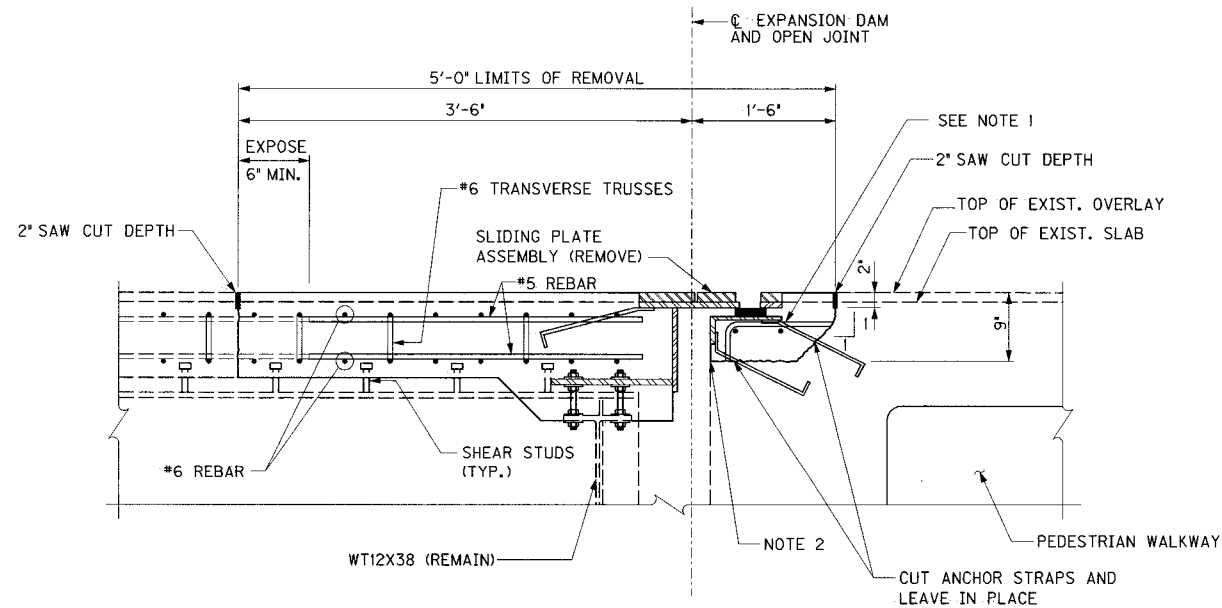
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

PIERS 67 & 71 SHOWN; PIERS 68 & 72 OPPOSITE HAND

NOTES

1. EXISTING REINFORCING IN PEDESTRIAN WALKWAY SHALL REMAIN. CONTRACTOR SHALL ENSURE REINFORCING IS NOT DAMAGED DURING REMOVAL OF CONCRETE. REINFORCING SHALL BE CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.
2. SAW CUT 2" BELOW EXISTING ARMORED EDGE ANGLE.
3. CONTRACTOR SHALL EVALUATE THE NEED FOR TEMPORARY SHORING OF ROADWAY SLAB ABOVE PEDESTRIAN WALKWAY DURING JOINT REMOVAL AND RECONSTRUCTION.

REVISION		DATE
DATE: JAN 2007	DESIGNED BY:	CHECKED BY:
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
PIERS 67, 68, 71 & 72		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. G7
DRAWING NO. 26144		

ITEM NUMBER

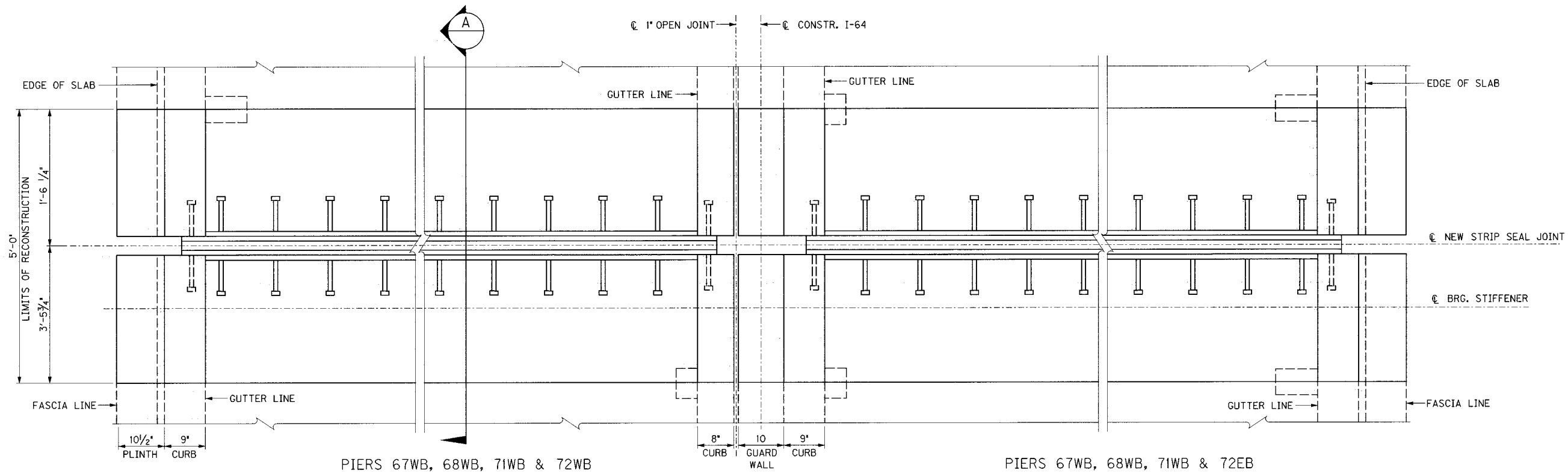
5-73.00

FILE NAME: ... \Piers 67, 68, 71, 72.dgn

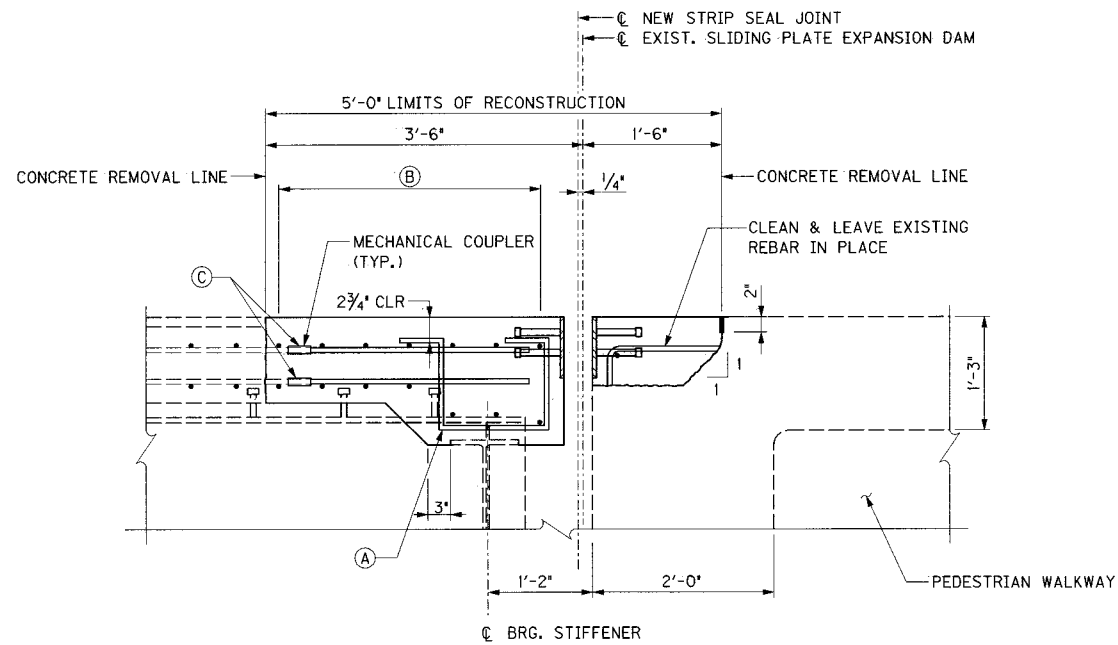
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

PIERS 67 & 71 SHOWN; PIERS 68 & 72 OPPOSITE HAND

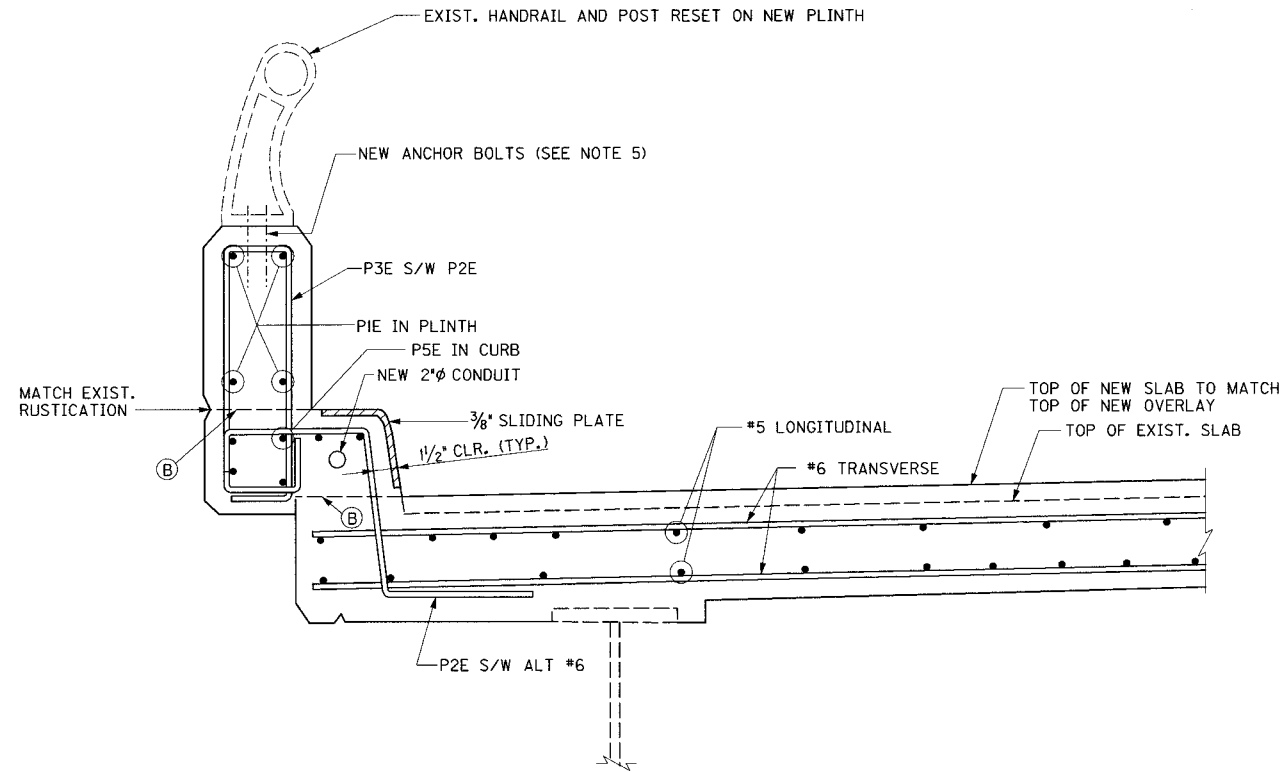
LEGEND

- A 36-S1E (WB & EB) (4~10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 7-S1E @ 5 3/4" (TOP) (WB & EB)
7-S1E (BOTT) LOCATE AS SHOWN (WB & EB)
- C 109-S9E (WB) (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
108-S9E (EB) (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

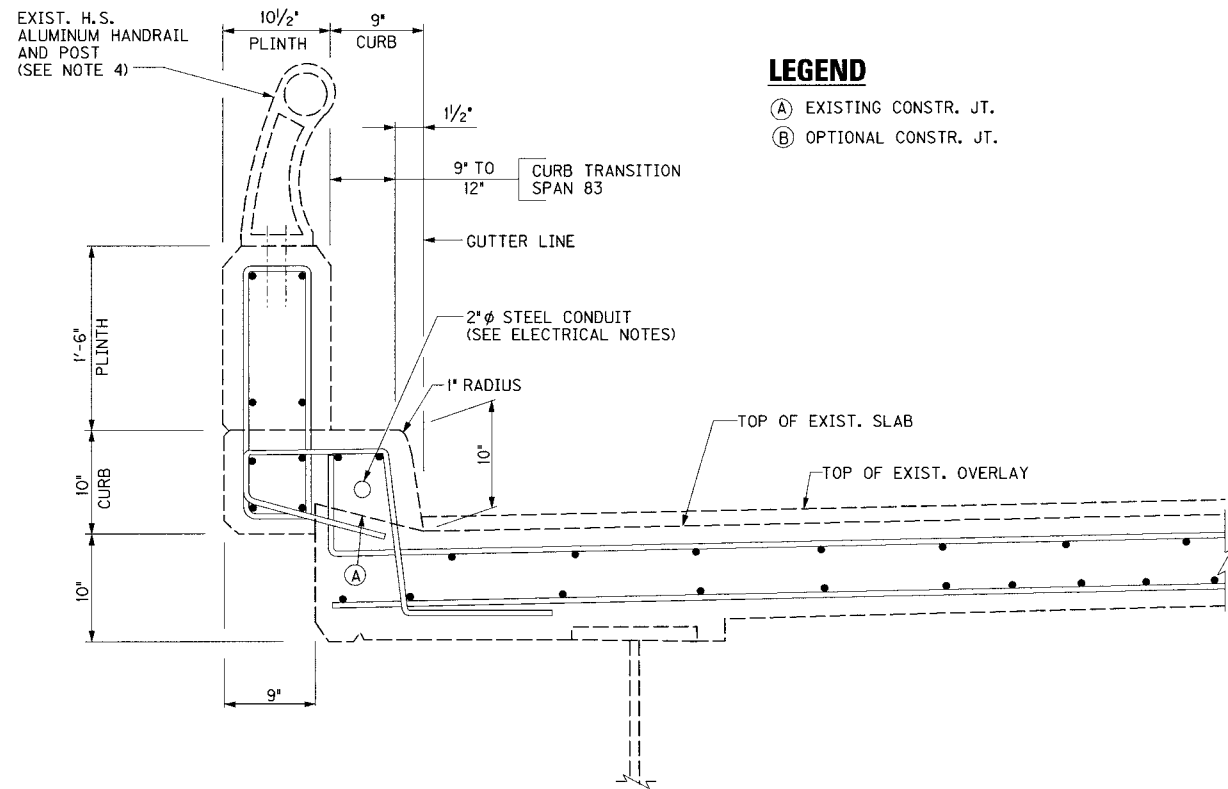
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		7TH STREET TO 2ND STREET	
PIERS 67, 68, 71 & 72			
PREPARED BY			
 PARSONS BRINCKERHOFF			
		SHEET NO.	
		G8	
		DRAWING NO.	
		26144	

ITEM NUMBER
5-73.00

SHEET LOCATION: LAY
DATE: 11/14/07
USER: jay
FILE: 5-73.00



FASCIA RECONSTRUCTION TYPICAL SECTION



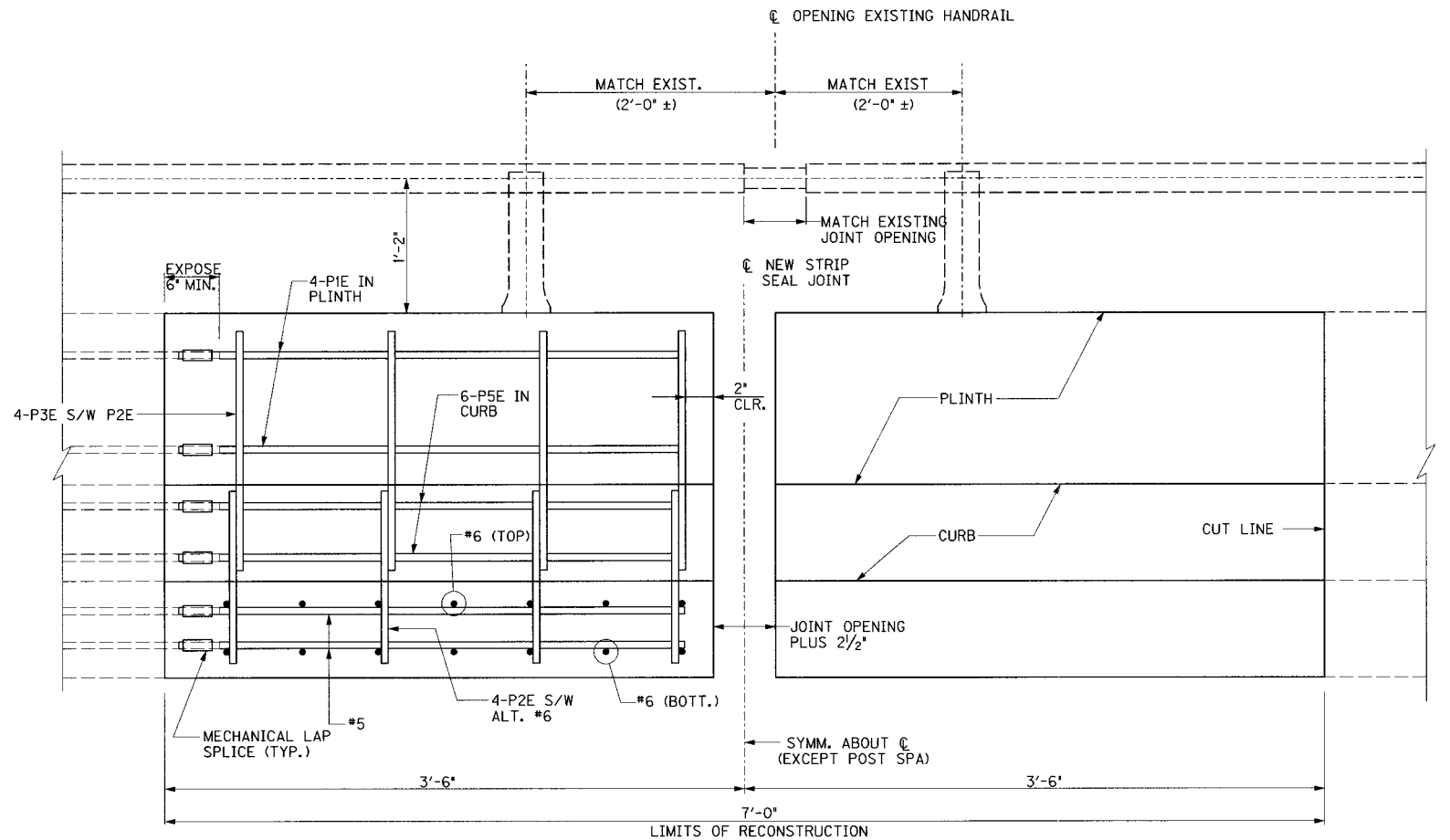
EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET G2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.



FASCIA RECONSTRUCTION ELEVATION

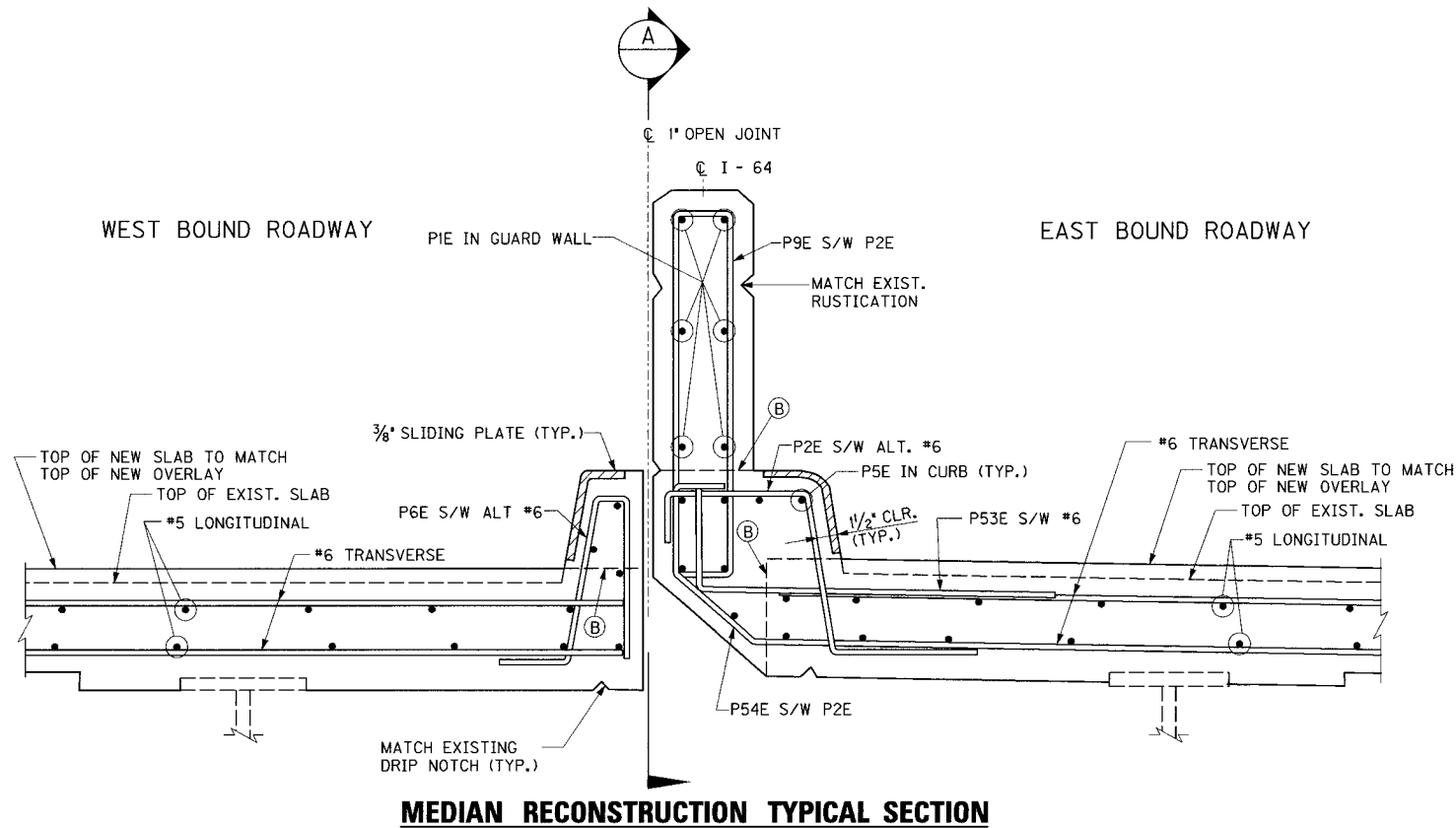
PIERS 58, 64, 76 & 80

ITEM NUMBER

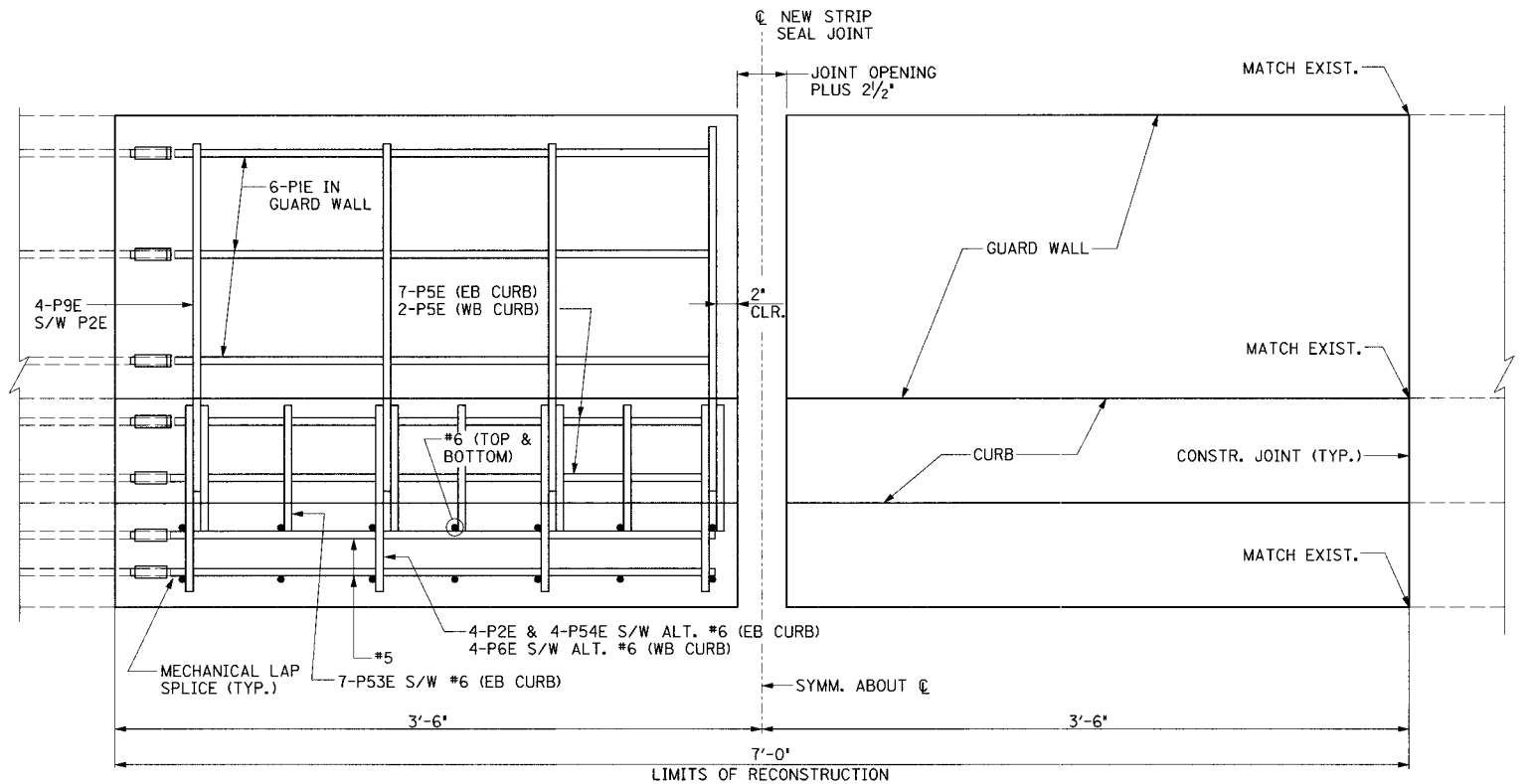
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
FASCIA DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO.  DRAWING NO. 26144

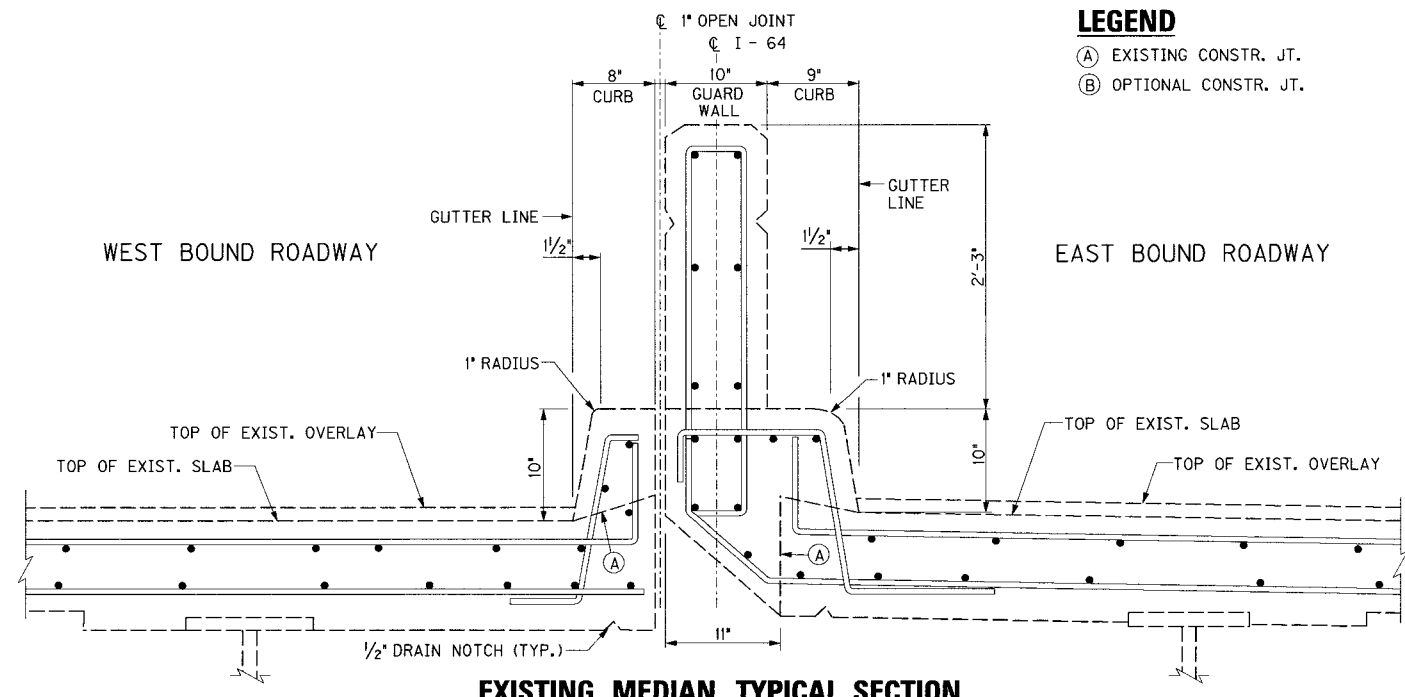
FILE NAME: \$\$\$design\$\$\$specifications\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A



EXISTING MEDIAN TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL CONSTR. JT.

NOTES

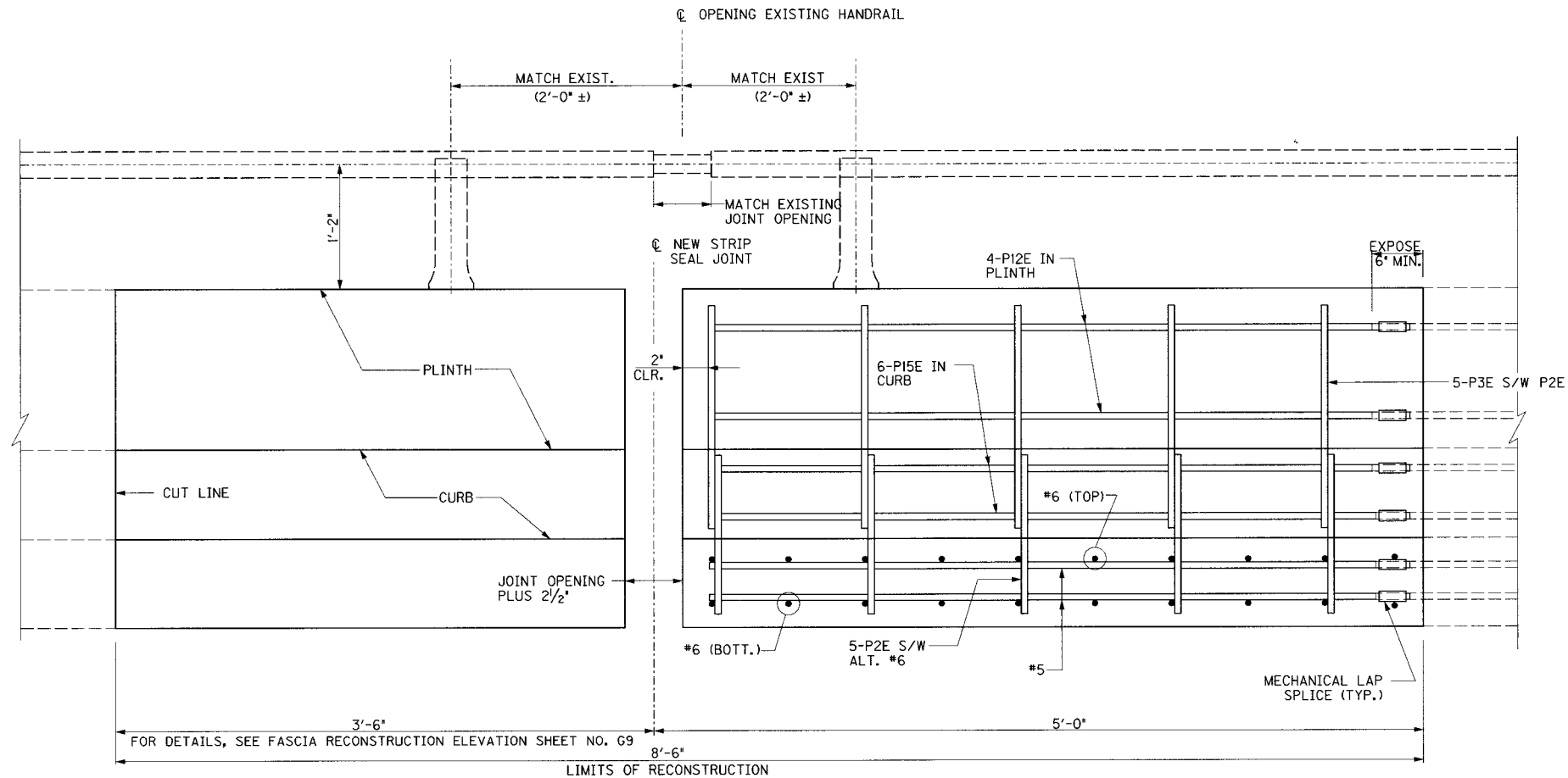
- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET G2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	7TH STREET TO 2ND STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		G10
		DRAWING NO.
		26144

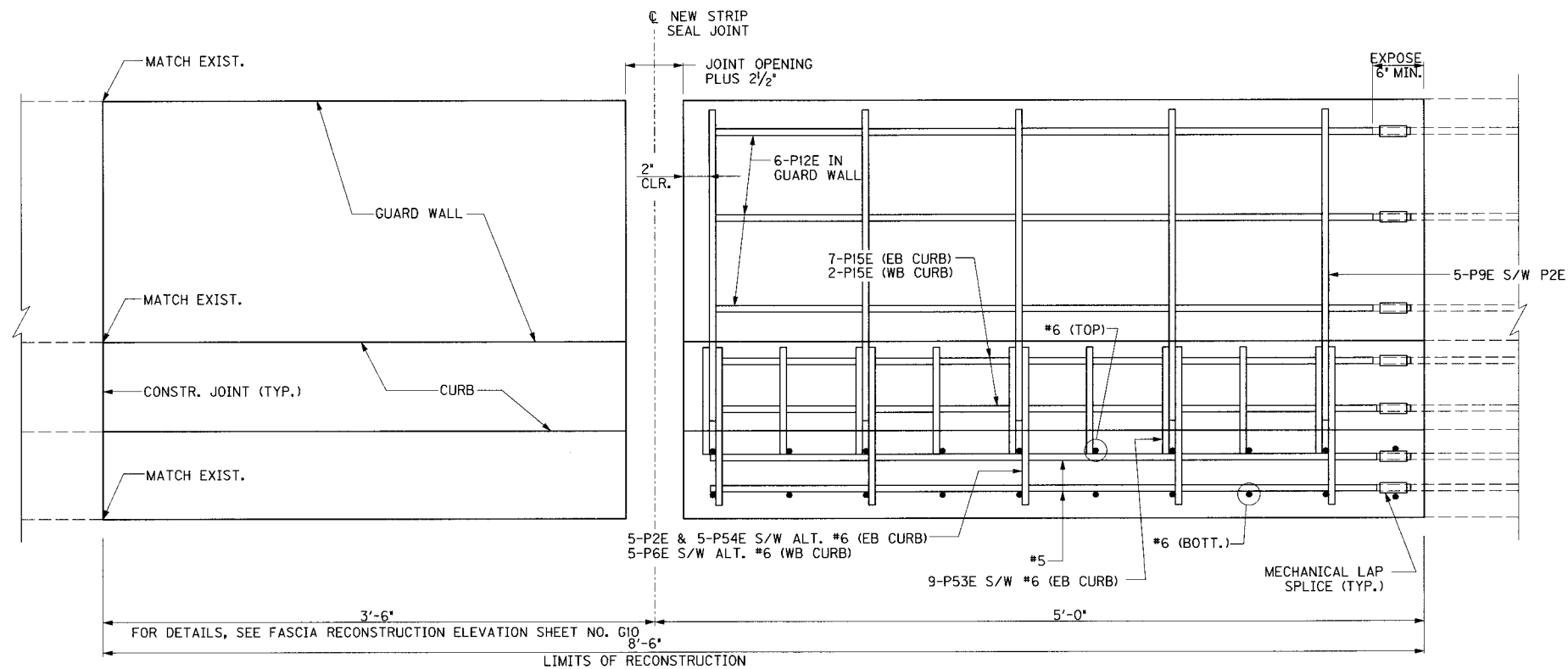
PIERS 58, 64, 76 & 80

ITEM NUMBER
5-73.00

SHEET LOCATION: LAY DATE: \$\$\$DATE\$\$\$ USERNAME: \$\$\$plottedby\$\$\$ FILE NAME: \$\$\$designfile\$\$\$specification\$\$\$



FASCIA RECONSTRUCTION ELEVATION



MEDIAN RECONSTRUCTION ELEVATION - VIEW A

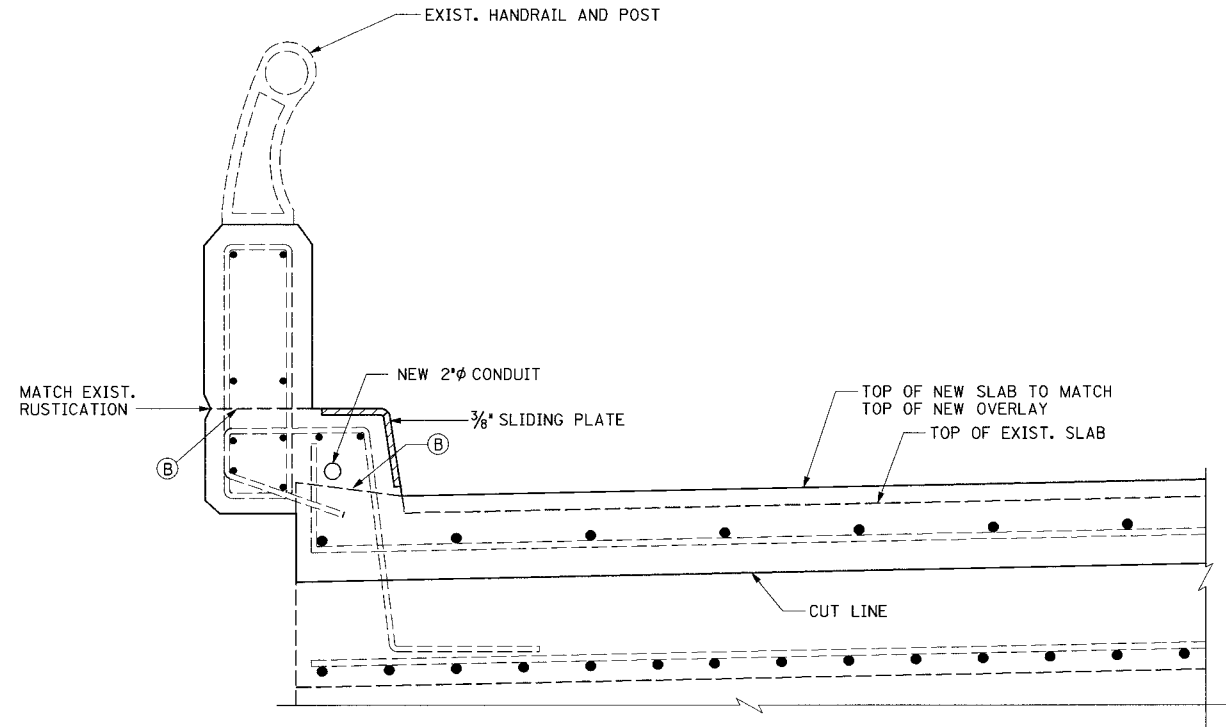
NOTES

1. FOR EXISTING FASCIA TYPICAL SECTION AND FASCIA RECONSTRUCTION SECTION, SEE SHEET NO. G9.
2. FOR EXISTING MEDIAN TYPICAL SECTION AND MEDIAN RECONSTRUCTION SECTION, SEE SHEET NO. G10.

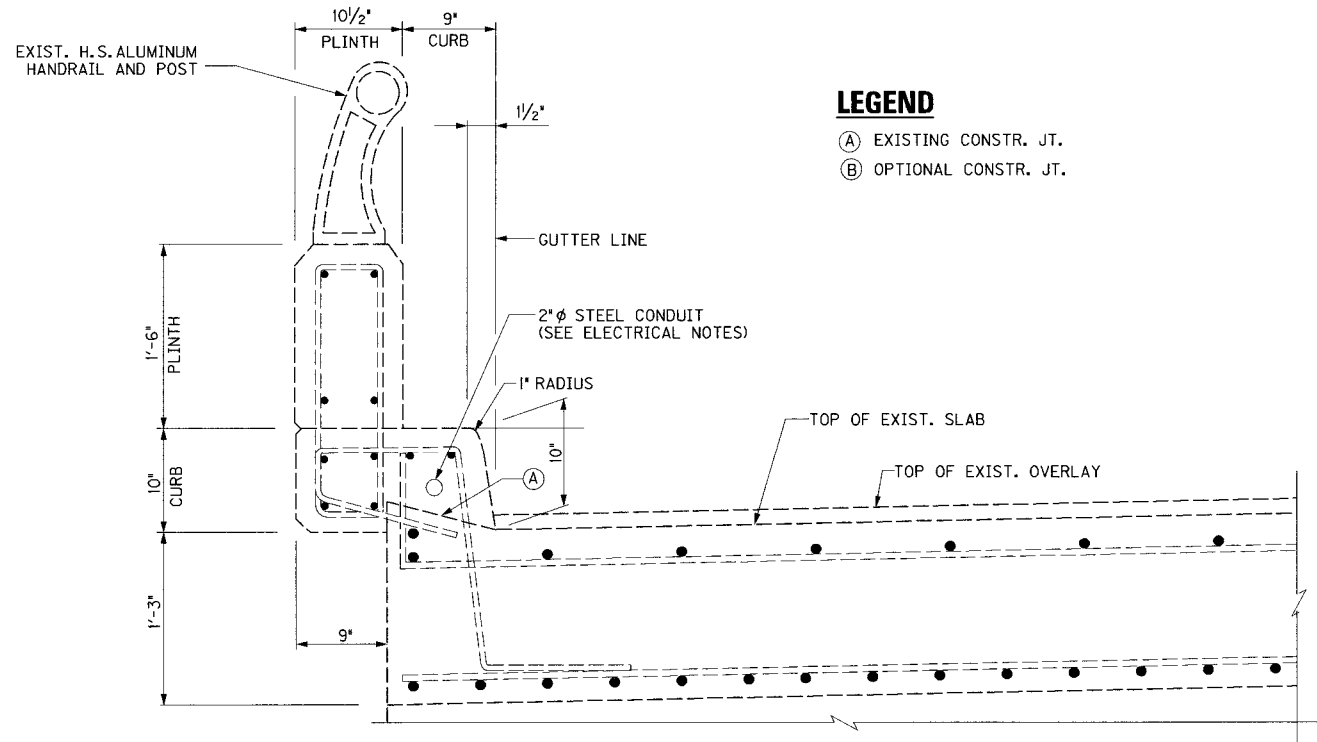
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	7TH STREET TO 2ND STREET	
FASCIA & MEDIAN DETAILS-PIER 61		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		G11
		DRAWING NO.
		26144

ITEM NUMBER
5-73.00

FILE NAME: \$\$\$designfile\$\$\$specification\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



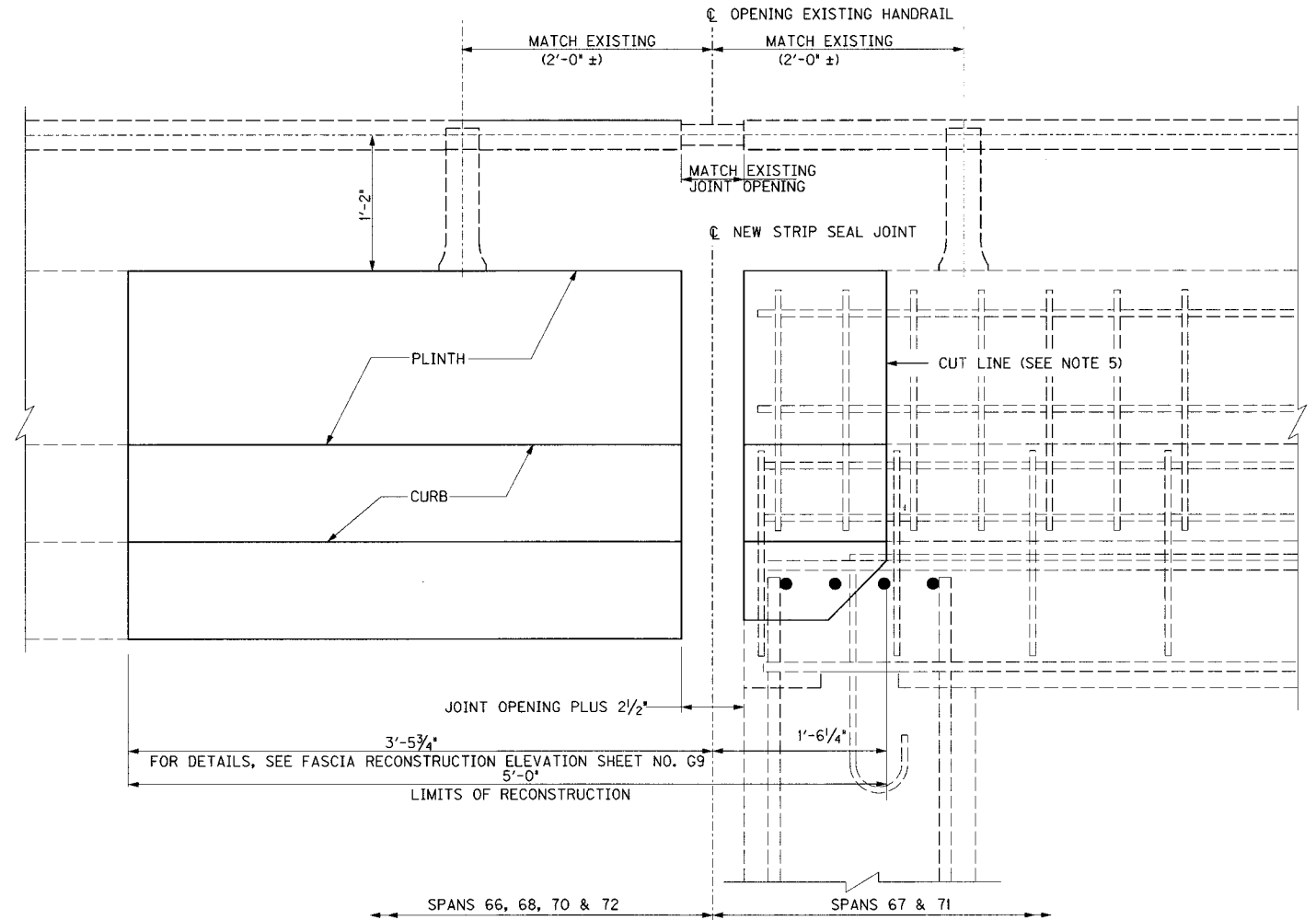
FASCIA RECONSTRUCTION SECTION
(PEDESTRIAN WALKWAY)



EXISTING FASCIA TYPICAL SECTION
(PEDESTRIAN WALKWAY)

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET G2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
- THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
- REMOVE THE PEDESTRIAN WALKWAY CONCRETE SO AS TO LEAVE THE EXISTING REINFORCEMENT UNDAMAGED. THE EXISTING REINFORCEMENT SHALL BE CLEANED AND STRAIGHTENED FOR REUSE IN THE NEW CONCRETE.

PIERS 67, 68, 71 & 72

ITEM NUMBER

5-73.00

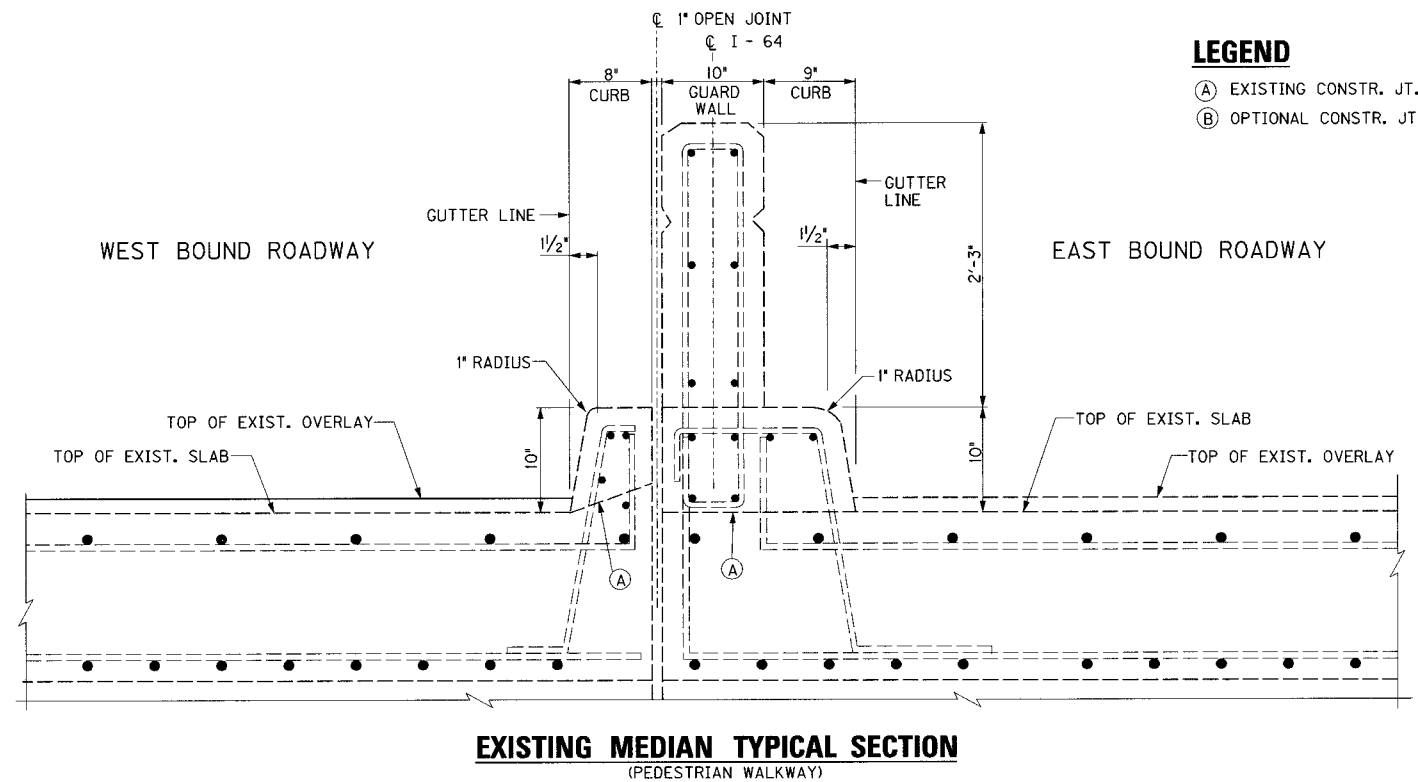
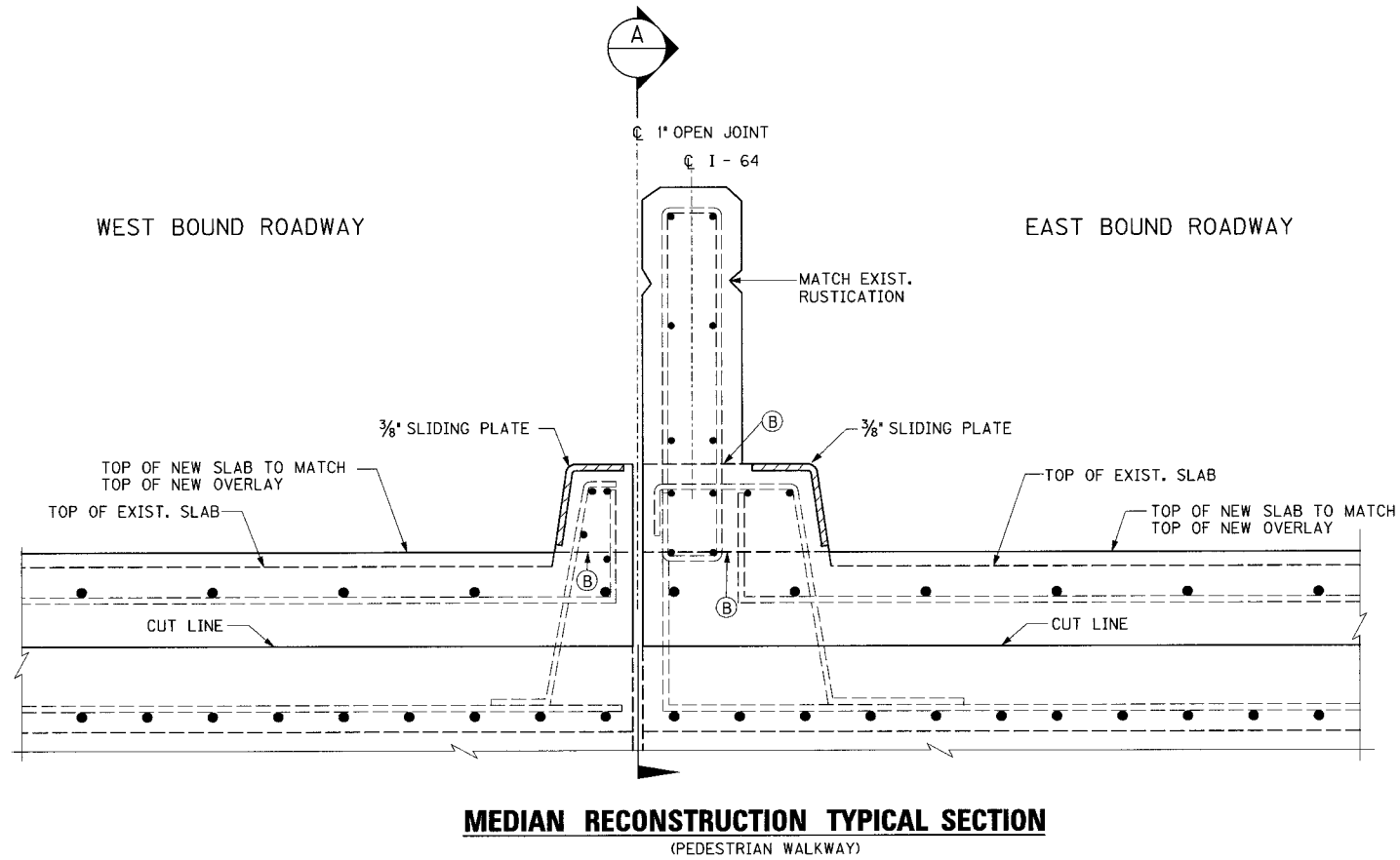
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
FASCIA DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. G12
		DRAWING NO. 26144

FILE NAME: ...7th to 2nd fascia-median .dgn

USERNAME: CBS

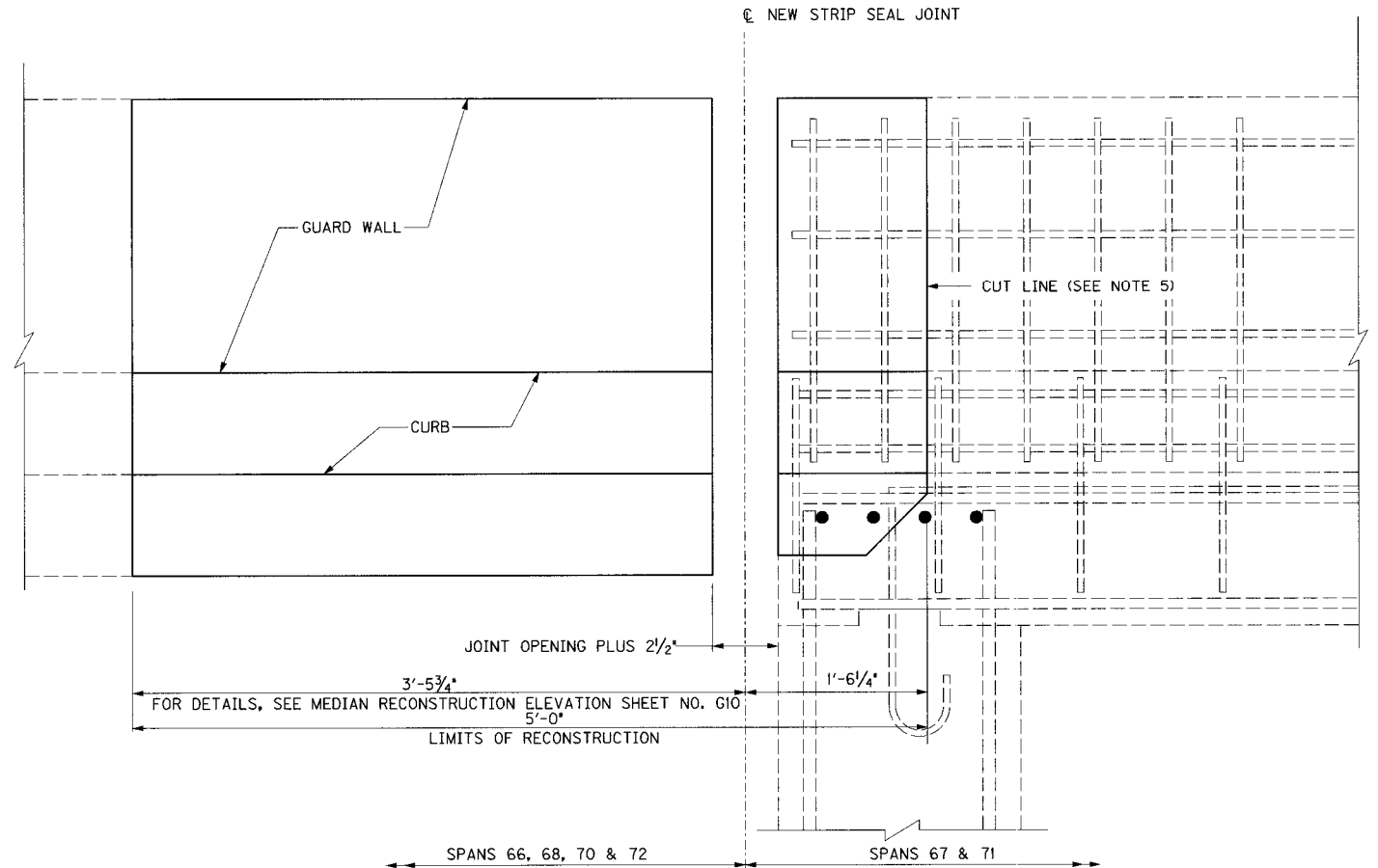
DATE: 1/31/2007

SHEET LOCATION: LAY



LEGEND

- (A) EXISTING CONSTR. JT.
- (B) OPTIONAL CONSTR. JT.



NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING MEDIAN DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET G2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. REMOVE THE PEDESTRIAN WALKWAY CONCRETE SO AS TO LEAVE THE EXISTING REINFORCEMENT UNHARMED. THE EXISTING REINFORCEMENT SHALL BE CLEANED AND STRAIGHTENED FOR REUSE IN THE NEW CONCRETE.

PIERS 67, 68, 71 & 72

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	7TH STREET TO 2ND STREET	
MEDIAN DETAILS		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		G13
		DRAWING NO.
		26144

FILE NAME: ...\\2nd to 7th Bar Schedule.dgn

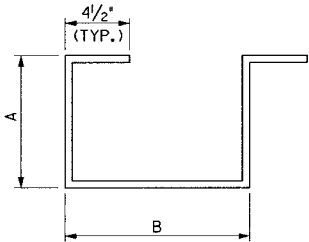
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DATE: 1/31/2007

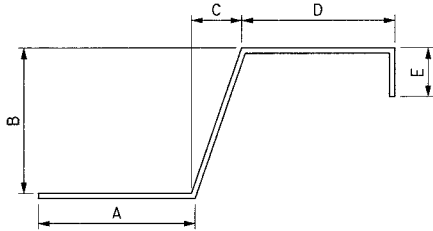
SHEET LOCATION: DETAILS

BILL OF REINFORCEMENT																																			
EPOXY COATED REINFORCING STEEL																																			
MARK	SIZE	TYPE	LENGTH		LOCATION	A		B		C		D		E		NUMBER OF BARS																TOTAL			
																PIER 58		PIER 61		PIER 64		PIER 67		PIER 68		PIER 71		PIER 72		PIER 76			PIER 80		
			FT.	IN.		FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB				
S1E	#4	1s	3	7	HAUNCH	0	9/2	1	3							36	38					36	36												578
S2E	#4	1s	3	3	HAUNCH	0	5/2	1	7							35					36													71	
S3E	#4	1s	3	5	HAUNCH	0	6/2	1	7								37														36	36		109	
S4E	#4	1s	3	10	HAUNCH	0	9	1	7												36													36	
S5E	#4	1s	4	0	HAUNCH	0	8	1	11																						36			36	
S6E	#4	1s	3	5	HAUNCH	0	4/2	1	11																							36		36	
S7E	#6	STR	45	6	SLAB											28		34	34	28	28	14	14	14	14	14	14	14	14	28	28	28	28	376	
S8E	#6	STR	47	10	SLAB												28																	28	
S9E	#5	STR	3	0	SLAB											242	232	109	108	218	216	109	108	109	108	109	108	109	108	218	216	218	216	2861	
S10E	#4	1s	4	0	HAUNCH	0	9/2	1	8									36	36														72		
S11E	#4	1s	5	4	HAUNCH	0	5	3	9									36															36		
S12E	#4	1s	5	11	HAUNCH	0	8/2	3	9										36														36		
S13E	#5	STR	4	6	SLAB													109	108															217	
PIE	#4	STR	3	0	PLINTH & WALL											8	20	4	10	8	20	4	10	4	10	4	10	8	20	8	20		182		
P2E	#6	6	4	6	CURB	1	6	1	3/2	0	1/2	1	2/2	0	6	8	16	9	18	8	16	4	8	4	8	4	8	8	16	8	16		171		
P3E	#5	8s	6	5	PLINTH & WALL	0	7/2	2	1							8	8	9	9	8	8	4	4	4	4	4	4	8	8	8	8		114		
P4E					NOT USED																														
P5E	#5	STR	3	0	CURB											16	26	8	13	16	26	8	13	8	13	8	13	16	26	16	26		273		
P6E	#5	11s	4	2	CURB	1	3	1	3/2	0	1/2	0	3/4			8		9		8		4		4		4		8		8			57		
P7E-P8E					NOT USED																														
P9E	#5	8s	7	10	GUARD WALL	0	7	2	10								8		9		8		4		4		4		8		8		57		
P10E-P11E					NOT USED																														
P12E	#4	STR	4	6	PLINTH & WALL													4	10														14		
P13E-P14E					NOT USED																														
P15E	#5	STR	4	6	CURB													8	13														21		
P16E-P52E					NOT USED																														
P53E	#6	16	4	6	CURB												14		16		14		7		7		7		14		14		100		
P54E	#5	12s	3	4	CURB	0	6	0	9/2	0	9/2	1	3				8		9		8		4		4		4		8		8		57		

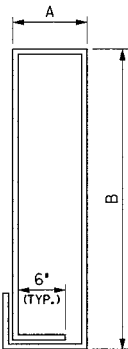
ESTIMATE OF QUANTITIES																				
BID ITEM	PIER 58		PIER 61		PIER 64		PIER 67		PIER 68		PIER 71		PIER 72		PIER 76		PIER 80		TOTAL	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB		
EXPANSION JOINT RECONSTRUCTION (LF)	44.4	46.7	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	801.5	
ITEMS INCIDENTAL TO EXP. JT. RECONSTRUCTION:																				
CONCRETE, CLASS M (CY)	12	14	15	18	12	14	8	9	8	9	8	9	8	9	13	13	12	13	204	
STEEL REINFORCEMENT, EPOXY COATED (LBS)	3050	3390	3650	3960	2970	3240	1490	1620	1490	1620	1490	1620	1490	1620	2990	3230	2980	3230	45130	
MECHANICAL COUPLERS (*4) (EA)	8	20	8	20	8	20	4	10	4	10	4	10	4	10	8	20	8	20	196	
MECHANICAL COUPLERS (*5) (EA)	258	258	234	242	234	242	117	121	117	121	117	121	117	121	234	242	234	242	3372	
STRIP SEAL EXPANSION JOINT (4 INCH) (LF)	44.4	46.7	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4	44.4					623.9	
STRIP SEAL EXPANSION JOINT (5 INCH) (LF)															44.4	44.4	44.4	44.4	177.6	



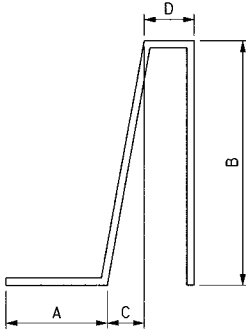
TYPE 1s



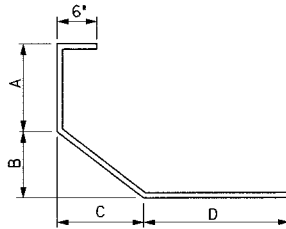
TYPE 6



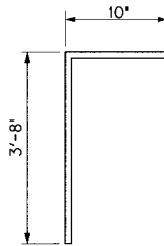
TYPE 8s



TYPE 11s



TYPE 12s



TYPE 16
P53E

ITEM NUMBER
5-73.00

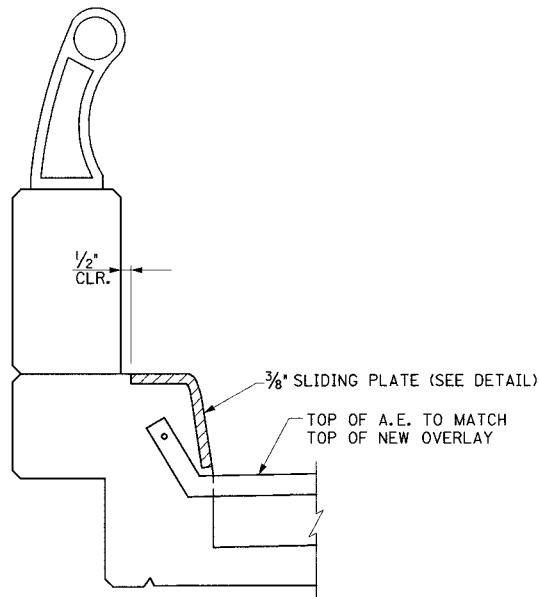
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
BILL OF REINFORCEMENT		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. G14
		DRAWING NO. 26144

FILE NAME: ...7th to 2nd fascia-median .dgn

USERNAME: CBS

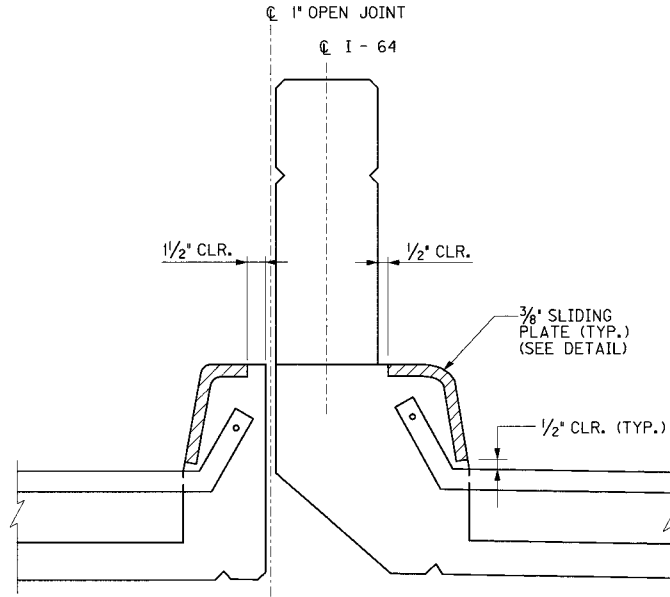
DATE: 1/31/2007

SHEET LOCATION: LAY



FASCIA RECONSTRUCTION TYPICAL SECTION

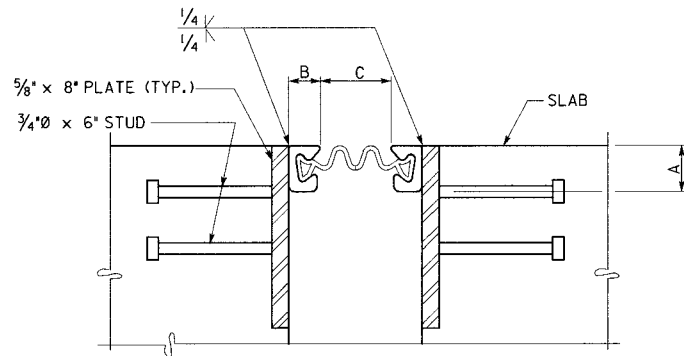
(LOOKING EAST)



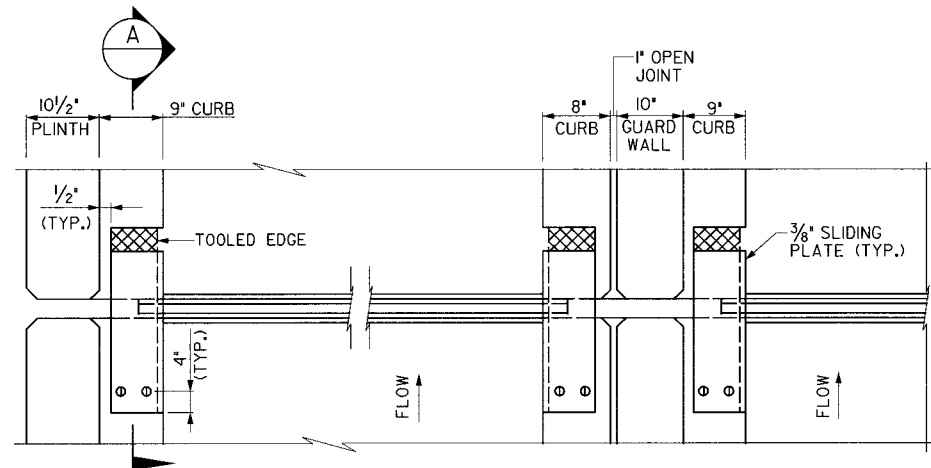
MEDIAN RECONSTRUCTION TYPICAL SECTION

(LOOKING EAST)

JOINT SETTING							
PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (I)	
		MIN	60 DEG F	MAX		WB	EB
58	4"	1/2"	2"	4 1/4"	1/4"	44'-4"	46'-7 3/8"
61	4"	1 1/4"	2"	3 1/8"	1/8"	44'-4"	44'-4"
64	4"	7/8"	2"	3 1/8"	3/16"	44'-4"	44'-4"
67	4"	1 1/4"	2"	3 1/8"	1/8"	44'-4"	44'-4"
68	4"	1 1/4"	2"	3 1/8"	1/8"	44'-4"	44'-4"
71	4"	1 5/8"	2"	2 9/16"	1/16"	44'-4"	44'-4"
72	4"	7/8"	2"	3 1/8"	3/16"	44'-4"	44'-4"
76	5"	5/8"	2 1/2"	5 5/16"	5/16"	44'-4"	44'-4"
80	5"	5/8"	2 1/2"	5 5/16"	5/16"	44'-4"	44'-4"

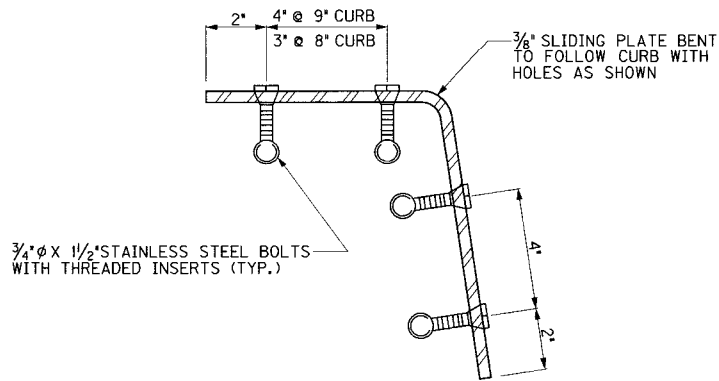


SECTION THRU JOINT

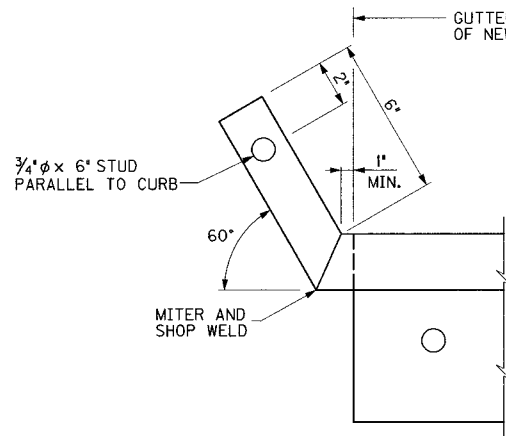


CURB PLAN

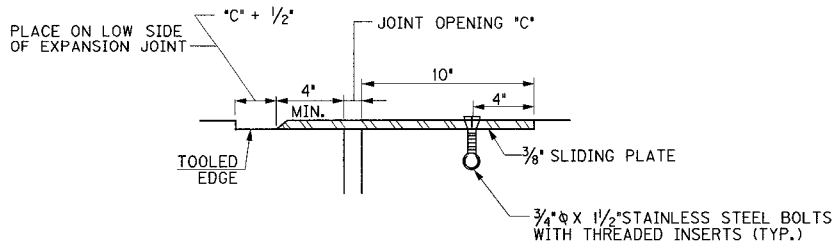
CURB WIDTHS ARE FROM ORIGINAL CONSTRUCTION PLANS. NEW 3/8" SLIDING PLATES TO ACCOMMODATE GUTTER LINE AT TOP OF NEW OVERLAY



SLIDING PLATE DETAIL

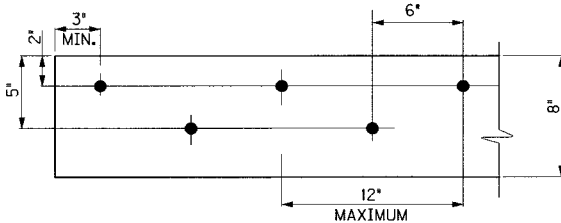


UPTURN DETAIL



SECTION "A"

(TYP. FOR 8" AND 9" CURB)



STUD PATTERN

ALTERNATE NEOPRENE EXPANSION DAMS			
MODEL	SUPPLIER	A	B
STEEL FLEX			
TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX			
TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL			
TYPE A EXTRUSION WITH SE-400 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
WABO STRIP SEAL			
TYPE A EXTRUSION WITH SE-500 SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

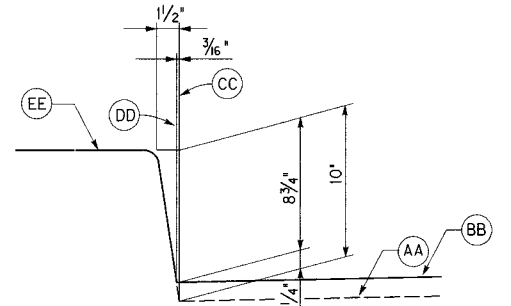
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



CURB DETAIL

- AA TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- BB TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- CC ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- DD NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- EE TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB

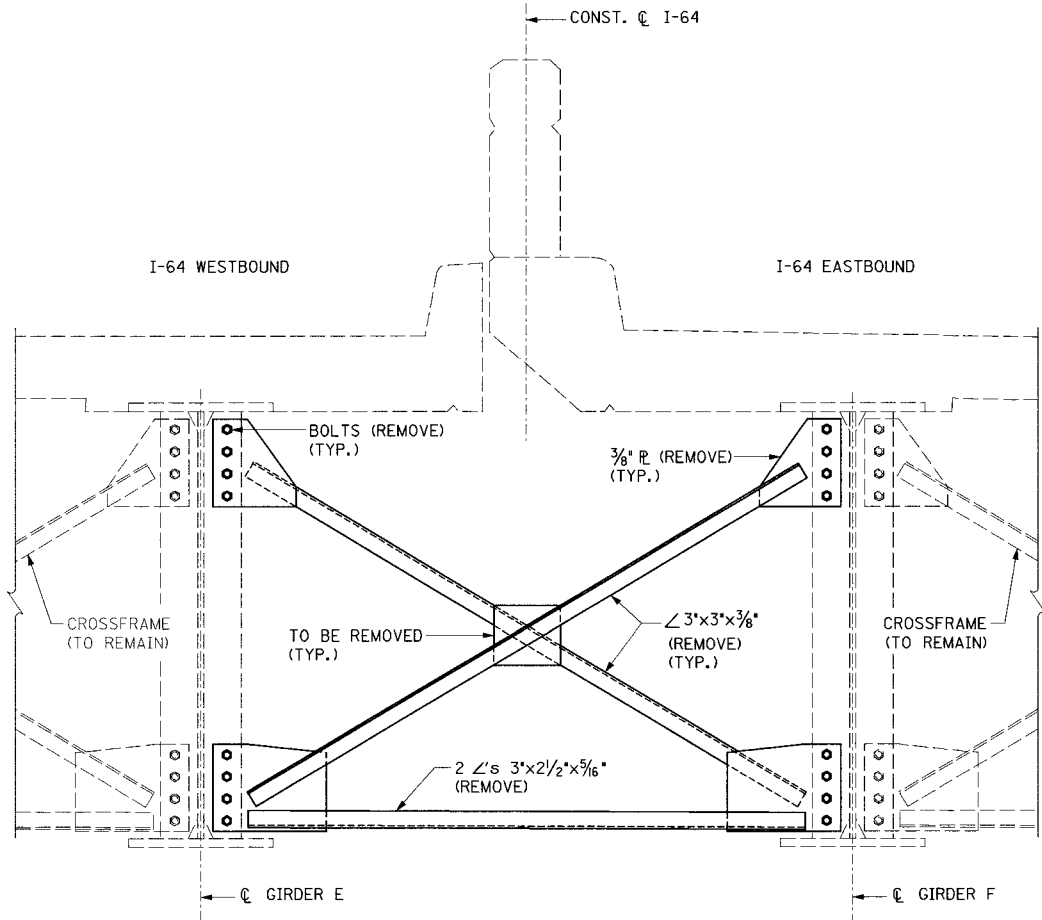
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		7TH STREET TO 2ND STREET	
STRIP SEAL EXP. JT. DETAILS			
PREPARED BY			
 PARSONS BRINCKERHOFF			
		SHEET NO. G15	
		DRAWING NO. 26144	

FILE NAME: ...x-frame retrofit.dgn

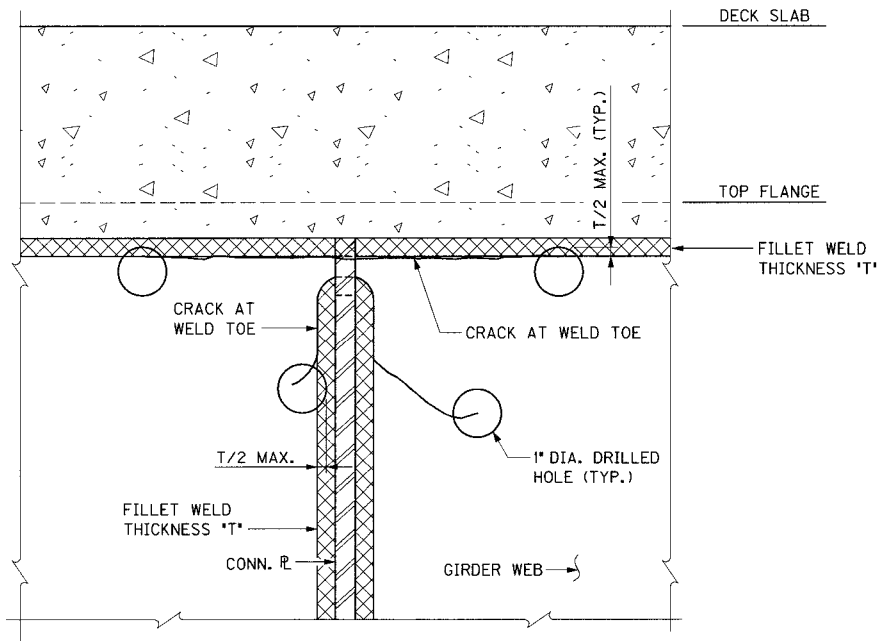
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY

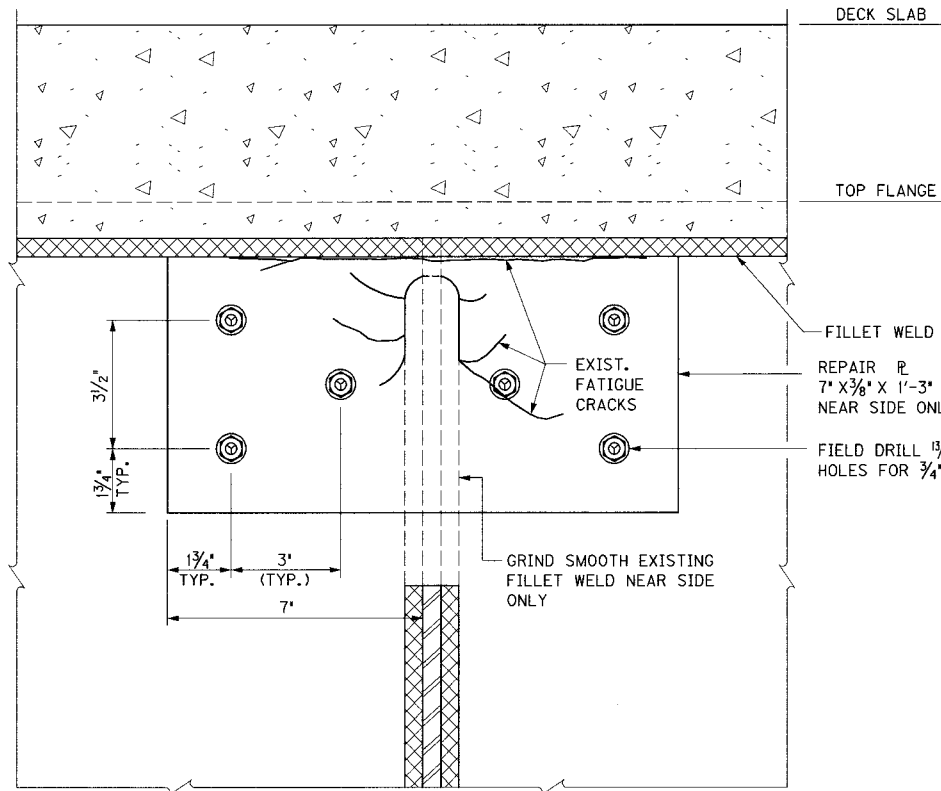


CROSSFRAME REMOVAL – FASCIA BAY

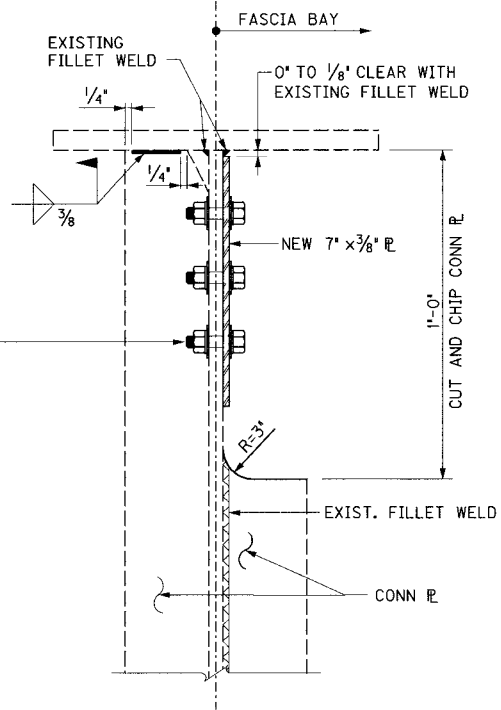


NOTE: CROSSFRAME CONNECTION NOT SHOWN FOR CLARITY.

REPAIR TYPE A ELEVATION



REPAIR TYPE B ELEVATION



REPAIR TYPE B SECTION

NOTE: CROSSFRAME CONNECTION NOT SHOWN FOR CLARITY.

NOTES

INTERMEDIATE CROSSFRAME REMOVAL

REMOVE ALL INTERMEDIATE CROSSFRAMES BETWEEN GIRDERS E & F IN THIS UNIT ONLY UNLESS NOTED OTHERWISE. THESE CROSSFRAMES ARE IDENTIFIED AS "CF-1" IN THE ORIGINAL CONSTRUCTION PLANS. THE INTERMEDIATE CROSSFRAMES ARE LABELED FROM THE WEST AND PROGRESS EASTWARD.

DO NOT REMOVE THE CROSSFRAMES (CF-2) THAT ARE IMMEDIATELY ADJACENT TO THE EXPANSION JOINT (SEE FOLLOWING SHEET).

COMPLETE REPAIR "WEB TYPE A" OR "WEB TYPE B", AS APPLICABLE.

CLEAN AND PAINT STRUCTURAL STEEL IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

WEB REPAIR TYPE A

ABRASIVE CLEAN WEB PLATE TWO (2) FEET EACH SIDE OF CONNECTION PLATE AND EACH SIDE OF GIRDER WEB PLATE, TOTAL DEPTH OF WEB PLATE. SEE SPECIAL NOTE FOR CLEANING AND PAINTING STRUCTURAL STEEL.

LOCATE CRACK TIPS ON BOTH SIDE OF GIRDER WEB USING EITHER LIQUID DYE PENETRANT OR MAGNETIC PARTICLE NON-DESTRUCTIVE TESTING METHODS.

DRILL A 1 INCH DIAMETER HOLE AT THE CRACK TIP. IF CRACKS ARE LOCATED ON BOTH SIDES OF THE GIRDER WEB AND AT THE SAME LOCATION, DRILL A 1 INCH DIAMETER HOLE AT THE END OF THE LONGEST CRACK TO ARREST BOTH CRACKS.

USE A NON-DESTRUCTIVE TESTING METHOD TO VERIFY CRACK TIP IS CONTAINED WITHIN THE DRILLED HOLE.

WEB REPAIR TYPE B

REPAIR PLATES SHALL BE FABRICATED IN ACCORDANCE TO AASHTO A709 GRADE 50 STEEL.

ALL BOLT CONNECTIONS SHALL BE ASTM A325 3/4 INCH DIAMETER HIGH STRENGTH BOLTS, NUTS AND WASHERS. OPEN HOLES SHALL BE 1/16 INCH DIAMETER. TYPE 3 BOLTS SHALL BE USED AS DESCRIBE IN AASHTO M 164.

FIELD WELD CONNECTION PLATE TO TOP FLANGE OF GIRDER IN ACCORDANCE WITH ANSI/AASHTO/AWS BRIDGE WELDING CODE, CURRENT EDITION.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: D. ELDRIDGE		MJB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET	
CROSSFRAME DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. G16 DRAWING NO. 26144

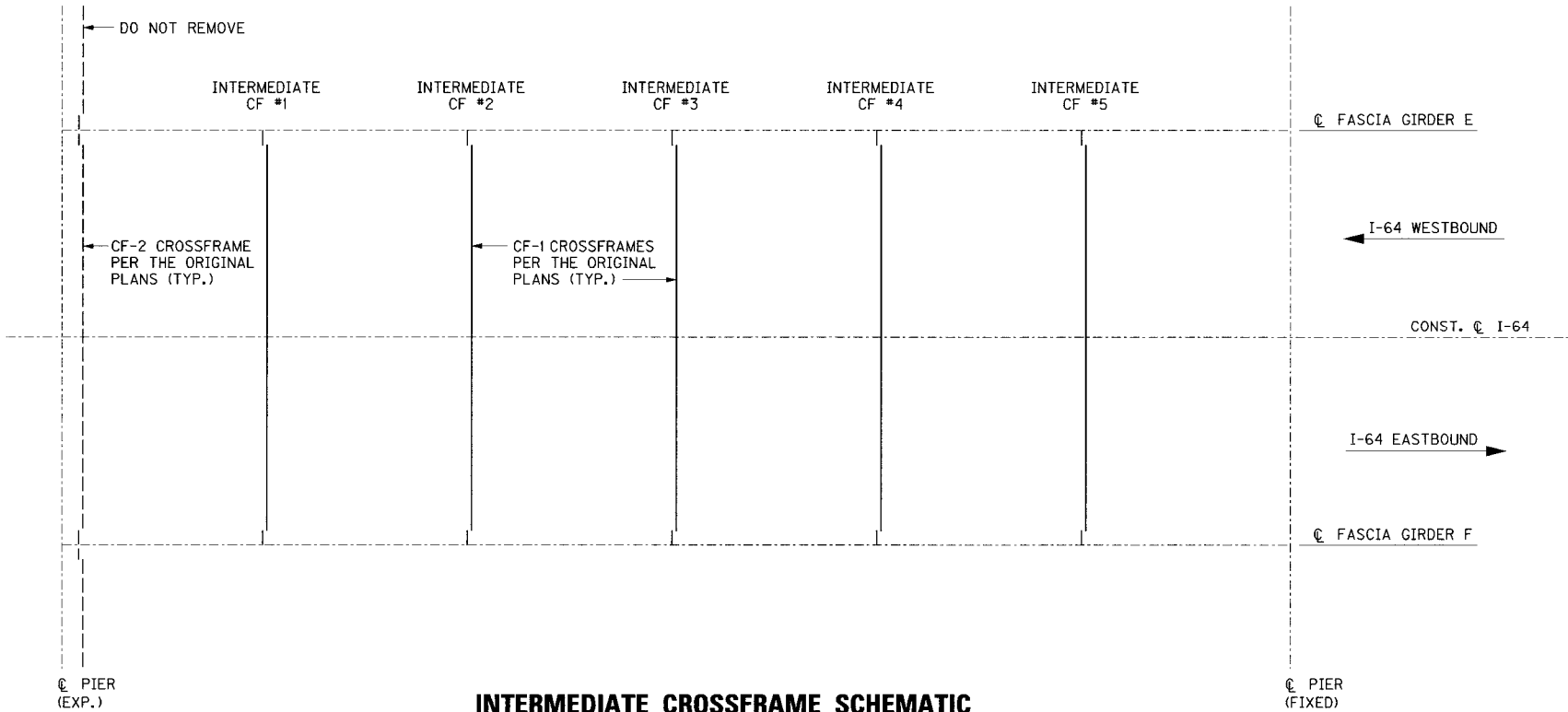
ITEM NUMBER
5-73.00

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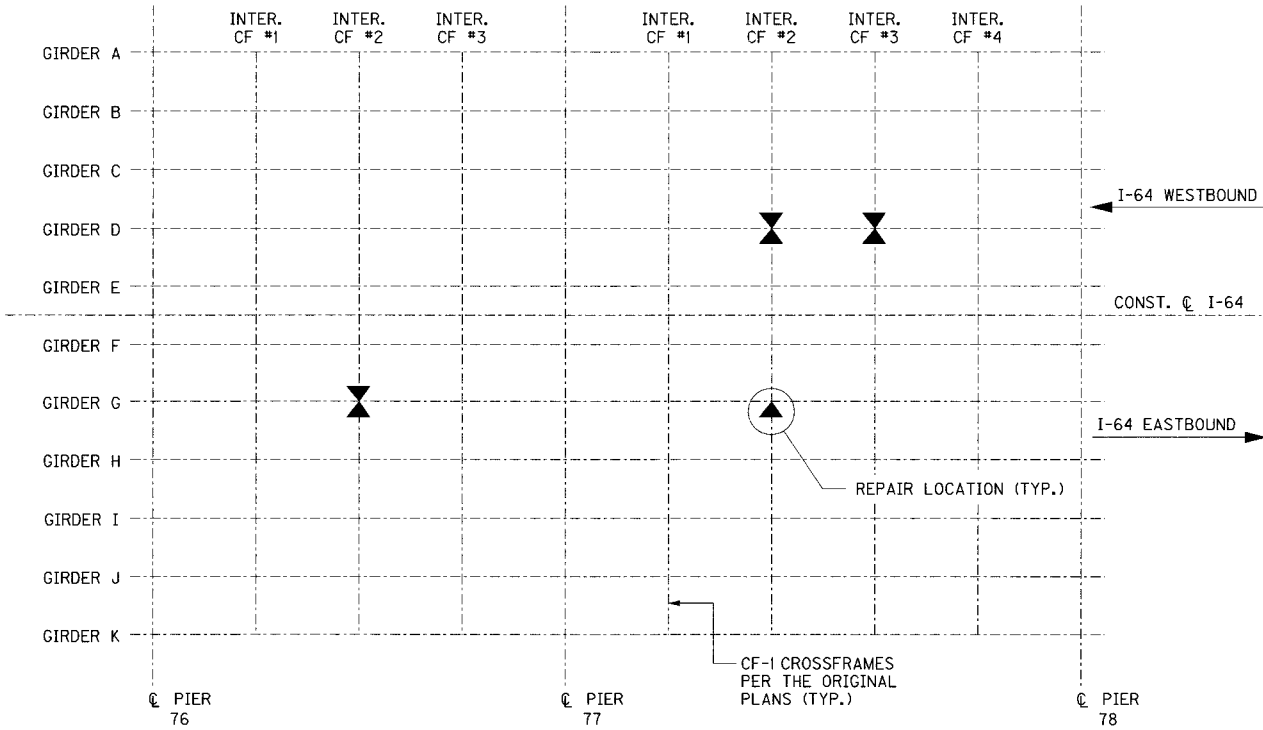
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



INTERMEDIATE CROSSFRAME SCHEMATIC
(IMMERMEDIATE CROSSFRAMES LOCATED BETWEEN FASCIA GIRDERS E & F)



INTERMEDIATE CROSSFRAME SCHEMATIC
(IMMERMEDIATE CROSSFRAMES FOR ALL OTHER LOCATIONS)

CROSSFRAME REPAIRS IDENTIFIED ABOVE SHALL BE MADE UNDER THE UNIT BID ITEM 'WEB REPAIR TYPE A'. THE CROSSFRAMES AT THESE LOCATIONS SHALL NOT BE REMOVED. SEE 'WEB REPAIR TYPE A' NOTES ON THE PREVIOUS SHEET FOR REPAIR DETAILS.

INTERMEDIATE CROSSFRAME REPAIR CHART

PIER LOCATION	INTERMEDIATE CROSSFRAME	REPAIR TYPE		PIER LOCATION	INTERMEDIATE CROSSFRAME	REPAIR TYPE		PIER LOCATION	INTERMEDIATE CROSSFRAME	REPAIR TYPE		PIER LOCATION	INTERMEDIATE CROSSFRAME	REPAIR TYPE	
		GIRDER E	GIRDER F			GIRDER E	GIRDER F			GIRDER E	GIRDER F			GIRDER E	GIRDER F
55 REMOVAL QTY. = 4	1	A	A	62 REMOVAL QTY. = 3	1	-	A	73 REMOVAL QTY. = 4	1	-	-	82 REMOVAL QTY. = 3	1	A	-
	2	B	B		2	A	B		2	A	A		2	A	A
	3	B	B		3	-	-		3	A	-		3	-	-
	4	-	-		4	-	-		4	-	-		4	-	-
56 REMOVAL QTY. = 5	1	-	A	63 REMOVAL QTY. = 3	1	-	-	74 REMOVAL QTY. = 3	1	-	-	83 REMOVAL QTY. = 3	1	-	-
	2	A	-		2	A	A		2	-	A		2	B	A
	3	B	A		3	A	-		3	-	-		3	A	A
	4	B	B		4	-	-		4	-	-		4	-	-
57 REMOVAL QTY. = 4	1	-	A	64 REMOVAL QTY. = 3	1	A	B	75 REMOVAL QTY. = 3	1	A	-	76 REMOVAL QTY. = 3	1	-	A
	2	B	A		2	B	B		2	B	B		2	B	B
	3	B	B		3	A	A		3	A	A		3	-	-
	4	-	A		4	-	-		4	-	-		4	-	-
58 REMOVAL QTY. = 4	1	-	A	65 REMOVAL QTY. = 3	1	-	-	77 REMOVAL QTY. = 4	1	-	-	78 REMOVAL QTY. = 4	1	-	-
	2	B	A		2	A	A		2	B	B		2	A	-
	3	A	B		3	-	-		3	B	B		3	B	B
	4	-	A		4	-	-		4	A	-		4	-	-
59 REMOVAL QTY. = 4	1	-	-	66 REMOVAL QTY. = 3	1	-	A	79 REMOVAL QTY. = 3	1	-	-	80 REMOVAL QTY. = 3	1	-	A
	2	-	B		2	B	A		2	A	-		2	B	A
	3	-	B		3	A	-		3	B	B		3	-	A
	4	-	-		4	-	-		4	-	-		4	-	-
60 REMOVAL QTY. = 4	1	-	-	67 PEDESTRIAN WALKWAY	1	-	-	81 REMOVAL QTY. = 3	1	-	-	81 REMOVAL QTY. = 3	1	-	-
	2	B	-		2	-	A		2	B	B		2	B	B
	3	B	A		3	A	-		3	-	-		3	-	-
	4	-	-		4	-	-		4	-	-		4	-	-
61 REMOVAL QTY. = 3	1	-	-	70 REMOVAL QTY. = 3	1	-	A	82 REMOVAL QTY. = 3	1	-	-	82 REMOVAL QTY. = 3	1	-	-
	2	-	A		2	A	A		2	B	B		2	B	B
	3	-	-		3	-	-		3	-	-		3	-	-
					71 PEDESTRIAN WALKWAY	1	A		-	83 REMOVAL QTY. = 3	1		-	-	83 REMOVAL QTY. = 3
				2		B	B	2	-		-	2	B	B	
				3		A	-	3	-		-	3	A	-	
				72 REMOVAL QTY. = 4	1	-	-	84 REMOVAL QTY. = 3	1		-	-	84 REMOVAL QTY. = 3	1	
					2	-	-		2	B	B	2		B	B
					3	-	-		3	-	-	3		-	-
									85 REMOVAL QTY. = 3	1	-	-		85 REMOVAL QTY. = 3	1
								2		B	B	2	B		B
								3		A	-	3	A		-

NOTES

INSPECTION AND ADDITIONAL WEB REPAIRS

THE INFORMATION REGARDING WEB REPAIRS INCLUDED IN THIS REPORT IS BASED UPON INSPECTIONS COMPLETED IN 2004. POSSIBLE ADDITIONAL REPAIRS MAY BE PRESENT AT ADDITIONAL LOCATIONS OR MAY BE PRESENT AT THE LOCATIONS PREVIOUSLY IDENTIFIED. THE CONTRACTOR SHALL INSPECT ALL INTERMEDIATE CROSSFRAME LOCATIONS IMMEDIATELY AFTER THE INTERMEDIATE CROSSFRAMES HAVE BEEN REPAIRED. THE ENGINEER SHALL INSPECT ALL INTERMEDIATE CROSSFRAME LOCATIONS IMMEDIATELY AFTER THE INTERMEDIATE CROSSFRAMES HAVE BEEN REPAIRED. THE REPAIRS SHALL BE MADE USING EITHER 'WEB REPAIR TYPE A' OR 'WEB REPAIR TYPE B' AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE REPAIRS SHALL BE MADE UNDER THE SUPERVISION OF THE ENGINEER. PAYMENT FOR THESE REPAIRS SHALL BE MADE UNDER THE 'WEB REPAIR TYPE A' OR 'WEB REPAIR TYPE B'. THE FINAL REPORT SHALL REFLECT THE TOTAL NUMBER OF REPAIRS COMPLETED AND APPROVED BY THE ENGINEER.



1. ALL DIMENSIONS ARE AS SHOWN ON ORIGINAL CONSTRUCTION PLANS. RECONSTRUCTION SHALL ACCOMMODATE NEW OVERLAY GRADE.
2. 'TOP OF EXISTING SLAB', WHERE SHOWN ON THE PLANS, DENOTES THE TOP OF SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS.
3. THE EXISTING OVERLAY ON THE BRIDGE IS ASSUMED TO BE 1/4' ABOVE THE TOP OF EXISTING SLAB. THE TOP OF THE NEW OVERLAY SHALL MATCH THE TOP OF THE EXISTING OVERLAY.
4. THE TOP OF THE NEW CONCRETE SLAB AT THE EXPANSION JOINTS SHALL BE 1/4' ABOVE THE TOP OF THE EXISTING SLAB. THE NEW SLAB CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE.

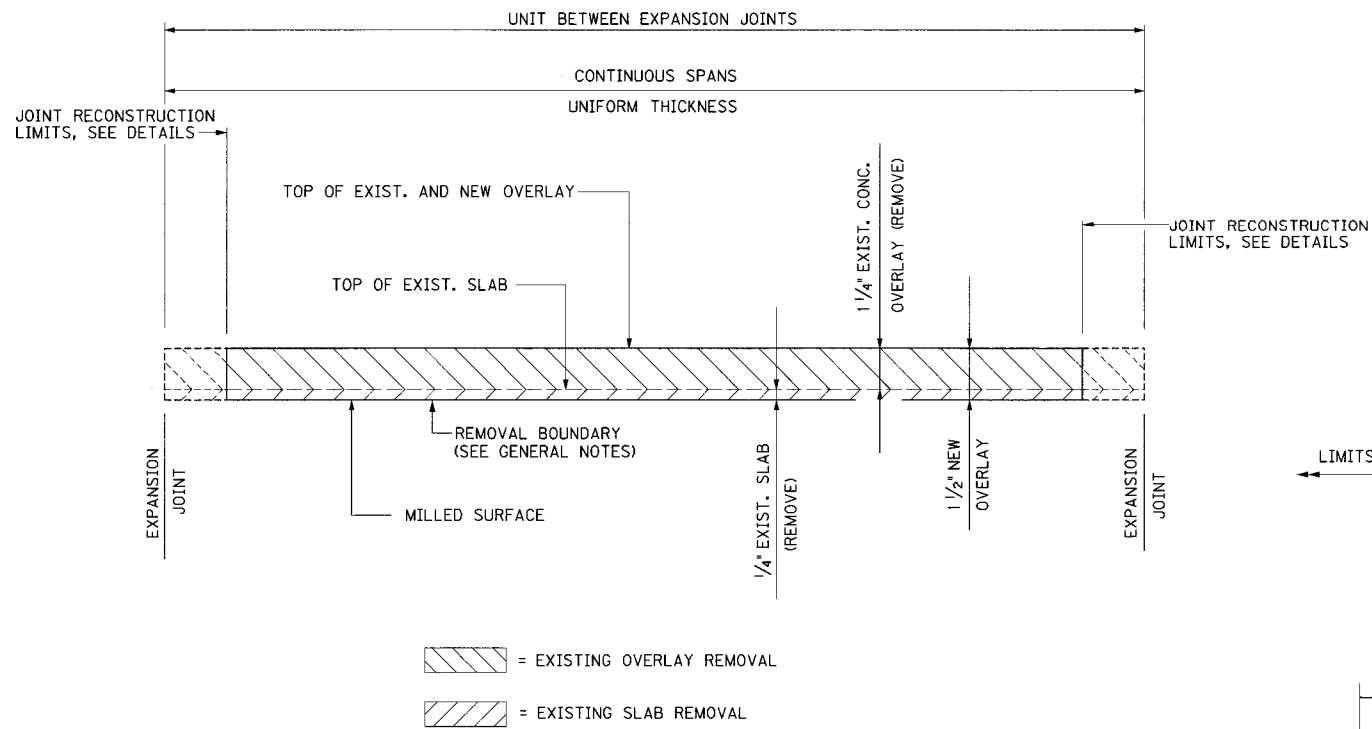
ITEM NUMBER
5-73.00

FILE NAME: ...Overlay\Overlay Details.dgn

USERNAME: CBS

DATE: 2/5/2007

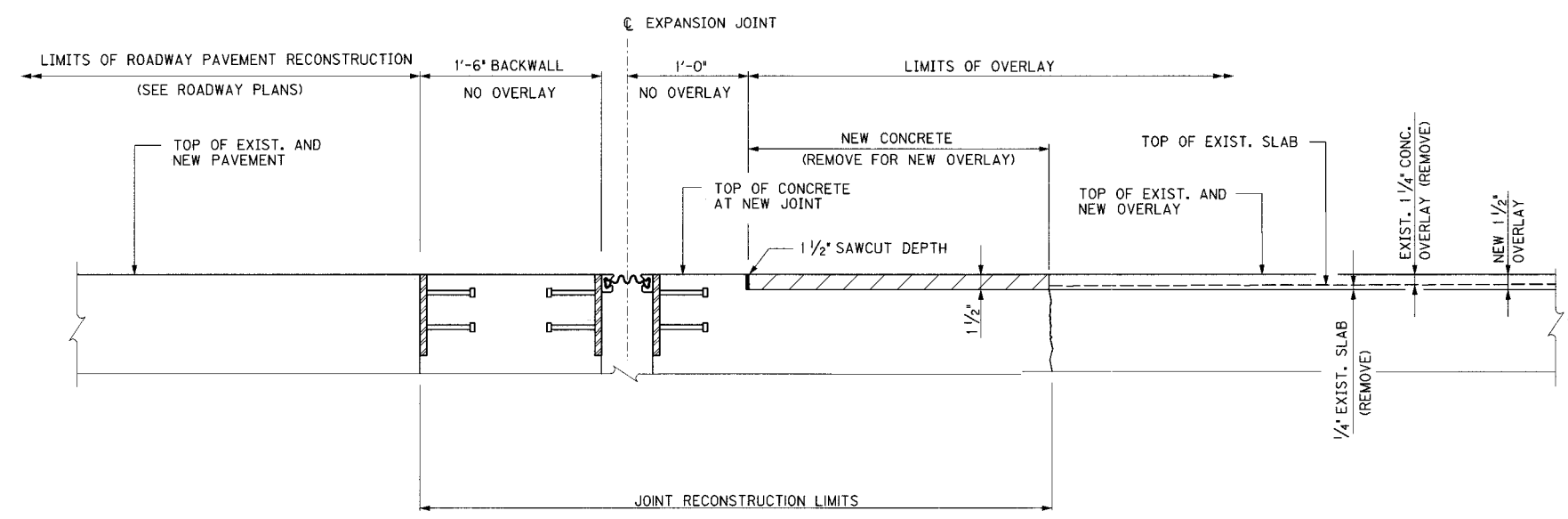
SHEET LOCATION: LAY



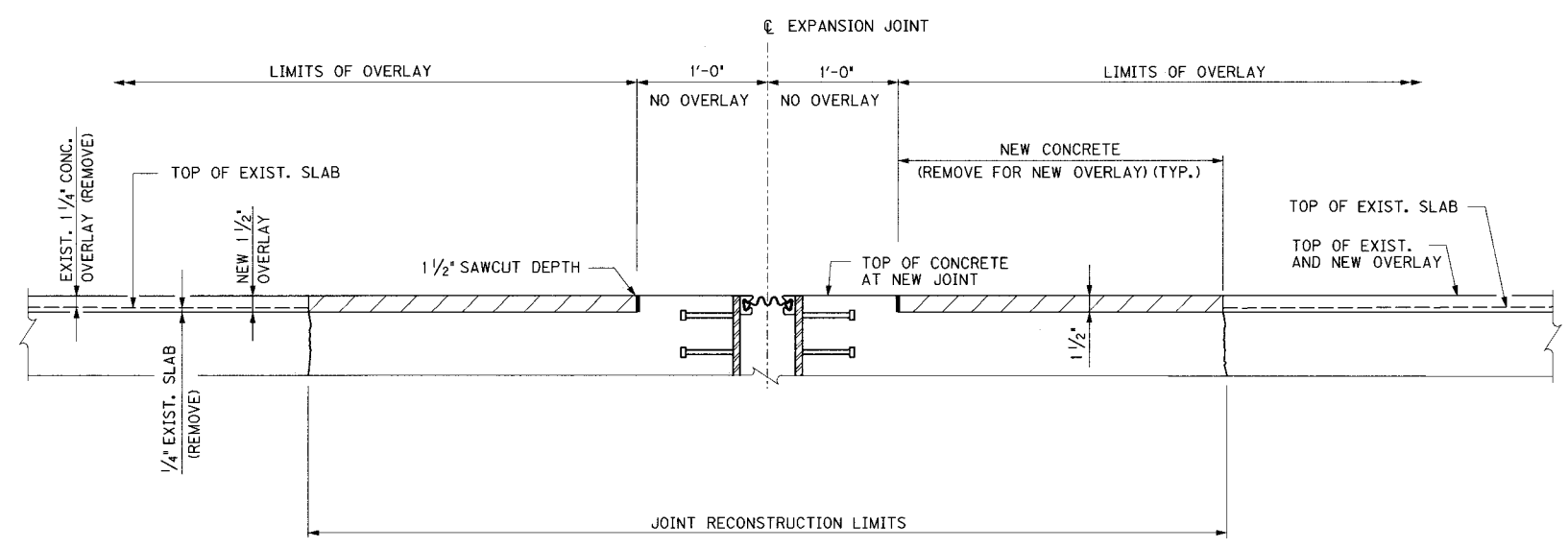
EXISTING AND NEW OVERLAY PROFILE

OVERLAY NOTES

1. EXCEPT AS SPECIFIED IN THESE NOTES, REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 606.
2. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS BELOW THE REMOVAL BOUNDARY SHALL BE REPAIRED WITH AN APPROVED CONCRETE REPAIR MATERIAL. SEE GENERAL NOTES.



OVERLAY DETAILS AT EXPANSION JOINT - END BENTS

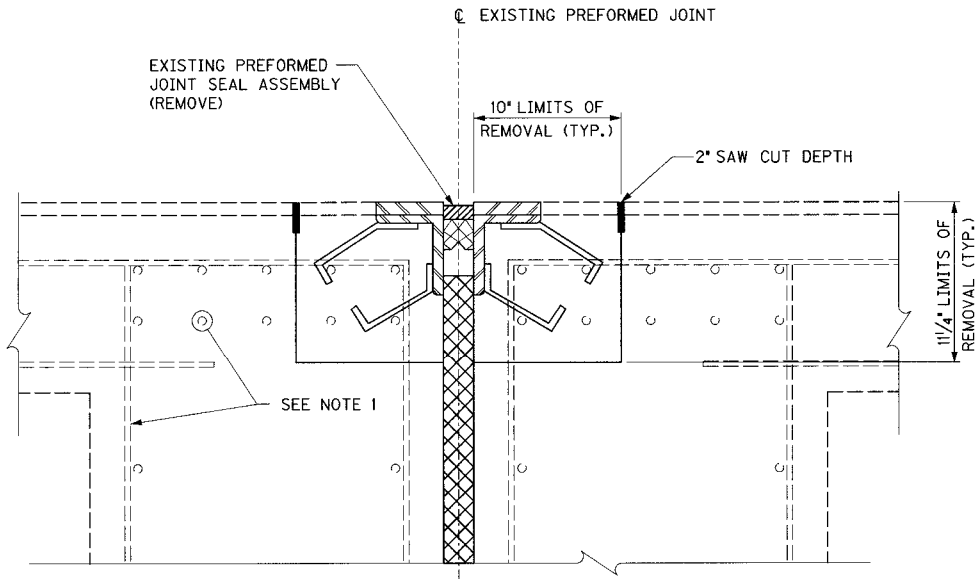


OVERLAY DETAILS AT EXPANSION JOINT - PIERS

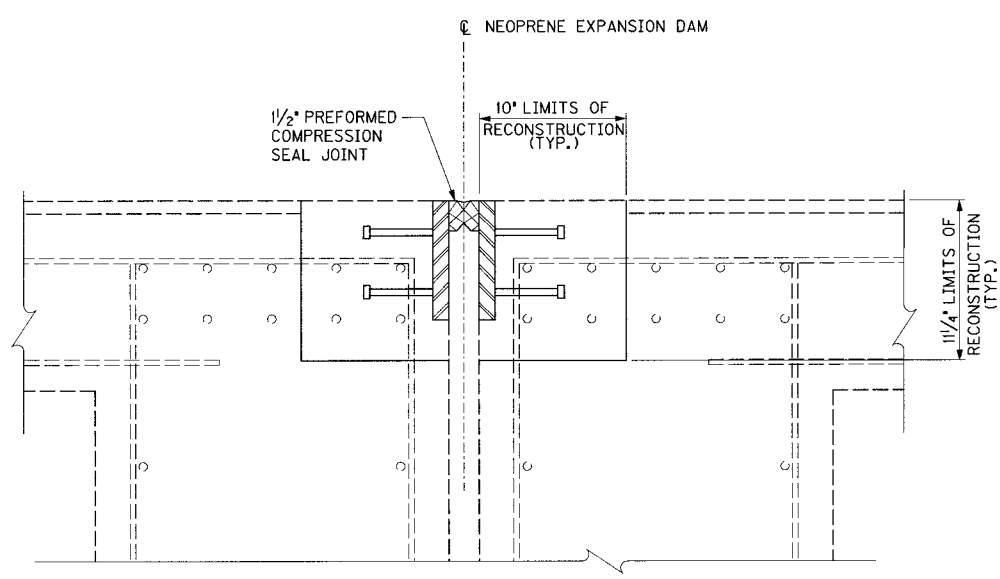
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
OVERLAY DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H2
DRAWING NO. 26144		

ITEM NUMBER
5-73.00

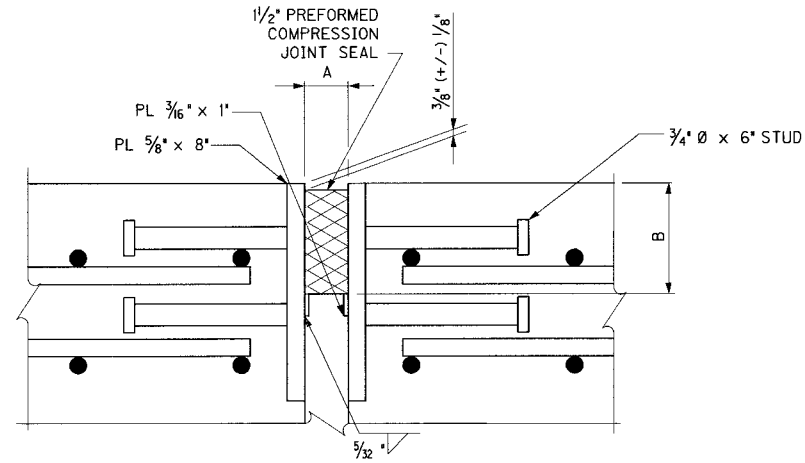
FILE NAME: ...End Bent B & Frame 3.dgn
USERNAME: ELA
DATE: 3/1/2007
SHEET LOCATION: DETAILS



SECTION EXISTING JOINT REMOVAL - FRAME 3

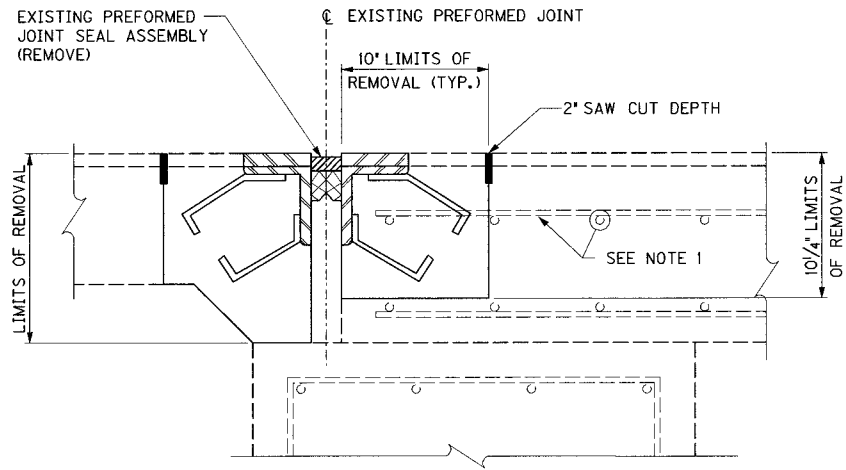


SECTION EXPANSION JOINT RECONSTRUCTION - FRAME 3

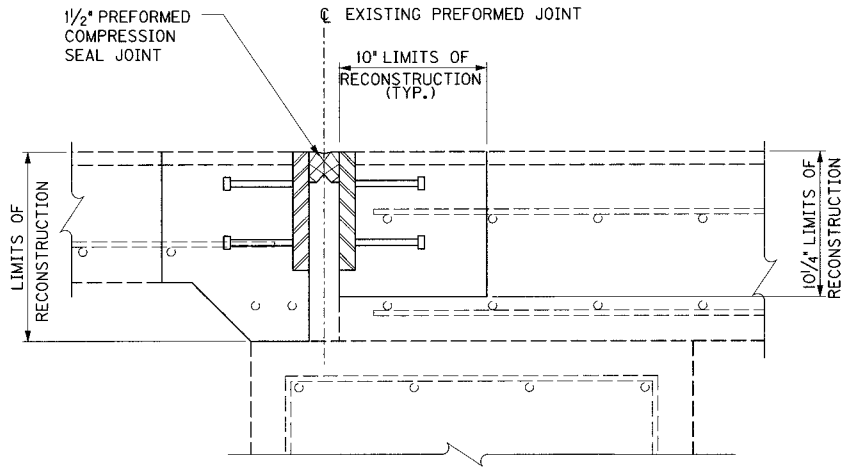


SECTION THROUGH COMPRESSION SEAL JOINT

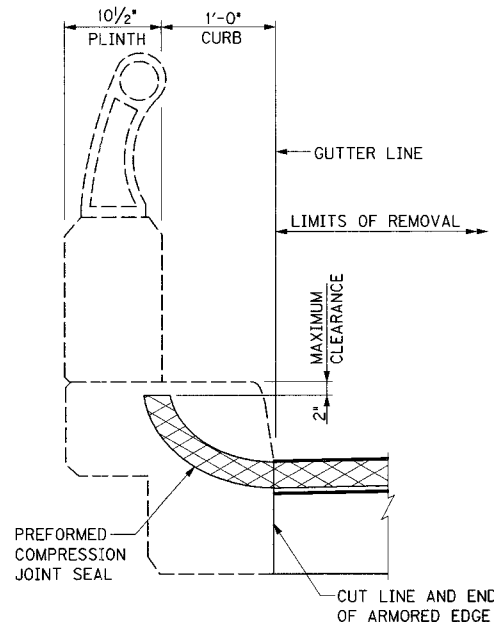
'A' - MINIMUM JOINT OPENING @ 60°F
'B' - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"



SECTION EXISTING JOINT REMOVAL - END BENT B

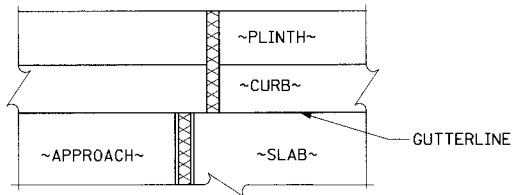


SECTION EXISTING JOINT RECONSTRUCTION - END BENT B



SECTION THROUGH FASCIA

NOTE: EXISTING REBAR NOT SHOWN FOR CLARITY



DETAIL AT FASCIA

JOINT DATA	
Dim. A @ 60°F (in)	Move-ment (in)
1 1/2	1
2	1 1/2
2 1/2	2

TEMPERATURE CHANGE INCREMENT 1/32" PER 10° F

The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.

COMPRESSION JOINTS

PIER	JOINT LENGTH (I)
FRAME 3	30'-0"
EB B	30'-0"

(I) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. H33.

NOTES

- ALL EXISTING REINFORCEMENT IN SLAB BRIDGE TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
- FOR ARMORED EDGE DETAILS, SEE SHEET NOS. H32 & H33.

ITEM NUMBER

5-73.00

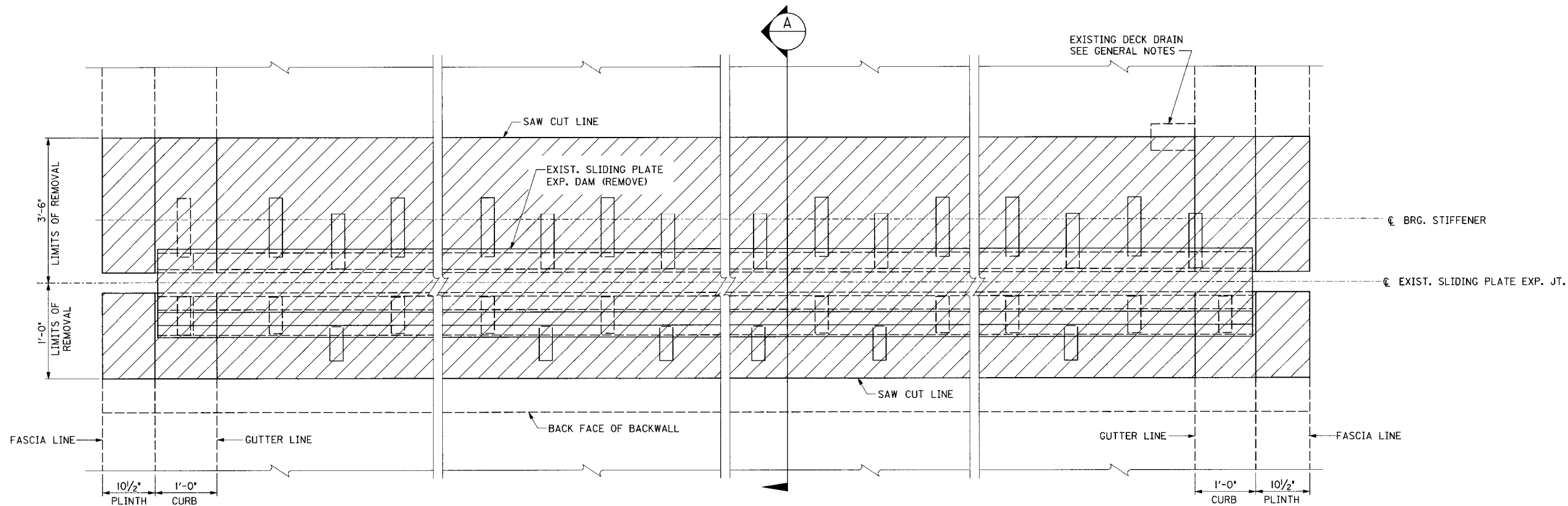
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJD	
DETAILED BY: DDE	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
END BENT B & FRAME 3		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H3 DRAWING NO. 26144

FILE NAME: ...\\Abutment Ramp B.dgn

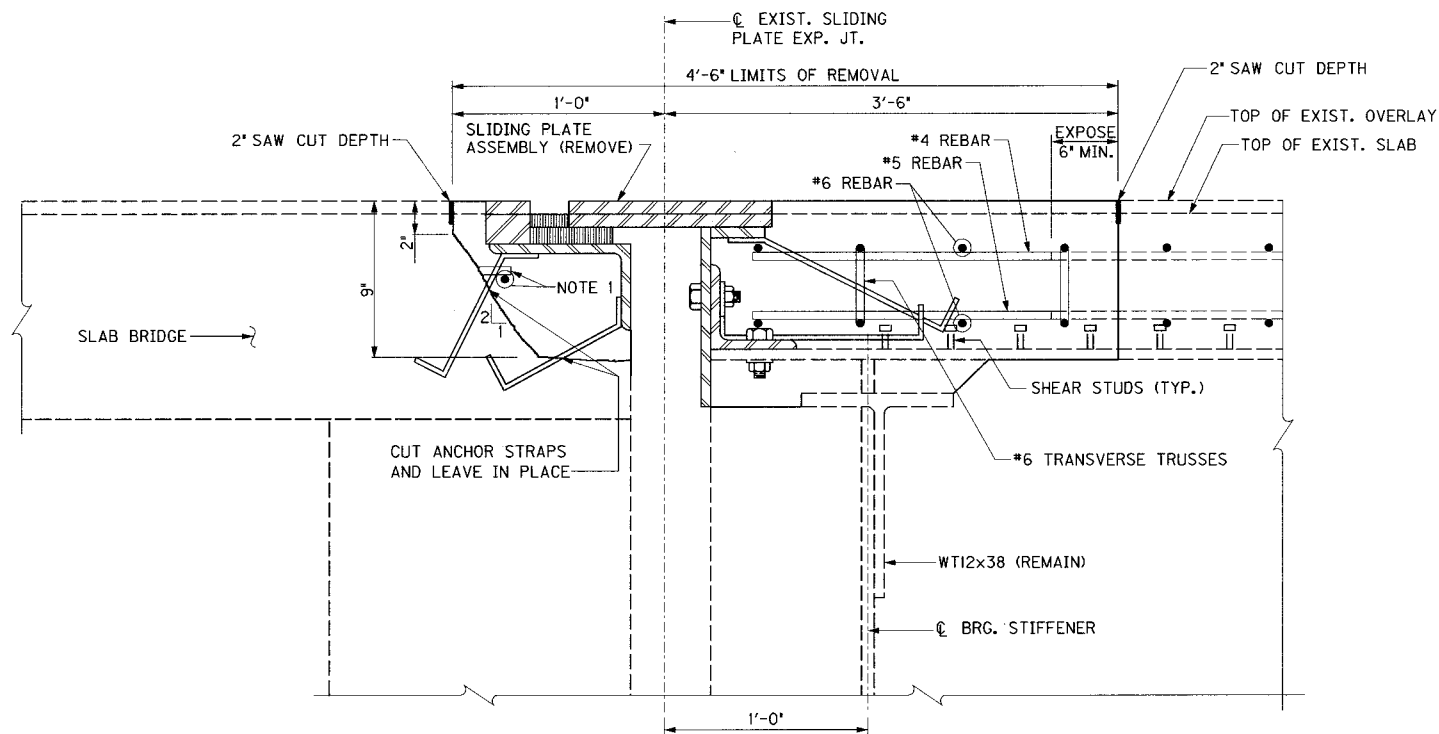
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

NOTES

1. EXISTING REINFORCING IN SLAB BRIDGE IS NOT TO BE REPLACED. CONTRACTOR SHALL ENSURE REINFORCING IS NOT DAMAGED DURING REMOVAL OF CONCRETE. REINFORCING SHALL BE CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.
2. CONTRACTOR SHALL EVALUATE THE NEED FOR TEMPORARY SHORING OF SLAB BRIDGE DURING EXPANSION JOINT REMOVAL AND RECONSTRUCTION.

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	3RD STREET TO PRESTON STREET	
ABUTMENT RAMP B		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		H4
		DRAWING NO.
		26144

ITEM NUMBER

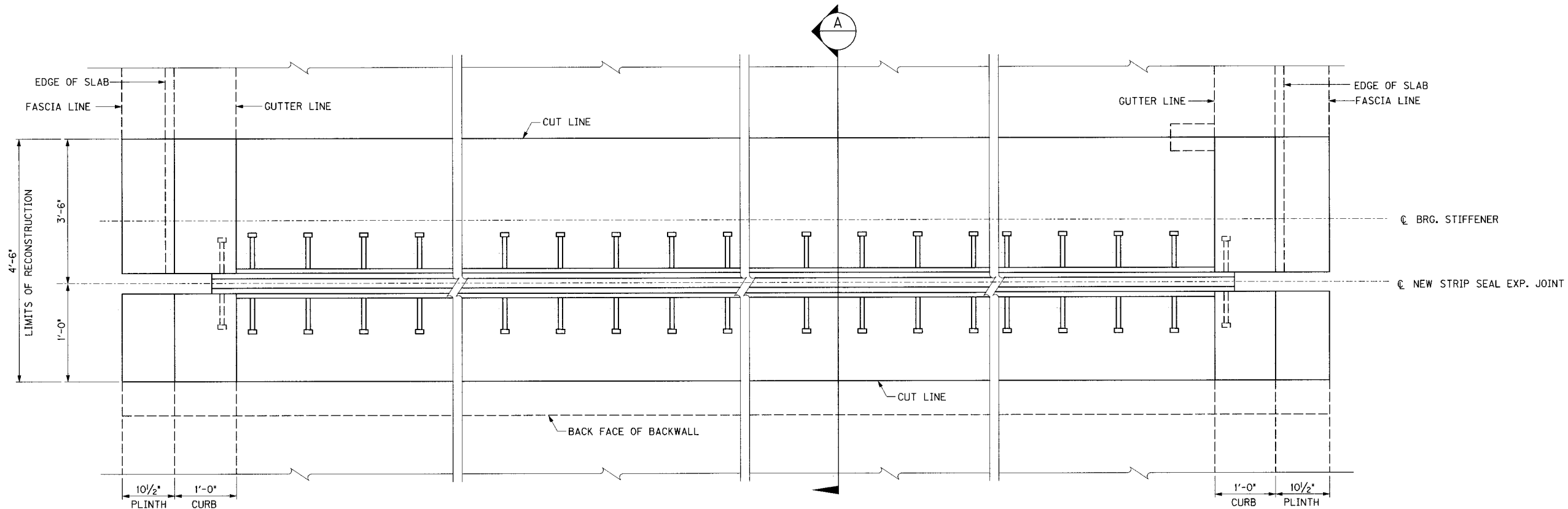
5-73.00

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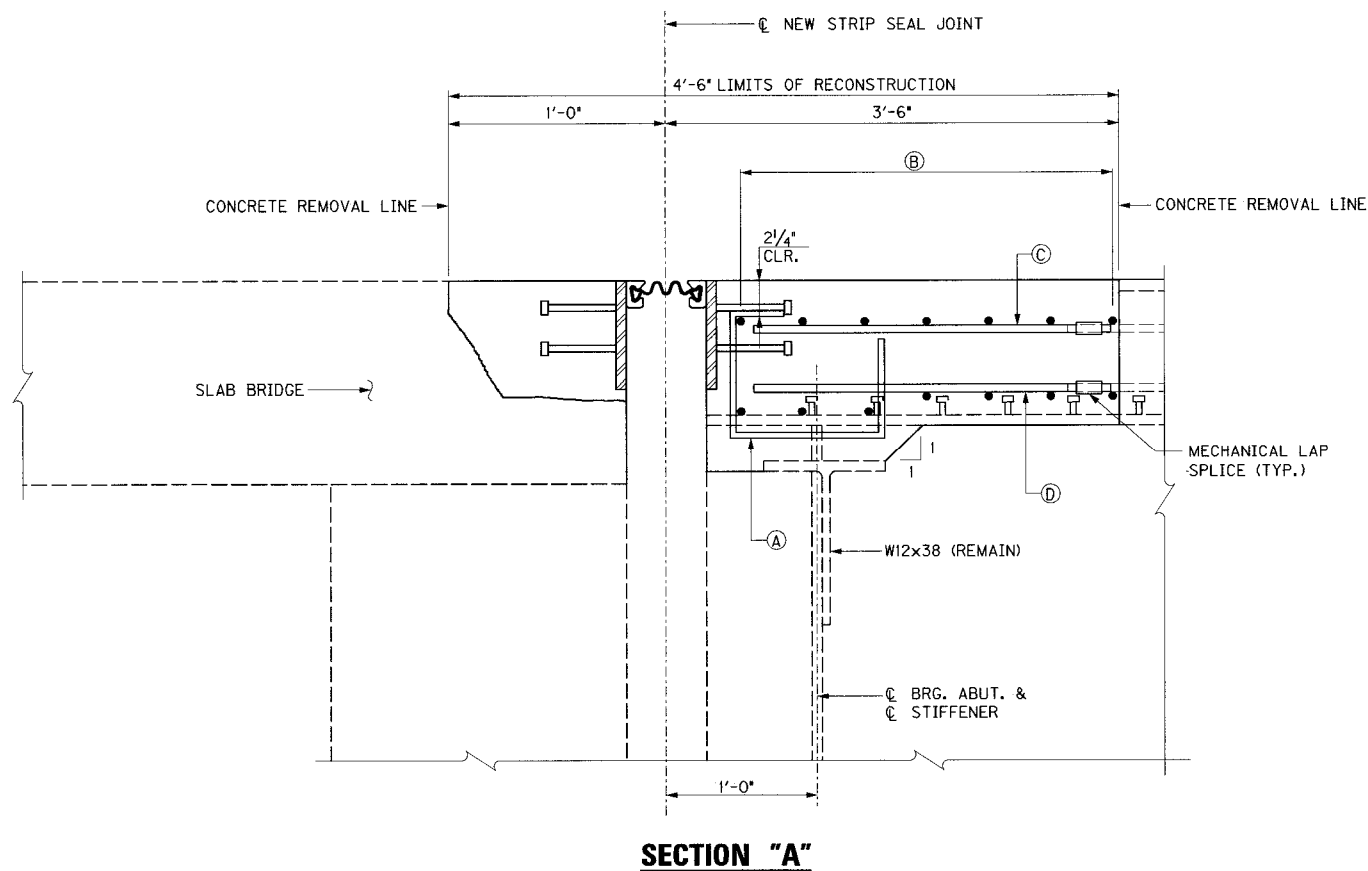
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



LEGEND

- A 24-S32E (3-9'-0" BAYS WITH 8 EACH) SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 7-S3E @ 5 3/4" (TOP) 7-S3E (BOTT) LOCATE AS SHOWN
- C 43-S4E (MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL BARS)
- D 45-S5E (MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS)

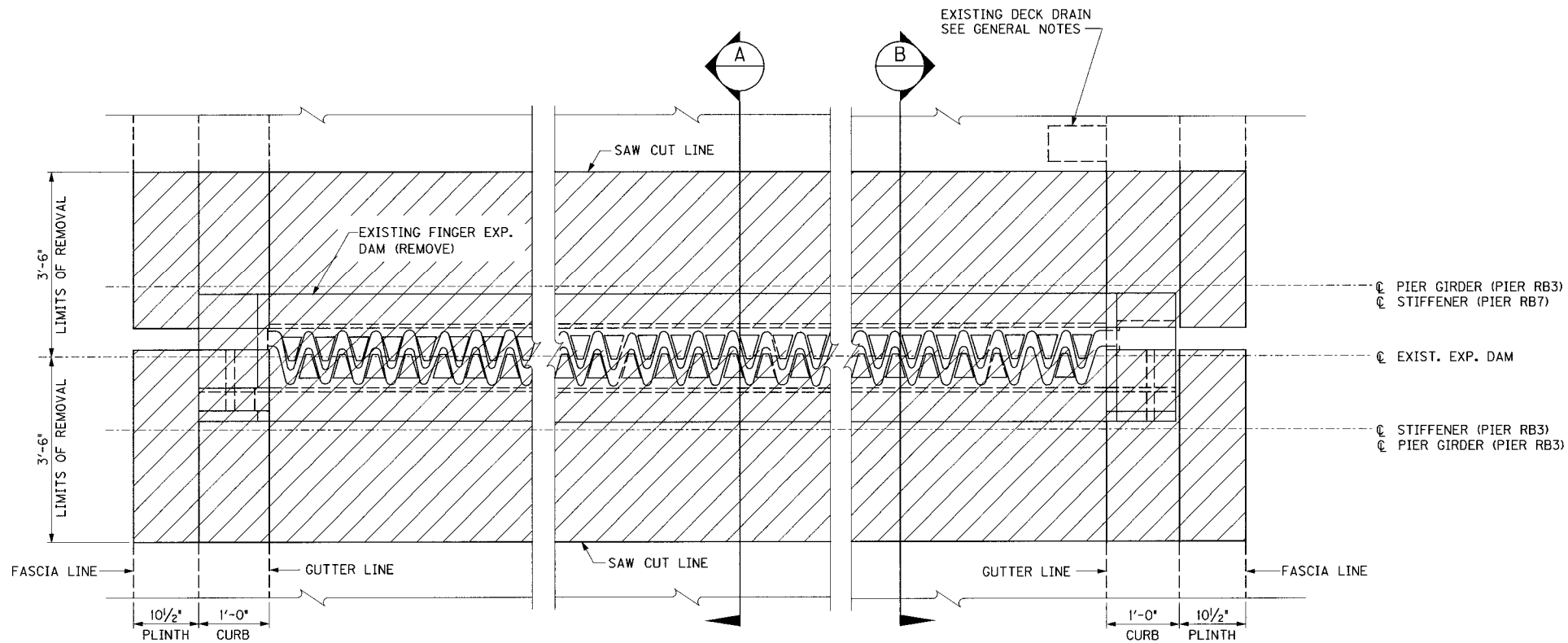
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		MJD
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
ABUTMENT RAMP B		
ITEM NUMBER 5-73.00		PREPARED BY PARSONS BRINCKERHOFF
		SHEET NO. H5 DRAWING NO. 26144

FILE NAME:

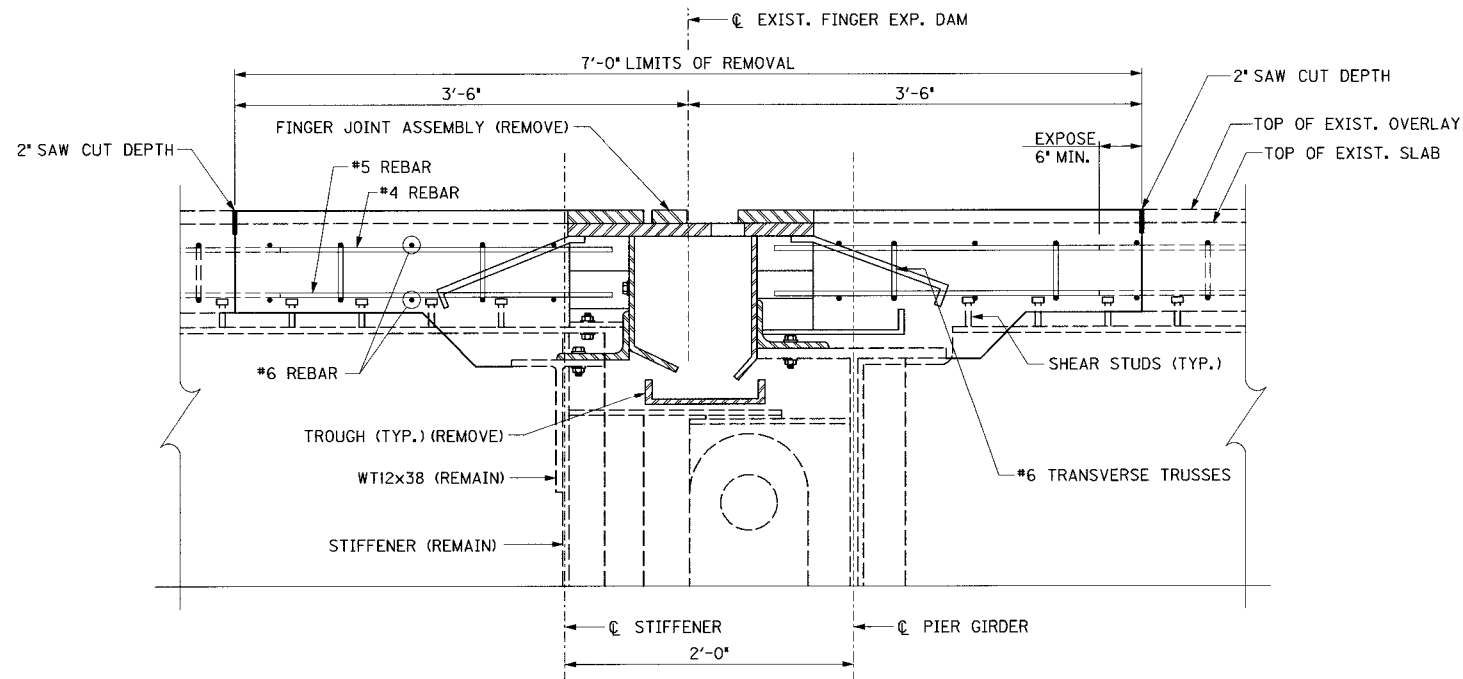
USERNAME:

DATE:

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL



SECTION "A"

PIER RB3

SECTION "B"

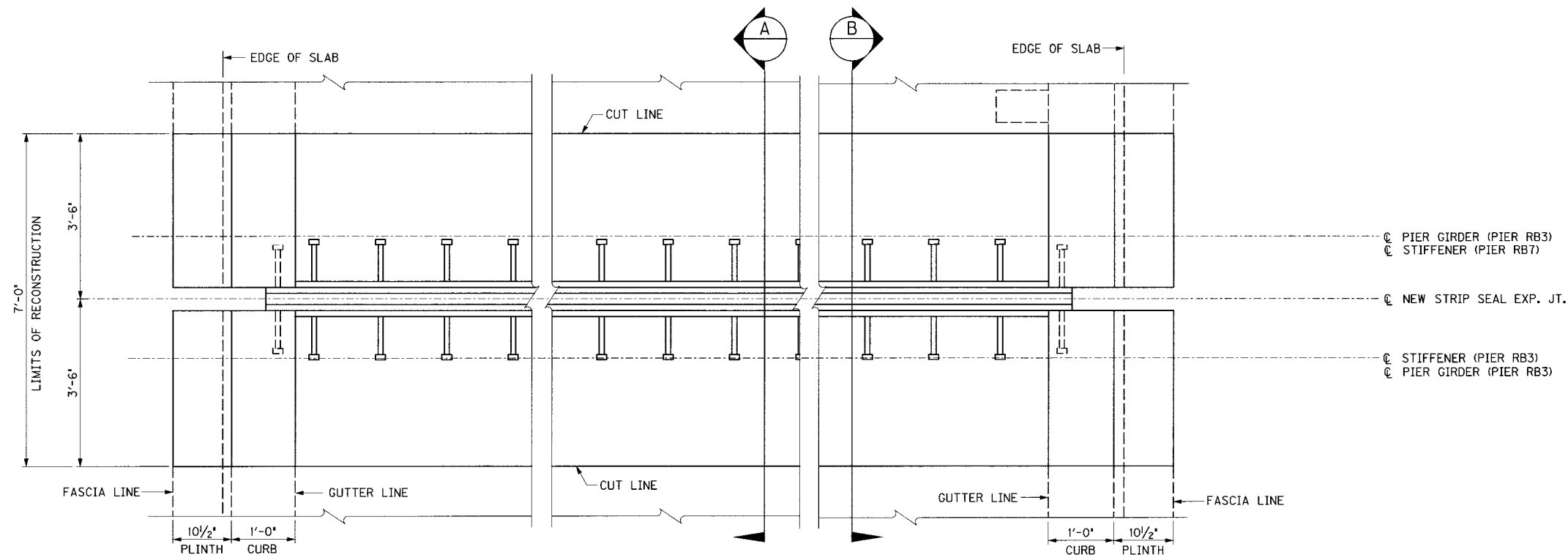
PIER RB7

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJD	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIERS RB3 & RB7		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. H6
		DRAWING NO. 26144

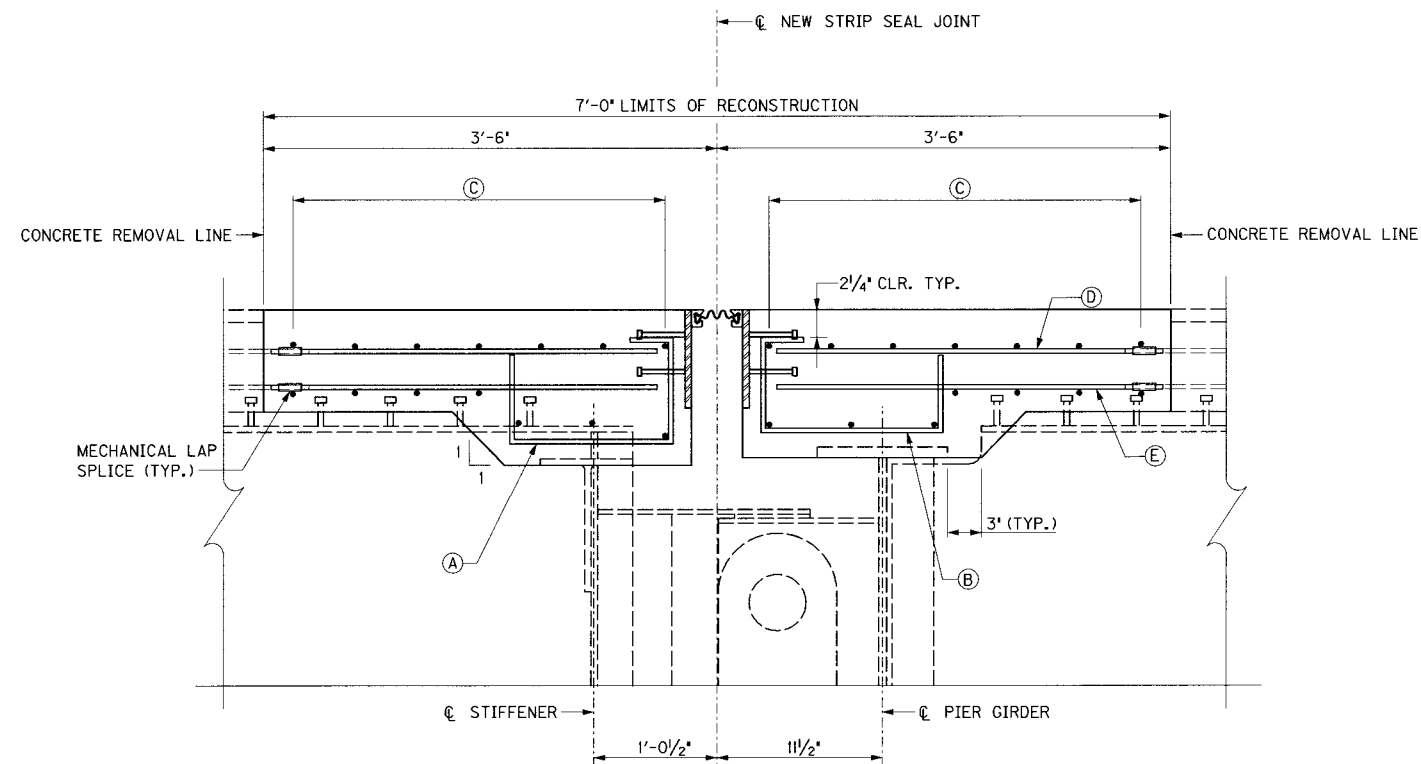
ITEM NUMBER

5-73.00

SHEET LOCATION: **DETAILS**



PLAN EXPANSION JOINT RECONSTRUCITON



SECTION "A"

PIER RB3

SECTION "B"

PIER RB7

LEGEND

- A 24-S1E (3~9'-0" BAYS WITH 8 EACH)
(PIER RB3 & PIER RB7)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 24-S2E (3~9'-0" BAYS WITH 8 EACH)
(PIER RB3 & PIER RB7)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S3E @ 5 3/4" (TOP) (PIER RB3 & PIER RB7)
7-S3E (BOTTL) LOCATE AS SHOWN (PIER RB3 & PIER RB7)
- D 43-S4E (PIER RB3 & PIER RB7) (TYP.)
(MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 45-S5E (PIER RB3 & PIER RB7) (TYP.)
(MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-64	3RD STREET TO PRESTON STREET		
<i>PIERS RB3 & RB7</i>			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			H7
			DRAWING NO.
			26144

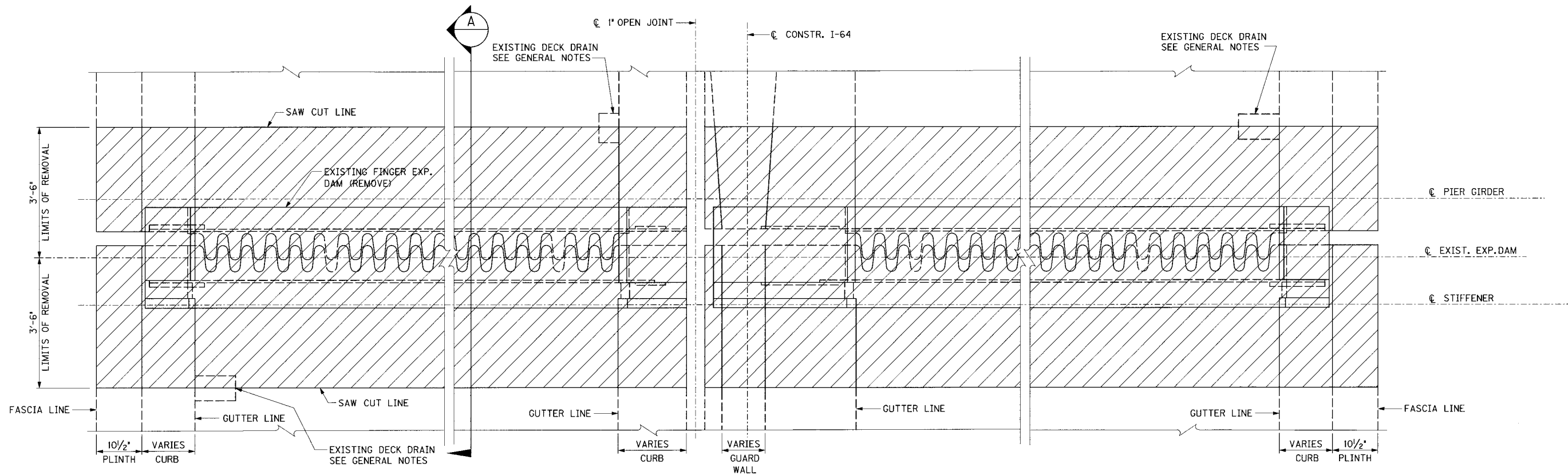
ITEM NUMBER
5-73.00

FILE NAME: ...Exp Joints 109.dgn

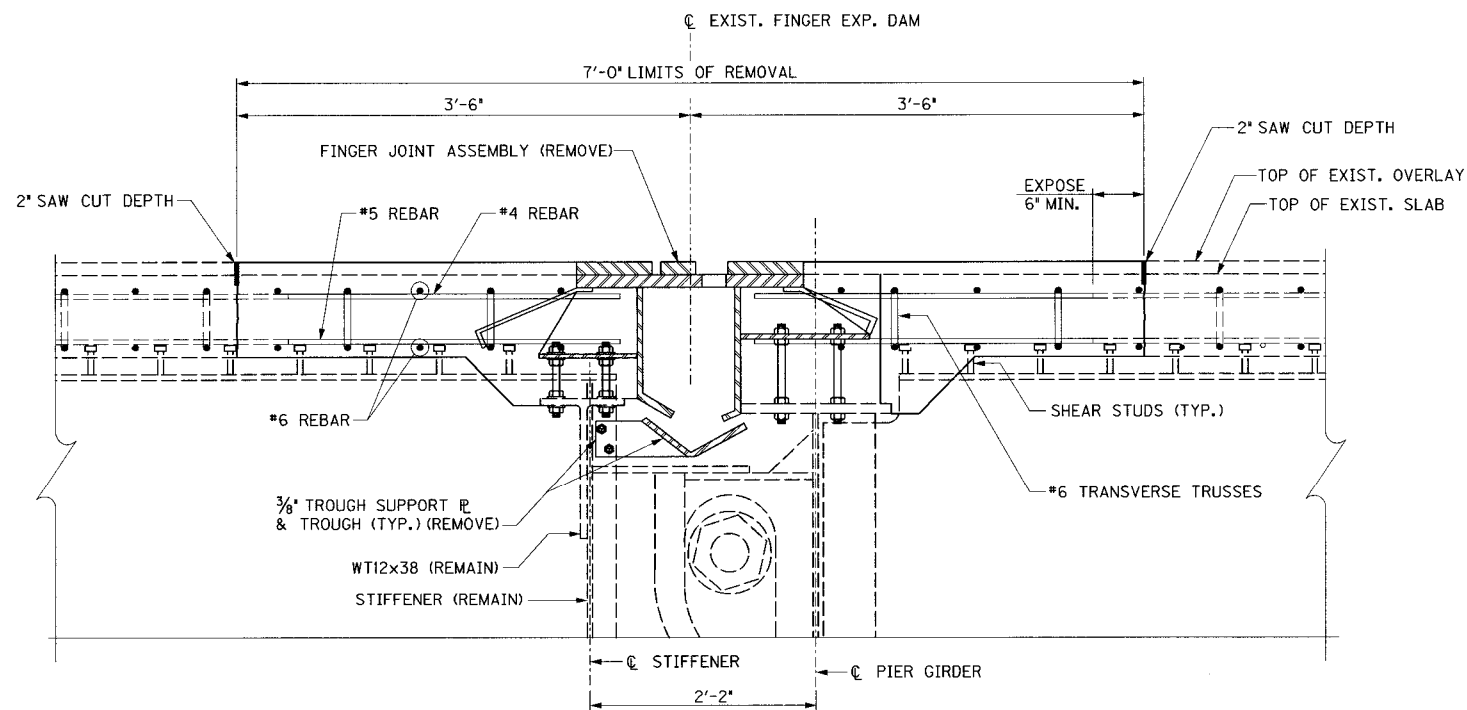
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



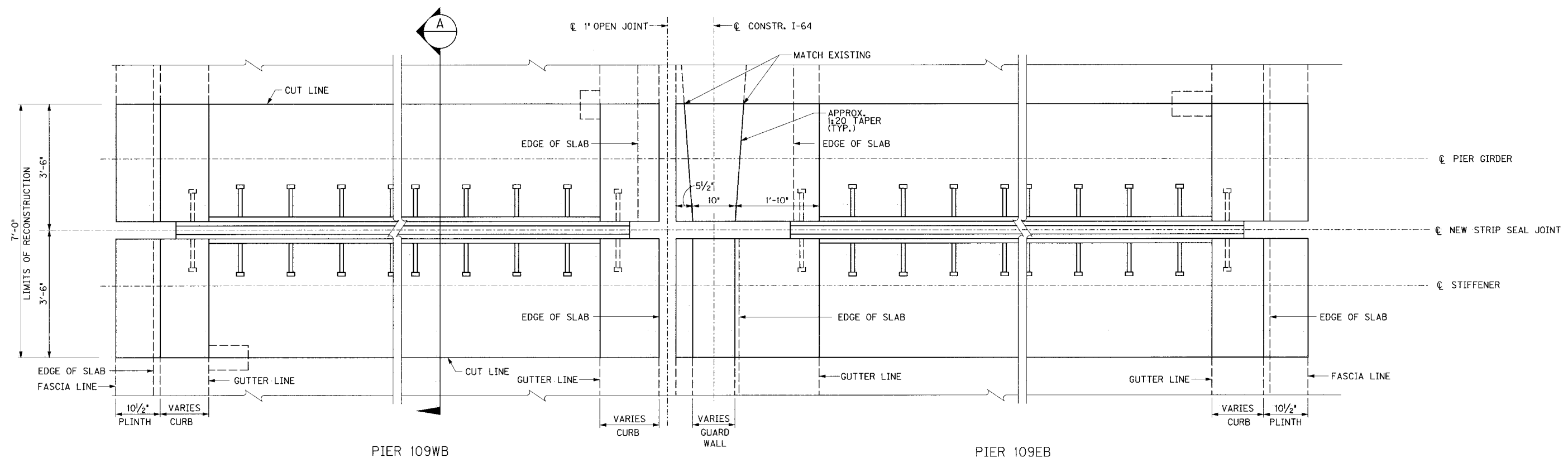
PLAN EXISTING EXPANSION JOINT REMOVAL



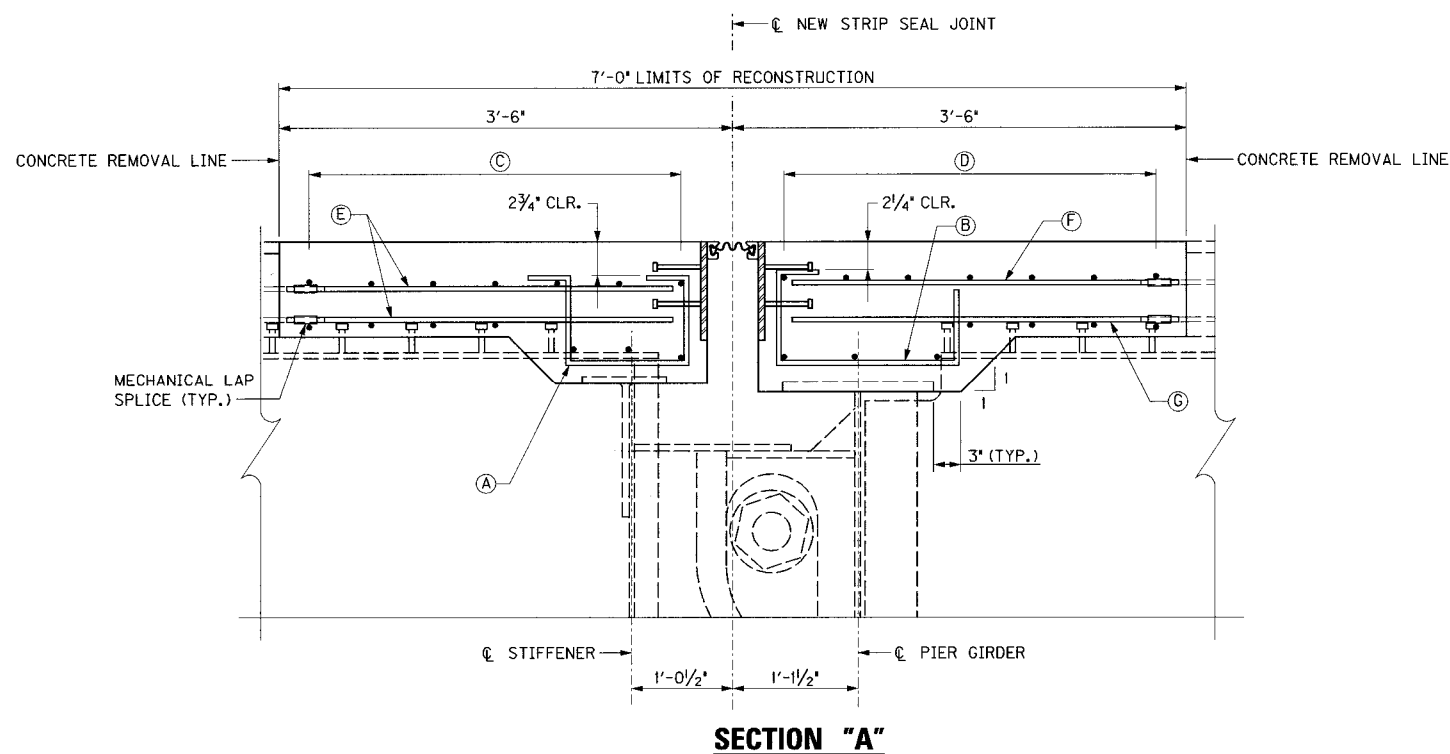
SECTION "A"

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY: JEFFERSON			
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET		
PIER 109			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. H8 DRAWING NO. 26144

ITEM NUMBER
5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



LEGEND

PIER 109WB

- A 36-S6E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S7E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S27E @ 5 3/4" (TOP)
7-S27E (BOTT) LOCATE AS SHOWN
- D 7-S10E @ 5 3/4" (TOP)
7-S10E (BOTT) LOCATE AS SHOWN
- E 108-S5E (MECHANICAL LAP SPLICE WITH
EXISTING *5 LONGITUDINAL BARS)
- F 63-S4E (MECHANICAL LAP SPLICE WITH
EXISTING *4 LONGITUDINAL BARS)
- G 62-S5E (MECHANICAL LAP SPLICE WITH
EXISTING *5 LONGITUDINAL BARS)

PIER 109EB

- A 36-S6E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S8E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S31E @ 5 3/4' (TOP)
7-S28E (BOTT) LOCATE AS SHOWN
- D 7-S30E @ 5 3/4' (TOP)
7-S9E (BOTT) LOCATE AS SHOWN
- E 109-S5E (MECHANICAL LAP SPLICE WITH
EXISTING *5 LONGITUDINAL BARS)
- F 69-S4E (MECHANICAL LAP SPLICE WITH
EXISTING *4 LONGITUDINAL BARS)
- G 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING *5 LONGITUDINAL BARS)

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-64	3RD STREET TO PRESTON STREET		
PIER 109			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			H9
			DRAWING NO. 26144

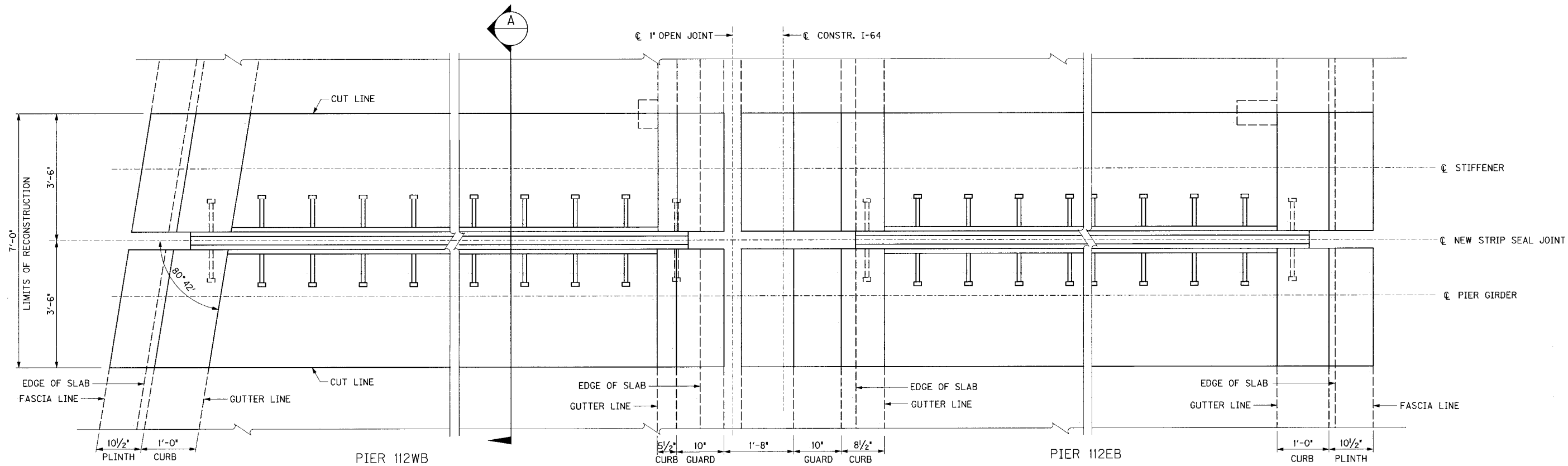
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET		
PIER 112			
PREPARED BY PB PARSONS BRINCKERHOFF			SHEET NO. H10 DRAWING NO. 26144

FILE NAME: ...Exp Joints 112.dgn

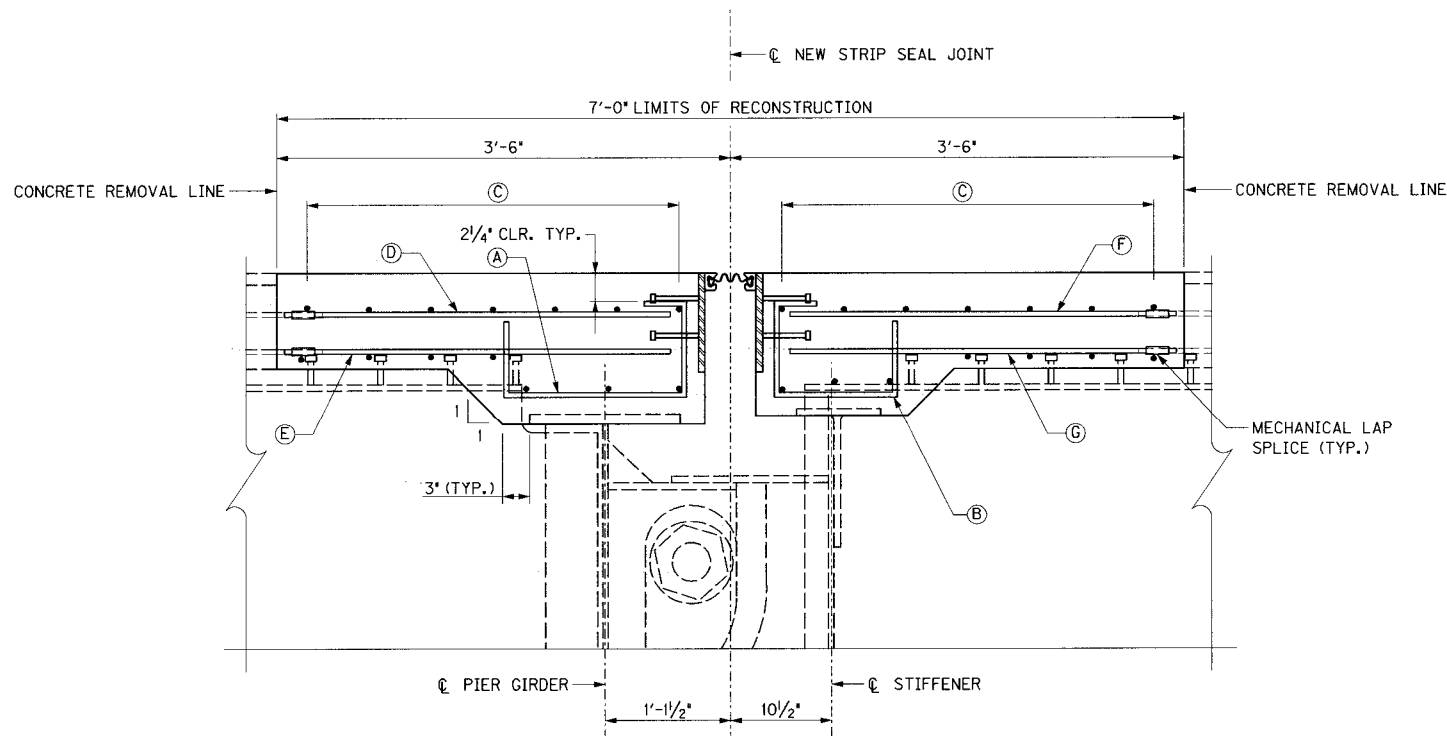
USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

PIER 112 WB

- A 69-S13E (4-10'-0" BAYS WITH 9 EACH;
1-6'-9 5/16" BAY WITH 5;
1-5'-3 3/8" BAY WITH 4;
3-9'-0 5/8" BAYS WITH 8 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 70-S11E (4-10'-0" BAYS WITH 9 EACH;
2-6'-9 5/16" BAYS WITH 5 EACH;
3-9'-0 5/8" BAYS WITH 8 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 2 LENGTHS OF 7-S9E @ 5 3/4" (TOP)
2 LENGTHS OF 7-S9E (BOTT) LOCATE AS SHOWN
- D 118-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 127-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 112-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 124-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 112 EB

- A 36-S12E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S11E (4-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S30E @ 5 3/4" (TOP)
7-S9E (BOTT) LOCATE AS SHOWN
- D 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

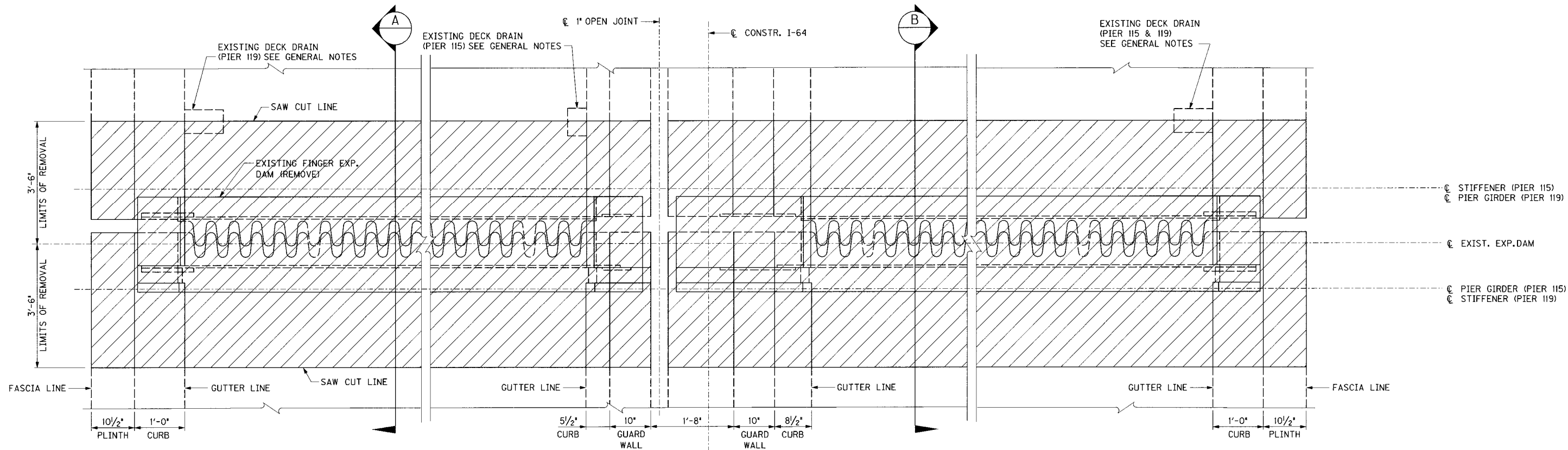
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		MJD
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIER 112		
ITEM NUMBER 5-73.00		PREPARED BY PARSONS BRINCKERHOFF
		SHEET NO. H11 DRAWING NO. 26144

FILE NAME: ...Exp Joints 115 and 119.dgn

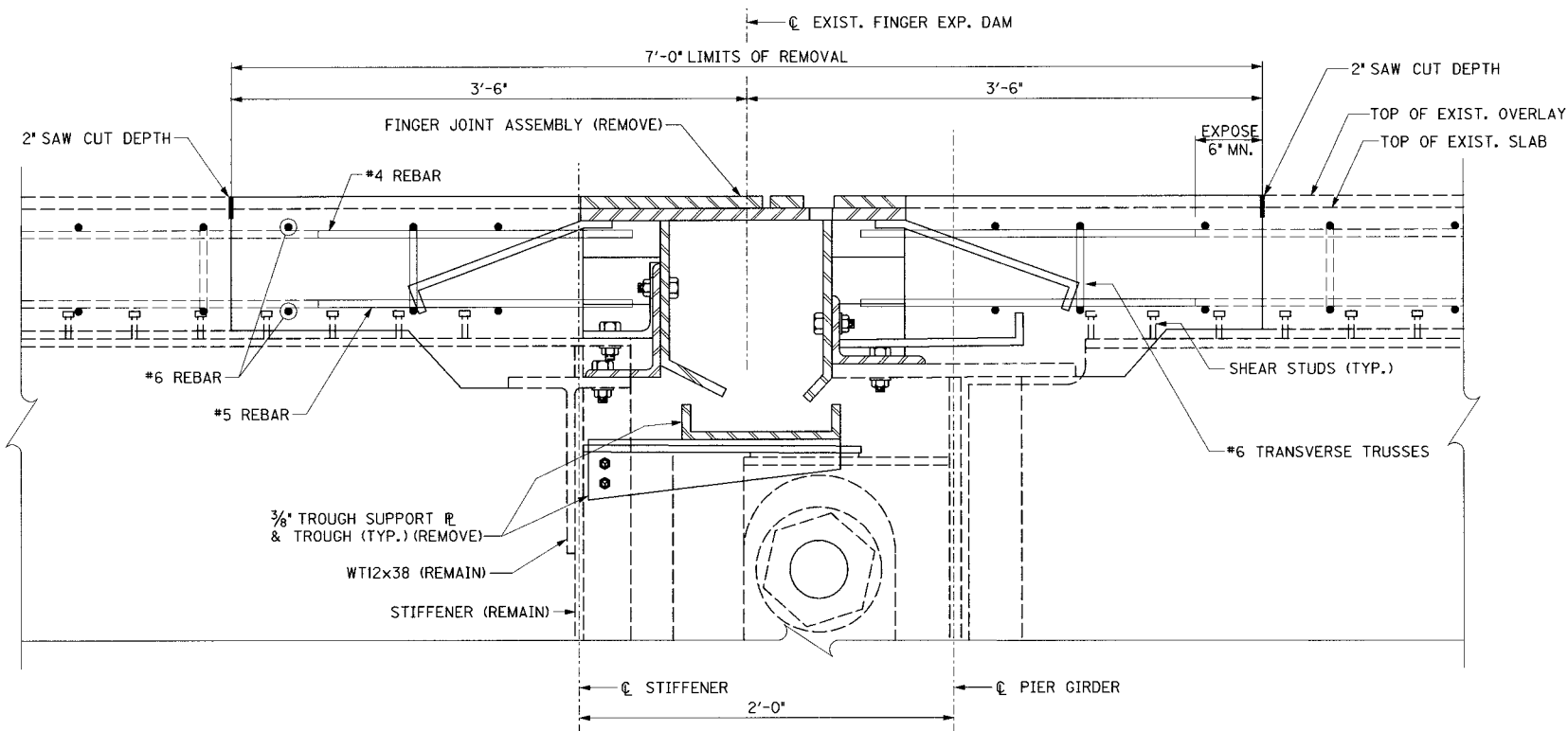
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL

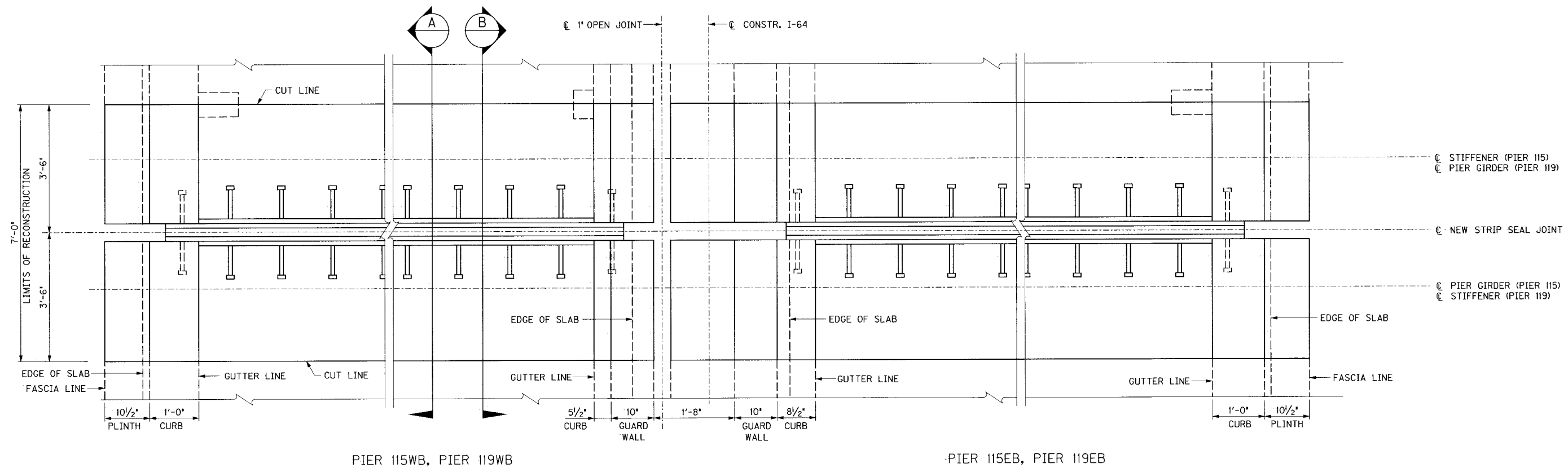


SECTION "A"
PIER 119
SECTION "B"
PIER 115

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIERS 115 & 119		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. H12 DRAWING NO. 26144

FILE NAME: ...Exp Joints 115 and 119.dgn
USER NAME: CBS
DATE: 1/30/2007
SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION

LEGEND

PIER 115WB

- A 45-S11E (5'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 44-S15E (4'-10'-0" BAYS WITH 9 EACH;
2'-5'-0" BAYS WITH 4 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S14E @ 5 3/4" (TOP)
7-S14E (BOTT) LOCATE AS SHOWN
- D 81-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 85-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 77-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 76-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 119WB

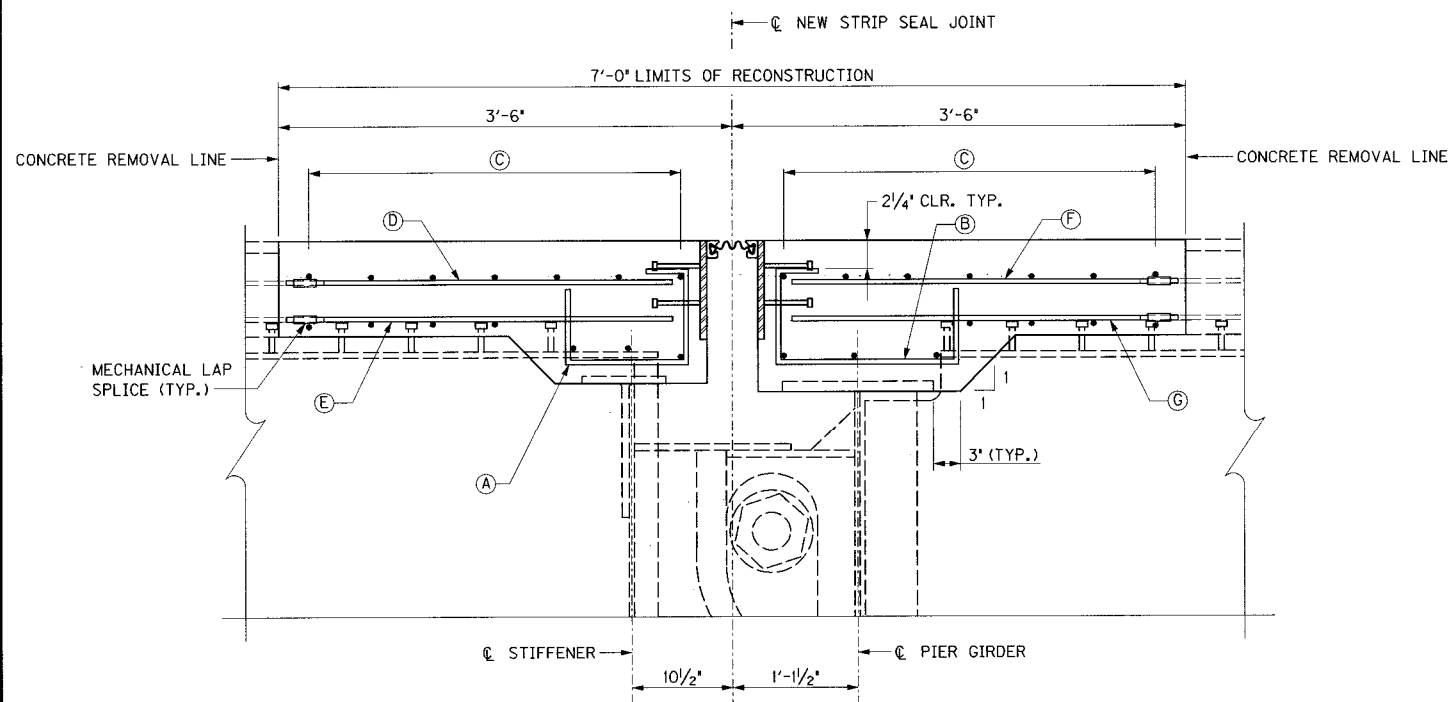
- A 45-S11E (5'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 45-S13E (5'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S14E @ 5 3/4" (TOP)
7-S14E (BOTT) LOCATE AS SHOWN
- D 77-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 76-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 77-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 76-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 115EB

- A 36-S11E (4'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S16E (4'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S30E @ 5 3/4" (TOP)
7-S9E (BOTT) LOCATE AS SHOWN
- D 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 119EB

- A 36-S11E (4'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 36-S7E (4'-10'-0" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S30E @ 5 3/4" (TOP)
7-S9E (BOTT) LOCATE AS SHOWN
- D 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 62-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 61-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)



SECTION "A"

PIER 119

SECTION "B"

PIER 115

ITEM NUMBER

5-73.00

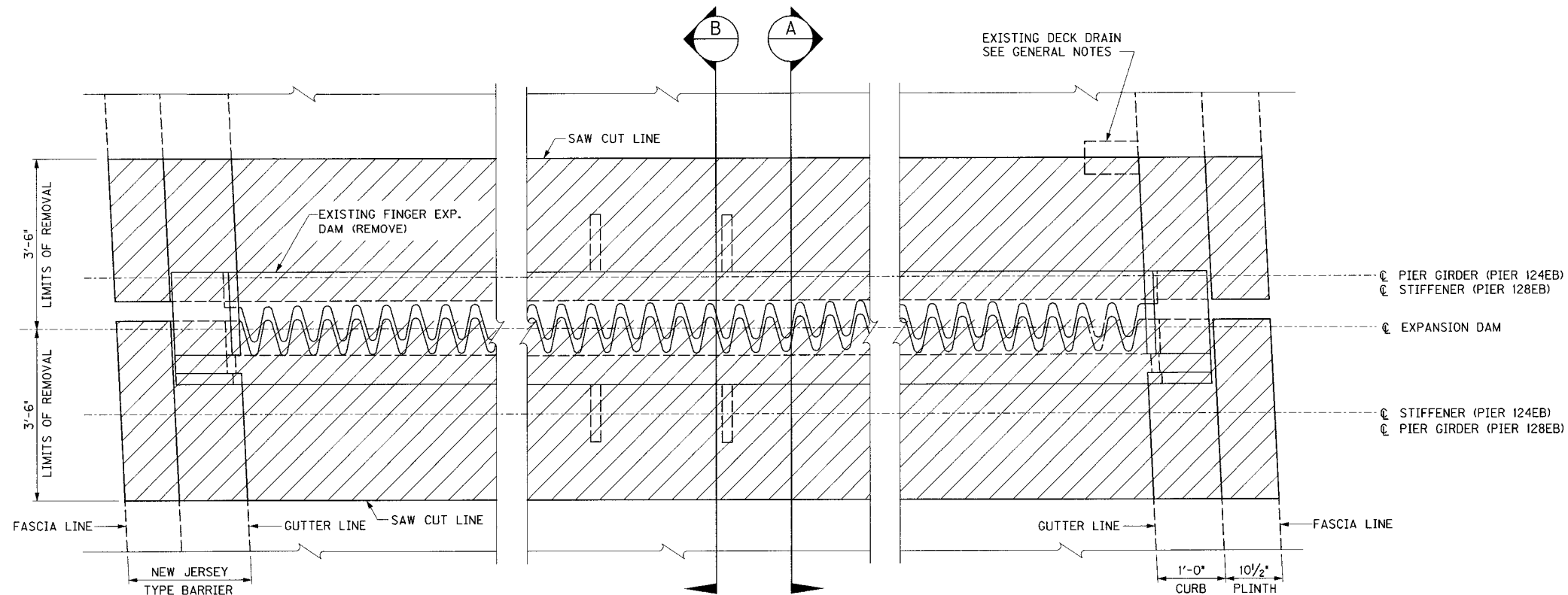
REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIERS 115 & 119		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. H13 DRAWING NO. 26144

FILE NAME: ...Exp Joints 124E and 128E.dgn

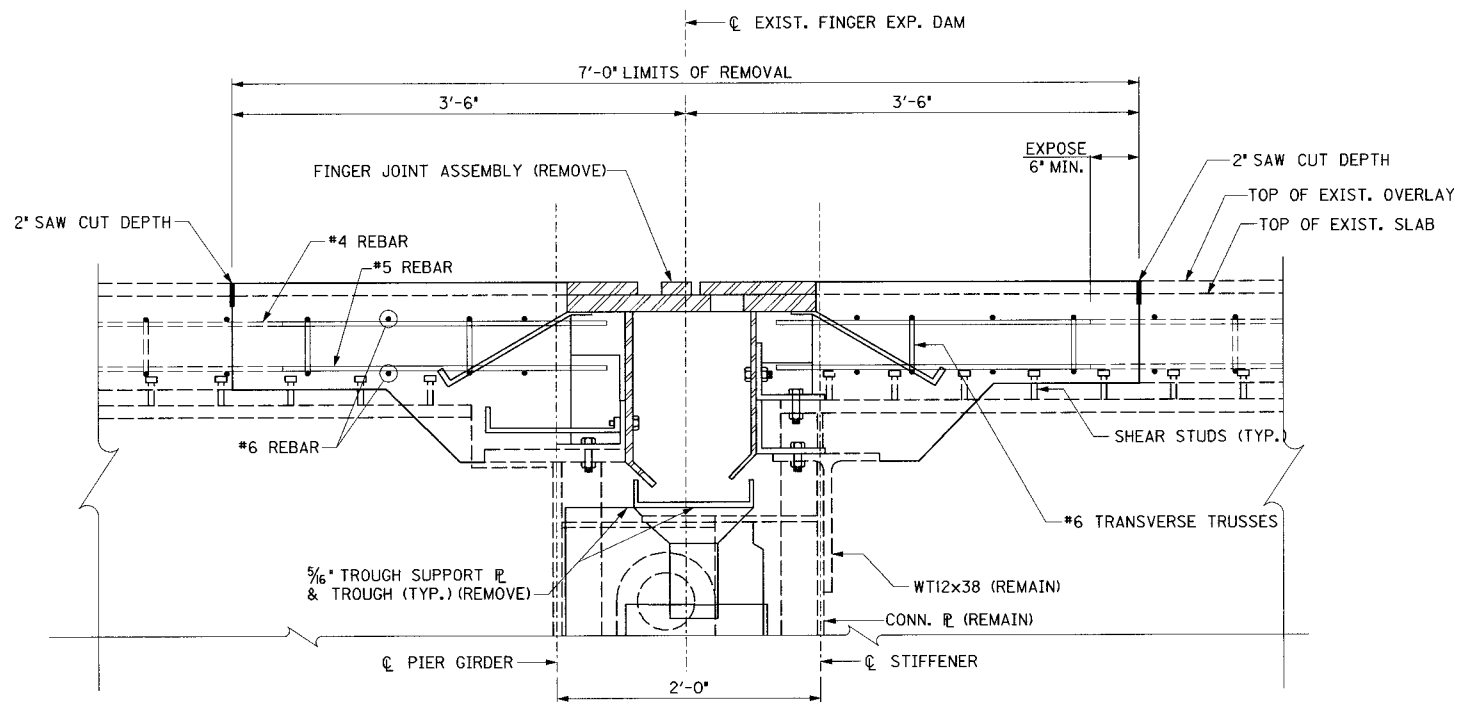
USERNAME: CBS

DATE: 1/26/2007

SHEET LOCATION: DETAILS



PLAN EXISTING EXPANSION JOINT REMOVAL

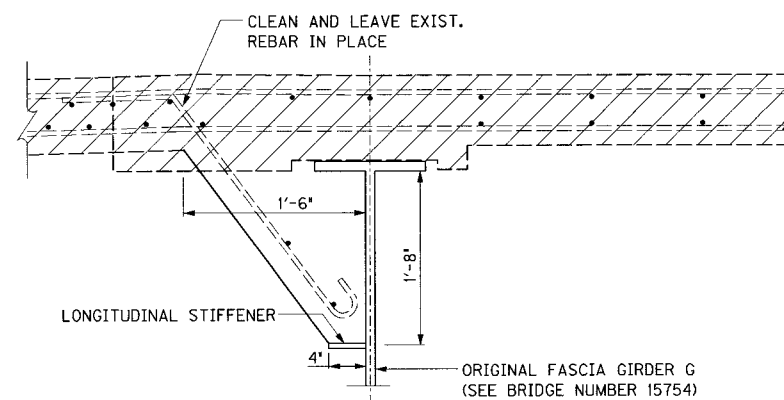


SECTION "A"

PIER 124EB

SECTION "B"

PIER 128EB

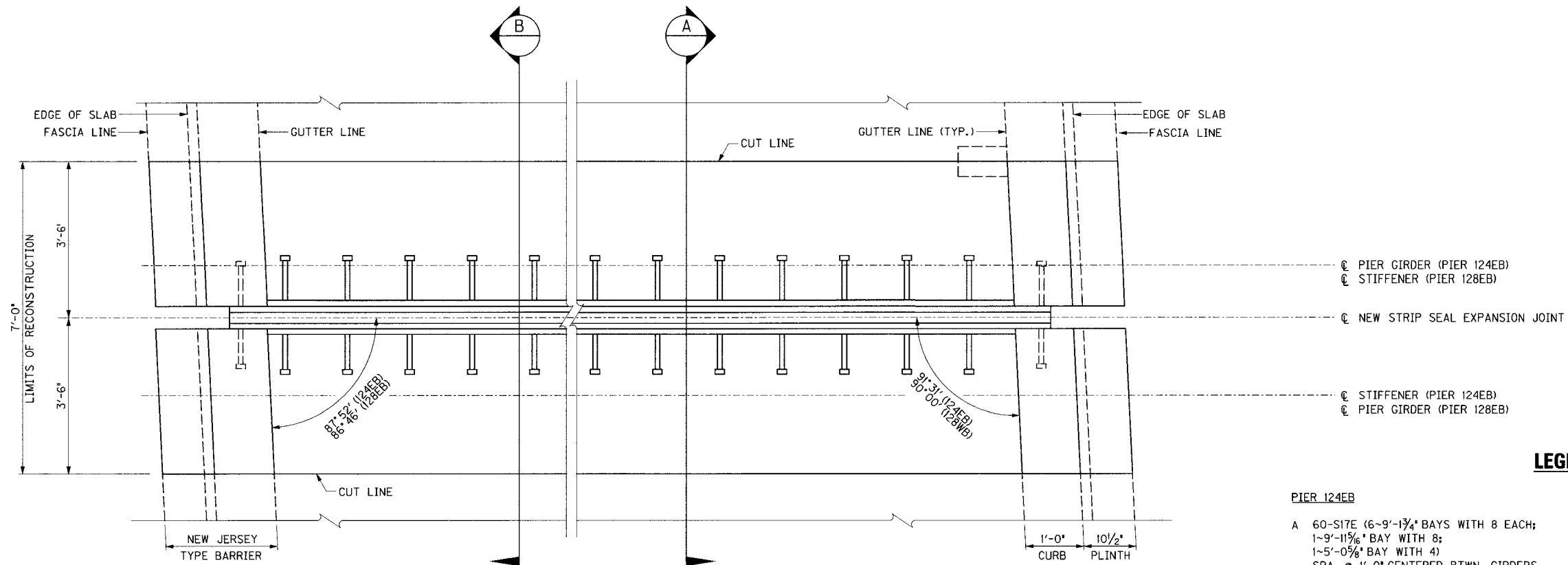


SECTION AT EXIST. CONCRETE BRACKET

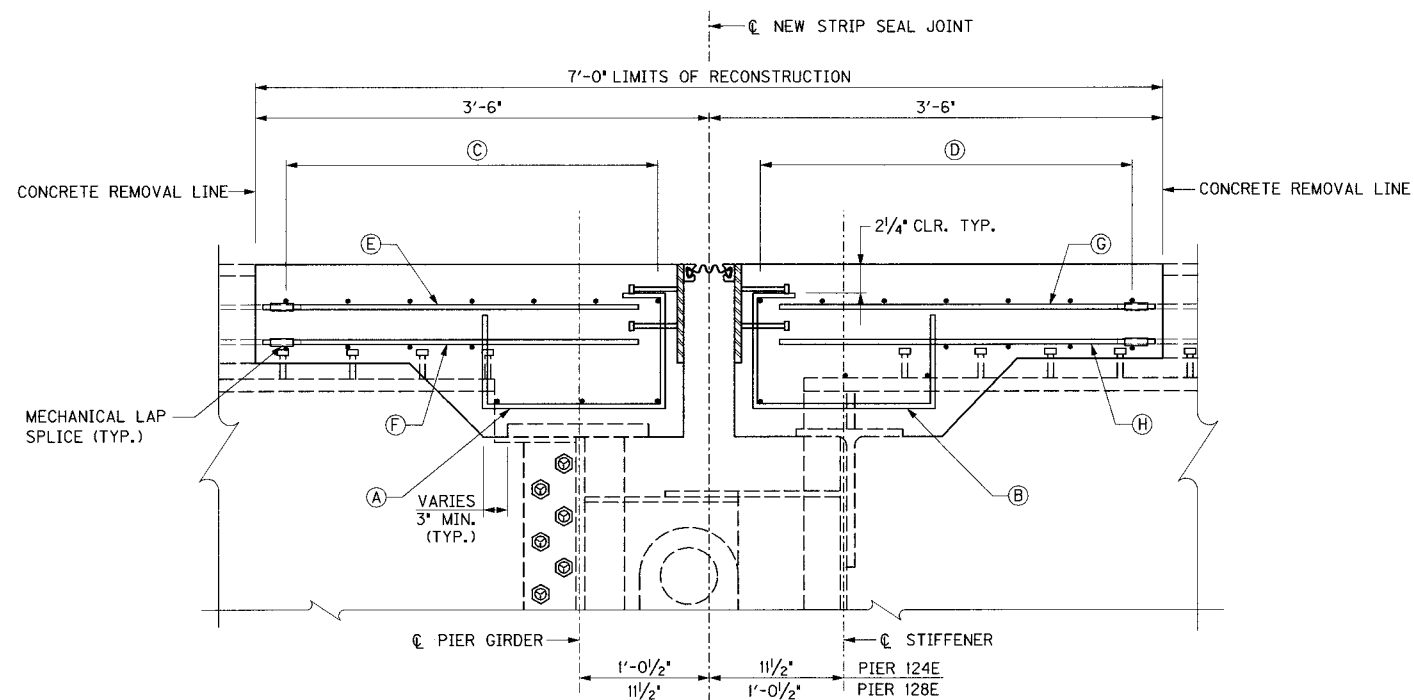
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	3RD STREET TO PRESTON STREET	
PIERS 124EB & 128EB		
PREPARED BY		SHEET NO.
PARSONS BRINCKERHOFF		H14
DRAWING NO.		26144

ITEM NUMBER

5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

PIER 124EB

SECTION "B"

PIER 128EB

LEGEND

PIER 124EB

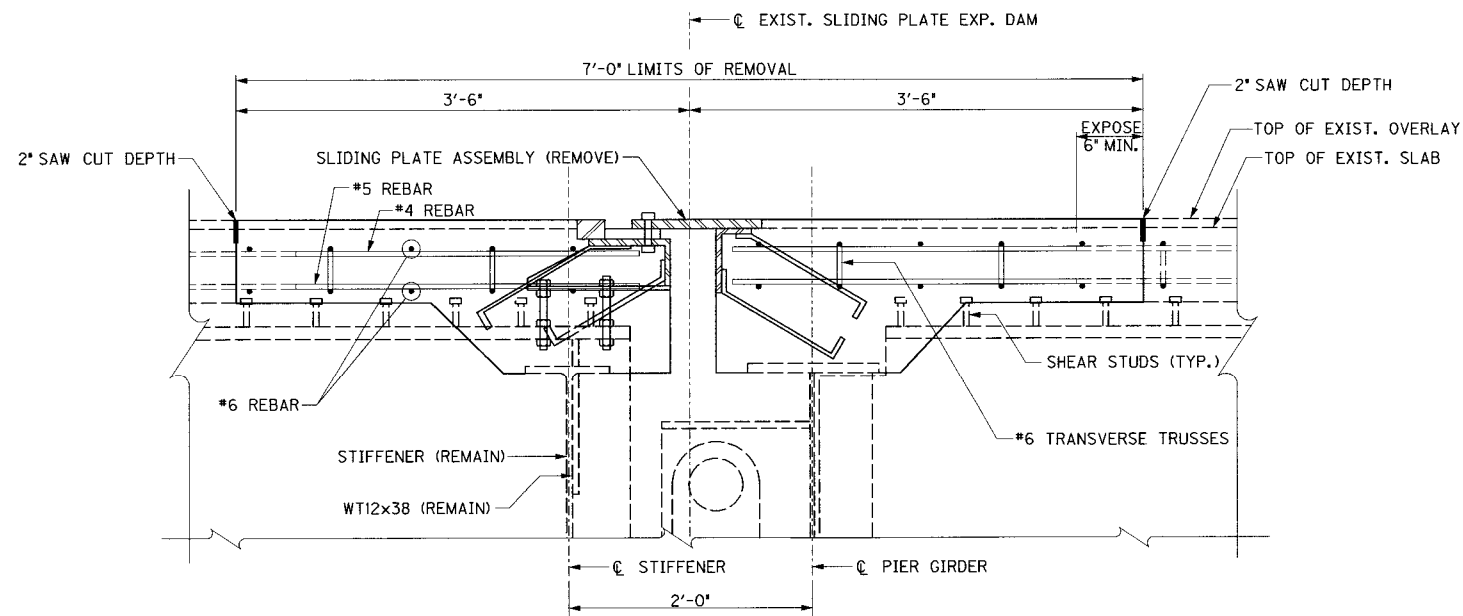
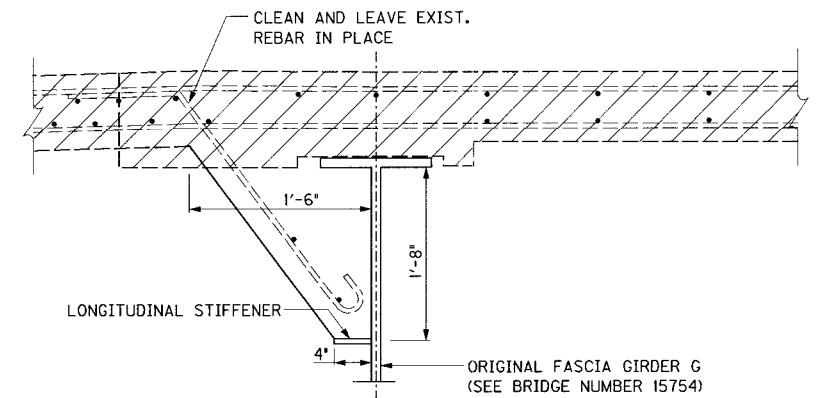
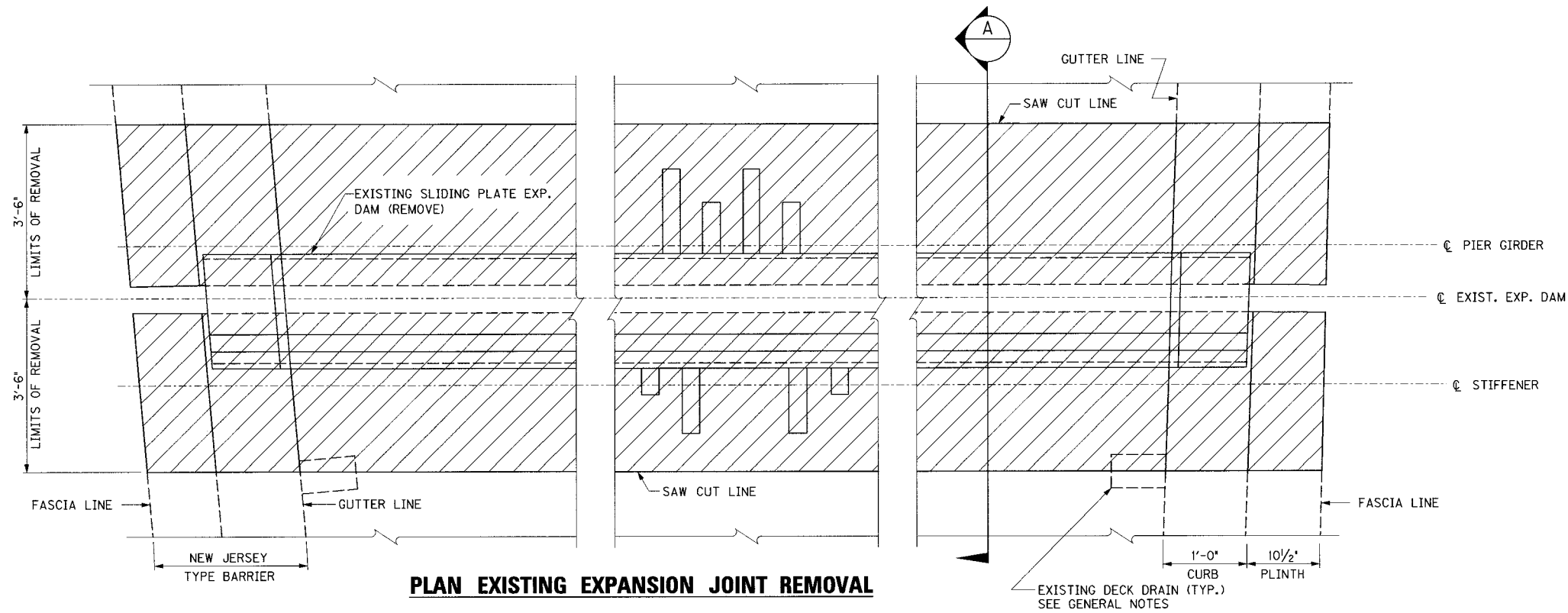
- A 60-S1E (6~9'-1 3/4" BAYS WITH 8 EACH;
1~9'-11 5/8" BAY WITH 8;
1~5'-0 5/8" BAY WITH 4)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 60-S1E (6~9'-1 3/4" BAYS WITH 8 EACH;
1~9'-11 5/8" BAY WITH 8;
1~5'-0 5/8" BAY WITH 4)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 2 LENGTHS OF 7-S21E @ 5 3/4" (TOP)
2 LENGTHS OF 7-S21E (BOTT) LOCATE AS SHOWN
- D 2 LENGTHS OF 7-S20E @ 5 3/4" (TOP)
2 LENGTHS OF 7-S20E (BOTT) LOCATE AS SHOWN
- E 98-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- F 105-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- G 96-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #4 & #5 LONGITUDINAL BARS)
- H 109-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

PIER 128EB

- A 70-S18E (7~9'-1 3/4" BAYS WITH 8 EACH;
2~8'-0" BAYS WITH 7 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 69-S19E (7~9'-1 3/4" BAYS WITH 8 EACH;
1~8'-0" BAY WITH 7;
2~4'-0 5/8" BAYS WITH 3 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 2 LENGTHS OF 7-S22E @ 5 3/4" (TOP)
2 LENGTHS OF 7-S22E (BOTT) LOCATE AS SHOWN
- D 2 LENGTHS OF 7-S22E @ 5 3/4" (TOP)
2 LENGTHS OF 7-S22E (BOTT) LOCATE AS SHOWN
- E 106-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- F 118-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- G 108-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- H 123-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

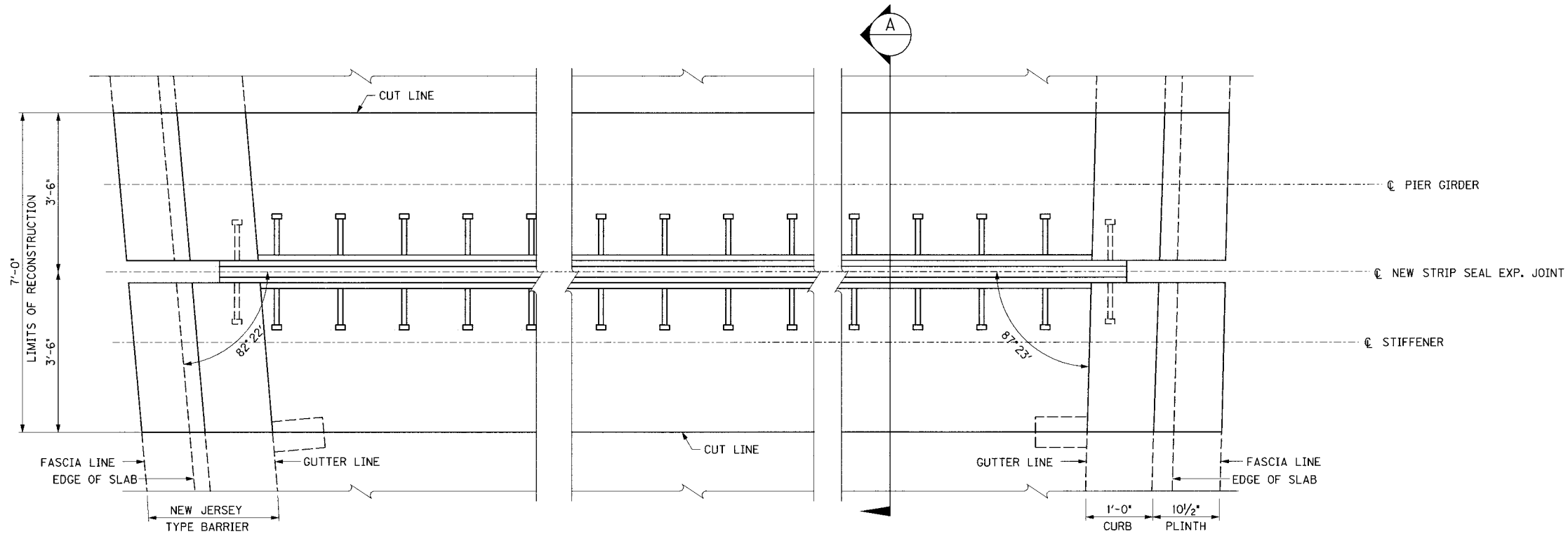
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIERS 124EB & 128EB		
ITEM NUMBER 5-73.00	PREPARED BY PARSONS BRINCKERHOFF	SHEET NO. H15 DRAWING NO. 26144

SHEET LOCATION: DETAILS
DATE: 1/20/2007
USER: jbr
FILE: 5-73.00

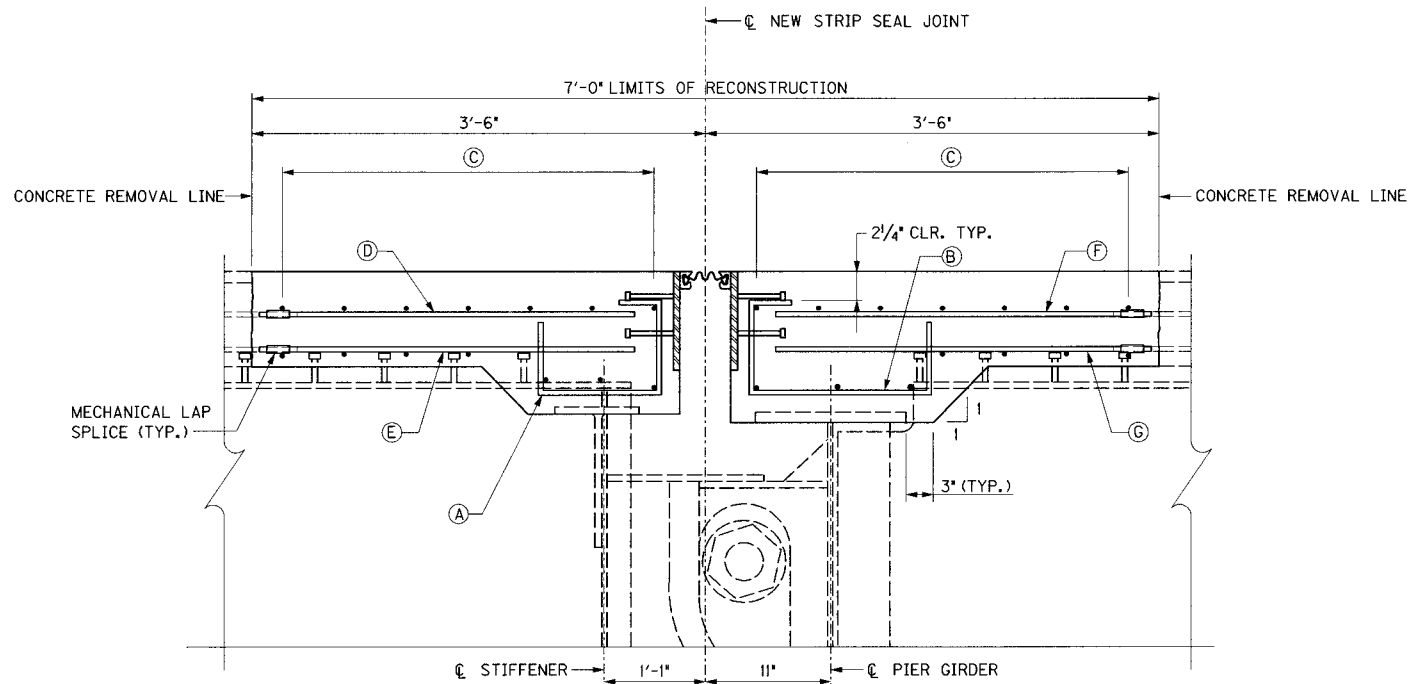


ITEM NUMBER	5-73.00
REVISION	DATE
DATE: JAN 2007	CHECKED BY:
DESIGNED BY:	MJD
DETAILED BY: CBS	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS	
COUNTY JEFFERSON	
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET
PIER 131EB	
PREPARED BY PARSONS BRINCKERHOFF	SHEET NO. H16 DRAWING NO. 26144

SHEET LOCATION: DETAILS
DATE: 1/2/2007
USER: cbs
FILE: 5-73.00.dwg



PLAN EXPANSION JOINT RECONSTRUCTION



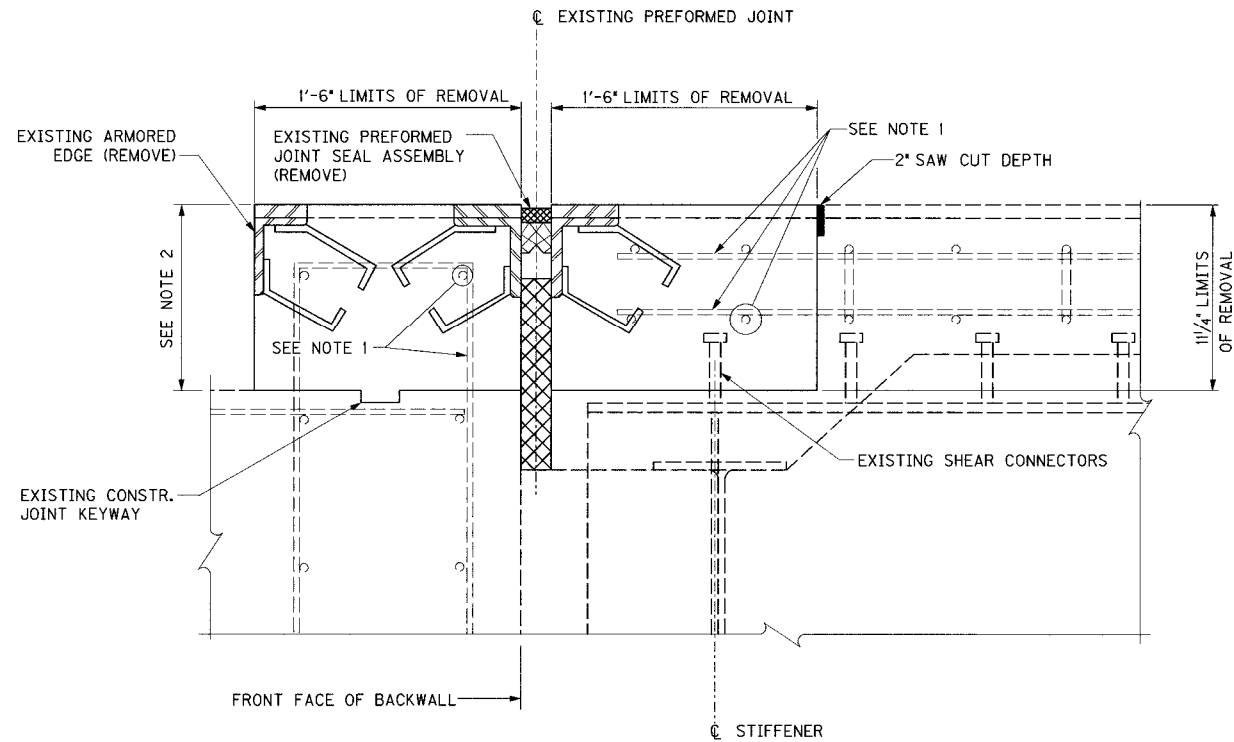
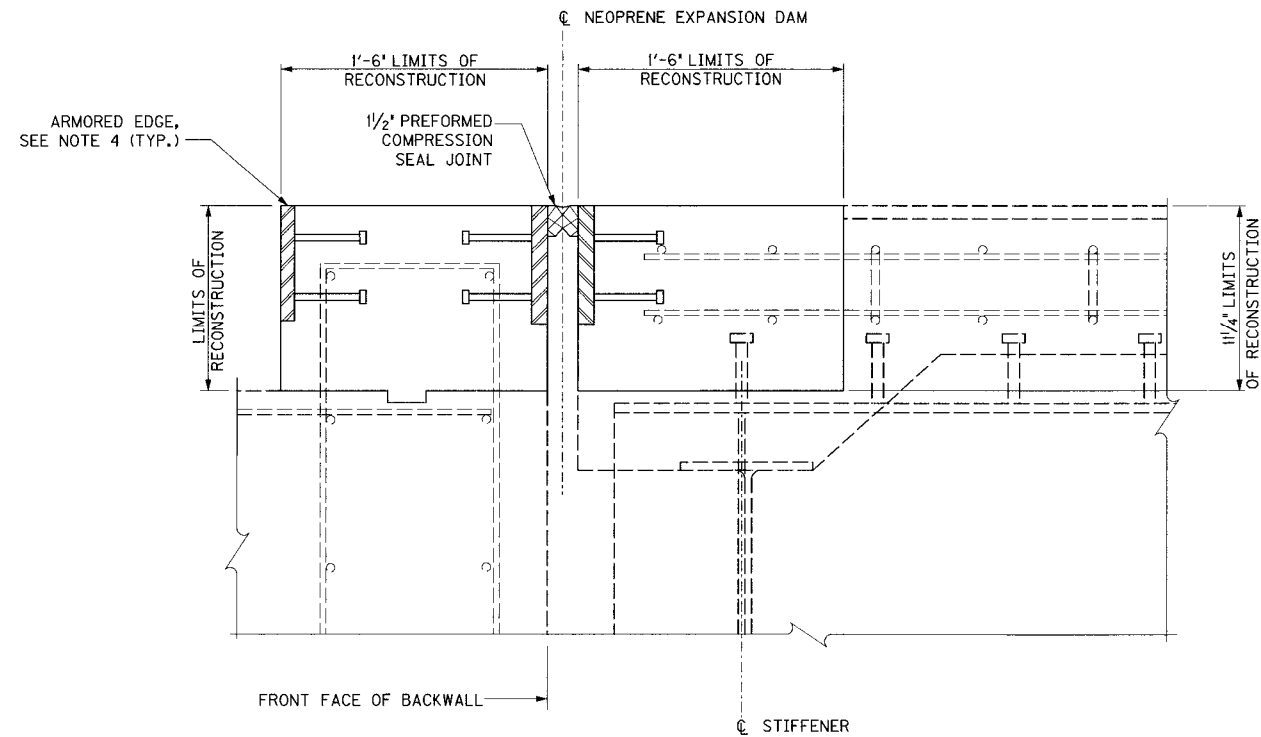
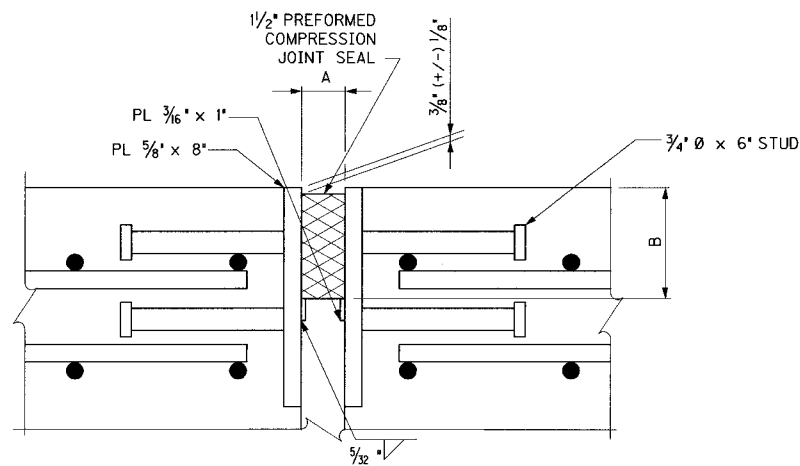
SECTION "A"

LEGEND

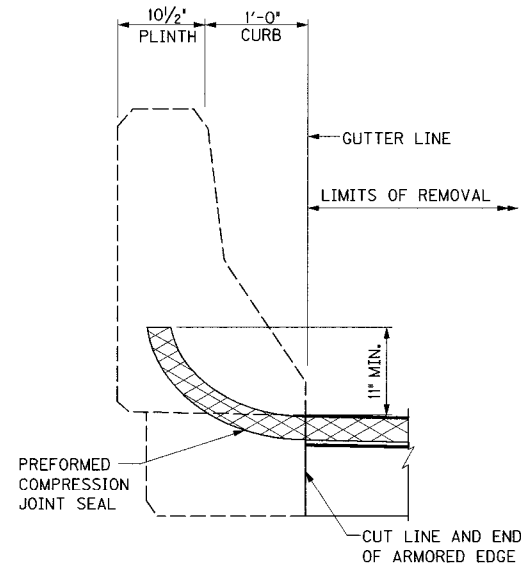
- A 96-S19E (6~9'-1 3/8" BAYS WITH 8 EACH;
2~6'-7 7/8" BAYS WITH 5 EACH;
1~4'-10 5/8" BAY WITH 3;
5~8'-3" BAYS WITH 7 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 96-S23E (7~9'-1 3/8" BAYS WITH 8 EACH;
1~3'-11 1/2" BAY WITH 2;
1~4'-10 5/8" BAY WITH 3;
5~8'-3" BAYS WITH 7 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 3 LENGTHS OF 7-S24E @ 5 3/4" (TOP)
3 LENGTHS OF 7-S24E (BOTT) LOCATE AS SHOWN
- D 140-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 162-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)
- F 144-S4E (MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- G 166-S5E (MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: CBS		MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIER 131EB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H17
DRAWING NO. 26144		

ITEM NUMBER
5-73.00

**SECTION EXISTING JOINT REMOVAL****SECTION EXPANSION JOINT RECONSTRUCTION****SECTION THROUGH COMPRESSION SEAL JOINT**

A - MINIMUM JOINT OPENING @ 60°F
 B - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"

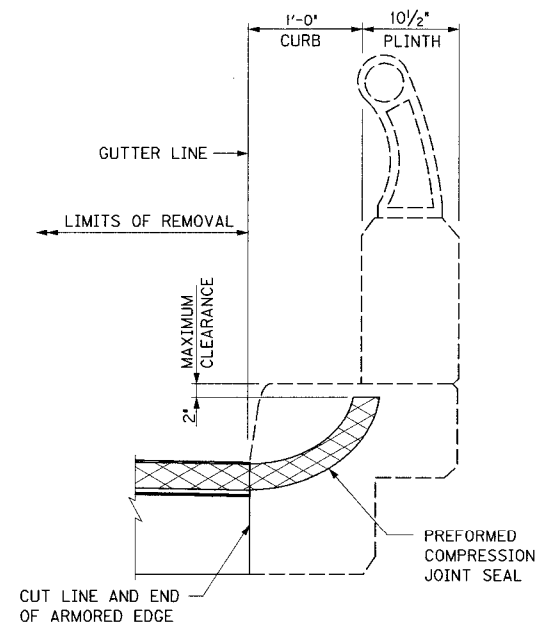
**SECTION THROUGH BARRIER**

LOOKING AT BRIDGE

COMPRESSION JOINTS

PIER	JOINT LENGTH (1)
101EB	125'-1 3/4"

(1) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. H33.

**SECTION THROUGH FASCIA**

LOOKING AT BRIDGE

JOINT DATA		The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.
Dim. A @ 60°F (in)	Movement (in)	
1 1/2	1	
2	1 1/2	
2 1/2	2	

TEMPERATURE CHANGE INCREMENT 3/32" PER 10° F

NOTES

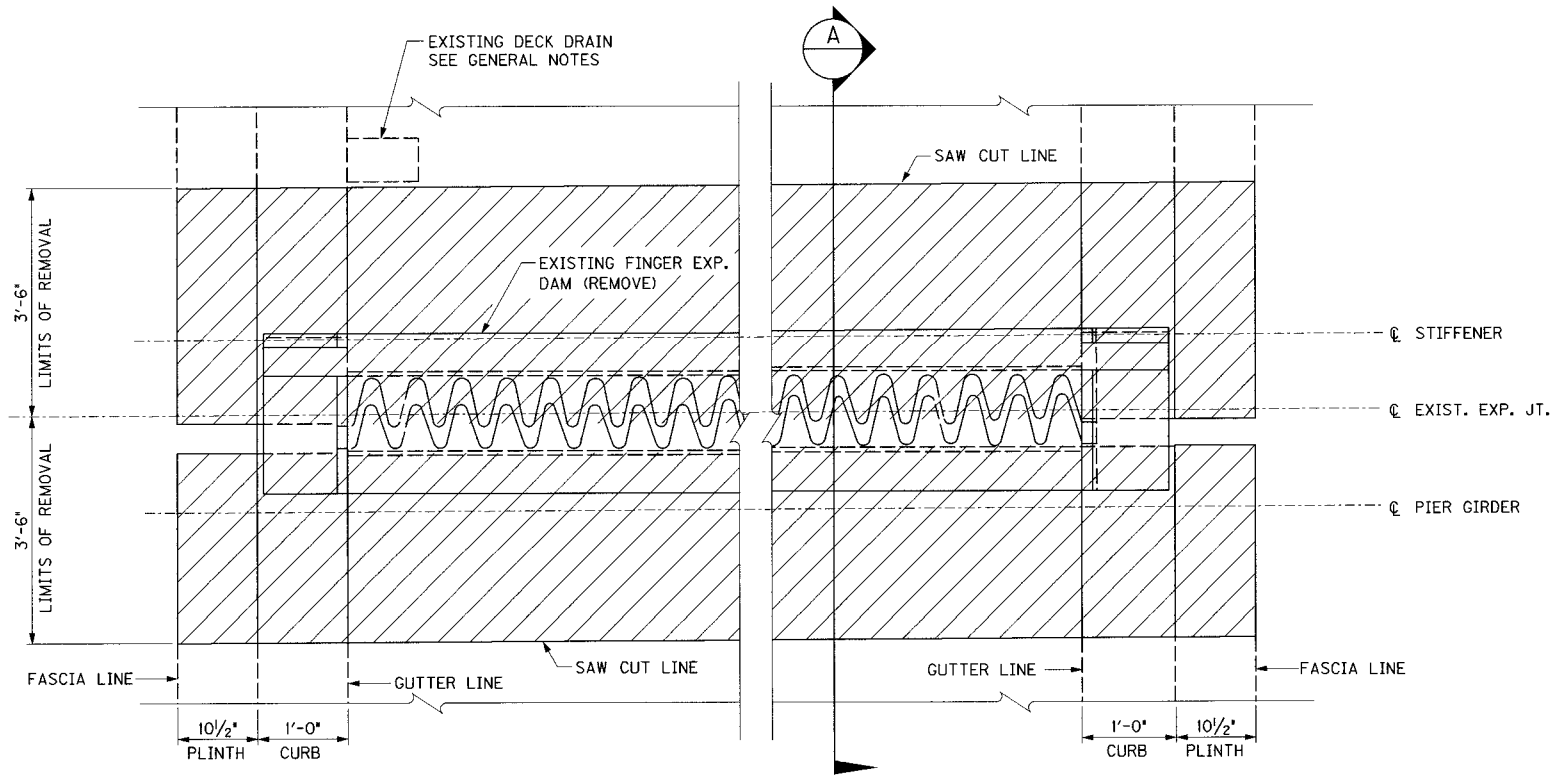
- ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
- BACKWALL TO BE REMOVED DOWN TO TOP OF PAVEMENT SEAT BETWEEN FASCIA AND MEDIAN GUTTER LINES. REMOVAL DEPTH VARIES, 11 1/4" MINIMUM.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET NO. H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
- FOR ARMORED EDGE DETAILS, SEE SHEET NOS. H32 & H33.

ITEM NUMBER

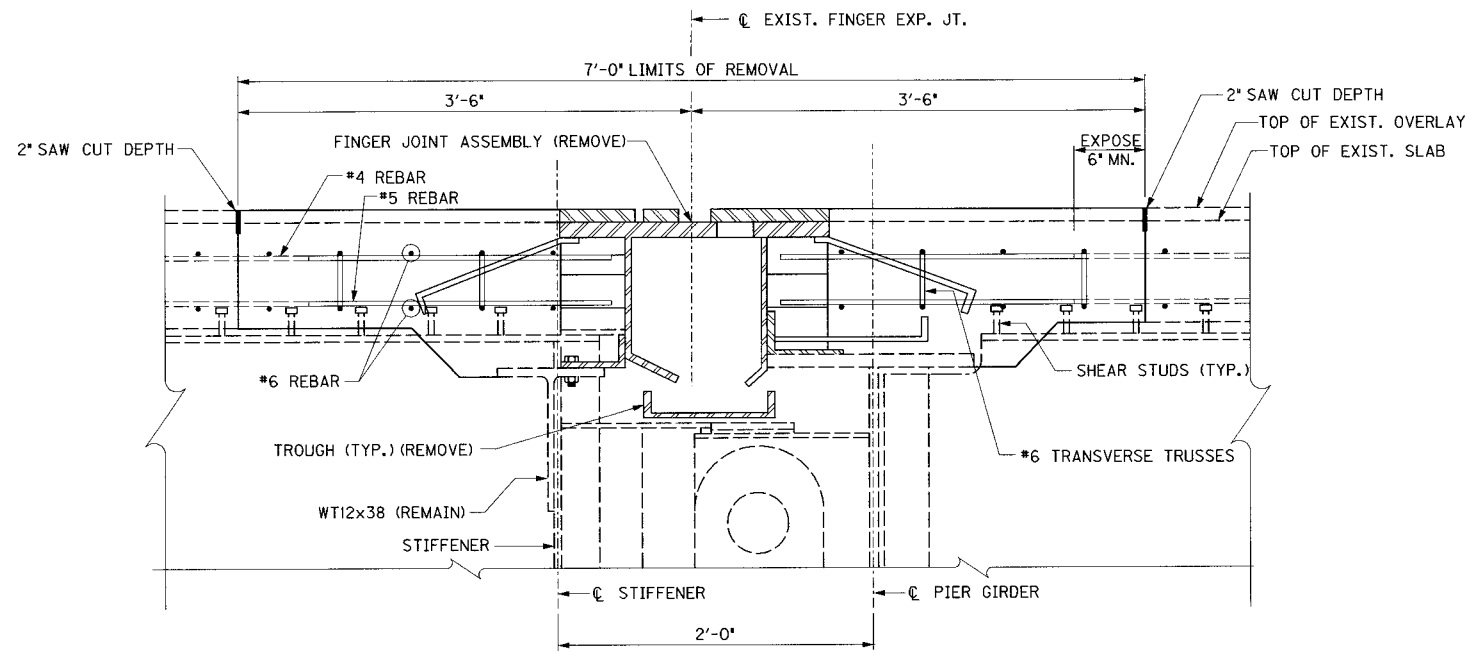
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET		
END BENT 101EB			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. H18
			DRAWING NO. 26144

SHEET LOCATION: DETAILS
DATE: \$\$\$\$DATE\$\$\$\$
USERNAME: \$\$\$plottercdy\$\$\$\$
FILE NAME: \$\$\$designfiles\$specification\$\$\$\$



PLAN EXISTING EXPANSION JOINT REMOVAL

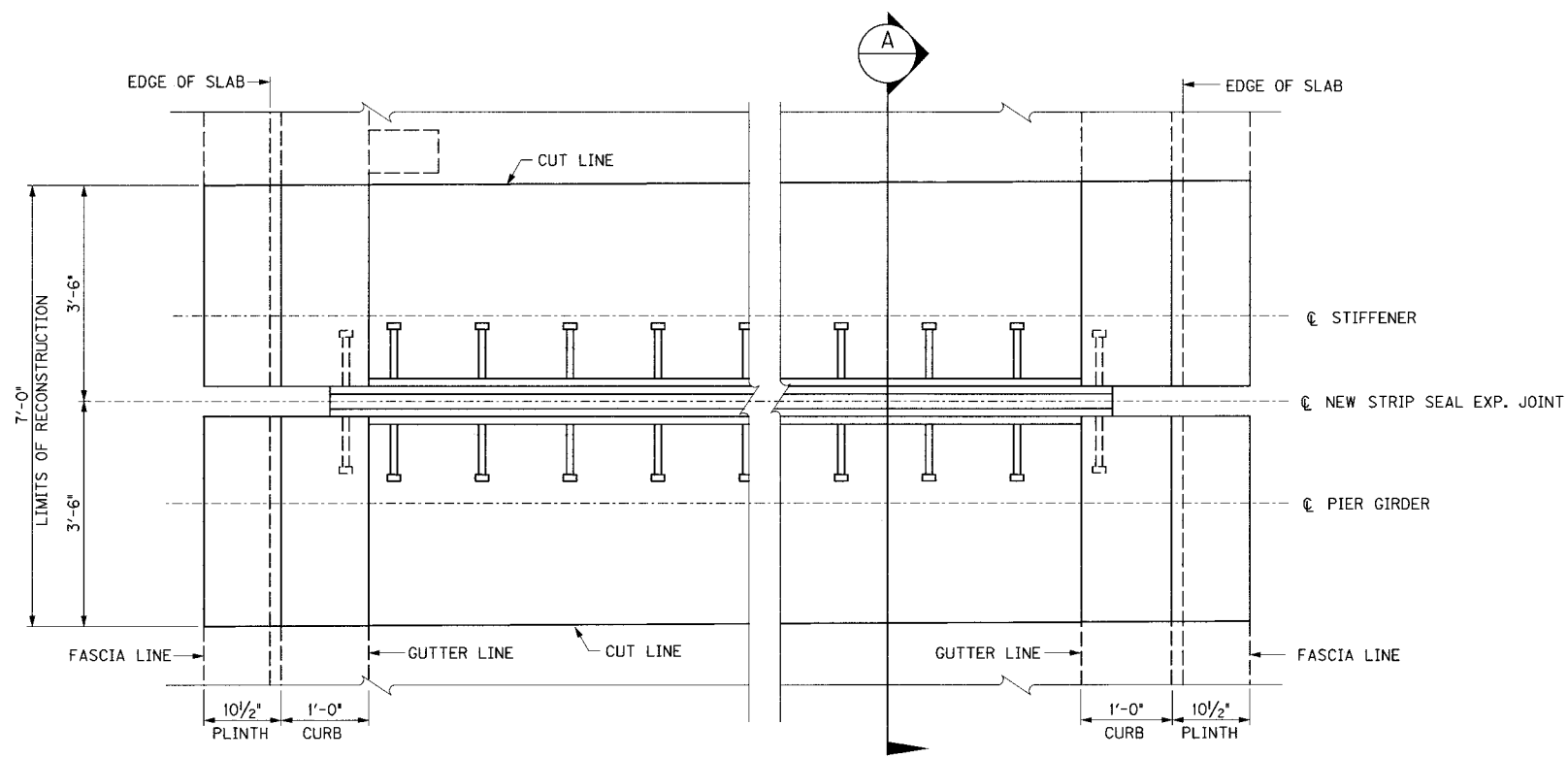


SECTION "A"

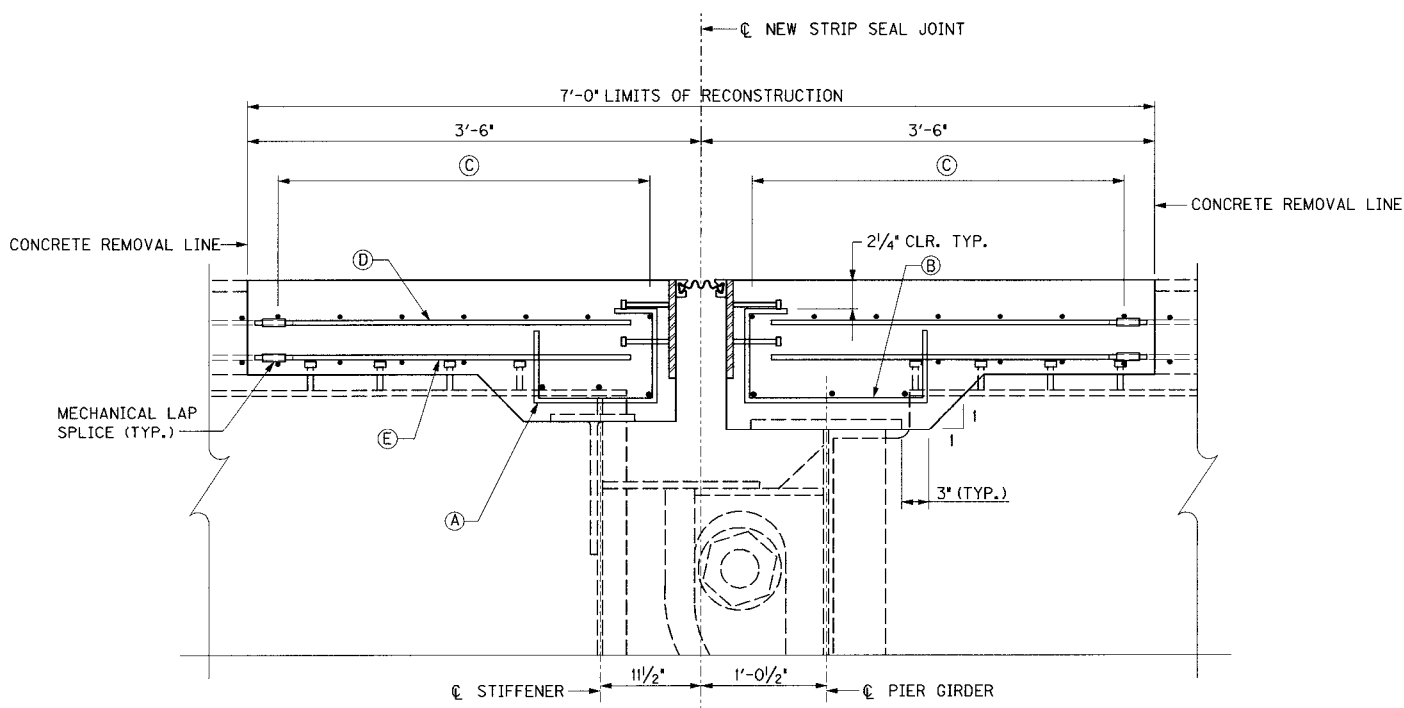
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		3RD STREET TO PRESTON STREET	
PIERS 123WB & 127WB			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF		H19	
DRAWING NO.		26144	

ITEM NUMBER
5-73.00

SHEET LOCATION: DETAILS
DATE: 11/14/2007
USER: cbs
FILE: 5-73.00



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

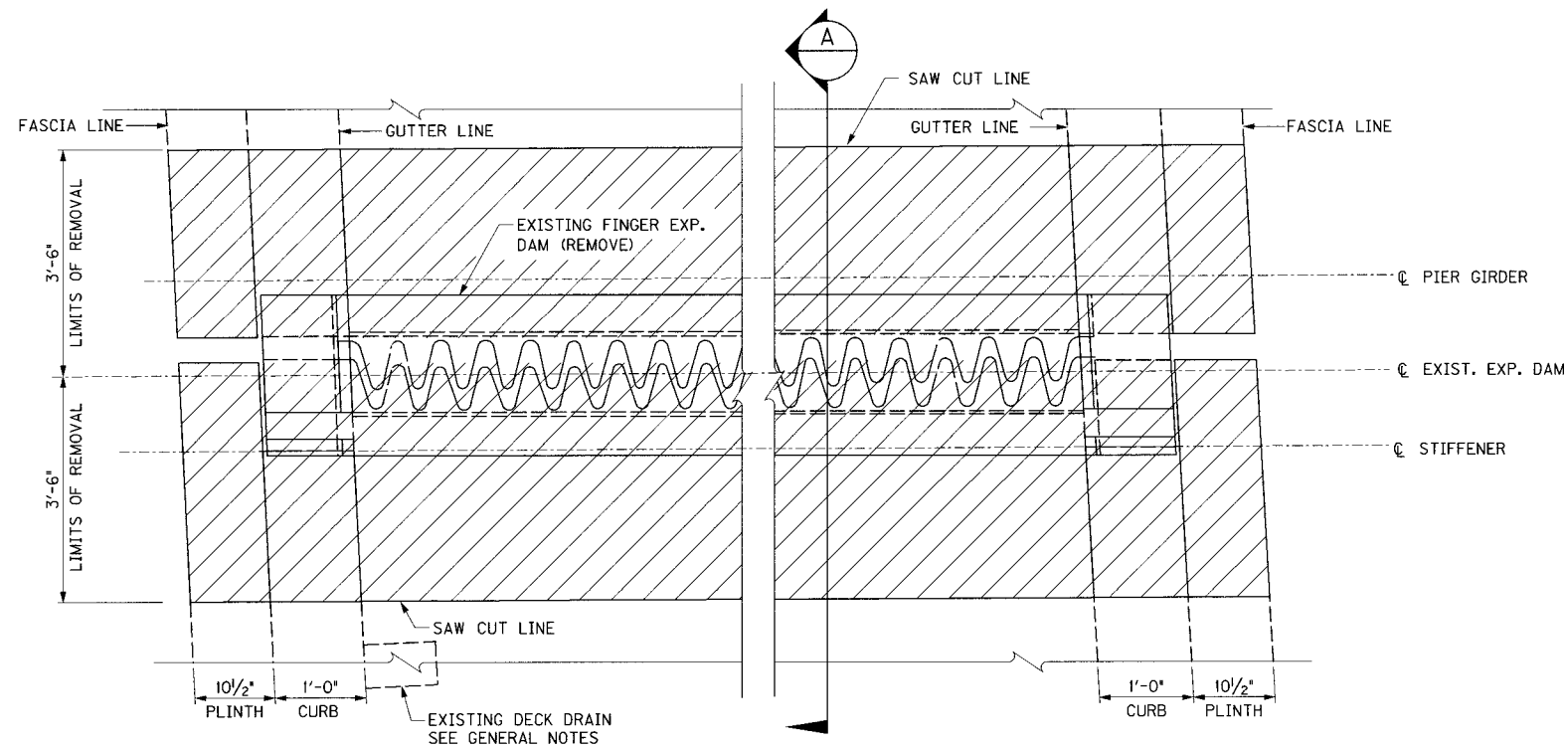
LEGEND

- A 45-S25E (5'-10'-2 5/8" BAYS WITH 9 EACH) (PIER 123WB & PIER 127WB) SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 45-S17E (5'-10'-2 5/8" BAYS WITH 9 EACH) (PIER 123WB & PIER 127WB) SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S26E @ 5 3/4" (TOP) (PIER 123WB & PIER 127WB) 7-S26E (BOTT) LOCATE AS SHOWN (PIER 123WB & PIER 127WB)
- D 77-S4E (PIER 123WB & PIER 127WB) (TYP.) (MECHANICAL LAP SPLICE WITH EXISTING #4 LONGITUDINAL BARS)
- E 76-S5E (PIER 123WB & PIER 127WB) (TYP.) (MECHANICAL LAP SPLICE WITH EXISTING #5 LONGITUDINAL BARS)

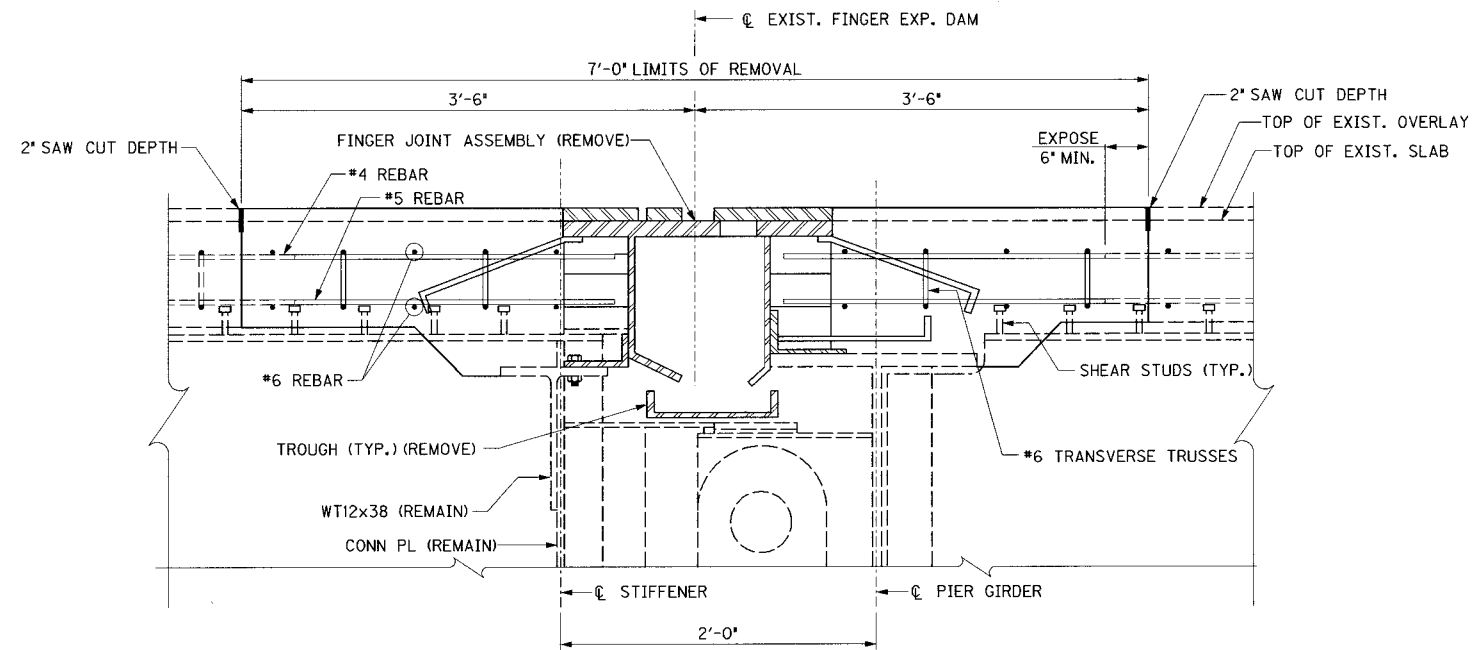
REVISION		DATE
DATE: JAN 2007		CHECKED BY
DESIGNED BY:		DETAILED BY: CBS
MJD		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIERS 123WB & 127WB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H20 DRAWING NO. 26144

ITEM NUMBER
5-73.00

SHEET LOCATION: DETAILS DATE: \$\$\$DATE\$\$\$ USERNAME: \$\$\$plottedby\$\$\$ FILE NAME: \$\$\$designfiles\$specification\$\$\$



PLAN EXISTING EXPANSION JOINT REMOVAL

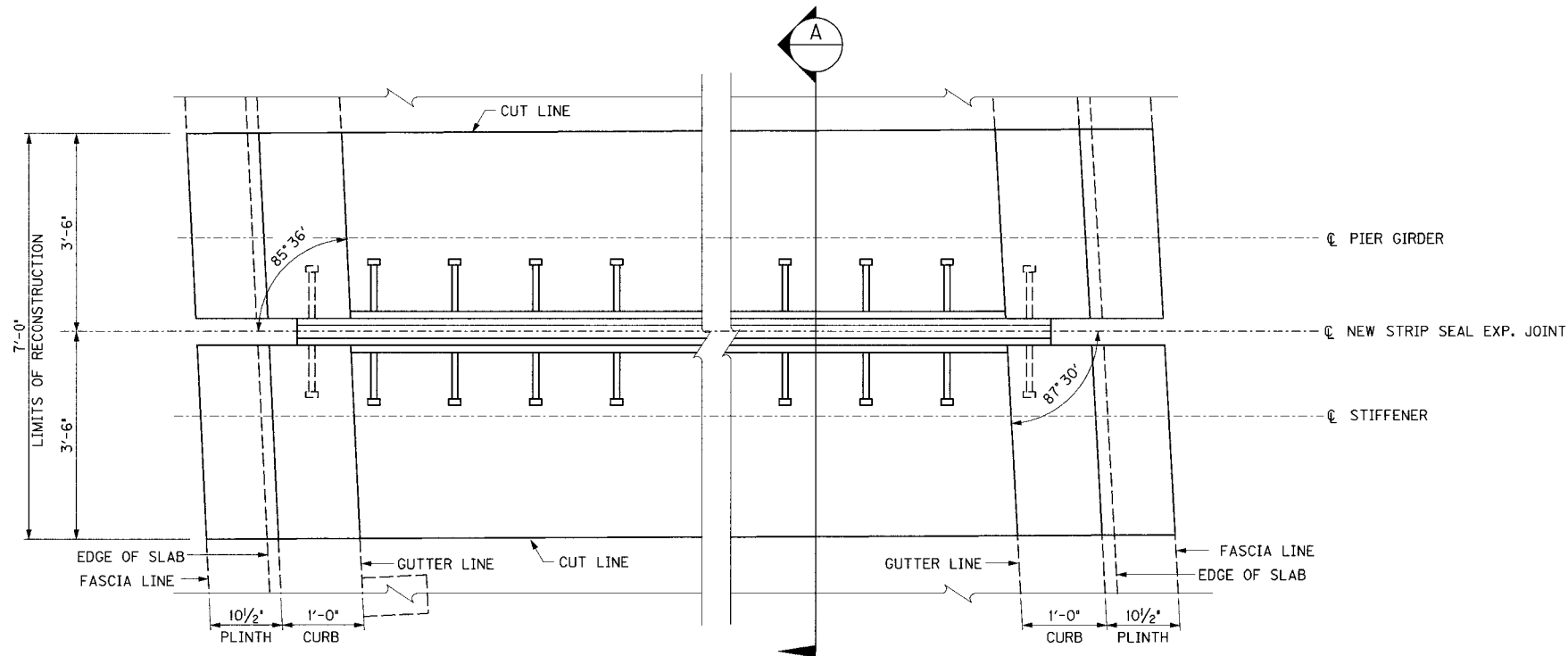


SECTION "A"

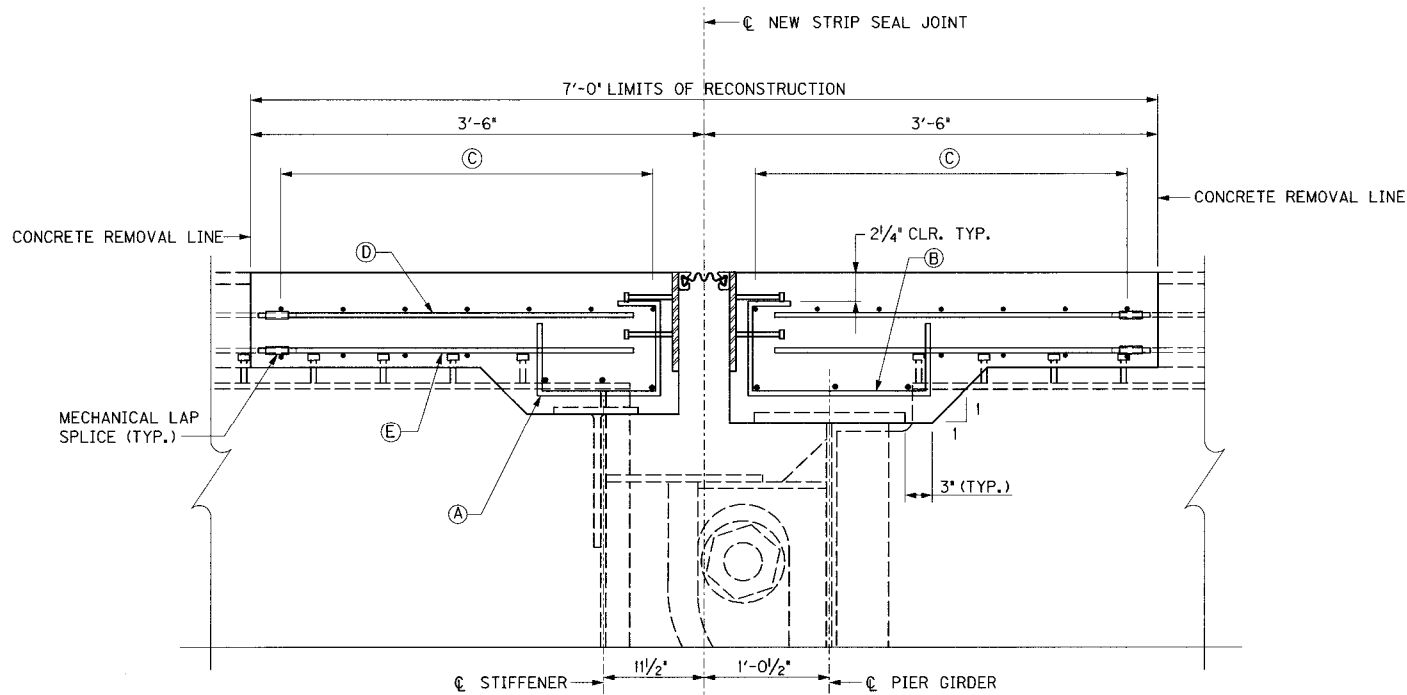
ITEM NUMBER
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		3RD STREET TO PRESTON STREET	
PIER 130WB			
PREPARED BY			SHEET NO.
 PARSONS BRINCKERHOFF			H21
			DRAWING NO.
			26144

FILE NAME: ...Exp Joints 130W.dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: DETAILS



PLAN EXPANSION JOINT RECONSTRUCTION



SECTION "A"

LEGEND

- A 45-S25E (5~10'-2 5/8" BAYS WITH 9 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- B 44-S17E (4~10'-2 5/8" BAYS WITH 9 EACH;
2~5'-1 5/8" BAYS WITH 4 EACH)
SPA. @ 1'-0" CENTERED BTWN. GIRDERS
- C 7-S29E @ 5 3/4" (TOP)
7-S29E (BOTT) LOCATE AS SHOWN
- D 77-S4E (TYP.)
(MECHANICAL LAP SPLICE WITH
EXISTING #4 LONGITUDINAL BARS)
- E 76-S5E (TYP.)
(MECHANICAL LAP SPLICE WITH
EXISTING #5 LONGITUDINAL BARS)

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 3RD STREET TO PRESTON STREET	
PIER 130WB			
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. H22	
		DRAWING NO. 26144	

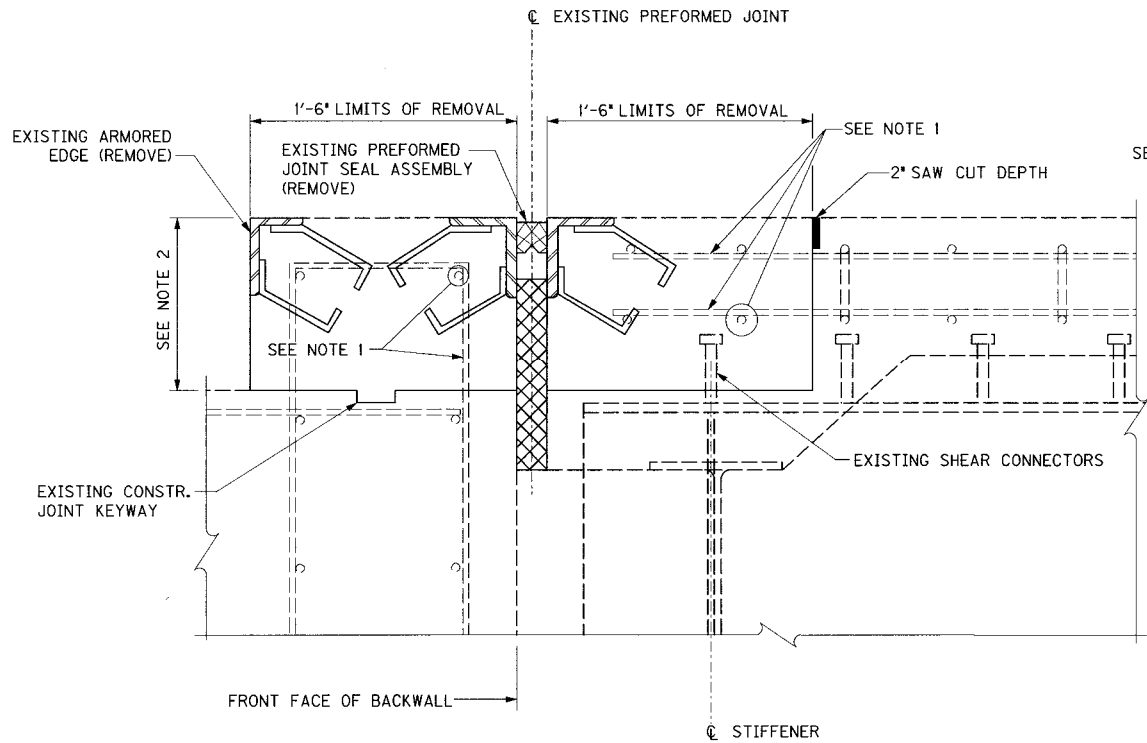
ITEM NUMBER
5-73.00

FILE NAME: ...\\End Bent 101W.dgn

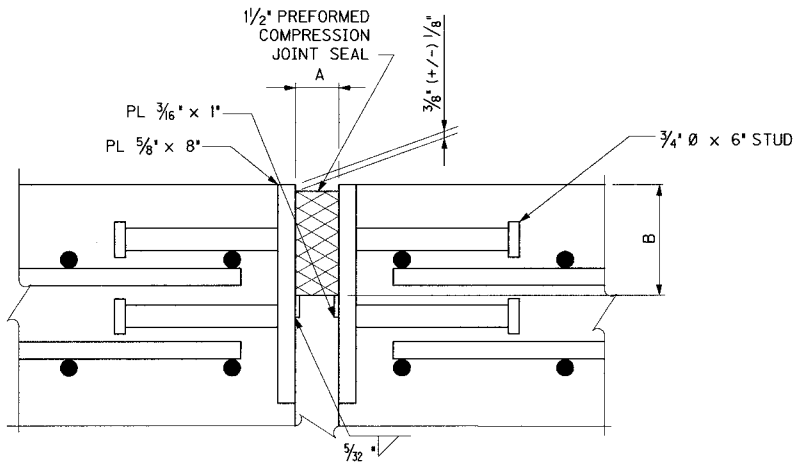
USERNAME: ELA

DATE: 3/1/2007

SHEET LOCATION: DETAILS



SECTION EXISTING JOINT REMOVAL



SECTION THROUGH COMPRESSION SEAL JOINT

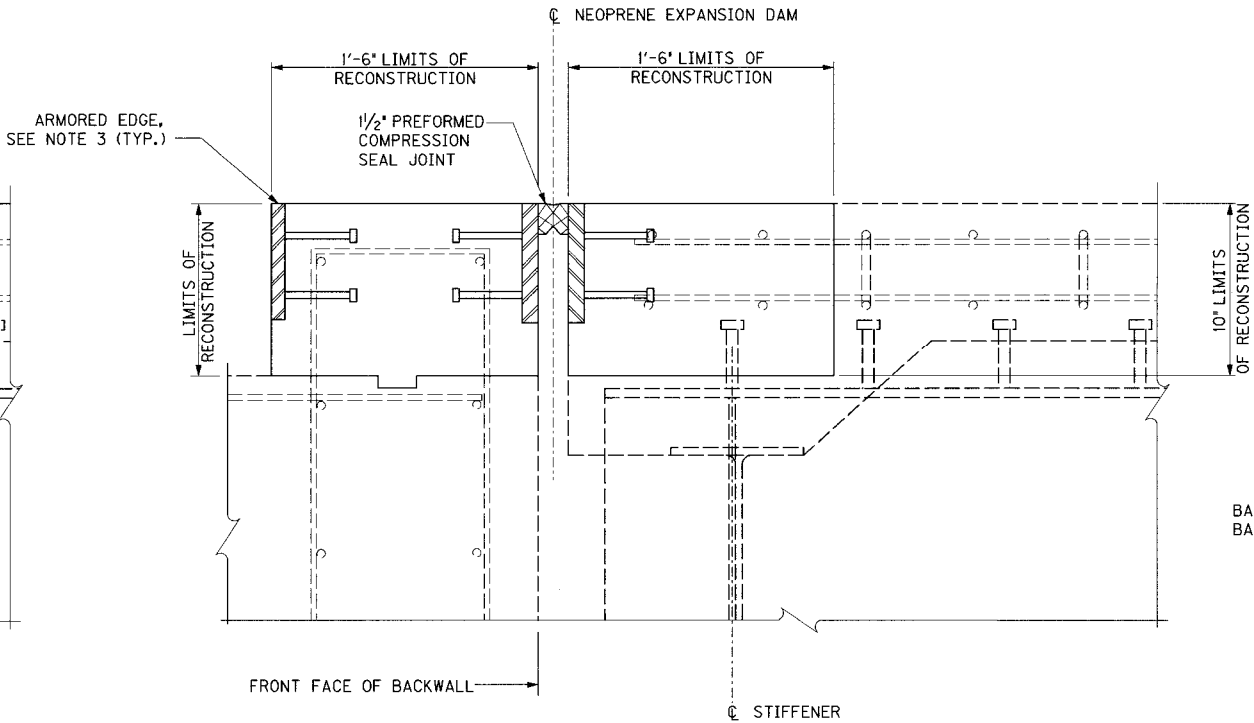
"A" - MINIMUM JOINT OPENING @ 60°F
"B" - MANUFACTURER'S COMPRESSED SEAL HEIGHT 1/4"

NOTES

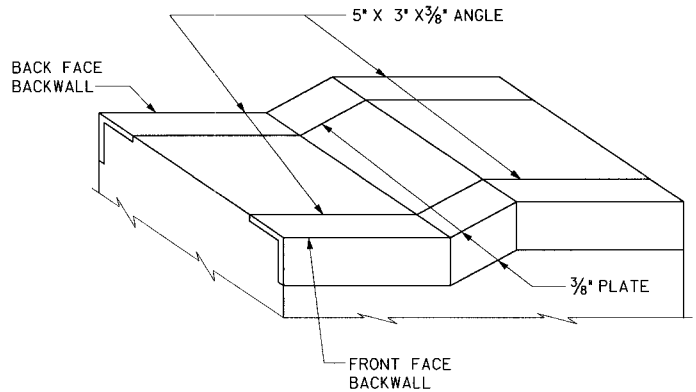
1. ALL EXISTING REINFORCEMENT IN BACKWALL AND DECK SLAB TO REMAIN TO BE EMBEDDED INTO NEW CONCRETE.
2. BACKWALL TO BE REMOVED DOWN TO TOP OF PAVEMENT SEAT BETWEEN FASCIA AND MEDIAN GUTTER LINES. REMOVAL DEPTH VARIES, 10" MINIMUM.
3. FOR ARMORED EDGE DETAILS, SEE SHEET NOS. H32 & H33.

COMPRESSION JOINTS	
PIER	JOINT LENGTH (I)
101WB	66'-10 1/4"

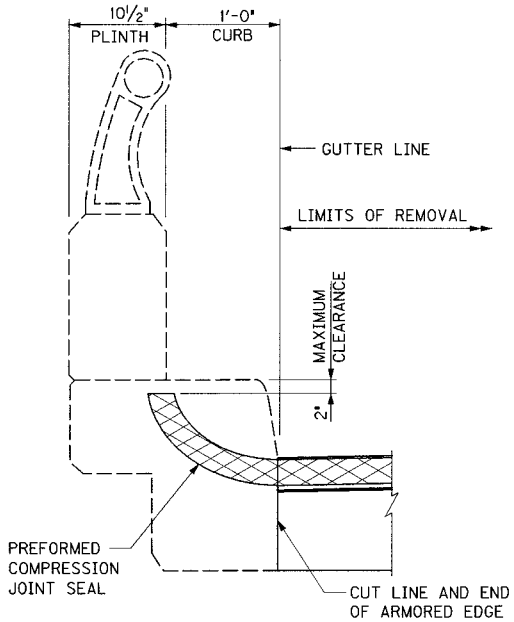
(I) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE COMPRESSION JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE CURB DETAIL SHEET NO. H33.



SECTION EXPANSION JOINT RECONSTRUCTION



DETAIL OF ARMORED EDGE AT MEDIAN



SECTION THROUGH FASCIA

LOOKING AT BRIDGE

JOINT DATA		The joint seal supplied must accommodate the required movement shown. Set Dimension A with temperature change increment and as required by the manufacturer to obtain the required movement.
Dim. A @ 60°F (in)	Movement (in)	
1 1/2	1	
2	1 1/2	
2 1/2	2	

TEMPERATURE CHANGE INCREMENT 1/2" PER 10° F

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: DDE	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
END BENT 101WB		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. H23
		DRAWING NO. 26144

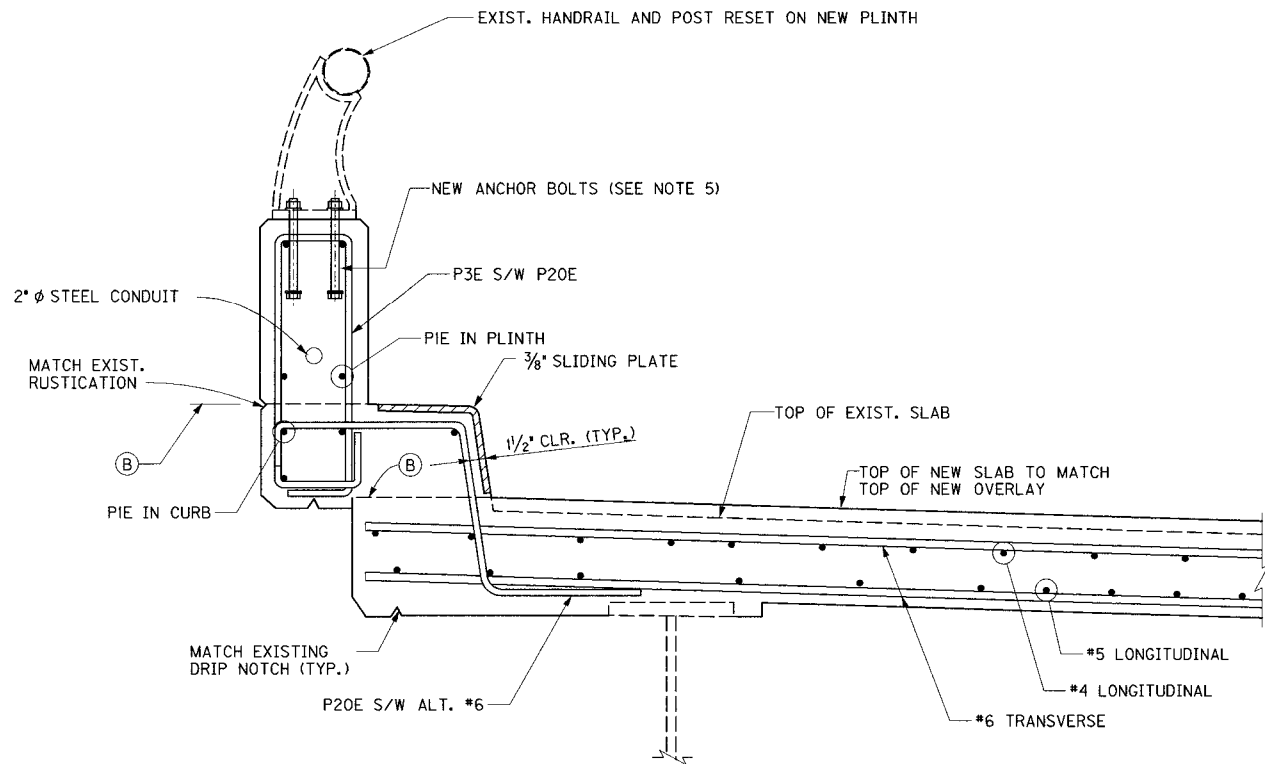
ITEM NUMBER
5-73.00

FILE NAME: ...3rd to preston fascia and median.dgn

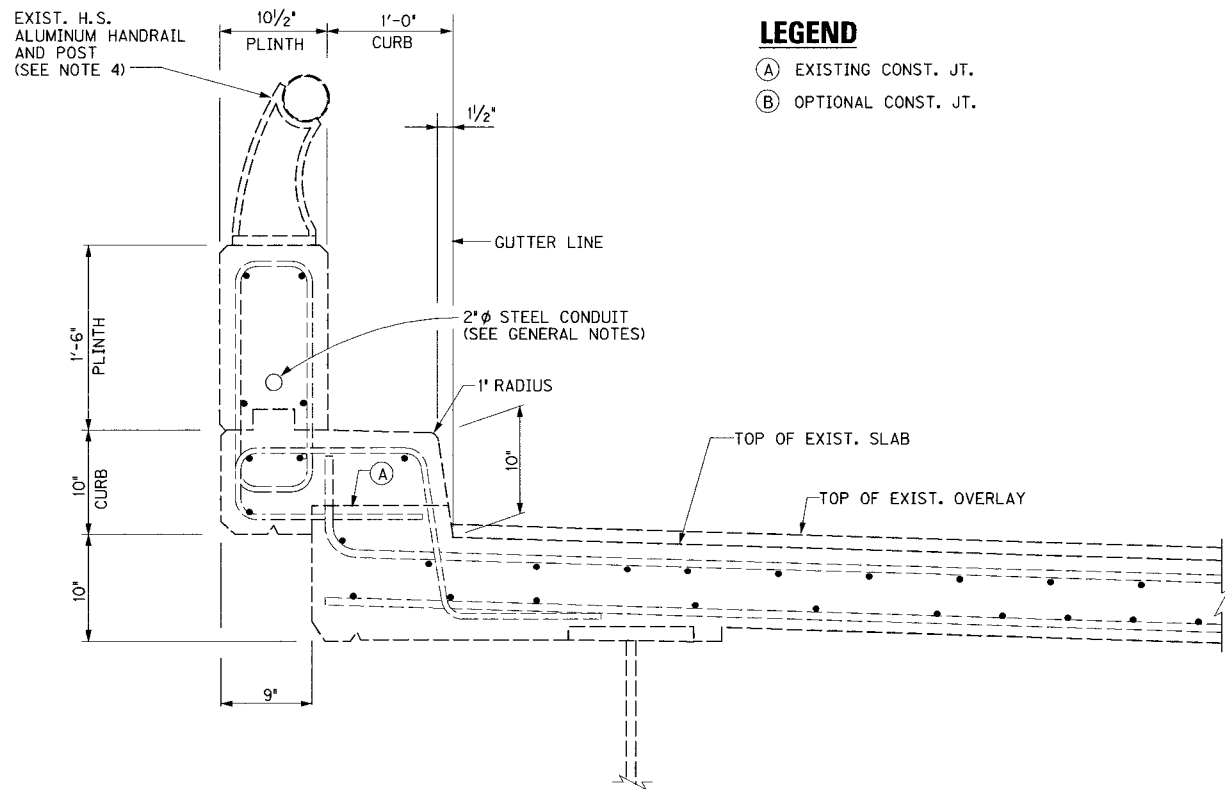
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



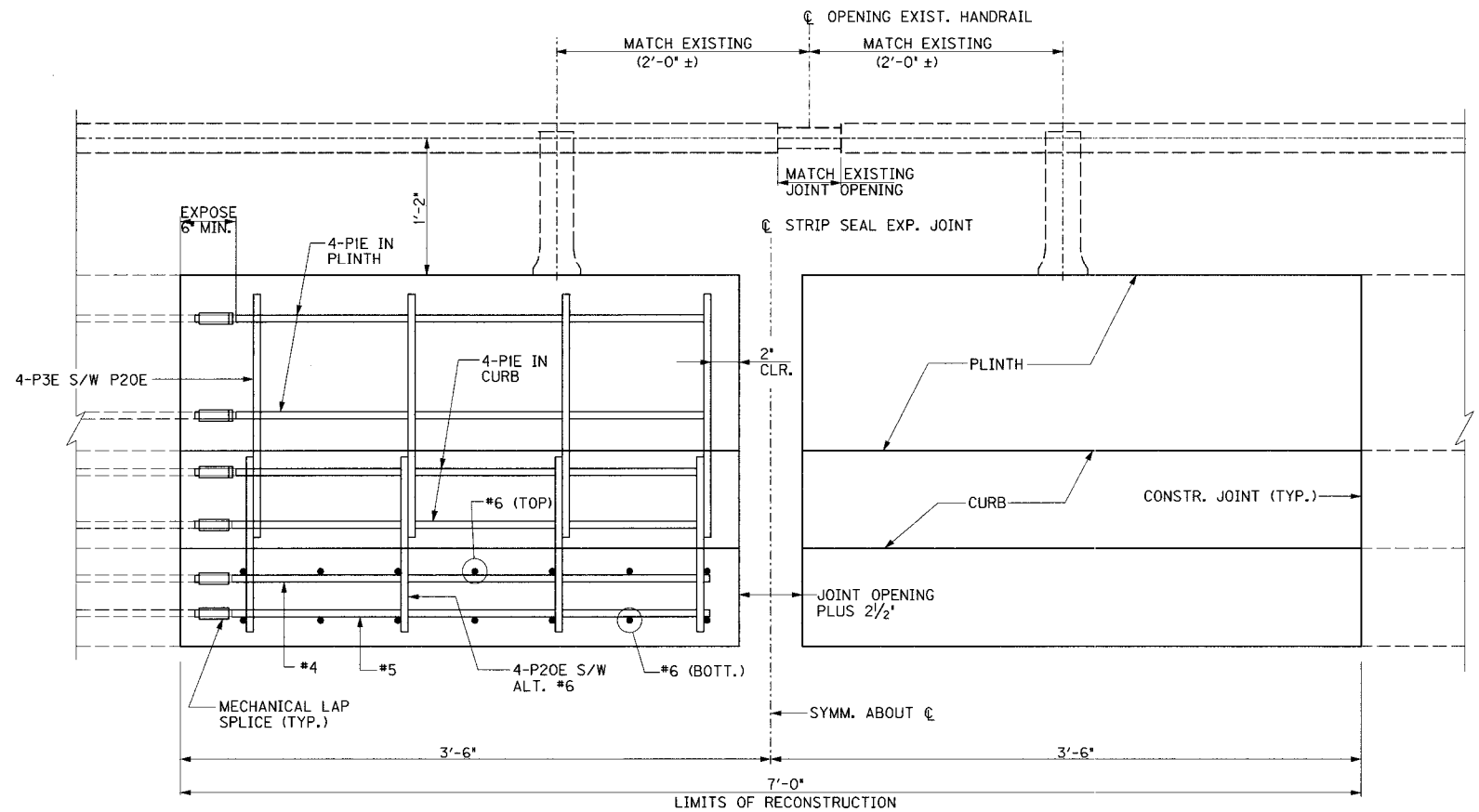
FASCIA RECONSTRUCTION TYPICAL SECTION



EXISTING FASCIA TYPICAL SECTION

LEGEND

- (A) EXISTING CONST. JT.
(B) OPTIONAL CONST. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4\"/>

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
FASCIA DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H24
DRAWING NO. 26144		

PIERS RB3, RB7, 109, 112, 115, 119, 123WB, 127WB, 128EB, 130WB, & 131EB

ITEM NUMBER

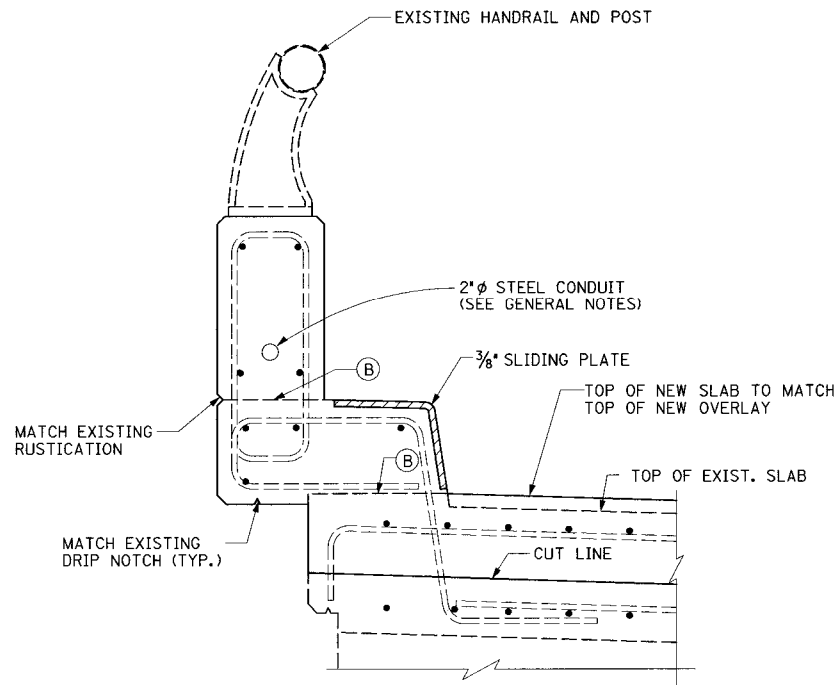
5-73.00

FILE NAME: ...3rd to preston fascia abut b.dgn

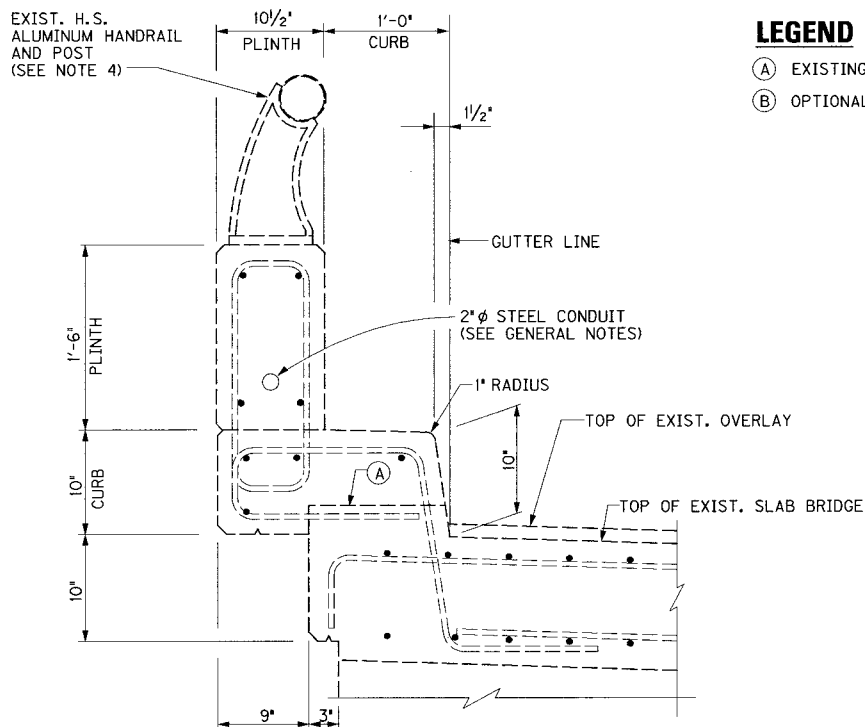
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



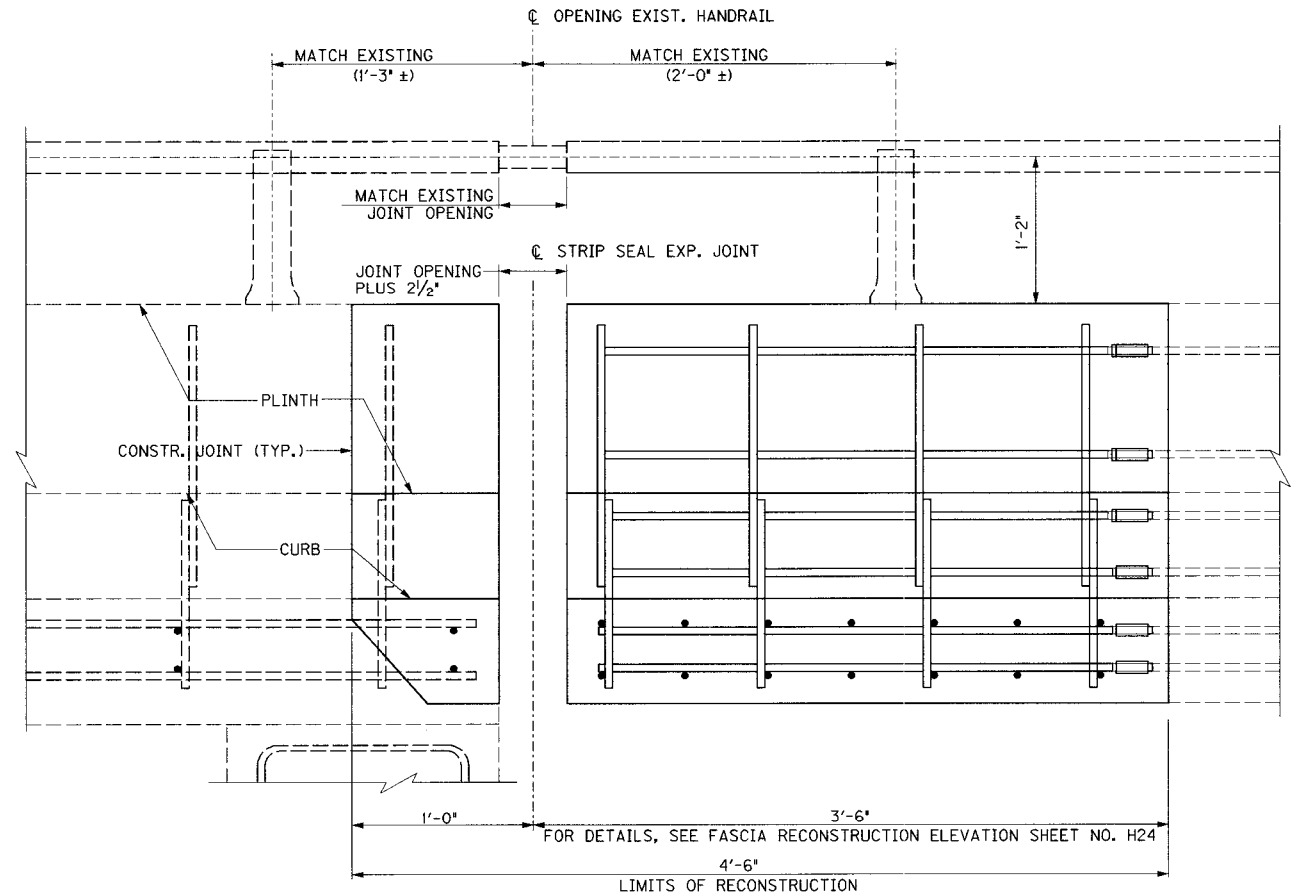
FASCIA RECONSTRUCTION SECTION
(@ ABUTMENT RB)



EXISTING FASCIA SECTION
(@ ABUTMENT RB)

LEGEND

- (A) EXISTING CONST. JT.
(B) OPTIONAL CONST. JT.



FASCIA RECONSTRUCTION ELEVATION

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.
6. REMOVE THE SLAB BRIDGE CONCRETE SO AS TO LEAVE THE EXISTING REINFORCEMENT UNDAMAGED. THE EXISTING REINFORCEMENT SHALL BE CLEANED AND STRAIGHTENED FOR REUSE IN THE NEW CONCRETE.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING 3RD STREET TO PRESTON STREET	
FASCIA DETAILS ABUT. RB			
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. H25	
		DRAWING NO. 26144	

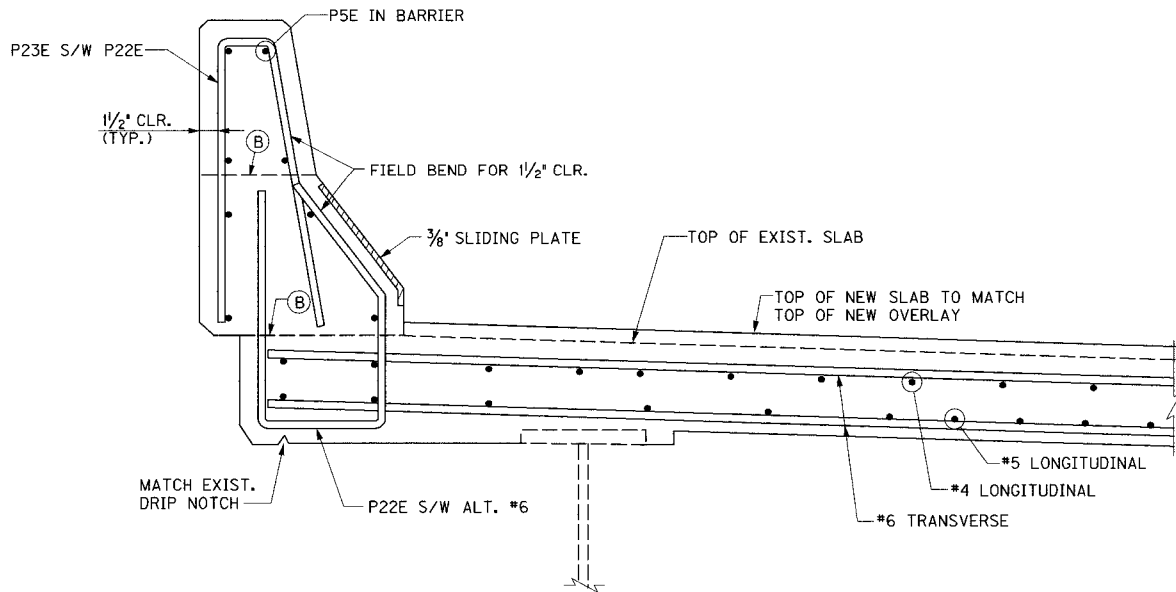
ITEM NUMBER
5-73.00

FILE NAME: ...3rd to preston fascia and median.dgn

USERNAME: CBS

DATE: 1/31/2007

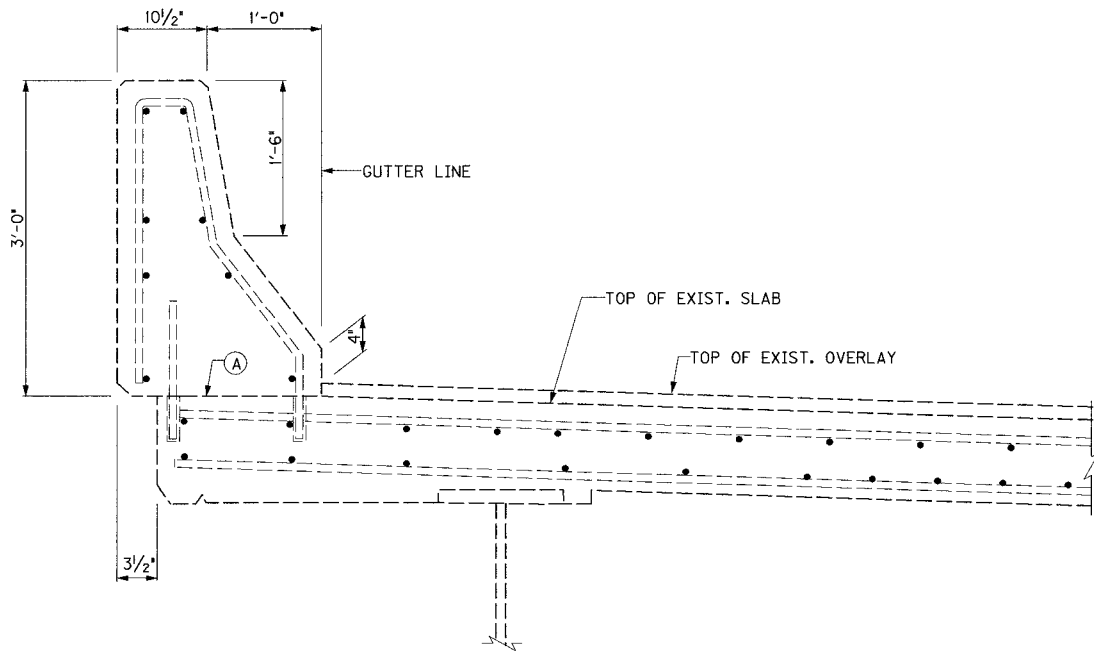
SHEET LOCATION: LAY



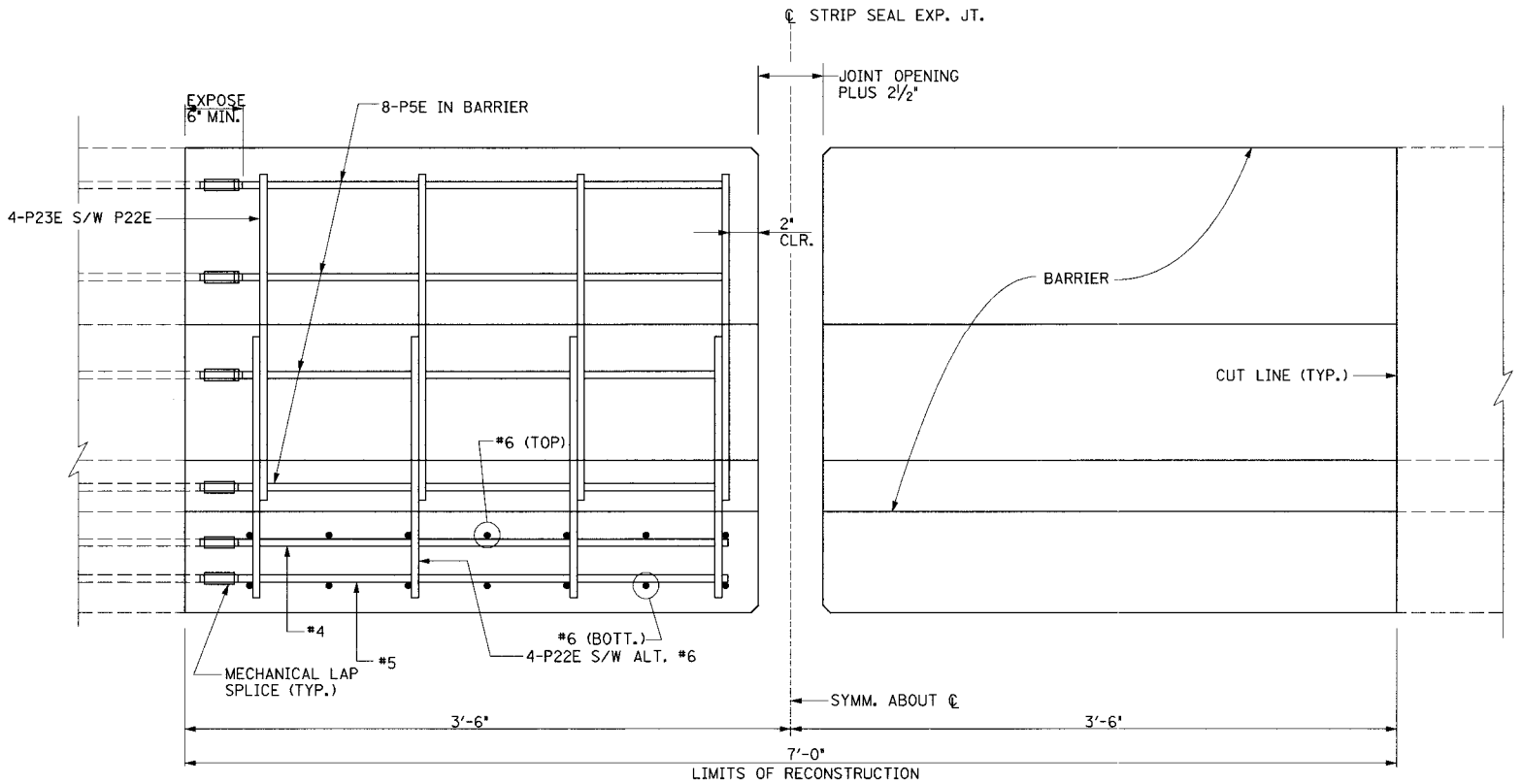
BARRIER RECONSTRUCTION TYPICAL SECTION

LEGEND

- (A) EXISTING CONST. JT.
- (B) OPTIONAL CONST. JT.



EXISTING BARRIER TYPICAL SECTION



BARRIER RECONSTRUCTION ELEVATION

NOTES

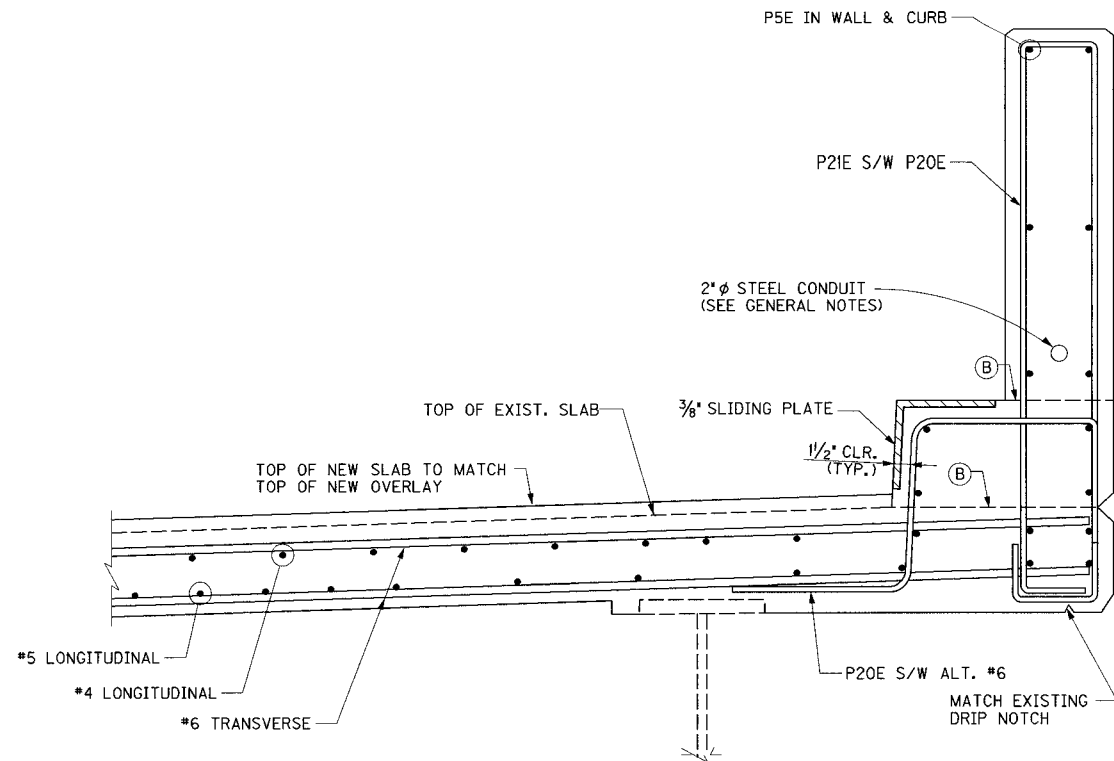
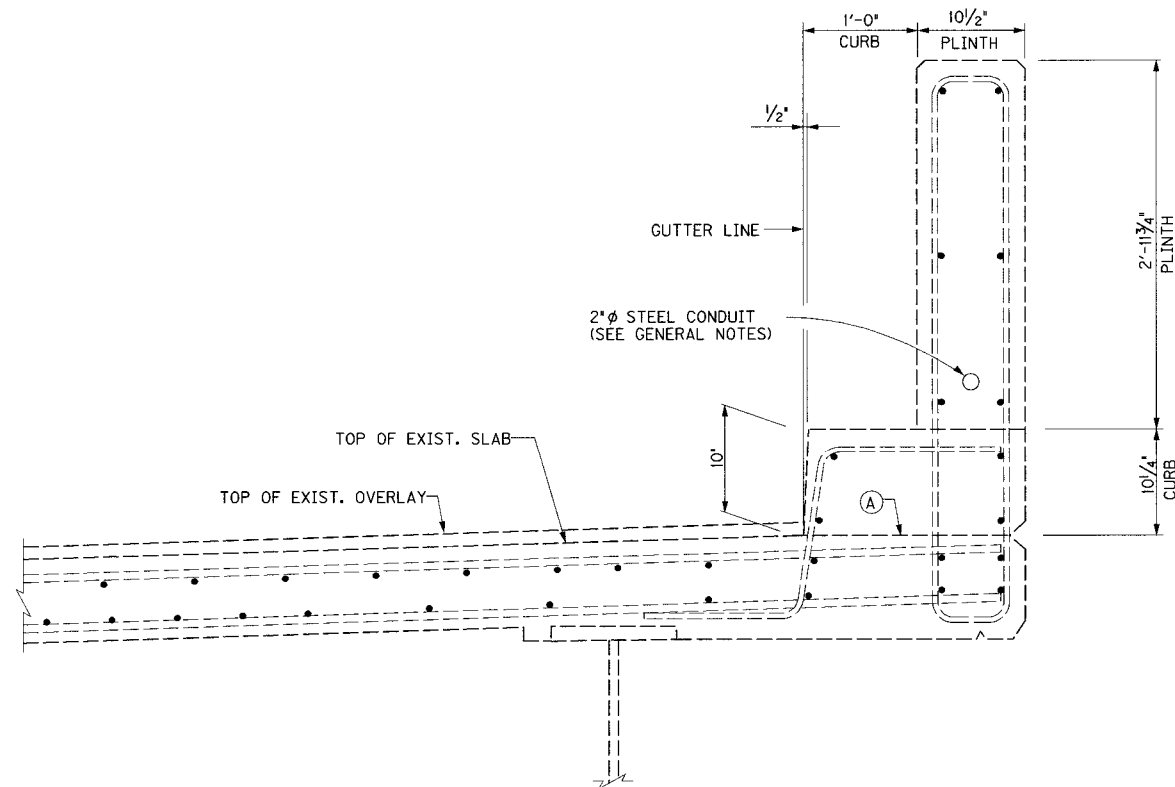
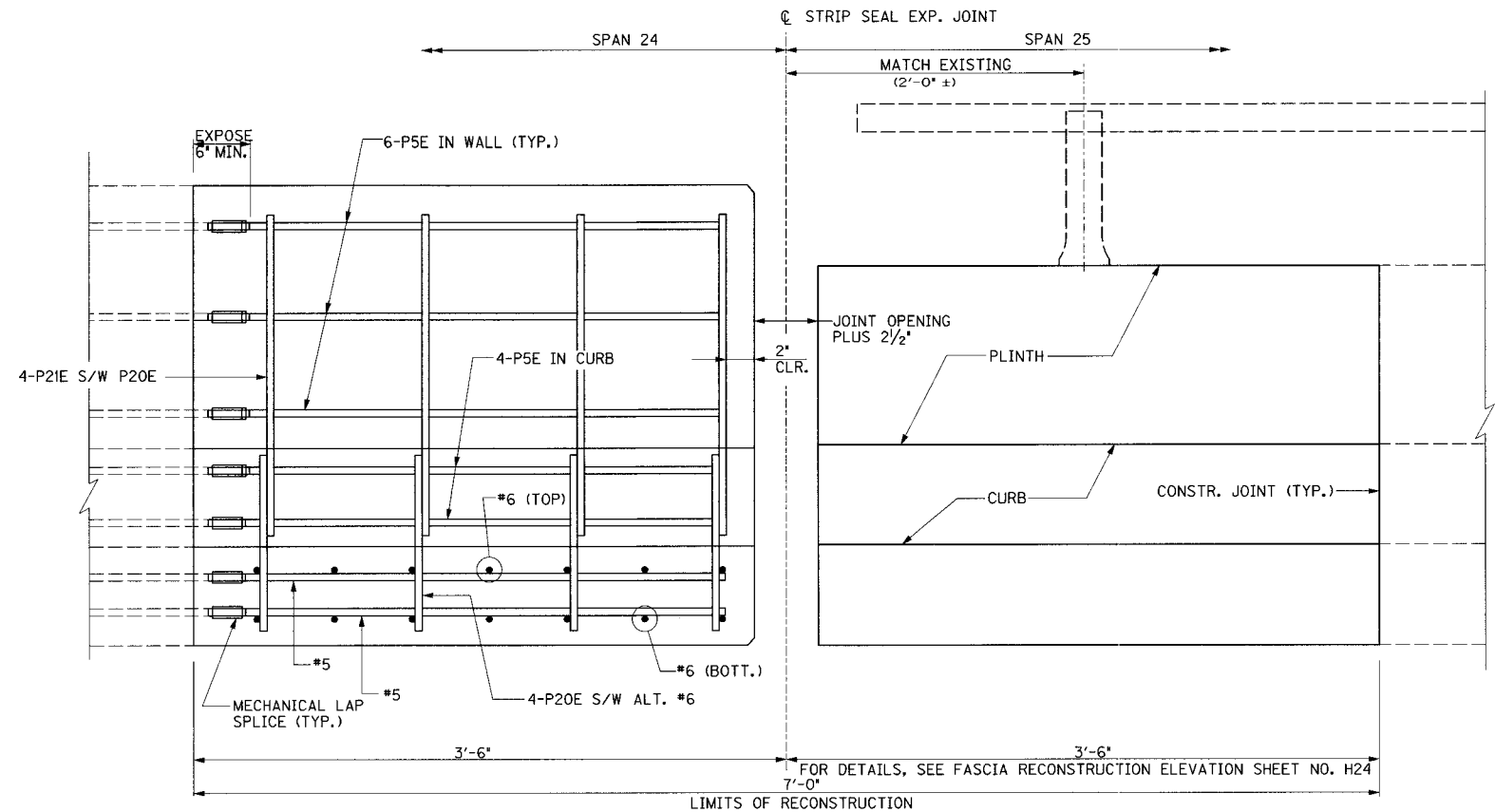
1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. FIELD VERIFY THE DIMENSIONS OF THE EXISTING NEW JERSEY TYPE BARRIER. DOWELED CONNECTION AT BARRIER IS ASSUMED. THE RECONSTRUCTED BARRIER SHALL MATCH THE EXISTING BARRIER SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. IT IS ASSUMED THAT THERE IS NO ELECTRICAL CONDUIT LOCATED IN THE BARRIER. CONTRACTOR SHALL FIELD VERIFY.

PIERS 124EB, 128EB & 131EB

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
FASCIA DETAILS		
PREPARED BY PB PARSONS BRINCKERHOFF 100 years		SHEET NO. H26 DRAWING NO. 26144

**SOUTH FASCIA RECONSTRUCTION TYPICAL SECTION****EXISTING SOUTH FASCIA TYPICAL SECTION****FASCIA RECONSTRUCTION ELEVATION****LEGEND**

- (A) EXISTING CONST. JT.
(B) OPTIONAL CONST. JT.

NOTES

1. THE EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. THE EXISTING FASCIA DIMENSIONS AND TOP OF EXISTING SLAB ARE AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE RECONSTRUCTED FASCIA SHALL MATCH THE EXISTING FASCIA SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.
4. THE HANDRAIL SHALL BE TEMPORARILY SUPPORTED AS REQUIRED TO COMPLETE THE WORK. THE HANDRAIL SHALL BE RESET WITH EXISTING POST LOCATIONS AND HANDRAIL OPENING. THE POST ANCHORAGE SHALL BE REPLACED AT POSTS WITHIN THE CONSTRUCTION LIMITS.
5. THE REPLACEMENT ANCHORAGE SHALL BE 4 - 3/4" x 9" STAINLESS STEEL ANCHOR BOLTS WITH ALUMINUM NUTS AND WASHERS. FILL THE VOID SPACE UNDER THE POST WITH ALUMINASTIC COMPOUND TO COMPLETELY INSULATE THE ALUMINUM FROM THE CONCRETE.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
FASCIA DETAILS PIER 124EB		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H27
DRAWING NO. 26144		

ITEM NUMBER

5-73.00

SHEET LOCATION: LAY

(PIER 109 LOOKING EAST)

(PIER 109 LOOKING EAST)

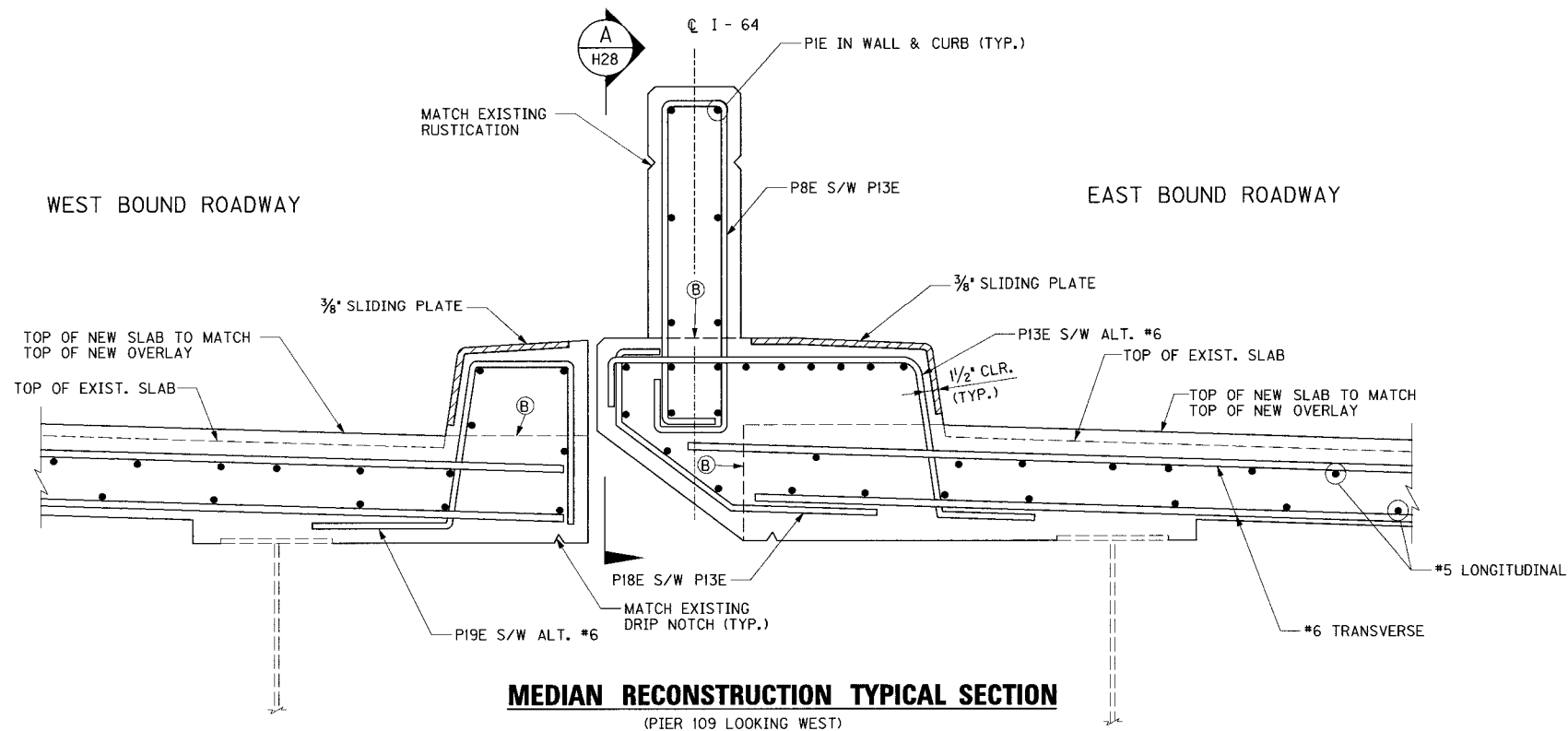
5-73.00

FILE NAME: ...3rd to preston fascia and median.dgn

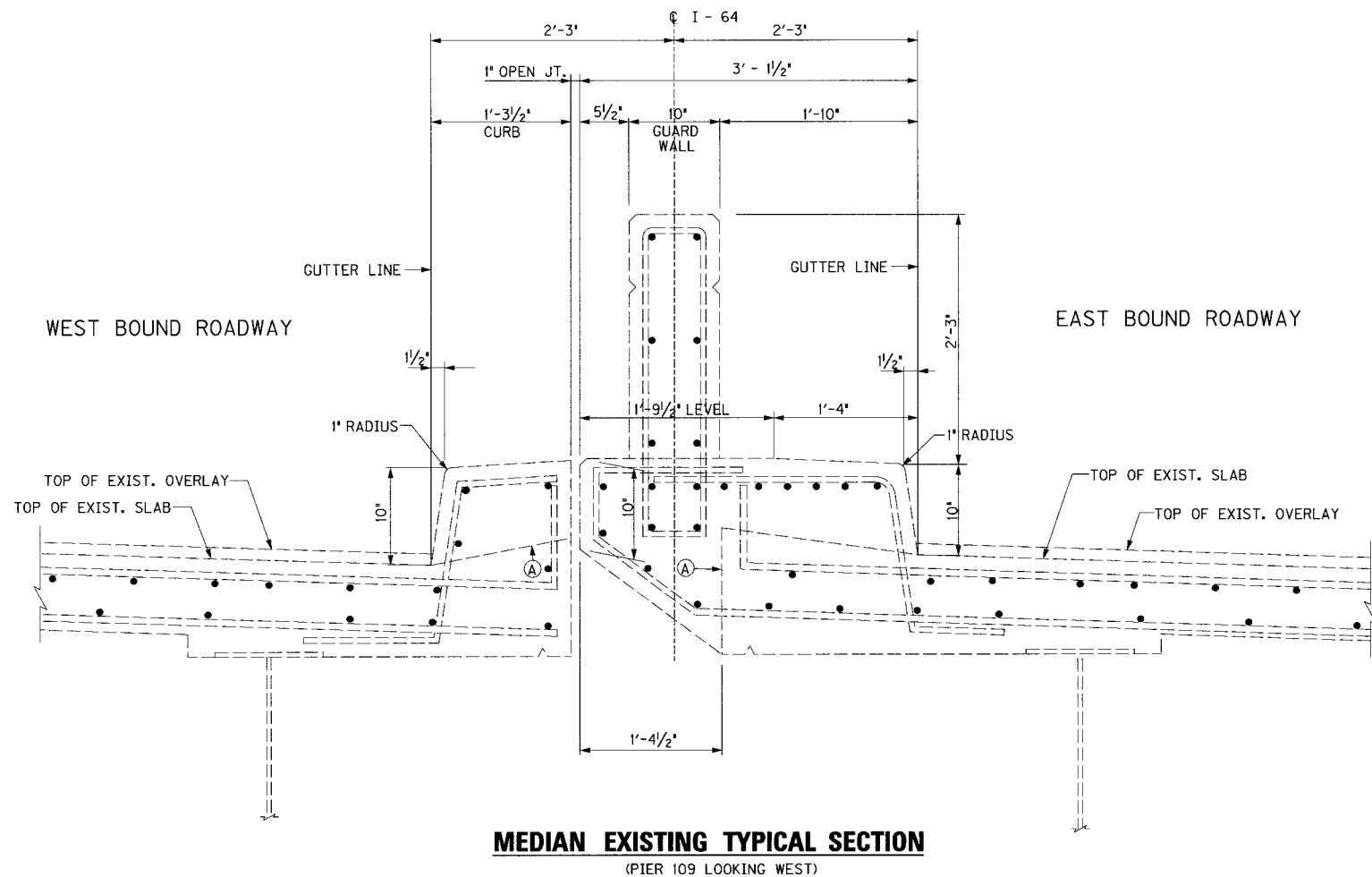
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



MEDIAN RECONSTRUCTION TYPICAL SECTION
(PIER 109 LOOKING WEST)



MEDIAN EXISTING TYPICAL SECTION
(PIER 109 LOOKING WEST)

NOTES

1. EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
2. EXISTING MEDIAN SECTION DIMENSIONS PER ORIGINAL CONSTRUCTION PLANS WHERE AVAILABLE. CONTRACTOR SHALL VERIFY DIMENSIONS WITH FIELD MEASUREMENTS. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
3. THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

REVISION		DATE
DATE: DEC 2006	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	3RD STREET TO PRESTON STREET	
MEDIAN DETAILS PIER 109		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		H29
		DRAWING NO.
		26144

PIER 109 (SPAN 83)

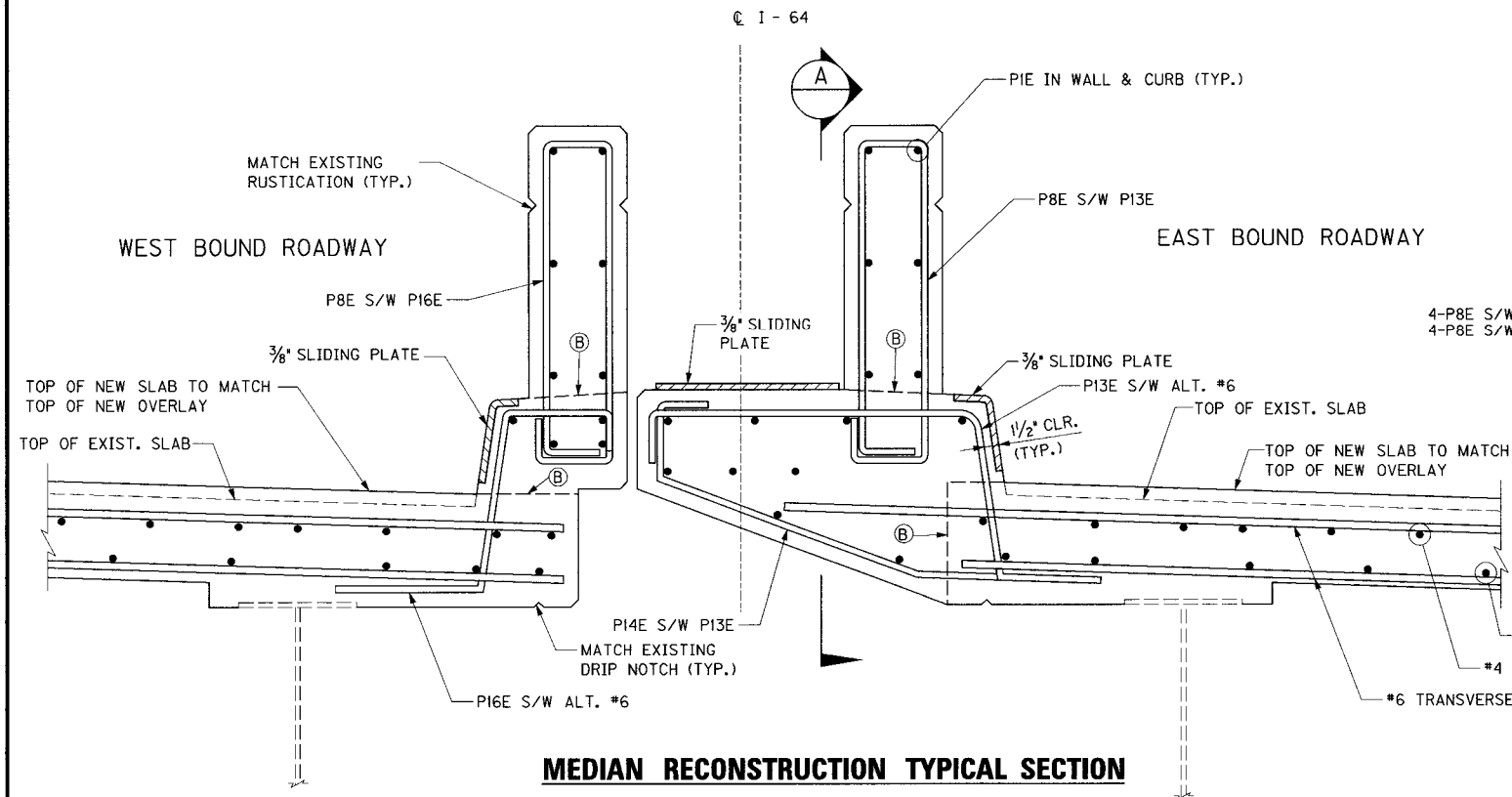
ITEM NUMBER
5-73.00

FILE NAME:

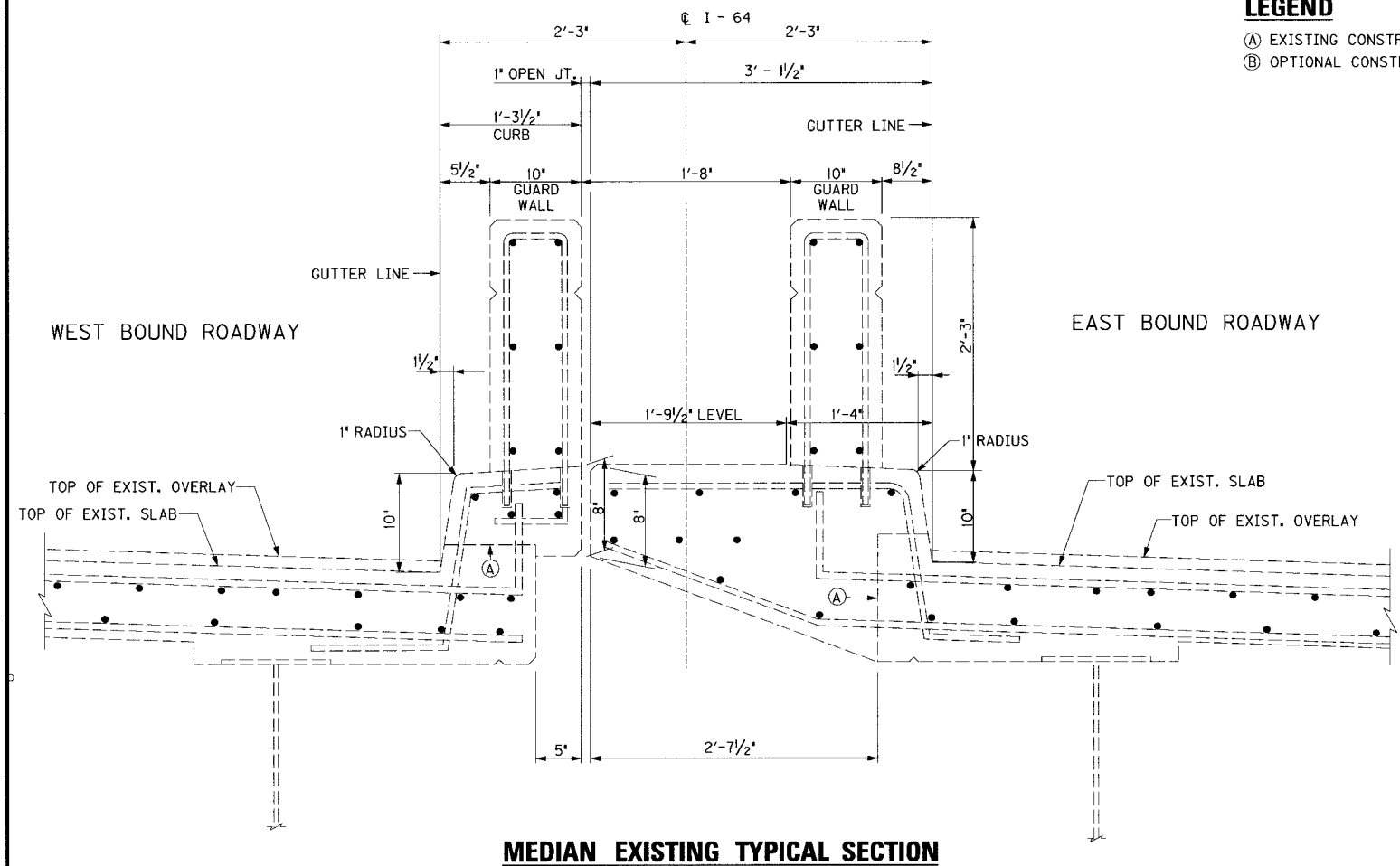
USERNAME: CBS

DATE: 1/31/2007

SHEET LOCATION: LAY



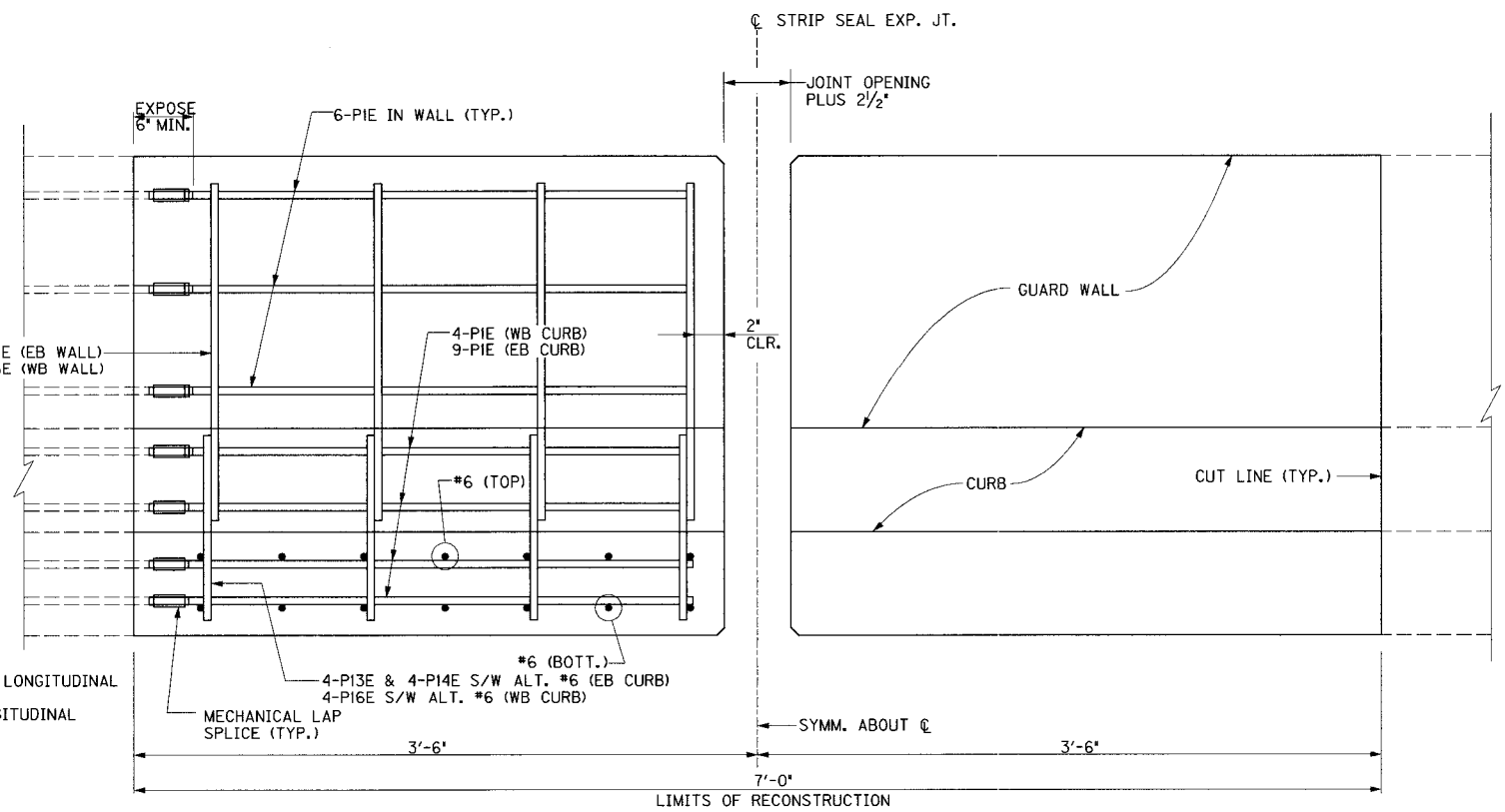
MEDIAN RECONSTRUCTION TYPICAL SECTION



MEDIAN EXISTING TYPICAL SECTION

LEGEND

- (A) EXISTING CONSTR. JT.
(B) OPTIONAL CONSTR. JT.



MEDIAN RECONSTRUCTION ELEVATION - VIEW A

NOTES

- EXISTING EXPANSION DAM AND NEW STRIP SEAL EXPANSION JOINT NOT SHOWN FOR CLARITY.
- EXISTING MEDIAN SECTION DIMENSIONS PER ORIGINAL CONSTRUCTION PLANS WHERE AVAILABLE. CONTRACTOR SHALL VERIFY DIMENSIONS WITH FIELD MEASUREMENTS. DOWELED CONNECTION SHOWN AT GUARDWALL IS ASSUMED. THE RECONSTRUCTED MEDIAN SHALL MATCH THE EXISTING MEDIAN SECTION.
- THE TOP OF THE NEW CONCRETE SLAB SHALL MATCH THE NEW OVERLAY PROFILE (SEE SHEET H2). THE SLOPE SHALL MATCH THE EXISTING SLOPE.

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		3RD STREET TO PRESTON STREET	
MEDIAN DETAILS			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		H30	
		DRAWING NO.	
		26144	

PIERS 112, 115 & 119

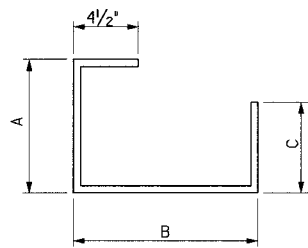
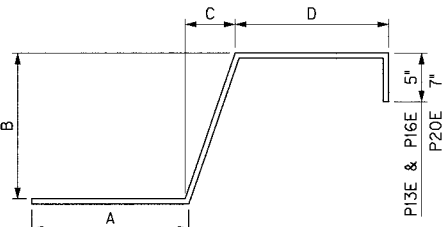
ITEM NUMBER

5-73.00

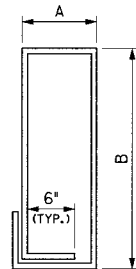
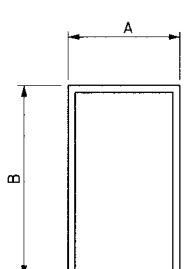
EPOXY COATED REINFORCING STEEL

TYPE 13

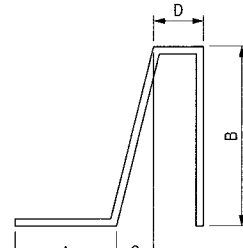
TYPE 1s

**TYPE 2s**

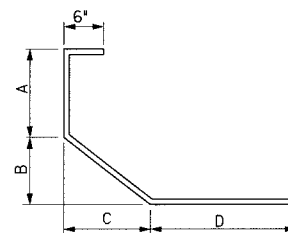
TYPE 6

**TYPE 8s**

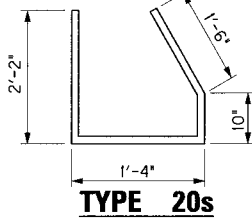
TYPE 10s



TYPE 11s



TYPE 12s



TYPE 20s

ITEM NUMBER

5-73.00

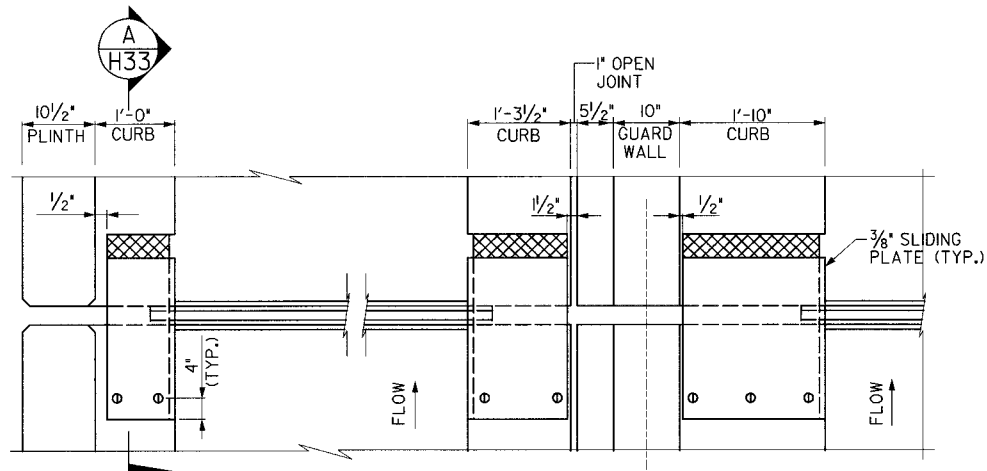
REVISION	DATE
DATE: JAN 2007	CHECKED BY
DESIGNED BY:	
DETAILED BY: DDE	MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON	
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET
BILL OF REINFORCEMENT	
PREPARED BY	
 PARSONS BRINCKERHOFF	
SHEET NO.	
H31	
DRAWING NO.	
26144	

FILE NAME: ...3rd to preston fascia and median.dgn

USERNAME: CBS

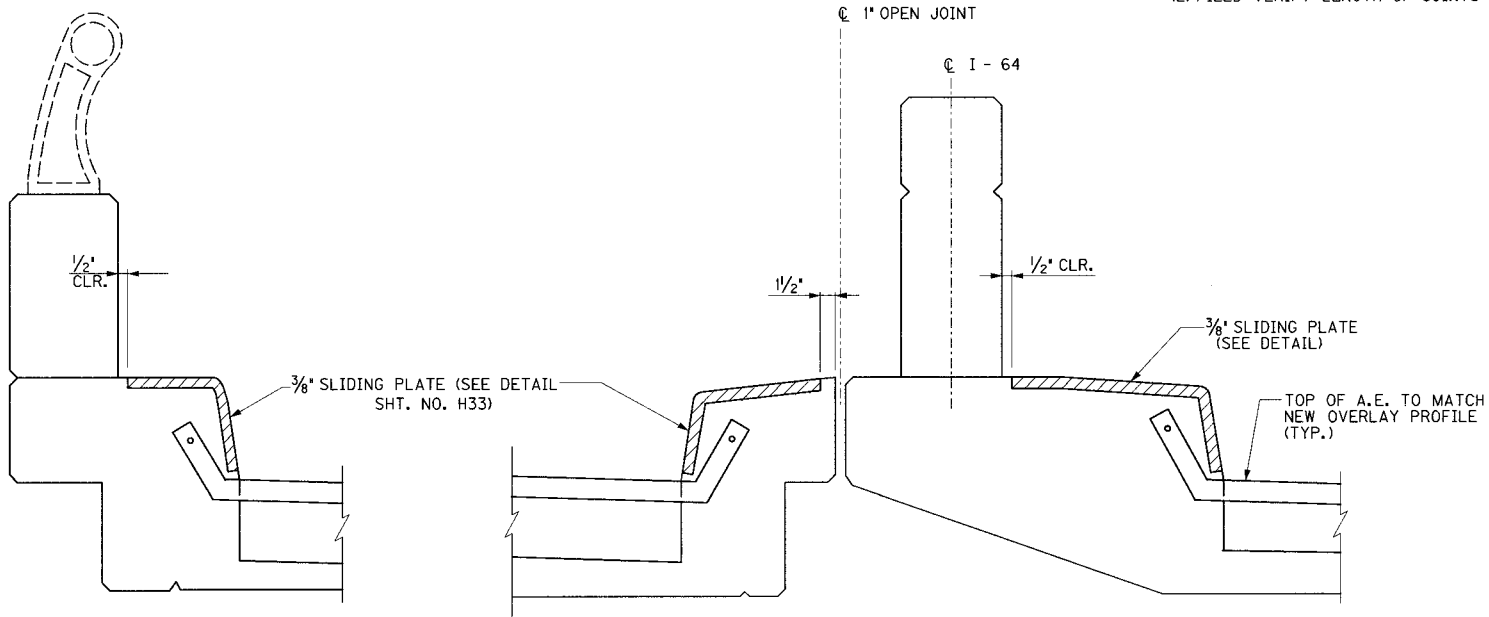
DATE: 1/31/2007

SHEET LOCATION: LAY



CURB PLAN

CURB WIDTHS ARE FROM THE ORIGINAL CONSTRUCTION PLANS. NEW 3/8\"/>

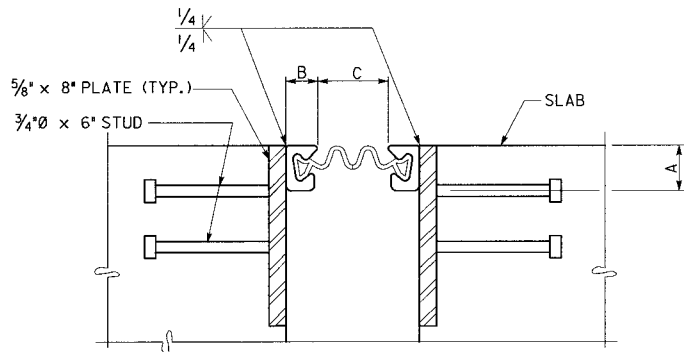


FASCIA RECONSTRUCTION TYPICAL SECTION

(SOUTH FASCIA & I24EB SIMILAR)

MEDIAN RECONSTRUCTION SECTION

(PIER 109 - LOOKING EAST
PIER 109 - LOOKING WEST SIMILAR)



SECTION THRU JOINT

JOINT SETTING

PIER	STRIP SEAL	JOINT OPENING DIMENSION C			INCREMENT PER 10 DEG F RISE OR FALL	JOINT LENGTH (1)	
		MIN	60 DEG F	MAX		WB	EB
ABUT B	4"	1 5/8"	2"	2 5/8"	1/16"	30'-0"	---
RB3	5"	5/8"	2 1/2"	5 5/8"	5/16"	30'-0"	---
RB7	5"	5/8"	2 1/2"	5 5/8"	5/16"	30'-0"	---
109	5"	5/8"	2 1/2"	5 5/8"	5/16"	43'-0"	43'-0"
112	4"	1 1/4"	2"	3 1/8"	1/8"	83'-9 3/8"	43'-0"
115	5"	5/8"	2 1/2"	5 5/8"	5/16"	53'-0"	43'-0"
119	5"	5/8"	2 1/2"	5 5/8"	5/16"	53'-0"	43'-0"
124	5"	5/8"	2 1/2"	5 5/8"	5/16"	---	73'-5 7/8" (2)
128	5"	5/8"	2 1/2"	5 5/8"	5/16"	---	82'-7 1/4" (2)
131	4"	1 1/4"	2"	3 1/8"	1/8"	---	115'-7 3/8" (2)
123	4"	1 1/2"	2"	4 1/4"	1/4"	54'-0"	---
127	4"	1 1/2"	2"	4 1/4"	1/4"	54'-0"	---
130	4"	1 1/2"	2"	3 3/32"	5/32"	54'-7 3/8"	---

(1) GUTTER LINE-TO-GUTTER LINE DIMENSION ALONG C/L JOINT AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. THE STRIP SEAL JOINT SHALL BE FABRICATED TO FIT THE DISTANCE BETWEEN GUTTER LINES AT THE TOP OF THE NEW OVERLAY. SEE DETAIL.

(2) FIELD VERIFY LENGTH OF JOINTS IN WIDENED SECTION BEFORE ORDERING MATERIAL.

GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges.

INSTALLATION PROCEDURE: Seal the ends of the joint seal to prevent the entrance of water and foreign material.

WELDING SPECIFICATIONS: Ensure techniques and welding procedure comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

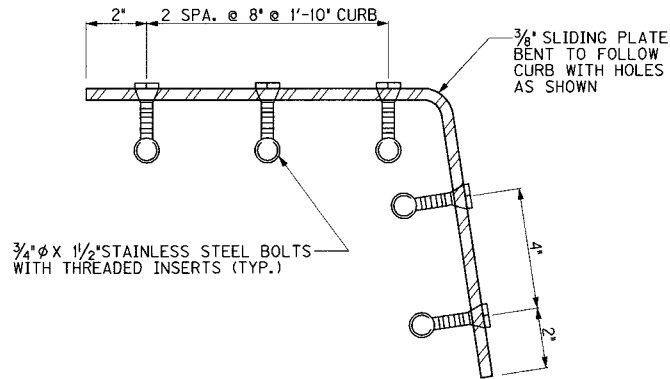
MATERIAL SPECIFICATIONS: Ensure steel material is new, commercial grade steel suitable for welding. Acceptance will be based on visual inspection by the Engineer. Joint sealing material, only, is in accordance with Section 807 of the Specifications. Ensure stud shear connectors conform to ASTM A108, Grade 1015.

LOCATION: Locate armored edges and/or expansion dams in accordance with detail plans.

PAINT: Clean and paint all structural steel in accordance with the Specifications, except that no field coating will be required.

SHOP DRAWINGS: Contrary to the Specifications, no shop plans are required.

JOINT SETTING: Take measurements and temperature readings before 8 a.m. when determining the installation opening.



SLIDING PLATE DETAIL

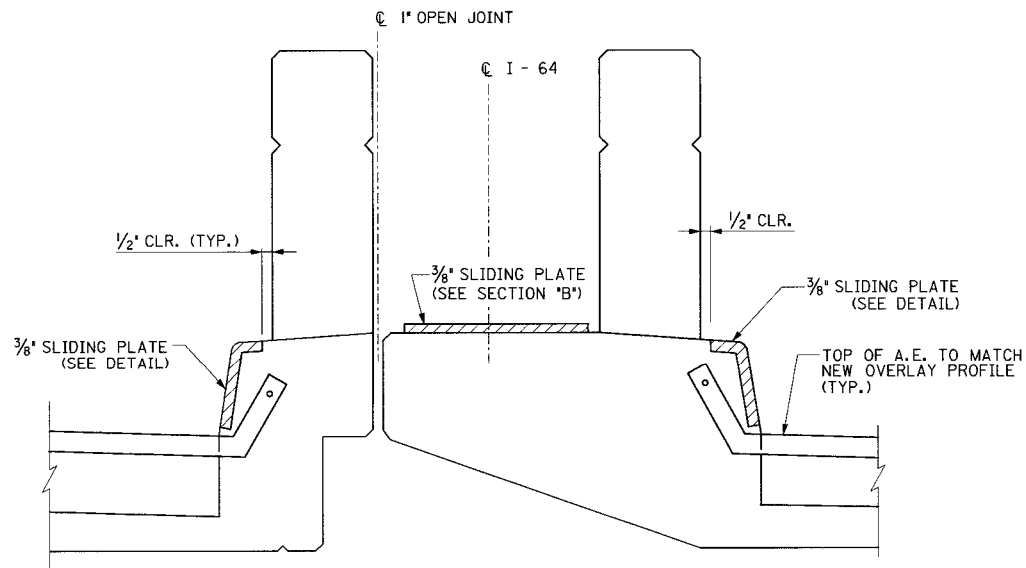
ALTERNATE NEOPRENE EXPANSION DAMS

MODEL	SUPPLIER	A	B
STEEL FLEX			
TYPE SSA2 WITH A2R-400 SEAL	D.S. BROWN CO.	2"	1 1/4"
STEEL FLEX			
TYPE SSA2 WITH A2R-XTRA SEAL	D.S. BROWN CO.	2"	1 1/4"
WABO STRIP SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
TYPE A EXTRUSION WITH SE-400 SEAL			
WABO STRIP SEAL	WATSON BOWMAN ACME CORP.	2"	1 1/4"
TYPE A EXTRUSION WITH SE-500 SEAL			

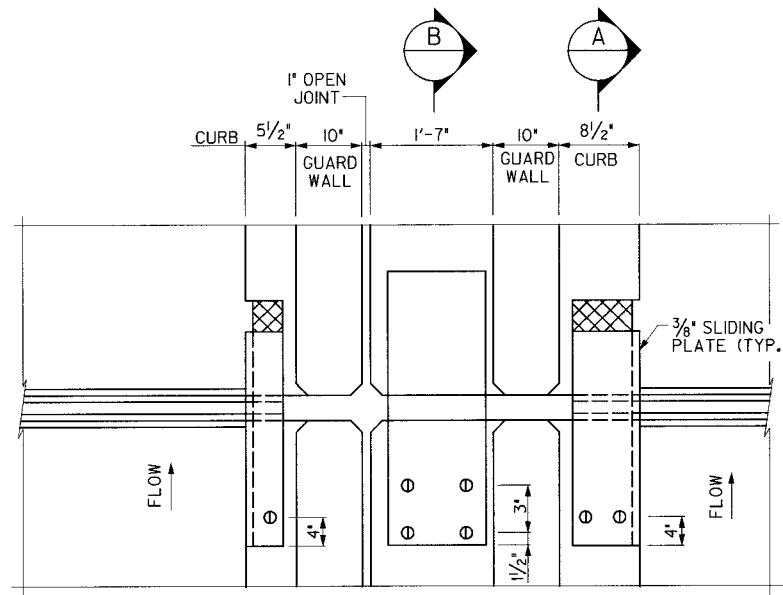
ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
STRIP SEAL EXP. JT. DETAILS		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. H32 DRAWING NO. 26144

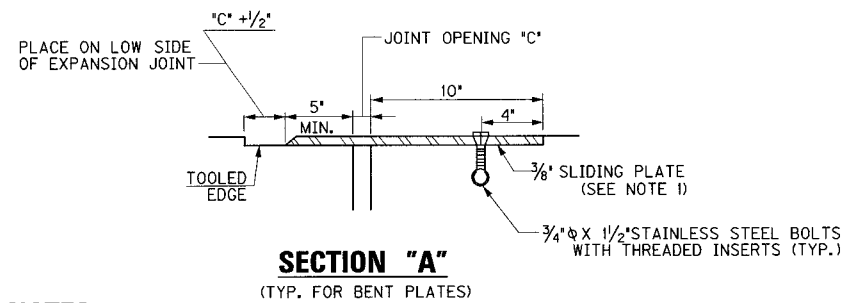


MEDIAN RECONSTRUCTION SECTION
(PIERS 112, 115 & 119 - LOOKING EAST)



CURB PLAN

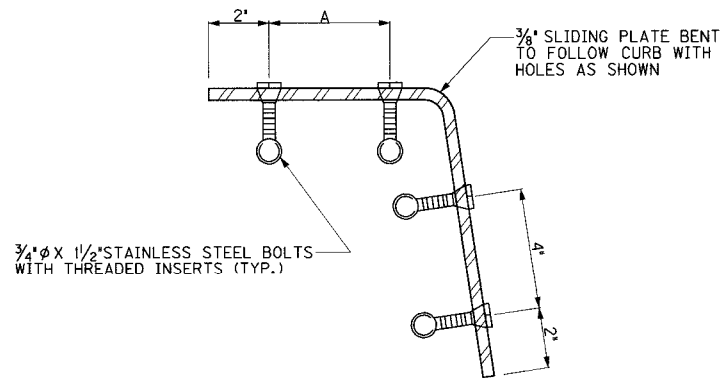
CURB WIDTHS ARE FROM EXISTING FIELD MEASUREMENTS. NEW 3/8" SLIDING PLATES SHALL BE FABRICATED TO ACCOMMODATE THE NEW GUTTER LINE AT THE TOP OF THE NEW OVERLAY.



SECTION "A"
(TYP. FOR BENT PLATES)

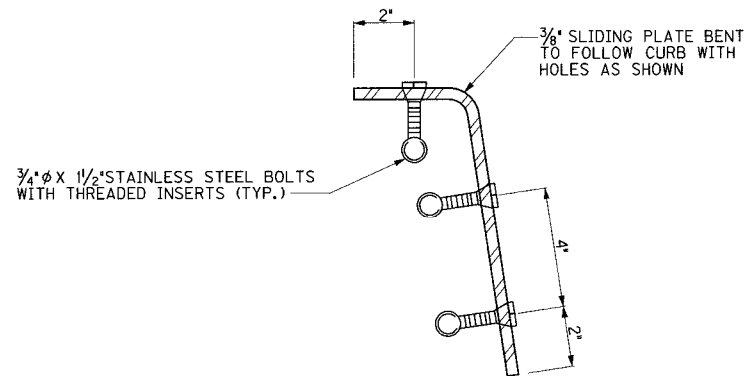
NOTES

1. A RECESSED AREA SHALL BE FORMED SO THAT WHEN THE 3/8" BENT PLATE IS INSTALLED, THE PLATE WILL BE ABLE TO MOVE FREELY IN THE RECESSED AREA.

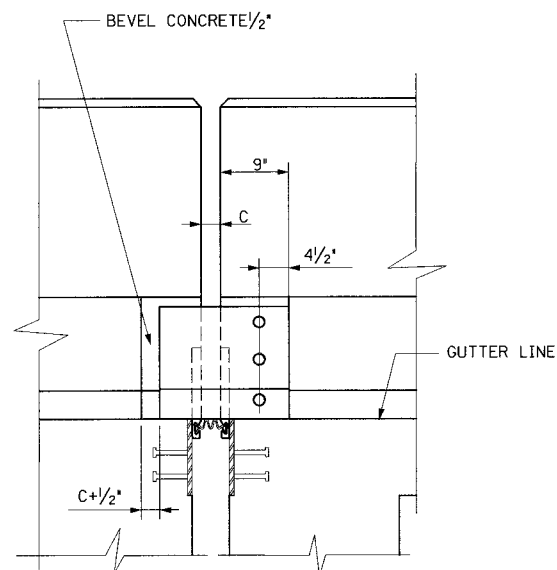


SLIDING PLATE DETAIL

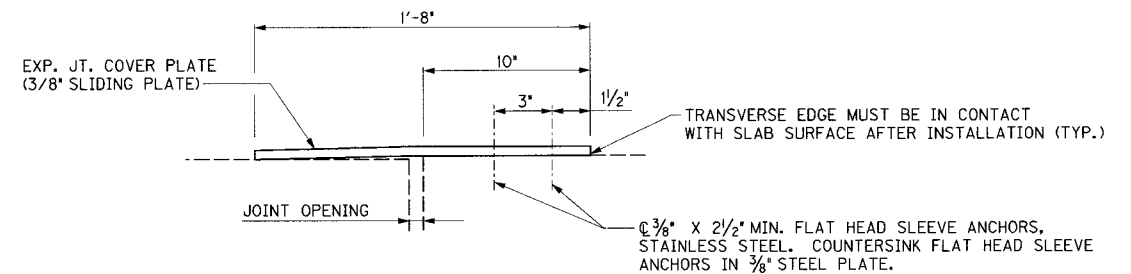
CURB	A
8 1/2'	3 1/2'
1'-0"	7'
1'-3 1/2'	10 1/2'



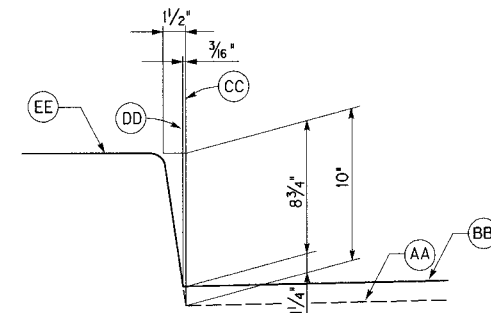
SLIDING PLATE DETAIL
(5 1/2" CURB)



ELEVATION VIEW AT GUTTER

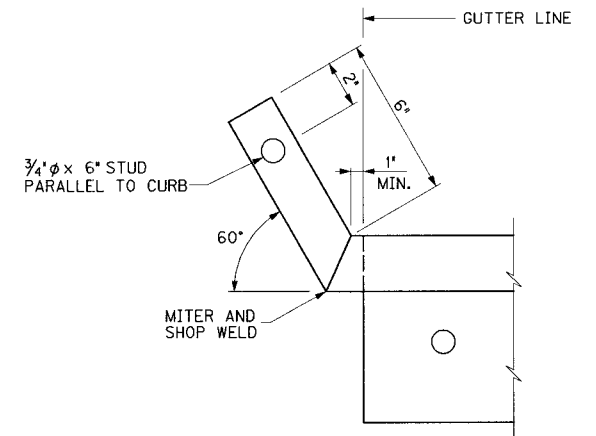


SECTION "B"
(INSTALL ANCHORS ON HIGH SIDE OF JOINT)

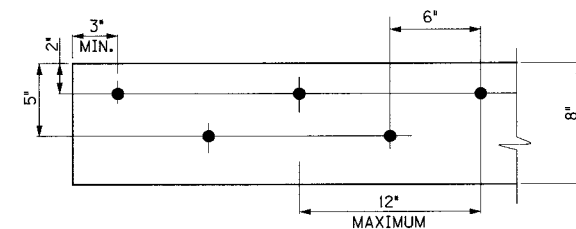


CURB DETAIL

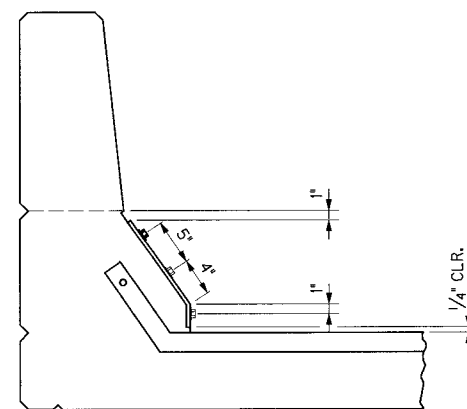
- (AA) TOP OF EXISTING SLAB AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS
- (BB) TOP OF NEW CONCRETE SLAB SHALL MATCH NEW OVERLAY PROFILE
- (CC) ORIGINAL GUTTER LINE AT TOP OF EXISTING SLAB
- (DD) NEW GUTTER LINE AT TOP OF NEW CONCRETE SLAB
- (EE) TOP OF NEW CURB SHALL MATCH TOP OF EXISTING CURB



UPTURN DETAIL

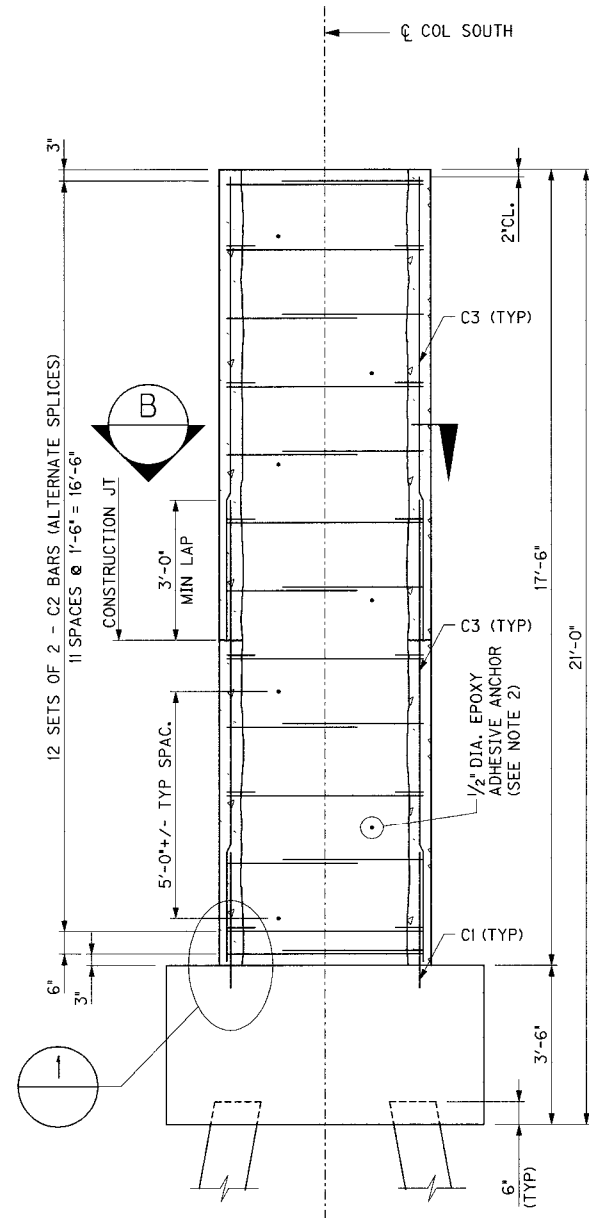


STUD PATTERN

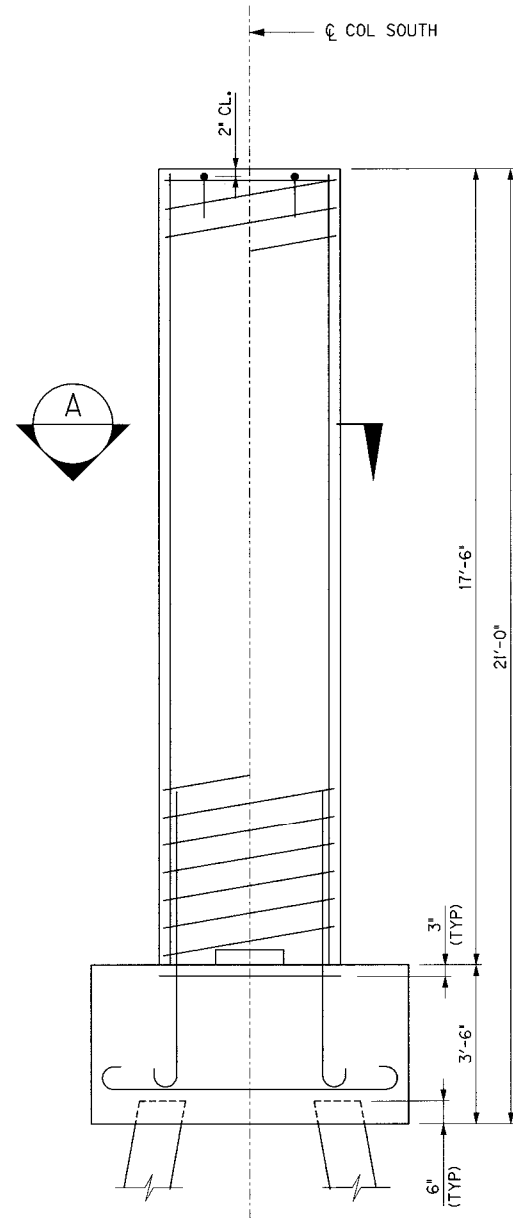


SECTION THRU BARRIER

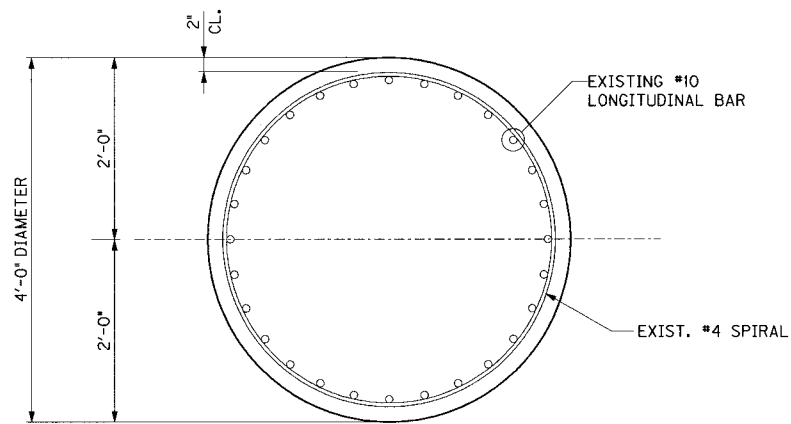
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
STRIP SEAL EXP. JT. DETAILS		
ITEM NUMBER	SHEET NO.	
5-73.00	H33	
PREPARED BY PB PARSONS BRINCKERHOFF		DRAWING NO. 26144



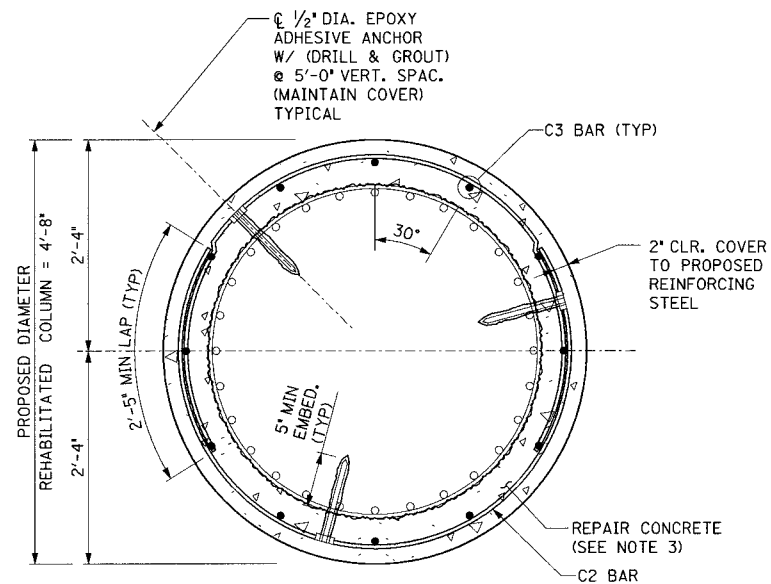
PROPOSED PIER 109 - ELEVATION



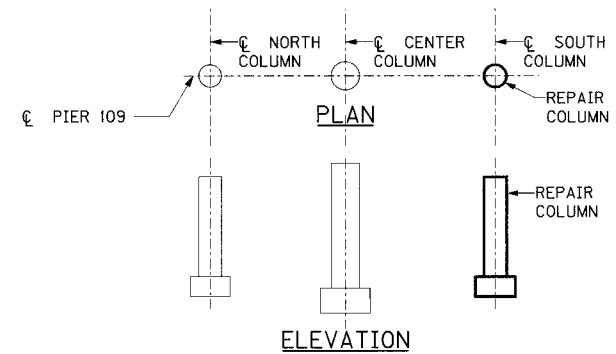
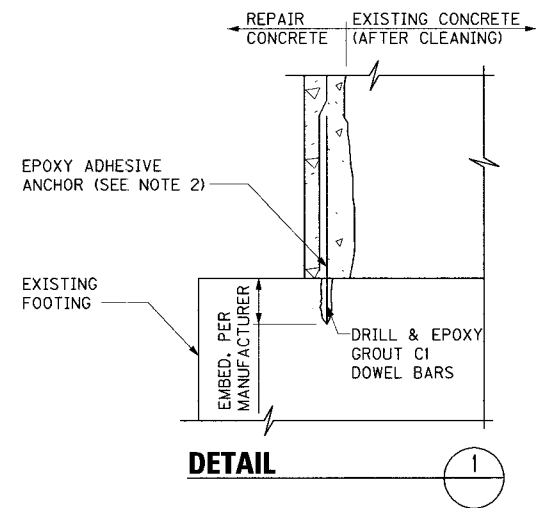
EXIST. PIER 109 - ELEVATION



EXISTING SECTION A - PIER 109 COLUMN SECTION



PROPOSED SECTION B - PIER 109 COLUMN SECTION

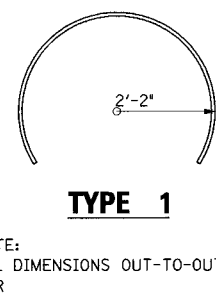


NOTES:

- CONTRACTOR SHALL MECHANICALLY REMOVE ALL LOOSE CONCRETE AND CLEAN BY ABRASIVE BLAST. AFTER BLAST CONTRACTOR SHALL VERIFY ALL LOOSE OR SPALLED CONCRETE IS REMOVED BY HAND. LOOSE RUST AND SCALE SHALL BE REMOVED FROM EXISTING REINFORCING. IF ANY EXISTING REINFORCING EXHIBITS 25% OR GREATER SECTION LOSS, THE ENGINEER SHALL BE NOTIFIED. COLUMN SHALL BE INSPECTED BY ENGINEER PRIOR TO PLACEMENT OF ANY FORMS OR PLACEMENT OF REPAIR CONCRETE.
- EPOXY ADHESIVE ANCHORS SHALL BE HILTI HVA CAPSULES OR APPROVED EQUIVALENT. INSTALLATION AND SURFACE PREPARATION SHALL BE PER MANUFACTURER'S RECOMMENDATION.
- REPAIR CONCRETE SHALL BE CLASS A AND OBTAIN A MINIMUM SLUMP OF 7 INCHES. USE OF APPROVED ADMIXTURE IS PERMITTED.
- THE COST TO REMOVE AND REINSTALL EXISTING DOWNSPOUTS SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM UNIT BID PRICE FOR PIER 109 COLUMN RETROFIT.
- THE LUMP SUM BID FOR THIS WORK WILL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, FORMWORK, ACCESS, LABOR, AND INCIDENTALS TO COMPLETE THE WORK.

ESTIMATED QUANTITIES	
REPAIR CONCRETE	4.3 CY
REINFORCING STEEL, UNCOATED	450 LB
*QUANTITIES PROVIDED ARE FOR INFORMATIONAL PURPOSES ONLY. ALL COSTS FOR REPAIR OF COLUMN SHALL BE INCIDENTAL TO PIER 109 COLUMN REPAIR, L.S.	
** ESTIMATED QUANTITY BASED ON 2" OF EXISTING CONCRETE REMOVED DURING SURFACE PREPARATION. ACTUAL QUANTITY MAY VARY.	

REINFORCING STEEL SCHEDULE						
MARK	SIZE	TYPE	NO.	LENGTH		LOCATION
				FT.	IN.	
C1	#5	STR	12	3	6	DOWEL
C2	#4	1	24	9	3	COLUMN TRANSVERSE
C3	#5	STR	24	10	2	COLUMN LONGITUDINAL
NOTE: ALL INFORMATION PROVIDED IS FOR INFORMATION ONLY. COST OF REINF. STEEL TO BE INCLUDED IN PIER 109 REHABILITATION, L.S.						

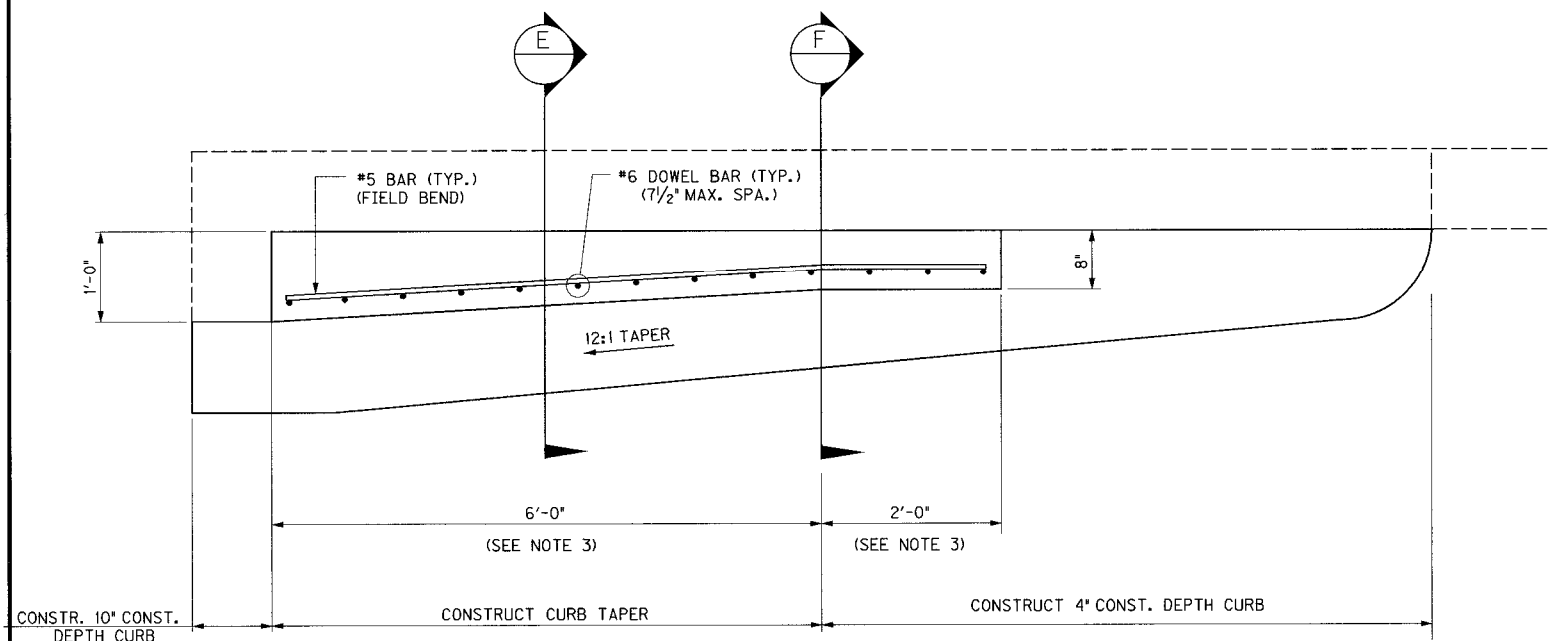


ITEM NUMBER

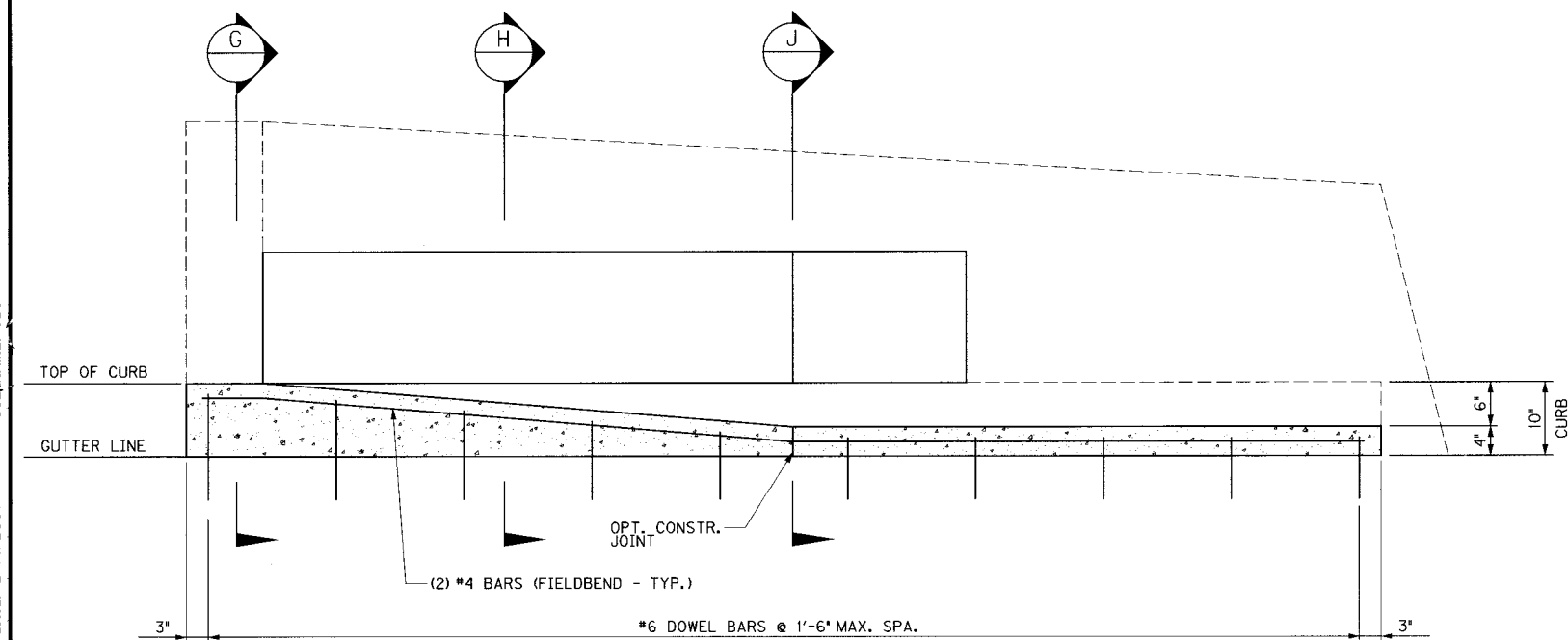
5-73.00

REVISION		DATE
DATE:	CHECKED BY:	
DESIGNED BY: TC	MB	
DETAILED BY: BT	TC	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 3RD STREET TO PRESTON STREET	
PIER 109 COLUMN RETROFIT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. H34
		DRAWING NO. 26144

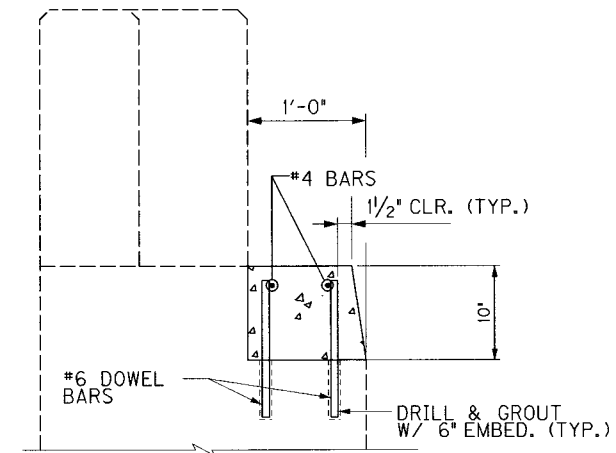
USERNAME: CBS
DATE: 2/14/2007
SHEET LOCATION: LAY



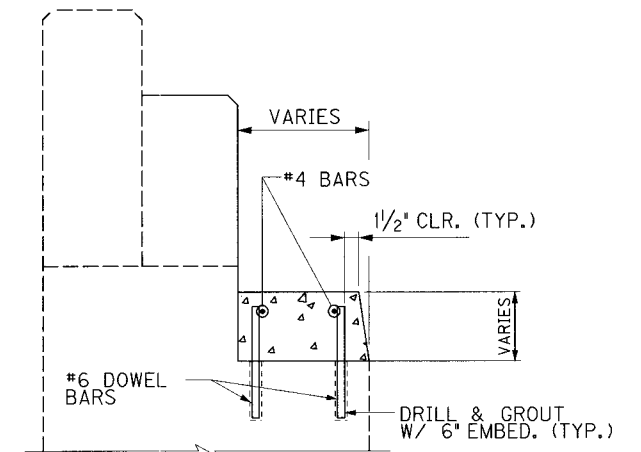
PLAN VIEW - RETROFIT



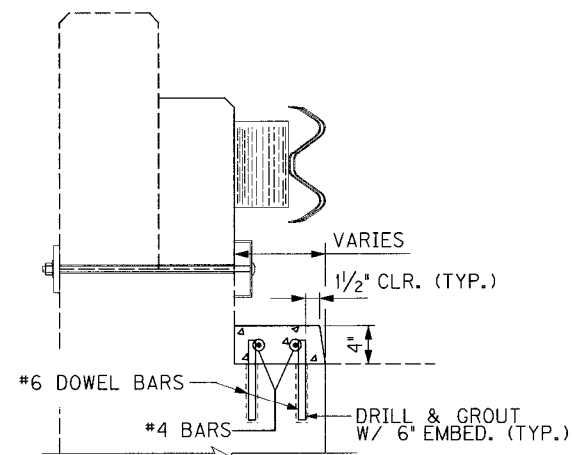
ELEVATION VIEW - RETROFIT



SECTION G - RETROFIT



SECTION H - RETROFIT



SECTION J - RETROFIT

NORTH WING WALL

TYPE A CONNECTOR

ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE 1 - 64	CROSSING 2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY PB PARSONS BRINCKERHOFF 100 YEARS		SHEET NO. H35 DRAWING NO. 26144

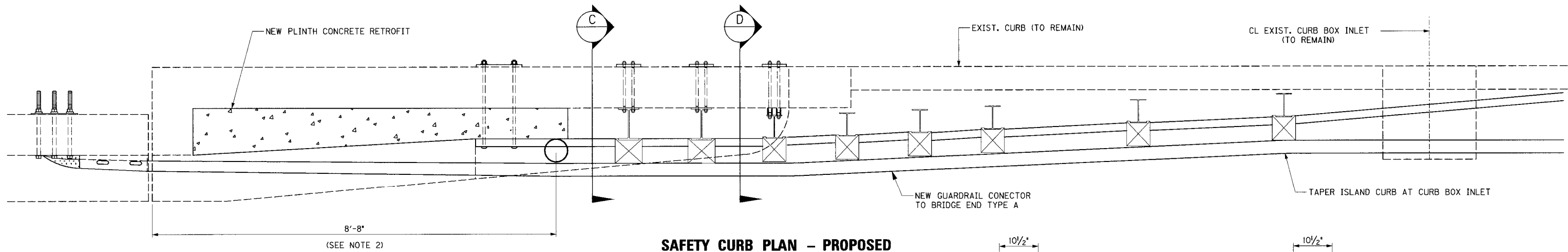
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...Guardrail End Conn - Preston (WB).dgn

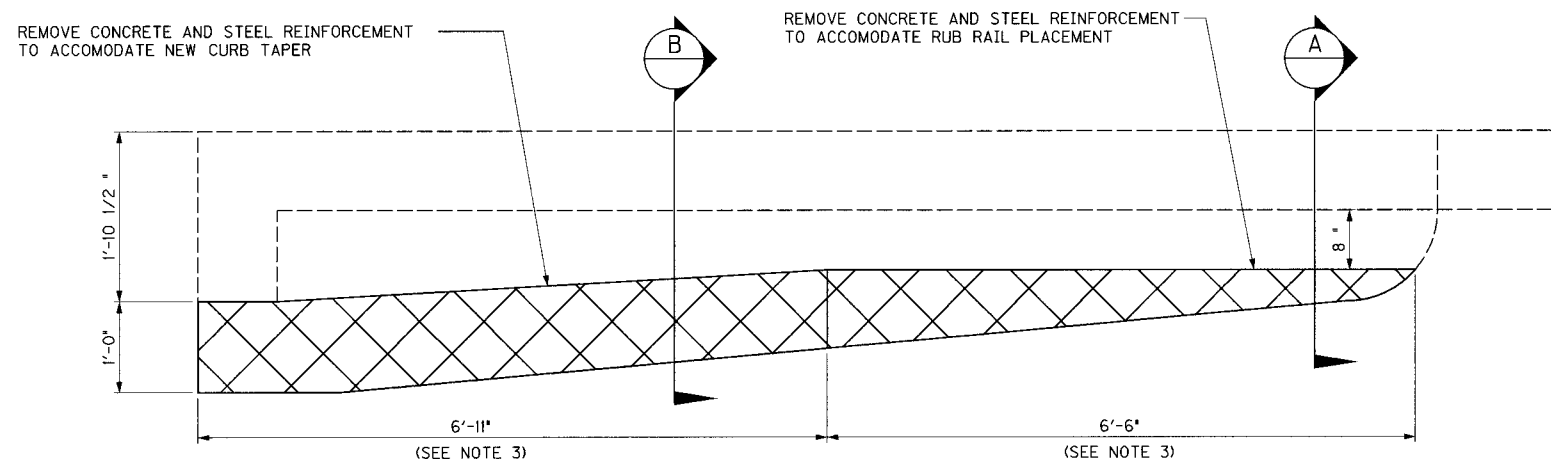
USERNAME: CBS

DATE: 2/14/2007

SHEET LOCATION: LAY

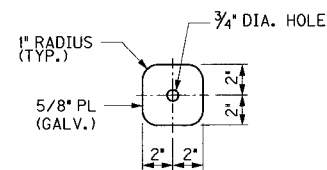


SAFETY CURB PLAN - PROPOSED

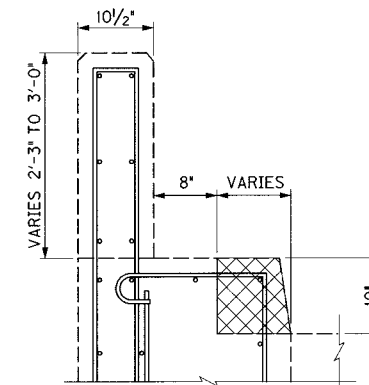


SAFETY CURB PLAN - REMOVAL LIMITS

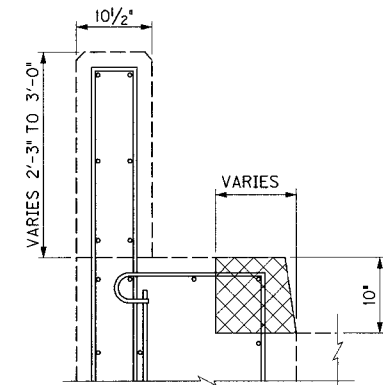
(EXISTING GUARDRAIL CONECTOR TO BRIDGE END NOT SHOWN)



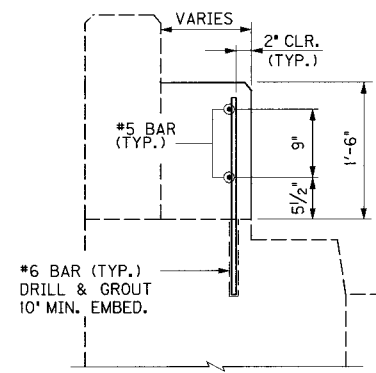
5/8" STEEL PLATE "C"



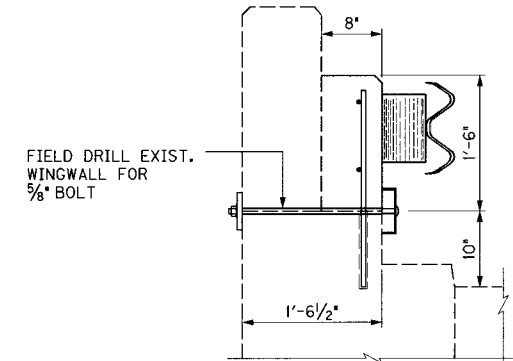
SECTION A - REMOVAL LIMITS



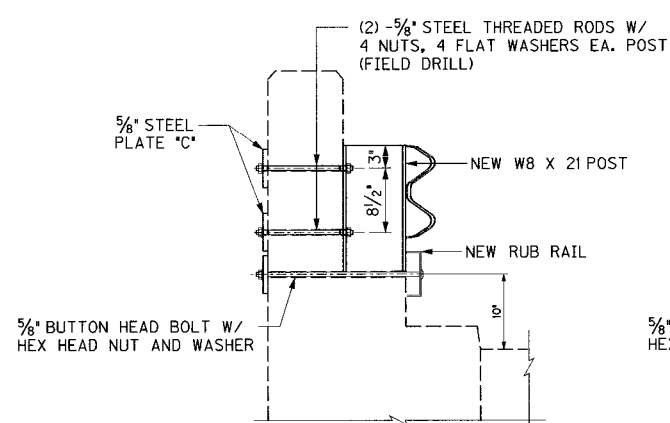
SECTION B - REMOVAL LIMITS



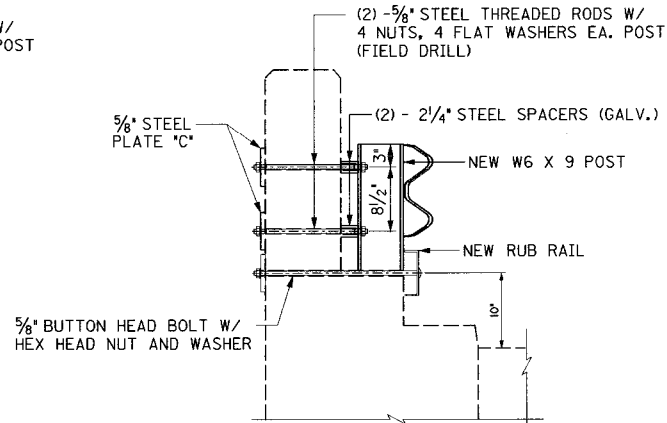
SECTION E - RETROFIT



SECTION F - RETROFIT



SECTION C - PROPOSED RETROFIT



SECTION D - PROPOSED RETROFIT

NOTES:

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONECTOR TO BRIDGE END TYPE A DETAILS.
2. GUARDRAIL DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.
4. THE #6 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.

NORTH WING WALL

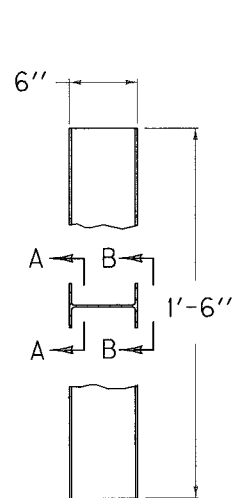
TYPE A CONECTOR

ITEM NUMBER

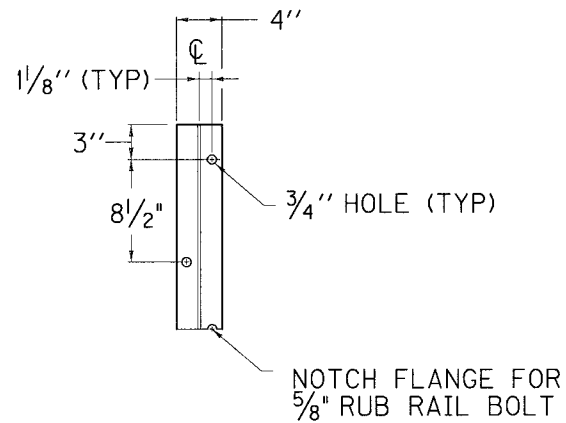
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
1 - 64	2ND STREET TO PRESTON STREET	
GUARDRAIL CONECTOR RETROFIT		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		H36
		DRAWING NO.
		26144

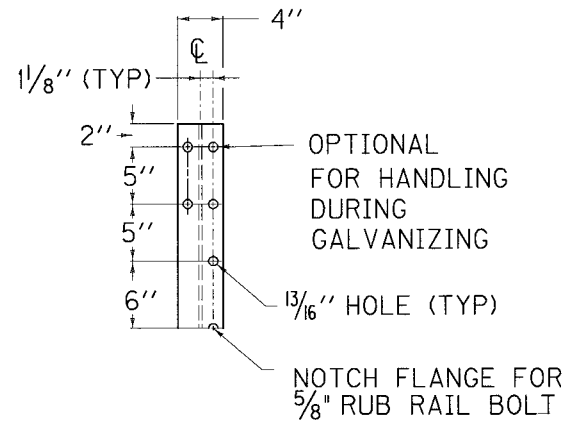
USERNAME: CBS
DATE: 2/14/2007
SHEET LOCATION: LAY



SIDE VIEW

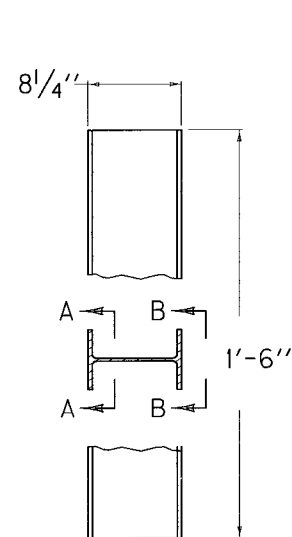


SECTION A-A

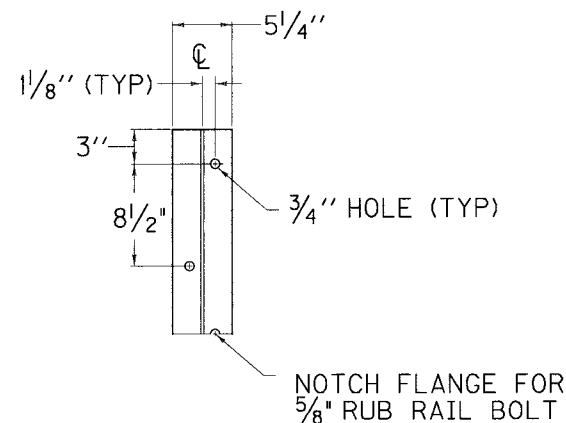


SECTION B-B

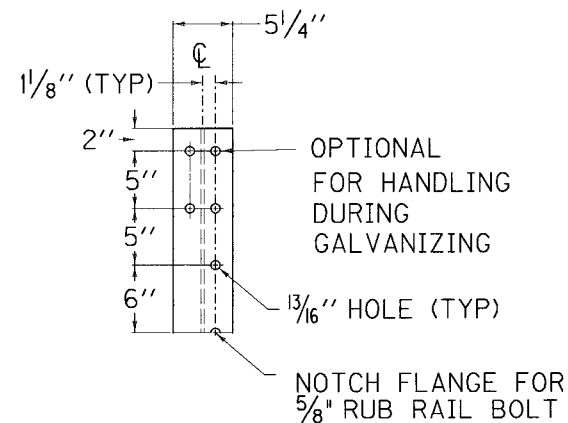
~ W6 X 9.0 STEEL GUARDRAIL POST ~
(USED WITH C6 X 8.2 RUB RAIL)



SIDE VIEW



SECTION A-A



SECTION B-B

~ W8 X 21 STEEL GUARDRAIL POST ~

NORTH WING WALL

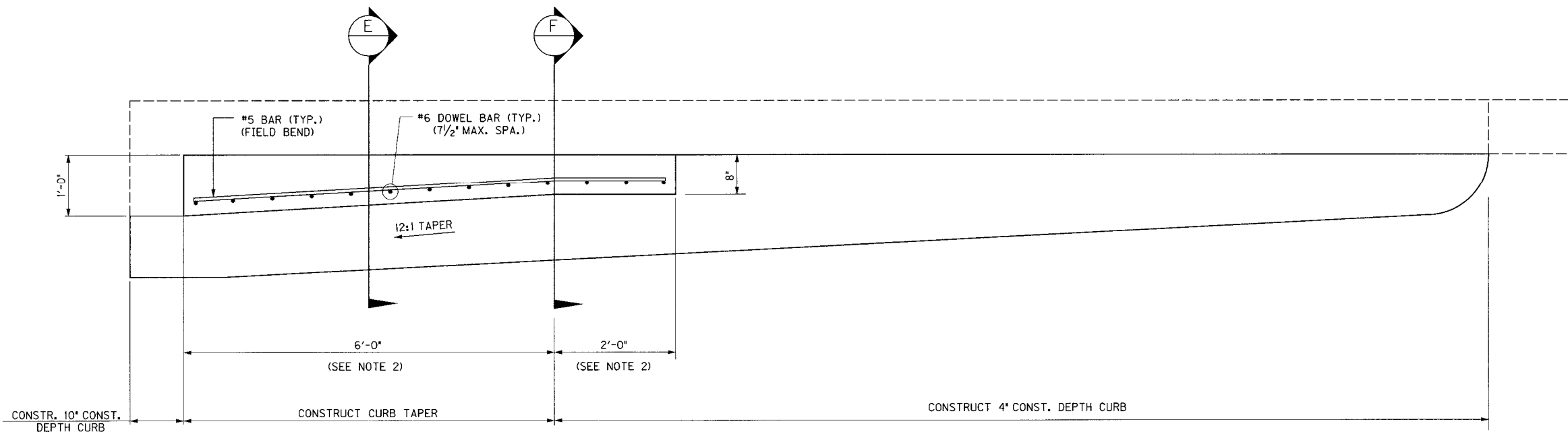
TYPE A CONNECTOR

ITEM NUMBER

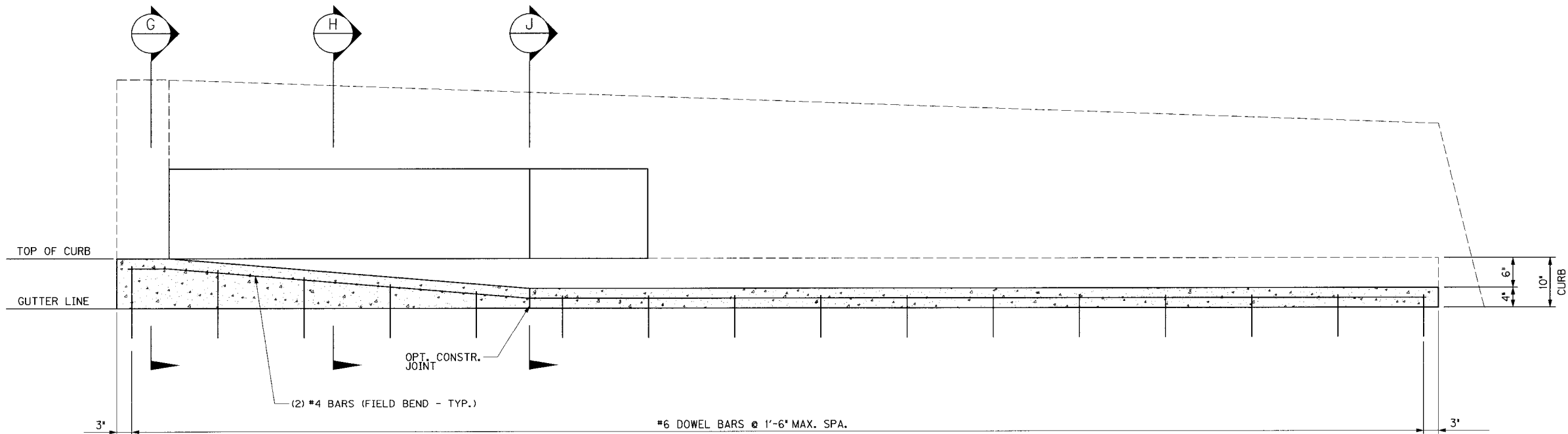
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I - 64	2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY		SHEET NO.
 PARSONS BRINCKERHOFF		H37
		DRAWING NO.
		26144

DATE: 2/14/2007
SHEET LOCATION: LAY
USERNAME: CBS



PLAN VIEW - RETROFIT



ELEVATION VIEW - RETROFIT

SOUTH WING WALL

TYPE A CONNECTOR
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE 1 - 64	CROSSING 2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. H38
		DRAWING NO. 26144

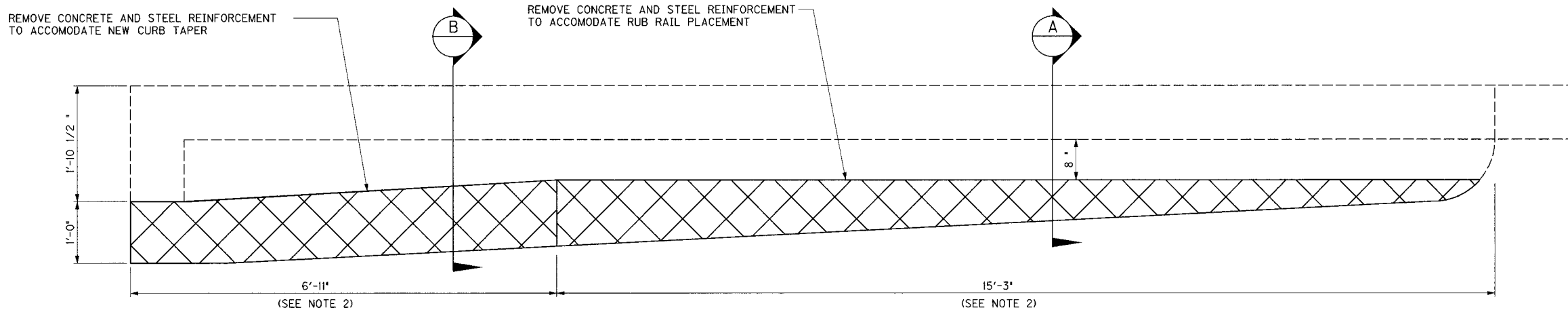
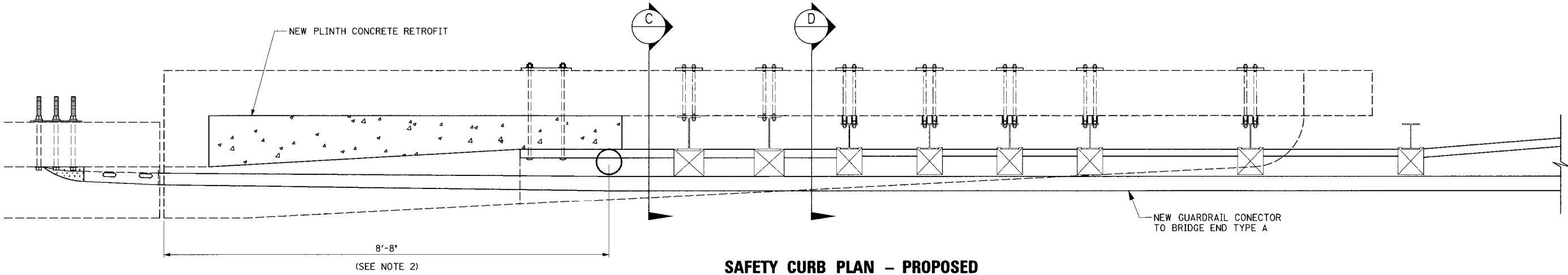
FILE NAME:

...\\Guardrail End Conn - Preston (WB).dgn

USERNAME: CBS

DATE: 2/14/2007

SHEET LOCATION: LAY

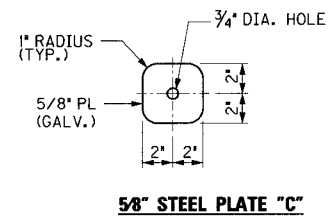
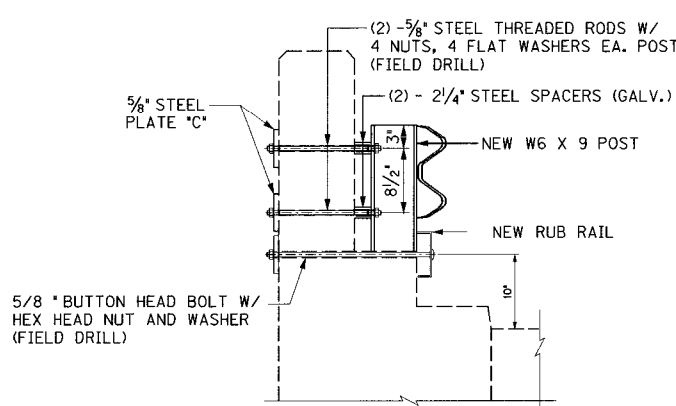
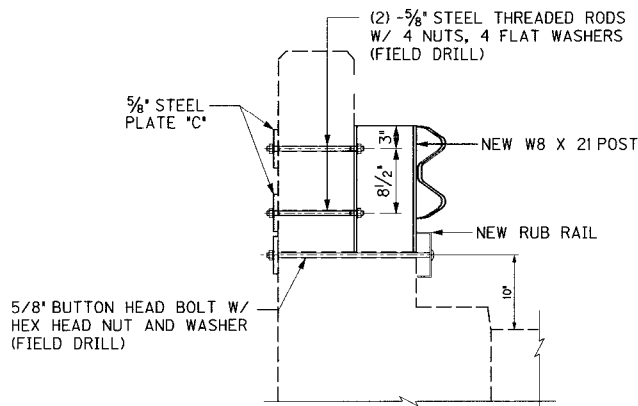


SAFETY CURB PLAN - REMOVAL LIMITS

(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)

NOTES:

1. SEE STD DRAWINGS RBC-001-08, RBC-002, AND RBC-003-06 FOR GUARDRAIL CONNECTOR TO BRIDGE END TYPE A DETAILS.
2. GUARDRAIL DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
3. GRIND EXPOSED STEEL REINFORCEMENT FLUSH WITH CONCRETE SURFACE.



SOUTH WING WALL

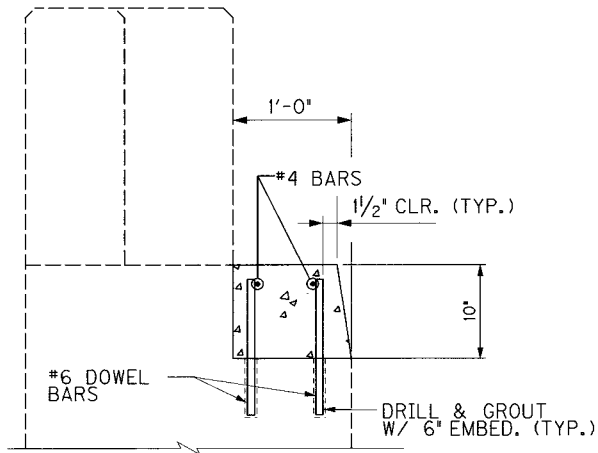
TYPE A CONNECTOR

ITEM NUMBER

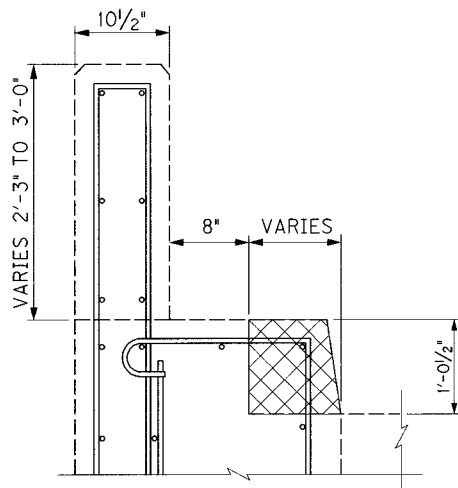
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE 1 - 64		CROSSING 2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT			
PREPARED BY PB PARSONS BRINCKERHOFF 100 YEARS		SHEET NO. H39 DRAWING NO. 26144	

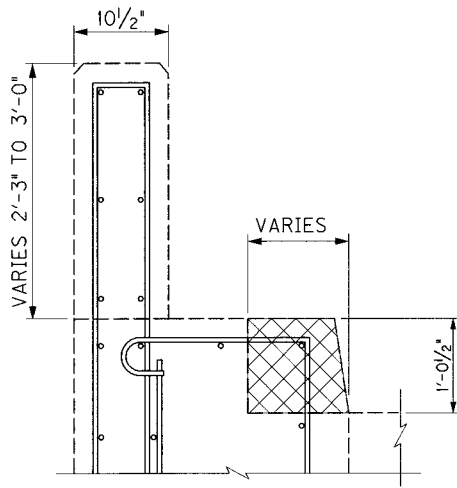
USERNAME: CBS
DATE: 2/14/2007
SHEET LOCATION: LAY



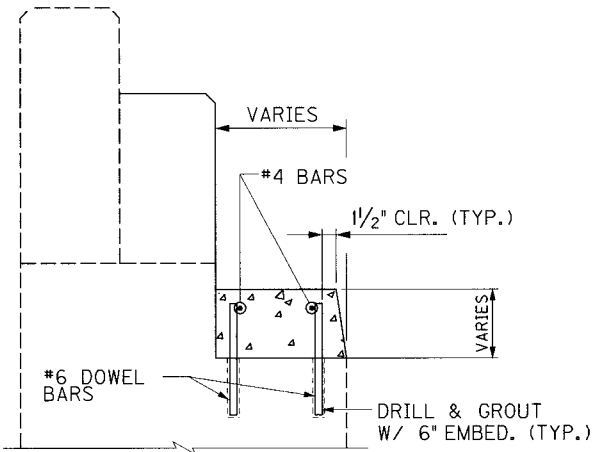
SECTION G - RETROFIT



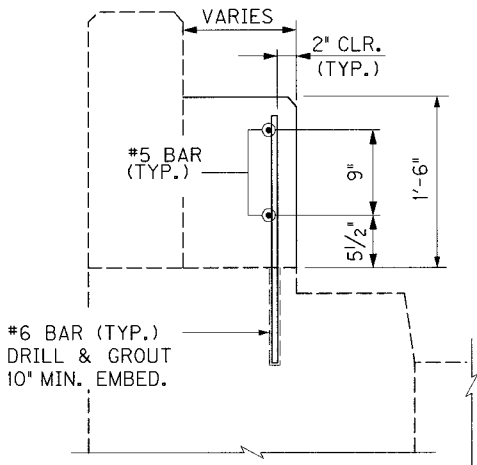
SECTION A - REMOVAL LIMITS



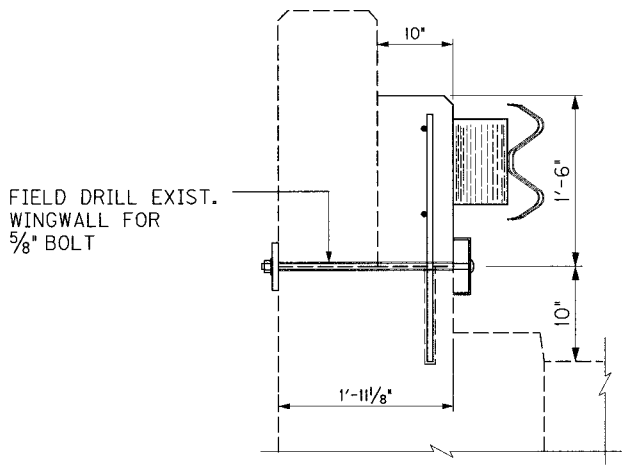
SECTION B - REMOVAL LIMITS



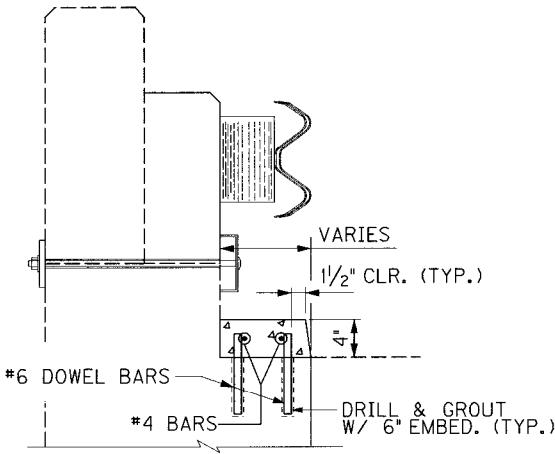
SECTION H - RETROFIT



SECTION E - RETROFIT



SECTION F - RETROFIT



SECTION J - RETROFIT

NOTES:

1. THE #6 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.

SOUTH WING WALL

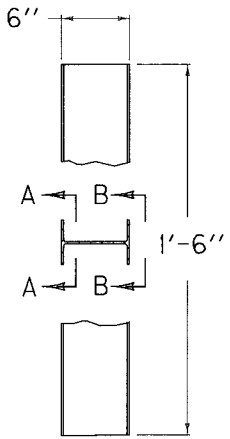
TYPE A CONNECTOR

ITEM NUMBER

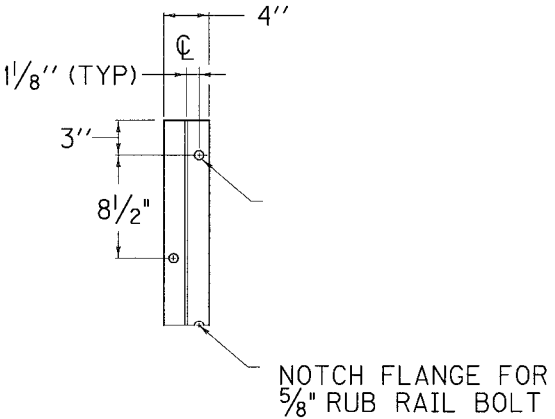
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I - 64	2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		H40
		DRAWING NO.
		26144

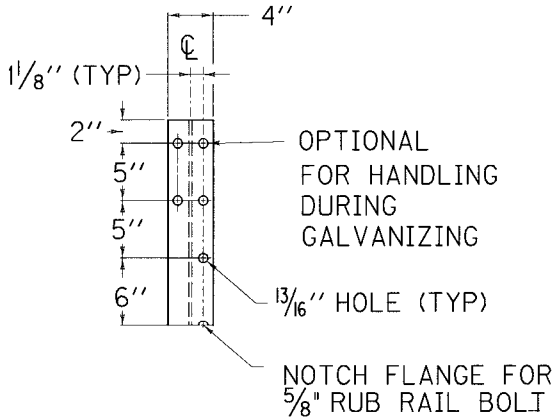
SHEET LOCATION: LAY
DATE: 2/14/2007
USERNAME: CBS



SIDE VIEW

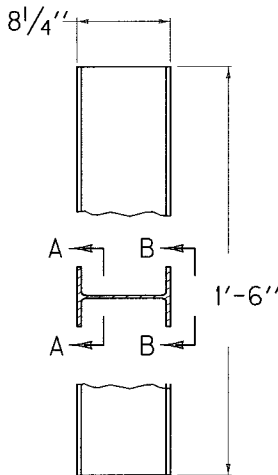


SECTION A-A

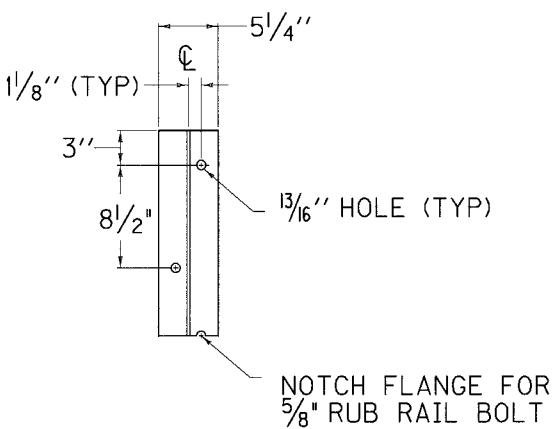


SECTION B-B

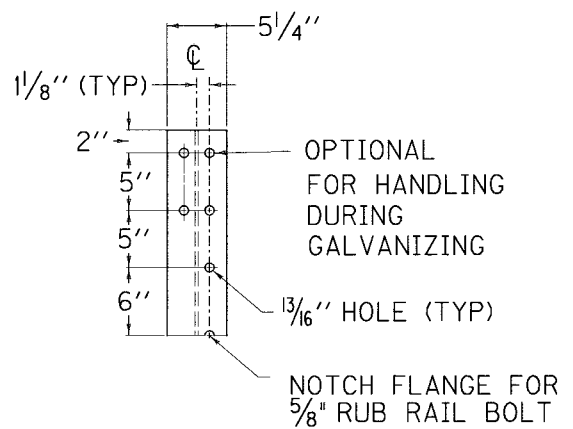
~ W6 X 9.0 STEEL GUARDRAIL POST ~
(USED WITH C6 X 8.2 RUB RAIL)



SIDE VIEW



SECTION A-A



SECTION B-B

~ W8 X 21 STEEL GUARDRAIL POST ~

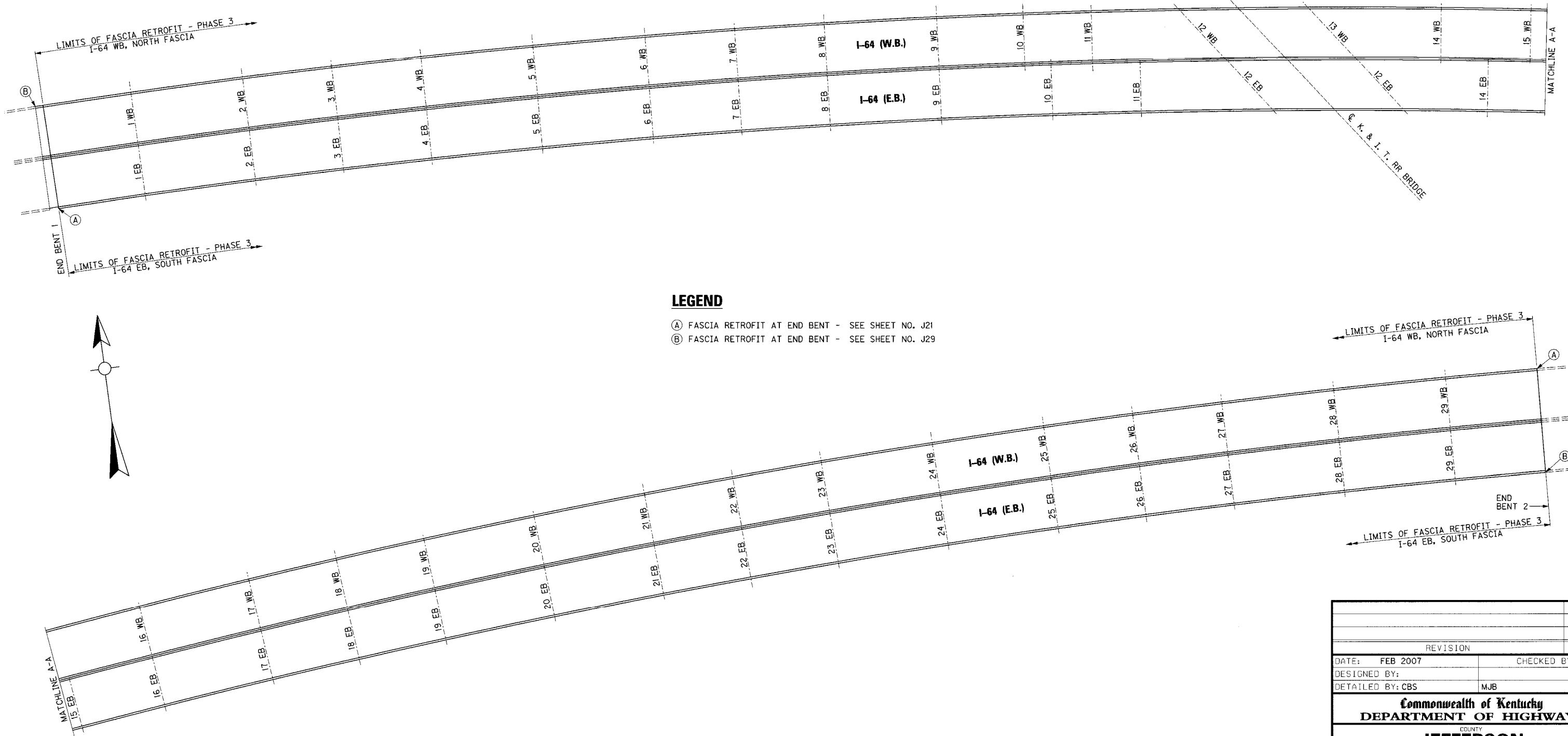
SOUTH WING WALL

TYPE A CONNECTOR

ITEM NUMBER

5-73.00

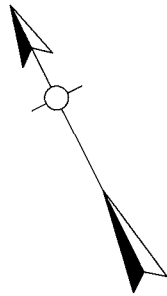
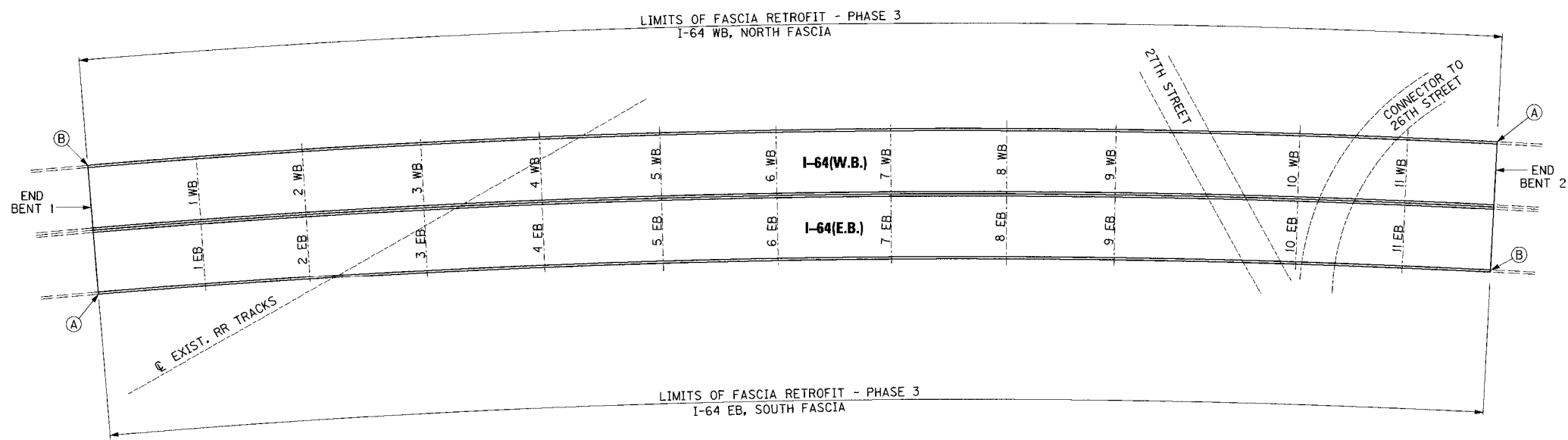
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I - 64	2ND STREET TO PRESTON STREET	
GUARDRAIL CONNECTOR RETROFIT		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		H41
		DRAWING NO.
		26144



REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TRESTLE	
FASCIA RETROFIT LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J1
DRAWING NO. 26144		

ITEM NUMBER

5-73.00

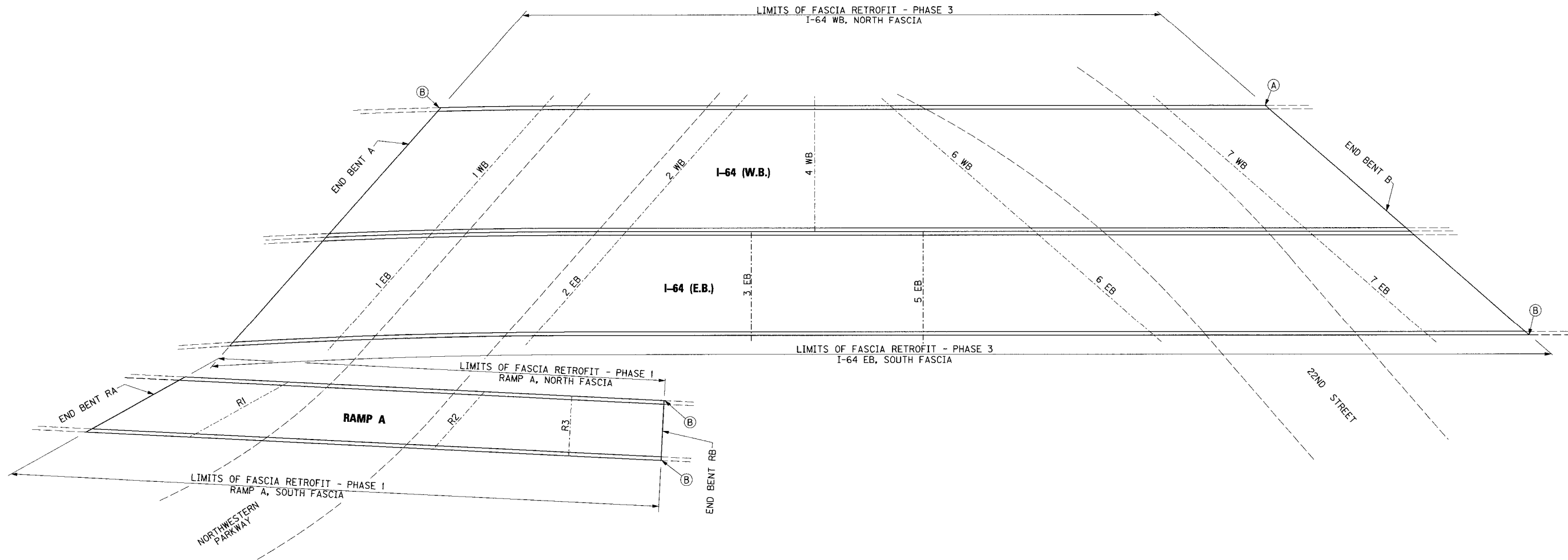
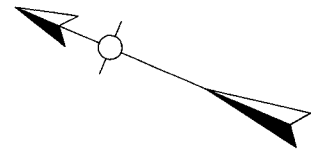
**LEGEND**

- (A) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J22
 (B) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J29

ITEM NUMBER

5-73.00

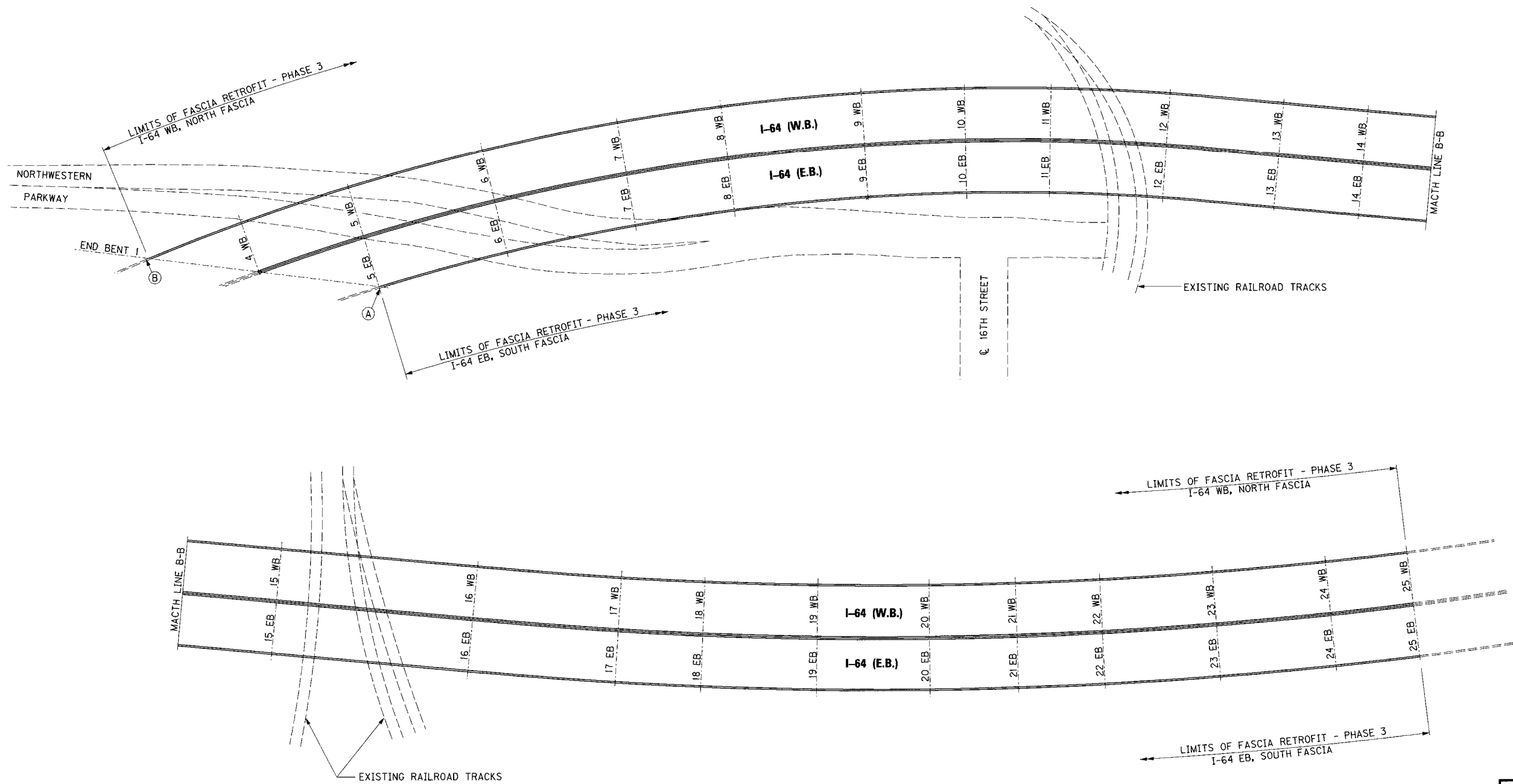
REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR AND 27TH STREET	
FASCIA RETROFIT LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J2 DRAWING NO. 26144



LEGEND

- (A) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J23
 (B) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J29

REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING NORTHWESTERN PKWY AND 22ND STREET	
FASCIA RETROFIT LAYOUT PREPARED BY PARSONS BRINCKERHOFF		
ITEM NUMBER 5-73.00	SHEET NO. J3	DRAWING NO. 26144

**LEGEND**

- (A) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J24
 (B) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J29

ITEM NUMBER

5-73.00

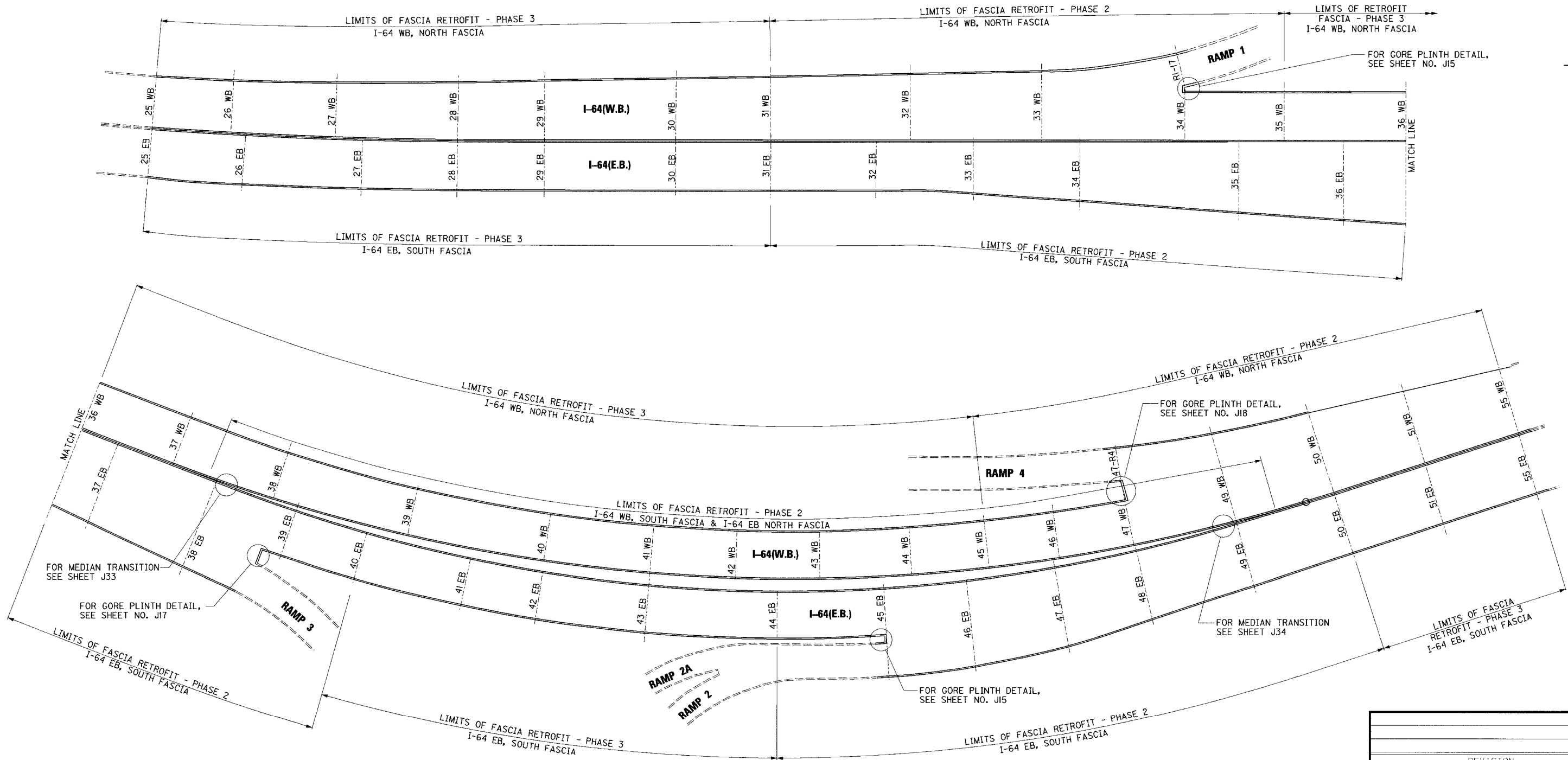
REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
FASCIA RETROFIT LAYOUT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J4
		DRAWING NO. 26144

FILE NAME: ...\\layout sheets\\layouts.dgn

USERNAME: CBS

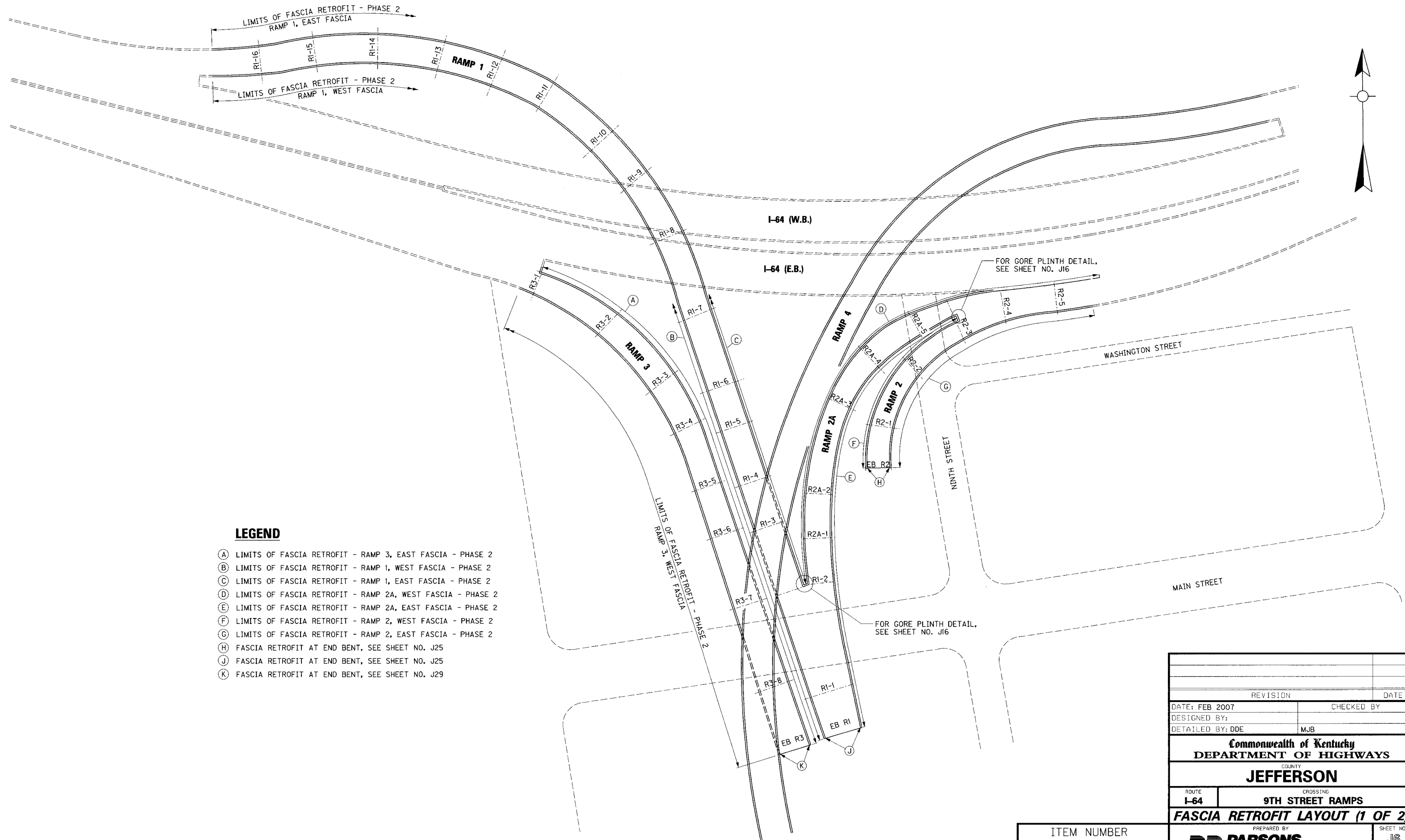
DATE: 3/15/2007

SHEET LOCATION: LAY



REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
FASCIA RETROFIT LAYOUT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. J5
		DRAWING NO. 26144

ITEM NUMBER
5-73.00

**LEGEND**

- (A) LIMITS OF FASCIA RETROFIT - RAMP 3, EAST FASCIA - PHASE 2
- (B) LIMITS OF FASCIA RETROFIT - RAMP 1, WEST FASCIA - PHASE 2
- (C) LIMITS OF FASCIA RETROFIT - RAMP 1, EAST FASCIA - PHASE 2
- (D) LIMITS OF FASCIA RETROFIT - RAMP 2A, WEST FASCIA - PHASE 2
- (E) LIMITS OF FASCIA RETROFIT - RAMP 2A, EAST FASCIA - PHASE 2
- (F) LIMITS OF FASCIA RETROFIT - RAMP 2, WEST FASCIA - PHASE 2
- (G) LIMITS OF FASCIA RETROFIT - RAMP 2, EAST FASCIA - PHASE 2
- (H) FASCIA RETROFIT AT END BENT, SEE SHEET NO. J25
- (J) FASCIA RETROFIT AT END BENT, SEE SHEET NO. J25
- (K) FASCIA RETROFIT AT END BENT, SEE SHEET NO. J29

REVISION		DATE
DATE: FEB 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		MJB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA RETROFIT LAYOUT (1 OF 2)		
PREPARED BY PD PARSONS BRINCKERHOFF		SHEET NO. J16
DRAWING NO. 26144		

ITEM NUMBER

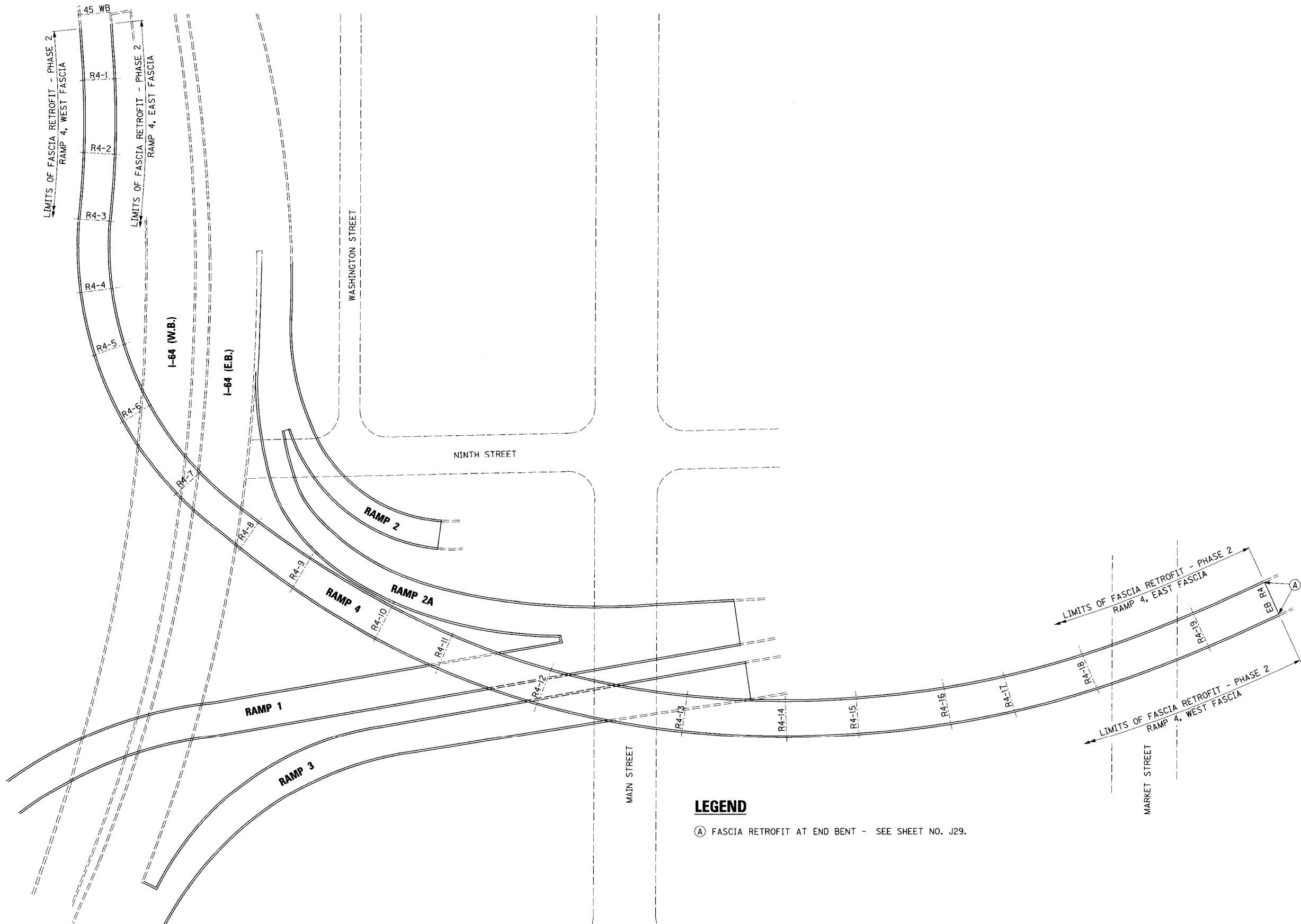
5-73.00

FILE NAME: ...\\layout sheets\\layouts.dgn

USERNAME: CBS

DATE: 3/15/2007

SHEET LOCATION: LAY

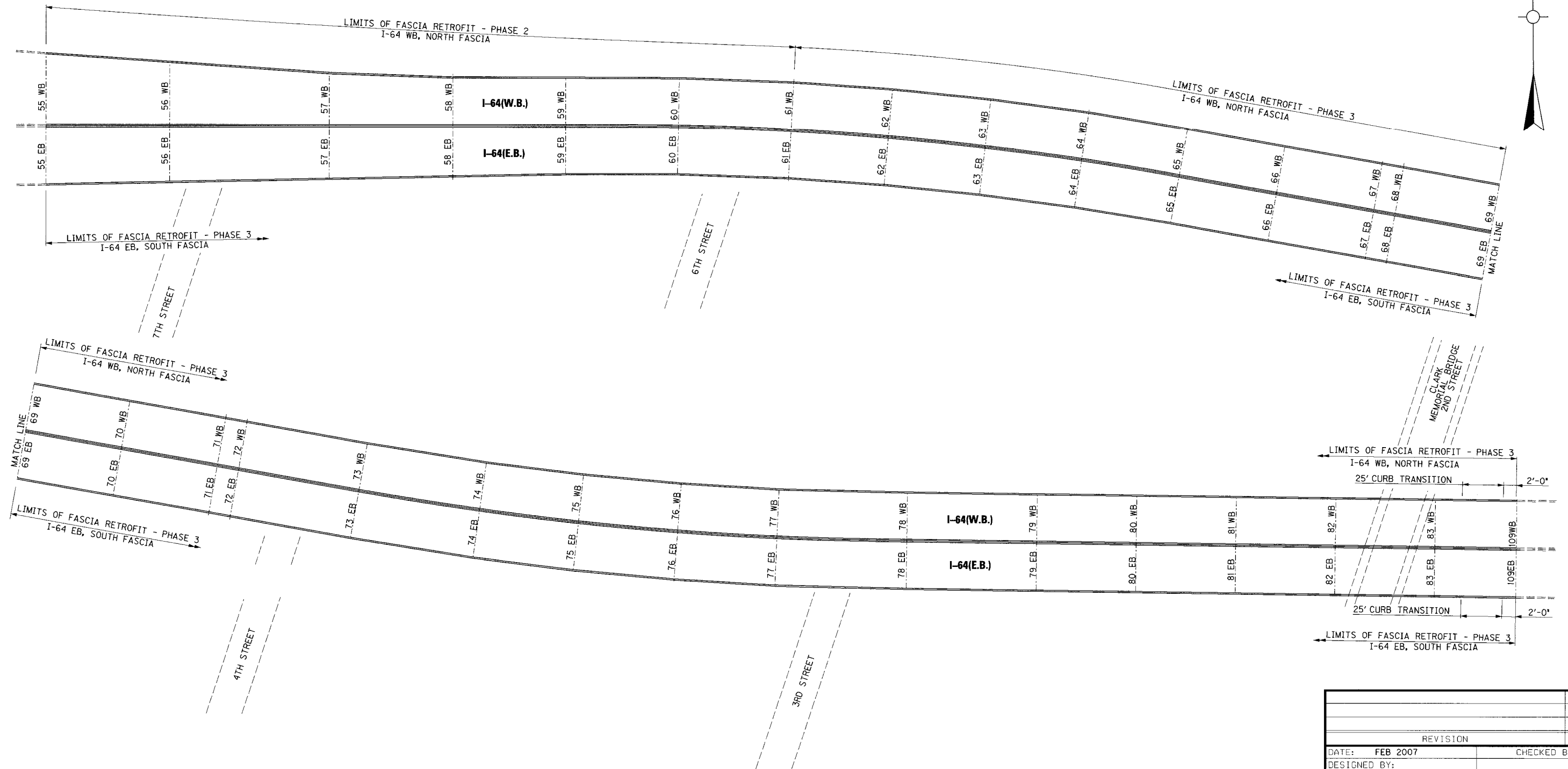


LEGEND

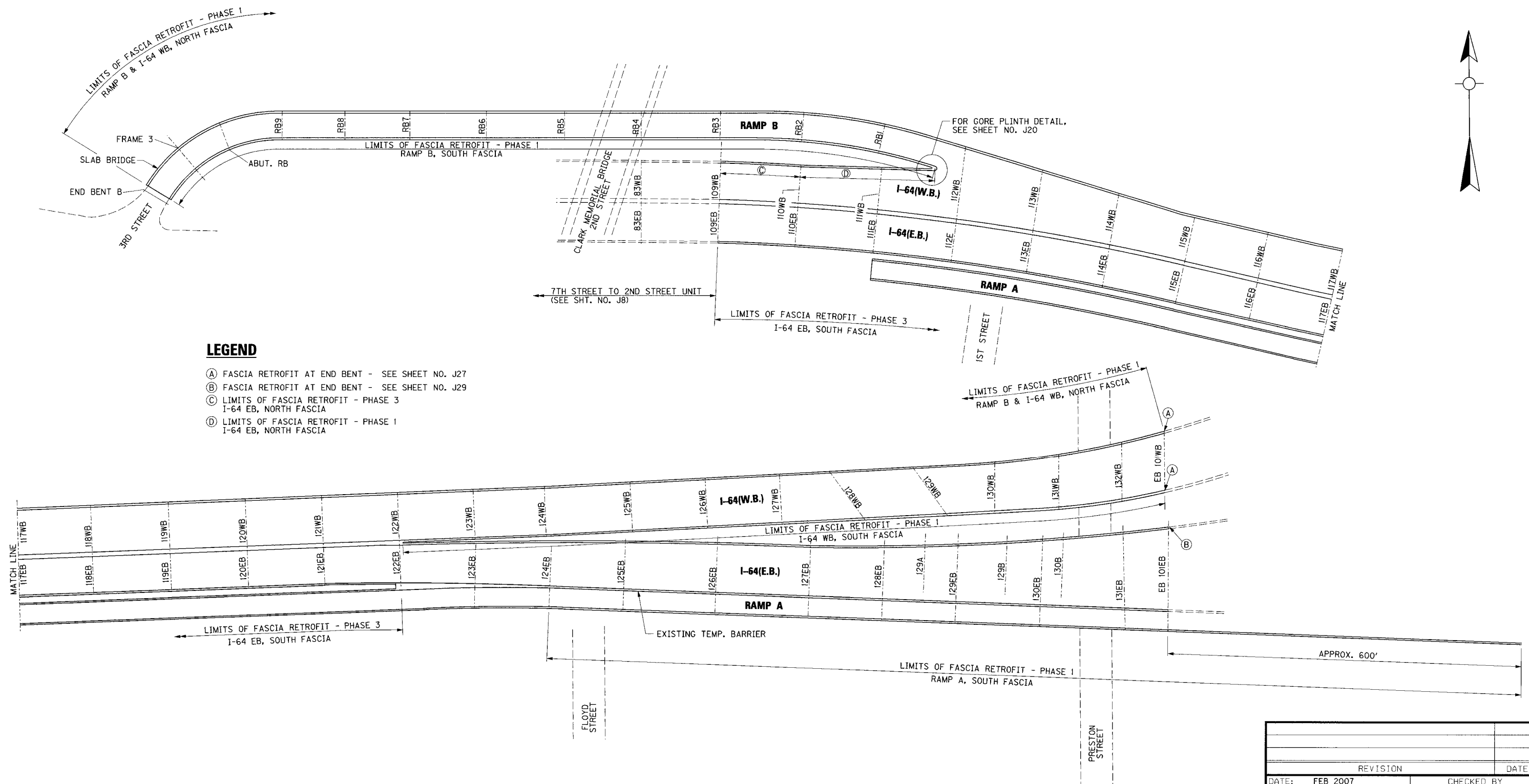
(A) FASCIA RETROFIT AT END BENT - SEE SHEET NO. J29.

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: FEB 2007	CHECKED BY	
DESIGNED BY:	MJB	
DETAILED BY: CBS	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA RETROFIT LAYOUT (2 OF 2)		
PREPARED BY PB PARSONS BRINCKERHOFF		SHEET NO. J7 DRAWING NO. 26144

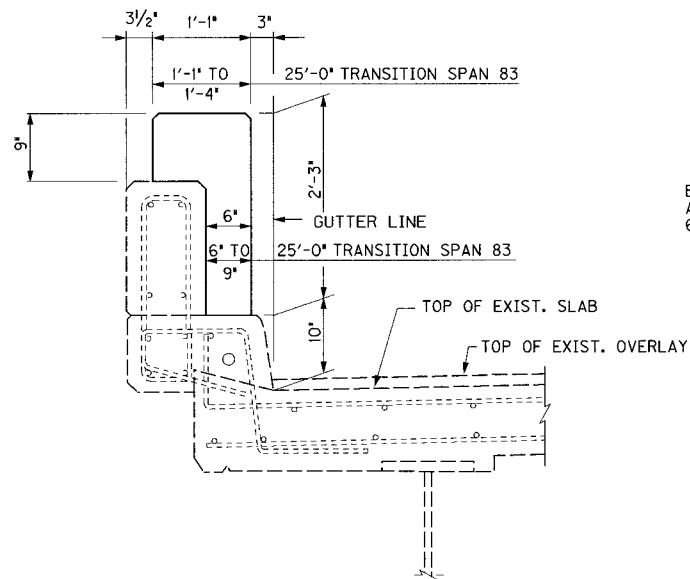
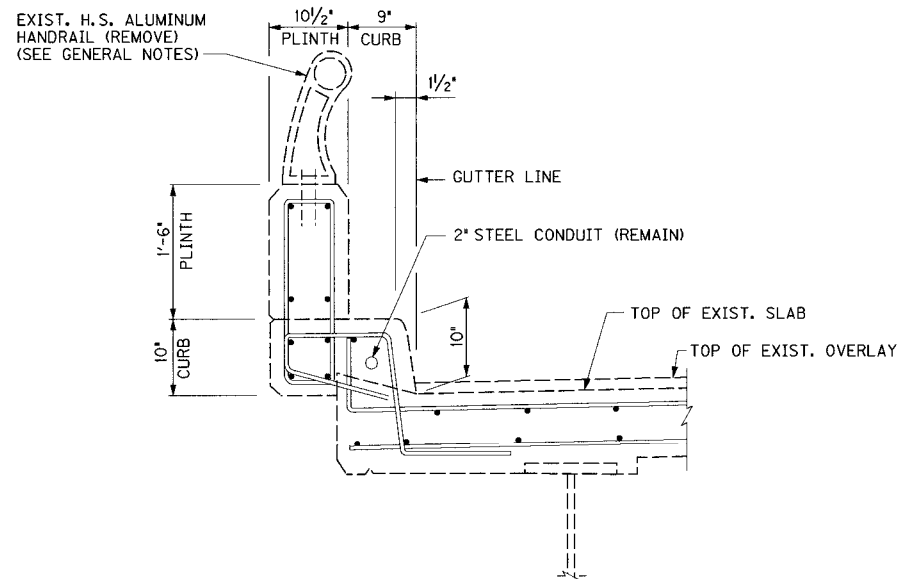
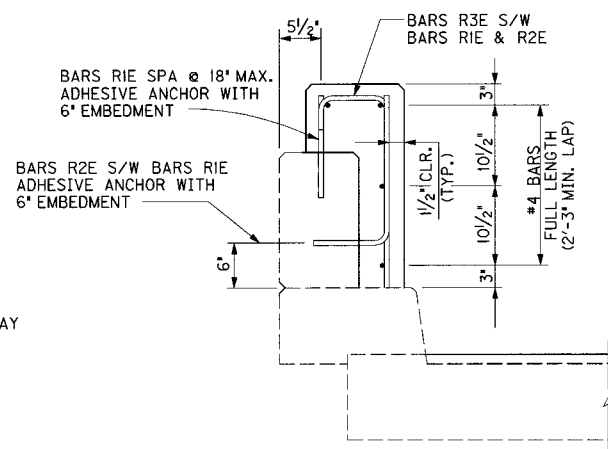


REVISION		DATE	
DATE: FEB 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 7TH STREET TO 2ND STREET		
FASCIA RETROFIT LAYOUT			
PREPARED BY PB PARSONS BRINCKERHOFF			SHEET NO. J8
			DRAWING NO. 26144

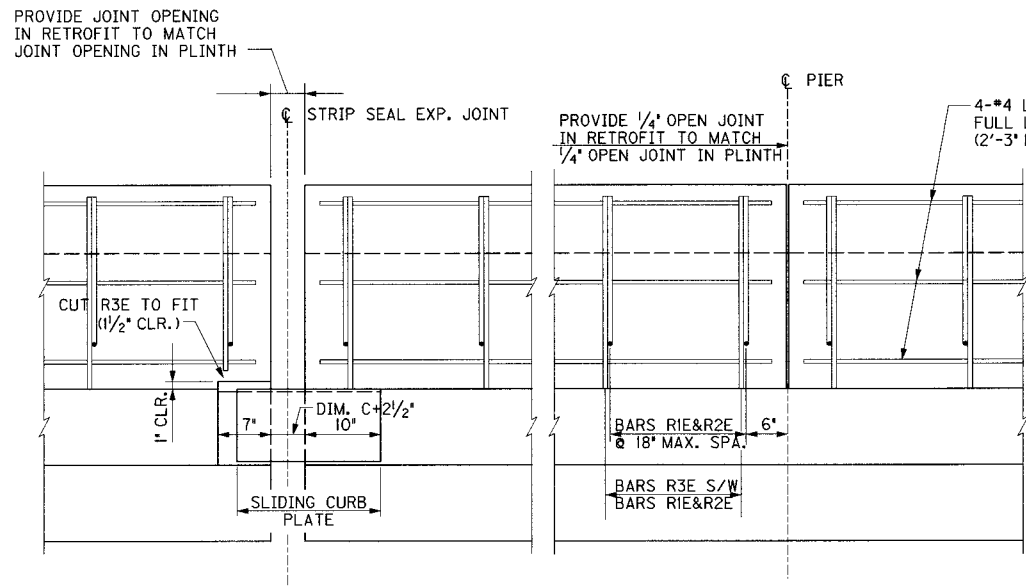


REVISION		DATE	
DATE: FEB 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		3RD STREET TO PRESTON STREET	
FASCIA RETROFIT LAYOUT			
PREPARED BY		SHEET NO.	
 PARSONS BRINCKERHOFF		J9	
		DRAWING NO.	
		26144	

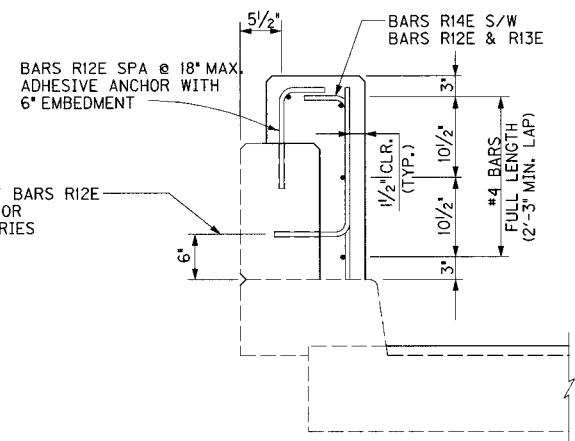
ITEM NUMBER
5-73.00

**FASCIA RETROFIT - CONCRETE OUTLINE****FASCIA RETROFIT - EXISTING****FASCIA RETROFIT - STEEL REINFORCEMENT**

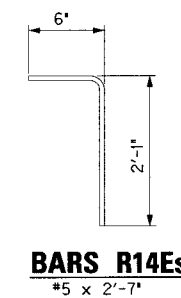
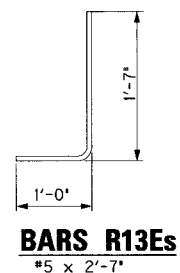
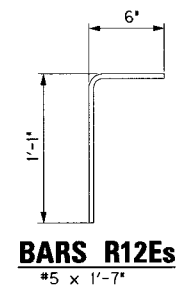
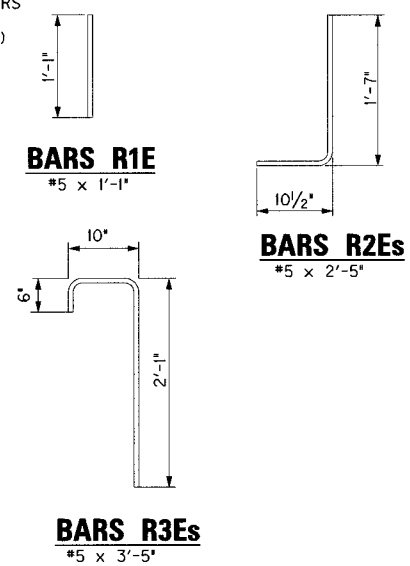
TYPICAL FOR ALL BRIDGE UNITS UNLESS NOTED OTHERWISE

**FASCIA RETROFIT - ELEVATION**

LOOKING AT TRAFFIC FACE

**FASCIA RETROFIT - STEEL REINFORCEMENT**

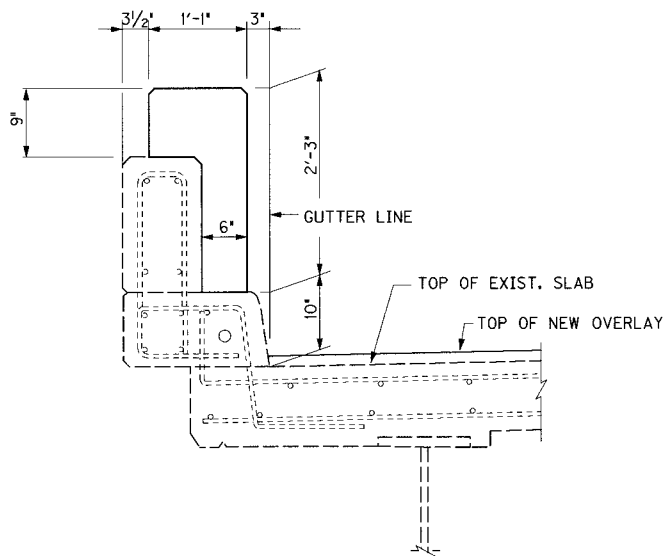
25' TRANSITION SPAN 83



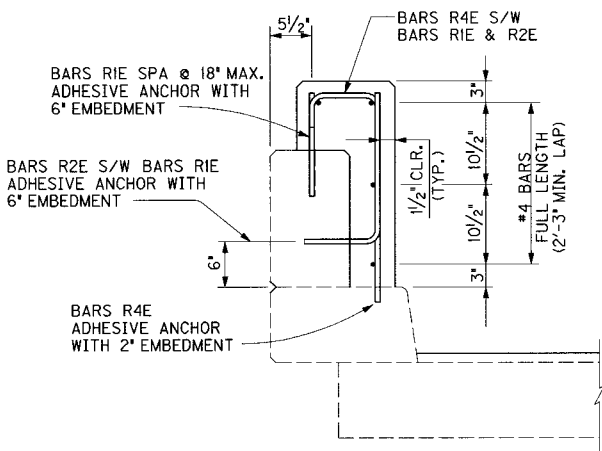
ESTIMATE OF QUANTITIES						
BID ITEM	K&ITRR TRESTLE	K&ITRR & 27TH ST	NW PKWY & 22ND ST	17TH ST TO 13TH ST	13TH ST TO 7TH ST	7TH ST TO 2ND ST
FASCIA RETROFIT (LF)	5,320	2,040	980	3,520	7,270	5,500
ITEMS INCIDENTAL TO FASCIA RETROFIT:						
CONCRETE, CLASS AA (CY)	308	118	57	204	430	319
STEEL REINFORCEMENT, EPOXY COATED (LBS)	40,330	15,410	7,380	26,670	56,050	41,600

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K & I TRR TO 2ND STREET	
FASCIA RETROFIT DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J10 DRAWING NO. 26144

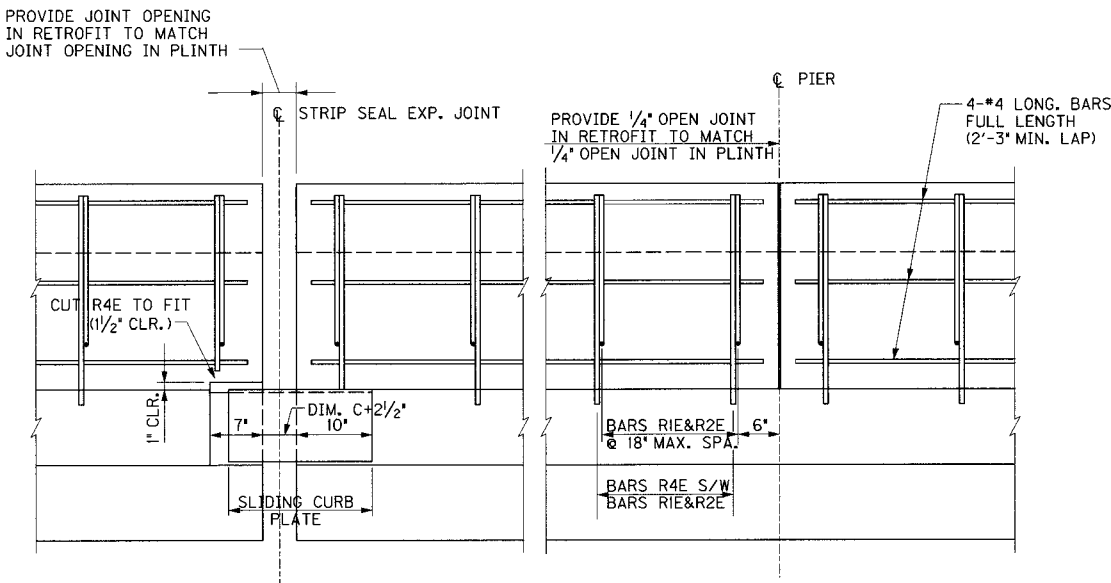
ITEM NUMBER
5-73.00



FASCIA RETROFIT - CONCRETE OUTLINE

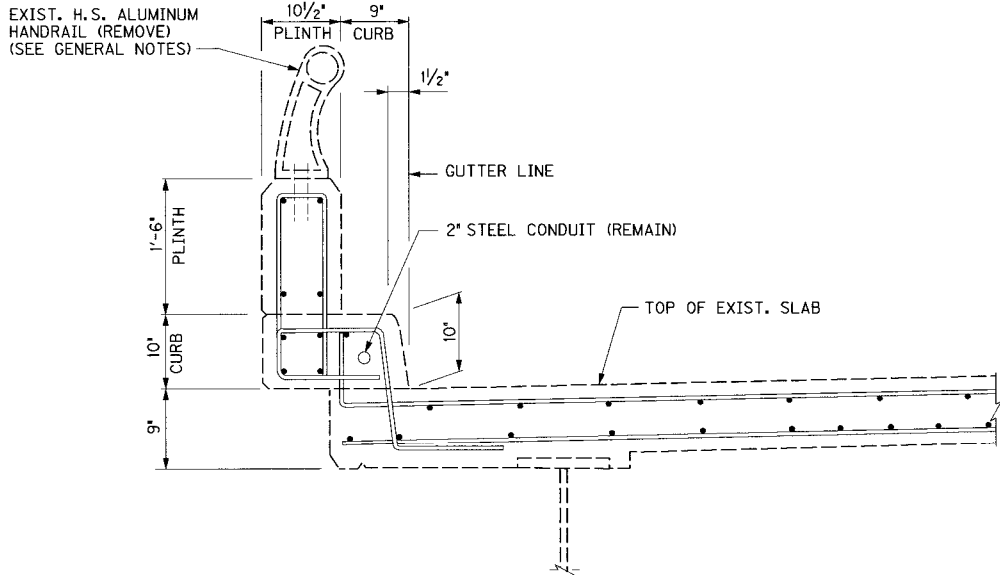


FASCIA RETROFIT - STEEL REINFORCEMENT

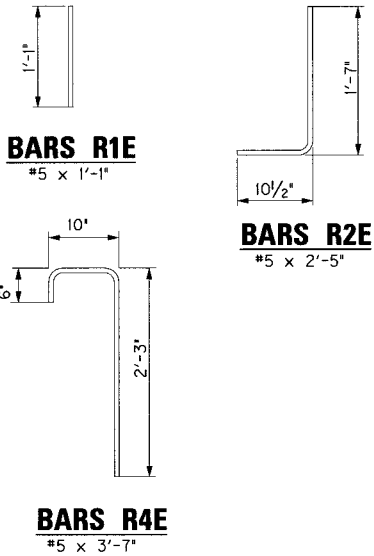


FASCIA RETROFIT - ELEVATION

LOOKING AT TRAFFIC FACE



FASCIA RETROFIT - EXISTING



NOTES

1. THE STRAIGHT LONGITUDINAL BARS WILL HAVE TO BE SPRUNG INTO PLACE TO FIT THE RAMP CURVATURE.
2. THE LONGITUDINAL BARS SHALL BE SPRUNG AGAINST VERTICAL BARS SECURELY ANCHORED AND TIED TO FOLLOW THE RAMP CURVATURE.

ESTIMATE OF QUANTITIES	
BID ITEM	9TH ST RAMPS
FASCIA RETROFIT (LF)	8,360
ITEMS INCIDENTAL TO FASCIA RETROFIT:	
CONCRETE, CLASS AA (CY)	484
STEEL REINFORCEMENT, EPOXY COATED (LBS)	64,290

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA RETROFIT DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. J11
		DRAWING NO. 26144

FASCIA RETROFIT – CONCRETE OUTLINE

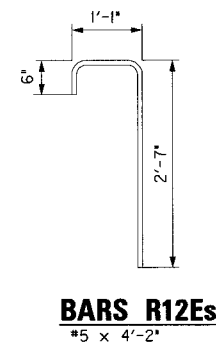
FASCIA RETROFIT – STEEL REINFORCEMENT

FASCIA RETROFIT – ELEVATION

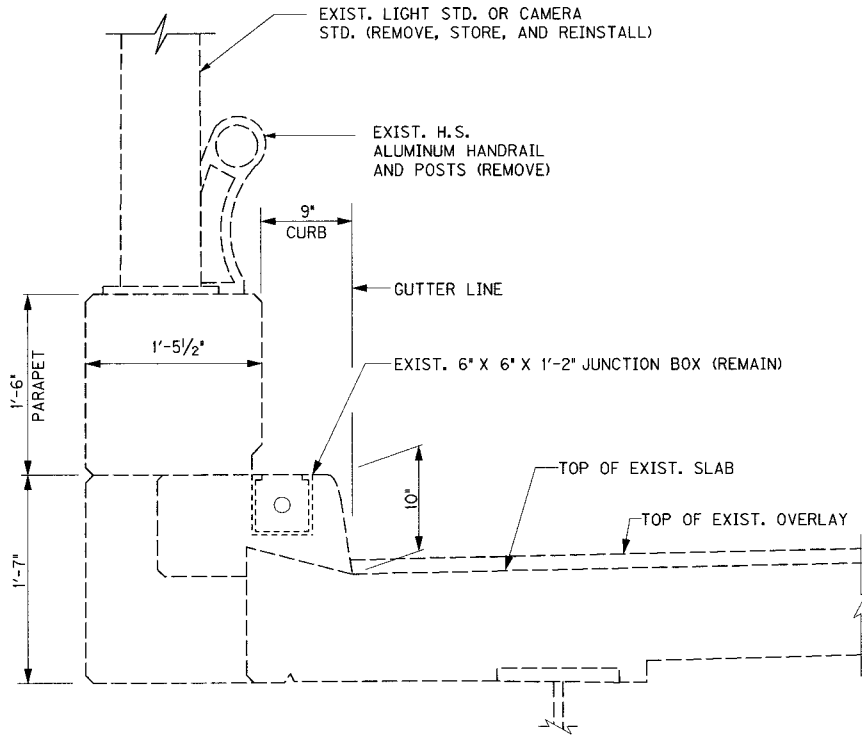
LOOKING AT TRAFFIC FACE

FASCIA RETROFIT – EXISTING

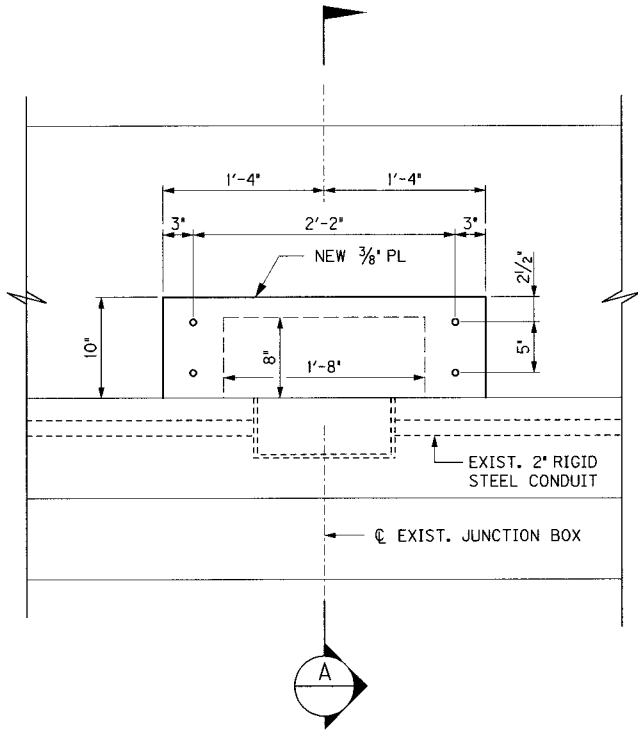
BARS R1E
#5 x 1'-1"



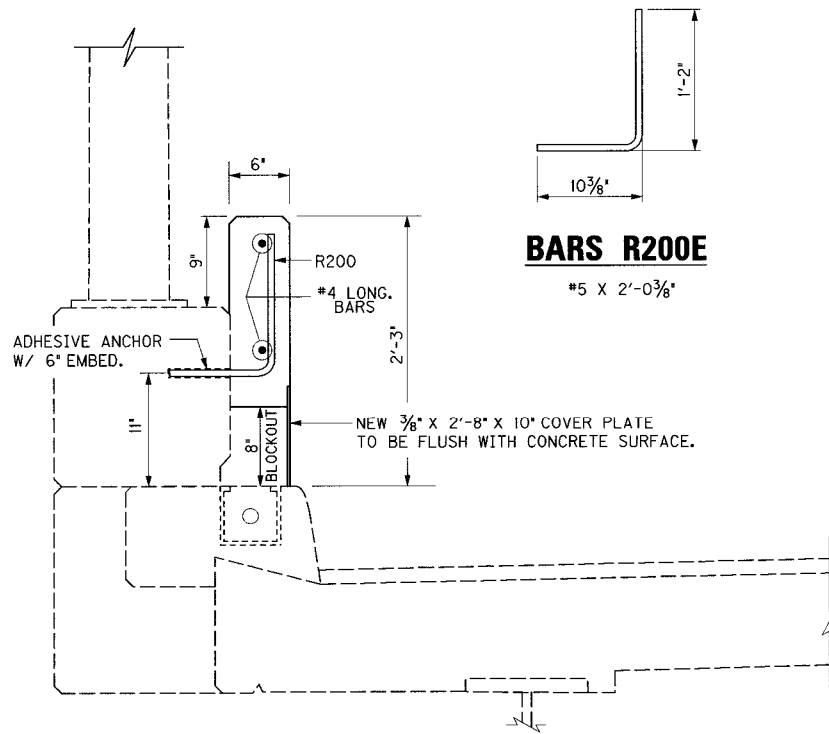
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON			
ROUTE I-64	CROSSING PRESTON STREET TO 3RD STREET		
FASCIA RETROFIT DETAILS			
 PARSONS BRINCKERHOFF			SHEET NO. J12 DRAWING NO. 26144



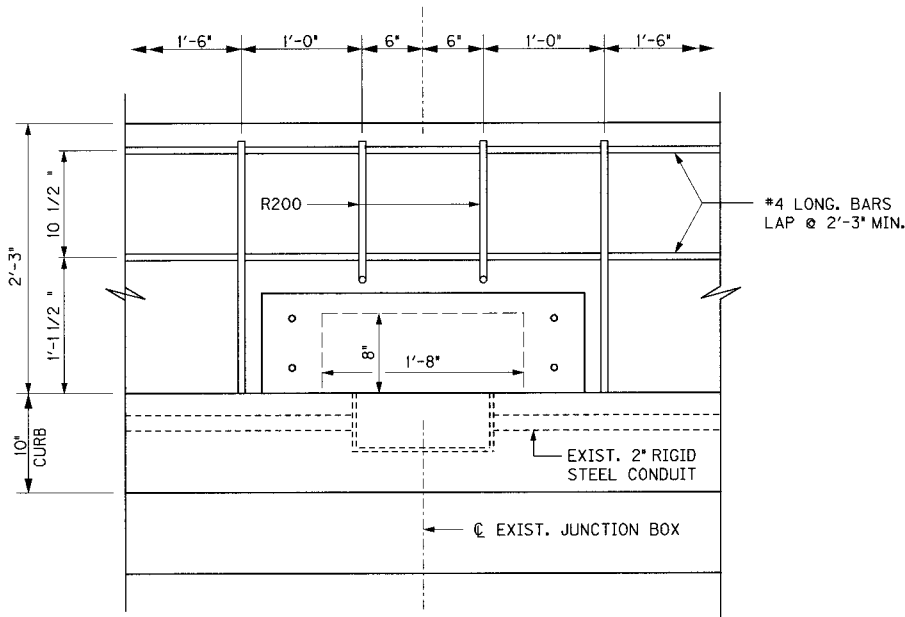
FASCIA RETROFIT - EXISTING LIGHT STD.



PART ELEVATION VIEW



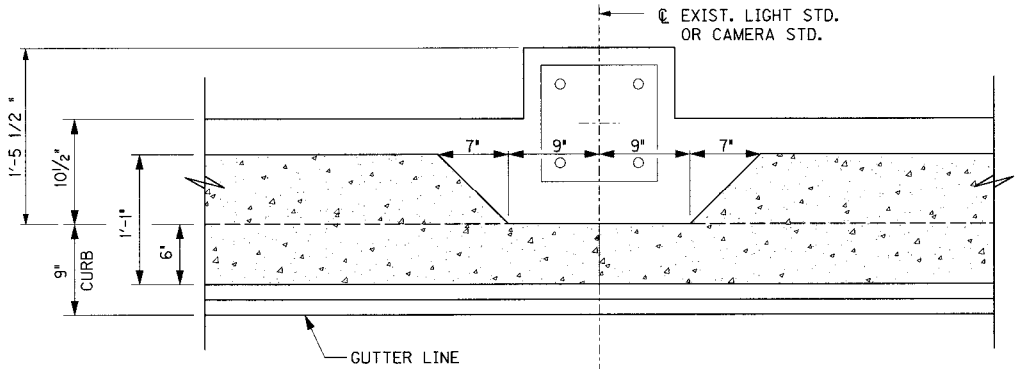
SECTION A



PART ELEVATION VIEW

NOTES

1. REMOVE AS NECESSARY EXISTING LIGHT STANDARDS FOR CONSTRUCTION OF THE FASCIA BARRIER RETROFIT. STORE LIGHT STANDARDS IN SUCH A MANNER TO PREVENT ANY DAMAGE. REINSTALL LIGHT STANDARDS AFTER COMPLETING THE FASCIA BARRIER RETROFIT AS DIRECTED BY THE ENGINEER. ALL LABOR, MATERIALS, EQUIPMENT, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM 'FASCIA RETROFIT'.
2. THE FASCIA RETROFIT SHALL BE BLOCKED-OUT AT EXISTING JUNCTION BOXES AS DETAILED. THE VERTICAL BARS SHALL BE SHIFTED AS REQUIRED AND THE LONGITUDINAL BARS SHALL BE FIELD CUT AS REQUIRED. A 3/8" HOT-DIP GALVANIZED PLATE SHALL FIT OVER THE BLOCK-OUT AREA AND SHALL BE HELD IN PLACE WITH 1/4" DIAMETER STAINLESS STEEL BOLTS WITH CONCRETE INSERTS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THE SITE TO LOCATE ALL JUNCTION BOXES. THE CONTRACTOR IS ADVISED THAT JUNCTION BOXES MAY BE POSITIONED ON THE STRUCTURE AT LOCATIONS THAT DO NOT CORRESPOND TO THE LOCATION OF THE EXISTING POLE BASES. CONSTRUCT THE APPROPRIATE BLOCKOUT AT ALL JUNCTION BOXES ON THE STRUCTURE TO PROVIDE ACCESS.
4. ALL MATERIAL INCLUDING COVER PLATES AND MOUNTING HARDWARE, LABOR AND EQUIPMENT NECESSARY TO CONSTRUCT BLOCKOUTS AND GAPS AT ALL POLE BASES AND ALL JUNCTION BOXES IS INCIDENTAL TO THE BID ITEM 'FASCIA RETROFIT'.



PART PLAN VIEW

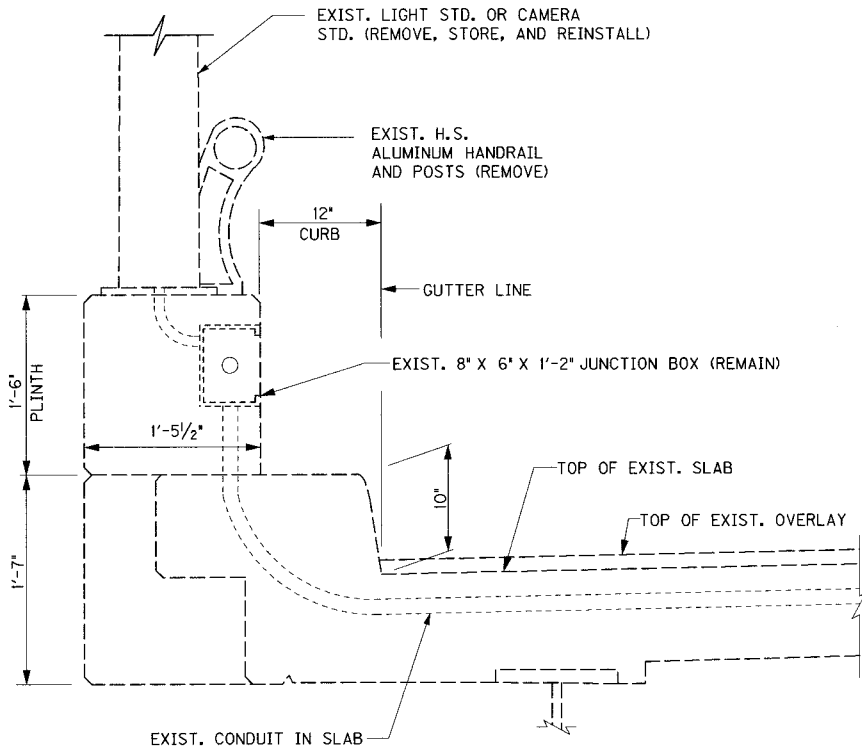
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	K & I TRR TO 2ND STREET	
FASCIA RETROFIT @ LIGHT STD.		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		J13
		DRAWING NO.
		26144

FILE NAME: ...Fascia Retrofit Lt Stds .dgn

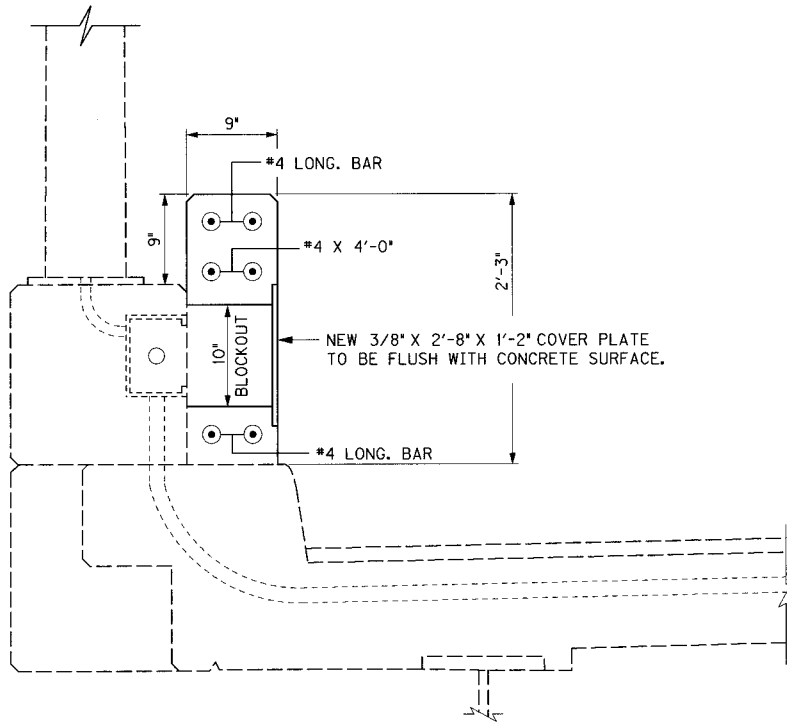
USERNAME: CBS

DATE: 3/8/2007

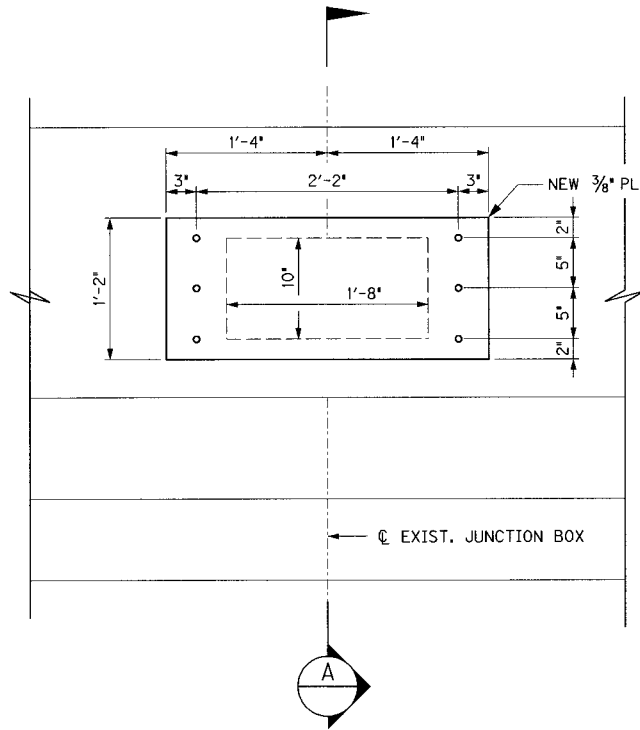
SHEET LOCATION: LAY



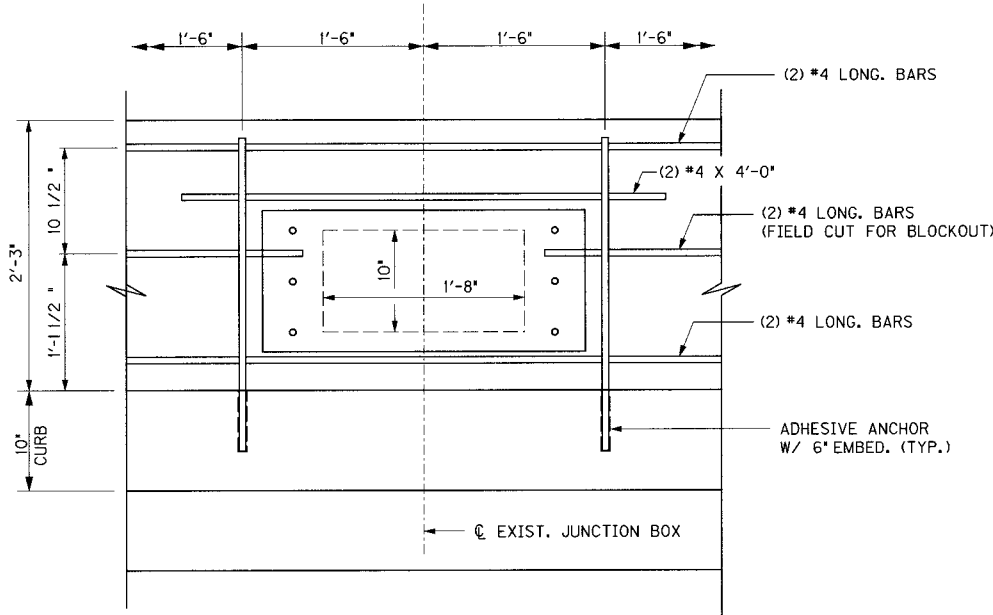
FASCIA RETROFIT - EXISTING LIGHT STD.



SECTION A



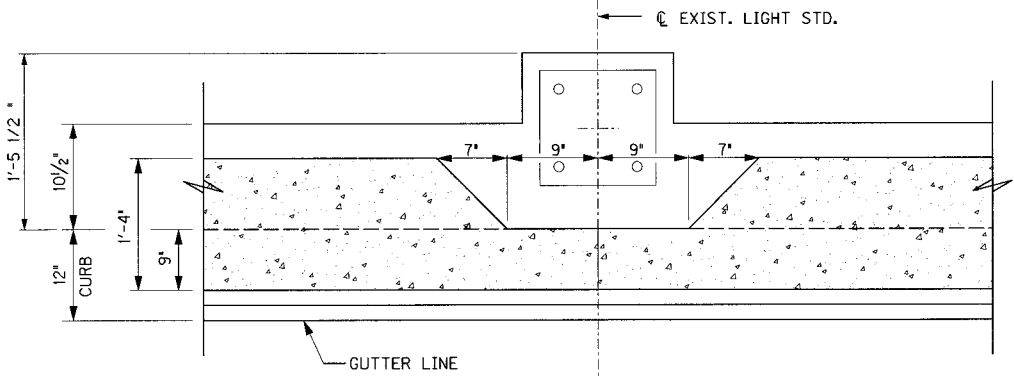
PART ELEVATION VIEW



PART ELEVATION VIEW

NOTES

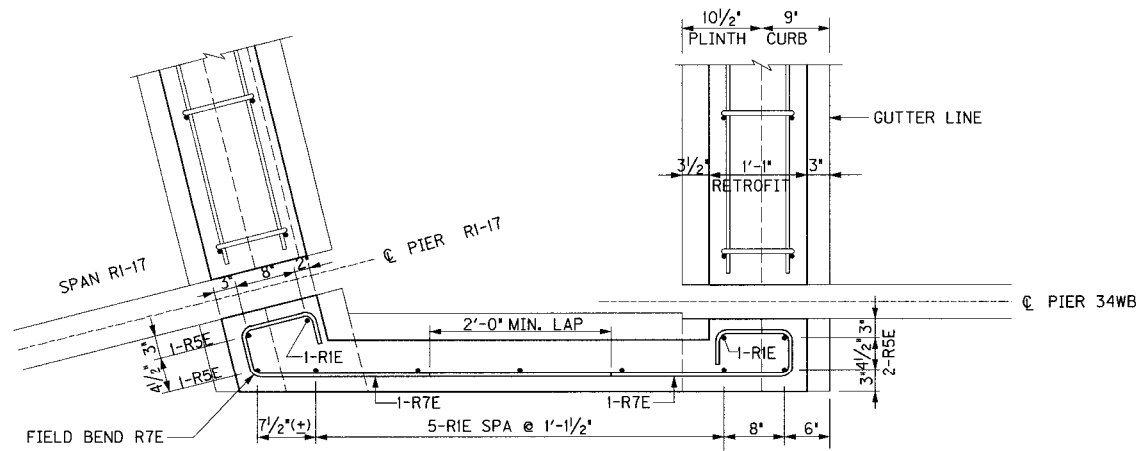
1. REMOVE AS NECESSARY EXISTING LIGHT STANDARDS FOR CONSTRUCTION OF THE FASCIA BARRIER RETROFIT. STORE LIGHT STANDARDS IN SUCH A MANNER TO PREVENT ANY DAMAGE. REINSTALL LIGHT STANDARDS AFTER COMPLETING THE FASCIA BARRIER RETROFIT AS DIRECTED BY THE ENGINEER. ALL LABOR, MATERIALS, EQUIPMENT, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM 'FASCIA RETROFIT'.
2. THE FASCIA RETROFIT SHALL BE BLOCKED-OUT AT EXISTING JUNCTION BOXES AS DETAILED. THE VERTICAL BARS SHALL BE SHIFTED AS REQUIRED AND THE LONGITUDINAL BARS SHALL BE FIELD CUT AS REQUIRED. A 3/8" HOT-DIP GALVANIZED PLATE SHALL FIT OVER THE BLOCK-OUT AREA AND SHALL BE HELD IN PLACE WITH 1/4" DIAMETER STAINLESS STEEL BOLTS WITH CONCRETE INSERTS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THE SITE TO LOCATE ALL JUNCTION BOXES. THE CONTRACTOR IS ADVISED THAT JUNCTION BOXES MAY BE POSITIONED ON THE STRUCTURE AT LOCATIONS THAT DO NOT CORRESPOND TO THE LOCATION OF THE EXISTING POLE BASES. CONSTRUCT THE APPROPRIATE BLOCKOUT AT ALL JUNCTION BOXES ON THE STRUCTURE TO PROVIDE ACCESS.
4. ALL MATERIAL INCLUDING COVER PLATES AND MOUNTING HARDWARE, LABOR AND EQUIPMENT NECESSARY TO CONSTRUCT BLOCKOUTS AND GAPS AT ALL POLE BASES AND ALL JUNCTION BOXES IS INCIDENTAL TO THE BID ITEM 'FASCIA RETROFIT'.



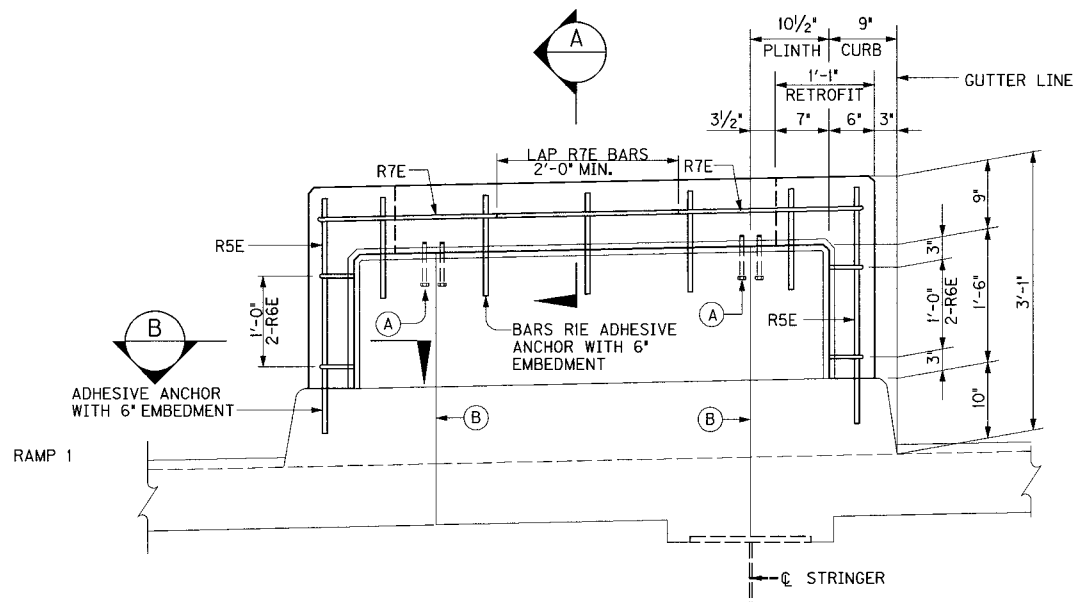
PART PLAN VIEW

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	DMB	
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	3RD STREET TO PRESTON STREET	
FASCIA RETROFIT @ LIGHT STD.		
PREPARED BY		SHEET NO.
PR PARSONS BRINCKERHOFF		J14
		DRAWING NO.
		26144

FILE NAME: \$\$\$designfiles\$\$\$specifications\$\$\$
USER NAME: \$\$\$plottedby\$\$\$
DATE: \$\$\$DATE\$\$\$
SHEET LOCATION: LAY



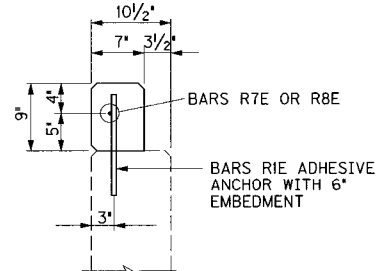
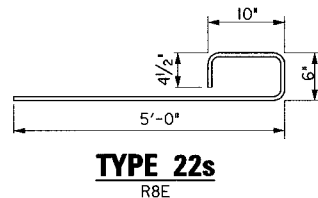
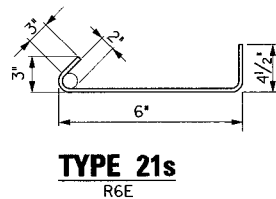
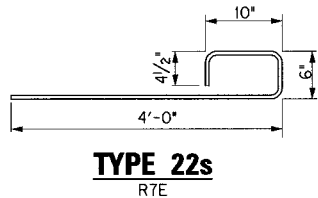
GORE PLINTH PLAN



GORE PLINTH ELEVATION

LOOKING EAST

GORE - ENTRANCE RAMP 1 @ I-64WB

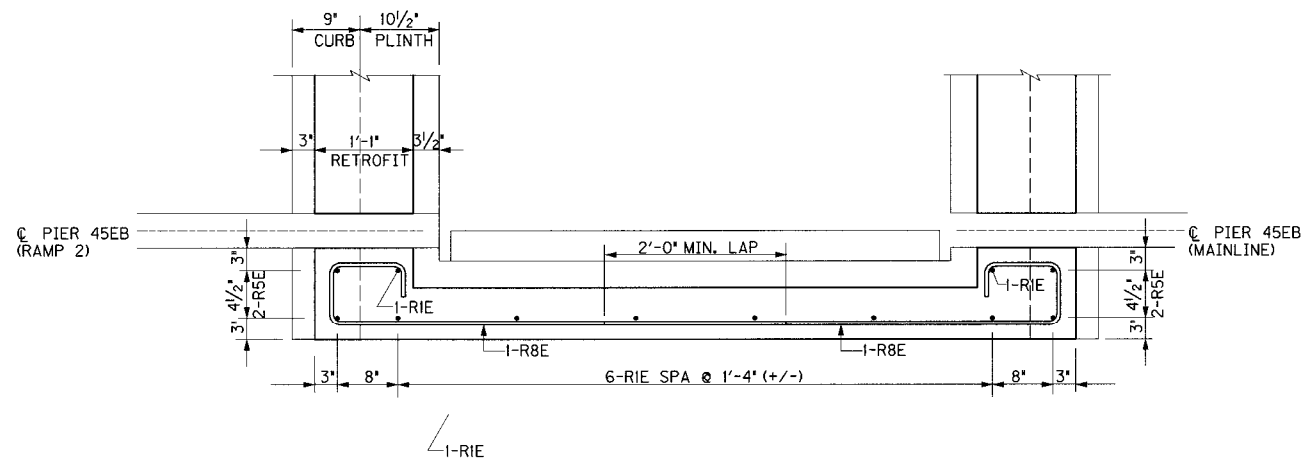


SECTION A

LEGEND

- (A) EXIST. HANDRAIL POST ANCHOR BOLTS MAY REMAIN TO BE EMBEDDED IN NEW CONCRETE
(B) JOINT RECONSTRUCTION CUT LINE

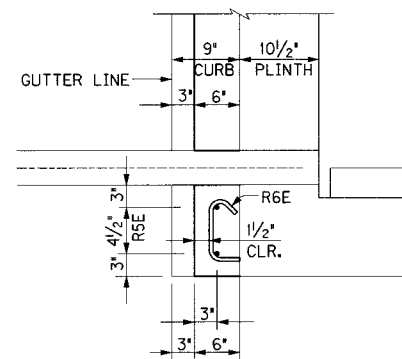
BILL OF REINFORCEMENT					
EPOXY COATED REINFORCING STEEL					
MARK	SIZE	TYPE	LENGTH		NUMBER
			FT.	IN.	
R1E	#5	STR	1	1	7
R5E	#5	STR	2	7	4
R6E	#4	21s	1	3	4
R7E	#4	22s	5	8	2
R8E	#4	22s	6	8	2



GORE PLINTH ELEVATION

LOOKING WEST

GORE - ENTRANCE RAMP 2 @ I-64EB



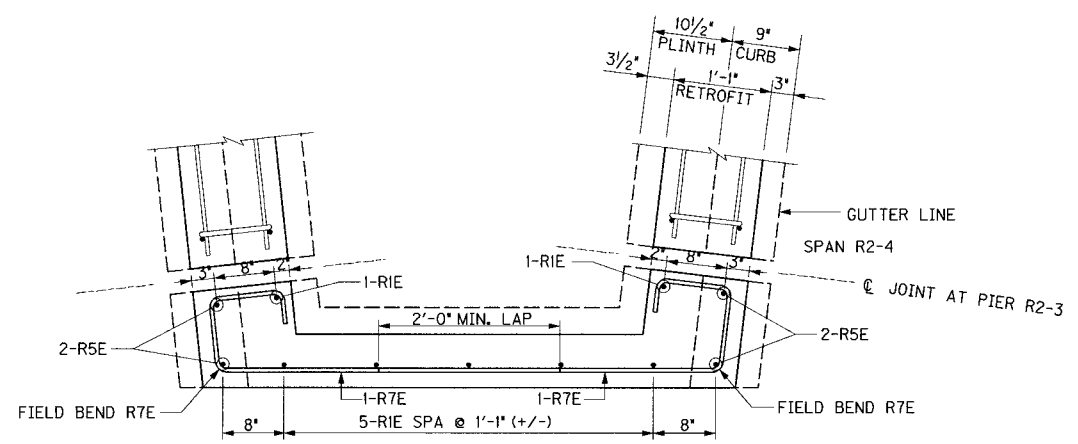
SECTION B

ITEM NUMBER

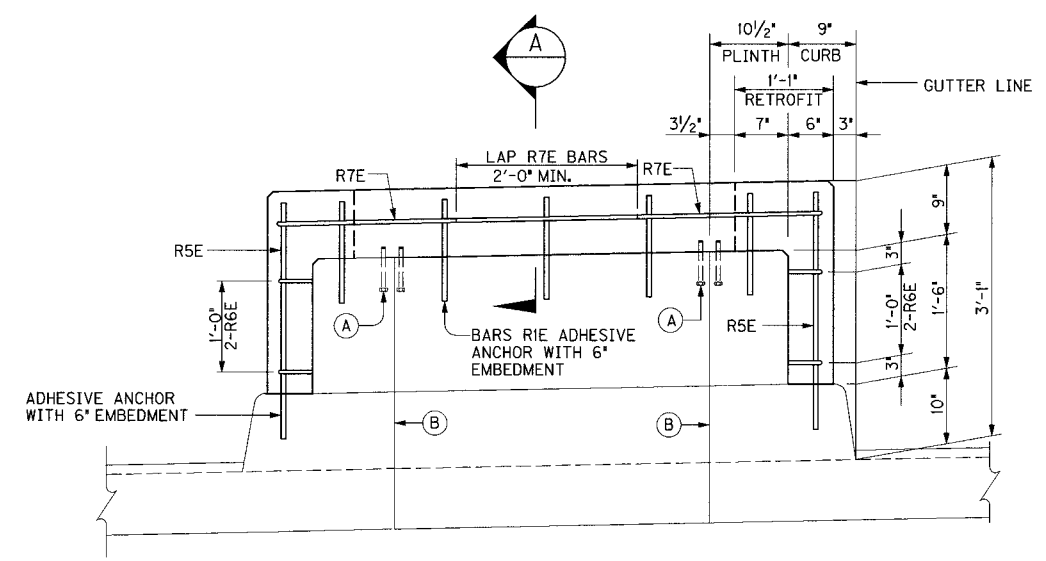
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
GORE RETROFIT DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J15 DRAWING NO. 26144

FILE NAME: \$\$\$\$\$\$designs\$files\$specification\$\$\$\$\$
USERNAME: \$\$\$\$\$\$plot\$ted\$by\$\$\$\$\$
DATE: \$\$\$\$\$\$DATE\$\$\$\$\$
SHEET LOCATION: LAY



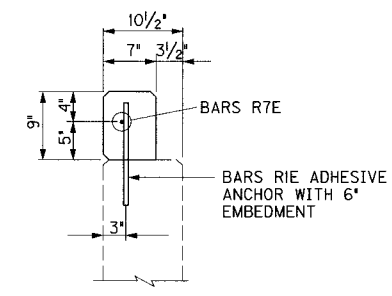
GORE PLINTH PLAN



GORE PLINTH ELEVATION

LOOKING EAST

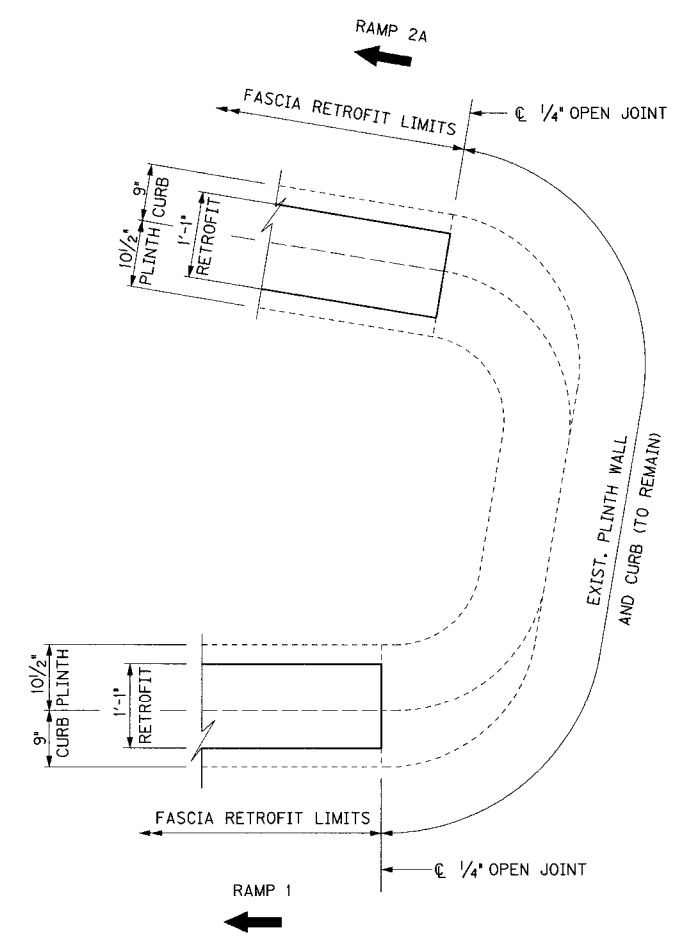
GORE - ENTRANCE RAMP 2 @ RAMP 2A



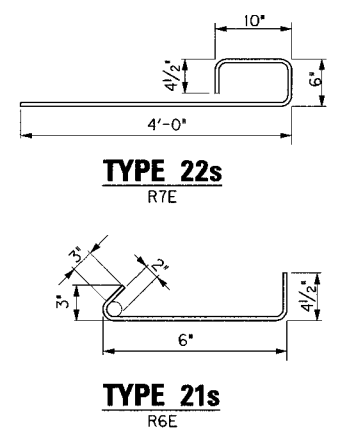
SECTION A

LEGEND

- (A) EXIST. HANDRAIL POST ANCHOR BOLTS MAY REMAIN TO BE EMBEDDED IN NEW CONCRETE
- (B) JOINT RECONSTRUCTION CUT LINE



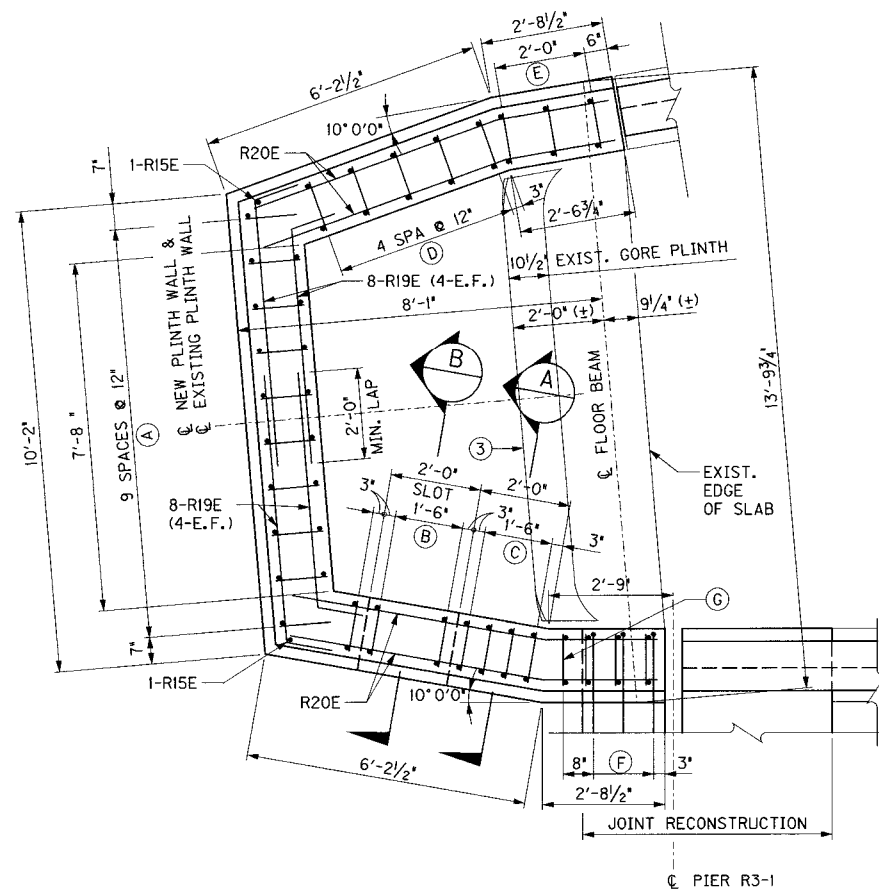
GORE DETAIL @ RAMP 1 AND 2A



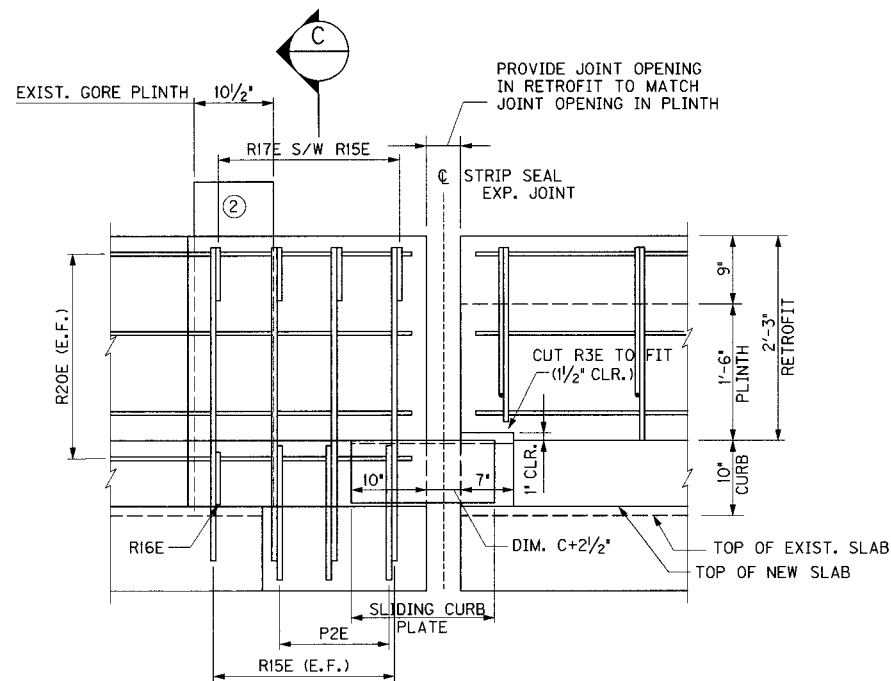
BILL OF REINFORCEMENT					
EPOXY COATED REINFORCING STEEL					
MARK	SIZE	TYPE	LENGTH		NUMBER
			FT.	IN.	
R1E	#5	STR	1	1	7
R5E	#5	STR	2	7	4
R6E	#4	21s	1	3	4
R7E	#4	22s	5	8	2

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
GORE RETROFIT DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J16
DRAWING NO. 26144		

ITEM NUMBER	5-73.00
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GORE RETROFIT PLAN @ PIER R3-1



ELEVATION - FASCIAGORE RETROFIT @ PIER R3-1

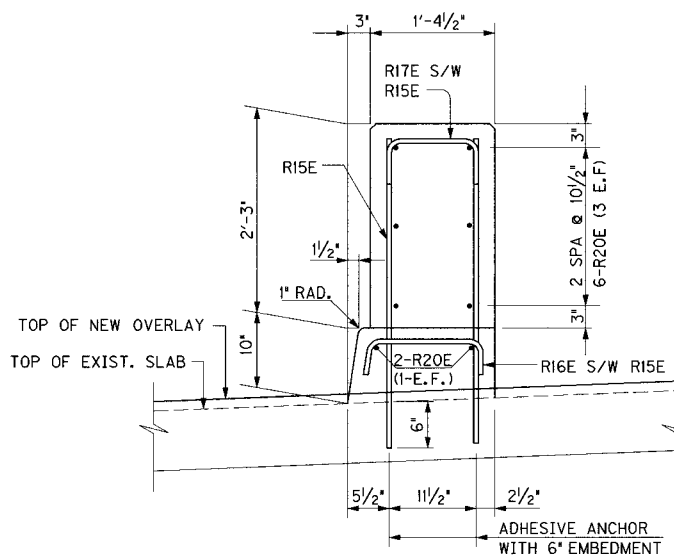
LOOKING AT TRAFFIC FACE

LEGEND

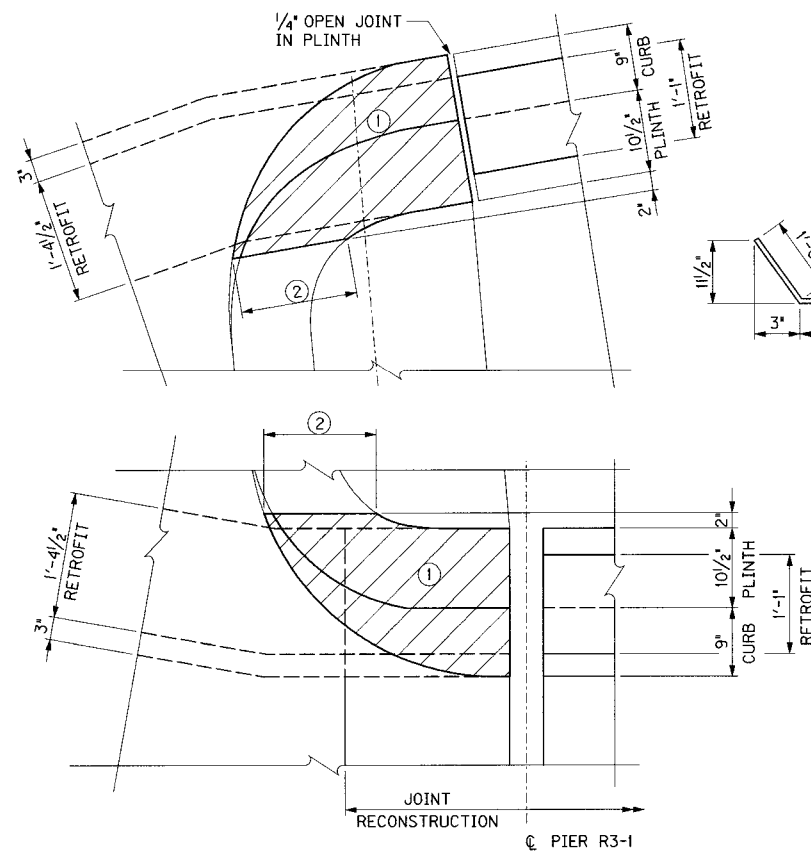
- (A) ADHESIVE ANCHOR: 18-R15E (10-F.F., 8-B.F.)
CURB: 10-R16E S/W R15E
PLINTH: 10-R17E S/W R15E
- (B) CURB: 4-R18E SPA @ 6"
CURB: 4-R16E S/W R18E (CUT VERT. LEG TO PROVIDE 1/2" CLR. ABOVE TOP OF SLOT)
PLINTH: 4-R17E S/W R18E
- (C) ADHESIVE ANCHOR: 8-R15E (4-E.F.) @ 6"
CURB: 4-R16E S/W R15E
PLINTH: 4-R17E S/W R15E
- (D) ADHESIVE ANCHOR: 10-R15E (5-E.F.)
CURB: 5-R16E S/W R15E
PLINTH: 5-R17E S/W R15E
- (E) ADHESIVE ANCHOR: 6-R15E (3-E.F.)
CURB: 3-R16E S/W R15E
PLINTH: 3-R17E S/W R15E
- (F) SLAB: 3-P2E SPA @ 8"
SLAB: 6-R15E (3-E.F.) S/W P2E
PLINTH: 3-R17E S/W R15E
- (G) SLAB: 2-R15E (1-E.F.)
CURB: 1-R16E S/W R15E
PLINTH: 1-R17E S/W R15E

BILL OF REINFORCEMENT

EPOXY COATED REINFORCING STEEL				
MARK	SIZE	TYPE	LENGTH	NUMBER
			FT. IN.	PIER R3-1
P2E	#6	6s	4 6	3
R15E	#5	STR	3 5	52
R16E	#5	10s	2 1	27
R17E	#5	18s	2 0	30
R18E	#5	10s	6 0	4
R19E	#4	7	6 0	16
R20E	#4	7	8 4	16



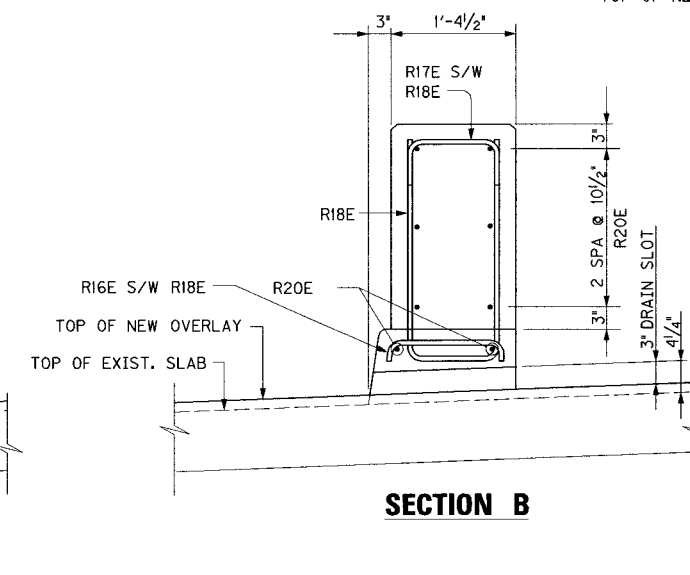
SECTION A



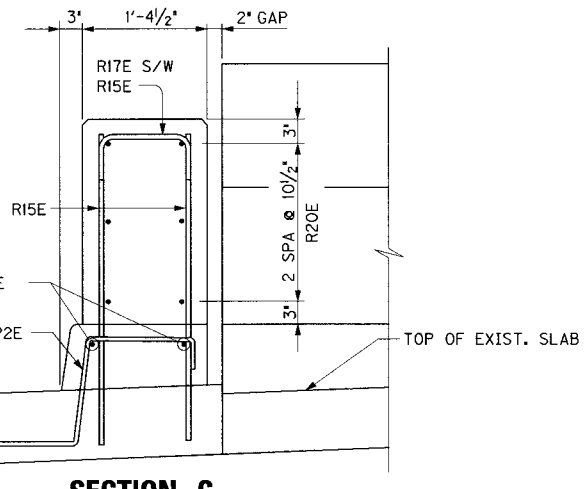
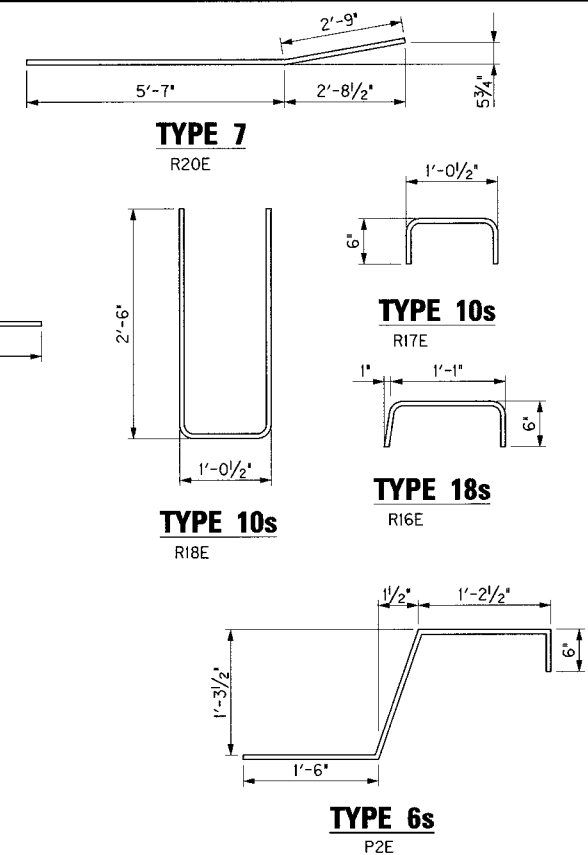
PLAN GORE CURB & PLINTH REMOVAL @ PIER R3-1

NOTES

- ① HATCHED AREA INDICATES CURB AND PLINTH CONCRETE SHALL BE REMOVED TO TOP OF SLAB. REBAR SHALL BE CUT OFF FLUSH WITH OR SLIGHTLY BELOW SURFACE AND THE EXPOSED ENDS PAINTED WITH 2 COATS OF ZINC RICH PAINT.
- ② APPLY AN ORDINARY SURFACE FINISH TO THE VERTICAL CUT AREA OF THE GORE PLINTH TO PROVIDE A SMOOTH FINISH AS APPROVED BY THE ENGINEER.
- ③ APPLY THIN FILM COATING TO EXIST. GORE PLINTH.



SECTION B



SECTION C

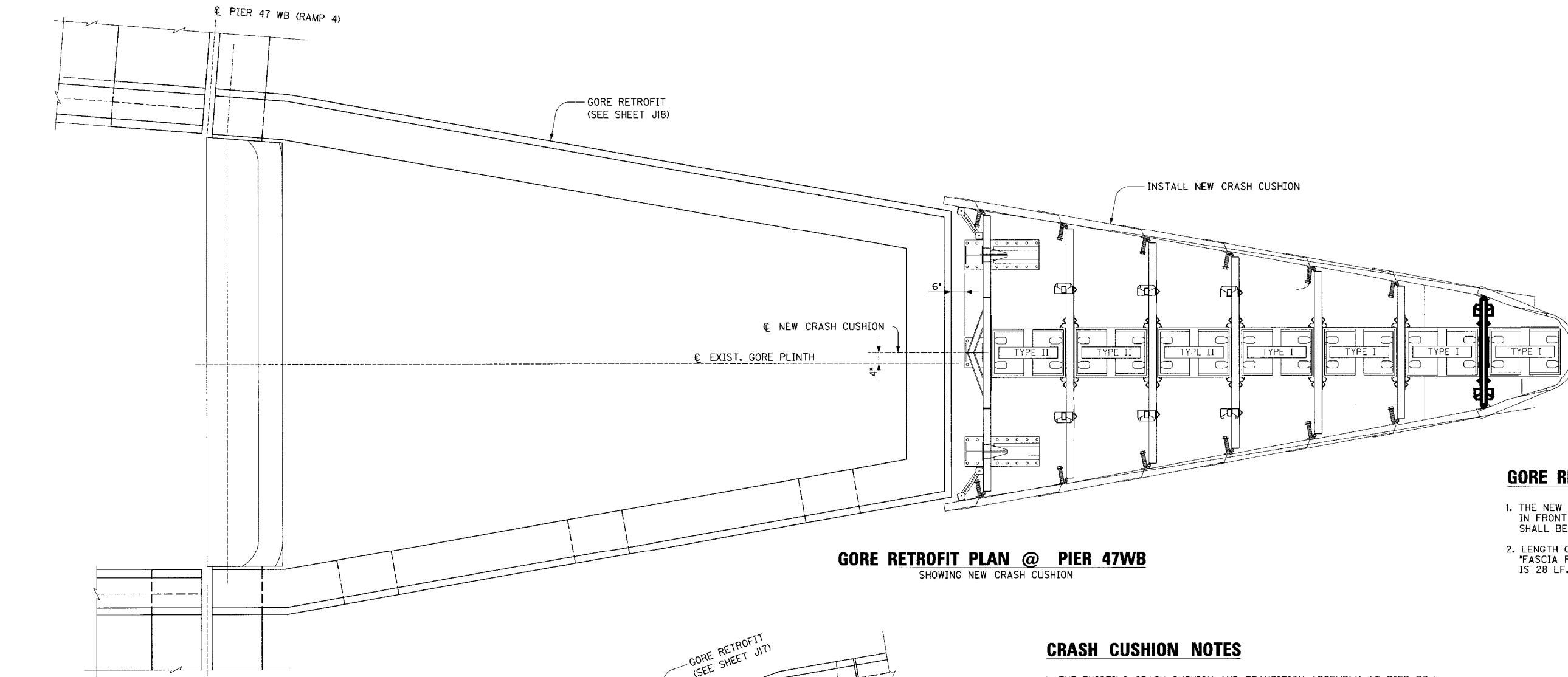
REVISION		DATE
DATE: JAN 2007	DESIGNED BY:	CHECKED BY:
DESIGNED BY:	DETAILED BY: DDE	MJD
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
GORE RETROFIT @ PIER R3-1		
PREPARED BY:	PROJECT NO.	SHEET NO.
PP PARSONS BRINCKERHOFF	122	J17
DRAWING NO.		26144

ITEM NUMBER

5-73.00

FILE NAME:

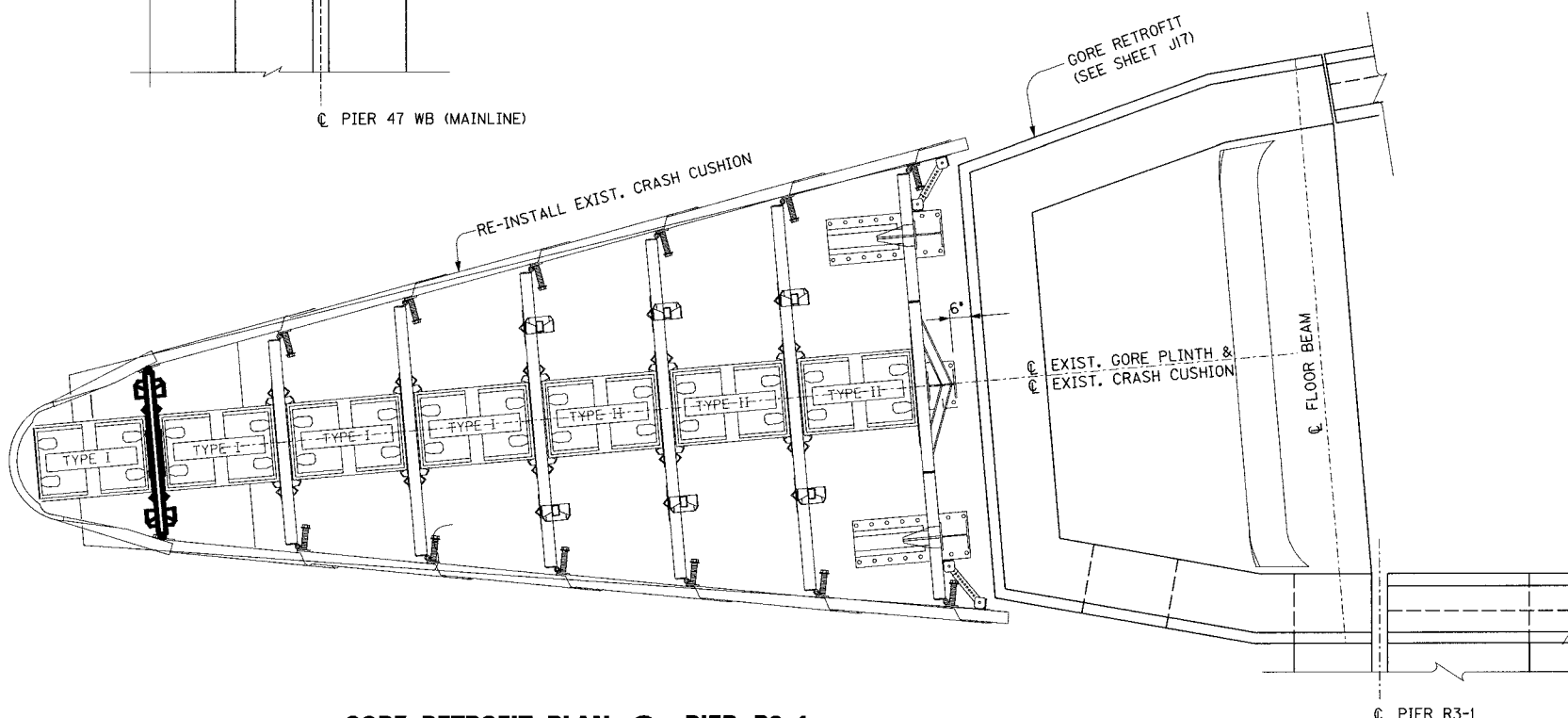
SHEET LOCATION: DETAILS



GORE RETROFIT PLAN @ PIER 47WB
SHOWING NEW CRASH CUSHION

GORE RETROFIT NOTES

1. THE NEW CONCRETE CURB AND PLINTH TO BE PLACED IN FRONT OF THE EXISTING GORE CURB AND PLINTH SHALL BE CONSTRUCTED ON TOP OF THE NEW OVERLAY.
2. LENGTH OF GORE RETROFIT IS INCLUDED IN THE PAY ITEM "FASCIA RETROFIT". ESTIMATED LENGTH @ PIER R3-1 IS 28 LF. ESTIMATED LENGTH @ PIER 47WB IS 65 LF.



GORE RETROFIT PLAN @ PIER R3-1
SHOWING EXIST. CRASH CUSHION RE-INSTALLED

CRASH CUSHION NOTES

1. THE EXISTING CRASH CUSHION AND TRANSITION ASSEMBLY AT PIER R3-1 SHALL BE CAREFULLY REMOVED FOR MILLING AND OVERLAY OPERATIONS. THE TRANSITION ASSEMBLY CONSISTING OF W-BEAM GUARDRAIL AND POSTS SHALL REMAIN THE PROPERTY OF THE DEPARTMENT. THE ASSEMBLY SHALL BE TRANSPORTED TO THE MAINTENANCE GARAGE AT 313 ENGLISH STATION ROAD, LOUISVILLE, KY 40233. THE EXISTING CRASH CUSHION SHALL BE REINSTALLED.
2. THE CRASH CUSHION AT PIER 47WB CONSISTING OF SAND FILLED MODULES SHALL BE REMOVED. THE MODULES SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHICH SHALL BE REMOVED FROM THE PROJECT SITE AND PROPERLY DISPOSED OF IN ACCORDANCE WITH THE SPECIFICATIONS.
3. ANCHOR BOLTS SHALL BE CUT OFF 2' BELOW THE SLAB SURFACE. ANY DEPRESSION AFTER MILLING SHALL BE FILLED WITH AN APPROVED EPOXY NON-SHRINK GROUT. ANY BOLTS THAT ARE FLUSH WITH THE MILLED SURFACE SHALL BE PAINTED WITH 2 COATS OF ZINC RICH PAINT.
4. A NEW CRASH CUSHION SHALL BE INSTALLED AT PIER 47WB. THE CRASH CUSHION TYPE IS A PATENTED (ONE SOURCE) PRODUCT MANUFACTURED BY ENERGY ABSORPTION SYSTEMS OF CHICAGO, IL. - MODEL QN12606Y QUADGUARD 126" TL-3 WITH SELF CONTAINED BACKUP UNI-DIRECTIONAL.
5. THE NEW AND EXISTING CRASH CUSHIONS SHALL BE INSTALLED ON TOP OF THE NEW OVERLAY IN FRONT OF THE RESPECTIVE GORE RETROFIT. NEW ANCHOR BOLTS AND ANCHORING SYSTEM SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE RECOMMENDATIONS FROM ENERGY ABSORPTION SYSTEMS.

REVISION		DATE
DATE: JAN 2007		CHECKED BY:
DESIGNED BY:		
DETAILED BY: DDE		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH ST RAMPS & 13TH ST TO 7TH ST	
GORE CRASH CUSHIONS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J17A
		DRAWING NO. 26144

PIER R3-1 AND PIER 47WB

ITEM NUMBER

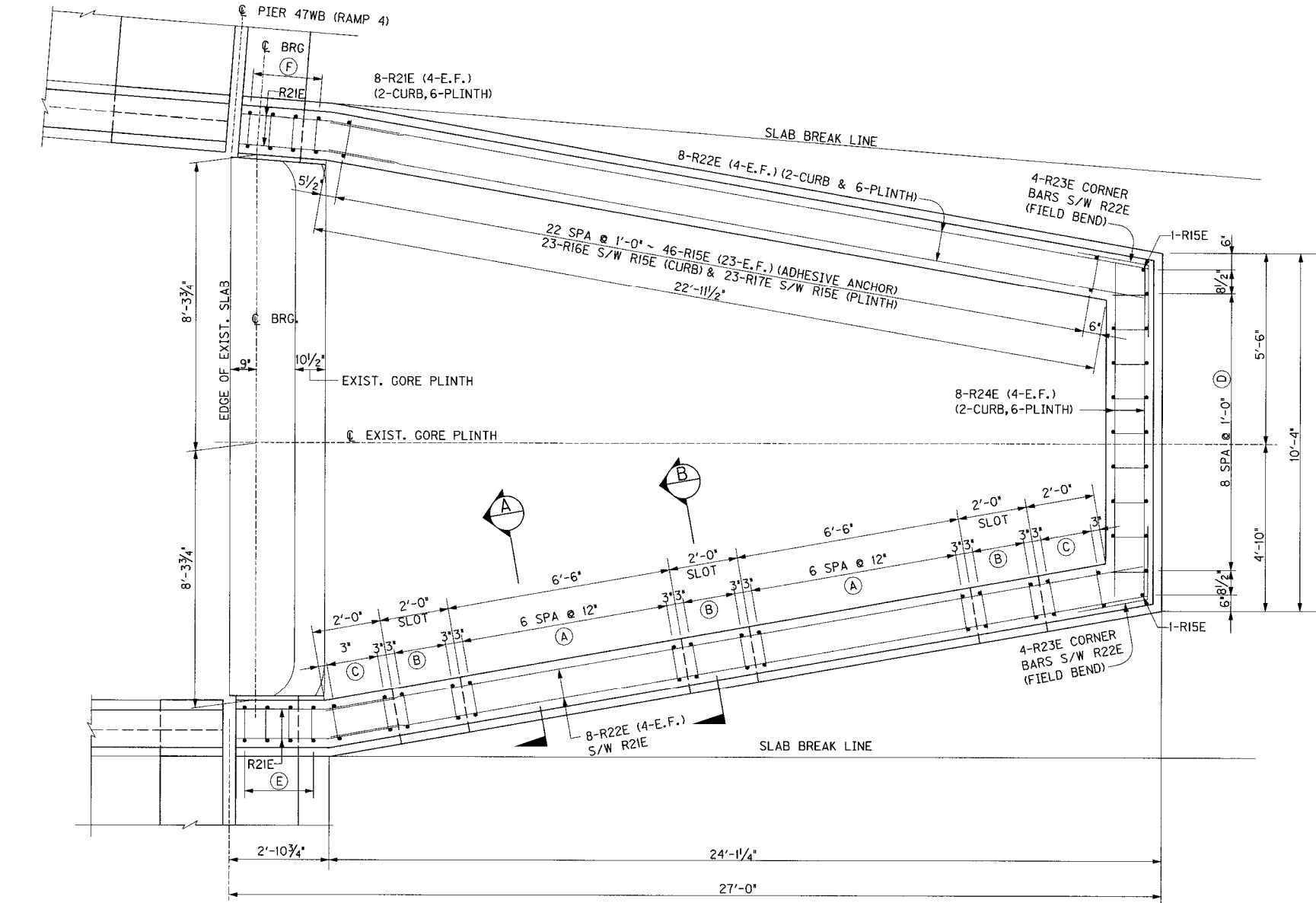
5-73.00

FILE NAME: ...GORE RETROFIT Pier 47WB-Ramp 4.dgn

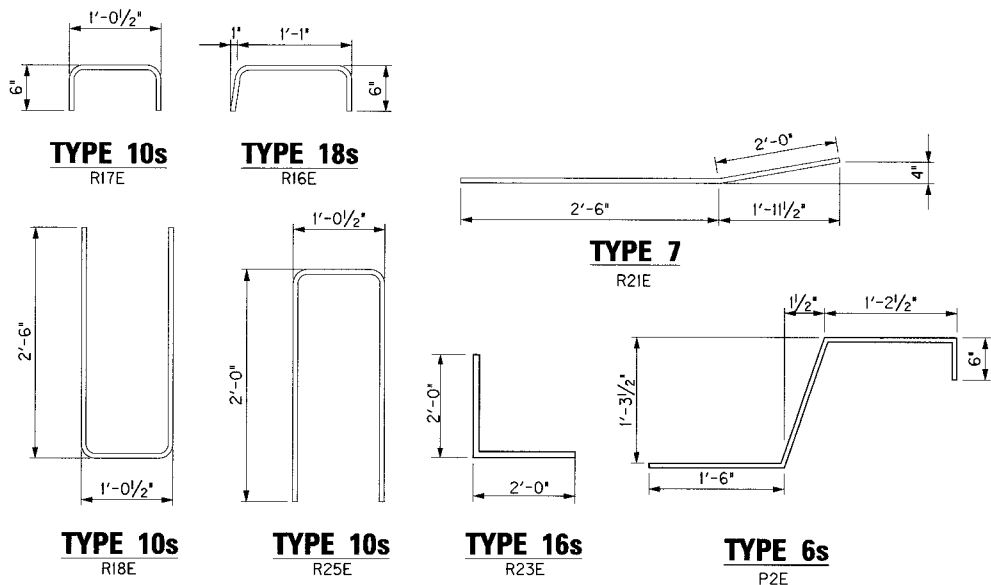
USERNAME: CBS

DATE: 3/13/2007

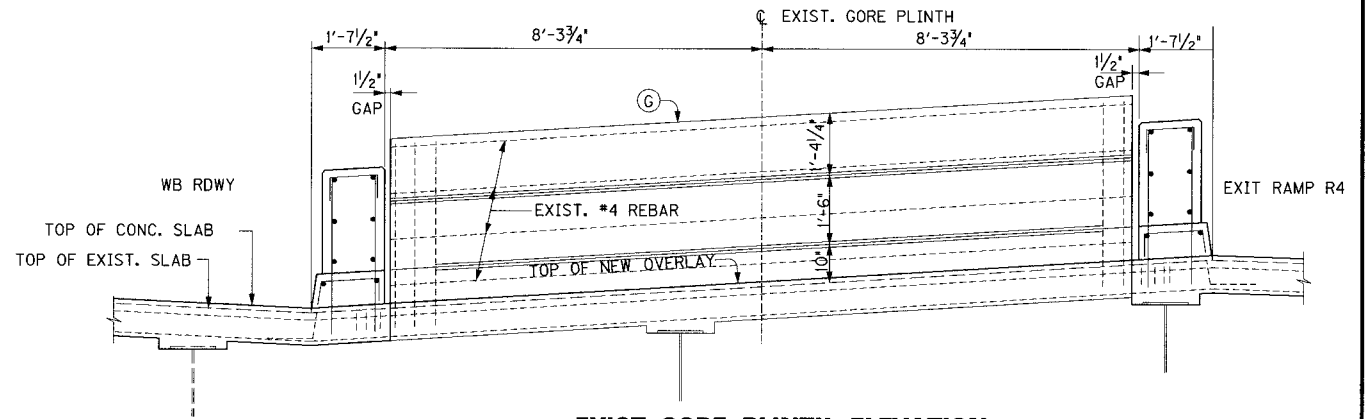
SHEET LOCATION: DETAILS



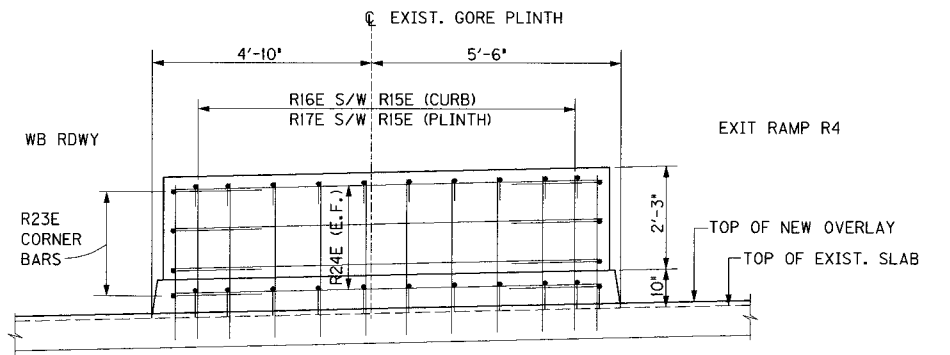
GORE RETROFIT PLAN @ PIER 47WB



BILL OF REINFORCEMENT					
EPOXY COATED REINFORCING STEEL					
MARK	SIZE	TYPE	LENGTH		NUMBER
			FT.	IN.	
P2E	#6	6s	4	6	6
R15E	#5	STR	3	5	120
R16E	#5	10s	2	1	68
R17E	#5	18s	2	0	72
R18E	#5	10s	6	0	12
R21E	#4	7	4	6	16
R22E	#4	STR	23	0	16
R23E	#4	16s	4	0	8
R24E	#4	STR	10	0	8
R25E	#5	10s	5	0	2



EXIST. GORE PLINTH ELEVATION
LOOKING WEST AT EXIST. GORE PLINTH AT PIER 47WB



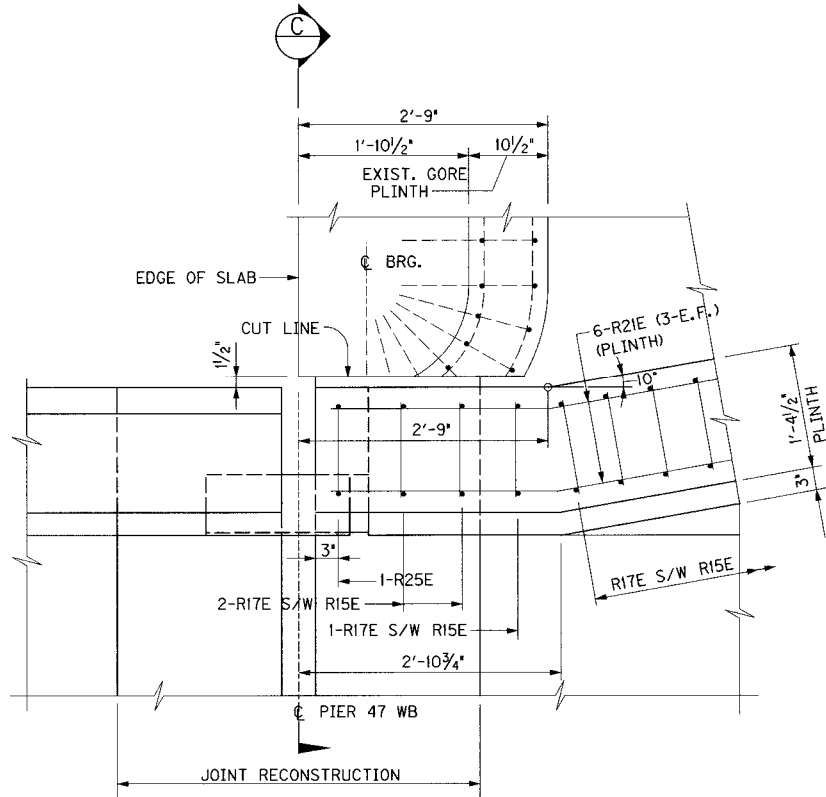
GORE RETROFIT END ELEVATION
LOOKING WEST

LEGEND

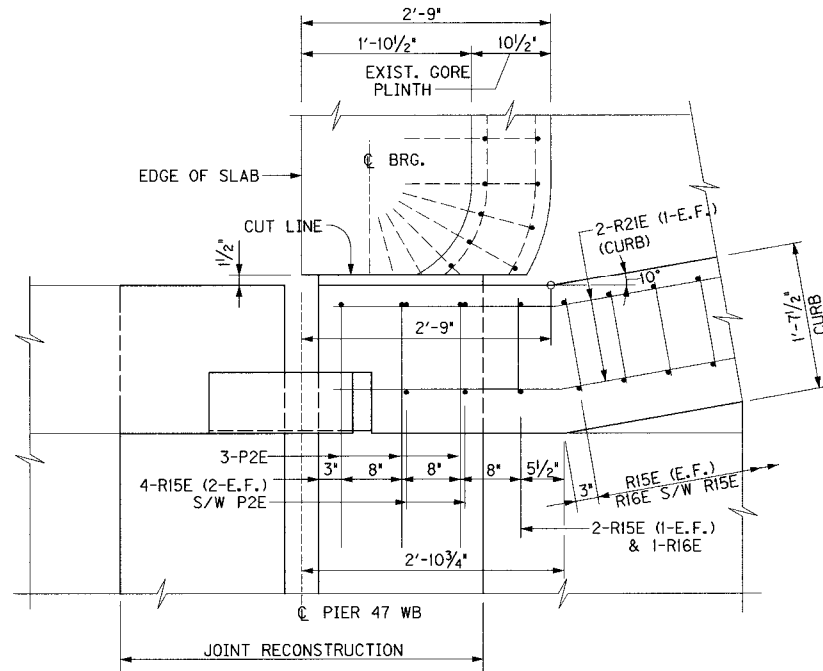
- (A) ADHESIVE ANCHOR: 14-R15E (7-E.F.)
CURB: 7-R16E S/W R15E
PLINTH: 7-R17E S/W R15E
- (B) CURB: 4-R18E SPA @ 6"
CURB: 4-R16E S/W R18E (CUT VERT. LEG
TO PROVIDE 1/1/2" CLR. ABOVE TOP OF SLOT)
PLINTH: 4-R17E S/W R18E
- (C) ADHESIVE ANCHOR: 8-R15E (4-E.F. SPA @ 6")
CURB: 4-R16E S/W R15E
PLINTH: 4-R17E S/W R15E
- (D) ADHESIVE ANCHOR: 16-R15E (9-F.F., 7-B.F.)
CURB: 9-R16E S/W R15E (F.F.)
PLINTH: 9-R17E S/W R15E (F.F.)
- (E) FOR RETROFIT DETAILS, SEE SHEET J19
- (F) FOR RETROFIT DETAILS, SEE SHEET J20.
- (G) APPLY THIN FILM COATING TO EXIST. GORE PLINTH

REVISION		DATE
DATE: JAN. 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
GORE RETROFIT AT PIER 47WB		
PREPARED BY PR PARSONS BRINCKERHOFF		SHEET NO. J18 DRAWING NO. 26144

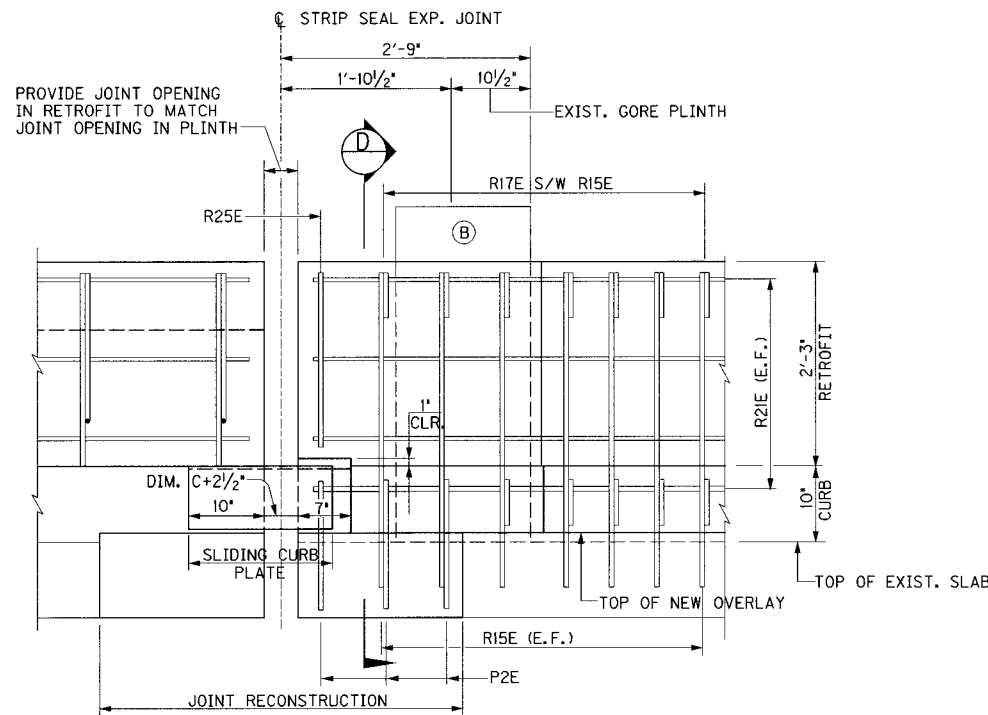
ITEM NUMBER
5-73.00



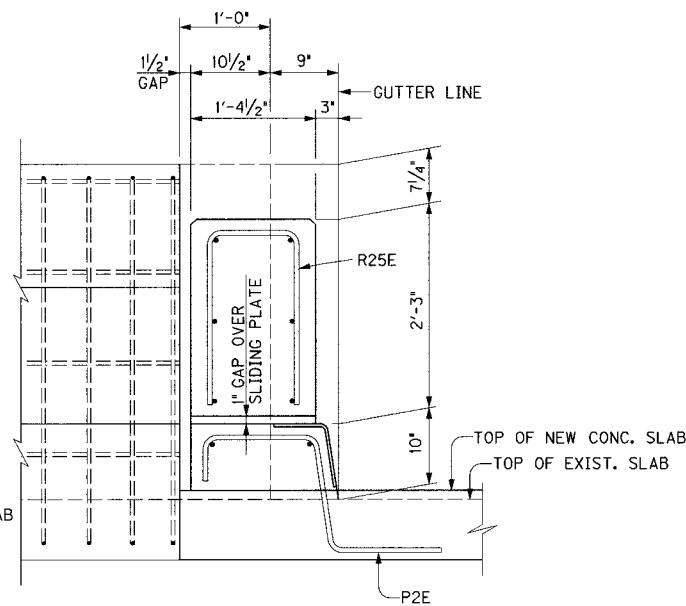
PLINTH PART PLAN
FASCIAGORE RETROFIT @ PIER 47WB



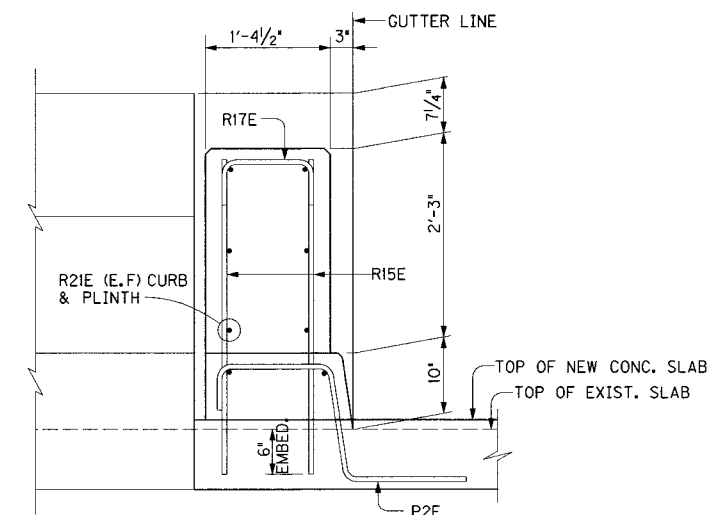
CURB PART PLAN
FASCIAGORE RETROFIT @ PIER 47WB



ELEVATION - FASCIAGORE RETROFIT @ PIER 47WB
 LOOKING AT TRAFFIC FACE



SECTION C

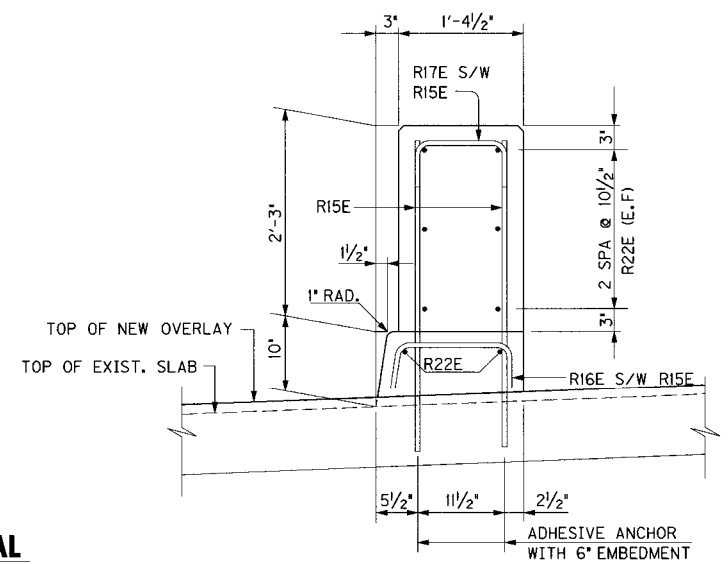


SECTION D

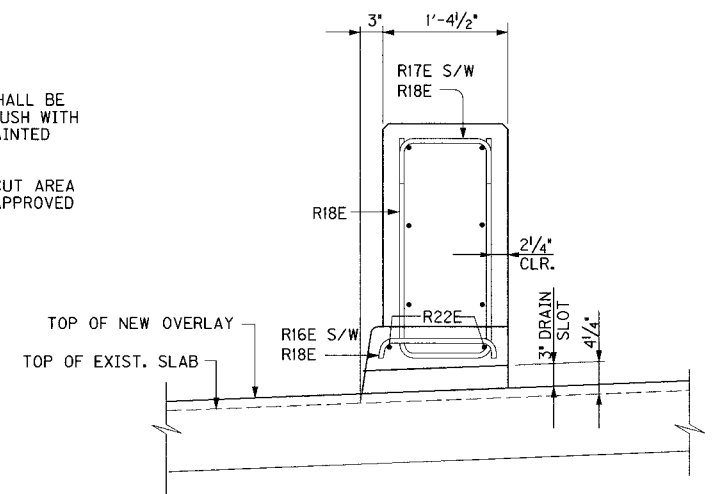
PART PLAN - GORE CURB/PLINTH REMOVAL
FASCIAGORE RETROFIT @ PIER 47WB

LEGEND

- (A) HATCHED AREA INDICATES CURB AND PLINTH CONCRETE SHALL BE REMOVED TO TOP OF SLAB. REBAR SHALL BE CUT OFF FLUSH WITH OR SLIGHTLY BELOW SURFACE AND THE EXPOSED ENDS PAINTED WITH 2 COATS OF ZINC RICH PAINT.
- (B) APPLY AN ORDINARY SURFACE FINISH TO THE VERTICAL CUT AREA OF THE GORE PLINTH TO PROVIDE A SMOOTH FINISH AS APPROVED BY THE ENGINEER.



SECTION A



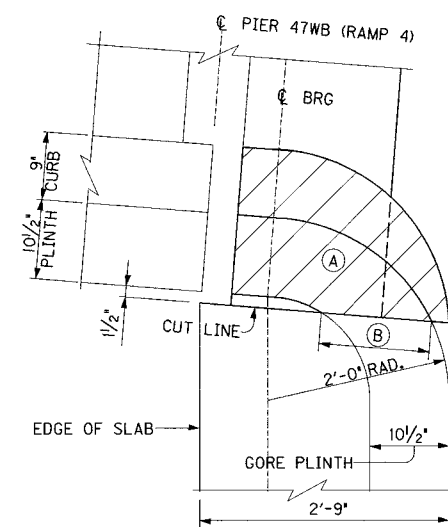
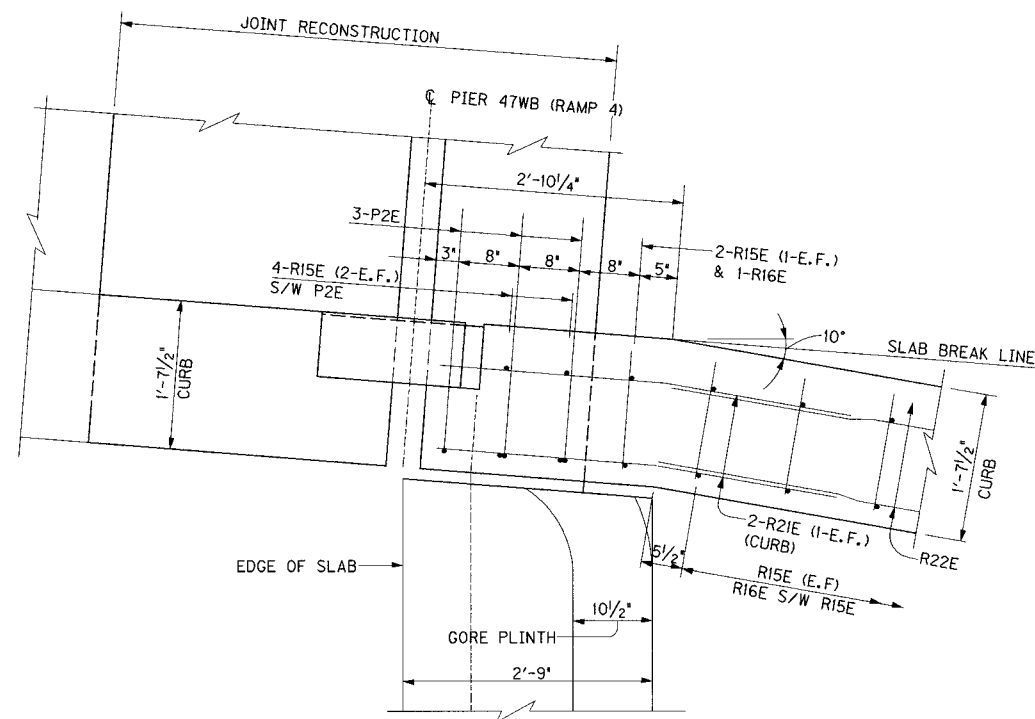
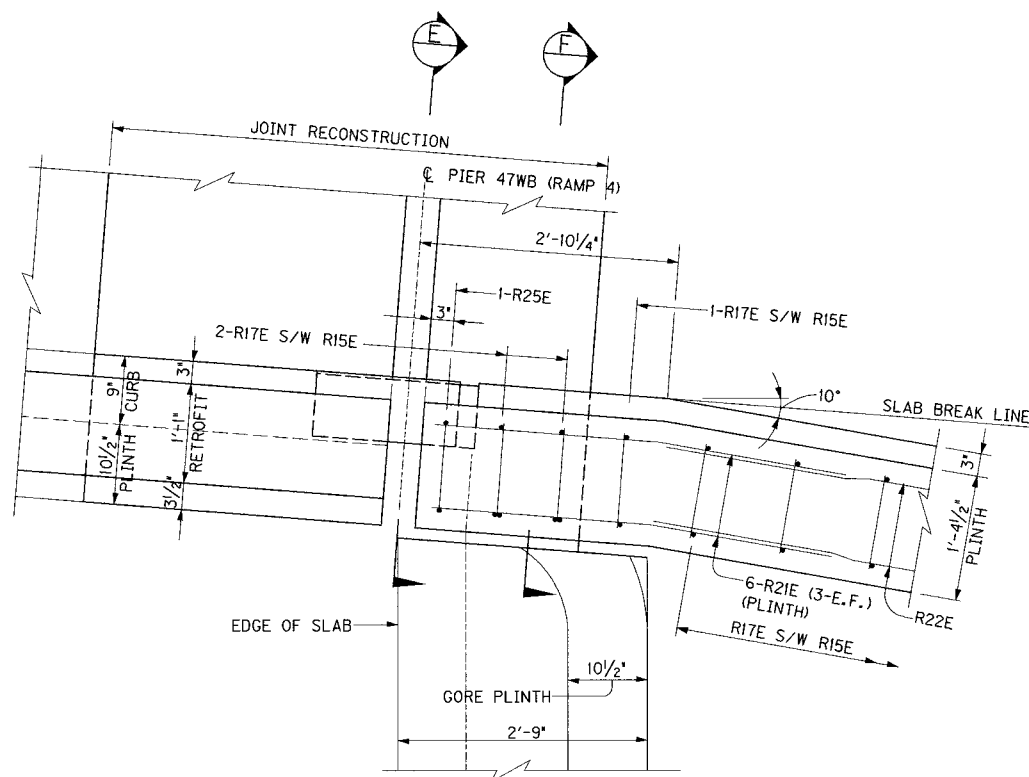
SECTION B

GORE RETROFIT @ PIER 47WB

ITEM NUMBER

5-73.00

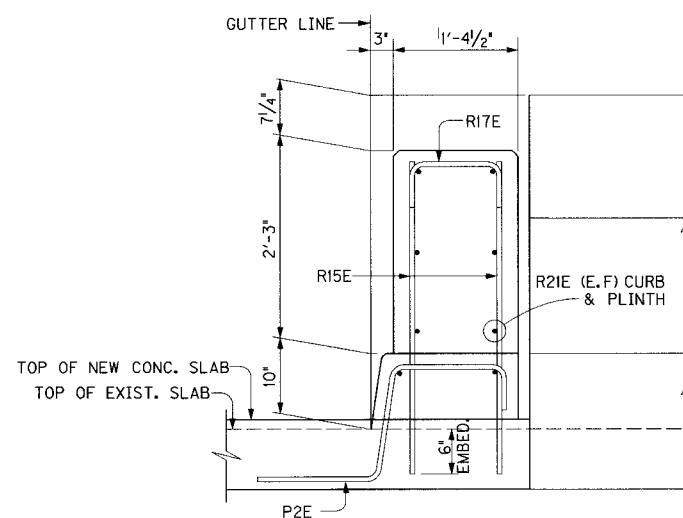
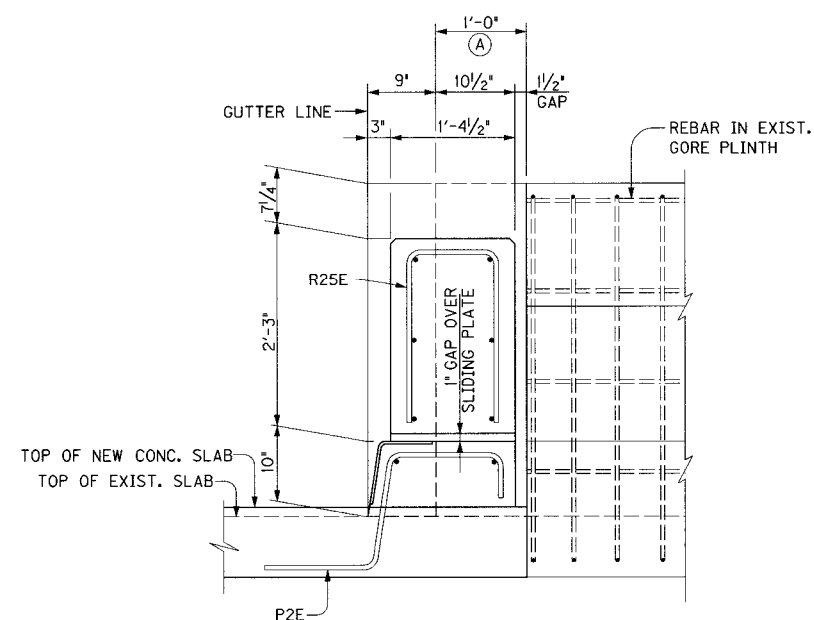
REVISION		DATE
DATE: JAN.. 2007		CHECKED BY
DESIGNED BY:		
DETAILED BY: DDE		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
GORE RETROFIT @ PIER 47WB		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. J19 DRAWING NO. 26144



PART PLAN - GORE CURB PLINTH REMOVAL
FASCIA/GORE RETROFIT @ PIER 47WB (RAMP 4)

LEGEND

- ① HATCHED AREA INDICATES CURB AND PLINTH CONCRETE SHALL BE REMOVED TO TOP OF SLAB. REBAR SHALL BE CUT OFF FLUSH WITH OR SLIGHTLY BELOW SURFACE AND THE EXPOSED ENDS PAINTED WITH 2 COATS OF ZINC RICH PAINT.
- ② APPLY AN ORDINARY SURFACE FINISH TO THE VERTICAL CUT AREA OF THE GORE PLINTH TO PROVIDE A SMOOTH FINISH AS APPROVED BY THE ENGINEER.



SECTION E

SECTION F

REVISION		DATE	
DATE: JAN. 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: DDE		DMB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY			
JEFFERSON			
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET		
GORE RETROFIT @ PIER 47WB			
PREPARED BY  PARSONS BRINCKERHOFF			SHEET NO. J19A DRAWING NO. 2614A

ITEM NUMBER

5-73.00

SHEET NO.

J19A

DRAWING NO.

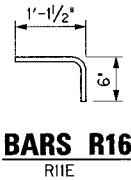
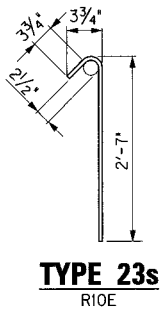
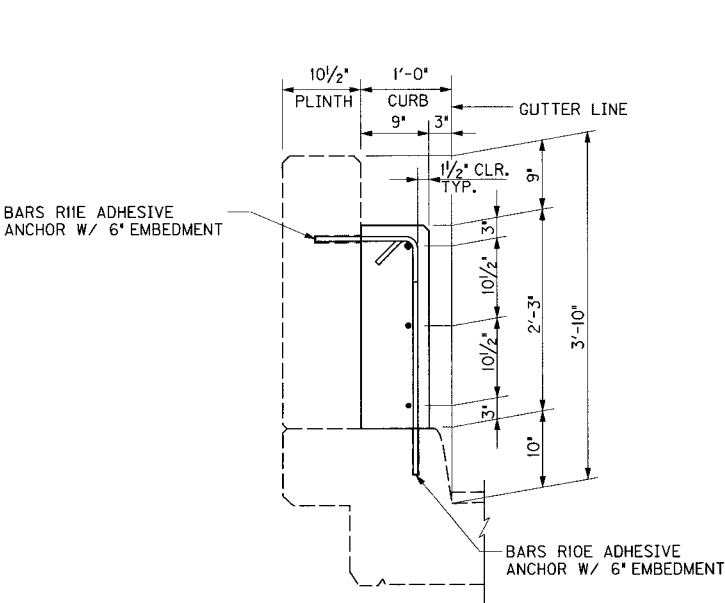
26144

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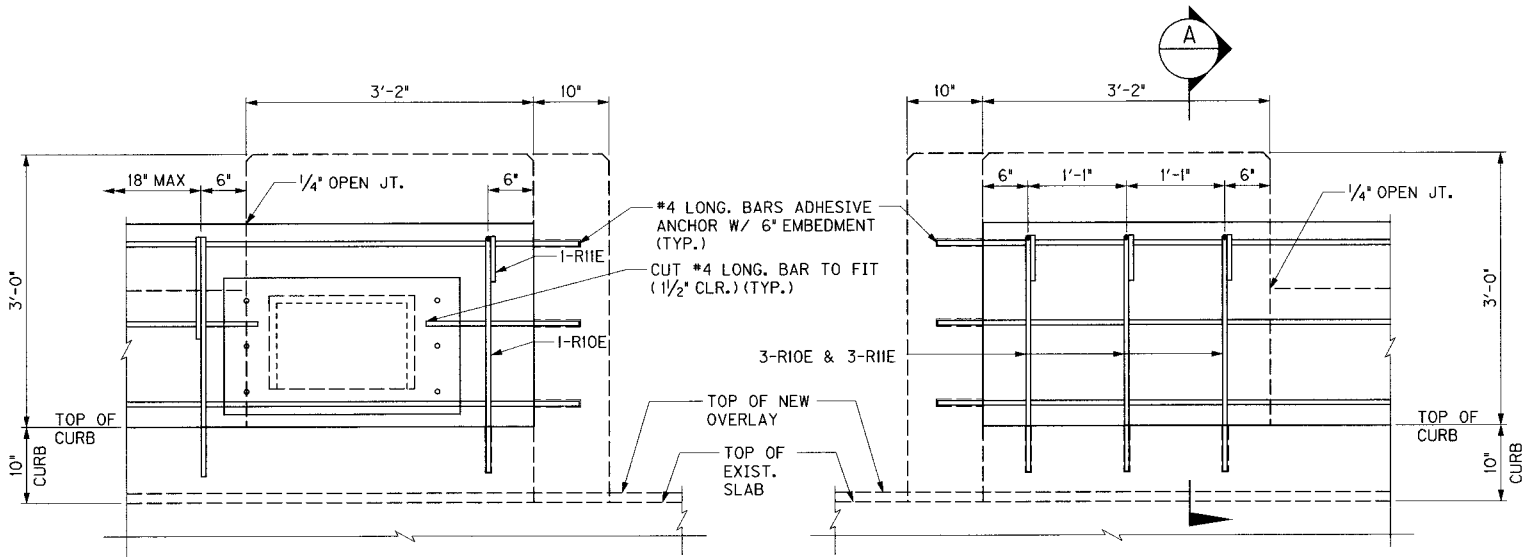
USERNAME: CBS

DATE: 3/14/2007

SHEET LOCATION: LAY



BILL OF REINFORCEMENT					
EPOXY COATED REINFORCING STEEL					
MARK	SIZE	TYPE	LENGTH		NUMBER
			FT.	IN.	
R10E	#5	23s	3	1	4
R16	#5	16	1	7	4

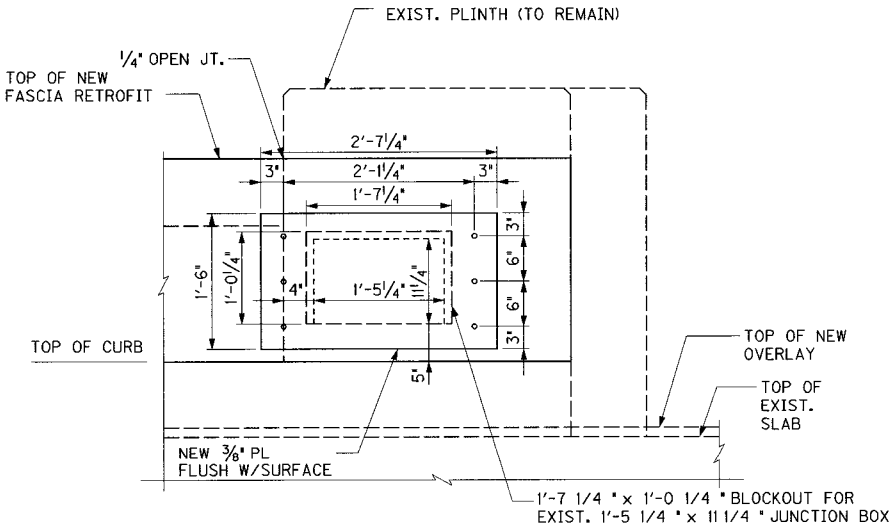


GORE PLINTH PARTIAL ELEVATION
NORTH WALL I-64 WB LOOKING NORTH

GORE PLINTH ELEVATION
SOUTH WALL RAMP B LOOKING SOUTH

NOTES

1. THE FASCIA RETROFIT SHALL BE BLOCKED-OUT AT EXISTING JUNCTION BOXES AS DETAILED. THE VERTICAL BARS SHALL BE SHIFTED AS REQUIRED AND THE LONGITUDINAL BARS SHALL BE FIELD CUT AS REQUIRED. A 3/8" HOT-DIP GALVANIZED PLATE SHALL FIT OVER THE BLOCK-OUT AREA AND BE HELD IN PLACE WITH 1/4" DIAMETER STAINLESS STEEL BOLTS WITH CONCRETE INSERTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THE SITE TO LOCATE ALL JUNCTION BOXES. THE CONTRACTOR IS ADVISED THAT JUNCTION BOXES MAY BE POSITIONED ON THE STRUCTURE AT LOCATIONS THAT DO NOT CORRESPOND TO THE LOCATION OF THE EXISTING POLE BASES. CONSTRUCT THE APPROPRIATE BLOCKOUT AT ALL JUNCTION BOXES ON THE STRUCTURE TO PROVIDE ACCESS.
3. ALL MATERIAL INCLUDING COVER PLATES AND MOUNTING HARDWARE, LABOR AND EQUIPMENT NECESSARY TO CONSTRUCT BLOCKOUTS AND GAPS AT ALL POLE BASES AND ALL JUNCTION BOXES WILL BE CONSIDERED INCIDENTAL TO THE BID ITEM "FASCIA RETROFIT".



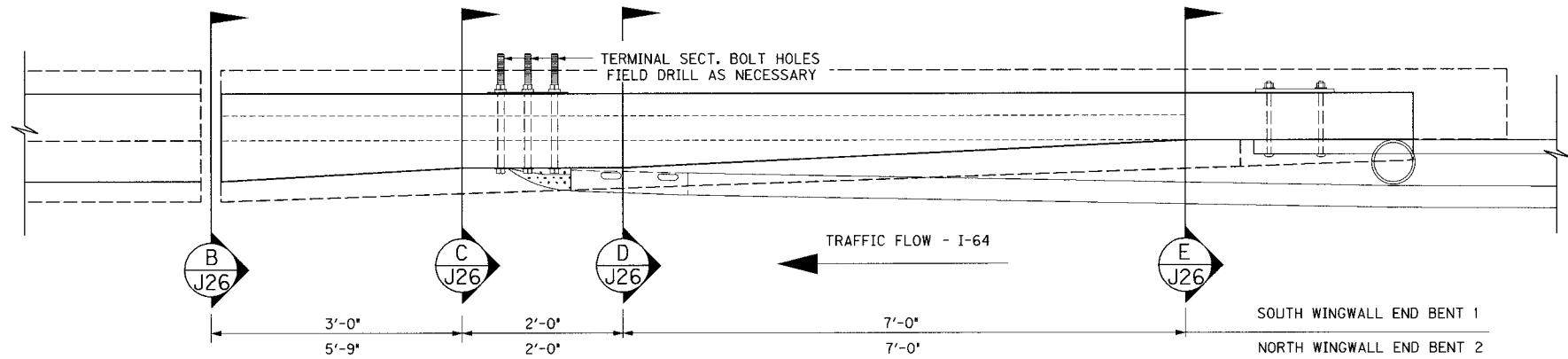
GORE PLINTH PARTIAL ELEVATION
SOUTH WALL LOOKING NORTH

GORE - I-64 WB @ EXIT RAMP B

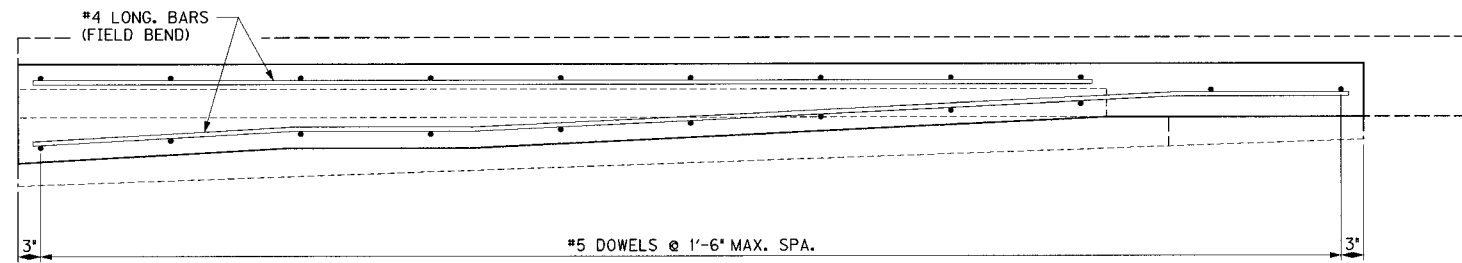
REVISION		DATE
DATE: JAN 2007	CHECKED BY:	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING PRESTON STREET TO 3RD STREET	
GORE RETROFIT DETAILS		
PREPARED BY		SHEET NO. J20
PB PARSONS BRINCKERHOFF		DRAWING NO. 26144

ITEM NUMBER
5-73.00

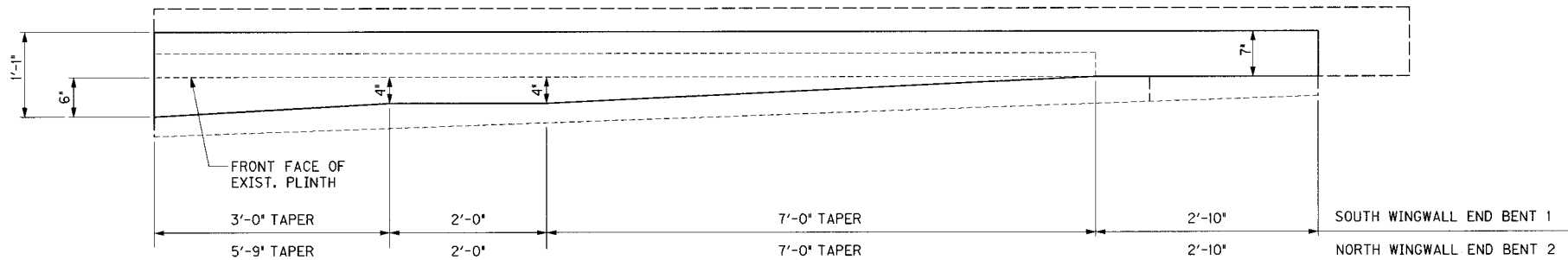
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USERNAME: CBS
DATE: 3/8/2007
SHEET LOCATION: LAY



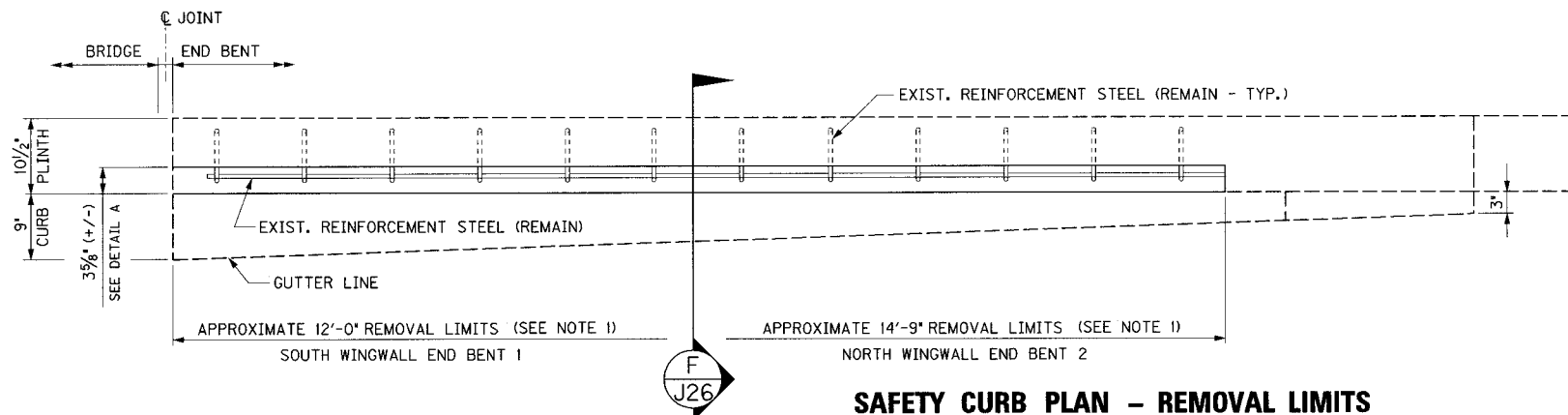
SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - NEW REINFORCEMENT

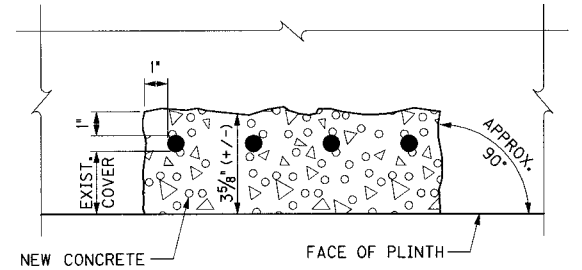


SAFETY CURB PLAN - CONC. OUTLINE



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



DETAIL A

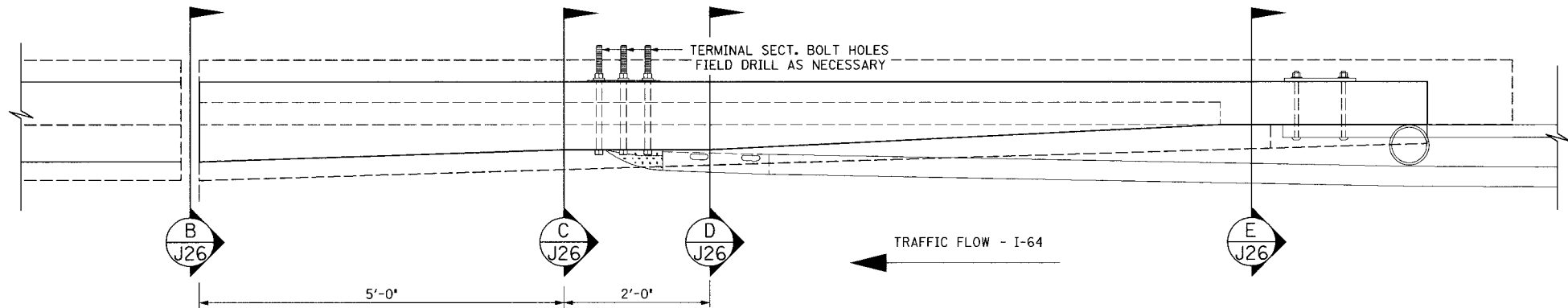
NOTES

1. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
2. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
3. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
4. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
5. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
6. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
7. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED $\frac{3}{4}$ " UNLESS OTHERWISE SHOWN.
8. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
9. WORK WITH SHEETS A16 TO A18.
10. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.

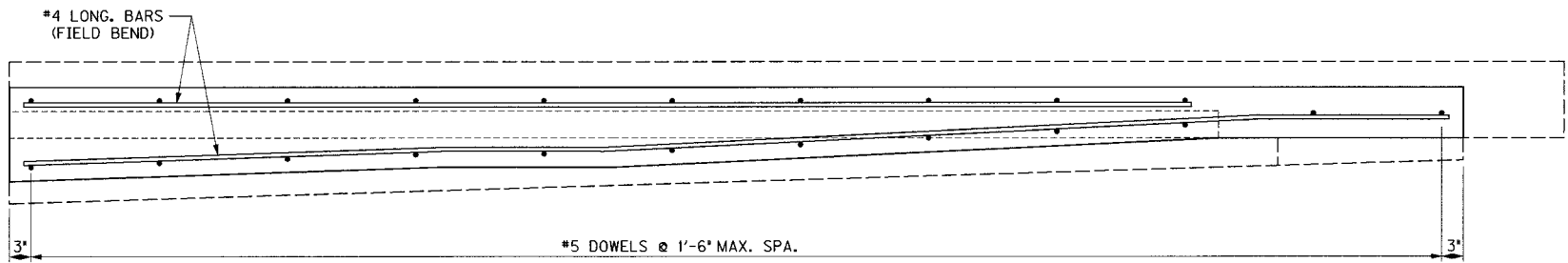
SOUTH WINGWALL - END BENT 1
NORTH WINGWALL - END BENT 2

ITEM NUMBER
5-73.00

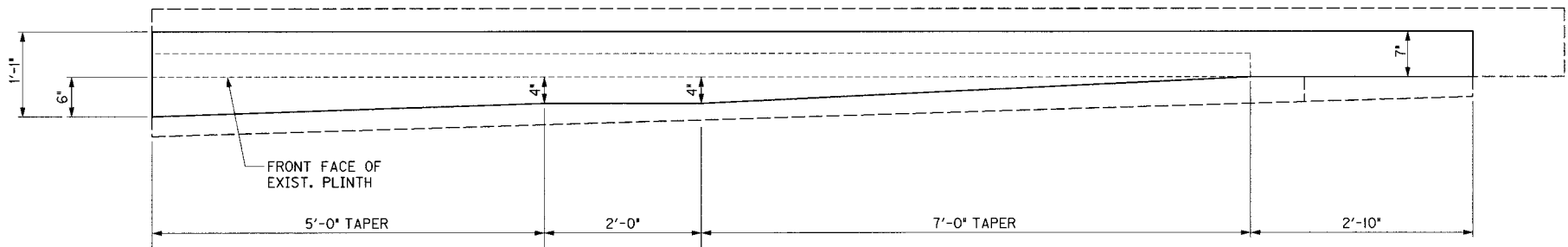
REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY:		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64		CROSSING K&ITRR TRESTLE	
FASCIA RETROFIT AT END BENT			
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. J21 DRAWING NO. 26144	



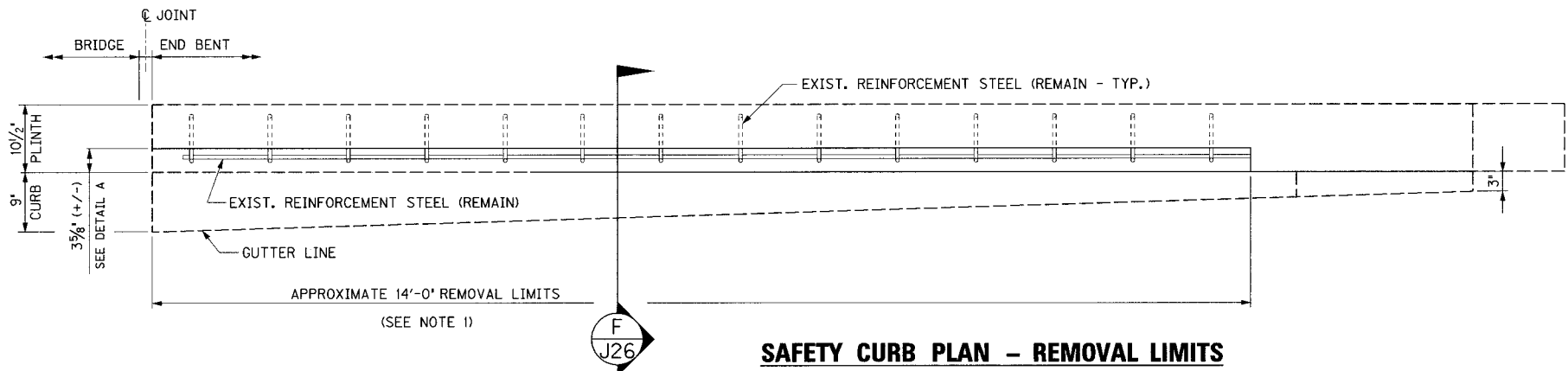
SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - NEW REINFORCEMENT

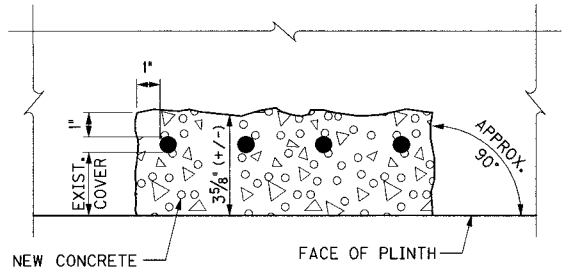


SAFETY CURB PLAN - CONC. OUTLINE



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



DETAIL A

NOTES

1. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
2. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 5H.
3. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
4. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
5. LAP SPICE FOR #4 LONGITUDINAL BARS AT 2'-3' MINIMUM.
6. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
7. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED $\frac{3}{4}$ " UNLESS OTHERWISE SHOWN.
8. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
9. WORK WITH SHEETS B16 TO B18.
10. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.

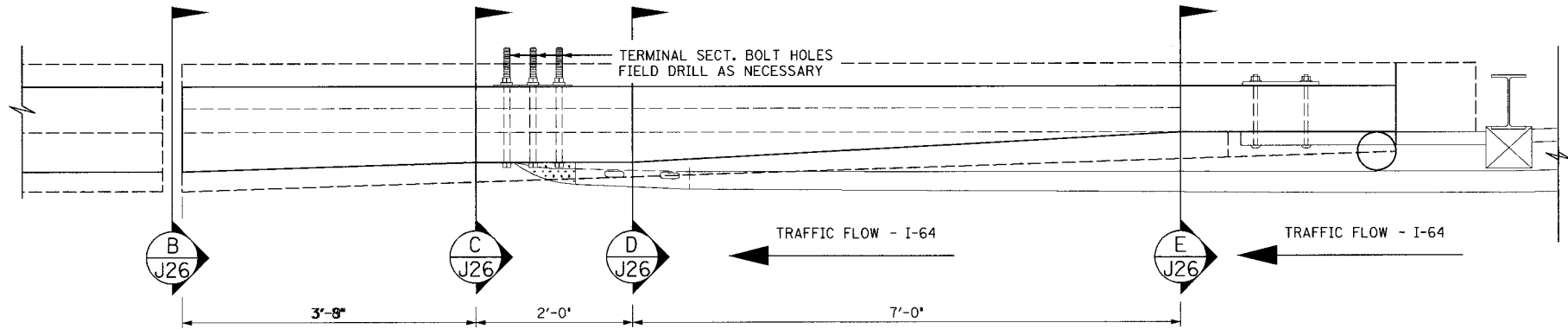
END BENT 1 SOUTH WINGWALL

END BENT 2 NORTH WINGWALL

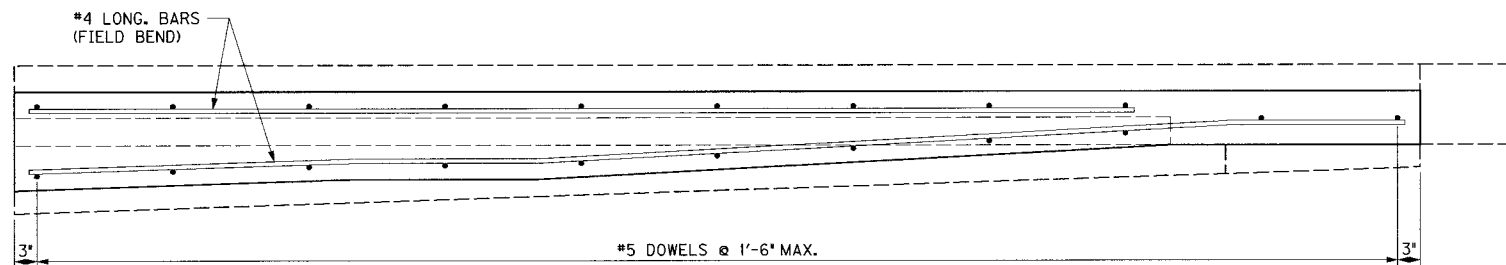
ITEM NUMBER
5-73.00

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY:		MJB	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE		CROSSING	
I-64		K&ITRR AND 27TH STREET	
FASCIA RETROFIT AT END BENT			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF		J22	
100		DRAWING NO.	
		26144	

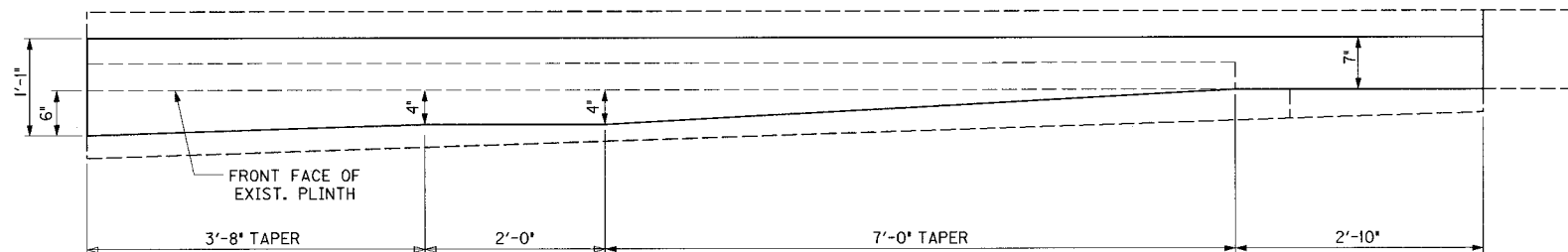
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USERNAME: CBS
DATE: 3/8/2007
SHEET LOCATION: LAY



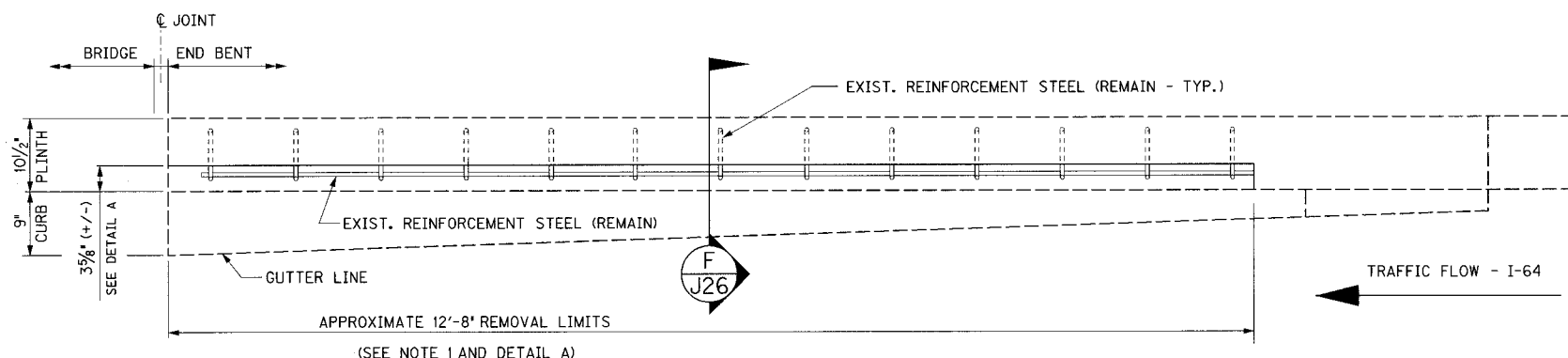
SAFETY CURB PLAN - PROPOSED



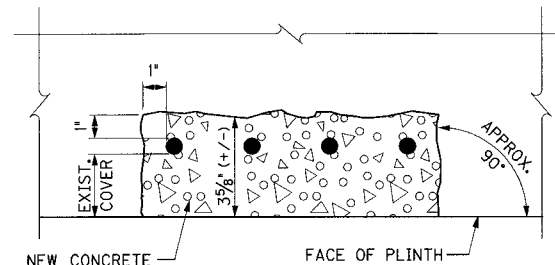
SAFETY CURB PLAN - NEW REINFORCEMENT



SAFETY CURB PLAN - CONC. OUTLINE



SAFETY CURB PLAN - REMOVAL LIMITS
(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



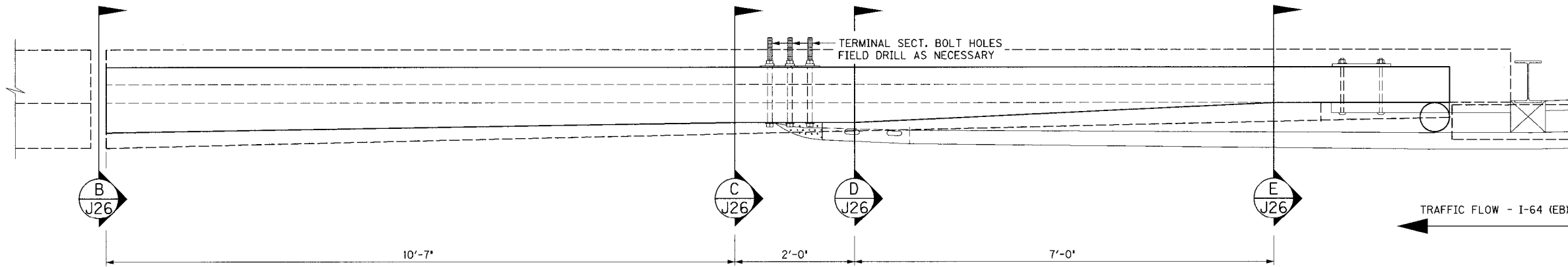
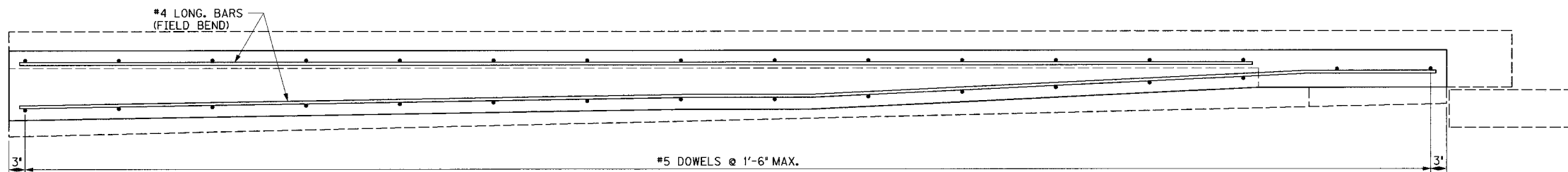
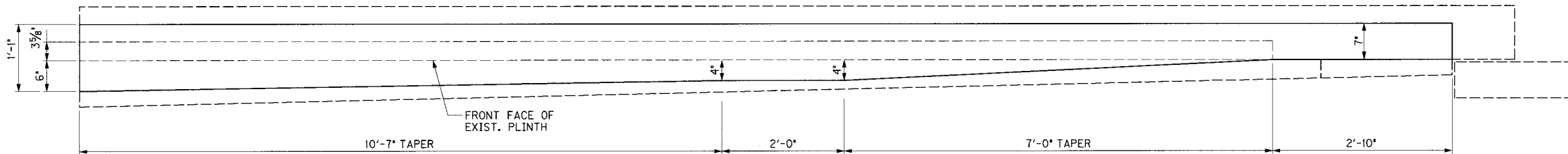
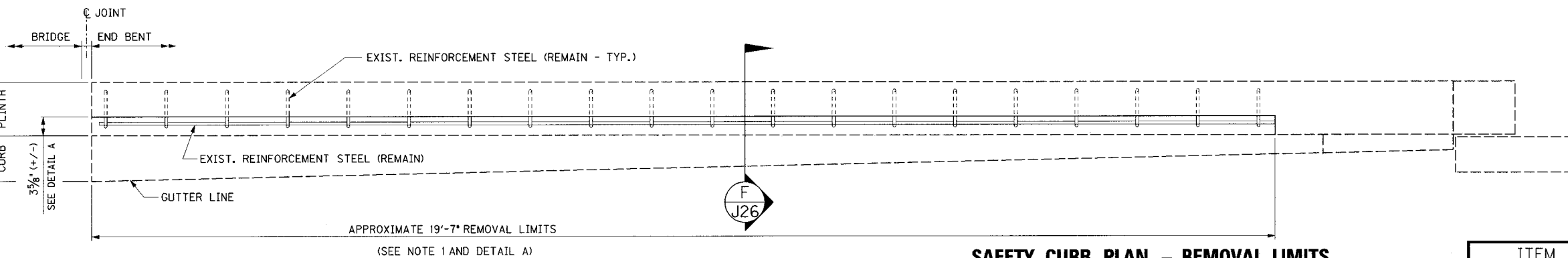
DETAIL A

NOTES

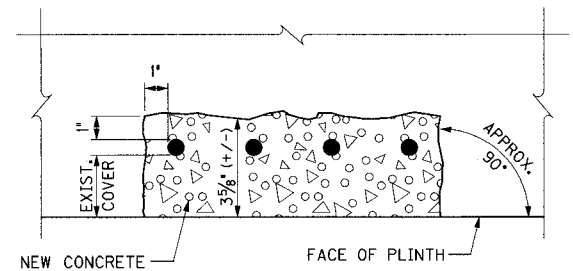
1. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
2. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
3. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
4. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
5. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
6. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
7. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED $\frac{3}{4}$ " UNLESS OTHERWISE SHOWN.
8. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
9. WORK WITH SHEETS C31 TO C32.
10. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	NORTHWESTERN PKWY & 22ND STREET	
FASCIA RETROFIT AT END BENT		
PREPARED BY		SHEET NO.
PB PARSONS BRINCKERHOFF		J23
DRAWING NO.		26144

ITEM NUMBER
5-73.00

**SAFETY CURB PLAN - PROPOSED****SAFETY CURB PLAN - NEW REINFORCEMENT****SAFETY CURB PLAN - CONC. OUTLINE****SAFETY CURB PLAN - REMOVAL LIMITS**

(EXISTING GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)

**DETAIL A****NOTES**

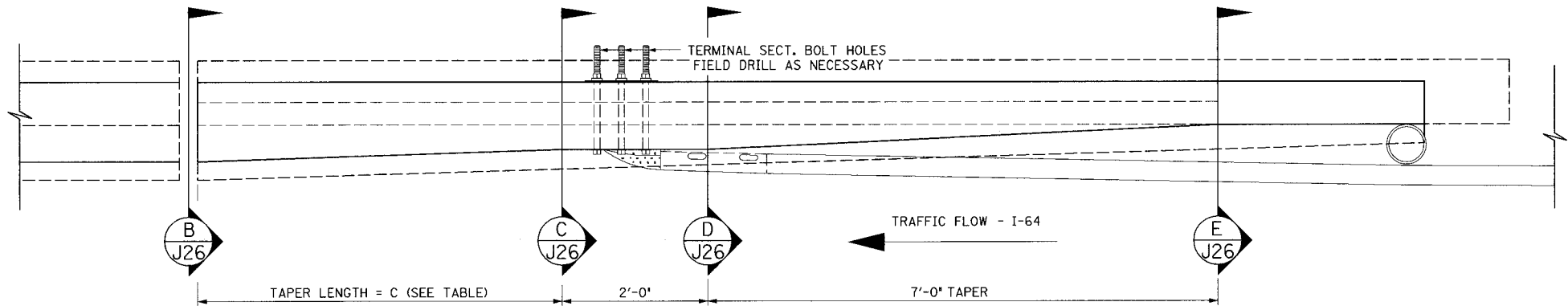
1. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
2. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
3. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
4. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
5. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
6. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
7. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
8. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
9. WORK WITH SHEET D17.
10. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR "FASCIA RETROFIT".

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 17TH STREET TO 13TH STREET	
FASCIA RETROFIT AT END BENT		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. J24 DRAWING NO. 26144

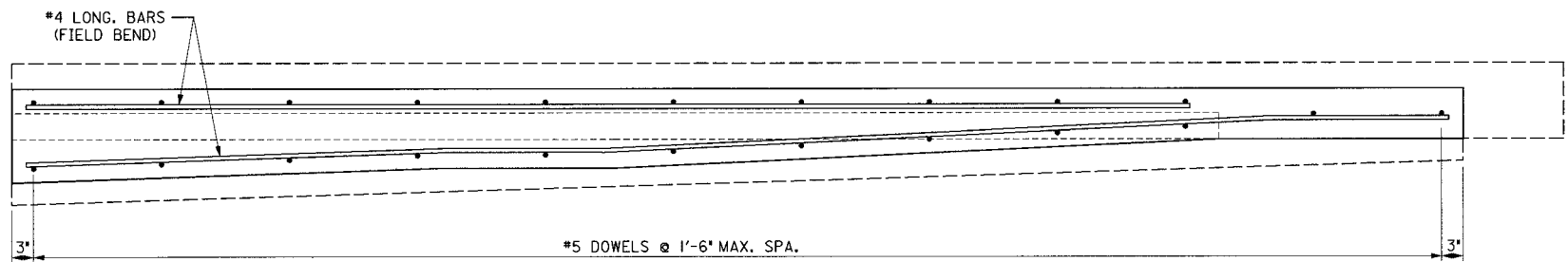
ITEM NUMBER

5-73.00

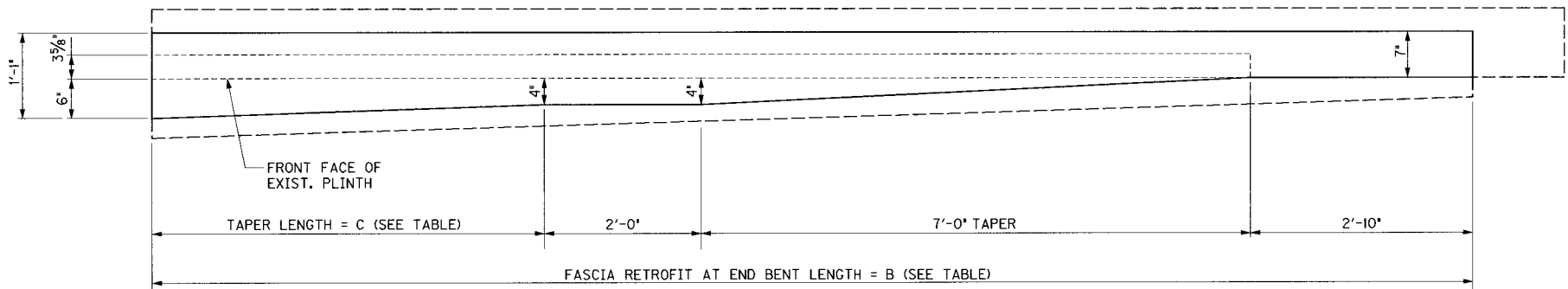
FILE NAME: ...\\End Bent Fascia Retrofit - 9th Street Ramps.dgn
USER NAME: CBS
DATE: 3/8/2007
SHEET LOCATION: LAY



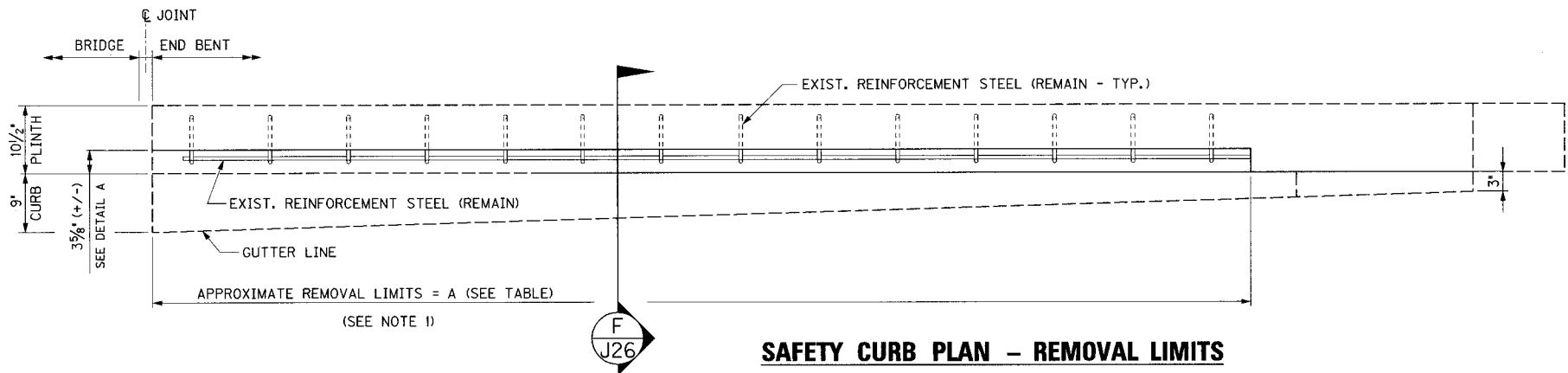
SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - NEW REINFORCEMENT

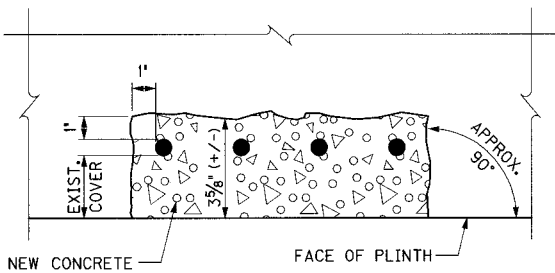


SAFETY CURB PLAN - CONC. OUTLINE



SAFETY CURB PLAN - REMOVAL LIMITS

(EXIST. GUARDRAIL CONNECTOR TO BRIDGE END NOT SHOWN)



DETAIL A

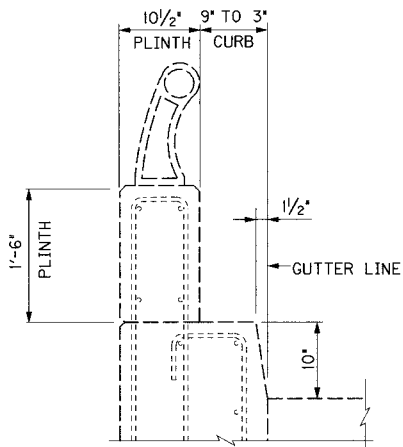
9TH STREET RAMP	WINGWALL	REMOVAL LIMITS 'A'	RETROFIT LENGTH 'B'	TAPER LENGTH 'C'
RAMP 1	EAST	11'-7 3/8"	14'-5 3/8"	2'-7 3/8"
RAMP 1	WEST	12'-9"	15'-7"	3'-9"
RAMP 2	EAST	11'-2"	14'-0"	2'-2"
RAMP 2	WEST	13'-10"	16'-8"	4'-10"

NOTES

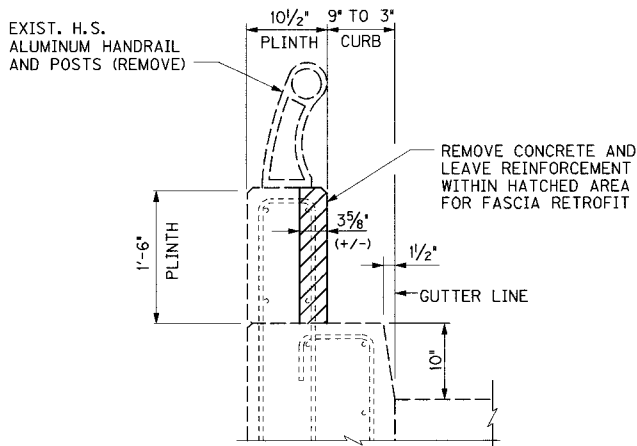
- DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
- THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
- ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
- USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
- LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
- ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
- ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
- USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
- WORK WITH SHEETS B16 TO B18.
- COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR "FASCIA RETROFIT".

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH STREET RAMPS	
FASCIA RETROFIT AT END BENT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J25 DRAWING NO. 26144

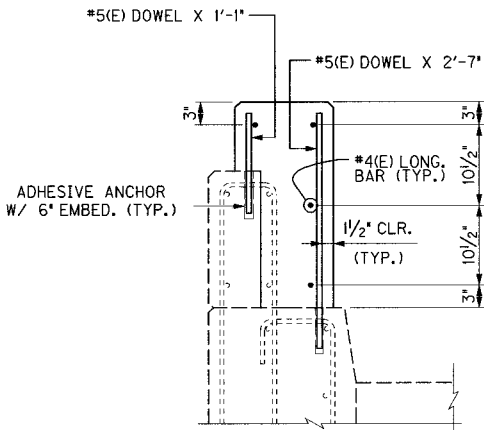
ITEM NUMBER
5-73.00



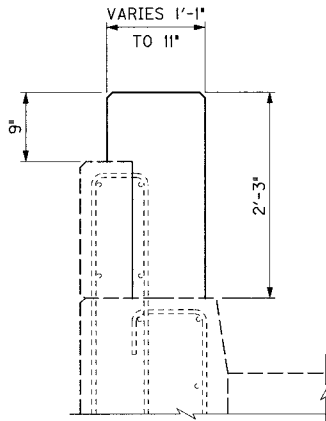
EXISTING SECTION



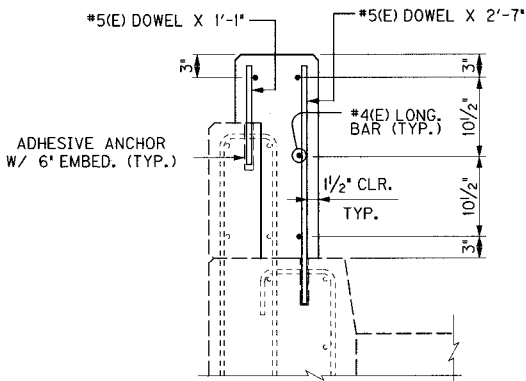
SECTION F
(REMOVAL LIMITS)



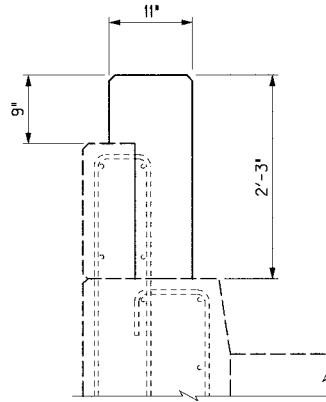
SECTION B
(REINFORCEMENT)



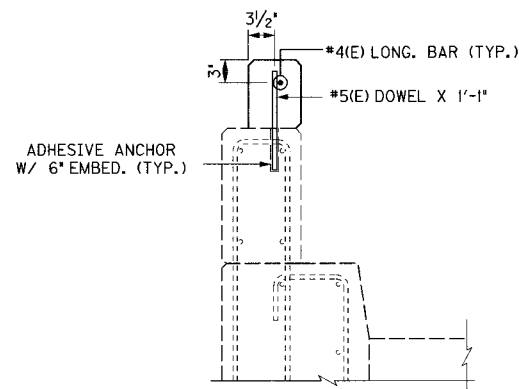
SECTION B
(CONCRETE OUTLINE)



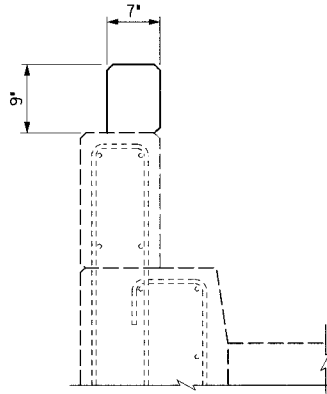
SECTION C
(REINFORCEMENT)



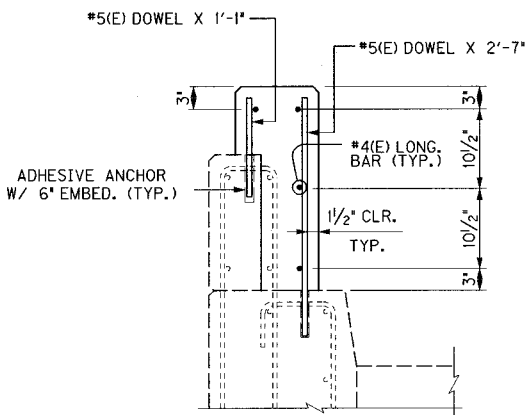
SECTION C
(CONCRETE OUTLINE)



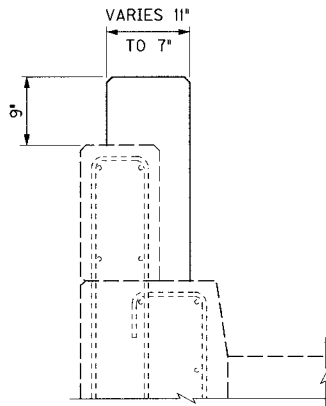
SECTION E
(REINFORCEMENT)



SECTION E
(CONCRETE OUTLINE)



SECTION D
(REINFORCEMENT)



SECTION D
(CONCRETE OUTLINE)

REVISION		DATE
DATE:	JAN 2007	CHECKED BY
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&I TRR TO 9TH STREET RAMPS	
FASCIA RETROFIT AT END BENT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J26
DRAWING NO. 26144		

ITEM NUMBER
5-73.00

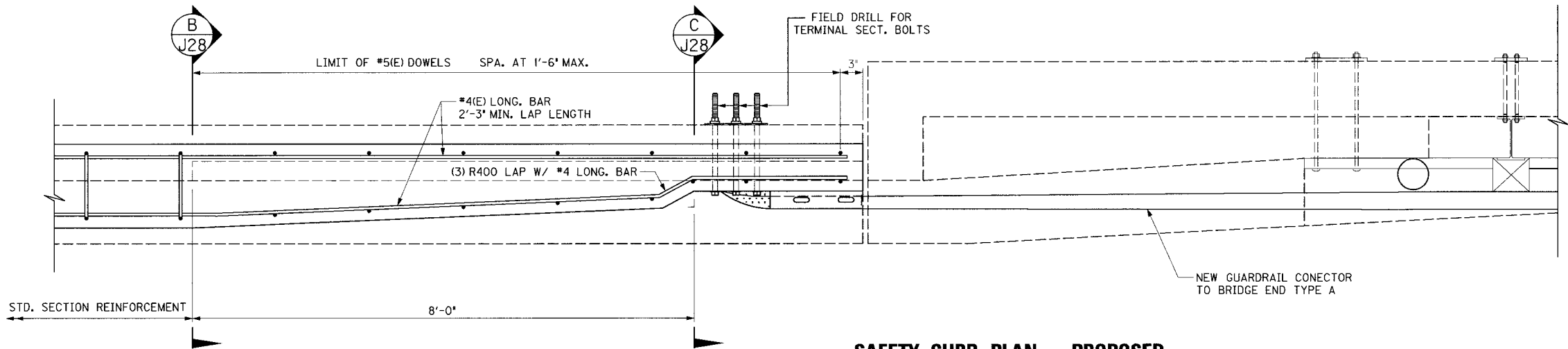
FILE NAME:

...End Bent Fascia Retrofit - Preston WB.dgn

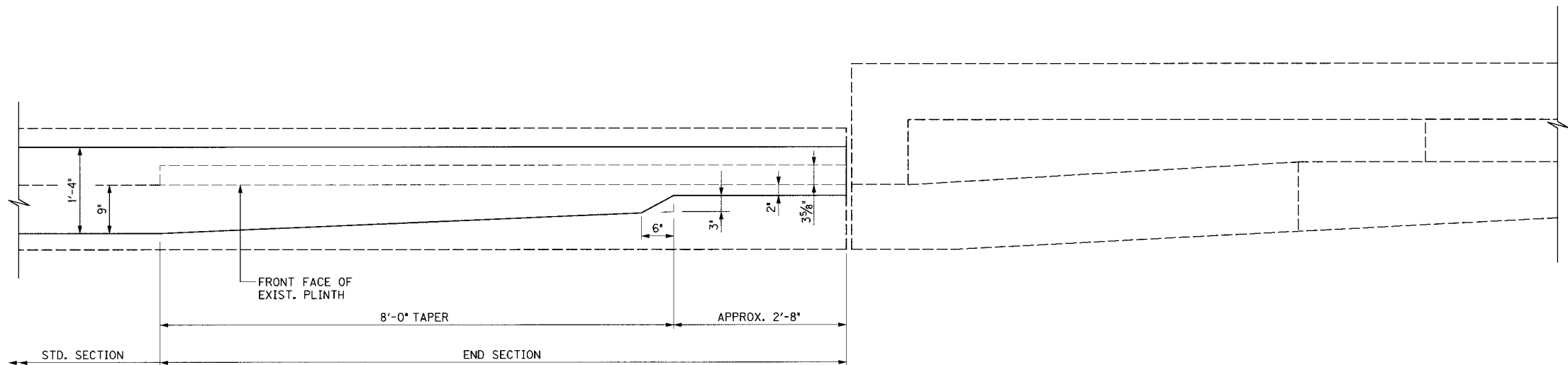
USERNAME: CBS

DATE: 3/8/2007

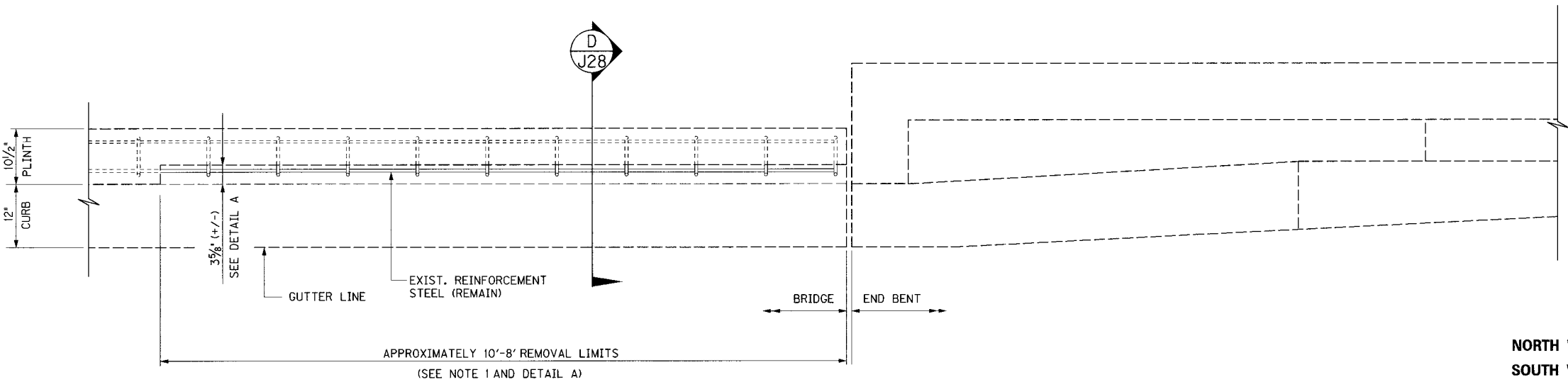
SHEET LOCATION: LAY



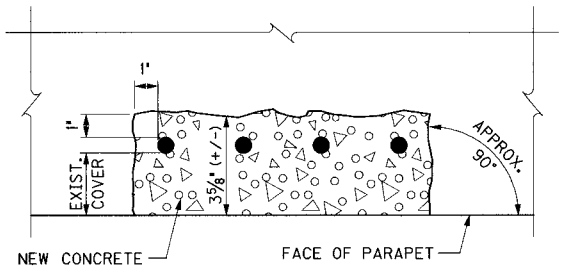
SAFETY CURB PLAN - PROPOSED



SAFETY CURB PLAN - CONC. OUTLINE



SAFETY CURB PLAN - REMOVAL LIMITS



DETAIL A

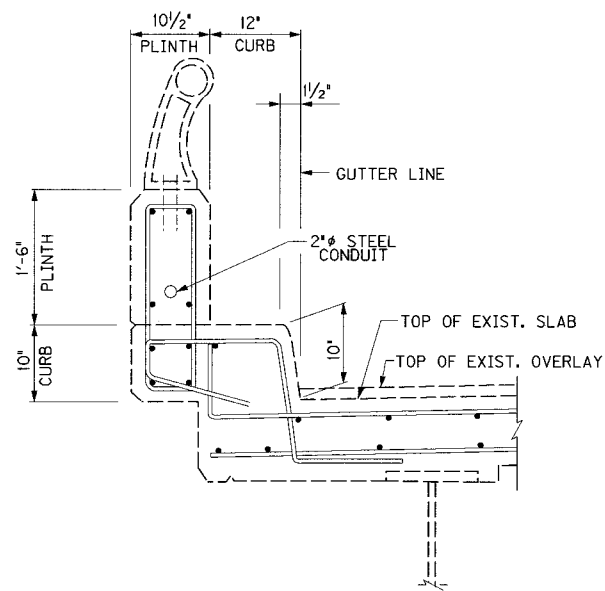
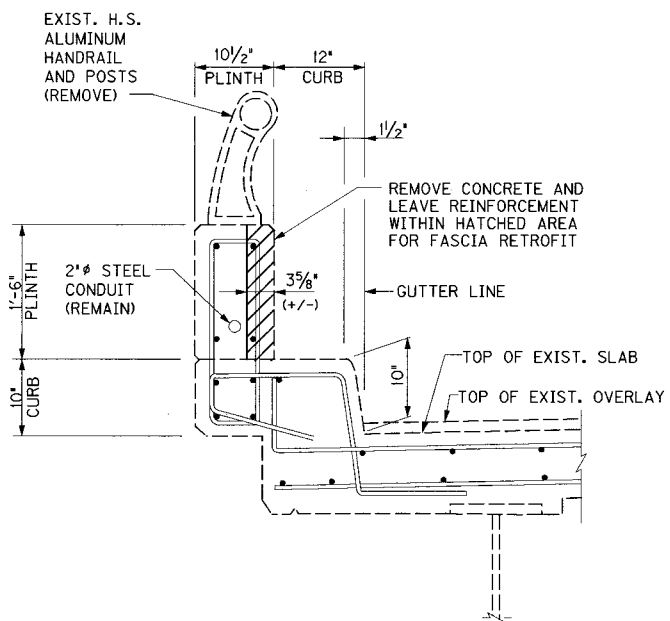
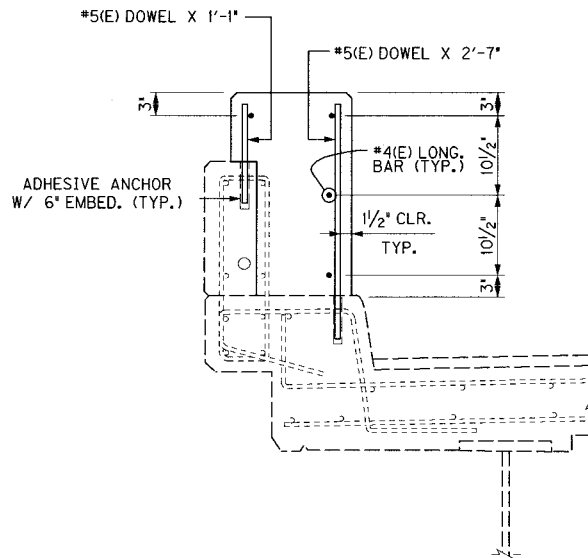
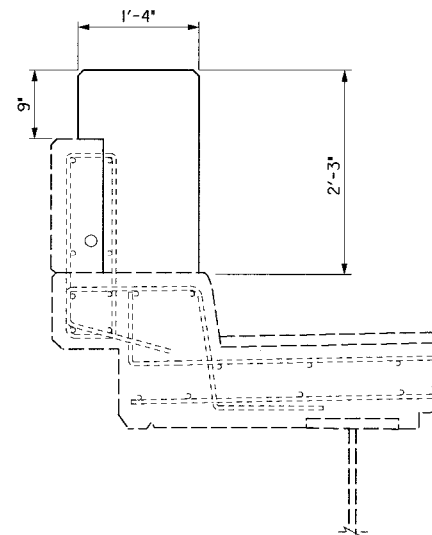
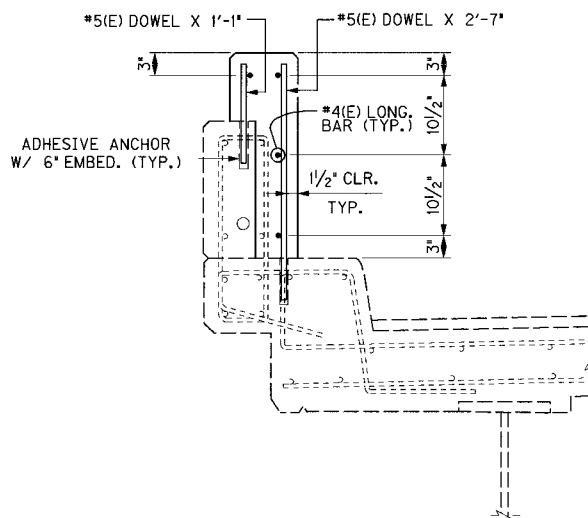
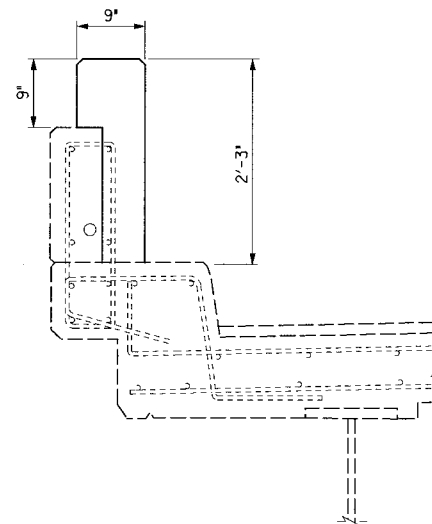
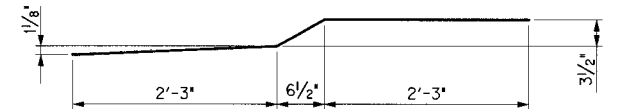
NOTES

1. DIMENSIONS SHOWN ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE THE EXACT DIMENSIONS BASED ON ESTABLISHING THE TERMINI FOR GUARDRAIL AT TIME OF CONSTRUCTION.
2. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
3. THE VERTICAL DOWEL BARS SHALL BE SHIFTED WHEN INTERFERENCE OCCURS WITH EXISTING REINFORCEMENT STEEL. THE LONGITUDINAL BARS MAY BE FIELD BENT AND FIELD CUT AS REQUIRED.
4. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
5. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
6. LAP SPLICE FOR #4 LONGITUDINAL BAR AT 2'-3" MINIMUM.
7. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
8. WORK THIS SHEET WITH SHEETS H35 TO H41.
9. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, CONCRETE REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.

NORTH WINGWALL @ EB 101E
SOUTH WINGWALL @ EB 101E

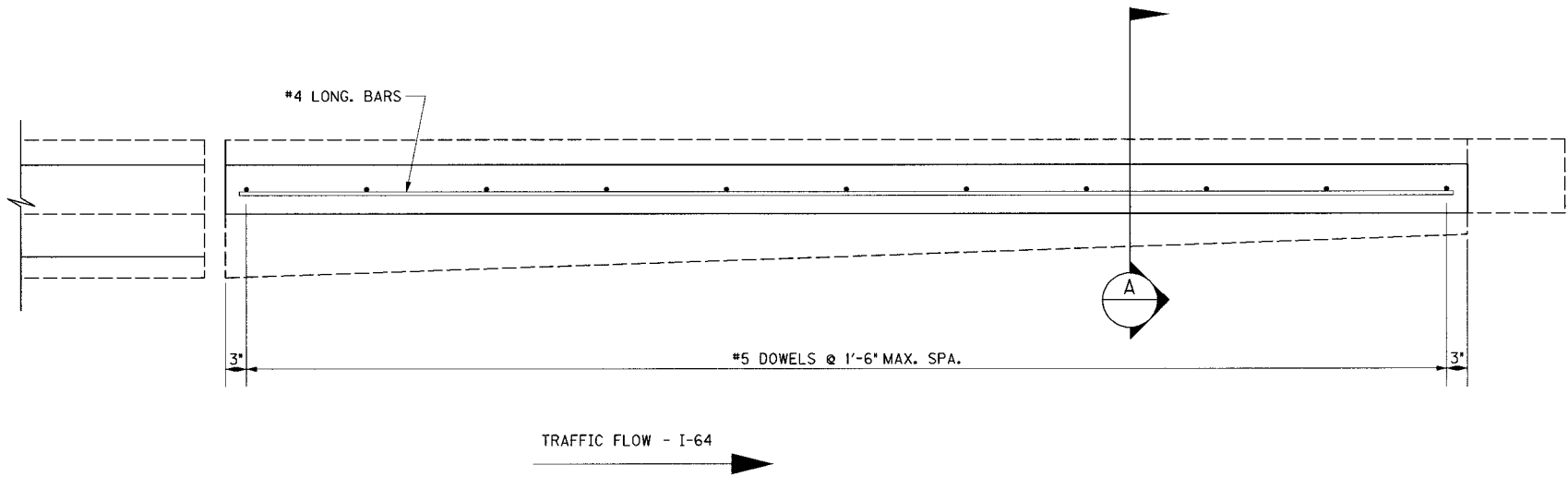
ITEM NUMBER
5-73.00

REVISION		DATE
DATE: DEC 2006	DESIGNED BY:	CHECKED BY:
DETAILED BY: CBS		DMB
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE 1 - 64	CROSSING 2ND STREET TO PRESTON STREET	
FASCIA RETROFIT AT END BENT		
PREPARED BY PP PARSONS BRINCKERHOFF		SHEET NO. J27
		DRAWING NO. 26144

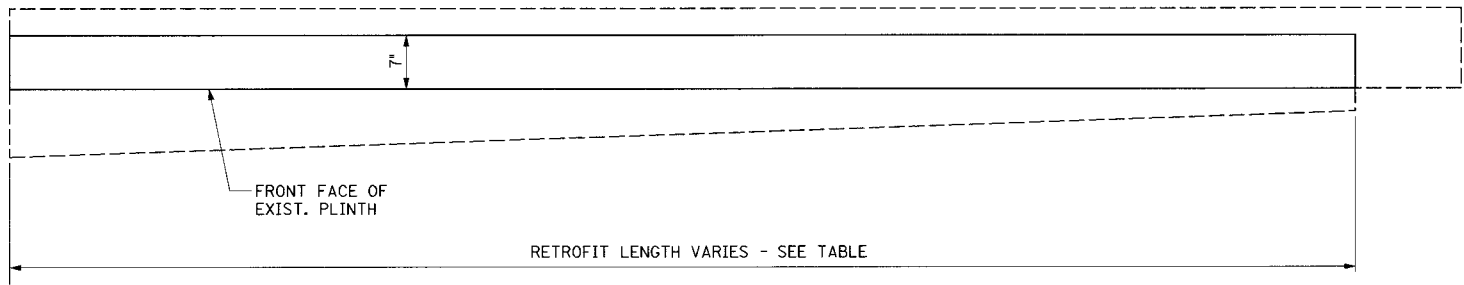
**FASCIA RETROFIT - EXISTING****SECTION D**
(REMOVAL LIMITS)**SECTION B**
(REINFORCEMENT)**SECTION B**
(CONCRETE OUTLINE)**SECTION C**
(REINFORCEMENT)**SECTION C**
(CONCRETE OUTLINE)**R400 - #4(E) BAR****NOTES**

1. USE 2 INCH CLEARANCE AT ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
3. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.

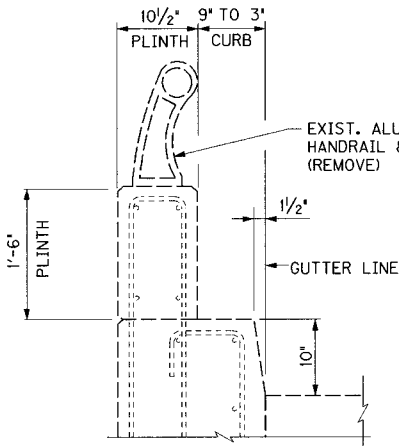
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
JEFFERSON		
ROUTE	CROSSING	
I-64	2ND STREET TO PRESTON STREET	
FASCIA RETROFIT AT END BENT		
PREPARED BY		
PB PARSONS BRINCKERHOFF		
		SHEET NO. J28
		DRAWING NO. 26144



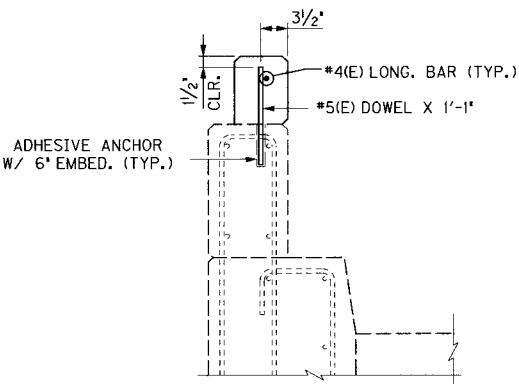
SAFETY CURB PLAN - NEW REINFORCEMENT



SAFETY CURB PLAN - CONC. OUTLINE

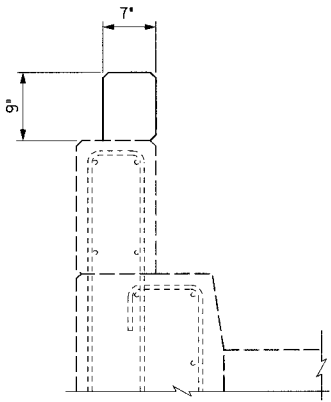


EXISTING SECTION



SECTION A

(REINFORCEMENT)



SECTION A

(CONCRETE OUTLINE)

NOTES

1. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
2. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
3. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
4. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
5. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
6. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
7. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
8. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.

NOTE: NORTH REFERS TO THE FASCIA CLOSEST TO THE OHIO RIVER.

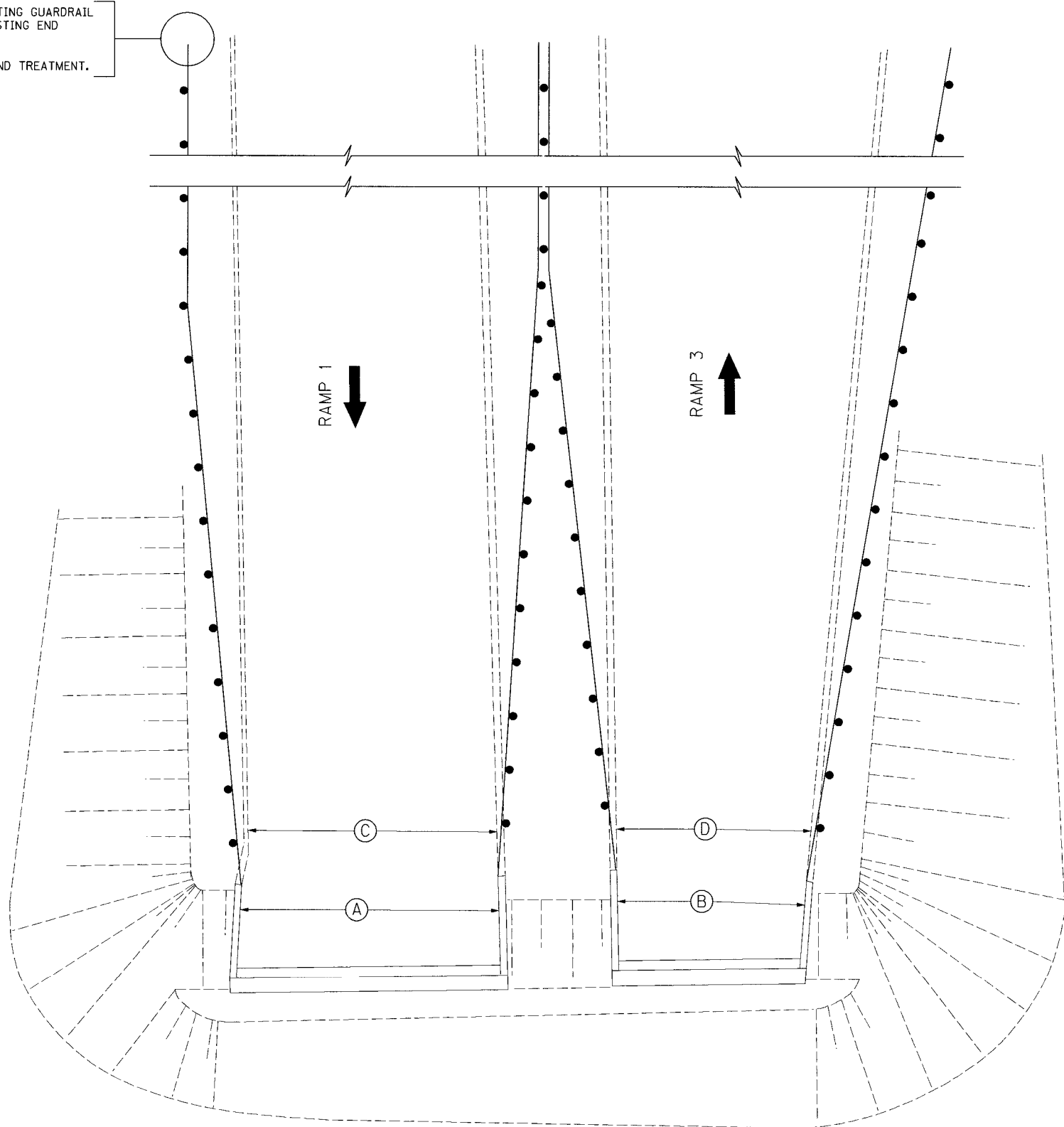
BRIDGE	LOCATION	LENGTH OF FASCIA RETROFIT
K & I TRR	EB 1, NORTH WINGWALL	17'-7"
K & I TRR	EB 2, SOUTH WINGWALL	14'-10"
K & I TRR & 27TH ST	EB 1, NORTH WINGWALL	16'-10"
K & I TRR & 27TH ST	EB 2, SOUTH WINGWALL	16'-10"
N'WESTERN PKWY & 22ND ST	EB A, NORTH WINGWALL	16'-0"
N'WESTERN PKWY & 22ND ST	EB B, SOUTH WINGWALL	17'-6"
N'WESTERN PKWY & 22ND ST	EB RB, NORTH WINGWALL	14'-6"
N'WESTERN PKWY & 22ND ST	EB RB, SOUTH WINGWALL	11'-9"
17TH ST TO 13TH ST	EB 1, NORTH WINGWALL	29'-2"
3RD ST TO PRESTON ST	EB 10IEB, NORTH WINGWALL	12'-8"
RAMP 3	EB R3, EAST WINGWALL	14'-7"
RAMP 3	EB R3, WEST WINGWALL	15'-5 1/4"
RAMP 4	EB R4, EAST WINGWALL	14'-3 7/8"
RAMP 4	EB R4, WEST WINGWALL	15'-8"

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING K&ITRR TO PRESTON STREET	
FASCIA RETROFIT AT END BENT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J29 DRAWING NO. 26144

FILE NAME: ...NFASCIA RETROFIT\guardrail.dgn
USERNAME: CBS
DATE: 3/8/2007
SHEET LOCATION: LAY

- (A) REMOVE 50 FEET EXISTING GUARDRAIL AND POSTS. REMOVE EXISTING END TREATMENT.
(B) INSTALL NEW TYPE 1 END TREATMENT.



PLAN - RAMP 1 & RAMP 3

BID CODE	ITEM	PAY UNIT	QUANTITY
2367	G/RAIL END TREATMENT, TYP 1	EACH	1
2363	G/RAIL BRIDGE END CONN, TYPE A	EACH	2
2387	G/RAIL BRIDGE END CONN, TYPE A-1	EACH	2
2351	G/RAIL STEEL W-BM SINGLE FACE	LINEAR FOOT	100
2353	REMOVE G/RAIL	LINEAR FOOT	100
3302	REPAIR CONCRETE CURB	LINEAR FOOT	26

NOTES

1. REPLACE ALL EXISTING STEEL SPACERS WITH NEW WOOD BLOCK SPACERS. COMPENSATION FOR ALL MATERIALS, LABOR AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. THE BID ITEM FOR REPAIR CONCRETE CURB CONSISTS OF REMOVING DAMAGED SECTIONS OF CONCRETE CURB AND REPLACING WITH NEW CONCRETE TO MATCH EXISTING. THE UNIT BID PRICE SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, CONCRETE, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK.
3. WORK THIS SHEET WITH J25 AND J29.

LEGEND

- (A) REMOVE 25 FEET GUARDRAIL AND EXISTING BRIDGE END CONNECTOR. CONSTRUCT NEW TYPE A BRIDGE END CONNECTOR. RUB RAIL AND ISLAND CURB ARE NOT REQUIRED. SET NEW GUARDRAIL FACE ALONG GUTTERLINE.
- (B) REMOVE 25 FEET GUARDRAIL AND EXISTING BRIDGE END CONNECTOR. CONSTRUCT NEW TYPE A-1 BRIDGE END CONNECTOR.
- (C) REMOVE AND REPLACE PAVEMENT CURB. APPROXIMATE LENGTH FOR LEFT SHOULDER = 6 FEET, FOR RIGHT SHOULDER = 12 FEET.
- (D) REMOVE AND REPLACE PAVEMENT CURB. APPROXIMATE LENGTH FOR LEFT SHOULDER = 8 FEET.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 9TH ST INTERCHANGE - RAMPS 1 & 3	
G/RAIL RETROFIT AT END BENT		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. J30
DRAWING NO. 26144		

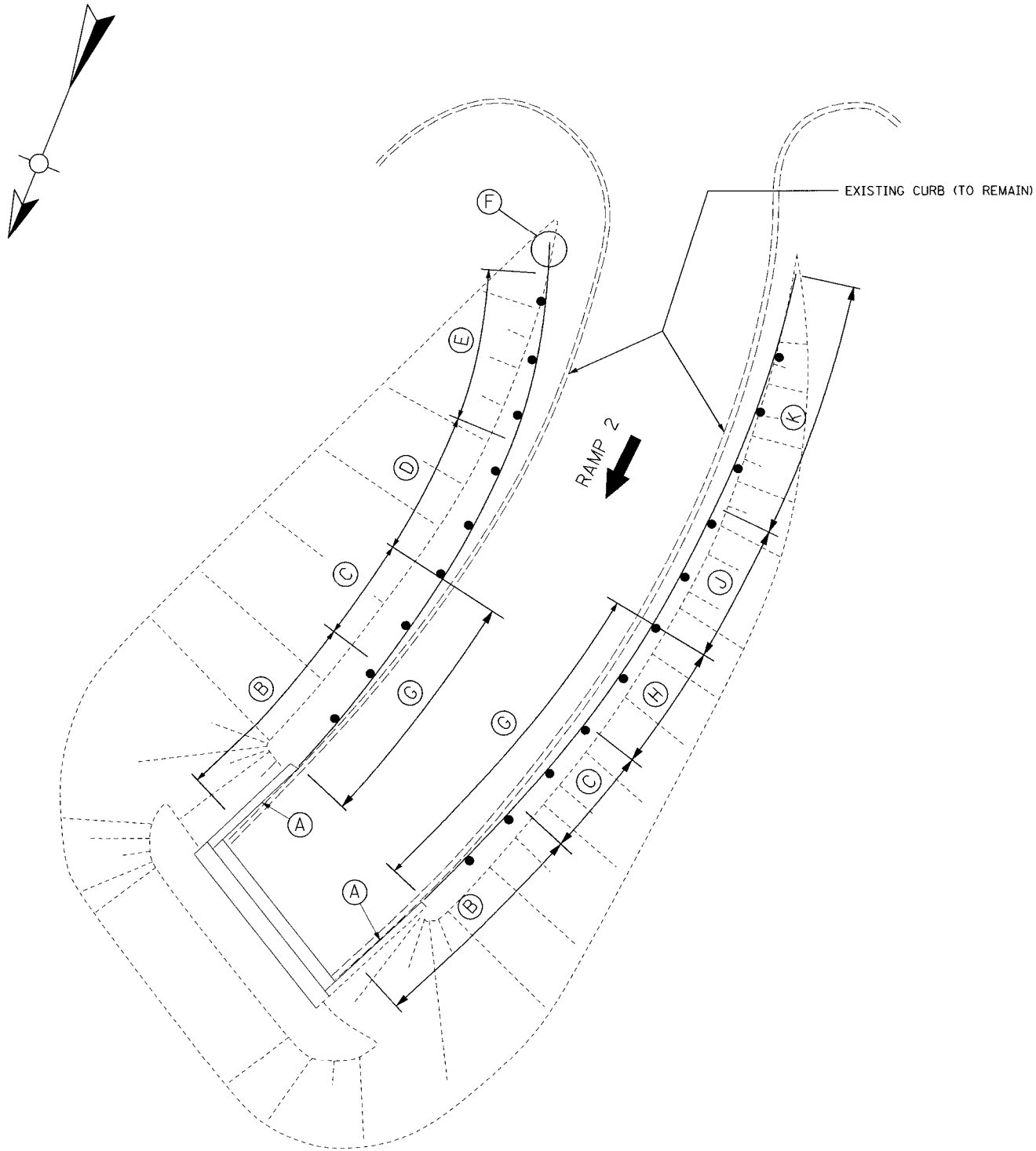
ITEM NUMBER
5-73.00

FILE NAME: ... \FASCI\ RETROFIT\guardrail.dgn

USERNAME: CBS

DATE: 3/8/2007

SHEET LOCATION: LAY



PLAN - RAMP 2

BID CODE	ITEM	PAY UNIT	QUANTITY
2391	G/RAIL END TREATMENT, TYP 4A	EACH	1
2363	G/RAIL BRIDGE END CONN, TYPE A	EACH	2
2351	G/RAIL STEEL W-BM SINGLE FACE	LINEAR FOOT	87.5
2381	REMOVE G/RAIL	LINEAR FOOT	87.5
2385	RELOCATE GUARDRAIL SYSTEM	LINEAR FOOT	75

- NOTES
1. REPLACE ALL EXISTING STEEL SPACERS WITH NEW WOOD BLOCK SPACERS. COMPENSATION FOR ALL MATERIALS, LABOR AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. WORK THIS SHEET WITH J25.

LEGEND

- (A) REMOVE EXISTING GUARDRAIL CONNECTOR TO BRIDGE END AND CONSTRUCT NEW TYPE A GUARDRAIL CONNECTOR TO BRIDGE END. RUBRAIL AND ISLAND CURB ARE NOT REQUIRED..
- (B) REMOVE EXISTING 25 FEET GUARDRAIL AND CONSTRUCT NEW 25 FEET OF W-BEAM GUARDRAIL.
- (C) REMOVE AND RELOCATE 12.5 FEET SECTION OF DOUBLE GUARDRAIL AND DOUBLE POSTS.
- (D) REMOVE AND RELOCATE 25 FEET SECTION OF STANDARD GUARDRAIL AND POSTS.
- (E) REMOVE 37.5 FEET SECTION OF STANDARD GUARDRAIL AND POSTS. CONSTRUCT NEW 37.5 FEET OF NEW GUARDRAIL AND POSTS.
- (F) REMOVE EXISTING END TREATMENT AND INSTALL NEW TYPE 4A END TREATMENT.
- (G) SET NEW GUARDRAIL FACE ALONG EXISTING GUTTERLINE.
- (H) REMOVE AND RELOCATE 12.5 FEET SECTION OF STANDARD GUARDRAIL AND POSTS.
- (J) REMOVE AND RELOCATE 12.5 FEET SECTION OF STANDARD GUARDRAIL AND POSTS. TRANSITION TO EXISTING GUARDRAIL.
- (K) EXISTING GUARDRAIL SECTION TO REMAIN UNCHANGED.

REVISION		DATE	
DATE: JAN 2007	CHECKED BY		
DESIGNED BY:			
DETAILED BY:	MJB		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 9TH ST INTERCHANGE - RAMP 2		
GRAIL RETROFIT AT END BENT			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF		J31	
DRAWING NO.		26144	

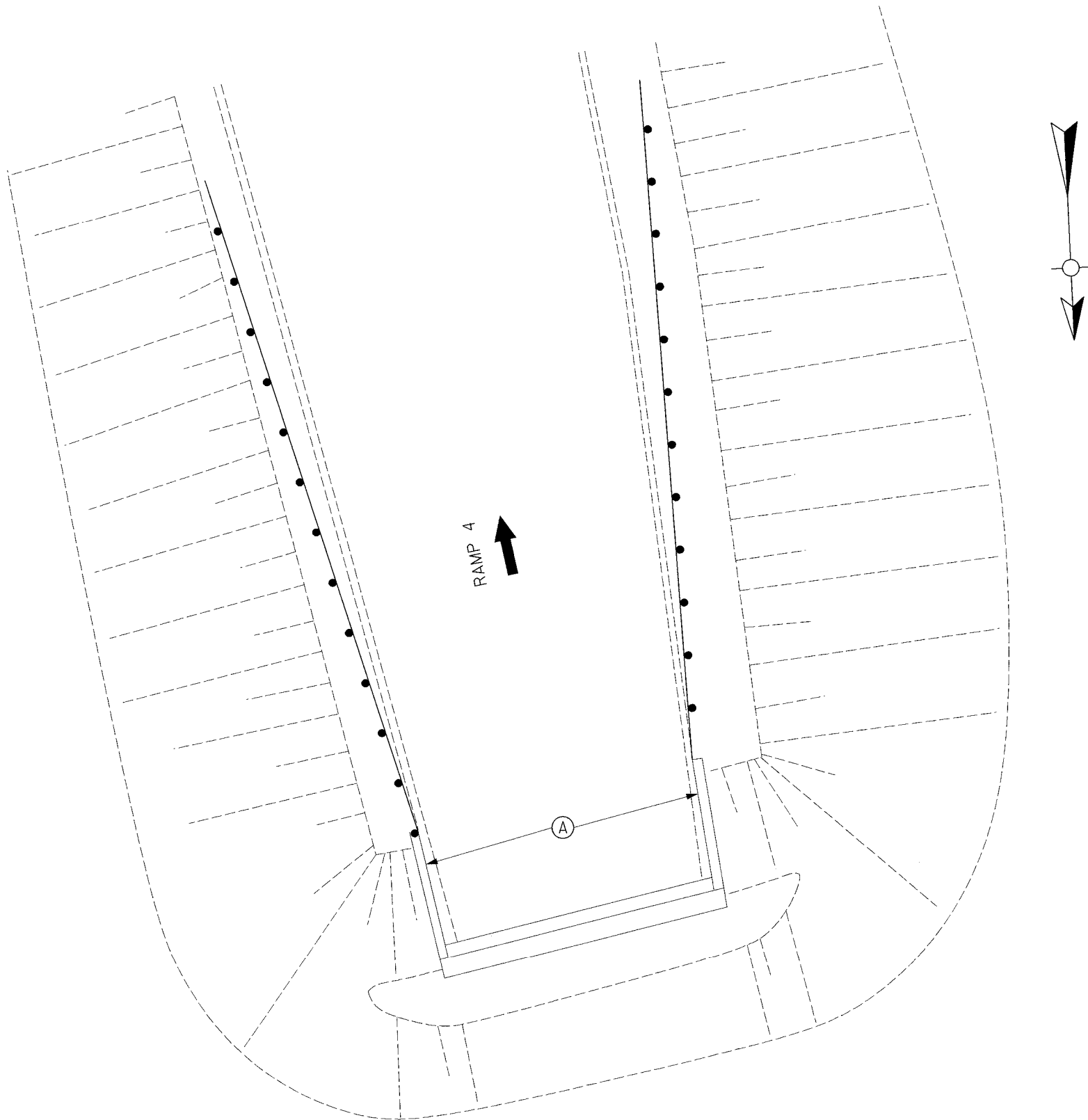
ITEM NUMBER
5-73.00

FILE NAME: ...FASCIA RETROFIT\guardrail.dgn

USERNAME: CBS

DATE: 3/8/2007

SHEET LOCATION: LAY



PLAN - RAMP 4

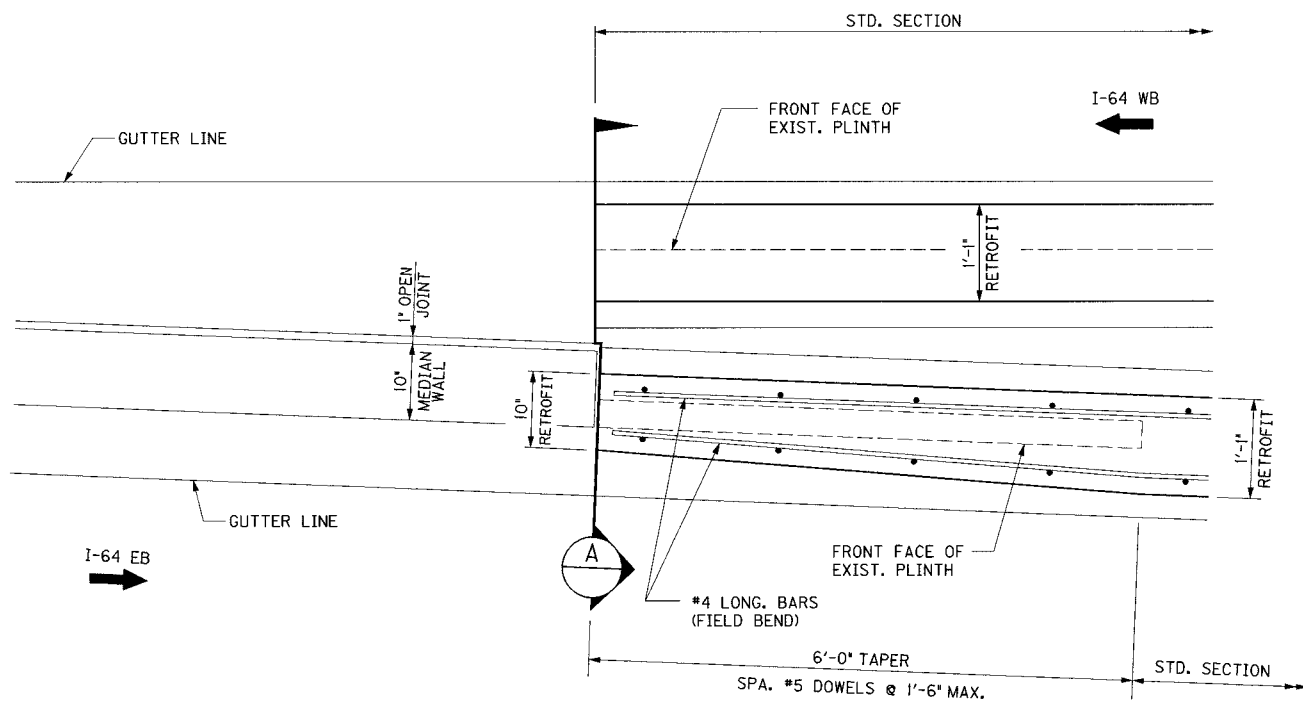
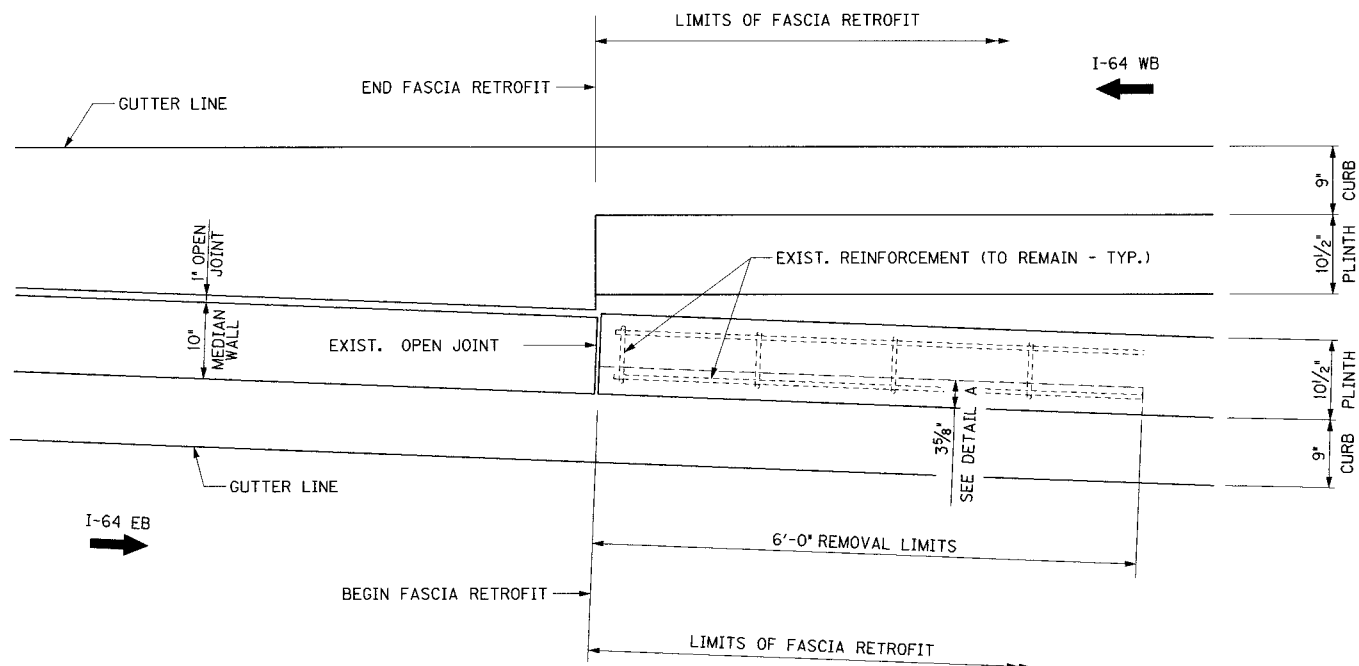
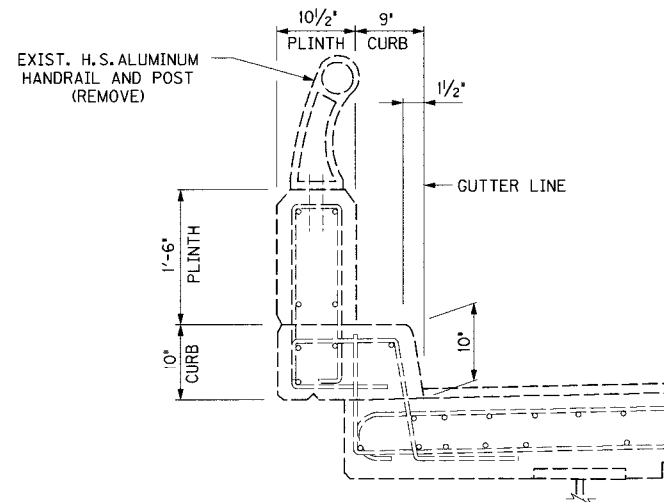
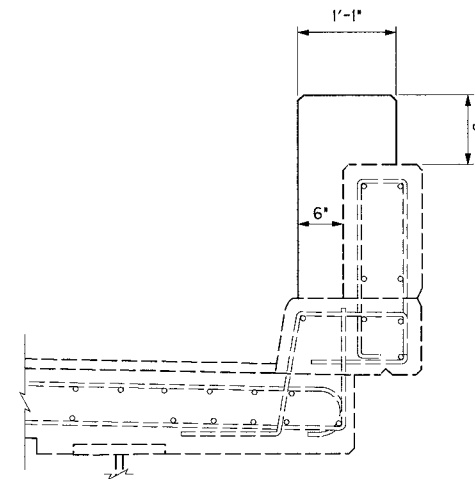
BID CODE	ITEM	PAY UNIT	QUANTITY
2387	G/RAIL BRIDGE END CONN, TYPE A-1	EACH	2
2351	G/RAIL STEEL W-BM SINGLE FACE	LINEAR FOOT	50
2381	REMOVE G/RAIL	LINEAR FOOT	50

- NOTES
1. REPLACE ALL EXISTING STEEL SPACERS WITH NEW WOOD BLOCK SPACERS. COMPENSATION FOR ALL MATERIALS, LABOR AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 2. WORK THIS SHEET WITH J29.

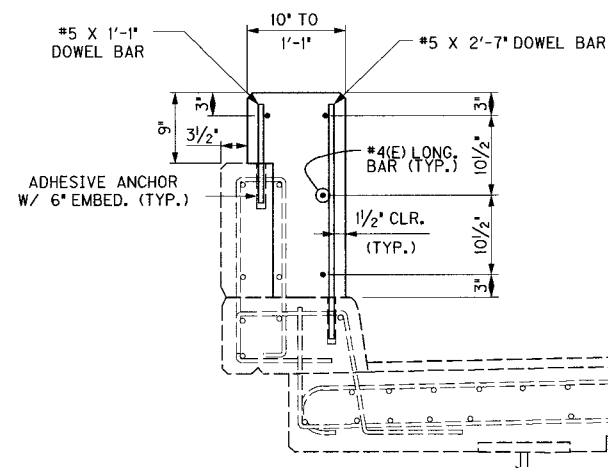
- LEGEND
- (A) REMOVE 25 FEET GUARDRAIL AND EXISTING BRIDGE END CONNECTOR. CONSTRUCT NEW TYPE A-1 BRIDGE END CONNECTOR AND INSTALL NEW 25 FEET GUARDRAIL.

REVISION		DATE	
DATE: JAN 2007	CHECKED BY		
DESIGNED BY:			
DETAILED BY:	MJB		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING 9TH ST INTERCHANGE - RAMP 4		
G/RAIL RETROFIT AT END BENT			
PREPARED BY		SHEET NO.	
PB PARSONS BRINCKERHOFF		J32	
DRAWING NO.		26144	

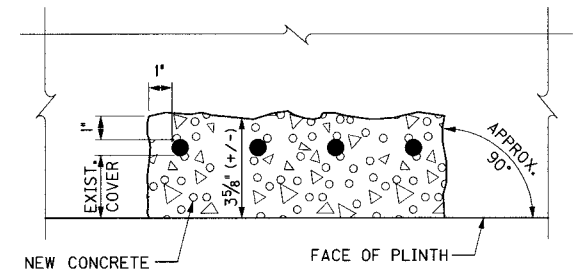
ITEM NUMBER
5-73.00

**MEDIAN TRANSITION PLAN - PROPOSED****MEDIAN TRANSITION PLAN - REMOVAL LIMITS****EXISTING SECTION****SECTION A - STD. SECTION**

WEST BOUND RDWY.

**SECTION A - TAPER**

EAST BOUND RDWY.

**DETAIL A****NOTES**

1. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
2. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
3. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
4. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
5. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
6. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
7. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
8. SEE SHEET NO. J10 FOR STANDARD SECTION DETAILS.
9. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR "FASCIA RETROFIT".

MEDIAN TRANSITION
NEAR PIER 38(EB)

ITEM NUMBER

5-73.00

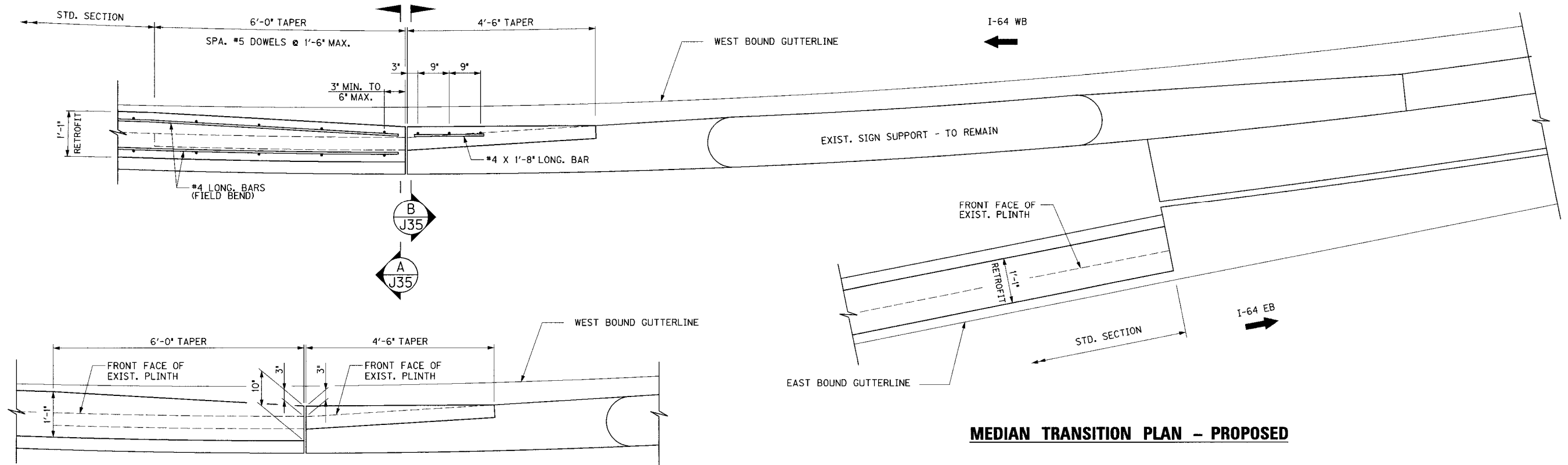
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
FASCIA RETROFIT		
PREPARED BY  PARSONS BRINCKERHOFF		SHEET NO. J33 DRAWING NO. 26144

FILE NAME: ...\\MEDIAN TRANSITION - PIER 49WB.dgn

USERNAME: CBS

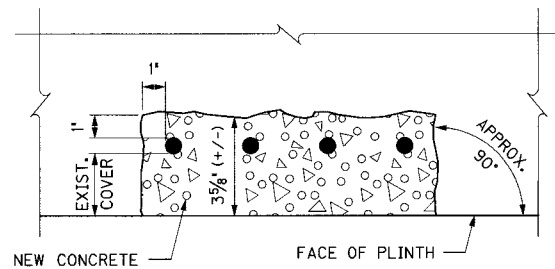
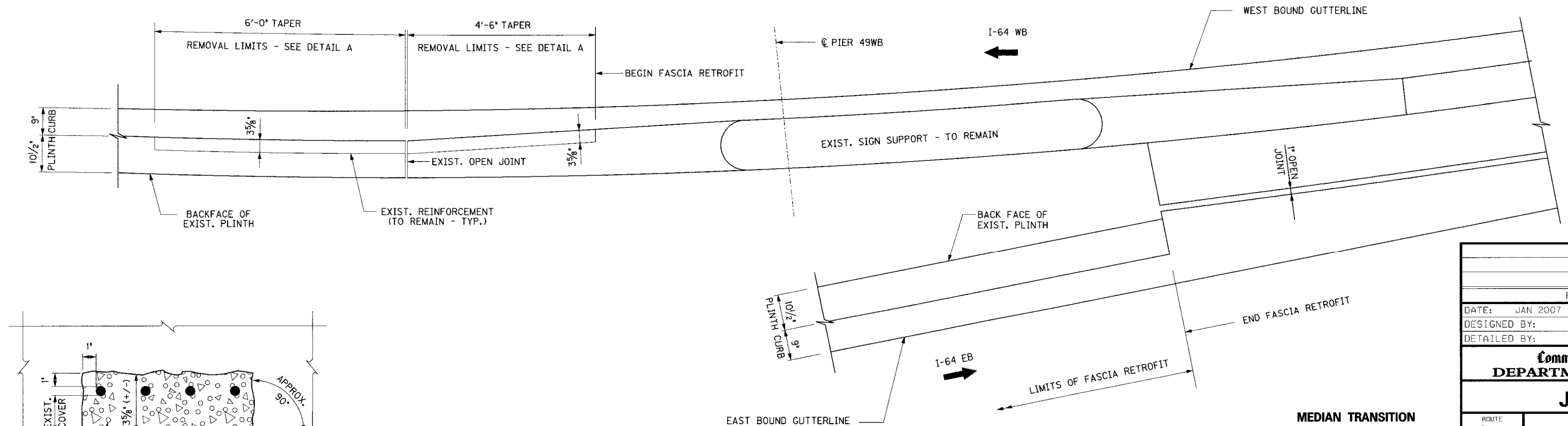
DATE: 3/14/2007

SHEET LOCATION: LAY



MEDIAN TRANSITION PLAN - PROPOSED CONC. OUTLINE

MEDIAN TRANSITION PLAN - PROPOSED



DETAIL A

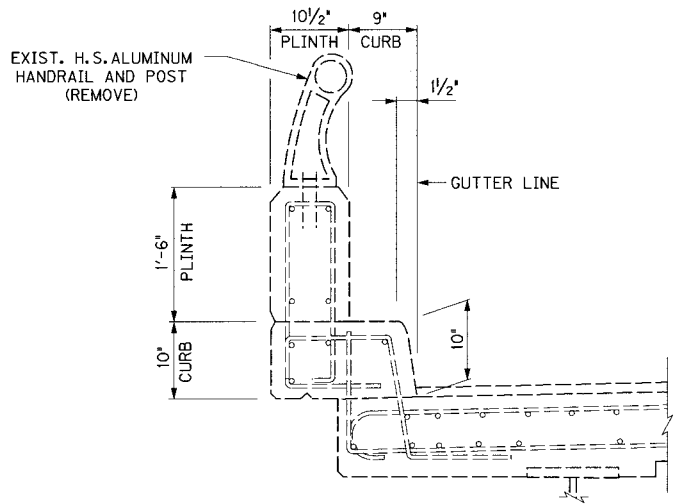
MEDIAN TRANSITION PLAN - REMOVAL LIMITS

**MEDIAN TRANSITION
NEAR PIER 49WB**

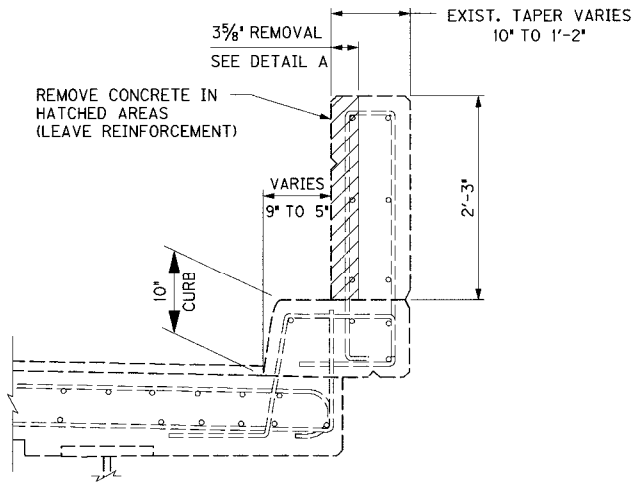
ITEM NUMBER

5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
FASCIA RETROFIT		
PREPARED BY PB PARSONS BRINCKERHOFF 122		SHEET NO. J34 DRAWING NO. 26144

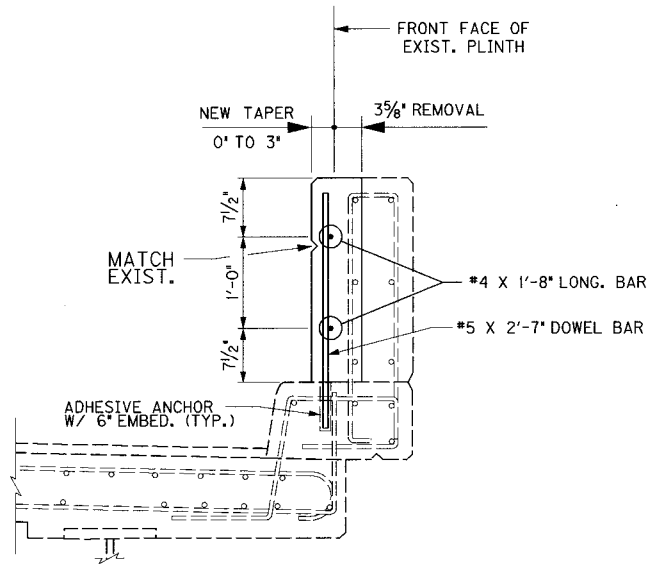


EXISTING SECTION



SECTION B - EXIST. FASCIA WALL @ SIGN SUPPORT

LOOKING EAST @ WEST BOUND RDWY.

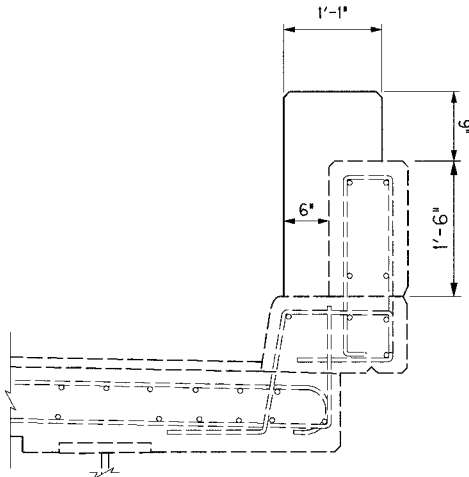


SECTION B - PROPOSED FASCIA WALL @ SIGN SUPPORT

LOOKING EAST @ WEST BOUND RDWY.

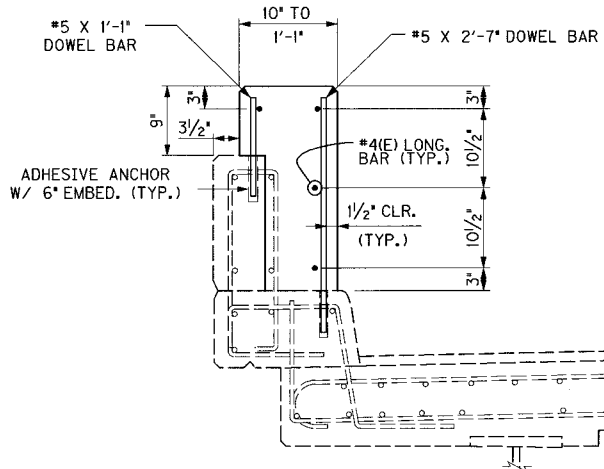
NOTES

1. THE #5 BARS SHALL BE SET AS DOWELS IN DRILLED HOLES. THE DOWELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND IN ACCORDANCE WITH SECTION 511.
2. ADJUST SPACING OF #5 DOWELS AS NECESSARY TO AVOID EXISTING REINFORCEMENT STEEL. MAXIMUM SPACING AT 1'-6".
3. USE 2 INCH CLEARANCE AT BOTH ENDS OF CONCRETE FOR #4 LONGITUDINAL BARS.
4. LAP SPLICE FOR #4 LONGITUDINAL BARS AT 2'-3" MINIMUM.
5. ALL NEW #4 AND #5 REINFORCEMENT STEEL TO BE EPOXY COATED.
6. ALL EXPOSED CONCRETE EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
7. USE CLASS AA CONCRETE FOR FASCIA RETROFIT.
8. SEE SHEET NO. J10 FOR STANDARD SECTION DETAILS.
9. COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, FORMWORK, REMOVAL, AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID AT THE UNIT BID PRICE FOR 'FASCIA RETROFIT'.



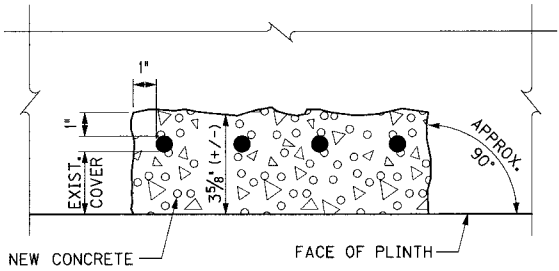
SECTION A - STD. SECTION

WEST BOUND RDWY.



SECTION A - TAPER

LOOKING WEST AT WEST BOUND ROADWAY



DETAIL A

MEDIAN TRANSITION
NEAR PIER 49(WB)

ITEM NUMBER
5-73.00

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY:	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING 13TH STREET TO 7TH STREET	
FASCIA RETROFIT		
PREPARED BY PB PARSONS BRINCKERHOFF 1992		SHEET NO. J35
		DRAWING NO. 26144

SHEET LOCATION: DETAILSDATE: \$\$\$DATE\$\$\$USERNAME: \$\$\$plottedby\$\$\$FILE NAME: \$\$\$design\$file\$specification\$\$\$

THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, AND OTHER SPECIAL NOTES AND SPECIFICATIONS WILL APPLY ON THIS PROJECT.

CABLE DUCTED SHALL INCLUDE FURNISHING AND INSTALLING SPECIFIED CABLE WITHIN TRENCH OR CONDUIT AS SPECIFIED IN THE CONTRACT DOCUMENT. INCIDENTAL TO THIS ITEM SHALL BE THE FURNISHING AND INSTALLING OF ANY OTHER NECESSARY HARDWARE. THE CONTRACTOR SHALL INSTALL ALL CABLE OR WIRE RUNS SPLICE-FREE FROM THE CONTROLLER TO EACH POLE THE CABLE OR WIRE IS FEEDING.

WIRE OR CABLE SHALL INCLUDE FURNISHING AND INSTALLING SPECIFIED WIRE OR CABLE WITHIN CONDUIT AS SPECIFIED IN THE CONTRACT DOCUMENT. INCIDENTAL TO THIS ITEM SHALL BE THE FURNISHING AND INSTALLING OF SPLICE BOOTS OR ANY OTHER HARDWARE REQUIRED FOR INSTALLING CABLE. THE CONTRACTOR SHALL INSTALL ALL CABLE OR WIRE RUNS SPLICE-FREE FROM THE CONTROLLER TO EACH POLE THE CABLE OR WIRE IS FEEDING. EXCEPTIONS TO THIS MUST BE APPROVED BY THE ENGINEER OR AS SPECIFIED ON THE PLANS.

CONDUIT SHALL INCLUDE FURNISHING AND INSTALLING SPECIFIED CONDUIT IN GROUND OR ON STRUCTURE IN ACCORDANCE WITH SPECIFICATIONS. THIS ITEM INCLUDES CONDUIT FITTINGS, EXPANSION JOINTS WITH BONDING STRAPS, DRILL ANCHORS, CLAMPS, AND ANY ADDITIONAL HARDWARE REQUIRED. ALL CONDUIT SHALL BE RIGID GALVANIZED STEEL. FUSED CONNECTOR KIT SHALL INCLUDE FURNISHING AND INSTALLING SPECIFIED CONNECTORS INSIDE TRANSFORMER BASE OR JUNCTION BOX.

TRENCHING AND BACKFILLING SHALL INCLUDE EXCAVATION, BACKFILLING, ROADWAY CROSSINGS, AND THE RESTORATION OF DISTURBED AREAS TO ORIGINAL CONDITION. INCIDENTAL TO THIS ITEM SHALL BE FURNISHING AND INSTALLING UNDERGROUND UTILITY WARNING TAPE (IF REQUIRED).

CONTRACTOR SHALL MAINTAIN EXISTING LIGHTING OR EQUIVALENT TO EXISTING LIGHTING AT ALL TIMES, AS SPECIFIED IN THE CONTRACT PROPOSAL, UNTIL NEW LIGHTING IS INSTALLED AND A FUNCTIONAL INSPECTION HAS BEEN PERFORMED. A PROPOSED LIGHTING LAYOUT SHALL BE SUBMITTED FOR APPROVAL TO THE DIVISION OF TRAFFIC, FRANKFORT, KY (502-564-3020) PRIOR TO THE BEGINNING OF ROAD OR BRIDGE CONSTRUCTION. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN MAINTAIN AND CONTROL TRAFFIC.

TEMPORARY LIGHTING SHALL INCLUDE FURNISHING AND INSTALLING ALL MATERIALS NECESSARY TO LIGHT THE PROPOSED ROADWAY TO DESIGN STANDARDS IN AASHTO'S "AN INFORMATIONAL GUIDE FOR ROADWAY LIGHTING". THESE MATERIALS MAY INCLUDE BUT NOT BE LIMITED TO POLES, LUMINAIRES, WIRE, CONDUIT, TRENCHING AND BACKFILLING, CONTROL EQUIPMENT AND ANY OTHER NECESSARY HARDWARE TO MAKE A COMPLETE INSTALLATION. THIS ITEM SHALL ALSO INCLUDE ALL RELOCATIONS AND REMOVAL OF THE TEMPORARY LIGHTING. THE CONTRACTOR SHALL SUBMIT HIS PROPOSED DESIGN OF TEMPORARY LIGHTING TO THE ENGINEER FOR APPROVAL AT LEAST 30 DAYS BEFORE INSTALLATION. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN MAINTAIN AND CONTROL TRAFFIC.

CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF ELECTRIC SERVICE FOR ALL LIGHTING AND WILL BE RESPONSIBLE FOR A SET OF ACCEPTABLE AS-BUILT PLANS THAT SHOW ANY ELECTRICAL WORK PERFORMED ON THIS PROJECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR ONLY UPDATING AS-BUILT PLANS THAT THE DEPARTMENT HAS FURNISHED. THE KENTUCKY TRANSPORTATION CABINET WILL ASSUME RESPONSIBILITY FOR PAYMENT OF ELECTRIC SERVICE WHEN THE PROJECT IS CALLED COMPLETE, ALL TESTING OF LUMINAIRES IS COMPLETE, AND THE TRAVELING PUBLIC IS RECEIVING THE BENEFIT OF THE LIGHTING. PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO THE COST OF THE PROJECT.

AN INSPECTION WILL BE CARRIED OUT AFTER THE LIGHTING IS FUNCTIONAL TO VERIFY PROPER ILLUMINATION, PROPER FUNCTIONING OF THE LOWERING DEVICES AND OTHER OPERATIONAL FEATURES AS WELL AS AN INSULATION TEST OF ALL WIRING. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND THE DISTRICT UTILITY AGENT BEFORE ANY HOLES ARE DUG OR POLES SET TO INSURE PROPER CLEARANCE AND SHIELDING FROM EXISTING OR PROPOSED UTILITY LINES. GROUND RODS SHALL HAVE A RESISTANCE TO GROUND NOT TO EXCEED 25 OHMS. WHERE THE RESISTANCE IS GREATER THAN 25 OHMS, TWO OR MORE GROUND RODS CONNECTED IN PARALLEL SHALL BE USED.

BRIDGE LIGHTING REPAIR

THIS WORK CONSISTS OF THE FOLLOWING: (1) FURNISH ALL LABOR, MATERIALS, TOOLS, AND EQUIPMENT; (2) REMOVE AND PROPERLY DISPOSE OF THE EXISTING WIRING AND MISCELLANEOUS ELECTRICAL ITEMS ASSOCIATED WITH THE LIGHT STANDARDS; (3) INSTALL NEW WIRING AND NEW ELECTRICAL COMPONENTS ASSOCIATED WITH THE LIGHT STANDARDS IN KIND AS SPECIFIED AND IN ACCORDANCE WITH THE PLANS; AND (4) ALL INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK ALONG THE SPECIFIED BRIDGES AS SPECIFIED BY THIS NOTE. BRIDGES INCLUDED ARE:

B00142	2ND ST. TO PRESTON ST./BRIDGE/RAMPS
B00292	2ND ST. TO 7TH ST. BRIDGE
B00293	7TH ST. TO 13TH ST. BRIDGE
B00285	13TH ST. TO 17TH ST. BRIDGE
B00298	I-64 WB RAMP TO 9TH ST.
B00299	9TH ST. RAMP TO I-64 EB
B00300	9TH ST. RAMP TO I-64 WB
B00301	MAIN ST. RAMP TO I-64 EB
B00302	I-64 EB RAMP TO 9TH ST.
B00281	I-64 EB RAMP TO 22ND ST.,
B00282	I-64 OVER 22ND ST. & NORTHERN PARKWAY
B00283	I-64 OVER K&IT RR AND 27TH ST.
B00284	I-64 OVER SOUTHERN RR

PERFORM ALL WORK IN ACCORDANCE WITH THE KENTUCKY TRANSPORTATION CABINET, DEPARTMENT OF HIGHWAYS' 2004 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND APPLICABLE SUPPLEMENTAL SPECIFICATIONS, THE STANDARD DRAWINGS, THIS NOTE, AND THE ATTACHED PLANS.

ITEMS INCLUDED IN THIS WORK ARE NEW #4 WIRING, NEW #4 GROUND WIRE, NEW 2' CONDUIT AND JUNCTION BOXES, WHERE NEEDED, IN THE FASCIA BARRIERS, NEW EXPANSION FITTINGS, NEW FUSED CONNECTORS AT EACH LIGHT STANDARD AND MISCELLANEOUS ELECTRICAL ITEMS.

PAYMENT AT THE UNIT BID PRICE FOR EACH ITEM SHALL BE CONSIDERED AS FULL COMPENSATION FOR ALL EQUIPMENT, LABOR AND MATERIALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED IN THIS NOTE.

ESTIMATED QUANTITIES		
ITEM	UNIT	AMOUNT
2" CONDUIT	L.F.	2000
FUSED CONNECTOR	EA.	308
#4 WIRE	L.F.	74000
#4 GROUND WIRE	L.F.	37000
TYPE I EXPANSION FITTING	EA.	150
JUNCTION BOX (16"x6"x6")	EA.	40

NOTE: COST OF FURNISHING AND INSTALLING TYPE I EXPANSION FITTING SHALL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR 2" CONDUIT.

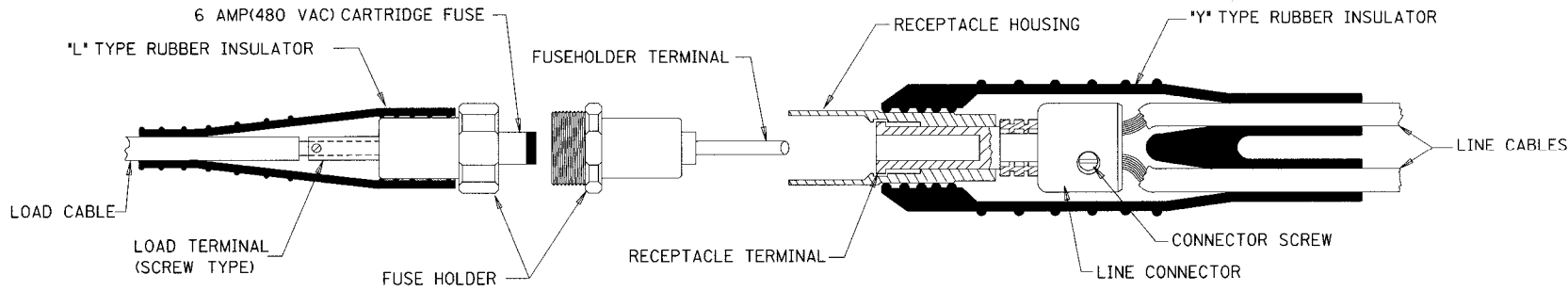
EXPANSION FITTINGS SHALL BE:	
CROUSE-HINDS CO.	TYPE XJ64I WITH GC100 BENDING JUMPER
O-Z ELECTRIC CO.	TYPE EX200 WITH BJI520-24 BENDING JUMPER
SPRING CITY ELECTRIC CO.	TYPE EF200 WITH EJ200 BENDING JUMPER

ITEM NUMBER
5-73.00

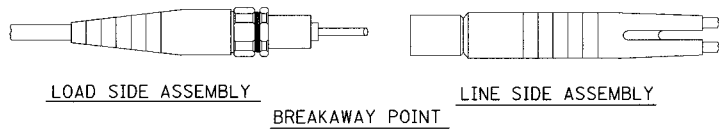
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: MJB	MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING PRESTON STREET TO K&IT RR TRESTLE	
BRIDGE LIGHTING NOTES		
PREPARED BY 		SHEET NO.  DRAWING NO. 26144

FILE NAME: ... \LIGHTING FUSE CONNECTOR - FINAL.dgn
USERNAME: CBS
DATE: 1/30/2007
SHEET LOCATION: DETAILS

BREAKAWAY FUSE CONNECTOR KIT



DETAILS OF TYPE HEB-JW-RYC CONNECTOR



TYPE HEB-JW-RYC CONNECTOR SHOWN

NOTE:

WHENEVER THE SPECIFICATION CONFLICTS WITH THE STANDARD SPECIFICATIONS, THE PLAN SPECIFICATIONS SHALL GOVERN.

FUSED CONNECTOR KITS:

1. DETAILS SHOWN HEREON ARE TYPICAL. ALTERNATE DESIGNS MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL. MINIMUM REQUIREMENTS AND SIMILAR MATERIALS MUST BE USED.
2. ALL CONNECTOR ASSEMBLIES SHALL BE OF WATERPROOF CONSTRUCTION, DESIGNED FOR DIRECT BURIAL IN THE EARTH AND EXPOSURE TO SUNLIGHT, AND SHALL BE CAPABLE OF REPEATED DISCONNECTIONS WITHOUT DAMAGE TO THE WATERTIGHT SEALS AND TERMINALS, OR REDUCING THE CONDUCTIVITY BELOW SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FURNISH CONNECTORS RECOMMENDED FOR THE REQUIRED CABLE SIZES.
3. EACH CONNECTOR SHALL INCLUDE ALL PARTS AND MATERIALS NECESSARY TO COMPLETE ITS INSTALLATION, SUCH AS FUSES WHEN REQUIRED, LUBRICATING COMPOUND, AND ASSEMBLY DEVICES.
4. CABLE CONNECTOR TO BE USED IN POLE BASE ONLY.
5. MINIMUM OF 6 AMP(480 VAC) CARTRIDGE FUSE SHALL BE USED.

ITEM NUMBER
5-73.00

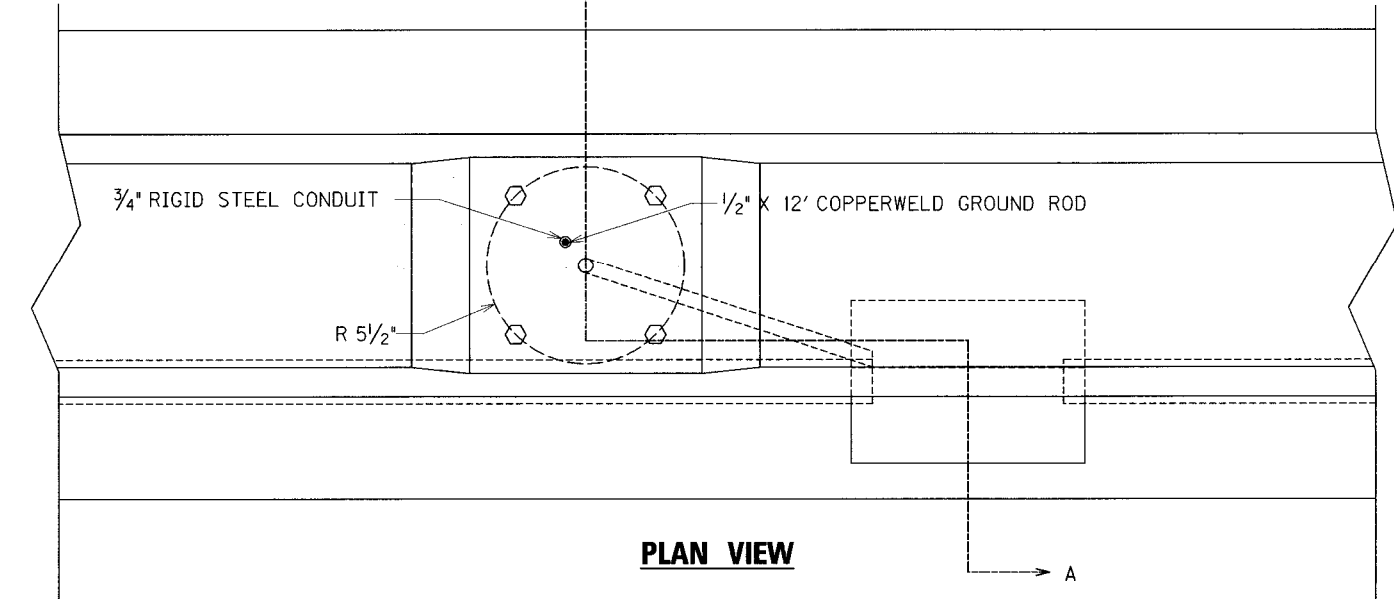
REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:		
DETAILED BY: CBS	MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING PRESTON STREET TO K&T RR TRESTLE	
FUSE CONNECTOR DETAILS		
PREPARED BY PARSONS BRINCKERHOFF		SHEET NO. M2
		DRAWING NO. 26144

FILE NAME: ... \BARRIER STANDARD LIGHTING DETAILS - FINAL.dgn

USERNAME: CBS

DATE: 1/30/2007

SHEET LOCATION: DETAILS



PLAN VIEW

ALL THREADS, CAPS, NUTS, ETC.
SHALL BE WRAPPED PRIOR TO
ANY APPLICATION OF WALL
FINISHING COMPOUNDS. THE
WRAPPING SHALL BE REMOVED
AFTER THE WALL IS FINISHED AND
PRIOR TO THE ELECTRICAL INSPECTION.

3/4" RIGID STEEL CONDUIT SHALL —
EXTEND 2" ABOVE TOP OF MEDIAN
BARRIER AND SHALL BE FLUSH WITH
THE BOTTOM OF MEDIAN BARRIER.
(NOT NEEDED ON BRIDGE DECK)

1/2" x 12' COPPERWELD GROUND ROD
SHALL BE INSTALLED AND TESTED
PRIOR TO BARRIER BEING POURED.
(NOT NEEDED ON BRIDGE DECK)

— JUNCTION BOX

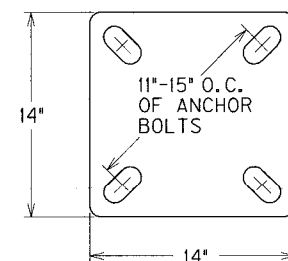
3/4" CONDUIT FOR DRAINAGE
- EXTENDED BELOW BRIDGE DECK.
FOR DRAINAGE IN MEDIAN BARRIER
WALL - SEE SECTION A-A DETAIL.

ELEVATION

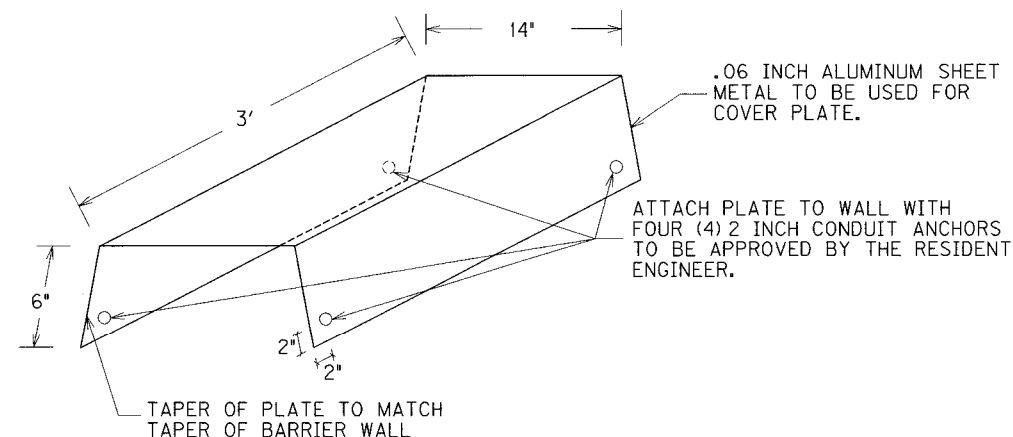
NOTE

AT THE LOCATIONS WHERE POLES ARE TO BE INSTALLED ON MEDIAN BARRIER THE CONTRACTOR SHALL INSTALL THEM AS INDICATED BY THIS SHEET. ALL MATERIALS, LABOR AND INCIDENTALS, WITH THE EXCEPTION OF THE 3' RACEWAY, SHALL BE INCIDENTAL TO THE BID ITEM "POLE BASE IN MEDIAN WALL".

THE CONTRACTOR SHALL CERTIFY TO THE DIVISION OF TRAFFIC DURING INSPECTION THAT THE 3" RACEWAY IS CLEAR OF ANY OBSTRUCTIONS.



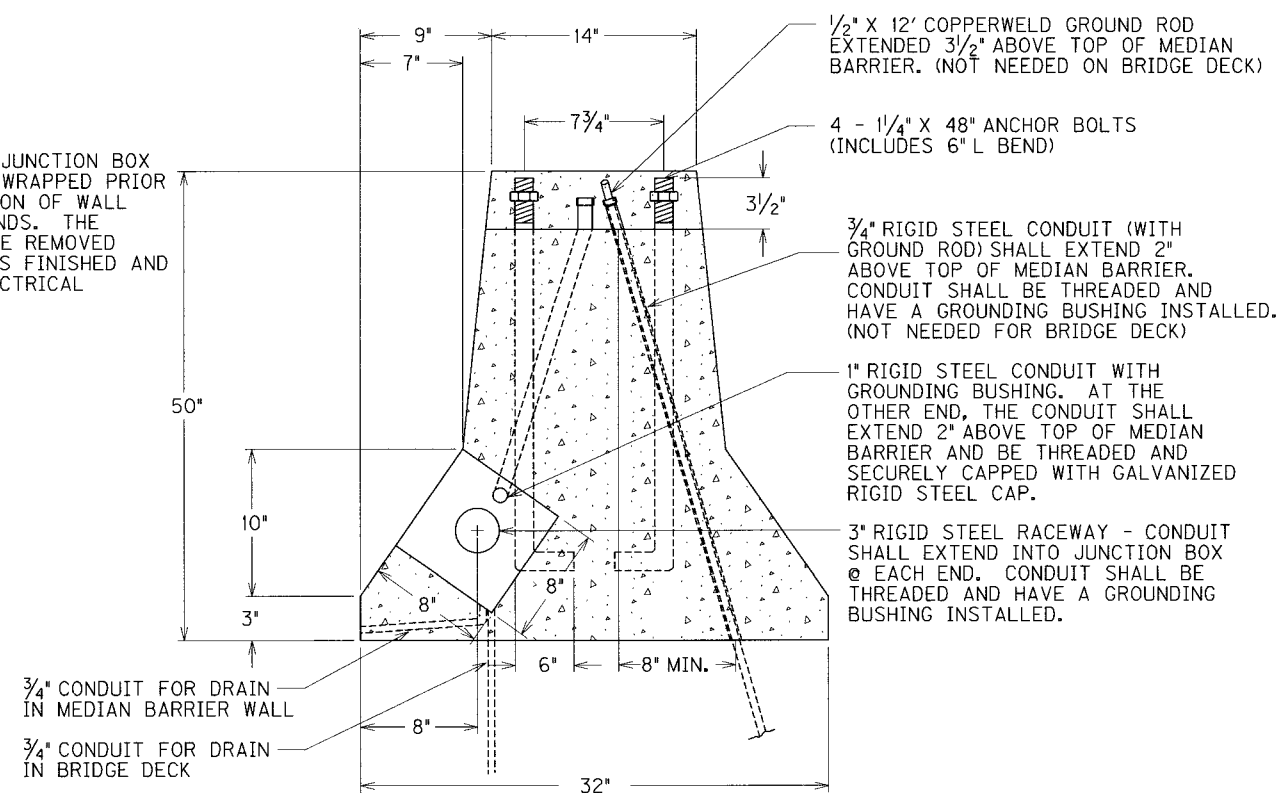
BASE PLATE FOR 10" DIAMETER POLE



COVER PLATE FOR TOP
OF POLE BASE (IF NEEDED)

NOTE:

ALL MEDIAN WALL JUNCTION BOX
COVERS SHALL BE WRAPPED PRIOR
TO ANY APPLICATION OF WALL
FINISHING COMPOUNDS. THE
WRAPPING SHALL BE REMOVED
AFTER THE WALL IS FINISHED AND
PRIOR TO THE ELECTRICAL
INSPECTION.



SECTION A-A

REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJD	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY JEFFERSON			
ROUTE I-64	CROSSING PRESTON STREET TO K&T RR TRESTLE		
<i>BARRIER STANDARD DETAILS</i>			
 PARSONS BRINCKERHOFF		PREPARED BY SHEET NO. M3 DRAWING NO. 2614	

6/2003

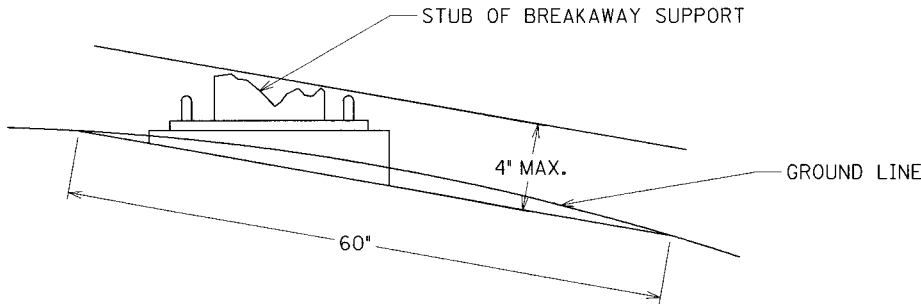
FILE NAME: ... \LIGHTING TRANSFORMER BASE DETAILS - FINAL.dgn

USERNAME: CBS

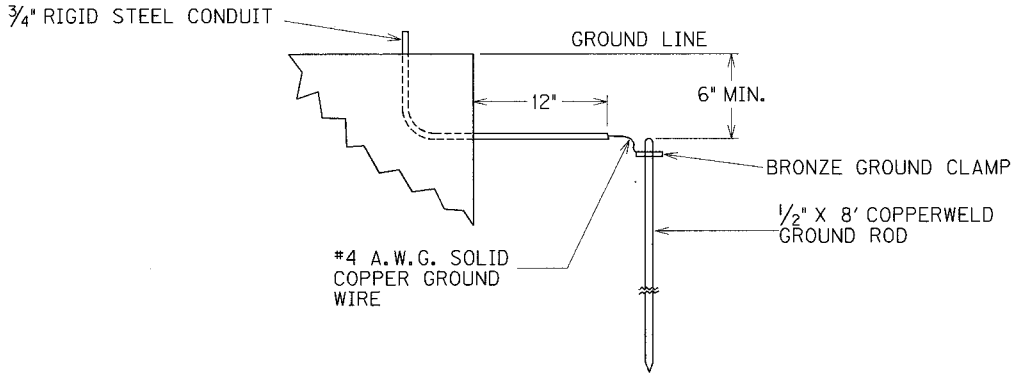
DATE: 1/30/2007

SHEET LOCATION: DETAILS

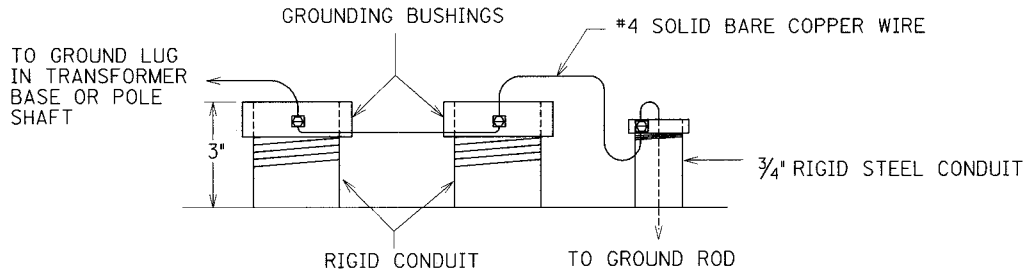
BREAKAWAY SUPPORTS SHALL COMPLY WITH SECTION 12 OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, LATEST EDITION. THE SURROUNDING SURFACE SHOULD BE REMOVED OR FILLED AND SLOPED APPROPRIATELY.



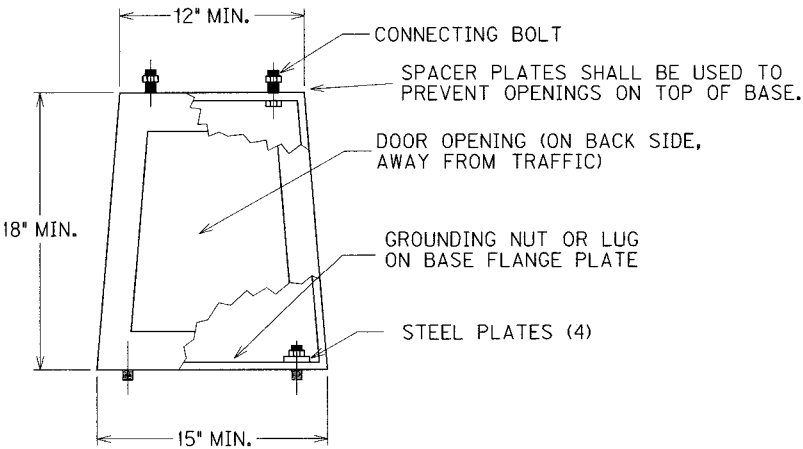
BREAKAWAY SUPPORT STUB HEIGHT MEASUREMENT



GROUNDING DETAIL

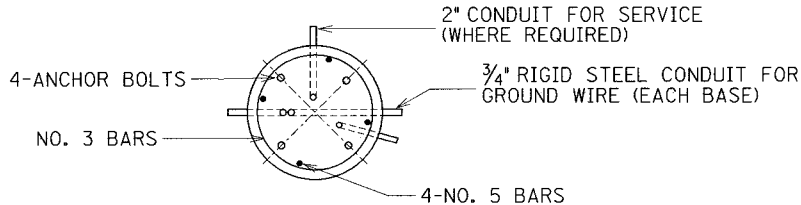
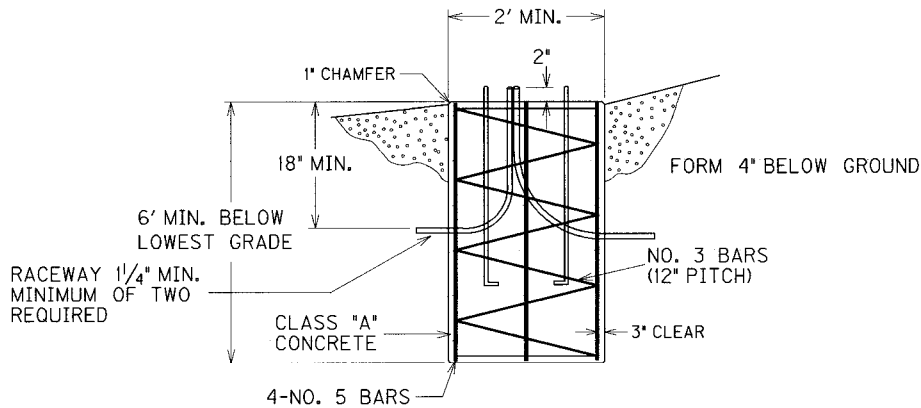


TYPICAL GROUNDING DETAIL



CONCRETE BASES SHALL BE POURED LEVEL. NO MORE THAN A 3/8" GAP SHALL EXIST BETWEEN CONCRETE BASE AND TRANSFORMER BASE WHEN THE POLE IS PLUMBED.

**TYPICAL CAST ALUMINUM
TRANSFORMER BASE**



FOUNDATION DETAIL

NOTE: PRECAST CONCRETE BASES ARE NOT ACCEPTABLE

NOTE: ALL TRANSFORMER BASES SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, LATEST EDITION. ALL TRANSFORMER BASE DOORS SHALL BE CONSTRUCTED OF HIGH-DENSITY POLYETHYLENE IN A MATCHING COLOR.

REVISION		DATE
DATE: JAN 2007	CHECKED BY	
DESIGNED BY:	MJD	
DETAILED BY: CBS		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-64	CROSSING PRESTON STREET TO K&T RR TRESTLE	
TRANSFORMER BASE DETAILS		
PREPARED BY  PARSONS BRINCKERHOFF 100		SHEET NO. M4
		DRAWING NO. 26144

ITEM NUMBER
5-73.00

PROPOSED PIER 5 – ELEVATION

EXIST. PIER 5 – ELEVATION

NOTE: EAST COLUMN SHOWN;
WEST COLUMN SIMILAR

**EXIST. SECTION A -
PIER 5 COLUMN SECTION**

PROPOSED SECTION B –
PIER 5 COLUMN SECTION

NOTE: FOOTING DOWELS SHOWN, PIER CAP DOWELS SIMILAR

DETAIL

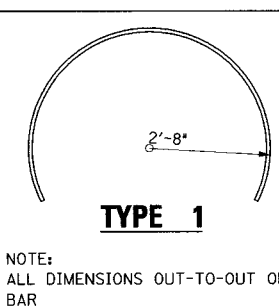
ELEVATION

REPAIR COLUMN KEY PLAN

NOTES:

1. CONTRACTOR SHALL MECHANICALLY REMOVE ALL LOOSE CONCRETE AND CLEAN BY ABRASIVE BLAST. AFTER BLASTING CONTRACTOR SHALL VERIFY ALL LOOSE OR SPALLED CONCRETE IS REMOVED BY HAND. LOOSE RUST AND SCALE SHALL BE REMOVED FROM EXISTING REINFORCING. IF ANY EXISTING REINFORCING EXHIBITS 25% OR GREATER SECTION LOSS, THE ENGINEER SHALL BE NOTIFIED. COLUMN SHALL BE INSPECTED BY THE ENGINEER PRIOR TO PLACEMENT OF ANY FORMS OR PLACEMENT OF REPAIR CONCRETE.
2. EPOXY ADHESIVE ANCHORS SHALL BE HILTI HVA CAPSULES OR APPROVED EQUIVALENT. INSTALLATION AND SURFACE PREPARATION SHALL BE PER MANUFACTURER'S RECOMMENDATION.
3. REPAIR CONCRETE SHALL BE CLASS A AND OBTAIN A MINIMUM SLUMP OF 7 INCHES. USE OF APPROVED ADMIXTURE IS PERMITTED.
4. THE COST TO REMOVE THE CONDUIT ATTACHED TO THE WEST COLUMN, REINSTALL AND PROVIDE TEMPORARY ELECTRIC SERVICE SHALL BE AS DIRECTED BY THE ENGINEER AND CONSIDERED INCIDENTAL TO THE LUMP SUM BID FOR KENNEDY PIER 5 RETROFIT.
4. THE LUMP SUM BID FOR THIS WORK WILL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, FORMWORK, ACCESS, LABOR, AND INCIDENTALS TO COMPLETE THE WORK.

ESTIMATED QUANTITIES		REINFORCING STEEL SCHEDULE						
REPAIR CONCRETE	30.7 CYS	MARK	SIZE	TYPE	NO.	LENGTH		LOCATION
REINFORCING STEEL, UNCOATED	2530 LBS					FT.	IN.	
		C1	#5	STR	48	3	6	DOWELS
		C2	#4	I	128	10	10	COLUMN TRANSVERSE
		C3	#5	STR	72	19	0	COLUMN LONGITUDINAL
*QUANTITIES PROVIDED ARE FOR INFORMATIONAL PURPOSES ONLY. ALL COSTS FOR REPAIR OF COLUMN SHALL BE INCIDENTAL TO KENNEDY PIER 5 COLUMN REPAIR, L.S.		NOTE: ALL INFORMATION PROVIDED IS FOR INFORMATION ONLY. COST OF REINF. STEEL TO BE INCLUDED IN KENNEDY PIER 5 COLUMN REPAIR, L.S.						
** ESTIMATED QUANTITY BASED ON 2" OF EXISTING CONCRETE REMOVED DURING SURFACE PREPARATION. ACTUAL QUANTITY MAY VARY.								



REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: TC		MB	
DETAILED BY: BT		TC	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING KENNEDY BRIDGE		
PIER 5 COLUMN RETROFIT			
PREPARED BY PB PARSONS BRINCKERHOFF			SHEET NO. M5
			DRAWING NO. 26144

FILE NAME: ...\\kenedy pier location map.dgn

USERNAME: CBS

DATE: 2/5/2007

SHEET LOCATION: DETAILS



REVISION		DATE	
DATE: JAN 2007		CHECKED BY	
DESIGNED BY:			
DETAILED BY: CBS		MJB	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY JEFFERSON			
ROUTE I-64	CROSSING KENNEDY BRIDGE		
PIER 5 LOCATION MAP			
PREPARED BY		SHEET NO.	
PARSONS BRINCKERHOFF		M6	
DRAWING NO.		26144	

ITEM NUMBER
5-73.000