

COUNTY OF	FISCAL YEAR	SHEET NO	TOTAL SHEETS

**COMMONWEALTH OF KENTUCKY
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS**

**PLANS OF
PROPOSED PROJECT**

**CLARK COUNTY
(BRIDGE REPAIRS)
MP 25-62-8**

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5	Reinforced Concrete Floor Slab
6	Reinforced Concrete Floor Slab

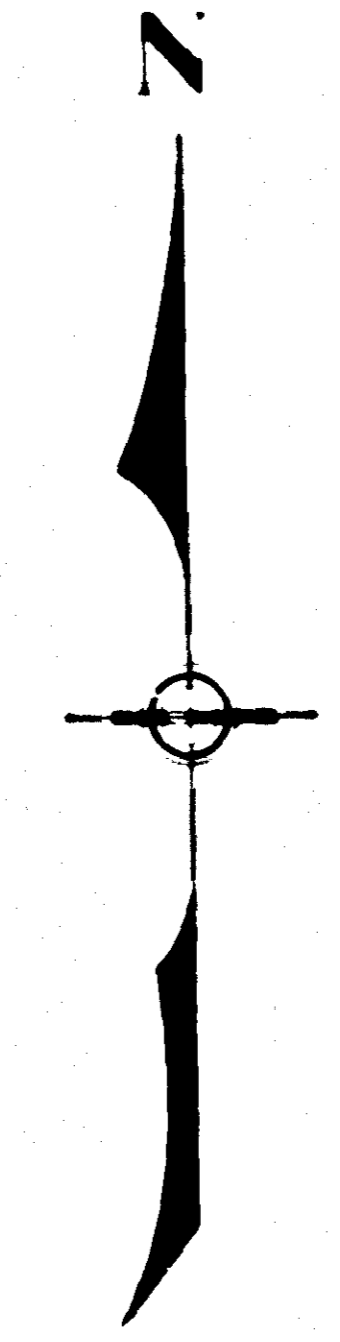
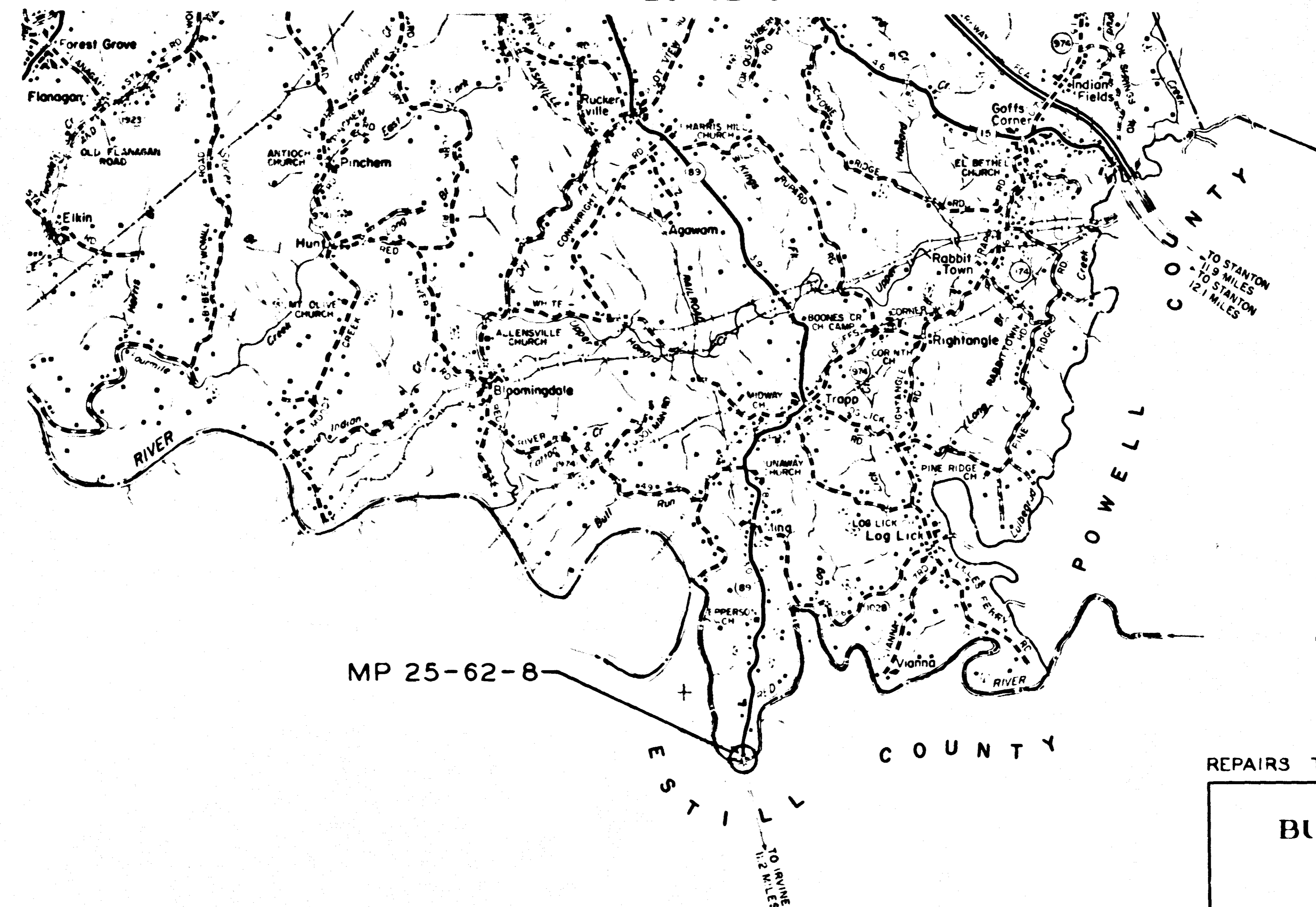
STANDARD DRAWINGS

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SPECIAL PROVISIONS

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Chronological Listing of Revisions to the 1965 Edition of the Standard Specifications.



MP 25-62-8

SHEET 1 OF 6
DRAWING NO 19017

REVIEWED BY: DIVISION OF CONSTRUCTION
PLANS CHECKED BY: [Signature]
FINAL CHECK BY: [Signature]

DESIGN CRITERIA

CLASS OF HIGHWAY	
TYPE OF TERRAIN	
DESIGN SPEED	
REQUIRED PSD	
REQUIRED PSD	
LEVEL OF SERVICE	
ADT PRESENT	
ADT FUTURE	
DIV	
D %	
T %	

DESIGNED

% RESTRICTED SD	
LEVEL OF SERVICE	
MAX DISTANCE W/O PASSING	



LAYOUT MAP

GROSS LENGTH	LN FT	MILES	GROSS LENGTH	LN FT	MILES	GROSS LENGTH	LN FT	MILES	GROSS LENGTH	LN FT	MILES
ADDED	DEDUCTED	FOR EQUALITIES	ADDED	DEDUCTED	FOR EQUALITIES	ADDED	DEDUCTED	FOR EQUALITIES	ADDED	DEDUCTED	FOR EQUALITIES
NET LENGTH	LN FT	MILES	NET LENGTH	LN FT	MILES	NET LENGTH	LN FT	MILES	NET LENGTH	LN FT	MILES
RAILROAD CROSSINGS NO			RAILROAD CROSSINGS NO			RAILROAD CROSSINGS NO			RAILROAD CROSSINGS NO		
BRIDGES			BRIDGES			BRIDGES			BRIDGES		

REPAIRS TO BRIDGE OVER RED RIVER

KENTUCKY BUREAU OF HIGHWAYS CLARK COUNTY WINCHESTER-IRVINE ROAD		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
PROJECT NO. MP 25-62-8		
DESIGNED BY	BY	
PLAN APPROVED	BY	
PLAN APPROVED	2/28 1974 BY <i>Charles B. Cook</i> DIRECTOR OF BRIDGES	APPROVED _____ 19____ DIVISION ENGINEER
PLAN APPROVED	2-28-74 BY <i>J. A. Harrison</i>	

GENERAL NOTE

NOTE: ALL REFERENCES TO THE FORMER DEPARTMENT OF HIGHWAYS AND ANY OF ITS AGENTS OR DIVISIONS WHICH ARE MENTIONED IN THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, SPECIAL NOTES, ETC., SHALL APPLY TO THE CURRENT KENTUCKY DEPARTMENT OF TRANSPORTATIONS, BUREAU OF HIGHWAYS AND ANY OF ITS DIVISIONS OR AGENTS.

SPECIFICATIONS: The Kentucky Department of Highways Standard Specifications for Road and Bridge Construction, current edition with revisions, shall apply to this project.

DESIGN LOAD: This bridge is designed for H15 live load.

CONCRETE: Class AA Concrete is to be used throughout.

REINFORCEMENT: Dimensions shown from the face of concrete to bars are clear distances unless otherwise shown. Spacing of bars is from center to center of bars.

BEVELED EDGES: All exposed concrete edges shall be beveled 7/8" unless otherwise shown.

BILL OF INCIDENTAL MATERIAL: The quantities shown in the bill of incidental materials are approximate only and the Contractor is responsible for furnishing enough material to complete the work in accordance with the plans and Specifications. The cost of furnishing and placing these items shall be incidental to the unit price bid for Class AA Concrete.

PAYMENT FOR STRUCTURAL STEEL: Furnishing and placing structural steel and all incidental metal items, which are called for on the plans but not included in the Estimate of Quantities, shall be included in a lump sum bid for Structural Steel.

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 Bridges, or his authorized representative, and then only in the manner and at the locations designated in the authorization.

CLEANING TOPS OF BEAMS: The tops of all existing steel stringers are to be cleaned of all rust and other foreign matter before pouring the concrete floor. The cost of material and labor is to be incidental to the lump sum bid for Class AA Concrete.

DRAIN DETAILS: All drains shall be gray iron castings, ASTM A48, current edition, Class 30A. Report of Field Inspection of Castings, current form, shall be submitted to the Division of Materials. The drain pipe shall be 6" standard weight in accordance with Article 411.3.5 of the Specifications. Drains, pipe, fittings and connections shall be included in the lump sum bid for structural steel. Pipe and all fittings shall be painted in accordance with the Special Provision for Blast Cleaning and Painting Structural Steel, Current edition.

REMOVING EXISTING BITUMINOUS CONCRETE: The existing bituminous concrete surfacing on this structure is to be completely removed. The cost of this work is to be incidental to the lump sum bid for Remove Existing Reinforced Concrete.

EXISTING REINFORCING STEEL: The cost of cutting, bending and cleaning existing reinforcing steel is to be incidental to the lump sum bid for Remove Existing Reinforced Concrete.

DAMAGE TO THE STRUCTURE: The Contractor is responsible for any and all damage to the structure during reconstruction, even to the replacement of entire spans and removal of the fallen spans at his expense, should they be allowed to fall for any cause whatsoever.

CLOSING BRIDGE TO TRAFFIC: The bridge may be closed to traffic during reconstruction. The bridge shall not be closed to traffic until all material for its reconstruction is obtained by the Contractor.

MEMBRANE CURING COMPOUND: White pigmented curing compound shall be applied to the bridge deck in accordance with the Special Provision, except that the membrane compound used shall have a resinous base.

LINSEED OIL PROTECTIVE COATING: Linseed Oil Protective Coating shall be applied in accordance with the Special Provision, except that it shall only be applied to the bridge deck between gutter lines.

NEOPRENE EXPANSION DAMS: The neoprene expansion devices shall be in accordance with the Transflex Model 200A at Pier 1 and Transflex Model 250 at Abutment No. 2, as designed and detailed by the General Tire and Rubber Company, Industrial Products Division, Wabash Indiana. The expansion devices shall be paid for at the contract unit price, per lin. ft. and shall include all materials, tools, equipment, supplies, labor and other incidentals necessary to the satisfactory completion of manufacture and installation.

SURFACE OF CONCRETE FLOOR SLAB: Mechanical Finishing Machines for finishing concrete floor slabs as required by Article 411.3.3 of the Standard Specifications will not be required. However, the method selected to finish the concrete floor slab shall meet the approval of the Engineer.

REMOVE EXISTING REINFORCED CONCRETE: The entire existing slab including bituminous or other overlays, parapet walls and other incidental items are to be removed. The cost of removing and disposing of this material off the right-of-way is to be included in the lump sum bid for Remove Existing Reinforced Concrete.

UPDATE DATE
LETTING DATE

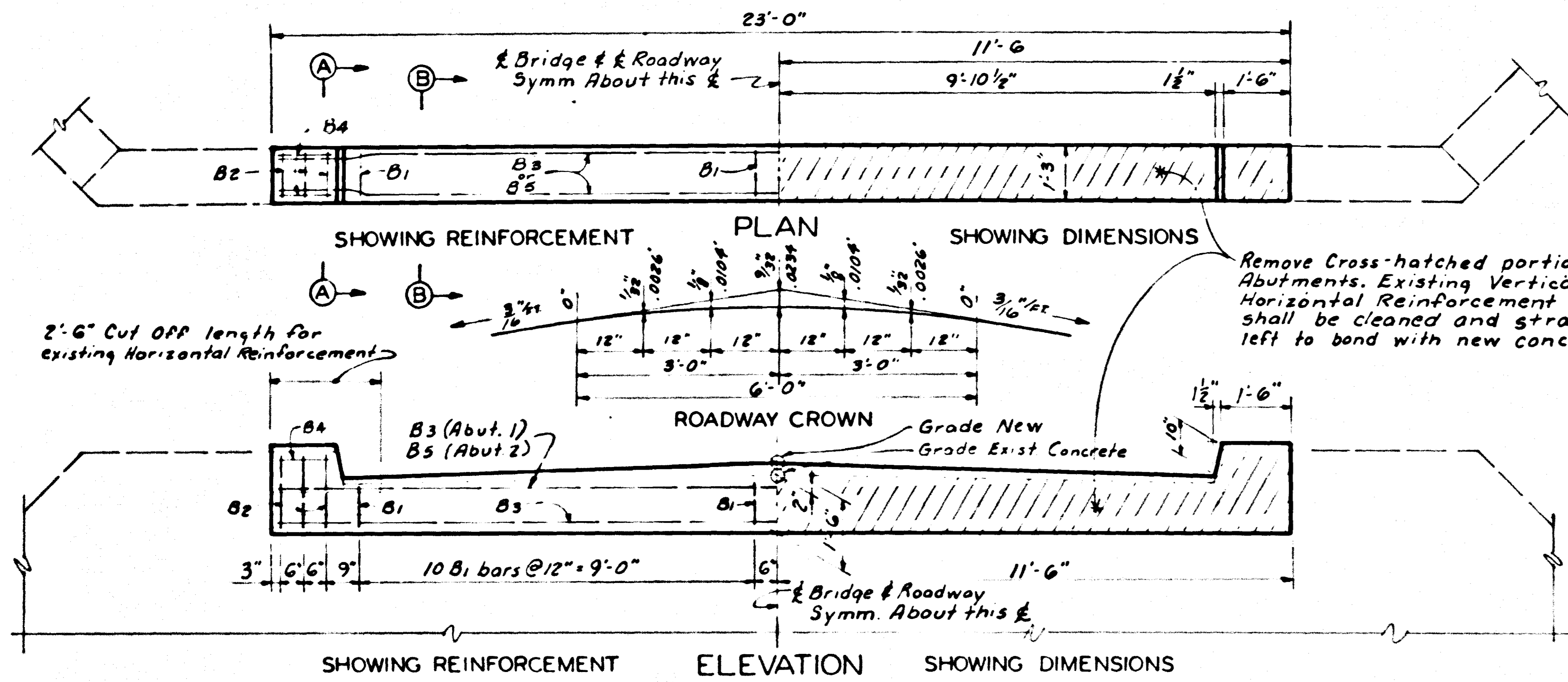
DATE: _____ DATE: _____ DATE: _____
 CHECKED BY: _____ CHECKED BY: _____ CHECKED BY: _____
 DESIGNED BY: _____ DESIGNED BY: _____ DESIGNED BY: _____
 DRAWN BY: _____ DRAWN BY: _____ DRAWN BY: _____

SHEET 2

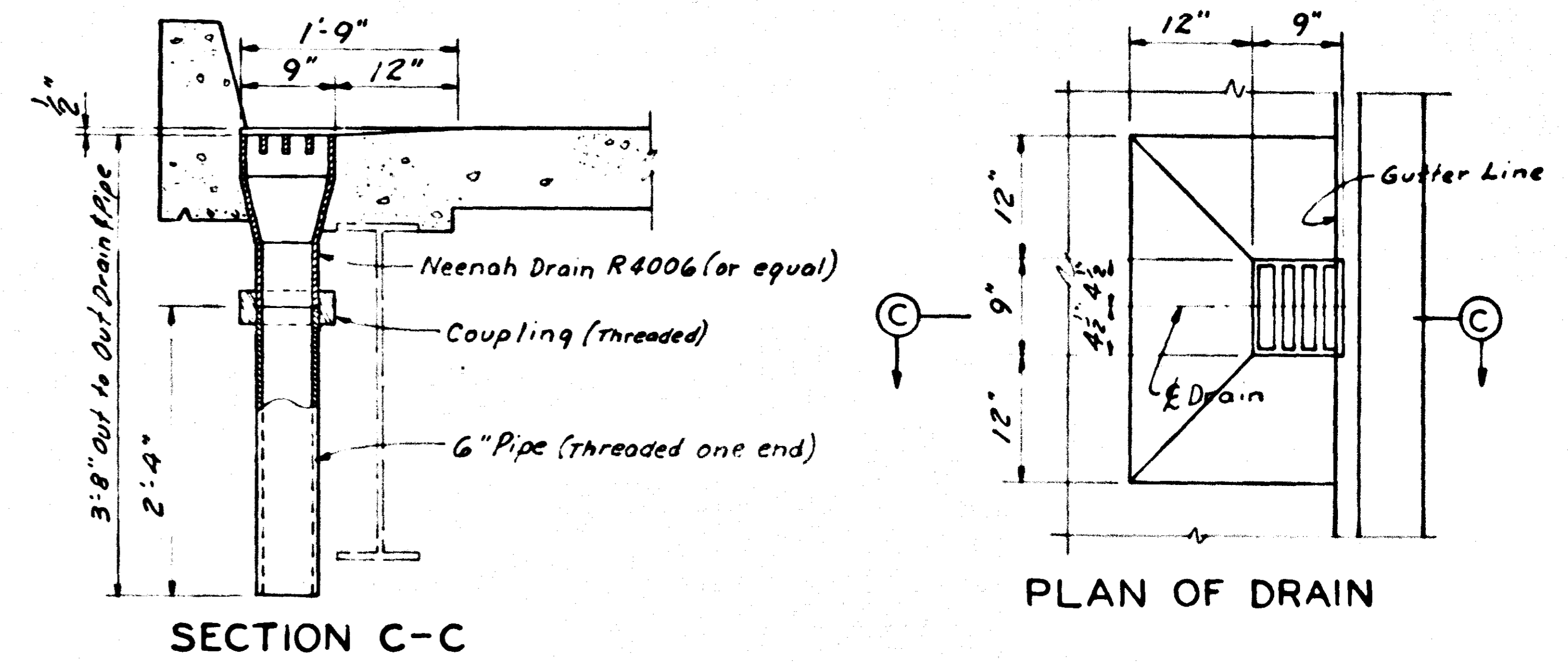
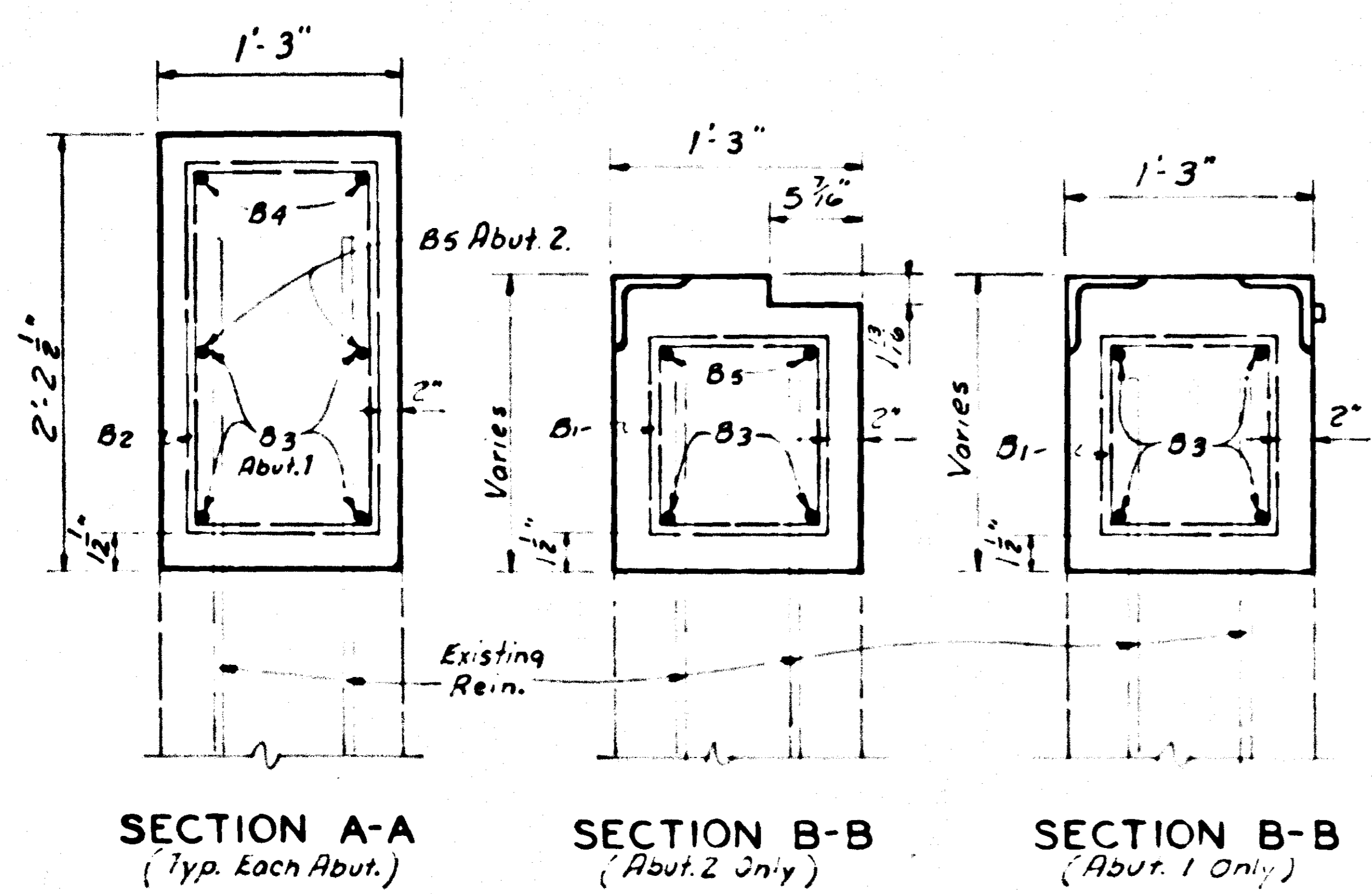
REPAIRS TO BRIDGE OVER RED RIVER

COMMONWEALTH OF KENTUCKY BUREAU OF HIGHWAYS FRANKFORT COUNTY OF CLARK WINCHESTER-IRVINE ROAD		
STATION	P. E. PROJECT NO.	DRAWING NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	19017

LETTING DATE.



TYPICAL DETAILS FOR ABUTMENTS 1 & 2



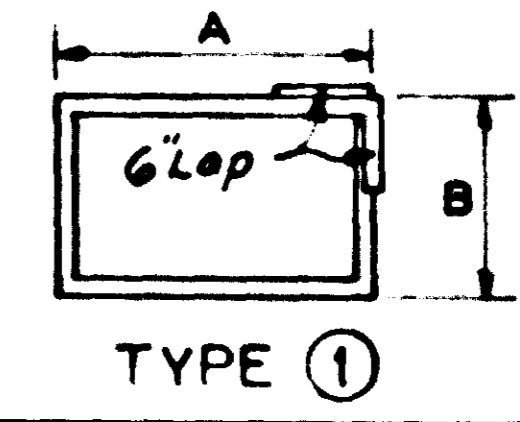
FLOOR DRAINS
(Estimated Weight of one drain = 117 Lbs. 14 Required)

ESTIMATE OF QUANTITIES
(FOR ABUTMENT 1 & 2)

CONCRETE CLASS "A-A"	3.3	CU. YDS
STEEL REINFORCEMENT	391	LBS.

BILL OF REINFORCEMENT ABUT. 1 & 2

MARK	TYPE	NO	SIZE	LENGTH		LOCATION	A		B		C		D	
				FT	IN		FT	IN	FT	IN	FT	IN		
B1	①	40	#4	4	6	Abut. Cap	0	11	0	12				
B2	①	12	#4	6	5	" "	0	11	1	11				
B3	Str.	6	#5	22	8	" "								
B4	Str.	8	#5	1	2	" "								
B5	Str.	2	#6	22	8	" "								



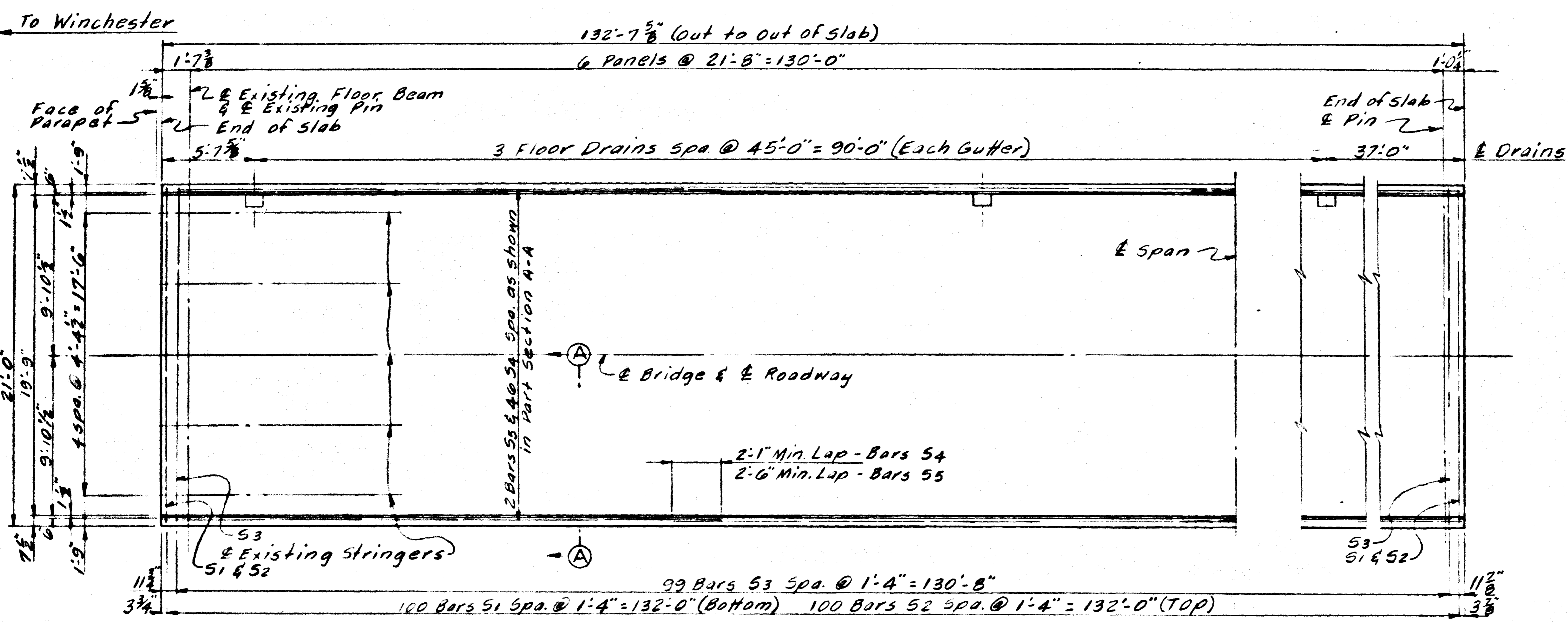
DESIGNED BY: [Signature] CHECKED BY: [Signature] DATE: [Date]
 DRAWN BY: [Signature] CHECKED BY: [Signature] DATE: [Date]
 TRACED BY: [Signature] CHECKED BY: [Signature] DATE: [Date]

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
CLARK
 WINCHESTER - IRVINE
 ROAD

STATION: [Blank] P. E. PROJECT NO.: [Blank]
 CONSTRUCTION PROJECT NO.: [Blank] MAINTENANCE PROJECT NO.: [Blank] DRAWING NO.: [Blank]

MP 25-62-8 19017

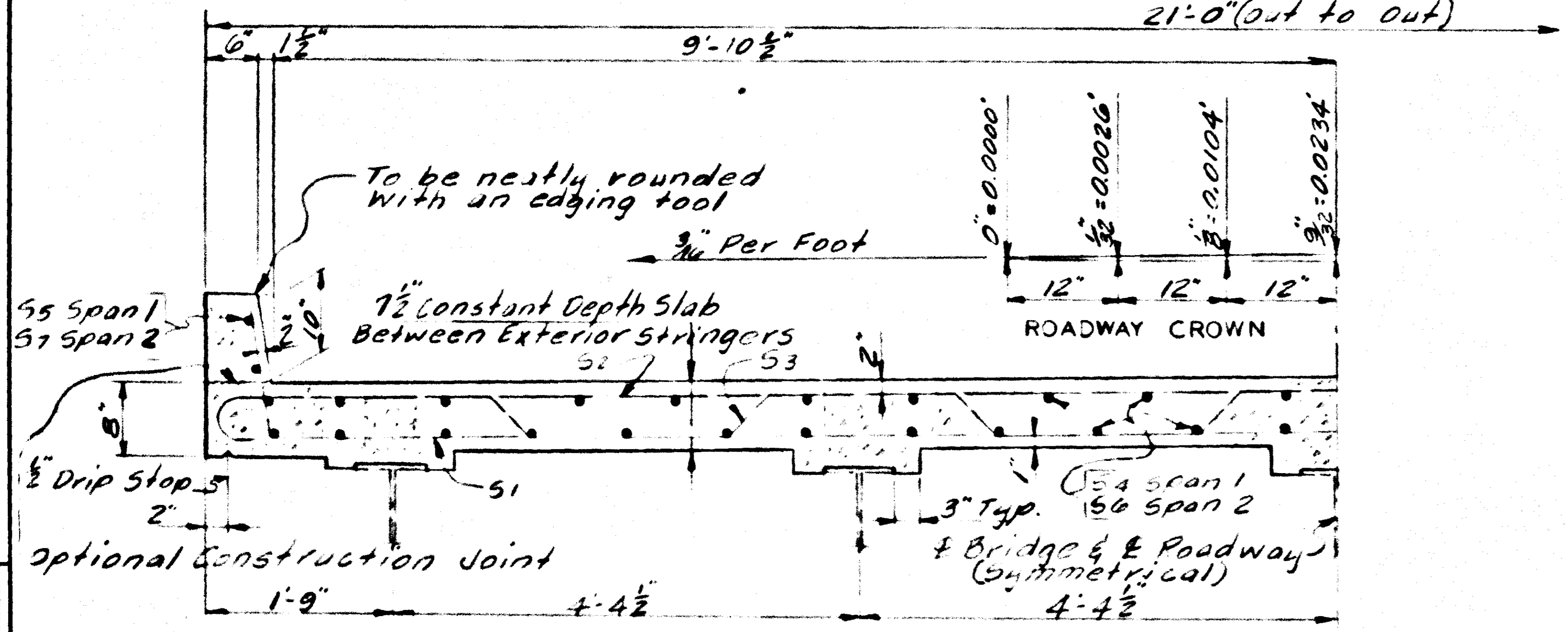
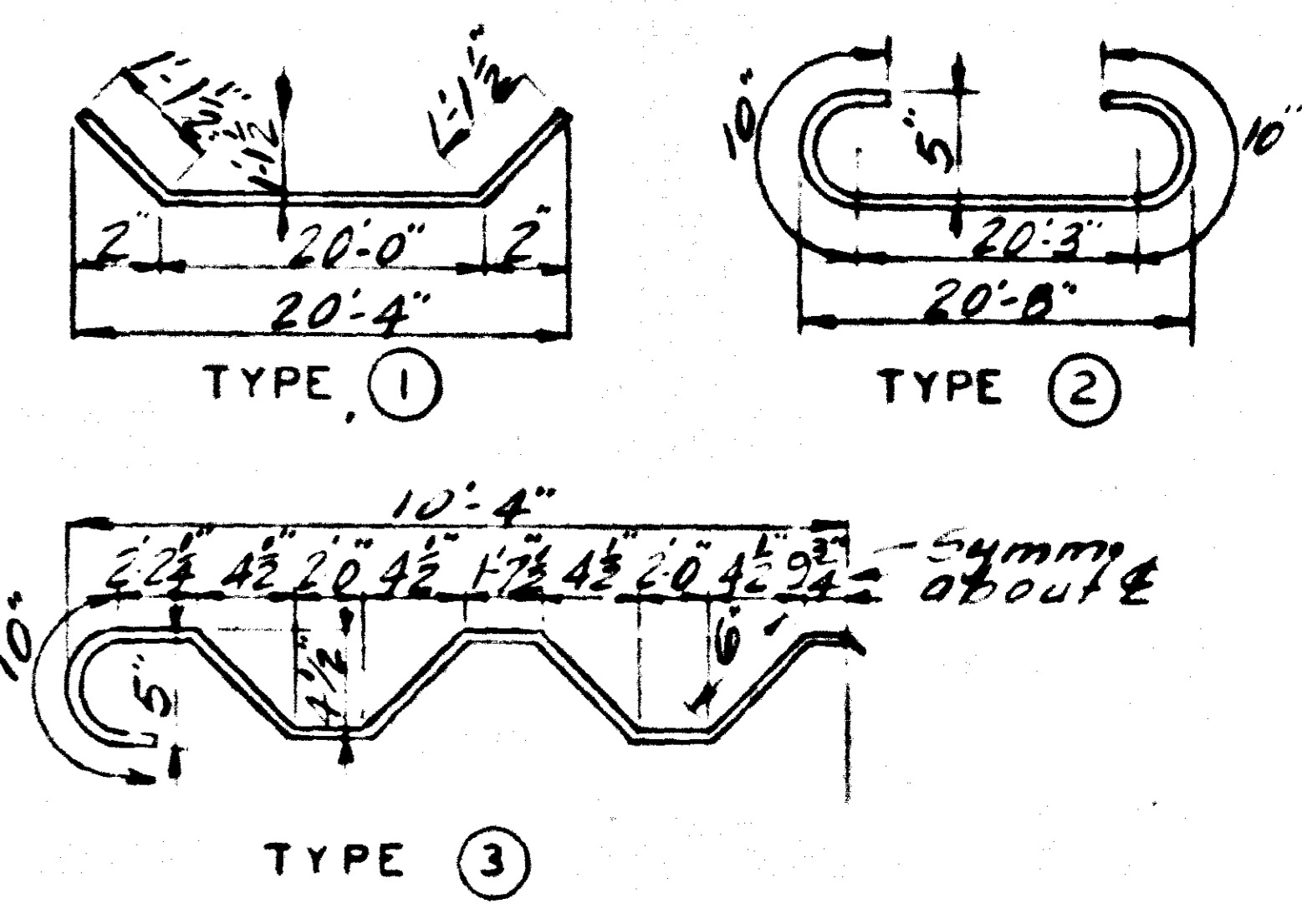
UPDATE DATE
LETTING DATE



PLAN OF SLAB, SPAN NO. 1

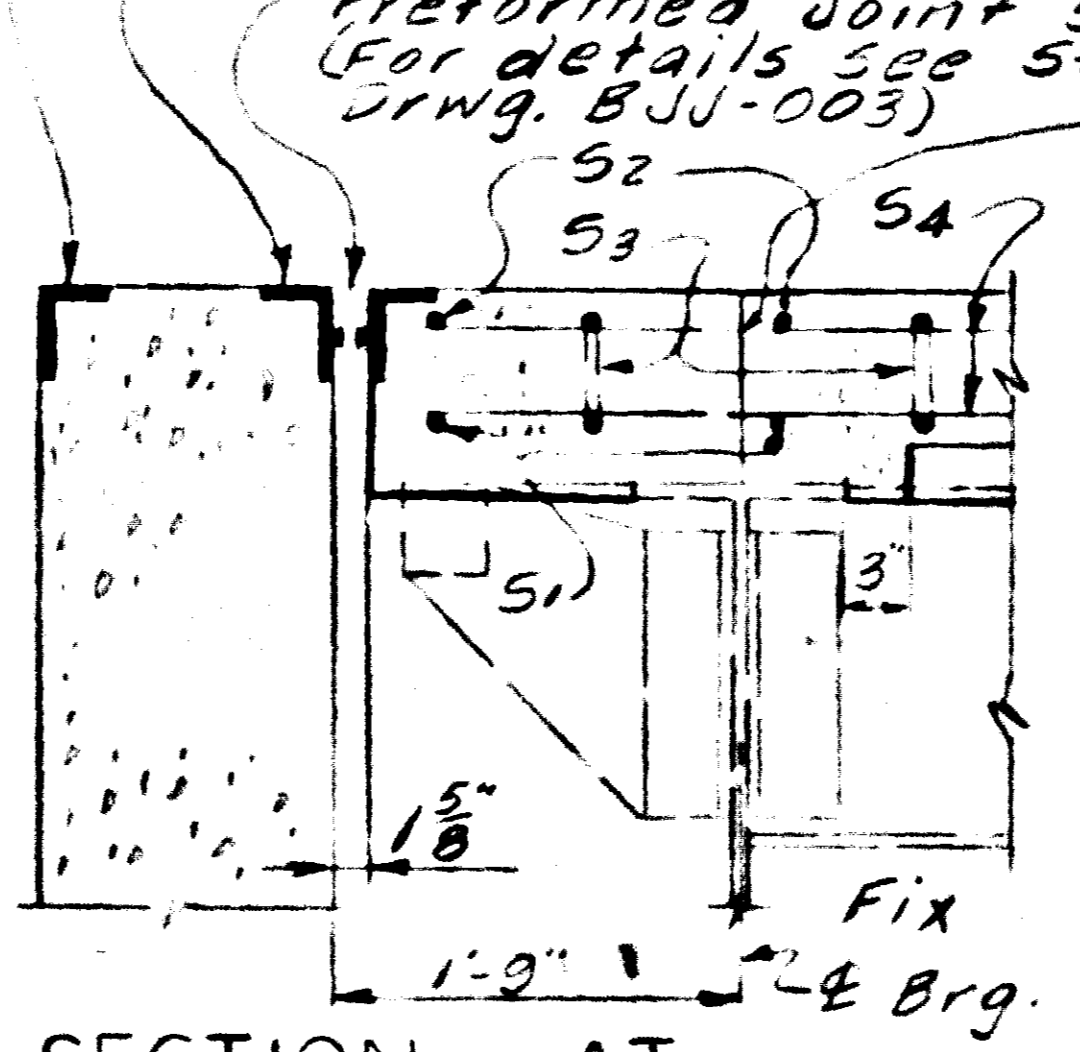
BILL OF REINFORCEMENT For Span 1 & 2

Mark	Type	No.	Size	Length	Location
S1	(1)	238	#5	22	3 Slab-Span No. 1 & Span No. 2
S2	(2)	238	#5	21	11 " " " " " "
S3	(3)	235	#5	22	11 " " " " " "
S4	Str.	184	#5	34	8 " " " " " "
S5	Str.	6	#6	35	1 Curb " " " "
S6	Str.	184	#5	47	1 Slab-Span No. 2
S7	Str.	6	#6	47	6 Curb " " " "

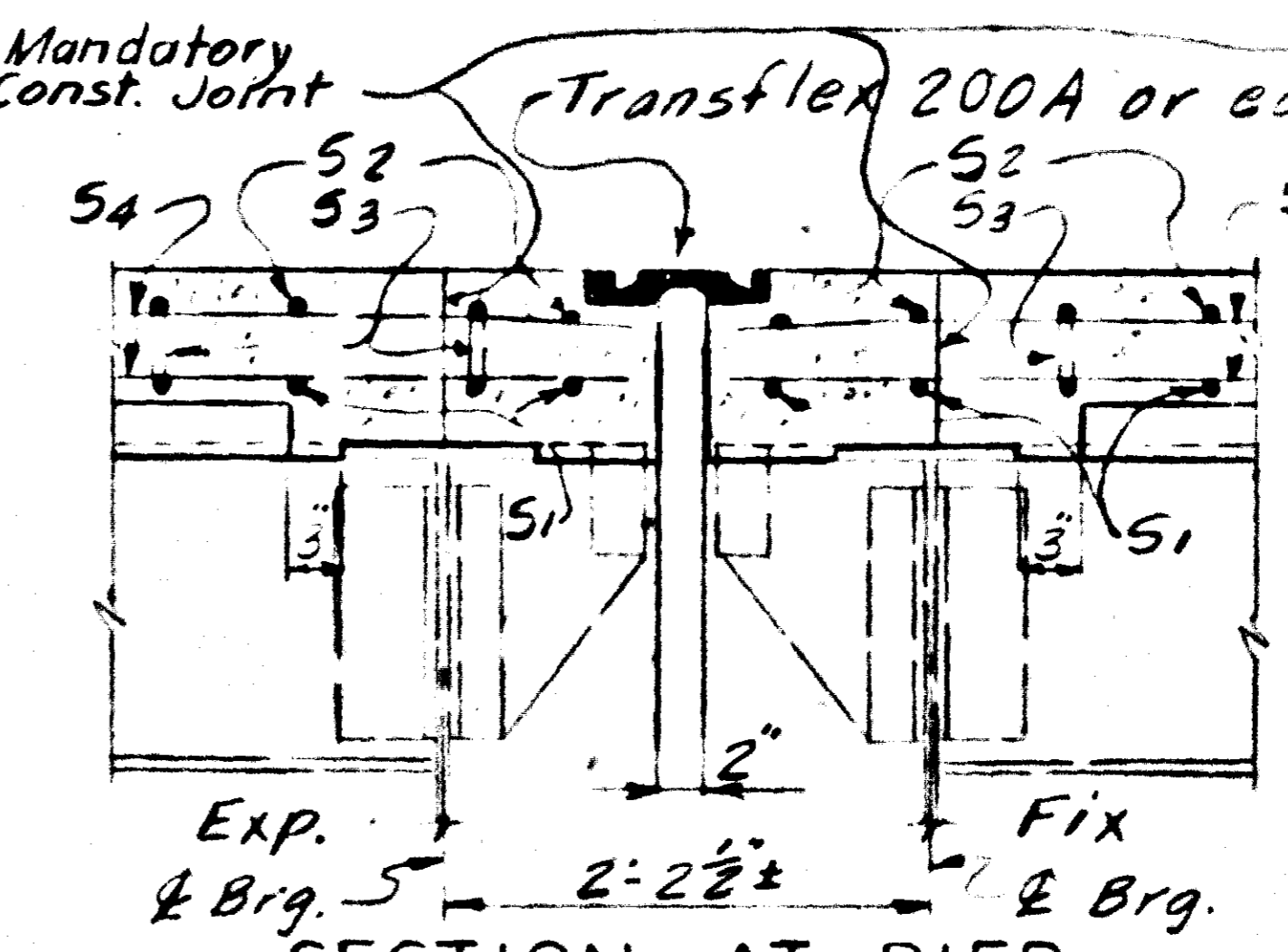


PART SECTION A-A

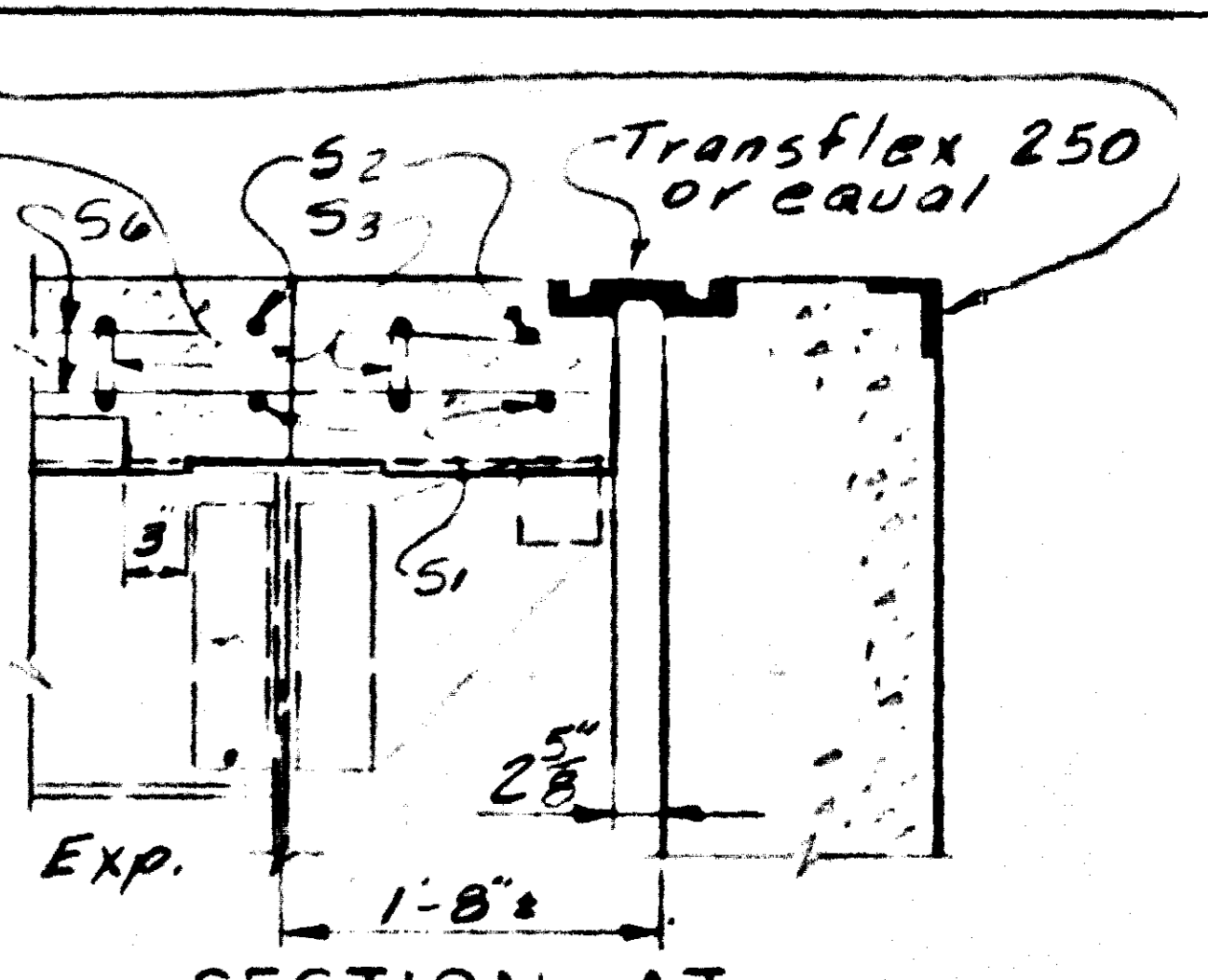
For details of Armored Edge see Std. Drwg. BJE-001
For details of Armored Edge see Std. Drwg. BUE-002
Preformed Joint Seal (For details see Std. Drwg. BJJ-003)



SECTION AT ABUTMENT NO. 1

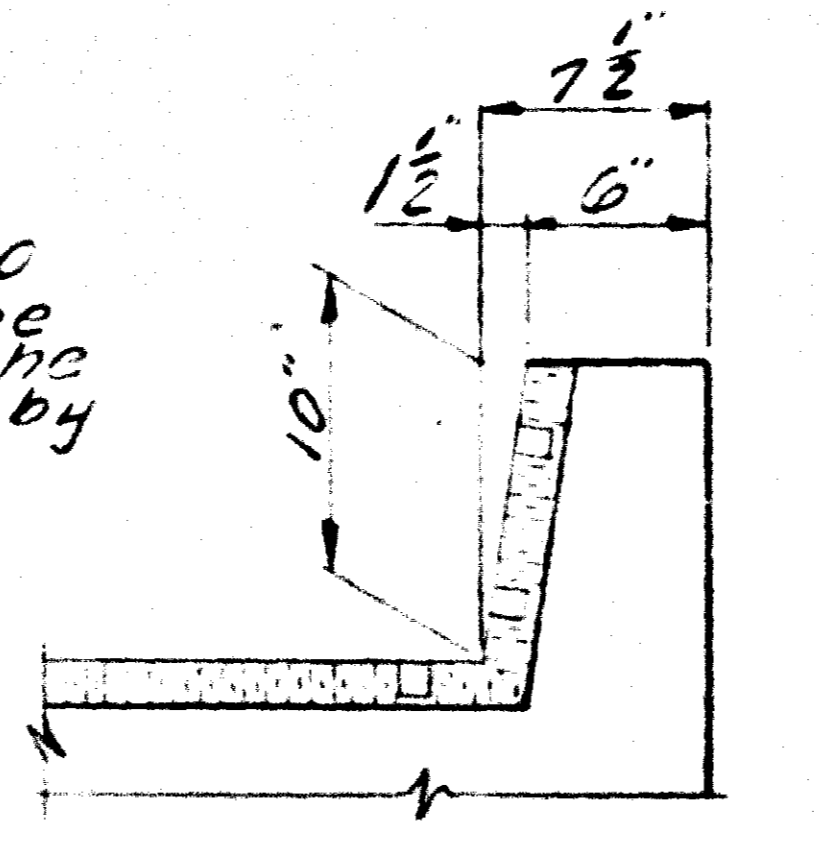


SECTION AT PIER



SECTION AT ABUTMENT NO. 2

Transflex 200A and 250 Expansion Jams are to be installed according to the method recommended by the manufacturer.



DETAIL OF CURB TREATMENT

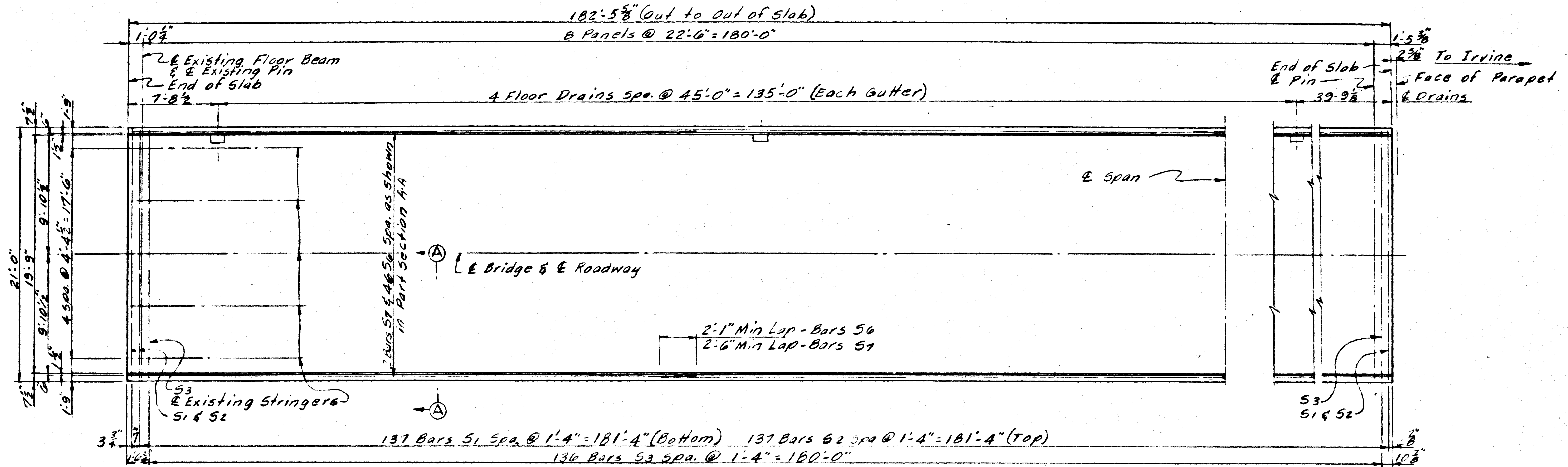
ESTIMATE OF QUANTITIES
(FOR SPAN 1 & 2)
Concrete Class A-A 173.4 Cu.Yds.
Steel Reinforcement 33262 Lbs.

Sheet 5

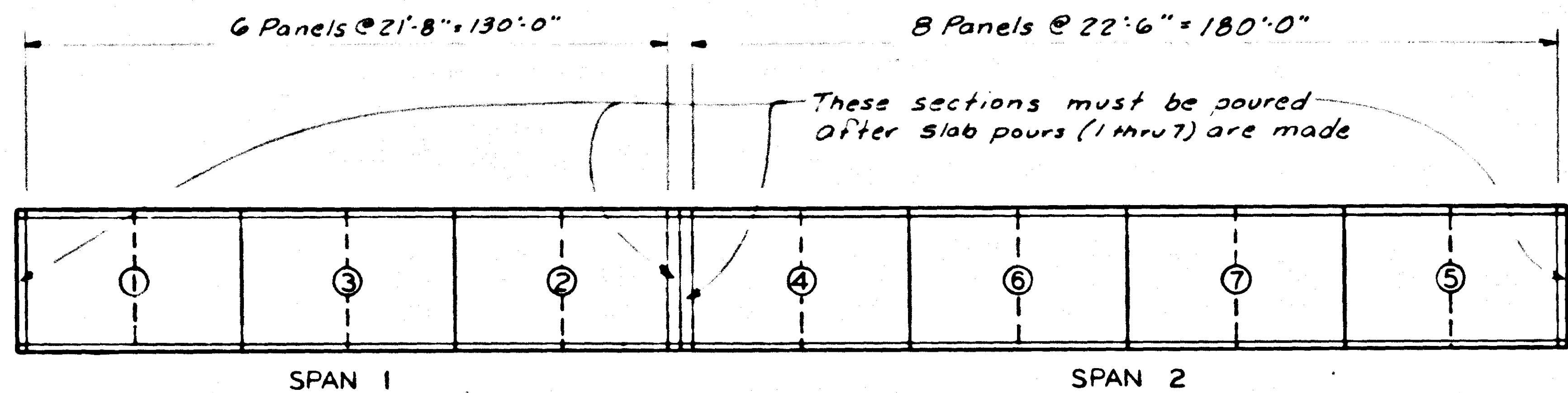
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
CLARK
WINCHESTER-IRVINE
ROAD
P. E. PROJECT NO.
STATION
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19017

SLAB DETAILS

UPDATE DATE
LETTING DATE



PLAN OF SLAB, SPAN NO. 2



POURING SEQUENCE

Sections of concrete floor shall be poured in the sequence shown above. This pouring sequence may be changed with the written approval of the Engineer.

Sheet 6

Repairs to Bridge over Red River

COMMONWEALTH OF KENTUCKY		
BUREAU OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
CLARK		
WINCHESTER - IRVINE		
ROAD		
STATION	P. E. PROJECT NO.	DRAWING NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	19017

SLAB DETAILS

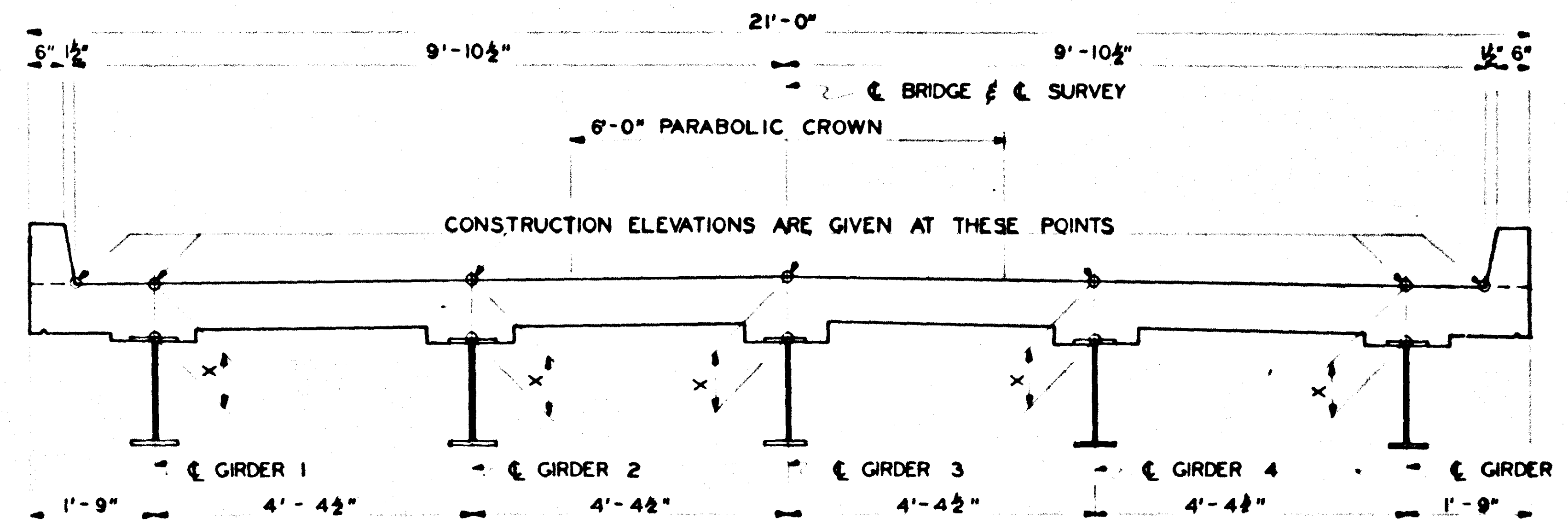
PREPARED BY: A. DUNCAN
 CHECKED BY: J. DUNCAN
 DATE: 5/12/07
 PROJECT: Allie's Parking Sequence

CONSTRUCTION ELEVATION

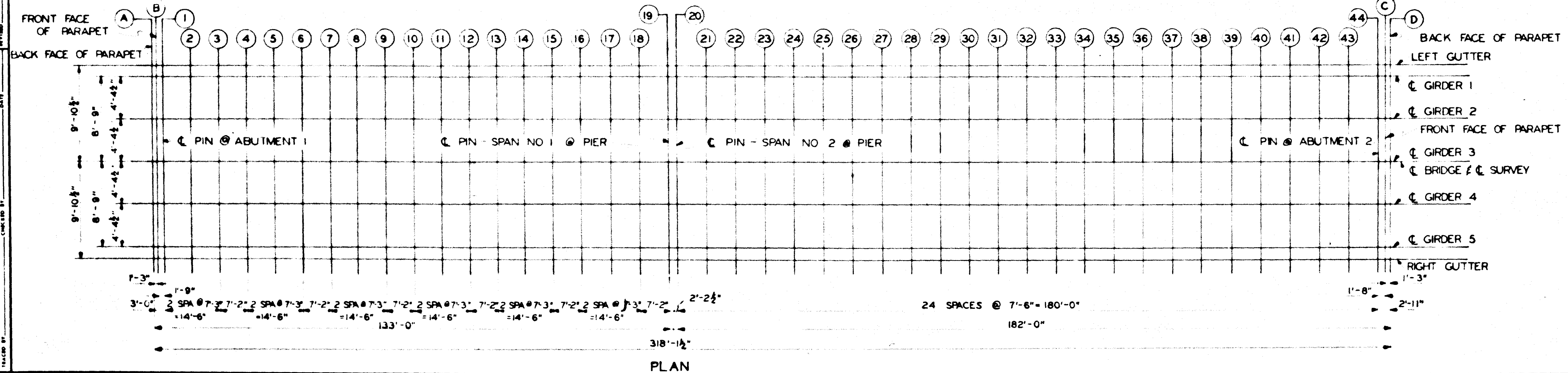
LOCATION	GIRDER 1				GIRDER 2				GIRDER 3				GIRDER 4				GIRDER 5				RIGHT GUTTER
	LEFT GUTTER	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X	CONSTR ELEV	TOP OF GUTTER ELEV	DIM. X		
SKEW LN A TOP	612.198	612.216			612.284			612.329			612.284			612.216						612.198	
SKEW LN B TOP	612.207	612.225			612.293			612.338			612.293			612.225						612.207	
SKEW LN C TOP	614.353	614.371			614.439			614.484			614.439			614.371						614.353	
SKEW LN D TOP	614.362	614.380			614.448			614.493			614.448			614.380						614.362	
GRID LN 1 TOP	612.219	612.237			612.305			612.350			612.305			612.237						612.219	
GRID LN 2 TOP	612.289	612.307			612.375			612.420			612.375			612.307						612.289	
GRID LN 3 TOP	612.357	612.375			612.443			612.488			612.443			612.375						612.357	
GRID LN 4 TOP	612.418	612.436			612.504			612.549			612.504			612.436						612.418	
GRID LN 5 TOP	612.484	612.502			612.570			612.615			612.570			612.502						612.484	
GRID LN 6 TOP	612.544	612.562			612.630			612.675			612.630			612.562						612.544	
GRID LN 7 TOP	612.603	612.621			612.689			612.734			612.689			612.621						612.603	
GRID LN 8 TOP	612.657	612.675			612.743			612.788			612.743			612.675						612.657	
GRID LN 9 TOP	612.710	612.728			612.796			612.841			612.796			612.728						612.710	
GRID LN 10 TOP	612.760	612.778			612.846			612.891			612.846			612.778						612.760	
GRID LN 11 TOP	612.809	612.827			612.895			612.940			612.895			612.827						612.809	
GRID LN 12 TOP	612.854	612.872			612.940			612.985			612.940			612.872						612.854	
GRID LN 13 TOP	612.898	612.916			612.984			613.029			612.984			612.916						612.898	
GRID LN 14 TOP	612.937	612.955			613.023			613.068			613.023			612.955						612.937	
GRID LN 15 TOP	612.975	612.993			613.061			613.106			613.061			612.993						612.975	
GRID LN 16 TOP	613.008	613.026			613.094			613.139			613.094			613.026						613.008	
GRID LN 17 TOP	613.044	613.062			613.130			613.175			613.130			613.062						613.044	
GRID LN 18 TOP	613.075	613.093			613.161			613.206			613.161			613.093						613.075	
GRID LN 19 TOP	613.103	613.121			613.189			613.234			613.189			613.121						613.103	
GRID LN 20 TOP	613.118	613.136			613.204			613.249			613.204			613.136						613.118	
GRID LN 21 TOP	613.190	613.208			613.276			613.321			613.276			613.208						613.190	
GRID LN 22 TOP	613.260	613.278			613.346			613.391			613.346			613.278						613.260	
GRID LN 23 TOP	613.328	613.346			613.414			613.459			613.414			613.346						613.328	
GRID LN 24 TOP	613.394	613.412			613.480			613.525			613.480			613.412						613.394	
GRID LN 25 TOP	613.459	613.477			613.545			613.590			613.545			613.477						613.459	
GRID LN 26 TOP	613.523	613.541			613.609			613.654			613.609			613.541						613.523	
GRID LN 27 TOP	613.583	613.601			613.669			613.714			613.669			613.601						613.583	
GRID LN 28 TOP	613.642	613.660			613.728			613.773			613.728			613.660						613.642	
GRID LN 29 TOP	613.697	613.715			613.783			613.828			613.783			613.715						613.697	
GRID LN 30 TOP	613.755	613.773			613.841			613.886			613.841			613.773						613.755	
GRID LN 31 TOP	613.804	613.822			613.894			613.939			613.894			613.822						613.804	
GRID LN 32 TOP	613.860	613.878			613.946			613.991			613.946			613.878						613.860	
GRID LN 33 TOP	613.910	613.928			613.996			614.041			613.996			613.928						613.910	
GRID LN 34 TOP	613.959	613.977			614.045			614.090			614.045			613.977						613.959	
GRID LN 35 TOP	614.004	614.021			614.089			614.134			614.089			614.021						614.004	
GRID LN 36 TOP	614.050	614.068			614.136			614.181			614.136			614.068						614.050	
GRID LN 37 TOP	614.094	614.111			614.179			614.224			614.179			614.111						614.094	
GRID LN 38 TOP	614.135	614.153			614.221			614.266			614.221			614.153						614.135	
GRID LN 39 TOP	614.173	614.191			614.259			614.304			614.259			614.191						614.173	
GRID LN 40 TOP	614.210	614.228			614.296			614.341			614.296			614.228						614.210	
GRID LN 41 TOP	614.246	614.264			614.332			614.377			614.332			614.264						614.246	
GRID LN 42 TOP	614.280	614.298			614.366			614.411			614.366			614.298						614.280	
GRID LN 43 TOP	614.312	614.330			614.398			614.443			614.398			614.330						614.312	
GRID LN 44 TOP	614.344	614.362			614.428			614.473			614.428			614.362						614.344	

CONSTRUCTION NOTE: 1. TAKE ELEVATIONS ON TOP OF BEAM AT POINTS INDICATED AFTER THE EXISTING CONCRETE SLAB HAS BEEN REMOVED, BUT BEFORE FORMS FOR THE NEW CONCRETE SLABS HAVE BEEN PUT IN PLACE. READ ELEVATIONS TO THREE DECIMALS USING TARGET ROD AND ENTER READINGS IN TABLES UNDER "TOP OF GIRDER ELEVATIONS".

2. COMPUTE "DIMENSION X" AS FOLLOWS: "CONSTRUCTION ELEVATION" MINUS "TOP OF GIRDER ELEVATION" EQUALS "DIMENSION X." "CONSTRUCTION ELEVATION" INCLUDES CAMBER DUE TO WEIGHT OF CONCRETE SLAB, BARRIER CURB AND FUTURE SURFACING. MEASURING OF "DIMENSION X" GIVES THE FINAL CHECK ON BEAM TOLERANCE FOR CAMBER, BEAM DAMAGE, AND ERRORS IN ERECTION THAT PRODUCE REVERSE CAMBERS, SAGS, AND UNSIGHTLY FASCIA BEAMS.
3. FOR SETTING TEMPLATES MEASURE "DIMENSION X" ABOVE TOP OF BEAM FOR TOP OF TEMPLATE. DO NOT SET TEMPLATES BY ELEVATIONS.
4. CONSTRUCT BARRIER CURB TO GRADE. DO NOT ADD CAMBER TO BARRIER CURB.
5. CONSTRUCTION ELEVATIONS ARE BASED ON THE ASSUMPTION THAT THE ELEVATION AT THE FRONT FACE OF THE PARAPET ON ABUTMENT NUMBER 1 ON ϵ OF SURVEY IS 612.338'. THE ELEVATION AT THE FRONT FACE OF THE PARAPET ON ϵ OF SURVEY OF ABUTMENT NUMBER 2 IS 614.484'. A UNIFORM GRADE OF +0.68% IS ASSUMED TO RUN BETWEEN THESE ELEVATIONS. THESE ELEVATIONS ARE TO BE CHECKED AND ANY NECESSARY CORRECTIONS ARE TO BE MADE BY THE ENGINEER. THIS NEW GRADE SHOULD BE 2" ABOVE THE ORIGINAL CONCRETE GRADE.



TYPICAL SECTION



PLAN

CONSTRUCTION REVISION
SHEET NO. 7

REPAIRS TO BRIDGE OVER RED RIVER

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
CLARK
WINCHESTER-IRVINE
ROAD

STATION
CONSTRUCTION PROJECT NO
MAINTENANCE PROJECT NO
DRAWING NO
19017