

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY I-65 SOUTHBOUND

OVER OHIO RIVER

PLAN SET A - TRUSS BEARING REPAIR

MOT ESTIMATE OF QUANTITIES

BID ITEM CODE	01984	01985	02003	02562	02650	02671	02775	03171	06549	06550	06551	06556	06557	20411ED	25075EC	25117EC	26136EC	26137EC	26138EC
BID ITEM	DELINEATOR FOR BARRIER - WHITE	DELINEATOR FOR BARRIER - YELLOW	RELOCATE TEMP. CONC. BARRIER	TEMPORARY SIGNS	MAINTAIN AND CONTROL TRAFFIC	PORTABLE CHANGEABLE MESSAGE SIGNS	ARROW PANEL	CONC. BARRIER WALL, TYPE 9T	PAVE STRIPING - TEMP REM TAPE - B	PAVE STRIPING - TEMP REM TAPE - W	PAVE STRIPING - TEMP REM TAPE - Y	PAVE STRIPING - DUR TY 1-6 IN - W	PAVE STRIPING - DUR TY 1-6 IN - Y	LAW ENFORCEMENT OFFICER	QUEUE PROTECTION VEHICLE	FURNISH QUEUE PROTECTION VEHICLES	PORTABLE QUEUE WARNING ALERT SYSTEM	QUEUE WARNING PCMS	QUEUE WARNING PORTABLE RADAR SENSORS
UNIT	LF	LF	LF	SF	LS	EACH	EACH	LF	LF	LF	LF	LF	LF	HOUR	HOUR	MONTH	MONTH	MONTH	MONTH
BRIDGE TOTALS	30	30	2920	971	1	3	3	2920	5430	9575	7685	3960	3000	240	960	8	8	24	24

NOTE: MOT BID ITEMS APPLY TO PLAN SETS A AND B AS OUTLINED IN THE SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS.

ESTIMATE OF QUANTITIES

BID ITEM CODE	2317EC	248749EC	24879EC	24879EC	24879EC	24879EC
BID ITEM	CONCRETE REPAIR - PIER 6L DS MASONRY PLATE	STEEL REPAIR - TRUSS PIN REPLACEMENT - PIER 1L US	STEEL REPAIR - TRUSS PIN REPLACEMENT - PIER 1L DS	STEEL REPAIR - TRUSS PIN REPLACEMENT - PIER 6L US	STEEL REPAIR - TRUSS PIN REPLACEMENT - PIER 6L DS	STEEL REPAIR - WIND LOCK AT PIER 6L
UNIT	LS	LS	LS	LS	LS	EA
BRIDGE TOTALS	1	1	1	1	1	1

SHEET INDEX

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SPECIAL NOTES

FOR CONTRACT COMPLETION DATE AND LIQUIDATED DAMAGES ON BRIDGE REPAIR CONTRACT
FOR PORTABLE CHANGEABLE MESSAGE SIGNS
FOR TEMPORARY WORKSITE SPEED LIMIT SIGN ASSEMBLY
FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS
FOR PORTABLE QUEUE WARNING ALERT SYSTEM
FOR TRAFFIC QUEUE PROTECTION VEHICLE
FOR CONTRACTOR COORDINATION
FOR TEMPORARY SUPPORT

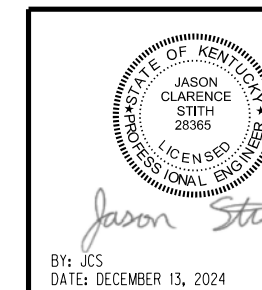
SPECIAL PROVISIONS

STANDARD DRAWINGS

RBM-115-10	Concrete Barrier Wall Type 9T (Temporary)
RBM-120-02	Box Beam Stiffening PF Temp. Concrete Barrier

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction including supplemental specifications.
2020 AASHTO LRFD Bridge Design Specifications.
2017 AASHTO LRFD Bridge Construction Specifications.



By: JCS
DATE: DECEMBER 13, 2024



By: MJB
DATE: DECEMBER 13, 2024

REVISION	DATE

DATE: DECEMBER 2024	CHECKED BY: D BARON
DESIGNED BY: A KLENKE	DETAILED BY: MJ DWYER

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

JEFFERSON

ROUTE I-65 CROSSING OHIO RIVER

TITLE SHEET

PREPARED BY

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SHEET NO.

S1

DRAWING NO.

28935

ITEM NO.	PLAN SET
5-10074	A

MicroStation v8.11.9.919 E-SHEET NAME: S23464 001 USER: Marvjo.Dwyer DATE PLOTTED: December 12, 2024 FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.A - 501 - TITLE_SIGNED.DGN CONSTRUCTION PROJECT NO. LETTING DATE

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.A - S02, S03 - GENERAL NOTES .DGN
 USER: Marv.io.Dwyer
 DATE PLOTTED: December 13, 2024
 E-SHEET NAME: S23464 006
 MicroStation v8.11.9.919

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE FOURTH EDITION 2017 AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATION AND 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.

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 FOR THE WORK INVOLVED. THIS MAY INCLUDE REMOVAL OF ALL, OR PARTS, OF EXISTING STRUCTURES, PHASE CONSTRUCTION, INCIDENTAL MATERIALS, TEMPORARY WORKS, LABOR OR ANYTHING ELSE REQUIRED TO COMPLETE THE STRUCTURE.

ON-SITE INSPECTION

THE CONTRACTOR IS RESPONSIBLE FOR MAKNG A SITE INSPECTION TO BECOME FAMILIAR WITH THE WORK TO BE DONE AND TO MAKE APPROPRIATE ALLOWANCES FOR ALL WORK INCLUDED IN LUMP SUM BIDS. A SUITABLE METHOD OF PERFORMING THE WORK DESCRIBED HEREIN SHOULD BE INVESTIGATED. SUBMISSION OF A BID WILL BE CONSIDERED EVIDENCE OF THIS INVESTIGATION HAVING BEEN MADE. THE CONTRACTOR WILL NOT BE PAID EXTRA BECAUSE OF SITE CONDITIONS.

MAINTENANCE OF TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE SPECIAL NOTE.

WELDING SPECIFICATIONS

ALL WELDING AND WELDING MATERIALS, EXCEPT FOR REINFORCEMENT, SHALL CONFORM TO JOINT SPECIFICATIONS ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE 2015, 6TH EDITION. NON-DESTRUCTIVE TESTING BY THE CONTRACTOR WILL NOT BE REQUIRED. PAYMENT FOR WELDING, WELDING MATERIALS, STRAIGHTENING, ALTERING AND BURNING NEW OR EXISTING STEEL SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEMS.

DIMENSIONS

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

PLANS OF EXISTING STRUCTURE

PLANS AND SHOP DRAWINGS OF THE EXISTING STRUCTURE ARE AVAILABLE AS AN AID TO THE CONTRACTOR AND SHALL BE USED TO SUPPLEMENT DETAILS NOT SHOWN ON THE PLANS. THE COMPLETENESS OF THESE DRAWINGS IS NOT GUARANTEED AND NO RESPONSIBILITY IS ASSUMED BY KYTC FOR THEIR ACCURACY. AS-BUILT PLANS AND SHOP DRAWINGS INCLUDE:

I-65 SB AS-BUILT ORBP	056B0002141L REHAB PLANS
I-65 SUBSTRUCTURE AS-BUILT PLANS	DN 14525
I-65 SUPERSTRUCTURE AS-BUILT PLANS	DN 14744
I-65 SUPERSTRUCTURE SHOP PLANS	DN 14744
I-65 OVER OHIO RIVER ANCHOR ASSEMBLY @ PIER 6	DN 26658

EXISTING STEEL REINFORCEMENT

PAYMENT FOR CUTTING, BENDING, SPLICING AND CLEANING EXISTING REINFORCING BARS SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM.

SAWCUTTING

PRIOR TO THE REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO THE DEPTH NOTED ON THE PLANS OR ONE INCH TO FACILITATE A NEAT LINE. PAYMENT FOR CUTTING CONCRETE SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEM.

BOLTS

ALL STRUCTURAL BOLTS SHALL BE 7/8" DIA. ASTM F3125 GRADE 325 HIGH STRENGTH BOLTS EXCEPT AS NOTED.

TO REINSTALL GENERATION 3 RETROFIT, STRUCTURAL BOLTS SHALL BE 1" DIA. ASTM F3125 BOLTS GRADE 490 HIGH STRENGTH BOLTS.

ALL BOLTS SHALL BE GALVANIZED.

CONCRETE REMOVAL

PERFORM WORK CAREFULLY DURING CONCRETE REMOVAL TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. ALL REMOVAL SHALL BE TO NEAT SAW CUT LINES. FEATHER EDGES WILL NOT BE PERMITTED. SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVAL 1 INCH DEEP.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE PROPOSED STRUCTURE. REMOVE CONCRETE TO LIMITS AS SHOWN ON THE PLANS. LEAVE EXISTING REINFORCING STEEL IN PLACE AS SHOWN ON THE PLANS.

PRIOR TO NON-SHRINK GROUT PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR PRESSURE OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, HOWEVER, REMOVE ALL PACK AND LOOSE RUST. IN ADDITION, PREPARE THE EXISTING SURFACE PER THE NON-SHRINK GROUT MANUFACTURER'S RECOMMENDATIONS PRIOR TO APPLICATION.

REINFORCING BARS WHICH ARE SHOWN ON THE PLANS AS REMAINING AND WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH NEW EPOXY COATED BARS OF THE SAME SIZE AND SHAPE, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THOSE BARS.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR CONCRETE REPAIR - PIER 6L DS MASONRY PLATE.

NON-SHRINK GROUT

THE FOLLOWING PRODUCTS HAVE BEEN PRE-APPROVED, AND ARE ON THE LIST OF APPROVED MATERIALS, FOR THE NON-SHRINK GROUT AT PIER 6 DOWNSTREAM:

- TAMMSGROUT SUPREME, HIGH STRENGTH NON-SHRINK GROUT BY THE EUCLID CHEMICAL COMPANY
- MASTERFLOW 928 BY MASTERFLOW BASF
- 1107 ADVANTAGE GROUT BY DAYTON SUPERIOR CHEMICALS

USE PEA GRAVEL AGGREGATE PER MANUFACTURER'S RECOMMENDATIONS.

THE GROUT SHALL PROVIDE FULL CONTACT WITH THE MASONRY PLATE AND BE PLACED PER THE MANUFACTURER'S RECOMMENDATIONS. CURE PER MANUFACTURER'S RECOMMENDATIONS FOR BASE PLATE APPLICATIONS AND HEAVY LOADS. THE SELECTED MATERIAL SHALL BE RECOMMENDED FOR BASE PLATE APPLICATIONS BY THE MANUFACTURER AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI BEFORE LIVE LOAD IS ALLOWED TO BE APPLIED. THE GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI AT 28 DAYS.

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.

PLAN SET A AND PLAN SET B COORDINATION

WORK ON THE TRUSS BEARINGS AND FINGER JOINT REPLACEMENT CAN BE STAGED CONCURRENTLY BY THE CONTRACTOR IF DESIRED, AS LONG AS THE FINGER JOINT REPLACEMENT RESULTS IN PROPER PHYSICAL ALIGNMENT AND FINAL ELEVATIONS. IF THE FINAL RESULTS DO NOT COMPLY WITH THIS REQUIREMENT, CORRECTIONS MUST BE MADE AS APPROPRIATE AT THE CONTRACTOR'S EXPENSE.

PINS

PINS SHALL BE 10 1/2" DIAMETER STANDARD RECESSED PINS WITH TWO STANDARD HEXAGONAL RECESSED NUTS AND TWO BRONZE WASHERS. RECESSED PINS AND RECESSED PIN NUTS SHALL BE ASTM A668 CLASS C; BRONZE WASHERS SHALL BE ASTM B22-14.

PINS ARE NON-REDUNDANT STEEL TENSION MEMBERS (NSTM). CHARPY V-NOTCH IMPACT TEST THE PINS IN ACCORDANCE WITH ASTM A673, P FREQUENCY. THE SAMPLES SHALL WITHSTAND AN IMPACT OF 25 FT-LBS AT 40 DEGREES F.

GALVANIZE THE PINS IN ACCORDANCE WITH ASTM A123. DO NOT EXCEED A GALVANIZING THICKNESS OF 0.03125 INCH ON THE PIN.

TURN PINS TO THE SPECIFIED DIMENSIONS. ENSURE THEY ARE SMOOTH, STRAIGHT, AND FREE FROM FLAWS.

FORGE AND ANNEAL PINS MORE THAN 9 INCHES IN DIAMETER.

PINS NOT MEETING THESE REQUIREMENTS MAY BE REJECTED AT THE ENGINEER'S DISCRETION. REPLACE PINS AT NO ADDITIONAL EXPENSE TO THE CABINET.

PROVIDE TWO PILOT NUTS AND TWO DRIVING NUTS FOR THE PIN SIZE SHOWN IN THE PLANS IN ACCORDANCE WITH SECTION 607.03.09 OF THE STANDARD SPECIFICATIONS.

PIN HOLES

FOR PIN HOLES LARGER THAN 9 INCHES IN DIAMETER, LONGITUDINALLY BORE A 2 INCH HOLE THROUGH THE CENTER AFTER FORGING HAS COOLED BELOW THE CRITICAL RANGE AND BEFORE THE FORGING IS ANNEALED. REJECT PINS SHOWING A DEFECTIVE INTERIOR CONDITION.

LINE BORE PIN HOLES TO BE: 1) TRUE TO DETAILED DIMENSIONS, 2) SMOOTH, AND 3) STRAIGHT AT RIGHT ANGLES WITH THE AXIS OF THE MEMBER AND PARALLEL WITH EACH OTHER. PINS AND PIN HOLES SURFACE FINISH SHALL MEET ANSI 125.

PROVIDE A PIN HOLE DIAMETER THAT DOES NOT EXCEED THAT OF THE PIN BY MORE THAN 0.0625 INCH AS MEASURED ON THE GALVANIZED SURFACES. DO NOT EXCEED A GALVANIZING THICKNESS OF 0.03125 INCH ON THE INSIDE SURFACE OF THE PIN HOLE WHERE IT CONTACTS THE PIN.

CHECK MEASUREMENTS

PRIOR TO THE FABRICATION OF THE PINS, THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS IN THE FIELD AND MAKE ANY ADJUSTMENTS NECESSARY TO MEET THE REQUIRED CLEARANCES AND TO FIT THE PROPOSED WORK TO EXISTING CONDITIONS. THESE FIELD VERIFICATION MEASUREMENTS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO SHOP DRAWING APPROVAL.

DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED AND APPROVAL OBTAINED BEFORE FABRICATION IS STARTED.

TEMPORARY SUPPORTS

A PIN AND LINK DETAIL IS USED TO CONNECT THE SUPERSTRUCTURE TO A SUPPORTING BEARING ANCHORED TO THE SUBSTRUCTURE. HOLES IN THE SUPERSTRUCTURE GUSSET AND BEARING MAIN PLATE ARE CONNECTED USING A STEEL LINK PLATE. LARGE STEEL PINS THROUGH THE PLATE MUST SUPPORT MAXIMUM AND MINIMUM COMBINATIONS OF DEAD LOAD AND LIVE LOAD WHILE ALLOWING THE SUPERSTRUCTURE TO MOVE LONGITUDINALLY.

WHEN REMOVING THE PINS AND BORING THE EXISTING HOLES FOR THE NEW PINS, TEMPORARY SUPPORTS ARE REQUIRED TO UNLOAD THE LINK PLATE. ONCE INSTALLED, THE INTENT IS FOR DEAD LOAD AND LIVE LOAD PRODUCED ON THE SPAN TO BYPASS THE LINK PLATE AND TRANSFER TO THE TEMPORARY SUPPORTS. SEE SPECIAL NOTE FOR TEMPORARY SUPPORTS.

NEW STEEL PAINTING

THIS WORK CONSISTS OF PAINTING THE NEW STEEL PIECES FOR THE TRUSS BEARINGS AT PIER 1L AND PIER 6L IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS. MATCH THE NEW PAINT FINISH COAT COLOR WITH THE CURRENT COLOR OF THE STRUCTURE.

NEW PINS SHALL BE PAINTED IN THE FIELD AFTER COMPLETION OF THE REPAIRS. NEW LINK PLATE TO RECEIVE A SHOP PRIME COAT, THEN FIELD APPLIED FOR INTERMEDIATE AND FINAL COAT. THE COST IS TO BE INCLUDED WITH THE APPROPRIATE BID ITEMS.

TOUCH-UP PAINTING

ALL AREAS OF NEW OR EXISTING STRUCTURAL STEEL ON WHICH THE PAINT HAS BEEN DAMAGED BY THE CONTRACTOR WITH WELD BURNS OR BY OTHER MEANS DURING CONSTRUCTION OR AFTER FINAL PAINTING SHALL BE WIRE BRUSH CLEANED AND SPOT PAINTED AS DIRECTED BY THE ENGINEER. THE COST IS TO BE INCLUDED WITH THE APPROPRIATE BID ITEMS.

PLAN SET
A

REVISION		DATE	
DATE: DECEMBER 2024	CHECKED BY		
DESIGNED BY: D BARON	M BARON		
DETAILED BY: MJ DWYER	D BARON		
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-65	OHIO RIVER		
GENERAL NOTES - 1			
PREPARED BY			SHEET NO.
Michael Baker			S2
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM			DRAWING NO.
INTERNATIONAL			28935

TRUSS PIN REPLACEMENT - PIER 1L US
TRUSS PIN REPLACEMENT - PIER 1L DS
TRUSS PIN REPLACEMENT - PIER 6L US
TRUSS PIN REPLACEMENT - PIER 6L DS

THE WORK FOR EACH OF THESE ITEMS CONSISTS OF REMOVAL AND REPLACEMENT OF THE UPPER AND LOWER PIN THROUGH A LINK PLATE THAT CONNECTS THE SUPERSTRUCTURE TO THE SUPPORTING BEARING. PART OF THE PIN REPLACEMENT WORK AT PIER 1L SHALL INCLUDE FABRICATION AND INSTALLATION OF NEW LINK PLATE ASSEMBLIES PRIOR TO LINE BORING.

WHEN TEMPORARY SUPPORTS HAVE BEEN INSTALLED TO TRANSFER LOAD OFF THE LINK PLATE ASSEMBLY, THE PIN HOLES SHALL BE LINE BORED TO REMOVE EXISTING HOLE DISTORTION. NEW LINK PLATE ASSEMBLIES AT PIER 1L SHALL BE ALIGNED WITH THE EXISTING PLATES AND LINE BORED WITH THE PLATES.

ADDITIONAL WORK AT PIER 1L AND PIER 6L US INCLUDES CLEANING AND PAINTING THE SUPPORTING BEARING, GUSSET PLATE CONNECTION AND GENERATION 2 RETROFIT.

ADDITIONAL WORK AT PIER 6L DS INCLUDES CLEANING AND PAINTING THE SUPPORTING BEARING, GUSSET PLATE CONNECTION AND GENERATION 3 RETROFIT. WORK AT PIER 6L DS ALSO INCLUDES GENERATION 3 RETROFIT REMOVAL AND REINSTALLATION, AND REMOVAL AND DISPOSAL OF GENERATION 2 RETROFIT.

THE LUMP SUM CONTRACT PRICE FOR EACH OF THESE ITEMS SHALL BE FULL PAYMENT FOR MATERIALS, TOOLS, EQUIPMENT, LABOR, ACCESS AND INCIDENTALS TO COMPLETE THE WORK. TEMPORARY SUPPORT REMOVAL, REMOVAL/REINSTALL OF EXISTING STRUCTURE CONFLICTS IN THE WORK AREA, PROOF LOAD TESTING OF GENERATION 2 ANCHOR RODS, AND GENERATION 3 RETROFIT REINSTALL IS CONSIDERED INCIDENTAL FOR PAYMENT IN EACH APPROPRIATE PAY ITEM.

CONCRETE REPAIR - PIER 6L DS MASONRY PLATE

THE WORK FOR THIS ITEM CONSISTS OF REMOVAL AND REPLACEMENT OF THE CONCRETE AROUND AND UNDER THE EXISTING BEARING MASONRY PLATE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

VERTICAL SUPPORT SHALL BE PROVIDED AS SHOWN ON THE PLANS TO ENSURE THE BEARING IS NOT SUBJECT TO POSITIVE LIVE LOAD PRODUCED ON THE SPAN.

NON-SHRINK GROUT SHALL BE PLACED AS SHOWN ON THE PLANS IN ACCORDANCE WITH THE SPECIFICATIONS. FULL CONTACT WITH THE BOTTOM OF THE PLATE SHALL BE ACHIEVED.

THE LUMP SUM CONTRACT PRICE FOR THIS ITEM SHALL BE FULL PAYMENT FOR MATERIALS, TOOLS, EQUIPMENT, LABOR, ACCESS AND INCIDENTALS TO COMPLETE THE WORK. TEMPORARY SUPPORT INSTALLATION, REMOVAL/REINSTALL OF EXISTING STRUCTURE CONFLICTS IN THE WORK AREA AS PART OF THIS WORK IS CONSIDERED INCIDENTAL FOR PAYMENT IN THE APPROPRIATE BID ITEM.

STEEL FOR TEMPORARY HOLD DOWN

PROVIDE TEMPORARY HANGER THREADED RODS MEETING ASTM F1554 GRADE 55. PROVIDE LENGTH OF ROD TO ALLOW TENSIONING EQUIPMENT. THREADS MUST BE COMPATIBLE WITH EXISTING ANCHOR ROD.

PROVIDE RODS WITH LONGITUDINAL CHARPY V-NOTCH IMPACT VALUES OF 30 FT-LBS AT 10 DEG F. HEAT TREAT THE STEEL, IF NECESSARY, TO MEET THE CHARPY V-NOTCH IMPACT REQUIREMENTS. THE ENGINEER WILL REJECT RODS WITH NOTCHES, NICKS, OR WELDS.

FURNISH A SAMPLE 45 INCHES LONG SAW CUT FROM EACH BAR LENGTH TO BE SUPPLIED FOR HANGER ROD FABRICATION. A CABINET REPRESENTATIVE MUST WITNESS THE REMOVAL OF THE TEST SAMPLE FROM EACH BAR LENGTH SUPPLIED. THE CABINET WILL USE THESE SAMPLES FOR TENSILE STRENGTH, YIELD STRENGTH, AND IMPACT TESTING.

REDUCE THE SAMPLE LENGTH TO 8 INCHES (FOR IMPACT TESTING ONLY) IF A CERTIFIED MILL TEST REPORT TRACEABLE TO THE MATERIAL IS PROVIDED. MATCH MARK EACH BAR SAMPLE AND CORRESPONDING REMAINDER BY STENCILING IN THE END CROSS SECTION.

ACCEPTANCE OF ROD MATERIAL WILL BE BASED ONLY ON THE CABINET TESTING AND TRACEABLE CERTIFIED MILL TEST REPORTS.

PROVIDE HEAVY HEX NUTS AND COUPLING NUTS FOR THE TEMPORARY HANGER RODS ACCORDING TO ASTM A194 GRADE 2H, AND WASHERS ACCORDING TO ASTM F436. THREADS MUST BE COMPATIBLE WITH EXISTING 1 3/4" ANCHORS.

PROVIDE OTHER STEEL FOR THE TEMPORARY SUPPORTS ACCORDING TO ASTM A709 GRADE 50.

PRELOAD HANGER ROD TO A 70 KIP TENSION USING HOLLOW RAM HYDRAULIC JACK WHICH COUPLES DIRECTLY TO THE END OF THE ROD. WHEN THE PRELOADING IS REACHED, TIGHTEN THE HANGER ROD NUT TIGHTLY AGAINST THE BEARING PLATE AND RELEASE THE LOAD FROM THE JACK. ENSURE THE HANGER ROD NUT PREVENTS THE STEEL FROM RELAXING BACK TO ITS ORIGINAL LENGTH SO THAT THE ROD IS PRESTRESSED.

WIND LOCK REPAIR AT PIER 6L

THIS WORK SHALL CONSIST OF REMOVAL AND REPLACEMENT IN KIND OF THE TWO WIND LOCK BEAM ASSEMBLIES AT PIER 6L AS SHOWN ON THE PLANS. NEW BEAM ASSEMBLIES INCLUDE BEAMS, PLATES, SHIMS, BOLTS, AND PAINT AS SHOWN ON THE PLAN SHEET. PAYMENT FOR ALL LABOR, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR *STEEL REPAIR - WIND LOCK AT PIER 6L*.

CONTRACTOR SUBMITTALS

WHERE REQUIRED BY THE PLANS AND SPECIFICATIONS, CONTRACTOR SHALL SUBMIT DESCRIPTIVE INFORMATION THAT WILL ENABLE ENGINEER TO DETERMINE WHETHER CONTRACTOR'S PROPOSED MATERIALS, EQUIPMENT, AND WORK METHODS ARE IN GENERAL CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR PERFORMING THE LINE BORING SHALL HAVE 5 YEARS MINIMUM EXPERIENCE CONDUCTING ON-SITE LINE BORING TO PRIMARY STRUCTURAL MEMBERS OR TO EQUIVALENT INDUSTRIAL EQUIPMENT OR HEAVY MACHINERY. THE LINE BORING CONTRACTOR MUST HAVE COMPLETED A MINIMUM OF 10 IN-SITU LINE BORING OPERATIONS THAT ARE SIMILAR IN NATURE TO THAT SPECIFIED OVER THE PAST 5 YEARS. AT LEAST 15 WORKING DAYS BEFORE BEGINNING THE LINE BORING OPERATION, FURNISH THE ENGINEER A WRITTEN PLAN FOR THE LINE BORING OPERATION. INCLUDE EVIDENCE SATISFACTORY TO THE ENGINEER THAT THE PLANNED OPERATIONS CONFORM TO THE REQUIREMENTS IN THE CONTRACT DOCUMENTS. A MINIMUM OF 15 WORKING DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING, SUBMIT TO THE ENGINEER A REPORT DOCUMENTING THE EXPERIENCE OF THE CONTRACTOR'S PERSONNEL WITH SIMILAR WORK. INCLUDE THE PROJECTS WORKED ON WITH THE DATE, LOCATION AND NUMBER OF LINE BORING WORK, ALONG WITH CONTACT NAMES, CURRENT PHONE NUMBERS AND E-MAIL ADDRESSES.

THE CONTRACTOR SHALL SUBMIT SEQUENCES, TECHNIQUES AND PROCEDURES OF CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, LABOR, MATERIALS, TEMPORARY STRUCTURES, TOOLS, CONSTRUCTION EQUIPMENT, AND ALL INCIDENTAL OR TEMPORARY DEVICES REQUIRED TO ACCOMPLISH THE RESULT INTENDED BY THIS CONTRACT.

PIN REPLACEMENT

A PIN AND LINK DETAIL IS USED TO CONNECT THE SUPERSTRUCTURE TO A BEARING ANCHORED TO THE SUBSTRUCTURE. A STEEL LINK PLATE CONNECTS THE HOLE IN THE TRUSS LOWER CHORD GUSSET PLATE TO THE HOLE IN THE BEARING STEEL PLATE. LARGE STEEL PINS THROUGH THE PLATE MUST SUPPORT MAXIMUM AND MINIMUM COMBINATIONS OF DEAD LOAD AND LIVE LOAD WHILE ALLOWING THE TRUSS SPAN TO MOVE LONGITUDINALLY. THE STEEL LINK PLATES ALSO PROVIDE RESTRAINT FOR UPLIFT.

PIN AND LINK PLATE ASSEMBLIES ARE NON-REDUNDANT STEEL TENSION MEMBERS WHOSE FAILURE WOULD RESULT IN COLLAPSE OF THE BRIDGE OR CAUSE IT TO BE UNABLE TO PERFORM ITS INTENDED FUNCTION. THE ORIGINAL PINS AND PIN HOLES HAVE DETERIORATED TO A POINT WHERE REPLACEMENT IS ADVISED TO MAINTAIN INTENDED SAFETY AND PERFORMANCE.

WORK AT PIER 1L CONSISTS OF REPLACING THE STEEL LINK PLATE ASSEMBLIES ALONG WITH THE UPPER AND LOWER PIN REPLACEMENTS. WORK AT PIER 6L CONSISTS OF UPPER AND LOWER PIN REPLACEMENT ONLY. BORE GUSSET AND BEARING PLATE HOLES WITH THE NEW LINK PLATE ASSEMBLY IN PLACE AT PIER 1L; AND WITH THE EXISTING LINK PLATE ASSEMBLY IN PLACE AT PIER 6L. BORE ALL PIN HOLES TO A SLIGHTLY LARGER DIAMETER TO REMOVE EXISTING DISTORTION. NEW HOLES SHALL BE AS SHOWN IN THE PLANS FOR NEW PIN DIAMETERS ONE-HALF INCH LARGER THAN THE ORIGINAL PLANS.

BORE HOLES AS SHOWN IN THE PLANS USING LINE BORING FIELD MACHINING. ENSURE THE CENTERLINES OF BORES EACH SIDE OF THE CENTERLINE TRUSS ARE COLINEAR, ROUND AND CONCENTRIC. BORING EQUIPMENT SHALL FIT WITHIN THE SPACE CONSTRAINTS OF THE JOB SITE AND WORK AROUND ANY OBSTRUCTIONS THAT MAY BE IN THE WAY.

MAKE PRECISE MEASUREMENTS OF PIN LOCATIONS AND LINK PLATE PLUMBNESS AND OTHER MEASUREMENTS AND ALIGNMENT CONTROL ESSENTIAL TO LINE BORING ON-SITE. SUBMIT THE FIELD DATA FOR ALL 4 BEARINGS FOR REVIEW PRIOR TO COMMENCING MACHINING OPERATIONS.

DETAILS ARE NOT PROVIDED IN THE PLANS TO LOCK THE BRIDGE DOWN TO THERMAL MOVEMENT. SUGGEST THE LOWER PIN BE REPLACED FIRST SINCE THE BEARING PINNED CONNECTION IS FIXED TO THE SUBSTRUCTURE AND NOT SUBJECT TO THERMAL MOVEMENT. INSTALL THE NEW LINK PLATE ASSEMBLY ROTATED DOWN AT PIER 1L. ONCE THE UPPER PIN IS REMOVED, ROTATE THE NEW LINK PLATE UP FOR THE TOP PIN HOLE BORING OPERATION.

THE LINK PLATE WAS DESIGNED TO BE VERTICAL AT 60° F. RECORD THE TEMPERATURE AND LINK PLATE INCLINATION IMMEDIATELY BEFORE COMMENCING BOTTOM PIN REMOVAL. THE TOP PIN MOVES ON A 30 INCH CIRCULAR ARC ROTATION ABOUT THE LOWER PIN CENTERLINE. ROTATE THE LINK PLATE TO ALIGN WITH THE GUSSET PLATE PIN HOLE. ENSURE THE PLATE HOLES ARE CONCENTRIC AND SECURED BEFORE INITIATING BORING OPERATION.

TEMPERATURE ADJUSTMENT AT PIER 1L EXPANSION JOINT IS ± 5/16 INCH PER 10° F. TEMPERATURE ADJUSTMENT AT PIER 6L EXPANSION JOINT IS ± 5/8 INCH PER 10° F. THE SUGGESTED PIN REPLACEMENT CONCEPT IS PRESENTED AS ONE METHOD TO ACCOUNT FOR THERMAL EFFECTS ON THE PIN REPLACEMENT WORK. CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE LINE BORING PLAN AND SHALL SUBMIT APPROPRIATE CONSTRUCTION PROCEDURES, DETAILS AND CALCULATIONS TO DESCRIBE THE PROCESS.

SUBMIT SEQUENCES, TECHNIQUES, AND PROCEDURES OF CONSTRUCTION INCLUDING BUT NOT LIMITED TO LABOR, MATERIALS, TEMPORARY STRUCTURES, CONSTRUCTION EQUIPMENT, AND ALL INCIDENTAL OR TEMPORARY DEVICES REQUIRED TO ACCOMPLISH THE RESULT INTENDED BY THIS CONTRACT. SUBMIT GEOMETRIC CONTROL PROCEDURES AND FIELD DATA FOR ALL BEARINGS FOR REVIEW PRIOR TO COMMENCING MACHINING OPERATIONS.

PAYMENT FOR ALL LABOR, ENGINEERING, MATERIALS, TOOLS, EQUIPMENT, JACKING SYSTEM, ACCESS AND INCIDENTALS TO FURNISH AND INSTALL JACKING SUPPORTS AND REMOVE WHEN WORK IS COMPLETED SHALL BE INCLUDED IN THE APPROPRIATE BID ITEM.

JACKING SUPPORT

THIS WORK CONSISTS OF FURNISHING ALL LABOR, TOOLS, AND EQUIPMENT FOR JACKING AND SUPPORTING THE EXISTING BEAM WHILE REMOVING THE LINK PINS AND BORING HOLES FOR NEW REPLACEMENT PINS. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESIGN OF THE BRIDGE LIFTING PROCEDURES AND THE MATERIALS USED. FURNISH AND PLACE ALL BRACING, BLOCKING, TEMPORARY STRUCTURAL STEEL, SHIMS, WEDGES, HYDRAULIC JACKS, AND ANY OTHER MATERIALS AND EQUIPMENT NECESSARY FOR PROPER EXECUTION OF THE WORK.

THE CONTRACTOR SHALL DEVELOP A PLAN AND SUPPORTING CALCULATIONS FOR JACKING, BLOCKING, AND SUPPORTING BEAMS. ALL JACKS AND TEMPORARY SUPPORT SYSTEMS SHALL BE DESIGNED TO SUSTAIN TRAFFIC LOADINGS, DEAD LOAD, TEMPORARY CONSTRUCTION LOADS, AND ALL OTHER ANTICIPATED LOADING DURING WORK REQUIRING THE JACKING AND BLOCKING OF BEAMS. THE DESIGN SHALL BE IN ACCORDANCE WITH CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THE CONTRACTOR SHALL SUBMIT DETAILS AND CALCULATIONS OF THE PROPOSED JACKING SYSTEMS AND TEMPORARY SUPPORT PROCEDURES FOR REVIEW BY THE ENGINEER BEFORE COMMENCING WORK. THE CONTRACTOR'S JACKING PLANS AND PROCEDURES SHALL BE DESIGNED AND SEALED BY A KENTUCKY LICENSED PROFESSIONAL ENGINEER.

THE CONTRACTOR SHALL MONITOR THE JACKING PROCEDURE TO ENSURE THAT JACKING DOES NOT CAUSE DAMAGE AT ANY LOCATION IN THE SPANS. IF THERE IS ANY EVIDENCE OF DAMAGE OR UNUSUAL SITUATION OCCURRING DURING THE JACKING OPERATIONS AT ANY LOCATION ALONG THE SPAN, THE CONTRACTOR SHALL TAKE CORRECTIVE ACTIONS AND NOTIFY THE ENGINEER IMMEDIATELY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STRUCTURE CAUSED BY JACKING. NO STRUCTURAL ELEMENTS SHALL BE REMOVED FROM THE EXISTING STRUCTURE WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

SIZE JACKS FOR AT LEAST 150 PERCENT OF THE CALCULATED LIFTING LOAD. THE MINIMUM JACK CAPACITY SHALL BE AS NOTED IN THE PLANS. THE JACKS AND THE JACKING SUPPORTS SHALL BE PLUMB AND PLACED AT LOCATIONS OF LEVEL AND SOUND CONCRETE. MONITOR LATERAL DEFLECTION OF THE JACKING SYSTEM TO ENSURE THAT THE JACKING SYSTEM REMAINS PLUMB. JACKING SHALL BE PERFORMED UNDER ACTIVE TRAFFIC CONDITIONS.

BEAMS TO BE JACKED AND BLOCKED SHALL NOT BE JACKED MORE THAN 1/8 INCH OR AS DIRECTED BY THE ENGINEER. THE DIFFERENCE IN ELEVATION BETWEEN ADJACENT BEAMS DURING JACKING AND BLOCKING SHALL NOT BE GREATER THAN 1/8 INCH. SUITABLE GAUGES FOR THE MEASUREMENT OF SUPERSTRUCTURE MOVEMENT SHALL BE FURNISHED BY THE CONTRACTOR.

BEARING STIFFENERS ARE TO BE ADDED TO THE EXISTING BEAM DIRECTLY ABOVE THE JACKING POINT TO EFFECTIVELY TRANSFER THE REACTION TO THE JACKS. PROVIDE JACKS WITH ABILITY TO PROVIDE A LOCKING NUT SYSTEM TO RETAIN THE LOADS WITHOUT RELYING ON MAINTAINING THE HYDRAULIC PRESSURE FOR THE ENTIRE TIME THAT THE LOAD IS ENGAGED. PROVIDE CHANNEL SHIMS FOR SUPPLEMENTARY SUPPORT DURING PIN REPLACEMENT WORK.

PAYMENT FOR ALL LABOR, ENGINEERING, MATERIALS, TOOLS, EQUIPMENT, JACKING SYSTEM, ACCESS AND INCIDENTALS TO FURNISH AND INSTALL JACKING SUPPORTS AND REMOVE WHEN WORK IS COMPLETED SHALL BE INCLUDED IN THE APPROPRIATE BID ITEM.

LEAD PAINT

RESIDUAL LEAD PAINT MAY STILL BE ON THE BRIDGE EVEN AFTER PREVIOUS SANDBLASTING AND PAINTING OF THE BRIDGE. CONSEQUENTLY, THE CONTRACTOR IS ADVISED TO TAKE ALL NECESSARY PROTECTIVE MEASURES WHEN REMOVING, CUTTING, OR PERFORMING ANY OTHER ACTIONS ON THE EXISTING STEEL ESPECIALLY IN AREAS OF CONNECTIONS.

DAMAGE TO THE STRUCTURE

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

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A\A - S02, S03 - GENERAL NOTES .DGN

USER: Mrcylo.Dwyer DATE PLOTTED: December 13, 2024

E-SHEET NAME: S23464 006

MicroStation v8.11.9.919

PLAN SET
A

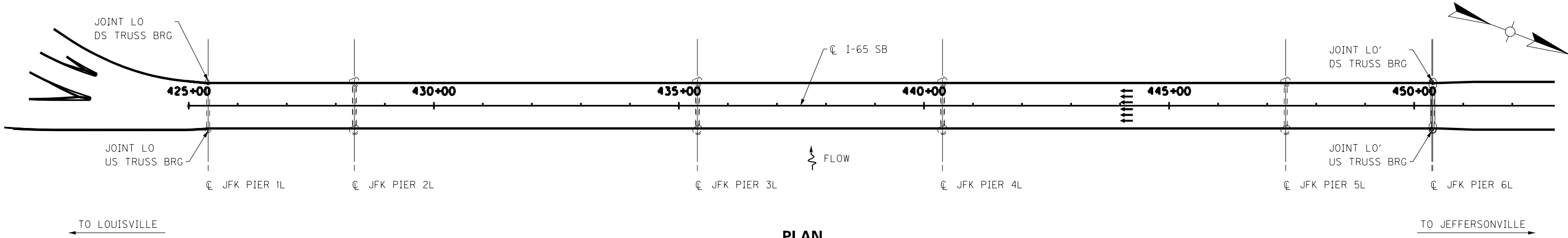
REVISION		DATE	
DATE: DECEMBER 2024	CHECKED BY		
DESIGNED BY: D BARON	M BARON		
DETAILED BY: MJ DWYER	D BARON		
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-65	OHIO RIVER		
GENERAL NOTES - 2			
PREPARED BY			SHEET NO.
Michael Baker			S3
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM			DRAWING NO.
INTERNATIONAL			28935

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.VA - 504 - ELEVATION.DGN

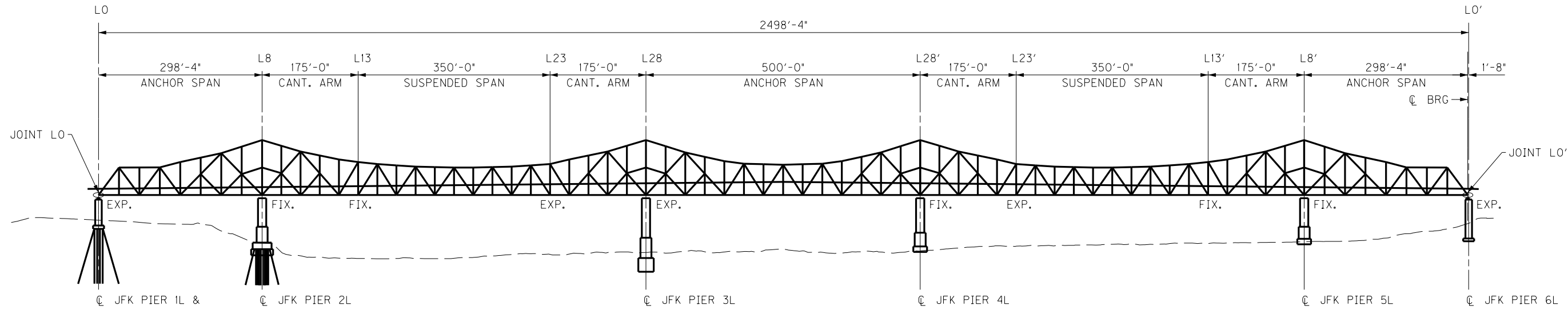
USER: MjDwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME: S23464 020

MicroStation v8.11.9.919



PLAN



ELEVATION

**PROPOSED WORK JOINT L0
UPSTREAM TRUSS BEARING PHASE 2B**

- TEST GENERATION 2 ANCHOR RODS.
- INSTALL TEMPORARY HOLD DOWN AND JACKING SUPPORT.
- REPLACE LINK PLATE ASSEMBLY.
- LINE BORE PIN HOLES AND REPLACE UPPER AND LOWER PINS.
- CLEAN AND PAINT BEARING AND GENERATION 2 RETROFIT.
- REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.

**PROPOSED WORK JOINT L0
DOWNSTREAM TRUSS BEARING PHASE 1B**

- TEST GENERATION 2 ANCHOR RODS.
- INSTALL TEMPORARY HOLD DOWN AND JACKING SUPPORT.
- REPLACE LINK PLATE ASSEMBLY.
- LINE BORE PIN HOLES AND REPLACE UPPER AND LOWER PINS.
- CLEAN AND PAINT BEARING AND GENERATION 2 RETROFIT.
- REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.

**PROPOSED WORK JOINT L0'
DOWNSTREAM TRUSS BEARING PHASE 1A-1**

- REMOVE AND REPLACE WIND TRANSFER.
- TEST GENERATION 2 ANCHOR RODS.
- REMOVE GENERATION 2 RETROFIT.
- INSTALL TEMPORARY HOLD DOWN AND JACKING SUPPORT.
- REMOVE GENERATION 3 RETROFIT.
- LINE BORE PIN HOLES AND REPLACE UPPER AND LOWER PINS.
- CLEAN AND PAINT BEARING AND GENERATION 3 RETROFIT.

**PROPOSED WORK JOINT L0'
DOWNSTREAM TRUSS BEARING PHASE 1A-2**

- PHASE 1A-1 TEMPORARY HOLD DOWN AND JACKING SUPPORT INSTALLATION TO REMAIN.
- MASONRY PLATE CONCRETE REPAIR AS SHOWN ON THE PLANS.
- REINSTALL GENERATION 3 RETROFIT.
- REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.

**PROPOSED WORK JOINT L0'
UPSTREAM TRUSS BEARING PHASE 2A**

- TEST GENERATION 2 ANCHOR RODS.
- INSTALL TEMPORARY HOLD DOWN AND JACKING SUPPORT.
- LINE BORE PIN HOLES AND REPLACE UPPER AND LOWER PINS.
- CLEAN AND PAINT BEARING AND GENERATION 2 RETROFIT.
- REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.

PLAN SET
A

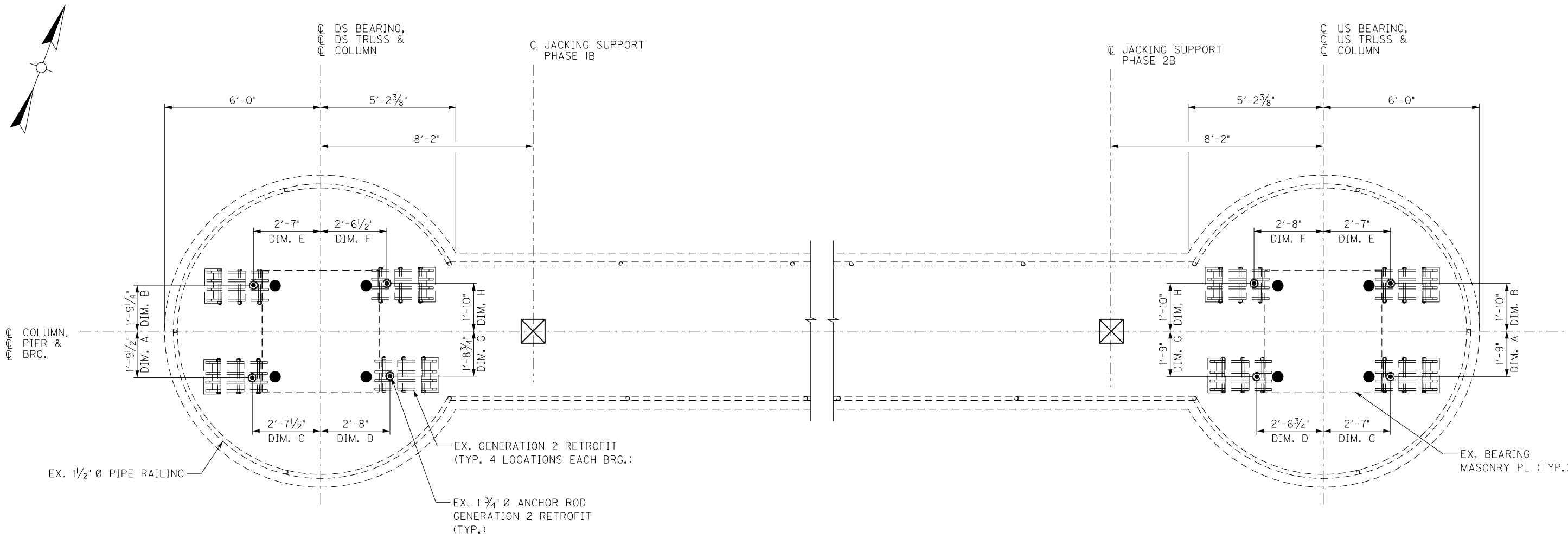
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	M BARON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
BRIDGE PLAN AND ELEVATION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S4	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: A - S05, S06, S1B - MASONRY REPAIR.DGN

USER: Merylo.Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

MicroStation v8.11.9.919



PIER 1L PLAN
JOINT L0

FIELD VERIFICATION

FABRICATION OF THE TEMPORARY HOLD DOWN IS DEPENDENT ON THE LOCATION OF THE GENERATION 2 ANCHOR RODS. THE CONTRACTOR SHALL VERIFY DIMENSIONS A THRU H WITH FIELD MEASUREMENTS PRIOR TO ORDERING MATERIALS OR FABRICATING STEEL WORK.

NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS ON THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. USE A PRE-DRILLED METAL TEMPLATE TO VERIFY GENERATION 2 ANCHOR ROD LOCATIONS BEFORE FABRICATING STEEL MEMBERS.

PIPE RAILING

THE EXISTING HANDRAIL MAY BE REMOVED AS NEEDED TO GAIN ACCESS TO WORK. THE CONTRACTOR IS TO STORE THE RAIL IN A SAFE PLACE.

THE CONTRACTOR IS RESPONSIBLE FOR ALL SAFETY REQUIREMENTS DUE TO THE REMOVED RAILING. WHEN THE WORK FOR THE PHASE AT HAND IS COMPLETED, THE RAILING AS REMOVED IS TO BE REINSTALLED.

PAYMENT TO REMOVE AND REINSTALL PIPE RAILING SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE BID ITEM.

ANCHOR ROD LOAD TEST

THE STRENGTH OF THE GENERATION 2 RETROFIT POST-INSTALLED ANCHOR IS UNKNOWN. THE ANCHOR IS USED TO TRANSMIT STRUCTURAL LOADS BY TENSION BETWEEN CONNECTED STRUCTURAL ELEMENTS. TEST THE TENSION STRENGTH OF EACH RETROFIT ANCHOR ROD TO ENSURE THE RETROFIT ANCHOR IS ADEQUATE TO SUPPORT THE NEW HOLD DOWN ROD COUPLED TO IT.

REMOVAL OF GENERATION 2 RETROFIT MAY BE NECESSARY TO TEST THE ANCHOR ROD. REINSTALL GENERATION 2 RETROFIT AFTER THE TEST IS COMPLETED BEFORE TESTING ANOTHER ANCHOR ROD.

CONDUCT TESTING IN ACCORDANCE WITH ASTM E488. USE AN UNCONFINED TEST SETUP TO ALLOW FOR BOND FAILURE WITH A SHALLOW CONE OR COMPLETE CONCRETE BREAKOUT FAILURE. A CONFINED TEST SETUP IS NOT PERMITTED. TENSILE LOAD SHALL BE APPLIED AT A CONTINUOUS LOAD RATE WITH LOAD AND DISPLACEMENT READINGS MONITORED.

TESTING SHALL DEVELOP 84 KIPS (125 PERCENT OF THE NEW HOLD DOWN ROD PRELOAD). APPLY AND HOLD THE TEST LOAD FOR THREE MINUTES. IF THE JACK EXPERIENCES ANY DROP IN GAUGE READING, RESTART THE TEST. FOR THE ANCHORAGE TO BE DEEMED SATISFACTORY, HOLD THE TEST LOAD FOR THREE MINUTES WITH NO MOVEMENT OR DROP IN GAUGE READING. TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIAL OR FABRICATING STEEL.

PLAN SET
A

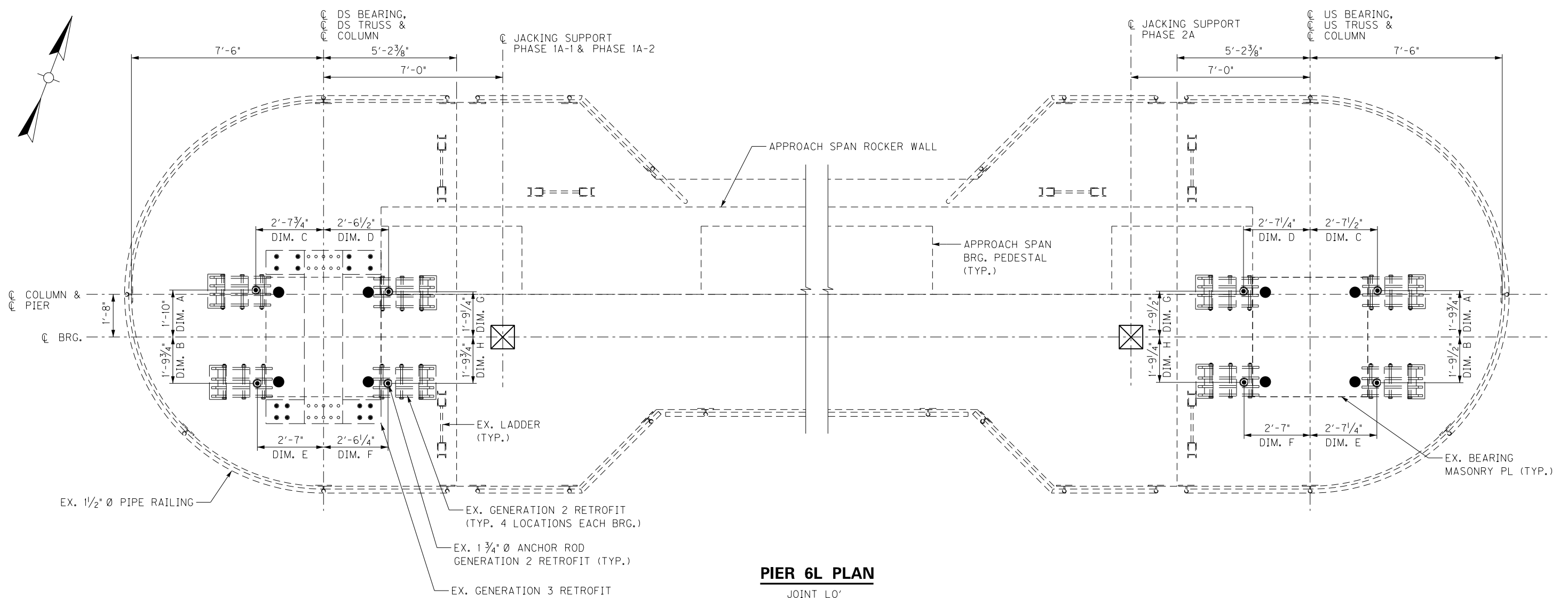
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 1L PLAN		
PREPARED BY		SHEET NO.
Michael Baker INTERNATIONAL		S5
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FILE NAME: A - S05, S06, SIB - MASONRY REPAIR.DGN

USER: MaryJo.Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

MicroStation v8.11.9.919



PIER 6L PLAN
JOINT L0'

FIELD VERIFICATION

FABRICATION OF THE TEMPORARY HOLD DOWN IS DEPENDENT ON THE LOCATION OF THE GENERATION 2 ANCHOR RODS. THE CONTRACTOR SHALL VERIFY DIMENSIONS A THRU H WITH FIELD MEASUREMENTS PRIOR TO ORDERING MATERIALS OR FABRICATING STEEL WORK.

NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS ON THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. USE A PRE-DRILLED METAL TEMPLATE TO VERIFY GENERATION 2 ANCHOR ROD LOCATIONS BEFORE FABRICATING STEEL MEMBERS.

PIPE RAILING

THE EXISTING HANDRAIL MAY BE REMOVED AS NEEDED TO GAIN ACCESS TO WORK. THE CONTRACTOR IS TO STORE THE RAIL IN A SAFE PLACE.

THE CONTRACTOR IS RESPONSIBLE FOR ALL SAFETY REQUIREMENTS DUE TO THE REMOVED RAILING. WHEN THE WORK FOR THE PHASE AT HAND IS COMPLETED, THE RAILING AS REMOVED IS TO BE REINSTALLED.

PAYMENT TO REMOVE AND REINSTALL PIPE RAILING SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE BID ITEM.

ANCHOR ROD LOAD TEST

THE STRENGTH OF THE GENERATION 2 RETROFIT POST-INSTALLED ANCHOR IS UNKNOWN. THE ANCHOR IS USED TO TRANSMIT STRUCTURAL LOADS BY TENSION BETWEEN CONNECTED STRUCTURAL ELEMENTS. TEST THE TENSION STRENGTH OF EACH RETROFIT ANCHOR ROD TO ENSURE THE RETROFIT ANCHOR IS ADEQUATE TO SUPPORT THE NEW HOLD DOWN ROD COUPLED TO IT.

REMOVAL OF GENERATION 2 RETROFIT MAY BE NECESSARY TO TEST THE ANCHOR ROD. REINSTALL GENERATION 2 RETROFIT AFTER THE TEST IS COMPLETED BEFORE TESTING ANOTHER ANCHOR ROD.

CONDUCT TESTING IN ACCORDANCE WITH ASTM E488. USE AN UNCONFINED TEST SETUP TO ALLOW FOR BOND FAILURE WITH A SHALLOW CONE OR COMPLETE CONCRETE BREAKOUT FAILURE. A CONFINED TEST SETUP IS NOT PERMITTED. TENSILE LOAD SHALL BE APPLIED AT A CONTINUOUS LOAD RATE WITH LOAD AND DISPLACEMENT READINGS MONITORED.

TESTING SHALL DEVELOP 84 KIPS (125 PERCENT OF THE NEW HOLD DOWN ROD PRELOAD). APPLY AND HOLD THE TEST LOAD FOR THREE MINUTES. IF THE JACK EXPERIENCES ANY DROP IN GAUGE READING, RESTART THE TEST. FOR THE ANCHORAGE TO BE DEEMED SATISFACTORY, HOLD THE TEST LOAD FOR THREE MINUTES WITH NO MOVEMENT OR DROP IN GAUGE READING. TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIAL OR FABRICATING STEEL.

PLAN SET
A

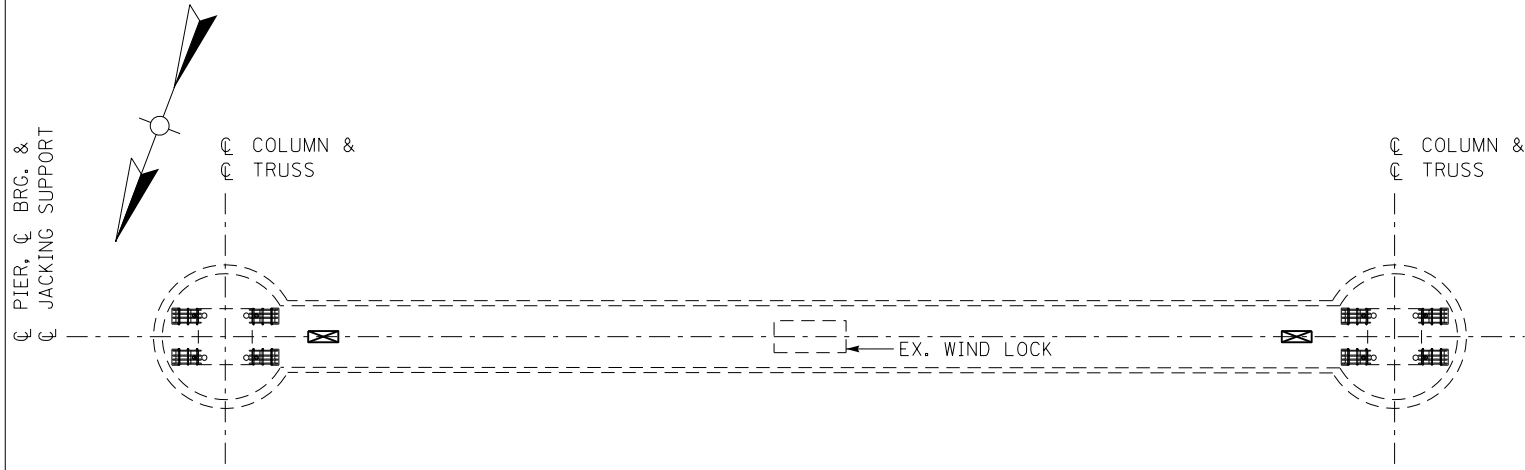
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L PLAN		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	
	28935	

FILE NAME: A - S07_S08 - JACKING DETAILS.DGN

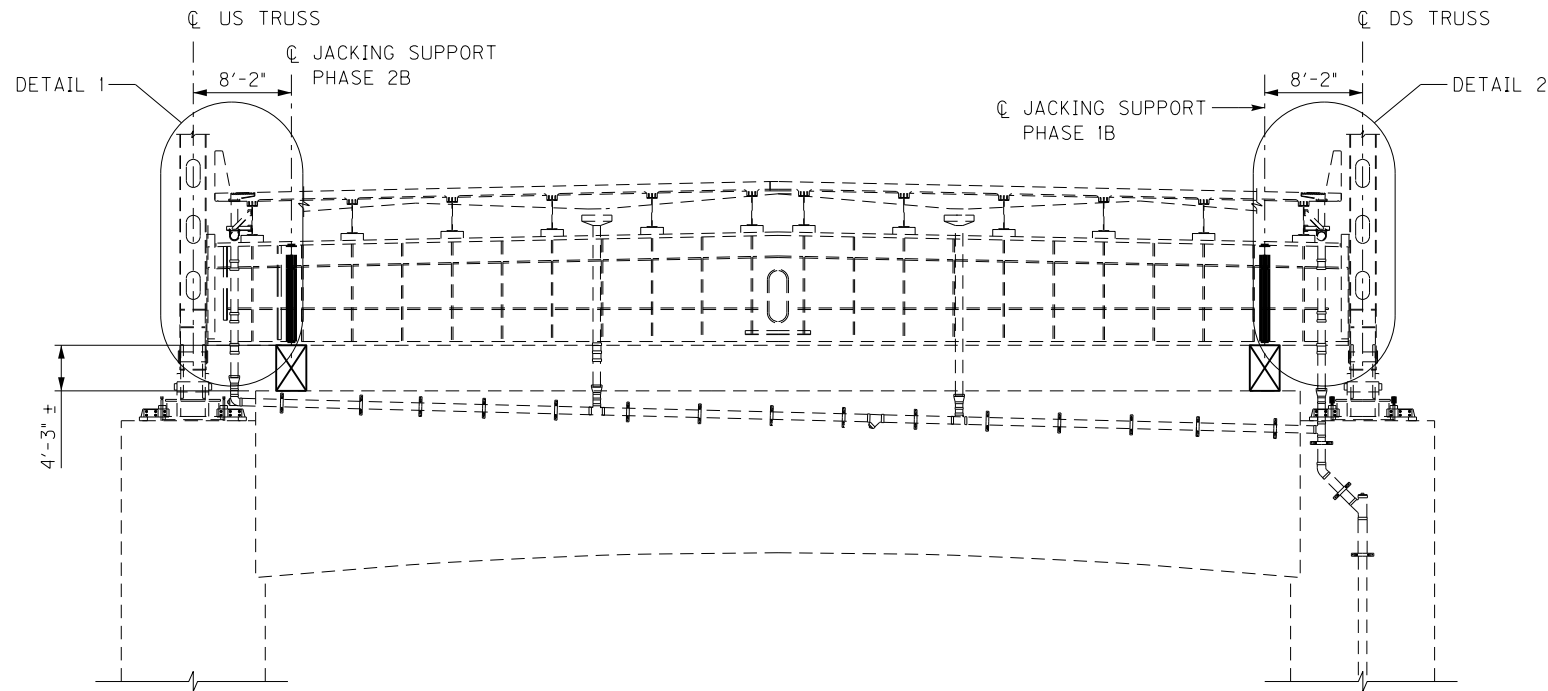
USER: Morylo, Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

MicroStation v8.11.9.919



PIER 1L PLAN



PIER 1L ELEVATION
LOOKING BACK STATION

PIER 1L JACKING SUPPORT

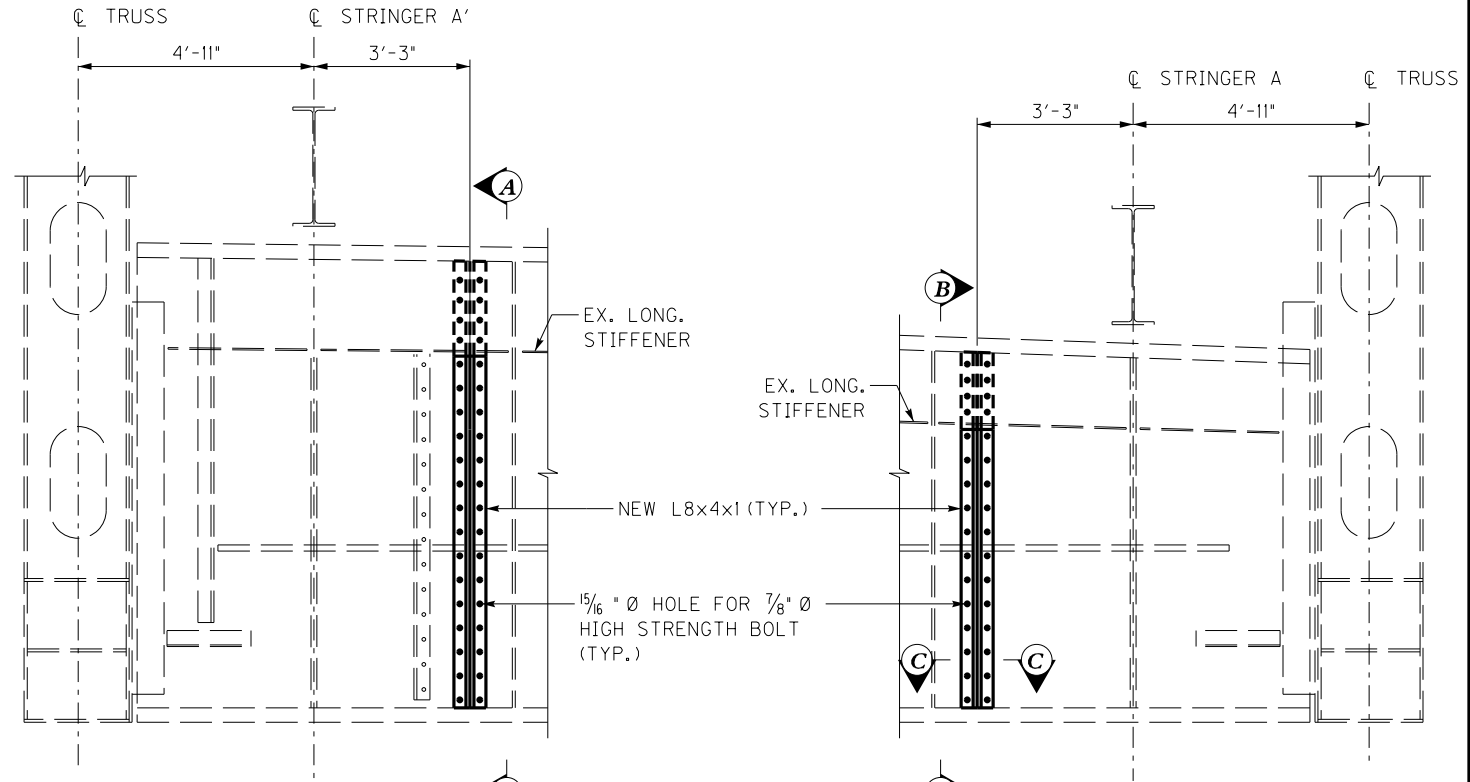
THE TRUSS DEAD LOAD PRODUCES UPLIFT AT THE PIER 1L AND PIER 6L PIN AND LINK BEARINGS. HOWEVER, THE END FLOORBEAM AT PIER 1L SUPPORTS ONE END OF THE APPROACH SPAN SUCH THAT THE SUPERIMPOSED DEAD LOAD FROM THE SPAN COUNTERACTS THE TRUSS DEAD LOAD UPLIFT PRODUCING A POSITIVE DEAD LOAD ON THE PIN AND LINK BEARINGS AT PIER 1L.

THE FLOORBEAM IS TO BE JACKED TO REMOVE THE FLOORBEAM DEADLOAD OFF THE LINK PLATE TO TRANSFER TO THE JACKING SUPPORT. POSITIVE MOT (MAINTENANCE OF TRAFFIC) LIVE LOAD PRODUCED ON THE END SPAN MUST ALSO BYPASS THE LINK PLATE TO TRANSFER TO THE JACKING SUPPORT. SEE GENERAL NOTES.

PIER 1L LOAD TABLE (PER BEARING)

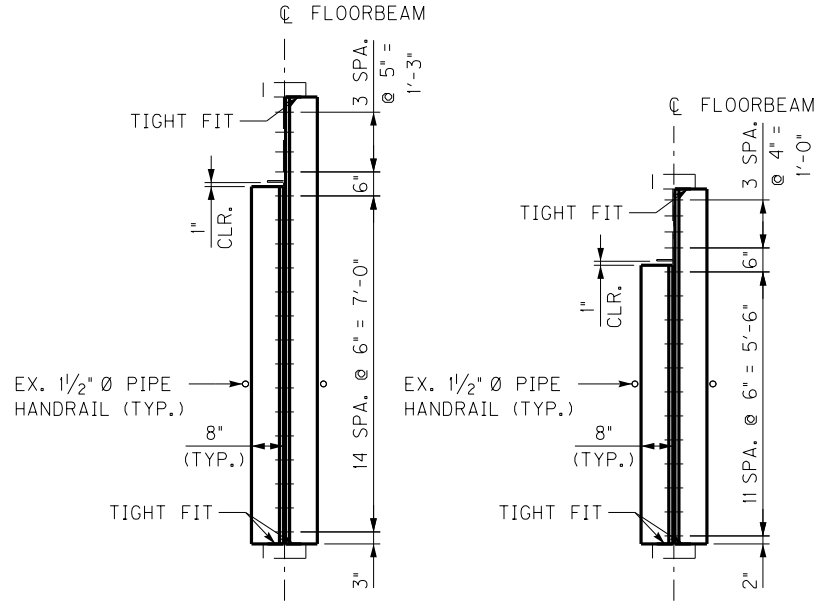
MIN. LOAD 1.5(DL+LL+I) (UPLIFT) (KIP)	MAX. LOAD 1.5(DL+LL+I) (JACKING) (KIP)	NUMBER OF JACKS	MIN. JACK CAPACITY (TONS)
-41	261	2	66

CONTRACTOR MAY OPT TO USE A SINGLE JACK
MIN. JACK CAPACITY = 132 TONS



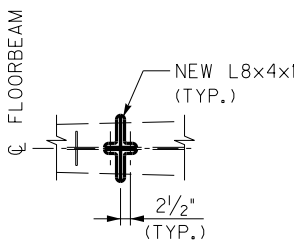
DETAIL 1
JACKING STIFFENER
ANGLES INSTALLATION

DETAIL 2



SECTION A-A

SECTION B-B



SECTION C-C

NOTES

1. NEW STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50.
2. NEW STEEL SHALL BE PRIMED AND PAINTED IN THE SHOP.
3. STIFFENER TIGHT FIT AT TOP AND BOTTOM OF L8x4 TO MEET THE REQUIREMENTS OF SECTION 607.03.08 (I) OF THE STANDARD SPECIFICATIONS.
4. GRIND UPPER AND LOWER CORNERS OF L8x4 TO MISS THE FLOORBEAM FLANGE TO WEB WELDS.
5. SEE GENERAL NOTES FOR BOLTS.
6. JACKING STIFFENERS TO REMAIN IN PLACE WHEN WORK IS COMPLETED.
7. PIPE HANDRAIL MAY BE REMOVED IF NECESSARY TO ACCESS WORK AND SHALL BE REPLACED AS REMOVED WHEN WORK IS COMPLETED.

PLAN SET
A

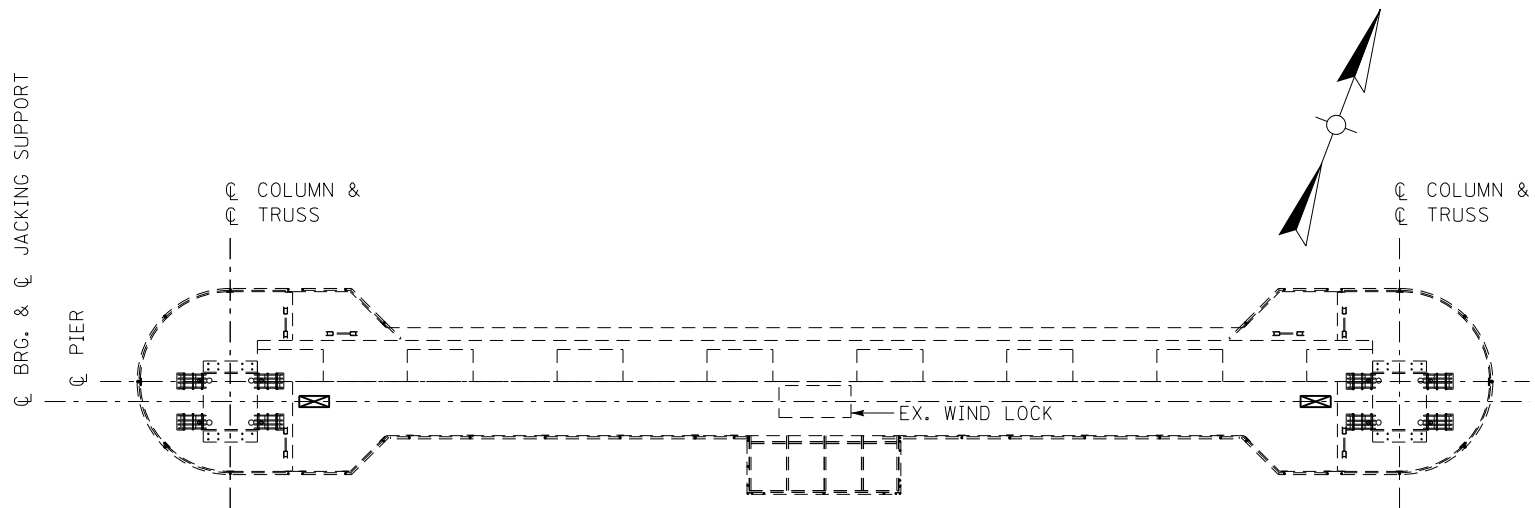
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 1L TEMP. JACKING SUPPORT		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	S7
		DRAWING NO. 28935

FILE NAME: A - S07_S08 - JACKING DETAILS.DGN

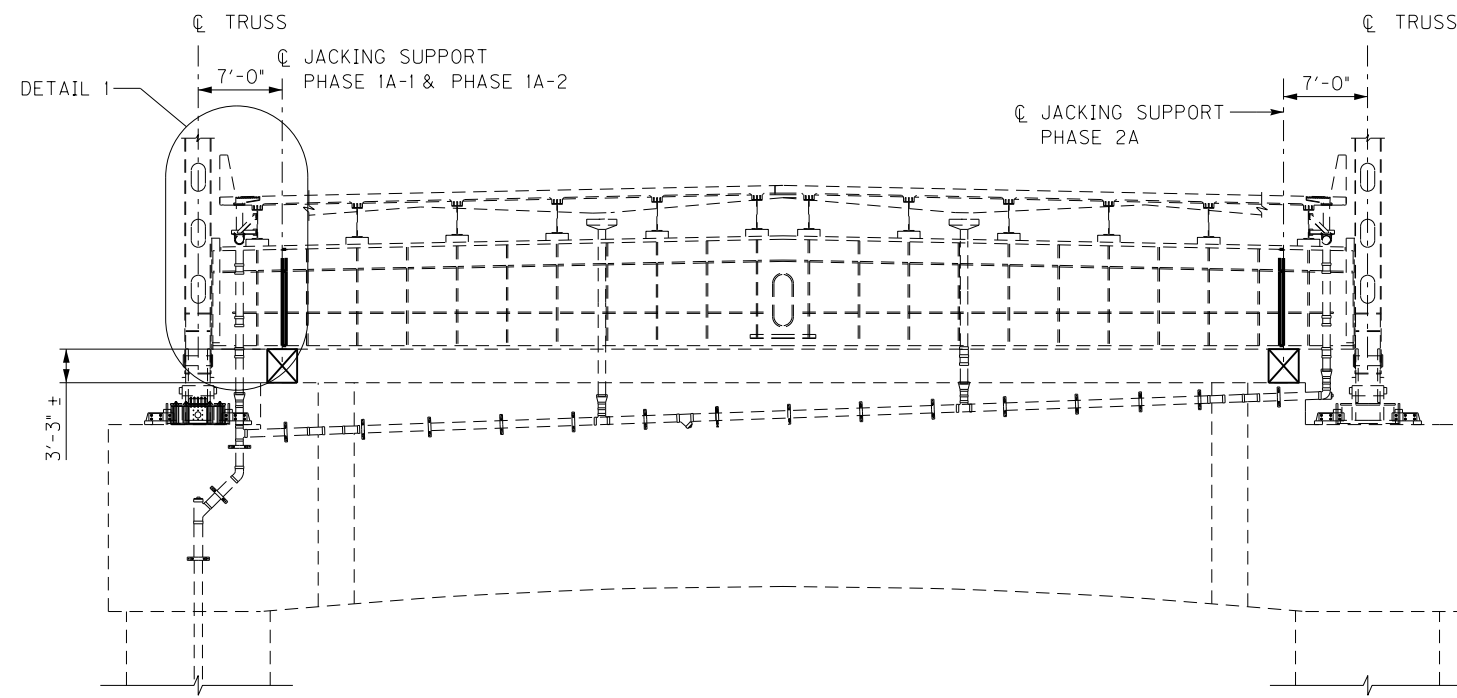
USER: Marv.io.Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

MicroStation v8.11.9.919



PIER 6L PLAN



PIER 6L ELEVATION

LOOKING AHEAD STATION
PLATFORM NOT SHOWN FOR CLARITY

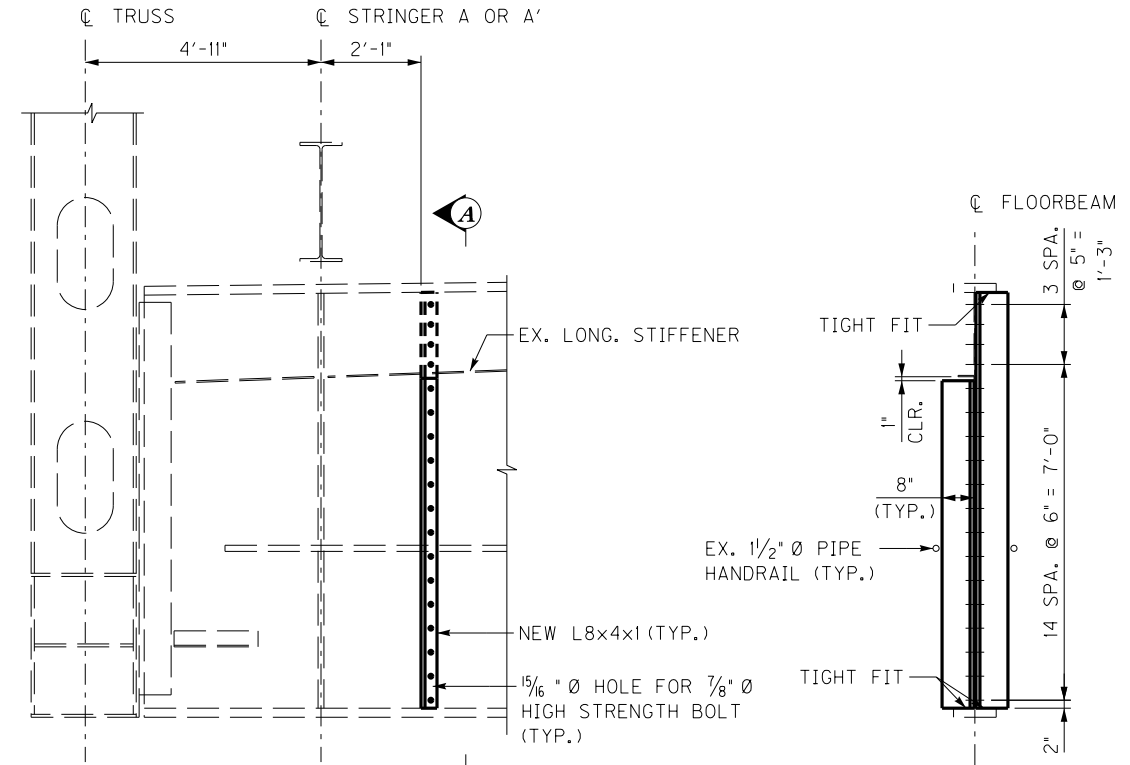
PIER 6L JACKING SUPPORT

THE TRUSS DEAD LOAD PRODUCES UPLIFT AT THE PIER 6L PIN AND LINK BEARINGS. THE TRUSS UPLIFT IS TO BE REMOVED OFF THE LINK PLATES WHEN THE ANCHOR RODS ARE TIGHTENED TO PRELOAD.

THE FLOORBEAM IS TO BE JACKED TO REMOVE THE FLOORBEAM DEADLOAD OFF THE LINK PLATE TO TRANSFER TO THE JACKING SUPPORT. POSITIVE MOT (MAINTENANCE OF TRAFFIC) LIVE LOAD PRODUCED ON THE END SPAN MUST ALSO BYPASS THE LINK PLATE TO TRANSFER TO THE JACKING SUPPORT. SEE GENERAL NOTES.

PIER 6L LOAD TABLE (PER BEARING)

MIN. LOAD 1.5(DL+LL+I) (UPLIFT) (KIP)	MAX. LOAD 1.5(DL+LL+I) (JACKING) (KIP)	NUMBER OF JACKS	MIN. JACK CAPACITY (TONS)
-270	32	1	16



DETAIL 1

JACKING STIFFENER
ANGLES INSTALLATION

SECTION A-A

NOTES

- NEW STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50.
- NEW STEEL SHALL BE PRIMED AND PAINTED IN THE SHOP.
- STIFFENER TIGHT FIT AT TOP AND BOTTOM OF L8x4 TO MEET THE REQUIREMENTS OF SECTION 607.03.08 (I) OF THE STANDARD SPECIFICATIONS.
- GRIND UPPER AND LOWER CORNERS OF L8x4 TO MISS THE FLOORBEAM FLANGE TO WEB WELDS.
- SEE GENERAL NOTES FOR BOLTS.
- JACKING STIFFENERS TO REMAIN IN PLACE WHEN WORK IS COMPLETED.
- PIPE HANDRAIL MAY BE REMOVED IF NECESSARY TO ACCESS WORK AND SHALL BE REPLACED AS REMOVED WHEN WORK IS COMPLETED.

PLAN SET
A

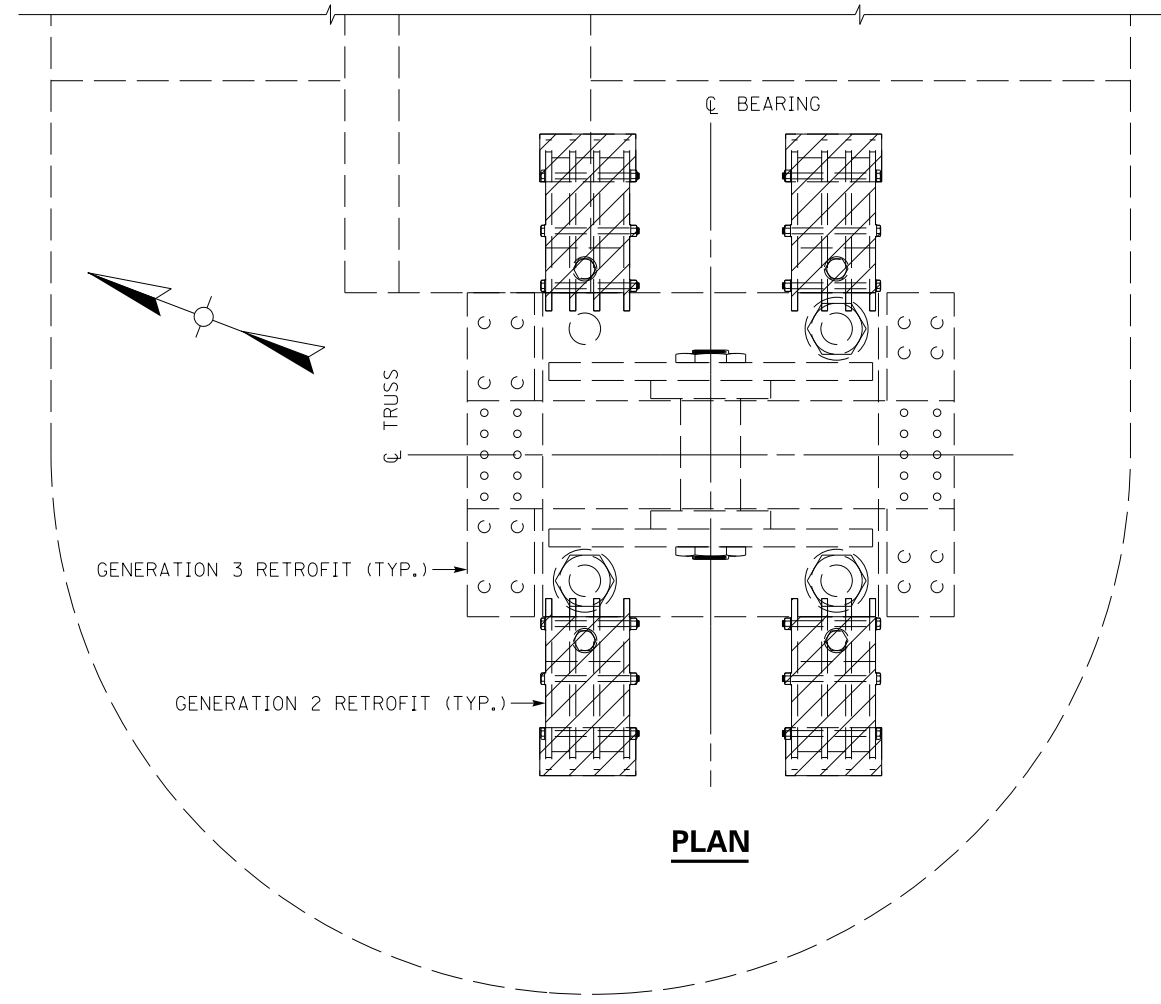
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L TEMP. JACKING SUPPORT		
PREPARED BY		SHEET NO.
Michael Baker INTERNATIONAL		S8
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM		DRAWING NO. 28935

FILE NAME: A - S09_S10 - REMOVAL DETAILS.DGN

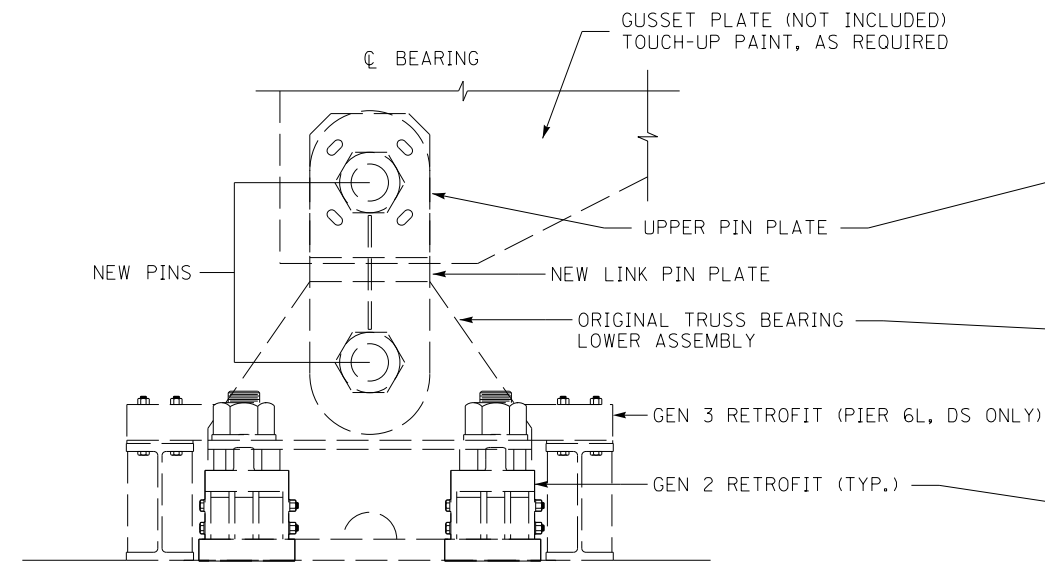
USER: Marc,jo,Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

MicroStation v8.11.9.919

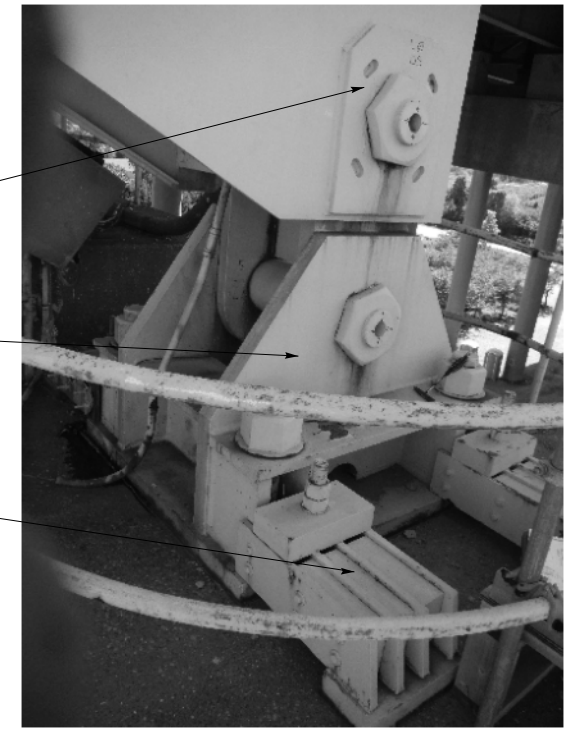


PLAN



ELEVATION

PIER 6L (PP 0') DS TRUSS BEARING SHOWN



TRUSS BEARING WITH GEN 2 RETROFIT SHOWN

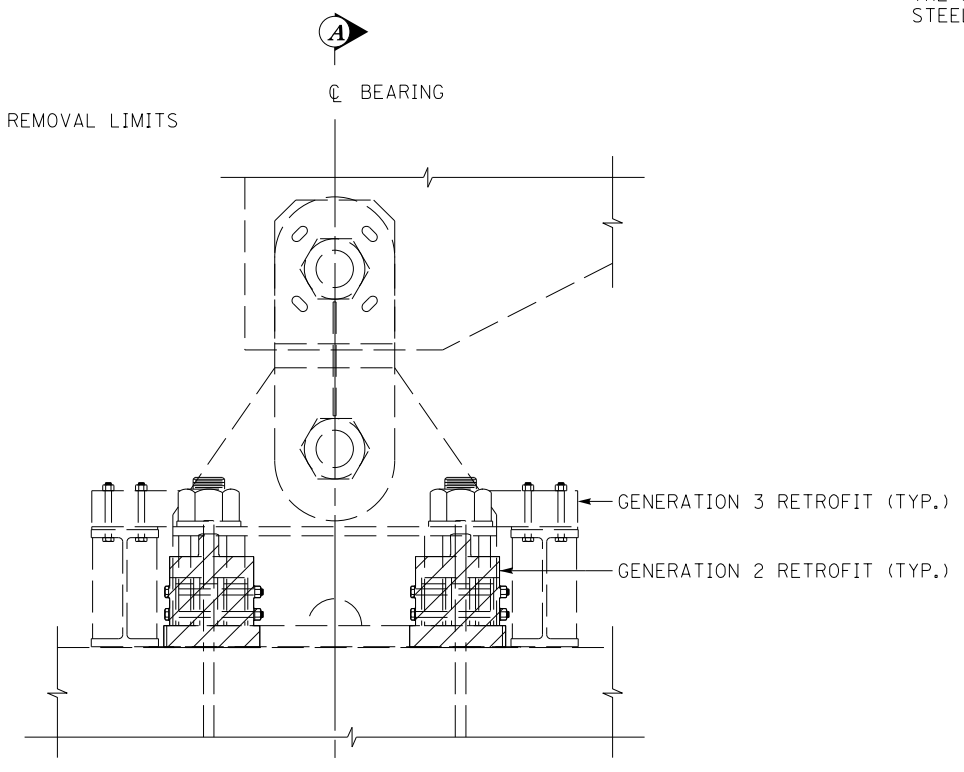
NOTES FOR FIELD PAINTING US / DS TRUSS BEARINGS AT PIERS 1L AND 6L

FOLLOWING COMPLETED REPAIR OF THE TRUSS BEARINGS AT PIERS 1L AND 6L, CLEAN AND PAINT THE ENTIRE TRUSS BEARING ASSEMBLY IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS. LEVEL OF CLEANING TO BE AN SSPC-SP15 (COMMERCIAL GRADE POWER TOOL CLEANING). ALL POWER TOOLS SHALL BE EQUIPPED WITH VACUUM SHROUDS AND FITTED WITH HEPA FILTERS AT THEIR AIR EXHAUSTS. MAINTAIN AND OPERATE ALL VACUUM SHROUDED POWER TOOLS TO COLLECT GENERATED DEBRIS.

TRUSS BEARINGS SHALL RECEIVE A THREE COAT PAINT SYSTEM IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS. MATCH THE NEW PAINT FINISH COAT COLOR WITH THE CURRENT COLOR OF THE STRUCTURE. THE COST IS TO BE INCLUDED WITH THE APPROPRIATE BID ITEMS. WORK WITH NEW STEEL PAINTING GENERAL NOTE.

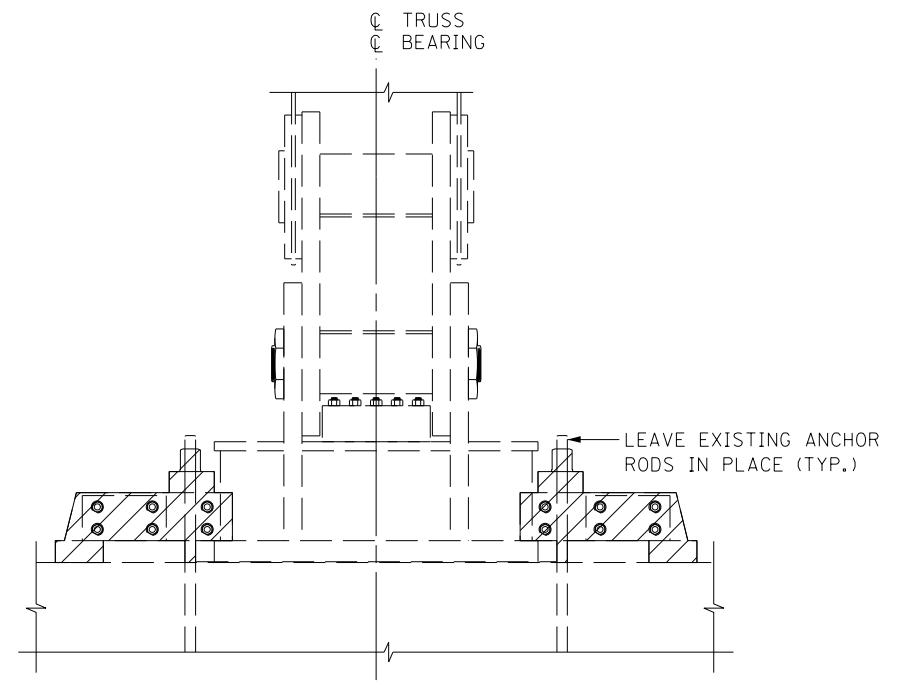
LEGEND

▨ GENERATION 2 RETROFIT REMOVAL LIMITS



ELEVATION

PIER 6L (PP 0') DOWNSTREAM TRUSS BEARING, LOOKING EAST



SECTION A-A

NOTES

1. ALL PIER 6L DS GENERATION 2 RETROFITS MAY BE PERMANENTLY REMOVED PRIOR TO TESTING THE ANCHOR RODS. REINSTALLATION IS NOT REQUIRED.
2. ANCHOR RODS SHALL BE PROTECTED DURING THIS REMOVAL WORK.
3. GENERATION 3 RETROFIT SHALL BE LEFT IN PLACE UNTIL THE TEMPORARY HOLD DOWN INSTALLATION IS COMPLETED.

PLAN SET
A

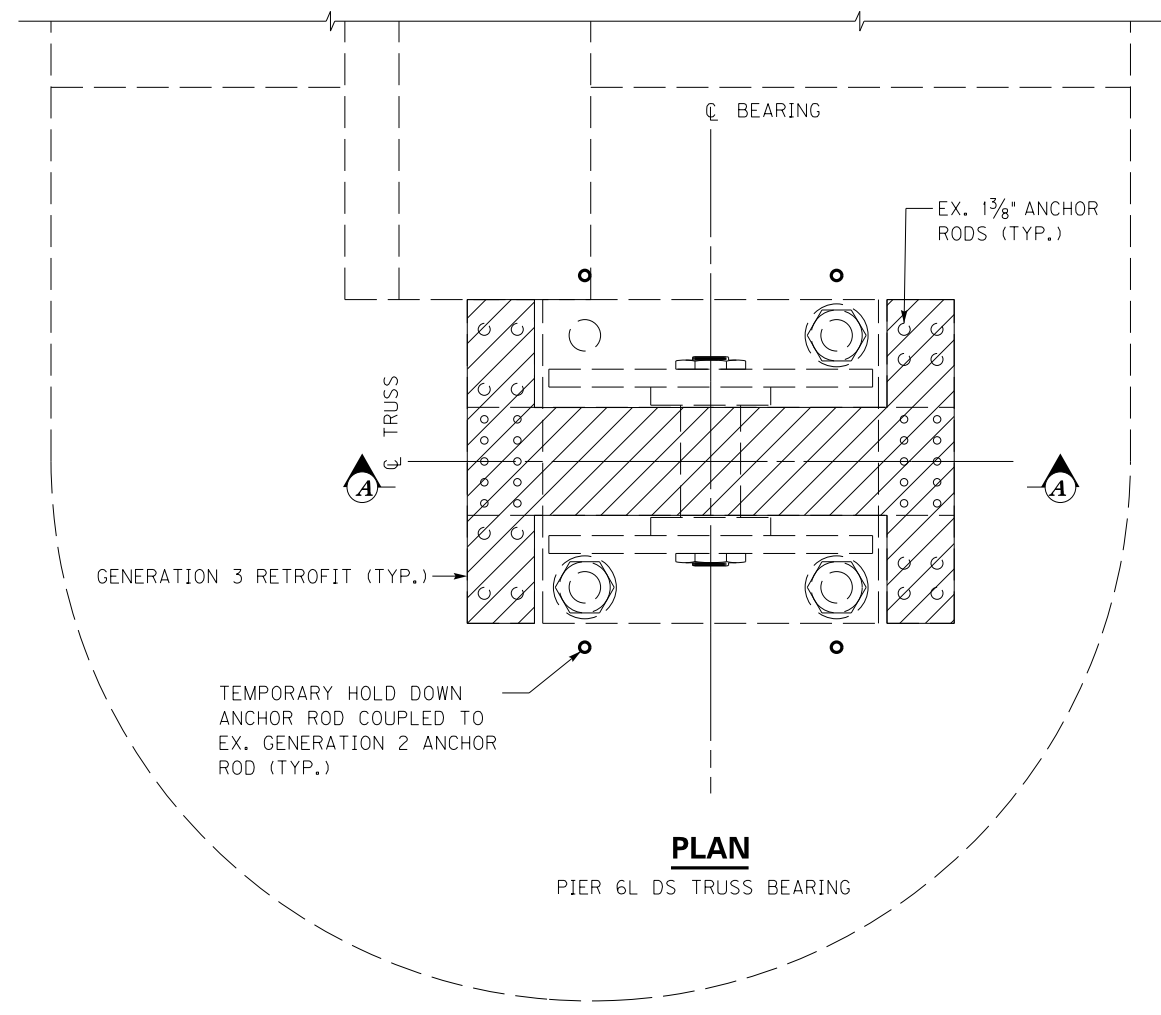
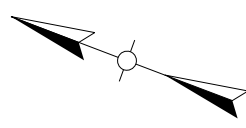
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L DS GEN. 2 REMOVAL		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	S9
		DRAWING NO. 28935

FILE NAME: A - S09, S10 - REMOVAL DETAILS.DGN

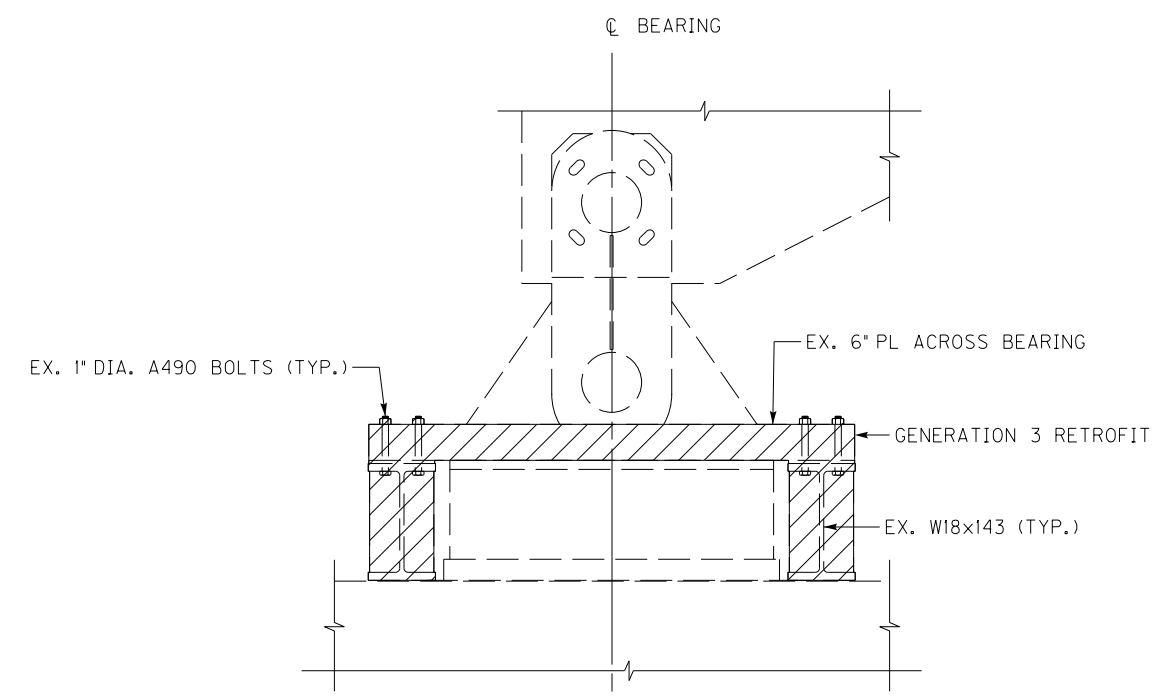
USER: Marv.io.Dwyer
DATE PLOTTED: December 13, 2024

E-SHEET NAME:

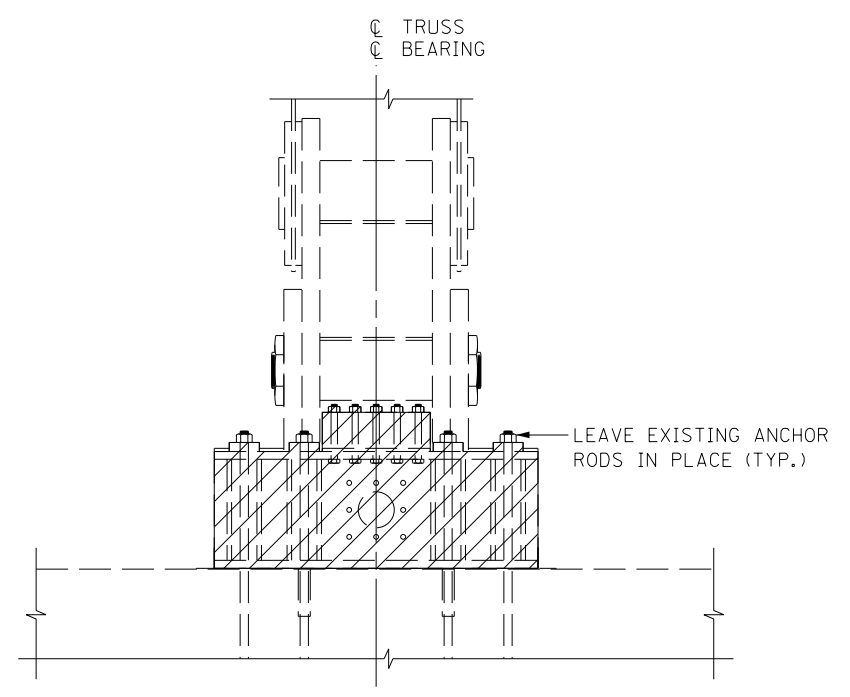
MicroStation v8.11.9.919



PLAN
PIER 6L DS TRUSS BEARING



SECTION A-A



SECTION B-B

GENERATION 3 REINSTALLATION

GENERATION 3 RETROFIT TO REMAIN IN PLACE UNTIL THE TEMPORARY HOLD DOWN INSTALLATION IS COMPLETED.

DO NOT REUSE EXISTING A490 BOLTS REMOVED.

GENERATION 3 REINSTALL SHALL CONFORM TO DN 26658 INSTALLATION PROCEDURE DESCRIBED ON SHEET NO. S3.

REINSTALL W18 SECTIONS AND TIGHTEN ANCHORS TO A PRELOAD OF 59 KIPS. AFTER TIGHTENING, VERIFY THAT EACH ANCHOR MAINTAINS ITS PRELOAD.

REINSTALL THE 6 INCH PLATE ACROSS THE BEARING IN ACCORDANCE WITH DN 26658, SHEET NO. S3, NOTES 9 THRU 13.

NEW 1\"/>

REINSTALL BOLTS BETWEEN THE TOP FLANGE OF THE W18 AND THE 6 INCH PLATE OVER THE BEARING. BOLTS SHALL BE EVENLY TENSIONED TO 64 KIPS.

LEGEND

GENERATION 3 RETROFIT REMOVAL LIMITS

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	MJ DWYER	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L DS GEN. 3 RETROFIT		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S10	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

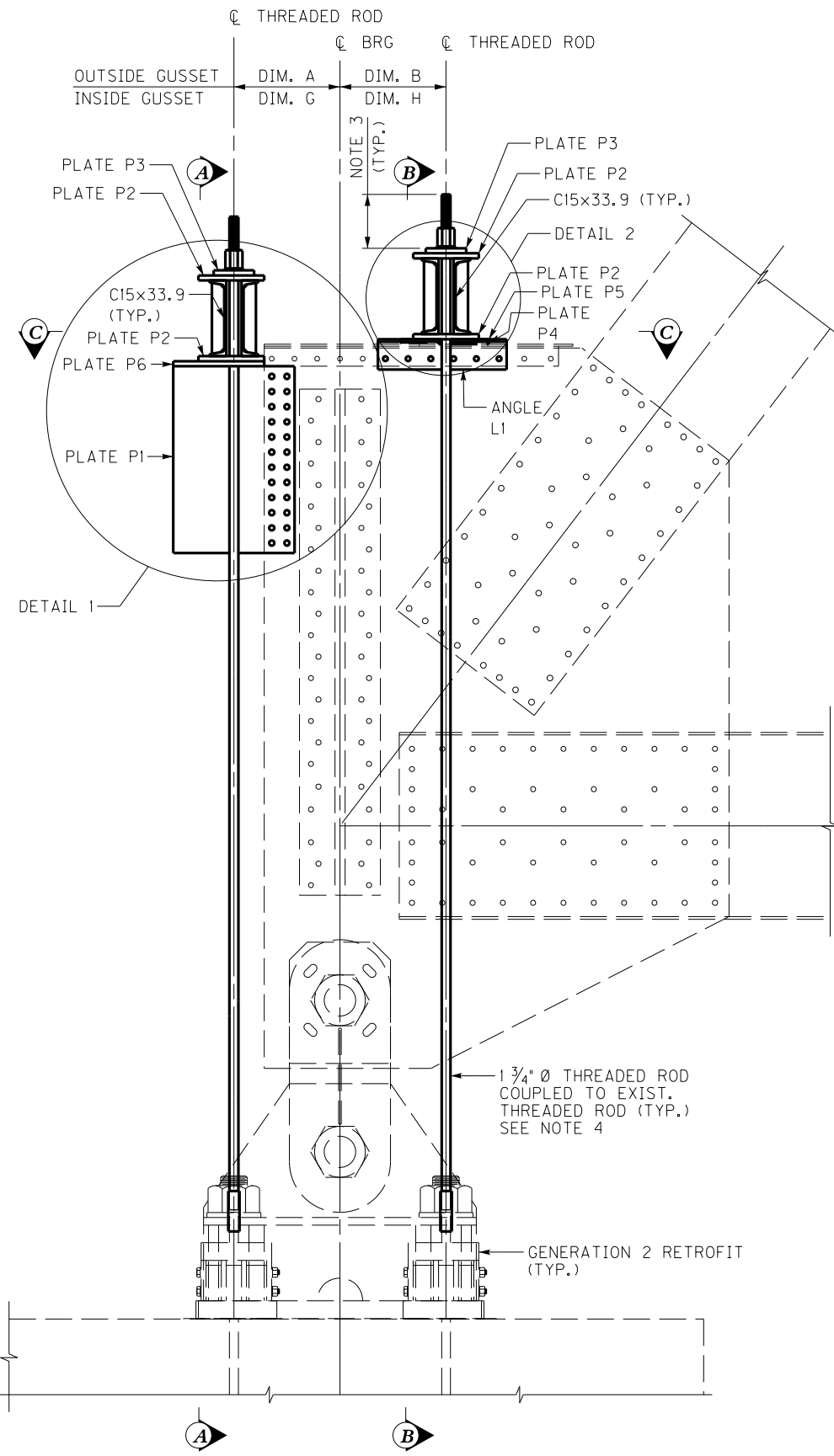
PLAN SET
A

FILE NAME: A - S11, S13, S14 - EX BEARING DETAILS.DGN

USER: Marvjo.Dwyer
DATE PLOTTED: December 13, 2024

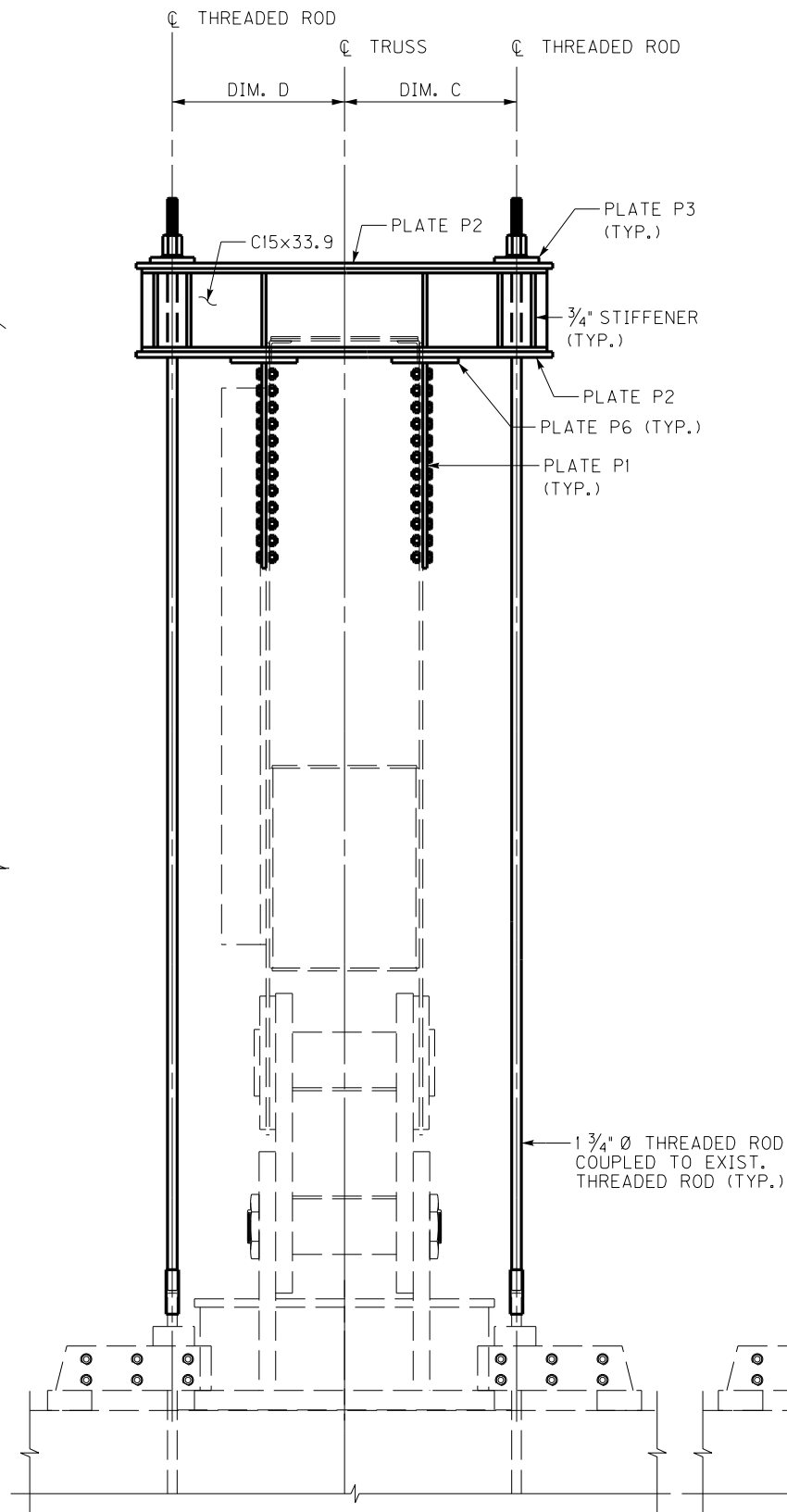
E-SHEET NAME:

MicroStation v8.11.9.919



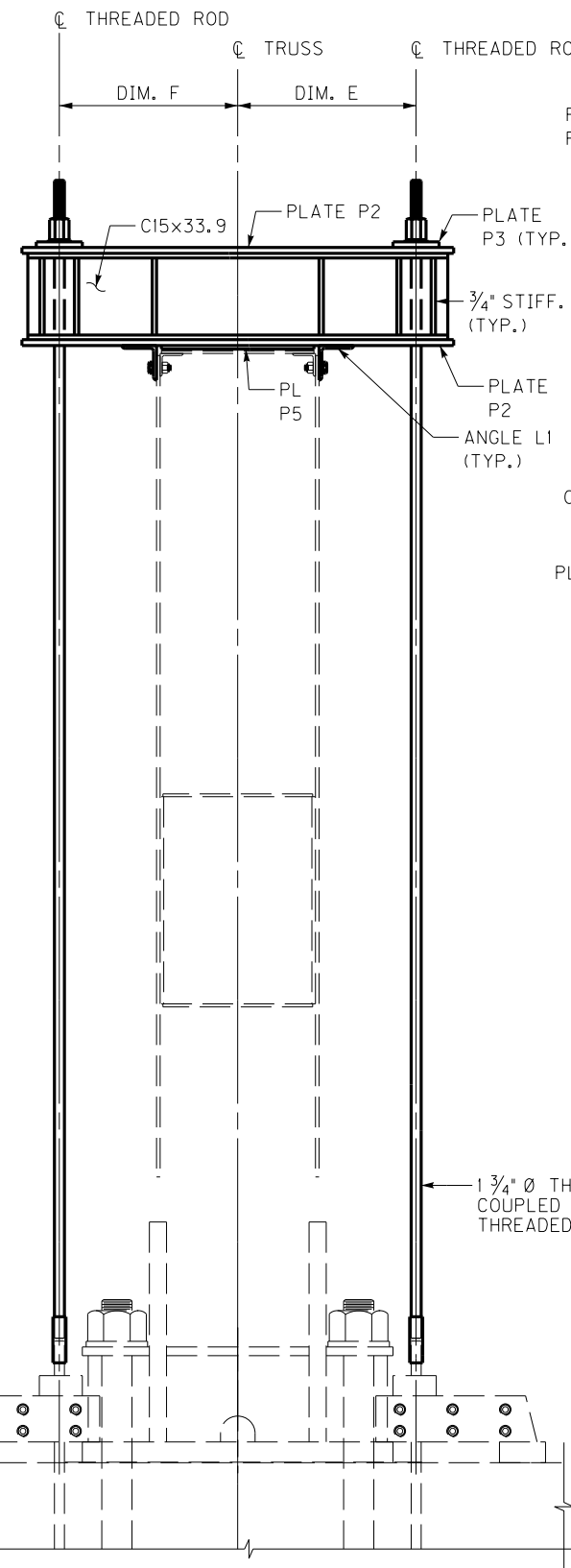
ELEVATION

PIER 1L US TRUSS BEARING, LOOKING WEST
PIER 1L DS TRUSS BEARING, OPPOSITE HAND
DRAINAGE SYSTEM NOT SHOWN FOR CLARITY



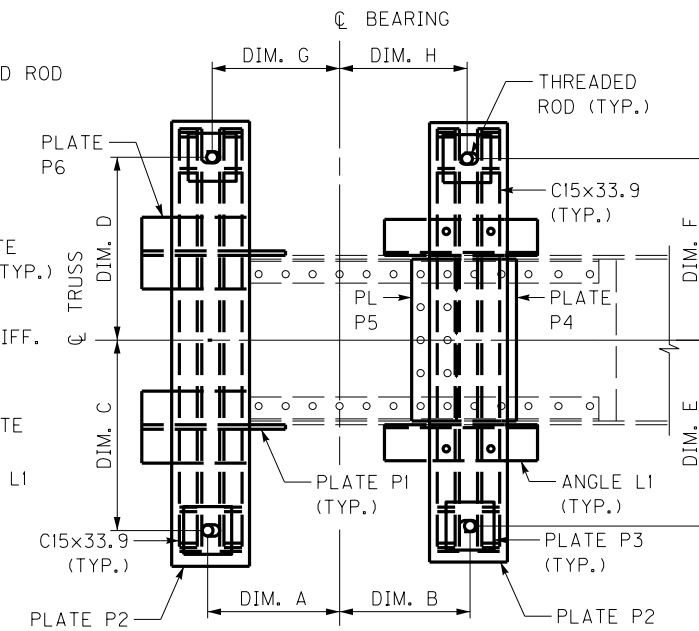
SECTION A-A

PIER 1L US TRUSS BEARING, SHOWN
PIER 1L DS TRUSS BEARING, OPPOSITE HAND



SECTION B-B

PIER 1L US TRUSS BEARING, SHOWN
PIER 1L DS TRUSS BEARING, OPPOSITE HAND



VIEW C-C

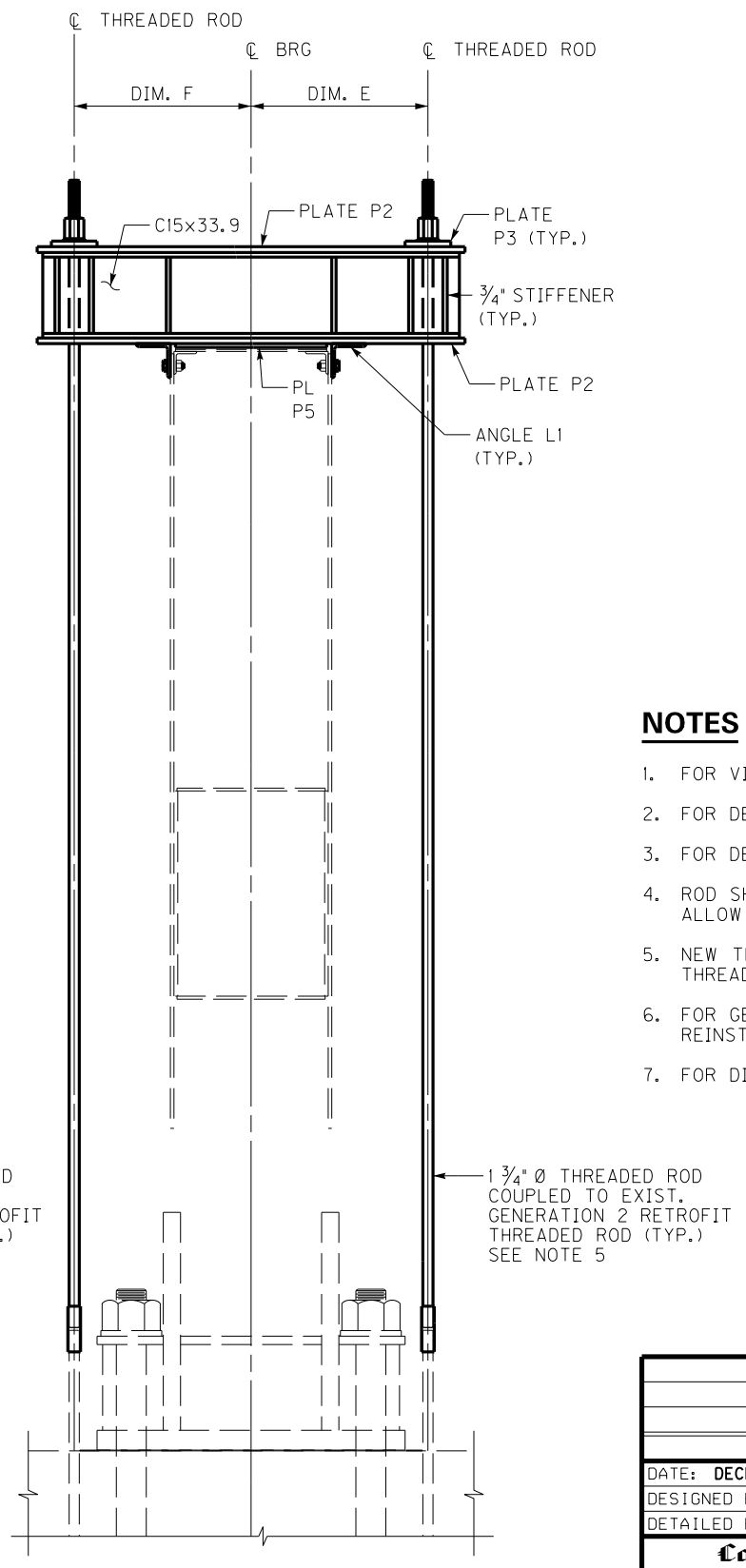
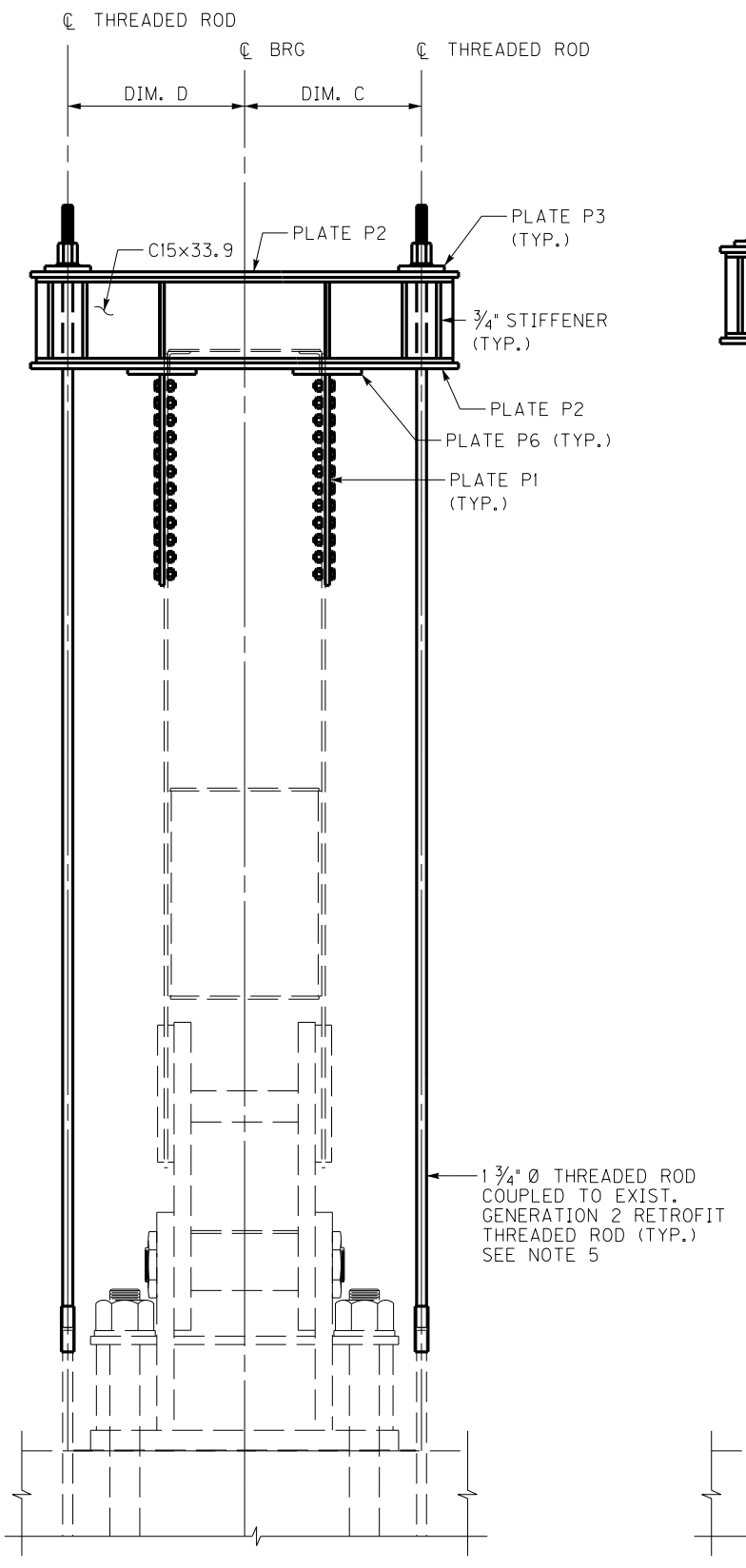
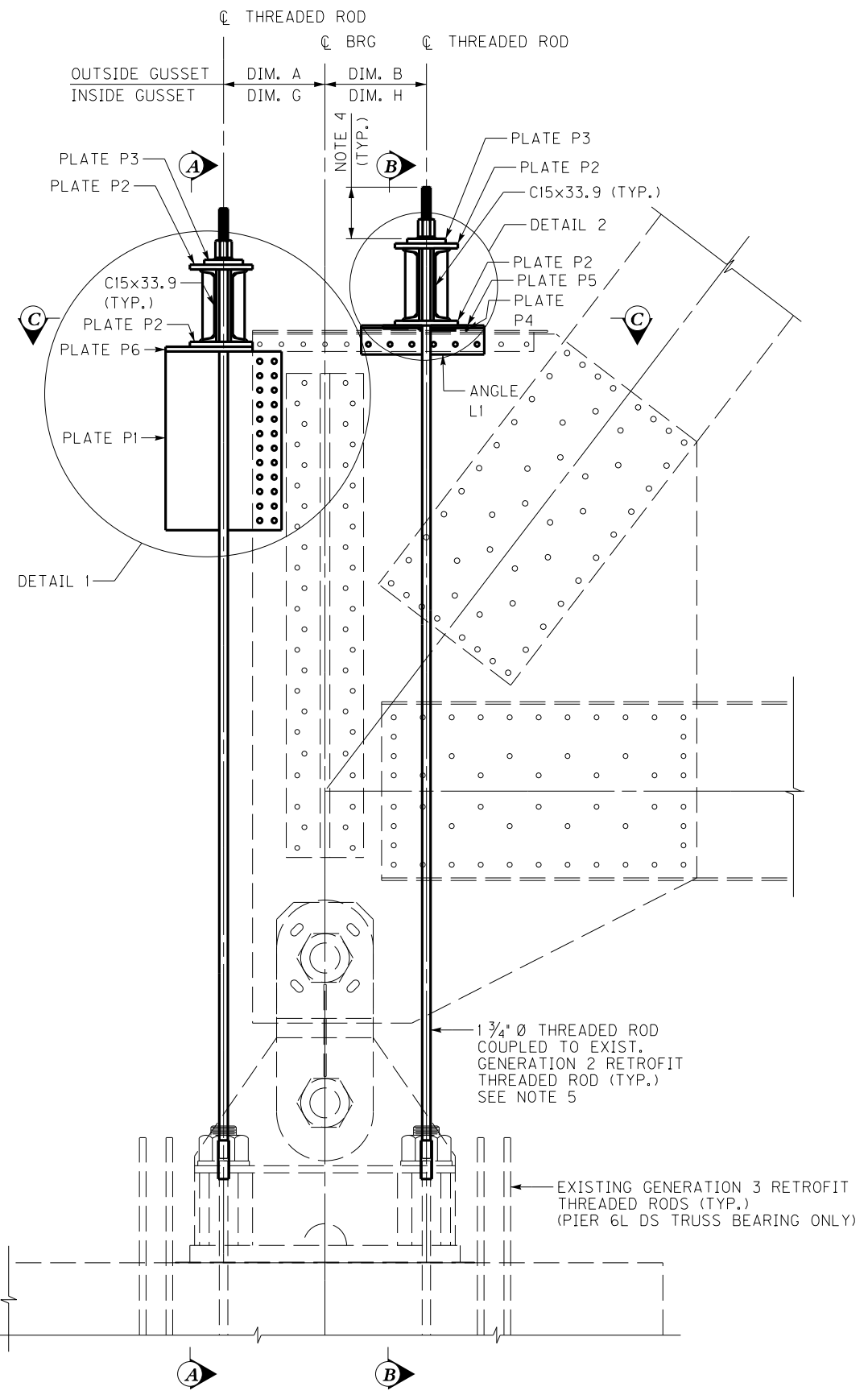
NOTES

- FOR DETAIL 1, SEE SHEET NO. S13.
- FOR DETAIL 2, SEE SHEET NO. S14.
- ROD SHALL PROTRUDE MINIMUM LENGTH TO ALLOW FOR TENSIONING EQUIPMENT (TYP.).
- NEW THREAD FORM SHALL MATCH EXISTING THREAD FORM (TYP.).
- FOR DIM. A THRU DIM. H, SEE SHEET NO. S5.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	P THOMSON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
TEMPORARY HOLD DOWN PIER 1L		
PREPARED BY		SHEET NO.
Michael Baker INTERNATIONAL		S11
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM		DRAWING NO. 28935

PLAN SET
A

MicroStation v8.11.9.919 E-SHEET NAME: S23464 020 USER: Marvjo.Dwyer DATE PLOTTED: December 13, 2024 FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.A - S12, S17 - KING FISH BEARING GEN 2.DGN



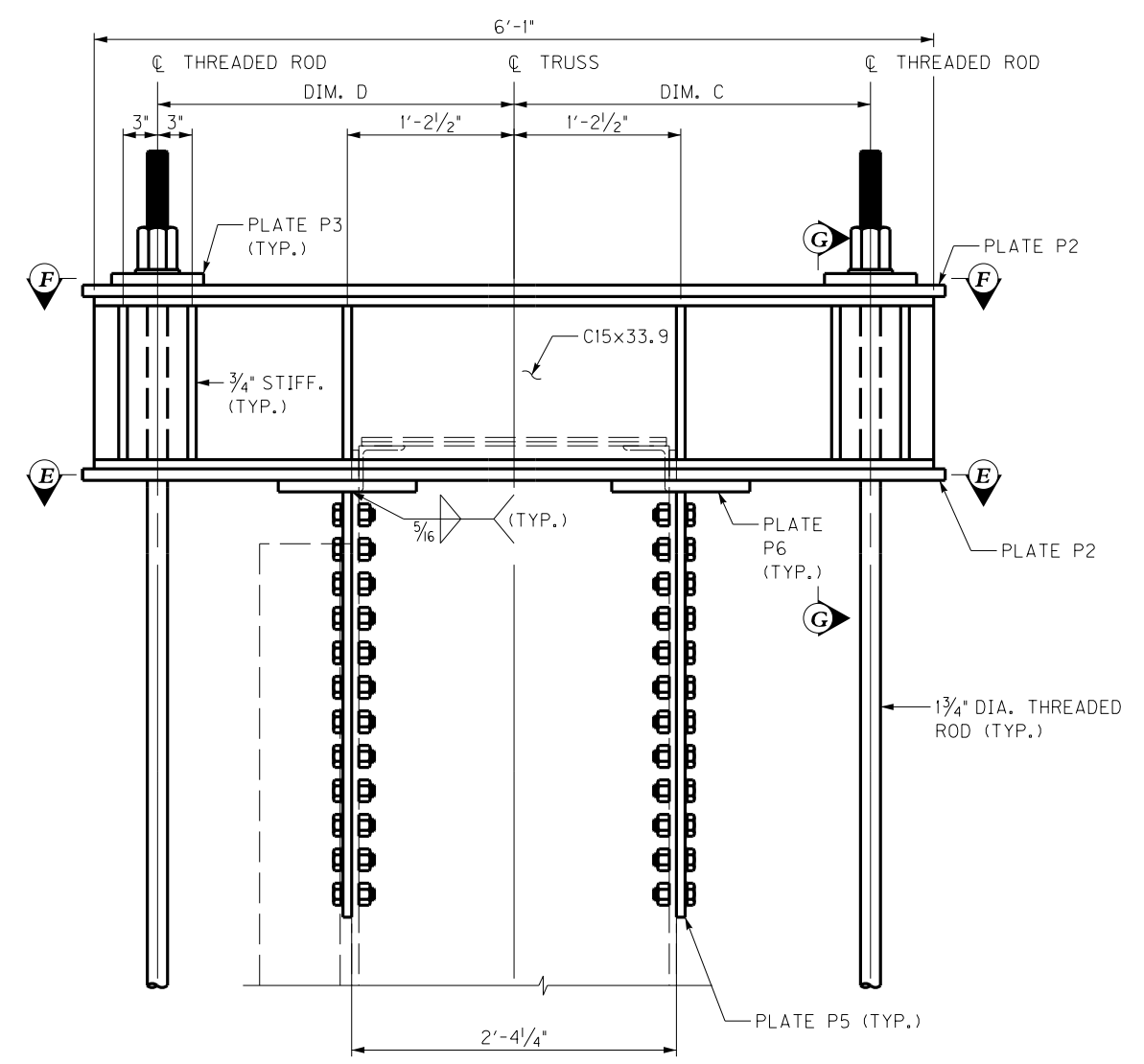
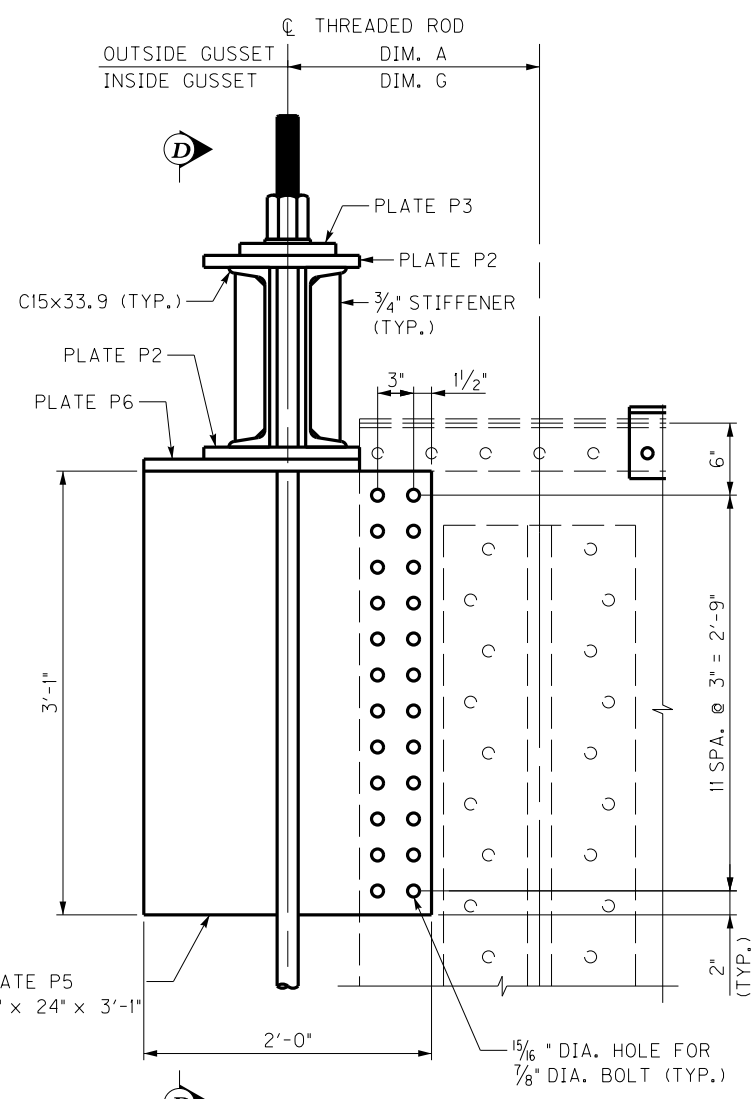
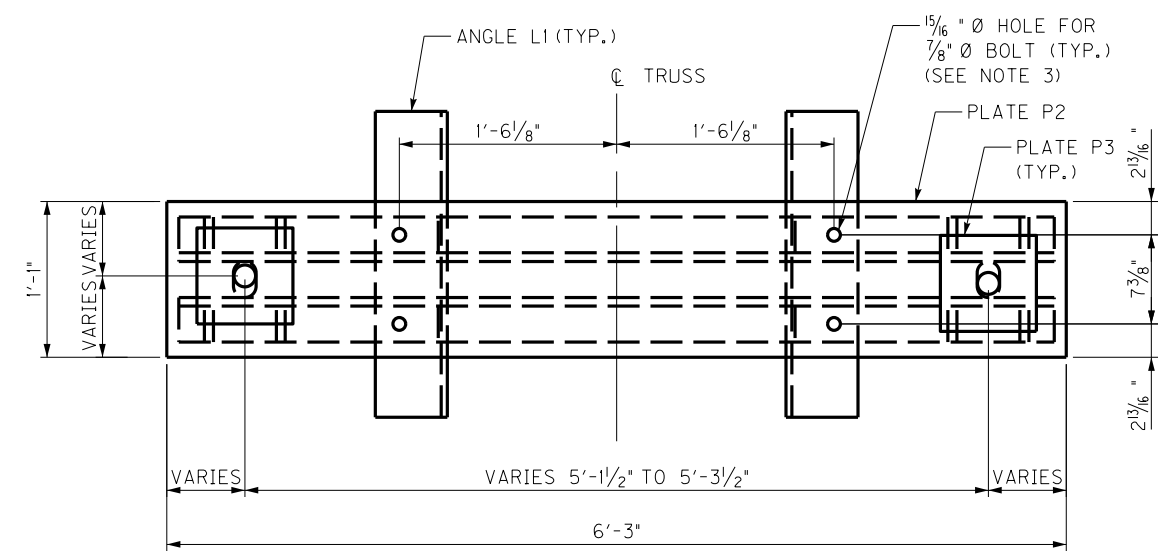
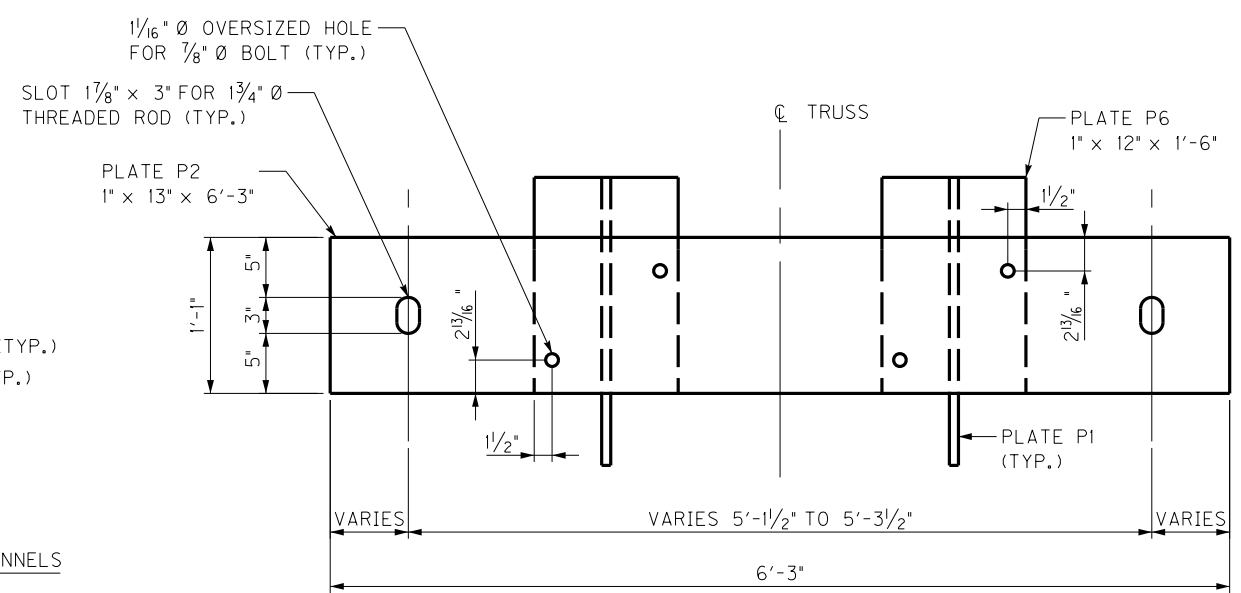
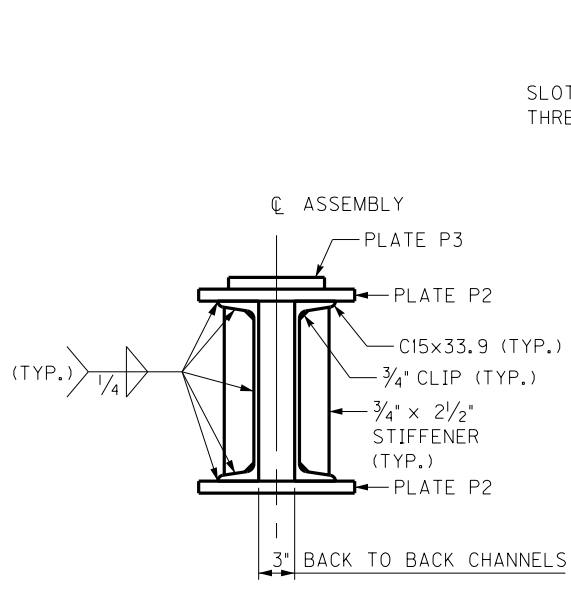
NOTES

1. FOR VIEW C-C, SEE SHEET NO. S11.
2. FOR DETAIL 1, SEE SHEET NO. S13.
3. FOR DETAIL 2, SEE SHEET NO. S14.
4. ROD SHALL PROTRUDE MINIMUM LENGTH TO ALLOW FOR TENSIONING EQUIPMENT (TYP.).
5. NEW THREAD FORM SHALL MATCH EXISTING THREAD FORM.
6. FOR GENERATION 3 RETROFIT REMOVE AND REINSTALL WORK, SEE SHEET NO. S10.
7. FOR DIM. A THRU DIM. H, SEE SHEET NO. S6.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	P THOMSON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
TEMPORARY HOLD DOWN PIER 6L		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S12	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

PLAN SET
A

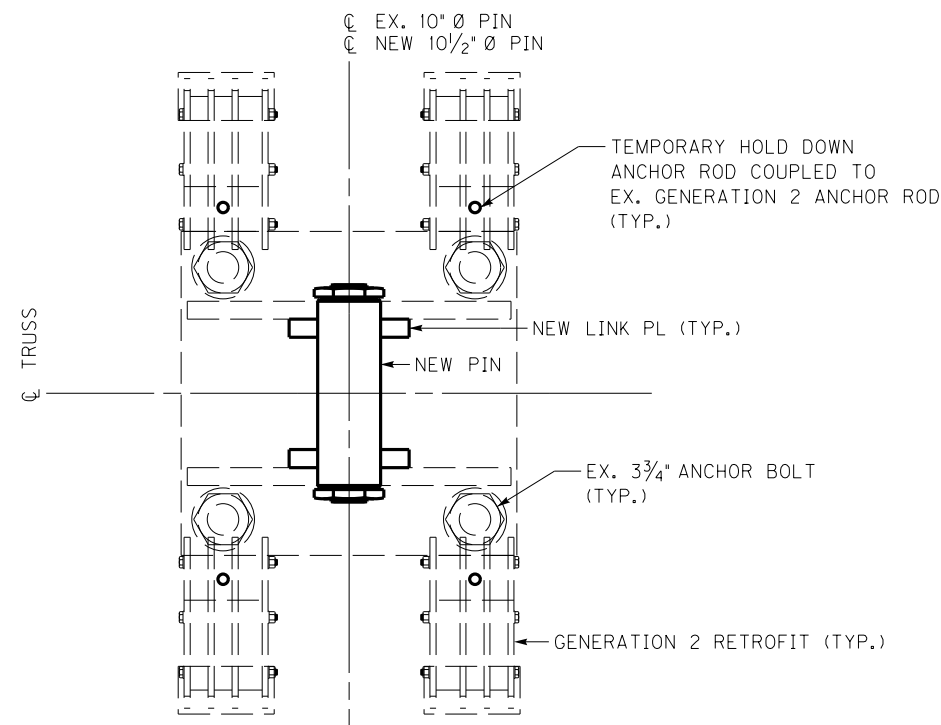
MicroStation v8.11.9.919 E-SHEET NAME: S23464 020 USER: Marvjo.Dwyer DATE PLOTTED: December 13, 2024 FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.VA - S11, S13, S14 - EX BEARING DETAILS.DGN



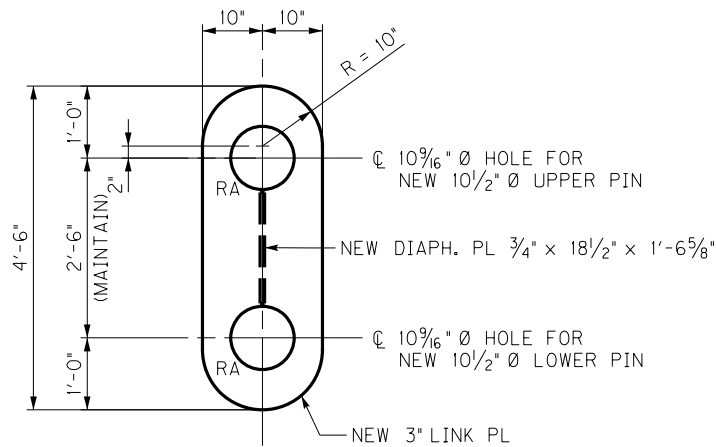
- NOTES**
- FOR PLATE P3 DETAILS, SEE SHEET NO. S14.
 - FOR DIM. A, DIM. C AND DIM. D, SEE SHEET NOS. S5 AND S6.
 - HOLES FOR THE 7/8" Ø BOLTS CONNECTING C15X33.9, PLATE P2 AND ANGLE L1 SHALL BE SHOP DRILLED IN THE C15X33.9 SECTIONS AND PLATE P2. THE HOLE IN THE TOP LEG OF ANGLE L1 SHALL BE FIELD DRILLED AFTER IT IS BOLTED TO THE GUSSET PLATE AND AFTER PLATE P2 IS PLACED OVER THE THREADED RODS.

REVISION		DATE
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DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
HOLD DOWN DETAILS - 1		
PREPARED BY		SHEET NO.
Michael Baker INTERNATIONAL		S13
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM		DRAWING NO. 28935

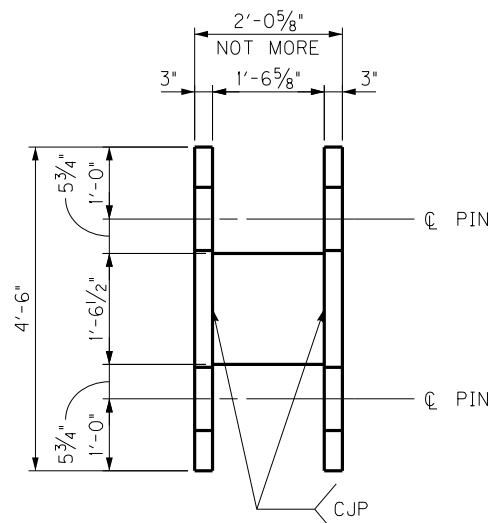
PLAN SET
A



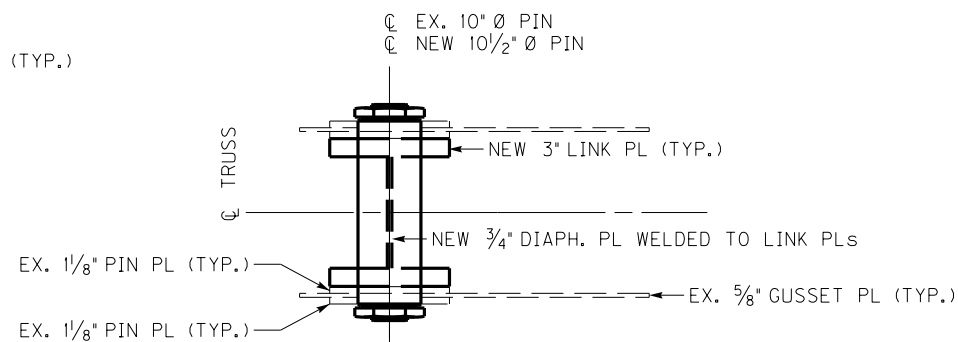
SECTION B-B



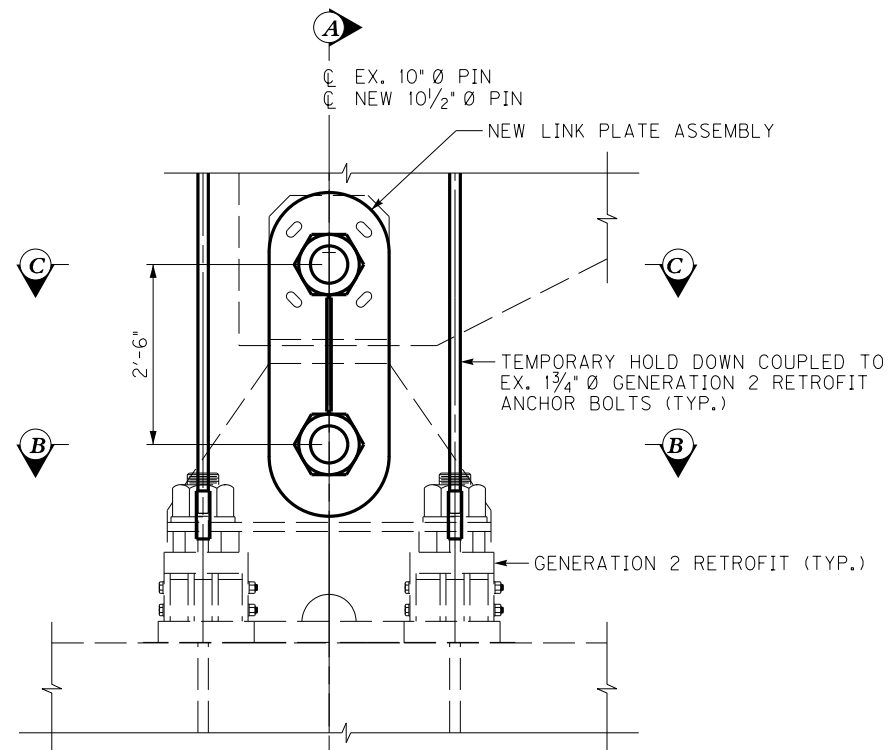
NEW LINK PLATE DETAIL



NEW LINK PLATE ASSEMBLY

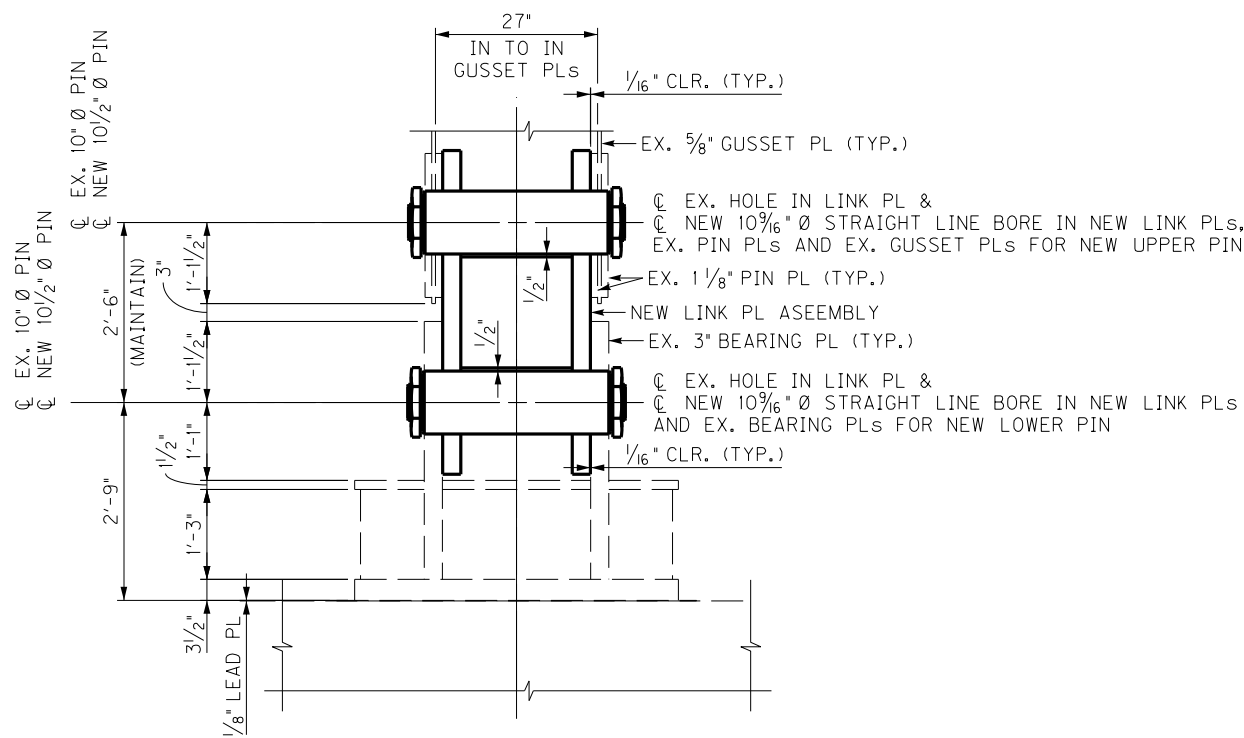


SECTION C-C



ELEVATION

PIER 1L US TRUSS BEARING SHOWN, LOOKING WEST
PIER 1L DS TRUSS BEARING SIMILAR



SECTION A-A

SUGGESTED SEQUENCE OF CONSTRUCTION

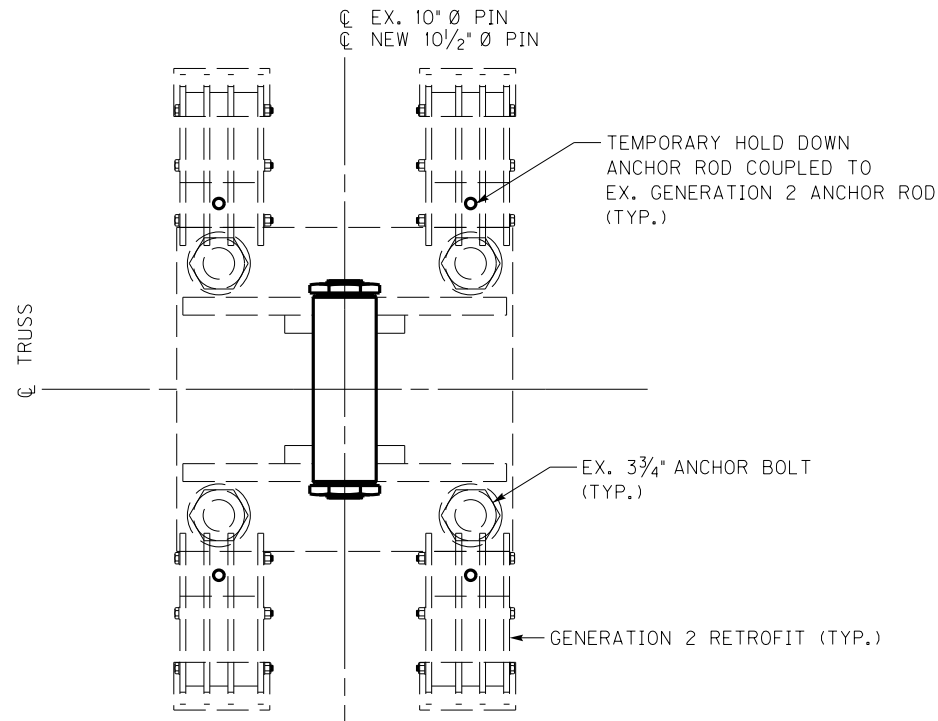
1. REMOVE NUTS ON GENERATION 2 RETROFIT ANCHOR RODS.
2. INSTALL TEMPORARY HOLD DOWN TO BYPASS UPLIFT LOAD ON BEARING.
3. INSTALL JACKING SUPPORT UNDERNEATH FLOORBEAM TO BYPASS POSITIVE VERTICAL LOAD ON BEARING.
4. REMOVE EXISTING LOWER PIN AND ROTATE EXISTING LINK PLATE ASSEMBLY UP AND OUT OF THE WAY.
5. INSTALL NEW LINK PLATE ASSEMBLY ROTATED DOWN.
6. BORE NEW 10 3/16" DIAMETER HOLE THROUGH EXISTING PLATES AND NEW LINK PLATES AT LOWER PIN LOCATION.
7. INSTALL NEW LOWER PIN.
8. REMOVE UPPER PIN AND EXISTING LINK PLATE ASSEMBLY.
9. ROTATE NEW LINK PLATE ASSEMBLY UP FOR TOP PIN HOLE BORING OPERATION.
10. BORE NEW 10 3/16" DIAMETER HOLE THROUGH EXISTING PLATES AND NEW LINK PLATES AT UPPER PIN LOCATION.
11. INSTALL NEW UPPER PIN.
12. CLEAN AND PAINT EXISTING BEARING AND GENERATION 2 RETROFIT.
13. REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.
14. INSTALL NEW NUTS TO EXISTING GENERATION 2 RETROFIT ANCHOR RODS.

NOTES

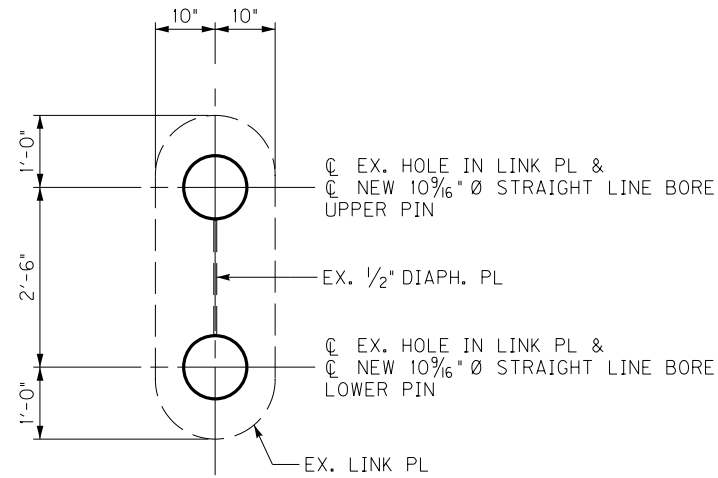
1. HOLES MARKED "RA" SHALL BE SUB-DRILLED 1/4" SMALLER THAN THE DIAMETER OF THE HOLE AS INDICATED AND LINE BORED TO SIZE WHILE ASSEMBLED WITH THE BEARING AND GUSSET.
2. FOR TEMPORARY HOLD DOWN, SEE SHEET NO. S11.
3. FOR NEW PIN DETAILS, SEE SHEET NO. S17.
4. NEW LINK PLATE STEEL SHALL CONFORM TO ASTM A709 GRADE 50. PROVIDE CHARPY V-NOTCH IMPACT VALUES OF 25 FT-LBS AT 40°F.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	P THOMSON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 1L BRG PIN REPLACEMENT		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S15	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

PLAN SET
A



SECTION B-B



LINK PLATE DETAIL

SUGGESTED SEQUENCE OF CONSTRUCTION

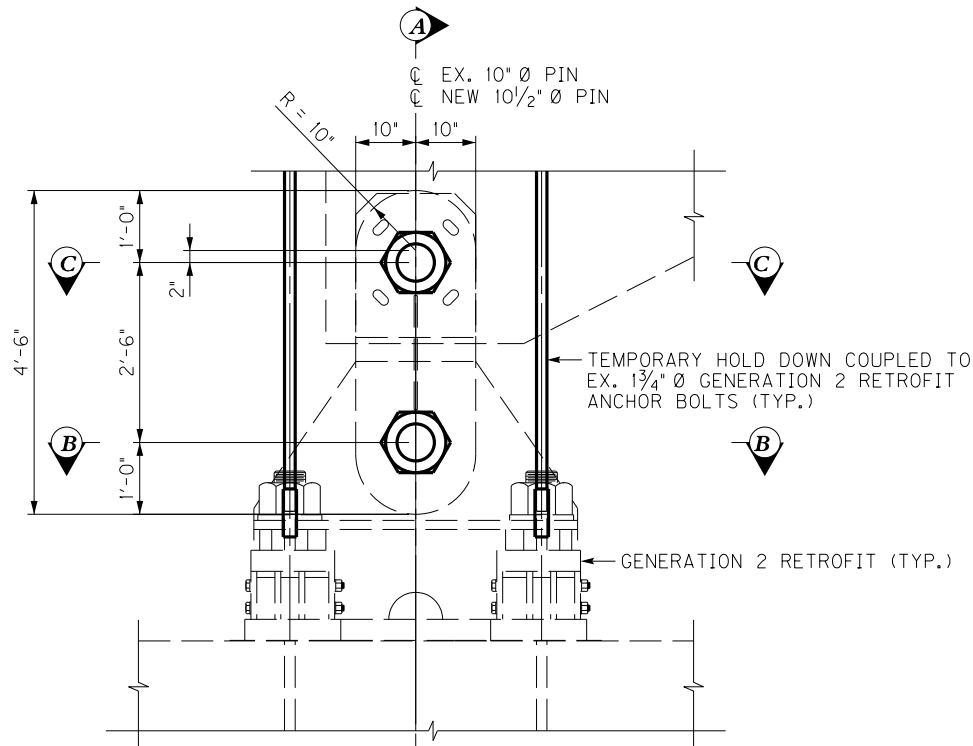
1. REMOVE NUTS ON GENERATION 2 RETROFIT ANCHOR RODS.
2. INSTALL TEMPORARY HOLD DOWN TO BYPASS UPLIFT LOAD ON BEARING.
3. INSTALL JACKING SUPPORT UNDERNEATH FLOORBEAM TO BYPASS POSITIVE VERTICAL LOAD ON BEARING.
4. REMOVE LOWER PIN.
5. BORE NEW 10 9/16" DIAMETER HOLE THROUGH EXISTING PLATES AT LOWER PIN LOCATION.
6. INSTALL NEW LOWER PIN.
7. REMOVE UPPER PIN.
8. BORE NEW 10 9/16" DIAMETER HOLE THROUGH EXISTING PLATES AT UPPER PIN LOCATION.
9. INSTALL NEW UPPER PIN.
10. CLEAN AND PAINT EXISTING BEARING AND GENERATION 2 RETROFIT.
11. REMOVE TEMPORARY HOLD DOWN AND JACKING SUPPORT.
12. INSTALL NEW NUTS TO EXISTING GENERATION 2 RETROFIT ANCHOR RODS.

LEGEND

- EX. GAP BETWEEN EX. DIAPH. PL AND EX. PIN = 1/2"
- NEW GAP BETWEEN EX. DIAPH. PL AND NEW PIN = 1/4"

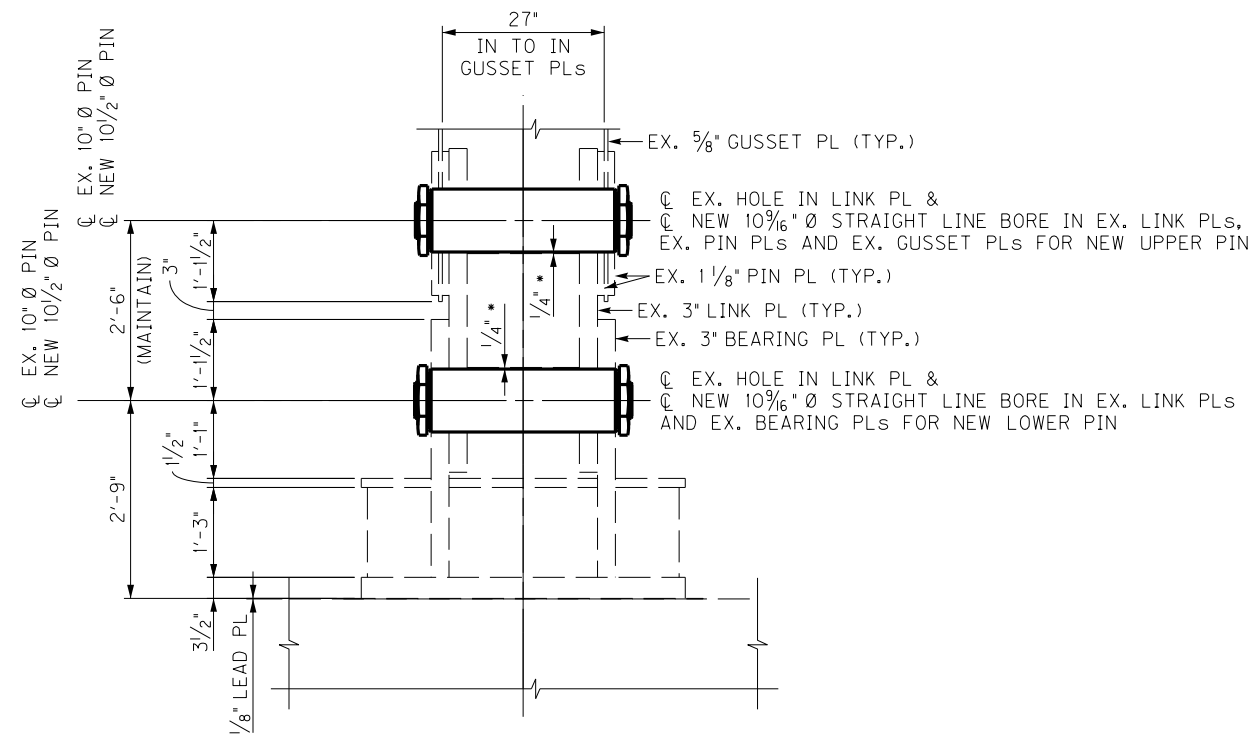
NOTES

1. FOR TEMPORARY HOLD DOWN, SEE SHEET NO. S11.
2. FOR SECTION C-C AND NEW PIN DETAILS, SEE SHEET NO. S17.



ELEVATION

PIER 6L US TRUSS BEARING SHOWN, LOOKING EAST

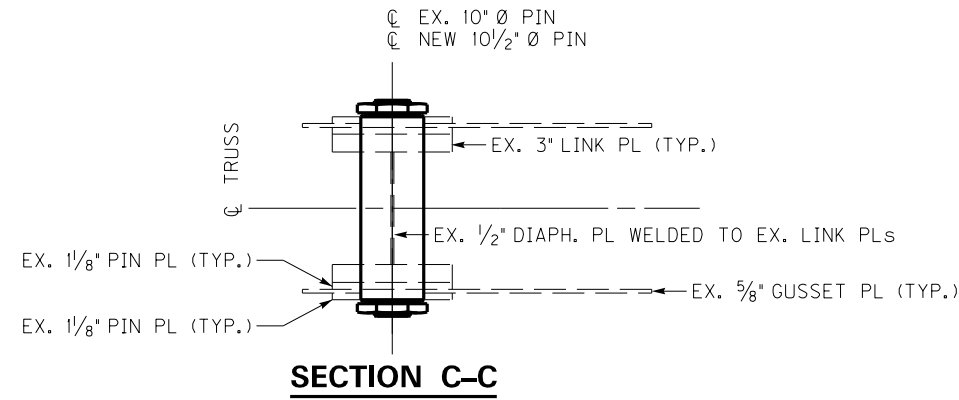


SECTION A-A

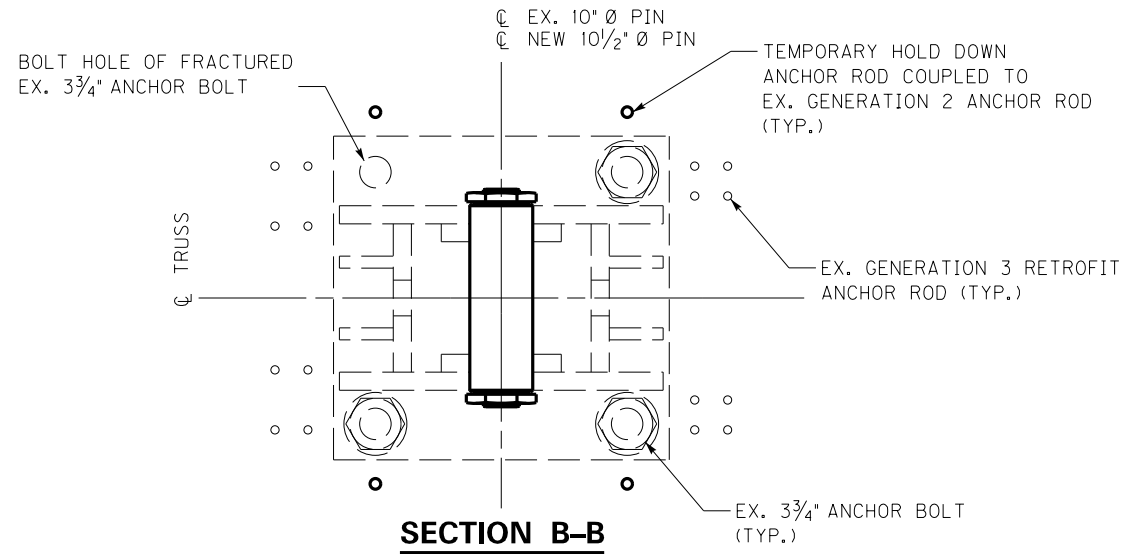
REVISION		DATE
DATE:	DECEMBER 2024	CHECKED BY
DESIGNED BY:	D BARON	P THOMSON
DETAILED BY:	MJ DWYER	D BARON
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L US BRG PIN REPLACEMENT		
PREPARED BY	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	SHEET NO. S16 DRAWING NO. 28935

PLAN SET
A

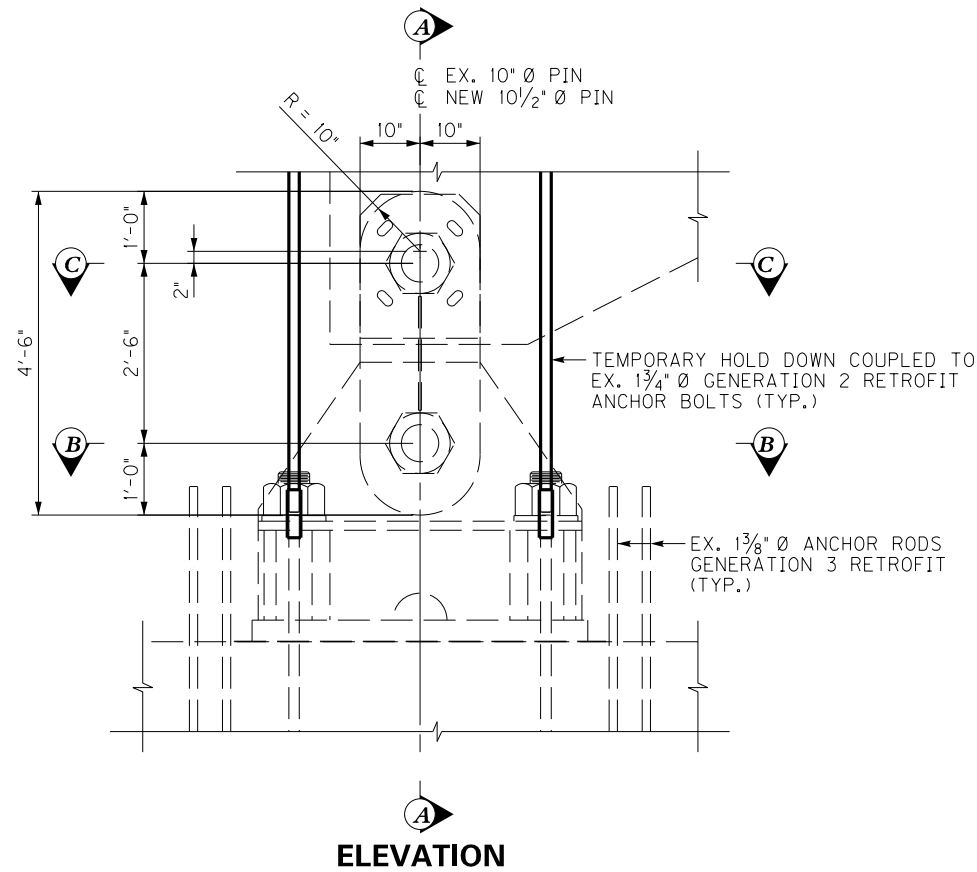
MicroStation v8.11.9.919 E-SHEET NAME: S23464 020 USER: MaryJo.Dwyer DATE PLOTTED: December 13, 2024 FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.A - S12, S17 - KING FISH BEARING GEN 2.DGN



SECTION C-C

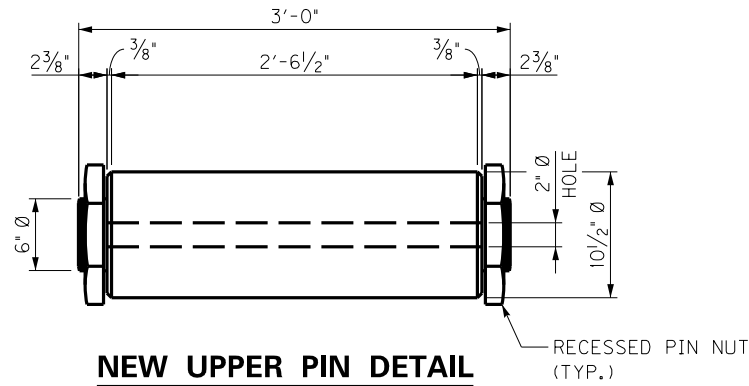


SECTION B-B



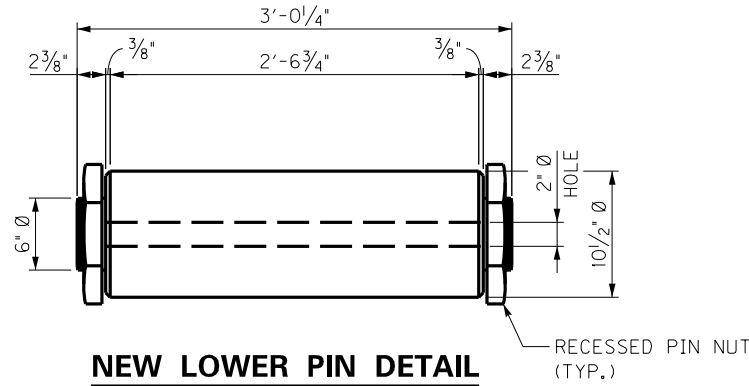
ELEVATION

PIER 6L DOWNSTREAM TRUSS BEARING, LOOKING EAST
GENERATION 2 RETROFIT NOT SHOWN FOR CLARITY



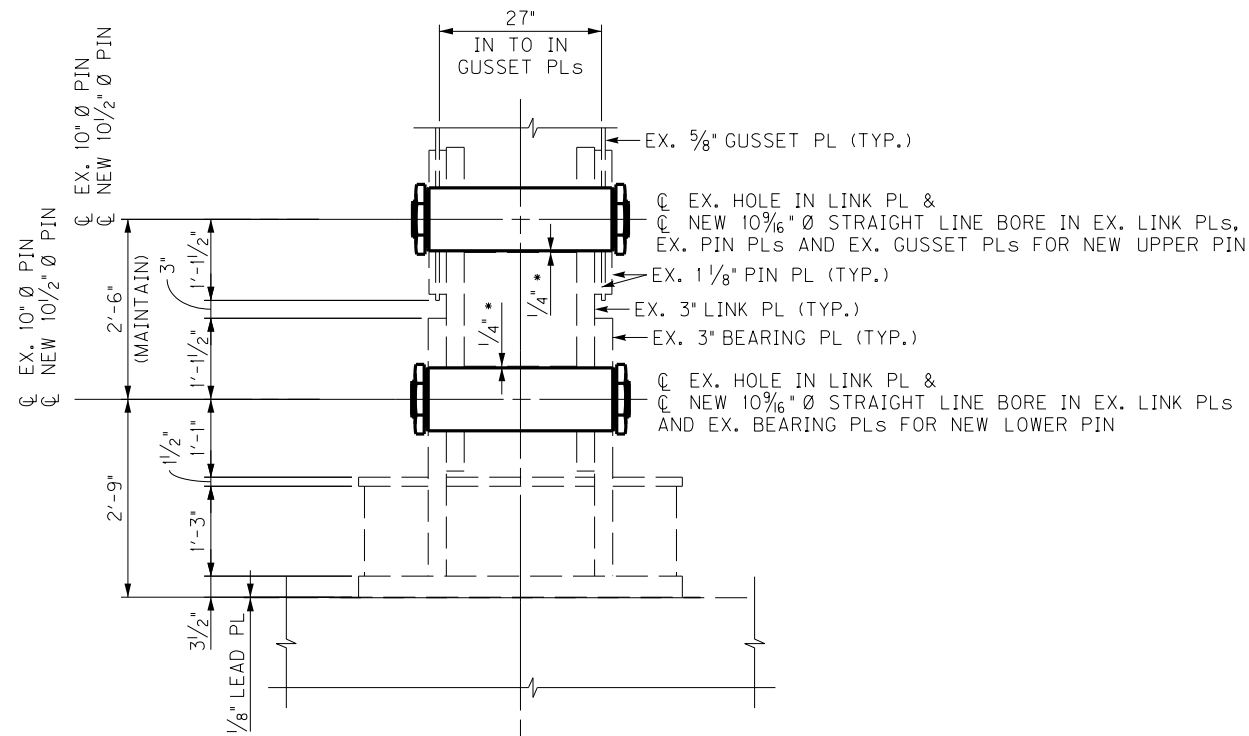
NEW UPPER PIN DETAIL

NEW PINS ARE NON-REDUNDANT STEEL TENSION MEMBERS (NSTM)



NEW LOWER PIN DETAIL

NEW PINS ARE NON-REDUNDANT STEEL TENSION MEMBERS (NSTM)



SECTION A-A

SUGGESTED SEQUENCE OF CONSTRUCTION

1. REMOVE EXISTING GENERATION 2 RETROFIT, LEAVING ANCHOR RODS IN PLACE.
2. INSTALL TEMPORARY HOLD DOWN TO EXISTING GENERATION 2 RETROFIT ANCHOR RODS.
3. REMOVE EXISTING GENERATION 3 RETROFIT FOR CLEANING AND PAINTING, LEAVING ANCHOR RODS IN PLACE.
4. JACK UNDERNEATH FLOORBEAM TO RELIEVE VERTICAL LOAD ON BEARING.
5. REMOVE LOWER PIN.
6. BORE NEW 10⁹/₁₆" DIAMETER HOLE THROUGH EXISTING PLATES AT LOWER PIN LOCATION.
7. INSTALL NEW LOWER PIN.
8. REMOVE UPPER PIN.
9. BORE NEW 10⁹/₁₆" DIAMETER HOLE THROUGH EXISTING PLATES AT UPPER PIN LOCATION.
10. INSTALL NEW UPPER PIN.
11. PERFORM BEARING CONCRETE REPAIR.
12. CLEAN AND PAINT EXISTING BEARING.
13. REINSTALL GENERATION 3 RETROFIT.
14. REMOVE TEMPORARY HOLD DOWN.
15. WORK WITH OPTIONAL CONCEPT SHOWN ON SHEET NO. S18.

LEGEND

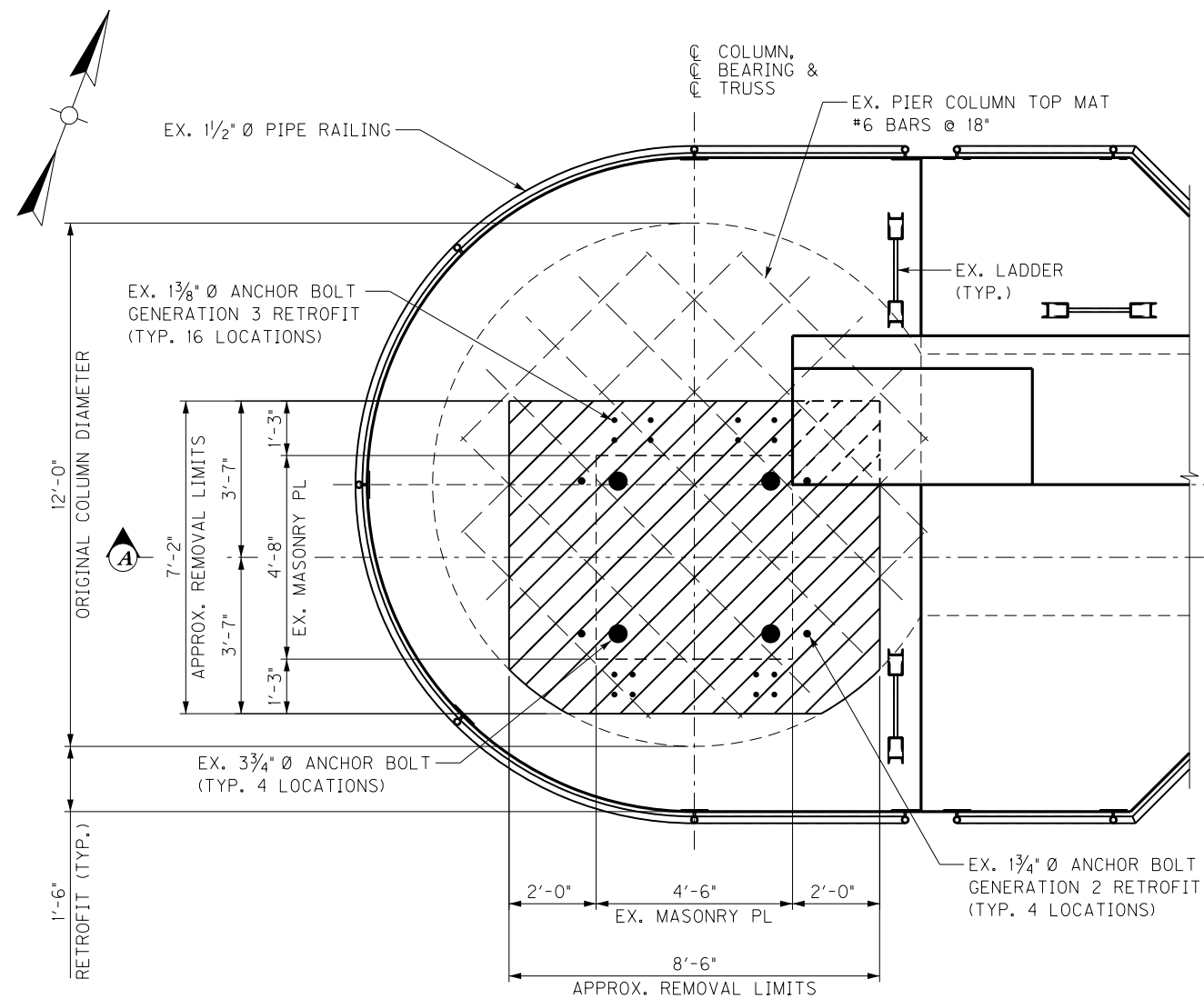
- * EX. GAP BETWEEN EX. DIAPH. PL AND EX. PIN = 1/2"
- NEW GAP BETWEEN EX. DIAPH. PL AND NEW PIN = 1/4"

NOTES

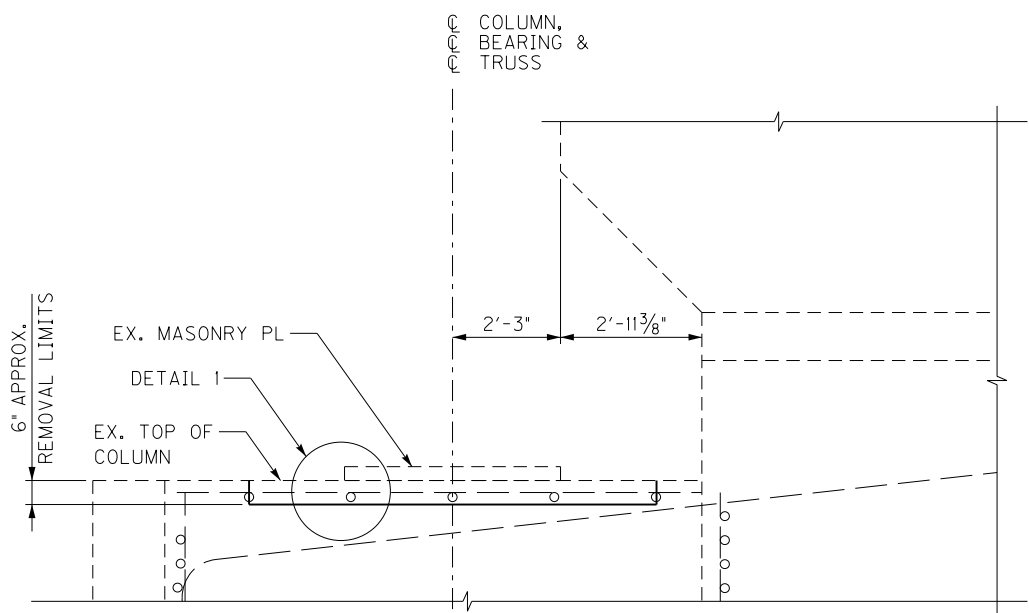
1. FOR TEMPORARY HOLD DOWN, SEE SHEET NO. S12.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	P THOMSON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L DS BRG PIN REPLACEMENT		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	
PLAN SET A	S17 DRAWING NO. 28935	

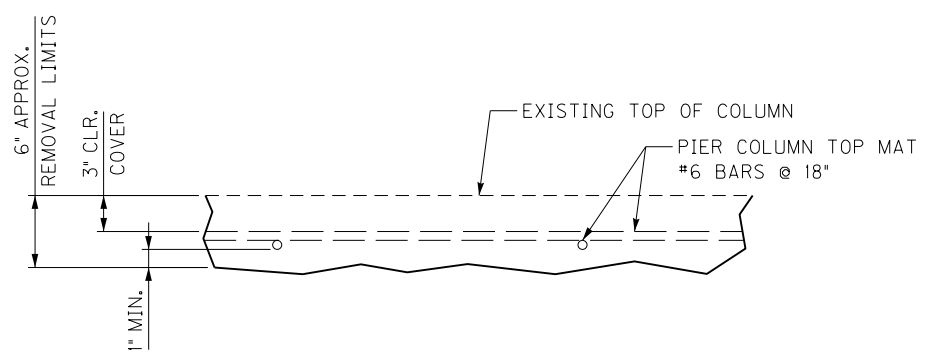
FILE NAME: A - S05, S06, S18 - MASONRY REPAIR.DGN
 USER: Marv.io.Dwyer
 DATE PLOTTED: December 13, 2024
 E-SHEET NAME:
 MicroStation v8.11.9.919



PIER 6L PLAN
 JOINT LO' DOWNSTREAM BEARING



SECTION A-A
 BEARING NOT SHOWN FOR CLARITY



DETAIL 1
 MASONRY PLATE NOT SHOWN FOR CLARITY

OPTIONAL CONCEPT TO LIFT THE LOWER PIN ASSEMBLY AT PIER 6L, DS

1. REMOVE GENERATION 2 RETROFIT PLATES AND PROOF LOAD TEST THE GEN 2 ANCHOR RODS.
2. INSTALL TEMPORARY HOLD DOWN TO BYPASS UPLIFT LOAD ON BEARING. REMOVE THE GENERATION 3 HOLD DOWN AFTER THE TEMPORARY SUPPORT FOR UPLIFT IS INSTALLED. WORK WITH SHEET NO. S10.
3. INSTALL JACKING SUPPORT UNDERNEATH FLOORBEAM TO BYPASS POSITIVE VERTICAL LOAD ON BEARING.
4. REMOVE PINS AND LINK. STORE LINKS FOR REUSE.
5. REMOVE NUTS FROM THE THREE (3) REMAINING ORIGINAL ANCHOR BOLTS.
6. LIFT LOWER ASSEMBLY, APPROXIMATELY 3" MAXIMUM, AND SECURE LOWER ASSEMBLY TO THE UPPER ASSEMBLY USING CHAIN HOIST, SLINGS, STRAPS, ETC. THE SERVICE LOAD WEIGHT (WORKING LOAD) OF THE LOWER ASSEMBLY IS APPROXIMATELY 13,000 LBS.
7. REMOVE CONCRETE PER THE REMOVAL LIMITS SHOWN AND SURFACE PREP PER MANUFACTURER'S RECOMMENDATIONS.
8. CONCRETE REMOVAL MAY BE ACCOMPLISHED USING VARIOUS METHODS (HYDRODEMOLITION/WATER JETTING, SAWS, HAMMERS, DRILLS, ETC.) PER THE CONTRACTOR'S REMOVAL WORK PLAN. HYDRODEMOLITION PER SECTION 606.03.03 OF THE STANDARD SPECIFICATIONS.
9. SET THE LOWER ASSEMBLY INTO ITS FINAL POSITION.
10. FORM AND PLACE GROUT PER MANUFACTURER'S RECOMMENDATION. ENSURE GROUT REMAINS IN CONTACT WITH MASONRY PLATE THROUGHOUT THE GROUTING PROCESS.
11. AFTER CURING, RE-INSTALL THE THREE (3) ANCHOR BOLT NUTS AND COMPLETE INSTALL OF LINKS AND PINS CONFORMING TO THE PLAN SET.

CONCRETE REPAIR NOTES

THIS WORK CONSISTS OF REMOVING THE DETERIORATED CONCRETE ADJACENT TO AND BELOW THE BEARING MASONRY PLATE AND REPLACING IT WITH NON-SHRINK GROUT. THE MASONRY PLATE IS SURROUNDED BY HOLD DOWN SYSTEMS ON THE TRANSVERSE SIDES (GENERATION 2) AND LONGITUDINAL SIDES (GENERATION 3). THE GENERATION 2 SYSTEM SHALL BE PERMANENTLY REMOVED; HOWEVER, THE ANCHOR RODS SHALL REMAIN IN PLACE TO BE USED WITH THE TEMPORARY HOLD DOWN SYSTEM. AFTER THE TEMPORARY HOLD DOWN IS IN PLACE, THE GENERATION 3 HOLD DOWN SHALL BE REMOVED FOR CLEANING AND PAINTING TO BE REPLACED AFTER THE CONCRETE REPAIR WORK IS COMPLETED.

THE CONTRACTOR SHALL SUBMIT A WRITTEN SEQUENCE OF THE SPECIFIC STEPS FOR THE CONCRETE REMOVAL TO THE ENGINEER PRIOR TO STARTING WORK. INCLUDE DETAILS OF ALL EQUIPMENT THAT WILL BE USED FOR THE CONCRETE REMOVAL, PAYING SPECIAL ATTENTION TO THE METHODS OF REMOVING THE CONCRETE BELOW THE MASONRY PLATE. CARE MUST BE TAKEN NOT TO DAMAGE THE EXISTING ANCHOR BOLTS.

ENSURE, IN THE PRESENCE OF THE ENGINEER, THAT ALL CONCRETE ADJACENT TO THE REMOVAL LIMITS IS SOUND. BASED ON RESULTS OF HAMMER SOUNDINGS, THE REMOVAL LIMITS MAY BE INCREASED AS DETERMINED BY THE ENGINEER.

SAW CUT THE CONCRETE REMOVAL BOUNDARIES 1 INCH DEEP MINIMUM. USE PNEUMATIC HAMMERS AND CHISELS, NOT EXCEEDING 30 POUNDS, FOR REMOVAL.

REMOVE THE 3 INCH CONCRETE COVER EXPOSING THE PIER COLUMN TOP MAT #6 REINFORCING STEEL. ONCE INITIAL REMOVALS ARE MADE, PROCEED WITH UNDERCUTTING ALL OF THE TOP MAT EXPOSED BARS. PROVIDE 1 INCH MINIMUM CLEARANCE FOR UNDER BAR CLEANING AND FULL BAR CIRCUMFERENCE BONDING TO SURROUNDING CONCRETE. CONCRETE REMOVALS SHALL EXTEND ALONG THE BARS TO LOCATIONS WHERE THE BAR IS WELL BONDED TO SURROUNDING CONCRETE.

BLAST CLEAN ALL EXPOSED STEEL REINFORCEMENT TO REMOVE SCALE, RUST, GREASE, OIL AND OTHER MATERIAL THAT WOULD PREVENT ADHESION OF THE CONCRETE. CHECK THE CONCRETE AFTER CLEANING TO ENSURE THAT SURFACE IS FREE FROM ADDITIONAL LOOSE AGGREGATE AND TO ENSURE THAT ADDITIONAL DELAMINATION IS NOT PRESENT.

WITHIN 12 HOURS OF PLACING NON-SHRINK GROUT, BLAST CLEAN ALL SURFACES TO REMOVE DUST AND LOOSE MATERIAL WITH COMPRESSED AIR. COMPRESSED AIR MUST BE FREE FROM OIL AND WATER.

ENSURE THE SURFACE OF THE EXISTING CONCRETE IS IN A SATURATED SURFACE-DRY (SSD) CONDITION. REMOVE ALL FREE (PONDING) WATER JUST BEFORE PLACING THE GROUT. DO NOT USE AN EPOXY BOND COAT WITH THE GROUT.

PLACE NON-SHRINK GROUT AND CURE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE MANUFACTURER'S RECOMMENDATIONS. MATCH EXISTING TOP OF COLUMN SURFACE AND ENSURE THAT THE NEW SURFACE DRAINS AWAY FROM THE BEARING MASONRY PLATE.

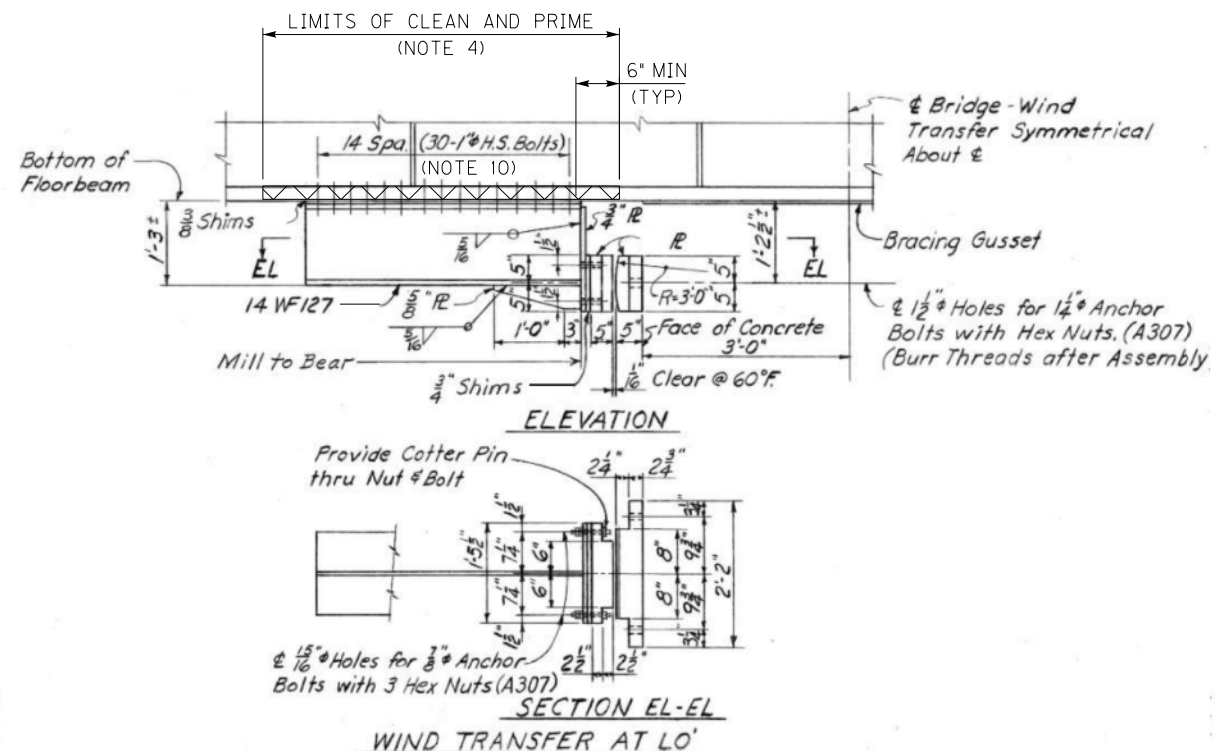
LEGEND

APPROX. CONCRETE REMOVAL LIMITS

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	M BARON	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
PIER 6L DS BRG CONCRETE REPAIR		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S18	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

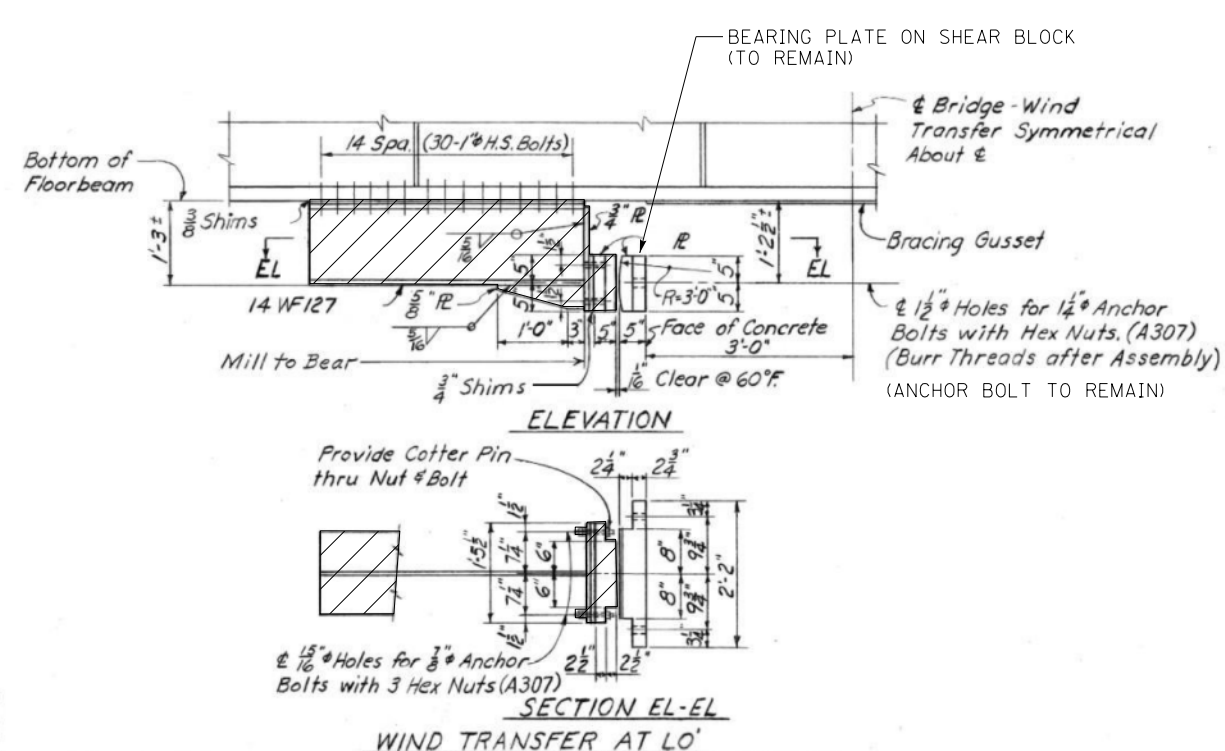
PLAN SET
A

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET A.VA - S19 - WINDLOCK.DGN
 USER: MJC\jlo.dwyer
 DATE PLOTTED: December 13, 2024
 E-SHEET NAME: S23464 006
 MicroStation v8.11.9.919



WIND LOCK AT PIER 6L - REPLACE IN KIND

FROM DESIGN DRAWING NO. 14744, SHEET 27
 2 BEAM ASSEMBLIES REQUIRED
 (1-UPSTREAM & 1-DOWNSTREAM)



WIND LOCK AT PIER 6L REMOVAL

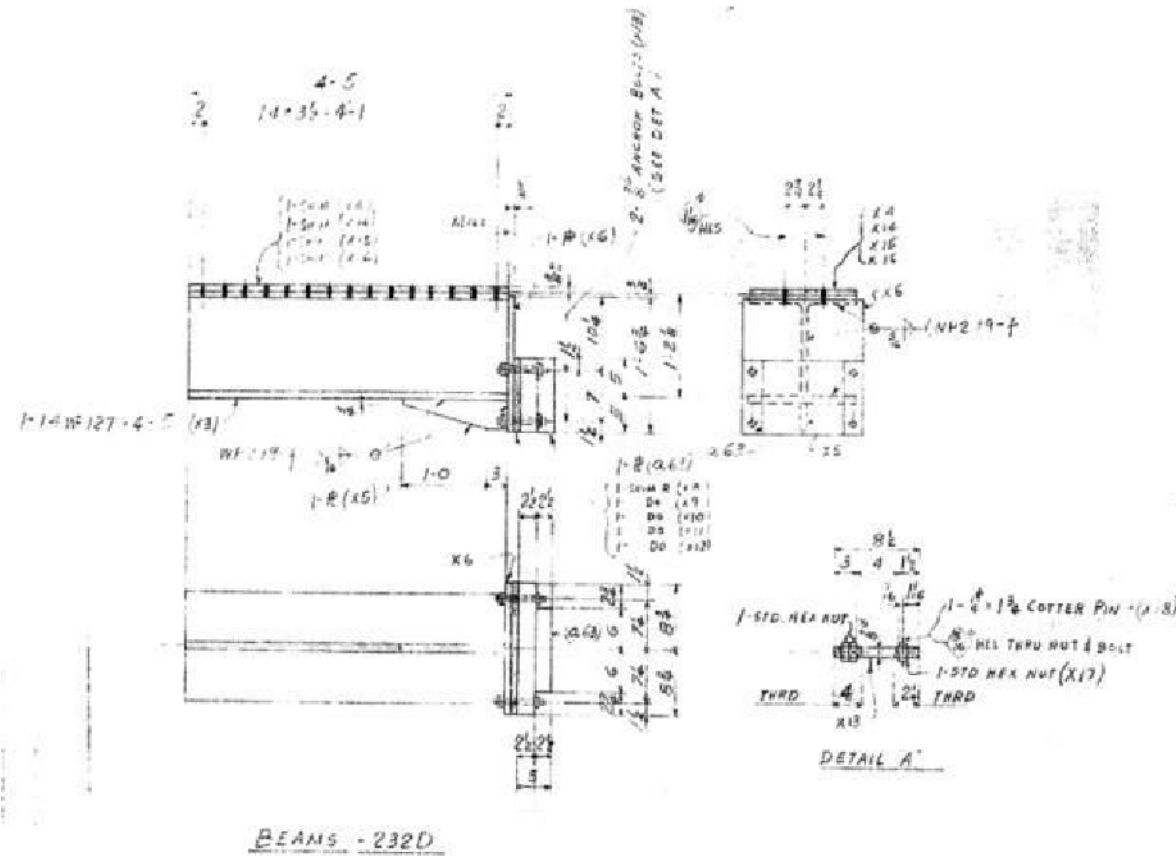
FROM DESIGN DRAWING NO. 14744, SHEET 27
 ONE BEAM ASSEMBLY SHOWN (SEE NOTE 3)

LEGEND

▨ WIND LOCK REMOVAL LIMITS

NOTES

- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS BEFORE ORDERING ANY MATERIAL.
- WIND LOCK BEAM ASSEMBLIES MAY ONLY BE REMOVED FOR REPLACEMENT WHILE THE PREDICTED SUSTAINED WIND SPEEDS FOR THE DURATION OF THE WORK ARE NOT EXPECTED TO EXCEED 20 MPH.
- REMOVE EXISTING WIND LOCK BEAM ASSEMBLIES AT PIER 6L AND REPLACE IN KIND. REMOVE AND REPLACE ONE WIND LOCK BEAM ASSEMBLY COMPLETELY BEFORE BEGINNING WORK ON THE SECOND WIND LOCK BEAM ASSEMBLY.
- BEFORE INSTALLING NEW WIND LOCK BEAM ASSEMBLY, CLEAN AND PAINT EXISTING FLOORBEAM BOTTOM FLANGE FOR REUSE WITH THE NEW WIND LOCK IN ACCORDANCE WITH SECTION 614 OF THE STANDARD SPECIFICATIONS. MATCH THE NEW PAINT FINISH COAT COLOR WITH THE CURRENT COLOR OF THE STRUCTURE.
- NEW WIND LOCK BEAM ASSEMBLIES SHALL RECEIVE A THREE COAT PAINT SYSTEM IN ACCORDANCE WITH SECTION 607.23.03 OF THE STANDARD SPECIFICATIONS.
- THE COST TO CLEAN AND PAINT THE EXISTING FLOORBEAM BOTTOM FLANGE SHALL BE INCIDENTAL TO THE BID ITEM "STEEL REPAIR - WIND LOCK AT PIER 6L".
- NEW STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. CONTRACTOR HAS THE OPTION TO REPLACE ASTM A709 GRADE 36 STEEL WITH ASTM A709 GRADE 50 STEEL AT NO ADDITIONAL COST TO THE DEPARTMENT.
- ALL BOLTS SHALL BE GALVANIZED 1" DIAMETER F3125 GRADE A325 HIGH STRENGTH BOLTS. GALVANIZE WASHERS PER ASTM F436.
- FOR ADDITIONAL INFORMATION, SEE DESIGN DRAWING NO. 14744 AND SHOP DRAWINGS.
- FIELD DRILL HOLES IN NEW W14x127 USING HOLES IN FLOORBEAM BOTTOM FLANGE AS A TEMPLATE.
- WIND LOCK REPAIR TO BE COMPLETED BEFORE BEGINNING WORK ON BEARING PIN REPLACEMENT.
- THIS WORK MAY BE CONDUCTED AND ACCESSED FROM THE PARKING LOT AREA BENEATH PIER 6L TO AVOID LANE CLOSURES ON I-65 SB, AS APPROVED BY THE ENGINEER.



WIND LOCK AT PIER 6L

FROM SHOP DRAWING SHEET NO. 232

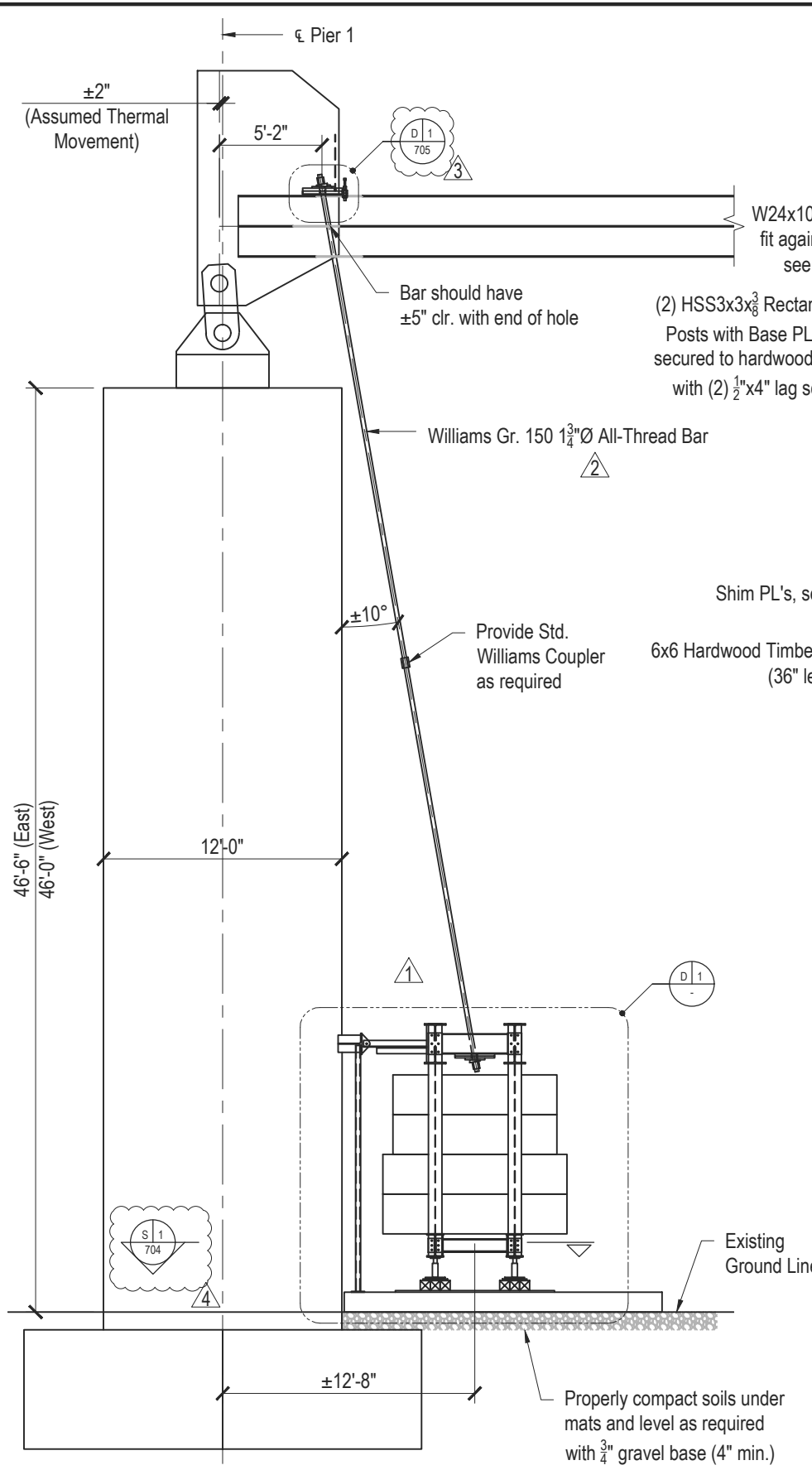
QTY	DESCRIPTION	QTY	QTY	QTY
232D	4 BEAMS			
	4 14WF127	4	5	X3
	4 R14 3/4 x 3/8	4	5	X4
	4 BAR 4 x 5/8	1	3	X5
	4 R17 1/2 x 3/4	1	6 3/4	X6
	4 R10 5	1	5 1/2	X63
	4 SHIMS 10 x 5/8	1	5 1/2	X8
	4 SHIMS 10 x 4	1	5 1/2	X4
	4 SHIMS 10 x 1/8	1	5 1/2	X10
	4 SHIMS 10 x 3/8	1	5 1/2	X12
	16 ROD 7/8"	0	8 1/2	X13
	36 7/8" HEX NUT			
	16 7/8" HEX NUT			X17
	16 COTTER PIN 1/4"	0	13 1/4	X18
	4 R14 3/4 x 1/2	4	5	X14
	4 R14 3/4 x 1/4	4	5	X15
	4 R14 3/4 x 1/8	4	5	X16

WIND LOCK BILL OF MATERIAL

BILL QUANTITIES ARE FOR 4 BEAM ASSEMBLIES
 2 BEAM ASSEMBLIES REQUIRED

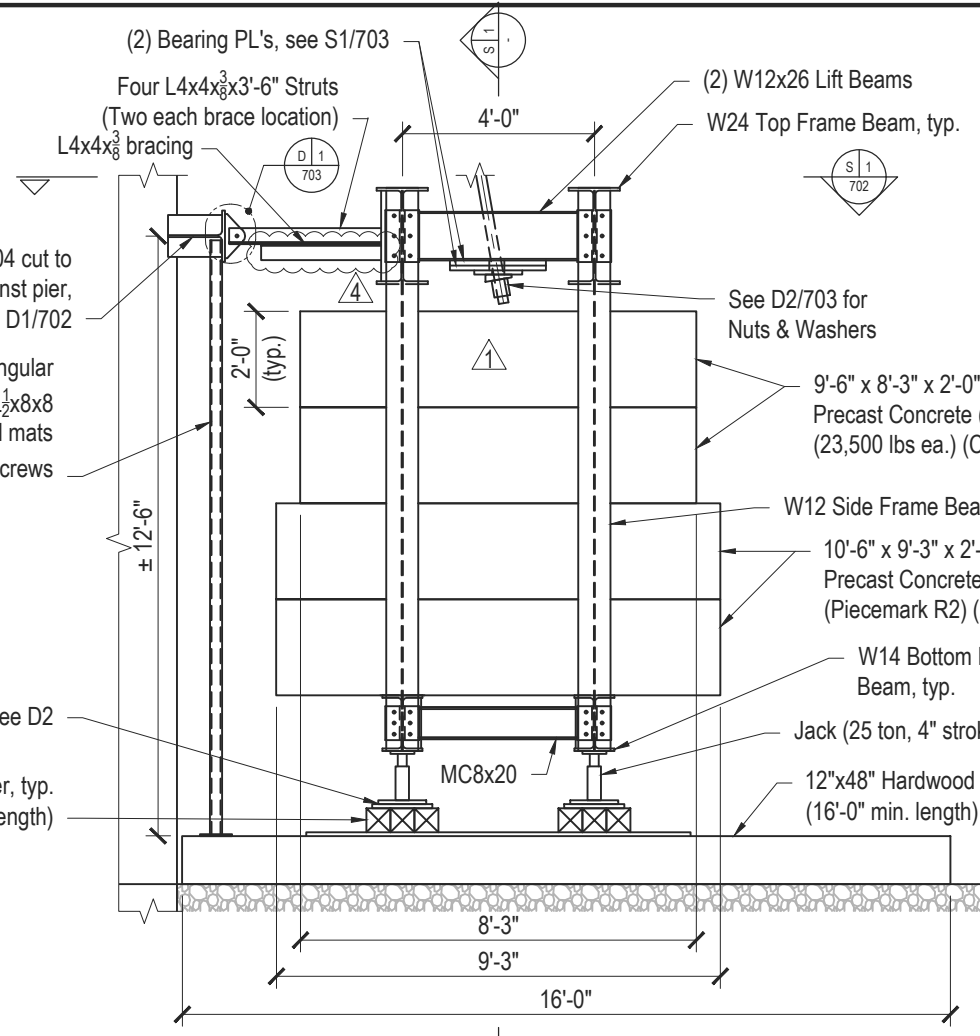
PLAN SET
 A

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: D BARON	M BARON	
DETAILED BY: MJ DWYER	M BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
WIND LOCK REPAIR AT PIER 6L		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	S19 DRAWING NO. 28935



COUNTERWEIGHT OVERVIEW - PIER 1

Note: Top of pier to ground elevations based on Contractor Field Measurements

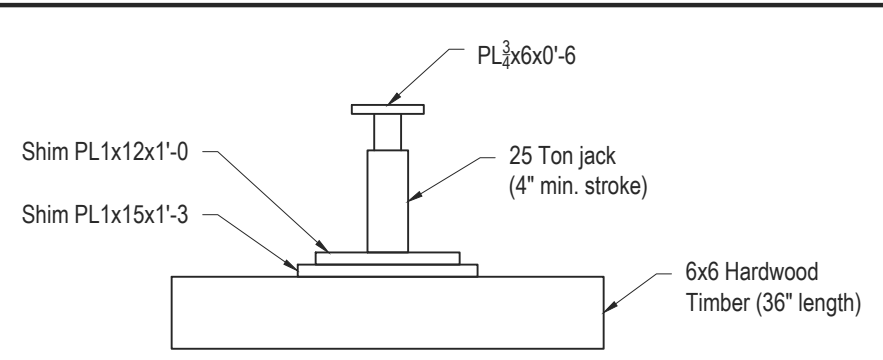


COUNTERWEIGHT ELEVATION

Note: All steel shall be Grade 50, min. (U.N.O.)
 105,000 lbs Precast concrete
 6,000 lbs Frame

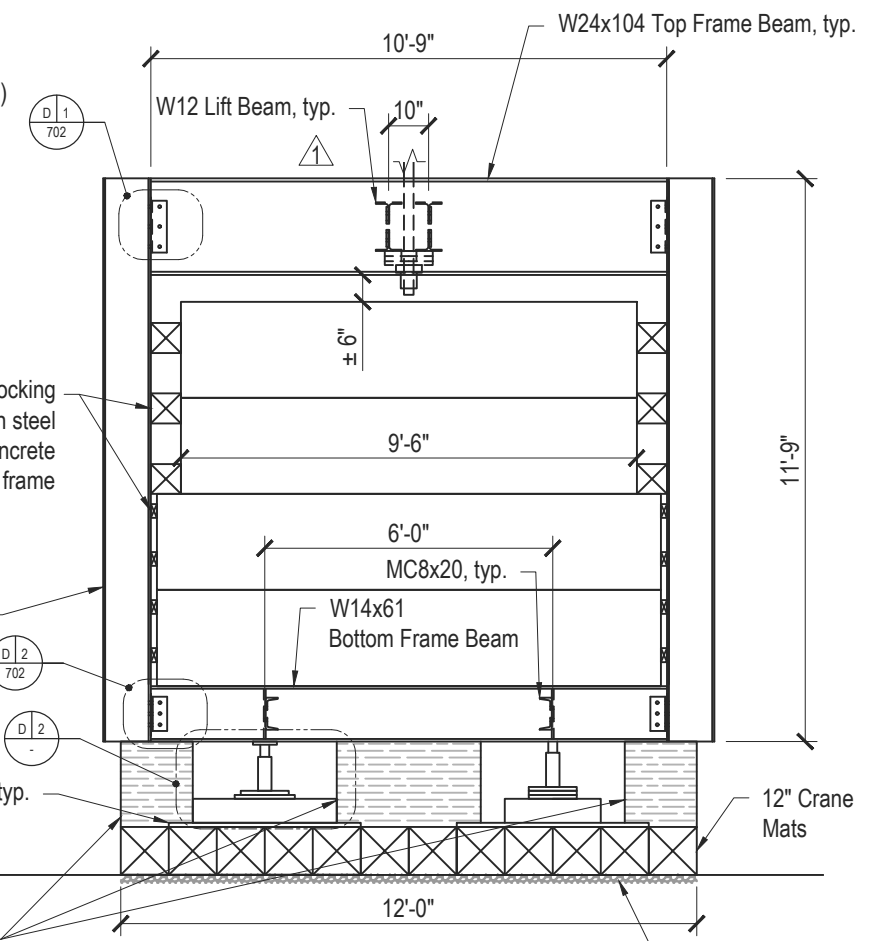
Suggested Erection Sequence:

1. Prepare soils under mat
2. Erect mats with hardwood dunnage
3. Erect W14 Bottom Frame
4. Erect Precast Panels
5. Erect Side Frame/Top Frame & Strut back to Pier
6. Wedge blocking between Precast Panels & Side Frame
7. Install Jacks
8. Install PT Bar
9. Energize Jacks
10. Remove enough of dunnage to allow CTWT to be suspended from truss.
11. Release jacks and suspend CTWT from truss.



JACK DETAIL

* Minimum shims shown. Verify initial height of dunnage stacks after confirming actual height of jack. Initial height should assume 1" minimum stroke initial set.



COUNTERWEIGHT SECTION

* Connection at Truss Chord is geometry-sensitive. Base elevation of mats must be maintained (i.e. either cut or fill as required)

Properly compact soils under mats and level as required with 3/4 inch gravel base (4" min.)*

FOR INFORMATION ONLY

NO.	DATE	REMARKS	BY
4	02-02-16	ADJ NOTE	JK
3	01-21-16	REVISED CALLOUT	JK
2	12-14-15	REVISED BAR SIZE	JK
1	11-16-15	REVISED DETAILS	DMR

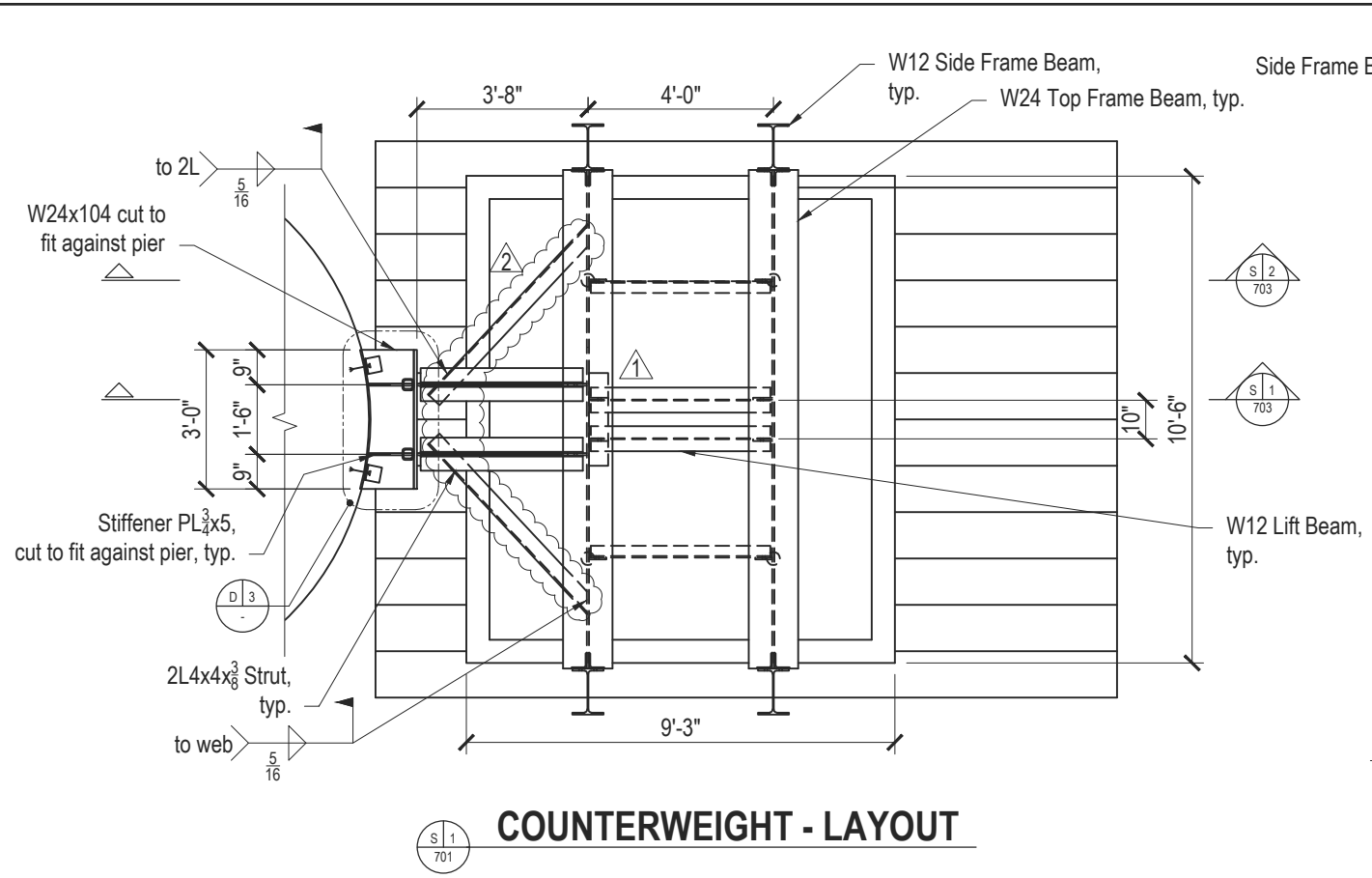
COUNTERWEIGHT DETAILS
JFK BRIDGE REHABILITATION

GENESIS STRUCTURES, INC.
 104. W. 9TH, SUITE 200
 KANSAS CITY, MO. 64105
 (P) 816-421-1520
 www.genesisstructures.com

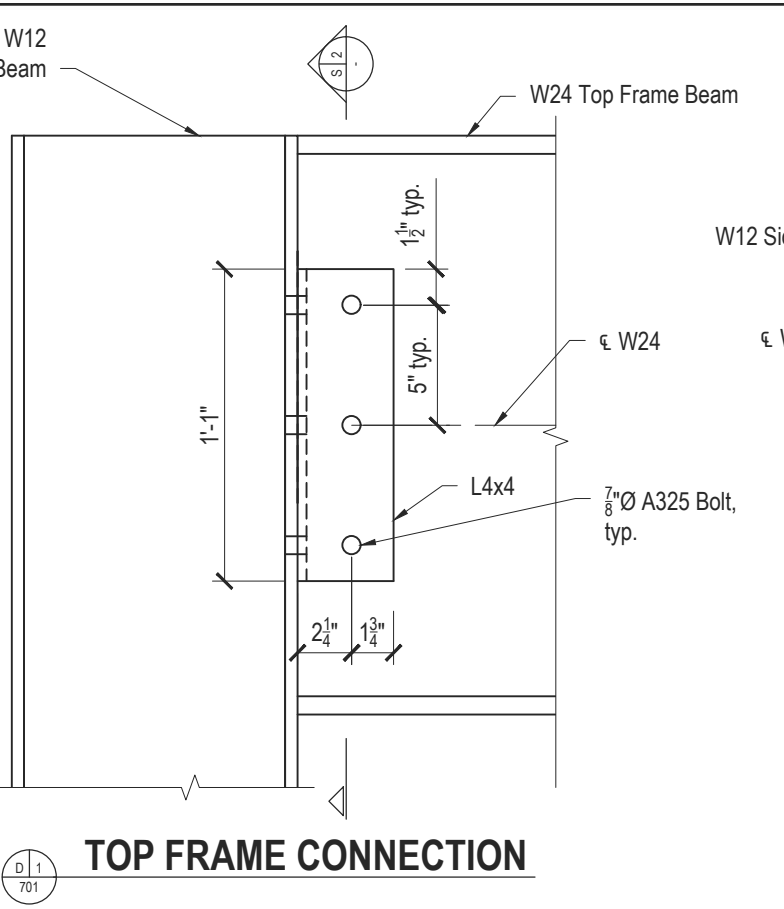
DRAWN BY: BP
 CHECK'D BY: DMR
 DATE: 10-12-15
 SHEET NO.: G50-701

PROJECT: 0593 - OHIO RIVER BRIDGE - DOWNTOWN

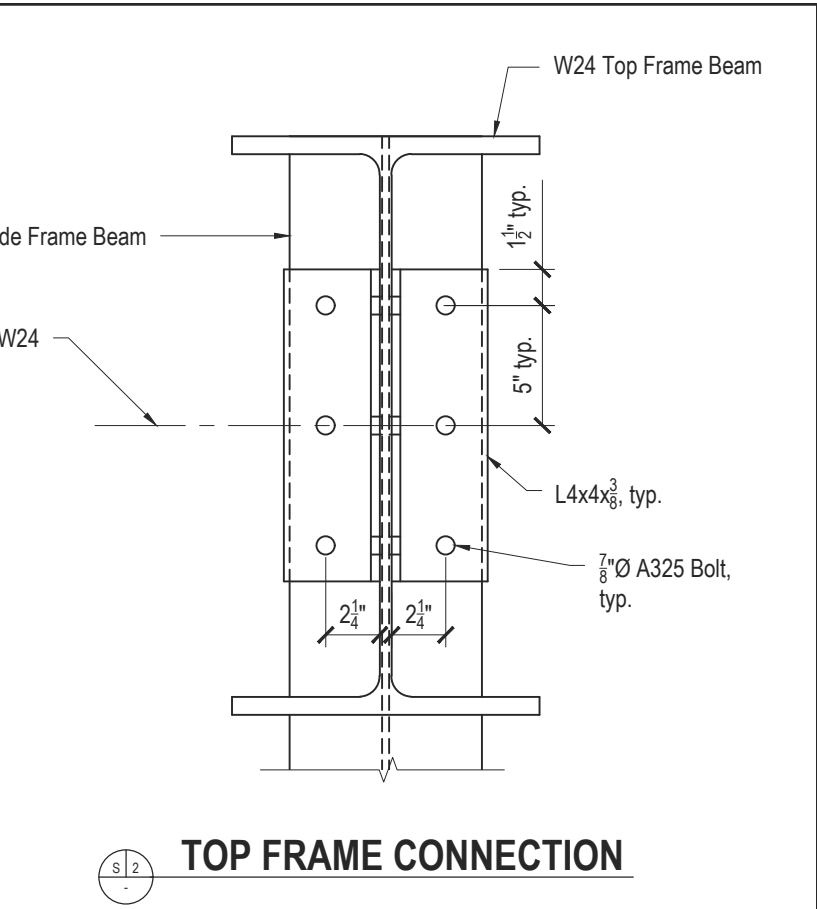
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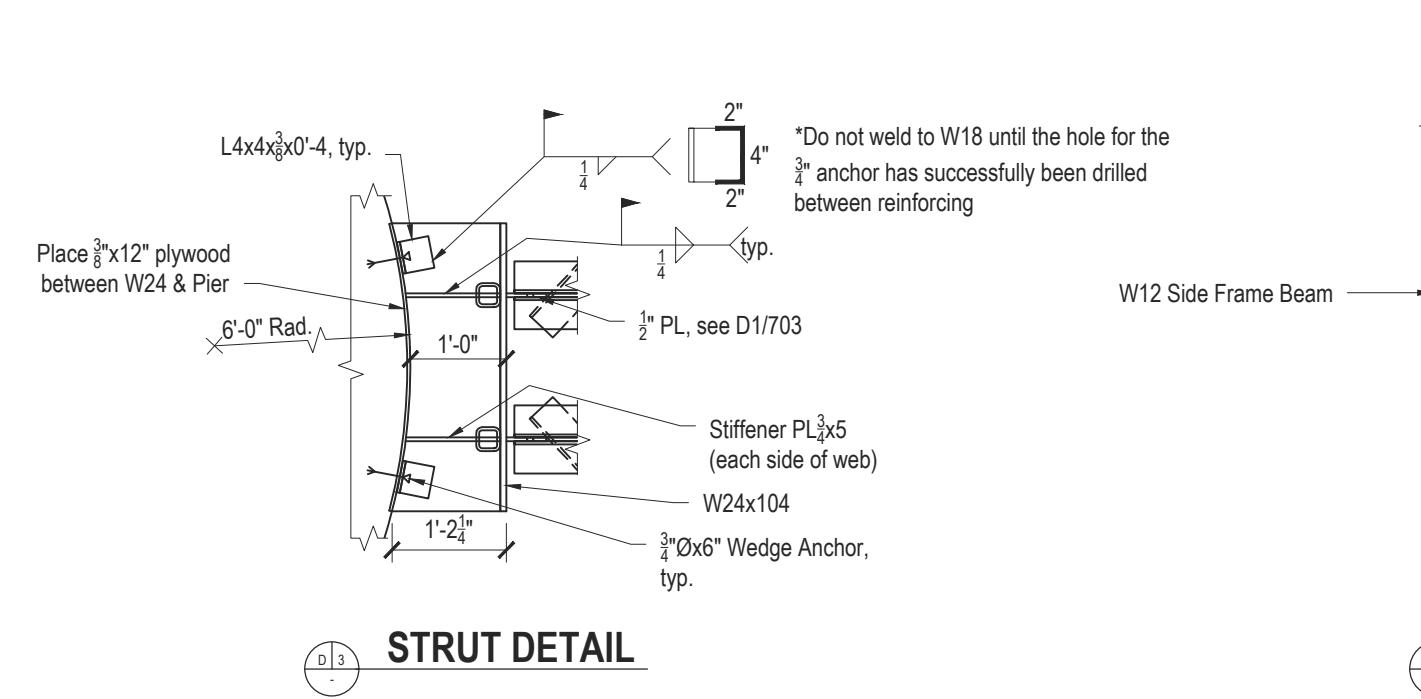
COUNTERWEIGHT - LAYOUT



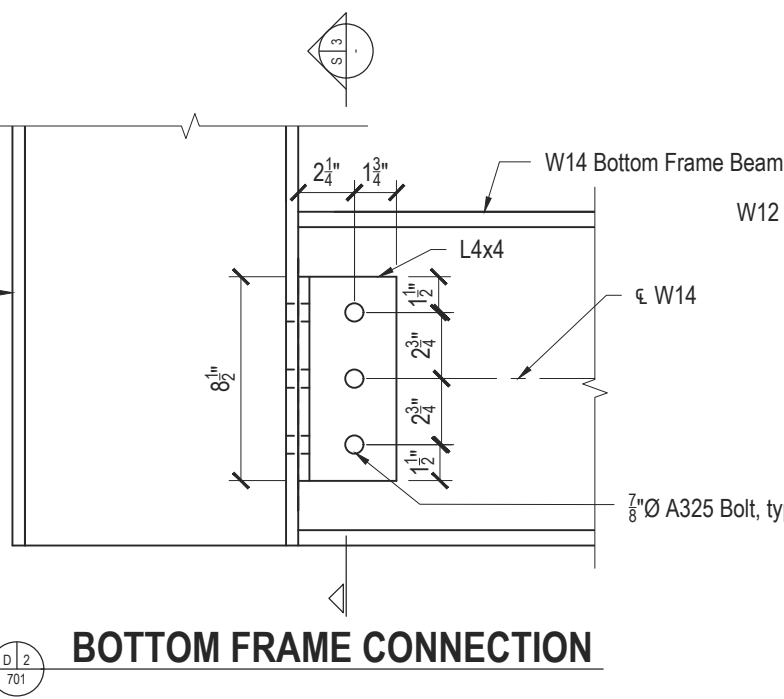
TOP FRAME CONNECTION



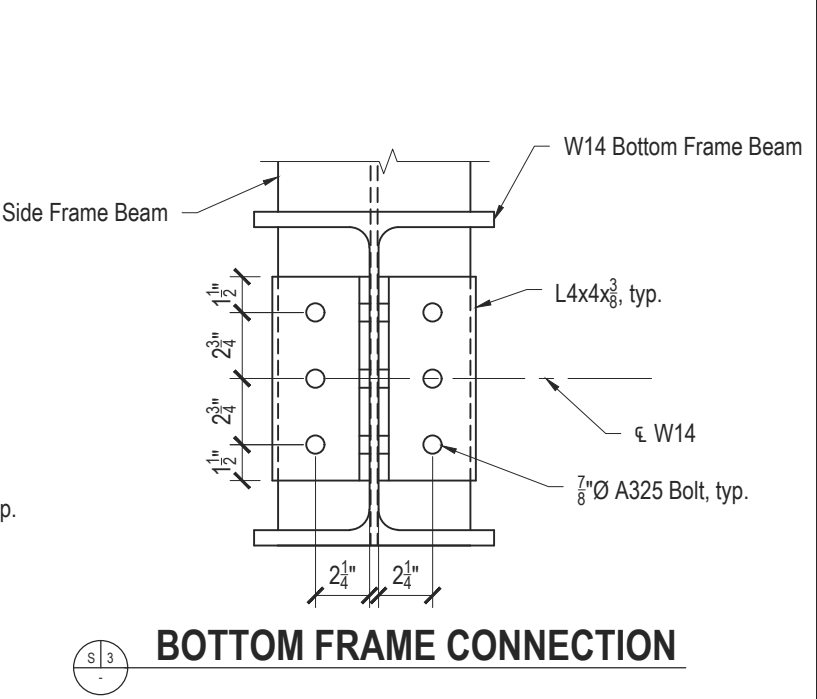
TOP FRAME CONNECTION



STRUT DETAIL



BOTTOM FRAME CONNECTION



BOTTOM FRAME CONNECTION

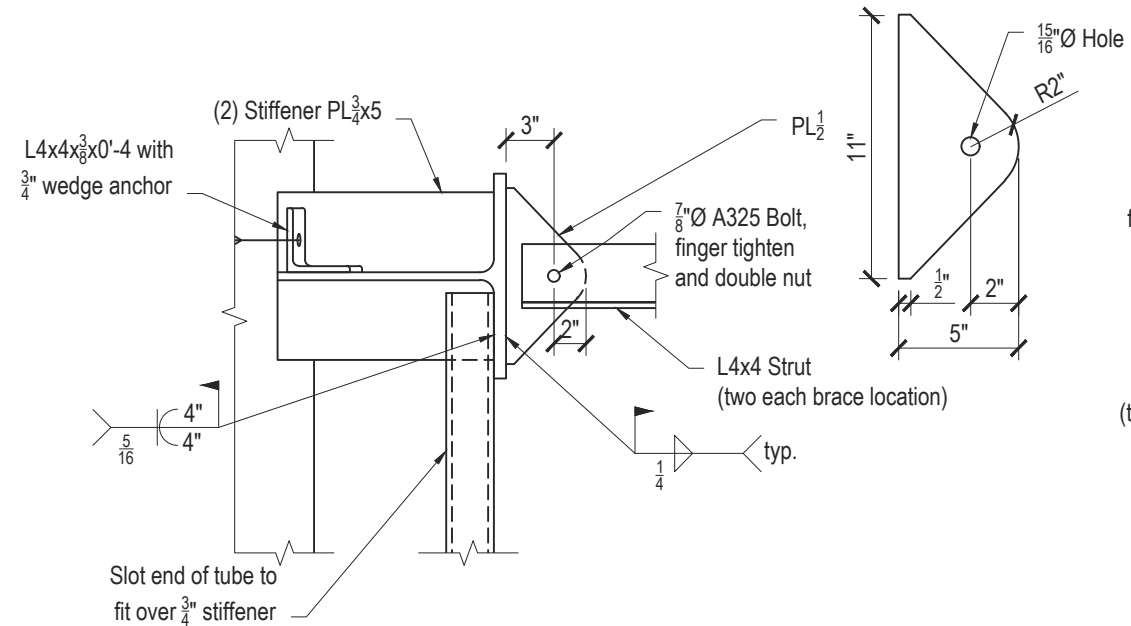
COUNTERWEIGHT DETAILS
JFK BRIDGE REHABILITATION

	GENESIS STRUCTURES, INC. 104. W. 9TH, SUITE 200 KANSAS CITY, MO. 64105 (P) 816-421-1520 www.genesisstructures.com		DRAWN BY BP	CHCK'D BY DMR
	PROJECT 0593 - OHIO RIVER BRIDGE - DOWNTOWN		DATE 10-12-15	
NO.	DATE	REMARKS	SHEET NO. G50-702	

FOR INFORMATION ONLY

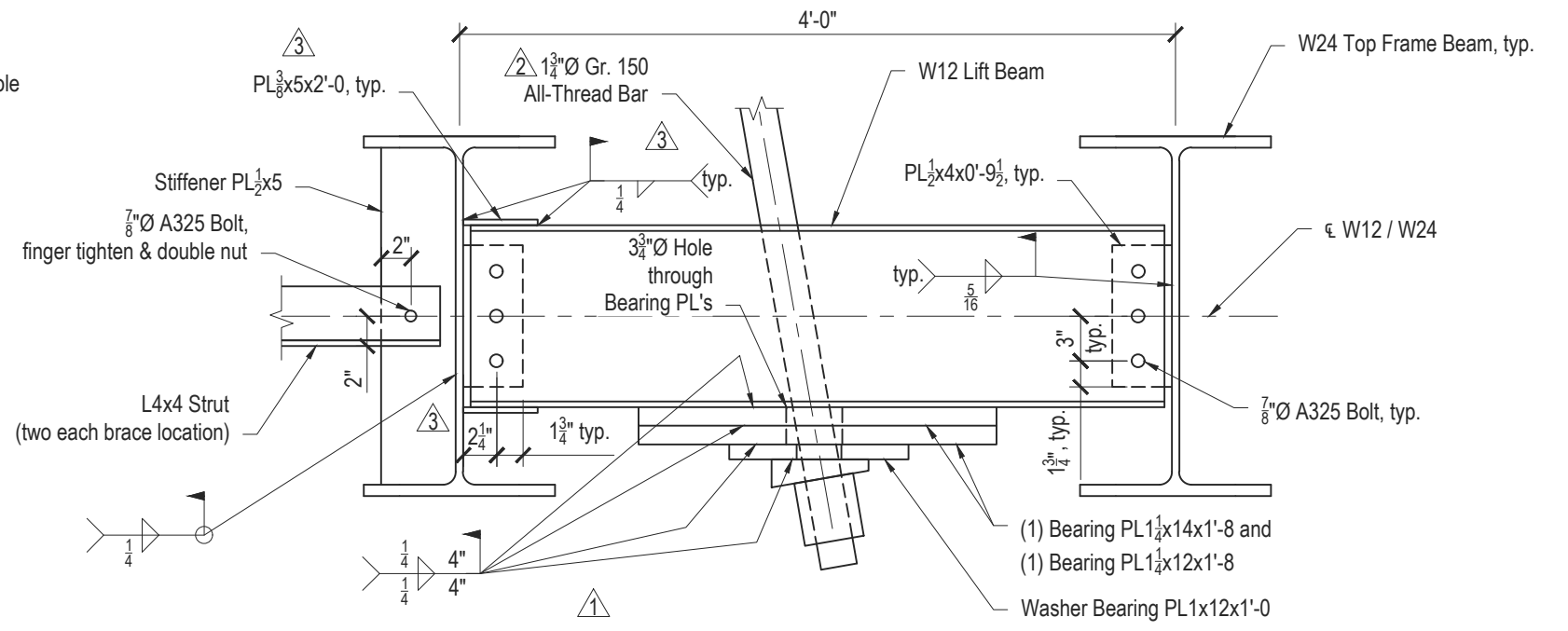
NO.	DATE	REMARKS	BY
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1	12-29-15	REVISED DETAIL	BP

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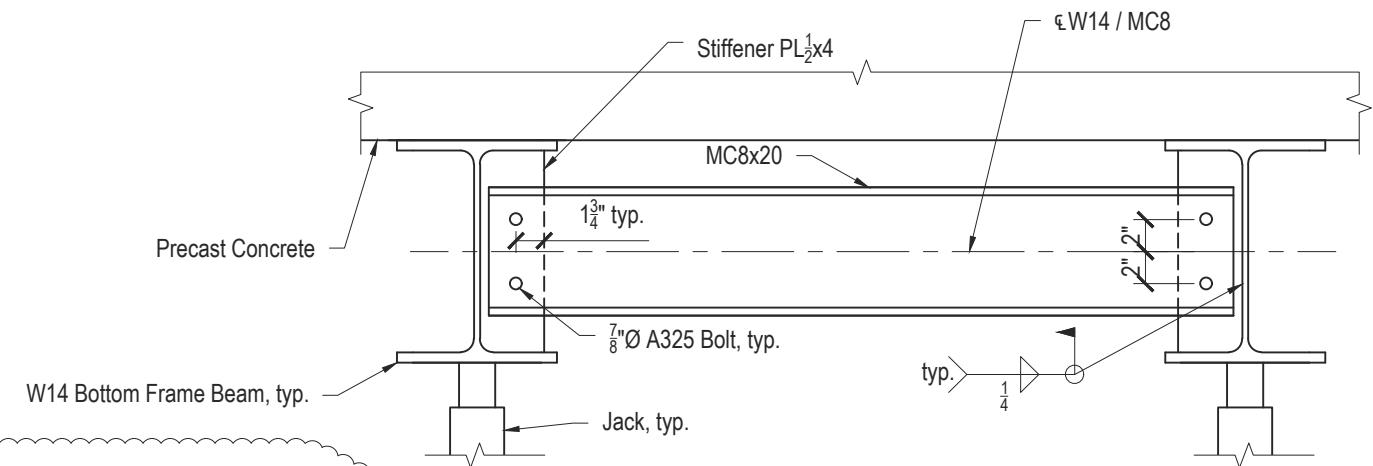
STRUT PIN DETAIL

D 1
701



LIFT BEAM / STRUT SECTION

S 1
702



CHANNEL BRACING SECTION

S 2
702

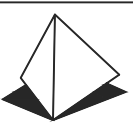
ELIMINATED DETAIL 2, SECTION 3 and SECTION 4

4

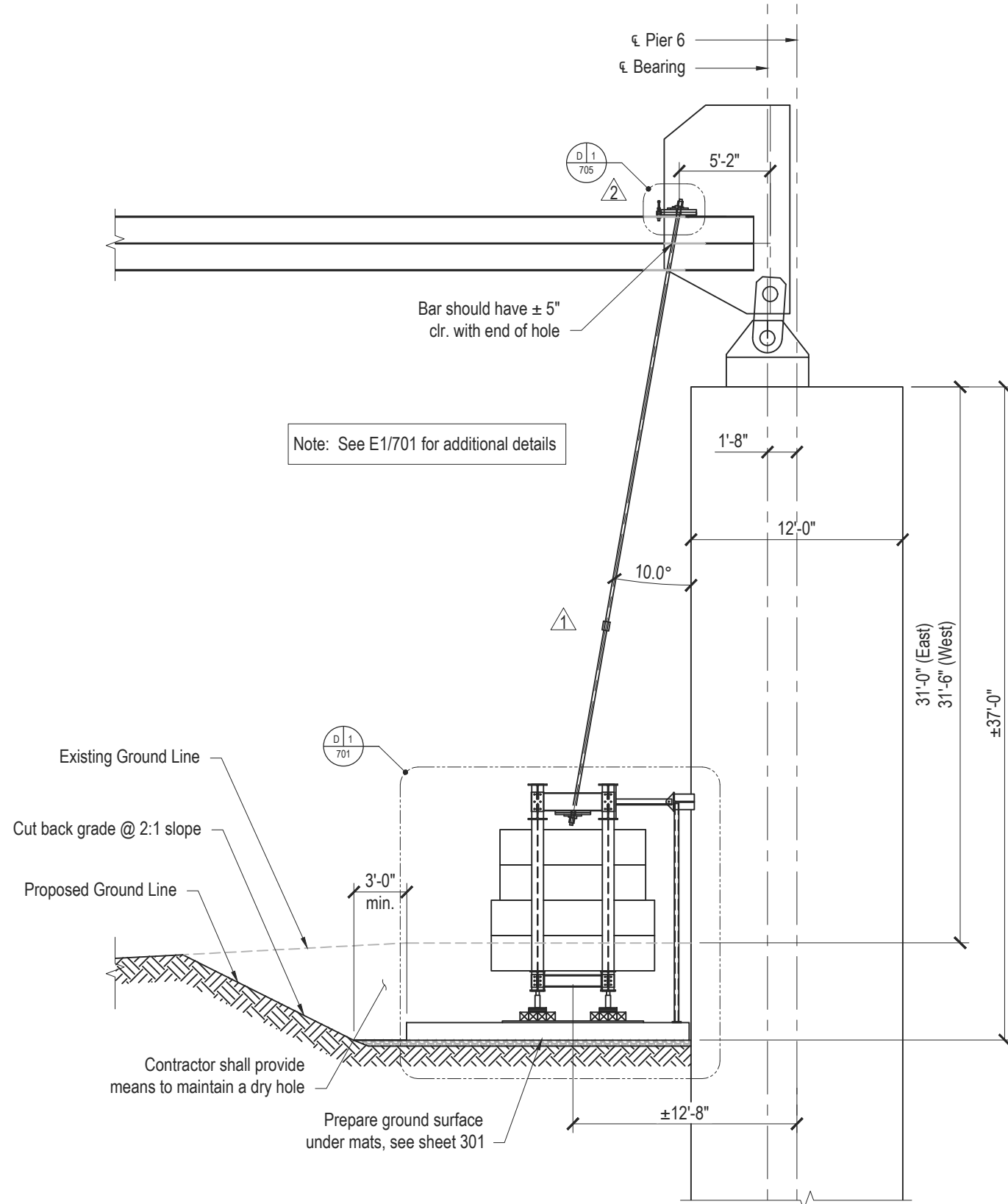
NO.	DATE	REMARKS	BY
4	01-21-16	ELIMINATED DETAILS	JK
3	12-29-15	REVISED DETAILS	BP
2	12-14-15	ADDITIONAL NOTES & BAR SIZE	JK
1	11-16-15	REVISED DETAILS	DMR

FOR INFORMATION ONLY

COUNTERWEIGHT DETAILS
JFK BRIDGE REHABILITATION

 GENESIS STRUCTURES, INC. 104. W. 9TH, SUITE 200 KANSAS CITY, MO. 64105 (P) 816-421-1520 www.genesisstructures.com	DRAWN BY BP	CHCK'D BY DMR
	DATE 10-12-15	
PROJECT 0593 - OHIO RIVER BRIDGE - DOWNTOWN	SHEET NO. G50-703	

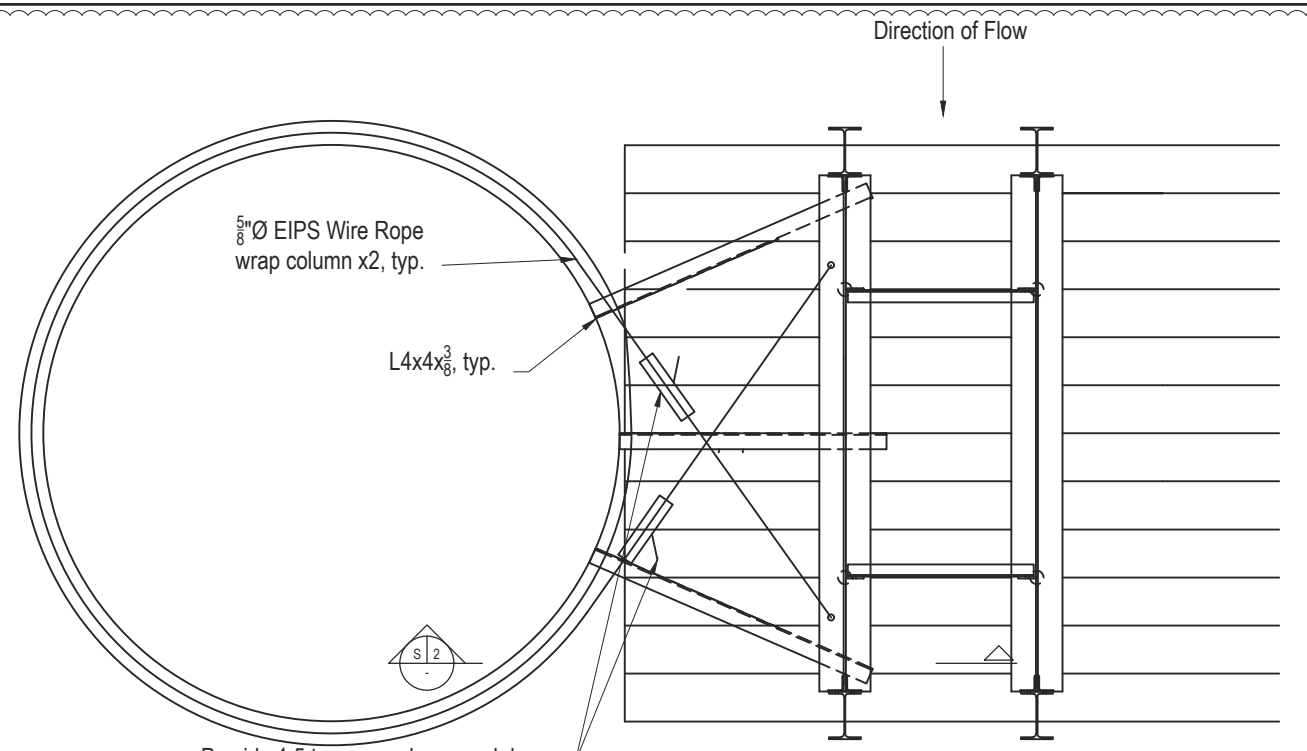
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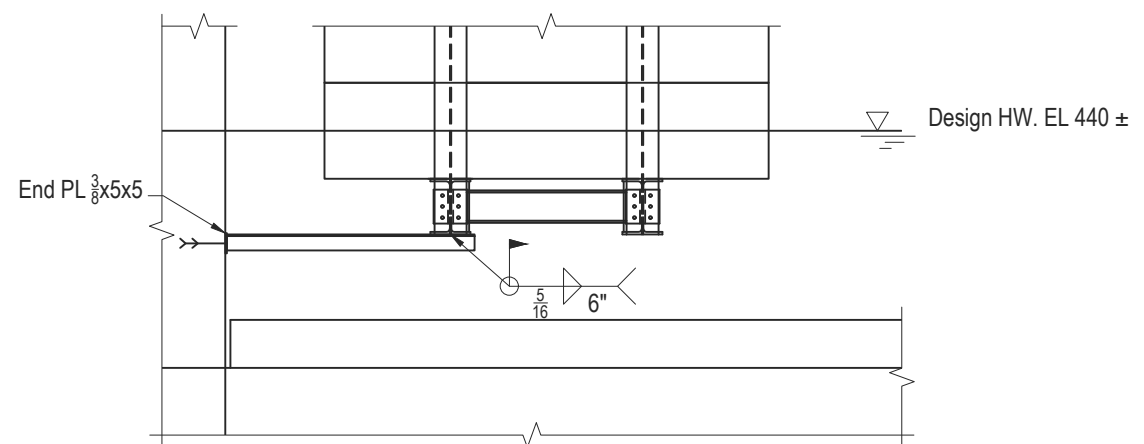
Note: See E1/701 for additional details

COUNTERWEIGHT OVERVIEW - PIER 6

Note: Top of pier to ground elevations based on Contractor Field Measurements



STREAM FLOW BRACING



SECTION

cable in bottom flange not shown

Flood Contingency Plan Notes:

1. Stream Flow Bracing shall be installed if stream flow is expected to rise to a level that partially submerges the CTWT frame or concrete blocks.
2. Anticipated maximum Design HW = EL 440.
3. Only Pier 1 CTWT's are anticipated to be effected by Design HW.
4. If CTWT's become partially submerged, provide approximately 12,000 lbs of ballast to deck area between L0 and L1. This ballast may include reinforcing steel, precast barrier, deck panels or machinery. This ballast shall remain until river elevation drops below CTWT stacks.

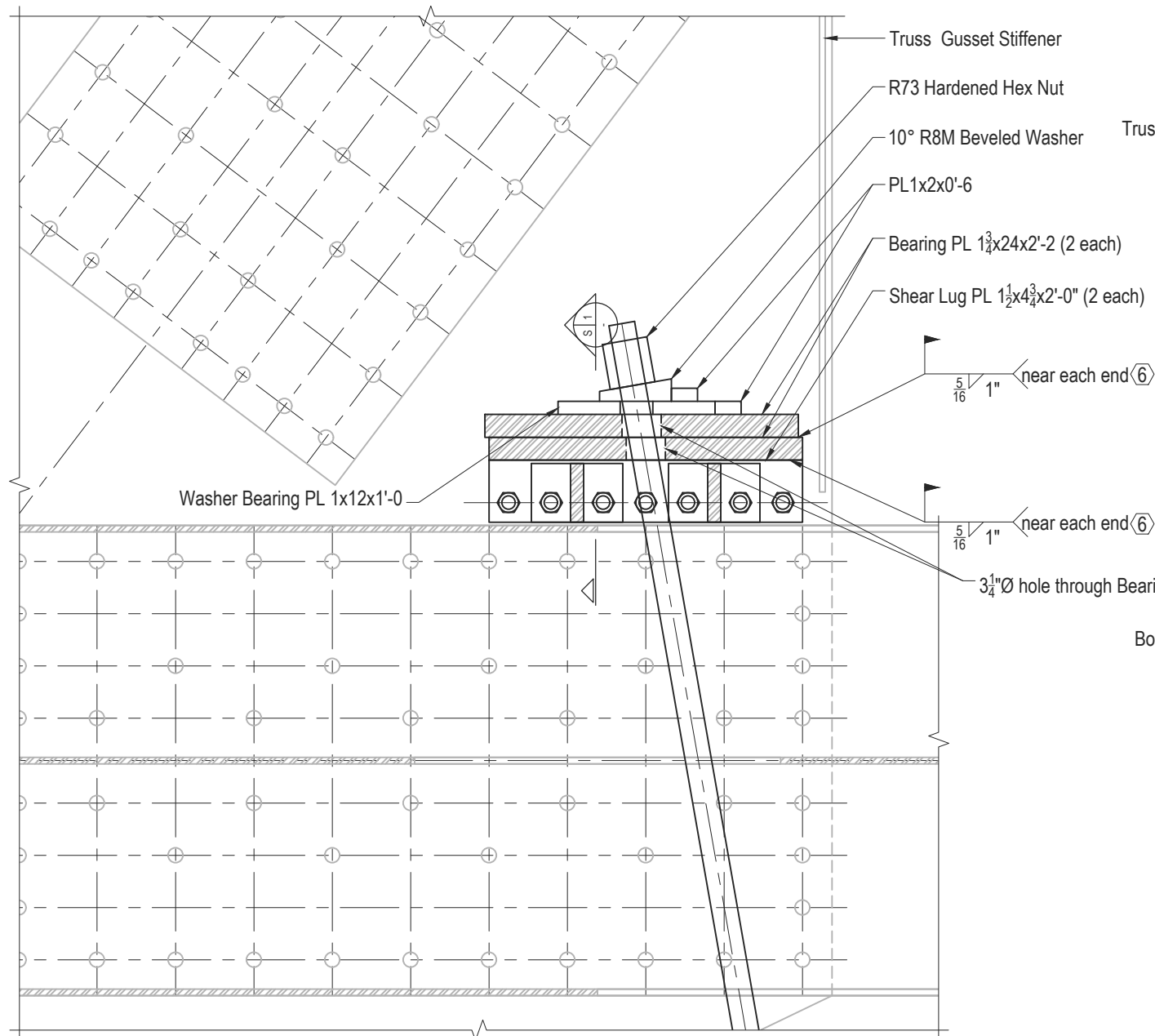
**COUNTERWEIGHT DETAILS
JFK BRIDGE REHABILITATION**

FOR INFORMATION ONLY

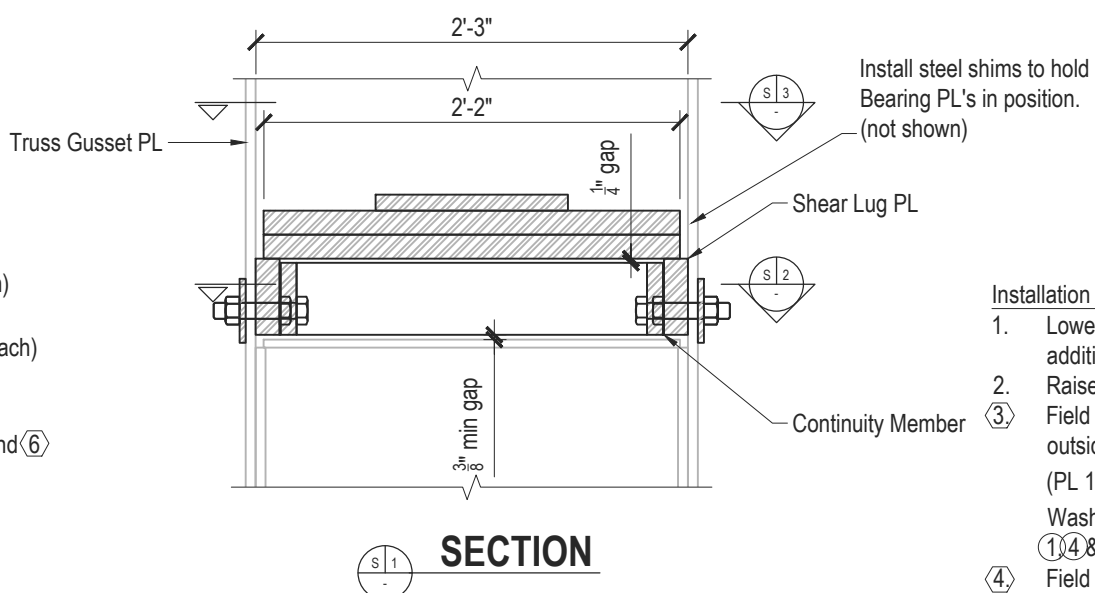
NO.	DATE	REMARKS	BY
3	02-02-16	STREAM FLOW BRACING	JK
2	01-21-16	REVISED CALLOUT	JK
1	11-16-15	REVISED DETAIL	DMR

GENESIS STRUCTURES, INC. 104. W. 9TH, SUITE 200 KANSAS CITY, MO. 64105 (P) 816-421-1520 www.genesisstructures.com	DRAWN BY	CHK'D BY
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PROJECT	DATE	
	10-12-15	
0593 - OHIO RIVER BRIDGE - DOWNTOWN	SHEET NO.	
	G50-704	

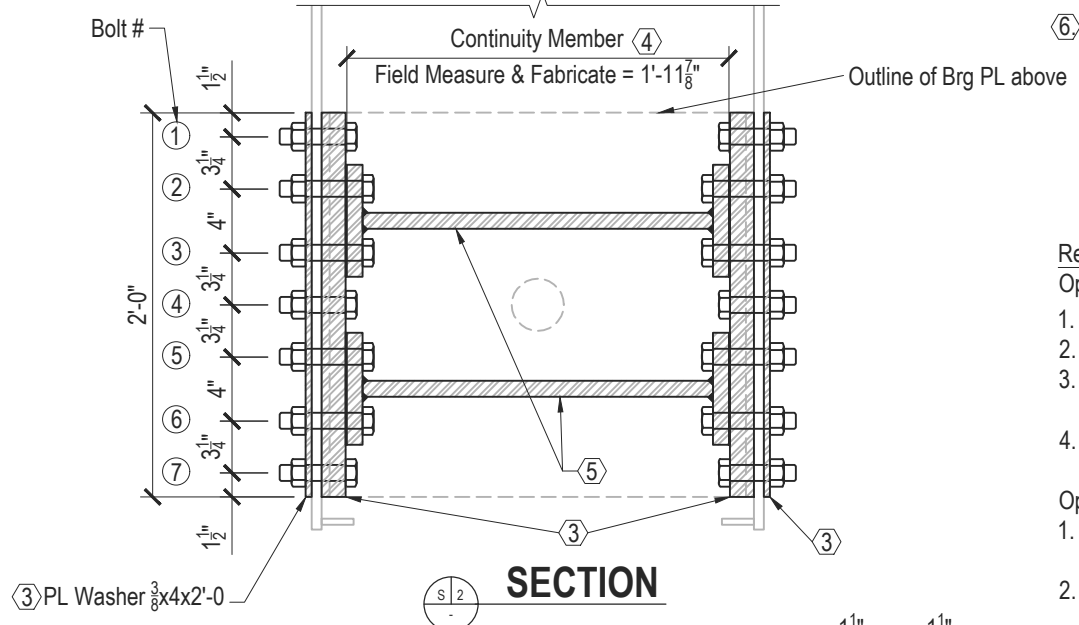
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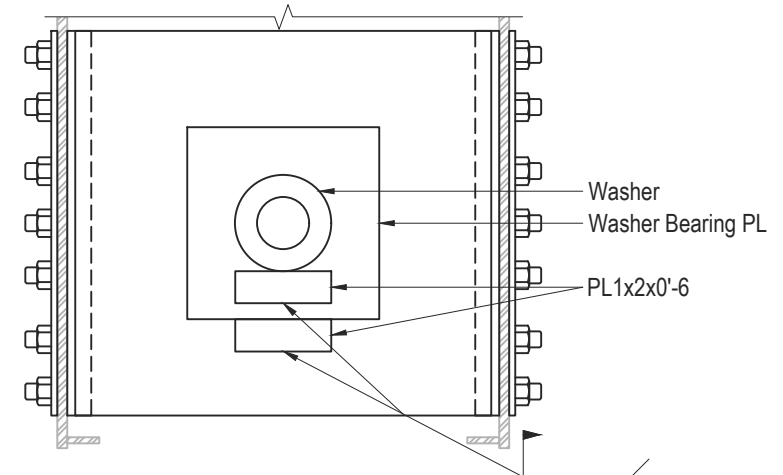
HALF SECTION



SECTION



SECTION



SECTION

Note: Continuity members below not shown for clarity

- Installation Sequence Notes:**
1. Lower "existing" PT bar to allow installation of additional structural elements.
 2. Raise or remove "existing" Brg Plates. Field drill all holes (using lug as template) from outside face of gusset. Install Shear Lug PLs (PL 1 1/2 x 4 3/4 x 2-0) in position on inside and PL Washer (PL 3/8 x 4 x 2-0) on outside using only bolt ①, ④ & ⑦ thru existing gusset.
 - ③ Field measure prior to fabrication. Fabricate Continuity Members short by 1/8". Provide 1/16" shims for tight fit.
 - ⑤ Position Continuity Members and field drill holes 2, 3, 5 & 6 thru holes in gusset and Shear Lug. Install and torque all bolts.
 - ⑥ Field weld Brg PL to Brg PL and to Brg PL to Shear Lug PL as indicated.

- Removal Sequence Notes:**
- Option 1 - Leave in place
1. Remove PT bar and (2) 1 3/4" Brg Plates.
 2. Leave remaining members in place.
 3. All remaining members shall receive the full contract specified paint system.
 4. All damaged paint shall be repaired.
- Option 2 - Full Removal
1. Removal all temporary members, including bearing plates, shear lugs and temporary bolts.
 2. Fill holes with fully tensioned high strength bolts.
 3. Paint bolts with contract specified paint system.
 4. All damaged paint shall be repaired.

- Material Notes:**
1. All bolts 1" Ø A325 with matching nuts and washers
 2. All material shall be Gr 50 u.n.o.

FOR INFORMATION ONLY

COUNTERWEIGHT DETAILS
JFK BRIDGE REHABILITATION

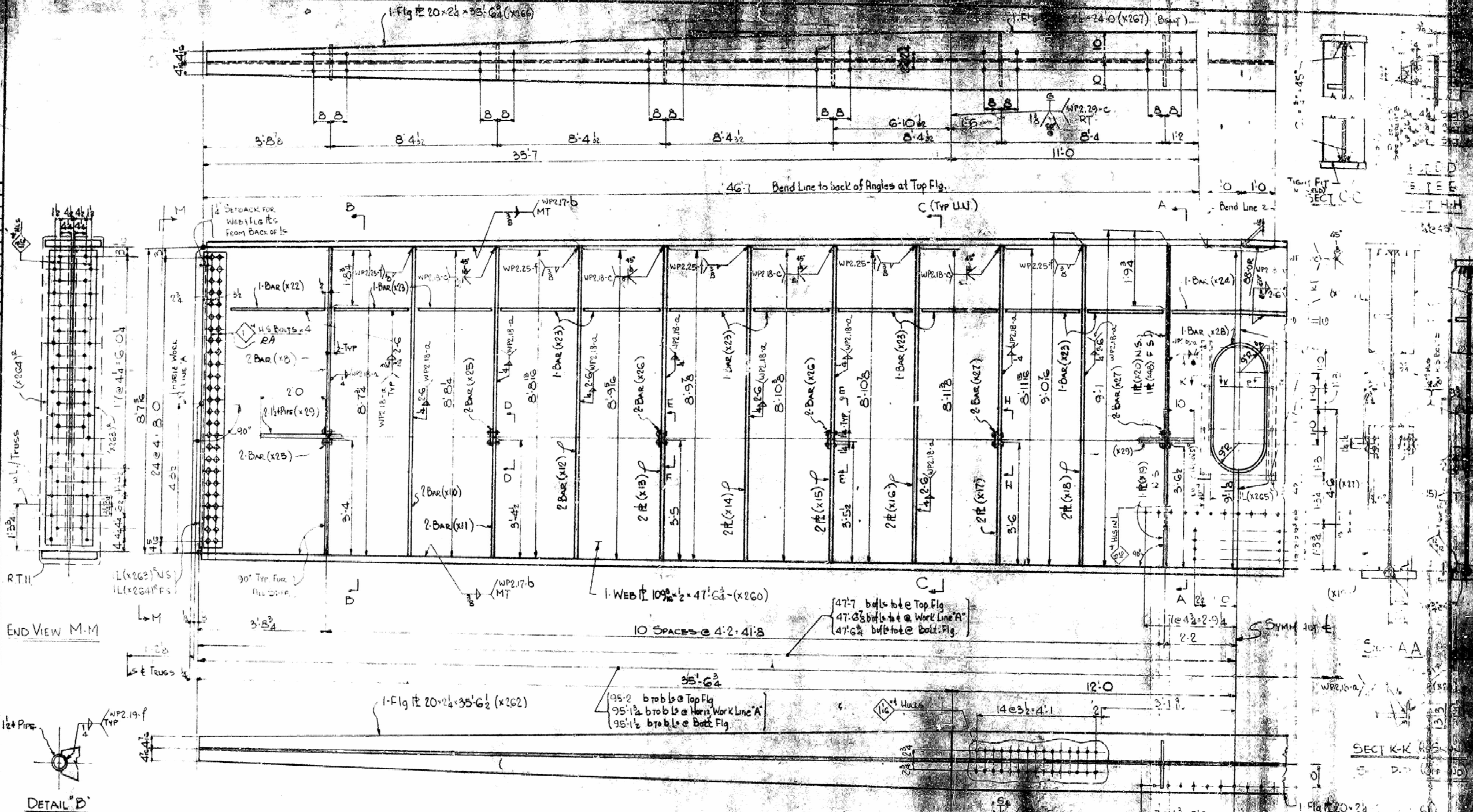
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		DATE 01-21-16	
PROJECT 0593 - OHIO RIVER BRIDGE-DOWNTOWN		SHEET NO. G50-705	

CONTINUITY MEMBER

NO.	DATE	REMARKS	BY

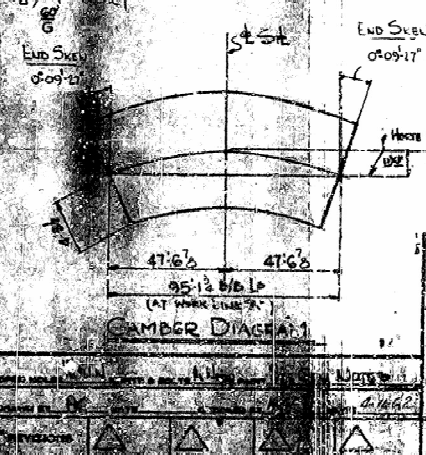
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ONE-FLOOR BEAM 79A (FR1-L0)

ITEM NO.	SHIP NO.	NO. REQ'D	SHAPE	LENGTH	PC. NO.	REMARKS	ITEM NO.	WEIGHT LBS.	TOTAL WEIGHT	N.O. NO.	ITEM NO.	SHIP NO.	NO. REQ'D	SHAPE	LENGTH	PC. NO.	REMARKS	ITEM NO.	WEIGHT LBS.	TOTAL WEIGHT	N.O. NO.
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2							21				21							22			
3							22				22							23			
4		2	Web # 109 1/2	47'-7"	A441		23				23							24			
5		1	Flg # 20x24	35'-6"	A441		24				24							25			
6		2	Flg # 20x24	35'-6"	A441		25				25							26			
7		1	Flg # 20x24	24'-0"	A441		26				26							27			
8		2	Flg # 20x24	35'-6"	A441		27				27							28			
9		2	LB # 8-1	8'-4"	A440		28				28							29			
10		2	LB # 8-1	8'-4"	A440		29				29							30			
11		4	BAR 5/8UM # 8	8'-13/8"			30				30							31			
12							31				31							32			
13		4	BAR 5/8UM # 8	8'-8"	A10		32				32							33			
14		4	BAR 5/8UM # 8	8'-8"	A11		33				33							34			
15		4	BAR 5/8UM # 8	8'-9 1/2"	A12		34				34							35			
16		4	R 7UM # 8	8'-0"	A13		35				35							36			
17		4	R 7UM # 8	8'-0"	A14		36				36							37			
18		4	R 7UM # 8	8'-0"	A15		37				37							38			
19		4	R 8UM # 8	8'-11 1/2"	A16		38				38										



ALLIED STRUCTURAL STEEL COMPANY
 CHICAGO, ILL. U.S.A.
 ENGINEERS - ARCHITECTS - STRUCTORS OF BRIDGE AND BUILDING
 120 NORTH WABLER DRIVE CHICAGO, ILL. U.S.A.

PROJECT: BRIDGE
 DRAWING: G10 RIVER BRIDGE IN ILL. G5
 DATE: 1/15/54
 DRAWN BY: W. J. DUNN
 CHECKED BY: W. J. DUNN
 CONTRACT: 277

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

I-65 SOUTHBOUND

OVER OHIO RIVER

PLAN SET B - FINGER JOINT REPAIR

ESTIMATE OF QUANTITIES				
BID ITEM CODE	24430EC	24430EC	24430EC	24430EC
BID ITEM	REM AND REPLACE FINGER EXPANSION JOINT - JOINT L0	REM AND REPLACE FINGER EXPANSION JOINT - JOINT L23	REM AND REPLACE FINGER EXPANSION JOINT - JOINT L23'	REM AND REPLACE FINGER EXPANSION JOINT - JOINT L0'
UNIT	EACH	EACH	EACH	EACH
BRIDGE TOTALS	1	1	1	1

SHEET INDEX	
S1	TITLE SHEET
S2	GENERAL NOTES
S3	BRIDGE PLAN AND ELEVATION
S4	JOINT L0 REMOVAL DETAILS
S5	JOINT L23 REMOVAL DETAILS
S6	JOINT L23' REMOVAL DETAILS
S7	JOINT L0' REMOVAL DETAILS
S8-S9	REMOVAL SECTIONS
S10-S11	JOINT L0 RECONSTRUCTION
S12-S13	JOINT L23 RECONSTRUCTION
S14-S15	JOINT L23' RECONSTRUCTION
S16-S17	JOINT L0' RECONSTRUCTION
S18-S19	RECONSTRUCTION SECTIONS
S20	DIAPHRAGM DETAILS
S21	BILL OF REINFORCEMENT
FOR INFORMATION ONLY SHEETS	
TROUGH MODIFICATION - APPLIES TO ALL TROUGHS	
PIER 1L/L0 TROUGH	
TRUSS PANEL POINT L23 TROUGH	
TRUSS PANEL POINT L23' TROUGH	
PIER 6L/L0' TROUGH	

SPECIAL NOTES
FOR CONTRACT COMPLETION DATE AND LIQUIDATED DAMAGES ON BRIDGE REPAIR CONTRACT
FOR PORTABLE CHANGEABLE MESSAGE SIGNS
FOR TEMPORARY WORKSITE SPEED LIMIT SIGN ASSEMBLY
FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS
FOR FINGER EXPANSION JOINTS
FOR PORTABLE QUEUE WARNING ALERT SYSTEM
FOR TRAFFIC QUEUE PROTECTION SYSTEM

SPECIAL PROVISIONS

STANDARD DRAWINGS

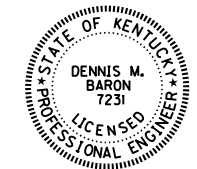
SPECIFICATIONS
2019 Standard Specifications for Road and Bridge Construction including supplemental specifications.
2020 AASHTO LRFD Bridge Design Specifications.
2017 AASHTO LRFD Bridge Construction Specifications.

REVISION	DATE

DATE: DECEMBER 2024	CHECKED BY
DESIGNED BY: M BARON	J STITH
DETAILED BY: MJ DWYER	M BARON

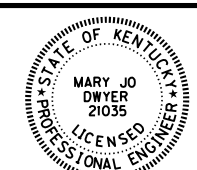
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS	
COUNTY JEFFERSON	
ROUTE I-65	CROSSING OHIO RIVER
TITLE SHEET	

PREPARED BY Michael Baker International	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	SHEET NO. S1
DRAWING NO. 28935		



Dennis M. Baron

BY: DMB
DATE: DECEMBER 13, 2024



Mary Jo Dwyer

BY: MJD
DATE: DECEMBER 13, 2024

ITEM NO.	PLAN SET
5-10074	B

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S01 - TITLE.DGN
 USER: MaryJo.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 001
 MicroStation v8.11.9.919
 CONSTRUCTION PROJECT NO.
 LETTING DATE

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - 502 - GENERAL NOTES.DGN
 USER: Marvjo.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 006
 MicroStation v8.11.9.919

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE FOURTH EDITION 2017 AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATION AND 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, NINTH EDITION.

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 APPROPRIATE BID ITEMS. THIS MAY INCLUDE REMOVAL OF ALL, OR PARTS, OF EXISTING STRUCTURES, PHASE CONSTRUCTION, INCIDENTAL MATERIALS, LABOR OR ANYTHING ELSE REQUIRED TO COMPLETE THE STRUCTURE.

ON-SITE INSPECTION

THE CONTRACTOR IS RESPONSIBLE FOR MAKNG A SITE INSPECTION TO BECOME FAMILIAR WITH THE WORK TO BE DONE AND TO MAKE APPROPRIATE ALLOWANCES FOR ALL WORK INCLUDED IN THE APPROPRIATE BID ITEMS. A SUITABLE METHOD OF PERFORMING THE WORK DESCRIBED HEREIN SHOULD BE INVESTIGATED. SUBMISSION OF A BID WILL BE CONSIDERED EVIDENCE OF THIS INVESTIGATION HAVING BEEN MADE. THE CONTRACTOR WILL NOT BE PAID EXTRA BECAUSE OF SITE CONDITIONS.

MAINTENANCE OF TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PLANS AND SPECIAL NOTES.

CONCRETE

USE CLASS AA (4,000 PSI) IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS.

WELDING SPECIFICATIONS

ALL WELDING AND WELDING MATERIALS, EXCEPT FOR REINFORCEMENT, SHALL CONFORM TO JOINT SPECIFICATIONS ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE. NON-DESTRUCTIVE TESTING BY THE CONTRACTOR WILL NOT BE REQUIRED. PAYMENT FOR WELDING, WELDING MATERIALS, STRAIGHTENING, ALTERING AND BURNING NEW OR EXISTING STEEL SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEMS.

STUD WELDING

SHEAR STUDS SHALL BE WELDED IN ACCORDANCE WITH AWS SPECIFICATIONS.

DIMENSIONS

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

PLANS OF EXISTING STRUCTURE

PLANS AND SHOP DRAWINGS OF THE EXISTING STRUCTURE ARE AVAILABLE AS AN AID TO THE CONTRACTOR AND SHALL BE USED TO SUPPLEMENT DETAILS NOT SHOWN ON THE PLANS. THE COMPLETENESS OF THESE DRAWINGS IS NOT GUARANTEED AND NO RESPONSIBILITY IS ASSUMED BY KYTC FOR THEIR ACCURACY. AS-BUILT PLANS AND FINGER JOINT DRAWINGS INCLUDE:

I-65 SB AS-BUILT ORBP	056B000214IL REHAB PLANS & BU 2-232
I-65 SB AS-BUILT ORBP	BRIDGE NO. A027-2
I-65 SB INDIANA APPROACH	BUILDABLE UNIT NUMBER 2-200
ORBP AS-BUILT	INTELLIGENT TRANSPORTATION SYSTEMS IT8133
I-65 SB FINGER JOINT REPAIR	DN 28096
PIER 1L, JOINT LO	D-32819
JOINT L23	D-32797
JOINT L23'	D-32834
PIER 6L, JOINT LO'	D-32798

EXISTING STEEL REINFORCEMENT

PAYMENT FOR CUTTING, BENDING, SPLICING AND CLEANING EXISTING REINFORCING BARS SHALL BE INCLUDED IN THE APPROPRIATE BID ITEM.

SAWCUTTING

PRIOR TO THE REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO THE DEPTH NOTED ON THE PLANS OR ONE INCH TO FACILITATE A NEAT LINE. PAYMENT FOR CUTTING CONCRETE SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEM.

CONCRETE REMOVAL

PERFORM WORK CAREFULLY DURING SLAB REMOVAL TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. ALL REMOVAL SHALL BE TO NEAT SAW CUT LINES. FEATHER EDGES WILL NOT BE PERMITTED. SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVAL 1 INCH DEEP.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE PROPOSED STRUCTURE. REMOVE CONCRETE TO THE SURFACE OF THE STEEL STAY-IN-PLACE FORMS. LEAVE EXISTING REINFORCING STEEL IN PLACE AS SHOWN ON THE PLANS.

PRIOR TO CONCRETE PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR PRESSURE OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, HOWEVER, REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

REINFORCING BARS WHICH ARE SHOWN ON THE PLANS AS REMAINING AND WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH NEW EPOXY COATED BARS OF THE SAME SIZE AND SHAPE, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THOSE BARS.

STAY-IN-PLACE FORMS WHICH ARE SHOWN ON THE PLANS AS REMAINING AND WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH NEW STAY-IN-PLACE FORMS OF THE SAME SIZE AND SHAPE, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THOSE FORMS.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE BID ITEM.

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.

BONDING NEW CONCRETE TO PREVIOUSLY PLACED CONCRETE

WHERE A BONDED CONSTRUCTION JOINT IS CALLED FOR ON THE PLANS, NEW CONCRETE SHALL BE BONDED TO PREVIOUSLY PLACED (CURED) CONCRETE WITH A TWO-COMPONENT EPOXY RESIN SYSTEM CONFORMING TO SECTIONS 511 AND 826 OF THE SPECIFICATIONS. PAYMENT FOR THIS WORK, INCLUDING ALL LABOR, TOOLS AND MATERIALS SHALL BE INCIDENTAL TO THE APPROPRIATE BID ITEM.

EXISTING EXPANSION JOINT FINGER PLATE SYSTEM

THE EXISTING FINGER PLATE ASSEMBLY COMPRISES SEGMENTED FINGER PLATES FASTENED WITH HIGH STRENGTH BOLTS TO COUPLING NUTS WELDED TO EMBEDDED PLATES ANCHORED IN CONCRETE. NEOPRENE DRAINAGE TROUGHS INSTALLED WITH THE FINGER JOINTS CATCH AND CHANNEL AWAY WATER AND DEBRIS. SHOP DRAWINGS OF THE EXISTING FINGER JOINTS SHALL BE USED AS A SUPPLEMENT FOR DETAILS NOT SHOWN ON THE PLANS.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF UTILITIES SHOWN ON THE DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE THEIR OWN DETERMINATION. EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES. UTILITIES DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED, AS APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE.

PLAN SET A AND PLAN SET B COORDINATION

WORK ON THE TRUSS BEARINGS AND FINGER JOINT REPLACEMENT CAN BE STAGED CONCURRENTLY BY THE CONTRACTOR IF DESIRED, AS LONG AS THE FINGER JOINT REPLACEMENT RESULTS IN PROPER PHYSICAL ALIGNMENT AND FINAL ELEVATIONS. IF THE FINAL RESULTS DO NOT COMPLY WITH THIS REQUIREMENT, CORRECTIONS MUST BE MADE AS APPROPRIATE AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURE

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

FINGER DAM REPAIR - JOINT LO'

FINGER DAM REPAIR - JOINT L23'

FINGER DAM REPAIR - JOINT L23

FINGER DAM REPAIR - JOINT LO

THE WORK FOR EACH OF THESE ITEMS CONSISTS OF REMOVAL AND REPLACEMENT OF THE EXISTING FINGER JOINT AND DRAINAGE TROUGH. IT INCLUDES ANCHORING THE NEW FINGER PLATE TO NEW OR EXISTING DIAPHRAGMS FRAMED BETWEEN EXISTING STRINGERS, AND DESIGNING THE NEW DRAIN TROUGH TO MAKE USE OF THE EXISTING DRAINAGE COLLECTOR SYSTEM. SEE SPECIAL NOTE FOR FINGER EXPANSION JOINTS.

THE BID ITEM FOR EACH OF THESE ITEMS SHALL BE FULL PAYMENT FOR ALL MATERIAL, TOOLS, EQUIPMENT, LABOR, ACCESS AND INCIDENTALS, INCLUDING BUT NOT LIMITED TO STRUCTURAL STEEL, CONCRETE AND REBAR, TO COMPLETE THE WORK.

CONTRACTOR'S SUBMITTALS

WHERE REQUIRED BY THE PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL SUBMIT DESCRIPTIVE INFORMATION THAT WILL ENABLE THE ENGINEER TO DETERMINE WHETHER THE CONTRACTOR'S PROPOSED MATERIALS, EQUIPMENT, AND WORK METHODS ARE IN GENERAL CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR SHALL SUBMIT SEQUENCES, TECHNIQUES AND PROCEDURES OF CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, LABOR, MATERIALS, TEMPORARY STRUCTURES, TOOLS, CONSTRUCTION EQUIPMENT, AND ALL INCIDENTAL OR TEMPORARY DEVICES REQUIRED TO ACCOMPLISH THE RESULT INTENDED BY THIS CONTRACT.

MECHANICAL COUPLERS

PROVIDE MECHANICAL BUTT SPLICE SLEEVE COUPLERS USING A SERIES OF CONE-POINTED HEX-HEAD SHEAR SCREWS ARRANGED ALONG THE LONGITUDINAL AXIS EMBEDDED INTO THE BAR ENDS WITHIN THE CONFINED INTERIOR OF THE COUPLER. IN THE CASE OF BUTT SPLICES, INSERT REINFORCING BARS FROM EACH END TO A CENTER STOP.

PROVIDE MECHANICAL COUPLERS IN ACCORDANCE WITH THE REQUIREMENTS OF 602.03.06 OF THE STANDARD SPECIFICATIONS. IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMIT SPECIMENS OF EACH BAR SIZE SPLICE TO THE DIVISION OF MATERIALS FOR TESTING BEFORE INCORPORATING THE SPLICES INTO THE WORK. ENSURE SAMPLES ARE MADE BY THE SAME PERSONNEL USING EQUIPMENT TO BE USED TO MAKE THE PRODUCTION SPLICES.

INSTALL MECHANICAL SPLICE COUPLING SLEEVES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED PROCEDURES. SUBMIT THE INSTALLATION PROCEDURE, INCLUDING MANUFACTURER APPROVALS, TO THE ENGINEER FOR REVIEW BEFORE BEGINNING SPLICING.

IF USING EPOXY COATED REINFORCEMENT, PROVIDE EPOXY COATED MECHANICAL SPLICES IN ACCORDANCE WITH AASHTO M284. COVER THE UNCOATED SURFACE OF THE SHEARED OFF BOLTS WITH EPOXY PREPARED FROM AN APPROVED EPOXY TOUCH UP KIT. ENSURE EPOXY COATED SPLICES AFTER INSTALLATION.

MECHANICAL BUTT SPLICE COUPLERS MAY BE:

BARSPlice PRODUCTS, INC. - 4900 WEBSTER STREET - DAYTON, OHIO 45414
 DAYTON SUPERIOR - 1125 BYERS ROAD - MIAMISBURG, OHIO 45342
 nVENT LENTON - 34600 SOLON ROAD - SOLON, OHIO 44139

REVISION		DATE	
DATE: DECEMBER 2024	CHECKED BY		
DESIGNED BY: D BARON	M BARON		
DETAILED BY: MJ DWYER	M BARON		
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
JEFFERSON			
ROUTE	CROSSING		
I-65	OHIO RIVER		
GENERAL NOTES			
PREPARED BY			SHEET NO.
Michael Baker			S2
INTERNATIONAL			DRAWING NO.
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM			28935

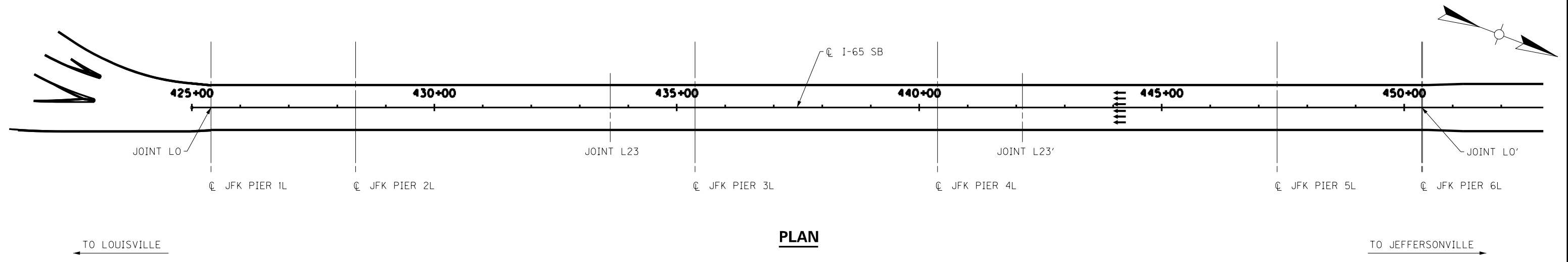
PLAN SET
B

FILE NAME: C:\KENNEDY\BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET\B/B - 503 - ELEVATION.DGN

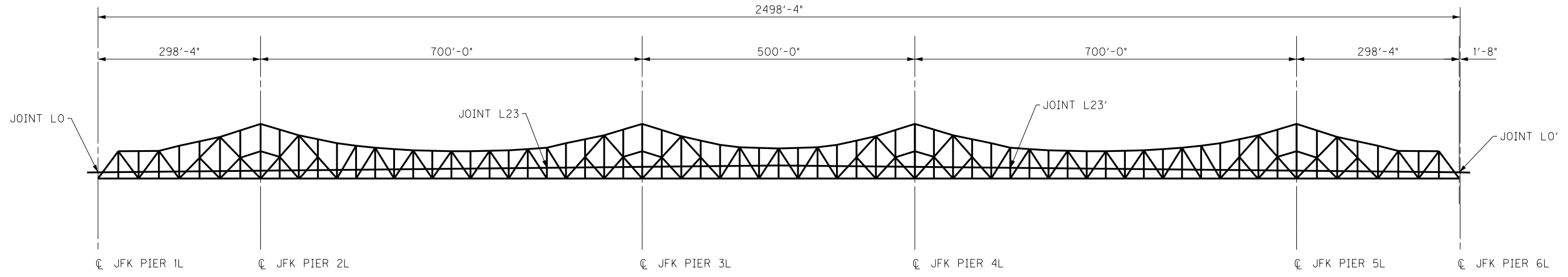
USER: MJC\j.c.dwyer
DATE PLOTTED: December 9, 2024

E-SHEET NAME: S23464 020

MicroStation v8.11.9.919



PLAN



ELEVATION

PROPOSED WORK JOINT L0

REMOVE DECK, FINGER JOINT PLATES, EMBEDDED PLATES, TROUGH AND C15 DIAPHRAGMS.
INSTALL W14x53 DIAPHRAGMS.
INSTALL FINGER PLATE SYSTEM AND TROUGH.
PLACE CONCRETE IN ACCORDANCE WITH 609.03 OF THE STANDARD SPECIFICATIONS WITH FINGER PLATES IN PLACE TO MATCH EXISTING PROFILE.

PROPOSED WORK JOINT L23

REMOVE DECK, FINGER JOINT PLATES, EMBEDDED PLATES, AND TROUGH.
INSTALL C10x30 AND W14x53 DIAPHRAGMS.
INSTALL FINGER PLATE SYSTEM AND TROUGH.
PLACE CONCRETE IN ACCORDANCE WITH 609.03 OF THE STANDARD SPECIFICATIONS WITH FINGER PLATES IN PLACE TO MATCH EXISTING PROFILE.

PROPOSED WORK JOINT L23'

REMOVE DECK, FINGER JOINT PLATES, EMBEDDED PLATES, TROUGH AND C15 DIAPHRAGMS.
INSTALL W14x53 DIAPHRAGMS.
INSTALL FINGER PLATE SYSTEM AND TROUGH.
PLACE CONCRETE IN ACCORDANCE WITH 609.03 OF THE STANDARD SPECIFICATIONS WITH FINGER PLATES IN PLACE TO MATCH EXISTING PROFILE.

PROPOSED WORK JOINT L0'

REMOVE DECK, FINGER JOINT PLATES, EMBEDDED PLATES, TROUGH AND C15 DIAPHRAGMS.
INSTALL W14x53 DIAPHRAGMS.
INSTALL FINGER PLATE SYSTEM AND TROUGH.
PLACE CONCRETE IN ACCORDANCE WITH 609.03 OF THE STANDARD SPECIFICATIONS WITH FINGER PLATES IN PLACE TO MATCH EXISTING PROFILE.

NOTES

1. WORK THIS SHEET WITH GENERAL NOTES SHEET NO. S2.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
BRIDGE PLAN AND ELEVATION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S3	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

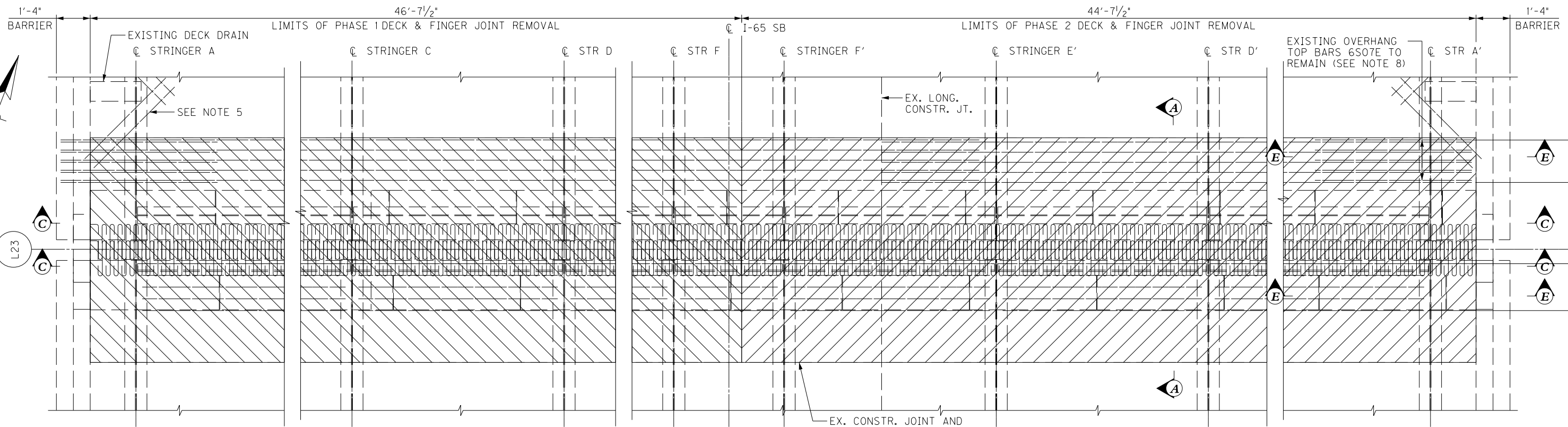
PLAN SET
B

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - 505 - L23 JOINT REMOVAL DETAILS.DGN

USER: Mr.Jo.Dwyer
DATE PLOTTED: December 9, 2024

E-SHEET NAME: S23464 020

MicroStation v8.11.9.919



EXISTING JOINT PLAN

PANEL POINT L23
LONGITUDINAL REINFORCING NOT SHOWN FOR CLARITY

NOTES

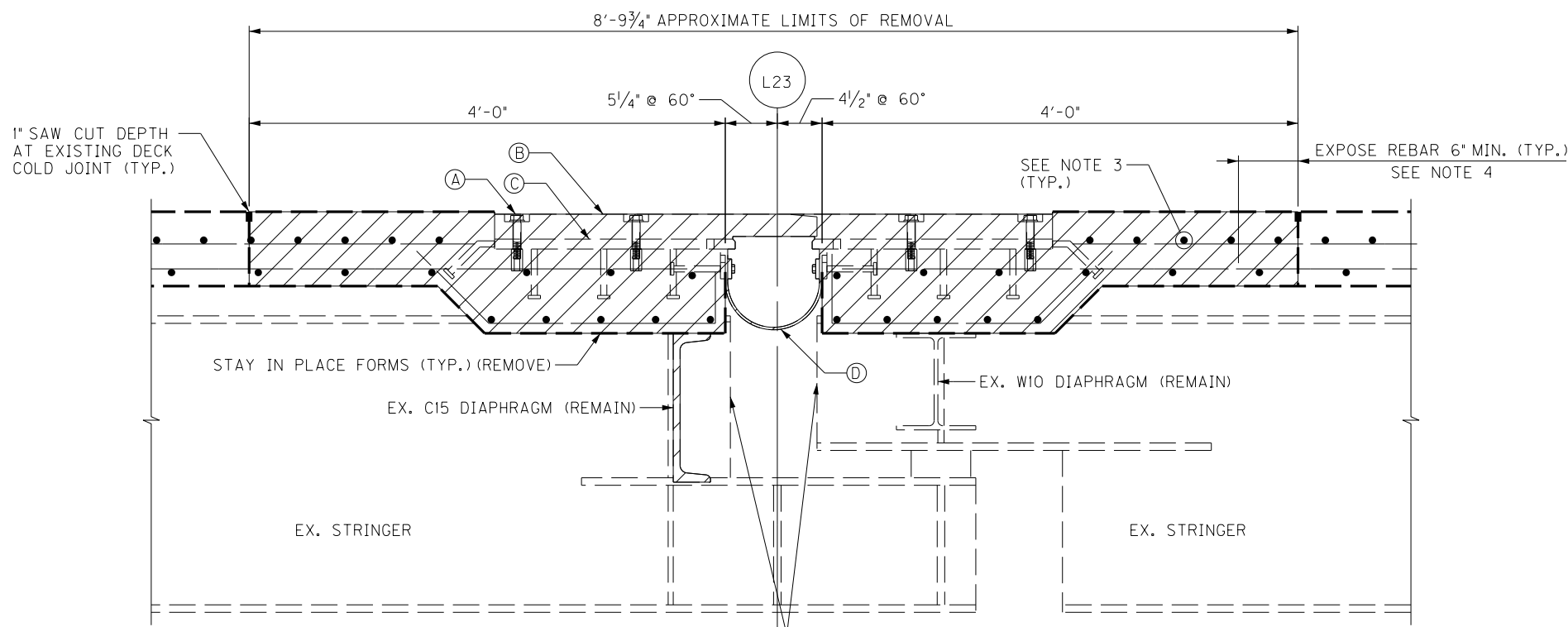
- SEE GENERAL NOTES FOR PLANS OF EXISTING STRUCTURE AND WORK ITEMS.
- REMOVE CONCRETE WITH A METHOD THAT WILL NOT DAMAGE EXISTING REINFORCEMENT TO REMAIN IN THE STRUCTURE.
- EXISTING TRANSVERSE REBAR WITHIN THE LIMITS OF THE CONSTRUCTION SHALL BE REMOVED AND REPLACED WITH NEW EPOXY COATED BARS OF THE SAME SIZE AND SHAPE AS SHOWN ON THE PLANS.
- EXISTING LONGITUDINAL REBAR WITHIN THE LIMITS OF THE CONSTRUCTION AS SHOWN ON THE PLANS SHALL BE CUTOFF 6" MINIMUM FROM THE SLAB REMOVAL LINE. CONCRETE SHALL BE REMOVED TO EXPOSE A 6" MINIMUM DOWEL TO JOIN TO NEW REBAR USING A MECHANICAL COUPLER. BLAST CLEAN THE EXPOSED REINFORCEMENT PRIOR TO APPLYING A MECHANICAL COUPLER. MECHANICAL COUPLER SHALL CONFORM TO 602.03.06 OF THE SPECIFICATIONS.
- LEAVE DECK DRAIN REINFORCEMENT THAT EXTENDS PAST CONCRETE REMOVAL LINE IN PLACE. REMOVE CONCRETE WITH A METHOD THAT WILL NOT DAMAGE EXISTING REINFORCEMENT TO REMAIN IN THE STRUCTURE.
- SEE SHEET NO. S8 FOR SECTIONS B-B AND C-C.
- SEE SHEET NO. S9 FOR SECTION E-E.
- FOR EXISTING REBAR, SEE I-65 SB AS-BUILT ORB REHAB PLANS.

NOTES (CONTINUED)

- IF ENDS OF STRINGERS ARE TRIMMED, GRINDING OR OTHER APPROVED METHOD SHALL BE USED TO CLEAN UP THE CUT EDGES OF THE STRINGER ENDS TO THE SATISFACTION OF THE ENGINEER.

LEGEND

- PHASE 1 REMOVAL LIMITS
- PHASE 2 REMOVAL LIMITS
- (A) REMOVE AND DISCARD EXISTING BOLTS AND WASHERS IN FINGER PLATES (TYP)
- (B) REMOVE AND DISCARD FINGER PLATE (TYP)
- (C) REMOVE AND DISCARD EXISTING EMBEDDED PLATE AND ATTACHMENTS (TYP)
- (D) REMOVE AND DISCARD EXISTING DRAINAGE TROUGH AND HARDWARE



SECTION A-A

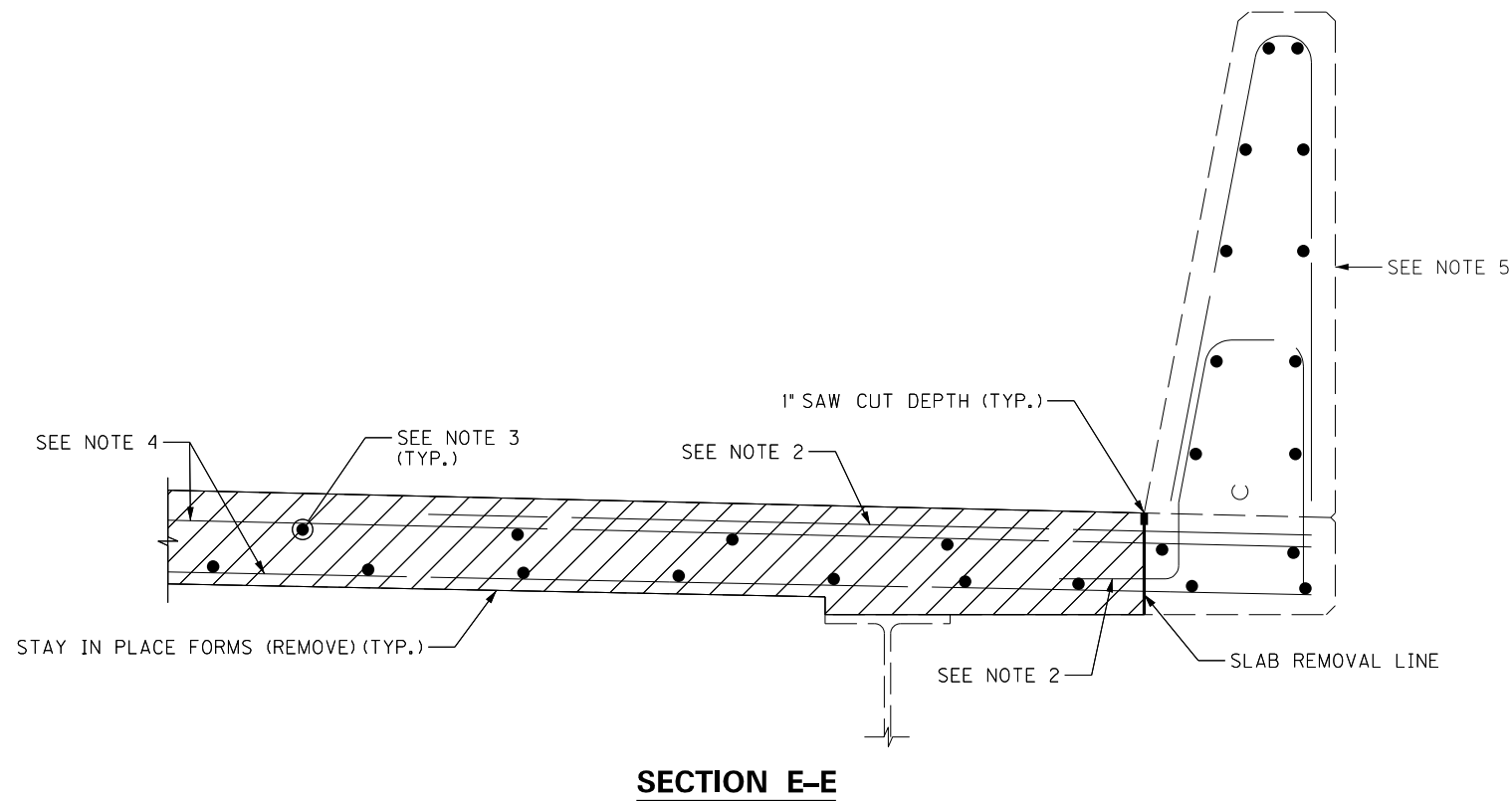
CONTRACTOR MAY TRIM THE ENDS OF THE STRINGERS (1" MAX.) AS APPROVED BY THE ENGINEER TO ACCOMMODATE FIT UP WITH NEW JOINT (SEE NOTE 9)

TOP EX. TRANS. REBAR SHOWN
BOTT. EX. TRANS. REBAR SIMILAR

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L23 REMOVAL DETAILS		
PREPARED BY Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	SHEET NO. S5 DRAWING NO. 28935

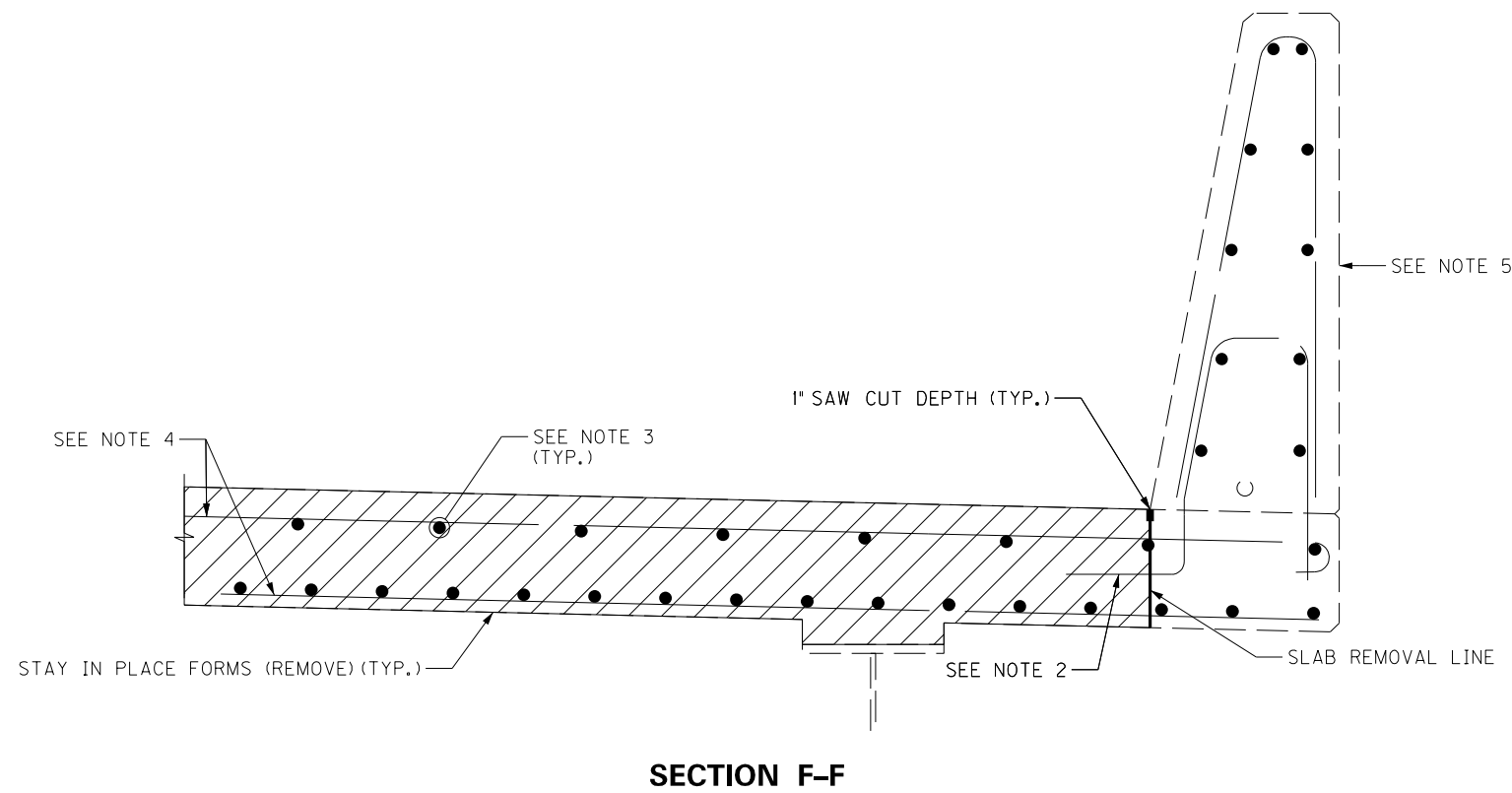
PLAN SET
B

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - 508, 509 - REMOVAL SECTIONS.DGN
 USER: MaryJo.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



NOTES

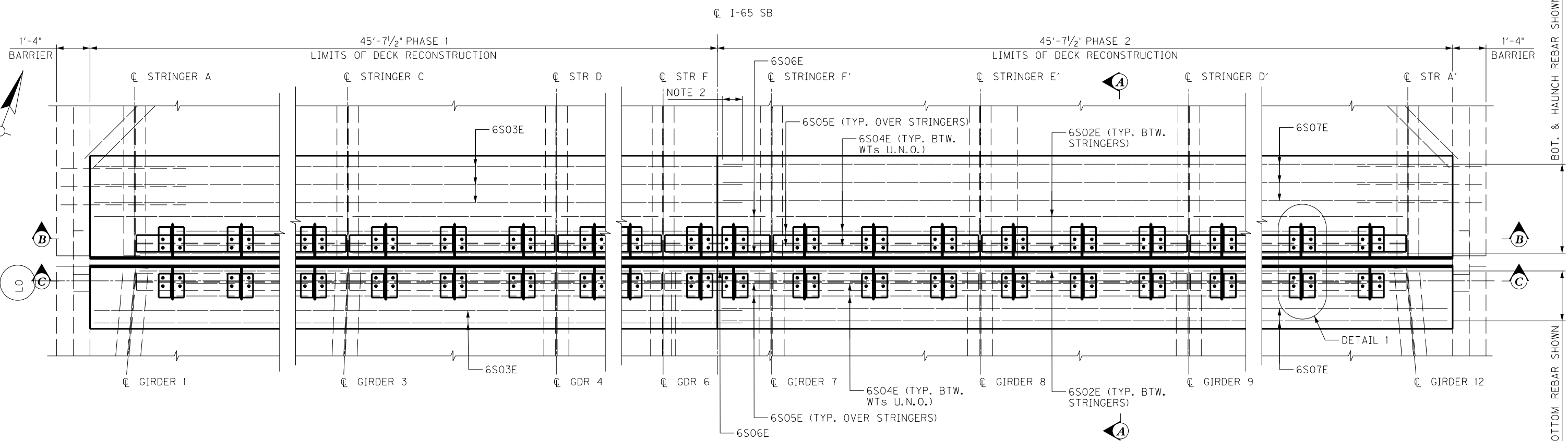
1. SEE GENERAL NOTES FOR PLANS OF EXISTING STRUCTURE AND WORK ITEMS.
2. LEAVE BARRIER REINFORCEMENT THAT EXTENDS INTO THE SLAB AND TRANSVERSE OVERHANG REINFORCEMENT IN PLACE. REMOVE CONCRETE WITH A METHOD THAT WILL NOT DAMAGE EXISTING REINFORCEMENT TO REMAIN IN THE STRUCTURE.
3. EXISTING LONGITUDINAL REBAR WITHIN THE LIMITS OF THE CONSTRUCTION SHALL BE REMOVED AND REPLACED WITH NEW EPOXY COATED BARS OF THE SAME SIZE AND SHAPE AS SHOWN ON THE PLANS.
4. EXISTING TRANSVERSE REBAR WITHIN THE LIMITS OF THE CONSTRUCTION AS SHOWN ON THE PLANS SHALL BE CUTOFF 3'-10" MINIMUM FROM THE SLAB REMOVAL LINE. CONCRETE SHALL BE REMOVED TO EXPOSE A 3'-10" MINIMUM DOWEL TO LAP WITH NEW REBAR. BLAST CLEAN THE EXPOSED REINFORCEMENT.
5. SUPPORT EXISTING PARAPET AS NEEDED. COORDINATE PARAPET WORK ON PLAN SET C - TRUSS REPAIR AT L23 WITH THIS REMOVAL.
6. SEE SHEET NOS. S4-S7 FOR LOCATIONS OF SECTIONS E-E AND F-F.



REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
REMOVAL SECTIONS		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	59	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

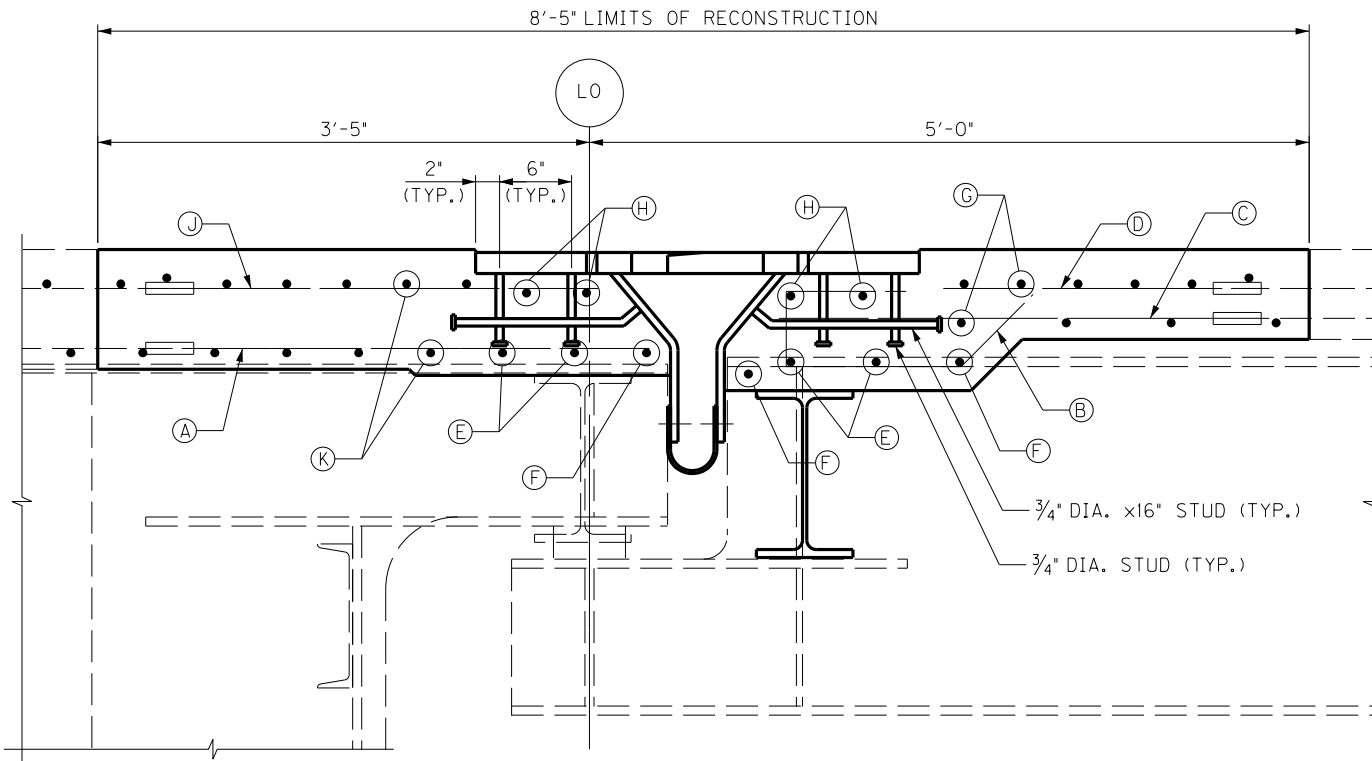
PLAN SET
B

MicroStation v8.11.9.919 E-SHEET NAME: S23464 020 USER: MarvLo.Dwyer DATE PLOTTED: December 9, 2024 FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S10 - LO JOINT RETROFIT DETAILS - REBAR.DGN



JOINT RECONSTRUCTION PLAN

PANEL POINT LO
FINGER PLATES & LONGITUDINAL REINFORCING
NOT SHOWN FOR CLARITY



SECTION A-A

LEGEND

- (A) 185-5S01E (MECHANICAL LAP SPLICE WITH EXISTING #5 BOTTOM LONGITUDINAL BARS)
- (B) 86-5S02E SPACE WITH BOTTOM LONGITUDINAL BARS
- (C) 90-6S01E (MECHANICAL LAP SPLICE WITH EXISTING #6 BOTTOM LONGITUDINAL BARS)
- (D) 62-5S03E (MECHANICAL LAP SPLICE WITH EXISTING #5 TOP LONGITUDINAL BARS)
- (E) 2-6S04E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
1-6S05E (TYP. OVER EACH STRINGER B THRU F AND STRINGER B' THRU F')
- (F) 1-6S02E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
1-6S06E (BETWEEN STRINGER F & F')
- (G) PHASE 1: 6-6S03E (TOP) & 4-6S03E (BOTTOM)
PHASE 2: 6-6S07E (TOP) & 4-6S07E (BOTTOM)
3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG
- (H) PHASE 1: 2-6S03E (TOP)
PHASE 2: 2-6S07E (TOP)
THREAD THROUGH HOLES IN VERTICAL 1/2" PLATE
- (J) 91-4S01E (MECHANICAL LAP SPLICE WITH EXISTING #4 TOP LONGITUDINAL BARS)
- (K) PHASE 1: 7-6S03E (TOP) & 5-6S03E (BOTTOM)
PHASE 2: 7-6S07E (TOP) & 5-6S07E (BOTTOM)
3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG (TYP.)

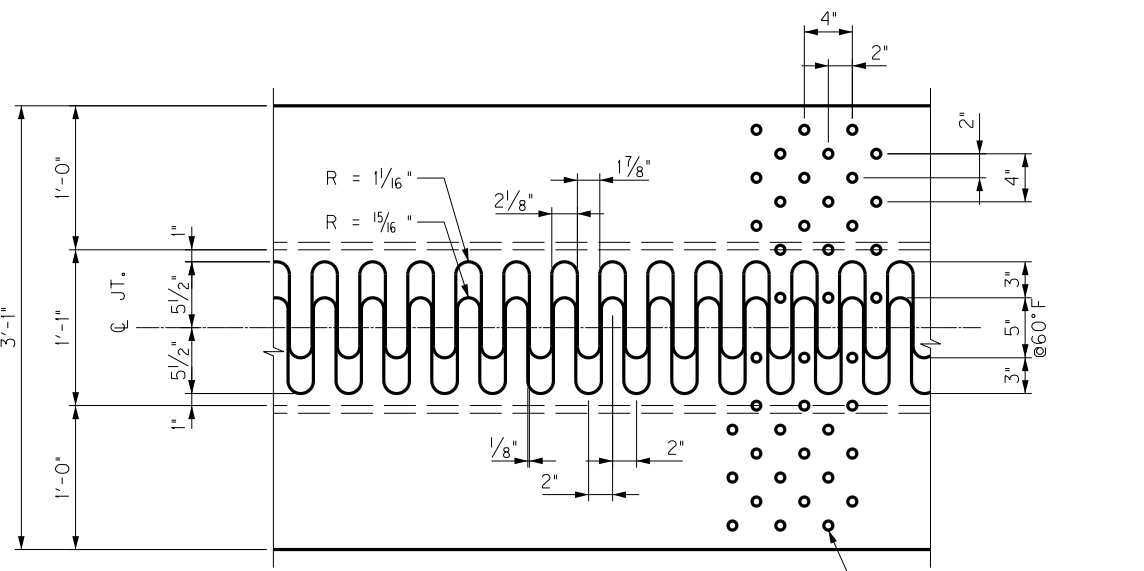
NOTES

1. SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
2. PROVIDE INLINE MECHANICAL COUPLER TO SPLICE 6S03E BAR (PHASE 1) WITH 6S07E BAR (PHASE 2).
3. SEE SHEET NO. S11 FOR DETAIL 1.
4. SEE SHEET NO. S18 FOR SECTIONS B-B AND C-C.

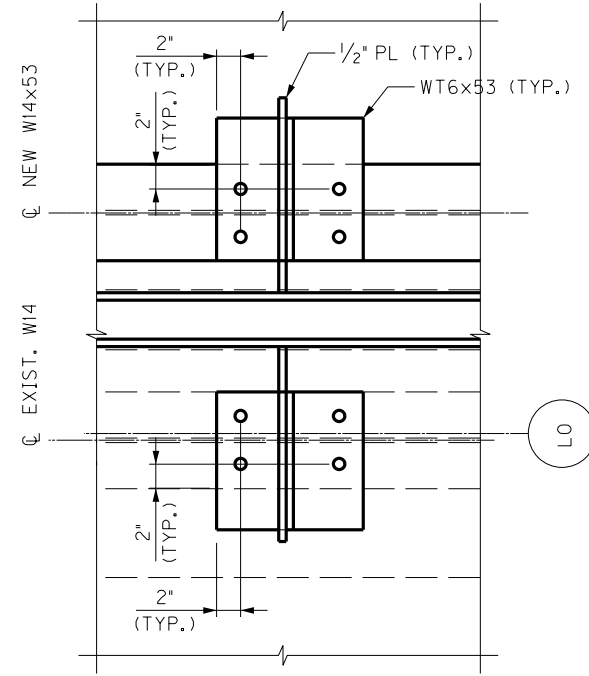
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT LO RECONSTRUCTION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S10	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

MicroStation v8.11.9.919 E-SHEET NAME: S23464 020 DATE PLOTTED: December 9, 2024 USER: Marv,lo,Dwyer C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S11 - LO JOINT RETROFIT DETAILS - STEEL.DGN



FINGER PLATE DETAIL
AIR HOLES NOT SHOWN FOR CLARITY



DETAIL 1

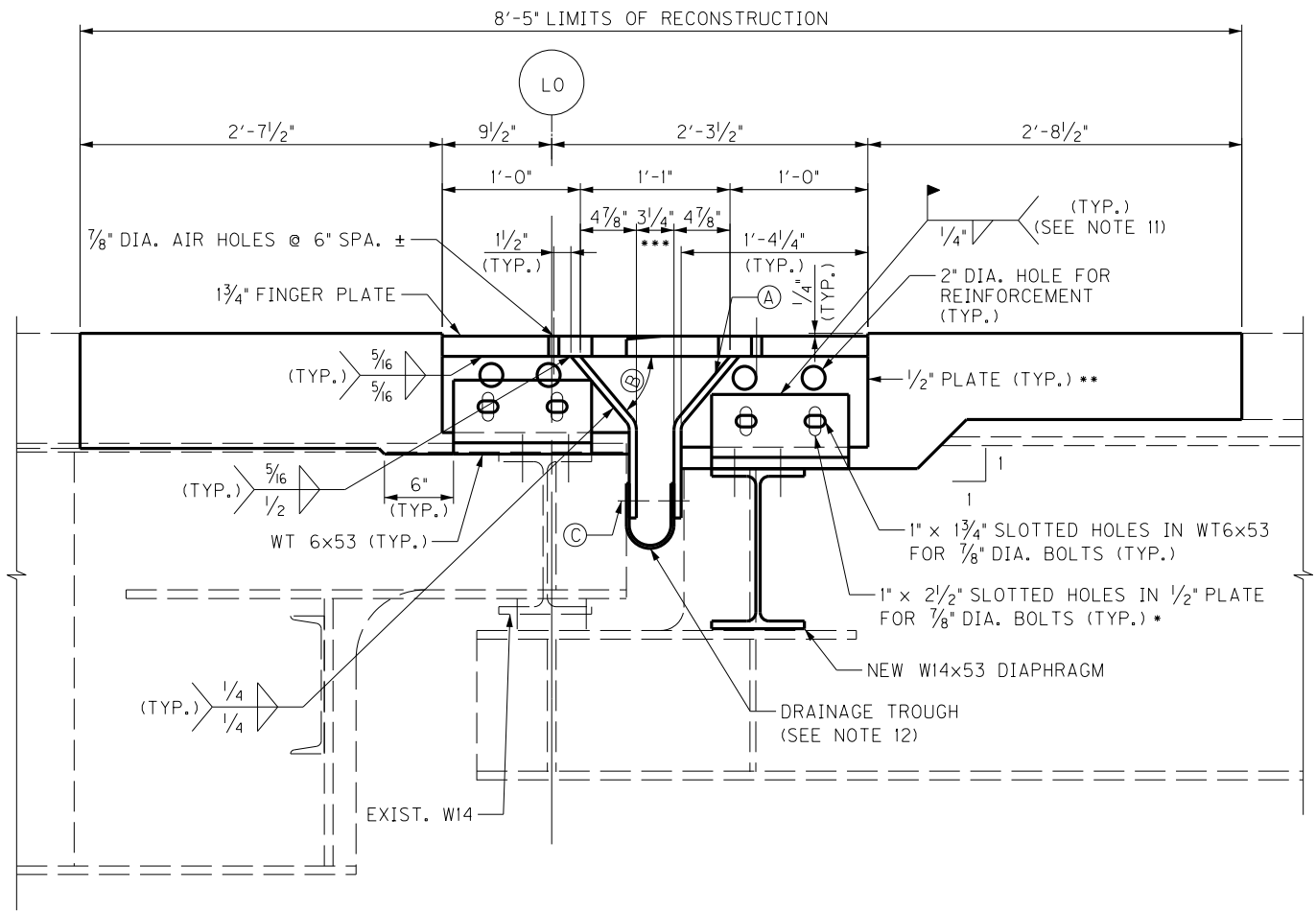
TEMPERATURE ADJUSTMENT CHART - L0

TEMPERATURE (DEG F)	DIM "A" (IN.)
120	15/16
110	15/8
100	2
90	2 5/16
80	2 5/8
70	2 15/16
60	3 1/4
50	3 9/16
40	3 7/8
30	4 3/16
20	4 1/2
10	4 7/8
0	5 3/16

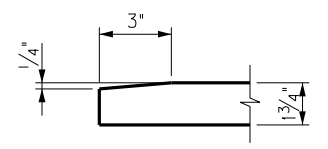
THE FINGER JOINT IS DETAILED AS A REPLACEMENT USING THE DESIGN CRITERIA FROM THE LSIORB PROJECT. THE LSIORB PROJECT USED A MODERATE CLIMATE (0°F - 120°F).

NOTES

- SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
 - CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL.
 - CONSTRUCT EXPANSION JOINT TO MATCH ROADWAY GRADE AND CROSS SLOPE.
 - STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270, GRADE 50, U.N.O.
 - BOLTS SHALL BE 7/8" DIA. F3125 GRADE A325 TYPE 1 GALVANIZED HIGH STRENGTH BOLTS.
 - NEW HOLES IN EXISTING MATERIAL SHALL BE DRILLED USING A TEMPLATE.
 - STRUCTURAL STEEL AND HARDWARE SHALL BE GALVANIZED U.N.O.
 - KNOCK OFF TRACTION STUDS SHALL BE ANTI-SKID TYPE 5/16" NOMINAL DIAMETER BY 1/4" HEIGHT. ALTERNATE PATTERNS OTHER THAN SHOWN MUST BE APPROVED BY THE ENGINEER.
 - PLACE CONCRETE UNDER FINGER JOINTS AND VIBRATE UNTIL THE CONCRETE IS FORCED THROUGH THE 7/8" DIAMETER AIR HOLES. STRIKE OFF EXCESS CONCRETE. AFTER CONCRETE HAS CURED, INSPECT THE HOLES AND REMOVE UNSOUND CONCRETE. CLEAN THE HOLES WITH AN AIR JET AND FILL WITH APPROVED SEALER.
 - BEFORE PLACING BLOCKOUT CONCRETE, APPLY APPROVED EPOXY BONDING AGENT TO ALL DECK CONSTRUCTION JOINTS.
 - PLACE CLASS AA CONCRETE IN THE BLOCKOUT EXCEPT AS SPECIFIED OR INDICATED.
 - TACK WELD AFTER CONFIRMATION OF THE FINGER JOINT INSTALLATION BY THE ENGINEER.
 - FOR DRAINAGE TROUGH, SEE SPECIAL NOTE FOR FINGER EXPANSION JOINT.
- FOR EXISTING TROUGH, SEE WABO FINGER EXPANSION JOINT DETAILS SHOP DRAWING NO. D-32819.
- FOR LOCATIONS OF DRAINAGE DOWNSPOUTS AND DRAINAGE COLLECTOR SYSTEM, SEE AS-BUILT SLAB REINFORCING PLANS SHEETS 2S7032 THRU 2S7037 AND AS-BUILT SLAB DRAINAGE SHEETS 2S7045 THRU 2S7047.
- FIELD WELD 5/8" PLATES AT CROWN BEFORE PLACING PHASE 2 CONCRETE.



SECTION A-A



FINGER PLATE TAPER DETAIL

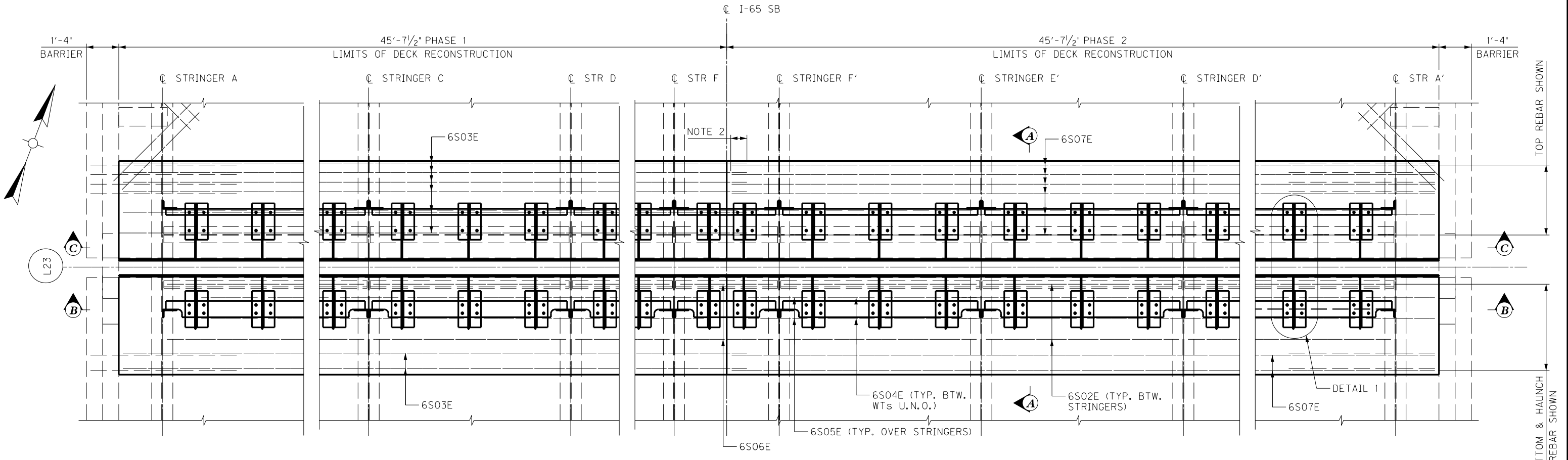
LEGEND

- POSITION THE 7/8" DIAMETER BOLT IN THE CENTER OF THE VERTICAL SLOT IN THE 1/2" PLATE AT THE MID-POINT BETWEEN STRINGERS TO ALLOW ADJUSTMENTS DOWNWARD OF 0.66" AT THE LOW STRINGER AND 0.66" UPWARD AT THE HIGH STRINGER
- ** CLIP TO CLEAR SKEWED T-JOINT OBTUSE ANGLE
- *** DIM "A" @ 60°F
- (A) 5/8" PLATE (TYP.)
- (B) APPROX. ANGLE = 50° (TYP.) ANGLE MAY BE ADJUSTED SLIGHTLY AS NEEDED FOR BEND TO CLEAR STRINGER ENDS TO PREVENT TROUGH DAMAGE
- (C) 1/2" DIA. STAINLESS STEEL THREADED STUD W/ NUT AND WASHER SPACED AT 12" O.C. HANG LINE SHALL BE APPROX. 1'-3" BELOW TOP/FINGER PL (TYP.)

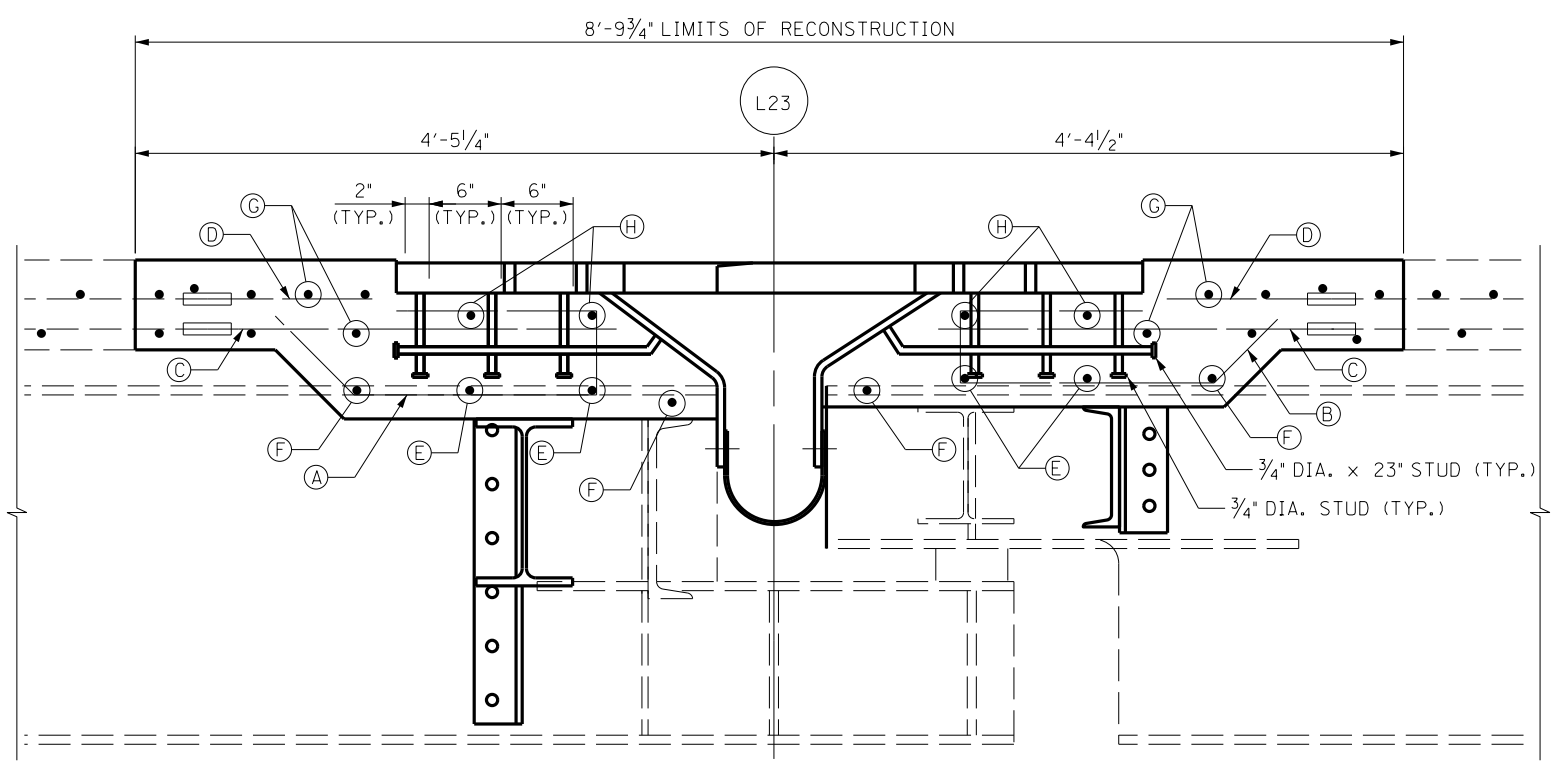
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L0 RECONSTRUCTION		
PREPARED BY		SHEET NO.
Michael Baker INTERNATIONAL		S11
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM		DRAWING NO. 28935

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET\BVB - S12 - L23 JOINT RETROFIT DETAILS - REBAR.DGN
 USER: MjDwyer DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



JOINT RECONSTRUCTION PLAN
 PANEL POINT L23
 FINGER PLATES & LONGITUDINAL REINFORCING
 NOT SHOWN FOR CLARITY



SECTION A-A

LEGEND

- (A) 86-5S01E SPACE WITH BOTTOM LONGITUDINAL BARS
- (B) 86-5S02E SPACE WITH BOTTOM LONGITUDINAL BARS
- (C) 90-6S01E (MECHANICAL LAP SPLICE WITH EXISTING #6 BOTTOM LONGITUDINAL BARS)
- (D) 62-5S03E (MECHANICAL LAP SPLICE WITH EXISTING #5 TOP LONGITUDINAL BARS)
- (E) 2-6S04E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
 1-6S05E (TYP. OVER EACH STRINGER B THRU F AND STRINGER B' THRU F')
- (F) 1-6S02E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
 1-6S06E BETWEEN STRINGER F & F')
- (G) PHASE 1: 5-6S03E (TOP) & 3-6S03E (BOTTOM)
 PHASE 2: 5-6S07E (TOP) & 3-6S07E (BOTTOM)
 3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG
- (H) PHASE 1: 2-6S03E (TOP)
 PHASE 2: 2-6S07E (TOP)
 THREAD THROUGH HOLES IN VERTICAL 1/2" PLATE

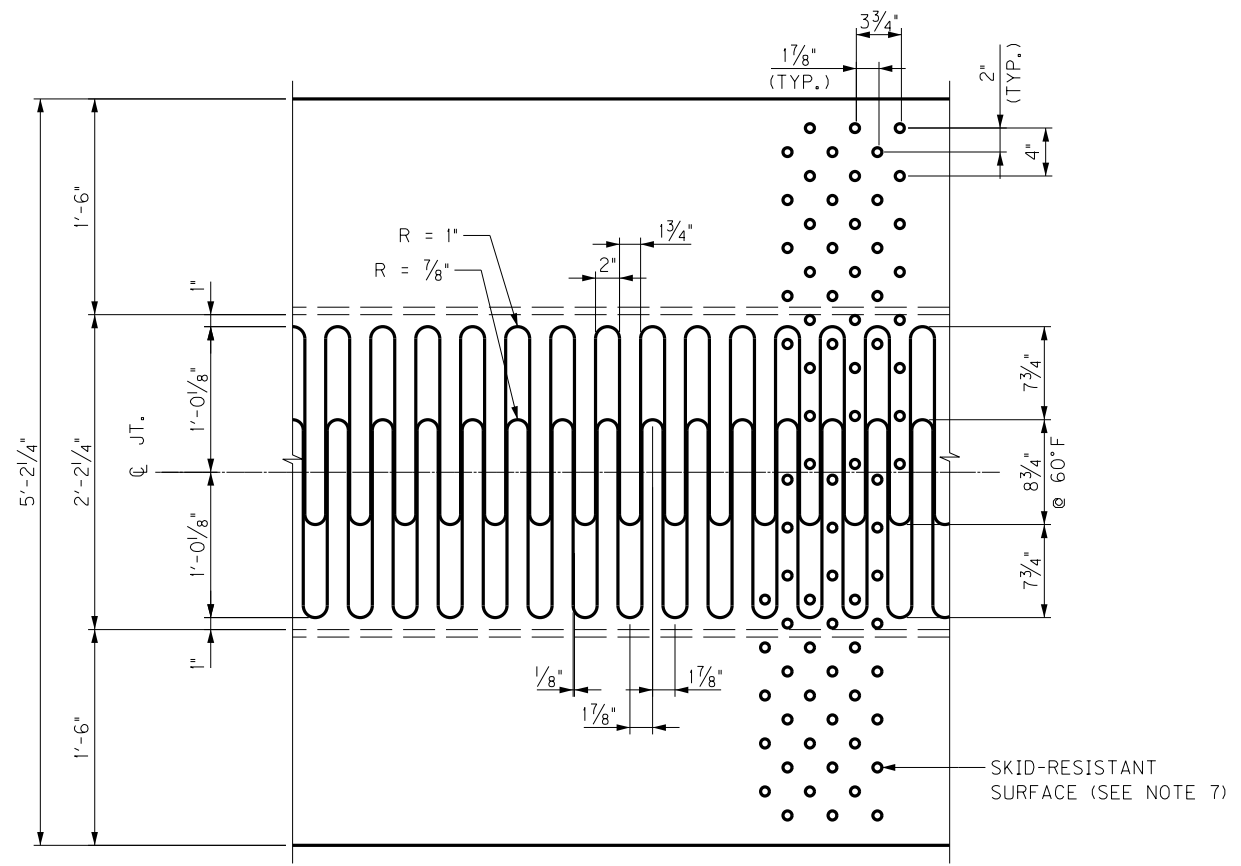
NOTES

1. SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
2. PROVIDE INLINE MECHANICAL COUPLER TO SPLICE 6S03E BAR (PHASE 1) WITH 6S07E BAR (PHASE 2).
3. SEE SHEET NO. S13 FOR DETAIL 1.
4. SEE SHEET NO. S18 FOR SECTIONS B-B AND C-C.

PLAN SET
B

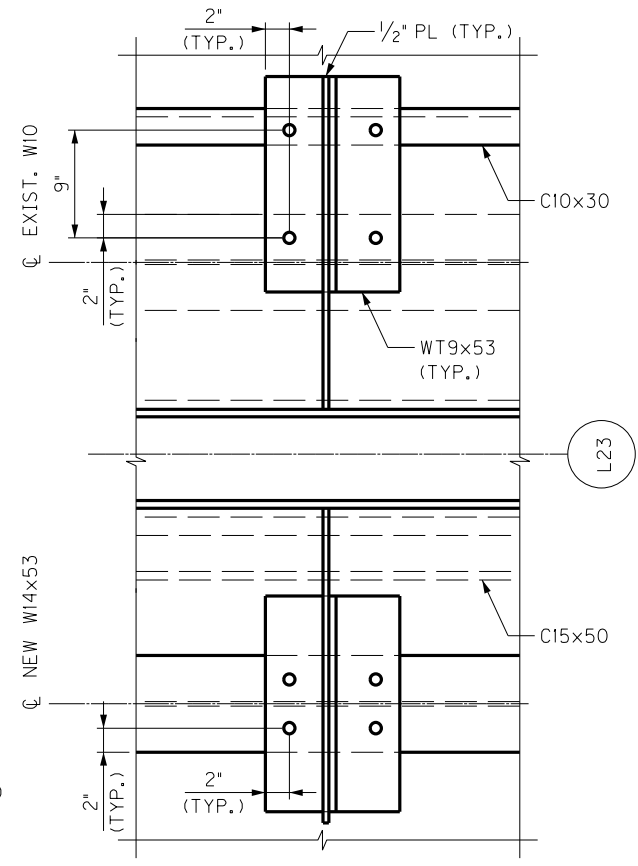
REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L23 RECONSTRUCTION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S12	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S13, S20 - L23 JOINT RETROFIT DETAILS - STEEL.DGN
 USER: Marv.io.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



FINGER PLATE DETAIL

AIR HOLES NOT SHOWN FOR CLARITY



DETAIL 1

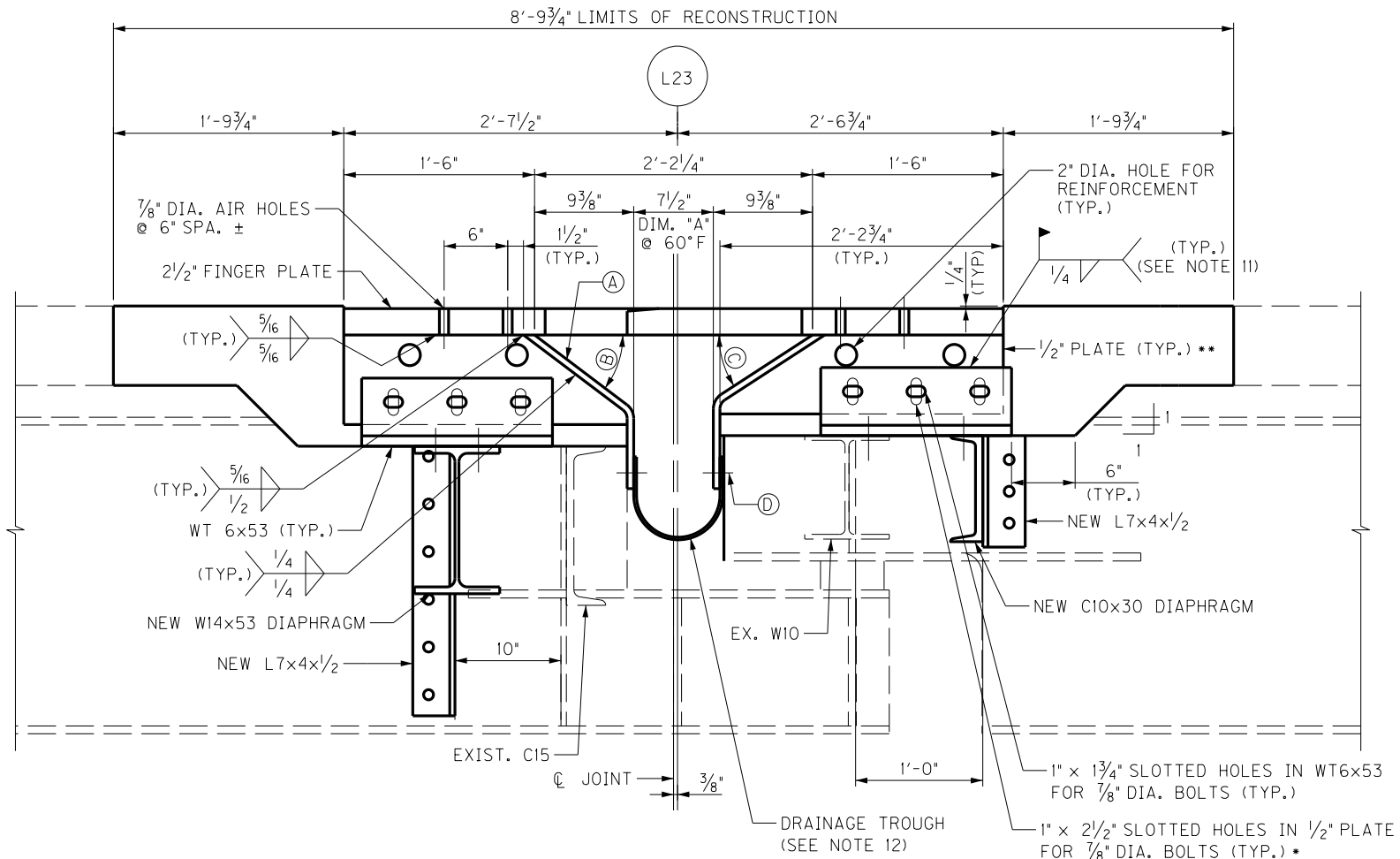
TEMPERATURE ADJUSTMENT CHART - L23

TEMPERATURE (DEG F)	DIM "A" (IN.)
120	3/4
110	17/8
100	3
90	4 1/8
80	5 1/4
70	6 3/8
60	7 1/2
50	8 5/8
40	9 3/4
30	10 7/8
20	12
10	13 1/8
0	14 1/4

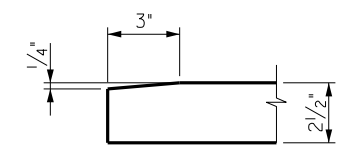
THE FINGER JOINT IS DETAILED AS A REPLACEMENT USING THE DESIGN CRITERIA FROM THE LSIORB PROJECT. THE LSIORB PROJECT USED A MODERATE CLIMATE (0°F - 120°F).

NOTES

- SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
- CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL.
- CONSTRUCT EXPANSION JOINT TO MATCH ROADWAY GRADE AND CROSS SLOPE.
- STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270, GRADE 50, U.N.O.
- BOLTS SHALL BE 7/8" DIA. F3125 GRADE A325 TYPE 1 GALVANIZED HIGH STRENGTH BOLTS.
- NEW HOLES IN EXISTING MATERIAL SHALL BE DRILLED USING A TEMPLATE.
- STRUCTURAL STEEL AND HARDWARE SHALL BE GALVANIZED U.N.O.
- KNOCK OFF TRACTION STUDS SHALL BE ANTI-SKID TYPE 5/16" NOMINAL DIAMETER BY 1/4" HEIGHT. ALTERNATE PATTERNS OTHER THAN SHOWN MUST BE APPROVED BY THE ENGINEER.
- PLACE CONCRETE UNDER FINGER JOINTS AND VIBRATE UNTIL THE CONCRETE IS FORCED THROUGH THE 7/8" DIAMETER AIR HOLES. STRIKE OFF EXCESS CONCRETE. AFTER CONCRETE HAS CURED, INSPECT THE HOLES AND REMOVE UNSOUND CONCRETE. CLEAN THE HOLES WITH AN AIR JET AND FILL WITH APPROVED SEALER.
- BEFORE PLACING BLOCKOUT CONCRETE, APPLY APPROVED EPOXY BONDING AGENT TO ALL DECK CONSTRUCTION JOINTS.
- PLACE CLASS AA CONCRETE IN THE BLOCKOUT EXCEPT AS SPECIFIED OR INDICATED.
- TACK WELD AFTER CONFIRMATION OF THE FINGER JOINT INSTALLATION BY THE ENGINEER.
- FOR DRAINAGE TROUGH, SEE SPECIAL NOTE FOR FINGER EXPANSION JOINT.
- FOR EXISTING TROUGH, SEE WABO FINGER EXPANSION JOINT DETAILS SHOP DRAWING NO. D-32797.
- FOR LOCATIONS OF DRAINAGE DOWNSPOUTS AND DRAINAGE COLLECTOR SYSTEM, SEE AS-BUILT SLAB REINFORCING PLANS SHEETS 2S7032 THRU 2S7037 AND AS-BUILT SLAB DRAINAGE SHEETS 2S7045 THRU 2S7047.
- FIELD WELD 5/8" PLATES AT CROWN BEFORE PLACING PHASE 2 CONCRETE.



SECTION A-A



FINGER PLATE TAPER DETAIL

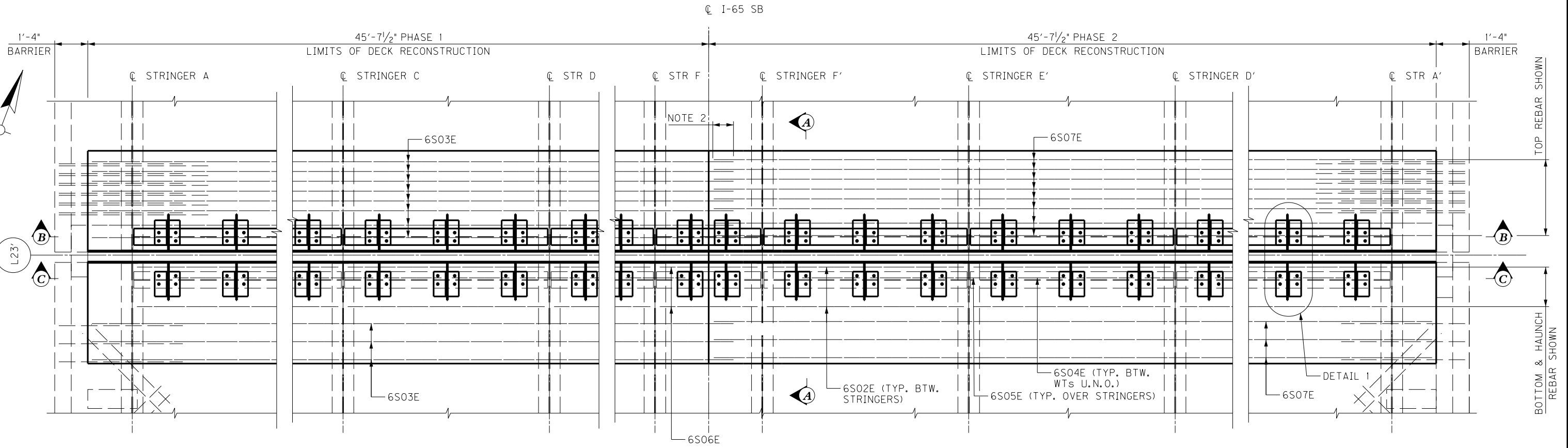
LEGEND

- POSITION THE 7/8" DIAMETER BOLT IN THE CENTER OF THE VERTICAL SLOT IN THE 1/2" PLATE AT THE MID-POINT BETWEEN STRINGERS TO ALLOW ADJUSTMENTS DOWNWARD OF 0.66" AT THE LOW STRINGER AND 0.66" UPWARD AT THE HIGH STRINGER
- CLIP TO CLEAR SKEWED T-JOINT OBTUSE ANGLE
- 5/8" PLATE (TYP.)
- APPROX. ANGLE = 37°
ANGLE MAY BE ADJUSTED SLIGHTLY AS NEEDED FOR BEND TO CLEAR STRINGER ENDS TO PREVENT TROUGH DAMAGE
- APPROX. ANGLE = 33°
ANGLE MAY BE ADJUSTED SLIGHTLY AS NEEDED FOR BEND TO CLEAR STRINGER ENDS
- 1/2" DIA. STAINLESS STEEL THREADED STUD W/ NUT AND WASHER SPACED AT 12" O.C. HANG LINE SHALL BE APPROX. 1'-3" BELOW TOP/FINGER PL (TYP.)

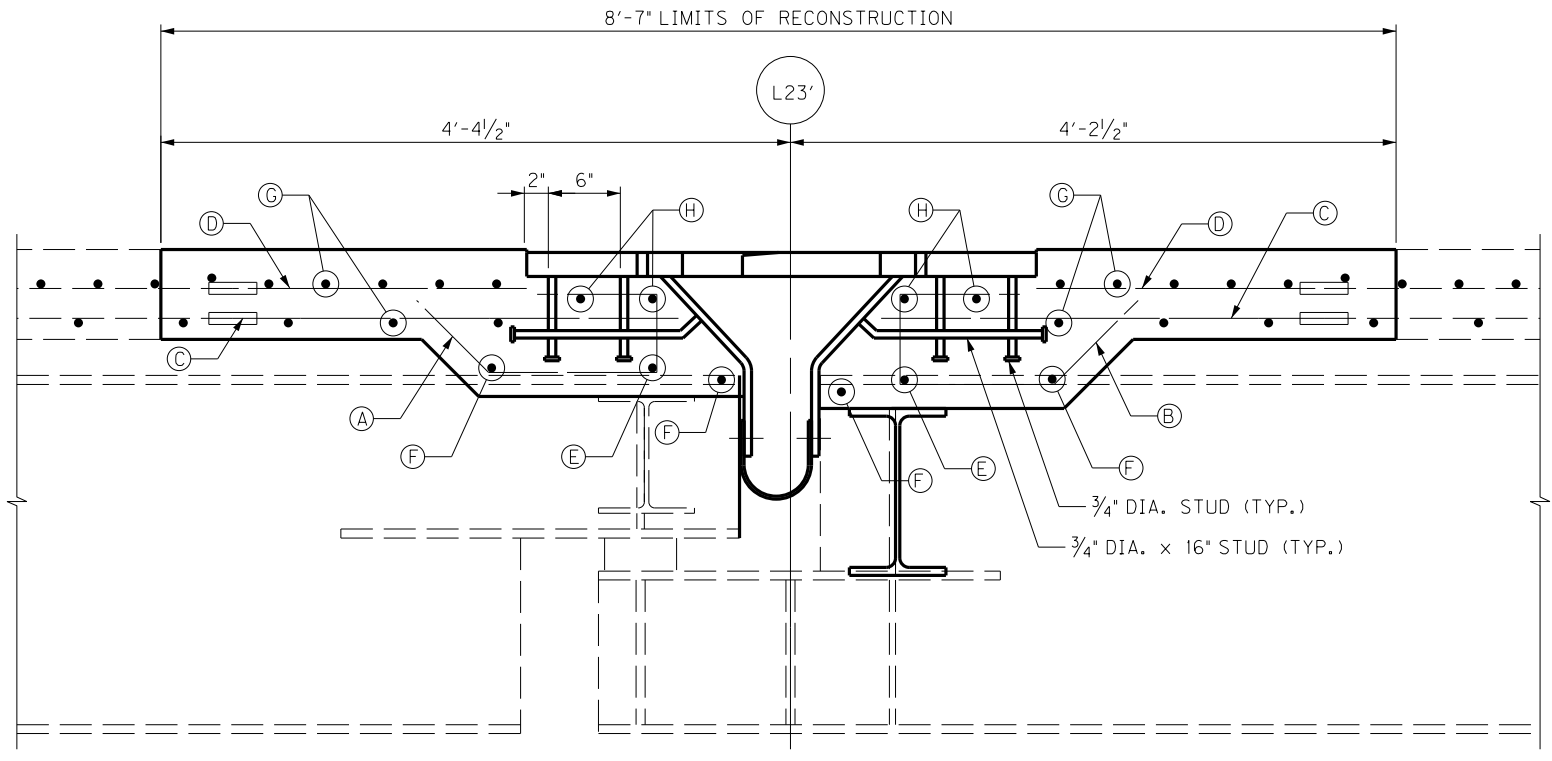
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L23 RECONSTRUCTION		
PREPARED BY Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	SHEET NO. S13 DRAWING NO. 28935

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S14 - L23' JOINT RETROFIT DETAILS - REBAR.DGN
 USER: MJC\j.dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



JOINT RECONSTRUCTION PLAN
 PANEL POINT L23'
 FINGER PLATES & LONGITUDINAL REINFORCING
 NOT SHOWN FOR CLARITY



SECTION A-A

LEGEND

- (A) 86-5S01E SPACE WITH BOTTOM LONGITUDINAL BARS
- (B) 86-5S02E SPACE WITH BOTTOM LONGITUDINAL BARS
- (C) 90-6S01E (MECHANICAL LAP SPLICE WITH EXISTING #6 BOTTOM LONGITUDINAL BARS)
- (D) 62-5S03E (MECHANICAL LAP SPLICE WITH EXISTING #5 TOP LONGITUDINAL BARS)
- (E) 2-6S04E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
 1-6S05E (TYP. OVER EACH STRINGER B THRU F AND STRINGER B' THRU F')
- (F) 1-6S02E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
 1-6S06E BETWEEN STRINGER F & F')
- (G) PHASE 1: 6-6S03E (TOP) & 4-6S03E (BOTTOM)
 PHASE 2: 6-6S07E (TOP) & 4-6S07E (BOTTOM)
 3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG
- (H) PHASE 1: 2-6S03E (TOP)
 PHASE 2: 2-6S07E (TOP)
 THREAD THROUGH HOLES IN VERTICAL 1/2" PLATE

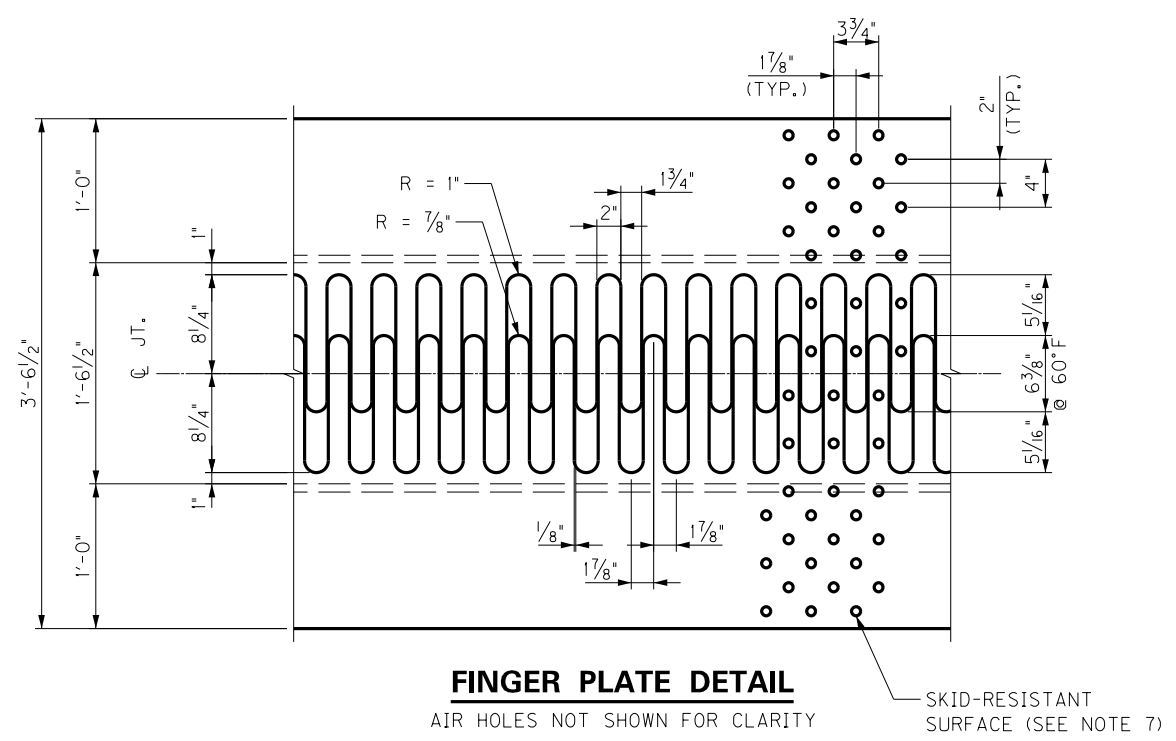
NOTES

1. SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
2. PROVIDE INLINE MECHANICAL COUPLER TO SPLICE 6S03E BAR (PHASE 1) WITH 6S07E BAR (PHASE 2).
3. SEE SHEET NO. S15 FOR DETAIL 1.
4. SEE SHEET NO. S18 FOR SECTIONS B-B AND C-C.

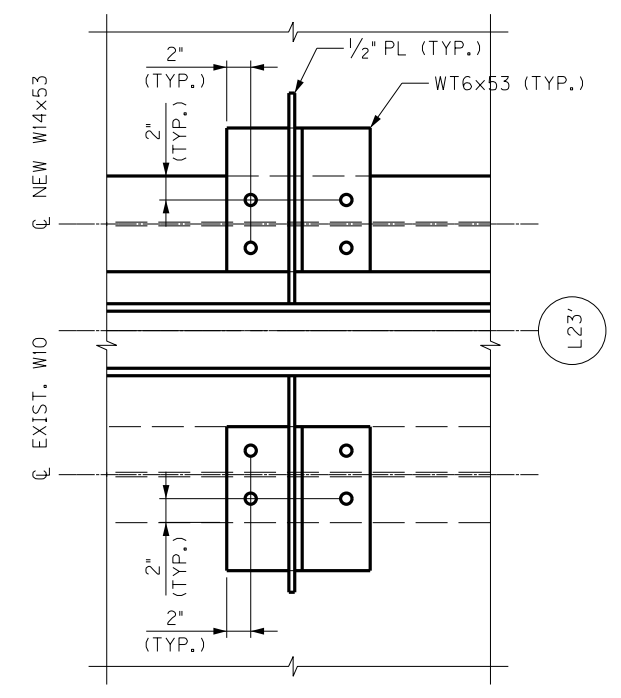
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L23' RECONSTRUCTION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S14	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S15, S18 - L23' JOINT RETROFIT DETAILS - STEEL.DGN
 USER: Marv, Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



FINGER PLATE DETAIL
 AIR HOLES NOT SHOWN FOR CLARITY
 SKID-RESISTANT SURFACE (SEE NOTE 7)



DETAIL 1

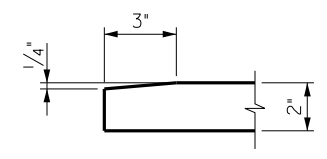
TEMPERATURE ADJUSTMENT CHART - L23'

TEMPERATURE (DEG F)	DIM "A" (IN.)
120	1 1/16
110	1 3/4
100	2 3/8
90	3 1/16
80	3 11/16
70	4 3/8
60	5
50	5 5/8
40	6 5/16
30	6 15/16
20	7 5/8
10	8 1/4
0	8 15/16

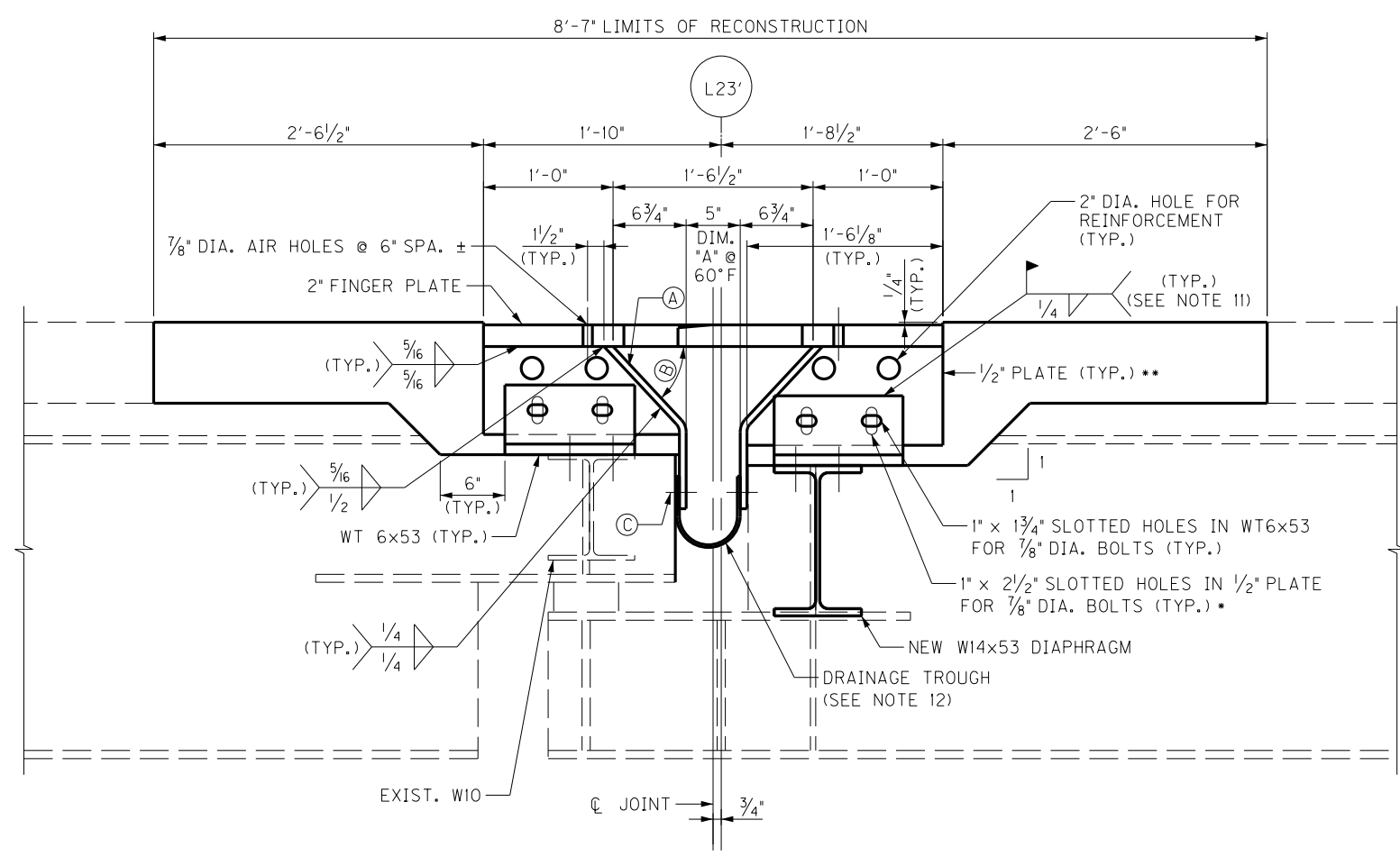
THE FINGER JOINT IS DETAILED AS A REPLACEMENT USING THE DESIGN CRITERIA FROM THE LSIORB PROJECT. THE LSIORB PROJECT USED A MODERATE CLIMATE (0°F - 120°F).

NOTES

- SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
 - CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL.
 - CONSTRUCT EXPANSION JOINT TO MATCH ROADWAY GRADE AND CROSS SLOPE.
 - STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270, GRADE 50, U.N.O.
 - BOLTS SHALL BE 7/8" DIA. F3125 GRADE A325 TYPE 1 GALVANIZED HIGH STRENGTH BOLTS.
 - NEW HOLES IN EXISTING MATERIAL SHALL BE DRILLED USING A TEMPLATE.
 - STRUCTURAL STEEL AND HARDWARE SHALL BE GALVANIZED U.N.O.
 - KNOCK OFF TRACTION STUDS SHALL BE ANTI-SKID TYPE 5/16" NOMINAL DIAMETER BY 1/4" HEIGHT. ALTERNATE PATTERNS OTHER THAN SHOWN MUST BE APPROVED BY THE ENGINEER.
 - PLACE CONCRETE UNDER FINGER JOINTS AND VIBRATE UNTIL THE CONCRETE IS FORCED THROUGH THE 7/8" DIAMETER AIR HOLES. STRIKE OFF EXCESS CONCRETE. AFTER CONCRETE HAS CURED, INSPECT THE HOLES AND REMOVE UNSOUND CONCRETE. CLEAN THE HOLES WITH AN AIR JET AND FILL WITH APPROVED SEALER.
 - BEFORE PLACING BLOCKOUT CONCRETE, APPLY APPROVED EPOXY BONDING AGENT TO ALL DECK CONSTRUCTION JOINTS.
 - PLACE CLASS AA CONCRETE IN THE BLOCKOUT EXCEPT AS SPECIFIED OR INDICATED.
 - TACK WELD AFTER CONFIRMATION OF THE FINGER JOINT INSTALLATION BY THE ENGINEER.
 - FOR DRAINAGE TROUGH, SEE SPECIAL NOTE FOR FINGER EXPANSION JOINT.
- FOR EXISTING TROUGH, SEE WABO FINGER EXPANSION JOINT DETAILS SHOP DRAWING NO. D-32834.
- FOR LOCATIONS OF DRAINAGE DOWNSPOUTS AND DRAINAGE COLLECTOR SYSTEM, SEE AS-BUILT SLAB REINFORCING PLANS SHEETS 2S7032 THRU 2S7037 AND AS-BUILT SLAB DRAINAGE SHEETS 2S7045 THRU 2S7047.
- FIELD WELD 5/8" PLATES AT CROWN BEFORE PLACING PHASE 2 CONCRETE.



FINGER PLATE TAPER DETAIL



SECTION A-A

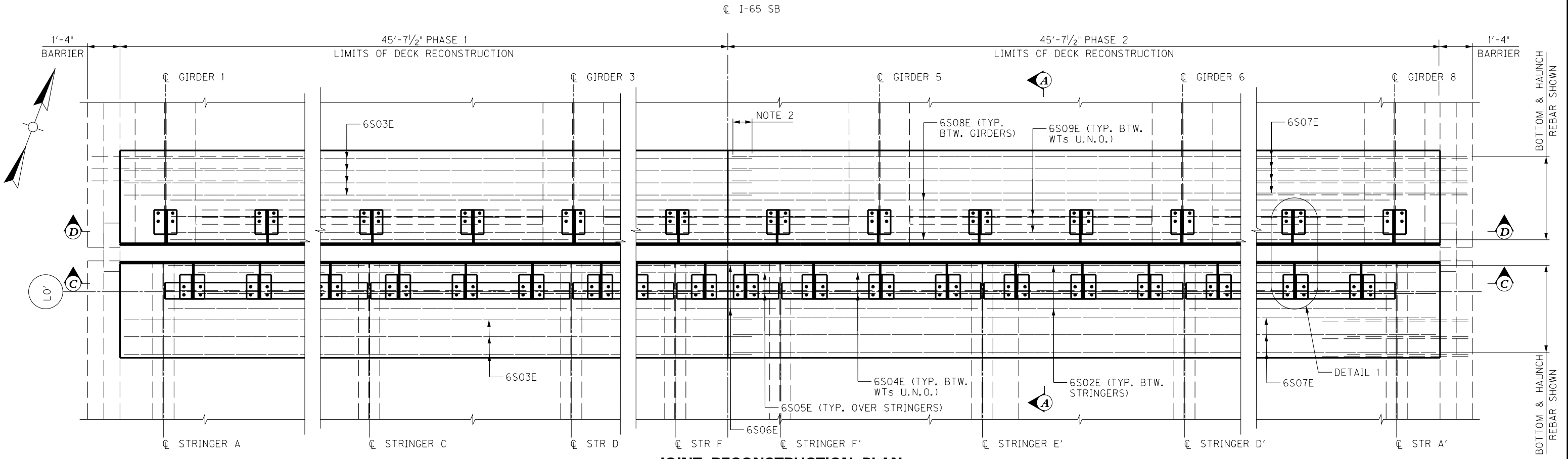
LEGEND

- POSITION THE 7/8" DIAMETER BOLT IN THE CENTER OF THE VERTICAL SLOT IN THE 1/2" PLATE AT THE MID-POINT BETWEEN STRINGERS TO ALLOW ADJUSTMENTS DOWNWARD OF 0.66" AT THE LOW STRINGER AND 0.66" UPWARD AT THE HIGH STRINGER
- CLIP TO CLEAR SKEWED T-JOINT OBTUSE ANGLE
- (A) 5/8" PLATE (TYP.)
- (B) APPROX. ANGLE = 47° (TYP.) ANGLE MAY BE ADJUSTED SLIGHTLY AS NEEDED FOR BEND TO CLEAR STRINGER ENDS TO PREVENT TROUGH DAMAGE
- (C) 1/2" DIA. STAINLESS STEEL THREADED STUD W/ NUT AND WASHER SPACED AT 12" O.C. HANG LINE SHALL BE APPROX. 1'-3" BELOW TOP/FINGER PL (TYP.)

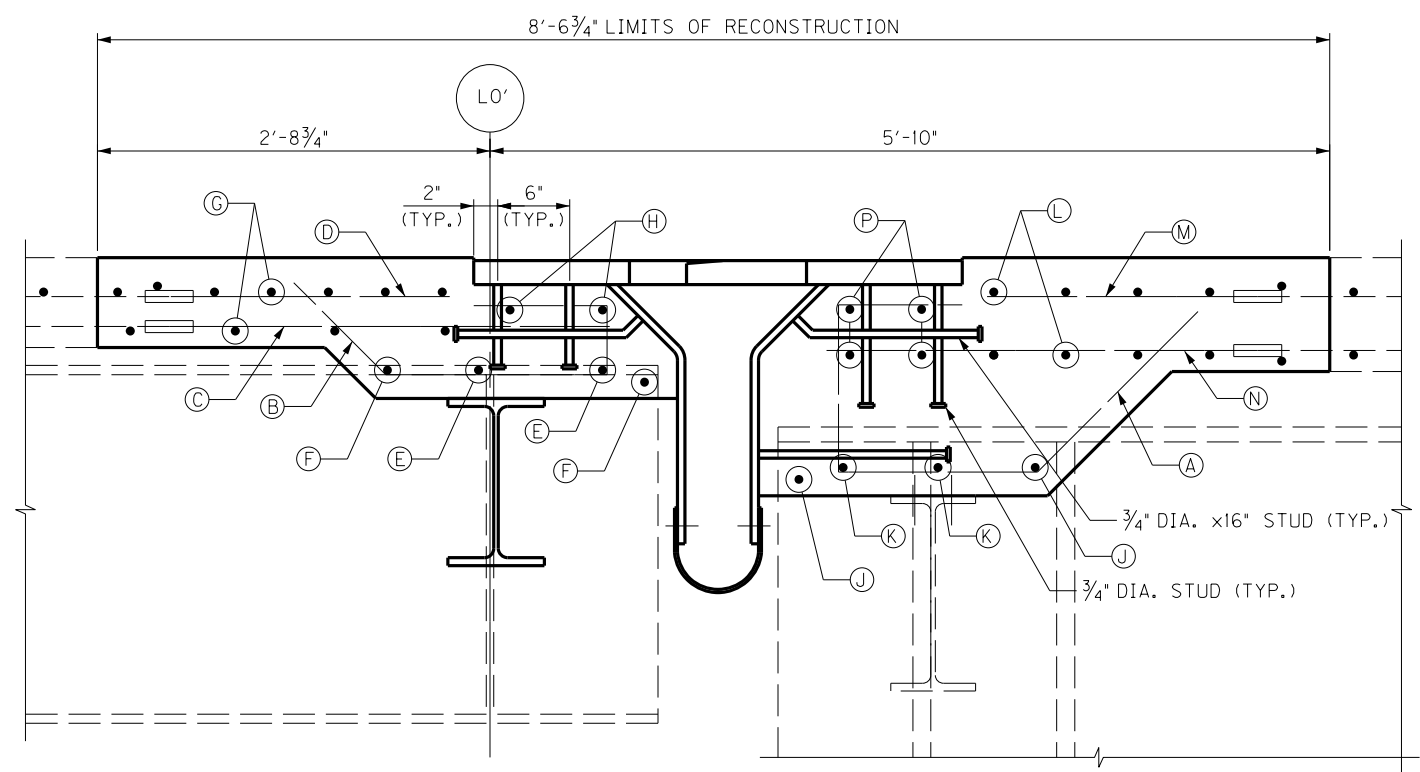
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L23' RECONSTRUCTION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S15	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S16 - L0' JOINT RETROFIT DETAILS - REBAR.DGN
 USER: MJC\j.dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



JOINT RECONSTRUCTION PLAN
 PANEL POINT L0'
 FINGER PLATES & LONGITUDINAL REINFORCING
 NOT SHOWN FOR CLARITY



SECTION A-A

LEGEND

- (A) 86-5S01E SPACE WITH BOTTOM LONGITUDINAL BARS
- (B) 74-5S02E SPACE WITH TOP LONGITUDINAL BARS
- (C) 90-6S01E (MECHANICAL LAP SPLICE WITH EXISTING #6 BOTTOM LONGITUDINAL BARS)
- (D) 62-5S03E (MECHANICAL LAP SPLICE WITH EXISTING #5 TOP LONGITUDINAL BARS)
- (E) 2-6S04E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
1-6S05E (TYP. OVER EACH STRINGER B THRU F AND STRINGER B' THRU F')
- (F) 1-6S02E (TYP. EACH BAY STRINGERS A THRU F AND STRINGERS A' THRU F')
1-6S06E (BETWEEN STRINGER F & F')
- (G) PHASE 1: 7-6S03E (TOP) & 4-6S03E (BOTTOM)
PHASE 2: 7-6S07E (TOP) & 4-6S07E (BOTTOM)
3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG
- (H) PHASE 1: 2-6S03E (TOP), PHASE 2: 2-6S07E (TOP)
THREAD THROUGH HOLES IN VERTICAL 1/2" PLATE
- (J) 1-6S08E (TYP. EACH BAY GIRDERS 1 THRU 8)
- (K) 3-6S09E (TYP. EACH BAY GIRDERS 1 THRU 8)
- (L) PHASE 1: 5-6S03E (TOP) & 5-6S03E (BOTTOM)
PHASE 2: 5-6S07E (TOP) & 5-6S07E (BOTTOM)
3'-7" MINIMUM LAP SPLICE WITH EXISTING #6 TRANSVERSE BAR REMAINING IN OVERHANG
- (M) 76-5S03E (MECHANICAL LAP SPLICE WITH EXISTING #5 TOP LONGITUDINAL BARS)

LEGEND (CONT.)

- (N) 122-6S01E (MECHANICAL LAP SPLICE WITH EXISTING #6 BOTTOM LONGITUDINAL BARS)
- (P) PHASE 1: 4-6S03E (TOP), PHASE 2: 4-6S07E (TOP)
THREAD THROUGH HOLES IN VERTICAL 1/2" PLATE

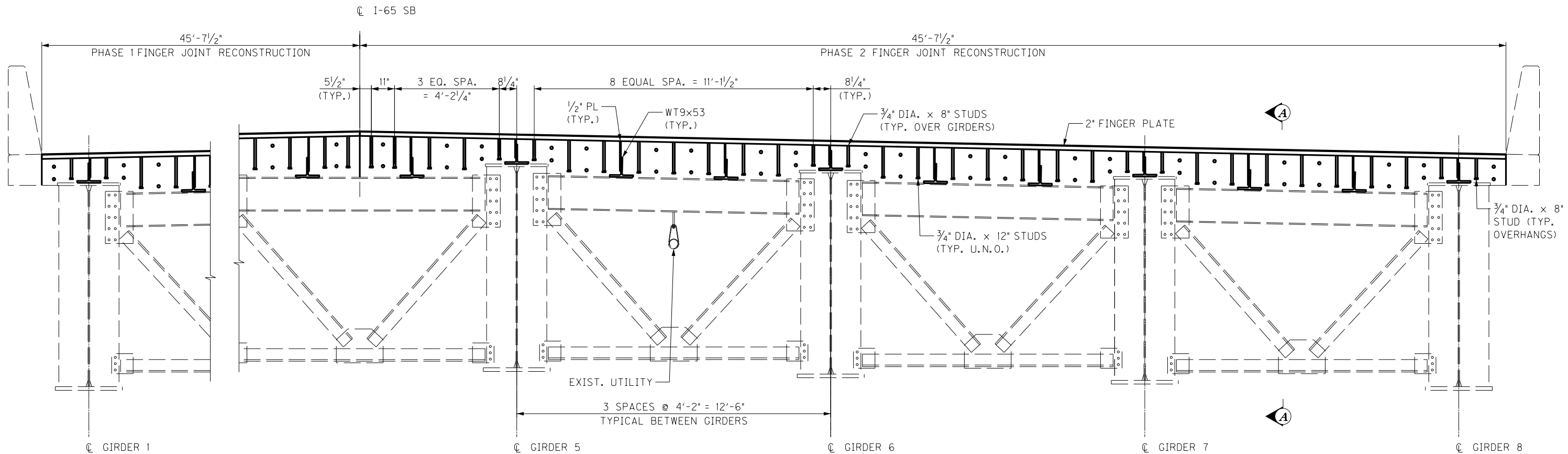
NOTES

1. SEE GENERAL NOTES FOR BRIDGE ITEMS AND PLANS OF EXISTING STRUCTURE.
2. PROVIDE INLINE MECHANICAL COUPLER TO SPLICE 6S03E BAR (PHASE 1) WITH 6S07E BAR (PHASE 2).
3. SEE SHEET NO. S17 FOR DETAIL 1.
4. SEE SHEET NO. S18 FOR SECTION C-C AND SHEET NO. S19 FOR SECTION D-D.

PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
JOINT L0' RECONSTRUCTION		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S16	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET\B-B - S17, S18 - L-O' JOINT RETROFIT DETAILS - STEEL.DGN
 USER: Marvjo.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



SECTION D-D

TROUGH NOT SHOWN FOR CLARITY

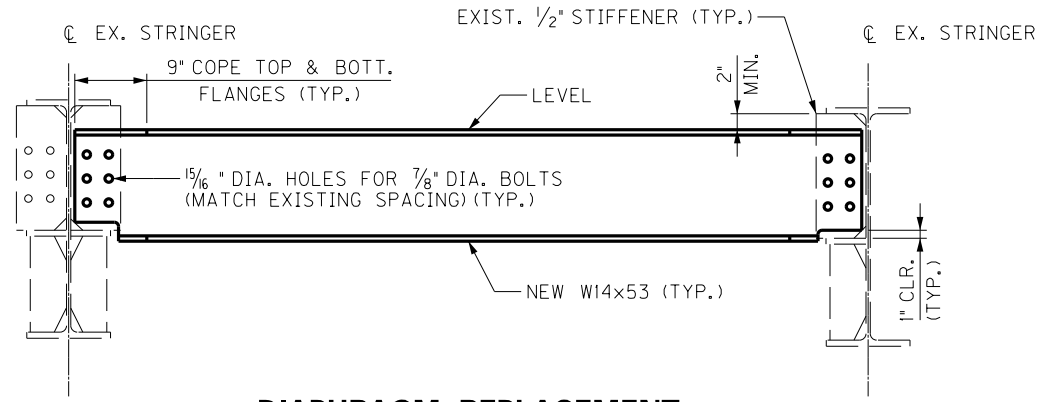
NOTES

- 1. FOR SECTION A-A, SEE SHEET NO. S16.

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
RECONSTRUCTION SECTIONS		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	
	S19	
	28935	

PLAN SET
B

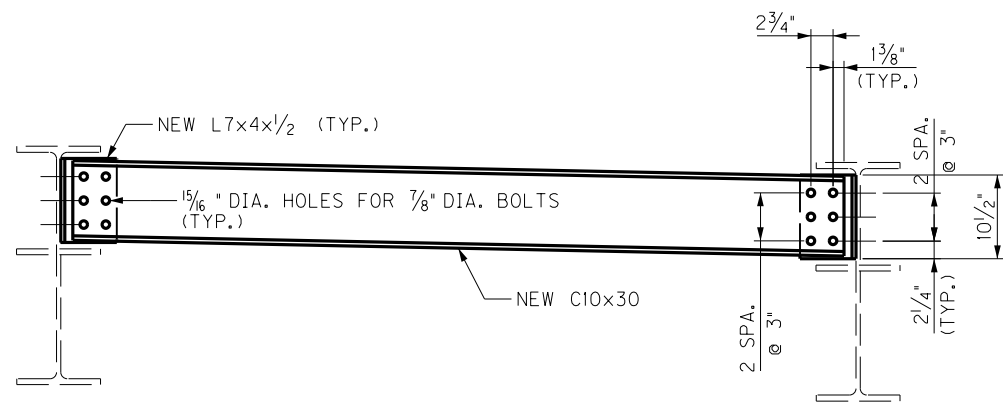
FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S13, S20 - L23 JOINT RETROFIT DETAILS - STEEL.DGN
 USER: Mjy\jo.dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 020
 MicroStation v8.11.9.919



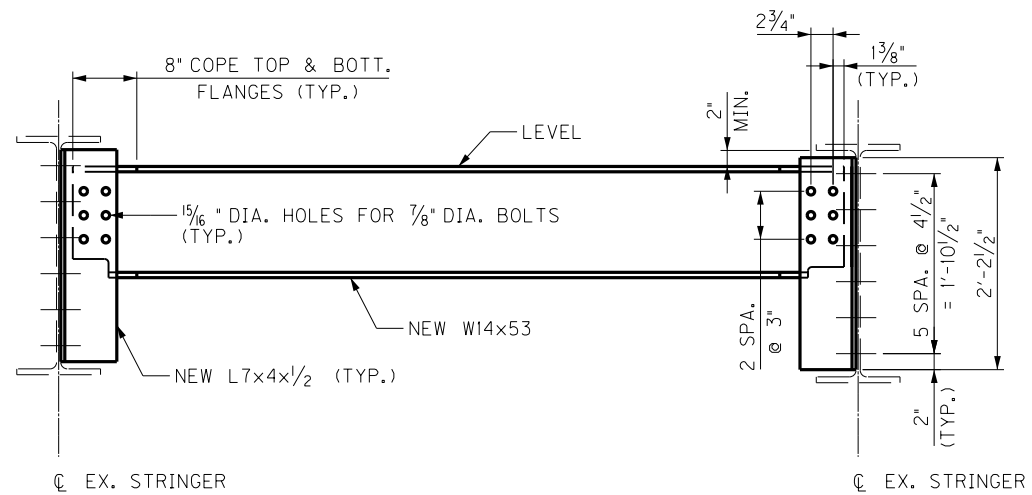
DIAPHRAGM REPLACEMENT
AT PANEL POINTS L0, L23' & L0'

NOTES

1. STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270, GRADE 50.
2. BOLTS SHALL BE 7/8" DIA. F3125 GRADE A325 TYPE 1 GALVANIZED HIGH STRENGTH BOLTS.
3. STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED WITH A THREE COAT SYSTEM FOR THE KYTC APPROVED MATERIAL LIST.



NEW C10x30 DIAPHRAGM
AT PANEL POINT L23



NEW W14X53 DIAPHRAGM
AT PANEL POINT L23

PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
DIAPHRAGM DETAILS		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	S20	
1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	DRAWING NO. 28935	

FILE NAME: C:\KENNEDY BID NO. 4 HOLD-DOWN & WIND-LOCK\CADD - PLAN SET B\B - S21 - BILL OF REINFORCEMENT.DGN
 USER: Marvjo.Dwyer
 DATE PLOTTED: December 9, 2024
 E-SHEET NAME: S23464 006
 MicroStation v8.11.9.919

BILL OF REINFORCEMENT - L0

MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN		
4S01E (*)	STR	91	#4	3	5	LONGITUDINAL TOP												
5S01E (*)	STR	185	#5	3	10	LONGITUDINAL BOTTOM												
5S02E	23s	86	#5	3	6	THICKENED SLAB	0	10	1	2	0	11	0	7	0	7 3/4	0	7 3/4
5S03E (*)	STR	62	#5	2	6	LONGITUDINAL TOP												
6S01E (*)	STR	90	#6	3	8	LONGITUDINAL BOTTOM												
6S02E	STR	30	#6	7	11	TRANSVERSE BETWEEN STRINGERS												
6S03E (*)	STR	26	#6	46	3	TRANSVERSE TOP & BOTTOM												
6S04E	STR	40	#6	2	4	TRANSVERSE BETWEEN WTs												
6S05E	STR	20	#6	2	5	TRANSVERSE OVER STRINGERS												
6S06E	STR	3	#6	3	11	TRANSVERSE BETWEEN STRINGERS												
6S07E	STR	26	#6	45	5	TRANSVERSE TOP & BOTTOM												

- REQUIRES MECHANICAL COUPLERS (91-#4, 247-#5 & 116-#6)

BILL OF REINFORCEMENT - L23

MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN		
5S01E	23s	86	#5	4	6	THICKENED SLAB	1	3	1	9	0	11	0	7	0	7 3/4	0	7 3/4
5S02E	23s	86	#5	4	6	THICKENED SLAB	1	3	1	9	0	11	0	7	0	7 3/4	0	7 3/4
5S03E (*)	STR	124	#5	1	7	LONGITUDINAL TOP												
6S01E (*)	STR	180	#6	3	3	LONGITUDINAL BOTTOM												
6S02E	STR	40	#6	7	11	TRANSVERSE BETWEEN STRINGERS												
6S03E (*)	STR	20	#6	46	3	TRANSVERSE TOP & BOTTOM												
6S04E	STR	80	#6	2	4	TRANSVERSE BETWEEN WTs												
6S05E	STR	40	#6	2	5	TRANSVERSE OVER STRINGERS												
6S06E	STR	4	#6	3	11	TRANSVERSE BETWEEN STRINGERS												
6S07E	STR	20	#6	45	5	TRANSVERSE TOP & BOTTOM												

- REQUIRES MECHANICAL COUPLERS (124-#5 & 200-#6)

BILL OF REINFORCEMENT - L23'

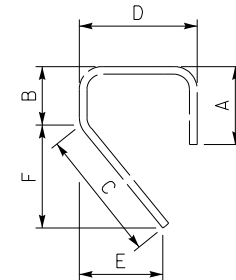
MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN		
5S01E	23s	86	#5	3	6	THICKENED SLAB	0	10	1	2	0	11	0	7	0	7 3/4	0	7 3/4
5S02E	23s	86	#5	3	4	THICKENED SLAB	0	10	1	0	0	11	0	7	0	7 3/4	0	7 3/4
5S03E (*)	STR	124	#5	2	6	LONGITUDINAL TOP												
6S01E (*)	STR	180	#6	3	7	LONGITUDINAL BOTTOM												
6S02E	STR	40	#6	7	11	TRANSVERSE BETWEEN STRINGERS												
6S03E (*)	STR	24	#6	46	3	TRANSVERSE TOP & BOTTOM												
6S04E	STR	40	#6	2	4	TRANSVERSE BETWEEN WTs												
6S05E	STR	20	#6	2	5	TRANSVERSE OVER STRINGERS												
6S06E	STR	4	#6	3	11	TRANSVERSE BETWEEN STRINGERS												
6S07E	STR	24	#6	45	5	TRANSVERSE TOP & BOTTOM												

- REQUIRES MECHANICAL COUPLERS (124-#5 & 204-#6)

BILL OF REINFORCEMENT - L0'

MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN		
5S01E	23s	86	#5	3	10	THICKENED SLAB	0	10	1	6	0	11	0	7	0	7 3/4	0	7 3/4
5S02E	23s	74	#5	4	10	THICKENED SLAB	0	10	1	4	1	5	1	3	1	0	1	0
5S03E (*)	STR	138	#5	2	4	LONGITUDINAL TOP												
6S01E (*)	STR	212	#6	3	0	LONGITUDINAL BOTTOM												
6S02E	STR	20	#6	7	11	TRANSVERSE BETWEEN STRINGERS												
6S03E (*)	STR	27	#6	46	3	TRANSVERSE TOP & BOTTOM												
6S04E	STR	40	#6	2	4	TRANSVERSE BETWEEN WTs												
6S05E	STR	20	#6	2	5	TRANSVERSE OVER STRINGERS												
6S06E	STR	2	#6	3	11	TRANSVERSE BETWEEN STRINGERS												
6S07E	STR	27	#6	45	5	TRANSVERSE TOP & BOTTOM												
6S08E	STR	14	#6	12	1	TRANSVERSE BETWEEN GIRDERS												
6S09E	STR	42	#6	3	9	TRANSVERSE BETWEEN WTs												

- REQUIRES MECHANICAL COUPLERS (138-#5 & 239-#6)



TYPE 23

NOTES

- MECHANICAL COUPLERS SHALL BE EPOXY COATED MECHANICAL BUTT SPLICE TYPE CONFORMING TO SECTION 602.03.06 OF THE SPECIFICATIONS AND APPROVED BY THE ENGINEER.

WHERE MECHANICAL COUPLERS ARE REQUIRED, THE REINFORCING BAR LENGTH IS MEASURED TO THE CONSTRUCTION JOINT.

BAR LENGTH ADJUSTMENT MAY BE NECESSARY FOR THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

PAYMENT FOR MECHANICAL COUPLERS IS CONSIDERED INCIDENTAL TO APPROPRIATE BID ITEM.
- STEEL REINFORCEMENT SHALL BE EPOXY COATED CONFORMING TO SECTION 602 OF SPECIFICATIONS.

ESTIMATED WEIGHT OF STEEL REINFORCEMENT - EPOXY COATED

 PPO 6088 LBS
 PP23 5570 LBS
 PP23' 5922 LBS
 PPO' 6680 LBS

 PAYMENT FOR STEEL REINFORCEMENT - EPOXY COATED IS CONSIDERED INCIDENTAL TO THE APPROPRIATE BID ITEM.
- CONCRETE USED IN THE SLAB RECONSTRUCTION SHALL BE CLASS "AA" CONFORMING TO SECTION 601 OF THE SPECIFICATIONS.

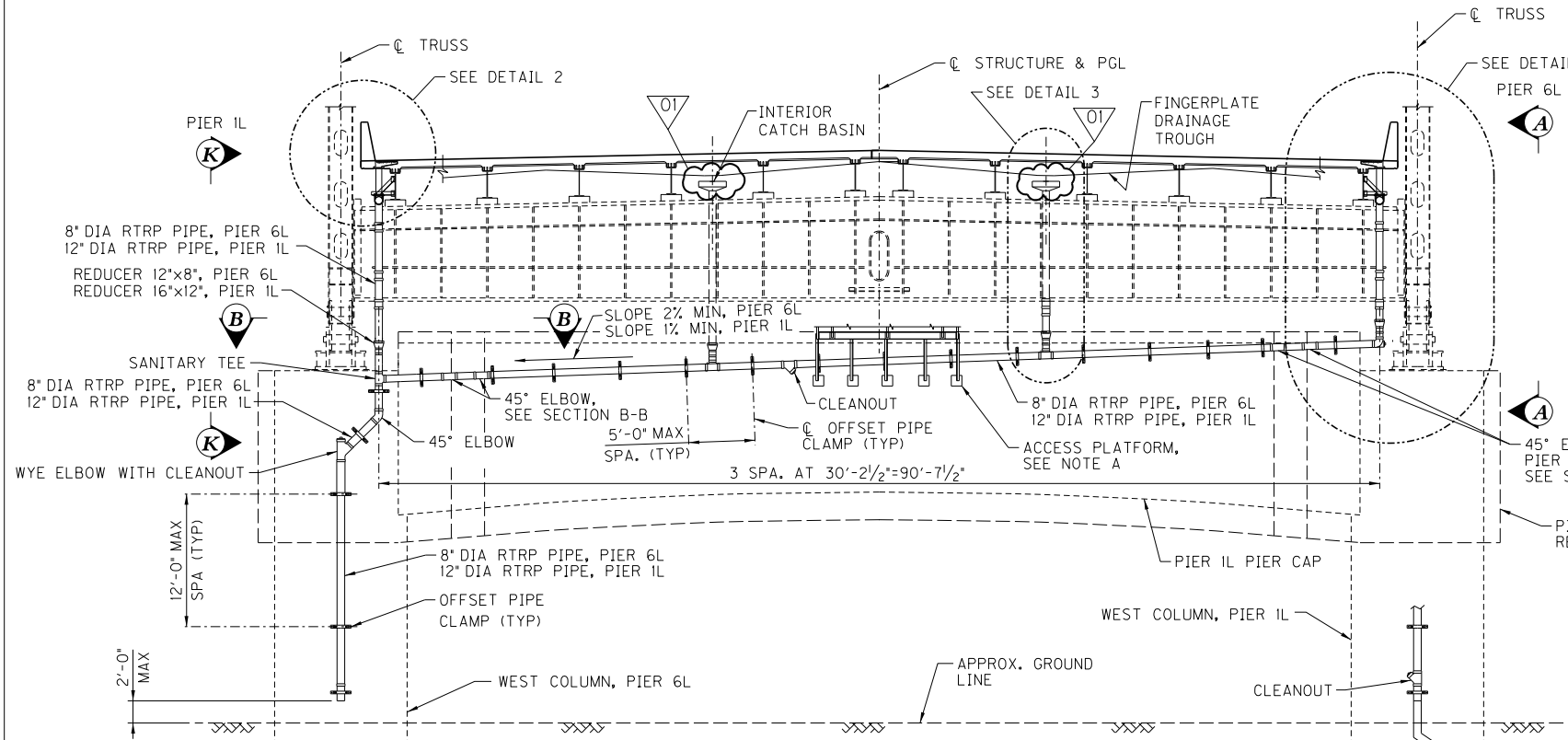
ESTIMATED VOLUME OF CONCRETE - CLASS "AA"

 PPO 20 CY
 PP23 21 CY
 PP23' 20 CY
 PPO' 27 CY

 PAYMENT FOR CONCRETE - CLASS "AA" IS CONSIDERED INCIDENTAL TO THE APPROPRIATE BID ITEM.

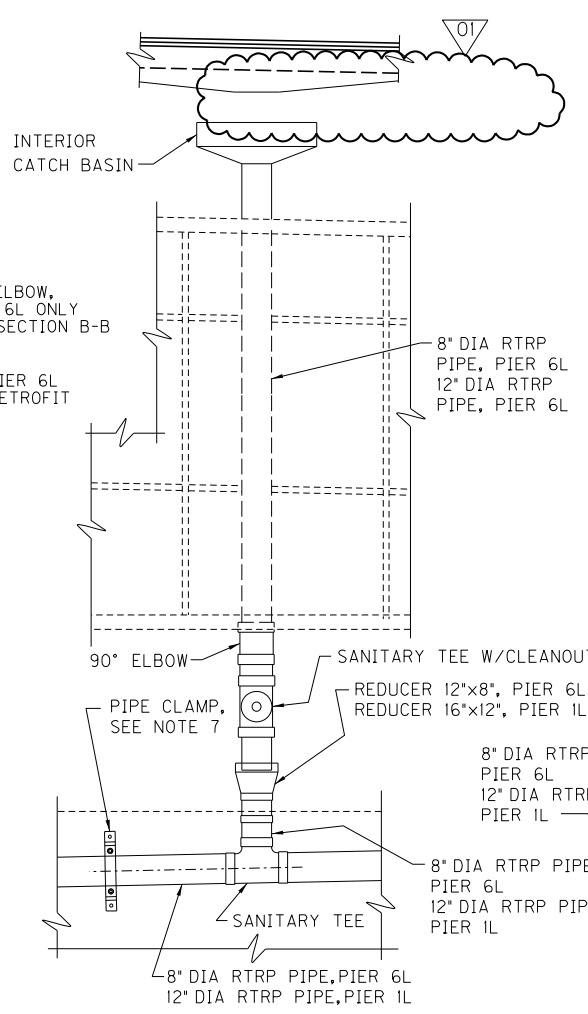
PLAN SET
B

REVISION		DATE
DATE: DECEMBER 2024	CHECKED BY	
DESIGNED BY: M BARON	J STITH	
DETAILED BY: MJ DWYER	D BARON	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY JEFFERSON		
ROUTE I-65	CROSSING OHIO RIVER	
BILL OF REINFORCEMENT		
PREPARED BY	SHEET NO.	
Michael Baker INTERNATIONAL	1650 Lyndon Farm Court Louisville, KY 40223 Phone: (502) 339-3557 MBAKERINTL.COM	
	28935	

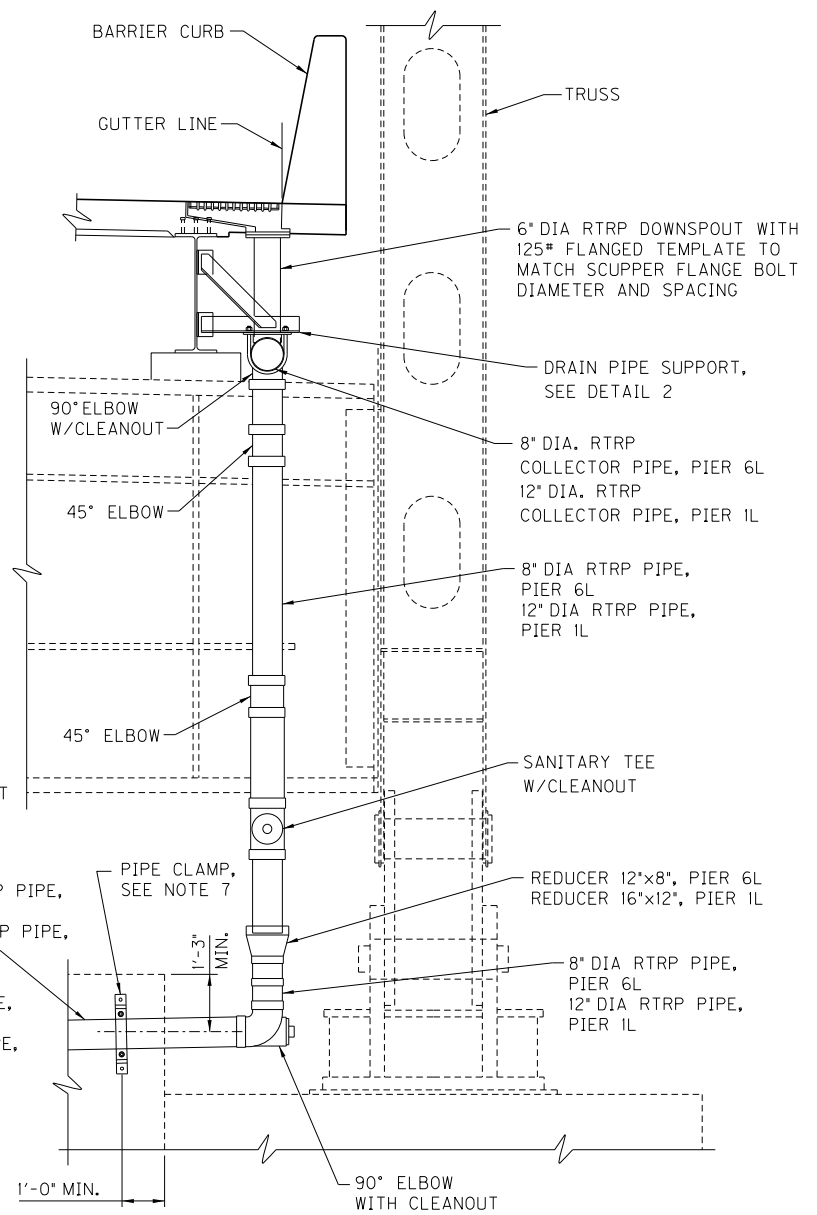


PIER 6L ELEVATION

SCALE: 1/8"=1'-0"
 LOOKING AHEAD STATION (PIER 6L)
 NOTE: PIER 1L SIMILAR AS NOTED, LOOKING BACK STATION AND OPPOSITE HAND

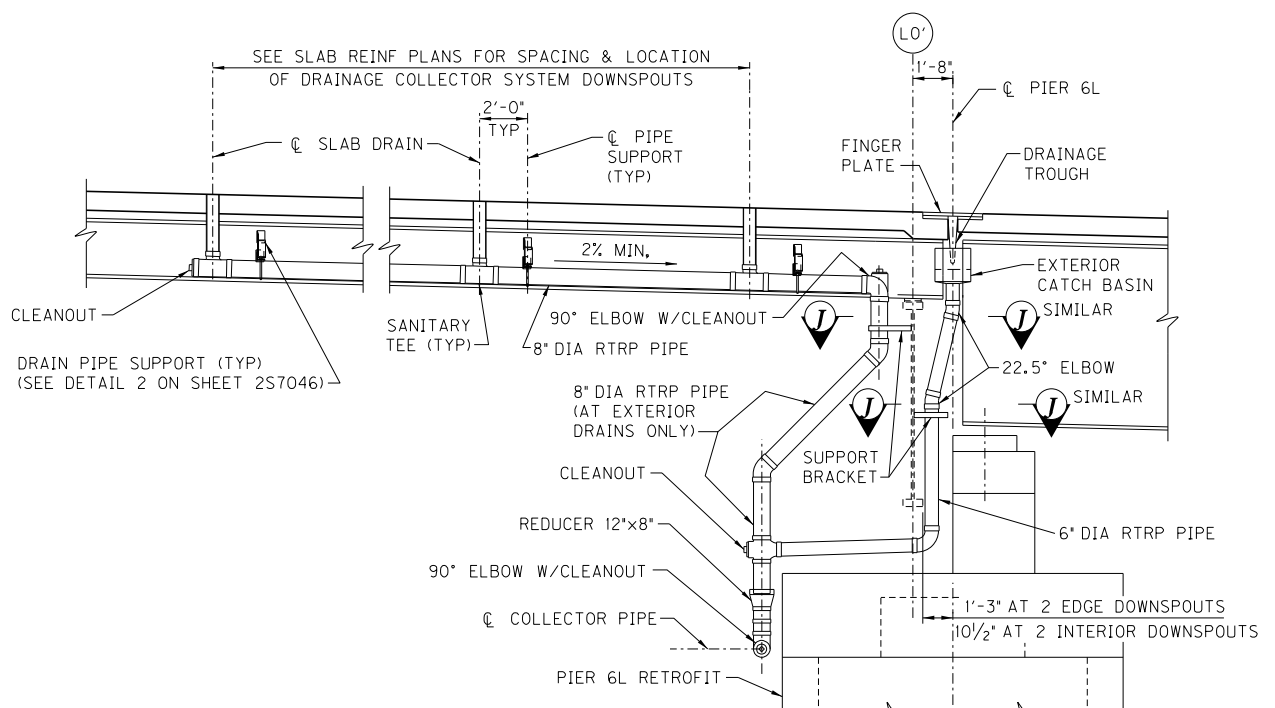


DETAIL 3
 SCALE: 1/2"=1'-0"



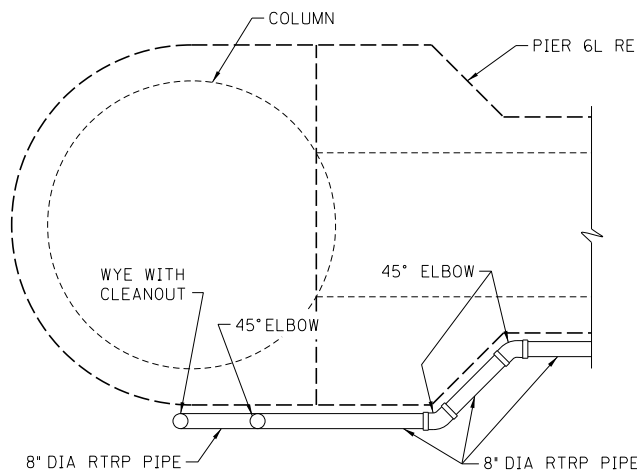
DETAIL 1
 SCALE: 1/2"=1'-0"

NOTE:
 1. WORK THIS SHEET WITH SHEET 2S7046 AND 2S7047.

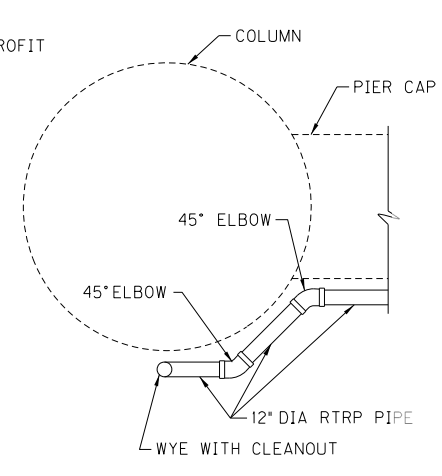


SECTION A-A
 SCALE: 1/4"=1'-0"

NOTES: TRUSS NOT SHOWN FOR CLARITY
 EXTERIOR CATCH BASIN SHOWN. DETAILS FOR INTERIOR CATCH BASIN SIMILAR.



SECTION B-B AT PIER 6L
 SCALE: 1/4"=1'-0"
 TRUSS NOT SHOWN FOR CLARITY.

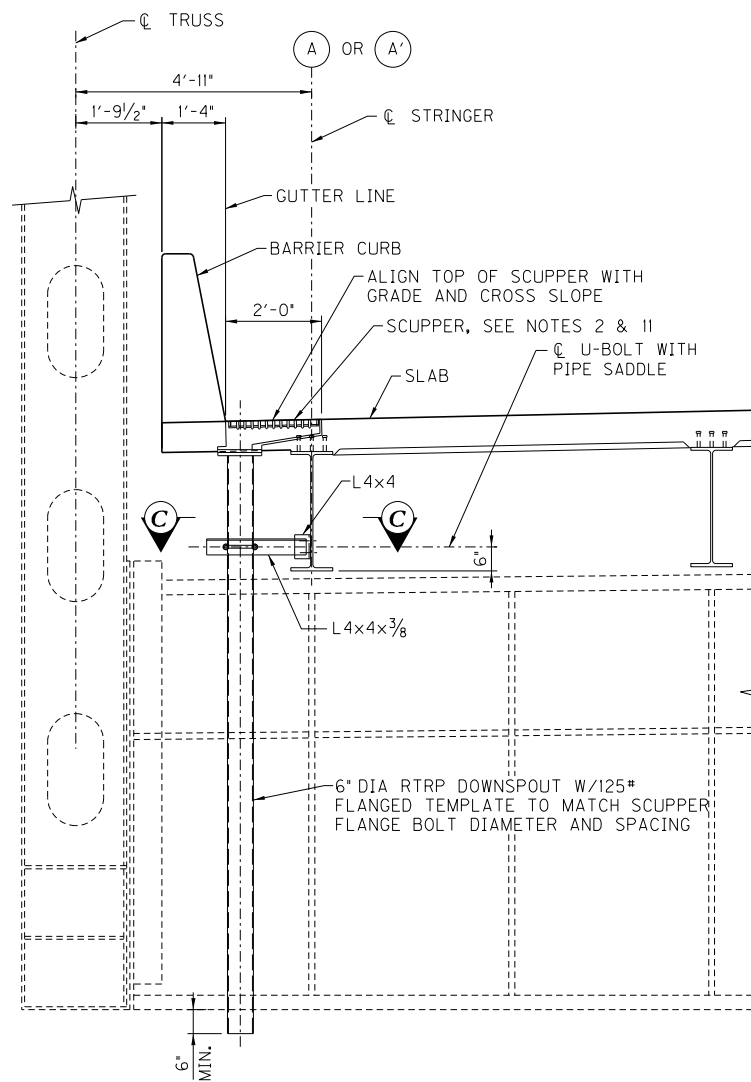


SECTION B-B AT PIER 1L
 SCALE: 1/4"=1'-0"
 TRUSS NOT SHOWN FOR CLARITY.

FOR INFORMATION ONLY

WALSH AS-BUILT		
REV. 01	REMOVED DOWNSPOUTS	
REV. 00	RFC SUBMITTAL	07/15/2016
REVISION NO.	SUBMITTAL NAME	DATE
SECTION 2 - ORB DOWNTOWN I-65 SB - JFK BRIDGE REHAB SLAB DRAINAGE - SHEET 1		
PREPARED BY 		Drawing No.

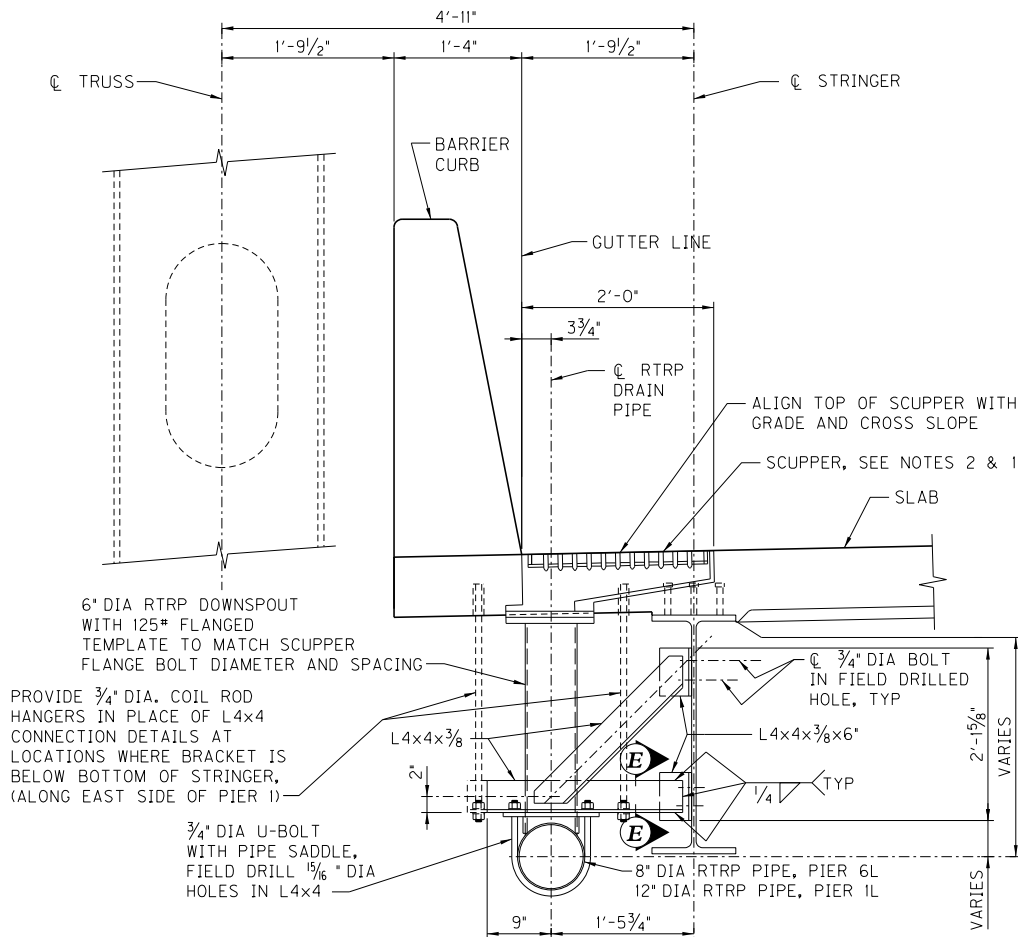
FILE NAME: ... \7095TR-VI-65-SB-JFK 2S7045
 USER: mrrse
 DATE: PLOTTED 2/14/2017
 MODEL NAME: border
 MicroStation v8.1i.7.443



SECTION THRU DRAIN DOWNSPOUT

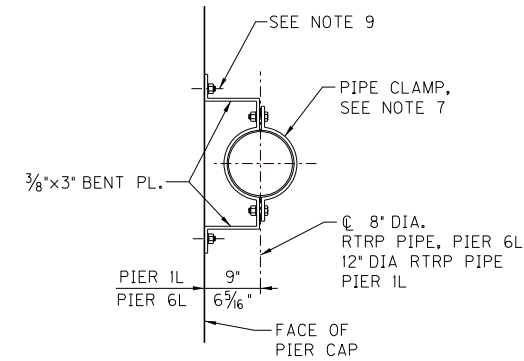
SCALE: 1/2" = 1'-0"

FOR LOCATIONS OF DOWNSPOUTS, SEE SLAB REINFORCEMENT PLANS.



DETAIL 2 - DRAIN PIPE SUPPORT

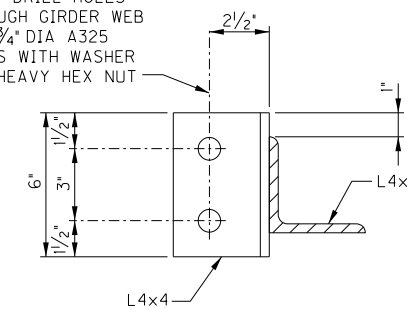
SCALE: 1" = 1'-0"
PIER 1L SIMILAR



PIPE CLAMP AT PIER CAP

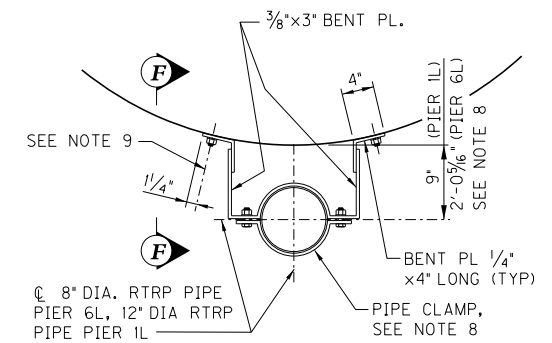
SCALE: 1" = 1'-0"

2-15/16" DIA HOLES. FIELD DRILL HOLES THROUGH GIRDER WEB FOR 3/4" DIA A325 BOLTS WITH WASHER AND HEAVY HEX NUT



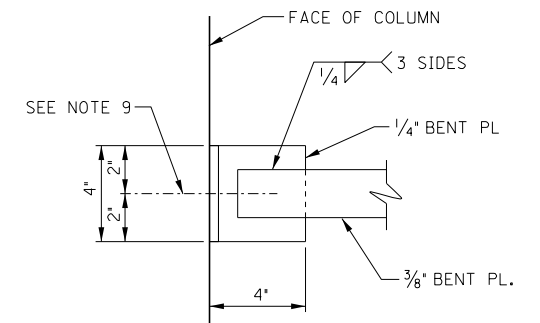
SECTION E-E

SCALE: 3" = 1'-0"



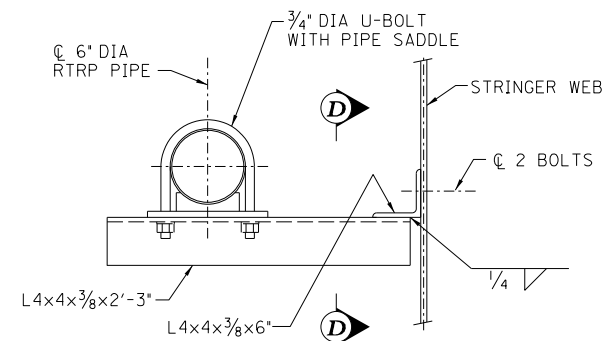
PIPE CLAMP AT PIER COLUMN

SCALE: 1" = 1'-0"



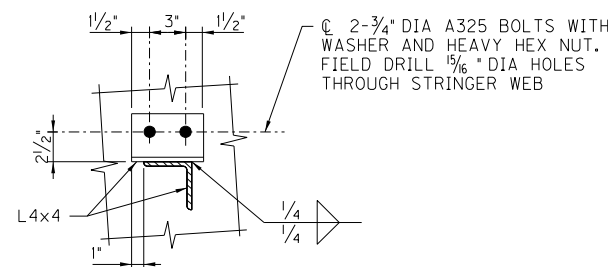
SECTION F-F

SCALE: 3" = 1'-0"



SECTION C-C

SCALE: 1 1/2" = 1'-0"



SECTION D-D

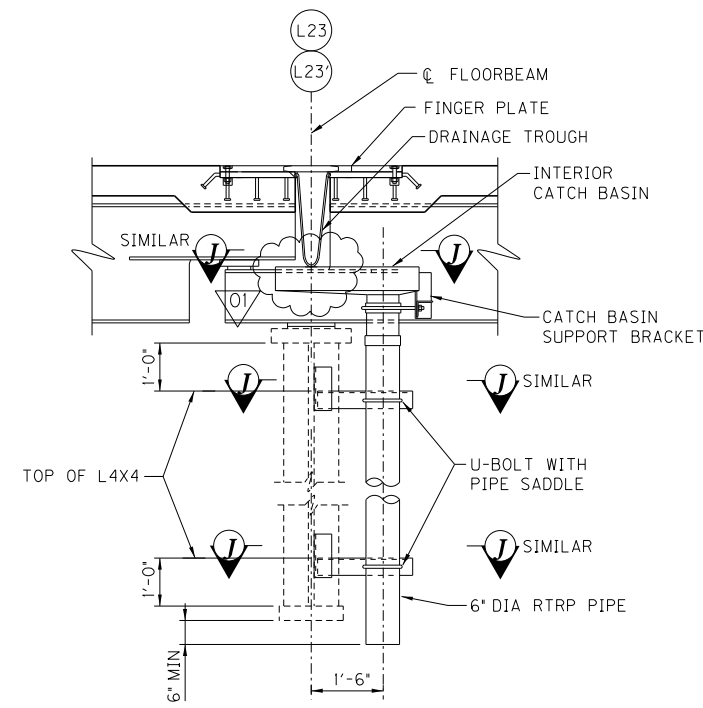
SCALE: 1 1/2" = 1'-0"

NOTES

- FOR LOCATIONS OF DRAINAGE DOWNSPOUTS AND DRAINAGE COLLECTOR SYSTEM, SEE SLAB REINFORCING PLANS ON SHEETS 2S7032 THRU 2S7037.
- SCUPPER OUTLETS AND GRATES SHALL BE EQUIVALENT TO NEENAH R-4014-T2 BRIDGE DRAIN FRAME WITH BOLTED GRATE. CASTINGS SHALL BE GRAY IRON IN ACCORDANCE WITH ASTM A48. A FABRICATED OUTLET AND GRATE OF SIMILAR SIZE AND MEETING THE REQUIREMENTS FOR AASHTO M270 GRADE 36 STEEL MAY BE SUBMITTED FOR APPROVAL.
- FIBERGLASS PIPE AND FITTINGS SHALL BE REINFORCED THERMOSETTING RESIN PIPE (RTRP) SYSTEMS MEETING THE REQUIREMENTS OF ASTM D 2996 WITH AT LEAST 30,000 PSI SHORT TIME RUPTURE STRENGTH HOOPS TENSILE STRESS, AND THE ACCELERATED UV WEATHERING PERFORMANCE REQUIREMENTS OF ASTM G154.
- PIPE, FITTINGS AND ADHESIVE SHALL BE MADE USING THE SAME TYPE OF RESIN. ALL CONNECTIONS OF FIBERGLASS PIPES AND FITTINGS SHALL BE MADE WITH ADHESIVE BONDED SOCKET JOINTS.
- FIBERGLASS PIPE AND FITTINGS SHALL BE HANDLED AND INSTALLED IN ACCORDANCE WITH THE GUIDELINES AND PROCEDURES RECOMMENDED BY THE MANUFACTURER AND SUPPLIER OF MATERIALS.
- THE RTRP SYSTEM SHALL BE PIGMENTED TO MATCH THE PAINT COLOR OF THE EXISTING BRIDGE WITH PIGMENTED RESIN THROUGHOUT THE WALL. THE RTRP SYSTEM SHALL NOT BE COATED WITH PAINT, GEL-COAT OR ANY OTHER EXTERIOR COATING.
- PIPE CLAMP SHALL BE ANVIL INTERNATIONAL OFFSET PIPE CLAMP FIG 103 FOR PIER 6L, AND PIPE CLAMP FIG 212 WITH 3/8" BENT PL FOR PIER 1L OR APPROVED EQUAL.
- PIPE CLAMP SHALL BE ANVIL INTERNATIONAL PIPE CLAMP FIG 212 WITH 3/8" BENT PL, OR APPROVED EQUAL.
- FIELD DRILL 3/4" DIA x 5" DEEP HOLE FOR 5/8" DIA x 8" LONG THREADED ROD ANCHORED WITH SIMPSON STRONG-TIE "SET" EPOXY ADHESIVE (OR APPROVED EQUAL). FIELD DRILLED HOLES SHALL BE CAREFULLY LOCATED TO AVOID REINFORCEMENT BARS IN PIER CAP AND COLUMNS. PROVIDE WASHER AND HEAVY HEX NUT AT EACH THREADED ROD.
- BENT PLATES, PIPE CLAMPS, THREADED RODS, WASHERS AND NUTS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
- SHIFT SCUPPER AS NECESSARY TO AVOID SHEAR STUDS.

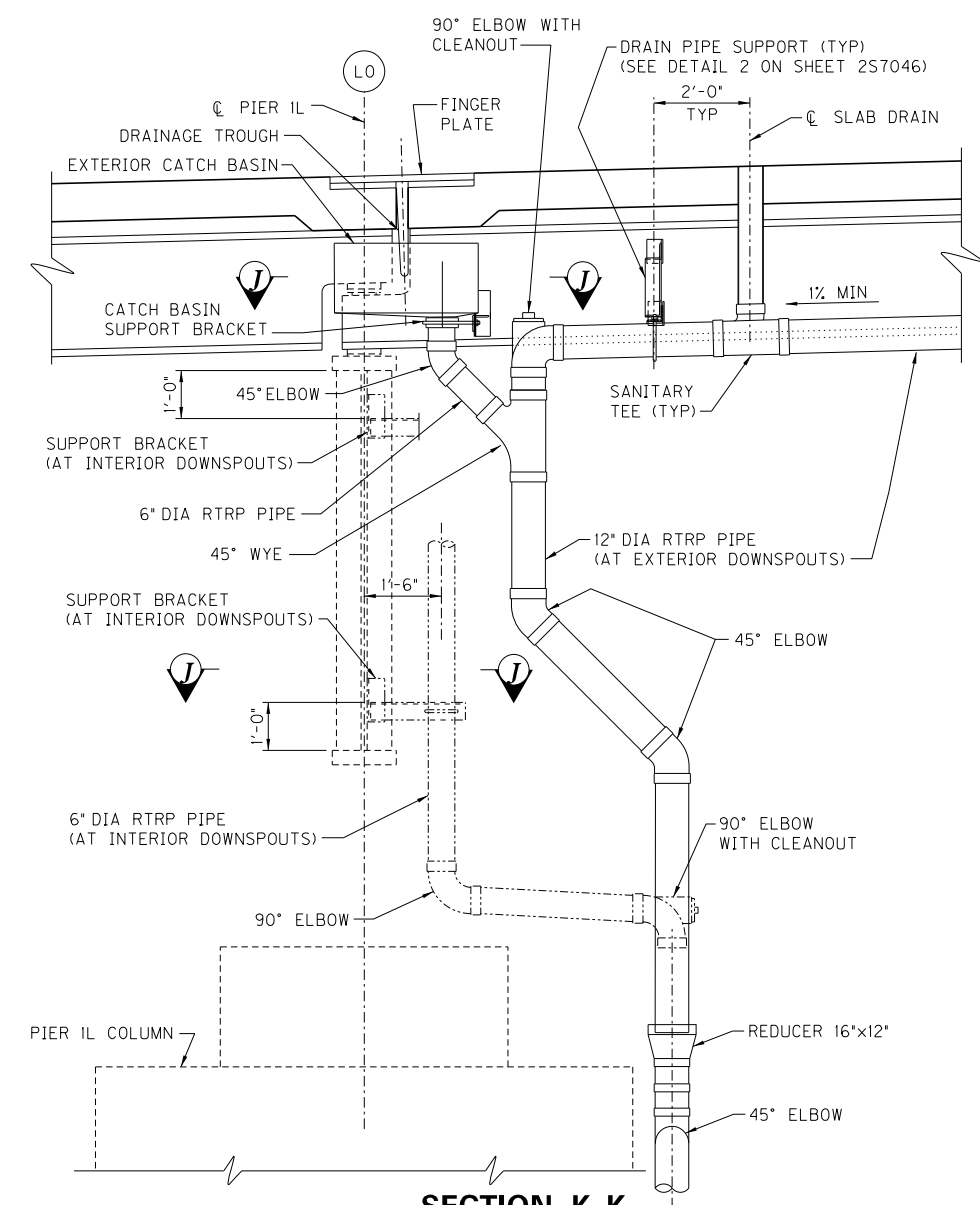
FOR INFORMATION ONLY

WALSH AS-BUILT		
REV. 00	RFC SUBMITTAL	
REVISION NO.	SUBMITTAL NAME	DATE
SECTION 2 - ORB DOWNTOWN I-65 SB - JFK BRIDGE REHAB SLAB DRAINAGE - SHEET 2		
PREPARED BY BRIDGES		
		Drawing No.



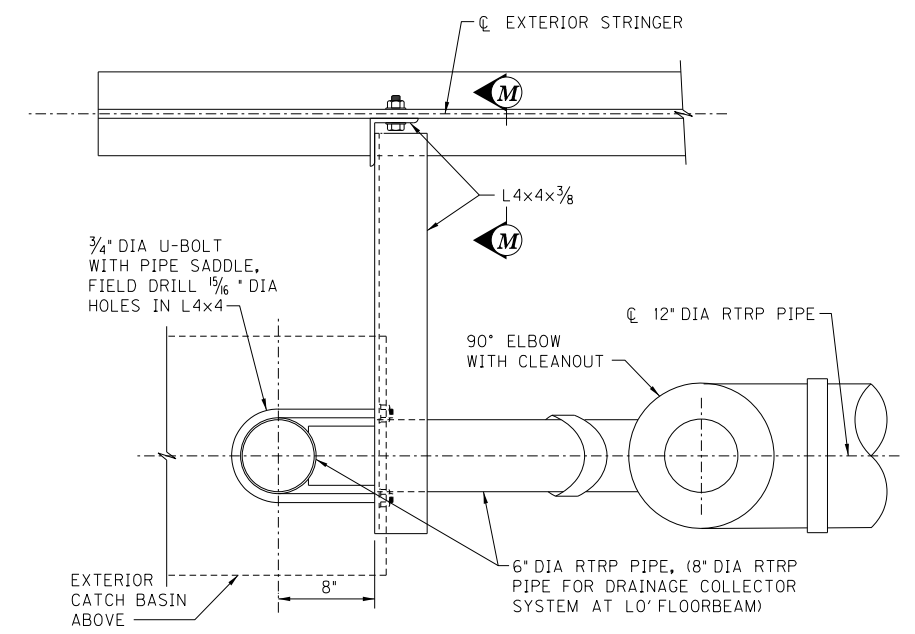
DRAINAGE TROUGH CATCH BASIN AND DOWNSPOUT AT FINGER PLATE EXPANSION JOINTS AT PANEL POINTS L23 AND L23'

SCALE: 1/2"=1'-0"
 NOTES: PANEL POINT L23' SHOWN. PANEL POINT L23 OPPOSITE HAND. INTERIOR CATCH BASIN SHOWN. DETAILS FOR EXTERIOR CATCH BASIN SIMILAR.



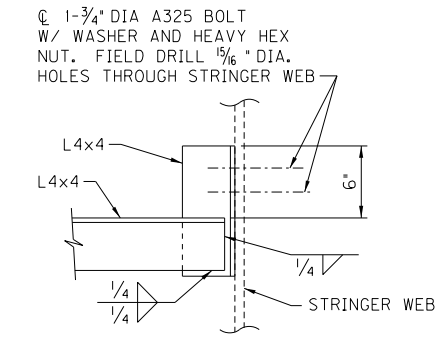
SECTION K-K

SCALE: 1/2"=1'-0"
 NOTES: TRUSS NOT SHOWN FOR CLARITY. SEE SECTION A-A FOR DRAINAGE COLLECTOR SYSTEM DETAILS NOT SHOWN. EXTERIOR CATCH BASIN SHOWN. DETAILS FOR INTERIOR CATCH BASIN SIMILAR.



SECTION J-J

SCALE: 1 1/2"=1'-0"



SECTION M-M

SCALE: 1 1/2"=1'-0"

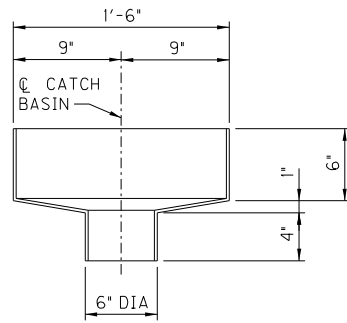
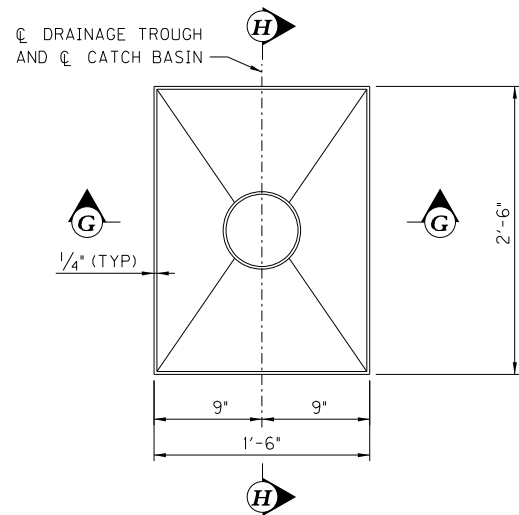
NOTES:

1. WORK THIS SHEET WITH SHEETS 257045, 257046 AND 257047A.
2. THE NEOPRENE DRAINAGE TROUGHS SHOWN AT THE FINGER PLATE JOINTS ARE SCHEMATIC REPRESENTATIONS ONLY.

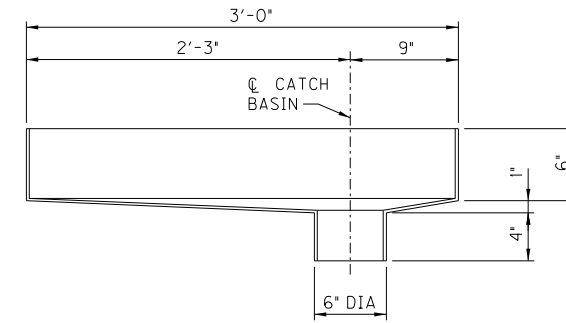
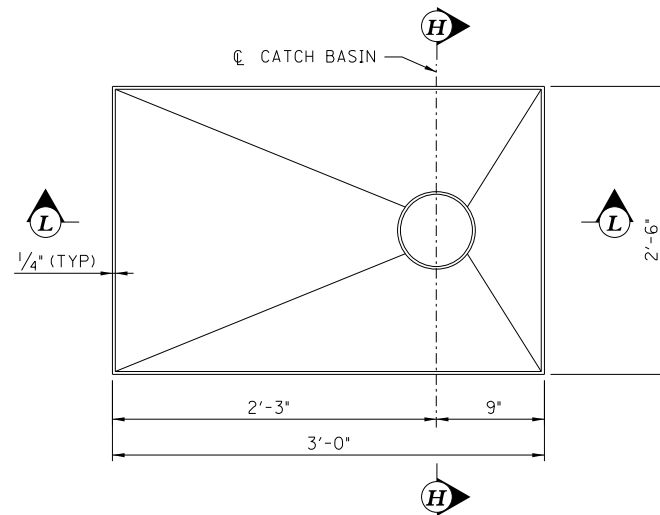
WALSH AS-BUILT		
REV. 01	REMOVED DOWNSPOUT	
REV. 00	RFC SUBMITTAL	07/15/2016
REVISION NO.	SUBMITTAL NAME	DATE
SECTION 2 - ORB DOWNTOWN I-65 SB - JFK BRIDGE REHAB SLAB DRAINAGE - SHEET 3		
PREPARED BY 		Drawing No.

FOR INFORMATION ONLY

FILE NAME: ... \7095TR-I-65-SB-JFK 257047
 USER: mdrise
 DATE: PLOTTED 2/14/2017
 MODEL NAME: border
 MicroStation v8.1i.7.443



SECTION G-G
SCALE: 1 1/2"=1'-0"



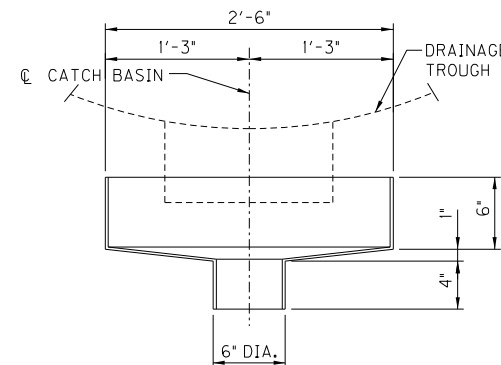
SECTION L-L
SCALE: 1 1/2"=1'-0"

DRAINAGE TROUGH INTERIOR CATCH BASIN AT PANEL POINT L0'

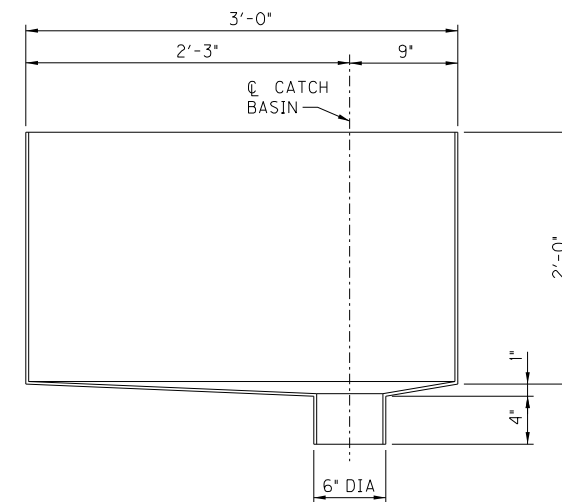
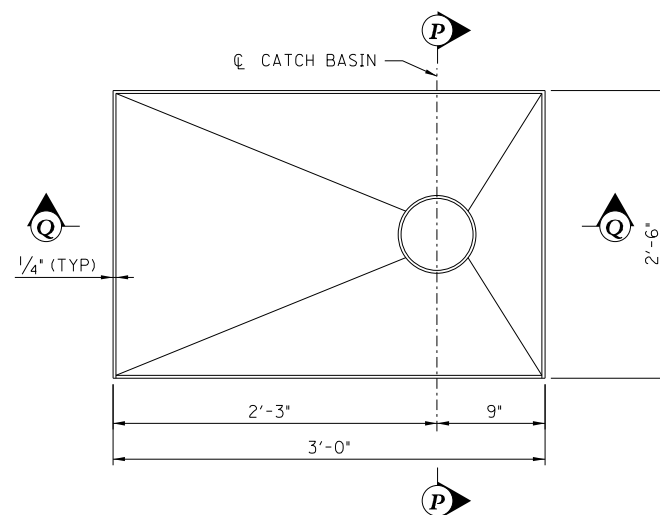
SCALE: 1 1/2"=1'-0"

DRAINAGE TROUGH INTERIOR CATCH BASIN AT PANEL POINT L0, L23 AND L23'

SCALE: 1 1/2"=1'-0"



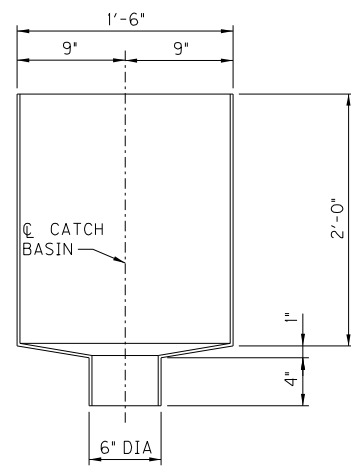
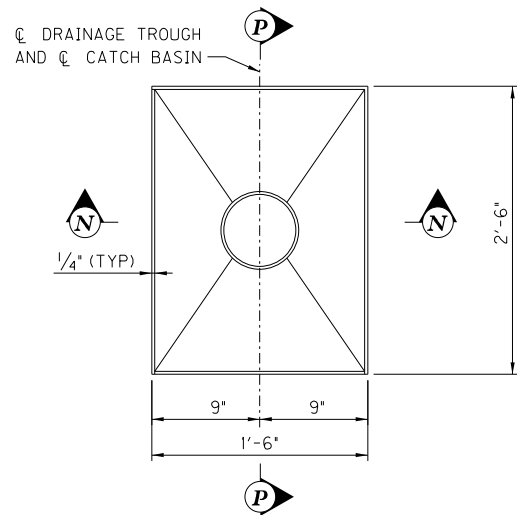
SECTION H-H
SCALE: 1 1/2"=1'-0"



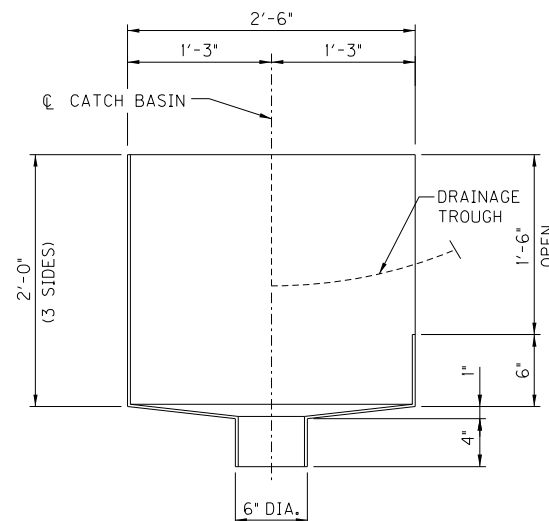
SECTION Q-Q
SCALE: 1 1/2"=1'-0"

DRAINAGE TROUGH EXTERIOR CATCH BASIN AT PANEL POINT L0, L23 AND L23'

SCALE: 1 1/2"=1'-0"



SECTION N-N
SCALE: 1 1/2"=1'-0"



SECTION P-P
SCALE: 1 1/2"=1'-0"

DRAINAGE TROUGH EXTERIOR CATCH BASIN AT PANEL POINT L0'

SCALE: 1 1/2"=1'-0"

NOTES:

1. WORK THIS SHEET WITH SHEETS 2S7045, 2S7046 AND 2S7047.
2. THE NEOPRENE DRAINAGE TROUGHS SHOWN AT THE FINGER PLATE JOINTS ARE SCHEMATIC REPRESENTATIONS ONLY.

FOR INFORMATION ONLY

**WALSH
AS-BUILT**

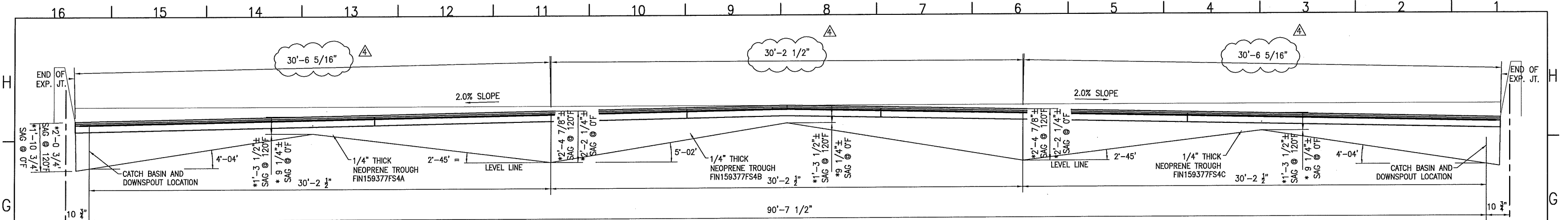


REV. 00	RFC SUBMITTAL	07/15/2016
REVISION NO.	SUBMITTAL NAME	DATE

SECTION 2 - ORB DOWNTOWN
I-65 SB - JFK BRIDGE REHAB
SLAB DRAINAGE - SHEET 4

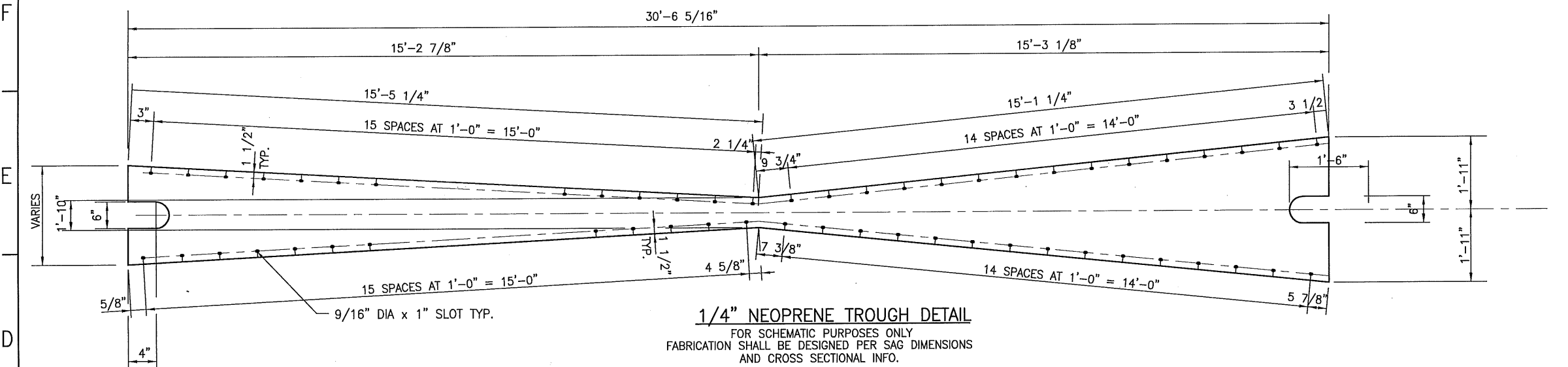
PREPARED BY

Drawing No.

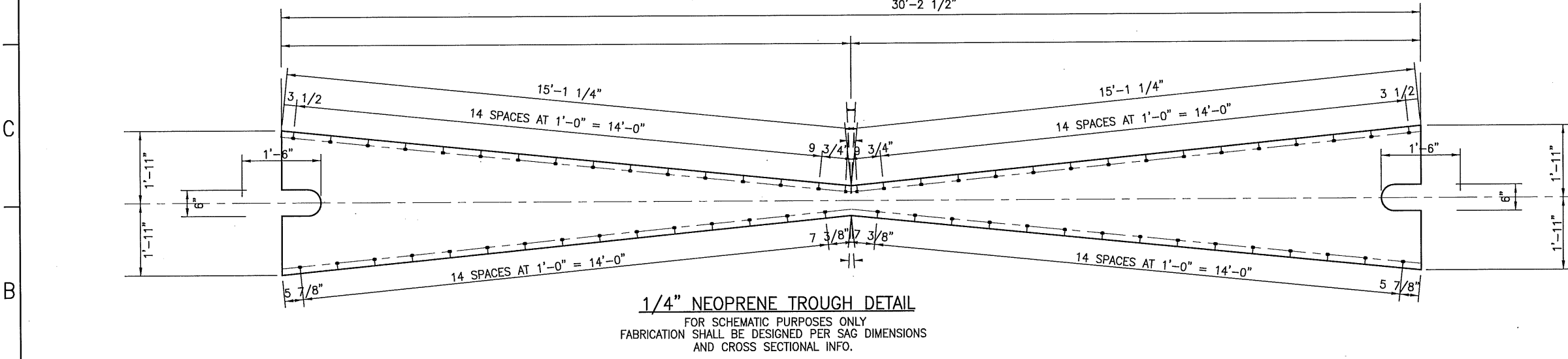


ELEVATION VIEW
LOOKING AHEAD STATION
DIMENSIONS ALONG CENTERLINE OF JOINT
TAKEN AT TOP OF THE ROADWAY

* MEASURED FOR TOP OF ROADWAY TO BOTTOM OF NEOPRENE TROUGH



1/4\"/>



1/4\"/>

these modifications similar (4) locations

STATE: KENTUCKY
COUNTY: JEFFERSON
BRIDGE NO.: I-65 SOUTHBOUND BRIDGE
EXPANSION JOINT LOCATION: TRUSS PANEL POINT L23
W.B.A. PRODUCT NO.: FIN159377AG & AH

REVISIONED TROUGH LAYOUT PER REVIEWERS COMMENTS	TEB	8-15 2016
CORRECTED NEOPRENE TROUGH PRODUCT NUMBER PER MANUFACTURER	JFW	7-19 2016
REVISIONS PER CONTRACTOR COMMENTS	JFW	6-6 2016
REVISIONS PER CONTRACTORS COMMENTS	JFW	6-21-16

TOLERANCES (UNLESS OTHERWISE SPECIFIED)	
* ALL DIMENSIONS ARE IN INCHES	
DECIMAL:	XX ± .015 XXX ± .010
FRACTION:	
OVERALL LOTH: ±1/4 / 20FT	SWEET/CAMBER: ASTM A6 T21 STD
ANGULAR: ±2 (F&B) / ±1 (FORM) LOCATION: ±1	
LINEAR (DLS): ±1/16	BUTT SPICE LOCATION: ±1/2
HOLE SIZE/DEPTH: +1/16 -0	HOLE LOCATION: ±1/2
* WELD LOCATIONS PER APPLICABLE CODE/SPEC	

DRAWING ACTION:
LOW RISK
DATE: 7-6-16

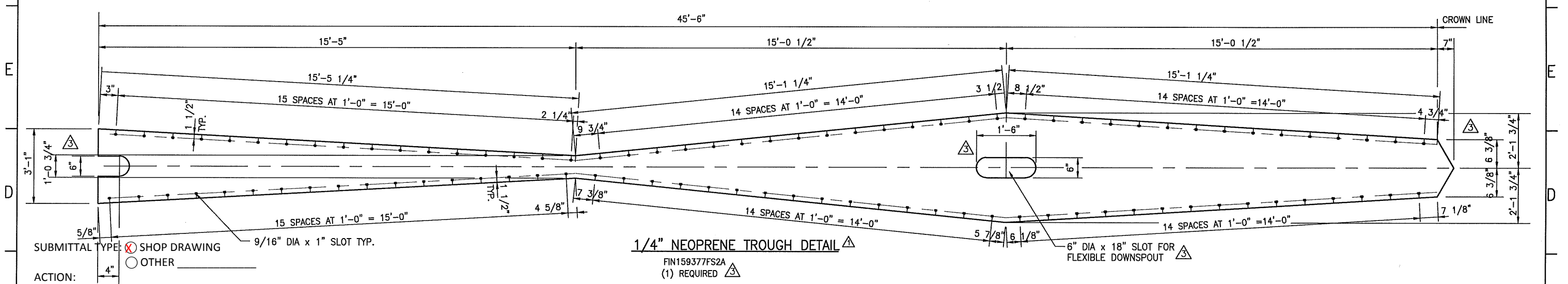
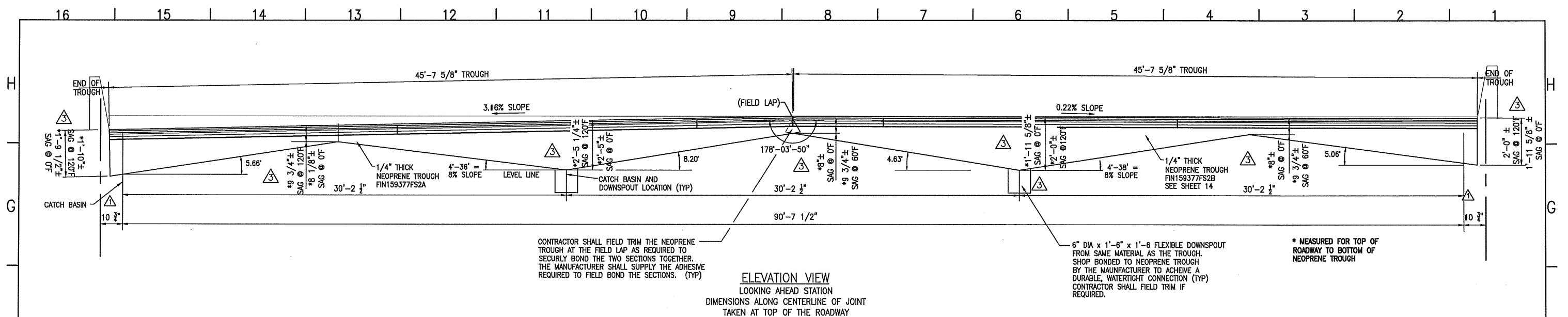
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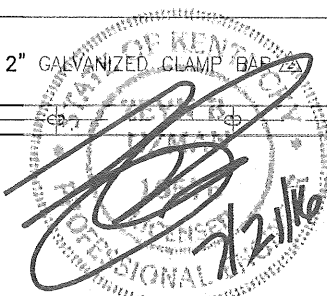
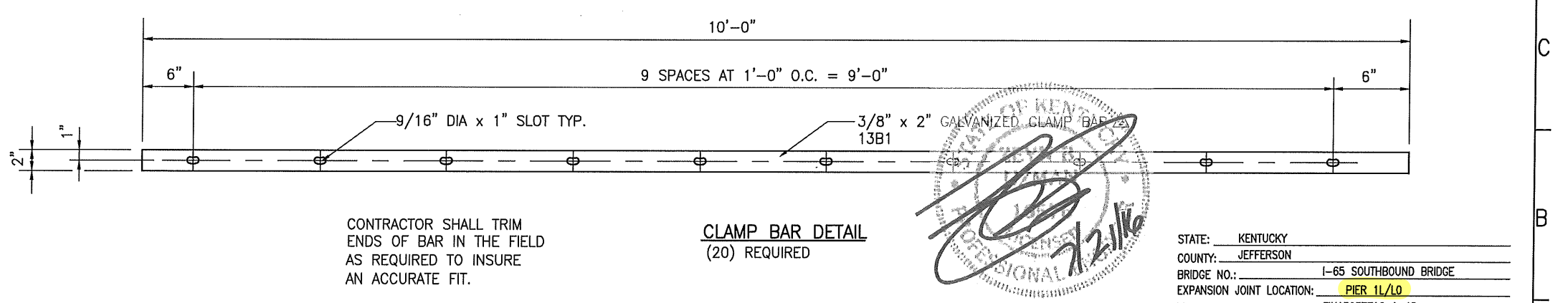
PROJECT: I-65 SOUTHBOUND OHIO RIVER BRIDGE
DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB
JEFFERSON COUNTY
WABO FINGER EXPANSION JOINT DETAILS

DETAILED BY: JWM	DATE: 10/26/15
CHECKED BY: TEB	DATE: 10/26/15
SCALE: NTS	WBA JOB NO.: 159377
SHEET NO.: 14A of 14	DRAWING NO.: D-32797

FOR INFORMATION ONLY

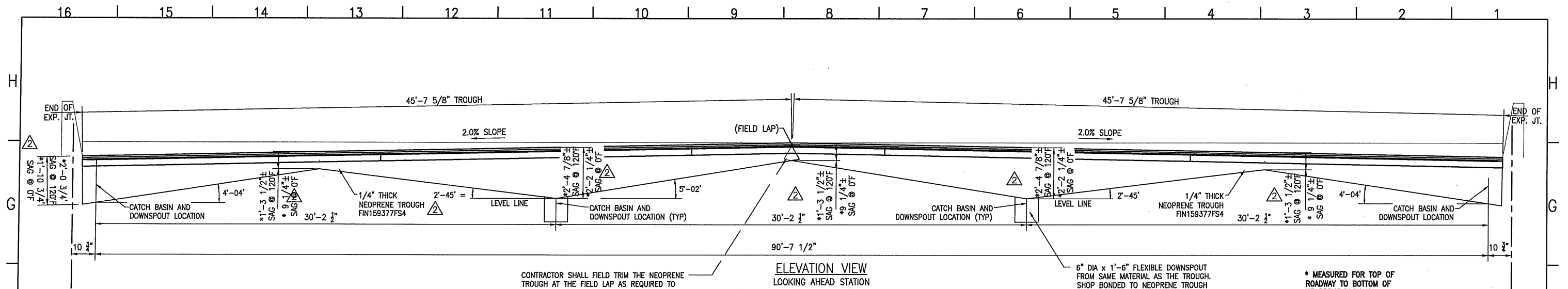


- SUBMITTAL TYPE: SHOP DRAWING
 OTHER
- ACTION:
- APPROVED:
- APPROVED AS SUBMITTED
 - APPROVED AS NOTED
 - SUBMIT FINAL CERTIFIED DRAWINGS
 - NO EXCEPTIONS TAKEN
- REJECTED (RESUBMITTAL REQUIRED):
- MAKE CORRECTIONS AND RESUBMIT
 - AS NOTED, DEVELOP REPLACEMENT AND RESUBMIT
- INCOMPLETE (RESUBMITTAL REQUIRED):
- COMPLETE AND RESUBMIT
 - SUBMIT MISSING PORTIONS
- OTHER:
- ENGINEER'S REVIEW NOT REQUIRED
 -
- AESTHETICS
- AESTHETICS REVIEW COMPLETE
 - AESTHETICS REVIEW NOT REQUIRED
- Review is limited to determining compatibility with the plans and specifications.
- REVIEWED BY: Matt Muenks DATE: 8/1/16
COMPANY: Jacobs



STATE: KENTUCKY
COUNTY: JEFFERSON
BRIDGE NO.: 1-65 SOUTHBOUND BRIDGE
EXPANSION JOINT LOCATION: PIER 1L/L0
W.B.A. PRODUCT NO.: FIN159377AC & AD

TOLERANCES (UNLESS OTHERWISE SPECIFIED) * ALL DIMENSIONS ARE IN INCHES DECIMAL: X ± .030 XX ± .015 XXX ± .010 FRACTION: X ± 1/32 XX ± 1/64 XXX ± 1/128 OVERALL LOTS: ±1/4 / 20FT SWEEP/CAMBER: ASTM A8 T21 STD ANGULAR: ±2 (F&O) / ±1 (FORM) LOCATION: ±1 LINEAR (DLS): ±1/16 BUTT SPURGE LOCATION: ±1/2 HOLE SIZE/DEPTH: +1/16 -0 HOLE LOCATION: ±1/2 * WELD LOCATIONS PER APPLICABLE CODE/SPEC		DRAWING ACTION: <div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">APPROVED</div> DATE: 02/09/16	REVISIONS PER CONTRACTOR COMMENTS <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>REVISED TROUGH CLAMP BAR THICKNESS</td> <td>JFW 6-6 2016</td> </tr> <tr> <td>2</td> <td>REVISED TROUGH DETAILS.</td> <td>JFW 4-22 2016</td> </tr> <tr> <td>3</td> <td></td> <td>JFW 4-6 2016</td> </tr> </table>	NO.	DESCRIPTION	DATE	1	REVISED TROUGH CLAMP BAR THICKNESS	JFW 6-6 2016	2	REVISED TROUGH DETAILS.	JFW 4-22 2016	3		JFW 4-6 2016	<table border="1"> <tr> <td> Watson Bowman Acme Watson Bowman Acme Corp. 35 Precision Drive Arden, NY 14228 phone: (716) 951-7528 fax: (716) 951-8229 www.wbaccorp.com </td> <td> D-BASF The Chemical Company </td> </tr> <tr> <td> PROJECT: 1-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS </td> <td> DETAILED BY: JWM CHECKED BY: TEB DATE: 02/04/16 SCALE: NTS SHEET NO: 13 OF 14 WBA JOB NO: 159377 DRAWING NO: D-32819 </td> </tr> </table>	Watson Bowman Acme Watson Bowman Acme Corp. 35 Precision Drive Arden, NY 14228 phone: (716) 951-7528 fax: (716) 951-8229 www.wbaccorp.com	D-BASF The Chemical Company	PROJECT: 1-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS	DETAILED BY: JWM CHECKED BY: TEB DATE: 02/04/16 SCALE: NTS SHEET NO: 13 OF 14 WBA JOB NO: 159377 DRAWING NO: D-32819
NO.	DESCRIPTION	DATE																		
1	REVISED TROUGH CLAMP BAR THICKNESS	JFW 6-6 2016																		
2	REVISED TROUGH DETAILS.	JFW 4-22 2016																		
3		JFW 4-6 2016																		
Watson Bowman Acme Watson Bowman Acme Corp. 35 Precision Drive Arden, NY 14228 phone: (716) 951-7528 fax: (716) 951-8229 www.wbaccorp.com	D-BASF The Chemical Company																			
PROJECT: 1-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS	DETAILED BY: JWM CHECKED BY: TEB DATE: 02/04/16 SCALE: NTS SHEET NO: 13 OF 14 WBA JOB NO: 159377 DRAWING NO: D-32819																			

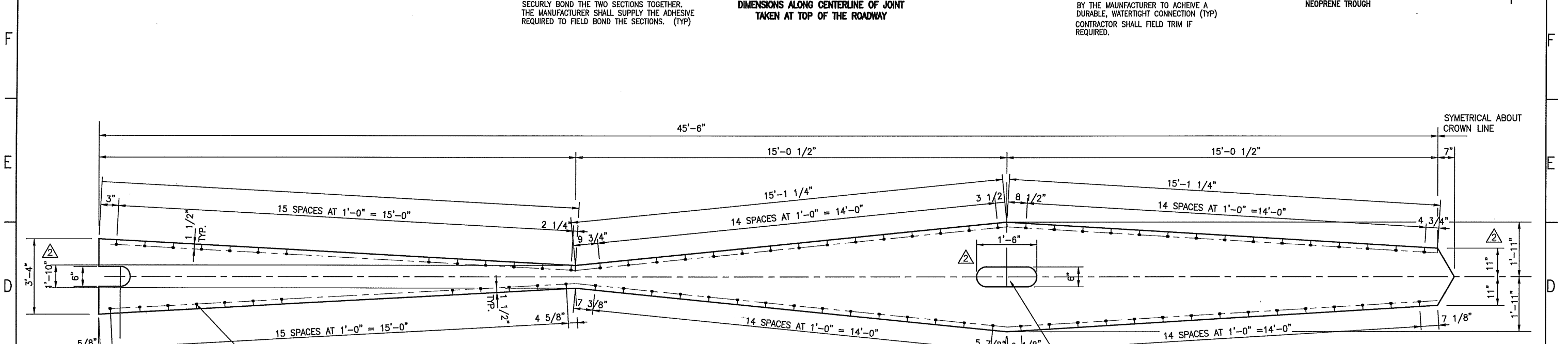


CONTRACTOR SHALL FIELD TRIM THE NEOPRENE TROUGH AT THE FIELD LAP AS REQUIRED TO SECURELY BOND THE TWO SECTIONS TOGETHER. THE MANUFACTURER SHALL SUPPLY THE ADHESIVE REQUIRED TO FIELD BOND THE SECTIONS. (TYP)

ELEVATION VIEW
LOOKING AHEAD STATION
DIMENSIONS ALONG CENTERLINE OF JOINT
TAKEN AT TOP OF THE ROADWAY

6" DIA x 1'-6" FLEXIBLE DOWNSPOUT FROM SAME MATERIAL AS THE TROUGH. SHOP BONDED TO NEOPRENE TROUGH BY THE MANUFACTURER TO ACHIEVE A DURABLE, WATERTIGHT CONNECTION (TYP). CONTRACTOR SHALL FIELD TRIM IF REQUIRED.

* MEASURED FOR TOP OF ROADWAY TO BOTTOM OF NEOPRENE TROUGH

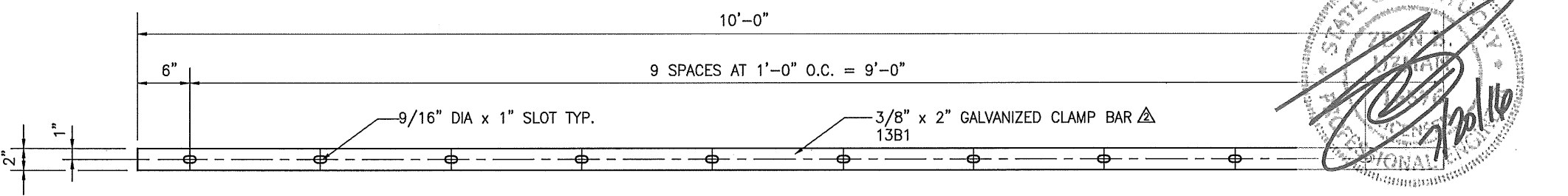


1/4" NEOPRENE TROUGH DETAIL

FIN159377FS4
(2) REQUIRED

- SUBMITTAL TYPE: SHOP DRAWING
 OTHER
- ACTION:
- APPROVED:
- APPROVED AS SUBMITTED
 - APPROVED AS NOTED
 - SUBMIT FINAL CERTIFIED DRAWINGS
 - NO EXCEPTIONS TAKEN
- REJECTED (RESUBMITTAL REQUIRED):
- MAKE CORRECTIONS AND RESUBMIT
 - AS NOTED, DEVELOP REPLACEMENT AND RESUBMIT
- INCOMPLETE (RESUBMITTAL REQUIRED):
- COMPLETE AND RESUBMIT
 - SUBMIT MISSING PORTIONS
- OTHER:
- ENGINEER'S REVIEW NOT REQUIRED
- AESTHETICS
- AESTHETICS REVIEW COMPLETE
 - AESTHETICS REVIEW NOT REQUIRED

Review is limited to determining compatibility with the plans and specifications.
REVIEWED BY: Matt Muenks DATE: 8/1/2016
COMPANY: Jacobs



CLAMP BAR DETAIL
(2) REQUIRED

CONTRACTOR SHALL TRIM ENDS OF BAR IN THE FIELD AS REQUIRED TO INSURE AN ACCURATE FIT.



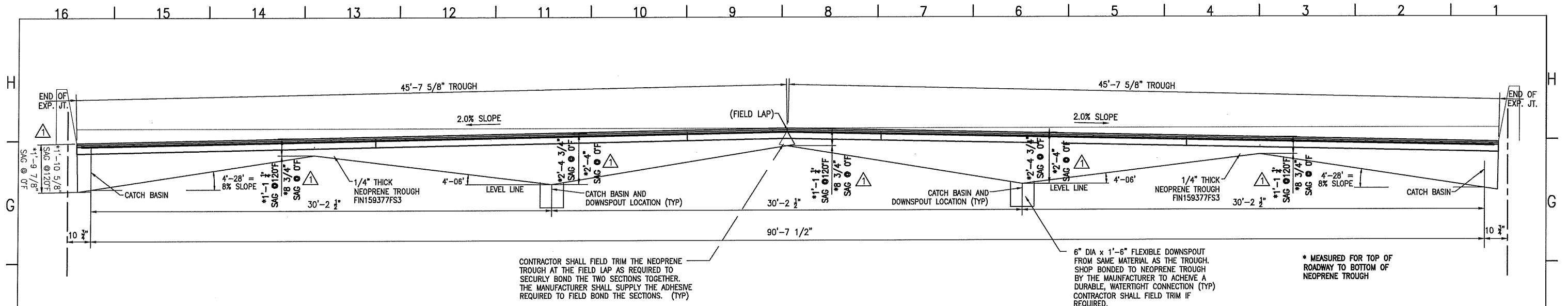
STATE: KENTUCKY
COUNTY: JEFFERSON
BRIDGE NO.: I-65 SOUTHBOUND BRIDGE
EXPANSION JOINT LOCATION: TRUSS PANEL POINT L23
W.B.A. PRODUCT NO.: FIN159377AG & AH

TOLERANCES (UNLESS OTHERWISE SPECIFIED)		
* ALL DIMENSIONS ARE IN INCHES		
DECIMAL:	XX ± .015	XXX ± .010
FRACTION:		
OVERALL LTH: ±1/4" / 20FT	SHEEP/CAMBER: ASTM A8 T21 STD	
ANGULAR: ±2" (FAB) / ±1" (FORM)	LOCATION: ±1	
LINEAR (DTLS): ±1/16	BUTT SPICE LOCATION: ±1/2	
HOLE SIZE/DEPTH: +1/16 -0	HOLE LOCATION: ±1/2	
* WELD LOCATIONS PER APPLICABLE CODE/SPEC		

DRAWING ACTION:	DATE: 7-6-16
LOW RISK	

NO.	DESCRIPTION	DATE
1	CORRECTED NEOPRENE TROUGH PRODUCT NUMBER PER MANUFACTURER	JFW 7-10-2016
2	REVISIONS PER CONTRACTOR COMMENTS	JFW 6-8-2016
3	REVISIONS PER CONTRACTOR COMMENTS	JFW 6-21-16

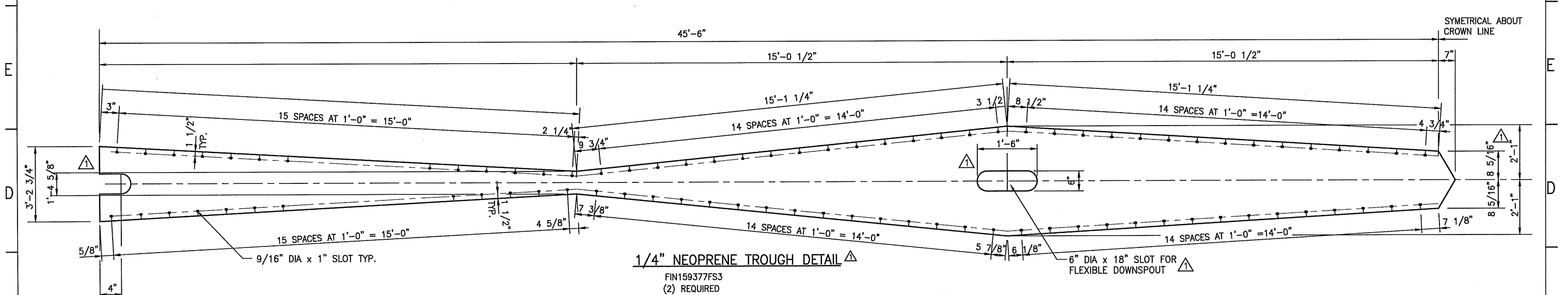
 Watson Bowman Acme Corp. 95 Pineview Drive Ashland, KY 42226 phone: (716)851-2568 fax: (716)851-6239 www.wbascorp.com	 The Chemical Company	DRAWN BY: JWM DATE: 10/26/15
		CHECKED BY: TEB DATE: 10/26/15
PROJECT: I-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS		SCALE: NTS SHEET NO.: 14 of 14 WBA JOB NO.: 159377 DRAWING NO.: D-32797



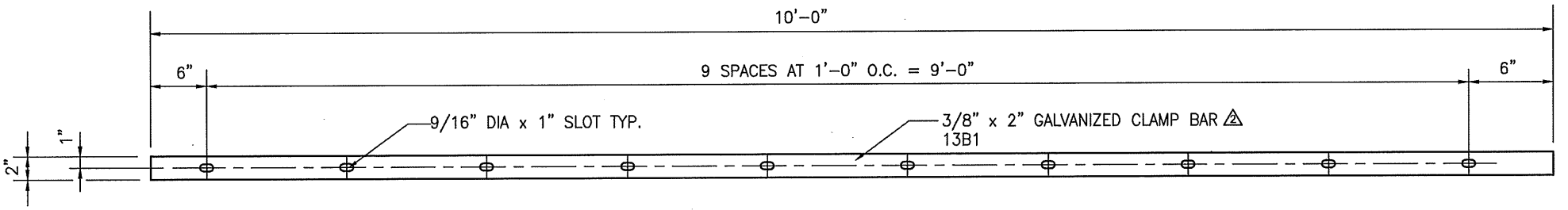
CONTRACTOR SHALL FIELD TRIM THE NEOPRENE TROUGH AT THE FIELD LAP AS REQUIRED TO SECURELY BOND THE TWO SECTIONS TOGETHER. THE MANUFACTURER SHALL SUPPLY THE ADHESIVE REQUIRED TO FIELD BOND THE SECTIONS. (TYP)

6" DIA x 1'-6" FLEXIBLE DOWNSPOUT FROM SAME MATERIAL AS THE TROUGH. SHOP BONDED TO NEOPRENE TROUGH BY THE MANUFACTURER TO ACHIEVE A DURABLE, WATERTIGHT CONNECTION (TYP) CONTRACTOR SHALL FIELD TRIM IF REQUIRED.

* MEASURED FOR TOP OF ROADWAY TO BOTTOM OF NEOPRENE TROUGH



1/4" NEOPRENE TROUGH DETAIL
FIN159377FS3
(2) REQUIRED



CLAMP BAR DETAIL
(2) REQUIRED

CONTRACTOR SHALL TRIM ENDS OF BAR IN THE FIELD AS REQUIRED TO INSURE AN ACCURATE FIT.

- SUBMITTAL TYPE: SHOP DRAWING
 OTHER
- ACTION:
- APPROVED:
- APPROVED AS SUBMITTED
 - APPROVED AS NOTED
 - SUBMIT FINAL CERTIFIED DRAWINGS
 - NO EXCEPTIONS TAKEN
- REJECTED (RESUBMITTAL REQUIRED):
- MAKE CORRECTIONS AND RESUBMIT
 - AS NOTED, DEVELOP REPLACEMENT AND RESUBMIT
- INCOMPLETE (RESUBMITTAL REQUIRED):
- COMPLETE AND RESUBMIT
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- OTHER:
- ENGINEER'S REVIEW NOT REQUIRED
- AESTHETICS
- AESTHETICS REVIEW COMPLETE
 - AESTHETICS REVIEW NOT REQUIRED



Review is limited to determining compatibility with the plans and specifications.
REVIEWED BY: **Matt Muenks** DATE: **8/1/2016**
COMPANY: **Jacobs**

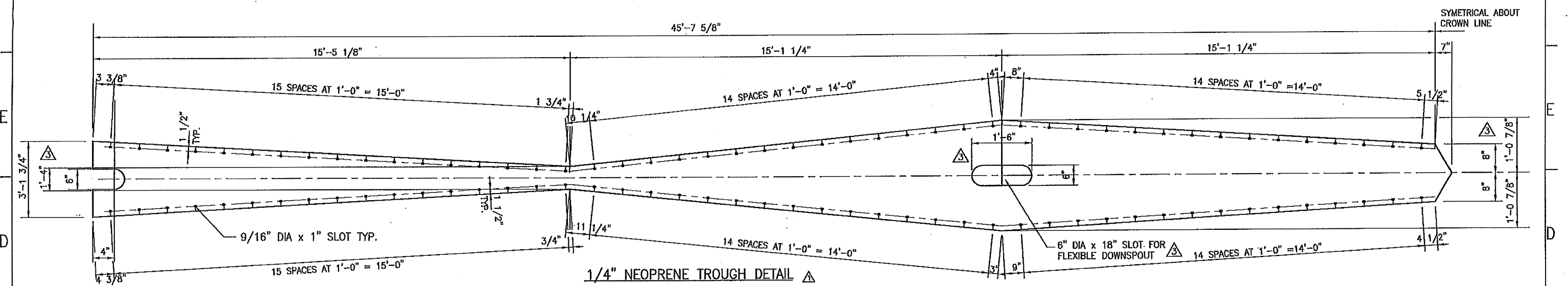
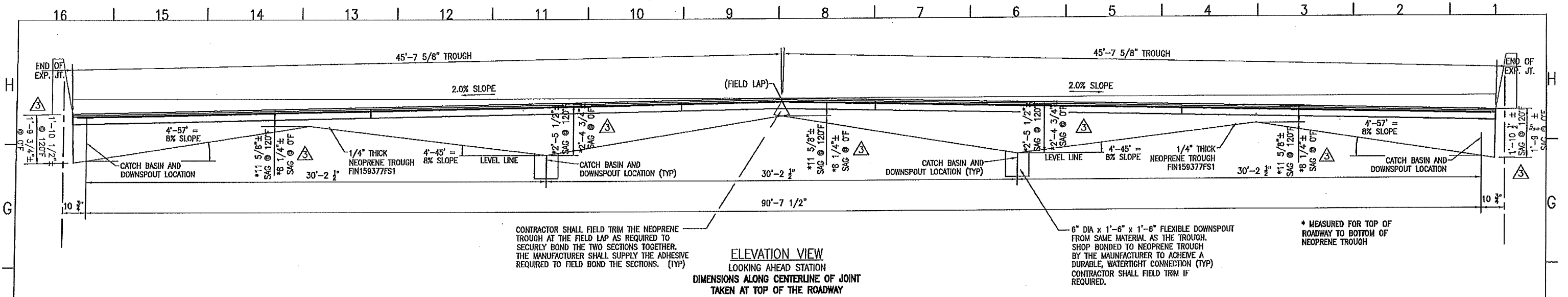
TOLERANCES (UNLESS OTHERWISE SPECIFIED)	
ALL DIMENSIONS ARE IN INCHES	
DECIMAL:	XX ± .015 XXX ± .010
FRACTION:	
OVERALL LOTS: ±1/4" / 20FT	SHEEP/CAMBER: ASTM A6 T21 STD
ANGULAR: ±2 (FAS) / ±1 (FORM)	LOCATION: ±1
LINEAR (DIMS): ±1/16	BUTT SPICE LOCATION: ±1/2
HOLE SIZE/DEPTH: +1/16 -0	HOLE LOCATION: ±1/2

DRAWING ACTION:	LOW RISK
DATE:	7-6-16

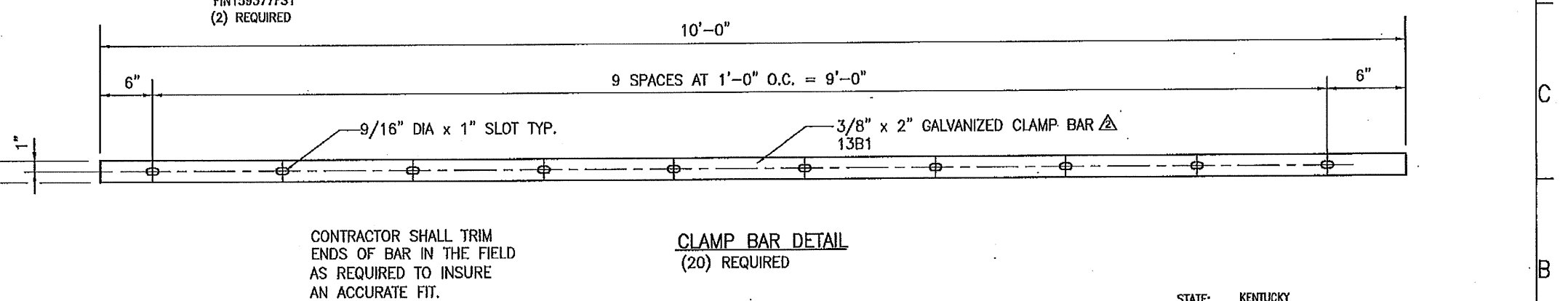
NO.	DESCRIPTION	DATE	BY
1	CORRECTED NEOPRENE TROUGH PRODUCT NUMBER PER MANUFACTURER	6-6-2016	JFW
2	REVISIONS PER CONTRACTOR COMMENTS	6-6-2016	JFW

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		STATE: KENTUCKY COUNTY: JEFFERSON BRIDGE NO.: I-65 SOUTHBOUND BRIDGE EXPANSION JOINT LOCATION: TRUSS PANEL POINT L23 W.B.A. PRODUCT NO.: FIN159377AE & AF	DETAILED BY: JWM DATE: 06/29/15
		PROJECT: I-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS	CHECKED BY: TEB DATE: 06/29/15
		SCALE: NTS SHEET NO.: 13 of 13	W.B.A. JOB NO.: 159377 DRAWING NO.: D-32834



- SUBMITTAL TYPE: SHOP DRAWING
 OTHER
- ACTION:
- APPROVED:
- APPROVED AS SUBMITTED
 - APPROVED AS NOTED
 - SUBMIT FINAL CERTIFIED DRAWINGS
 - NO EXCEPTIONS TAKEN
- REJECTED (RESUBMITTAL REQUIRED):
- MAKE CORRECTIONS AND RESUBMIT
 - AS NOTED, DEVELOP REPLACEMENT AND RESUBMIT
- INCOMPLETE (RESUBMITTAL REQUIRED):
- COMPLETE AND RESUBMIT
 - SUBMIT MISSING PORTIONS
- OTHER:
- ENGINEER'S REVIEW NOT REQUIRED
 -



AESTHETICS

- AESTHETICS REVIEW COMPLETE
- AESTHETICS REVIEW NOT REQUIRED

Review is limited to determining compatibility with the plans and specifications.

REVIEWED BY: Matt Muenks DATE: 8/1/2016

COMPANY: Jacobs

TOLERANCES (UNLESS OTHERWISE SPECIFIED) * ALL DIMENSIONS ARE IN INCHES	
DECIMAL: X ± .030	XX ± .015
FRACTION: 1/16 ± .005	1/32 ± .002
OVERALL LENGTH ± 1/4" / 200'	SWEPT/CURVED: ASTM A5 121 STD
ANCHOR: ± 2" (76) / ± 1" (25.4)	LOCATION: ± 1"
LINEAR (DIMS): ± 1/16"	BUTT SPACE LOCATION: ± 1/2"
HOLE SIZE/DEPTH: ± 1/16" - 0	HOLE LOCATION: ± 1/2"
* WELD LOCATIONS PER APPLICABLE CODE/SPEC	

DRAWING ACTION:

SUBMITTED FOR APPROVAL

DATE: 11/30/15

REVISIONS PER CONTRACTOR COMMENTS	JFW 8-6-2016
REVISED SECTION VIEW AND REVISIONS PER CONTRACTOR COMMENTS	JFW 8-18-16
REVISED AS PER REVIEWER'S COMMENTS	JWM 8/29/16
DATE: 11/30/15	

STATE: KENTUCKY
COUNTY: JEFFERSON
BRIDGE NO.: I-65 SOUTHBOUND BRIDGE
EXPANSION JOINT LOCATION: PIER 6L/LO
W.B.A. PRODUCT NO.: FIN159377AA & AB

Watson Bauman Acme
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Anchorage, AK 99503
Phone: (907) 561-5555
Fax: (907) 561-4230
www.wbaco.com

D-BASF
The Chemical Company

DETAILED BY: <u>JWM</u>	DATE: <u>06/11/15</u>
CHECKED BY: <u>TEB</u>	DATE: <u>06/11/15</u>
SCALE: <u>NTS</u>	SHEET NO.: <u>13 OF 13</u>
PROJECT: <u>I-65 SOUTHBOUND OHIO RIVER BRIDGE DOWNTOWN CROSSING-SECTION 2-JFK BRIDGE REHAB JEFFERSON COUNTY WABO FINGER EXPANSION JOINT DETAILS</u>	WBA JOB NO.: <u>159377</u> DRAWING NO.: <u>D-32798</u>