Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

March 12, 2025

CALL NO. 200
CONTRACT ID NO. 251007
ADDENDUM # 3

Subject: Jefferson County, NH 2641 (176)
Letting March 20, 2025

(1) Added – Special Note – Pages 110A-110D of 526
(2) Revised – Proposal Bid Items – Pages 515-526 of 526
(3) Revised/Added Plan Sheets: Drawing 28945: S03, S04
Drawing 28946: S03
Drawing 28947: S1
Drawing 28948: S1, S3, S4, S5
Drawing 28949: S1, S12, S27
Drawing 28950: S1, S27, S50, S51, S54, S55, S60, S65, S75, S76
Drawing 28951: S02, S15, S16, S33, S41, S42, S43, S46, S48, S49, S50, S51, S52, S53, S54, S55, S56, S58, S59, S63, S64
Roadway 5-804.00: R23

Proposal revisions are available at http://transportation.ky.gov/Construction-Procurement/.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

Rachel Mills

Rachel Mills, P.E.
Director
Division of Construction Procurement

RM:mr
Enclosures

# SPECIAL NOTE FOR SOUND BARRIER WALLS

## I. DESCRIPTION

All work shall be performed in accordance with the Department's latest Standards and Supplemental Specifications and applicable Special Provisions and Standard and Sepia Drawings, except as specified in these notes or elsewhere in this proposal. Section references are to the Standard Specifications.

This work shall consist of preparing any necessary shop drawings, and manufacturing, testing, transporting, storing, and installing sound barrier walls; furnishing and installing drilled shaft foundations; excavating and backfilling; and restoring the work area in accordance with the dimensions, lines, and grades shown on the contract plans.

All references to AASHTO are to the AASHTO LRFD Bridge Design Specifications for Highway Bridges, Current Edition with Interims.

## II. DESIGN

### A. General

See Sound Barrier Wall General Notes in the contract plans for design specifications. Any alternative design furnished by the Contractor shall meet or exceed the specifications, standards, and assumptions shown in the contract plans and documents.

### B. Site Conditions

Be advised that Section 102.07 of the Specifications applies to this project. It shall be distinctly understood that any references in the contract plans and other contract documents to rock, rock disintegration zone, earth, or any other subsurface material whether in numbers, words, letters, or lines is solely for the Department's information. The Bidder draws his own conclusions as to the field conditions to be encountered.

Tops of drilled shafts are to be a minimum of 6 inches below finished grade, unless otherwise noted in the contract plans.

### C. Utilities

Existing and proposed utilities were considered when developing layout and design of sound barrier walls. See the contract plans for additional information.

The Contractor shall contact the KYTC District 5 Traffic Office ten business days prior to beginning work to mark the existing roadway lighting conduits. Repair or replace features damaged during construction in like kind materials and design at no additional cost to the Department.

**D. Contractor Submittals**

Submit shop drawings to the Consultant for review at least 30 working days before fabrication begins. Submit adequate documentation of proprietary designs and/or products to the Consultant for review. The shop drawings shall be signed, sealed, and dated by a Kentucky registered Professional Engineer.

Provide supporting calculations for all modifications to the structural design of the panels, posts, base plates, moment slabs, drilled shafts, and anchorages provided by the contract plans. These calculations shall be signed, sealed, and dated by a Kentucky registered Professional Engineer. The Department will review the design calculations and plans for general conformance with AASHTO, this Special Note, and the Contract Documents.

The shop drawings, design calculations, details and dimensions may not be completely checked by the Department. The Contractor shall be responsible for the accuracy of his design calculations and for compatibility with the contract plans. The Department's review will not relieve the Contractor of responsibility for the accuracy and completeness of the design calculations and plans.

Submit electronic files in PDF format for the sound barrier wall to the Consultant for approval. One set of files, with any corrections noted will be returned to the Contractor. When the files are approved, five copies shall be submitted.

Do not order materials or begin fabrication or construction before the Department's review of the shop drawings is completed. The Contractor may request permission from the Engineer to begin foundation construction at his own risk. Written permission from the engineer is required.

After acceptance by the Department, submit requests for changes to the Engineer. Obtain written acceptance from the Engineer before incorporating any of the requested changes into the work.

Allow thirty working days for the Department's review of each submission of the shop drawings and/or supporting calculations for all modifications to the structural design of the sound barrier wall. The thirty-day period begins when the submission is received by the Engineer. Additional time required by the Department to review re-submissions shall not be cause for extending the specified completion date. Provide additional re-submissions as requested at no additional cost to the Department and with no extension of the specified completion date.

**III. MATERIALS APPROVAL**

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing. Unless otherwise specified in these Notes, obtain acceptance of materials from the Engineer before use.

## IV. CONSTRUCTION

Perform site preparation necessary to construct the sound barrier wall in accordance with the Standard Specifications, contract plans, Contractor's approved shop drawings, and notes in the proposal.

Construct sound barrier walls in accordance with the contract plans and the approved shop drawings. Construct vertical and horizontal joints so that the sound barrier wall is structurally sound and with no sound leaks. Construct the face of the completed sound barrier wall without deviation from the vertical of more than ½ inch in ten feet and with horizontal alignment conforming to the neat line shown on the contract plans.

Alternate drilled shaft foundation designs are permitted if solid rock is encountered above the solid rock line shown on the contract plans; however, contact the Engineer before revising the drilled shaft foundations. Revised calculations and Contractor's plans will be required. Obtain the Engineer's acceptance of revised drilled shaft foundation designs before constructing. Construct the tops of drilled shaft foundations a minimum of six inches below finish grade on both sides of the sound barrier wall. There will be no deduction in area to be measured for payment when drilled shaft foundations protrude into the sound barrier bottom pay limit.

Revising the drilled shaft foundation designs shall not be cause for an extension in contract time or change the contract price.

Transport, store, handle, and erect precast units in accordance with Section 605 of the Standard Specifications.

Protect all masonry materials from the weather from the time of manufacture until they are in the finished sound barrier walls.

After constructing the wall, clean all sound barrier wall surfaces. Clean from the top of the wall to six inches below finished grade on both sides. Use a cleaner selected by the Contractor and approved by the Engineer.

## V. MEASUREMENT

### SOUND BARRIER WALL

Any area of the sound barrier wall outside the approved vertical and horizontal plan limits as shown on the approved plans or changes approved or directed by the Engineer will not be measured for payment. Approved adjustments in the area will be measured in square feet and the final quantity will be increased or decreased as applicable.

The Department will not measure caps, copings, joint sealants, void fill material, weep holes, connectors, trim, surface finish, concrete stain, cleaning, sample panels, and incidental items that are a normal part of the sound barrier wall construction, but shall be incidental to Sound Barrier Wall.

**DRILLED SHAFTS**

See the Special Note for Drilled Shafts.

## VI. PAYMENT

Payment at the contract unit price per square foot shall be full complete compensation for all labor, materials, equipment, and incidentals to design and construction of the sound barrier walls. Sound Barrier Wall includes all mounting appurtenances for the sheet signs to the sound wall per the traffic sheets. Coordinate placement with the engineer.

| CODE | PAY ITEM | PAY UNIT |
|---|---|---|
| 21590EN | Sound Barrier Wall | Square Feet |

251007

# PROPOSAL BID ITEMS



**Report Date** 3/12/25

## Section: 0001 - PAVING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 0010 | 00003 | | CRUSHED STONE BASE | 67,098.00 | TON | | $ | |
| 0020 | 00018 | | DRAINAGE BLANKET-TYPE II-ASPH | 21,166.00 | TON | | $ | |
| 0030 | 00100 | | ASPHALT SEAL AGGREGATE | 288.00 | TON | | $ | |
| 0040 | 00103 | | ASPHALT SEAL COAT | 34.00 | TON | | $ | |
| 0050 | 00190 | | LEVELING & WEDGING PG64-22 | 16,035.00 | TON | | $ | |
| 0060 | 00194 | | LEVELING & WEDGING PG76-22 | 288.00 | TON | | $ | |
| 0070 | 00210 | | CL4 ASPH BASE 1.50D PG76-22 | 7,656.00 | TON | | $ | |
| 0080 | 00212 | | CL2 ASPH BASE 1.00D PG64-22 | 1,462.00 | TON | | $ | |
| 0090 | 00214 | | CL3 ASPH BASE 1.00D PG64-22 | 6,563.00 | TON | | $ | |
| 0100 | 00216 | | CL3 ASPH BASE 1.00D PG76-22 | 2,971.00 | TON | | $ | |
| 0110 | 00217 | | CL4 ASPH BASE 1.00D PG64-22 | 41,716.00 | TON | | $ | |
| 0120 | 00219 | | CL4 ASPH BASE 1.00D PG76-22 | 15,602.00 | TON | | $ | |
| 0130 | 00296 | | ASPHALT PRIME COAT | 67.00 | TON | | $ | |
| 0140 | 00301 | | CL2 ASPH SURF 0.38D PG64-22 | 768.00 | TON | | $ | |
| 0150 | 00336 | | CL3 ASPH SURF 0.38A PG76-22 | 2,099.00 | TON | | $ | |
| 0160 | 00342 | | CL4 ASPH SURF 0.38A PG76-22 | 20,228.00 | TON | | $ | |
| 0170 | 02084 | | JPC PAVEMENT-8 IN | 102.00 | SQYD | | $ | |
| 0180 | 02101 | | CEM CONC ENT PAVEMENT-8 IN | 68.00 | SQYD | | $ | |
| 0190 | 02677 | | ASPHALT PAVE MILLING & TEXTURING | 15,046.00 | TON | | $ | |
| 0200 | 22906ES403 | | CL3 ASPH SURF 0.38A PG64-22 | 896.00 | TON | | $ | |
| 0210 | 24970EC | | ASPHALT MATERIAL FOR TACK NON-TRACKING | 150.00 | TON | | $ | |

## Section: 0002 - ROADWAY

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 0220 | 00078 | | CRUSHED AGGREGATE SIZE NO 2 | 5,782.00 | TON | | $ | |
| 0230 | 01314 | | PLUG PIPE | 12.00 | EACH | | $ | |
| 0240 | 01584 | | CAP DROP BOX INLET | 3.00 | EACH | | $ | |
| 0250 | 01691 | | FLUME INLET TYPE 2 | 2.00 | EACH | | $ | |
| 0260 | 01717 | | FILL AND CAP INLET | 12.00 | EACH | | $ | |
| 0270 | 01786 | | FILL AND CAP MANHOLE | 1.00 | EACH | | $ | |
| 0280 | 01791 | | ADJUST MANHOLE FRAME TO GRADE | 2.00 | EACH | | $ | |
| 0290 | 01792 | | ADJUST MANHOLE | 2.00 | EACH | | $ | |
| 0300 | 01810 | | STANDARD CURB AND GUTTER | 2,365.00 | LF | | $ | |
| 0310 | 01811 | | STANDARD CURB AND GUTTER MOD | 5,018.00 | LF | | $ | |
| 0320 | 01875 | | STANDARD HEADER CURB | 703.00 | LF | | $ | |
| 0330 | 01917 | | STANDARD BARRIER MEDIAN TYPE 2 | 984.00 | SQYD | | $ | |
| 0340 | 01921 | | STANDARD BARRIER MEDIAN TYPE 4 | 126.00 | SQYD | | $ | |
| 0350 | 01978 | | CONC MEDIAN BARRIER TYPE A TL5 56 IN | 5,529.00 | LF | | $ | |
| 0360 | 01982 | | DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE | 78.00 | EACH | | $ | |
| 0370 | 01983 | | DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW | 129.00 | EACH | | $ | |
| 0380 | 02003 | | RELOCATE TEMP CONC BARRIER | 19,527.00 | LF | | $ | |
| 0390 | 02014 | | BARRICADE-TYPE III | 138.00 | EACH | | $ | |
| 0400 | 02155 | | PAVED DITCH TYPE 1 MOD | 424.00 | SQYD | | $ | |

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# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 0410 | 02159 | | TEMP DITCH | 15,175.00 | LF | | $ | |
| 0420 | 02160 | | CLEAN TEMP DITCH | 7,588.00 | LF | | $ | |
| 0430 | 02200 | | ROADWAY EXCAVATION | 183,650.00 | CUYD | | $ | |
| 0440 | 02242 | | WATER | 3,275.00 | MGAL | | $ | |
| 0450 | 02262 | | FENCE-WOVEN WIRE TYPE 1 | 4,254.00 | LF | | $ | |
| 0460 | 02367 | | GUARDRAIL END TREATMENT TYPE 1 | 8.00 | EACH | | $ | |
| 0470 | 02369 | | GUARDRAIL END TREATMENT TYPE 2A | 13.00 | EACH | | $ | |
| 0480 | 02381 | | REMOVE GUARDRAIL | 13,956.00 | LF | | $ | |
| 0490 | 02391 | | GUARDRAIL END TREATMENT TYPE 4A | 4.00 | EACH | | $ | |
| 0500 | 02429 | | RIGHT-OF-WAY MONUMENT TYPE 1 | 25.00 | EACH | | $ | |
| 0510 | 02430 | | RIGHT-OF-WAY MONUMENT TYPE 1A | 7.00 | EACH | | $ | |
| 0520 | 02432 | | WITNESS POST | 3.00 | EACH | | $ | |
| 0530 | 02483 | | CHANNEL LINING CLASS II | 6,220.00 | TON | | $ | |
| 0540 | 02484 | | CHANNEL LINING CLASS III | 2,187.00 | TON | | $ | |
| 0550 | 02545 | | CLEARING AND GRUBBING<br>57.9 ACRES | 1.00 | LS | | $ | |
| 0560 | 02555 | | CONCRETE-CLASS B | 75.25 | CUYD | | $ | |
| 0570 | 02562 | | TEMPORARY SIGNS | 3,950.00 | SQFT | | $ | |
| 0580 | 02585 | | EDGE KEY | 578.00 | LF | | $ | |
| 0590 | 02602 | | FABRIC-GEOTEXTILE CLASS 1 | 19,174.00 | SQYD | | $ | |
| 0600 | 02604 | | FABRIC-GEOTEXTILE CLASS 1A | 7,500.00 | SQYD | | $ | |
| 0610 | 02650 | | MAINTAIN & CONTROL TRAFFIC | 1.00 | LS | | $ | |
| 0620 | 02650 | | MAINTAIN & CONTROL TRAFFIC | 1.00 | LS | | $ | |
| 0630 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN | 8.00 | EACH | | $ | |
| 0640 | 02676 | | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | | $ | |
| 0650 | 02676 | | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | | $ | |
| 0660 | 02690 | | SAFELOADING | 168.00 | CUYD | | $ | |
| 0670 | 02701 | | TEMP SILT FENCE | 15,175.00 | LF | | $ | |
| 0680 | 02703 | | SILT TRAP TYPE A | 101.00 | EACH | | $ | |
| 0690 | 02704 | | SILT TRAP TYPE B | 101.00 | EACH | | $ | |
| 0700 | 02705 | | SILT TRAP TYPE C | 101.00 | EACH | | $ | |
| 0710 | 02706 | | CLEAN SILT TRAP TYPE A | 101.00 | EACH | | $ | |
| 0720 | 02707 | | CLEAN SILT TRAP TYPE B | 101.00 | EACH | | $ | |
| 0730 | 02708 | | CLEAN SILT TRAP TYPE C | 101.00 | EACH | | $ | |
| 0740 | 02720 | | SIDEWALK-4 IN CONCRETE | 1,860.00 | SQYD | | $ | |
| 0750 | 02723 | | SIDEWALK-6 IN CONCRETE | 2,381.00 | SQYD | | $ | |
| 0760 | 02726 | | STAKING | 1.00 | LS | | $ | |
| 0770 | 02726 | | STAKING | 1.00 | LS | | $ | |
| 0780 | 02731 | | REMOVE STRUCTURE<br>REMOVAL OF EXISTING I-71 RAMP BRIDGE | 1.00 | LS | | $ | |
| 0790 | 02731 | | REMOVE STRUCTURE<br>REMOVAL OF EXISTING US 42 BRIDGE<br>OVER 1-264 | 1.00 | LS | | $ | |
| 0800 | 02775 | | ARROW PANEL | 19.00 | EACH | | $ | |
| 0810 | 02898 | | RELOCATE CRASH CUSHION | 4.00 | EACH | | $ | |
| 0820 | 03171 | | CONC BARRIER WALL TYPE 9T | 24,045.00 | LF | | $ | |
| 0830 | 05950 | | EROSION CONTROL BLANKET | 41,167.00 | SQYD | | $ | |
| 0840 | 05952 | | TEMP MULCH | 332,440.00 | SQYD | | $ | |
| 0850 | 05953 | | TEMP SEEDING AND PROTECTION | 254,120.00 | SQYD | | $ | |
| 0860 | 05963 | | INITIAL FERTILIZER | 12.75 | TON | | $ | |
| 0870 | 05964 | | MAINTENANCE FERTILIZER | 17.25 | TON | | $ | |

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# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 0880 | 05985 | | SEEDING AND PROTECTION | 201,932.00 | SQYD | | $ | |
| 0890 | 05990 | | SODDING | 2,370.00 | SQYD | | $ | |
| 0900 | 05992 | | AGRICULTURAL LIMESTONE | 258.00 | TON | | $ | |
| 0910 | 06401 | | FLEXIBLE DELINEATOR POST-M/W | 91.00 | EACH | | $ | |
| 0920 | 06404 | | FLEXIBLE DELINEATOR POST-M/Y | 99.00 | EACH | | $ | |
| 0930 | 06510 | | PAVE STRIPING-TEMP PAINT-4 IN | 179,051.00 | LF | | $ | |
| 0940 | 06511 | | PAVE STRIPING-TEMP PAINT-6 IN | 143,056.00 | LF | | $ | |
| 0950 | 06513 | | PAVE STRIPING-TEMP PAINT-12 IN | 12,000.00 | LF | | $ | |
| 0960 | 06515 | | PAVE STRIPING-PERM PAINT-6 IN | 3,675.00 | LF | | $ | |
| 0970 | 06542 | | PAVE STRIPING-THERMO-6 IN W | 59,684.00 | LF | | $ | |
| 0980 | 06543 | | PAVE STRIPING-THERMO-6 IN Y | 45,751.00 | LF | | $ | |
| 0990 | 06546 | | PAVE STRIPING-THERMO-12 IN W | 17,178.00 | LF | | $ | |
| 1000 | 06547 | | PAVE STRIPING-THERMO-12 IN Y | 231.00 | LF | | $ | |
| 1010 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W | 900.00 | LF | | $ | |
| 1020 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y | 900.00 | LF | | $ | |
| 1030 | 06556 | | PAVE STRIPING-DUR TY 1-6 IN W | 462.00 | LF | | $ | |
| 1040 | 06557 | | PAVE STRIPING-DUR TY 1-6 IN Y | 440.00 | LF | | $ | |
| 1050 | 06565 | | PAVE MARKING-THERMO X-WALK-6 IN | 2,651.00 | LF | | $ | |
| 1060 | 06568 | | PAVE MARKING-THERMO STOP BAR-24IN | 805.00 | LF | | $ | |
| 1070 | 06569 | | PAVE MARKING-THERMO CROSS-HATCH | 455.00 | SQFT | | $ | |
| 1080 | 06570 | | PAVE MARKING-PAINT CROSS-HATCH | 115.00 | SQFT | | $ | |
| 1090 | 06573 | | PAVE MARKING-THERMO STR ARROW | 12.00 | EACH | | $ | |
| 1100 | 06574 | | PAVE MARKING-THERMO CURV ARROW | 168.00 | EACH | | $ | |
| 1110 | 06575 | | PAVE MARKING-THERMO COMB ARROW | 20.00 | EACH | | $ | |
| 1120 | 06576 | | PAVE MARKING-THERMO ONLY | 5.00 | EACH | | $ | |
| 1130 | 06598 | | PAVEMENT MARKING REMOVAL | 790.00 | SQFT | | $ | |
| 1140 | 06600 | | REMOVE PAVEMENT MARKER TYPE V | 1,629.00 | EACH | | $ | |
| 1150 | 06610 | | INLAID PAVEMENT MARKER-MW | 150.00 | EACH | | $ | |
| 1160 | 06612 | | INLAID PAVEMENT MARKER-BY | 131.00 | EACH | | $ | |
| 1170 | 06613 | | INLAID PAVEMENT MARKER-B W/R | 1,681.00 | EACH | | $ | |
| 1180 | 06614 | | INLAID PAVEMENT MARKER-B Y/R | 162.00 | EACH | | $ | |
| 1190 | 08903 | | CRASH CUSHION TY VI CLASS BT TL3 | 11.00 | EACH | | $ | |
| 1200 | 10020NS | | FUEL ADJUSTMENT | 249,183.00 | DOLL | $1.00 | $ | $249,183.00 |
| 1210 | 10030NS | | ASPHALT ADJUSTMENT | 402,720.00 | DOLL | $1.00 | $ | $402,720.00 |
| 1220 | 15094 | | S MANHOLE ADJUST TO GRADE | 5.00 | EACH | | $ | |
| 1230 | 20071EC | | JOINT ADHESIVE | 113,228.00 | LF | | $ | |
| 1240 | 20166ES810 | | TEMPORARY PIPE | 1,000.00 | LF | | $ | |
| 1250 | 20191ED | | OBJECT MARKER TY 3 | 12.00 | EACH | | $ | |
| 1260 | 20432ES112 | | REMOVE CRASH CUSHION | 2.00 | EACH | | $ | |
| 1270 | 20550ND | | SAWCUT PAVEMENT | 52,499.00 | LF | | $ | |
| 1280 | 21289ED | | LONGITUDINAL EDGE KEY | 46,706.00 | LF | | $ | |
| 1290 | 21417ES717 | | PAVE MARK THERMO CONE CAP-SOLID YELLOW | 22.00 | SQFT | | $ | |
| 1300 | 21802EN | | G/R STEEL W BEAM-S FACE (7 FT POST) | 11,378.50 | LF | | $ | |
| 1310 | 22520EN | | PAVE MARKING-THERMO YIELD BAR-36 IN | 122.00 | LF | | $ | |
| 1320 | 22664EN | | WATER BLASTING EXISTING STRIPE | 316,200.00 | LF | | $ | |
| 1330 | 22692NS714 | | PAVEMENT MARKING-THERMO LETTERS | 10.00 | EACH | | $ | |
| 1340 | 22880ED | | BARRIER WALL TRANSITION | 75.00 | LF | | $ | |
| 1350 | 23158ES505 | | DETECTABLE WARNINGS | 795.00 | SQFT | | $ | |
| 1360 | 23251ES717 | | PAVE MARK TY 1 TAPE X-WALK-6 IN | 263.00 | LF | | $ | |

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# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 1370 | 23261EC | | PAVE MARK-THERMO-X-WALK-24 IN | 350.00 | LF | | $ | |
| 1380 | 23265ES717 | | PAVE MARK TY 1 TAPE STOP BAR-24 IN | 25.00 | LF | | $ | |
| 1390 | 23270ES717 | | PAVE MARK TY 1 TAPE-CURV ARROW | 2.00 | EACH | | $ | |
| 1400 | 23314EC | | CONCRETE TRENCH | 1,612.00 | LF | | $ | |
| 1410 | 23607EC | | PAVE MARK THERMO-LANE REDUCTION ARROW | 21.00 | EACH | | $ | |
| 1420 | 23871EC | | PAVE STRIPE-WET REF TAPE-6 IN Y | 161.00 | LF | | $ | |
| 1430 | 23872EC | | PAVE STRIPE-WET REF TAPE-6 IN W | 399.00 | LF | | $ | |
| 1440 | 24280EC | | PAVE MARK THERMO CHEVRON-48 IN | 3,492.00 | LF | | $ | |
| 1450 | 24544EC | | REMOVE<br>REMOVE BARRIER WALL AND RAILING SYSTEM AND SOUND WALL | 4,049.00 | LF | | $ | |
| 1460 | 24596EN | | GRANULAR BACKFILL | 2,820.00 | CUYD | | $ | |
| 1470 | 24640ED | | OBJECT MARKER TYPE 1 | 11.00 | EACH | | $ | |
| 1480 | 24679ED | | PAVE MARK THERMO CHEVRON | 1,279.00 | SQFT | | $ | |
| 1490 | 24683ED | | PAVE MARKING-THERMO DOTTED LANE EXTEN | 294.00 | LF | | $ | |
| 1500 | 24689EC | | PAVE MARK THERMO-WRONG WAY ARROW | 14.00 | EACH | | $ | |
| 1510 | 24744ED | | GUARDRAIL CONN TO CONC MED BARR MOD-CR | 1.00 | EACH | | $ | |
| 1520 | 24899EC | | PAVE MARKING-THERMO ELONG ROUTE SHIELD | 18.00 | EACH | | $ | |
| 1530 | 25028ED | | RAIL SYSTEM SINGLE SLOPE - 40 IN<br>PRICE INCLUDES MOMENT SLAB FOR BARRIER | 8,545.00 | LF | | $ | |
| 1540 | 25078ED | | THRIE BEAM GUARDRAIL TRANSITION TL-3 | 10.00 | EACH | | $ | |
| 1550 | 25079ED | | THRIE BEAM GUARDRAIL TRANSITION TL-2 | 4.00 | EACH | | $ | |
| 1560 | 26146ES717 | | PAVE MARK TY 1 TAPE LANE REDUCTION ARROW | 1.00 | EACH | | $ | |
| 1570 | 26155EC | | PAVE MARK-THERMO POLY MOD LANE USE ARROW | 8.00 | EACH | | $ | |
| 1580 | 26156EC | | PAVE MARK-THERMO POLY MOD LANE COMBO ARR | 8.00 | EACH | | $ | |
| 1590 | 26164ES717 | | PAVE MARK TY 1 TAPE X-WALK-24 IN | 350.00 | LF | | $ | |
| 1600 | 26240EC | | PAVE STRIPE-WET REF CONT TAPE-6 IN W | 1,424.00 | LF | | $ | |
| 1610 | 26241EC | | PAVE STRIPE-WET REF CONT TAPE-6 IN Y | 712.00 | LF | | $ | |

## Section: 0003 - DRAINAGE

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 1620 | 00462 | | CULVERT PIPE-18 IN | 45.00 | LF | | $ | |
| 1630 | 00464 | | CULVERT PIPE-24 IN | 93.00 | LF | | $ | |
| 1640 | 00466 | | CULVERT PIPE-30 IN | 79.00 | LF | | $ | |
| 1650 | 00468 | | CULVERT PIPE-36 IN | 14.00 | LF | | $ | |
| 1660 | 00470 | | CULVERT PIPE-48 IN | 19.00 | LF | | $ | |
| 1670 | 00521 | | STORM SEWER PIPE-15 IN | 3,575.00 | LF | | $ | |
| 1680 | 00522 | | STORM SEWER PIPE-18 IN | 5,490.00 | LF | | $ | |
| 1690 | 00524 | | STORM SEWER PIPE-24 IN | 1,083.00 | LF | | $ | |
| 1700 | 00526 | | STORM SEWER PIPE-30 IN | 199.00 | LF | | $ | |
| 1710 | 00528 | | STORM SEWER PIPE-36 IN | 1,072.00 | LF | | $ | |
| 1720 | 00529 | | STORM SEWER PIPE-42 IN | 1,390.00 | LF | | $ | |

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# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 1730 | 00530 | | STORM SEWER PIPE-48 IN | 1,485.00 | LF | | $ | |
| 1740 | 00551 | | STORM SEWER PIPE-15 IN EQUIV | 30.00 | LF | | $ | |
| 1750 | 01001 | | PERFORATED PIPE-6 IN | 20,363.00 | LF | | $ | |
| 1760 | 01011 | | NON-PERFORATED PIPE-6 IN | 8,122.00 | LF | | $ | |
| 1770 | 01015 | | INSPECT & CERTIFY EDGE DRAIN SYSTEM | 1.00 | LS | | $ | |
| 1780 | 01025 | | PERF PIPE HEADWALL TY 2-6 IN | 12.00 | EACH | | $ | |
| 1790 | 01029 | | PERF PIPE HEADWALL TY 3-6 IN | 12.00 | EACH | | $ | |
| 1800 | 01033 | | PERF PIPE HEADWALL TY 4-6 IN | 8.00 | EACH | | $ | |
| 1810 | 01202 | | PIPE CULVERT HEADWALL-15 IN | 20.00 | EACH | | $ | |
| 1820 | 01204 | | PIPE CULVERT HEADWALL-18 IN | 20.00 | EACH | | $ | |
| 1830 | 01208 | | PIPE CULVERT HEADWALL-24 IN | 3.00 | EACH | | $ | |
| 1840 | 01210 | | PIPE CULVERT HEADWALL-30 IN | 1.00 | EACH | | $ | |
| 1850 | 01212 | | PIPE CULVERT HEADWALL-36 IN | 4.00 | EACH | | $ | |
| 1860 | 01441 | | SLOPED BOX INLET-OUTLET TYPE 2 | 2.00 | EACH | | $ | |
| 1870 | 01451 | | S & F BOX INLET-OUTLET-24 IN | 1.00 | EACH | | $ | |
| 1880 | 01456 | | CURB BOX INLET TYPE A | 19.00 | EACH | | $ | |
| 1890 | 01459 | | CURB BOX INLET TYPE A MOD | 8.00 | EACH | | $ | |
| 1900 | 01480 | | CURB BOX INLET TYPE B | 5.00 | EACH | | $ | |
| 1910 | 01484 | | CURB BOX INLET TYPE B-T | 1.00 | EACH | | $ | |
| 1920 | 01490 | | DROP BOX INLET TYPE 1 | 8.00 | EACH | | $ | |
| 1930 | 01491 | | DROP BOX INLET TYPE 1 MOD | 4.00 | EACH | | $ | |
| 1940 | 01494 | | DROP BOX INLET TYPE 2 MOD | 2.00 | EACH | | $ | |
| 1950 | 01496 | | DROP BOX INLET TYPE 3 | 1.00 | EACH | | $ | |
| 1960 | 01502 | | DROP BOX INLET TYPE 5A | 4.00 | EACH | | $ | |
| 1970 | 01542 | | DROP BOX INLET TYPE 10 MOD | 4.00 | EACH | | $ | |
| 1980 | 01544 | | DROP BOX INLET TYPE 11 | 2.00 | EACH | | $ | |
| 1990 | 01559 | | DROP BOX INLET TYPE 13G | 9.00 | EACH | | $ | |
| 2000 | 01568 | | DROP BOX INLET TYPE 13S | 4.00 | EACH | | $ | |
| 2010 | 01577 | | DROP BOX INLET TYPE 14 | 1.00 | EACH | | $ | |
| 2020 | 01580 | | DROP BOX INLET TYPE 15 | 2.00 | EACH | | $ | |
| 2030 | 01587 | | DROP BOX INLET TYPE 16S | 1.00 | EACH | | $ | |
| 2040 | 01597 | | CONC MED BARR BOX INLET TY A1 | 3.00 | EACH | | $ | |
| 2050 | 01598 | | CONC MED BARR BOX INLET TY B1 | 51.00 | EACH | | $ | |
| 2060 | 01623 | | CONC MED BARR BOX INLET TY B1 TL5 56 | 8.00 | EACH | | $ | |
| 2070 | 01624 | | CONC MED BARR BOX INLET TY B2 TL5 56 | 24.00 | EACH | | $ | |
| 2080 | 01626 | | CONC MED BARR BOX INLET TY A2 TL5 56 | 1.00 | EACH | | $ | |
| 2090 | 01650 | | JUNCTION BOX | 21.00 | EACH | | $ | |
| 2100 | 01720 | | RECONSTRUCT INLET | 2.00 | EACH | | $ | |
| 2110 | 01741 | | CORED HOLE DRAINAGE BOX CON-6 IN | 104.00 | EACH | | $ | |
| 2120 | 01756 | | MANHOLE TYPE A | 4.00 | EACH | | $ | |
| 2130 | 01768 | | MANHOLE TYPE C MOD | 1.00 | EACH | | $ | |
| 2140 | 02478 | | CAP INLET | 8.00 | SQYD | | $ | |
| 2150 | 02607 | | FABRIC-GEOTEXTILE CLASS 2 FOR PIPE | 19,992.00 | SQYD | $2.00 | $ | $39,984.00 |
| 2160 | 08100 | | CONCRETE-CLASS A | 31.00 | CUYD | | $ | |
| 2170 | 20571ES710 | | DROP BOX INLET TY 16G(MOD) | 4.00 | EACH | | $ | |
| 2180 | 21541NN | | CORED HOLE DRAINAGE BOX CON- 18 IN | 7.00 | EACH | | $ | |
| 2190 | 23074NN | | ADJUST DRAINAGE STRUCTURE | 3.00 | EACH | | $ | |
| 2200 | 23610NC | | CORED HOLE DRAINAGE BOX CON | 1.00 | EACH | | $ | |
| 2210 | 23952EC | | DRAINAGE JUNCTION BOX TY B | 3.00 | EACH | | $ | |
| 2220 | 24186EC | | BORE AND JACK PIPE-36 IN | 155.00 | LF | | $ | |

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2230 | 24814EC | | PIPELINE INSPECTION | 14,148.00 | LF | | $ | |

## Section: 0004 - BRIDGE

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2240 | 03299 | | ARMORED EDGE FOR CONCRETE | 256.00 | LF | | $ | |
| 2250 | 08472 | | EXPANSION DAM-4 IN NEOPRENE | 256.00 | LF | | $ | |

## Section: 0005 - BRIDGE- CULVERT - WESTPORT ROAD RAMP - DWG. 28945

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2260 | 02403 | | REMOVE CONCRETE MASONRY | 13.00 | CUYD | | $ | |
| 2270 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2280 | 08100 | | CONCRETE-CLASS A | 25.30 | CUYD | | $ | |
| 2290 | 08150 | | STEEL REINFORCEMENT | 2,523.00 | LB | | $ | |

## Section: 0006 - BRIDGE- CULVERT - I-71 NB RAMP - DWG. 28946

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2300 | 02403 | | REMOVE CONCRETE MASONRY | 12.00 | CUYD | | $ | |
| 2310 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2320 | 08100 | | CONCRETE-CLASS A | 26.40 | CUYD | | $ | |
| 2330 | 08150 | | STEEL REINFORCEMENT | 2,095.00 | LB | | $ | |
| 2340 | 23929EC | AA1 | LIGHTWEIGHT AGGREGATE FILL | 156.00 | CUYD | | $ | |
| 2350 | 23931EC | AA2 | EPS FOAM BLOCK | 2,524.00 | CUFT | | $ | |
| 2360 | 26145EC | AA2 | 4 IN CONCRETE LOAD DISTRIBUTOR | 94.00 | SQYD | | $ | |

## Section: 0007 - BRIDGE- CULVERT - I-264 - DWG. 28947

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2370 | 02223 | | GRANULAR EMBANKMENT | 70.00 | CUYD | | $ | |
| 2380 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2390 | 08100 | | CONCRETE-CLASS A | 50.10 | CUYD | | $ | |
| 2400 | 08150 | | STEEL REINFORCEMENT | 4,590.00 | LB | | $ | |

## Section: 0008 - BRIDGE- CULVERT - I-71 SB - DWG. 28948

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2410 | 02223 | | GRANULAR EMBANKMENT | 146.00 | CUYD | | $ | |
| 2420 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2430 | 08100 | | CONCRETE-CLASS A | 38.10 | CUYD | | $ | |
| 2440 | 08150 | | STEEL REINFORCEMENT (REVISED 3-12-25) | 4,340.00 | LB | | $ | |

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# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2450 | 23931EC | | EPS FOAM BLOCK | 36,830.00 | CUFT | | $ | |

## Section: 0009 - BRIDGE - I-71 SB - DWG. 28949

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2460 | 02231 | | STRUCTURE GRANULAR BACKFILL | 1,000.00 | CUYD | | $ | |
| 2470 | 03299 | | ARMORED EDGE FOR CONCRETE | 137.40 | LF | | $ | |
| 2480 | 08002 | | STRUCTURE EXCAV-SOLID ROCK | 395.00 | CUYD | | $ | |
| 2490 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2500 | 08100 | | CONCRETE-CLASS A | 201.00 | CUYD | | $ | |
| 2510 | 08104 | | CONCRETE-CLASS AA | 589.90 | CUYD | | $ | |
| 2520 | 08130 | | MECHANICAL REINF COUPLER #5 | 24.00 | EACH | | $ | |
| 2530 | 08134 | | MECHANICAL REINF COUPLER #9 | 32.00 | EACH | | $ | |
| 2540 | 08140 | | MECHANICAL REINF COUPLER #5 EPOXY COATED | 588.00 | EACH | | $ | |
| 2550 | 08150 | | STEEL REINFORCEMENT (REVISED 3-12-25) | 39,830.00 | LB | | $ | |
| 2560 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED (REVISED 3-12-25) | 87,460.00 | LB | | $ | |
| 2570 | 08160 | | STRUCTURAL STEEL 782,400 LBS | 1.00 | LS | | $ | |
| 2580 | 08170 | | SHEAR CONNECTORS 3720 EACH | 1.00 | LS | | $ | |
| 2590 | 20745ED | | ROCK SOUNDINGS | 128.00 | LF | | $ | |
| 2600 | 20746ED | | ROCK CORINGS | 302.00 | LF | | $ | |
| 2610 | 23378EC | | CONCRETE SEALING | 23,320.00 | SQFT | | $ | |
| 2620 | 25028ED | | RAIL SYSTEM SINGLE SLOPE - 40 IN | 394.80 | LF | | $ | |
| 2630 | 26172EC | | DRILLED SHAFT-36 IN SOLID ROCK | 112.00 | LF | | $ | |
| 2640 | 26173EC | | DRILLED SHAFT-42 IN COMMON | 80.00 | LF | | $ | |

## Section: 0010 - BRIDGE - US 42 - DWG. 28950

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2650 | 02231 | | STRUCTURE GRANULAR BACKFILL | 11,000.00 | CUYD | | $ | |
| 2660 | 02998 | | MASONRY COATING | 2,808.00 | SQYD | | $ | |
| 2670 | 03299 | | ARMORED EDGE FOR CONCRETE | 2,120.00 | LF | | $ | |
| 2680 | 08002 | | STRUCTURE EXCAV-SOLID ROCK | 127.00 | CUYD | | $ | |
| 2690 | 08003 | | FOUNDATION PREPARATION | 1.00 | LS | | $ | |
| 2700 | 08100 | | CONCRETE-CLASS A | 1,709.70 | CUYD | | $ | |
| 2710 | 08104 | | CONCRETE-CLASS AA | 1,064.30 | CUYD | | $ | |
| 2720 | 08140 | | MECHANICAL REINF COUPLER #5 EPOXY COATED | 86.00 | EACH | | $ | |
| 2730 | 08141 | | MECHANICAL REINF COUPLER #6 EPOXY COATED | 86.00 | EACH | | $ | |
| 2740 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED (REVISED 3-12-25) | 790,862.00 | LB | | $ | |
| 2750 | 08160 | | STRUCTURAL STEEL 29,904 LBS | 1.00 | LS | | $ | |
| 2760 | 08170 | | SHEAR CONNECTORS 804 EACH | 1.00 | LS | | $ | |

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2770 | 08500 | | APPROACH SLAB | 1,392.00 | SQYD | | $ | |
| 2780 | 08672 | | PRECAST PC BOX BEAM SB42 | 2,192.00 | LF | | $ | |
| 2790 | 08711 | | BRIDGE CHAIN LINK FENCE-6 FT | 216.00 | LF | | $ | |
| 2800 | 20745ED | | ROCK SOUNDINGS | 174.00 | LF | | $ | |
| 2810 | 20746ED | | ROCK CORINGS | 1,705.00 | LF | | $ | |
| 2820 | 23000EX | | DRILLED SHAFT-66 IN (ROCK) | 682.00 | LF | | $ | |
| 2830 | 23158ES505 | | DETECTABLE WARNINGS | 204.00 | SQFT | | $ | |
| 2840 | 23249EC | | DRILLED SHAFT-72 IN COMMON | 70.00 | LF | | $ | |
| 2850 | 23378EC | | CONCRETE SEALING | 26,613.00 | SQFT | | $ | |
| 2860 | 24405EC | | MECHANICAL REINF COUPLER #8-EPOXY COATED | 3.00 | EACH | | $ | |
| 2870 | 25027ED | | RAIL SYSTEM SINGLE SLOPE - 36 IN | 356.00 | LF | | $ | |
| 2880 | 25029ED | | STEEL HANDRAIL | 356.00 | LF | | $ | |
| 2890 | 25121EC | | MECHANICAL REINF COUPLER #10-EPOXY COAT | 52.00 | EACH | | $ | |

## Section: 0011 - BRIDGE- SOUND BARRIER WALLS - DWG. 28951

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2900 | 21590EN | | SOUND BARRIER WALL | 258,478.00 | SQFT | | $ | |
| 2910 | 23583EC | | DRILLED SHAFT-48 IN-COMMON | 10.00 | LF | | $ | |
| 2920 | 23584EC | | DRILLED SHAFT-42 IN-ROCK | 6.00 | LF | | $ | |
| 2930 | 26172EC | | DRILLED SHAFT-36 IN SOLID ROCK | 2,268.00 | LF | | $ | |
| 2940 | 26173EC | | DRILLED SHAFT-42 IN COMMON | 3,401.00 | LF | | $ | |

## Section: 0012 - SIGNING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 2950 | 01986 | | DELINEATOR FOR BARRIER WALL-B/Y | 50.00 | EACH | | $ | |
| 2960 | 04886 | | MESSENGER-15400 LB | 210.00 | LF | | $ | |
| 2970 | 04932 | | INSTALL STEEL STRAIN POLE | 4.00 | EACH | | $ | |
| 2980 | 06405 | | SBM ALUMINUM PANEL SIGNS | 11,360.00 | SQFT | | $ | |
| 2990 | 06406 | | SBM ALUM SHEET SIGNS .080 IN | 184.00 | SQFT | | $ | |
| 3000 | 06407 | | SBM ALUM SHEET SIGNS .125 IN | 1,614.00 | SQFT | | $ | |
| 3010 | 06410 | | STEEL POST TYPE 1 | 1,065.00 | LF | | $ | |
| 3020 | 06411 | | STEEL POST TYPE 2 | 2,640.00 | LF | | $ | |
| 3030 | 06412 | | STEEL POST MILE MARKERS | 12.00 | EACH | | $ | |
| 3040 | 06448 | | SIGN BRIDGE ATTACHMENT BRACKET | 4.00 | EACH | | $ | |
| 3050 | 06449 | | REM OVERHEAD SIGN SUPPORT STR | 8.00 | EACH | | $ | |
| 3060 | 06450 | | REM OVERHEAD STRUC CONC BASE | 16.00 | EACH | | $ | |
| 3070 | 06451 | | REMOVE SIGN SUPPORT BEAM | 105.00 | EACH | | $ | |
| 3080 | 06472 | | INSTALL SPAN MOUNTED SIGN | 3.00 | EACH | | $ | |
| 3090 | 06478 | | OSS GALV STEEL 75 FT TRUSS | 1.00 | EACH | | $ | |
| 3100 | 06480 | | OSS GALV STEEL 85 FT TRUSS | 4.00 | EACH | | $ | |
| 3110 | 06481 | | OSS GALV STEEL 90 FT TRUSS | 4.00 | EACH | | $ | |
| 3120 | 06482 | | OSS GALV STEEL 95 FT TRUSS | 1.00 | EACH | | $ | |
| 3130 | 06490 | | CLASS A CONCRETE FOR SIGNS | 650.00 | CUYD | | $ | |
| 3140 | 06491 | | STEEL REINFORCEMENT FOR SIGNS | 15,000.00 | LB | | $ | |

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 3150 | 06495 | | OSS GALV STEEL 125 FT TRUSS | 1.00 | EACH | | $ | |
| 3160 | 06498 | | OSS GALV STEEL 140 FT TRUSS | 1.00 | EACH | | $ | |
| 3170 | 06499 | | OSS GALV STEEL 160 FT TRUSS | 1.00 | EACH | | $ | |
| 3180 | 20419ND | | ROADWAY CROSS SECTION | 15.00 | EACH | | $ | |
| 3190 | 23157EN | | TRAFFIC SIGNAL POLE BASE | 16.00 | CUYD | | $ | |
| 3200 | 23639ED | | REM SIGN BRIDGE MOUNT ATTACHMENT | 1.00 | EACH | | $ | |
| 3210 | 24631EC | | BARCODE SIGN INVENTORY | 182.00 | EACH | | $ | |

## Section: 0013 - SIGNALIZATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 3220 | 04793 | | CONDUIT-1 1/4 IN | 80.00 | LF | | $ | |
| 3230 | 04795 | | CONDUIT-2 IN | 40.00 | LF | | $ | |
| 3240 | 04811 | | ELECTRICAL JUNCTION BOX TYPE B | 6.00 | EACH | | $ | |
| 3250 | 04820 | | TRENCHING AND BACKFILLING | 716.00 | LF | | $ | |
| 3260 | 04829 | | PIEZOELECTRIC SENSOR | 40.00 | EACH | | $ | |
| 3270 | 04830 | | LOOP WIRE | 8,392.00 | LF | | $ | |
| 3280 | 04845 | | CABLE-NO. 14/7C | 11,743.00 | LF | | $ | |
| 3290 | 04886 | | MESSENGER-15400 LB | 3,882.00 | LF | | $ | |
| 3300 | 04895 | | LOOP SAW SLOT AND FILL | 2,626.00 | LF | | $ | |
| 3310 | 04932 | | INSTALL STEEL STRAIN POLE | 16.00 | EACH | | $ | |
| 3320 | 04953 | | TEMP RELOCATION OF SIGNAL HEAD | 85.00 | EACH | | $ | |
| 3330 | 04960 | | REMOVE AND REPLACE SIDEWALK | 10.00 | SQYD | | $ | |
| 3340 | 06406 | | SBM ALUM SHEET SIGNS .080 IN | 77.00 | SQFT | | $ | |
| 3350 | 06472 | | INSTALL SPAN MOUNTED SIGN | 20.00 | EACH | | $ | |
| 3360 | 20093NS835 | | INSTALL PEDESTRIAN HEAD-LED | 28.00 | EACH | | $ | |
| 3370 | 20188NS835 | | INSTALL LED SIGNAL-3 SECTION | 37.00 | EACH | | $ | |
| 3380 | 20189NS835 | | INSTALL LED SIGNAL-5 SECTION | 3.00 | EACH | | $ | |
| 3390 | 20266ES835 | | INSTALL LED SIGNAL- 4 SECTION | 9.00 | EACH | | $ | |
| 3400 | 20359NN | | GALVANIZED STEEL CABINET | 6.00 | EACH | | $ | |
| 3410 | 20360ES818 | | WOOD POST | 12.00 | EACH | | $ | |
| 3420 | 20390NS835 | | INSTALL COORDINATING UNIT | 4.00 | EACH | | $ | |
| 3430 | 20391NS835 | | ELECTRICAL JUNCTION BOX TYPE A | 7.00 | EACH | | $ | |
| 3440 | 21743NN | | INSTALL PEDESTRIAN DETECTOR | 28.00 | EACH | | $ | |
| 3450 | 23157EN | | TRAFFIC SIGNAL POLE BASE | 71.00 | CUYD | | $ | |
| 3460 | 23222EC | | INSTALL SIGNAL PEDESTAL | 20.00 | EACH | | $ | |
| 3470 | 23235EC | | INSTALL PEDESTAL POST | 1.00 | EACH | | $ | |
| 3480 | 24900EC | | PVC CONDUIT-1 1/4 IN-SCHEDULE 80 | 276.00 | LF | | $ | |
| 3490 | 24901EC | | PVC CONDUIT-2 IN-SCHEDULE 80 | 635.00 | LF | | $ | |
| 3500 | 24908EC | | INSTALL SIGNAL CONTROLLER-TY ATC | 4.00 | EACH | | $ | |
| 3510 | 24955ED | | REMOVE SIGNAL EQUIPMENT | 5.00 | EACH | | $ | |
| 3520 | 26119EC | | INSTALL RADAR PRESENCE DETECTOR TYPE A | 15.00 | EACH | | $ | |
| 3530 | 26120EC | | INSTALL RADAR ADVANCE DETECTOR TYPE B | 1.00 | EACH | | $ | |

## Section: 0014 - LIGHTING

# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 3540 | 04700 | | POLE 30 FT MTG HT | 12.00 | EACH | | $ | |
| 3550 | 04701 | | POLE 40 FT MTG HT | 64.00 | EACH | | $ | |
| 3560 | 04721 | | BRACKET 6 FT | 1.00 | EACH | | $ | |
| 3570 | 04722 | | BRACKET 8 FT | 9.00 | EACH | | $ | |
| 3580 | 04723 | | BRACKET 10 FT | 6.00 | EACH | | $ | |
| 3590 | 04724 | | BRACKET 12 FT | 15.00 | EACH | | $ | |
| 3600 | 04725 | | BRACKET 15 FT | 13.00 | EACH | | $ | |
| 3610 | 04740 | | POLE BASE | 42.00 | EACH | | $ | |
| 3620 | 04741 | | POLE BASE IN MEDIAN WALL | 34.00 | EACH | | $ | |
| 3630 | 04750 | | TRANSFORMER BASE | 42.00 | EACH | | $ | |
| 3640 | 04780 | | FUSED CONNECTOR KIT | 168.00 | EACH | | $ | |
| 3650 | 04795 | | CONDUIT-2 IN | 1,800.00 | LF | | $ | |
| 3660 | 04820 | | TRENCHING AND BACKFILLING | 7,800.00 | LF | | $ | |
| 3670 | 04832 | | WIRE-NO. 12 | 10,500.00 | LF | | $ | |
| 3680 | 04833 | | WIRE-NO. 8 | 26,700.00 | LF | | $ | |
| 3690 | 04834 | | WIRE-NO. 6 | 26,200.00 | LF | | $ | |
| 3700 | 04835 | | WIRE-NO. 4 | 4,600.00 | LF | | $ | |
| 3710 | 04940 | | REMOVE LIGHTING | 1.00 | LS | | $ | |
| 3720 | 20391NS835 | | ELECTRICAL JUNCTION BOX TYPE A | 17.00 | EACH | | $ | |
| 3730 | 20392NS835 | | ELECTRICAL JUNCTION BOX TYPE C | 4.00 | EACH | | $ | |
| 3740 | 20410ED | | MAINTAIN LIGHTING | 1.00 | LS | | $ | |
| 3750 | 21543EN | | BORE AND JACK CONDUIT | 1,300.00 | LF | | $ | |
| 3760 | 24589ED | | LED LUMINAIRE | 107.00 | EACH | | $ | |
| 3770 | 24900EC | | PVC CONDUIT-1 1/4 IN-SCHEDULE 80 | 7,000.00 | LF | | $ | |
| 3780 | 24901EC | | PVC CONDUIT-2 IN-SCHEDULE 80 | 1,400.00 | LF | | $ | |
| 3790 | 24902EC | | PVC CONDUIT-3 IN-SCHEDULE 80 | 100.00 | LF | | $ | |

## Section: 0015 - WATERLINE

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 3800 | 00003 | | CRUSHED STONE BASE | 35.00 | TON | | $ | |
| 3810 | 00100 | | ASPHALT SEAL AGGREGATE | .09 | TON | | $ | |
| 3820 | 00103 | | ASPHALT SEAL COAT | .02 | TON | | $ | |
| 3830 | 00212 | | CL2 ASPH BASE 1.00D PG64-22 | 17.00 | TON | | $ | |
| 3840 | 00301 | | CL2 ASPH SURF 0.38D PG64-22 | 19.00 | TON | | $ | |
| 3850 | 02091 | | REMOVE PAVEMENT | 309.00 | SQYD | | $ | |
| 3860 | 02223 | | GRANULAR EMBANKMENT | 510.00 | CUYD | | $ | |
| 3870 | 02585 | | EDGE KEY | 40.00 | LF | | $ | |
| 3880 | 02602 | | FABRIC-GEOTEXTILE CLASS 1 | 625.00 | SQYD | | $ | |
| 3890 | 02676 | | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | | $ | |
| 3900 | 02677 | | ASPHALT PAVE MILLING & TEXTURING | 10.00 | TON | | $ | |
| 3910 | 02690 | | SAFELOADING | 5.00 | CUYD | | $ | |
| 3920 | 02701 | | TEMP SILT FENCE | 2,700.00 | LF | | $ | |
| 3930 | 02704 | | SILT TRAP TYPE B | 10.00 | EACH | | $ | |
| 3940 | 02705 | | SILT TRAP TYPE C | 5.00 | EACH | | $ | |
| 3950 | 02707 | | CLEAN SILT TRAP TYPE B | 10.00 | EACH | | $ | |
| 3960 | 02708 | | CLEAN SILT TRAP TYPE C | 5.00 | EACH | | $ | |
| 3970 | 02720 | | SIDEWALK-4 IN CONCRETE | 10.00 | SQYD | | $ | |

# PROPOSAL BID ITEMS



**Report Date** 3/12/25

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 3980 | 02721 | | REMOVE CONCRETE SIDEWALK | 10.00 | SQYD | | $ | |
| 3990 | 05952 | | TEMP MULCH | 2,750.00 | SQYD | | $ | |
| 4000 | 05953 | | TEMP SEEDING AND PROTECTION | 2,750.00 | SQYD | | $ | |
| 4010 | 05985 | | SEEDING AND PROTECTION | 6,350.00 | SQYD | | $ | |
| 4020 | 05990 | | SODDING | 2,158.00 | SQYD | | $ | |
| 4030 | 08100 | | CONCRETE-CLASS A | 2.50 | CUYD | | $ | |
| 4040 | 14009 | | W ENCASEMENT STEEL BORED RANGE 4 | 180.00 | LF | | $ | |
| 4050 | 14010 | | W ENCASEMENT STEEL BORED RANGE 5 | 355.00 | LF | | $ | |
| 4060 | 14016 | | W ENCASEMENT STEEL OPEN CUT RANGE 5 | 135.00 | LF | | $ | |
| 4070 | 14019 | | W FIRE HYDRANT ASSEMBLY | 8.00 | EACH | | $ | |
| 4080 | 14025 | | W METER 1 INCH | 7.00 | EACH | | $ | |
| 4090 | 14026 | | W METER 1-1/2 INCH | 2.00 | EACH | | $ | |
| 4100 | 14027 | | W METER 2 INCH | 1.00 | EACH | | $ | |
| 4110 | 14028 | | W METER 3/4 INCH | 9.00 | EACH | | $ | |
| 4120 | 14035 | | W PIPE DUCTILE IRON 04 INCH | 160.00 | LF | | $ | |
| 4130 | 14036 | | W PIPE DUCTILE IRON 06 INCH | 400.00 | LF | | $ | |
| 4140 | 14037 | | W PIPE DUCTILE IRON 08 INCH | 140.00 | LF | | $ | |
| 4150 | 14039 | | W PIPE DUCTILE IRON 12 INCH | 3,905.00 | LF | | $ | |
| 4160 | 14048 | | W PIPE DCTL IRON RSTRND JOINT 08 IN | 260.00 | LF | | $ | |
| 4170 | 14050 | | W PIPE DCTL IRON RSTRND JOINT 12 IN | 1,830.00 | LF | | $ | |
| 4180 | 14074 | | W PLUG EXISTING MAIN | 29.00 | EACH | | $ | |
| 4190 | 14077 | | W SERV PE/PLST LONG SIDE 1 IN | 1.00 | EACH | | $ | |
| 4200 | 14078 | | W SERV PE/PLST LONG SIDE 1-1/2 IN | 1.00 | EACH | | $ | |
| 4210 | 14080 | | W SERV PE/PLST LONG SIDE 3/4 IN | 6.00 | EACH | | $ | |
| 4220 | 14082 | | W SERV PE/PLST SHORT SIDE 1 IN | 6.00 | EACH | | $ | |
| 4230 | 14083 | | W SERV PE/PLST SHORT SIDE 1-1/2 IN | 1.00 | EACH | | $ | |
| 4240 | 14084 | | W SERV PE/PLST SHORT SIDE 2 IN | 1.00 | EACH | | $ | |
| 4250 | 14085 | | W SERV PE/PLST SHORT SIDE 3/4 IN | 3.00 | EACH | | $ | |
| 4260 | 14086 | | W SERVICE SPECIAL | 21.00 | EACH | | $ | |
| 4270 | 14094 | | W TIE-IN 06 INCH | 6.00 | EACH | | $ | |
| 4280 | 14095 | | W TIE-IN 08 INCH | 4.00 | EACH | | $ | |
| 4290 | 14097 | | W TIE-IN 12 INCH | 9.00 | EACH | | $ | |
| 4300 | 14104 | | W VALVE 04 INCH | 1.00 | EACH | | $ | |
| 4310 | 14105 | | W VALVE 06 INCH | 3.00 | EACH | | $ | |
| 4320 | 14106 | | W VALVE 08 INCH | 6.00 | EACH | | $ | |
| 4330 | 14108 | | W VALVE 12 INCH | 28.00 | EACH | | $ | |
| 4340 | 14182 | | W METER 5/8 INCH | 14.00 | EACH | | $ | |
| 4350 | 20550ND | | SAWCUT PAVEMENT | 139.00 | LF | | $ | |
| 4360 | 24970EC | | ASPHALT MATERIAL FOR TACK NON-TRACKING | .09 | TON | | $ | |

## Section: 0016 - TRAINEES

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 4370 | 02742 | | TRAINEE PAYMENT REIMBURSEMENT GROUP 2, 3, 4 OPERATOR | 1,400.00 | HOUR | | $ | |
| 4380 | 02742 | | TRAINEE PAYMENT REIMBURSEMENT GROUP 2, 3, 4 OPERATOR | 1,400.00 | HOUR | | $ | |

251007

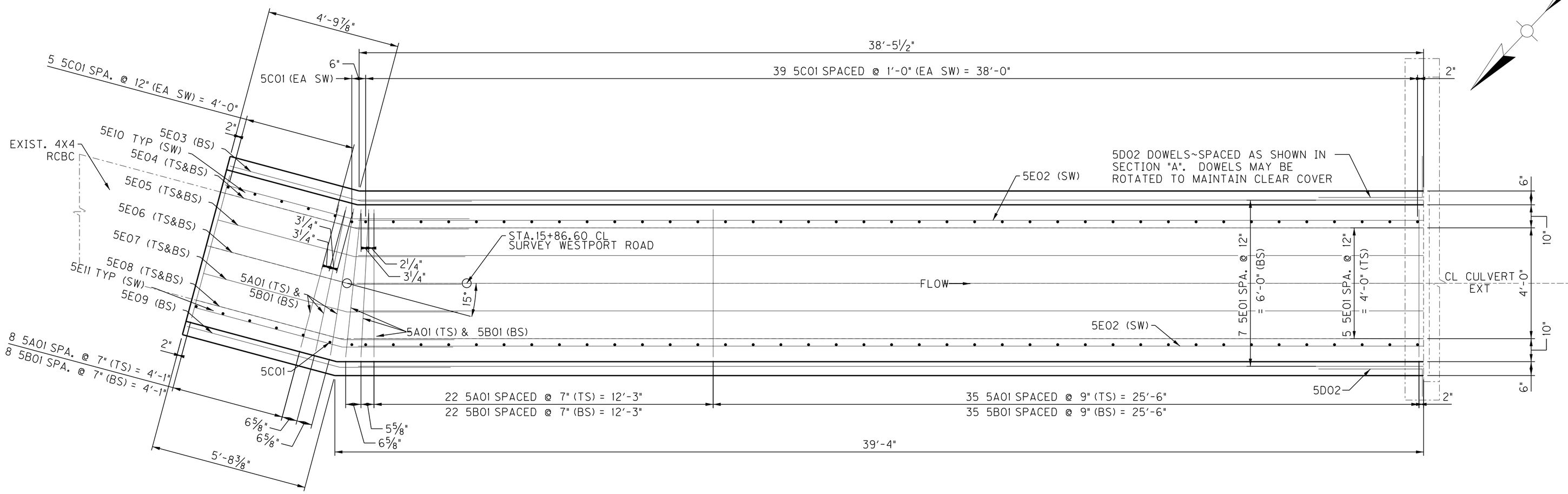
# PROPOSAL BID ITEMS



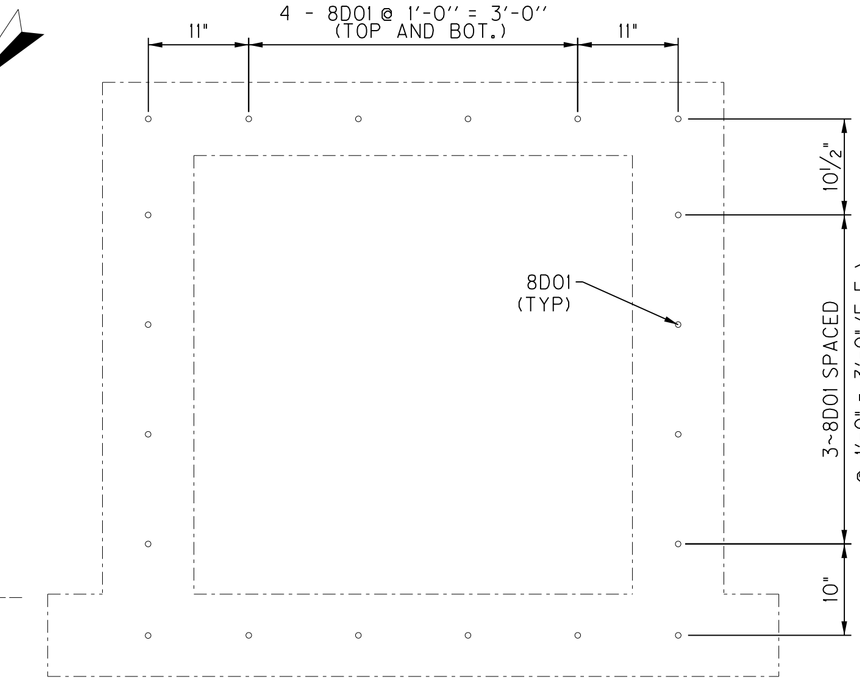
**Report Date** 3/12/25

## Section: 0017 - DEMOBILIZATION &/OR MOBILIZATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| **4390** | **02568** | | **MOBILIZATION** | **1.00** | **LS** | | **$** | |
| **4400** | **02569** | | **DEMOBILIZATION** | **1.00** | **LS** | | **$** | |

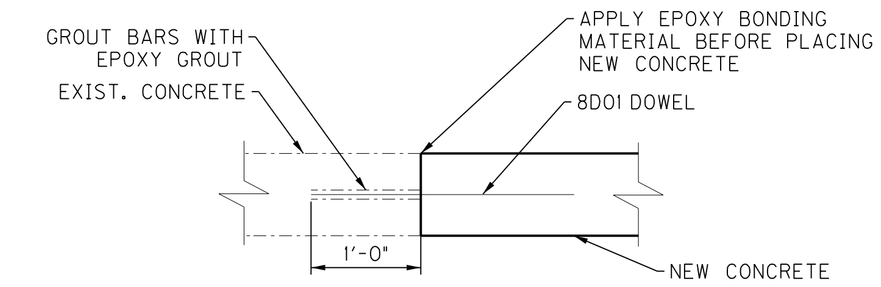



## PLAN – OUTLET EXTENSION



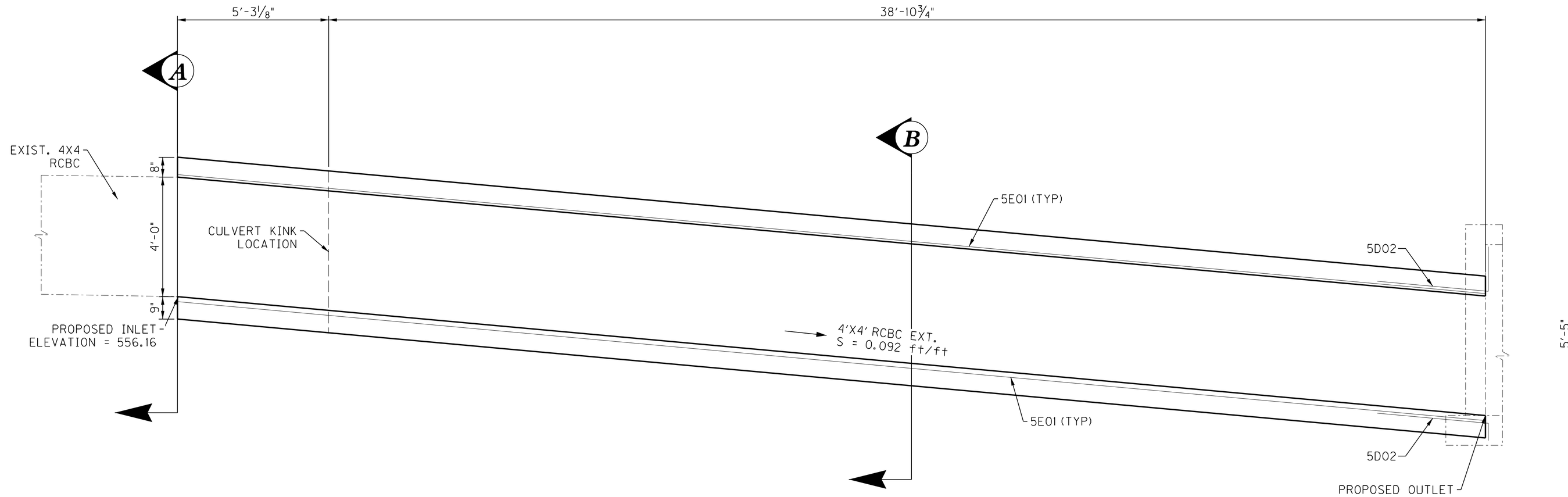

## SECTION A – DOWEL DETAIL

(SEE NOTES ON SHEET S02)




## DOWEL BAR DETAIL

NOTE: THE COST OF DRILLING HOLES, GROUTING, AND EPOXY BONDING MATERIAL SHALL BE INCIDENTAL TO THE COST OF CLASS "A" CONCRETE.

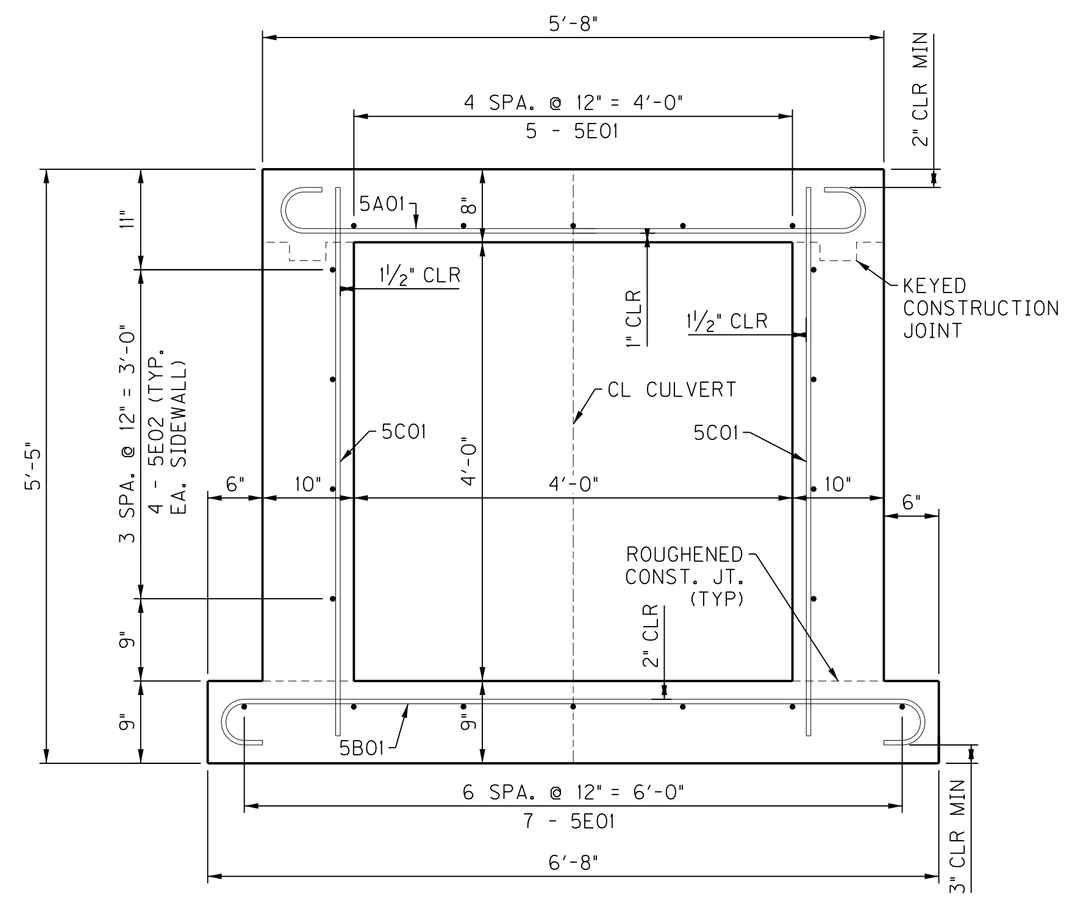



## SECTION ALONG CL CULVERT EXTENSION

DIMENSIONED ALONG CL OF CULVERT

WEEPHOLES

CONTRARY TO SECTION 610.03.03 OF THE KYTC CONSTRUCTION SPECIFICATIONS 4"Ø WEEPHOLES SHALL BE PLACED IN THE BARREL 6" ABOVE THE FLOWLINE AT 8'-0" +/- C. to C.




MINIMUM LAP SPLICES

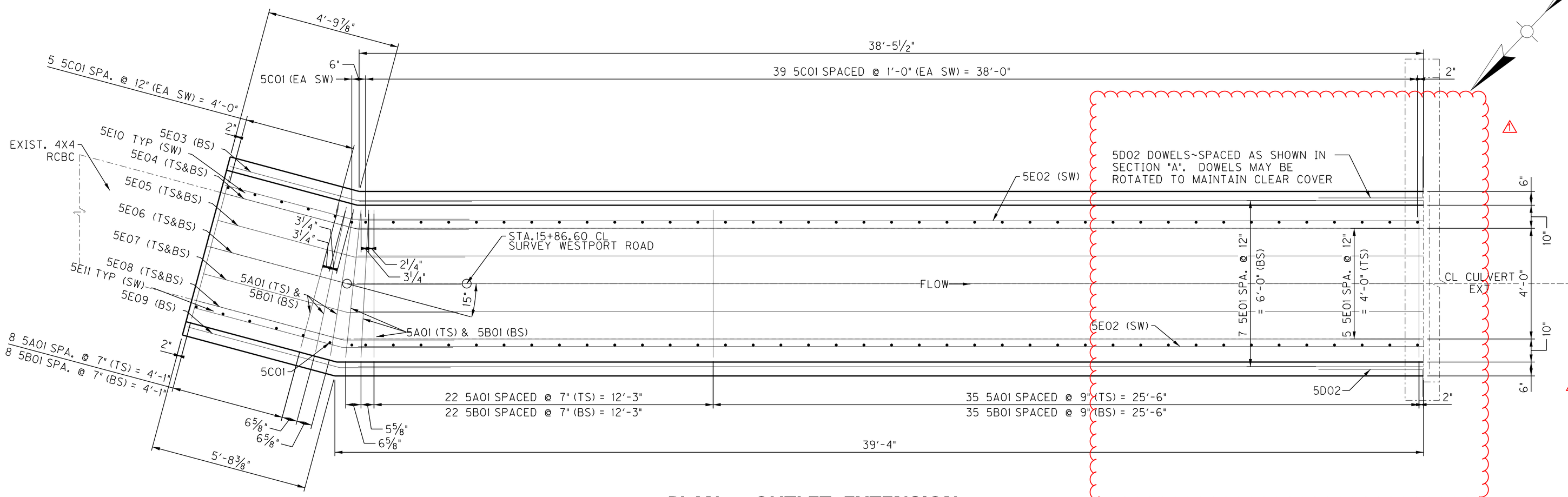
#5 BARS - 3'-0"

## SECTION B – TYPICAL BARREL SECTION

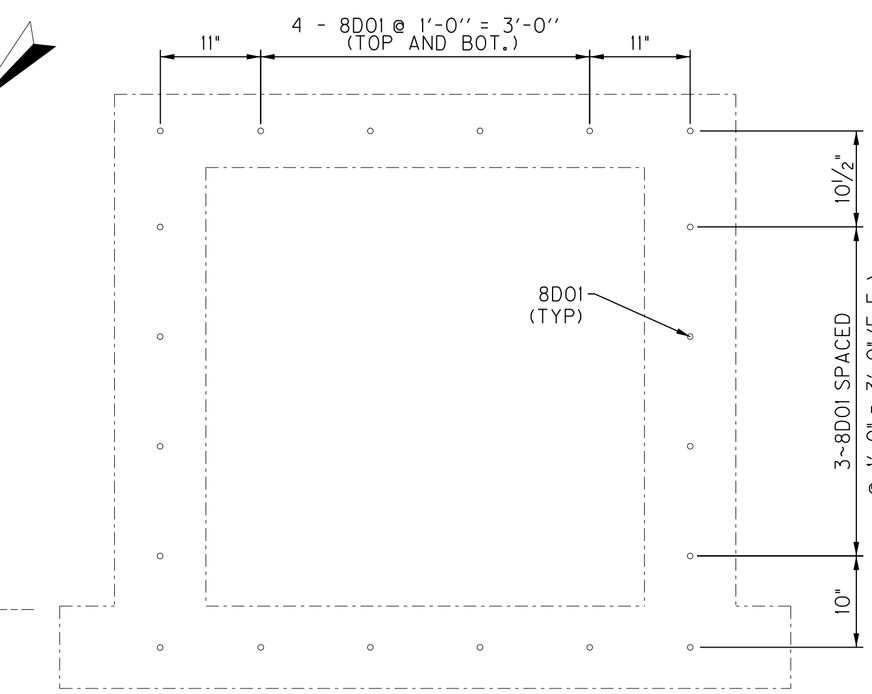
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS<br>TEAM KENTUCKY | REVISION | DATE | PREPARED BY<br>Palmer ENGINEERING | DATE: JANUARY, 2025 | CHECKED BY | *GENERAL PLAN AND BARREL SECTION* | ROUTE | ITEM NO. | COUNTY OF |
| | | | | DESIGNED BY: S.A. SERGENT | A. J. PERKINS | | WESTPORT RD RAMP | 5-0804.00 | JEFFERSON |
| | | | | DETAILED BY: J.P. MURRIN | S. A. SERGENT | CROSSING<br>4'x4' RCBC EXT. WESTPORT RD. RAMP @ STA. 15+87 | | SHEET NO.<br>S03 | DRAWING NUMBER<br>28945 |

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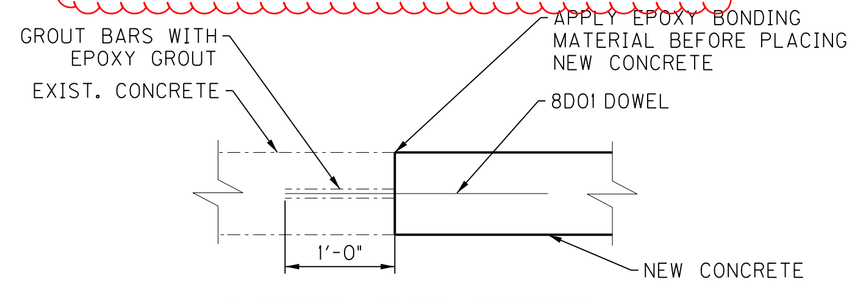



## PLAN – OUTLET EXTENSION



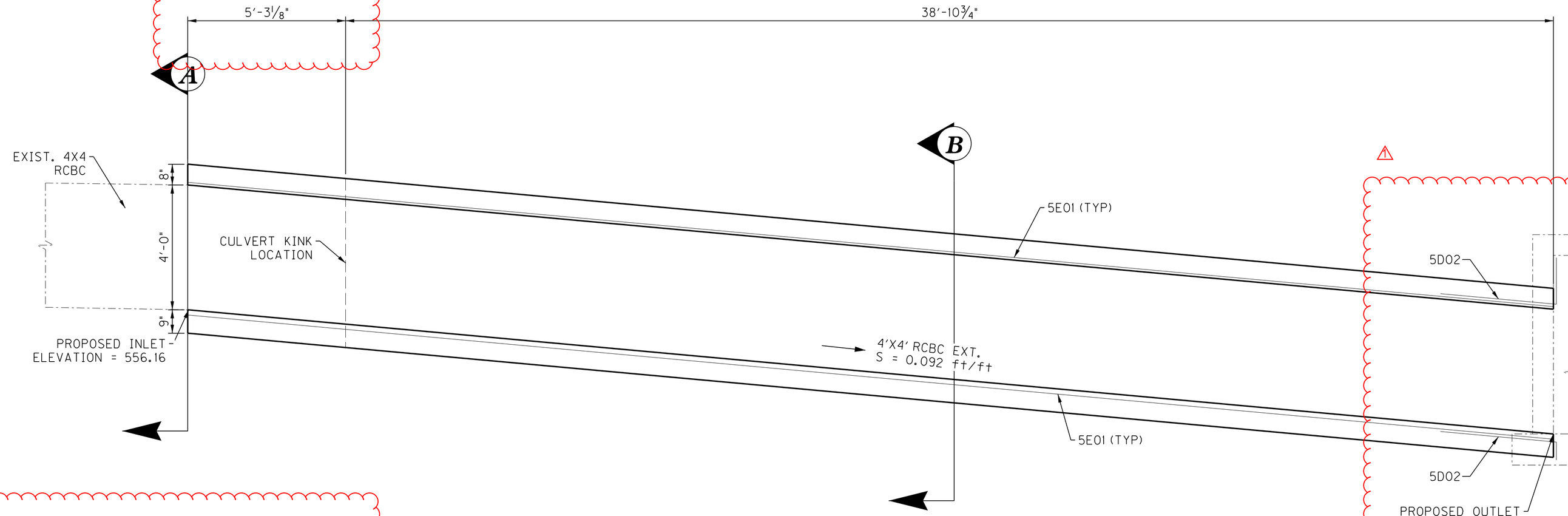

## SECTION A – DOWEL DETAIL

(SEE NOTES ON SHEET S02)




## DOWEL BAR DETAIL

NOTE: THE COST OF DRILLING HOLES, GROUTING, AND EPOXY BONDING MATERIAL SHALL BE INCIDENTAL TO THE COST OF CLASS "A" CONCRETE.

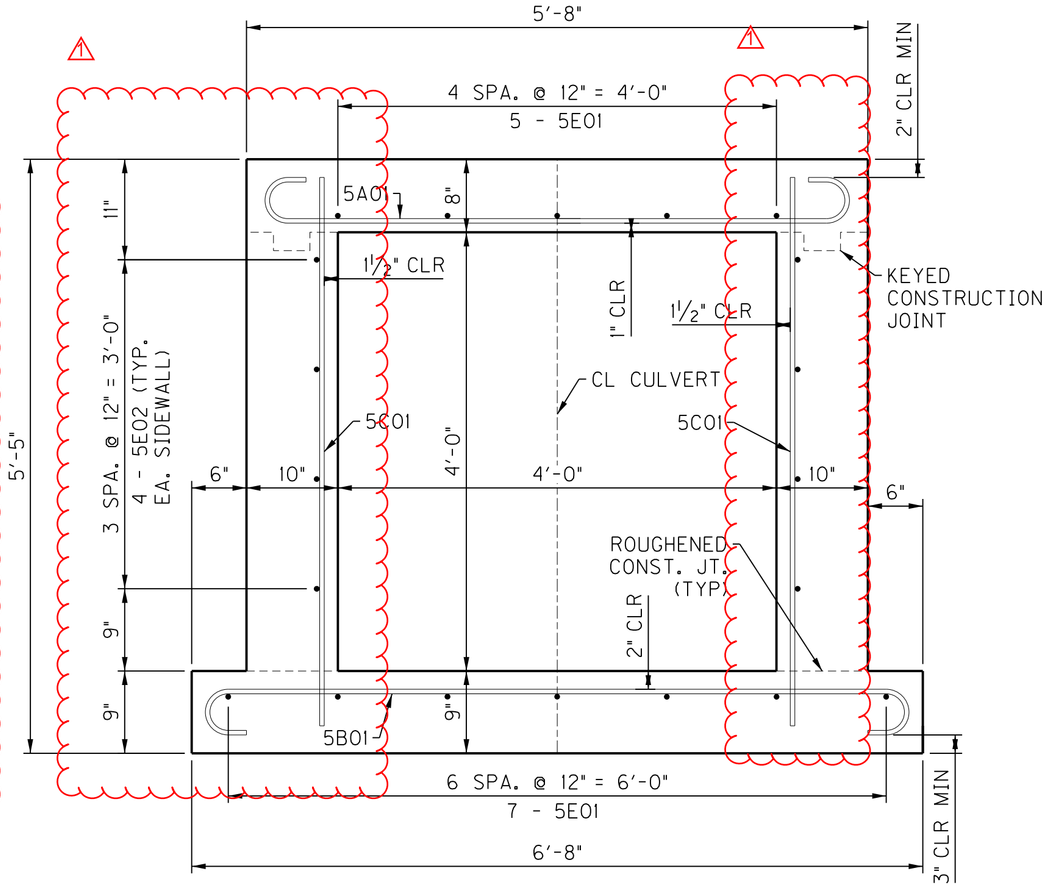



WEEPHOLES

CONTRARY TO SECTION 610.03.03 OF THE KYTC CONSTRUCTION SPECIFICATIONS 4"Ø WEEPHOLES SHALL BE PLACED IN THE BARREL 6" ABOVE THE FLOWLINE AT 8'-0" +/- C. to C.

## SECTION ALONG CL CULVERT EXTENSION

DIMENSIONED ALONG CL OF CULVERT




MINIMUM LAP SPLICES

#5 BARS - 3'-0"

## SECTION B – TYPICAL BARREL SECTION

| REVISION | DATE |
|---|---|
| ⚠ WEEPHOLES AND DOWELS | 3/07/25 |
| | |
| | |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | S.A. SERGENT | A. J. PERKINS | |
| DETAILED BY: | J.P. MURRIN | S. A. SERGENT | |

*GENERAL PLAN AND BARREL SECTION*

CROSSING: 4'x4' RCBC EXT. WESTPORT RD. RAMP @ STA. 15+87

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| WESTPORT RD RAMP | 5-0804.00 | JEFFERSON |
| | SHEET NO. S03 | DRAWING NUMBER 28945 |

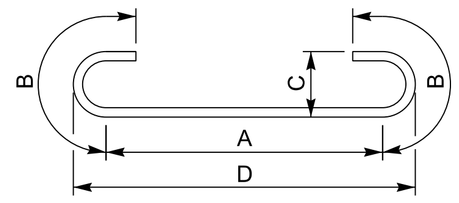
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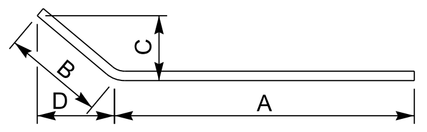
# BILL OF REINFORCEMENT

| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 5A01 | 1 | 69 | # 5 | 6'-7" | TOP SLAB | 4'-11" | 0'-9 7/8" | 0'-5" | 5'-4" | |
| | | | | | | | | | | |
| 5B01 | 1 | 69 | # 5 | 7'-8" | BOTTOM SLAB | 6'-0" | 0'-9 7/8" | 0'-5" | 6'-4" | |
| | | | | | | | | | | |
| 5C01 | STR. | 91 | # 5 | 5'-0" | SIDEWALL | | | | | |
| | | | | | | | | | | |
| 5E01 | STR. | 12 | # 5 | 38'-6" | BARREL | | | | | |
| 5E02 | STR. | 8 | # 5 | 38'-6" | BARREL | | | | | |
| 5E03 | 8 | 1 | # 5 | 8'-11" | BARREL | 4'-11" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E04 | 8 | 2 | # 5 | 9'-1" | BARREL | 5'-0 3/4" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E05 | 8 | 2 | # 5 | 9'-2" | BARREL | 5'-2 3/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E06 | 8 | 2 | # 5 | 9'-4" | BARREL | 5'-3 7/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E07 | 8 | 2 | # 5 | 9'-6" | BARREL | 5'-5 1/2" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E08 | 8 | 2 | # 5 | 9'-7" | BARREL | 5'-7" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E09 | 8 | 1 | # 5 | 9'-9" | BARREL | 5'-8 5/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E08 | 8 | 2 | # 5 | 9'-7" | BARREL | 5'-7" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E09 | 8 | 1 | # 5 | 9'-9" | BARREL | 5'-8 5/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E10 | 8 | 4 | # 5 | 8'-9" | BARREL | 4'-9" | 4'-0" | 1'-11 1/8" | 4'-1 1/4" | |
| 5E11 | 8 | 4 | # 5 | 9'-7" | BARREL | 5'-7 3/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| ✳ 8D01 | STR. | 20 | # 8 | 2'-0" | DOWELS | | | | | |
| ✳ 5D02 | 5 | 20 | #5 | 5'-3" | MANHOLE DOWELS | 3'-9" | 1'-6" | | | |

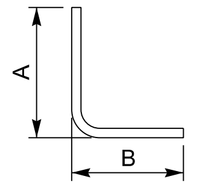
✳ 8D01 AND 5D02 DOWEL BARS SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.



TYPE 1



TYPE 8



TYPE 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | A. J. PERKINS | S. A. SERGENT | |
| DETAILED BY: | J.P. MURRIN | S. A. SERGENT | |

*BILL OF REINFORCEMENT*

CROSSING
4'x4' RCBC EXT. WESTPORT RD. RAMP @ STA. 15+87

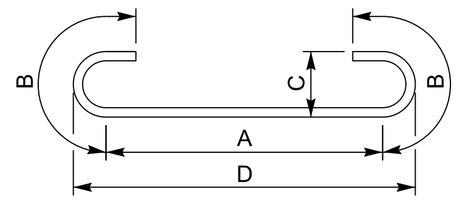
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| WESTPORT RD RAMP | 5-0804.00 | JEFFERSON |
| | SHEET NO. S04 | DRAWING NUMBER 28945 |

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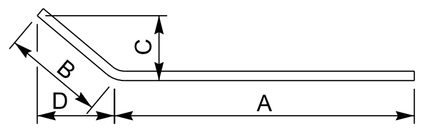
# BILL OF REINFORCEMENT

| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 5A01 | 1 | 69 | # 5 | 6'-7" | TOP SLAB | 4'-11" | 0'-9 7/8" | 0'-5" | 5'-4" | |
| 5B01 | 1 | 69 | # 5 | 7'-8" | BOTTOM SLAB | 6'-0" | 0'-9 7/8" | 0'-5" | 6'-4" | |
| 5C01 | STR. | 91 | # 5 | 5'-0" | SIDEWALL | | | | | |
| 5E01 | STR. | 12 | # 5 | 38'-6" | BARREL | | | | | |
| 5E02 | STR. | 8 | # 5 | 38'-6" | BARREL | | | | | |
| 5E03 | 8 | 1 | # 5 | 8'-11" | BARREL | 4'-11" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E04 | 8 | 2 | # 5 | 9'-1" | BARREL | 5'-0 3/4" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E05 | 8 | 2 | # 5 | 9'-2" | BARREL | 5'-2 3/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E06 | 8 | 2 | # 5 | 9'-4" | BARREL | 5'-3 7/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E07 | 8 | 2 | # 5 | 9'-6" | BARREL | 5'-5 1/2" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E08 | 8 | 2 | # 5 | 9'-7" | BARREL | 5'-7" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E09 | 8 | 1 | # 5 | 9'-9" | BARREL | 5'-8 5/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E08 | 8 | 2 | # 5 | 9'-7" | BARREL | 5'-7" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E09 | 8 | 1 | # 5 | 9'-9" | BARREL | 5'-8 5/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| 5E10 | 8 | 4 | # 5 | 8'-9" | BARREL | 4'-9" | 4'-0" | 1'-11 1/8" | 4'-1 1/4" | |
| 5E11 | 8 | 4 | # 5 | 9'-7" | BARREL | 5'-7 3/8" | 4'-0" | 1'-0 3/8" | 3'-10 3/8" | |
| ✳ 8D01 | STR. | 20 | # 8 | 2'-0" | DOWELS | | | | | |
| ✳ 5D02 | 5 | 20 | #5 | 5'-3" | MANHOLE DOWELS | 3'-9" | 1'-6" | | | |

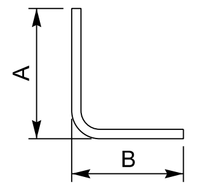
⚠ ✳ 8D01 AND 5D02 DOWEL BARS SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.



TYPE 1



TYPE 8



TYPE 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ ADDED BAR CALLOUT | 3/07/25 |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

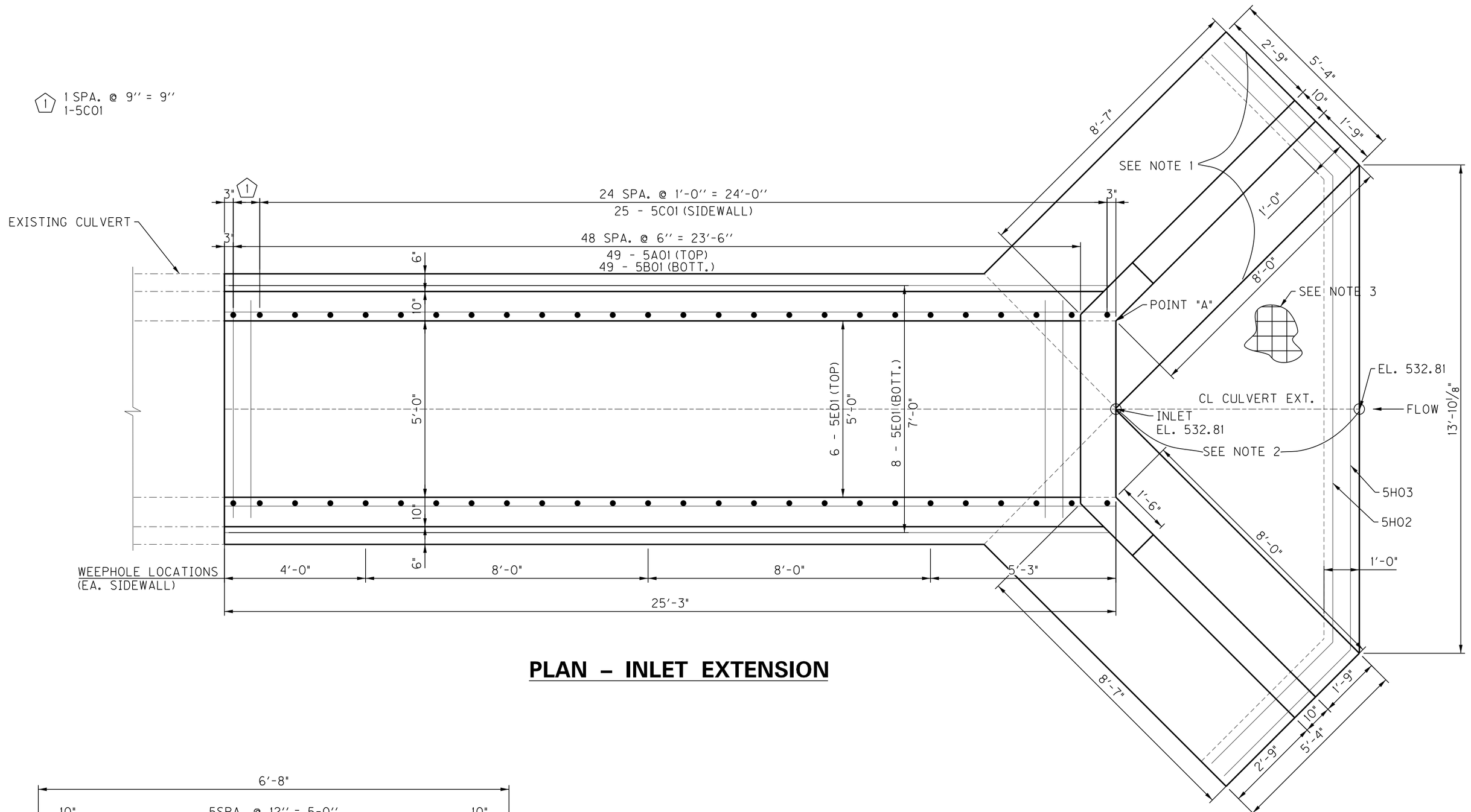
| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | A. J. PERKINS | S. A. SERGENT | |
| DETAILED BY: | J.P. MURRIN | S. A. SERGENT | |

*BILL OF REINFORCEMENT*

CROSSING
4'x4' RCBC EXT. WESTPORT RD. RAMP @ STA. 15+87

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| WESTPORT RD RAMP | 5-0804.00 | JEFFERSON |
| | SHEET NO. S04 | DRAWING NUMBER 28945 |

...\4x4_S04_BILL OF REINFORCEMENT_REV_1.dgn
05:27 PM on 03\07\2025



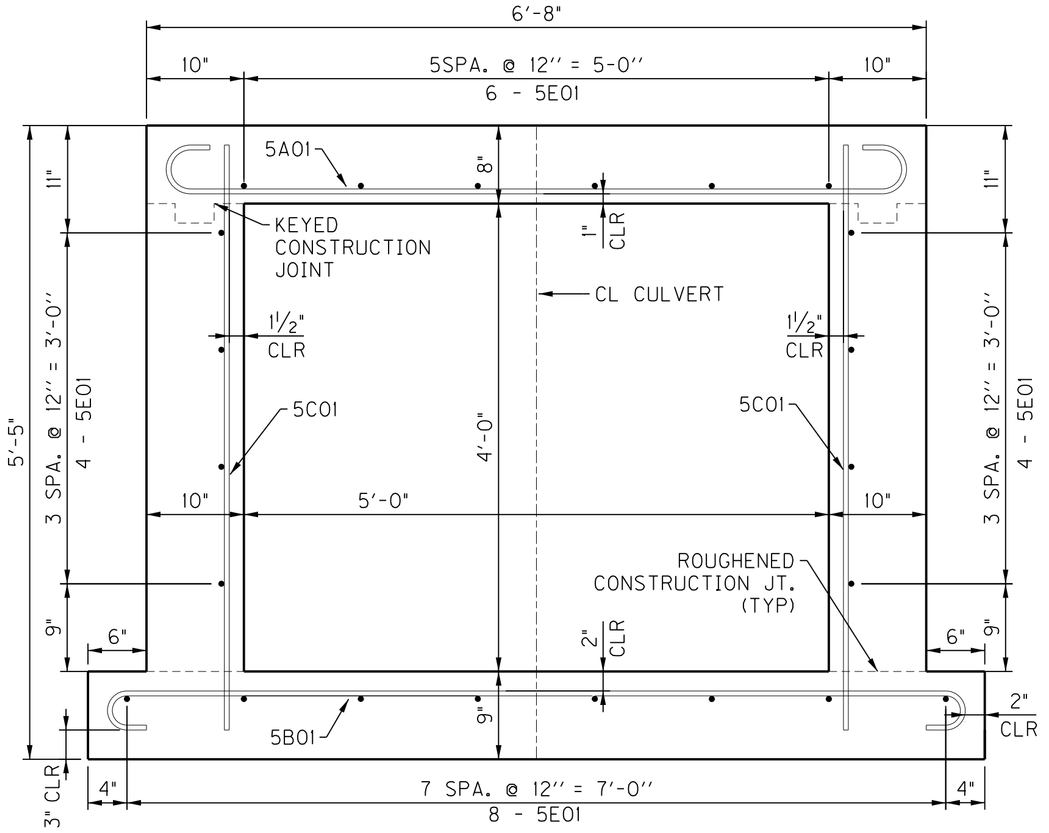

## PLAN – INLET EXTENSION

NOTES:

1. FOOTING SHALL BE HORIZONTAL BETWEEN THESE LINES ELEVATION OF THE TOP OF FOOTING SHALL BE THE SAME AS THE TOP OF THE BOTTOM SLAB AT POINT A.
2. TOP OF PAVING BETWEEN THESE LINES SHALL BE THE SAME AS THE ELEVATION OF THE TOP OF THE BOTTOM SLAB AT POINT "A".
3. SEE GENERAL NOTES FOR PAVED FLOWLINE REINFORCING.

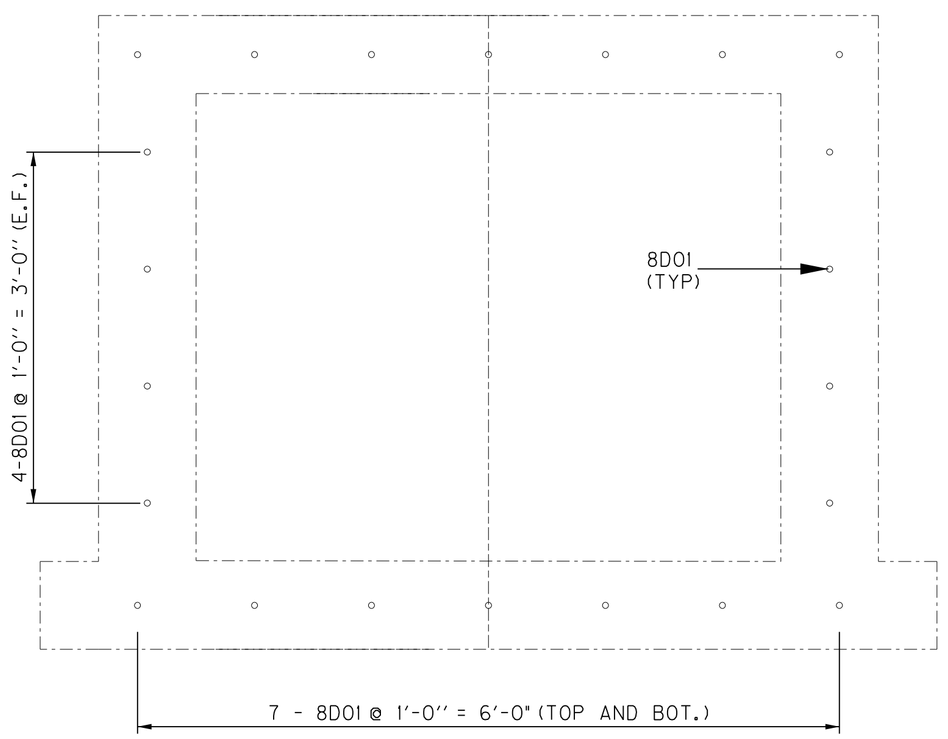
WEEPHOLES

CONTRARY TO SECTION 610.03.03 OF THE KYTC CONSTRUCTION SPECIFICATIONS 4"Ø WEEPHOLES SHALL BE PLACED IN THE BARREL 6" ABOVE THE FLOWLINE AT THE LOCATIONS NOTED ON THIS SHEET.

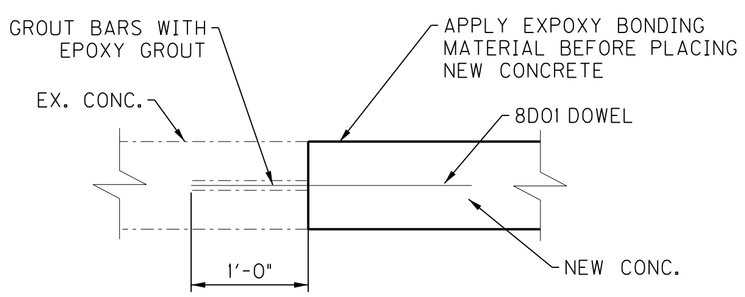



## TYPICAL BARREL SECTION

LOOKING INLET TO OUTLET




## DOWEL DETAIL




## DOWEL BAR DETAIL

NOTE: THE COST OF DRILLING HOLES, GROUTING, AND EPOXY BONDING MATERIAL SHALL BE INCIDENTAL TO THE COST OF CLASS "A" CONCRETE.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

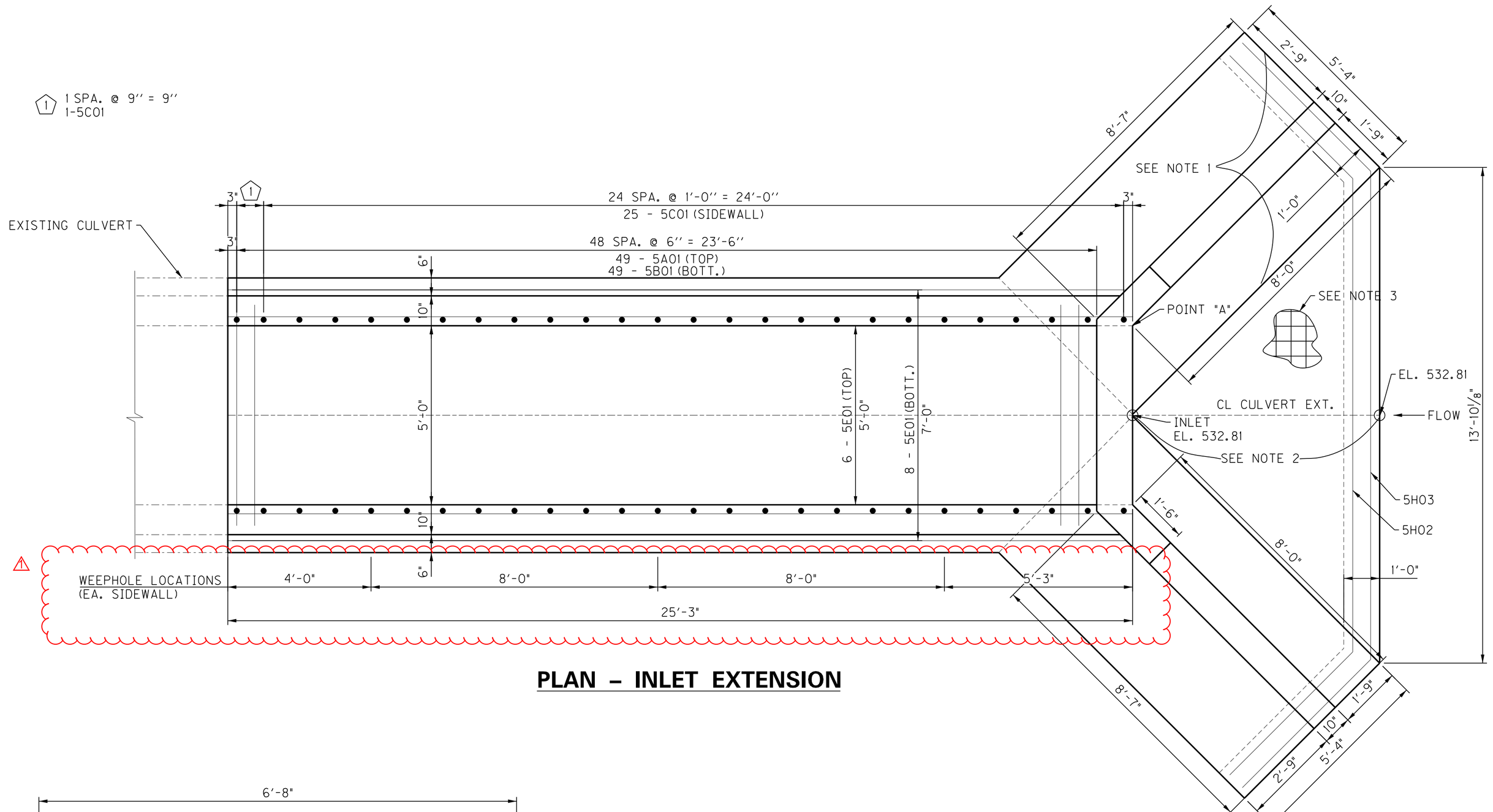
| | | | |
|---|---|---|---|
| DATE: | FEBRUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | S. A. SERGENT | A. J. PERKINS | |
| DETAILED BY: | J.F. RODRIGUEZ | S. A. SERGENT | |

*GENERAL PLAN AND BARREL DETAILS*

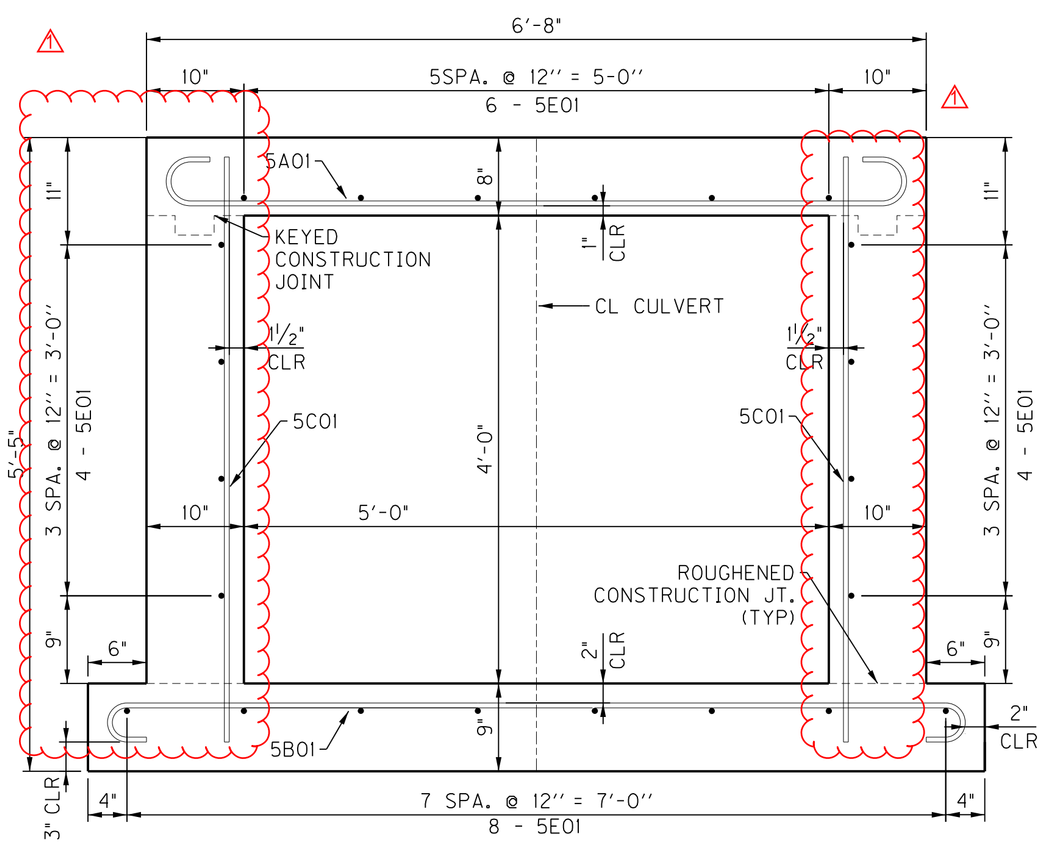
CROSSING
5'x4' RCBC EXT. I-264 TO I-71 NB RAMP @ STA. 85+73

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-0804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S03 | 28946 |

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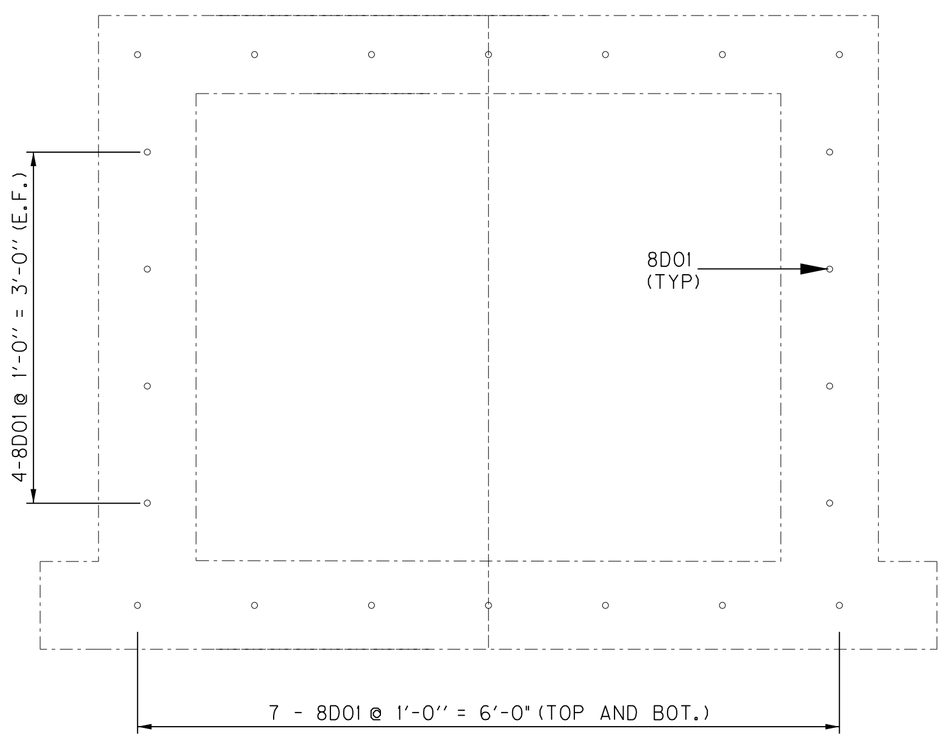



## PLAN – INLET EXTENSION




## TYPICAL BARREL SECTION

LOOKING INLET TO OUTLET



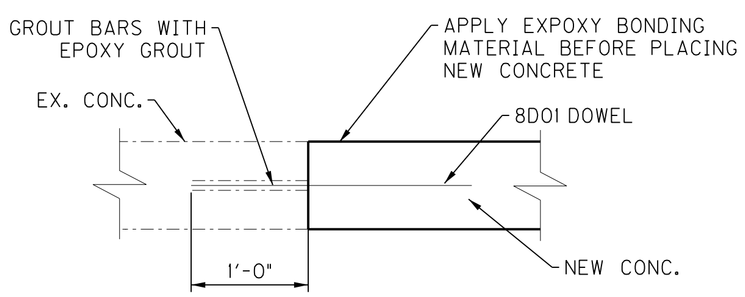

## DOWEL DETAIL

NOTES:

1. FOOTING SHALL BE HORIZONTAL BETWEEN THESE LINES ELEVATION OF THE TOP OF FOOTING SHALL BE THE SAME AS THE TOP OF THE BOTTOM SLAB AT POINT A.
2. TOP OF PAVING BETWEEN THESE LINES SHALL BE THE SAME AS THE ELEVATION OF THE TOP OF THE BOTTOM SLAB AT POINT "A".
3. SEE GENERAL NOTES FOR PAVED FLOWLINE REINFORCING.

WEEPHOLES

CONTRARY TO SECTION 610.03.03 OF THE KYTC CONSTRUCTION SPECIFICATIONS 4"Ø WEEPHOLES SHALL BE PLACED IN THE BARREL 6" ABOVE THE FLOWLINE AT THE LOCATIONS NOTED ON THIS SHEET.




## DOWEL BAR DETAIL

NOTE: THE COST OF DRILLING HOLES, GROUTING, AND EPOXY BONDING MATERIAL SHALL BE INCIDENTAL TO THE COST OF CLASS "A" CONCRETE.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

| REVISION | DATE |
|---|---|
| ⚠ WEEP HOLES | 3/07/25 |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | FEBRUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | S. A. SERGENT | A. J. PERKINS | |
| DETAILED BY: | J.F. RODRIGUEZ | S. A. SERGENT | |

*GENERAL PLAN AND BARREL DETAILS*

CROSSING
5'x4' RCBC EXT. I-264 TO I-71 NB RAMP @ STA. 85+73

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-0804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S03 | 28946 |

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03:51 PM on 03\06\2025

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-264
# OVER UNNAMED BRANCH
# STA. 5142+47.38

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | BID ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 08100 | CLASS "A" CONCRETE | 50.1 | CY |
| 08150 | STEEL REINFORCEMENT | 4590 | LB |
| 08003 | FOUNDATION PREPARATION | 1 | LS |
| 02223 | GRANULAR EMBANKMENT | 70 | CY |
| | | | |

SPECIFICATIONS:
REFERENCES TO THE SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFCATIONS FOR ROAD AND BRIDGE CONSTRUCTION INCLUDING ANY CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, CURRENT EDITION.

DESIGN LOAD:
CULVERT SLABS ARE DESIGNED IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS. ASSUMED UNIT WEIGHT OF BACKFILL IS 120 POUNDS PER CUBIC FOOT. LIVE LOAD IS THE KY HL-93. THE KY HL-93 LIVE LOAD IS ARRIVED AT BY INCREASING THE STANDARD HL-93 TRUCK AND LANE LOADS AS SPECIFIED IN THE AASHTO SPECIFICATIONS BY 25%.

DESIGN METHOD:
ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED IN ACCORDANCE WITH THE 9th EDITION AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

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

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

MATERIALS DESIGN SPECIFICATIONS:
FOR CLASS "A" REINFORCED CONCRETE F'C = 3,500 PSI
FOR STEEL REINFORCEMENT FY = 60,000 PSI

DIMENSIONS:
DIMENSIONS ARE FOR A NORMAL TEMPERATURE OF 60 DEGREES FAHRENHEIT. LAYOUT DIMENSIONS ARE HORIZONTAL MEASUREMENTS.

CONCRETE:
CLASS "A" CONCRETE SHALL BE USED THROUGHOUT.

CONSTRUCTION JOINTS:
VERTICAL CONSTRUCTION JOINTS SHALL BE LOCATED IN THE FIELD EXCEPT THAT NO JOINT SHALL BE LOCATED IN THE BARREL WITHIN SIX FEET OF THE END OF THE CULVERT.

FOOTING PRESSURE:
FOUNDATION MATERIALS ARE REQUIRED TO RESIST A MAXIMUM BEARING PRESSURE OF 2.4 KSF AT THE AASHTO SERVICE 1 LIMIT STATE.

FLOW LINE REINFORCEMENT:
CONSTRUCT THE 6-INCH PAVED FLOWLINE USING #4 REINFORCEMENT AT 18-INCH CENTERS IN EACH DIRECTION OR AN EQUIVALENT AREA OF WELDED DEFORMED STEEL FABRIC. EXTEND THE BARS A MINIMUM OF 12 INCHES INTO WING FOOTINGS AND/OR THE BOTTOM SLAB. INCLUDE THE COST OF THIS REINFORCEMENT IN THE BID FOR CONCRETE, CLASS "A".

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

FOUNDATION NOTE:
ANY BEDROCK OR BOULDERS ENCOUNTERED WITHIN TWO FEET OF THE BOTTOM OF THE CULVERT SLAB MUST BE EXCAVATED AND BACKFILLED WITH PROPERLY COMPACTED SOIL TO THE BASE OF SLAB.

GRANULAR REPLACEMENT MATERIAL SHALL CONSIST OF "GRANULAR EMBANKMENT", NON-ERODIBLE ONLY, MEETING THE MATERIAL REQUIREMENTS OF SECTION 805 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION. CONTRARY TO THE STANDARD SPECIFICATIONS, THE MAXIMUM SIZE LIMIT FOR "GRANULAR EMBANKMENT" IS 4 INCHES. THE EXCAVATION FOR THE GRANULAR REPLACEMENT SHALL EXTEND A MINIMUM WIDTH BEYOND THE EDGES OF FOOTINGS EQUAL TO THE REPLACEMENT DEPTH. THE GRANULAR REPLACEMENT SHALL BE PLACED AS SHOWN IN THE TYPICAL BARREL SECTION ON SHEET S2. PLACE GEOTEXTILE FABRIC TYPE IV AS A SEPARATOR BETWEEN SOIL AND THE GRANULAR REPLACEMENT. THE GEOTEXTILE FABRIC SHALL BE IN ACCORDANCE WITH SECTION 214 AND 83 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

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IF BEDROCK BECOMES SOFTENED AT BEARING ELEVATION, THE SOFTENED MATERIAL SHALL BE UNDERCUT TO UNWEATHERED MATERIAL PRIOR TO PLACING CONCRETE.

MASONRY COATING:
MASONRY COATING WILL NOT BE REQUIRED FOR THIS STRUCTURE.

SAWCUTTING AND REMOVAL OF EXISTING CONCRETE MASONRY:
PORTIONS OF THE EXISTING CULVERT. AS INDICATED ON THESE PLANS, ARE TO BE REMOVED TO ENABLE CONSTRUCTION OF THE PROPOSED EXTENSION. PRIOR TO REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO A DEPTH OF ONE INCH TO FACILITATE A NEAT LINE. EXISTING LONGITUDINAL BARREL REINFORCEMENT IS TO BE CLEANED, STRAIGHTENED AND LAPPED A MINIMIM OF 1'-9" WITH PROPOSED E1 BARS. ALTERNATIVELY, CUT EXISTING LONGITUDINAL STEEL FLUSH AND PROVIDE DOWELS INTO REMAINING CONCRETE AT LOCATIONS OF E1 BARS AS SHOWN IN THE PLANS. COST OF SAWCUTTING AND REMOVAL OF EXISTING CONCRETE SHALL BE INCLUDED IN THE LUMP SUM BID FOR FOUNDATION PREPARATION.

BONDING CONCRETRE TO PREVIOUSLY POURED CONCRETE:
BOND CONCRETE TO PREVIOUSLY POURED CONCRETE, WHERE INDICATED ON THE PLANS, WITH A TWO COMPONENT EXOPY RESIN SYSTEM CONFORMING TO SECTION 826 OF THE SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING ALL LABOR, EQUIPMENTAND MATERIALS, IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR CLASS "A" CONCRETE.

FOUNDATION PREPARATION:
FOUNDATION EXCAVATIONS SHOULD BE PROPERLY BRACED/SHORED TO PROVIDE ADEQUATE SAFETY TO PERSONS WORKING IN OR AROUND EXCAVATIONS. BRACING SHOULD BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL GUIDELINES.

TEMPORARY SHORING, SHEETING, COFFERDAMS, AND/OR DEWATERING METHODS MAY BE REQUIRED TO FACILITATE FOUNDATION CONSTRUCTION. IT SHOULD BE ANTICIPATED THAT GROUNDWATER WILL BE ENCOUNTERED AT FOUNDATION LOCATIONS WITHIN THE FLOOD PLAIN.

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STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

## INDEX OF SHEETS


| Sheet No. | Description |
|---|---|
| S1 | Title Sheet |
| S2 | 6x4 RCBC Extension Layout |
| S3-S5 | 6X4 RCBC Extension Details |
| S6 | Subsurface Data |


## SPECIAL NOTES

## SPECIAL PROVISIONS

## STANDARD DRAWINGS

| | |
|---|---|
| BGX-006-10 | Stencils for Structures |
| BGX-012-02 | Geotechnical Legend |

## SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

AASHTO LRFD Bridge Construction Specifications 9th Edition with Current Interims.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
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PREPARED BY
AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

TITLE SHEET

CROSSING
UNNAMED BRANCH

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S1 | 28947 |

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-264
# OVER UNNAMED BRANCH
# STA. 5142+47.38

| ESTIMATE OF QUANTITIES | | | |
|---|---|---|---|
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| 08150 | STEEL REINFORCEMENT | 4590 | LB |
| 08003 | FOUNDATION PREPARATION | 1 | LS |
| 02223 | GRANULAR EMBANKMENT | 70 | CY |
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Revised 3/5/2025

STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

## INDEX OF SHEETS


| Sheet No. | Description |
|---|---|
| S1 | Title Sheet |
| S2 | 6x4 RCBC Extension Layout |
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## SPECIAL NOTES

## SPECIAL PROVISIONS

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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
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PREPARED BY
AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

TITLE SHEET

CROSSING
UNNAMED BRANCH

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S1 | 28947 |

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-71 SB RAMP
# OVER UNNAMED BRANCH
# STA. 50+40.75

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | BID ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 08100 | CLASS "A" CONCRETE | 38.1 | CY |
| 08150 | STEEL REINFORCEMENT | 4340 | LB |
| 08003 | FOUNDATION PREPARATION | 1 | LS |
| 02223 | GRANULAR EMBANKMENT | 146 | CY |
| 23931EC | EPS Foam Block | 36830 | CF |

SPECIFICATIONS:
REFERENCES TO THE SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFCATIONS FOR ROAD AND BRIDGE CONSTRUCTION INCLUDING ANY CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, CURRENT EDITION.

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FOUNDATION MATERIALS ARE REQUIRED TO RESIST A MAXIMUM BEARING PRESSURE OF 8 KSF AT THE AASHTO SERVICE 1 LIMIT STATE.

FLOW LINE REINFORCEMENT:
CONSTRUCT THE 6-INCH PAVED FLOWLINE USING #4 REINFORCEMENT AT 18-INCH CENTERS IN EACH DIRECTION OR AN EQUIVALENT AREA OF WELDED DEFORMED STEEL FABRIC. EXTEND THE BARS A MINIMUM OF 12 INCHES INTO WING FOOTINGS AND/OR THE BOTTOM SLAB. INCLUDE THE COST OF THIS REINFORCEMENT IN THE BID FOR CONCRETE, CLASS "A".

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

FOUNDATION NOTE:
SOLID ROCK EXCAVATION MAY BE REQUIRED FOR THE CONSTRUCTION OF THE CULVERT BARREL AND WINGWALL SPREAD FOOTINGS.

GRANULAR REPLACEMENT MATERIAL SHALL CONSIST OF "GRANULAR EMBANKMENT", NON-ERODIBLE ONLY, MEETING THE MATERIAL REQUIREMENTS OF SECTION 805 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION. CONTRARY TO THE STANDARD SPECIFICATIONS, THE MAXIMUM SIZE LIMIT FOR "GRANULAR EMBANKMENT" IS 4 INCHES. THE EXCAVATION FOR THE GRANULAR REPLACEMENT SHALL EXTEND A MINIMUM WIDTH BEYOND THE EDGES OF FOOTINGS EQUAL TO THE REPLACEMENT DEPTH. THE GRANULAR REPLACEMENT SHALL BE PLACED AS SHOWN IN THE TYPICAL BARREL SECTION ON SHEET S2. PLACE GEOTEXTILE FABRIC TYPE IV AS A SEPARATOR BETWEEN SOIL AND THE GRANULAR REPLACEMENT. THE GEOTEXTILE FABRIC SHALL BE IN ACCORDANCE WITH SECTION 214 AND 83 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

WHERE UNWEATHERED BEDROCK IS NOT ENCOUNTERED AT THE PLAN FOUNDATION ELEVATION, THE CULVERT SHALL BE EXTENDED TO BEDROCK OR SOIL MUST BE EXCAVATED TO ROCK AND BACKFILLED WITH "GRANULAR EMBAKMENT", NON-ERODIBLE ONLY, MEETING THE MATERIAL REQUIREMENTS OF SECTION 805 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

ALL FOOTING EXCAVATIONS IN BEDROCK SHALL BE CUT NEATLY SO THAT NO FORMING OR BACKFILLING IS NECESSARY IN THE CONSTRUCTION OF THE PORTIONS OF THE FOOTINGS LOCATED IN ROCK. CONCRETE SHOULD BE PLACED DIRECTLY AGAINST THE CUT ROCK FACES. MASS CONCRETE SHOULD BE PLACED IN THE EXCAVATION FROM THE TOP OF THE FOOTING TO THE BEDROCK SURFACE WHERE THE FOOTING DOES NOT EXTEND TO THE BEDROCK SURFACE.

IF BEDROCK BECOMES SOFTENED AT BEARING ELEVATION, THE SOFTENED MATERIAL SHALL BE UNDERCUT TO UNWEATHERED MATERIAL PRIOR TO PLACING CONCRETE.

MASONRY COATING:
MASONRY COATING WILL NOT BE REQUIRED FOR THIS STRUCTURE.

LIGHTWEIGHT FILL MATERIAL:
PLACE LIGHTWEIGHT FILL MATERIAL, IN THE FORM OF EXPANDED POLYSTYRENE (EPS) FOAM BLOCKS, AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE APPLICABLE SPECIAL NOTE (EPS FOAM BLOCK EMBANKMENTS) AND THE LIGHTWEIGHT FILL DETAIL SHEET. THE FILL SHALL EXTEND PERPENDICULAR TO THE CULVERT TO THE MINIMUM LIMITS SHOWN ON THE DETAIL SHEETS.

SAWCUTTING AND REMOVAL OF EXISTING CONCRETE MASONRY:
PORTIONS OF THE EXISTING CULVERT. AS INDICATED ON THESE PLANS, ARE TO BE REMOVED TO ENABLE CONSTRUCTION OF THE PROPOSED EXTENSION. PRIOR TO REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO A DEPTH OF ONE INCH TO FACILITATE A NEAT LINE. EXISTING LONGITUDINAL BARREL REINFORCEMENT IS TO BE CLEANED, STRAIGHTENED AND LAPPED A MINIMIM OF 1'-9" WITH PROPOSED E1 BARS. ALTERNATIVELY, CUT EXISTING LONGITUDINAL STEEL FLUSH AND PROVIDE DOWELS INTO REMAINING CONCRETE AT LOCATIONS OF E1 BARS AS SHOWN IN THE PLANS. COST OF SAWCUTTING AND REMOVAL OF EXISTING CONCRETE SHALL BE INCLUDED IN THE LUMP SUM BID FOR FOUNDATION PREPARATION.

BONDING CONCRETRE TO PREVIOUSLY POURED CONCRETE:
BOND CONCRETE TO PREVIOUSLY POURED CONCRETE, WHERE INDICATED ON THE PLANS, WITH A TWO COMPONENT EXOPY RESIN SYSTEM CONFORMING TO SECTION 826 OF THE SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING ALL LABOR, EQUIPMENTAND MATERIALS, IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR CLASS "A" CONCRETE.

FOUNDATION PREPARATION:
FOUNDATION EXCAVATIONS SHOULD BE PROPERLY BRACED/SHORED TO PROVIDE ADEQUATE SAFETY TO PERSONS WORKING IN OR AROUND EXCAVATIONS. BRACING SHOULD BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL GUIDELINES.

TEMPORARY SHORING, SHEETING, COFFERDAMS, AND/OR DEWATERING METHODS MAY BE REQUIRED TO FACILITATE FOUNDATION CONSTRUCTION. IT SHOULD BE ANTICIPATED THAT GROUNDWATER WILL BE ENCOUNTERED AT FOUNDATION LOCATIONS WITHIN THE FLOOD PLAIN.

TEMPORARY SHORING, BRACING, SHEETING, COFFERDAMS AND DEWATERING SHALL BE INCLUDED IN THE LUMP SUM BID FOR "FOUNDATION PREPARATION".

STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

## INDEX OF SHEETS


| Sheet No. | Description |
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| S1 | Title Sheet |
| S2 | 7x4 RCBC Extension Layout |
| S3-S5 | 7X4 RCBC Extension Details |
| S6 | Subsurface Data |
| S7 | EPS Geofoam Fill Details |


## SPECIAL NOTES

EPS Foam Block Embankments

## SPECIAL PROVISIONS

## STANDARD DRAWINGS

| | |
|---|---|
| BGX-006-10 | Stencils for Structures |
| BGX-012-02 | Geotechnical Legend |

## SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

AASHTO LRFD Bridge Construction Specifications 9th Edition with Current Interims.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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AECOM

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| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

TITLE SHEET

CROSSING
UNNAMED BRANCH

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S1 | DRAWING NUMBER 28948 |

MicroStation v23.00.02.71 USER: LaxtonK DATE PLOTTED: 3/6/2025 FILE NAME: C:_Projects\60391512 - 9.2_culverts - KY 42_I-264 Interchange\Culvert 4\05_0804_S01_S28948_TITLE_SHEET.dgn

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-71 SB RAMP
# OVER UNNAMED BRANCH
# STA. 50+40.75

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | BID ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 08100 | CLASS "A" CONCRETE | 38.1 | CY |
| 08150 | STEEL REINFORCEMENT | 4340 | LB |
| 08003 | FOUNDATION PREPARATION | 1 | LS |
| 02223 | GRANULAR EMBANKMENT | 146 | CY |
| 23931EC | EPS Foam Block | 36830 | CF |

SPECIFICATIONS:
REFERENCES TO THE SPECIFICATIONS ARE TO THE CURRENT EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFCATIONS FOR ROAD AND BRIDGE CONSTRUCTION INCLUDING ANY CURRENT SUPPLEMENTAL SPECIFICATIONS. ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, CURRENT EDITION.

DESIGN LOAD:
CULVERT SLABS ARE DESIGNED IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS. ASSUMED UNIT WEIGHT OF BACKFILL IS 120 POUNDS PER CUBIC FOOT. LIVE LOAD IS THE KY HL-93. THE KY HL-93 LIVE LOAD IS ARRIVED AT BY INCREASING THE STANDARD HL-93 TRUCK AND LANE LOADS AS SPECIFIED IN THE AASHTO SPECIFICATIONS BY 25%.

DESIGN METHOD:
ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED IN ACCORDANCE WITH THE 9th EDITION AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

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

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

MATERIALS DESIGN SPECIFICATIONS:
FOR CLASS "A" REINFORCED CONCRETE F'C = 3,500 PSI
FOR STEEL REINFORCEMENT FY = 60,000 PSI

DIMENSIONS:
DIMENSIONS ARE FOR A NORMAL TEMPERATURE OF 60 DEGREES FAHRENHEIT. LAYOUT DIMENSIONS ARE HORIZONTAL MEASUREMENTS.

CONCRETE:
CLASS "A" CONCRETE SHALL BE USED THROUGHOUT.

CONSTRUCTION JOINTS:
VERTICAL CONSTRUCTION JOINTS SHALL BE LOCATED IN THE FIELD EXCEPT THAT NO JOINT SHALL BE LOCATED IN THE BARREL WITHIN SIX FEET OF THE END OF THE CULVERT.

FOOTING PRESSURE:
FOUNDATION MATERIALS ARE REQUIRED TO RESIST A MAXIMUM BEARING PRESSURE OF 8 KSF AT THE AASHTO SERVICE 1 LIMIT STATE.

FLOW LINE REINFORCEMENT:
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STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

Revised 3/6/2025

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## SPECIAL NOTES

EPS Foam Block Embankments

## SPECIAL PROVISIONS

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## SPECIFICATIONS

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AASHTO LRFD Bridge Construction Specifications 9th Edition with Current Interims.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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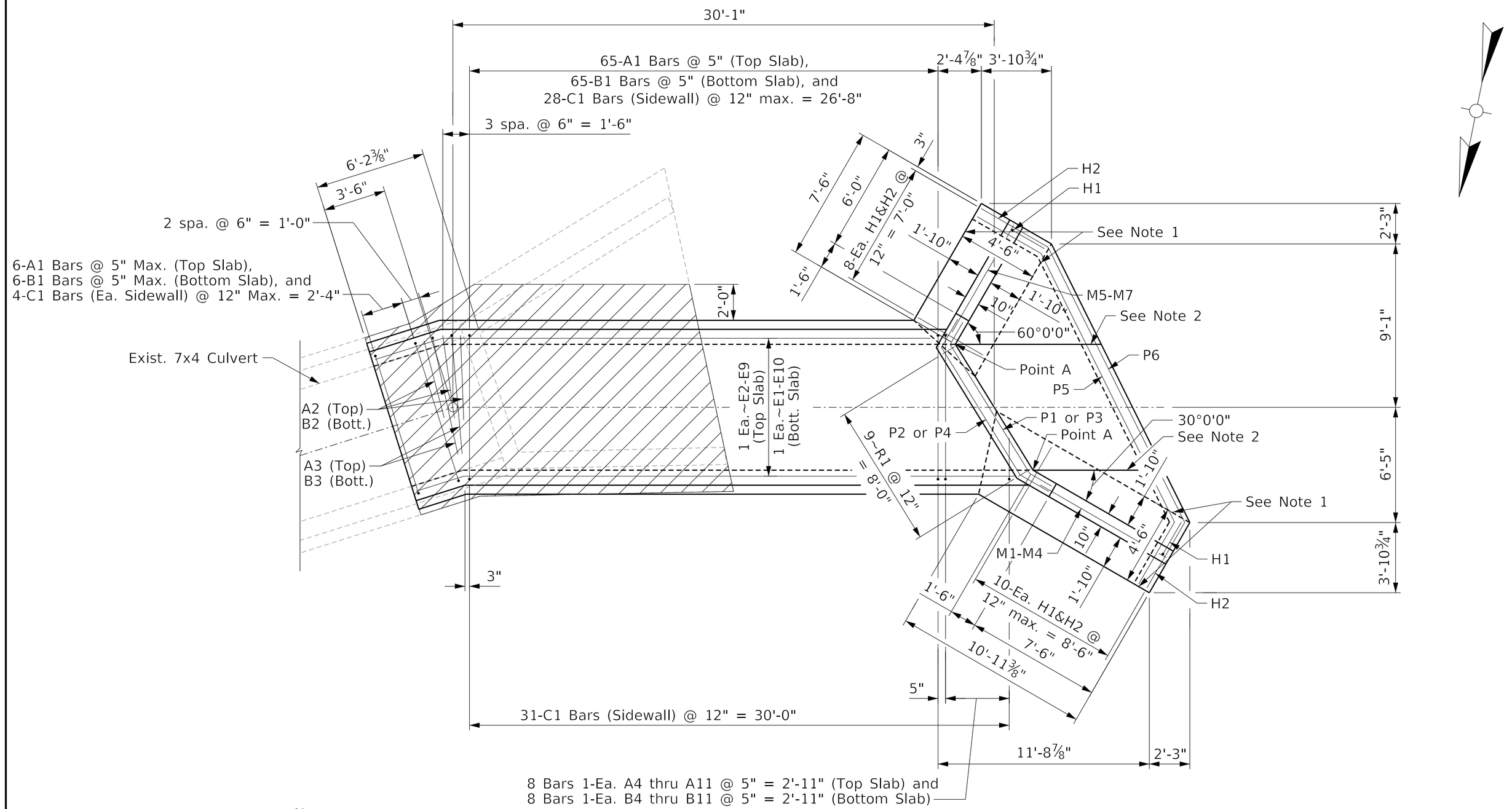
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| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

TITLE SHEET

CROSSING
UNNAMED BRANCH

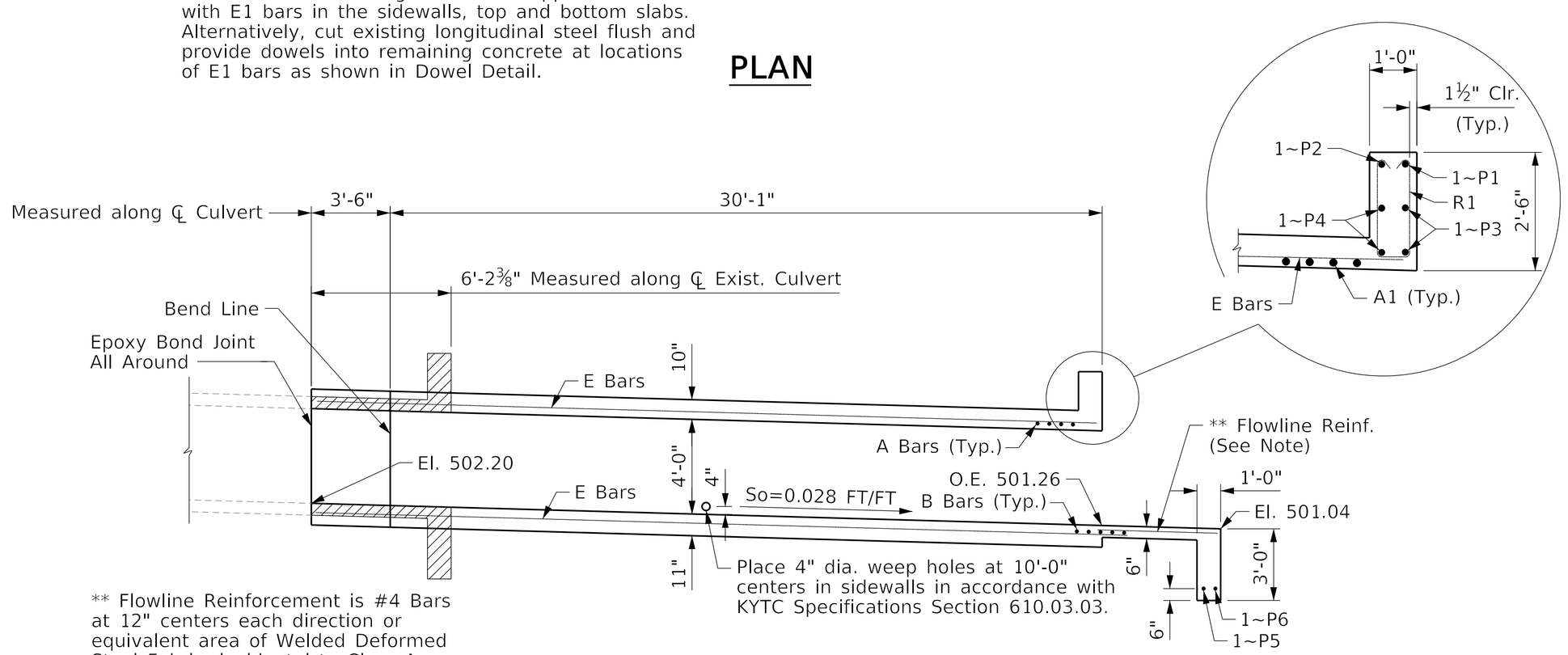
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Note:
Concrete in the cross-hatched portion is to be removed and the existing longitudinal barrel steel shall be cleaned, straightened and lapped 1'-9" min. with E1 bars in the sidewalls, top and bottom slabs. Alternatively, cut existing longitudinal steel flush and provide dowels into remaining concrete at locations of E1 bars as shown in Dowel Detail.

## PLAN



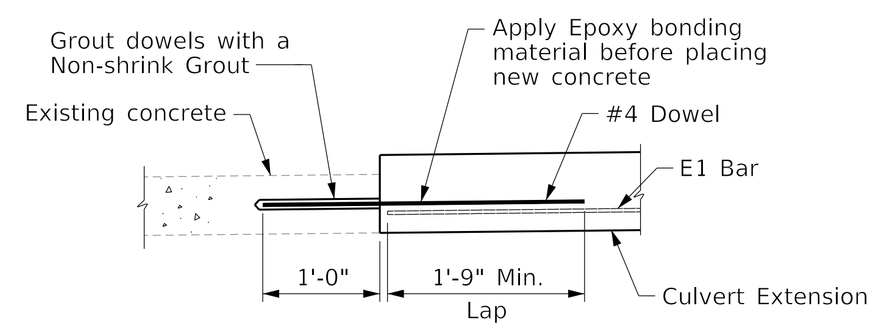

** Flowline Reinforcement is #4 Bars at 12" centers each direction or equivalent area of Welded Deformed Steel Fabric, incidental to Class A Concrete.

## SECTION ALONG ℄ CULVERT




Notes:

1. Footing shall be horizontal between these lines. Elevation of the top of footing shall match the elevation of the top of bottom slab at Point A.
2. Top of Paving between these lines shall be on same grade as flow line of culvert.




## DOWEL DETAIL

Note:
The cost of drilling holes, grouting, epoxy bonding material and dowels shall be incidental to the cost of Class "A" Concrete.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

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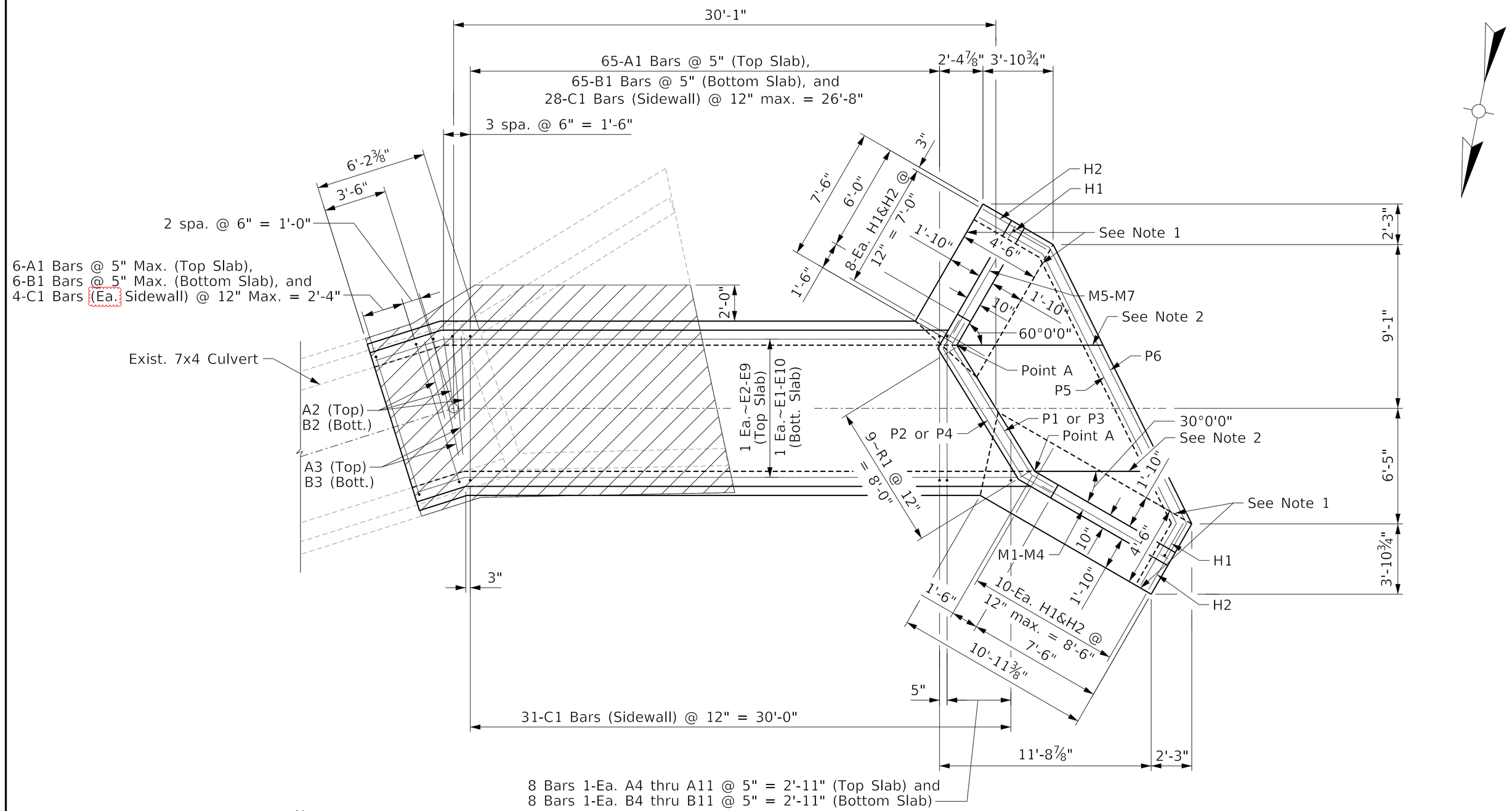
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| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

7x4 CULVERT EXTENSION DETAILS

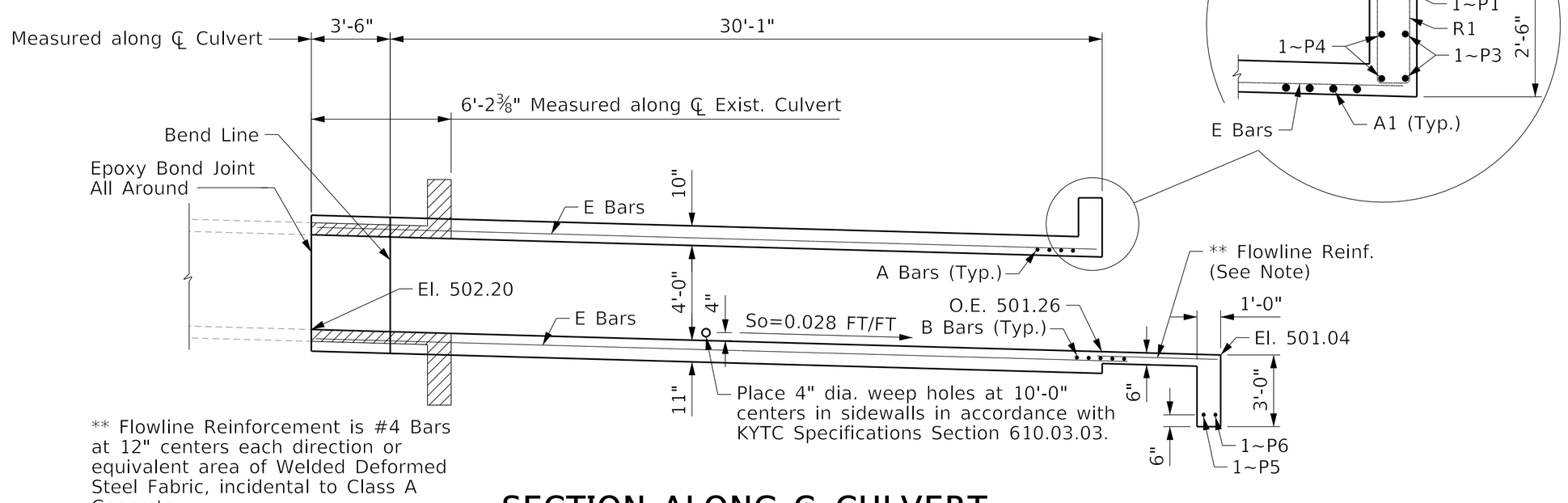
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| ROUTE | ITEM NO. | COUNTY OF |
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| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S3 | DRAWING NUMBER 28948 |




Note:
Concrete in the cross-hatched portion is to be removed and the existing longitudinal barrel steel shall be cleaned, straightened and lapped 1'-9" min. with E1 bars in the sidewalls, top and bottom slabs. Alternatively, cut existing longitudinal steel flush and provide dowels into remaining concrete at locations of E1 bars as shown in Dowel Detail.

## PLAN



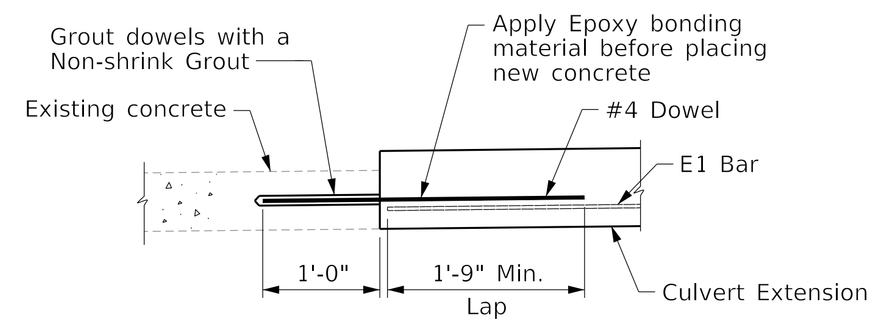

** Flowline Reinforcement is #4 Bars at 12" centers each direction or equivalent area of Welded Deformed Steel Fabric, incidental to Class A Concrete.

## SECTION ALONG ℄ CULVERT




Notes:

1. Footing shall be horizontal between these lines. Elevation of the top of footing shall match the elevation of the top of bottom slab at Point A.
2. Top of Paving between these lines shall be on same grade as flow line of culvert.




## DOWEL DETAIL

Note:
The cost of drilling holes, grouting, epoxy bonding material and dowels shall be incidental to the cost of Class "A" Concrete.

Revised 3/7/2025

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

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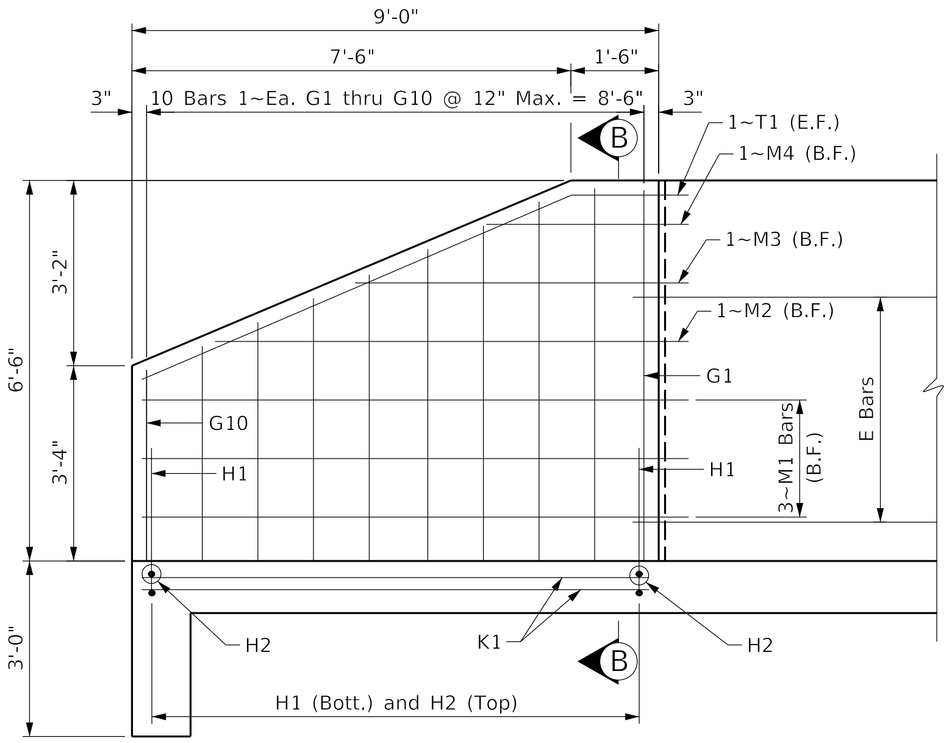
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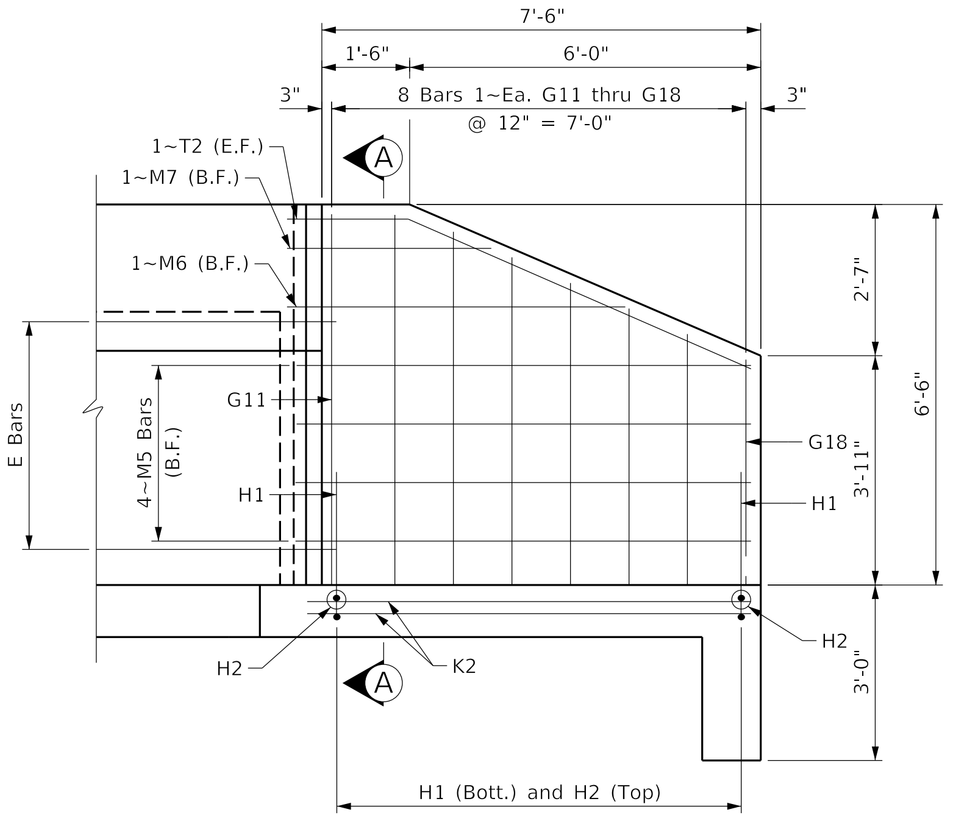
7x4 CULVERT EXTENSION DETAILS

CROSSING
UNNAMED BRANCH

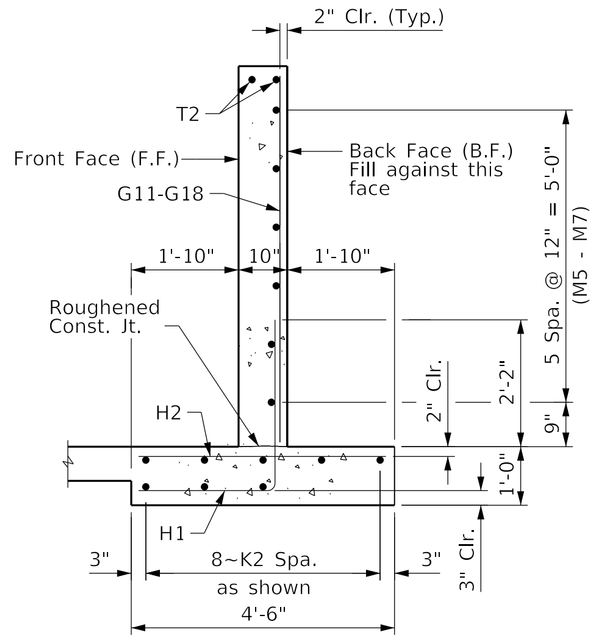
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| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S3 | 28948 |



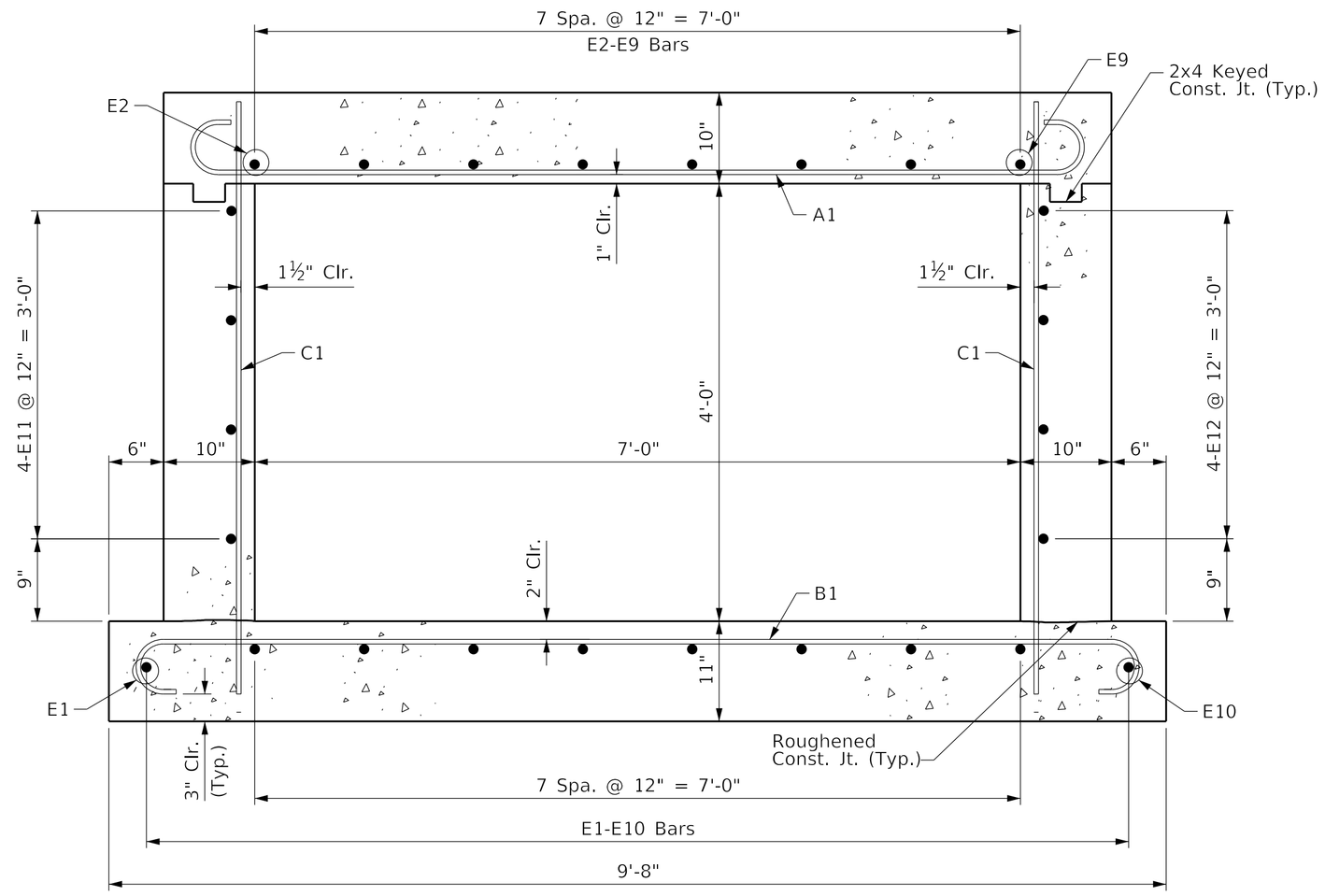

## LONG WING ELEVATION




## SHORT WING ELEVATION

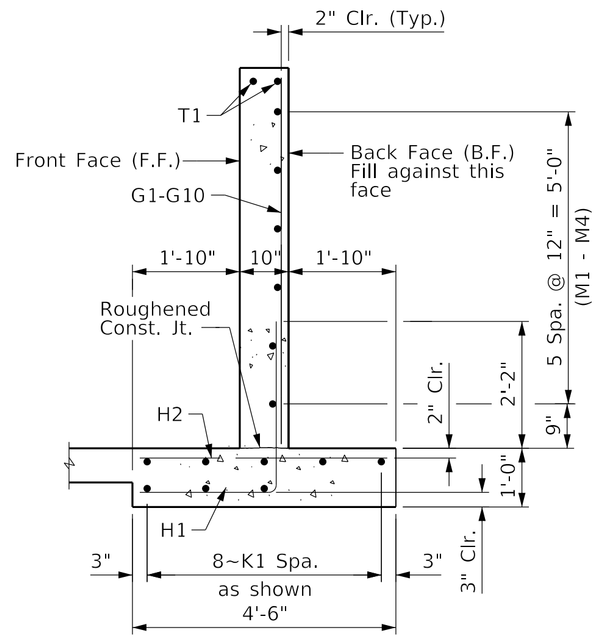



## SECTION A-A

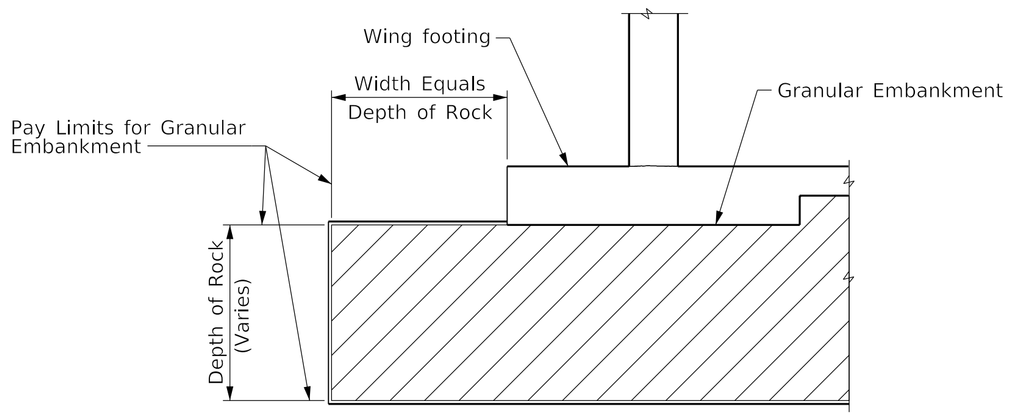



## TYPICAL BARREL SECTION

Looking downstream




## SECTION B-B




## GRANULAR REPLACEMENT AT WING FOOTINGS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

| REVISION | DATE |
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PREPARED BY AECOM

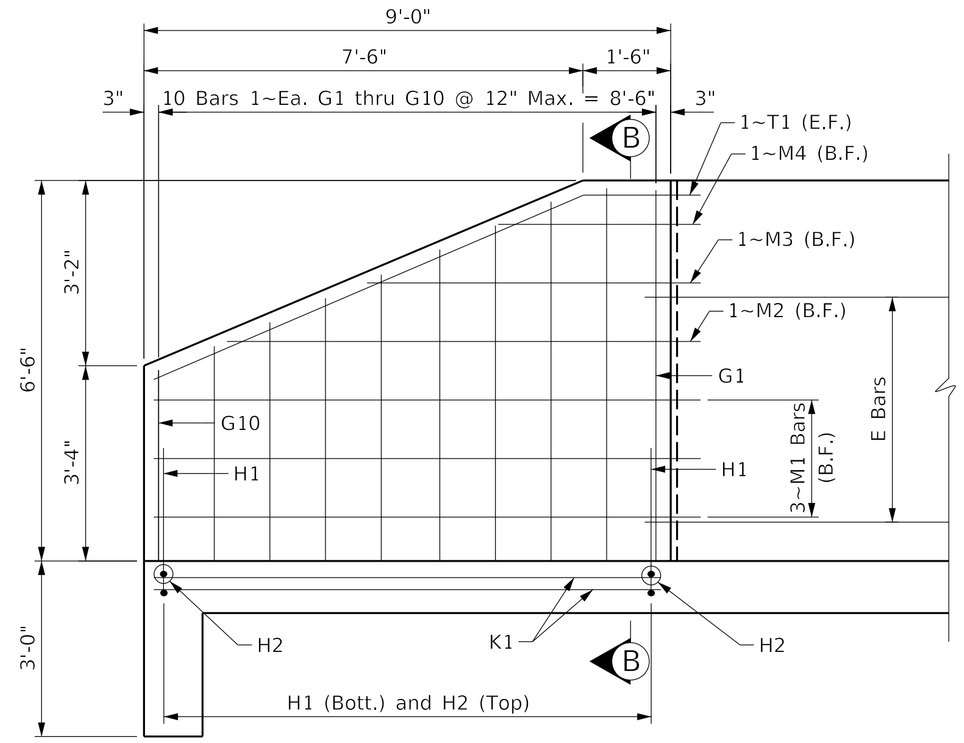
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| DETAILED BY: K. LAXTON | I. McELHONE |

7X4 RCBC EXTENSION DETAILS

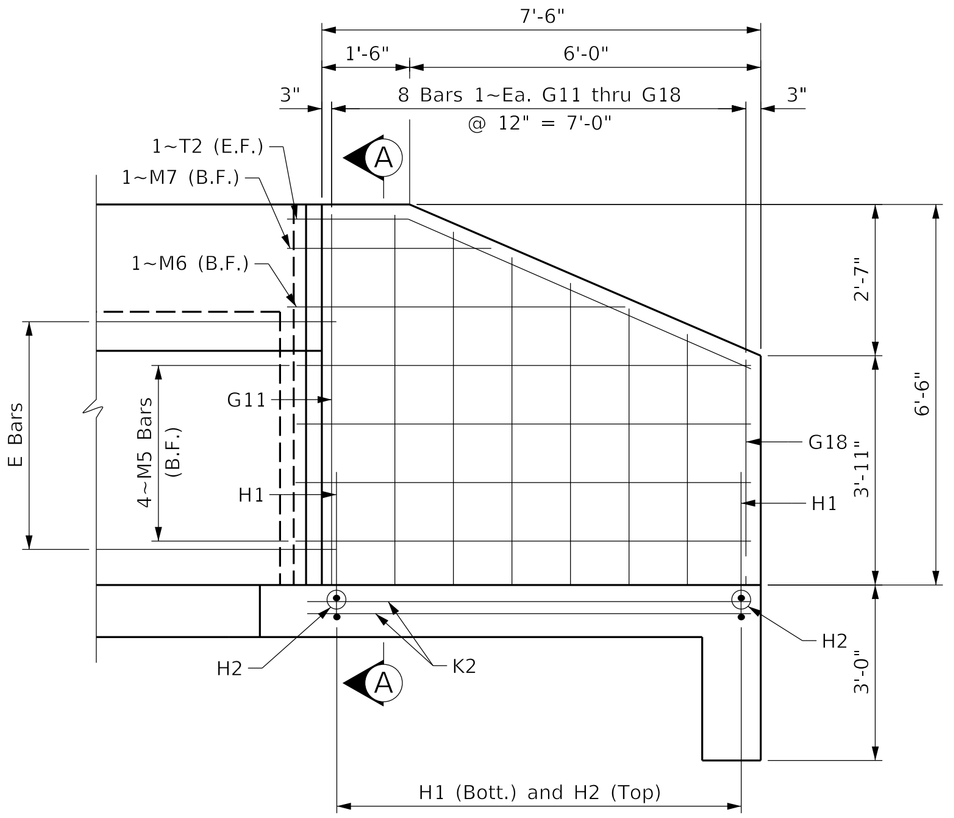
CROSSING: UNNAMED BRANCH

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S4 | 28948 |

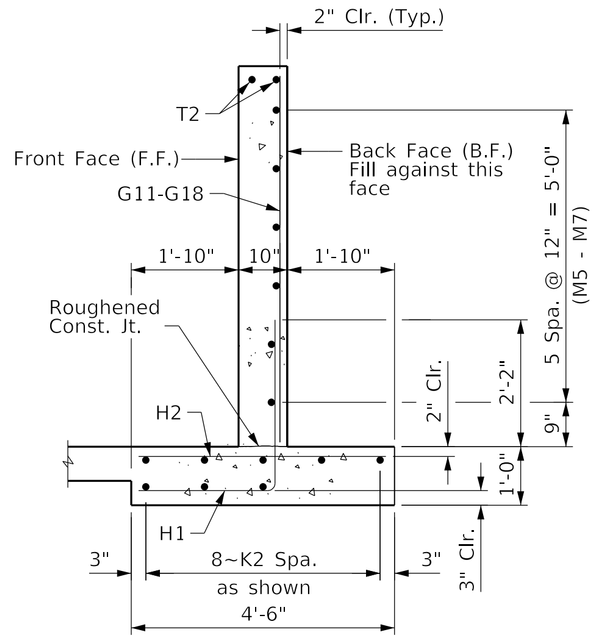
MicroStation v23.00.02.71 USER: LaxtonK DATE PLOTTED: 3/7/2025 FILE NAME: C:_Projects\60391512 - 9.2_culverts - KY 42_I-264 Interchange\Culvert 4\05_0804_S04_S28948_7X4_RCBC_CULVERT_EXTENSION_DETAILS.dgn



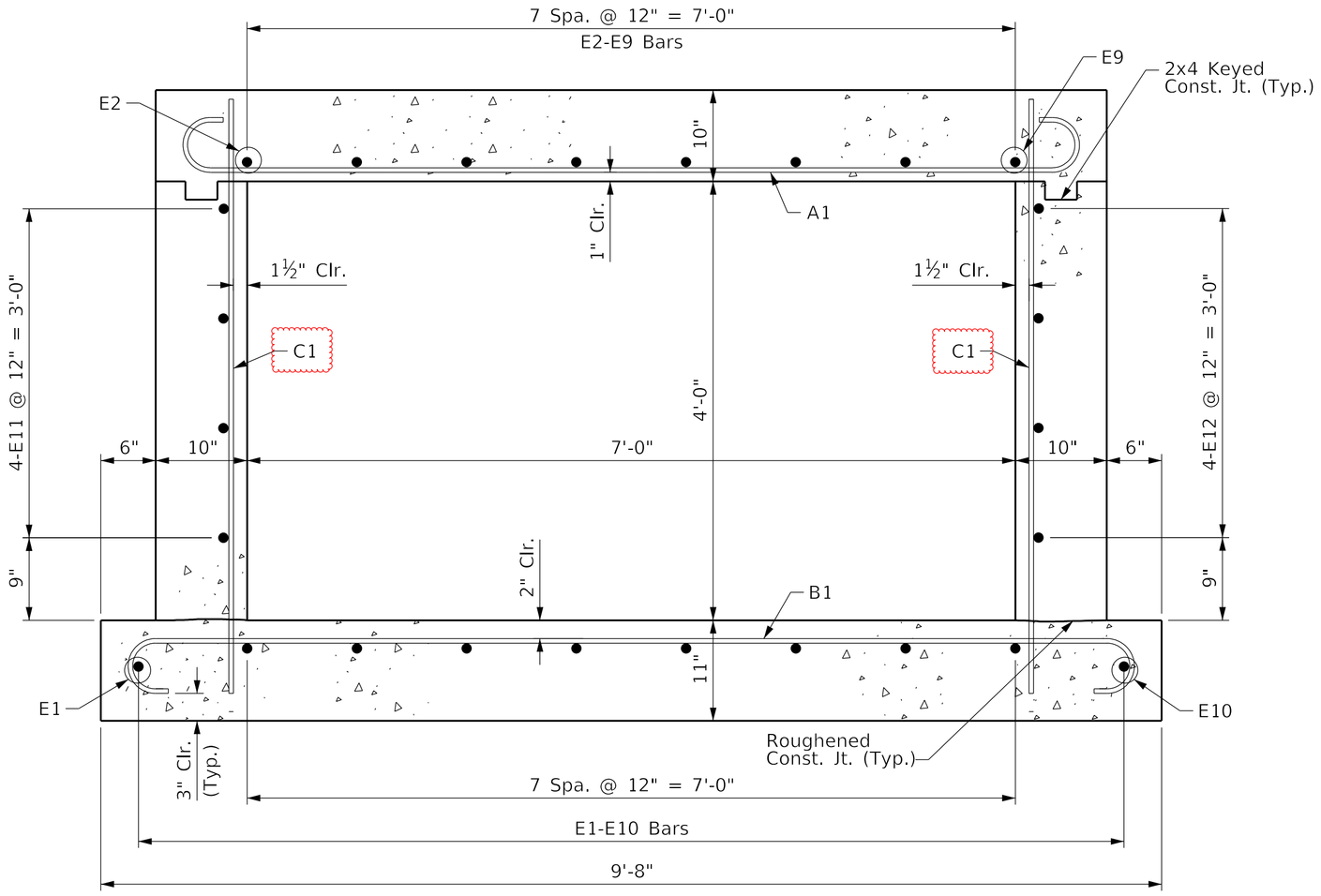

## LONG WING ELEVATION




## SHORT WING ELEVATION

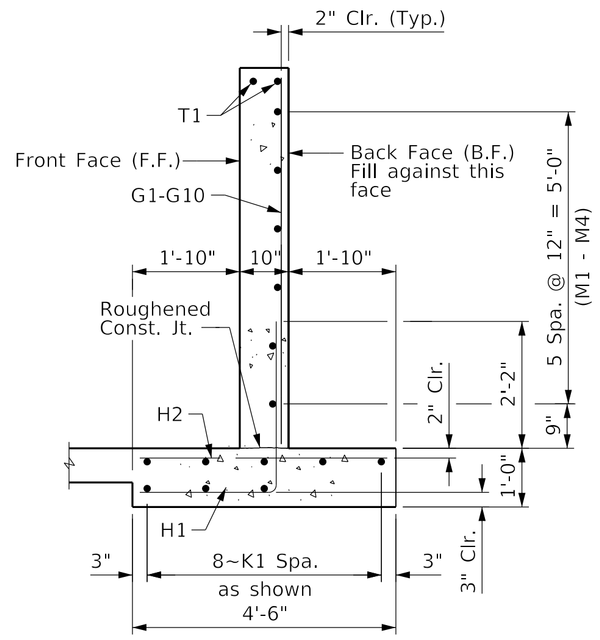



## SECTION A-A

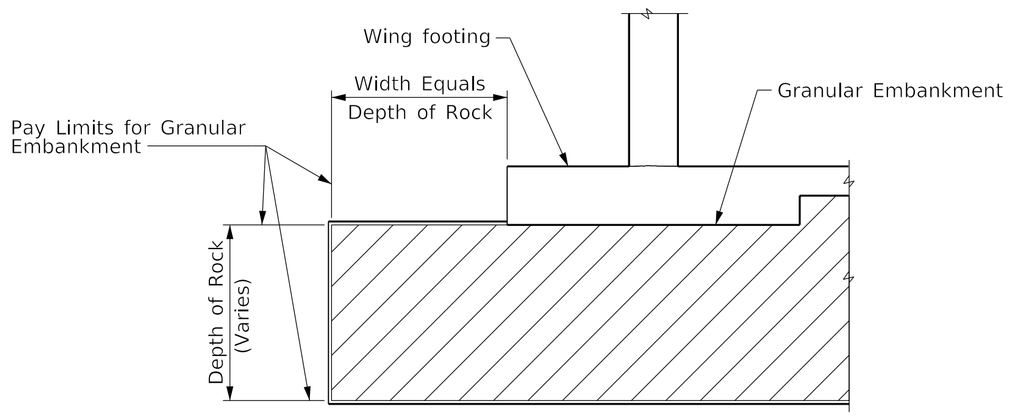



## TYPICAL BARREL SECTION

Looking downstream




## SECTION B-B




## GRANULAR REPLACEMENT AT WING FOOTINGS

Revised 3/7/2025

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY: AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

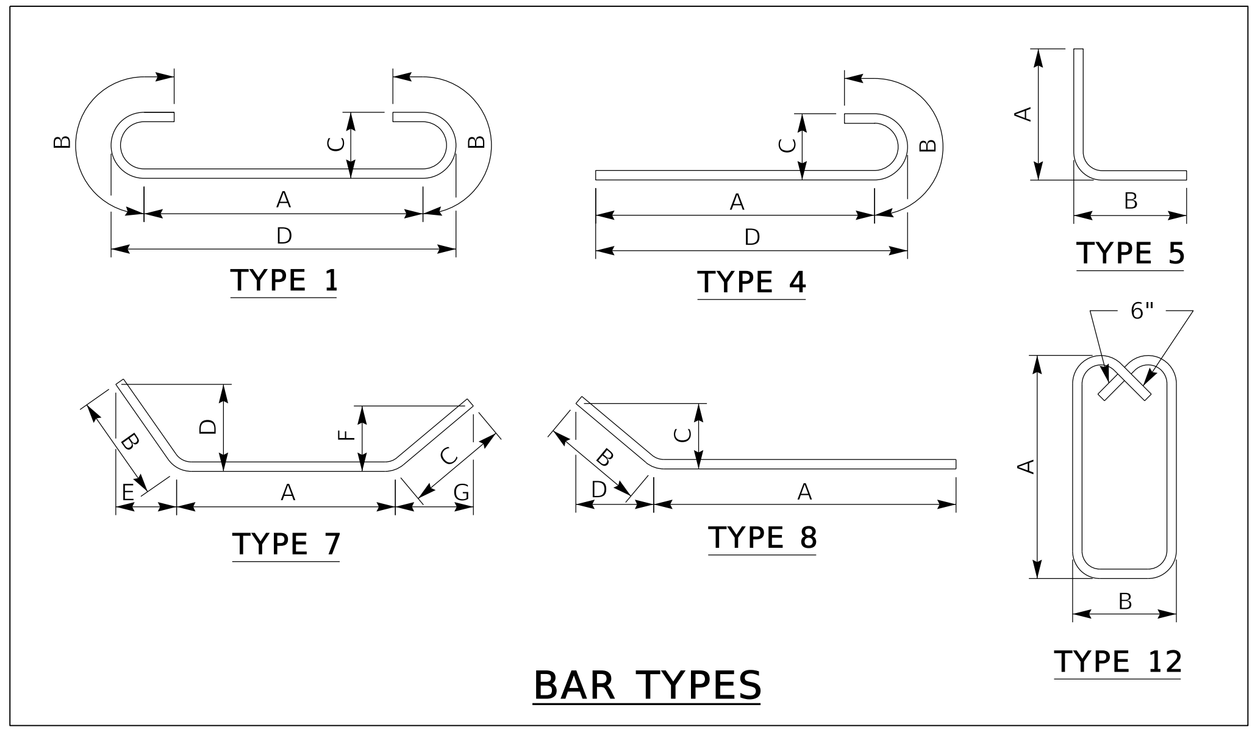
7X4 RCBC EXTENSION DETAILS

CROSSING: UNNAMED BRANCH

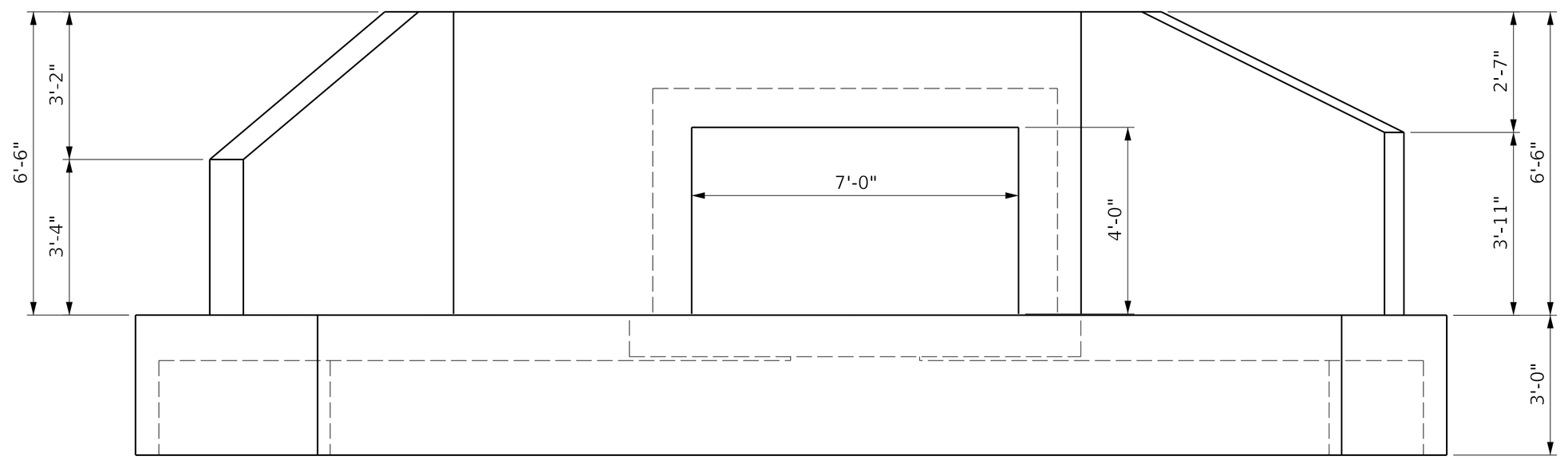
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S4 | DRAWING NUMBER 28948 |

# BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | a | | b | | c | | d | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| A1 | 1 | 6 | 71 | 9 | 10 | Top Slab | 7 | 10 | 1 | 0 | 0 | 6 | 8 | 4 |
| A2 | 4 | 6 | 3 | 5 | 9 | Top Slab | 4 | 9 | 1 | 0 | 0 | 6 | 5 | 0 |
| A3 | 4 | 6 | 2 | 8 | 3 | Top Slab | 7 | 3 | 1 | 0 | 0 | 6 | 7 | 6 |
| A4 | 4 | 6 | 1 | 7 | 11 | Top Slab | 6 | 11 | 1 | 0 | 0 | 6 | 7 | 2 |
| A5 | 4 | 6 | 1 | 7 | 3 | Top Slab | 6 | 3 | 1 | 0 | 0 | 6 | 6 | 6 |
| A6 | 4 | 6 | 1 | 6 | 7 | Top Slab | 5 | 7 | 1 | 0 | 0 | 6 | 5 | 10 |
| A7 | 4 | 6 | 1 | 5 | 11 | Top Slab | 4 | 11 | 1 | 0 | 0 | 6 | 5 | 2 |
| A8 | 4 | 6 | 1 | 5 | 3 | Top Slab | 4 | 3 | 1 | 0 | 0 | 6 | 4 | 6 |
| A9 | 4 | 6 | 1 | 4 | 7 | Top Slab | 3 | 7 | 1 | 0 | 0 | 6 | 3 | 10 |
| A10 | 4 | 6 | 1 | 3 | 11 | Top Slab | 2 | 11 | 1 | 0 | 0 | 6 | 3 | 2 |
| A11 | 4 | 6 | 1 | 3 | 2 | Top Slab | 2 | 2 | 1 | 0 | 0 | 6 | 2 | 5 |
| B1 | 1 | 6 | 71 | 10 | 10 | Bottom Slab | 8 | 10 | 1 | 0 | 0 | 6 | 9 | 4 |
| B2 | 4 | 6 | 3 | 6 | 3 | Bottom Slab | 5 | 3 | 1 | 0 | 0 | 6 | 5 | 6 |
| B3 | 4 | 6 | 2 | 8 | 9 | Bottom Slab | 7 | 9 | 1 | 0 | 0 | 6 | 8 | 0 |
| B4 | 4 | 6 | 1 | 8 | 5 | Bottom Slab | 7 | 5 | 1 | 0 | 0 | 6 | 7 | 8 |
| B5 | 4 | 6 | 1 | 7 | 9 | Bottom Slab | 6 | 9 | 1 | 0 | 0 | 6 | 7 | 0 |
| B6 | 4 | 6 | 1 | 7 | 1 | Bottom Slab | 6 | 1 | 1 | 0 | 0 | 6 | 6 | 4 |
| B7 | 4 | 6 | 1 | 6 | 5 | Bottom Slab | 5 | 5 | 1 | 0 | 0 | 6 | 5 | 8 |
| B8 | 4 | 6 | 1 | 5 | 9 | Bottom Slab | 4 | 9 | 1 | 0 | 0 | 6 | 5 | 0 |
| B9 | 4 | 6 | 1 | 5 | 1 | Bottom Slab | 4 | 1 | 1 | 0 | 0 | 6 | 4 | 4 |
| B10 | 4 | 6 | 1 | 4 | 5 | Bottom Slab | 3 | 5 | 1 | 0 | 0 | 6 | 3 | 8 |
| B11 | 4 | 6 | 1 | 3 | 8 | Bottom Slab | 2 | 8 | 1 | 0 | 0 | 6 | 2 | 11 |
| | | | | | | | | | | | | | | |
| C1 | Str. | 5 | 67 | 5 | 4 | Sidewalls | | | | | | | | |
| | | | | | | | | | | | | | | |
| E1 | 8 | 5 | 1 | 38 | 0 | Barrel | 27 | 10 | 4 | 2 | 1 | 3⅛ | 3 | 11⅞ |
| E2 | 8 | 5 | 2 | 32 | 3 | Barrel | 28 | 3 | 4 | 0 | 1 | 2⅜ | 3 | 10¼ |
| E3 | 8 | 5 | 2 | 32 | 7 | Barrel | 28 | 9 | 3 | 10 | 1 | 2 | 3 | 8½ |
| E4 | 8 | 5 | 2 | 32 | 10 | Barrel | 29 | 2 | 3 | 8 | 1 | 1½ | 3 | 6¾ |
| E5 | 8 | 5 | 2 | 33 | 1 | Barrel | 29 | 7 | 3 | 6 | 1 | 1 | 3 | 5 |
| E6 | 8 | 5 | 2 | 33 | 5 | Barrel | 30 | 1 | 3 | 4 | 1 | ¼ | 3 | 3 |
| E7 | 8 | 5 | 2 | 33 | 9 | Barrel | 30 | 6 | 3 | 3 | 0 | 11⅞ | 3 | 1⅜ |
| E8 | 8 | 5 | 2 | 34 | 1 | Barrel | 31 | 0 | 3 | 1 | 0 | 11¼ | 2 | 11⅝ |
| E9 | 8 | 5 | 2 | 34 | 5 | Barrel | 31 | 6 | 2 | 11 | 0 | 10¾ | 2 | 9⅛ |
| E10 | 8 | 5 | 1 | 34 | 8 | Barrel | 31 | 11 | 2 | 9 | 0 | 10¼ | 2 | 8¼ |
| E11 | 8 | 5 | 4 | 32 | 2 | Barrel | 28 | 2 | 4 | 0 | 1 | 2¾ | 3 | 10⅜ |
| E12 | 8 | 5 | 4 | 34 | 6 | Barrel | 31 | 7 | 2 | 11 | 0 | 10⅜ | 2 | 9½ |
| | | | | | | | | | | | | | | |
| G1 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G2 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G3 | Str. | 5 | 1 | 6 | 1 | Wings | | | | | | | | |
| G4 | Str. | 5 | 1 | 5 | 8 | Wings | | | | | | | | |
| G5 | Str. | 5 | 1 | 5 | 3 | Wings | | | | | | | | |
| G6 | Str. | 5 | 1 | 4 | 10 | Wings | | | | | | | | |
| G7 | Str. | 5 | 1 | 4 | 5 | Wings | | | | | | | | |
| G8 | Str. | 5 | 1 | 4 | 0 | Wings | | | | | | | | |
| G9 | Str. | 5 | 1 | 3 | 7 | Wings | | | | | | | | |
| G10 | Str. | 5 | 1 | 3 | 3 | Wings | | | | | | | | |
| G11 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G12 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G13 | Str. | 5 | 1 | 6 | 0 | Wings | | | | | | | | |
| G14 | Str. | 5 | 1 | 5 | 6 | Wings | | | | | | | | |
| G15 | Str. | 5 | 1 | 5 | 1 | Wings | | | | | | | | |
| G16 | Str. | 5 | 1 | 4 | 8 | Wings | | | | | | | | |
| G17 | Str. | 5 | 1 | 4 | 3 | Wings | | | | | | | | |
| G18 | Str. | 5 | 1 | 3 | 10 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| H1 | 5 | 4 | 18 | 5 | 3 | Wings | 2 | 11 | 2 | 1 | 4 | | | |
| H2 | Str. | 4 | 18 | 4 | 2 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| K1 | Str. | 4 | 8 | 10 | 7 | Wings | | | | | | | | |
| K2 | Str. | 4 | 8 | 7 | 2 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| M1 | Str. | 4 | 3 | 8 | 8 | Wings | | | | | | | | |
| M2 | Str. | 4 | 1 | 7 | 5 | Wings | | | | | | | | |
| M3 | Str. | 4 | 1 | 5 | 0 | Wings | | | | | | | | |
| M4 | Str. | 4 | 1 | 2 | 8 | Wings | | | | | | | | |
| M5 | Str. | 4 | 4 | 7 | 2 | Wings | | | | | | | | |
| M6 | Str. | 4 | 1 | 4 | 11 | Wings | | | | | | | | |
| M7 | Str. | 4 | 1 | 2 | 7 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| P1 | 7 | 6 | 1 | 11 | 2 | Parapet | 8 | 5 | 1 | 5 | 1 | 4 | 1 | 3⅜ |
| P2 | 7 | 6 | 1 | 12 | 1 | Parapet | 8 | 5 | 1 | 10 | 1 | 10 | 1 | 8 |
| P3 | 7 | 5 | 2 | 11 | 2 | Parapet | 8 | 5 | 1 | 5 | 1 | 4 | 1 | 3⅜ |
| P4 | 7 | 5 | 2 | 12 | 1 | Parapet | 8 | 5 | 1 | 10 | 1 | 10 | 1 | 8 |
| P5 | 7 | 6 | 1 | 24 | 7 | Apron | 16 | 8 | 3 | 10 | 4 | 1 | 3 | 3⅛ |
| P6 | 7 | 6 | 1 | 25 | 7 | Apron | 17 | 2 | 4 | 2 | 4 | 3 | 3 | 6¼ |
| | | | | | | | | | | | | | | |
| R1 | 12 | 5 | 9 | 6 | 2 | Parapet | 2 | 3 | 0 | 9 | | | | |
| | | | | | | | | | | | | | | |
| T1 | 8 | 5 | 2 | 9 | 5 | Wings | 8 | 0 | 1 | 5 | 0 | 6¾ | 1 | 3⅝ |
| T2 | 8 | 5 | 2 | 7 | 10 | Wings | 6 | 5 | 1 | 5 | 0 | 6¾ | 1 | 3⅜ |




## BAR TYPES




## OUTLET END ELEVATION

(Normal to Culvert Headwall)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

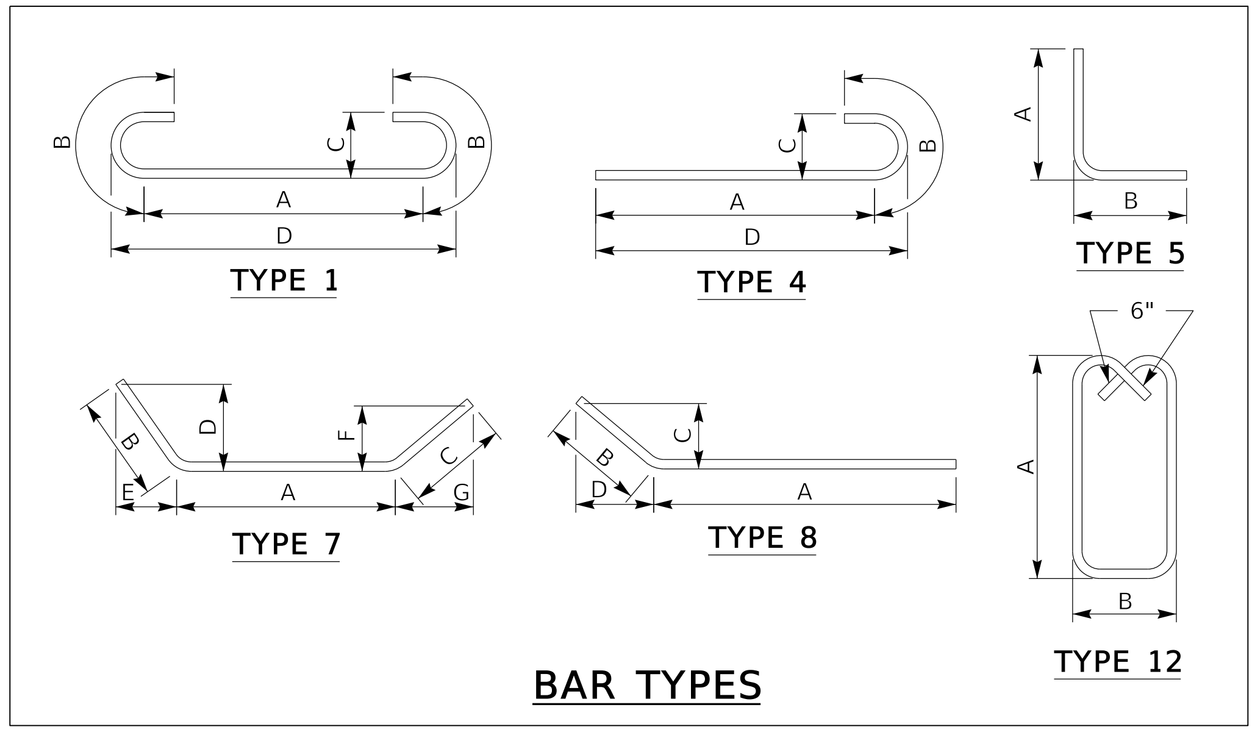
7X4 RCBC EXTENSION DETAILS

CROSSING: UNNAMED BRANCH

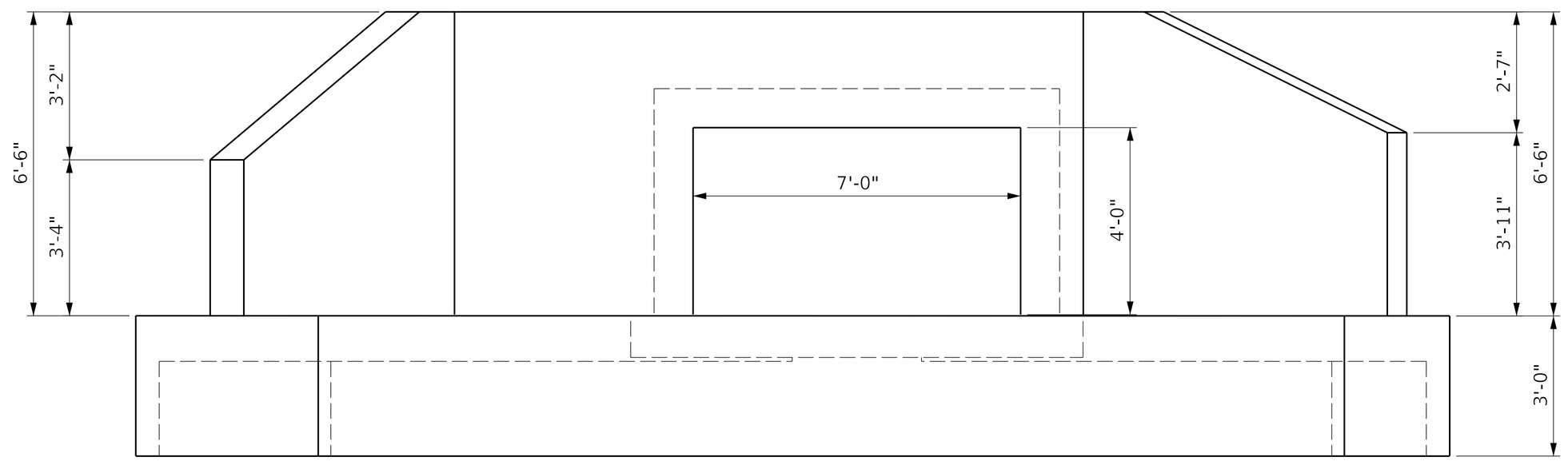
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S5 | DRAWING NUMBER 28948 |

# BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH FT. | LENGTH IN. | LOCATION | a FT. | a IN. | b FT. | b IN. | c FT. | c IN. | d FT. | d IN. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A1 | 1 | 6 | 71 | 9 | 10 | Top Slab | 7 | 10 | 1 | 0 | 0 | 6 | 8 | 4 |
| A2 | 4 | 6 | 3 | 5 | 9 | Top Slab | 4 | 9 | 1 | 0 | 0 | 6 | 5 | 0 |
| A3 | 4 | 6 | 2 | 8 | 3 | Top Slab | 7 | 3 | 1 | 0 | 0 | 6 | 7 | 6 |
| A4 | 4 | 6 | 1 | 7 | 11 | Top Slab | 6 | 11 | 1 | 0 | 0 | 6 | 7 | 2 |
| A5 | 4 | 6 | 1 | 7 | 3 | Top Slab | 6 | 3 | 1 | 0 | 0 | 6 | 6 | 6 |
| A6 | 4 | 6 | 1 | 6 | 7 | Top Slab | 5 | 7 | 1 | 0 | 0 | 6 | 5 | 10 |
| A7 | 4 | 6 | 1 | 5 | 11 | Top Slab | 4 | 11 | 1 | 0 | 0 | 6 | 5 | 2 |
| A8 | 4 | 6 | 1 | 5 | 3 | Top Slab | 4 | 3 | 1 | 0 | 0 | 6 | 4 | 6 |
| A9 | 4 | 6 | 1 | 4 | 7 | Top Slab | 3 | 7 | 1 | 0 | 0 | 6 | 3 | 10 |
| A10 | 4 | 6 | 1 | 3 | 11 | Top Slab | 2 | 11 | 1 | 0 | 0 | 6 | 3 | 2 |
| A11 | 4 | 6 | 1 | 3 | 2 | Top Slab | 2 | 2 | 1 | 0 | 0 | 6 | 2 | 5 |
| B1 | 1 | 6 | 71 | 10 | 10 | Bottom Slab | 8 | 10 | 1 | 0 | 0 | 6 | 9 | 4 |
| B2 | 4 | 6 | 3 | 6 | 3 | Bottom Slab | 5 | 3 | 1 | 0 | 0 | 6 | 5 | 6 |
| B3 | 4 | 6 | 2 | 8 | 9 | Bottom Slab | 7 | 9 | 1 | 0 | 0 | 6 | 8 | 0 |
| B4 | 4 | 6 | 1 | 8 | 5 | Bottom Slab | 7 | 5 | 1 | 0 | 0 | 6 | 7 | 8 |
| B5 | 4 | 6 | 1 | 7 | 9 | Bottom Slab | 6 | 9 | 1 | 0 | 0 | 6 | 7 | 0 |
| B6 | 4 | 6 | 1 | 7 | 1 | Bottom Slab | 6 | 1 | 1 | 0 | 0 | 6 | 6 | 4 |
| B7 | 4 | 6 | 1 | 6 | 5 | Bottom Slab | 5 | 5 | 1 | 0 | 0 | 6 | 5 | 8 |
| B8 | 4 | 6 | 1 | 5 | 9 | Bottom Slab | 4 | 9 | 1 | 0 | 0 | 6 | 5 | 0 |
| B9 | 4 | 6 | 1 | 5 | 1 | Bottom Slab | 4 | 1 | 1 | 0 | 0 | 6 | 4 | 4 |
| B10 | 4 | 6 | 1 | 4 | 5 | Bottom Slab | 3 | 5 | 1 | 0 | 0 | 6 | 3 | 8 |
| B11 | 4 | 6 | 1 | 3 | 8 | Bottom Slab | 2 | 8 | 1 | 0 | 0 | 6 | 2 | 11 |
| | | | | | | | | | | | | | | |
| C1 | Str. | 5 | 67 | 5 | 4 | Sidewalls | | | | | | | | |
| | | | | | | | | | | | | | | |
| E1 | 8 | 5 | 1 | 38 | 0 | Barrel | 27 | 10 | 4 | 2 | 1 | 3⅛ | 3 | 11⅞ |
| E2 | 8 | 5 | 2 | 32 | 3 | Barrel | 28 | 3 | 4 | 0 | 1 | 2⅜ | 3 | 10¼ |
| E3 | 8 | 5 | 2 | 32 | 7 | Barrel | 28 | 9 | 3 | 10 | 1 | 2 | 3 | 8½ |
| E4 | 8 | 5 | 2 | 32 | 10 | Barrel | 29 | 2 | 3 | 8 | 1 | 1½ | 3 | 6¾ |
| E5 | 8 | 5 | 2 | 33 | 1 | Barrel | 29 | 7 | 3 | 6 | 1 | 1 | 3 | 5 |
| E6 | 8 | 5 | 2 | 33 | 5 | Barrel | 30 | 1 | 3 | 4 | 1 | ¼ | 3 | 3 |
| E7 | 8 | 5 | 2 | 33 | 9 | Barrel | 30 | 6 | 3 | 3 | 0 | 11⅞ | 3 | 1⅜ |
| E8 | 8 | 5 | 2 | 34 | 1 | Barrel | 31 | 0 | 3 | 1 | 0 | 11¼ | 2 | 11⅝ |
| E9 | 8 | 5 | 2 | 34 | 5 | Barrel | 31 | 6 | 2 | 11 | 0 | 10¾ | 2 | 9⅛ |
| E10 | 8 | 5 | 1 | 34 | 8 | Barrel | 31 | 11 | 2 | 9 | 0 | 10¼ | 2 | 8¼ |
| E11 | 8 | 5 | 4 | 32 | 2 | Barrel | 28 | 2 | 4 | 0 | 1 | 2¾ | 3 | 10⅜ |
| E12 | 8 | 5 | 4 | 34 | 6 | Barrel | 31 | 7 | 2 | 11 | 0 | 10⅞ | 2 | 9½ |
| | | | | | | | | | | | | | | |
| G1 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G2 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G3 | Str. | 5 | 1 | 6 | 1 | Wings | | | | | | | | |
| G4 | Str. | 5 | 1 | 5 | 8 | Wings | | | | | | | | |
| G5 | Str. | 5 | 1 | 5 | 3 | Wings | | | | | | | | |
| G6 | Str. | 5 | 1 | 4 | 10 | Wings | | | | | | | | |
| G7 | Str. | 5 | 1 | 4 | 5 | Wings | | | | | | | | |
| G8 | Str. | 5 | 1 | 4 | 0 | Wings | | | | | | | | |
| G9 | Str. | 5 | 1 | 3 | 7 | Wings | | | | | | | | |
| G10 | Str. | 5 | 1 | 3 | 3 | Wings | | | | | | | | |
| G11 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G12 | Str. | 5 | 1 | 6 | 4 | Wings | | | | | | | | |
| G13 | Str. | 5 | 1 | 6 | 0 | Wings | | | | | | | | |
| G14 | Str. | 5 | 1 | 5 | 6 | Wings | | | | | | | | |
| G15 | Str. | 5 | 1 | 5 | 1 | Wings | | | | | | | | |
| G16 | Str. | 5 | 1 | 4 | 8 | Wings | | | | | | | | |
| G17 | Str. | 5 | 1 | 4 | 3 | Wings | | | | | | | | |
| G18 | Str. | 5 | 1 | 3 | 10 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| H1 | 5 | 4 | 18 | 5 | 3 | Wings | 2 | 11 | 2 | 1 | 4 | | | |
| H2 | Str. | 4 | 18 | 4 | 2 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| K1 | Str. | 4 | 8 | 10 | 7 | Wings | | | | | | | | |
| K2 | Str. | 4 | 8 | 7 | 2 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| M1 | Str. | 4 | 3 | 8 | 8 | Wings | | | | | | | | |
| M2 | Str. | 4 | 1 | 7 | 5 | Wings | | | | | | | | |
| M3 | Str. | 4 | 1 | 5 | 0 | Wings | | | | | | | | |
| M4 | Str. | 4 | 1 | 2 | 8 | Wings | | | | | | | | |
| M5 | Str. | 4 | 4 | 7 | 2 | Wings | | | | | | | | |
| M6 | Str. | 4 | 1 | 4 | 11 | Wings | | | | | | | | |
| M7 | Str. | 4 | 1 | 2 | 7 | Wings | | | | | | | | |
| | | | | | | | | | | | | | | |
| P1 | 7 | 6 | 1 | 11 | 2 | Parapet | 8 | 5 | 1 | 5 | 1 | 4 | 1 | 3⅜ |
| P2 | 7 | 6 | 1 | 12 | 1 | Parapet | 8 | 5 | 1 | 10 | 1 | 10 | 1 | 8 |
| P3 | 7 | 5 | 2 | 11 | 2 | Parapet | 8 | 5 | 1 | 5 | 1 | 4 | 1 | 3⅜ |
| P4 | 7 | 5 | 2 | 12 | 1 | Parapet | 8 | 5 | 1 | 10 | 1 | 10 | 1 | 8 |
| P5 | 7 | 6 | 1 | 24 | 7 | Apron | 16 | 8 | 3 | 10 | 4 | 1 | 3 | 3⅛ |
| P6 | 7 | 6 | 1 | 25 | 7 | Apron | 17 | 2 | 4 | 2 | 4 | 3 | 3 | 6¼ |
| | | | | | | | | | | | | | | |
| R1 | 12 | 5 | 9 | 6 | 2 | Parapet | 2 | 3 | 0 | 9 | | | | |
| | | | | | | | | | | | | | | |
| T1 | 8 | 5 | 2 | 9 | 5 | Wings | 8 | 0 | 1 | 5 | 0 | 6¾ | 1 | 3⅝ |
| T2 | 8 | 5 | 2 | 7 | 10 | Wings | 6 | 5 | 1 | 5 | 0 | 6¾ | 1 | 3⅜ |




## BAR TYPES




## OUTLET END ELEVATION

(Normal to Culvert Headwall)

Revised 3/7/2025

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. LAXTON | I. McELHONE |

7X4 RCBC EXTENSION DETAILS

CROSSING: UNNAMED BRANCH

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S5 | DRAWING NUMBER 28948 |

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-71 SB RAMP
# OVER I-71 NB AND I-71 SB RAMP
# STA. 46+89.25

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | | 02231 | 03299 | 08002 | 08003 | 08100 | 08104 | 08130 | 08134 | 08140 | 08150 | 08151 | 08160 | 08170 | 20745ED | 20746ED | 23378EC | 26173EC | 26172EC | 25028ED | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BID ITEM | | Structure Granular Backfill | Armored Edge for Concrete | Structure Excavation, Solid Rock | Foundation Preparation | Concrete Class "A" | Concrete Class "AA" | Mechanical Reinf Coupler #5 | Mechanical Reinf Coupler #9 | Mechanical Reinf Coupler #5 Epoxy Coated | Steel Reinforcement | Steel Reinforcement, Epoxy Coated | Structural Steel (1) | Shear Connectors | Rock Soundings | Rock Corings | Concrete Sealing | Drilled Shaft Common 42 in. | Drilled Shaft Rock 36 in. | Railing System Single Slope 40 in. | | | | | | | | |
| UNIT | | C.Y. | L.F. | C.Y. | L.S. | C.Y. | C.Y. | Each | Each | Each | LBS. | LBS. | L.S. | Each | L.F. | L.F. | S.F. | L.F. | L.F. | L.F. | | | | | | | | |
| Substructure | Abutment 1 | 480 | | 395 | | 96.9 | 44.6 | 12 | 14 | | 19260 | 5020 | | | | 173 | 860 | | 56 | | | | | | | | | |
| | Abutment 2 | 520 | | | | 104.1 | 41.0 | 12 | 14 | | 20570 | 5410 | | | 128 | 129 | 770 | 80 | 56 | | | | | | | | | |
| Superstructure | | | 137.4 | | | | 504.3 | | | 588 | | 77030 | 1 | 3720 | | | 21690 | | | 394.8 | | | | | | | | |
| BRIDGE TOTALS | | 1000 | 137.4 | 395 | 1 | 201.0 | 589.9 | 24 | 32 | 588 | 39830 | 87460 | 1 | 3720 | 128 | 302 | 23320 | 80 | 112 | 394.8 | | | | | | | | |

(1) Estimated Weight of Structural Steel = 782,400 lbs.

## INDEX OF SHEETS


| Sheet No. | Description |
|---|---|
| S1 | Title Sheet |
| S2-S3 | General Notes |
| S4 | Layout |
| S5-S6 | Phased Construction |
| S7 | Subsurface Data |
| S8 | Foundation Layout |
| S9 | Drilled Shaft Details |
| S10-S12 | Abutment 1 |
| S13-S15 | Abutment 2 |
| S16 | Framing Plan |
| S17 | Bearing Details |
| S18 | Girder Elevation |
| S19 | Structural Steel Details |
| S20 | Girder Cross Frame Details |
| S21 | Splice Details |
| S22 | Camber Diagram |
| S23 | Slab Plan |
| S24 | Deck Details |
| S25 | Superstructure Details |
| S26 | Diaphragm Details Abutment 1 |
| S27 | Diaphragm Details Abutment 2 |
| S28-S30 | Construction Elevations |


## SPECIAL NOTES

11C Drilled Shafts
Concrete Sealing
Foundation Preparation

## SPECIAL PROVISIONS

69 - Embankment at Bridge End Bent Structures
4(08) - Welding Steel Bridges

## STANDARD DRAWINGS

| | |
|---|---|
| BGX-006-10 | Stencils for Structures |
| BGX-012-02 | Geotechnical Legend |
| BHS-010-20 | Railing System 40 inch Single Slope |
| BGX-022-20 | Joint Waterproofing |
| BJE-001-14 | Armored Edges |

## SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

AASHTO LRFD Bridge Construction Specifications 9th Edition with Current Interims.

STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: C. MAXEY | I. McELHONE |
| DETAILED BY: K. LAXTON | I. Wilson |

TITLE SHEET
CROSSING
I-71 NB and I-71 SB RAMP

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S1 | DRAWING NUMBER 28949 |

MicroStation v23.00.02.71 USER: LaxtonK DATE PLOTTED: 3/10/2025 FILE NAME: C:_Projects\60391512 OBM - 9.1_Bridge - KY 42_I-264 Interchange\CADD\05_0804_S01_S28949_TITLE_SHEET.dgn

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# I-71 SB RAMP
# OVER I-71 NB AND I-71 SB RAMP
# STA. 46+89.25

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | | 02231 | 03299 | 08002 | 08003 | 08100 | 08104 | 08130 | 08134 | 08140 | 08150 | 08151 | 08160 | 08170 | 20745ED | 20746ED | 23378EC | 26173EC | 26172EC | 25028ED | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BID ITEM | | Structure Granular Backfill | Armored Edge for Concrete | Structure Excavation, Solid Rock | Foundation Preparation | Concrete Class "A" | Concrete Class "AA" | Mechanical Reinf Coupler #5 | Mechanical Reinf Coupler #9 | Mechanical Reinf Coupler #5 Epoxy Coated | Steel Reinforcement | Steel Reinforcement, Epoxy Coated | Structural Steel (1) | Shear Connectors | Rock Soundings | Rock Corings | Concrete Sealing | Drilled Shaft Common 42 in. | Drilled Shaft Rock 36 in. | Railing System Single Slope 40 in. | | | | | | | | |
| UNIT | | C.Y. | L.F. | C.Y. | L.S. | C.Y. | C.Y. | Each | Each | Each | LBS. | LBS. | L.S. | Each | L.F. | L.F. | S.F. | L.F. | L.F. | L.F. | | | | | | | | |
| Substructure | Abutment 1 | 480 | | 395 | | 96.9 | 44.6 | 12 | 14 | | 19260 | 5020 | | | | 173 | 860 | | 56 | | | | | | | | | |
| | Abutment 2 | 520 | | | | 104.1 | 41.0 | 12 | 14 | | 20570 | 5410 | | | 128 | 129 | 770 | 80 | 56 | | | | | | | | | |
| Superstructure | | | 137.4 | | | | 504.3 | | | 588 | | 77030 | 1 | 3720 | | | 21690 | | | 394.8 | | | | | | | | |
| BRIDGE TOTALS | | 1000 | 137.4 | 395 | 1 | 201.0 | 589.9 | 24 | 32 | 588 | 39830 | 87460 | 1 | 3720 | 128 | 302 | 23320 | 80 | 112 | 394.8 | | | | | | | | |

(1) Estimated Weight of Structural Steel = 782,400 lbs.

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STATE OF KENTUCKY
IAN RICHARD McELHONE
30790
LICENSED PROFESSIONAL ENGINEER

Revised 3/10/25

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: C. MAXEY | I. McELHONE |
| DETAILED BY: K. LAXTON | I. Wilson |

TITLE SHEET
CROSSING
I-71 NB and I-71 SB RAMP

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S1 | DRAWING NUMBER 28949 |

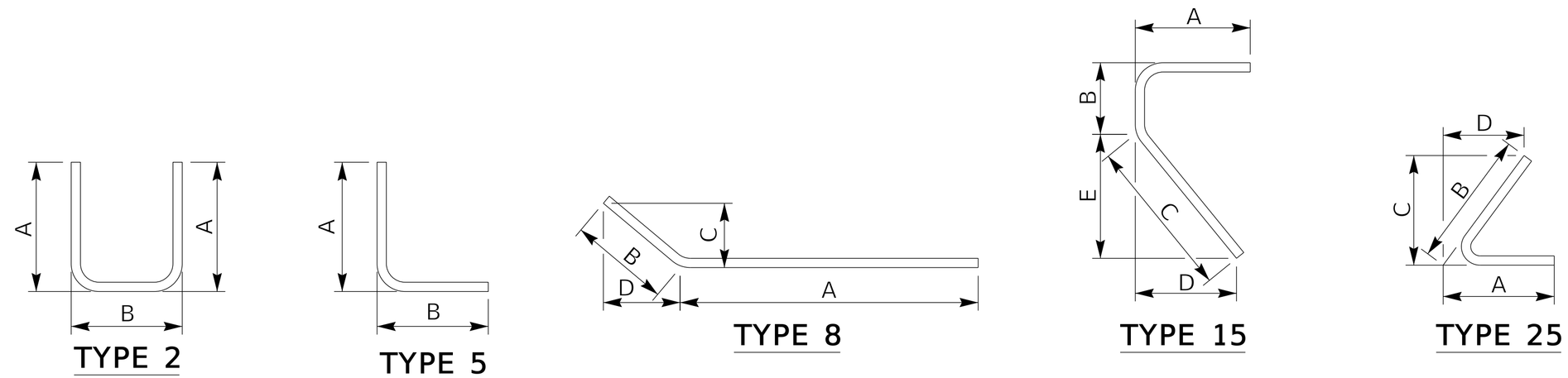
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# BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| A1 | 5 | 9 | 1 | 17 | 6 | Abutment 1 | 2 | 0 | 15 | 6 | | | | | | |
| A2 | 5 | 9 | 1 | 18 | 0 | Abutment 1 | 2 | 0 | 16 | 0 | | | | | | |
| A3 | 5 | 9 | 1 | 18 | 6 | Abutment 1 | 2 | 0 | 16 | 6 | | | | | | |
| A4 | 5 | 9 | 1 | 18 | 11 | Abutment 1 | 2 | 0 | 16 | 11 | | | | | | |
| A5 | 5 | 9 | 1 | 19 | 5 | Abutment 1 | 2 | 0 | 17 | 5 | | | | | | |
| A6 | 5 | 9 | 1 | 19 | 11 | Abutment 1 | 2 | 0 | 17 | 11 | | | | | | |
| A7 | 5 | 9 | 1 | 20 | 4 | Abutment 1 | 2 | 0 | 18 | 4 | | | | | | |
| A8 | 5 | 9 | 1 | 20 | 10 | Abutment 1 | 2 | 0 | 18 | 10 | | | | | | |
| A9 | 5 | 9 | 8 | 18 | 10 | Abutment 1 | 2 | 0 | 16 | 10 | | | | | | |
| A10 | 5 | 9 | 8 | 15 | 4 | Abutment 1 | 2 | 0 | 13 | 4 | | | | | | |
| A11 | 5 | 9 | 8 | 27 | 4 | Abutment 1 | 2 | 0 | 25 | 4 | | | | | | |
| A12 | STR. | 9 | 24 | 24 | 4 | Abutment 1 | | | | | | | | | | |
| A13 | STR. | 5 | 2 | 17 | 9 | Abutment 1 | | | | | | | | | | |
| A14 | STR. | 5 | 2 | 29 | 9 | Abutment 1 | | | | | | | | | | |
| A15 | STR. | 5 | 6 | 38 | 2 | Abutment 1 | | | | | | | | | | |
| A16 | STR. | 5 | 6 | 41 | 5 | Abutment 1 | | | | | | | | | | |
| A17 | STR. | 9 | 16 | 22 | 0 | Abutment 1 | | | | | | | | | | |
| A18 | STR. | 5 | 10 | 44 | 7 | Abutment 1 | | | | | | | | | | |
| A19 | STR. | 5 | 10 | 41 | 4 | Abutment 1 | | | | | | | | | | |
| A20 | 2 | 5 | 4 | 12 | 5 | Abutment 1 | 4 | 8 | 3 | 1 | | | | | | |
| A21 | 2 | 5 | 4 | 12 | 6 | Abutment 1 | 4 | 8 | 3 | 2 | | | | | | |
| A22 | 2 | 5 | 4 | 12 | 8 | Abutment 1 | 4 | 8 | 3 | 4 | | | | | | |
| A23 | 2 | 5 | 4 | 13 | 0 | Abutment 1 | 4 | 8 | 3 | 8 | | | | | | |
| A24 | 2 | 5 | 108 | 13 | 4 | Abutment 1 | 4 | 8 | 4 | 0 | | | | | | |
| A25 | 2 | 5 | 92 | 12 | 8 | Abutment 1 | 4 | 4 | 4 | 0 | | | | | | |
| A26 | 2 | 5 | 92 | 12 | 0 | Abutment 1 | 4 | 0 | 4 | 0 | | | | | | |
| A27 | 2 | 5 | 92 | 11 | 4 | Abutment 1 | 3 | 8 | 4 | 0 | | | | | | |
| A28 | 2 | 5 | 92 | 10 | 10 | Abutment 1 | 3 | 5 | 4 | 0 | | | | | | |
| A29 | 2 | 5 | 108 | 10 | 2 | Abutment 1 | 3 | 1 | 4 | 0 | | | | | | |
| A30 | 2 | 5 | 4 | 12 | 5 | Abutment 1 | 4 | 8 | 3 | 1 | | | | | | |
| A31 | 2 | 5 | 4 | 12 | 6 | Abutment 1 | 4 | 8 | 3 | 2 | | | | | | |
| A32 | 2 | 5 | 4 | 12 | 8 | Abutment 1 | 4 | 8 | 3 | 4 | | | | | | |
| A33 | 2 | 5 | 4 | 13 | 0 | Abutment 1 | 4 | 8 | 3 | 8 | | | | | | |
| A34e | STR. | 5 | 5 | 12 | 3 | Cheek wall | | | | | | | | | | |
| A35e | STR. | 5 | 2 | 12 | 0 | Cheek wall | | | | | | | | | | |
| A36e | STR. | 5 | 2 | 11 | 8 | Cheek wall | | | | | | | | | | |
| A37e | STR. | 5 | 2 | 11 | 4 | Cheek wall | | | | | | | | | | |
| A38e | STR. | 5 | 2 | 11 | 1 | Cheek wall | | | | | | | | | | |
| A39e | STR. | 5 | 2 | 10 | 9 | Cheek wall | | | | | | | | | | |
| A40e | 25 | 5 | 24 | 7 | 11 | Cheek wall | 4 | 10 | 3 | 1 | 3 | 8¾ | 3 | 0⅞ | | |
| A41e | 15 | 5 | 20 | 10 | 2 | Cheek wall | 3 | 3 | 3 | 11 | 3 | 0 | 2 | 3¾ | 1 | 10⅞ |
| A42e | 5 | 5 | 20 | 10 | 3 | Cheek wall | 6 | 10 | 3 | 5 | | | | | | |
| A43e | 8 | 8 | 32 | 8 | 4 | Cheek wall | 4 | 2 | 4 | 2 | 3 | 2⅝ | 2 | 7⅞ | | |
| A44 | 8 | 8 | 46 | 8 | 4 | Cheek wall | 4 | 2 | 4 | 2 | 3 | 2⅝ | 2 | 7⅞ | | |
| A45e | STR. | 5 | 8 | 8 | 8 | Cheek wall | | | | | | | | | | |
| A46e | STR. | 5 | 2 | 9 | 6 | Cheek wall | | | | | | | | | | |
| A47e | STR. | 5 | 2 | 10 | 0 | Cheek wall | | | | | | | | | | |
| A48e | STR. | 5 | 5 | 10 | 3 | Cheek wall | | | | | | | | | | |
| A49e | 8 | 5 | 1 | 8 | 0 | Cheek wall | 4 | 6 | 3 | 6 | 1 | 2 | 3 | 3⅝ | | |
| A50e | 8 | 5 | 1 | 5 | 11 | Cheek wall | 3 | 5 | 2 | 6 | 1 | 7⅛ | 1 | 11⅛ | | |
| A51 | STR. | 5 | 35 | 6 | 0 | Wingwall | | | | | | | | | | |
| A52 | STR. | 8 | 16 | 13 | 4 | Wingwall | | | | | | | | | | |
| A53e | STR. | 5 | 35 | 8 | 6 | Wingwall | | | | | | | | | | |
| A54e | STR. | 8 | 36 | 13 | 4 | Wingwall | | | | | | | | | | |
| A55 | STR. | 5 | 40 | 9 | 3 | Wingwall | | | | | | | | | | |
| A56 | STR. | 8 | 30 | 19 | 3 | Wingwall | | | | | | | | | | |
| A57e | STR. | 5 | 40 | 6 | 7 | Wingwall | | | | | | | | | | |
| A58e | STR. | 8 | 28 | 19 | 3 | Wingwall | | | | | | | | | | |
| A59e | STR. | 5 | 1 | 4 | 2 | Cheek wall | | | | | | | | | | |
| A60e | STR. | 5 | 1 | 2 | 0 | Cheek wall | | | | | | | | | | |
| A61 | STR. | 5 | 2 | 24 | 1 | Abutment 1 | | | | | | | | | | |
| A62 | 5 | 9 | 8 | 3 | 0 | Abutment 1 | 2 | 0 | 1 | 0 | | | | | | |
| A63 | STR. | 9 | 8 | 15 | 0 | Abutment 1 | | | | | | | | | | |

# BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| A64 | STR. | 9 | 2 | 38 | 2 | Abutment 1 | | | | | | | | | | |
| A65 | STR. | 9 | 2 | 41 | 5 | Abutment 1 | | | | | | | | | | |




## BAR TYPES

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: F. PAXTON | I. McELHONE |

*ABUTMENT 1 DETAILS (2 OF 2)*
CROSSING
I-71 NB & I-71 SB RAMP

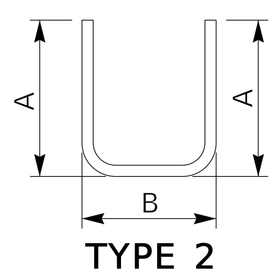
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S12 | DRAWING NUMBER 28949 |

# BILL OF REINFORCEMENT

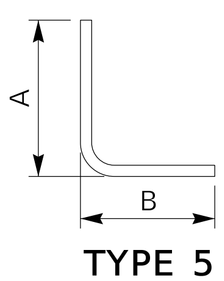
| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| A1 | 5 | 9 | 1 | 17 | 6 | Abutment 1 | 2 | 0 | 15 | 6 | | | | | | |
| A2 | 5 | 9 | 1 | 18 | 0 | Abutment 1 | 2 | 0 | 16 | 0 | | | | | | |
| A3 | 5 | 9 | 1 | 18 | 6 | Abutment 1 | 2 | 0 | 16 | 6 | | | | | | |
| A4 | 5 | 9 | 1 | 18 | 11 | Abutment 1 | 2 | 0 | 16 | 11 | | | | | | |
| A5 | 5 | 9 | 1 | 19 | 5 | Abutment 1 | 2 | 0 | 17 | 5 | | | | | | |
| A6 | 5 | 9 | 1 | 19 | 11 | Abutment 1 | 2 | 0 | 17 | 11 | | | | | | |
| A7 | 5 | 9 | 1 | 20 | 4 | Abutment 1 | 2 | 0 | 18 | 4 | | | | | | |
| A8 | 5 | 9 | 1 | 20 | 10 | Abutment 1 | 2 | 0 | 18 | 10 | | | | | | |
| A9 | 5 | 9 | 8 | 18 | 10 | Abutment 1 | 2 | 0 | 16 | 10 | | | | | | |
| A10 | 5 | 9 | 8 | 15 | 4 | Abutment 1 | 2 | 0 | 13 | 4 | | | | | | |
| A11 | 5 | 9 | 8 | 27 | 4 | Abutment 1 | 2 | 0 | 25 | 4 | | | | | | |
| A12 | STR. | 9 | 24 | 24 | 4 | Abutment 1 | | | | | | | | | | |
| A13 | STR. | 5 | 2 | 17 | 9 | Abutment 1 | | | | | | | | | | |
| A14 | STR. | 5 | 2 | 29 | 9 | Abutment 1 | | | | | | | | | | |
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| A20 | 2 | 5 | 4 | 12 | 5 | Abutment 1 | 4 | 8 | 3 | 1 | | | | | | |
| A21 | 2 | 5 | 4 | 12 | 6 | Abutment 1 | 4 | 8 | 3 | 2 | | | | | | |
| A22 | 2 | 5 | 4 | 12 | 8 | Abutment 1 | 4 | 8 | 3 | 4 | | | | | | |
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| A43e | 8 | 8 | 32 | 8 | 4 | Cheek wall | 4 | 2 | 4 | 2 | 3 | 2⅝ | 2 | 7⅞ | | |
| A44 | 8 | 8 | 46 | 8 | 4 | Cheek wall | 4 | 2 | 4 | 2 | 3 | 2⅝ | 2 | 7⅞ | | |
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| A47e | STR. | 5 | 2 | 10 | 0 | Cheek wall | | | | | | | | | | |
| A48e | STR. | 5 | 5 | 10 | 3 | Cheek wall | | | | | | | | | | |
| A49e | 8 | 5 | 1 | 8 | 0 | Cheek wall | 4 | 6 | 3 | 6 | 1 | 2 | 3 | 3⅝ | | |
| A50e | 8 | 5 | 1 | 5 | 11 | Cheek wall | 3 | 5 | 2 | 6 | 1 | 7⅛ | 1 | 11⅛ | | |
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| A58e | STR. | 8 | 28 | 19 | 3 | Wingwall | | | | | | | | | | |
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| A62 | 5 | 9 | 8 | 3 | 0 | Abutment 1 | 2 | 0 | 1 | 0 | | | | | | |
| A63 | STR. | 9 | 8 | 15 | 0 | Abutment 1 | | | | | | | | | | |

# BILL OF REINFORCEMENT

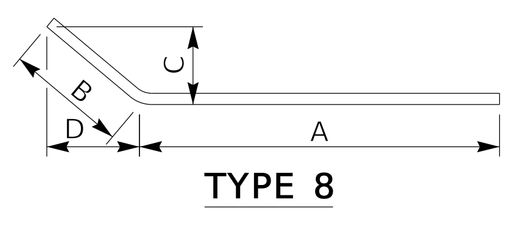
| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| A64 | STR. | 9 | 2 | 38 | 2 | Abutment 1 | | | | | | | | | | |
| A65 | STR. | 9 | 2 | 41 | 5 | Abutment 1 | | | | | | | | | | |



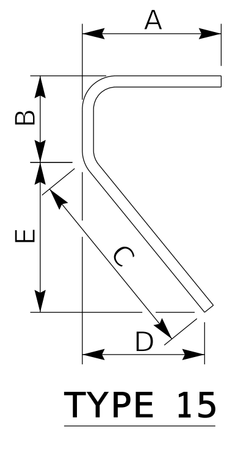
TYPE 2



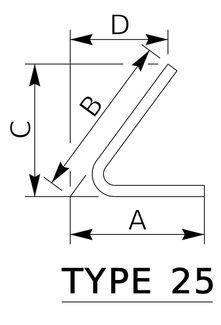
TYPE 5



TYPE 8



TYPE 15



TYPE 25

## BAR TYPES

Revised 3/10/2025

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
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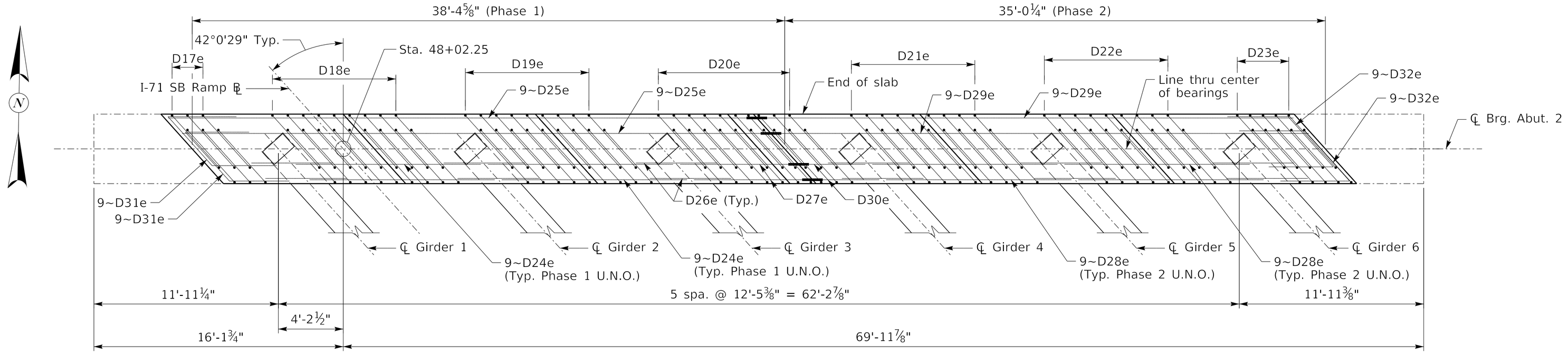
PREPARED BY
AECOM

| DATE: 30-JANUARY-2025 | CHECKED BY |
|---|---|
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: F. PAXTON | I. McELHONE |

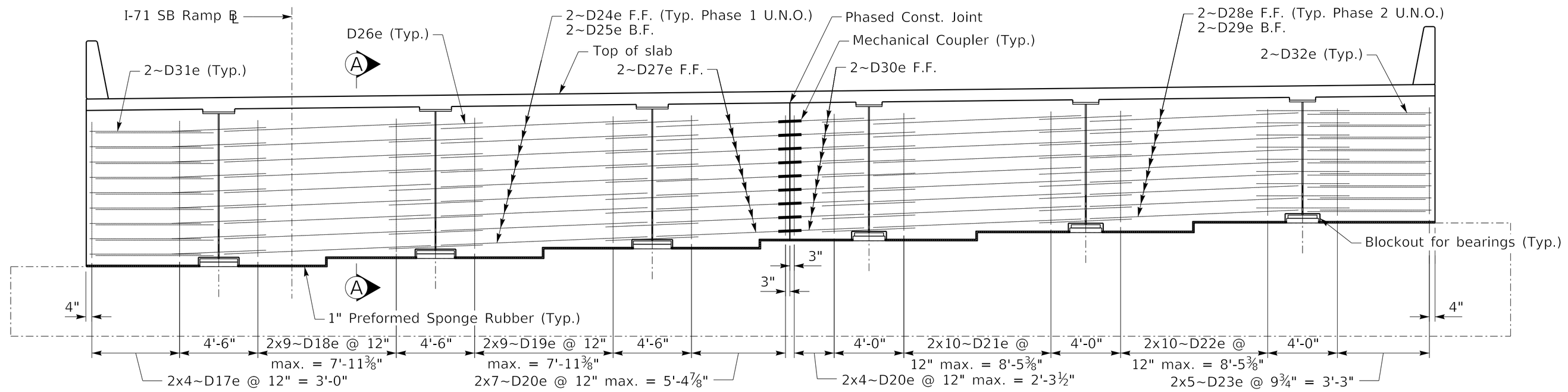
ABUTMENT 1 DETAILS (2 OF 2)
CROSSING
I-71 NB & I-71 SB RAMP

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S12 | DRAWING NUMBER 28949 |

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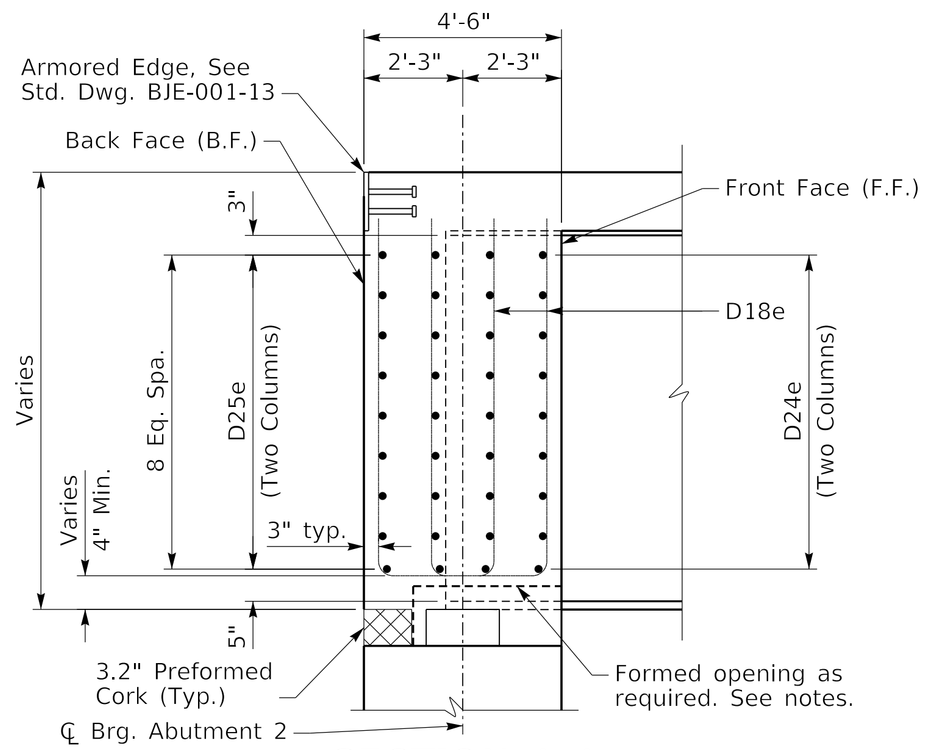



## PLAN




## ELEVATION

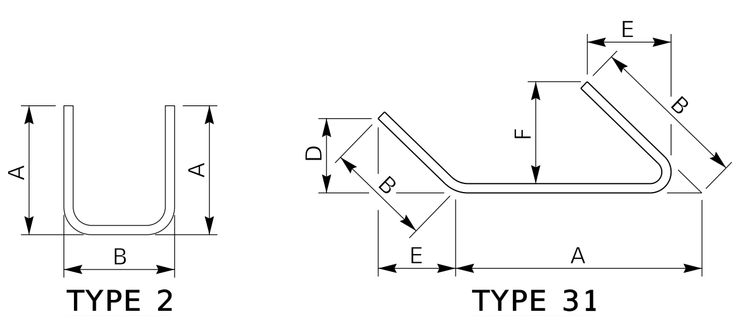
All dimensions measured along ℄ brg.




## SECTION A-A

(Phase Two shown, Phase One similar)

## BAR TYPES




## Notes:

Deck not shown for clarity.

Anchor bolts and sole plates not shown for clarity.

D26e reinforcing to be inserted through holes in girder web.

Diaphragm stirrups are to project into the slab regardless of slab forming method.

Place stirrup bars parallel to face of girders.

Form an opening blockout for bearings as required to clear anchor bolt and sole plate by 1" all around limits of thermal movement. Adjust reinforcement to provide minimum concrete cover.

## BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | | F | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| D17e | 2 | 5 | 8 | 21 | 4 | Abutment 2 Diaphragm | 8 | 10 | 3 | 8 | | | | | | | | |
| D18e | 2 | 5 | 18 | 20 | 6 | Abutment 2 Diaphragm | 8 | 5 | 3 | 8 | | | | | | | | |
| D19e | 2 | 5 | 18 | 19 | 8 | Abutment 2 Diaphragm | 8 | 0 | 3 | 8 | | | | | | | | |
| D20e | 2 | 5 | 22 | 18 | 8 | Abutment 2 Diaphragm | 7 | 6 | 3 | 8 | | | | | | | | |
| D21e | 2 | 5 | 20 | 18 | 0 | Abutment 2 Diaphragm | 7 | 2 | 3 | 8 | | | | | | | | |
| D22e | 2 | 5 | 20 | 17 | 0 | Abutment 2 Diaphragm | 6 | 8 | 3 | 8 | | | | | | | | |
| D23e | 2 | 5 | 10 | 17 | 0 | Abutment 2 Diaphragm | 6 | 8 | 3 | 8 | | | | | | | | |
| D24e | STR. | 5 | 36 | 11 | 5 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D25e | STR. | 5 | 18 | 38 | 0 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D26e | STR. | 5 | 108 | 6 | 0 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D27e | STR. | 5 | 18 | 7 | 9 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D28e | STR. | 5 | 36 | 11 | 5 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D29e | STR. | 5 | 18 | 34 | 9 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D30e | STR. | 5 | 18 | 4 | 3 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D31e | 31 | 5 | 18 | 12 | 7 | Abutment 2 Diaphragm | 3 | 7 | 4 | 6 | | | 3 | 4⅛ | 3 | ⅛ | 3 | 4⅛ |
| D32e | 31 | 5 | 18 | 12 | 7 | Abutment 2 Diaphragm | 3 | 7 | 4 | 6 | | | 3 | 4⅛ | 3 | ⅛ | 3 | 4⅛ |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY Transportation Cabinet

| REVISION | DATE |
|---|---|
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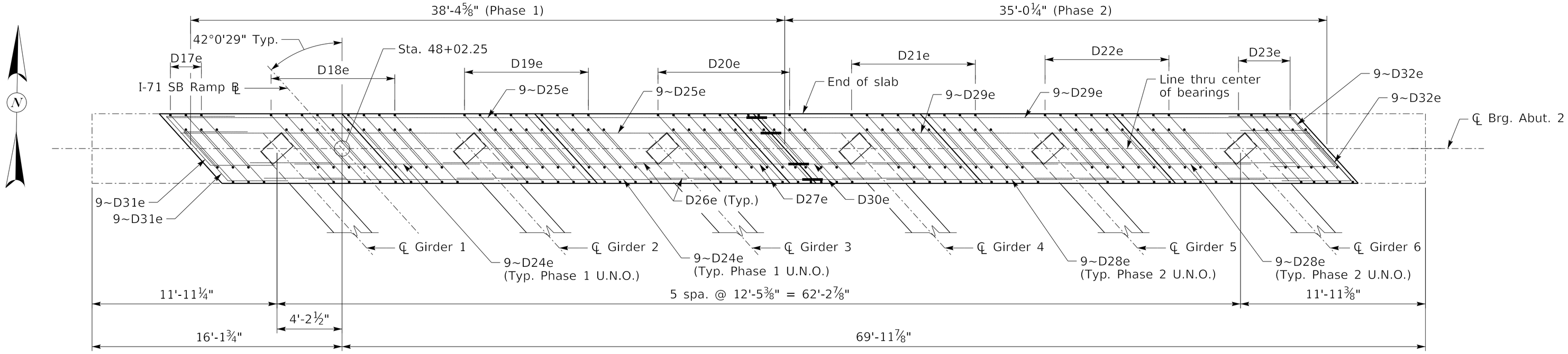
PREPARED BY AECOM

| DATE: 30-JANUARY-2025 | CHECKED BY |
|---|---|
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. SHEPHERD | I. McELHONE |

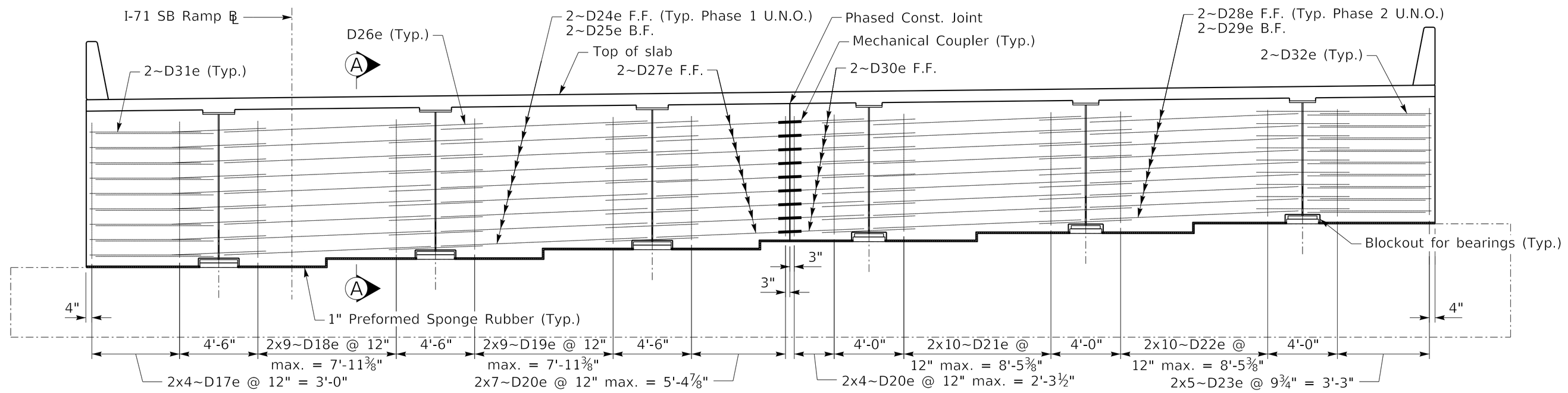
*DIAPHRAGM DETAILS ABUTMENT 2*

CROSSING: I-71 NB & I-71 SB RAMP

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S27 | DRAWING NUMBER 28949 |

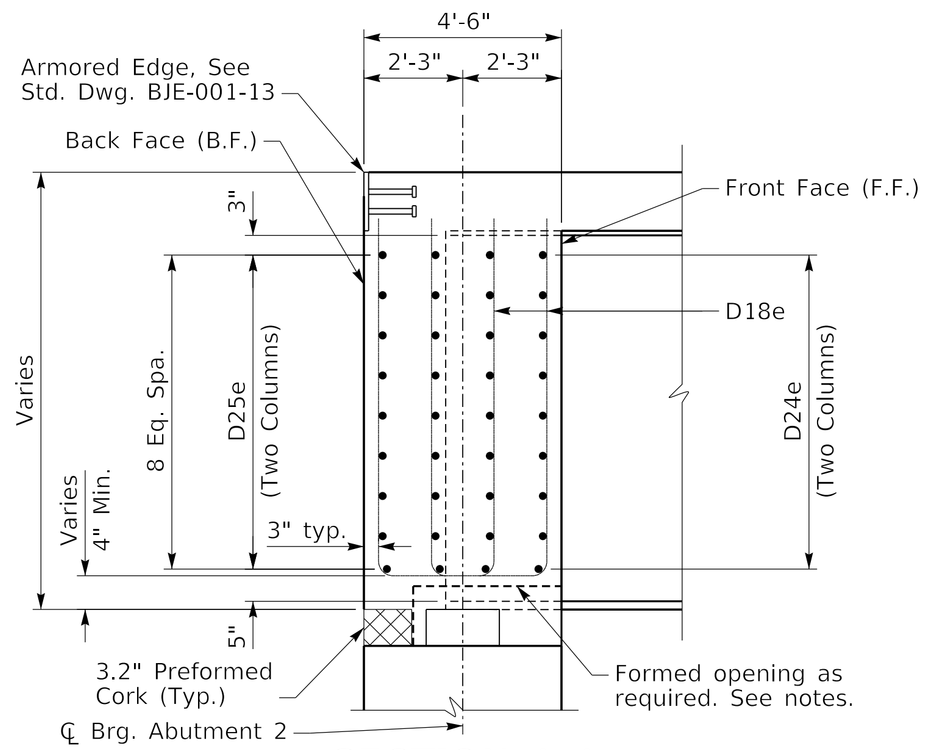



## PLAN



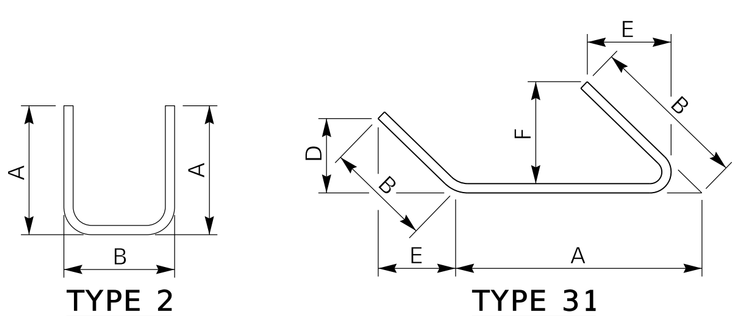

## ELEVATION

All dimensions measured along ℄ brg.




## SECTION A-A

(Phase Two shown, Phase One similar)




## BAR TYPES

### Notes:

Deck not shown for clarity.

Anchor bolts and sole plates not shown for clarity.

D26e reinforcing to be inserted through holes in girder web.

Diaphragm stirrups are to project into the slab regardless of slab forming method.

Place stirrup bars parallel to face of girders.

Form an opening blockout for bearings as required to clear anchor bolt and sole plate by 1" all around limits of thermal movement. Adjust reinforcement to provide minimum concrete cover.

## BILL OF REINFORCEMENT

| MARK | TYPE | SIZE | NO. | LENGTH | | LOCATION | A | | B | | C | | D | | E | | F | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | IN. | | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| D17e | 2 | 5 | 8 | 21 | 4 | Abutment 2 Diaphragm | 8 | 10 | 3 | 8 | | | | | | | | |
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| D21e | 2 | 5 | 20 | 18 | 0 | Abutment 2 Diaphragm | 7 | 2 | 3 | 8 | | | | | | | | |
| D22e | 2 | 5 | 20 | 17 | 0 | Abutment 2 Diaphragm | 6 | 8 | 3 | 8 | | | | | | | | |
| D23e | 2 | 5 | 10 | 17 | 0 | Abutment 2 Diaphragm | 6 | 8 | 3 | 8 | | | | | | | | |
| D24e | STR. | 5 | 36 | 11 | 5 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D25e | STR. | 5 | 18 | 38 | 0 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D26e | STR. | 5 | 108 | 6 | 0 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D27e | STR. | 5 | 18 | 7 | 9 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D28e | STR. | 5 | 36 | 11 | 5 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D29e | STR. | 5 | 18 | 34 | 9 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D30e | STR. | 5 | 18 | 4 | 3 | Abutment 2 Diaphragm | | | | | | | | | | | | |
| D31e | 31 | 5 | 18 | 12 | 7 | Abutment 2 Diaphragm | 3 | 7 | 4 | 6 | | | 3 | 4⅛ | 3 | ⅛ | 3 | 4⅛ |
| D32e | 31 | 5 | 18 | 12 | 7 | Abutment 2 Diaphragm | 3 | 7 | 4 | 6 | | | 3 | 4⅛ | 3 | ⅛ | 3 | 4⅛ |

Revised 3/10/2025

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

| REVISION | DATE |
|---|---|
| | |

PREPARED BY AECOM

| | |
|---|---|
| DATE: 30-JANUARY-2025 | CHECKED BY |
| DESIGNED BY: I. WILSON | I. McELHONE |
| DETAILED BY: K. SHEPHERD | I. McELHONE |

DIAPHRAGM DETAILS ABUTMENT 2

CROSSING: I-71 NB & I-71 SB RAMP

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-71 SB RAMP | 5-804.00 | JEFFERSON |
| | SHEET NO. S27 | DRAWING NUMBER 28949 |

LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# SINGLE POINT URBAN INTERCHANGE BRIDGE
# US-42 OVER I-264
# STA. 121+54.00

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | | 02231 | 02998 | 03299 | 08002 | 08003 | 08100 | 08104 | 08140 | 08141 | 08151 | 08160 | 08170 | 08500 | 08672 | 08711 | 20745ED | 20746ED | 23000EX | 23158ES505 | 23249EC | 23378EC | 24405EC | 25027ED | 25029ED | 25121EC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BID ITEM | | Structure Granular Backfill | Masonry Coating | Armored Edge for Concrete | Structure Excavation, Solid Rock | Foundation Preparation ③ | Concrete Class "A" | Concrete Class "AA" | MECHANICAL REINF COUPLER #5 EPOXY COATED | MECHANICAL REINF COUPLER #6 EPOXY COATED | Steel Reinforcement, Epoxy Coated ④ | Structural Steel ① | Shear Connectors ② | Approach Slab | Precast PC Box Beam SB42 | Chain Link Fence 6 FT | Rock Soundings | Rock Corings | Drilled Shaft - 66 IN (Rock) | Detectable Warnings | Drilled Shaft - 72 IN (Common) | Concrete Sealing | MECHANICAL REINF COUPLER #8 EPOXY COATED | Rail System Single Slope 36 Inch | Steel Handrail | MECHANICAL REINF COUPLER #10 EPOXY COATED |
| UNIT | | C.Y. | C.Y. | L.F. | C.Y. | L.S. | C.Y. | C.Y. | E.A. | E.A. | LBS. | L.S. | L.S. | S.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | S.F. | L.F. | S.F. | E.A. | L.F. | L.F. | E.A. |
| Substructure | Semi Integral Abutment #1 | 5585 | 904 | | 64 | 1 | 722.9 | 112.8 | 16 | 42 | 161303 | | | | | | 54 | 743 | 297 | | | | | | | 12 |
| | Pier #1 | | 559 | | | | 289.4 | 83.3 | 24 | | 71129 | | | | | | 70 | 275 | 110 | | 70 | | | | | 28 |
| | Semi Integral Abutment #2 | 5415 | 875 | | 63 | | 697.4 | 105.1 | 16 | 44 | 158315 | | | | | | 50 | 687 | 275 | | | | | | | 12 |
| Superstructure | | | 470 | 2120 | | | | 763.1 | 30 | | 400115 | 1 | 1 | 1392 | 2192 | 216 | | | | 204 | | 26613 | 3 | 356 | 356 | |
| **BRIDGE TOTALS** | | 11000 | 2808 | 2120 | 127 | 1 | 1709.7 | 1064.3 | 86 | 86 | 790862 | 1 | 1 | 1392 | 2192 | 216 | 174 | 1705 | 682 | 204 | 70 | 26613 | 3 | 356 | 356 | 52 |

(1) Estimated Weight of Structural Steel = 29,904 lbs.

(2) Estimated Weight of 804 Shear Connectors = 1150 lbs.

(3) Foundation preparation includes all incidental items listed in section 603.04.03 of the standard specifications except for backfill which is quantified under Structure Granular Backfill. See standard drawings RGX-100-07 and RGX-105-09.

(4) This quantity includes 2,251 lbs. of welded wire fabric and 11 lbs. of epoxy coated reinforcement for the concrete island at Ramp B which is not shown in the bar bill. See Median Plan, Sheet S49 for details.

STATE OF KENTUCKY
RYAN MICHAEL DAMON
33397
LICENSED PROFESSIONAL ENGINEER

## INDEX OF SHEETS


| Sheet No. | Description |
|---|---|
| S01 | Title Sheet |
| S02 | General Notes |
| S03 | Structural Steel Notes |
| S04 | Layout |
| S05 | Elevation |
| S06-S07 | Typical Section / Maintenance of Traffic |
| S08-S11 | Subsurface Data |
| S12-S13 | Foundation Layout |
| S14 | Drilled Shaft Details |
| S15 | Drilled Shaft Record |
| S16-S21 | Semi Integral Abutment #1 |
| S22-S25 | Pier #1 |
| S26-S31 | Semi Integral Abutment #2 |
| S32 | Bearing Pad Details |
| S33-S34 | Framing Plan |
| S35-S36 | SB 42x48 Box Beam Details |
| S37-S40 | Steel Ramp Beam Details |
| S41 | Typical Section |
| S42-S49 | Slab Plan |
| S50-S51 | Semi Integral Abutment #1 Diaphragms |
| S52-S53 | Pier #1 Diaphragms |
| S54-S55 | Semi Integral Abutment #2 Diaphragms |
| S56 | Fence and Barrier Detail |
| S57-S59 | Construction Elevations |
| S60-S62 | Approach Slab |
| S63-S73 | Bill of Reinforcement |
| S74-S76 | Sepia Sheets |


## SPECIAL NOTES

Special Note for Concrete Sealing
Special Note for Drilled Shafts
Special Note for Galvanizing Steel

## SPECIAL PROVISIONS

69 Embankment at Bridge End Bent Structures

## STANDARD DRAWINGS

| | |
|---|---|
| BGX-006-10 | Stencils for Structures |
| BGX-012-02 | Geotechnical Legend |
| BJE-001-14 | Armored Edges |
| BHS-009 | Railing System 36 Inch Single Slope |
| BHS-016 | Steel Handrail |
| BSD-001 | Box Beam Diaphragms |
| RGX-100-07 | Treatment of Embankment at End Bents |
| RGX-105-09 | Treatment of Embankment at End Bents Details |

## SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction, with current supplemental specifications.

2020 AASHTO LRFD Bridge Design Specifications.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. TRANSPORTATION CABINET

| REVISION | DATE |
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PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | J. P. MURRIN | |
| DETAILED BY: | M.B. HAGGARD | R.M. DAMON | |

*TITLE SHEET*

CROSSING
I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S01 | 28950 |

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LETTING DATE

CONSTRUCTION PROJECT NO.

# TRANSPORTATION CABINET
# DEPARTMENT OF HIGHWAYS

# JEFFERSON COUNTY
# SINGLE POINT URBAN INTERCHANGE BRIDGE
# US-42 OVER I-264
# STA. 121+54.00

## ESTIMATE OF QUANTITIES

| BID ITEM CODE | | 02231 | 02998 | 03299 | 08002 | 08003 | 08100 | 08104 | 08140 | 08141 | 08151 | 08160 | 08170 | 08500 | 08672 | 08711 | 20745ED | 20746ED | 23000EX | 23158ES505 | 23249EC | 23378EC | 24405EC | 25027ED | 25029ED | 25121EC | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| UNIT | | C.Y. | C.Y. | L.F. | C.Y. | L.S. | C.Y. | C.Y. | E.A. | E.A. | LBS. | L.S. | L.S. | S.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | S.F. | L.F. | S.F. | E.A. | L.F. | L.F. | E.A. | |
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| | Pier #1 | | 559 | | | | 289.4 | 83.3 | 24 | | 71129 | | | | | | 70 | 275 | 110 | | 70 | | | | | 28 | |
| | Semi Integral Abutment #2 | 5415 | 875 | | 63 | | 697.4 | 105.1 | 16 | 44 | 158315 | | | | | | 50 | 687 | 275 | | | | | | | 12 | |
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STATE OF KENTUCKY
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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ UPDATED QUANTITIES | 3/07/25 |
| | |
| | |

PREPARED BY Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | J. P. MURRIN | |
| DETAILED BY: | M.B. HAGGARD | R.M. DAMON | |

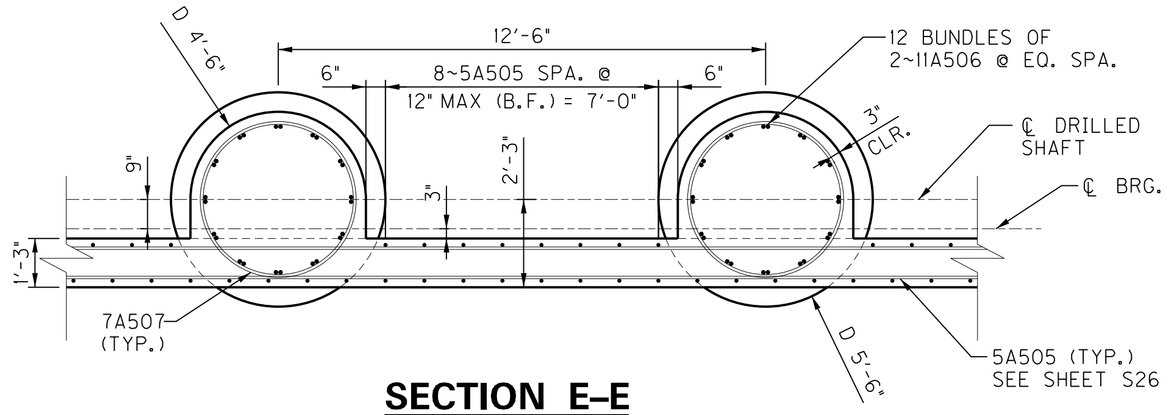
*TITLE SHEET*

CROSSING: I-264

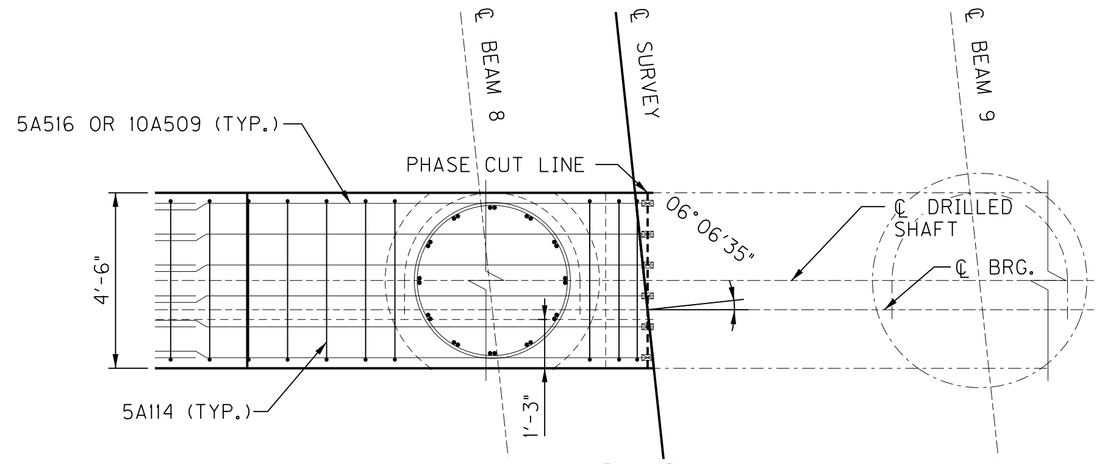
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S01 | 28950 |

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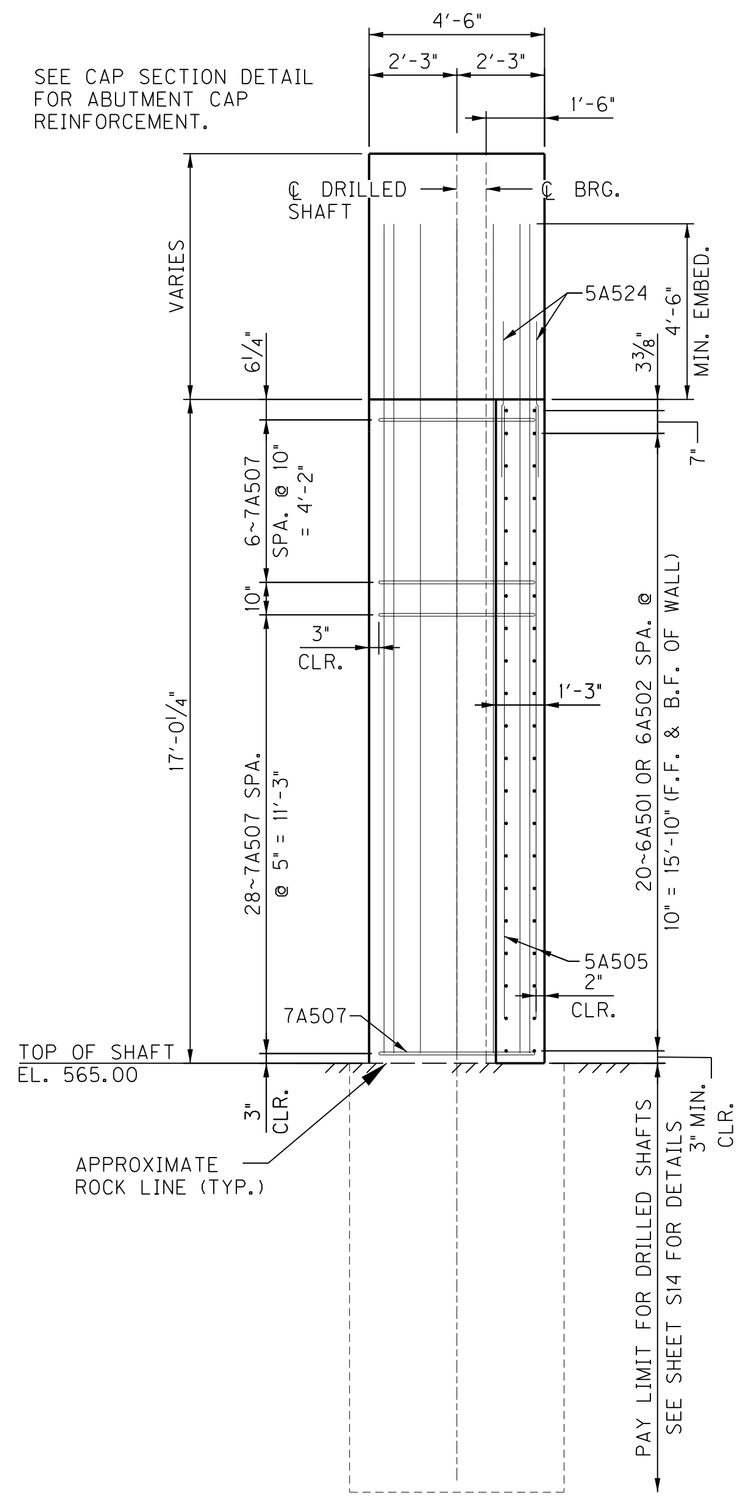



## SECTION E–E



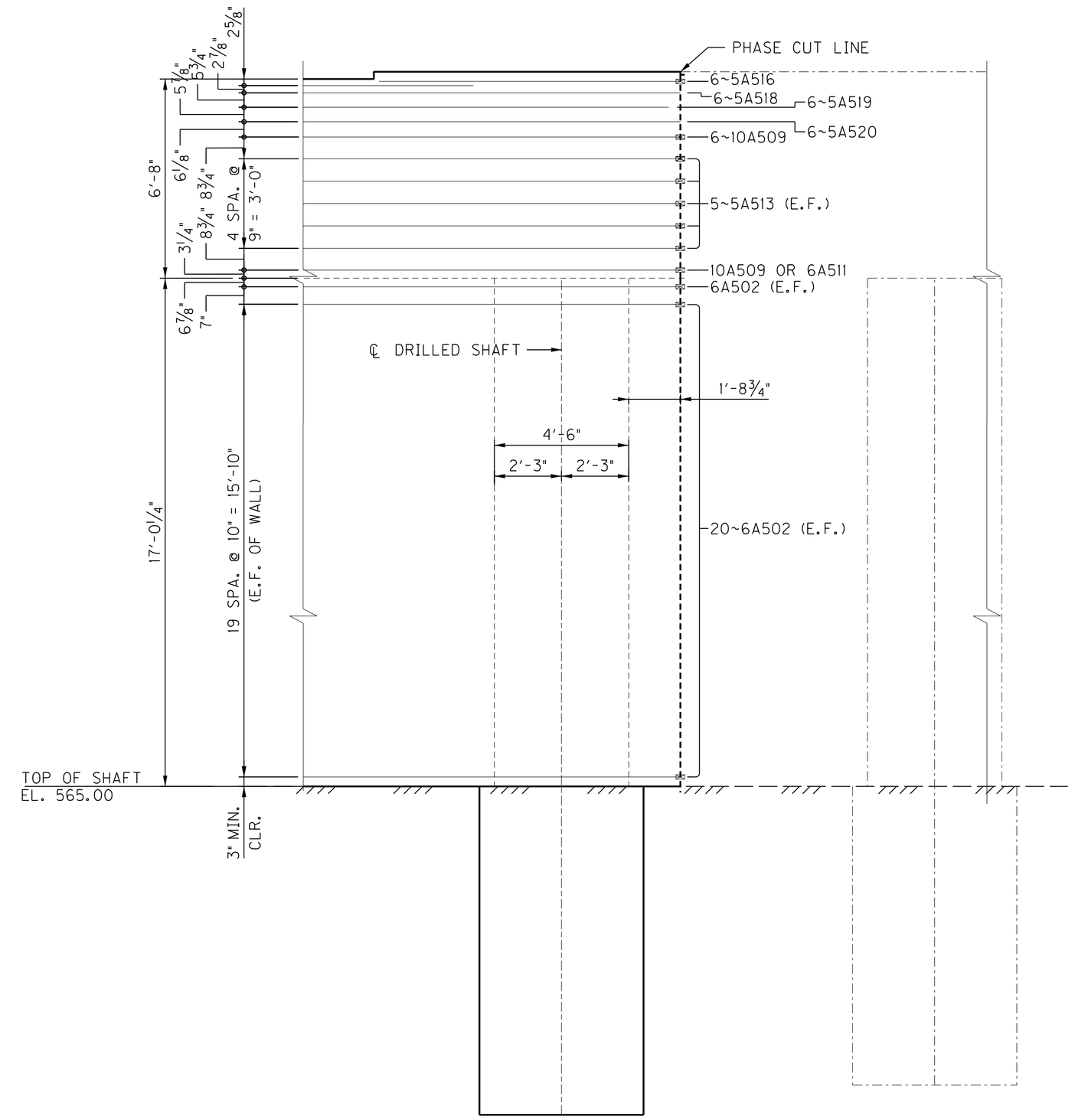

## DETAIL C

(PLAN)




## SECTION F–F

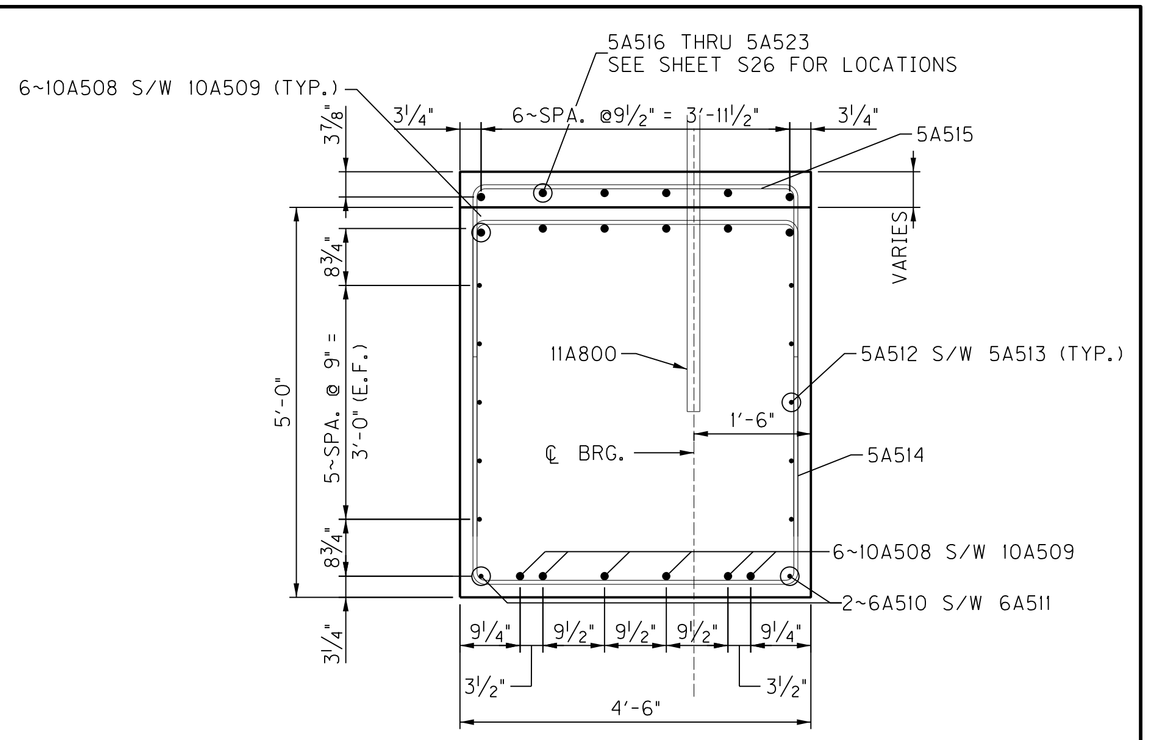
MINIMUM SPLICE LENGTH
- #5 BARS: 3'-4"
- #6 BARS: 3'-11"
- #7 BARS: 4'-7"
- #8 BARS: 6'-7"
- #10 BARS: 8'-4"
- #11 BARS: 7'-1"




## DETAIL C

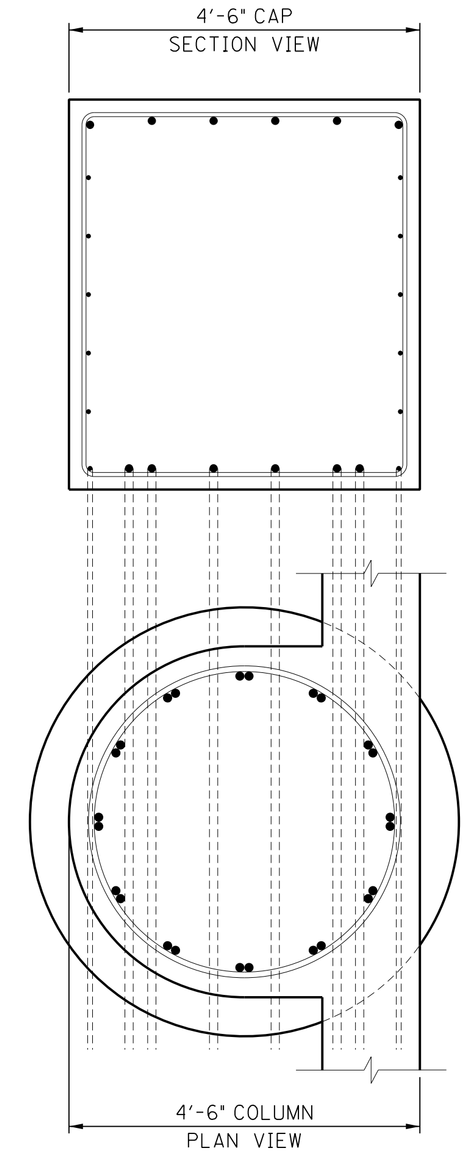
(ELEVATION)

NOTE: COLUMN REINFORCEMENT NOT SHOWN IN DETAIL C FOR CLARITY




## CAP SECTION DETAIL

11A800 BARS SHALL BE PLACED 3 PER BAY BETWEEN BEAM 1 AND BEAM 16 AND LOCATED TO AVOID INTERFERENCE WITH CAP REINFORCEMENT. SEE SHEET S17 FOR DETAILS.




## CAP / COLUMN INTERACTION

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY: Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | J.P. MURRIN | |
| DETAILED BY: | R.M. DAMON | L.M. SALLEE | |

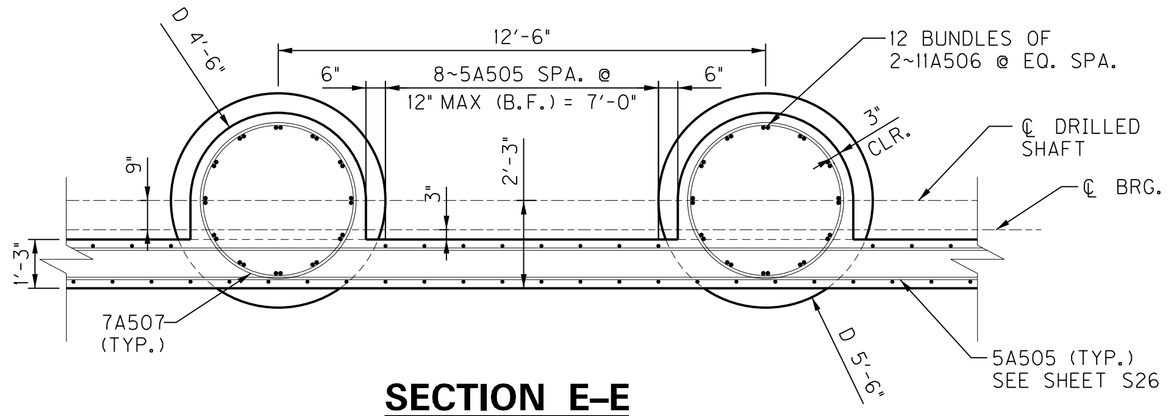
*ABUTMENT 2 - PHASE 2*

CROSSING: I-264

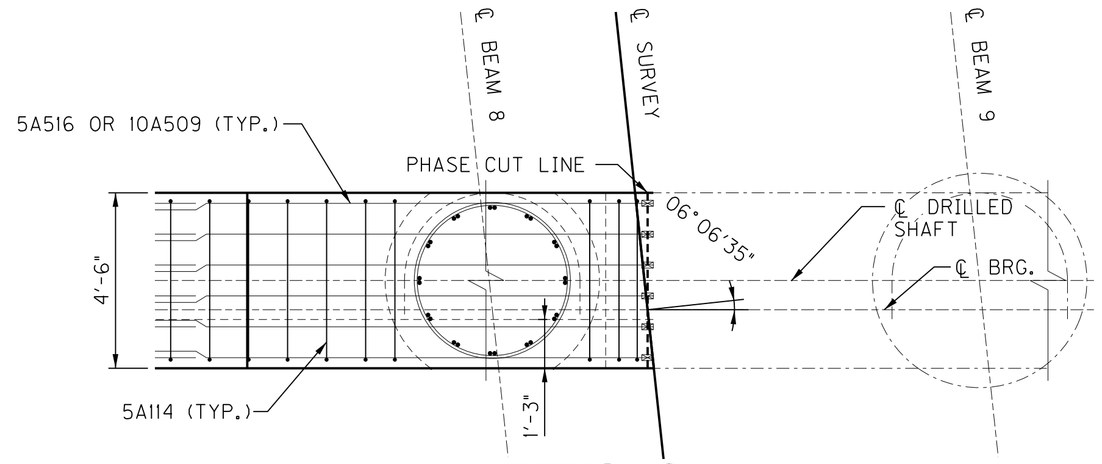
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S27 | DRAWING NUMBER 28950 |

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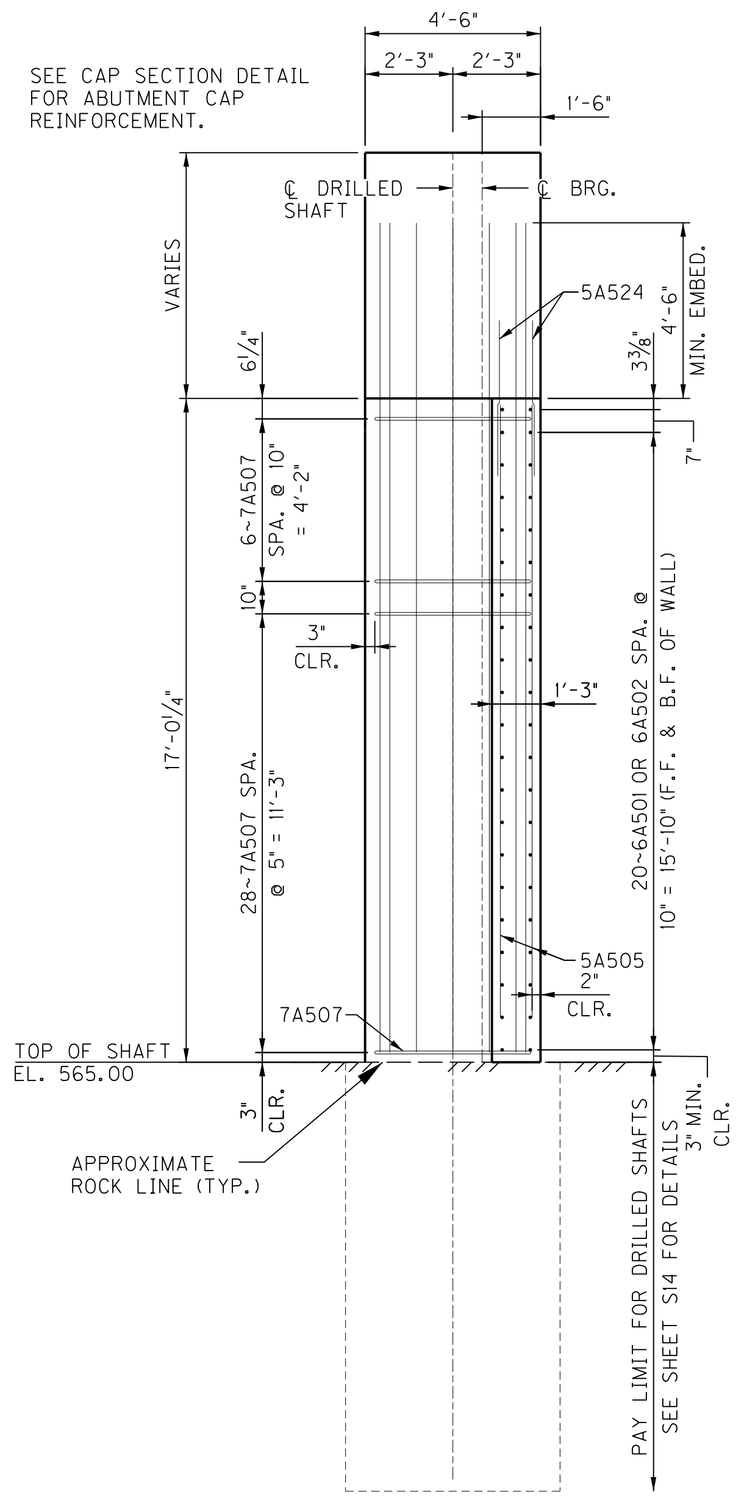



## SECTION E–E

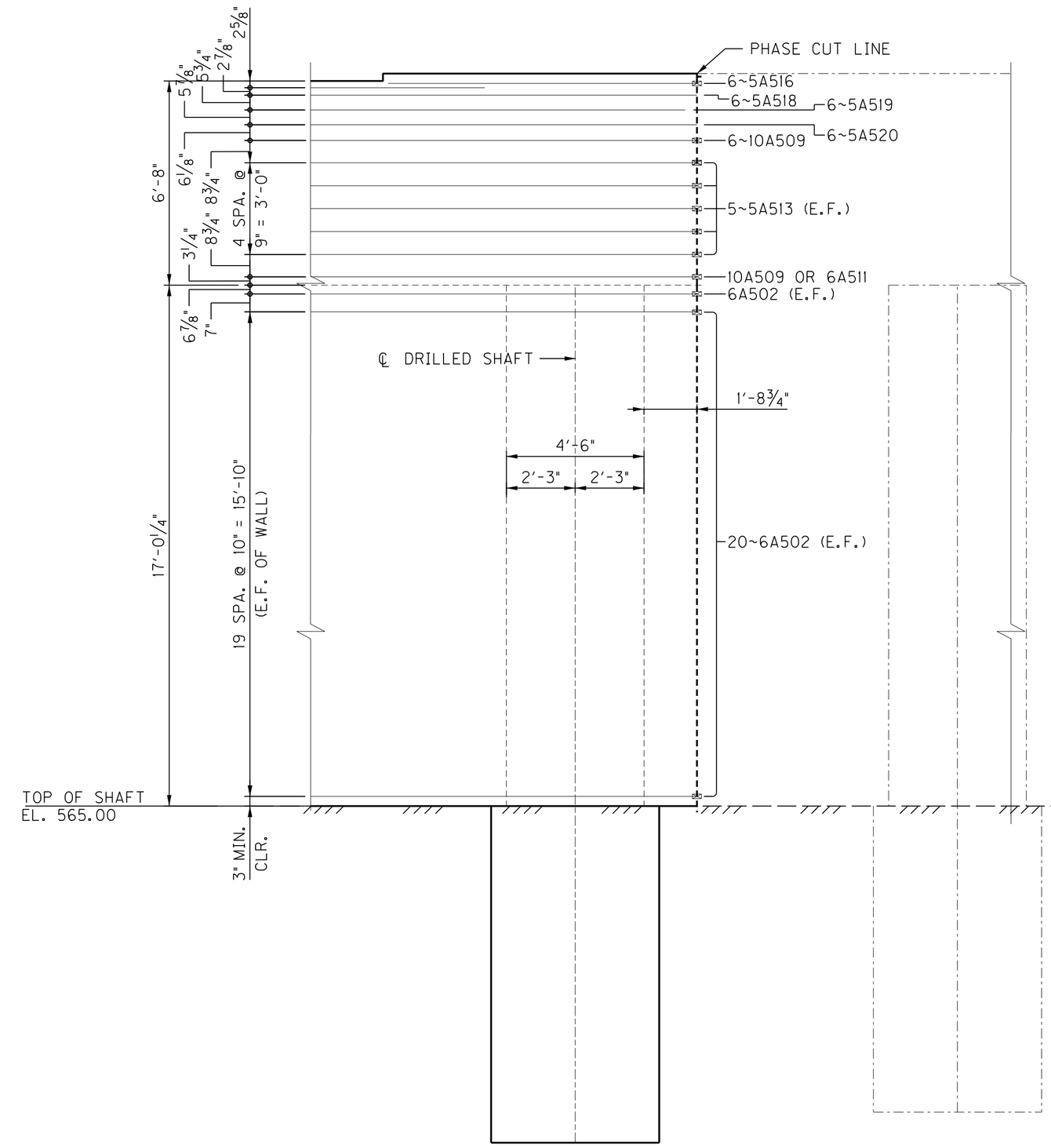



## DETAIL C

(PLAN)



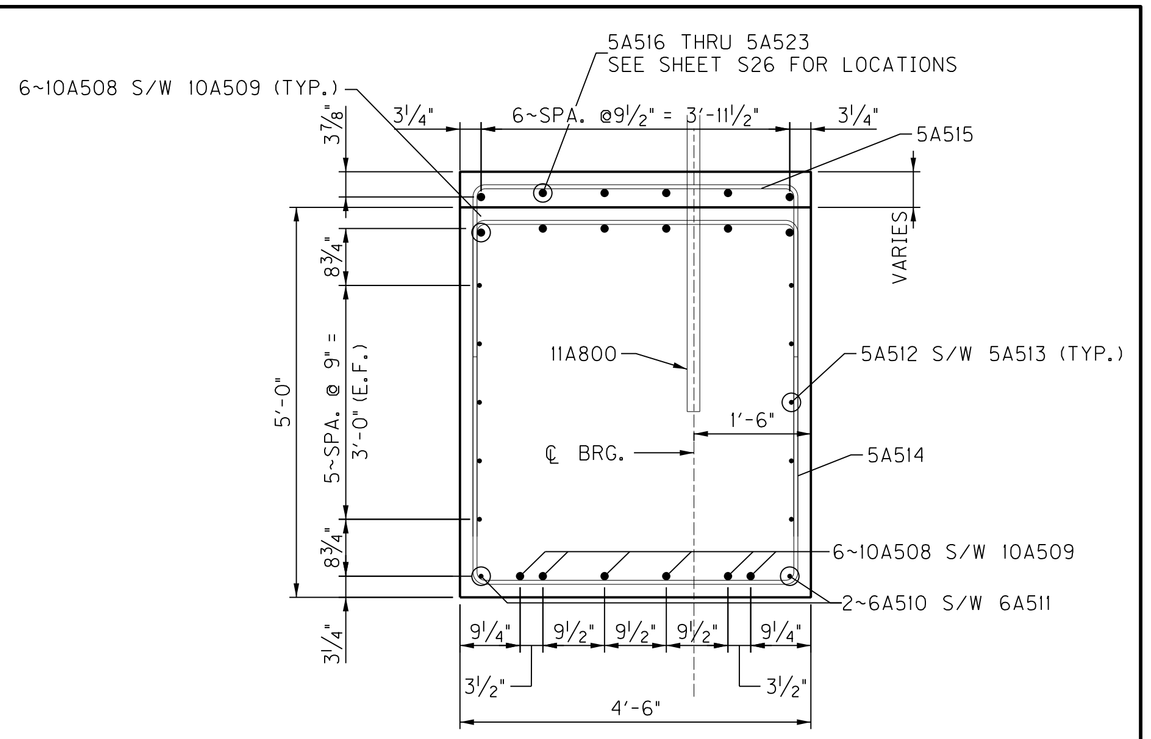

## SECTION F–F




## DETAIL C

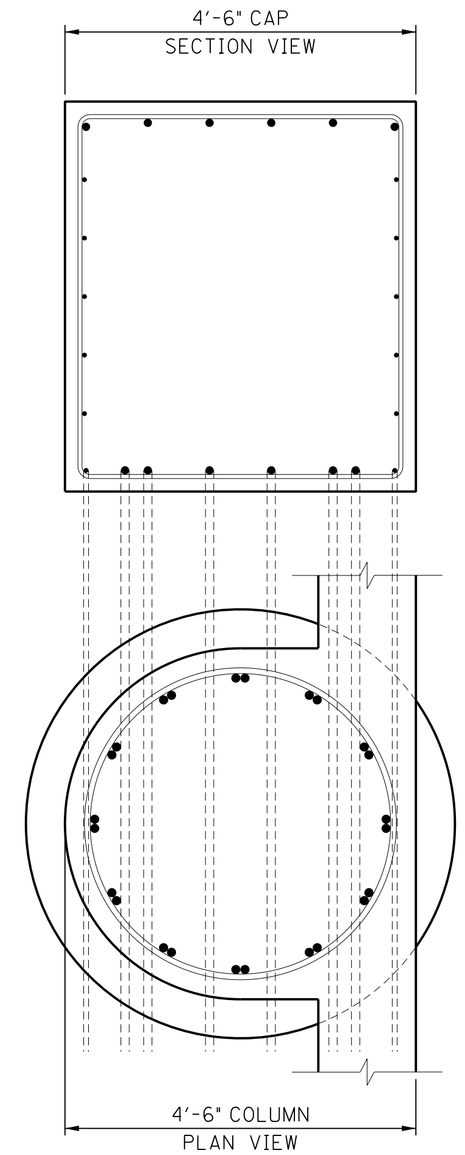
(ELEVATION)

NOTE: COLUMN REINFORCEMENT NOT SHOWN IN DETAIL C FOR CLARITY




## CAP SECTION DETAIL

11A800 BARS SHALL BE PLACED 3 PER BAY BETWEEN BEAM 1 AND BEAM 16 AND LOCATED TO AVOID INTERFERENCE WITH CAP REINFORCEMENT. SEE SHEET S17 FOR DETAILS.




## CAP / COLUMN INTERACTION

MINIMUM SPLICE LENGTH
- #5 BARS: 3'-4"
- #6 BARS: 3'-11"
- #7 BARS: 4'-7"
- #8 BARS: 6'-7"
- #10 BARS: 8'-4"
- #11 BARS: 7'-1"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ UPDATED BAR CALLOUT | 3/07/25 |
| | |
| | |

PREPARED BY Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | J.P. MURRIN | |
| DETAILED BY: | R.M. DAMON | L.M. SALLEE | |

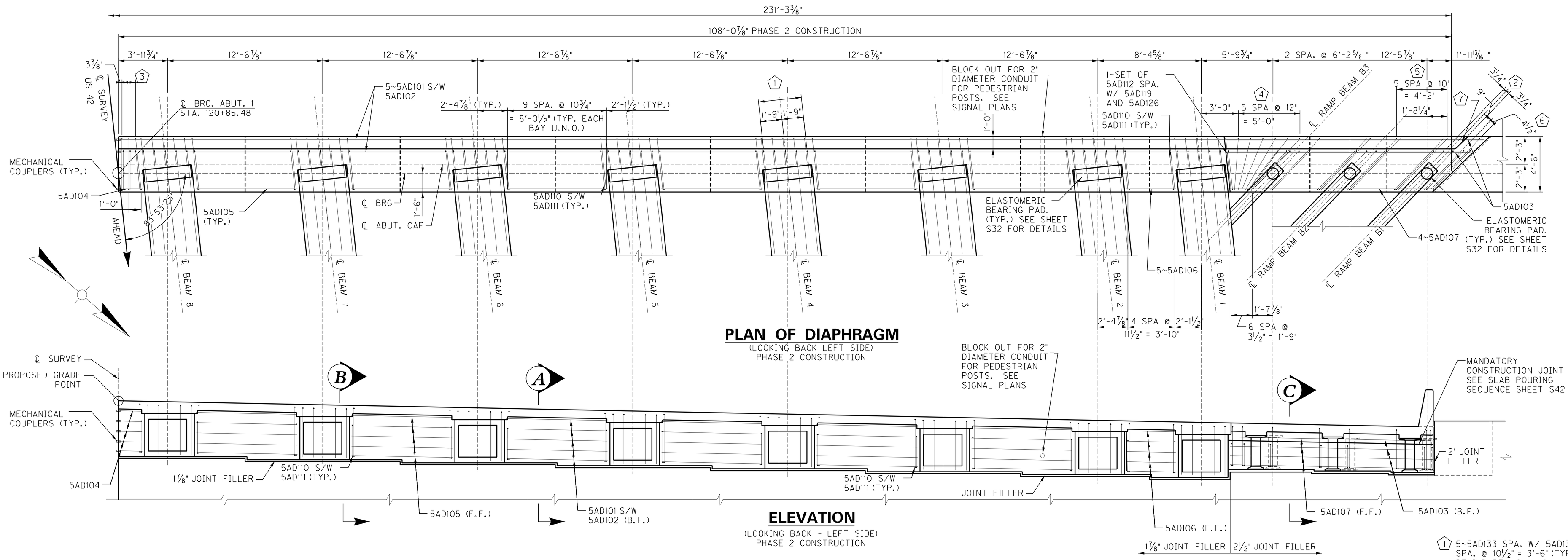
*ABUTMENT 2 - PHASE 2*

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S27 | DRAWING NUMBER 28950 |

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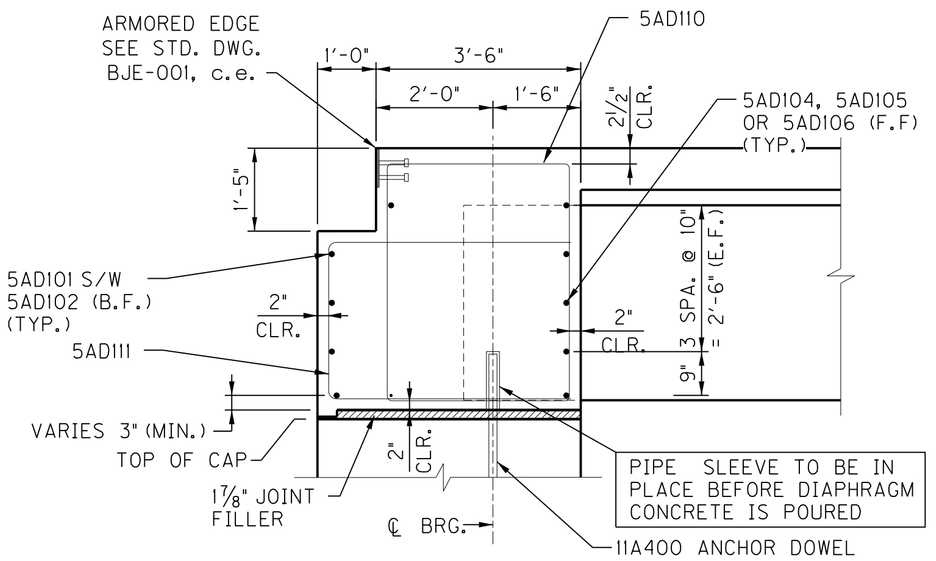

## PLAN OF DIAPHRAGM

(LOOKING BACK LEFT SIDE)
PHASE 2 CONSTRUCTION

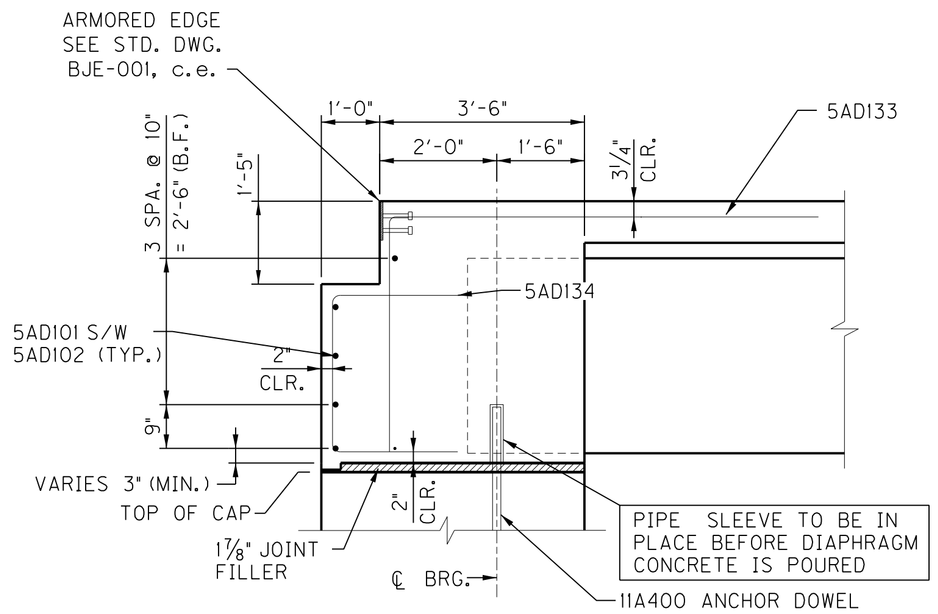



## ELEVATION

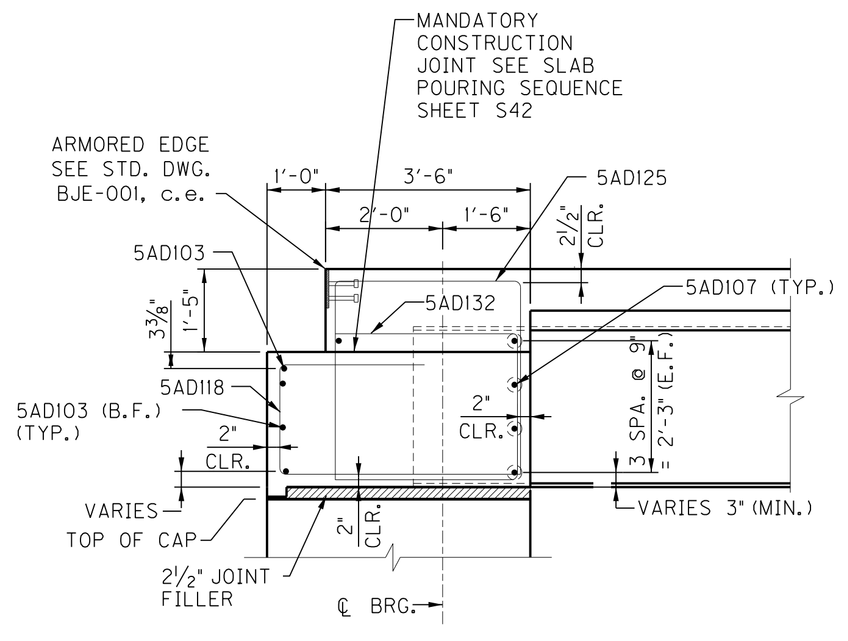
(LOOKING BACK - LEFT SIDE)
PHASE 2 CONSTRUCTION




## SECTION "A"




## SECTION "B"




## SECTION "C"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

1. 5~5AD133 SPA. W/ 5AD134 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 1 ~ 8
2. 2~5AD133 SPA. W/ 5AD118 SPA. AS SHOWN TYP. BEHIND BEAMS B1 THRU B3
3. 2~ PAIRS 5AD108 SPA. W/ 5AD109 AND 1 PAIR 5AD110 SPA. W/ 5AD111 @ 6⅝" = 1'-1¼" (B.F.)
4. 6~SETS OF 5AD112 THRU 5AD117 SPA. W/ 5AD119 THRU 5AD124 AND 5AD126 THRU 5AD132 SPACED AS SHOWN.
5. 6~SETS 5AD118 SPA. W/ 5AD125 AND 5AD132 SPACED AS SHOWN TYP. BETWEEN BEAMS B1 AND B3
6. 2~SETS 5AD118 SPA. W/ 5AD125 AND 5AD132 SPACED AS SHOWN
7. END OF ROADWAY NOTCH AT THE FACE OF THE BRIDGE RAIL.

APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

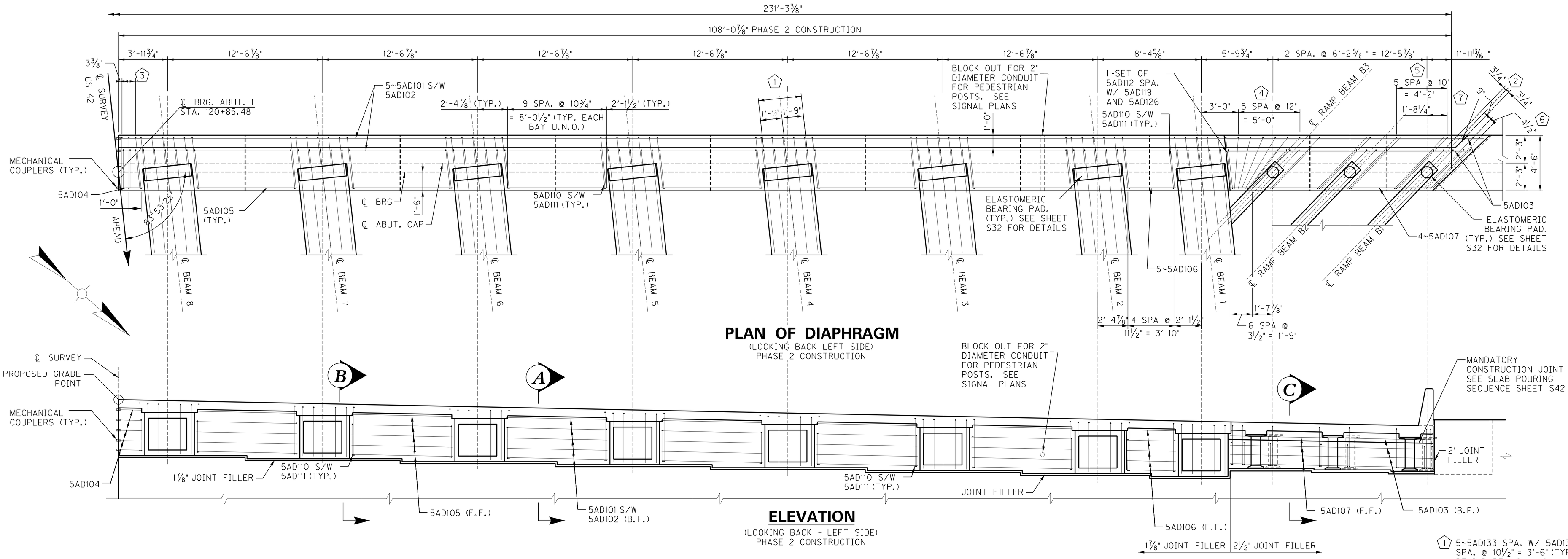
PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

*ABUTMENT 1 DIAPHRAGM*
CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S50 | DRAWING NUMBER 28950 |

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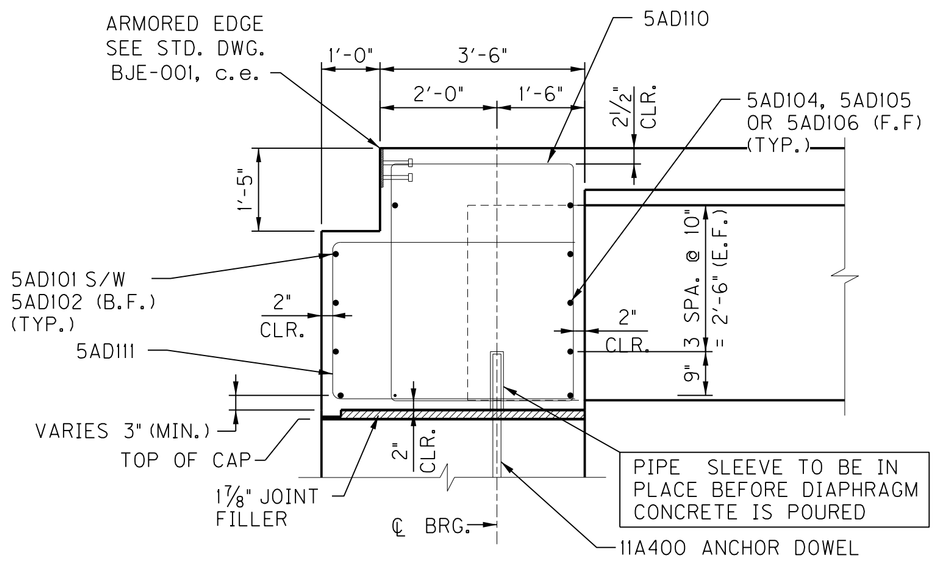

## PLAN OF DIAPHRAGM

(LOOKING BACK LEFT SIDE)
PHASE 2 CONSTRUCTION

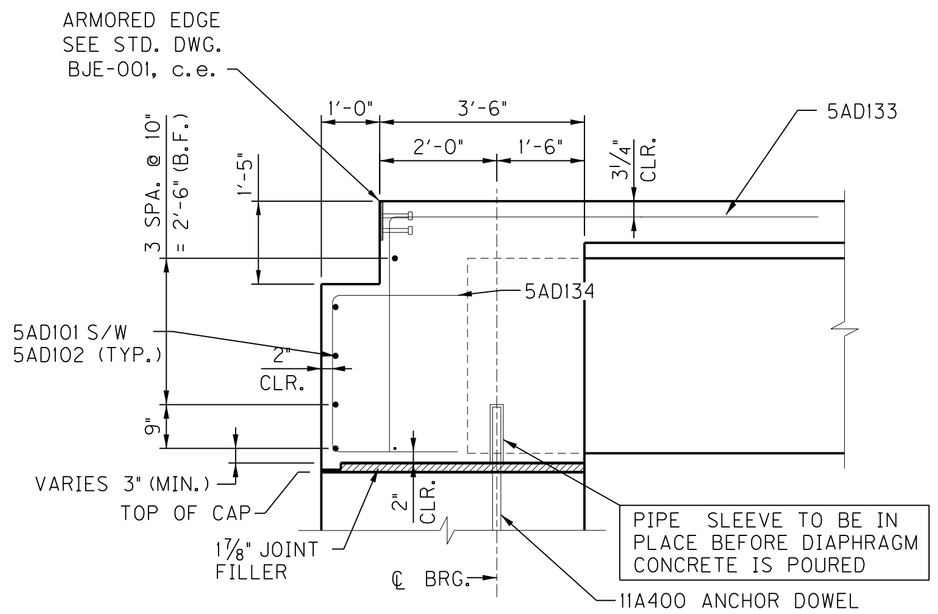



## ELEVATION

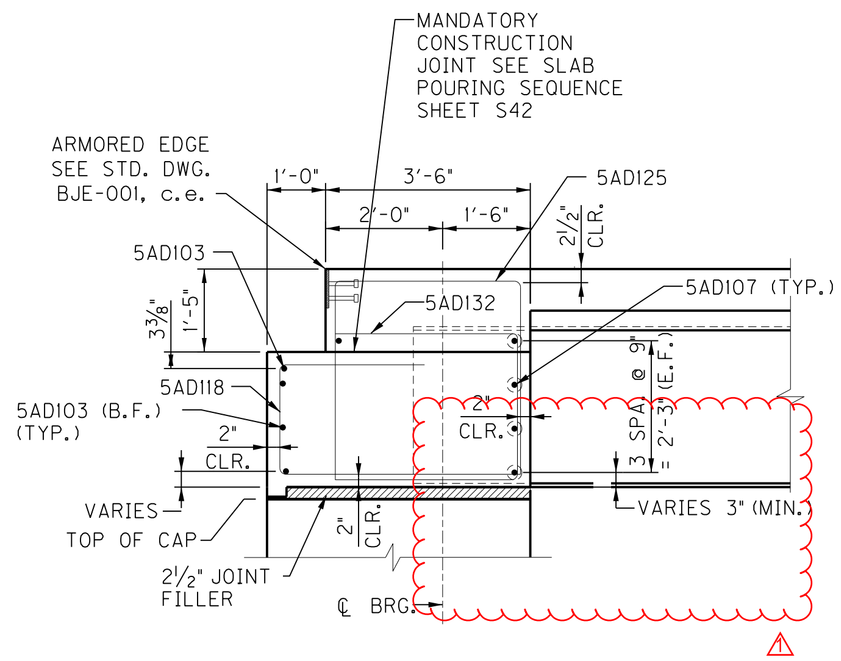
(LOOKING BACK - LEFT SIDE)
PHASE 2 CONSTRUCTION




## SECTION "A"




## SECTION "B"




## SECTION "C"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

1. 5~5AD133 SPA. W/ 5AD134 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 1 ~ 8
2. 2~5AD133 SPA. W/ 5AD118 SPA. AS SHOWN TYP. BEHIND BEAMS B1 THRU B3
3. 2~ PAIRS 5AD108 SPA. W/ 5AD109 AND 1 PAIR 5AD110 SPA. W/ 5AD111 @ 6⅝" = 1'-1¼" (B.F.)
4. 6~SETS OF 5AD112 THRU 5AD117 SPA. W/ 5AD119 THRU 5AD124 AND 5AD126 THRU 5AD132 SPACED AS SHOWN.
5. 6~SETS 5AD118 SPA. W/ 5AD125 AND 5AD132 SPACED AS SHOWN TYP. BETWEEN BEAMS B1 AND B3
6. 2~SETS 5AD118 SPA. W/ 5AD125 AND 5AD132 SPACED AS SHOWN
7. END OF ROADWAY NOTCH AT THE FACE OF THE BRIDGE RAIL.

⚠ APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ REMOVED ANCHOR DOWEL/UPDATED NOTE | 3/07/25 |

PREPARED BY
Palmer ENGINEERING

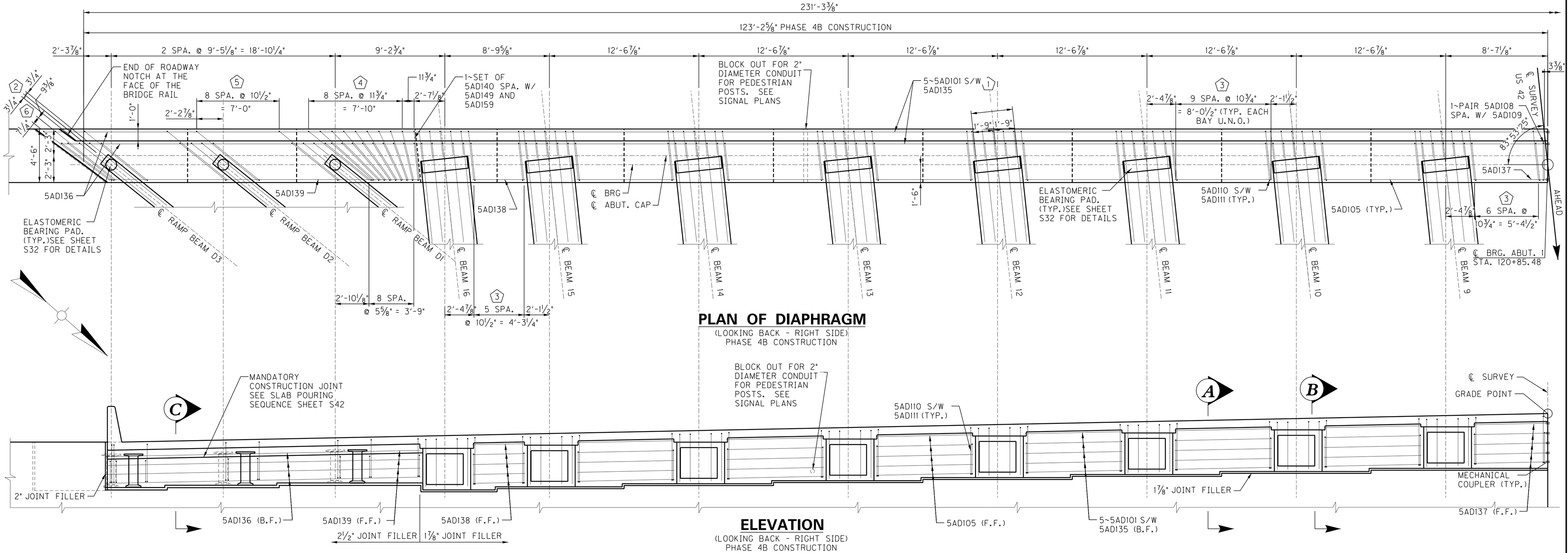
| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

*ABUTMENT 1 DIAPHRAGM*

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S50 | DRAWING NUMBER 28950 |

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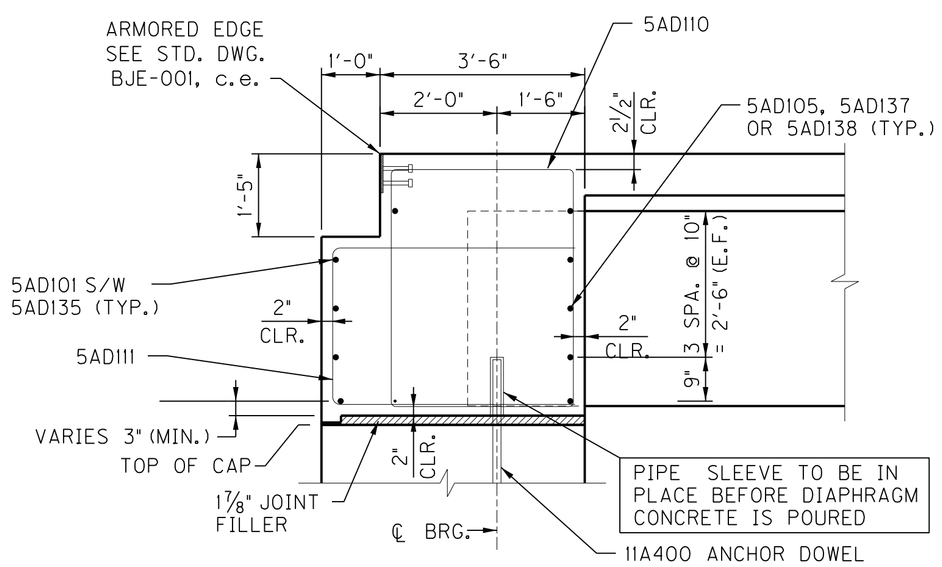

## PLAN OF DIAPHRAGM

(LOOKING BACK - RIGHT SIDE)
PHASE 4B CONSTRUCTION

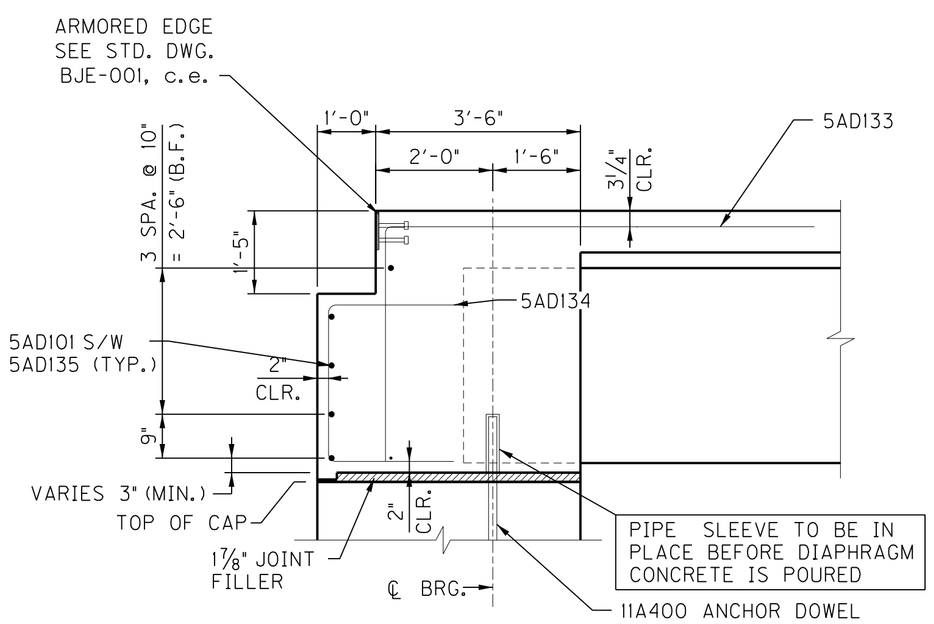



## ELEVATION

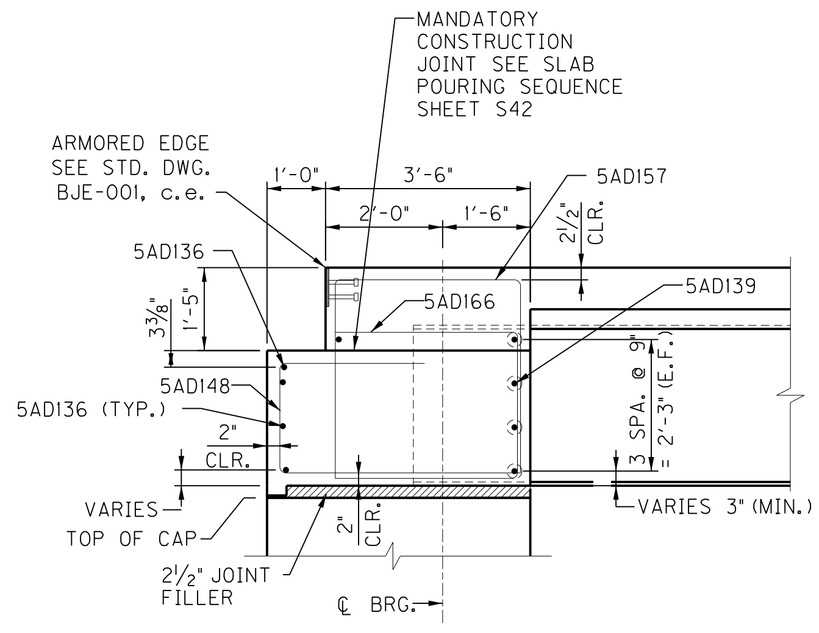
(LOOKING BACK - RIGHT SIDE)
PHASE 4B CONSTRUCTION




## SECTION "A"




## SECTION "B"




## SECTION "C"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

1. 5~5AD133 SPA. W/ 5AD134 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 9 - 16
2. 2~5AD133 SPA. W/ 5AD148 SPA. AS SHOWN TYP. BEHIND BEAMS D1 THRU D3
3. 5AD110 SPA. W/ 5AD111 SPA. AS SHOWN
4. 9~SETS OF 5AD140 THRU 5AD148 SPA. W/ 5AD149 THRU 5AD157 AND 5AD159 THRU 5AD166 SPACED AS SHOWN.
5. 9~SETS OF 5AD148 SPA. W/ 5AD157 AND 5AD166 SPACED AS SHOWN.
6. 2~SETS 5AD148 SPA. W/ 5AD157 AND 5AD166 SPACED AS SHOWN

APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |

PREPARED BY
Palmer ENGINEERING

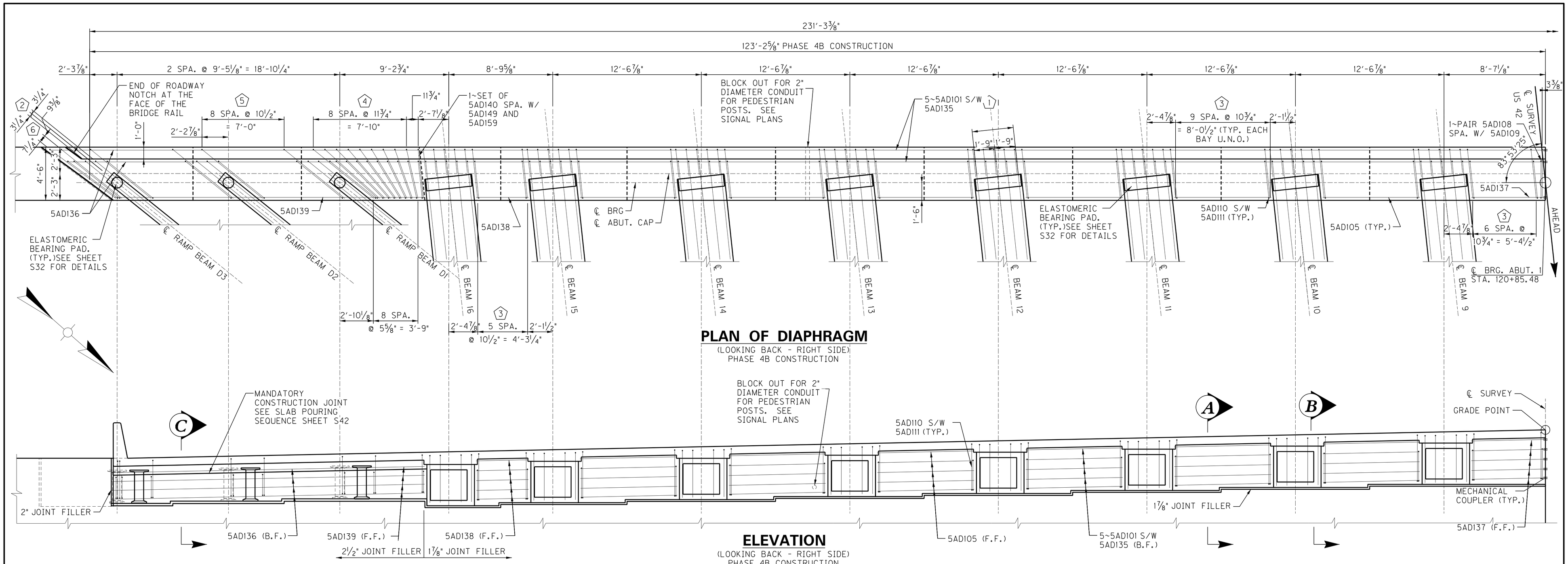
| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

*ABUTMENT 1 DIAPHRAGM*

CROSSING
I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S51 | DRAWING NUMBER 28950 |

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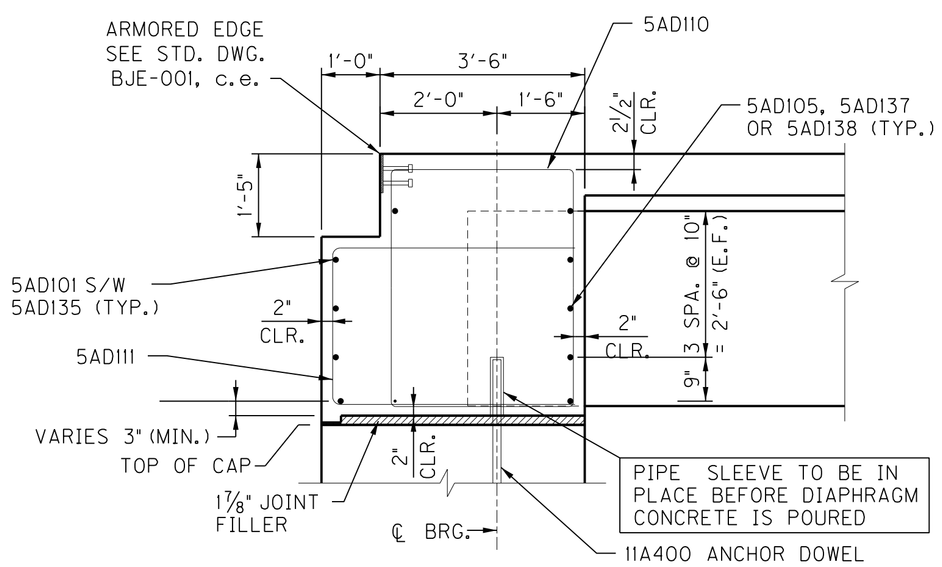

## PLAN OF DIAPHRAGM

(LOOKING BACK - RIGHT SIDE)
PHASE 4B CONSTRUCTION

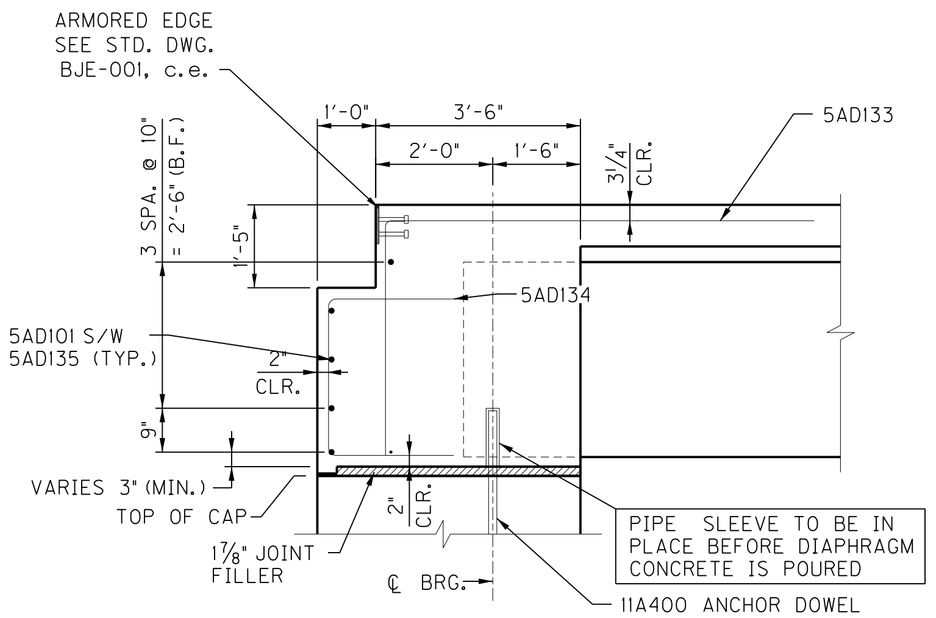



## ELEVATION

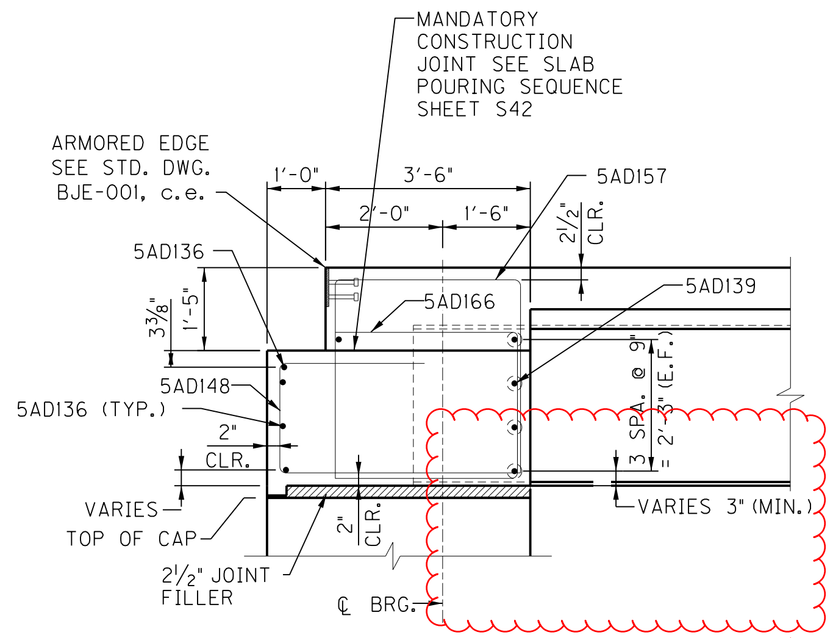
(LOOKING BACK - RIGHT SIDE)
PHASE 4B CONSTRUCTION




## SECTION "A"




## SECTION "B"




## SECTION "C"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

1. 5~5AD133 SPA. W/ 5AD134 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 9 - 16
2. 2~5AD133 SPA. W/ 5AD148 SPA. AS SHOWN TYP. BEHIND BEAMS D1 THRU D3
3. 5AD110 SPA. W/ 5AD111 SPA. AS SHOWN
4. 9~SETS OF 5AD140 THRU 5AD148 SPA. W/ 5AD149 THRU 5AD157 AND 5AD159 THRU 5AD166 SPACED AS SHOWN.
5. 9~SETS OF 5AD148 SPA. W/ 5AD157 AND 5AD166 SPACED AS SHOWN.
6. 2~SETS 5AD148 SPA. W/ 5AD157 AND 5AD166 SPACED AS SHOWN

⚠ APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ REMOVED ANCHOR DOWEL/UPDATED NOTE | 3/07/25 |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

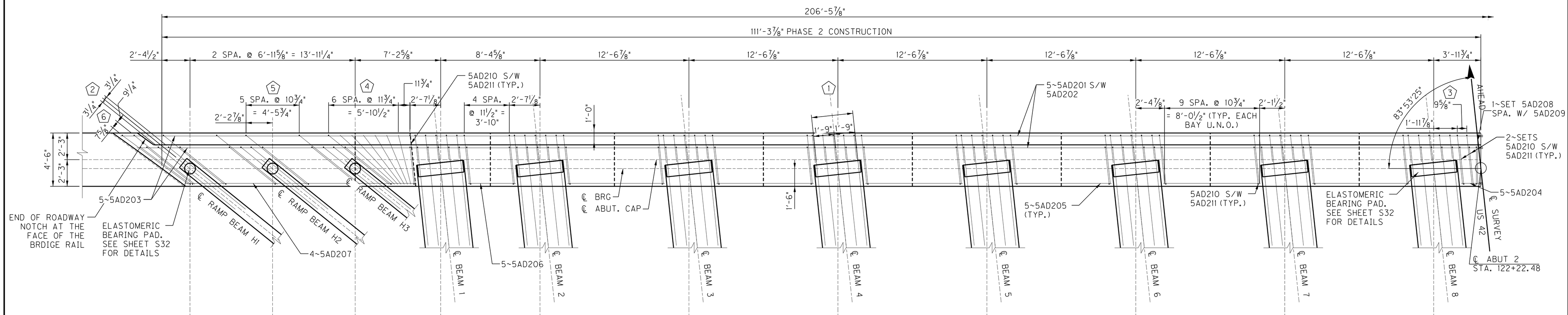
| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

*ABUTMENT 1 DIAPHRAGM*

CROSSING
I-264

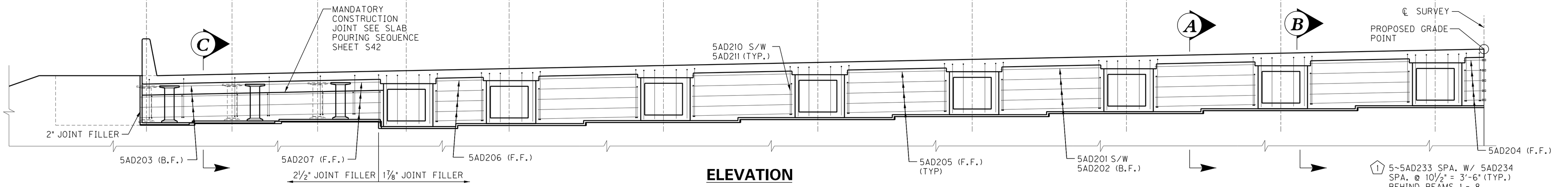
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S51 | DRAWING NUMBER 28950 |

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## PLAN OF DIAPHRAGM

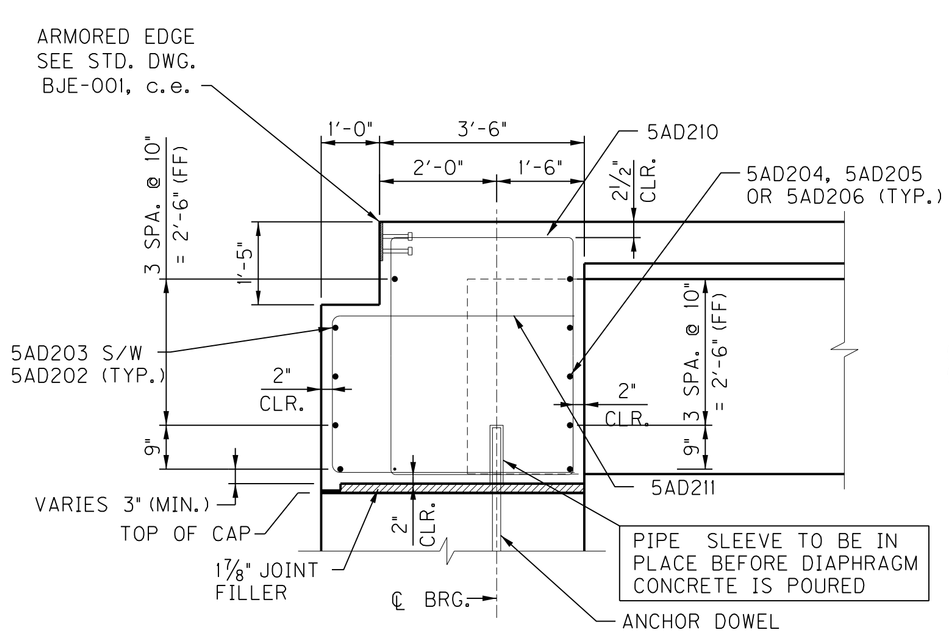
(PHASE 2 CONSTRUCTION)



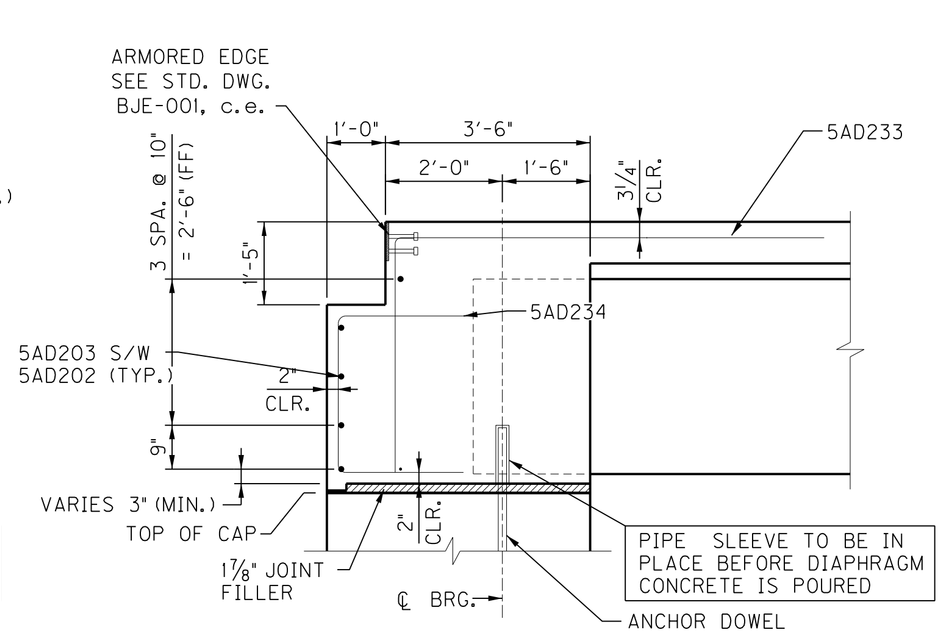

## ELEVATION

(LOOKING AHEAD - PHASE 2 CONSTRUCTION)

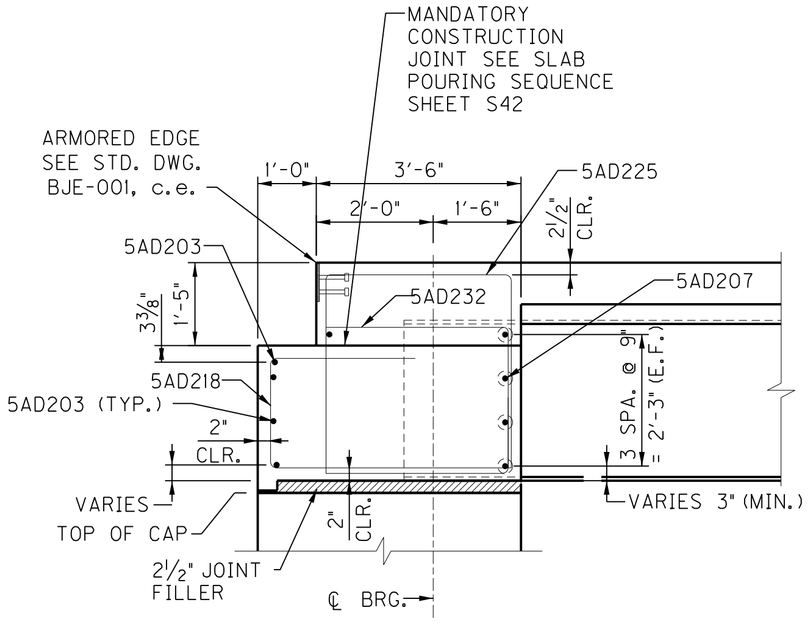
1. 5~5AD233 SPA. W/ 5AD234 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 1 - 8
2. 2~5AD233 SPA. W/ 5AD218 SPA. AS SHOWN TYP. BEHIND BEAMS H1 THRU H3
3. 2~ PAIRS 5AD208 SPA. W/ 5AD209 AND 1 PAIR 5AD210 SPA. AS SHOWN
4. 7~SETS OF 5AD212 THRU 5AD218 SPA. W/ 5AD219 THRU 5AD225 AND 5AD226 THRU 5AD232 SPACED AS SHOWN.
5. 6~SETS 5AD218 SPA. W/ 5AD225 AND 5AD232 SPACED AS SHOWN TYP. BETWEEN BEAMS H1 AND H3
6. 2~SETS 5AD218 SPA. W/ 5AD225 AND 5AD232 SPACED AS SHOWN




## SECTION "A"




## SECTION "B"




## SECTION "C"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | A.C. THOMAS |
| DESIGNED BY: | R.M. DAMON | | |
| DETAILED BY: | M.D. SIMPSON | | R.M. DAMON |

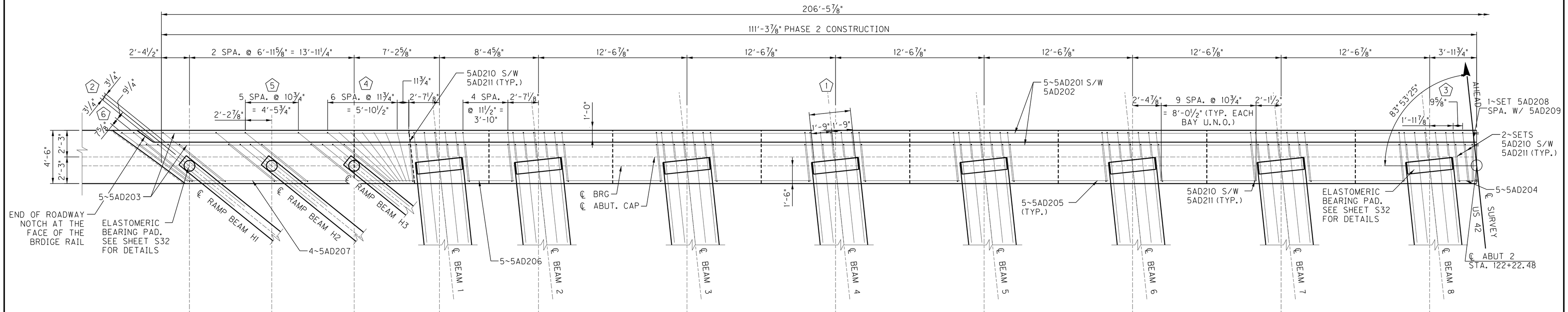
*ABUTMENT 2 END DIAPHRAGM*

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S54 | DRAWING NUMBER 28950 |

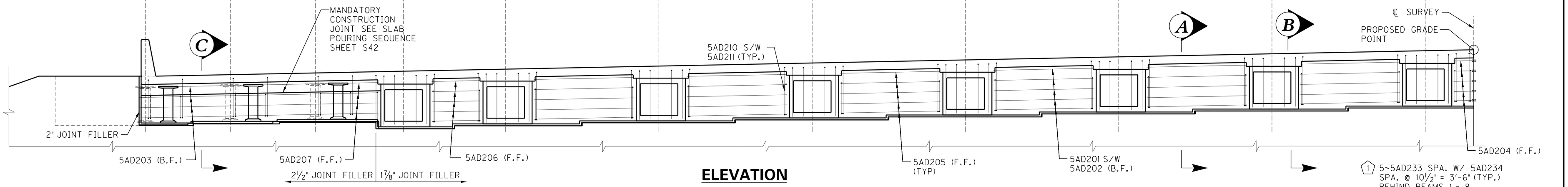
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## PLAN OF DIAPHRAGM

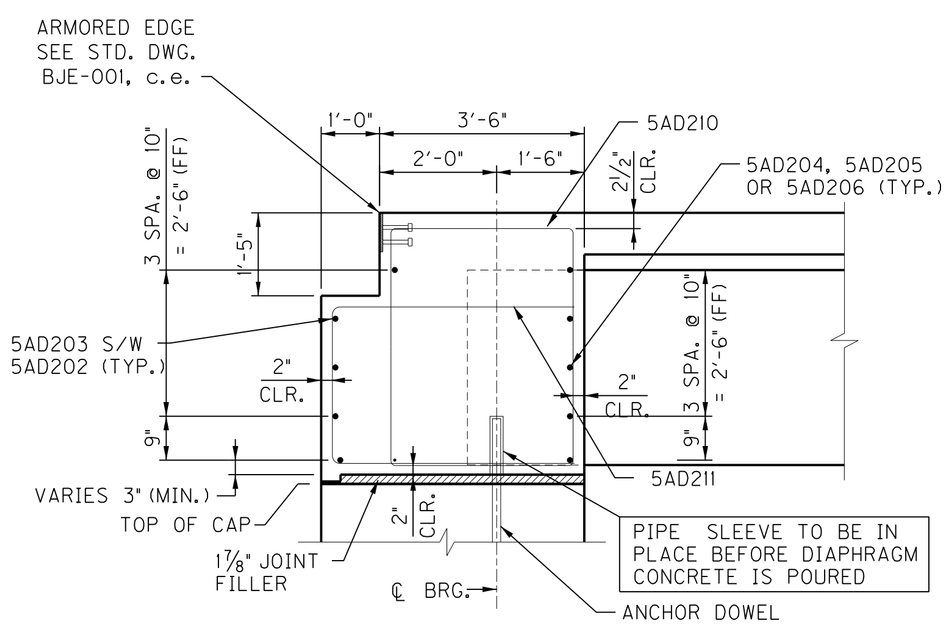
(PHASE 2 CONSTRUCTION)



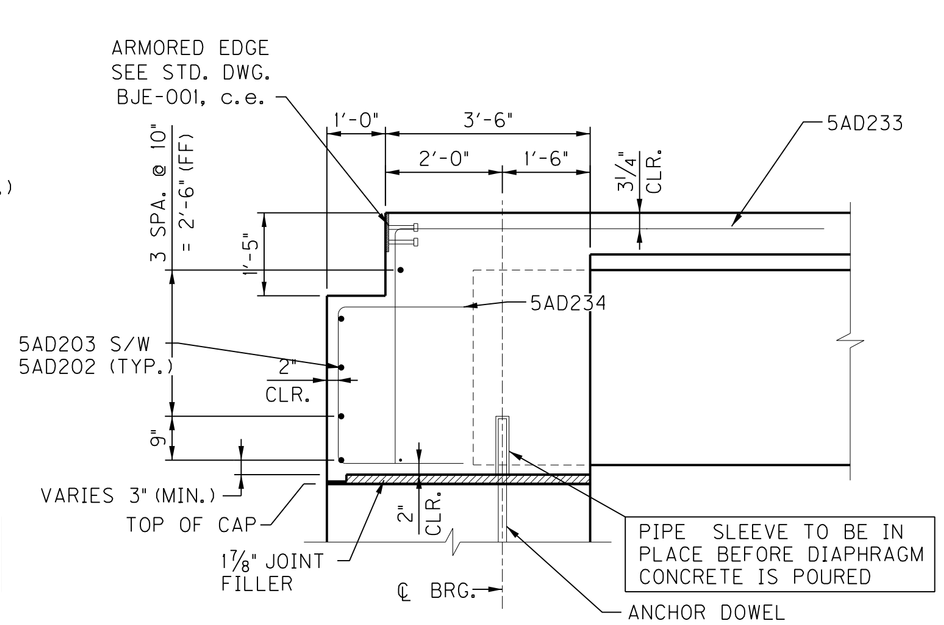

## ELEVATION

(LOOKING AHEAD - PHASE 2 CONSTRUCTION)

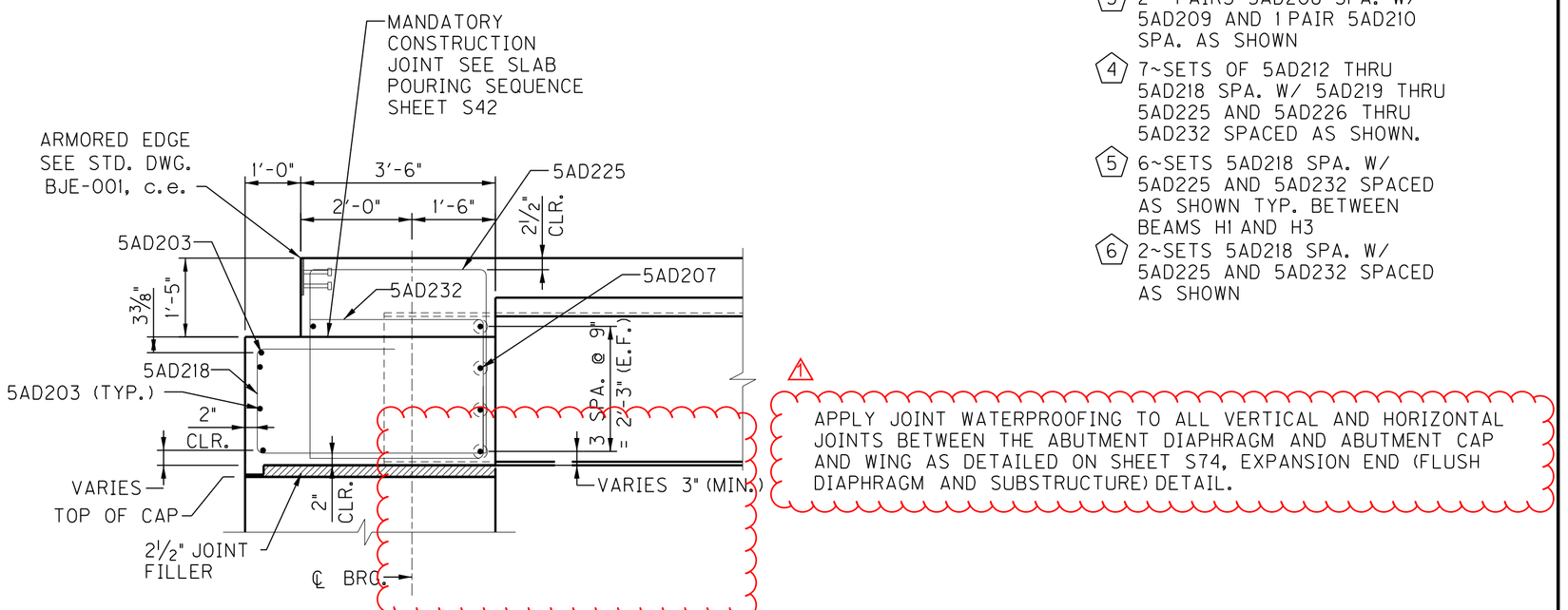
1. 5~5AD233 SPA. W/ 5AD234 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 1 - 8
2. 2~5AD233 SPA. W/ 5AD218 SPA. AS SHOWN TYP. BEHIND BEAMS H1 THRU H3
3. 2~ PAIRS 5AD208 SPA. W/ 5AD209 AND 1 PAIR 5AD210 SPA. AS SHOWN
4. 7~SETS OF 5AD212 THRU 5AD218 SPA. W/ 5AD219 THRU 5AD225 AND 5AD226 THRU 5AD232 SPACED AS SHOWN.
5. 6~SETS 5AD218 SPA. W/ 5AD225 AND 5AD232 SPACED AS SHOWN TYP. BETWEEN BEAMS H1 AND H3
6. 2~SETS 5AD218 SPA. W/ 5AD225 AND 5AD232 SPACED AS SHOWN




## SECTION "A"




## SECTION "B"




## SECTION "C"

⚠ APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL. ⚠

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

MINIMUM SPLICE LENGTH
#5 BARS: 3'-4"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ REMOVED ANCHOR DOWEL/UPDATED NOTE | 3/07/25 |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

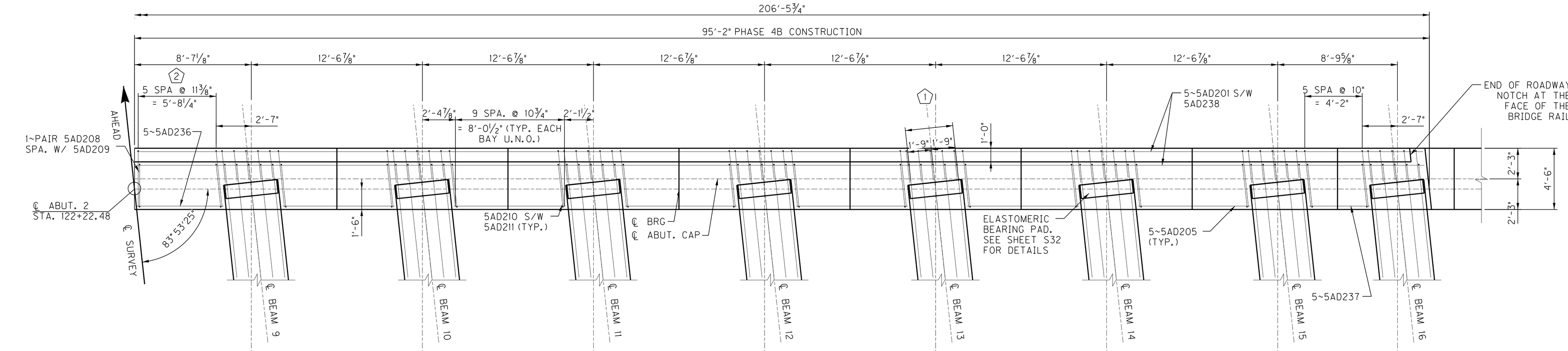
*ABUTMENT 2 END DIAPHRAGM*

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S54 | DRAWING NUMBER 28950 |

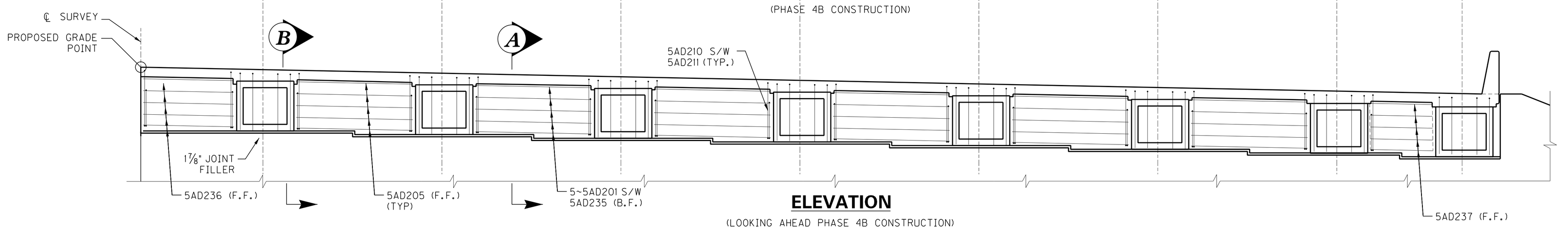
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## PLAN OF DIAPHRAGM

(PHASE 4B CONSTRUCTION)

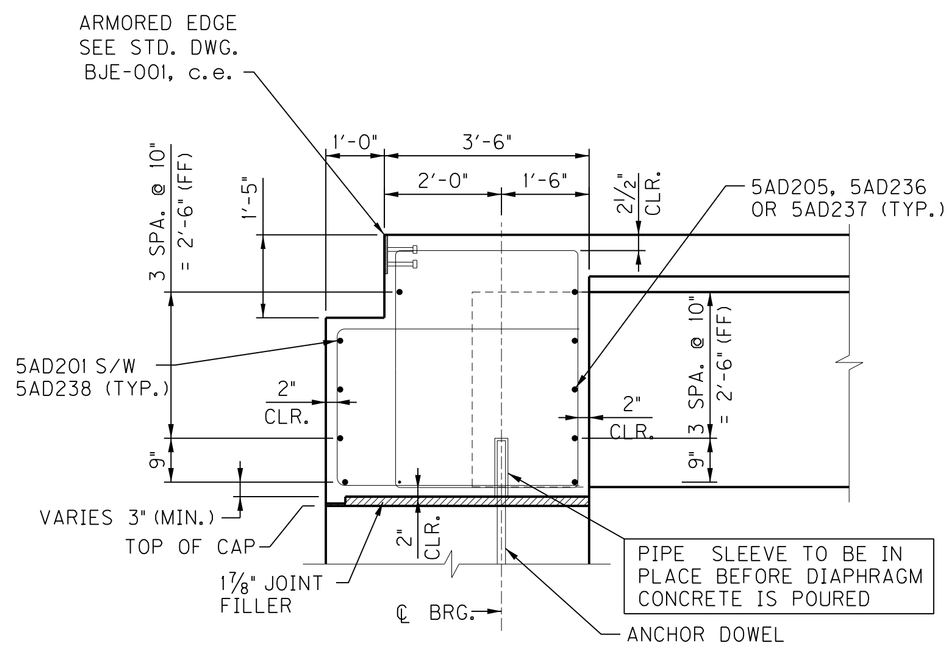



## ELEVATION

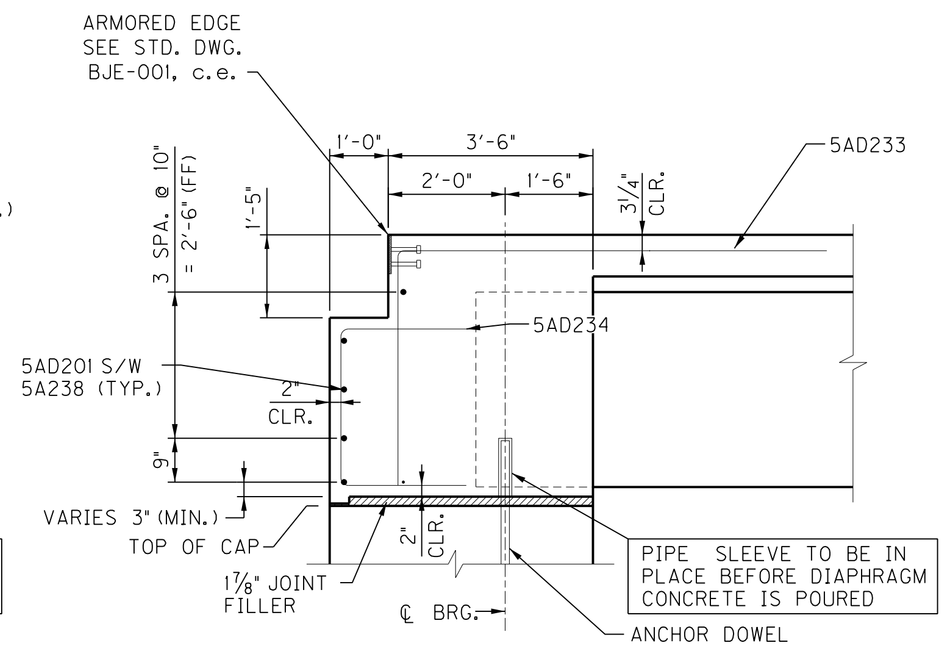
(LOOKING AHEAD PHASE 4B CONSTRUCTION)

1 5~5AD233 SPA. W/ 5AD234 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 9 - 16

2 1~SET 5AD208 SPA. W/ 5AD209 AND 5 SET2 5AD210 SPA. W/ 5AD211 SPA. AS SHOWN




## SECTION "A"




## SECTION "B"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | A.C. THOMAS | |
| DETAILED BY: | M.D. SIMPSON | R.M. DAMON | |

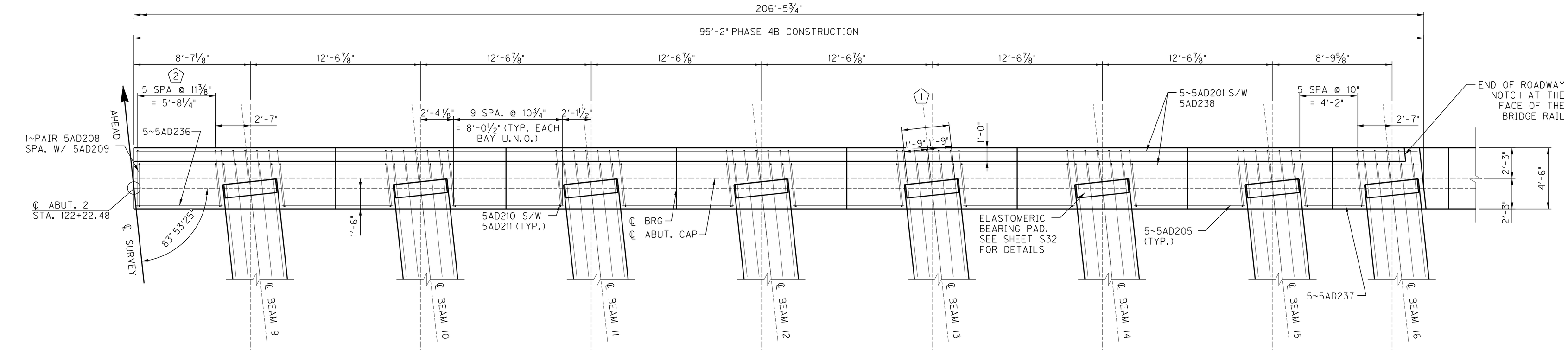
*ABUTMENT 2 END DIAPHRAGM*

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S55 | DRAWING NUMBER 28950 |

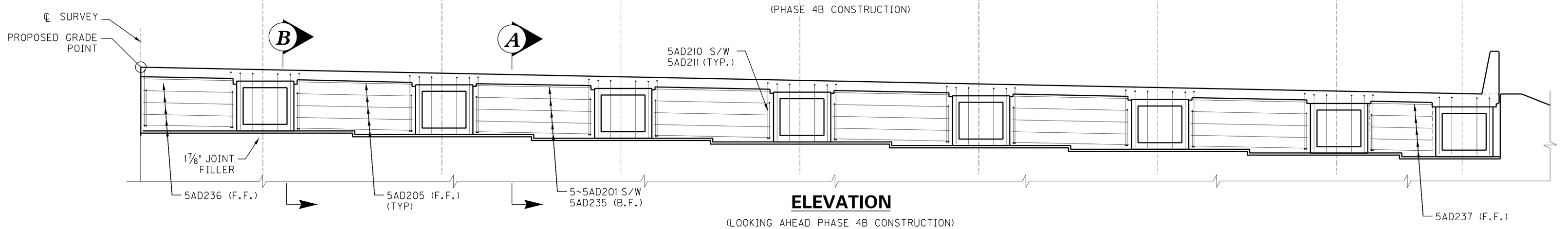
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## PLAN OF DIAPHRAGM

(PHASE 4B CONSTRUCTION)

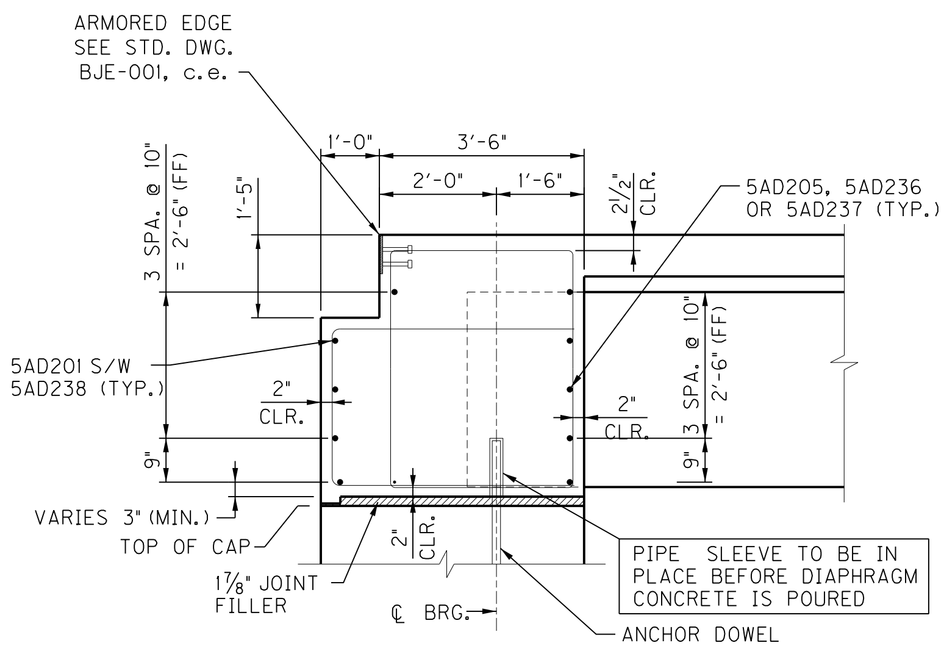



## ELEVATION

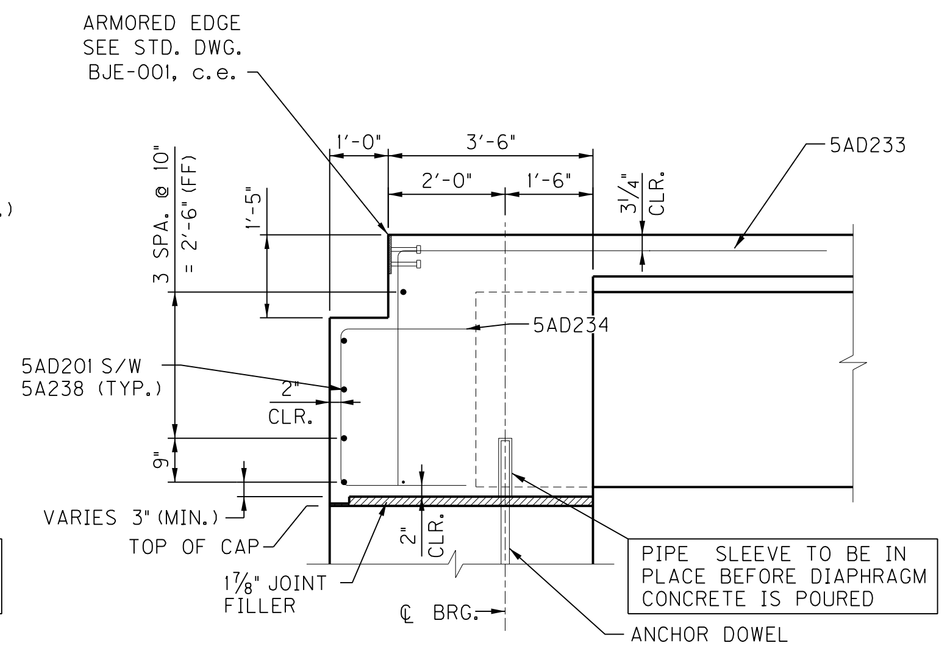
(LOOKING AHEAD PHASE 4B CONSTRUCTION)

1 5~5AD233 SPA. W/ 5AD234 SPA. @ 10½" = 3'-6" (TYP.) BEHIND BEAMS 9 - 16

2 1~SET 5AD208 SPA. W/ 5AD209 AND 5 SET2 5AD210 SPA. W/ 5AD211 SPA. AS SHOWN




## SECTION "A"




## SECTION "B"

NOTE: SLAB REINFORCEMENT NOT SHOWN FOR CLARITY

⚠ APPLY JOINT WATERPROOFING TO ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN THE ABUTMENT DIAPHRAGM AND ABUTMENT CAP AND WING AS DETAILED ON SHEET S74, EXPANSION END (FLUSH DIAPHRAGM AND SUBSTRUCTURE) DETAIL.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ UPDATED NOTE | 3/07/25 |
| | |
| | |

PREPARED BY: Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | A.C. THOMAS |
| DESIGNED BY: | R.M. DAMON | | |
| DETAILED BY: | M.D. SIMPSON | | R.M. DAMON |

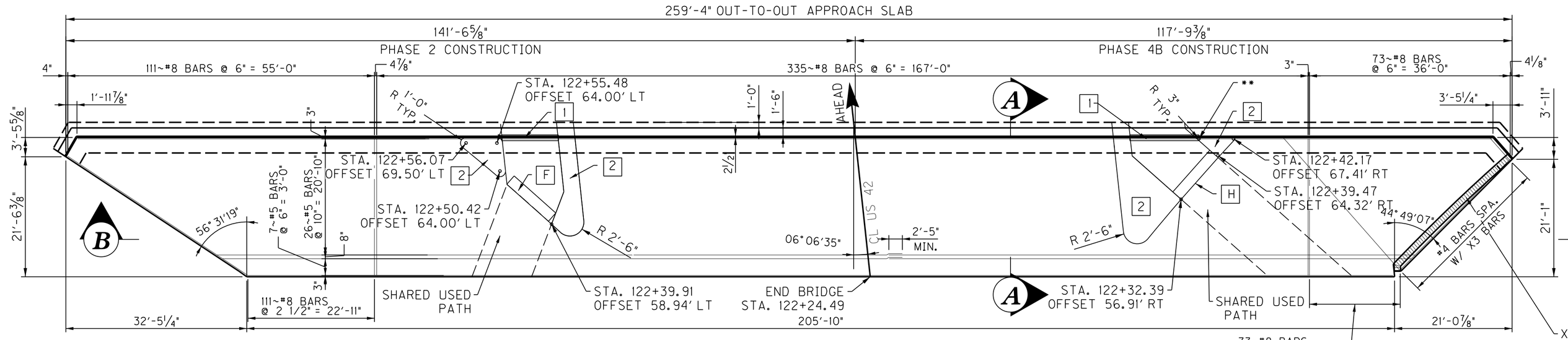
*ABUTMENT 2 END DIAPHRAGM*

CROSSING: I-264

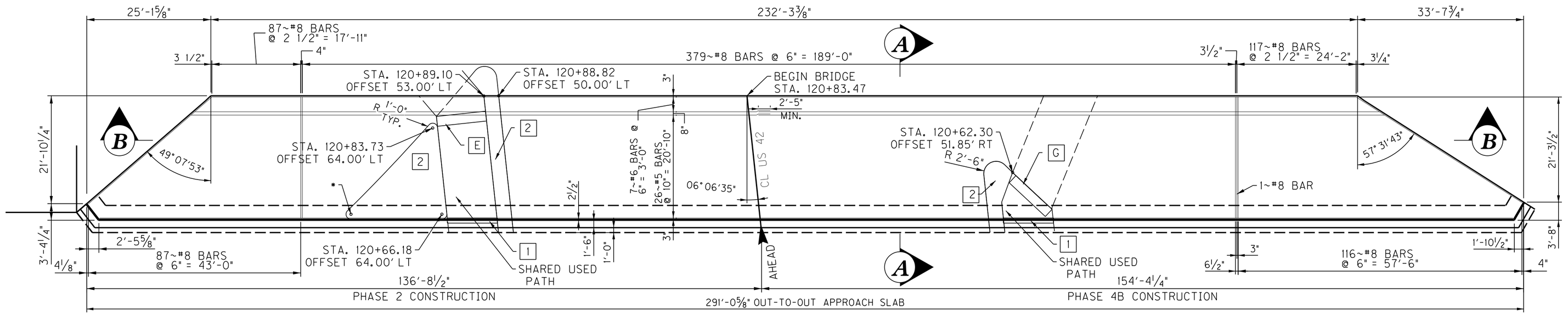
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S55 | DRAWING NUMBER 28950 |

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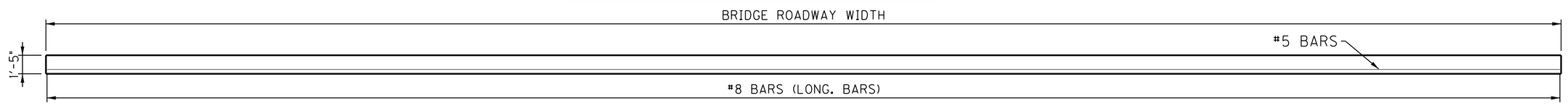



## APPROACH SLAB 2 – PLAN

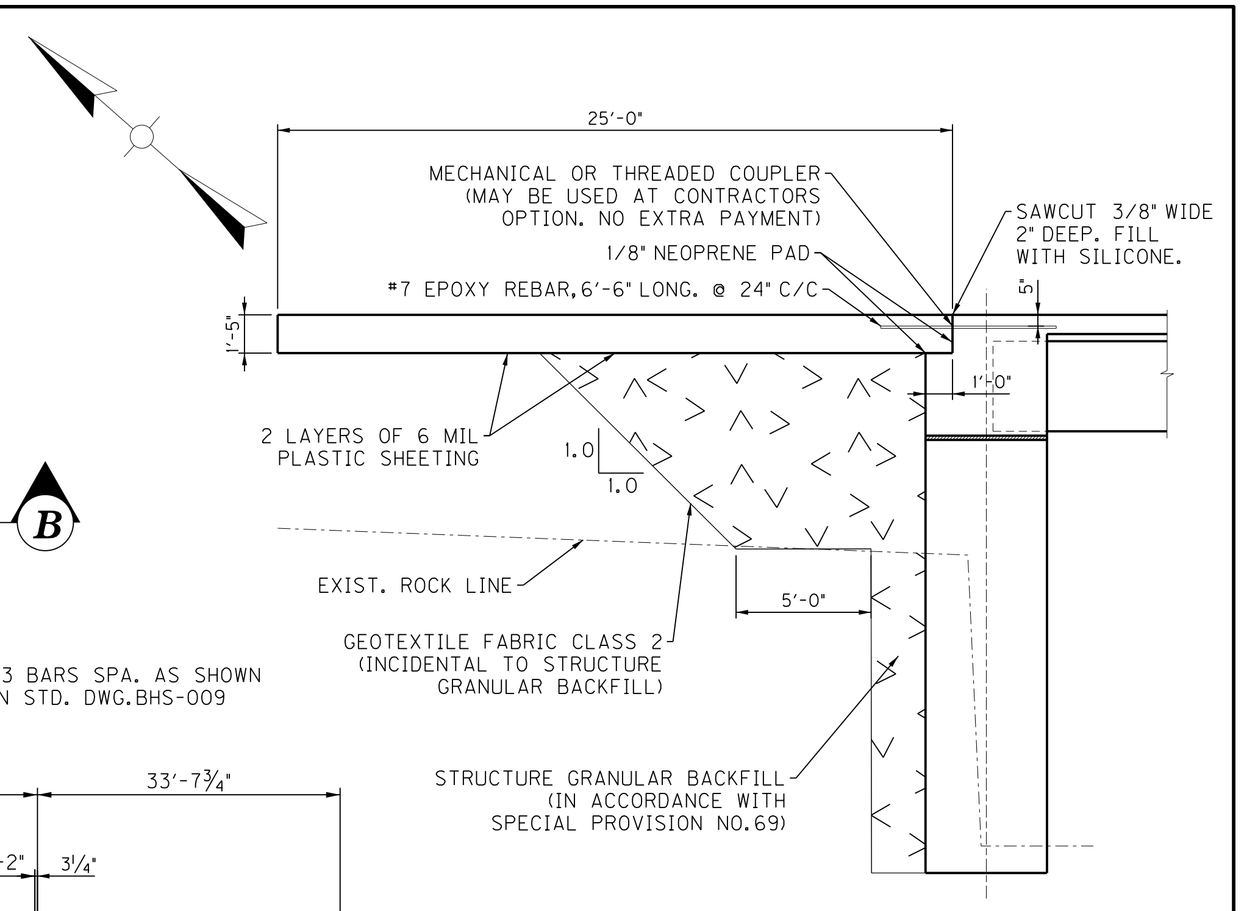



## APPROACH SLAB 1 – PLAN

• STA. 120+68.15 OFFSET 82.32' LT
•• STA. 122+42.83 OFFSET 61.26' RT




## SECTION B–B




## TYPICAL SECTION AT BRIDGE END




## TYPICAL 36" BARRIER SECTION ON APPROACH SLAB

### DETECTABLE WARNING LOCATIONS

| LOCATION | STATION | OFFSET | SKEW | X | Y |
|---|---|---|---|---|---|
| E | 120+85.00 | 58.00' LT. | 0°0'0" | 10'-0" | 2'-0" |
| F | 122+44.91 | 58.94' LT. | 47°47'38" RT | 10'-0" | 2'-0" |
| G | 120+57.17 | 54.97' RT. | 49°06'24" RT | 10'-0" | 2'-0" |
| H | 122+36.49 | 59.93' RT. | 42°20'02" LT | 10'-0" | 2'-0" |

SEE SHEET S57 FOR DETECTABLE WARNING NOTES.

MINIMUM LAP SPLICES
#5 BARS - 2'-5"

1 LOCATION OF ALUMINUM FLOOR TRANSITION EXPANSION JOINT COVER. SEE SHEET S62 FOR DETAILS.

2 LOCATION OF 6" RAISED ISLAND. SEE SHEET S62 FOR DETAILS.

CROWN AND ELEVATIONS: CROWN SHALL CONFORM TO THE RATE OF CROWN AT THE APPROACH PAVEMENT AND BRIDGE SLAB. IF THE RATE OF CROWN AT THE BRIDGE SLAB DIFFERS FROM THAT OF APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED WITHIN THE LIMITS OF THE APPROACH SLAB ELEVATIONS SHALL BE GIVEN IN THE PLANS FOR TOP OF FOOTING AND TOP OF WALL AS SHOWN ON THE SLEEPER SLAB TYPICAL SECTION. GRADE ELEVATIONS SHALL ALSO BE PROVIDED AT EACH GUTTER LINE AND AT THE CROWN (IF APPLICABLE) AND AT MAXIMUM SPACINGS OF 8'-0" ALONG THE APPROACH SLAB. APPROACH SLABS AND SLEEPER SLABS ADDED TO EXISTING BRIDGES WILL REQUIRE THE CONTRACTOR TO PROVIDE FIELD SURVEYS TO OBTAIN EXISTING ELEVATIONS. THE CONTRACTOR SHALL CALCULATE ALL ELEVATIONS NOTED ABOVE AND SUBMIT TO THE ENGINEER FOR REVIEW. ALL COSTS TO FIELD SURVEY AND CALCULATE ELEVATIONS ARE INCIDENTAL TO UNIT PRICE BID FOR APPROACH SLAB.

CONCRETE: CONCRETE SHALL BE CLASS "AA".

REINFORCEMENT: ALL STEEL REINFORCEMENT SHALL BE GRADE 60 AND EPOXY COATED OR GALVANIZED.

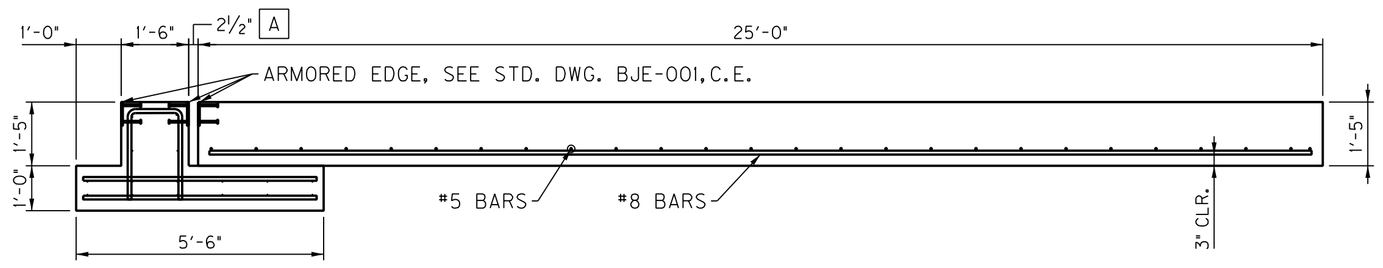
PAYMENT: INCLUDE THE COST OF CLASS "AA" CONCRETE, EPOXY-COATED OR GALVANIZED STEEL REINFORCEMENT, PRECOMPRESSED FOAM JOINT SEAL, EXPANDED POLYSTYRENE, PLASTIC SHEETING, AND ALL LABOR AND MATERIALS REQUIRED TO CONSTRUCT THE APPROACH SLAB IN THE BID ITEM FOR APPROACH SLAB. PAYMENT FOR ARMORED EDGES AND STRUCTURAL GRANULAR BACKFILL SHALL BE MADE SEPARATELY.

A THE JOINT OPENING WIDTH SHALL BE 2.5 IN FOR EXPANSION LENGTHS OF 150 FEET OR LESS, REGARDLESS OF THE JOINT SETTING TEMPERATURE. FOR EXPANSION LENGTHS GREATER THAN 150 FEET, THE JOINT OPENING WIDTH SHALL BE CONSTRUCTED BASED ON THE ACTUAL AMBIENT TEMPERATURE AT THE TIME OF CONSTRUCTION, WITH THE MANUFACTURER'S JOINT SETTING TABLE. THE EXPANSION LENGTH MUST BE SHOWN IN THE PLANS.

THE PRECOMPRESSED FOAM JOINT SHALL BE ABLE TO ACCOMMODATE BOTH THE MINIMUM AND THE MAXIMUM JOINT OPENING WIDTHS AS SHOWN BELOW:

CONCRETE BRIDGE EXPANSION LENGTH LESS THAN 347 FEET AND STEEL BRIDGE EXPANSION LENGTH LESS THAN 275 FEET.
W(MIN) = 1.0 INCH
W(MAX) = 4.0 INCHES

THIS STANDARD IS NOT APPLICABLE FOR CONCRETE BRIDGE EXPANSION LENGTHS GRATER THAN 347 FEET OR STEEL BRIDGE EXPANSION LENGTHS MUST BE DONE AND PLACED WITHIN THE PLANS USING A JOINT CAPABLE OF GREATER MOVEMENTS GREATER THAN 275 FEET. FOR BRIDGES EXCEEDING THESE LIMITS A SPECIAL DESIGN MUST BE DONE AND PLACED WITHIN THE PLANS USING A JOINT CAPABLE OF GREATER MOVEMENTS.




## SECTION A–A

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
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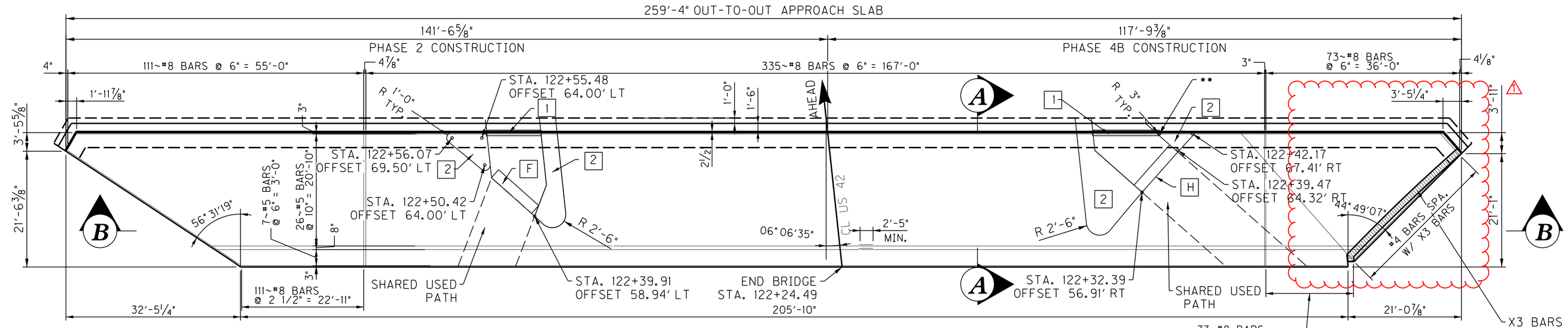
PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | R.M. DAMON |
| DESIGNED BY: | S.A. SERGENT | | |
| DETAILED BY: | S.A. SERGENT | | |

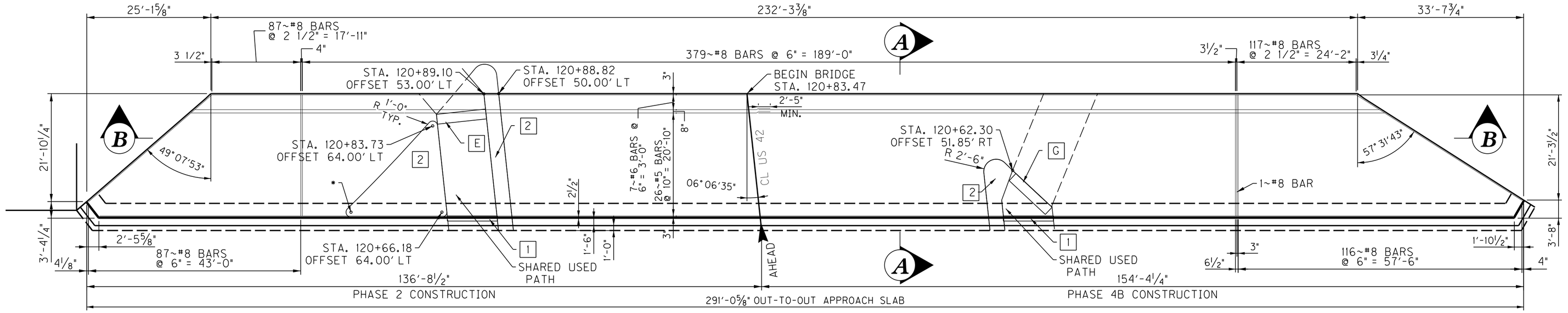
*APPROACH SLAB*
CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S60 | DRAWING NUMBER 28950 |

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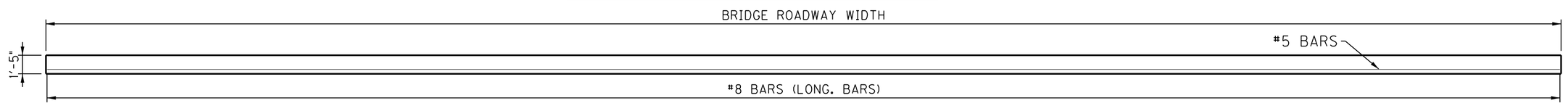



## APPROACH SLAB 2 – PLAN

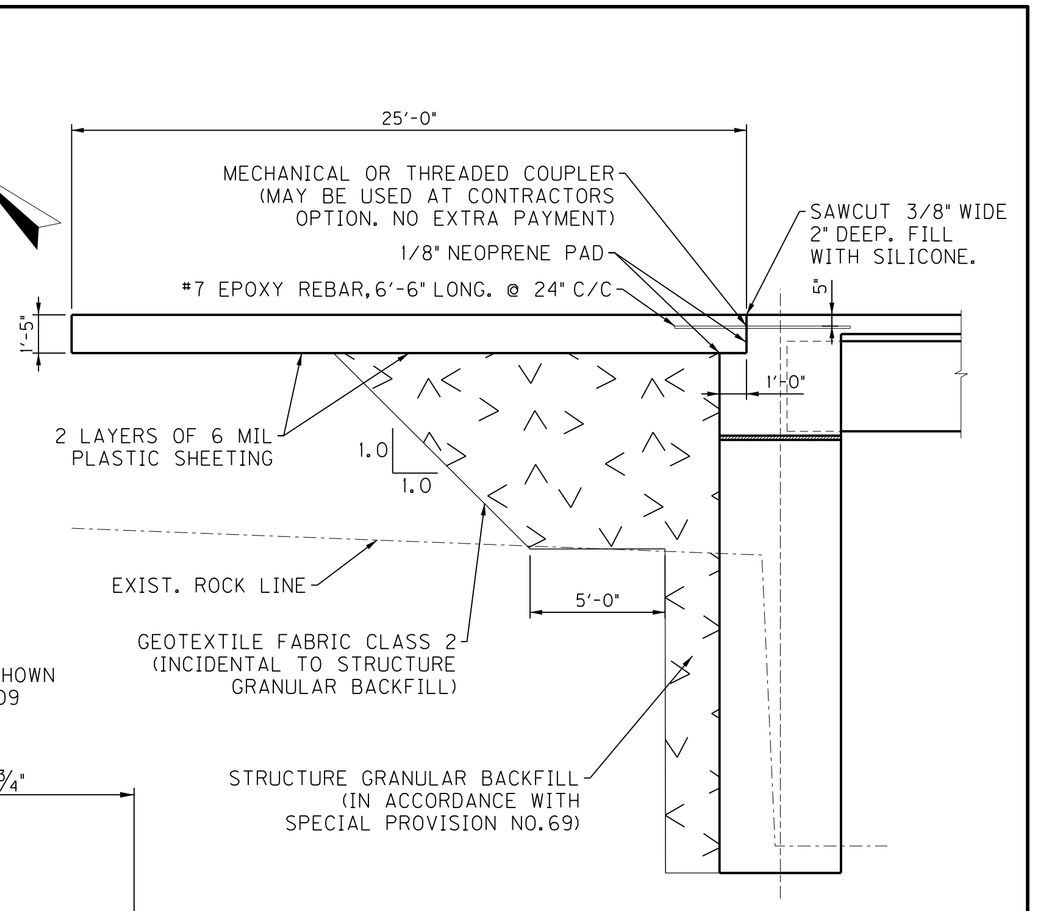



## APPROACH SLAB 1 – PLAN

- • STA. 120+68.15 OFFSET 82.32' LT
- •• STA. 122+42.83 OFFSET 61.26' RT




## SECTION B–B




## TYPICAL SECTION AT BRIDGE END




## TYPICAL 36" BARRIER SECTION ON APPROACH SLAB

### DETECTABLE WARNING LOCATIONS

| LOCATION | STATION | OFFSET | SKEW | X | Y |
|---|---|---|---|---|---|
| E | 120+85.00 | 58.00' LT. | 0°0'0" | 10'-0" | 2'-0" |
| F | 122+44.91 | 58.94' LT. | 47°47'38" RT | 10'-0" | 2'-0" |
| G | 120+57.17 | 54.97' RT. | 49°06'24" RT | 10'-0" | 2'-0" |
| H | 122+36.49 | 59.93' RT. | 42°20'02" LT | 10'-0" | 2'-0" |

SEE SHEET S57 FOR DETECTABLE WARNING NOTES.

MINIMUM LAP SPLICES

#5 BARS - 2'-5"

1 LOCATION OF ALUMINUM FLOOR TRANSITION EXPANSION JOINT COVER. SEE SHEET S62 FOR DETAILS.

2 LOCATION OF 6" RAISED ISLAND. SEE SHEET S62 FOR DETAILS.

CROWN AND ELEVATIONS: CROWN SHALL CONFORM TO THE RATE OF CROWN AT THE APPROACH PAVEMENT AND BRIDGE SLAB. IF THE RATE OF CROWN AT THE BRIDGE SLAB DIFFERS FROM THAT OF APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED WITHIN THE LIMITS OF THE APPROACH SLAB ELEVATIONS SHALL BE GIVEN IN THE PLANS FOR TOP OF FOOTING AND TOP OF WALL AS SHOWN ON THE SLEEPER SLAB TYPICAL SECTION. GRADE ELEVATIONS SHALL ALSO BE PROVIDED AT EACH GUTTER LINE AND AT THE CROWN (IF APPLICABLE) AND AT MAXIMUM SPACINGS OF 8'-0" ALONG THE APPROACH SLAB. APPROACH SLABS AND SLEEPER SLABS ADDED TO EXISTING BRIDGES WILL REQUIRE THE CONTRACTOR TO PROVIDE FIELD SURVEYS TO OBTAIN EXISTING ELEVATIONS. THE CONTRACTOR SHALL CALCULATE ALL ELEVATIONS NOTED ABOVE AND SUBMIT TO THE ENGINEER FOR REVIEW. ALL COSTS TO FIELD SURVEY AND CALCULATE ELEVATIONS ARE INCIDENTAL TO UNIT PRICE BID FOR APPROACH SLAB.

CONCRETE: CONCRETE SHALL BE CLASS "AA".

REINFORCEMENT: ALL STEEL REINFORCEMENT SHALL BE GRADE 60 AND EPOXY COATED OR GALVANIZED.

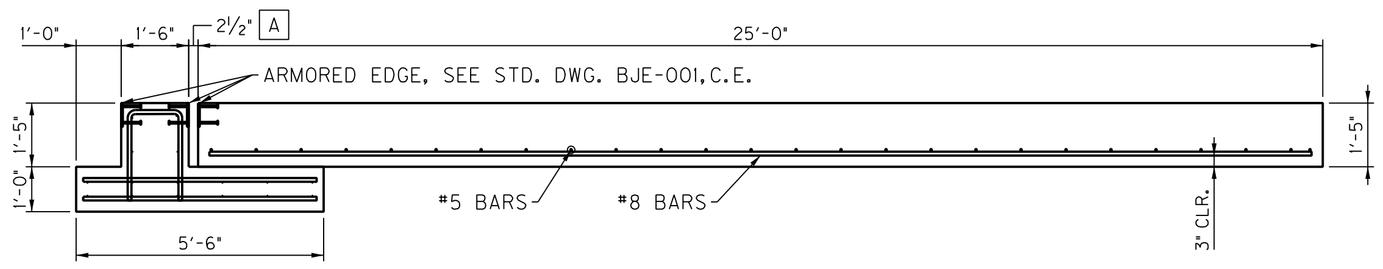
PAYMENT: INCLUDE THE COST OF CLASS "AA" CONCRETE, EPOXY-COATED OR GALVANIZED STEEL REINFORCEMENT, PRECOMPRESSED FOAM JOINT SEAL, EXPANDED POLYSTYRENE, PLASTIC SHEETING, AND ALL LABOR AND MATERIALS REQUIRED TO CONSTRUCT THE APPROACH SLAB IN THE BID ITEM FOR APPROACH SLAB. PAYMENT FOR ARMORED EDGES AND STRUCTURAL GRANULAR BACKFILL SHALL BE MADE SEPARATELY.

A THE JOINT OPENING WIDTH SHALL BE 2.5 IN FOR EXPANSION LENGTHS OF 150 FEET OR LESS, REGARDLESS OF THE JOINT SETTING TEMPERATURE. FOR EXPANSION LENGTHS GREATER THAN 150 FEET, THE JOINT OPENING WIDTH SHALL BE CONSTRUCTED BASED ON THE ACTUAL AMBIENT TEMPERATURE AT THE TIME OF CONSTRUCTION, WITH THE MANUFACTURER'S JOINT SETTING TABLE. THE EXPANSION LENGTH MUST BE SHOWN IN THE PLANS.

THE PRECOMPRESSED FOAM JOINT SHALL BE ABLE TO ACCOMMODATE BOTH THE MINIMUM AND THE MAXIMUM JOINT OPENING WIDTHS AS SHOWN BELOW:

CONCRETE BRIDGE EXPANSION LENGTH LESS THAN 347 FEET AND STEEL BRIDGE EXPANSION LENGTH LESS THAN 275 FEET.
W(MIN) = 1.0 INCH
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THIS STANDARD IS NOT APPLICABLE FOR CONCRETE BRIDGE EXPANSION LENGTHS GRATER THAN 347 FEET OR STEEL BRIDGE EXPANSION LENGTHS MUST BE DONE AND PLACED WITHIN THE PLANS USING A JOINT CAPABLE OF GREATER MOVEMENTS GREATER THAN 275 FEET. FOR BRIDGES EXCEEDING THESE LIMITS A SPECIAL DESIGN MUST BE DONE AND PLACED WITHIN THE PLANS USING A JOINT CAPABLE OF GREATER MOVEMENTS.




## SECTION A–A

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ ADDED REBAR CALLOUT | 3/07/25 |
| | |
| | |

PREPARED BY Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | R.M. DAMON |
| DESIGNED BY: | S.A. SERGENT | | |
| DETAILED BY: | S.A. SERGENT | | |

APPROACH SLAB

CROSSING: I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S60 | DRAWING NUMBER 28950 |

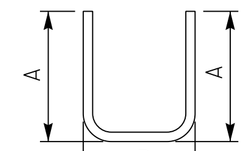
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## BILL OF REINFORCEMENT – ABUTMENT 1

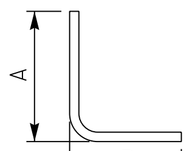
| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 11A373(E) | STR. | 24 | #11 | 11'-4" | COLUMN | | | | | |
| 11A374(E) | STR. | 24 | #11 | 19'-4" | COLUMN | | | | | |
| 11A375(E) | STR. | 24 | #11 | 13'-4" | COLUMN | | | | | |
| 11A400(E) | STR. | 45 | #11 | 3'-0" | ANCHOR DOWEL | | | | | |

## BILL OF REINFORCEMENT – PIER

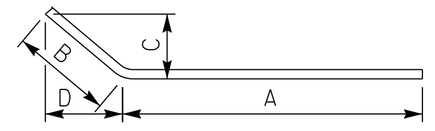
| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 10P01(E) | 8 | 7 | #10 | 51'-1" | CAP | 48'-0" | 3'-0 1/8" | 2'-10 3/8" | 0'-11 3/8" | |
| 10P02(E) | STR | 7 | #10 | 52'-10" | CAP | | | | | |
| 10P03(E) | STR | 7 | #10 | 30'-7" | CAP | | | | | |
| 10P04(E) | STR | 7 | #10 | 51'-4" | CAP | | | | | |
| 10P05(E) | STR | 7 | #10 | 33'-9" | CAP | | | | | |
| 10P06(E) | 5 | 14 | #10 | 47'-7" | CAP | 43'-9" | 3'-10" | | | |
| 10P07(E) | STR | 14 | #10 | 60'-0" | CAP | | | | | |
| 10P08(E) | 5 | 14 | #10 | 28'-7" | CAP | 22'-5" | 6'-2" | | | |
| 5P09(E) | 2 | 10 | #5 | 26'-5" | CAP END | 11'-7" | 3'-3" | | | |
| 5P10(E) | STR | 10 | #5 | 30'-1" | CAP | | | | | |
| 5P11(E) | STR | 10 | #5 | 55'-5" | CAP | | | | | |
| 5P12(E) | 2 | 14 | #5 | 30'-7" | CAP | 13'-8" | 3'-3" | | | |
| 5P13(E) | STR | 56 | #5 | 15'-0" | CAP | | | | | |
| 5P14(E) | STR | 14 | #5 | 47'-10" | CAP | | | | | |
| 5P15(E) | STR | 14 | #5 | 9'-11" | CAP | | | | | |
| 6P16(S)(E) | 14 | 2 | #6 | 15'-10" | CAP | 4'-0 3/8" | 3'-4 1/4" | | | |
| 6P17(S)(E) | 14 | 2 | #6 | 16'-2" | CAP | 4'-2 3/8" | 3'-4 1/4" | | | |
| 6P18(S)(E) | 14 | 2 | #6 | 16'-6" | CAP | 4'-4 3/8" | 3'-4 1/4" | | | |
| 6P19(S)(E) | 14 | 2 | #6 | 16'-10" | CAP | 4'-6 3/8" | 3'-4 1/4" | | | |
| 6P20(S)(E) | 14 | 2 | #6 | 17'-2" | CAP | 4'-8 3/8" | 3'-4 1/4" | | | |
| 6P21(S)(E) | 14 | 8 | #6 | 17'-6" | CAP | 4'-10 3/8" | 3'-4 1/4" | | | |
| 5P22(S)(E) | 14 | 34 | #5 | 18'-0" | CAP | 5'-1 1/2" | 3'-4 1/4" | | | |
| 5P23(S)(E) | 14 | 38 | #5 | 18'-6" | CAP | 5'-4 3/8" | 3'-4 1/4" | | | |
| 5P24(S)(E) | 14 | 44 | #5 | 19'-0" | CAP | 5'-7 3/8" | 3'-4 1/4" | | | |
| 5P25(S)(E) | 14 | 32 | #5 | 19'-5" | CAP | 5'-10 1/4" | 3'-4 1/4" | | | |
| 5P26(S)(E) | 14 | 38 | #5 | 19'-11" | CAP | 6'-1 1/8" | 3'-4 1/4" | | | |
| 5P27(S)(E) | 14 | 44 | #5 | 20'-5" | CAP | 6'-4" | 3'-4 1/4" | | | |
| 6P28(S)(E) | 14 | 28 | #6 | 20'-11" | CAP | 6'-7" | 3'-4 1/4" | | | |
| 11P29(E) | STR | 112 | #11 | 3'-0" | ANCHOR DOWEL | | | | | |
| 10P51(E) | 8 | 7 | #10 | 54'-2" | CAP | 51'-1" | 3'-0 1/8" | 2'-10 3/8" | 0'-11 3/8" | |
| 10P52(E) | STR | 7 | #10 | 54'-8" | CAP | | | | | |
| 10P53(E) | STR | 28 | #10 | 13'-4" | COUPLER | | | | | |
| 10P54(E) | STR | 7 | #10 | 52'-9" | CAP | | | | | |
| 10P55(E) | STR | 7 | #10 | 54'-8" | CAP | | | | | |
| 10P56(E) | 5 | 14 | #10 | 57'-7" | CAP | 53'-11" | 3'-8" | | | |
| 10P57(E) | STR | 14 | #10 | 54'-8" | CAP | | | | | |
| 5P58(E) | 2 | 10 | #5 | 26'-5" | CAP END | 11'-7" | 3'-3" | | | |
| 5P59(E) | STR | 10 | #5 | 20'-0" | CAP | | | | | |
| 5P60(E) | STR | 10 | #5 | 44'-9" | CAP | | | | | |
| 5P61(E) | STR | 10 | #5 | 29'-0" | CAP | | | | | |
| 5P62(E) | STR | 70 | #5 | 15'-0" | CAP | | | | | |
| 5P63(E) | STR | 14 | #5 | 52'-3" | CAP | | | | | |
| 5P64(E) | STR | 14 | #5 | 14'-6" | CAP | | | | | |
| 6P65(S)(E) | 14 | 2 | #6 | 15'-5" | CAP | 3'-9 7/8" | 3'-4 1/4" | | | |
| 6P66(S)(E) | 14 | 2 | #6 | 15'-9" | CAP | 3'-11 7/8" | 3'-4 1/4" | | | |
| 6P67(S)(E) | 14 | 2 | #6 | 16'-2" | CAP | 4'-1 7/8" | 3'-4 1/4" | | | |
| 6P68(S)(E) | 14 | 2 | #6 | 16'-5" | CAP | 4'-3 7/8" | 3'-4 1/4" | | | |
| 6P69(S)(E) | 14 | 2 | #6 | 16'-9" | CAP | 4'-5 7/8" | 3'-4 1/4" | | | |
| 6P70(S)(E) | 14 | 8 | #6 | 17'-2" | CAP | 4'-7 7/8" | 3'-4 1/4" | | | |
| 5P71(S)(E) | 14 | 34 | #5 | 17'-7" | CAP | 4'-11 1/8" | 3'-4 1/4" | | | |
| 5P72(S)(E) | 14 | 38 | #5 | 18'-1" | CAP | 5'-2 1/4" | 3'-4 1/4" | | | |
| 5P73(S)(E) | 14 | 40 | #5 | 18'-8" | CAP | 5'-5 3/8" | 3'-4 1/4" | | | |
| 5P74(S)(E) | 14 | 38 | #5 | 19'-2" | CAP | 5'-8 1/2" | 3'-4 1/4" | | | |
| 5P75(S)(E) | 14 | 36 | #5 | 19'-8" | CAP | 5'-11 1/2" | 3'-4 1/4" | | | |
| 5P76(S)(E) | 14 | 38 | #5 | 20'-2" | CAP | 6'-2 5/8" | 3'-4 1/4" | | | |
| 5P77(S)(E) | 14 | 36 | #5 | 20'-8" | CAP | 6'-5 3/4" | 3'-4 1/4" | | | |
| 5P78(S)(E) | 14 | 10 | #5 | 20'-11" | CAP | 6'-7" | 3'-4 1/4" | | | |
| 5P79(E) | STR | 12 | #5 | 3'-6" | COUPLER | | | | | |
| 11P80(E) | STR | 120 | #11 | 18'-4" | COLUMN | | | | | |
| 7P81(E) | 28 | 270 | #7 | 17'-2" | COLUMN | 4'-0" | 4'-7" | | | |



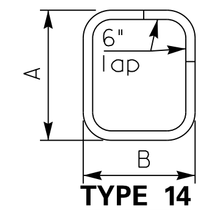
TYPE 2



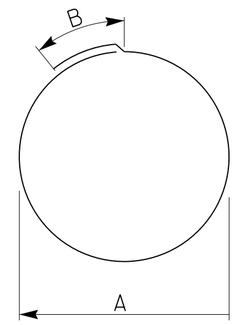
TYPE 5



TYPE 8



TYPE 14



TYPE 28

NOTE : REINFORCING BARS DESIGNATED WITH SUFFIX (E) IN PLANS SHALL BE EPOXY COATED IN ACCORDANCE WITH THE SPECIFICATIONS.

REINFORCING BARS DESIGNATED WITH THE SUFFIX (S) IN PLANS ARE STIRRUP BARS.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | L.M. SALLEE | |
| DETAILED BY: | M.B. HAGGARD | R.M. DAMON | |

*BILL OF REINFORCEMENT*
CROSSING
I-264

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S65 | DRAWING NUMBER 28950 |

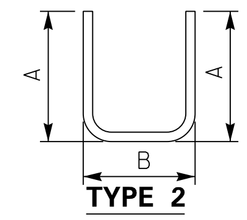
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## BILL OF REINFORCEMENT – ABUTMENT 1

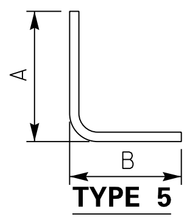
| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 11A373(E) | STR. | 24 | #11 | 11'-4" | COLUMN | | | | | |
| 11A374(E) | STR. | 24 | #11 | 19'-4" | COLUMN | | | | | |
| 11A375(E) | STR. | 24 | #11 | 13'-4" | COLUMN | | | | | |
| 11A400(E) | STR. | 45 | #11 | 3'-0" | ANCHOR DOWEL | | | | | |

## BILL OF REINFORCEMENT – PIER

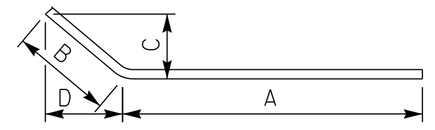
| MARK | TYPE | NUMBER | SIZE | LENGTH | LOCATION | a | b | c | d | e |
|---|---|---|---|---|---|---|---|---|---|---|
| 10P01(E) | 8 | 7 | #10 | 51'-1" | CAP | 48'-0" | 3'-0 1/8" | 2'-10 3/8" | 0'-11 3/8" | |
| 10P02(E) | STR | 7 | #10 | 52'-10" | CAP | | | | | |
| 10P03(E) | STR | 7 | #10 | 30'-7" | CAP | | | | | |
| 10P04(E) | STR | 7 | #10 | 51'-4" | CAP | | | | | |
| 10P05(E) | STR | 7 | #10 | 33'-9" | CAP | | | | | |
| 10P06(E) | 5 | 14 | #10 | 47'-7" | CAP | 43'-9" | 3'-10" | | | |
| 10P07(E) | STR | 14 | #10 | 60'-0" | CAP | | | | | |
| 10P08(E) | 5 | 14 | #10 | 28'-7" | CAP | 22'-5" | 6'-2" | | | |
| 5P09(E) | 2 | 10 | #5 | 26'-5" | CAP END | 11'-7" | 3'-3" | | | |
| 5P10(E) | STR | 10 | #5 | 30'-1" | CAP | | | | | |
| 5P11(E) | STR | 10 | #5 | 55'-5" | CAP | | | | | |
| 5P12(E) | 2 | 14 | #5 | 30'-7" | CAP | 13'-8" | 3'-3" | | | |
| 5P13(E) | STR | 56 | #5 | 15'-0" | CAP | | | | | |
| 5P14(E) | STR | 14 | #5 | 47'-10" | CAP | | | | | |
| 5P15(E) | STR | 14 | #5 | 9'-11" | CAP | | | | | |
| 6P16(S)(E) | 14 | 2 | #6 | 15'-10" | CAP | 4'-0 3/8" | 3'-4 1/4" | | | |
| 6P17(S)(E) | 14 | 2 | #6 | 16'-2" | CAP | 4'-2 3/8" | 3'-4 1/4" | | | |
| 6P18(S)(E) | 14 | 2 | #6 | 16'-6" | CAP | 4'-4 3/8" | 3'-4 1/4" | | | |
| 6P19(S)(E) | 14 | 2 | #6 | 16'-10" | CAP | 4'-6 3/8" | 3'-4 1/4" | | | |
| 6P20(S)(E) | 14 | 2 | #6 | 17'-2" | CAP | 4'-8 3/8" | 3'-4 1/4" | | | |
| 6P21(S)(E) | 14 | 8 | #6 | 17'-6" | CAP | 4'-10 3/8" | 3'-4 1/4" | | | |
| 5P22(S)(E) | 14 | 34 | #5 | 18'-0" | CAP | 5'-1 1/2" | 3'-4 1/4" | | | |
| 5P23(S)(E) | 14 | 38 | #5 | 18'-6" | CAP | 5'-4 3/8" | 3'-4 1/4" | | | |
| 5P24(S)(E) | 14 | 44 | #5 | 19'-0" | CAP | 5'-7 3/8" | 3'-4 1/4" | | | |
| 5P25(S)(E) | 14 | 32 | #5 | 19'-5" | CAP | 5'-10 1/4" | 3'-4 1/4" | | | |
| 5P26(S)(E) | 14 | 38 | #5 | 19'-11" | CAP | 6'-1 1/8" | 3'-4 1/4" | | | |
| 5P27(S)(E) | 14 | 44 | #5 | 20'-5" | CAP | 6'-4" | 3'-4 1/4" | | | |
| 6P28(S)(E) | 14 | 28 | #6 | 20'-11" | CAP | 6'-7" | 3'-4 1/4" | | | |
| 11P29(E) | STR | 112 | #11 | 3'-0" | ANCHOR DOWEL | | | | | |
| 10P51(E) | 8 | 7 | #10 | 54'-2" | CAP | 51'-1" | 3'-0 1/8" | 2'-10 3/8" | 0'-11 3/8" | |
| 10P52(E) | STR | 7 | #10 | 54'-8" | CAP | | | | | |
| 10P53(E) | STR | 28 | #10 | 13'-4" | COUPLER | | | | | |
| 10P54(E) | STR | 7 | #10 | 52'-9" | CAP | | | | | |
| 10P55(E) | STR | 7 | #10 | 54'-8" | CAP | | | | | |
| 10P56(E) | 5 | 14 | #10 | 57'-7" | CAP | 53'-11" | 3'-8" | | | |
| 10P57(E) | STR | 14 | #10 | 54'-8" | CAP | | | | | |
| 5P58(E) | 2 | 10 | #5 | 26'-5" | CAP END | 11'-7" | 3'-3" | | | |
| 5P59(E) | STR | 10 | #5 | 20'-0" | CAP | | | | | |
| 5P60(E) | STR | 10 | #5 | 44'-9" | CAP | | | | | |
| 5P61(E) | STR | 10 | #5 | 29'-0" | CAP | | | | | |
| 5P62(E) | STR | 70 | #5 | 15'-0" | CAP | | | | | |
| 5P63(E) | STR | 14 | #5 | 52'-3" | CAP | | | | | |
| 5P64(E) | STR | 14 | #5 | 14'-6" | CAP | | | | | |
| 6P65(S)(E) | 14 | 2 | #6 | 15'-5" | CAP | 3'-9 7/8" | 3'-4 1/4" | | | |
| 6P66(S)(E) | 14 | 2 | #6 | 15'-9" | CAP | 3'-11 7/8" | 3'-4 1/4" | | | |
| 6P67(S)(E) | 14 | 2 | #6 | 16'-2" | CAP | 4'-1 7/8" | 3'-4 1/4" | | | |
| 6P68(S)(E) | 14 | 2 | #6 | 16'-5" | CAP | 4'-3 7/8" | 3'-4 1/4" | | | |
| 6P69(S)(E) | 14 | 2 | #6 | 16'-9" | CAP | 4'-5 7/8" | 3'-4 1/4" | | | |
| 6P70(S)(E) | 14 | 8 | #6 | 17'-2" | CAP | 4'-7 7/8" | 3'-4 1/4" | | | |
| 5P71(S)(E) | 14 | 34 | #5 | 17'-7" | CAP | 4'-11 1/8" | 3'-4 1/4" | | | |
| 5P72(S)(E) | 14 | 38 | #5 | 18'-1" | CAP | 5'-2 1/4" | 3'-4 1/4" | | | |
| 5P73(S)(E) | 14 | 40 | #5 | 18'-8" | CAP | 5'-5 3/8" | 3'-4 1/4" | | | |
| 5P74(S)(E) | 14 | 38 | #5 | 19'-2" | CAP | 5'-8 1/2" | 3'-4 1/4" | | | |
| 5P75(S)(E) | 14 | 36 | #5 | 19'-8" | CAP | 5'-11 1/2" | 3'-4 1/4" | | | |
| 5P76(S)(E) | 14 | 38 | #5 | 20'-2" | CAP | 6'-2 5/8" | 3'-4 1/4" | | | |
| 5P77(S)(E) | 14 | 36 | #5 | 20'-8" | CAP | 6'-5 3/4" | 3'-4 1/4" | | | |
| 5P78(S)(E) | 14 | 10 | #5 | 20'-11" | CAP | 6'-7" | 3'-4 1/4" | | | |
| 5P79(E) | STR | 12 | #5 | 3'-6" | COUPLER | | | | | |
| 11P80(E) | STR | 120 | #11 | 18'-4" | COLUMN | | | | | |
| 7P81(E) | 28 | 270 | #7 | 17'-2" | COLUMN | 4'-0" | 4'-7" | | | |



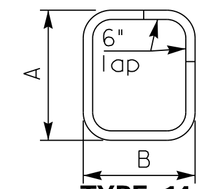
TYPE 2



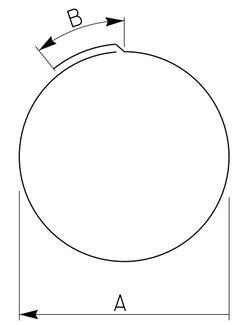
TYPE 5



TYPE 8



TYPE 14



TYPE 28

NOTE : REINFORCING BARS DESIGNATED WITH SUFFIX (E) IN PLANS SHALL BE EPOXY COATED IN ACCORDANCE WITH THE SPECIFICATIONS.

REINFORCING BARS DESIGNATED WITH THE SUFFIX (S) IN PLANS ARE STIRRUP BARS.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ UPDATED QUANTITIES | 3/07/25 |
| | |
| | |

PREPARED BY
Palmer ENGINEERING

| | | | |
|---|---|---|---|
| DATE: | JANUARY, 2025 | CHECKED BY | |
| DESIGNED BY: | R.M. DAMON | L.M. SALLEE | |
| DETAILED BY: | M.B. HAGGARD | R.M. DAMON | |

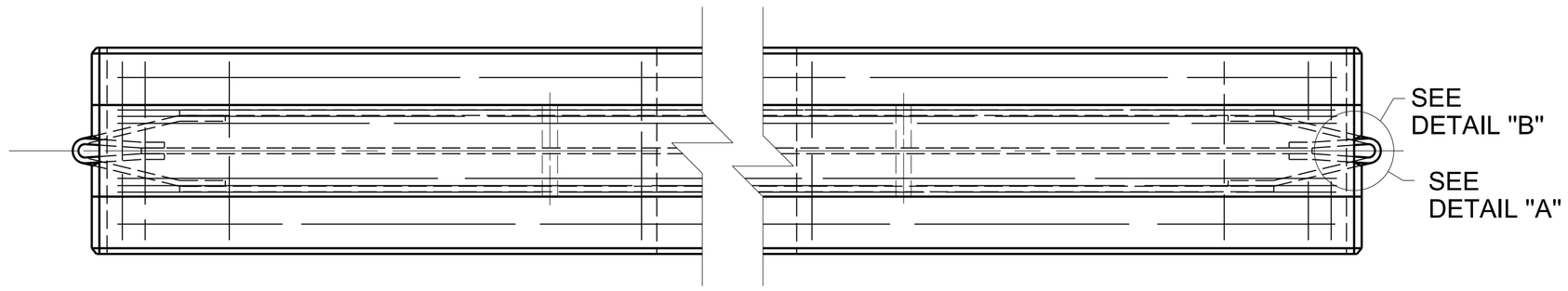
*BILL OF REINFORCEMENT*

CROSSING
I-264

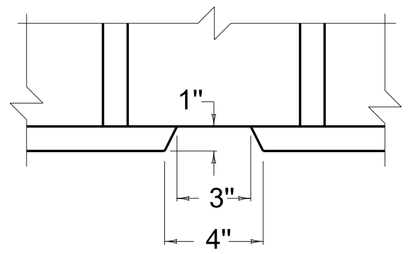
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| US 42 | 5-0804.00 | JEFFERSON |
| | SHEET NO. S65 | DRAWING NUMBER 28950 |

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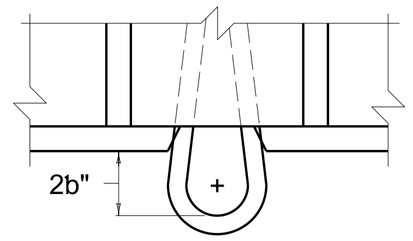
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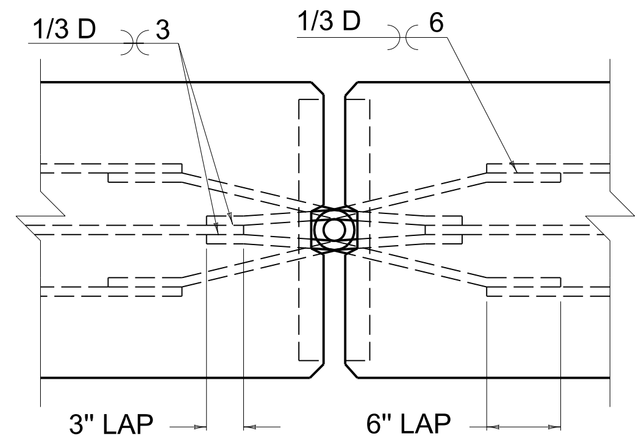

PLAN VIEW



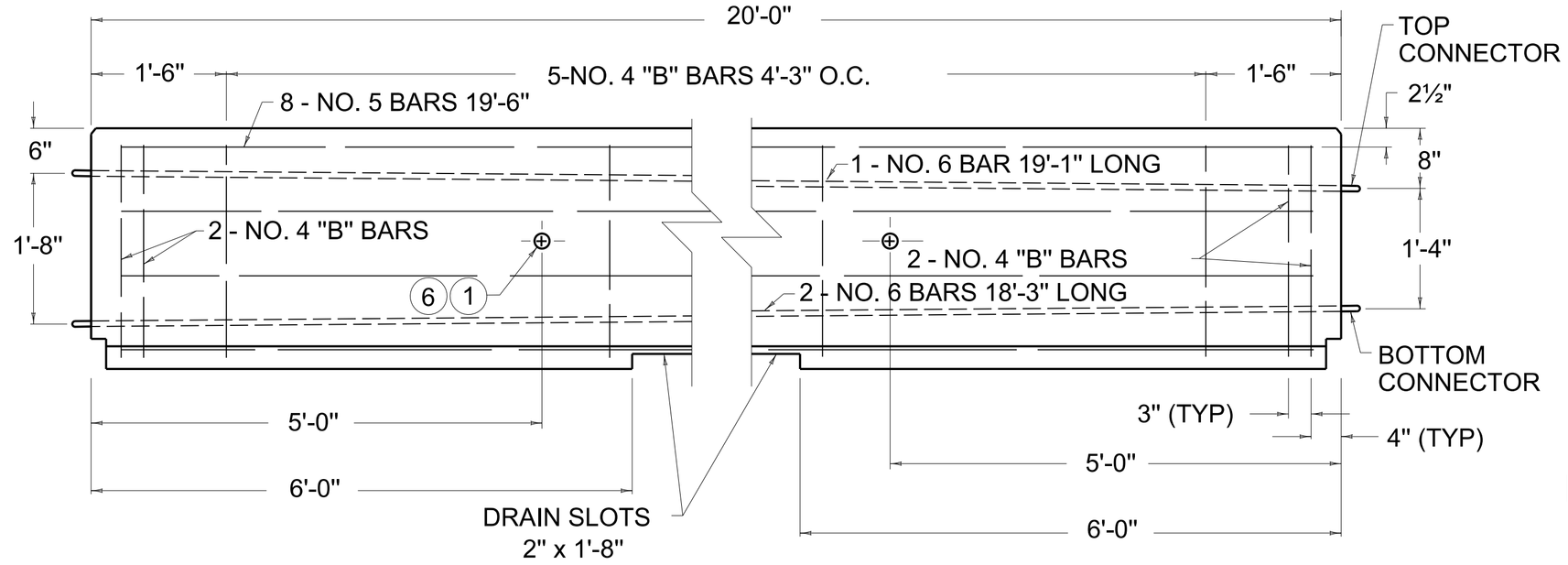

DETAIL "A"



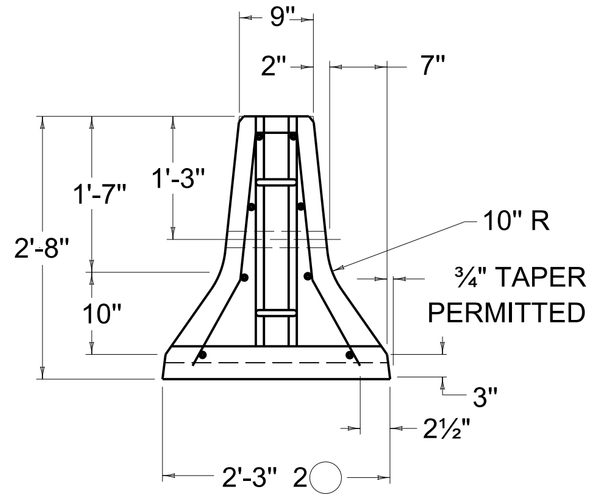

DETAIL "B"



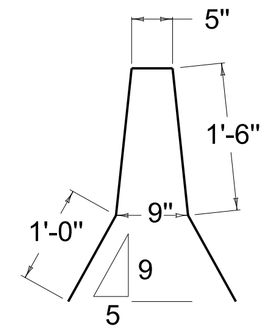

PLAN OF CONNECTION DETAIL



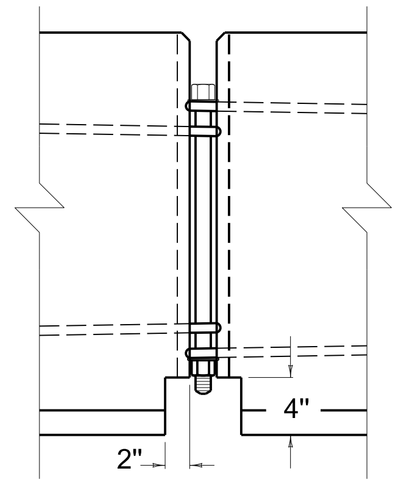

ELEVATION VIEW



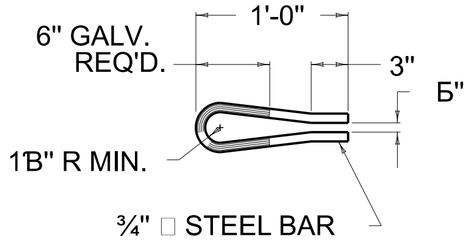

RIGHT ELEVATION VIEW



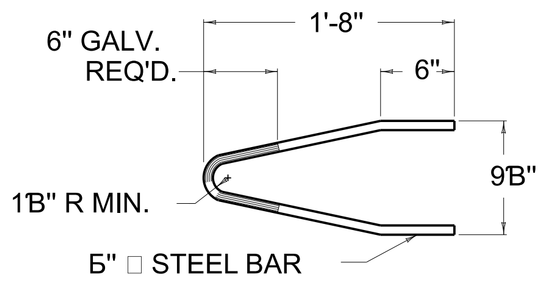

DETAIL OF
"B" BAR



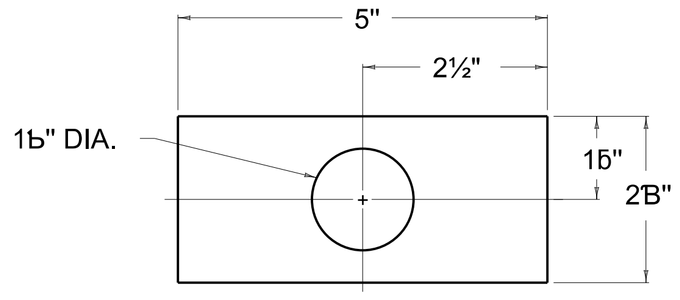

ELEVATION OF
CONNECTON DETAIL



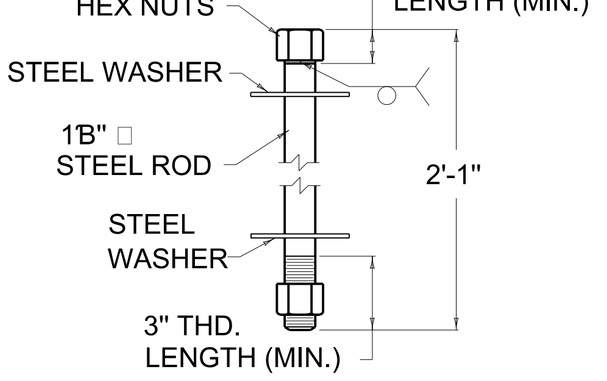

TOP CONNECTOR
(HOT DIP GALVANIZE
AFTER FORMING)




BOTTOM CONNECTOR
(HOT DIP GALVANIZE AFTER FORMING)




½" THICK STEEL WASHER




CONNECTOR PIN

## APPROXIMATE QUANTITIES

| 20' | | |
|---|---|---|
| REINF. | CONC. | WEIGHT 4 |
| LBS. | CU. YD./FT. | TONS |
| 195 | 0.12 | 5.0 |

~ NOTES ~

1. 2" DIA. LIFTING HOLE - 2 REQUIRED FOR EACH SECTION. FORMED WITH 2" P.V.C. PIPE OR EQUAL.
2. TAPER NOT INCLUDED IN BASE WIDTH.
3. SHOP DRAWINGS SHALL BE APPROVED PRIOR TO MANUFACTURE.
4. BASED ON 150 LBS./CU. FT.
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7. PREVIOUS WALL MANUFACTURED ACCORDING TO STANDARD DRAWING RBM-115 MAY STILL BE USED. ANY NEW BARRIER WALL TYPE 9T MANUFACTURED SHALL COMPLY TO THIS STANDARD DRAWING.
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BID ITEM AND UNIT TO BID
CONCRETE BARRIER WALL TYPE 9T LF

USE WITH CUR. STD. DWG. RBM-120

SUBMITTED W. T. Lyon 07-23-2024
DIVISION DIRECTOR DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. TRANSPORTATION CABINET

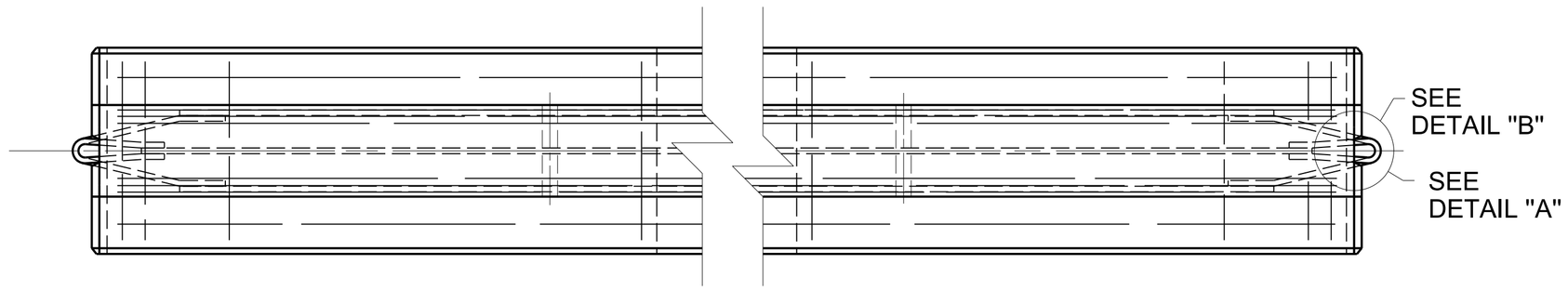
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PREPARED BY
Palmer ENGINEERING

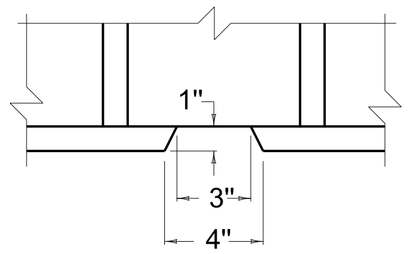
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| DATE: JANUARY, 2025 | CHECKED BY | SEPIA 42 - SHEET 13 |
| DESIGNED BY: | | CROSSING I-264 |
| DETAILED BY: | | |

| ROUTE | ITEM NO. | COUNTY OF |
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| | SHEET NO. S75 | DRAWING NUMBER 28950 |

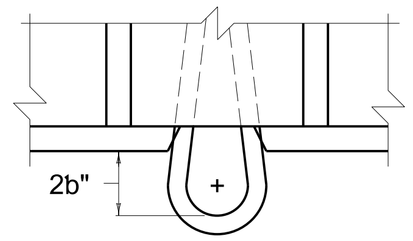
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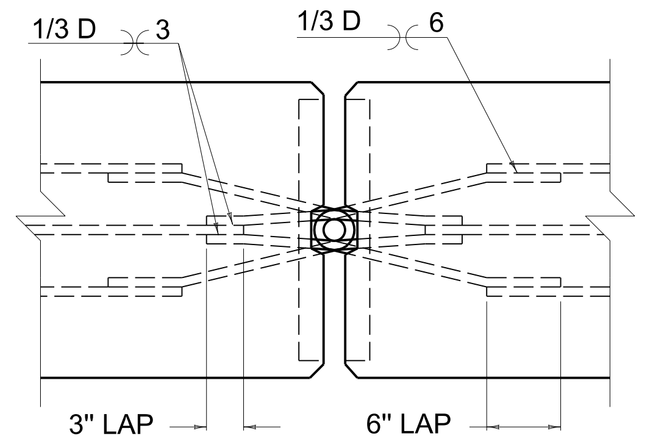

PLAN VIEW



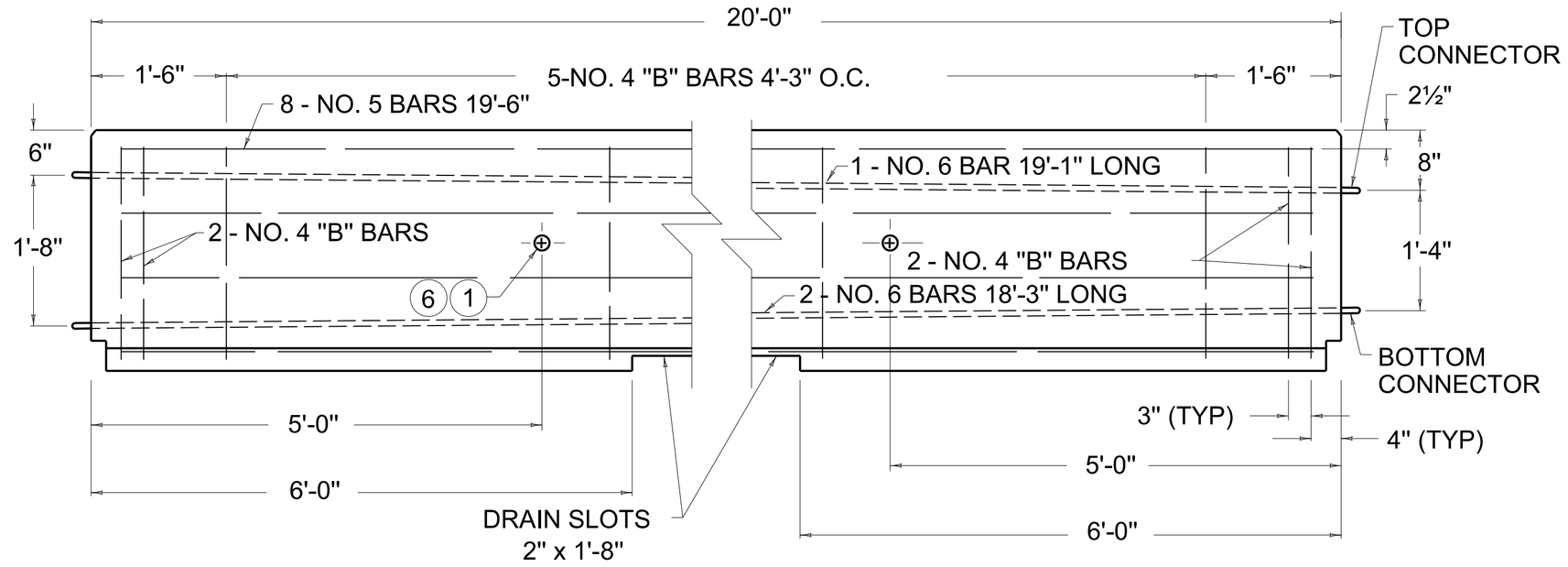

DETAIL "A"



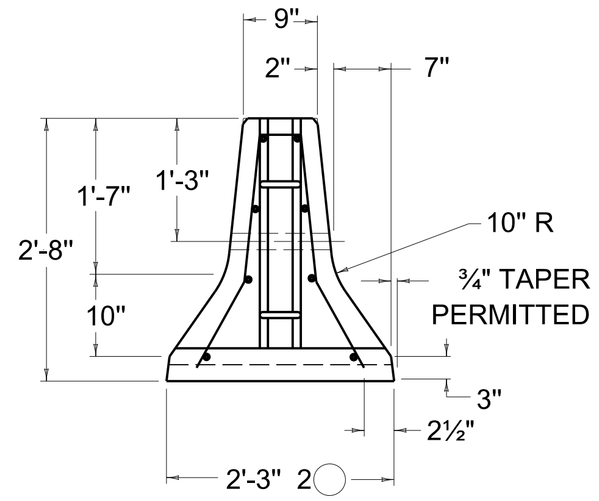

DETAIL "B"



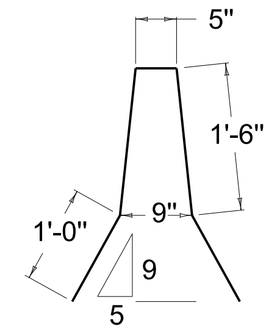

PLAN OF CONNECTION DETAIL



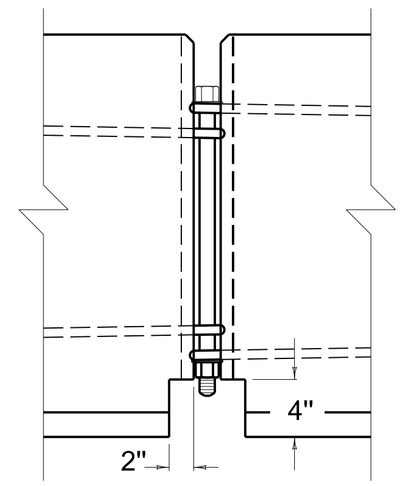

ELEVATION VIEW



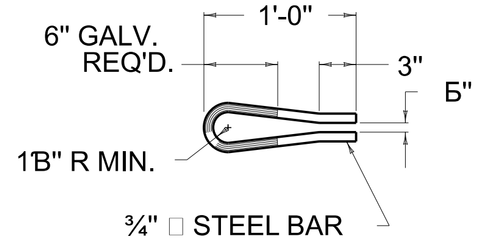

RIGHT ELEVATION VIEW



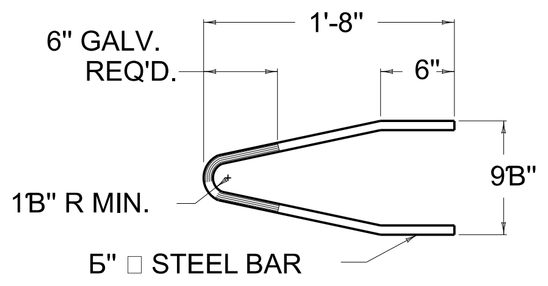

DETAIL OF
"B" BAR



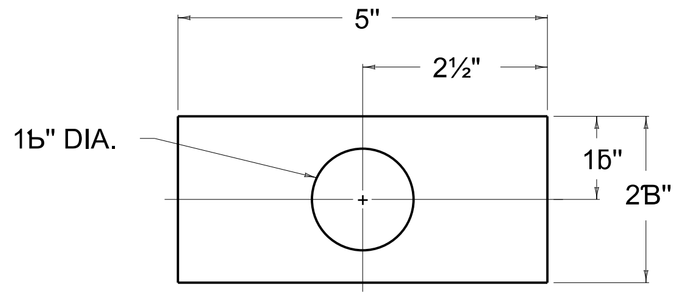

ELEVATION OF
CONNECTON DETAIL



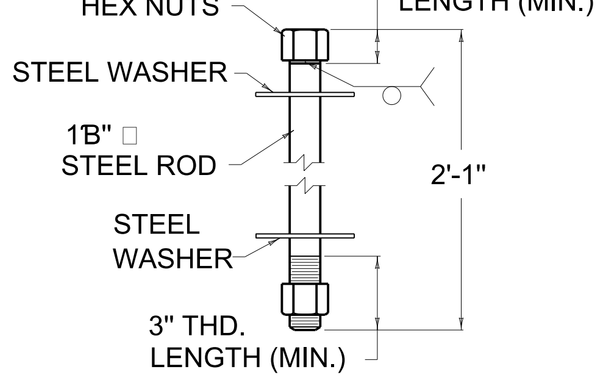

TOP CONNECTOR
(HOT DIP GALVANIZE
AFTER FORMING)




BOTTOM CONNECTOR
(HOT DIP GALVANIZE AFTER FORMING)




½" THICK STEEL WASHER




CONNECTOR PIN

## APPROXIMATE QUANTITIES

| 20' | | |
|---|---|---|
| REINF. | CONC. | WEIGHT 4 |
| LBS. | CU. YD./FT. | TONS |
| 195 | 0.12 | 5.0 |

~ NOTES ~

1. 2" DIA. LIFTING HOLE - 2 REQUIRED FOR EACH SECTION. FORMED WITH 2" P.V.C. PIPE OR EQUAL.
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BID ITEM AND UNIT TO BID
CONCRETE BARRIER WALL TYPE 9T LF

USE WITH CUR. STD. DWG. RBM-120

SUBMITTED W. T. Lyon 07-23-2024
DIVISION DIRECTOR DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. TRANSPORTATION CABINET

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| ⚠ ADDED SHEET NUMBER | 3/07/25 |
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PREPARED BY Palmer ENGINEERING

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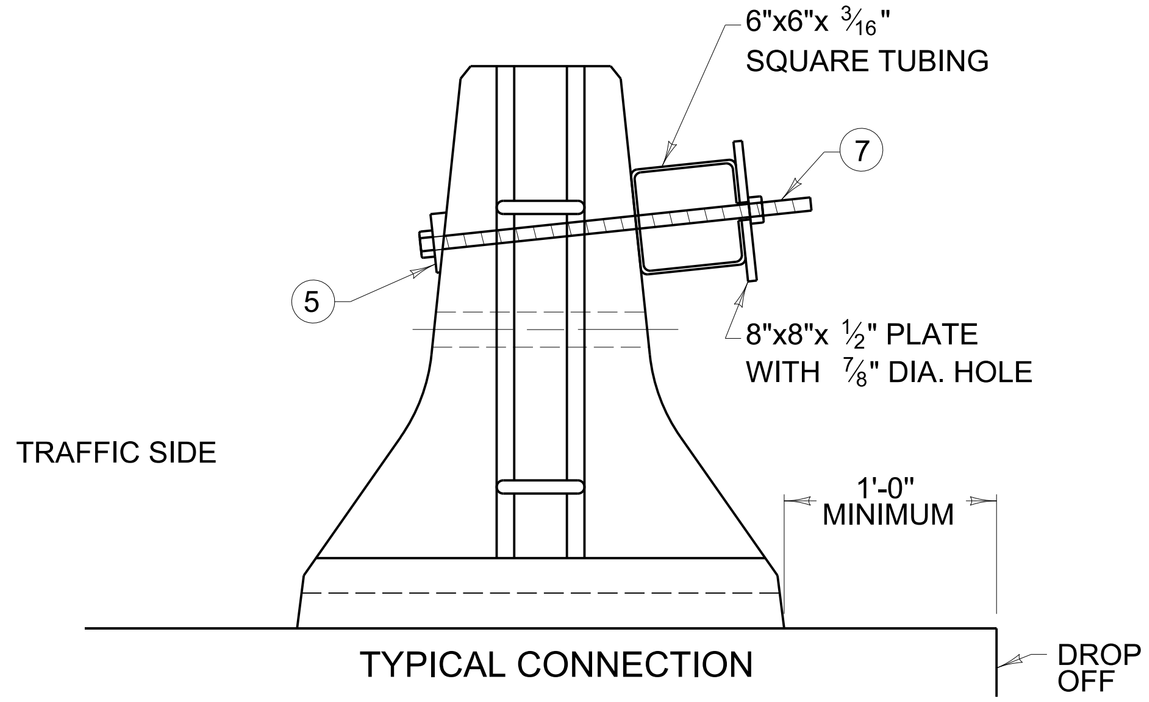
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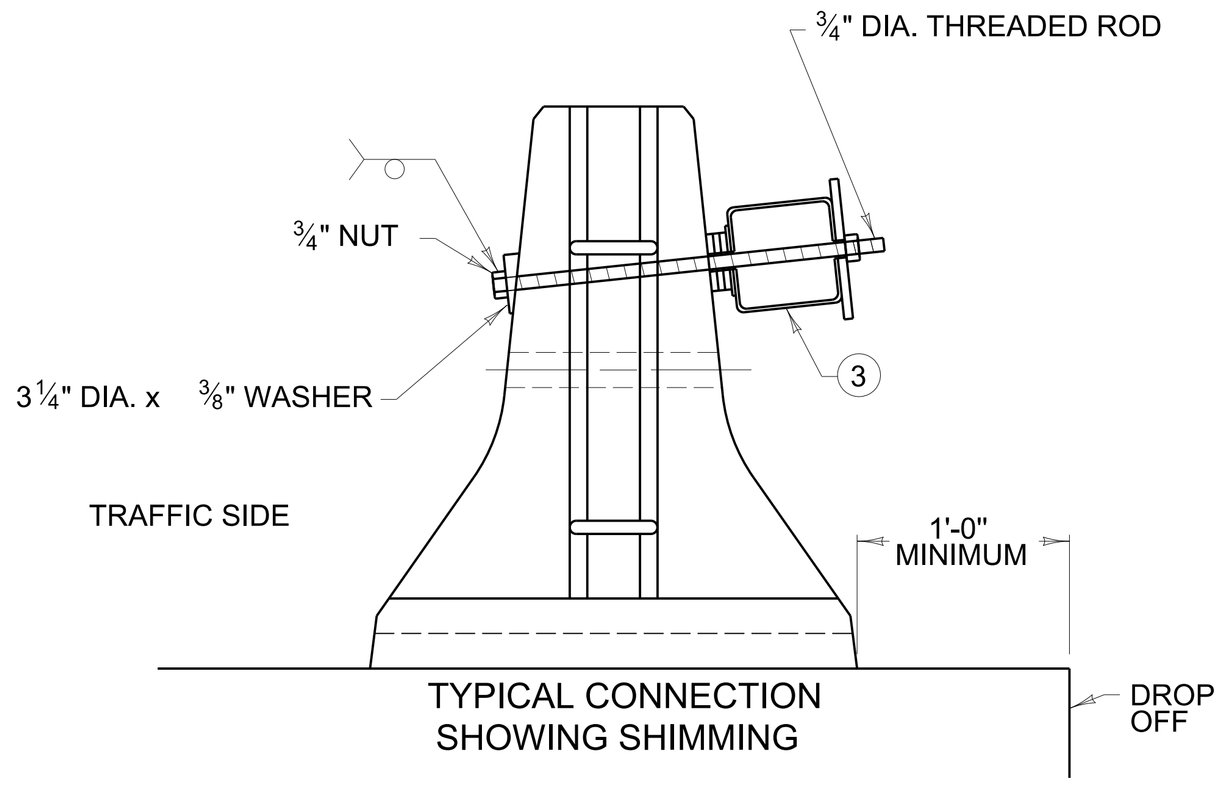
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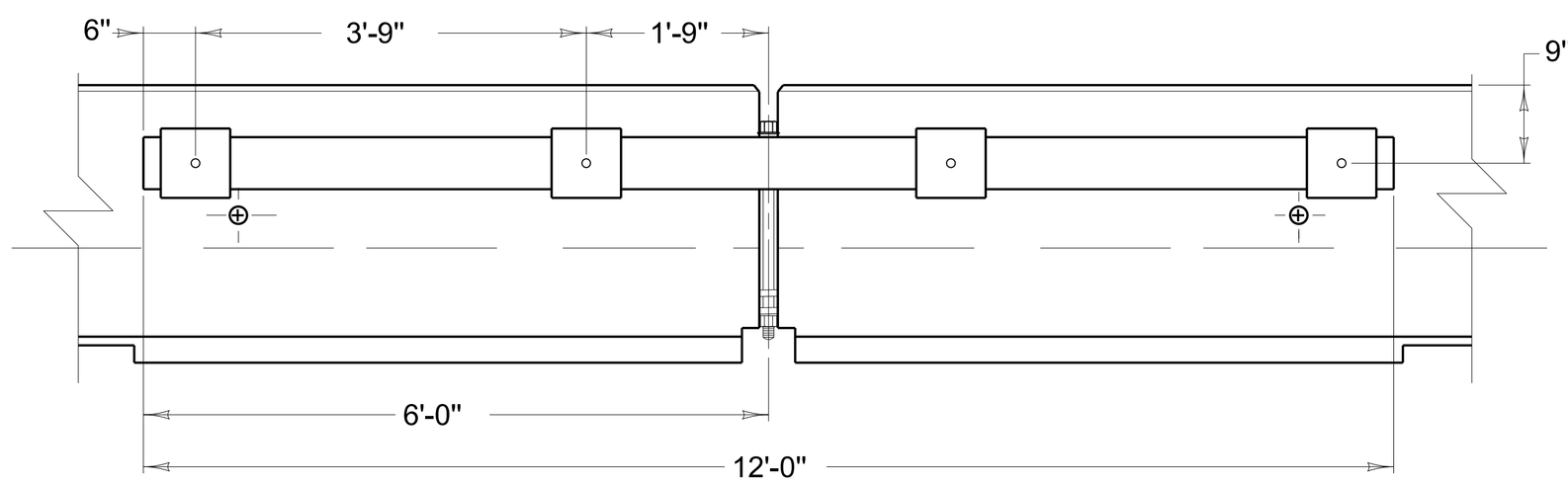
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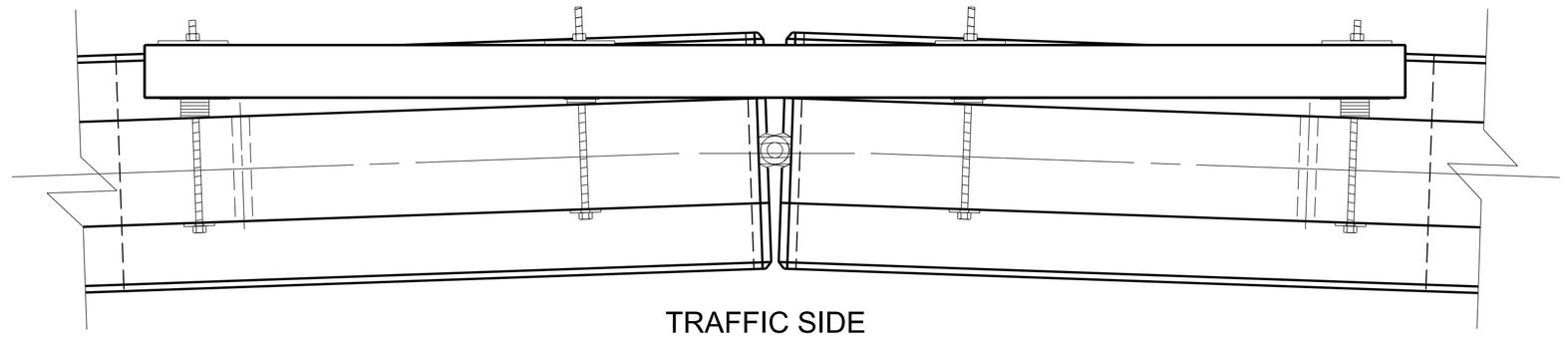

TYPICAL CONNECTION




TYPICAL CONNECTION
SHOWING SHIMMING

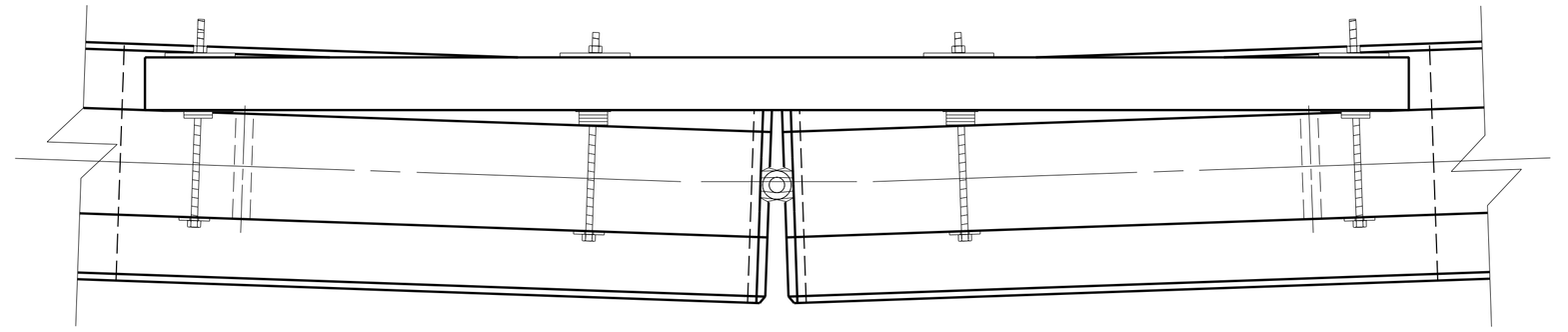



ELEVATION VIEW



TRAFFIC SIDE

PLAN VIEW



TRAFFIC SIDE

PLAN VIEW

## ~ NOTES ~

1. STIFFENED BARRIER WALL IS REQUIRED IN WORK ZONES WHEN THE EDGE OF THE WALL FURTHEST FROM TRAFFIC IS LOCATED WITHIN 3'-0" OF THE BRIDGE DECK EDGE PARALLEL TO THE DIRECTION OF TRAFFIC. MAY ALSO BE USED IN OTHER TEMPORARY SITUATIONS WHERE SUBSTANTIAL DROP OFFS EXIST. MAINTAIN 1'-0" MINIMUM FROM EDGE OF BARRIER TO DROP OFF.
2. STIFFENER SHALL BE INSTALLED WHEN BARRIER IS SET AND BEFORE EXPOSED TO TRAFFIC.
3. SQUARE TUBING SHALL BE 50 GRADE STRUCTURAL STEEL.
4. WHEN BARRIER WALL SECTIONS ARE PLACED ON A RADIUS, THE AREA BETWEEN THE SQUARE TUBING AND BARRIER WALL SHALL BE SHIMMED AS SHOWN ABOVE. SHIM SHALL CONSIST OF ONE SQUARE PLATE (4" NEAR END OF BARRIER WALL SECTION, 8" NEAR END OF TUBING SECTIONS) 3/16" THICK WITH AS MANY 3 1/4" DIA. x 3/8" THICK WASHERS AS NEEDED.
5. BEVEL WASHER TO BE PARALLEL WITH PLANE OF BARRIER AND BOLT HEAD. (TYP.)
6. ALL MATERIALS, LABOR INVOLVED WITH THIS PROCESS TO BE INCIDENTAL TO LINEAR FEET OF WALL.
7. ROD PERPENDICULAR TO BARRIER WALL SURFACE. (TYP.)

USE WITH CUR. STD. DWG. RBM-115

SUBMITTED W. J. Seyon 07-23-2024
DIVISION DIRECTOR DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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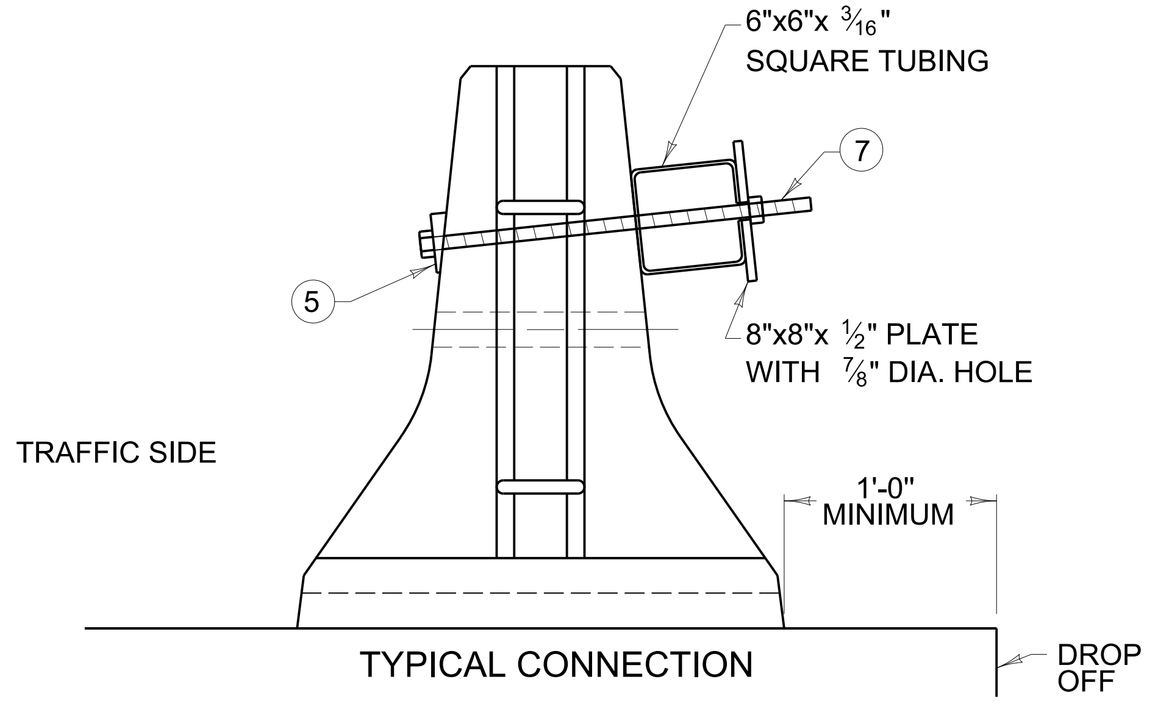
PREPARED BY Palmer ENGINEERING

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| DETAILED BY: | | |

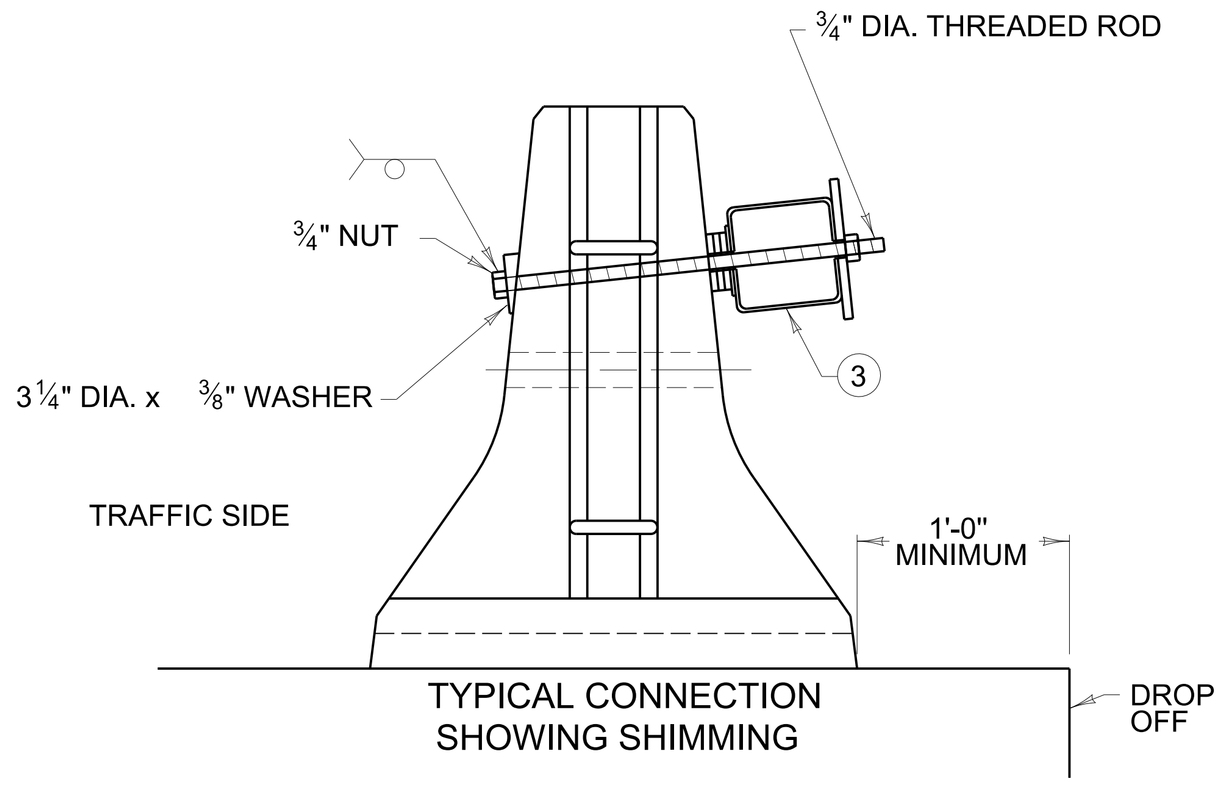
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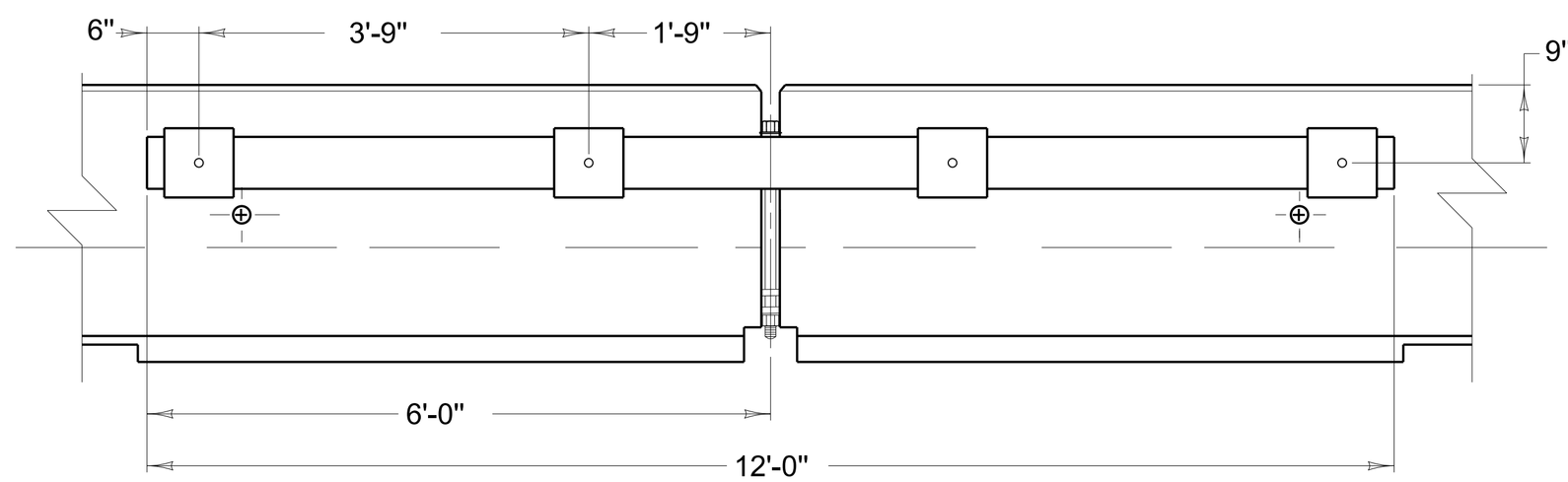
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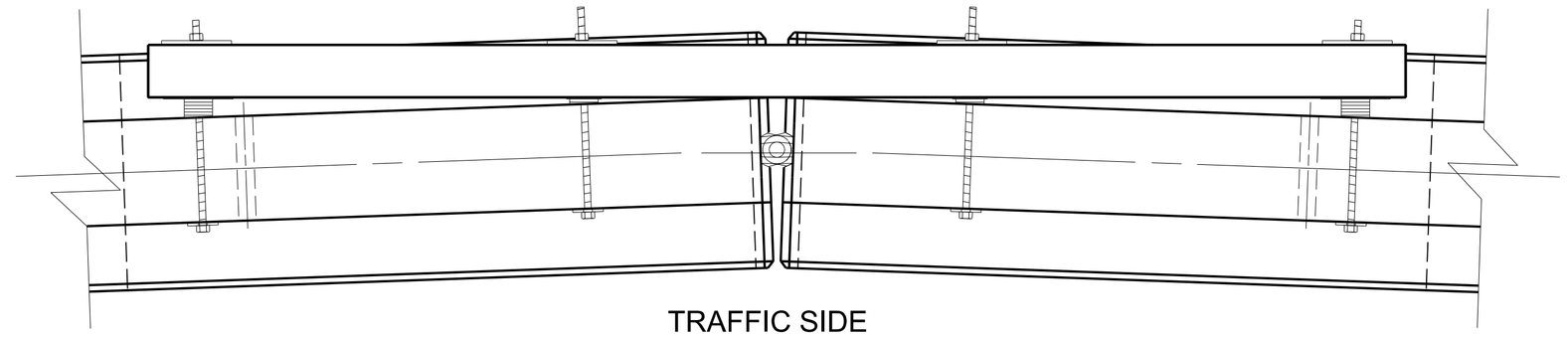

TYPICAL CONNECTION



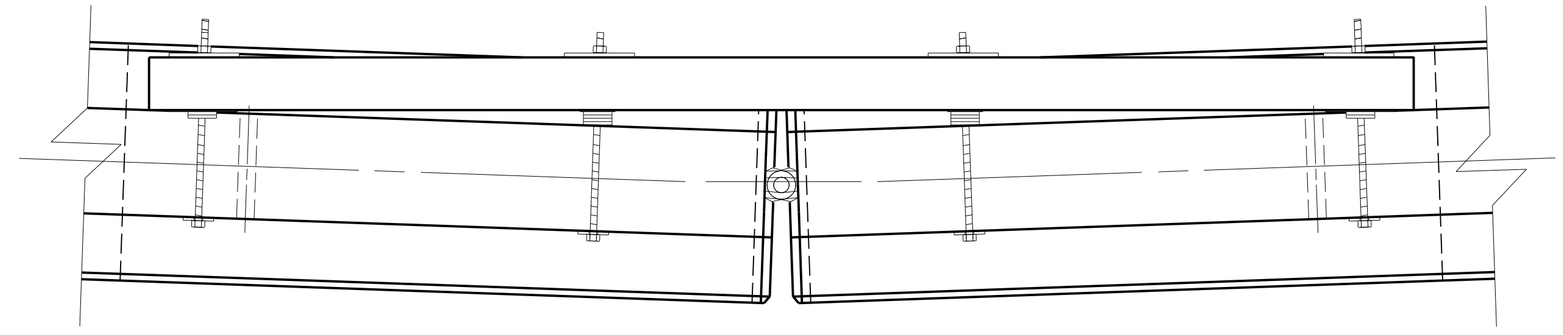

TYPICAL CONNECTION
SHOWING SHIMMING




ELEVATION VIEW




PLAN VIEW




PLAN VIEW

## ~ NOTES ~

1. STIFFENED BARRIER WALL IS REQUIRED IN WORK ZONES WHEN THE EDGE OF THE WALL FURTHEST FROM TRAFFIC IS LOCATED WITHIN 3'-0" OF THE BRIDGE DECK EDGE PARALLEL TO THE DIRECTION OF TRAFFIC. MAY ALSO BE USED IN OTHER TEMPORARY SITUATIONS WHERE SUBSTANTIAL DROP OFFS EXIST. MAINTAIN 1'-0" MINIMUM FROM EDGE OF BARRIER TO DROP OFF.
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7. ROD PERPENDICULAR TO BARRIER WALL SURFACE. (TYP.)

USE WITH CUR. STD. DWG. RBM-115

SUBMITTED W. J. Seyon 07-23-2024
DIVISION DIRECTOR DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| ⚠ ADDED SHEET NUMBER | 3/07/25 |
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PREPARED BY Palmer ENGINEERING

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|---|---|---|
| DATE: JANUARY, 2025 | CHECKED BY | SEPIA 42 - SHEET 14 |
| DESIGNED BY: | | CROSSING I-264 |
| DETAILED BY: | | |

| ROUTE | ITEM NO. | COUNTY OF |
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| ⚠ | SHEET NO. S76 | DRAWING NUMBER 28950 |

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SPECIFICATIONS:

All references to the Standard Specifications are to the 2019 edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction, with current supplemental specifications. All references to the AASHTO Specifications are to the 9th edition of the AASHTO LRFD Bridge Design Specifications.

DESIGN LOAD:

The barrier-mounted sound wall is designed for vehicular collision forces in accordance with the 9th edition of the AASHTO LRFD Bridge Design Specifications.

CONSTRUCTION JOINTS:

Unless shown otherwise, the concrete surface at all construction joints shall be intentionally roughened to a minimum ¼" amplitude. Where keyed construction joints are indicated on the Plans, intentional roughening of the concrete is not required.

WIND LOAD:

This sound barrier wall is designed for a wind load based on a 3 second gust wind speed of 115 mph and Wind Exposure Category B. Contrary to the AASHTO LRFD Bridge Design Specifications, a load factor of 1.25 is applied to all wind loads for strength load cases.

DEFLECTION LIMITS:

This sound barrier wall is designed for a lateral tip deflection limit of $\frac{1}{16}$ inch under strength loads. Under service loads, the lateral deflection at the top of the wall is limited to the lesser of 1.5% of the wall height or 4 inches. The deflection is measured relative to the point of fixity in soil or rock. Deflection at the base of the wall is to be less than 1 inch.

SERVICE LIFE:

This sound barrier wall is designed to achieve a minimum service life of 75 years.

UTILITIES:

Prior to excavating for the drilled shafts, field verify the location of all existing underground utilities. Should a utility be damaged by the contractor's negligence, replace the damaged section of the utility at no additional cost to the Department of Highways.

For locations where the sound barrier wall is too close to overhead utilities to be installed from the top, the contractor is permitted to modify the panels and columns to allow the panels to be installed from the side. Once panels are installed from the side and centered between posts, grout between both panel ends and the adjoining post. Any modifications to the sounds barrier wall must be submitted to the Engineer a minimum of 30 working days prior to fabrication for approval.

COMPLETION OF THE STRUCTURE:

The Contractor is required to complete the structure in accordance with the plans and specifications. Material, labor or construction operations, not otherwise specified, are to be included in the bid item most appropriate to the work involved. This may include cofferdams, shoring, excavations, backfilling, removal of all or parts of existing structures, phase construction, incidental materials, labor, or anything else required to complete the structure.

MATERIAL DESIGN SPECIFICATIONS:

| | |
|---|---|
| For Class "A" Concrete | f'c = 3,500 psi |
| For Class "AA" Concrete | f'c = 4,000 psi |
| For Class "D Modified" Precast Concrete | f'c = 5,000 psi |
| For Steel Reinforcement | Fy = 60,000 psi |

See Special Note 11C for Drilled Shaft Concrete requirements.

CONCRETE:

Class "A" concrete shall be used for drilled shafts.
Class "AA" concrete shall be used for moment slabs, railing, and pedestals.
Class "D Modified" precast concrete shall be used for sound wall panels and concrete posts.

REINFORCEMENT:

Reinforcement in Panels and Posts of Sound Barrier Walls shall be epoxy-coated in accordance with Section 811.10 of the Specifications. Vertical post reinforcement with threaded ends shall be galvanized in accordance with ASTM A767 in lieu of epoxy coating.

Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Spacing of bars is from center to center of bars. Clear distance to face of Precast concrete is 1½ inches unless otherwise noted.

ANCHOR BOLTS, NUTS, AND WASHERS:

Provide Anchor Bolts conforming to ASTM F1554, Grade 105.
Provide Heavy Hex Nuts conforming to ASTM A563DH.
Provide Lock Washers, Hardened Washers and Flat Washers conforming to ASTM F436.
Galvanize all Anchor Bolts and Hardware in accordance with ASTM A153.

BASE PLATES:

Provide Structural Steel conforming to AASHTO M-270, Grade 36.
Galvanize plates in accordance with ASTM A123.
Repair Damaged Galvanizing in accordance with ASTM A780.

FOAM BACKER ROD:

The backer rod shall be an expanded, closed cell polyethylene foam of 1 inch diameter. Other backup materials (paper, rope, and open cell foam) are not acceptable. Furnish foam backer rod meeting ASTM D5249, Type 1 or 3.

DIMENSIONS:

Dimensions are for a normal temperature of 60 degrees F. Layout dimensions are horizontal measurements. Stationing and elevations are in feet.

The Contractor is responsible to verify all dimensions and geometry in the field as necessary for proper fit for construction.

SHOP DRAWINGS:

Submit shop drawings that are required by the Plans, Specifications and Special Note for Sound Barrier Walls directly to the Consultant. If changes in the design plans are proposed by a fabricator or supplier, submit those changes to the Consultant. Submit all final, approved shop drawings to the Division of Structural Design.

ON-SITE INSPECTION:

Each contractor submitting a bid for this work shall make a thorough inspection of the project site prior to submitting a bid and shall be thoroughly familiarized with existing conditions so that work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department of Highways.

BEVELED EDGES:

All exposed edges shall be beveled ¾ inch unless otherwise shown.

LIFTING AND HANDLING:

The Contractor shall design and install the lifting devices and is responsible for the handling and shipment of all precast components. Detail lifting devices on the shop plans. Loads are to be distributed equally to each device. Lifting devices are incidental to the unit price bid for Sound Barrier Walls.

SOUND BARRIER WALL INSTALLATION:

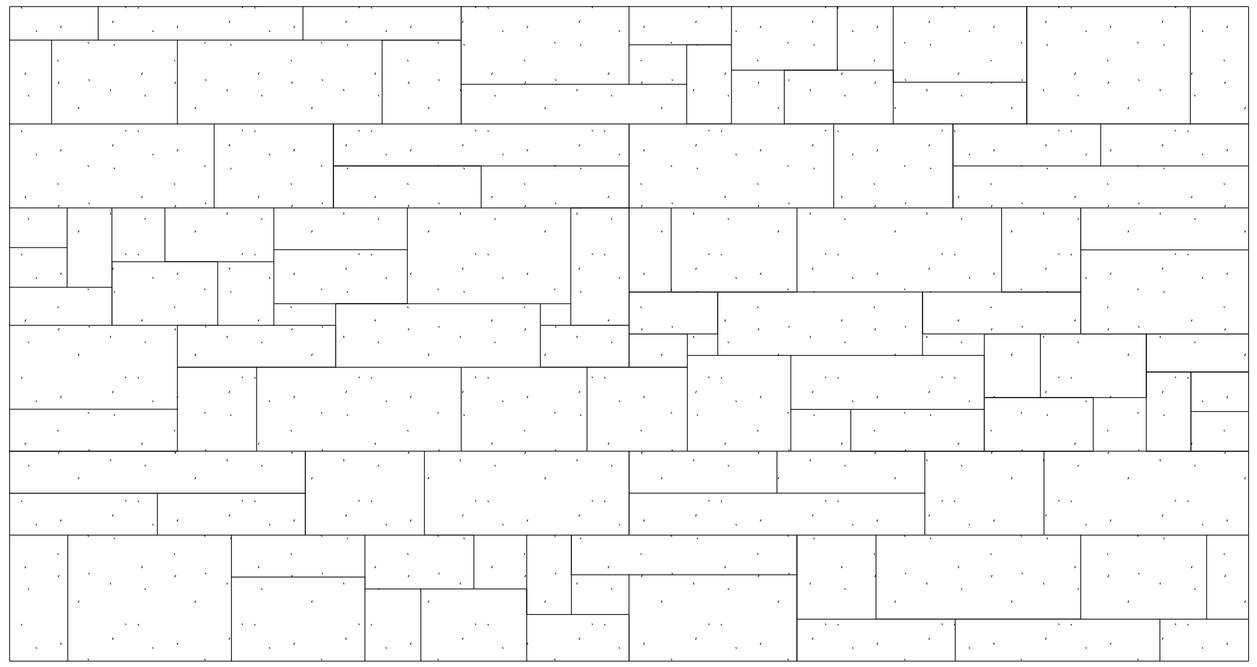
Install Anchor Bolts, Posts, and Panels vertically plumb.

FINISHES:

See Architectural Treatment Details for Panel Architectural Treatment.
Match Architectural Treatment To The Existing Sound Walls

Fabricate Posts with a Smooth form texture on all sides but the roadway side or front face. Roadway side or front face of Posts to have a Magnesium Troweled Smooth Finish.

Panels and Posts shall be Natural Gray and Sealed with an Approved Concrete Sealer then covered in an Anti-Graffiti Coating Approved by the Engineer.



## ARCHITECTURAL TREATMENT DETAILS
## CUT ASHLAR STONE STYLE

NOTE: Partial width liners shall be arranged so that the random rough stacked rock pattern does not repeat with adjacent panels.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | J. JONES |
| DETAILED BY: I. SHAH | J. JONES |

GENERAL NOTES
CROSSING
SOUND BARRIER WALL

ROUTE
I-264

| ITEM NO. | COUNTY OF |
|---|---|
| 5-804.00 | JEFFERSON |
| SHEET NO. | DRAWING NUMBER |
| S02 | 28951 |

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SPECIFICATIONS:

All references to the Standard Specifications are to the 2019 edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction, with current supplemental specifications. All references to the AASHTO Specifications are to the 9th edition of the AASHTO LRFD Bridge Design Specifications.

DESIGN LOAD:

The barrier-mounted sound wall is designed for vehicular collision forces in accordance with the 9th edition of the AASHTO LRFD Bridge Design Specifications.

CONSTRUCTION JOINTS:

Unless shown otherwise, the concrete surface at all construction joints shall be intentionally roughened to a minimum ¼" amplitude. Where keyed construction joints are indicated on the Plans, intentional roughening of the concrete is not required.

WIND LOAD:

This sound barrier wall is designed for a wind load based on a 3 second gust wind speed of 115 mph and Wind Exposure Category B. Contrary to the AASHTO LRFD Bridge Design Specifications, a load factor of 1.25 is applied to all wind loads for strength load cases.

DEFLECTION LIMITS:

This sound barrier wall is designed for a lateral tip deflection limit of $\frac{1}{16}$ inch under strength loads. Under service loads, the lateral deflection at the top of the wall is limited to the lesser of 1.5% of the wall height or 4 inches. The deflection is measured relative to the point of fixity in soil or rock. Deflection at the base of the wall is to be less than 1 inch.

SERVICE LIFE:

This sound barrier wall is designed to achieve a minimum service life of 75 years.

UTILITIES:

Prior to excavating for the drilled shafts, field verify the location of all existing underground utilities. Should a utility be damaged by the contractor's negligence, replace the damaged section of the utility at no additional cost to the Department of Highways.

For locations where the sound barrier wall is too close to overhead utilities to be installed from the top, the contractor is permitted to modify the panels and columns to allow the panels to be installed from the side. Once panels are installed from the side and centered between posts, grout between both panel ends and the adjoining post. Any modifications to the sounds barrier wall must be submitted to the Engineer a minimum of 30 working days prior to fabrication for approval.

COMPLETION OF THE STRUCTURE:

The Contractor is required to complete the structure in accordance with the plans and specifications. Material, labor or construction operations, not otherwise specified, are to be included in the bid item most appropriate to the work involved. This may include cofferdams, shoring, excavations, backfilling, removal of all or parts of existing structures, phase construction, incidental materials, labor, or anything else required to complete the structure.

MATERIAL DESIGN SPECIFICATIONS:

| | |
|---|---|
| For Class "A" Concrete | f'c = 3,500 psi |
| For Class "AA" Concrete | f'c = 4,000 psi |
| For Class "D Modified" Precast Concrete | f'c = 5,000 psi |
| For Steel Reinforcement | Fy = 60,000 psi |

See Special Note 11C for Drilled Shaft Concrete requirements.

CONCRETE:

Class "A" concrete shall be used for drilled shafts.
Class "AA" concrete shall be used for moment slabs, railing, and pedestals.
Class "D Modified" precast concrete shall be used for sound wall panels and concrete posts.

REINFORCEMENT:

Reinforcement in Panels and Posts of Sound Barrier Walls shall be epoxy-coated in accordance with Section 811.10 of the Specifications. Vertical post reinforcement with threaded ends shall be galvanized in accordance with ASTM A767 in lieu of epoxy coating.

Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Spacing of bars is from center to center of bars. Clear distance to face of Precast concrete is 1½ inches unless otherwise noted.

ANCHOR BOLTS, NUTS, AND WASHERS:

Provide Anchor Bolts conforming to ASTM F1554, Grade 105.
Provide Heavy Hex Nuts conforming to ASTM A563DH.
Provide Lock Washers, Hardened Washers and Flat Washers conforming to ASTM F436.
Galvanize all Anchor Bolts and Hardware in accordance with ASTM A153.

BASE PLATES:

Provide Structural Steel conforming to AASHTO M-270, Grade 36.
Galvanize plates in accordance with ASTM A123.
Repair Damaged Galvanizing in accordance with ASTM A780.

FOAM BACKER ROD:

The backer rod shall be an expanded, closed cell polyethylene foam of 1 inch diameter. Other backup materials (paper, rope, and open cell foam) are not acceptable. Furnish foam backer rod meeting ASTM D5249, Type 1 or 3.

DIMENSIONS:

Dimensions are for a normal temperature of 60 degrees F. Layout dimensions are horizontal measurements. Stationing and elevations are in feet.

The Contractor is responsible to verify all dimensions and geometry in the field as necessary for proper fit for construction.

SHOP DRAWINGS:

Submit shop drawings that are required by the Plans, Specifications and Special Note for Sound Barrier Walls directly to the Consultant. If changes in the design plans are proposed by a fabricator or supplier, submit those changes to the Consultant. Submit all final, approved shop drawings to the Division of Structural Design.

ON-SITE INSPECTION:

Each contractor submitting a bid for this work shall make a thorough inspection of the project site prior to submitting a bid and shall be thoroughly familiarized with existing conditions so that work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department of Highways.

BEVELED EDGES:

All exposed edges shall be beveled ¾ inch unless otherwise shown.

LIFTING AND HANDLING:

The Contractor shall design and install the lifting devices and is responsible for the handling and shipment of all precast components. Detail lifting devices on the shop plans. Loads are to be distributed equally to each device. Lifting devices are incidental to the unit price bid for Sound Barrier Walls.

SOUND BARRIER WALL INSTALLATION:

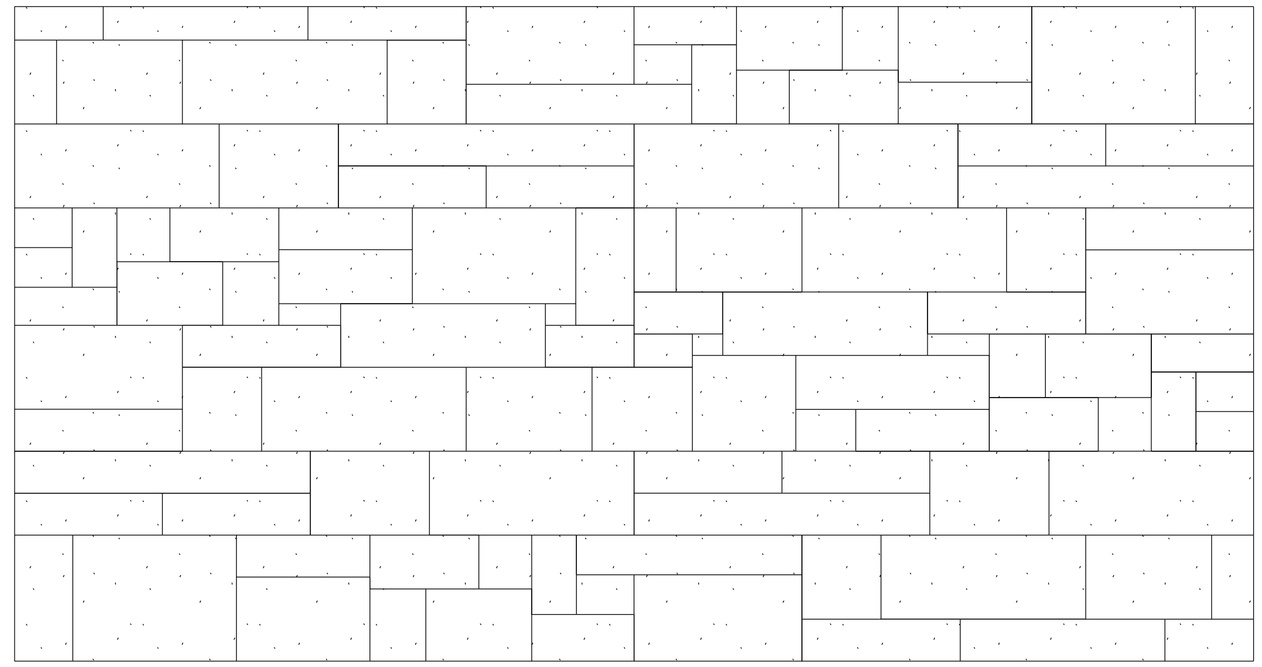
Install Anchor Bolts, Posts, and Panels vertically plumb.

FINISHES:

See Architectural Treatment Details for Panel Architectural Treatment.
Match Architectural Treatment To The Existing Sound Walls

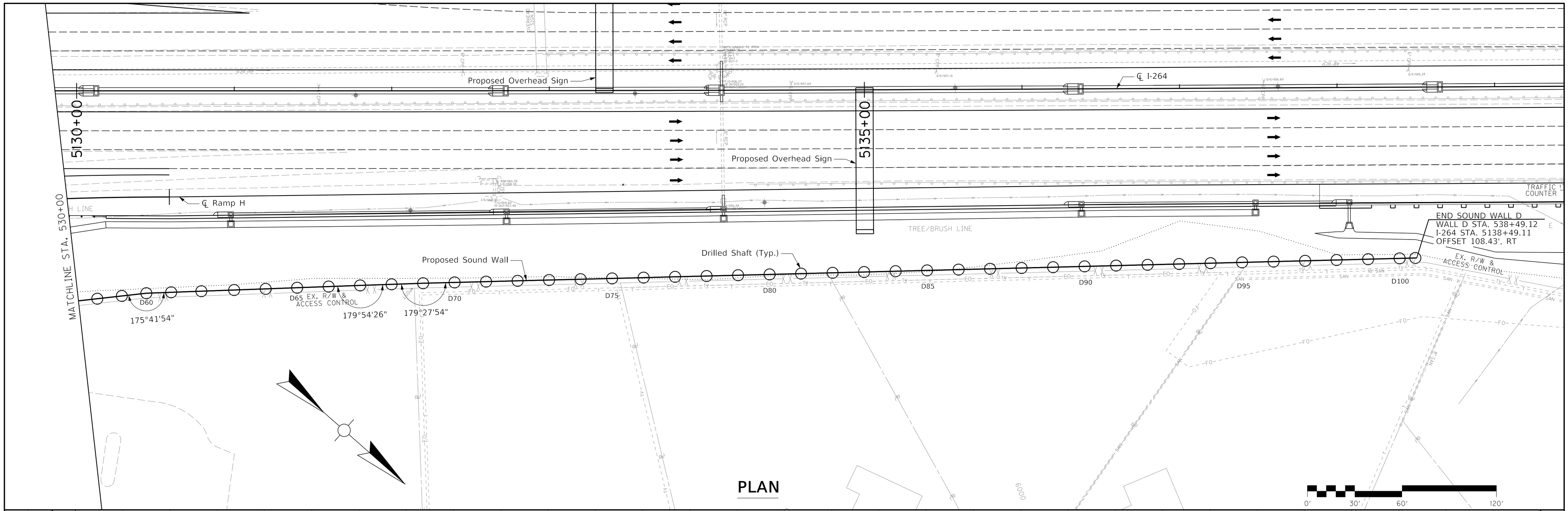
Fabricate Posts with a Smooth form texture on all sides but the roadway side or front face. Roadway side or front face of Posts to have a Magnesium Troweled Smooth Finish.

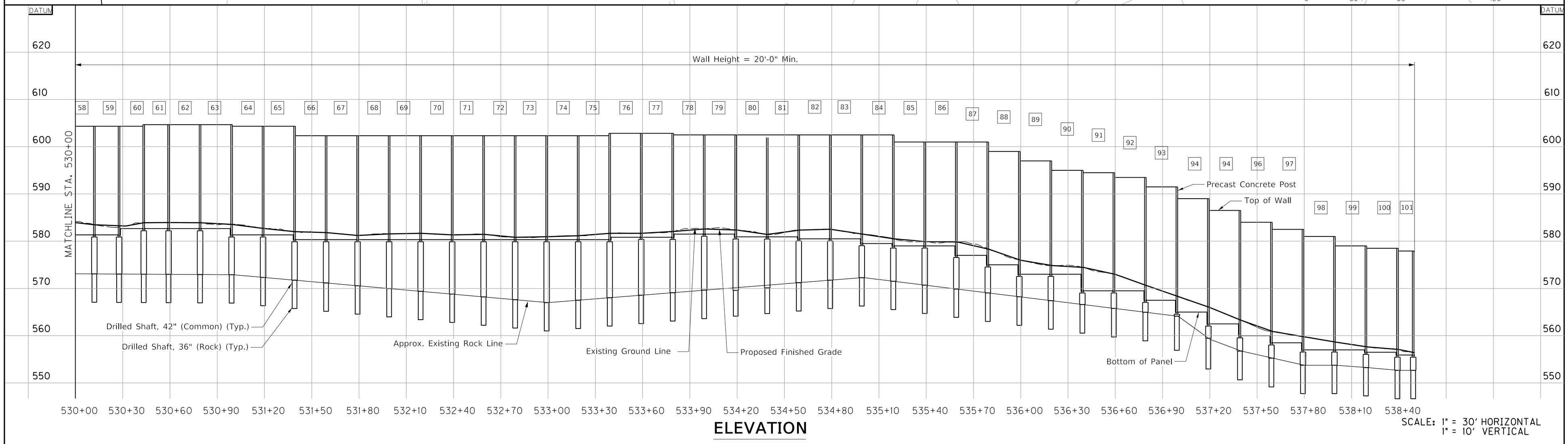
Panels and Posts shall be Natural Gray and Sealed with an Approved Concrete Sealer then covered in an Anti-Graffiti Coating Approved by the Engineer.



## ARCHITECTURAL TREATMENT DETAILS
## CUT ASHLAR STONE STYLE

NOTE: Partial width liners shall be arranged so that the random rough stacked rock pattern does not repeat with adjacent panels.




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TEAM KENTUCKY TRANSPORTATION CABINET

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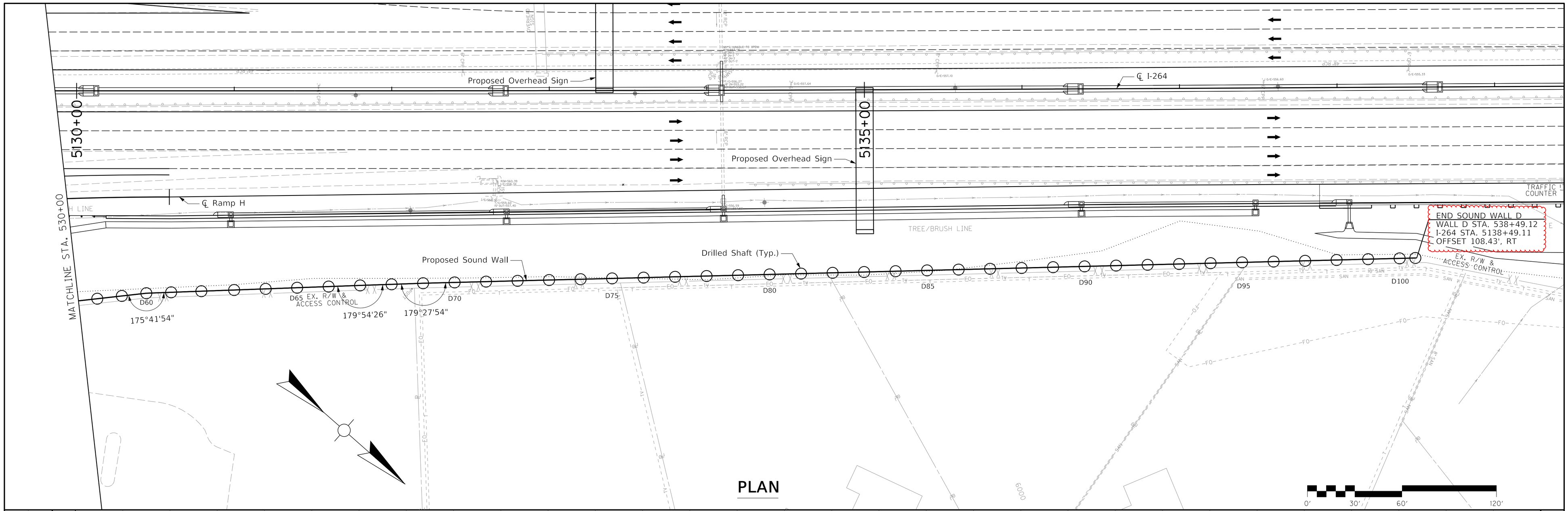
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| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | J. JONES |
| DETAILED BY: J. ZHOU | J. JONES |

LAYOUT - WALL D (3 OF 3)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S15 | 28951 |

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DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

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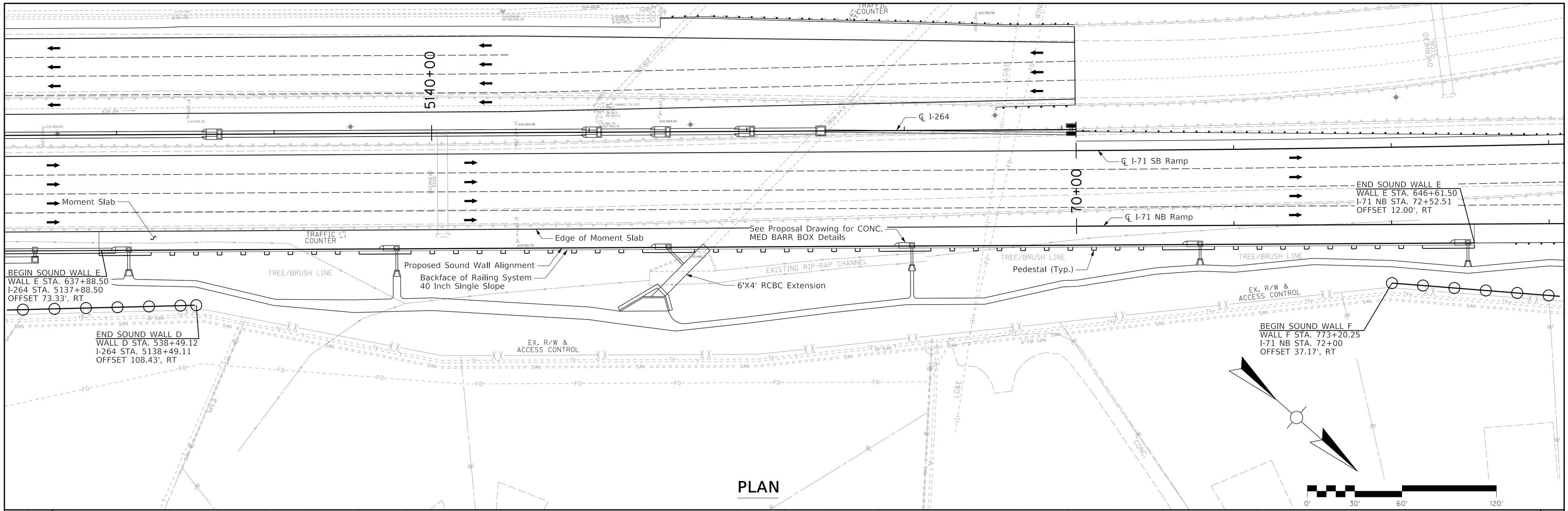
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| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | J. JONES |
| DETAILED BY: J. ZHOU | J. JONES |

LAYOUT - WALL D (3 OF 3)

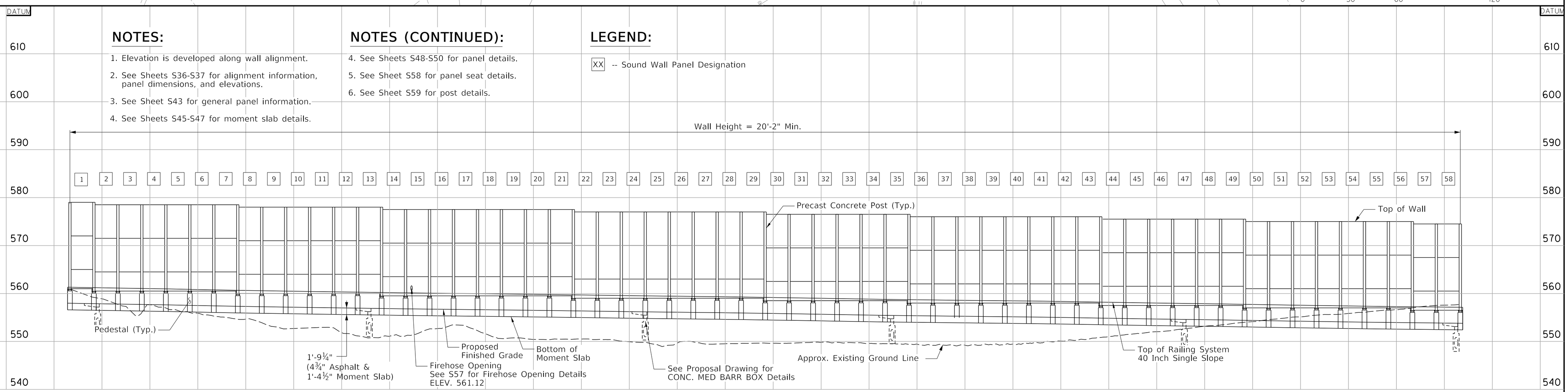
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
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| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S15 | 28951 |

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## PLAN




## ELEVATION

SCALE: 1" = 30' HORIZONTAL
1" = 10' VERTICAL

### NOTES:

1. Elevation is developed along wall alignment.
2. See Sheets S36-S37 for alignment information, panel dimensions, and elevations.
3. See Sheet S43 for general panel information.
4. See Sheets S45-S47 for moment slab details.

### NOTES (CONTINUED):

4. See Sheets S48-S50 for panel details.
5. See Sheet S58 for panel seat details.
6. See Sheet S59 for post details.

### LEGEND:

XX -- Sound Wall Panel Designation

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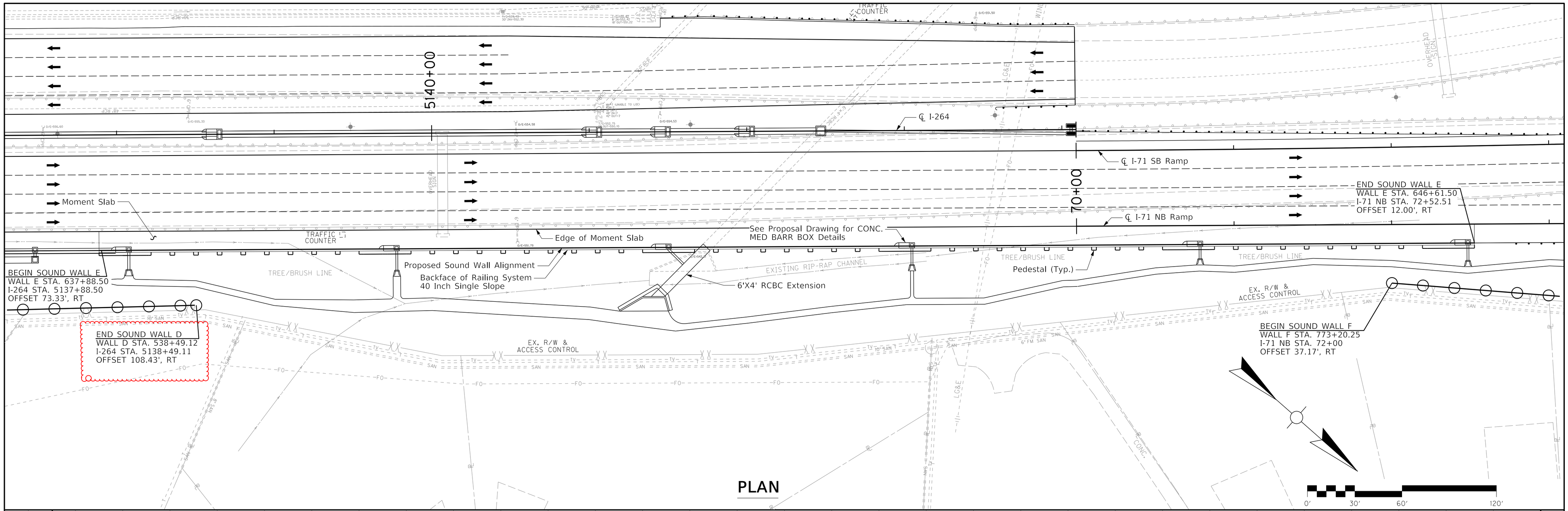
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| DATE: 2/14/2025 | CHECKED BY |
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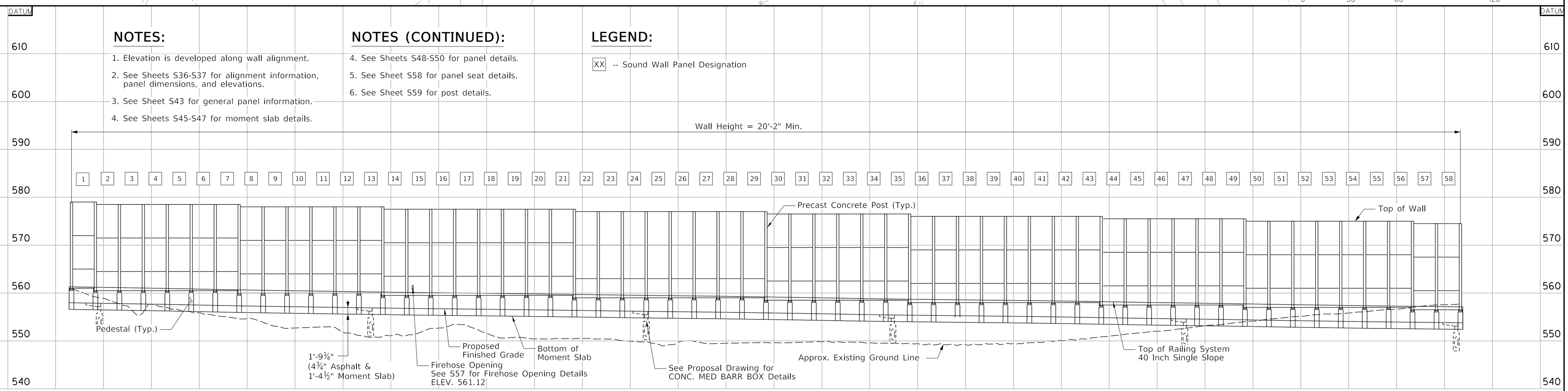
LAYOUT - WALL E (1 OF 1)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S16 | 28951 |

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## PLAN




## ELEVATION

SCALE: 1" = 30' HORIZONTAL
1" = 10' VERTICAL

### NOTES:

1. Elevation is developed along wall alignment.
2. See Sheets S36-S37 for alignment information, panel dimensions, and elevations.
3. See Sheet S43 for general panel information.
4. See Sheets S45-S47 for moment slab details.

### NOTES (CONTINUED):

4. See Sheets S48-S50 for panel details.
5. See Sheet S58 for panel seat details.
6. See Sheet S59 for post details.

### LEGEND:

XX -- Sound Wall Panel Designation

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

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| DESIGNED BY: J. ZHOU | J. JONES |
| DETAILED BY: J. ZHOU | J. JONES |

LAYOUT - WALL E (1 OF 1)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S16 | 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 900+00.00 | 900+10.00 | 588.19 | 588.73 | 587.25 | 586.25 | 0.00 | 12.00 | 603.26 | 10.00 | 16.00 | 4.5 | 0.125 |
| 2 | 900+10.00 | 900+50.00 | 588.73 | 586.90 | 586.25 | 584.92 | 0.00 | 16.00 | 603.30 | 40.00 | 17.00 | 6 | 0.625 |
| 3 | 900+50.00 | 900+90.00 | 586.90 | 585.63 | 584.92 | 584.59 | 0.00 | 4.00 | 601.97 | 40.00 | 17.00 | 6 | 0.625 |
| 4 | 900+90.00 | 901+30.00 | 585.63 | 586.29 | 584.59 | 584.84 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 5 | 901+30.00 | 901+70.00 | 586.29 | 586.31 | 584.84 | 584.84 | 3.00 | 0.00 | 600.89 | 40.00 | 16.00 | 6 | 0.625 |
| 6 | 901+70.00 | 902+10.00 | 586.31 | 585.89 | 584.84 | 584.59 | 0.00 | 3.00 | 600.89 | 40.00 | 16.00 | 6 | 0.625 |
| 7 | 902+10.00 | 902+50.00 | 585.89 | 585.42 | 584.59 | 584.59 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 8 | 902+50.00 | 902+90.00 | 585.42 | 585.71 | 584.59 | 584.59 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 9 | 902+90.00 | 903+00.00 | 585.71 | 585.89 | 584.59 | 584.59 | 0.00 | 0.00 | 600.60 | 10.00 | 16.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | NORTHING | EASTING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| C1 | 900+00.00 | 5107+91.07 | -165.63 | 3988718.45 | 4954430.52 | 586.83 | 570.70 | | 564.70 | | 16.13 | | 6 | |
| C2 | 900+10.00 | 5108+01.14 | -166.85 | 3988725.56 | 4954423.49 | 585.83 | 570.70 | | 564.70 | | 15.13 | | 6 | |
| C3 | 900+50.00 | 5108+41.44 | -171.66 | 3988753.99 | 4954395.35 | 584.50 | 570.70 | | 564.70 | | 13.80 | | 6 | |
| C4 | 900+90.00 | 5108+81.78 | -176.33 | 3988782.42 | 4954367.21 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C5 | 901+30.00 | 5109+22.09 | -181.00 | 3988810.73 | 4954339.00 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C6 | 901+70.00 | 5109+56.07 | -202.94 | 3988823.30 | 4954301.06 | 584.42 | 570.70 | | 564.70 | | 13.72 | | 6 | |
| C7 | 902+10.00 | 5109+90.13 | -224.91 | 3988835.74 | 4954263.05 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C8 | 902+50.00 | 5110+24.32 | -246.78 | 3988848.18 | 4954225.03 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C9 | 902+90.00 | 5110+58.64 | -268.56 | 3988860.63 | 4954187.02 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C10 | 903+00.00 | 5110+67.24 | -273.99 | 3988863.74 | 4954177.51 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |

See Sheet S44 and S58 for definitions for Total Panel Height, BTM/MID/TOP Panel Height, Step Block.

The stations, offsets, northing and easting shown in table are provided along the centers of drilled shafts.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

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| DATE: 2/14/2025 | CHECKED BY | WALL DATA SHEET - WALL C (1 OF 1) |
| DESIGNED BY: J. JONES | J. ZHOU | CROSSING: SOUND BARRIER WALL |
| DETAILED BY: I. SHAH | J. ZHOU | |

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. S33 | DRAWING NUMBER 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 900+00.00 | 900+10.00 | 588.19 | 588.73 | 587.25 | 586.25 | 0.00 | 12.00 | 603.26 | 10.00 | 16.00 | 4.5 | 0.125 |
| 2 | 900+10.00 | 900+50.00 | 588.73 | 586.90 | 586.25 | 584.92 | 0.00 | 16.00 | 603.30 | 40.00 | 17.00 | 6 | 0.625 |
| 3 | 900+50.00 | 900+90.00 | 586.90 | 585.63 | 584.92 | 584.59 | 0.00 | 4.00 | 601.97 | 40.00 | 17.00 | 6 | 0.625 |
| 4 | 900+90.00 | 901+30.00 | 585.63 | 586.29 | 584.59 | 584.84 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 5 | 901+30.00 | 901+70.00 | 586.29 | 586.31 | 584.84 | 584.84 | 3.00 | 0.00 | 600.89 | 40.00 | 16.00 | 6 | 0.625 |
| 6 | 901+70.00 | 902+10.00 | 586.31 | 585.89 | 584.84 | 584.59 | 0.00 | 3.00 | 600.89 | 40.00 | 16.00 | 6 | 0.625 |
| 7 | 902+10.00 | 902+50.00 | 585.89 | 585.42 | 584.59 | 584.59 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 8 | 902+50.00 | 902+90.00 | 585.42 | 585.71 | 584.59 | 584.59 | 0.00 | 0.00 | 600.64 | 40.00 | 16.00 | 6 | 0.625 |
| 9 | 902+90.00 | 903+00.00 | 585.71 | 585.89 | 584.59 | 584.59 | 0.00 | 0.00 | 600.60 | 10.00 | 16.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | NORTHING | EASTING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| C1 | 900+00.00 | 5107+91.07 | -165.63 | 3988718.45 | 4954430.52 | 586.83 | 570.70 | | 564.70 | | 16.13 | | 6 | |
| C2 | 900+10.00 | 5108+01.14 | -166.85 | 3988725.56 | 4954423.49 | 585.83 | 570.70 | | 564.70 | | 15.13 | | 6 | |
| C3 | 900+50.00 | 5108+41.44 | -171.66 | 3988753.99 | 4954395.35 | 584.50 | 570.70 | | 564.70 | | 13.80 | | 6 | |
| C4 | 900+90.00 | 5108+81.78 | -176.33 | 3988782.42 | 4954367.21 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C5 | 901+30.00 | 5109+22.09 | -181.00 | 3988810.73 | 4954339.00 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C6 | 901+70.00 | 5109+56.07 | -202.94 | 3988823.30 | 4954301.06 | 584.42 | 570.70 | | 564.70 | | 13.72 | | 6 | |
| C7 | 902+10.00 | 5109+90.13 | -224.91 | 3988835.74 | 4954263.05 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C8 | 902+50.00 | 5110+24.32 | -246.78 | 3988848.18 | 4954225.03 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C9 | 902+90.00 | 5110+58.64 | -268.56 | 3988860.63 | 4954187.02 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |
| C10 | 903+00.00 | 5110+67.24 | -273.99 | 3988863.74 | 4954177.51 | 584.17 | 570.70 | | 564.70 | | 13.47 | | 6 | |

See Sheet S44 and S58 for definitions for Total Panel Height, BTM/MID/TOP Panel Height, Step Block.

The stations, offsets, northing and easting shown in table are provided along the centers of drilled shafts.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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| Revised 03/03/25 | |
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|---|---|---|
| DATE: 2/14/2025 | CHECKED BY | |
| DESIGNED BY: J. JONES | J. ZHOU | |
| DETAILED BY: I. SHAH | J. ZHOU | |

WALL DATA SHEET - WALL C (1 OF 1)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. S33 | DRAWING NUMBER 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 395+50.00 | 395+60.00 | 585.07 | 584.92 | 583.96 | 583.96 | 0.00 | 0.00 | 599.97 | 10.00 | 16.00 | 4.5 | 0.125 |
| 2 | 395+60.00 | 395+80.00 | 584.92 | 584.56 | 583.96 | 583.96 | 0.00 | 3.00 | 600.97 | 20.00 | 17.00 | 4.5 | 0.125 |
| 3 | 395+80.00 | 396+00.00 | 584.56 | 585.10 | 583.71 | 583.71 | 0.00 | 0.00 | 602.72 | 20.00 | 19.00 | 4.5 | 0.125 |
| 4 | 396+00.00 | 396+20.00 | 585.10 | 584.45 | 583.71 | 583.71 | 0.00 | 0.00 | 602.72 | 20.00 | 19.00 | 4.5 | 0.125 |
| 5 | 396+20.00 | 396+40.00 | 584.45 | 584.90 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 6 | 396+40.00 | 396+60.00 | 584.90 | 584.85 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 7 | 396+60.00 | 396+80.00 | 584.85 | 585.06 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 8 | 396+80.00 | 397+00.00 | 585.06 | 585.14 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 9 | 397+00.00 | 397+20.00 | 585.14 | 585.16 | 584.21 | 584.21 | 6.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 10 | 397+20.00 | 397+40.00 | 585.16 | 585.38 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 11 | 397+40.00 | 397+60.00 | 585.38 | 585.47 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 12 | 397+60.00 | 397+80.00 | 585.47 | 585.42 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 13 | 397+80.00 | 398+00.00 | 585.42 | 585.49 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 14 | 398+00.00 | 398+20.00 | 585.49 | 585.59 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 15 | 398+20.00 | 398+40.00 | 585.59 | 585.73 | 584.71 | 584.71 | 6.00 | 0.00 | 604.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 16 | 398+40.00 | 398+60.00 | 585.73 | 585.80 | 584.71 | 584.71 | 0.00 | 0.00 | 604.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 17 | 398+60.00 | 398+80.00 | 585.80 | 586.46 | 585.21 | 585.21 | 6.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 18 | 398+80.00 | 399+00.00 | 586.46 | 586.44 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 19 | 399+00.00 | 399+20.00 | 586.44 | 586.89 | 585.71 | 585.71 | 6.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 20 | 399+20.00 | 399+40.00 | 586.89 | 586.93 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 21 | 399+40.00 | 399+60.00 | 586.93 | 587.23 | 586.21 | 586.21 | 6.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 22 | 399+60.00 | 399+80.00 | 587.23 | 587.70 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 23 | 399+80.00 | 400+07.02 | 587.70 | 589.52 | 586.71 | 586.71 | 6.00 | 0.00 | 606.76 | 27.02 | 20.00 | 5.5 | 0.625 |
| 24 | 400+07.02 | 400+41.49 | 589.52 | 588.00 | 586.71 | 586.71 | 0.00 | 0.00 | 606.76 | 34.47 | 20.00 | 6 | 0.625 |
| 25 | 400+41.49 | 400+61.49 | 588.00 | 588.32 | 587.21 | 587.21 | 6.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 26 | 400+61.49 | 400+81.49 | 588.32 | 588.58 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 27 | 400+81.49 | 401+01.49 | 588.58 | 588.67 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 28 | 401+01.49 | 401+21.49 | 588.67 | 588.74 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 29 | 401+21.49 | 401+41.49 | 588.74 | 588.77 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 30 | 401+41.49 | 401+61.49 | 588.77 | 588.81 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 31 | 401+61.49 | 401+81.49 | 588.81 | 588.67 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 32 | 401+81.49 | 402+01.49 | 588.67 | 588.24 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 33 | 402+01.49 | 402+21.49 | 588.24 | 588.00 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 34 | 402+21.49 | 402+41.49 | 588.00 | 588.25 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 35 | 402+41.49 | 402+61.49 | 588.25 | 588.14 | 587.21 | 587.21 | 0.00 | 6.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 36 | 402+61.49 | 402+81.49 | 588.14 | 587.91 | 586.71 | 586.71 | 0.00 | 0.00 | 606.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 37 | 402+81.49 | 403+01.49 | 587.91 | 587.62 | 586.71 | 586.71 | 0.00 | 6.00 | 606.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 38 | 403+01.49 | 403+21.49 | 587.62 | 587.26 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 39 | 403+21.49 | 403+41.49 | 587.26 | 587.10 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 40 | 403+41.49 | 403+61.49 | 587.10 | 586.92 | 586.21 | 586.21 | 0.00 | 6.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 41 | 403+61.49 | 403+81.49 | 586.92 | 586.74 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 42 | 403+81.49 | 404+01.49 | 586.74 | 586.83 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 43 | 404+01.49 | 404+21.49 | 586.83 | 586.75 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 44 | 404+21.49 | 404+41.49 | 586.75 | 586.64 | 585.71 | 585.71 | 0.00 | 6.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 45 | 404+41.49 | 404+61.49 | 586.64 | 586.65 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 46 | 404+61.49 | 404+81.49 | 586.65 | 585.99 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 47 | 404+81.49 | 405+01.49 | 585.99 | 586.14 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 48 | 405+01.49 | 405+21.49 | 586.14 | 586.19 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 49 | 405+21.49 | 405+41.49 | 586.19 | 586.27 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 50 | 405+41.49 | 405+61.49 | 586.27 | 586.47 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 51 | 405+61.49 | 405+81.49 | 586.47 | 586.30 | 585.46 | 585.46 | 3.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 52 | 405+81.49 | 406+01.49 | 586.30 | 586.36 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 53 | 406+01.49 | 406+21.49 | 586.36 | 586.59 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 54 | 406+21.49 | 406+41.49 | 586.59 | 586.96 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 55 | 406+41.49 | 406+61.49 | 586.96 | 586.51 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 56 | 406+61.49 | 406+81.49 | 586.51 | 587.18 | 585.71 | 585.71 | 3.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | EASTING | NORTHING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| G1 | 395+50.00 | 5095+50.00 | 98.04 | 4955375.29 | 3987876.95 | 583.54 | 572.70 | | 566.70 | | 10.84 | | 6 | |
| G2 | 395+60.00 | 5095+60.00 | 98.06 | 4955369.42 | 3987885.04 | 583.54 | 572.70 | | 566.70 | | 10.84 | | 6 | |
| G3 | 395+80.00 | 5095+80.00 | 98.10 | 4955357.67 | 3987901.23 | 583.29 | 572.70 | | 566.70 | | 10.59 | | 6 | |
| G4 | 396+00.00 | 5096+00.00 | 98.13 | 4955345.92 | 3987917.41 | 583.29 | 572.70 | | 566.70 | | 10.59 | | 6 | |
| G5 | 396+20.00 | 5096+20.00 | 98.17 | 4955334.17 | 3987933.60 | 583.29 | 572.89 | | 566.89 | | 10.40 | | 6 | |
| G6 | 396+40.00 | 5096+40.00 | 98.21 | 4955322.42 | 3987949.78 | 583.29 | 573.08 | | 567.08 | | 10.21 | | 6 | |
| G7 | 396+60.00 | 5096+60.00 | 98.24 | 4955310.67 | 3987965.96 | 583.29 | 573.27 | | 567.27 | | 10.02 | | 6 | |
| G8 | 396+80.00 | 5096+80.00 | 98.28 | 4955298.92 | 3987982.15 | 583.29 | 573.46 | | 567.46 | | 9.83 | | 6 | |
| G9 | 397+00.00 | 5097+00.00 | 98.31 | 4955287.17 | 3987998.33 | 583.29 | 573.65 | | 567.65 | | 9.64 | | 6 | |
| G10 | 397+20.00 | 5097+20.00 | 98.35 | 4955275.42 | 3988014.52 | 583.79 | 573.84 | | 567.84 | | 9.95 | | 6 | |
| G11 | 397+40.00 | 5097+40.00 | 98.39 | 4955263.67 | 3988030.70 | 583.79 | 574.03 | | 568.03 | | 9.76 | | 6 | |
| G12 | 397+60.00 | 5097+60.00 | 98.42 | 4955251.92 | 3988046.89 | 583.79 | 574.22 | | 568.22 | | 9.57 | | 6 | |
| G13 | 397+80.00 | 5097+80.00 | 98.46 | 4955240.17 | 3988063.07 | 583.79 | 574.41 | | 568.41 | | 9.38 | | 6 | |
| G14 | 398+00.00 | 5098+00.00 | 98.50 | 4955228.42 | 3988079.25 | 583.79 | 574.60 | | 568.60 | | 9.19 | | 6 | |
| G15 | 398+20.00 | 5098+20.00 | 98.53 | 4955216.67 | 3988095.44 | 583.79 | 575.27 | | 569.27 | | 8.52 | | 6 | |
| G16 | 398+40.00 | 5098+40.00 | 98.57 | 4955204.92 | 3988111.62 | 584.29 | 575.94 | | 569.94 | | 8.35 | | 6 | |
| G17 | 398+60.00 | 5098+60.00 | 98.60 | 4955193.17 | 3988127.81 | 584.29 | 576.61 | | 570.61 | | 7.68 | | 6 | |
| G18 | 398+80.00 | 5098+80.00 | 98.64 | 4955181.41 | 3988143.99 | 584.79 | 577.28 | | 571.28 | | 7.51 | | 6 | |
| G19 | 399+00.00 | 5099+00.00 | 98.68 | 4955169.67 | 3988160.18 | 584.79 | 577.95 | | 571.95 | | 6.84 | | 6 | |
| G20 | 399+20.00 | 5099+20.00 | 98.71 | 4955157.91 | 3988176.36 | 585.29 | 578.62 | | 572.62 | | 6.67 | | 6 | |
| G21 | 399+40.00 | 5099+40.00 | 98.75 | 4955146.16 | 3988192.54 | 585.29 | 579.29 | | 573.29 | | 6.00 | | 6 | |
| G22 | 399+60.00 | 5099+60.00 | 98.77 | 4955134.40 | 3988208.72 | 585.79 | 579.96 | | 573.96 | | 5.83 | | 6 | |
| G23 | 399+80.00 | 5099+80.00 | 98.79 | 4955122.64 | 3988224.89 | 585.79 | 580.63 | | 574.63 | | 5.16 | | 6 | |
| G24 | 400+07.02 | 5100+07.02 | 98.87 | 4955106.79 | 3988246.78 | 586.29 | 581.24 | | 575.24 | | 5.05 | | 6 | |
| G25 | 400+41.49 | 5100+41.38 | 101.69 | 4955088.83 | 3988276.20 | 586.29 | 580.95 | | 574.95 | | 5.34 | | 6 | |
| G26 | 400+61.49 | 5100+61.31 | 103.32 | 4955078.41 | 3988293.27 | 586.79 | 580.78 | | 574.78 | | 6.01 | | 6 | |
| G27 | 400+81.49 | 5100+81.24 | 104.96 | 4955067.99 | 3988310.34 | 586.79 | 580.61 | | 574.61 | | 6.18 | | 6 | |
| G28 | 401+01.49 | 5101+01.18 | 106.59 | 4955057.57 | 3988327.42 | 586.79 | 580.44 | | 574.44 | | 6.35 | | 6 | |
| G29 | 401+21.49 | 5101+21.11 | 108.22 | 4955047.15 | 3988344.49 | 586.79 | 580.27 | | 574.27 | | 6.52 | | 6 | |
| G30 | 401+41.49 | 5101+41.04 | 109.86 | 4955036.73 | 3988361.56 | 586.79 | 580.10 | | 574.10 | | 6.69 | | 6 | |
| G31 | 401+61.49 | 5101+60.98 | 111.49 | 4955026.31 | 3988378.63 | 586.79 | 579.93 | | 573.93 | | 6.86 | | 6 | |
| G32 | 401+81.49 | 5101+80.91 | 113.13 | 4955015.89 | 3988395.70 | 586.79 | 579.76 | | 573.76 | | 7.03 | | 6 | |
| G33 | 402+01.49 | 5102+00.84 | 114.76 | 4955005.47 | 3988412.77 | 586.79 | 579.58 | | 573.58 | | 7.21 | | 6 | |
| G34 | 402+21.49 | 5102+20.77 | 116.40 | 4954995.05 | 3988429.84 | 586.79 | 579.29 | | 573.29 | | 7.50 | | 6 | |
| G35 | 402+41.49 | 5102+40.71 | 118.03 | 4954984.63 | 3988446.91 | 586.79 | 579.00 | | 573.00 | | 7.79 | | 6 | |
| G36 | 402+61.49 | 5102+60.64 | 119.66 | 4954974.21 | 3988463.99 | 586.29 | 578.71 | | 572.71 | | 7.58 | | 6 | |
| G37 | 402+81.49 | 5102+80.57 | 121.30 | 4954963.79 | 3988481.06 | 586.29 | 578.42 | | 572.42 | | 7.87 | | 6 | |
| G38 | 403+01.49 | 5103+00.51 | 122.93 | 4954953.37 | 3988498.13 | 585.79 | 578.13 | | 572.13 | | 7.66 | | 6 | |
| G39 | 403+21.49 | 5103+20.44 | 124.57 | 4954942.95 | 3988515.20 | 585.79 | 577.84 | | 571.84 | | 7.95 | | 6 | |
| G40 | 403+41.49 | 5103+40.37 | 126.20 | 4954932.53 | 3988532.27 | 585.79 | 577.55 | | 571.55 | | 8.24 | | 6 | |
| G41 | 403+61.49 | 5103+60.31 | 127.83 | 4954922.11 | 3988549.34 | 585.29 | 577.26 | | 571.26 | | 8.03 | | 6 | |
| G42 | 403+81.49 | 5103+80.24 | 129.47 | 4954911.69 | 3988566.41 | 585.29 | 576.97 | | 570.97 | | 8.32 | | 6 | |
| G43 | 404+01.49 | 5104+00.17 | 131.10 | 4954901.27 | 3988583.49 | 585.29 | 576.70 | | 570.70 | | 8.59 | | 6 | |
| G44 | 404+21.49 | 5104+20.11 | 132.74 | 4954890.85 | 3988600.56 | 585.29 | 576.68 | | 570.68 | | 8.61 | | 6 | |
| G45 | 404+41.49 | 5104+40.04 | 134.37 | 4954880.44 | 3988617.63 | 584.79 | 576.66 | | 570.66 | | 8.13 | | 6 | |
| G46 | 404+61.49 | 5104+59.97 | 136.01 | 4954870.02 | 3988634.70 | 584.79 | 576.64 | | 570.64 | | 8.15 | | 6 | |
| G47 | 404+81.49 | 5104+79.88 | 137.64 | 4954859.60 | 3988651.77 | 584.79 | 576.62 | | 570.62 | | 8.17 | | 6 | |
| G48 | 405+01.49 | 5104+99.57 | 139.30 | 4954849.18 | 3988668.84 | 584.79 | 576.60 | | 570.60 | | 8.19 | | 6 | |
| G49 | 405+21.49 | 5105+19.26 | 140.98 | 4954838.76 | 3988685.91 | 584.79 | 576.58 | | 570.58 | | 8.21 | | 6 | |
| G50 | 405+41.49 | 5105+38.94 | 142.71 | 4954828.34 | 3988702.98 | 584.79 | 576.56 | | 570.56 | | 8.23 | | 6 | |
| G51 | 405+61.49 | 5105+58.62 | 144.47 | 4954817.92 | 3988720.06 | 584.79 | 576.54 | | 570.54 | | 8.25 | | 6 | |
| G52 | 405+81.49 | 5105+78.29 | 146.26 | 4954807.50 | 3988737.13 | 585.04 | 576.52 | | 570.52 | | 8.52 | | 6 | |
| G53 | 406+01.49 | 5105+97.96 | 148.08 | 4954797.08 | 3988754.20 | 585.04 | 576.49 | | 570.49 | | 8.55 | | 6 | |
| G54 | 406+21.49 | 5106+17.62 | 149.94 | 4954786.66 | 3988771.27 | 585.04 | 576.34 | | 570.34 | | 8.70 | | 6 | |
| G55 | 406+41.49 | 5106+37.27 | 151.84 | 4954776.24 | 3988788.34 | 585.04 | 576.19 | | 570.19 | | 8.85 | | 6 | |
| G56 | 406+61.49 | 5106+56.91 | 153.76 | 4954765.82 | 3988805.41 | 585.04 | 576.04 | | 570.04 | | 9.00 | | 6 | |
| G57 | 406+81.49 | 5106+76.55 | 155.72 | 4954755.40 | 3988822.48 | 585.29 | 575.89 | | 569.89 | | 9.40 | | 6 | |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
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AECOM

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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. JONES | J. ZHOU |
| DETAILED BY: I. SHAH | J. ZHOU |

WALL DATA SHEET - WALL G (1 OF 2)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S41 | 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 395+50.00 | 395+60.00 | 585.07 | 584.92 | 583.96 | 583.96 | 0.00 | 0.00 | 599.97 | 10.00 | 16.00 | 4.5 | 0.125 |
| 2 | 395+60.00 | 395+80.00 | 584.92 | 584.56 | 583.96 | 583.96 | 0.00 | 3.00 | 600.97 | 20.00 | 17.00 | 4.5 | 0.125 |
| 3 | 395+80.00 | 396+00.00 | 584.56 | 585.10 | 583.71 | 583.71 | 0.00 | 0.00 | 602.72 | 20.00 | 19.00 | 4.5 | 0.125 |
| 4 | 396+00.00 | 396+20.00 | 585.10 | 584.45 | 583.71 | 583.71 | 0.00 | 0.00 | 602.72 | 20.00 | 19.00 | 4.5 | 0.125 |
| 5 | 396+20.00 | 396+40.00 | 584.45 | 584.90 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 6 | 396+40.00 | 396+60.00 | 584.90 | 584.85 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 7 | 396+60.00 | 396+80.00 | 584.85 | 585.06 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 8 | 396+80.00 | 397+00.00 | 585.06 | 585.14 | 583.71 | 583.71 | 0.00 | 0.00 | 603.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 9 | 397+00.00 | 397+20.00 | 585.14 | 585.16 | 584.21 | 584.21 | 6.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 10 | 397+20.00 | 397+40.00 | 585.16 | 585.38 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 11 | 397+40.00 | 397+60.00 | 585.38 | 585.47 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 12 | 397+60.00 | 397+80.00 | 585.47 | 585.42 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 13 | 397+80.00 | 398+00.00 | 585.42 | 585.49 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 14 | 398+00.00 | 398+20.00 | 585.49 | 585.59 | 584.21 | 584.21 | 0.00 | 0.00 | 604.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 15 | 398+20.00 | 398+40.00 | 585.59 | 585.73 | 584.71 | 584.71 | 6.00 | 0.00 | 604.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 16 | 398+40.00 | 398+60.00 | 585.73 | 585.80 | 584.71 | 584.71 | 0.00 | 0.00 | 604.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 17 | 398+60.00 | 398+80.00 | 585.80 | 586.46 | 585.21 | 585.21 | 6.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 18 | 398+80.00 | 399+00.00 | 586.46 | 586.44 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 19 | 399+00.00 | 399+20.00 | 586.44 | 586.89 | 585.71 | 585.71 | 6.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 20 | 399+20.00 | 399+40.00 | 586.89 | 586.93 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 21 | 399+40.00 | 399+60.00 | 586.93 | 587.23 | 586.21 | 586.21 | 6.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 22 | 399+60.00 | 399+80.00 | 587.23 | 587.70 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 23 | 399+80.00 | 400+07.02 | 587.70 | 589.52 | 586.71 | 586.71 | 6.00 | 0.00 | 606.76 | 27.02 | 20.00 | 5.5 | 0.625 |
| 24 | 400+07.02 | 400+41.49 | 589.52 | 588.00 | 586.71 | 586.71 | 0.00 | 0.00 | 606.76 | 34.47 | 20.00 | 6 | 0.625 |
| 25 | 400+41.49 | 400+61.49 | 588.00 | 588.32 | 587.21 | 587.21 | 6.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 26 | 400+61.49 | 400+81.49 | 588.32 | 588.58 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 27 | 400+81.49 | 401+01.49 | 588.58 | 588.67 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 28 | 401+01.49 | 401+21.49 | 588.67 | 588.74 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 29 | 401+21.49 | 401+41.49 | 588.74 | 588.77 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 30 | 401+41.49 | 401+61.49 | 588.77 | 588.81 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 31 | 401+61.49 | 401+81.49 | 588.81 | 588.67 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 32 | 401+81.49 | 402+01.49 | 588.67 | 588.24 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 33 | 402+01.49 | 402+21.49 | 588.24 | 588.00 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 34 | 402+21.49 | 402+41.49 | 588.00 | 588.25 | 587.21 | 587.21 | 0.00 | 0.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 35 | 402+41.49 | 402+61.49 | 588.25 | 588.14 | 587.21 | 587.21 | 0.00 | 6.00 | 607.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 36 | 402+61.49 | 402+81.49 | 588.14 | 587.91 | 586.71 | 586.71 | 0.00 | 0.00 | 606.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 37 | 402+81.49 | 403+01.49 | 587.91 | 587.62 | 586.71 | 586.71 | 0.00 | 6.00 | 606.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 38 | 403+01.49 | 403+21.49 | 587.62 | 587.26 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 39 | 403+21.49 | 403+41.49 | 587.26 | 587.10 | 586.21 | 586.21 | 0.00 | 0.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 40 | 403+41.49 | 403+61.49 | 587.10 | 586.92 | 586.21 | 586.21 | 0.00 | 6.00 | 606.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 41 | 403+61.49 | 403+81.49 | 586.92 | 586.74 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 42 | 403+81.49 | 404+01.49 | 586.74 | 586.83 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 43 | 404+01.49 | 404+21.49 | 586.83 | 586.75 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 44 | 404+21.49 | 404+41.49 | 586.75 | 586.64 | 585.71 | 585.71 | 0.00 | 6.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 45 | 404+41.49 | 404+61.49 | 586.64 | 586.65 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 46 | 404+61.49 | 404+81.49 | 586.65 | 585.99 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 47 | 404+81.49 | 405+01.49 | 585.99 | 586.14 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 48 | 405+01.49 | 405+21.49 | 586.14 | 586.19 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 49 | 405+21.49 | 405+41.49 | 586.19 | 586.27 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 50 | 405+41.49 | 405+61.49 | 586.27 | 586.47 | 585.21 | 585.21 | 0.00 | 0.00 | 605.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 51 | 405+61.49 | 405+81.49 | 586.47 | 586.30 | 585.46 | 585.46 | 3.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 52 | 405+81.49 | 406+01.49 | 586.30 | 586.36 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 53 | 406+01.49 | 406+21.49 | 586.36 | 586.59 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 54 | 406+21.49 | 406+41.49 | 586.59 | 586.96 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 55 | 406+41.49 | 406+61.49 | 586.96 | 586.51 | 585.46 | 585.46 | 0.00 | 0.00 | 605.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 56 | 406+61.49 | 406+81.49 | 586.51 | 587.18 | 585.71 | 585.71 | 3.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | EASTING | NORTHING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| G1 | 395+50.00 | 5095+50.00 | 98.04 | 4955375.29 | 3987876.95 | 583.54 | 572.70 | | 566.70 | | 10.84 | | 6 | |
| G2 | 395+60.00 | 5095+60.00 | 98.06 | 4955369.42 | 3987885.04 | 583.54 | 572.70 | | 566.70 | | 10.84 | | 6 | |
| G3 | 395+80.00 | 5095+80.00 | 98.10 | 4955357.67 | 3987901.23 | 583.29 | 572.70 | | 566.70 | | 10.59 | | 6 | |
| G4 | 396+00.00 | 5096+00.00 | 98.13 | 4955345.92 | 3987917.41 | 583.29 | 572.70 | | 566.70 | | 10.59 | | 6 | |
| G5 | 396+20.00 | 5096+20.00 | 98.17 | 4955334.17 | 3987933.60 | 583.29 | 572.89 | | 566.89 | | 10.40 | | 6 | |
| G6 | 396+40.00 | 5096+40.00 | 98.21 | 4955322.42 | 3987949.78 | 583.29 | 573.08 | | 567.08 | | 10.21 | | 6 | |
| G7 | 396+60.00 | 5096+60.00 | 98.24 | 4955310.67 | 3987965.96 | 583.29 | 573.27 | | 567.27 | | 10.02 | | 6 | |
| G8 | 396+80.00 | 5096+80.00 | 98.28 | 4955298.92 | 3987982.15 | 583.29 | 573.46 | | 567.46 | | 9.83 | | 6 | |
| G9 | 397+00.00 | 5097+00.00 | 98.31 | 4955287.17 | 3987998.33 | 583.29 | 573.65 | | 567.65 | | 9.64 | | 6 | |
| G10 | 397+20.00 | 5097+20.00 | 98.35 | 4955275.42 | 3988014.52 | 583.79 | 573.84 | | 567.84 | | 9.95 | | 6 | |
| G11 | 397+40.00 | 5097+40.00 | 98.39 | 4955263.67 | 3988030.70 | 583.79 | 574.03 | | 568.03 | | 9.76 | | 6 | |
| G12 | 397+60.00 | 5097+60.00 | 98.42 | 4955251.92 | 3988046.89 | 583.79 | 574.22 | | 568.22 | | 9.57 | | 6 | |
| G13 | 397+80.00 | 5097+80.00 | 98.46 | 4955240.17 | 3988063.07 | 583.79 | 574.41 | | 568.41 | | 9.38 | | 6 | |
| G14 | 398+00.00 | 5098+00.00 | 98.50 | 4955228.42 | 3988079.25 | 583.79 | 574.60 | | 568.60 | | 9.19 | | 6 | |
| G15 | 398+20.00 | 5098+20.00 | 98.53 | 4955216.67 | 3988095.44 | 583.79 | 575.27 | | 569.27 | | 8.52 | | 6 | |
| G16 | 398+40.00 | 5098+40.00 | 98.57 | 4955204.92 | 3988111.62 | 584.29 | 575.94 | | 569.94 | | 8.35 | | 6 | |
| G17 | 398+60.00 | 5098+60.00 | 98.60 | 4955193.17 | 3988127.81 | 584.29 | 576.61 | | 570.61 | | 7.68 | | 6 | |
| G18 | 398+80.00 | 5098+80.00 | 98.64 | 4955181.41 | 3988143.99 | 584.79 | 577.28 | | 571.28 | | 7.51 | | 6 | |
| G19 | 399+00.00 | 5099+00.00 | 98.68 | 4955169.67 | 3988160.18 | 584.79 | 577.95 | | 571.95 | | 6.84 | | 6 | |
| G20 | 399+20.00 | 5099+20.00 | 98.71 | 4955157.91 | 3988176.36 | 585.29 | 578.62 | | 572.62 | | 6.67 | | 6 | |
| G21 | 399+40.00 | 5099+40.00 | 98.75 | 4955146.16 | 3988192.54 | 585.29 | 579.29 | | 573.29 | | 6.00 | | 6 | |
| G22 | 399+60.00 | 5099+60.00 | 98.77 | 4955134.40 | 3988208.72 | 585.79 | 579.96 | | 573.96 | | 5.83 | | 6 | |
| G23 | 399+80.00 | 5099+80.00 | 98.79 | 4955122.64 | 3988224.89 | 585.79 | 580.63 | | 574.63 | | 5.16 | | 6 | |
| G24 | 400+07.02 | 5100+07.02 | 98.87 | 4955106.79 | 3988246.78 | 586.29 | 581.24 | | 575.24 | | 5.05 | | 6 | |
| G25 | 400+41.49 | 5100+41.38 | 101.69 | 4955088.83 | 3988276.20 | 586.29 | 580.95 | | 574.95 | | 5.34 | | 6 | |
| G26 | 400+61.49 | 5100+61.31 | 103.32 | 4955078.41 | 3988293.27 | 586.79 | 580.78 | | 574.78 | | 6.01 | | 6 | |
| G27 | 400+81.49 | 5100+81.24 | 104.96 | 4955067.99 | 3988310.34 | 586.79 | 580.61 | | 574.61 | | 6.18 | | 6 | |
| G28 | 401+01.49 | 5101+01.18 | 106.59 | 4955057.57 | 3988327.42 | 586.79 | 580.44 | | 574.44 | | 6.35 | | 6 | |
| G29 | 401+21.49 | 5101+21.11 | 108.22 | 4955047.15 | 3988344.49 | 586.79 | 580.27 | | 574.27 | | 6.52 | | 6 | |
| G30 | 401+41.49 | 5101+41.04 | 109.86 | 4955036.73 | 3988361.56 | 586.79 | 580.10 | | 574.10 | | 6.69 | | 6 | |
| G31 | 401+61.49 | 5101+60.98 | 111.49 | 4955026.31 | 3988378.63 | 586.79 | 579.93 | | 573.93 | | 6.86 | | 6 | |
| G32 | 401+81.49 | 5101+80.91 | 113.13 | 4955015.89 | 3988395.70 | 586.79 | 579.76 | | 573.76 | | 7.03 | | 6 | |
| G33 | 402+01.49 | 5102+00.84 | 114.76 | 4955005.47 | 3988412.77 | 586.79 | 579.58 | | 573.58 | | 7.21 | | 6 | |
| G34 | 402+21.49 | 5102+20.77 | 116.40 | 4954995.05 | 3988429.84 | 586.79 | 579.29 | | 573.29 | | 7.50 | | 6 | |
| G35 | 402+41.49 | 5102+40.71 | 118.03 | 4954984.63 | 3988446.91 | 586.79 | 579.00 | | 573.00 | | 7.79 | | 6 | |
| G36 | 402+61.49 | 5102+60.64 | 119.66 | 4954974.21 | 3988463.99 | 586.29 | 578.71 | | 572.71 | | 7.58 | | 6 | |
| G37 | 402+81.49 | 5102+80.57 | 121.30 | 4954963.79 | 3988481.06 | 586.29 | 578.42 | | 572.42 | | 7.87 | | 6 | |
| G38 | 403+01.49 | 5103+00.51 | 122.93 | 4954953.37 | 3988498.13 | 585.79 | 578.13 | | 572.13 | | 7.66 | | 6 | |
| G39 | 403+21.49 | 5103+20.44 | 124.57 | 4954942.95 | 3988515.20 | 585.79 | 577.84 | | 571.84 | | 7.95 | | 6 | |
| G40 | 403+41.49 | 5103+40.37 | 126.20 | 4954932.53 | 3988532.27 | 585.79 | 577.55 | | 571.55 | | 8.24 | | 6 | |
| G41 | 403+61.49 | 5103+60.31 | 127.83 | 4954922.11 | 3988549.34 | 585.29 | 577.26 | | 571.26 | | 8.03 | | 6 | |
| G42 | 403+81.49 | 5103+80.24 | 129.47 | 4954911.69 | 3988566.41 | 585.29 | 576.97 | | 570.97 | | 8.32 | | 6 | |
| G43 | 404+01.49 | 5104+00.17 | 131.10 | 4954901.27 | 3988583.49 | 585.29 | 576.70 | | 570.70 | | 8.59 | | 6 | |
| G44 | 404+21.49 | 5104+20.11 | 132.74 | 4954890.85 | 3988600.56 | 585.29 | 576.68 | | 570.68 | | 8.61 | | 6 | |
| G45 | 404+41.49 | 5104+40.04 | 134.37 | 4954880.44 | 3988617.63 | 584.79 | 576.66 | | 570.66 | | 8.13 | | 6 | |
| G46 | 404+61.49 | 5104+59.97 | 136.01 | 4954870.02 | 3988634.70 | 584.79 | 576.64 | | 570.64 | | 8.15 | | 6 | |
| G47 | 404+81.49 | 5104+79.88 | 137.64 | 4954859.60 | 3988651.77 | 584.79 | 576.62 | | 570.62 | | 8.17 | | 6 | |
| G48 | 405+01.49 | 5104+99.57 | 139.30 | 4954849.18 | 3988668.84 | 584.79 | 576.60 | | 570.60 | | 8.19 | | 6 | |
| G49 | 405+21.49 | 5105+19.26 | 140.98 | 4954838.76 | 3988685.91 | 584.79 | 576.58 | | 570.58 | | 8.21 | | 6 | |
| G50 | 405+41.49 | 5105+38.94 | 142.71 | 4954828.34 | 3988702.98 | 584.79 | 576.56 | | 570.56 | | 8.23 | | 6 | |
| G51 | 405+61.49 | 5105+58.62 | 144.47 | 4954817.92 | 3988720.06 | 584.79 | 576.54 | | 570.54 | | 8.25 | | 6 | |
| G52 | 405+81.49 | 5105+78.29 | 146.26 | 4954807.50 | 3988737.13 | 585.04 | 576.52 | | 570.52 | | 8.52 | | 6 | |
| G53 | 406+01.49 | 5105+97.96 | 148.08 | 4954797.08 | 3988754.20 | 585.04 | 576.49 | | 570.49 | | 8.55 | | 6 | |
| G54 | 406+21.49 | 5106+17.62 | 149.94 | 4954786.66 | 3988771.27 | 585.04 | 576.34 | | 570.34 | | 8.70 | | 6 | |
| G55 | 406+41.49 | 5106+37.27 | 151.84 | 4954776.24 | 3988788.34 | 585.04 | 576.19 | | 570.19 | | 8.85 | | 6 | |
| G56 | 406+61.49 | 5106+56.91 | 153.76 | 4954765.82 | 3988805.41 | 585.04 | 576.04 | | 570.04 | | 9.00 | | 6 | |
| G57 | 406+81.49 | 5106+76.55 | 155.72 | 4954755.40 | 3988822.48 | 585.29 | 575.89 | | 569.89 | | 9.40 | | 6 | |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. JONES | J. ZHOU |
| DETAILED BY: I. SHAH | J. ZHOU |

WALL DATA SHEET - WALL G (1 OF 2)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S41 | 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 57 | 406+81.49 | 407+01.49 | 587.18 | 587.09 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 58 | 407+01.49 | 407+21.49 | 587.09 | 586.49 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 59 | 407+21.49 | 407+41.49 | 586.49 | 587.22 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 60 | 407+41.49 | 407+61.49 | 587.22 | 587.12 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 61 | 407+61.49 | 407+81.49 | 587.12 | 587.57 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 62 | 407+81.49 | 408+01.49 | 587.57 | 587.51 | 585.96 | 585.96 | 3.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 63 | 408+01.49 | 408+21.49 | 587.51 | 587.28 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 64 | 408+21.49 | 408+41.49 | 587.28 | 587.22 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 65 | 408+41.49 | 408+61.49 | 587.22 | 587.15 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 66 | 408+61.49 | 408+81.49 | 587.15 | 587.18 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 67 | 408+81.49 | 409+01.49 | 587.18 | 587.29 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 68 | 409+01.49 | 409+21.49 | 587.29 | 587.08 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 69 | 409+21.49 | 409+41.49 | 587.08 | 586.97 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 70 | 409+41.49 | 409+61.49 | 586.97 | 587.16 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 71 | 409+61.49 | 409+81.49 | 587.16 | 587.25 | 586.46 | 586.46 | 6.00 | 0.00 | 606.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 72 | 409+81.49 | 410+01.49 | 587.25 | 587.49 | 586.46 | 586.46 | 0.00 | 0.00 | 606.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 73 | 410+01.49 | 410+21.49 | 587.49 | 587.81 | 586.46 | 586.46 | 0.00 | 0.00 | 607.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 74 | 410+21.49 | 410+41.49 | 587.81 | 588.22 | 586.96 | 586.96 | 6.00 | 0.00 | 607.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 75 | 410+41.49 | 410+61.49 | 588.22 | 588.65 | 587.46 | 587.46 | 6.00 | 0.00 | 608.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 76 | 410+61.49 | 410+81.49 | 588.65 | 589.31 | 587.96 | 587.96 | 6.00 | 0.00 | 608.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 77 | 410+81.49 | 411+01.49 | 589.31 | 590.20 | 588.46 | 588.46 | 6.00 | 0.00 | 609.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 78 | 411+01.49 | 411+21.49 | 590.20 | 591.12 | 589.46 | 589.46 | 12.00 | 0.00 | 610.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 79 | 411+21.49 | 411+41.49 | 591.12 | 591.83 | 590.21 | 590.21 | 9.00 | 0.00 | 611.22 | 20.00 | 21.00 | 4.5 | 0.125 |
| 80 | 411+41.49 | 411+61.49 | 591.83 | 592.46 | 590.96 | 590.96 | 9.00 | 0.00 | 611.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 81 | 411+61.49 | 411+81.49 | 592.46 | 593.02 | 591.46 | 591.46 | 6.00 | 0.00 | 612.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 82 | 411+81.49 | 412+01.49 | 593.02 | 593.58 | 591.96 | 591.96 | 6.00 | 0.00 | 612.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 83 | 412+01.49 | 412+21.49 | 593.58 | 594.08 | 592.71 | 592.71 | 9.00 | 0.00 | 613.72 | 20.00 | 21.00 | 4.5 | 0.125 |
| 84 | 412+21.49 | 412+41.49 | 594.08 | 594.65 | 593.21 | 593.21 | 6.00 | 0.00 | 614.22 | 20.00 | 21.00 | 4.5 | 0.125 |
| 85 | 412+41.49 | 412+61.49 | 594.65 | 594.76 | 593.71 | 593.71 | 6.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 86 | 412+61.49 | 412+81.49 | 594.76 | 594.97 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 87 | 412+81.49 | 413+01.49 | 594.97 | 595.20 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 88 | 413+01.49 | 413+21.49 | 595.20 | 594.96 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 89 | 413+21.49 | 413+41.49 | 594.96 | 594.65 | 593.71 | 593.71 | 0.00 | 6.00 | 613.22 | 20.00 | 19.50 | 4.5 | 0.125 |
| 90 | 413+41.49 | 413+61.49 | 594.65 | 594.38 | 593.21 | 593.21 | 0.00 | 9.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 91 | 413+61.49 | 413+81.49 | 594.38 | 594.11 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 92 | 413+81.49 | 414+01.49 | 594.11 | 593.27 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 93 | 414+01.49 | 414+21.49 | 593.27 | 593.27 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 94 | 414+21.49 | 414+41.49 | 593.27 | 593.35 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 95 | 414+41.49 | 414+61.49 | 593.35 | 594.45 | 592.46 | 592.46 | 0.00 | 0.00 | 613.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 96 | 414+61.49 | 414+81.49 | 594.45 | 594.09 | 593.21 | 593.21 | 9.00 | 6.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 97 | 414+81.49 | 415+01.49 | 594.09 | 593.66 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 98 | 415+01.49 | 415+21.49 | 593.66 | 593.54 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 99 | 415+21.49 | 415+41.49 | 593.54 | 593.85 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 100 | 415+41.49 | 415+61.49 | 593.85 | 593.91 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 101 | 415+61.49 | 415+81.49 | 593.91 | 594.01 | 592.96 | 592.96 | 3.00 | 0.00 | 612.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 102 | 415+81.49 | 416+01.49 | 594.01 | 594.76 | 593.21 | 593.21 | 3.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 103 | 416+01.49 | 416+21.49 | 594.76 | 594.83 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 104 | 416+21.49 | 416+41.49 | 594.83 | 594.67 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 105 | 416+41.49 | 416+61.49 | 594.67 | 594.55 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 106 | 416+61.49 | 416+81.49 | 594.55 | 594.03 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 107 | 416+81.49 | 417+01.49 | 594.03 | 594.06 | 593.21 | 593.21 | 0.00 | 6.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 108 | 417+01.49 | 417+21.49 | 594.06 | 593.47 | 592.71 | 592.71 | 0.00 | 6.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 109 | 417+21.49 | 417+41.49 | 593.47 | 593.35 | 592.21 | 592.21 | 0.00 | 0.00 | 612.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 110 | 417+41.49 | 417+61.49 | 593.35 | 593.32 | 592.21 | 592.21 | 0.00 | 0.00 | 612.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 111 | 417+61.49 | 417+74.83 | 593.32 | 593.17 | 592.21 | 592.21 | 0.00 | 0.00 | 610.22 | 13.34 | 18.00 | 4.5 | 0.125 |
| 112 | 417+74.83 | 417+88.17 | 593.17 | 593.20 | 592.21 | 592.21 | 0.00 | 0.00 | 608.22 | 13.34 | 16.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | EASTING | NORTHING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| G58 | 407+01.49 | 5106+96.19 | 157.72 | 4954744.98 | 3988839.56 | 585.29 | 575.74 | | 569.74 | | 9.55 | | 6 | |
| G59 | 407+21.49 | 5107+15.81 | 159.75 | 4954734.56 | 3988856.63 | 585.29 | 575.59 | | 569.59 | | 9.70 | | 6 | |
| G60 | 407+41.49 | 5107+35.43 | 161.81 | 4954724.14 | 3988873.70 | 585.29 | 575.44 | | 569.44 | | 9.85 | | 6 | |
| G61 | 407+61.49 | 5107+55.04 | 163.91 | 4954713.72 | 3988890.77 | 585.29 | 575.29 | | 569.29 | | 10.00 | | 6 | |
| G62 | 407+81.49 | 5107+74.65 | 166.04 | 4954703.30 | 3988907.84 | 585.29 | 575.14 | | 569.14 | | 10.15 | | 6 | |
| G63 | 408+01.49 | 5107+94.25 | 168.21 | 4954692.88 | 3988924.91 | 585.54 | 574.99 | | 568.99 | | 10.55 | | 6 | |
| G64 | 408+21.49 | 5108+13.84 | 170.41 | 4954682.46 | 3988941.98 | 585.54 | 574.82 | | 568.82 | | 10.72 | | 6 | |
| G65 | 408+41.49 | 5108+33.42 | 172.64 | 4954672.04 | 3988959.06 | 585.54 | 574.65 | | 568.65 | | 10.89 | | 6 | |
| G66 | 408+61.49 | 5108+52.99 | 174.91 | 4954661.62 | 3988976.13 | 585.54 | 574.48 | | 568.48 | | 11.06 | | 6 | |
| G67 | 408+81.49 | 5108+72.56 | 177.21 | 4954651.20 | 3988993.20 | 585.54 | 574.31 | | 568.31 | | 11.23 | | 6 | |
| G68 | 409+01.49 | 5108+91.97 | 180.58 | 4954641.69 | 3989010.79 | 585.54 | 574.14 | | 568.14 | | 11.40 | | 6 | |
| G69 | 409+21.49 | 5109+11.37 | 183.99 | 4954632.19 | 3989028.39 | 585.54 | 573.97 | | 567.97 | | 11.57 | | 6 | |
| G70 | 409+41.49 | 5109+30.76 | 187.43 | 4954622.68 | 3989045.98 | 585.54 | 573.80 | | 567.80 | | 11.74 | | 6 | |
| G71 | 409+61.49 | 5109+50.14 | 190.91 | 4954613.17 | 3989063.58 | 585.54 | 573.63 | | 567.63 | | 11.91 | | 6 | |
| G72 | 409+81.49 | 5109+69.50 | 194.42 | 4954603.66 | 3989081.18 | 586.04 | 573.46 | | 567.46 | | 12.58 | | 6 | |
| G73 | 410+01.49 | 5109+88.86 | 197.96 | 4954594.16 | 3989098.77 | 586.04 | 573.40 | | 567.40 | | 12.65 | | 6 | |
| G74 | 410+21.49 | 5110+08.20 | 201.53 | 4954584.65 | 3989116.37 | 586.04 | 574.68 | | 568.68 | | 11.37 | | 6 | |
| G75 | 410+41.49 | 5110+27.53 | 205.14 | 4954575.14 | 3989133.96 | 586.54 | 575.96 | | 569.96 | | 10.59 | | 6 | |
| G76 | 410+61.49 | 5110+46.85 | 208.78 | 4954565.64 | 3989151.56 | 587.04 | 577.24 | | 571.24 | | 9.81 | | 6 | |
| G77 | 410+81.49 | 5110+66.15 | 212.46 | 4954556.13 | 3989169.15 | 587.54 | 578.52 | | 572.52 | | 9.03 | | 6 | |
| G78 | 411+01.49 | 5110+85.45 | 216.16 | 4954546.62 | 3989186.75 | 588.04 | 579.80 | | 573.80 | | 8.25 | | 6 | |
| G79 | 411+21.49 | 5111+04.73 | 219.90 | 4954537.11 | 3989204.35 | 589.04 | 581.08 | | 575.08 | | 7.97 | | 6 | |
| G80 | 411+41.49 | 5111+24.00 | 223.68 | 4954527.61 | 3989221.94 | 589.79 | 582.36 | | 576.36 | | 7.44 | | 6 | |
| G81 | 411+61.49 | 5111+43.25 | 227.48 | 4954518.10 | 3989239.54 | 590.54 | 583.64 | | 577.64 | | 6.91 | | 6 | |
| G82 | 411+81.49 | 5111+62.50 | 231.32 | 4954508.59 | 3989257.13 | 591.04 | 584.92 | | 578.92 | | 6.13 | | 6 | |
| G83 | 412+01.49 | 5111+81.73 | 235.19 | 4954499.08 | 3989274.73 | 591.54 | 586.02 | | 580.02 | | 5.52 | | 6 | |
| G84 | 412+21.49 | 5112+00.95 | 239.10 | 4954489.58 | 3989292.32 | 592.29 | 584.97 | | 578.97 | | 7.32 | | 6 | |
| G85 | 412+41.49 | 5112+20.16 | 243.03 | 4954480.07 | 3989309.92 | 592.79 | 583.92 | | 577.92 | | 8.87 | | 6 | |
| G86 | 412+61.49 | 5112+39.35 | 247.00 | 4954470.56 | 3989327.52 | 593.29 | 582.87 | | 576.87 | | 10.42 | | 6 | |
| G87 | 412+81.49 | 5112+58.53 | 251.01 | 4954461.05 | 3989345.11 | 593.29 | 581.82 | | 575.82 | | 11.47 | | 6 | |
| G88 | 413+01.49 | 5112+77.64 | 255.32 | 4954451.79 | 3989362.84 | 593.29 | 580.77 | | 574.77 | | 12.52 | | 6 | |
| G89 | 413+21.49 | 5112+96.43 | 260.86 | 4954443.65 | 3989381.11 | 593.29 | 579.72 | | 573.72 | | 13.57 | | 6 | |
| G90 | 413+41.49 | 5113+14.81 | 267.69 | 4954436.73 | 3989399.87 | 592.79 | 578.67 | | 572.67 | | 14.12 | | 6 | |
| G91 | 413+61.49 | 5113+32.68 | 275.77 | 4954431.06 | 3989419.05 | 592.04 | 577.62 | | 571.62 | | 14.42 | | 6 | |
| G92 | 413+81.49 | 5113+49.96 | 285.07 | 4954426.67 | 3989438.56 | 592.04 | 576.57 | | 570.57 | | 15.47 | | 6 | |
| G93 | 414+01.49 | 5113+66.58 | 295.55 | 4954423.58 | 3989458.32 | 592.04 | 575.64 | | 569.64 | | 16.40 | | 6 | |
| G94 | 414+21.49 | 5113+82.46 | 307.14 | 4954421.80 | 3989478.24 | 592.04 | 576.21 | | 570.21 | | 15.83 | | 6 | |
| G95 | 414+41.49 | 5113+97.53 | 319.81 | 4954421.33 | 3989498.24 | 592.04 | 576.78 | | 570.78 | | 15.26 | | 6 | |
| G96 | 414+61.49 | 5114+11.72 | 333.49 | 4954422.19 | 3989518.22 | 592.04 | 577.35 | | 571.35 | | 14.69 | | 6 | |
| G97 | 414+81.49 | 5114+24.96 | 348.12 | 4954424.36 | 3989538.10 | 592.29 | 577.92 | | 571.92 | | 14.37 | | 6 | |
| G98 | 415+01.49 | 5114+37.21 | 363.63 | 4954427.84 | 3989557.80 | 592.29 | 578.49 | | 572.49 | | 13.80 | | 6 | |
| G99 | 415+21.49 | 5114+48.41 | 379.95 | 4954432.61 | 3989577.22 | 592.29 | 579.06 | | 573.06 | | 13.23 | | 6 | |
| G100 | 415+41.49 | 5114+58.51 | 397.01 | 4954438.65 | 3989596.28 | 592.29 | 579.63 | | 573.63 | | 12.66 | | 6 | |
| G101 | 415+61.49 | 5114+67.47 | 414.73 | 4954445.94 | 3989614.91 | 592.29 | 580.20 | | 574.20 | | 12.09 | | 6 | |
| G102 | 415+81.49 | 5114+75.26 | 433.02 | 4954454.44 | 3989633.01 | 592.54 | 580.77 | | 574.77 | | 11.77 | | 6 | |
| G103 | 416+01.49 | 5114+81.84 | 451.82 | 4954464.11 | 3989650.52 | 592.79 | 581.26 | | 575.26 | | 11.53 | | 6 | |
| G104 | 416+21.49 | 5114+87.20 | 471.02 | 4954474.92 | 3989667.35 | 592.79 | 580.79 | | 574.79 | | 12.00 | | 6 | |
| G105 | 416+41.49 | 5114+91.32 | 490.56 | 4954486.82 | 3989683.42 | 592.79 | 580.32 | | 574.32 | | 12.47 | | 6 | |
| G106 | 416+61.49 | 5114+94.18 | 510.34 | 4954499.75 | 3989698.68 | 592.79 | 579.84 | | 573.84 | | 12.95 | | 6 | |
| G107 | 416+81.49 | 5114+96.27 | 530.22 | 4954513.28 | 3989713.41 | 592.79 | 579.37 | | 573.37 | | 13.42 | | 6 | |
| G108 | 417+01.49 | 5114+98.35 | 550.10 | 4954526.81 | 3989728.14 | 592.29 | 578.90 | | 572.90 | | 13.40 | | 6 | |
| G109 | 417+21.49 | 5115+00.42 | 569.98 | 4954540.35 | 3989742.86 | 591.79 | 578.42 | | 572.42 | | 13.37 | | 6 | |
| G110 | 417+41.49 | 5115+02.48 | 589.86 | 4954553.88 | 3989757.58 | 591.79 | 577.95 | | 571.95 | | 13.84 | | 6 | |
| G111 | 417+61.49 | 5115+04.54 | 609.74 | 4954567.42 | 3989772.31 | 591.79 | 577.48 | | 571.48 | | 14.32 | | 6 | |
| G112 | 417+74.83 | 5115+05.91 | 623.00 | 4954576.44 | 3989782.13 | 591.79 | 577.16 | | 571.16 | | 14.63 | | 6 | |
| G113 | 417+88.17 | 5115+07.27 | 636.26 | 4954585.47 | 3989791.94 | 591.79 | 576.84 | | 571.16 | | 14.63 | | 6 | |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
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AECOM

| | | |
|---|---|---|
| DATE: 2/14/2025 | CHECKED BY | |
| DESIGNED BY: J. JONES | J. ZHOU | |
| DETAILED BY: I. SHAH | J. ZHOU | |

WALL DATA SHEET - WALL G (2 OF 2)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S42 | 28951 |

| PANEL NO. | ℄ POST BEGIN STATION | ℄ POST END STATION | BEGIN PROP. GROUND ELEV | END PROP. GROUND ELEV | BEGIN BEARING SEAT ELEV | END BEARING SEAT ELEV | BEGIN STEP BLOCK HEIGHT (IN) | END STEP BLOCK HEIGHT (IN) | TOP OF PANEL ELEV | POST SPACING (FT) | TOTAL PANEL HEIGHT (FT) | PANEL THICKNESS (IN) | BEARING PAD THICKNESS (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 57 | 406+81.49 | 407+01.49 | 587.18 | 587.09 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 58 | 407+01.49 | 407+21.49 | 587.09 | 586.49 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 59 | 407+21.49 | 407+41.49 | 586.49 | 587.22 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 60 | 407+41.49 | 407+61.49 | 587.22 | 587.12 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 61 | 407+61.49 | 407+81.49 | 587.12 | 587.57 | 585.71 | 585.71 | 0.00 | 0.00 | 605.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 62 | 407+81.49 | 408+01.49 | 587.57 | 587.51 | 585.96 | 585.96 | 3.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 63 | 408+01.49 | 408+21.49 | 587.51 | 587.28 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 64 | 408+21.49 | 408+41.49 | 587.28 | 587.22 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 65 | 408+41.49 | 408+61.49 | 587.22 | 587.15 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 66 | 408+61.49 | 408+81.49 | 587.15 | 587.18 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 67 | 408+81.49 | 409+01.49 | 587.18 | 587.29 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 68 | 409+01.49 | 409+21.49 | 587.29 | 587.08 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 69 | 409+21.49 | 409+41.49 | 587.08 | 586.97 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 70 | 409+41.49 | 409+61.49 | 586.97 | 587.16 | 585.96 | 585.96 | 0.00 | 0.00 | 605.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 71 | 409+61.49 | 409+81.49 | 587.16 | 587.25 | 586.46 | 586.46 | 6.00 | 0.00 | 606.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 72 | 409+81.49 | 410+01.49 | 587.25 | 587.49 | 586.46 | 586.46 | 0.00 | 0.00 | 606.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 73 | 410+01.49 | 410+21.49 | 587.49 | 587.81 | 586.46 | 586.46 | 0.00 | 0.00 | 607.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 74 | 410+21.49 | 410+41.49 | 587.81 | 588.22 | 586.96 | 586.96 | 6.00 | 0.00 | 607.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 75 | 410+41.49 | 410+61.49 | 588.22 | 588.65 | 587.46 | 587.46 | 6.00 | 0.00 | 608.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 76 | 410+61.49 | 410+81.49 | 588.65 | 589.31 | 587.96 | 587.96 | 6.00 | 0.00 | 608.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 77 | 410+81.49 | 411+01.49 | 589.31 | 590.20 | 588.46 | 588.46 | 6.00 | 0.00 | 609.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 78 | 411+01.49 | 411+21.49 | 590.20 | 591.12 | 589.46 | 589.46 | 12.00 | 0.00 | 610.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 79 | 411+21.49 | 411+41.49 | 591.12 | 591.83 | 590.21 | 590.21 | 9.00 | 0.00 | 611.22 | 20.00 | 21.00 | 4.5 | 0.125 |
| 80 | 411+41.49 | 411+61.49 | 591.83 | 592.46 | 590.96 | 590.96 | 9.00 | 0.00 | 611.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 81 | 411+61.49 | 411+81.49 | 592.46 | 593.02 | 591.46 | 591.46 | 6.00 | 0.00 | 612.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 82 | 411+81.49 | 412+01.49 | 593.02 | 593.58 | 591.96 | 591.96 | 6.00 | 0.00 | 612.97 | 20.00 | 21.00 | 4.5 | 0.125 |
| 83 | 412+01.49 | 412+21.49 | 593.58 | 594.08 | 592.71 | 592.71 | 9.00 | 0.00 | 613.72 | 20.00 | 21.00 | 4.5 | 0.125 |
| 84 | 412+21.49 | 412+41.49 | 594.08 | 594.65 | 593.21 | 593.21 | 6.00 | 0.00 | 614.22 | 20.00 | 21.00 | 4.5 | 0.125 |
| 85 | 412+41.49 | 412+61.49 | 594.65 | 594.76 | 593.71 | 593.71 | 6.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 86 | 412+61.49 | 412+81.49 | 594.76 | 594.97 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 87 | 412+81.49 | 413+01.49 | 594.97 | 595.20 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 88 | 413+01.49 | 413+21.49 | 595.20 | 594.96 | 593.71 | 593.71 | 0.00 | 0.00 | 613.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 89 | 413+21.49 | 413+41.49 | 594.96 | 594.65 | 593.71 | 593.71 | 0.00 | 6.00 | 613.22 | 20.00 | 19.50 | 4.5 | 0.125 |
| 90 | 413+41.49 | 413+61.49 | 594.65 | 594.38 | 593.21 | 593.21 | 0.00 | 9.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 91 | 413+61.49 | 413+81.49 | 594.38 | 594.11 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 92 | 413+81.49 | 414+01.49 | 594.11 | 593.27 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 93 | 414+01.49 | 414+21.49 | 593.27 | 593.27 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 94 | 414+21.49 | 414+41.49 | 593.27 | 593.35 | 592.46 | 592.46 | 0.00 | 0.00 | 612.47 | 20.00 | 20.00 | 4.5 | 0.125 |
| 95 | 414+41.49 | 414+61.49 | 593.35 | 594.45 | 592.46 | 592.46 | 0.00 | 0.00 | 613.47 | 20.00 | 21.00 | 4.5 | 0.125 |
| 96 | 414+61.49 | 414+81.49 | 594.45 | 594.09 | 593.21 | 593.21 | 9.00 | 6.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 97 | 414+81.49 | 415+01.49 | 594.09 | 593.66 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 98 | 415+01.49 | 415+21.49 | 593.66 | 593.54 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 99 | 415+21.49 | 415+41.49 | 593.54 | 593.85 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 100 | 415+41.49 | 415+61.49 | 593.85 | 593.91 | 592.71 | 592.71 | 0.00 | 0.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 101 | 415+61.49 | 415+81.49 | 593.91 | 594.01 | 592.96 | 592.96 | 3.00 | 0.00 | 612.97 | 20.00 | 20.00 | 4.5 | 0.125 |
| 102 | 415+81.49 | 416+01.49 | 594.01 | 594.76 | 593.21 | 593.21 | 3.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 103 | 416+01.49 | 416+21.49 | 594.76 | 594.83 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 104 | 416+21.49 | 416+41.49 | 594.83 | 594.67 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 105 | 416+41.49 | 416+61.49 | 594.67 | 594.55 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 106 | 416+61.49 | 416+81.49 | 594.55 | 594.03 | 593.21 | 593.21 | 0.00 | 0.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 107 | 416+81.49 | 417+01.49 | 594.03 | 594.06 | 593.21 | 593.21 | 0.00 | 6.00 | 613.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 108 | 417+01.49 | 417+21.49 | 594.06 | 593.47 | 592.71 | 592.71 | 0.00 | 6.00 | 612.72 | 20.00 | 20.00 | 4.5 | 0.125 |
| 109 | 417+21.49 | 417+41.49 | 593.47 | 593.35 | 592.21 | 592.21 | 0.00 | 0.00 | 612.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 110 | 417+41.49 | 417+61.49 | 593.35 | 593.32 | 592.21 | 592.21 | 0.00 | 0.00 | 612.22 | 20.00 | 20.00 | 4.5 | 0.125 |
| 111 | 417+61.49 | 417+74.83 | 593.32 | 593.17 | 592.21 | 592.21 | 0.00 | 0.00 | 610.22 | 13.34 | 18.00 | 4.5 | 0.125 |
| 112 | 417+74.83 | 417+88.17 | 593.17 | 593.20 | 592.21 | 592.21 | 0.00 | 0.00 | 608.22 | 13.34 | 16.00 | 4.5 | 0.125 |

| COLUMN/ SHAFT NO. | STATION | I-264 STATION | I-264 OFFSET | EASTING | NORTHING | ELEV. TOP OF DRILLED SHAFT | TOP OF ROCK SOCKET ELEV. | | BOTTOM OF ROCK SOCKET ELEV. | | DRILLED SHAFT COMMON L (FT) | | ROCK SOCKET LENGTH (FT) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT | PLAN | AS-BUILT |
| G58 | 407+01.49 | 5106+96.19 | 157.72 | 4954744.98 | 3988839.56 | 585.29 | 575.74 | | 569.74 | | 9.55 | | 6 | |
| G59 | 407+21.49 | 5107+15.81 | 159.75 | 4954734.56 | 3988856.63 | 585.29 | 575.59 | | 569.59 | | 9.70 | | 6 | |
| G60 | 407+41.49 | 5107+35.43 | 161.81 | 4954724.14 | 3988873.70 | 585.29 | 575.44 | | 569.44 | | 9.85 | | 6 | |
| G61 | 407+61.49 | 5107+55.04 | 163.91 | 4954713.72 | 3988890.77 | 585.29 | 575.29 | | 569.29 | | 10.00 | | 6 | |
| G62 | 407+81.49 | 5107+74.65 | 166.04 | 4954703.30 | 3988907.84 | 585.29 | 575.14 | | 569.14 | | 10.15 | | 6 | |
| G63 | 408+01.49 | 5107+94.25 | 168.21 | 4954692.88 | 3988924.91 | 585.54 | 574.99 | | 568.99 | | 10.55 | | 6 | |
| G64 | 408+21.49 | 5108+13.84 | 170.41 | 4954682.46 | 3988941.98 | 585.54 | 574.82 | | 568.82 | | 10.72 | | 6 | |
| G65 | 408+41.49 | 5108+33.42 | 172.64 | 4954672.04 | 3988959.06 | 585.54 | 574.65 | | 568.65 | | 10.89 | | 6 | |
| G66 | 408+61.49 | 5108+52.99 | 174.91 | 4954661.62 | 3988976.13 | 585.54 | 574.48 | | 568.48 | | 11.06 | | 6 | |
| G67 | 408+81.49 | 5108+72.56 | 177.21 | 4954651.20 | 3988993.20 | 585.54 | 574.31 | | 568.31 | | 11.23 | | 6 | |
| G68 | 409+01.49 | 5108+91.97 | 180.58 | 4954641.69 | 3989010.79 | 585.54 | 574.14 | | 568.14 | | 11.40 | | 6 | |
| G69 | 409+21.49 | 5109+11.37 | 183.99 | 4954632.19 | 3989028.39 | 585.54 | 573.97 | | 567.97 | | 11.57 | | 6 | |
| G70 | 409+41.49 | 5109+30.76 | 187.43 | 4954622.68 | 3989045.98 | 585.54 | 573.80 | | 567.80 | | 11.74 | | 6 | |
| G71 | 409+61.49 | 5109+50.14 | 190.91 | 4954613.17 | 3989063.58 | 585.54 | 573.63 | | 567.63 | | 11.91 | | 6 | |
| G72 | 409+81.49 | 5109+69.50 | 194.42 | 4954603.66 | 3989081.18 | 586.04 | 573.46 | | 567.46 | | 12.58 | | 6 | |
| G73 | 410+01.49 | 5109+88.86 | 197.96 | 4954594.16 | 3989098.77 | 586.04 | 573.40 | | 567.40 | | 12.65 | | 6 | |
| G74 | 410+21.49 | 5110+08.20 | 201.53 | 4954584.65 | 3989116.37 | 586.04 | 574.68 | | 568.68 | | 11.37 | | 6 | |
| G75 | 410+41.49 | 5110+27.53 | 205.14 | 4954575.14 | 3989133.96 | 586.54 | 575.96 | | 569.96 | | 10.59 | | 6 | |
| G76 | 410+61.49 | 5110+46.85 | 208.78 | 4954565.64 | 3989151.56 | 587.04 | 577.24 | | 571.24 | | 9.81 | | 6 | |
| G77 | 410+81.49 | 5110+66.15 | 212.46 | 4954556.13 | 3989169.15 | 587.54 | 578.52 | | 572.52 | | 9.03 | | 6 | |
| G78 | 411+01.49 | 5110+85.45 | 216.16 | 4954546.62 | 3989186.75 | 588.04 | 579.80 | | 573.80 | | 8.25 | | 6 | |
| G79 | 411+21.49 | 5111+04.73 | 219.90 | 4954537.11 | 3989204.35 | 589.04 | 581.08 | | 575.08 | | 7.97 | | 6 | |
| G80 | 411+41.49 | 5111+24.00 | 223.68 | 4954527.61 | 3989221.94 | 589.79 | 582.36 | | 576.36 | | 7.44 | | 6 | |
| G81 | 411+61.49 | 5111+43.25 | 227.48 | 4954518.10 | 3989239.54 | 590.54 | 583.64 | | 577.64 | | 6.91 | | 6 | |
| G82 | 411+81.49 | 5111+62.50 | 231.32 | 4954508.59 | 3989257.13 | 591.04 | 584.92 | | 578.92 | | 6.13 | | 6 | |
| G83 | 412+01.49 | 5111+81.73 | 235.19 | 4954499.08 | 3989274.73 | 591.54 | 586.02 | | 580.02 | | 5.52 | | 6 | |
| G84 | 412+21.49 | 5112+00.95 | 239.10 | 4954489.58 | 3989292.32 | 592.29 | 584.97 | | 578.97 | | 7.32 | | 6 | |
| G85 | 412+41.49 | 5112+20.16 | 243.03 | 4954480.07 | 3989309.92 | 592.79 | 583.92 | | 577.92 | | 8.87 | | 6 | |
| G86 | 412+61.49 | 5112+39.35 | 247.00 | 4954470.56 | 3989327.52 | 593.29 | 582.87 | | 576.87 | | 10.42 | | 6 | |
| G87 | 412+81.49 | 5112+58.53 | 251.01 | 4954461.05 | 3989345.11 | 593.29 | 581.82 | | 575.82 | | 11.47 | | 6 | |
| G88 | 413+01.49 | 5112+77.64 | 255.32 | 4954451.79 | 3989362.84 | 593.29 | 580.77 | | 574.77 | | 12.52 | | 6 | |
| G89 | 413+21.49 | 5112+96.43 | 260.86 | 4954443.65 | 3989381.11 | 593.29 | 579.72 | | 573.72 | | 13.57 | | 6 | |
| G90 | 413+41.49 | 5113+14.81 | 267.69 | 4954436.73 | 3989399.87 | 592.79 | 578.67 | | 572.67 | | 14.12 | | 6 | |
| G91 | 413+61.49 | 5113+32.68 | 275.77 | 4954431.06 | 3989419.05 | 592.04 | 577.62 | | 571.62 | | 14.42 | | 6 | |
| G92 | 413+81.49 | 5113+49.96 | 285.07 | 4954426.67 | 3989438.56 | 592.04 | 576.57 | | 570.57 | | 15.47 | | 6 | |
| G93 | 414+01.49 | 5113+66.58 | 295.55 | 4954423.58 | 3989458.32 | 592.04 | 575.64 | | 569.64 | | 16.40 | | 6 | |
| G94 | 414+21.49 | 5113+82.46 | 307.14 | 4954421.80 | 3989478.24 | 592.04 | 576.21 | | 570.21 | | 15.83 | | 6 | |
| G95 | 414+41.49 | 5113+97.53 | 319.81 | 4954421.33 | 3989498.24 | 592.04 | 576.78 | | 570.78 | | 15.26 | | 6 | |
| G96 | 414+61.49 | 5114+11.72 | 333.49 | 4954422.19 | 3989518.22 | 592.04 | 577.35 | | 571.35 | | 14.69 | | 6 | |
| G97 | 414+81.49 | 5114+24.96 | 348.12 | 4954424.36 | 3989538.10 | 592.29 | 577.92 | | 571.92 | | 14.37 | | 6 | |
| G98 | 415+01.49 | 5114+37.21 | 363.63 | 4954427.84 | 3989557.80 | 592.29 | 578.49 | | 572.49 | | 13.80 | | 6 | |
| G99 | 415+21.49 | 5114+48.41 | 379.95 | 4954432.61 | 3989577.22 | 592.29 | 579.06 | | 573.06 | | 13.23 | | 6 | |
| G100 | 415+41.49 | 5114+58.51 | 397.01 | 4954438.65 | 3989596.28 | 592.29 | 579.63 | | 573.63 | | 12.66 | | 6 | |
| G101 | 415+61.49 | 5114+67.47 | 414.73 | 4954445.94 | 3989614.91 | 592.29 | 580.20 | | 574.20 | | 12.09 | | 6 | |
| G102 | 415+81.49 | 5114+75.26 | 433.02 | 4954454.44 | 3989633.01 | 592.54 | 580.77 | | 574.77 | | 11.77 | | 6 | |
| G103 | 416+01.49 | 5114+81.84 | 451.82 | 4954464.11 | 3989650.52 | 592.79 | 581.26 | | 575.26 | | 11.53 | | 6 | |
| G104 | 416+21.49 | 5114+87.20 | 471.02 | 4954474.92 | 3989667.35 | 592.79 | 580.79 | | 574.79 | | 12.00 | | 6 | |
| G105 | 416+41.49 | 5114+91.32 | 490.56 | 4954486.82 | 3989683.42 | 592.79 | 580.32 | | 574.32 | | 12.47 | | 6 | |
| G106 | 416+61.49 | 5114+94.18 | 510.34 | 4954499.75 | 3989698.68 | 592.79 | 579.84 | | 573.84 | | 12.95 | | 6 | |
| G107 | 416+81.49 | 5114+96.27 | 530.22 | 4954513.28 | 3989713.41 | 592.79 | 579.37 | | 573.37 | | 13.42 | | 6 | |
| G108 | 417+01.49 | 5114+98.35 | 550.10 | 4954526.81 | 3989728.14 | 592.29 | 578.90 | | 572.90 | | 13.40 | | 6 | |
| G109 | 417+21.49 | 5115+00.42 | 569.98 | 4954540.35 | 3989742.86 | 591.79 | 578.42 | | 572.42 | | 13.37 | | 6 | |
| G110 | 417+41.49 | 5115+02.48 | 589.86 | 4954553.88 | 3989757.58 | 591.79 | 577.95 | | 571.95 | | 13.84 | | 6 | |
| G111 | 417+61.49 | 5115+04.54 | 609.74 | 4954567.42 | 3989772.31 | 591.79 | 577.48 | | 571.48 | | 14.32 | | 6 | |
| G112 | 417+74.83 | 5115+05.91 | 623.00 | 4954576.44 | 3989782.13 | 591.79 | 577.16 | | 571.16 | | 14.63 | | 6 | |
| G113 | 417+88.17 | 5115+07.27 | 636.26 | 4954585.47 | 3989791.94 | 591.79 | 576.84 | | 571.16 | | 14.63 | | 6 | |

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

AECOM

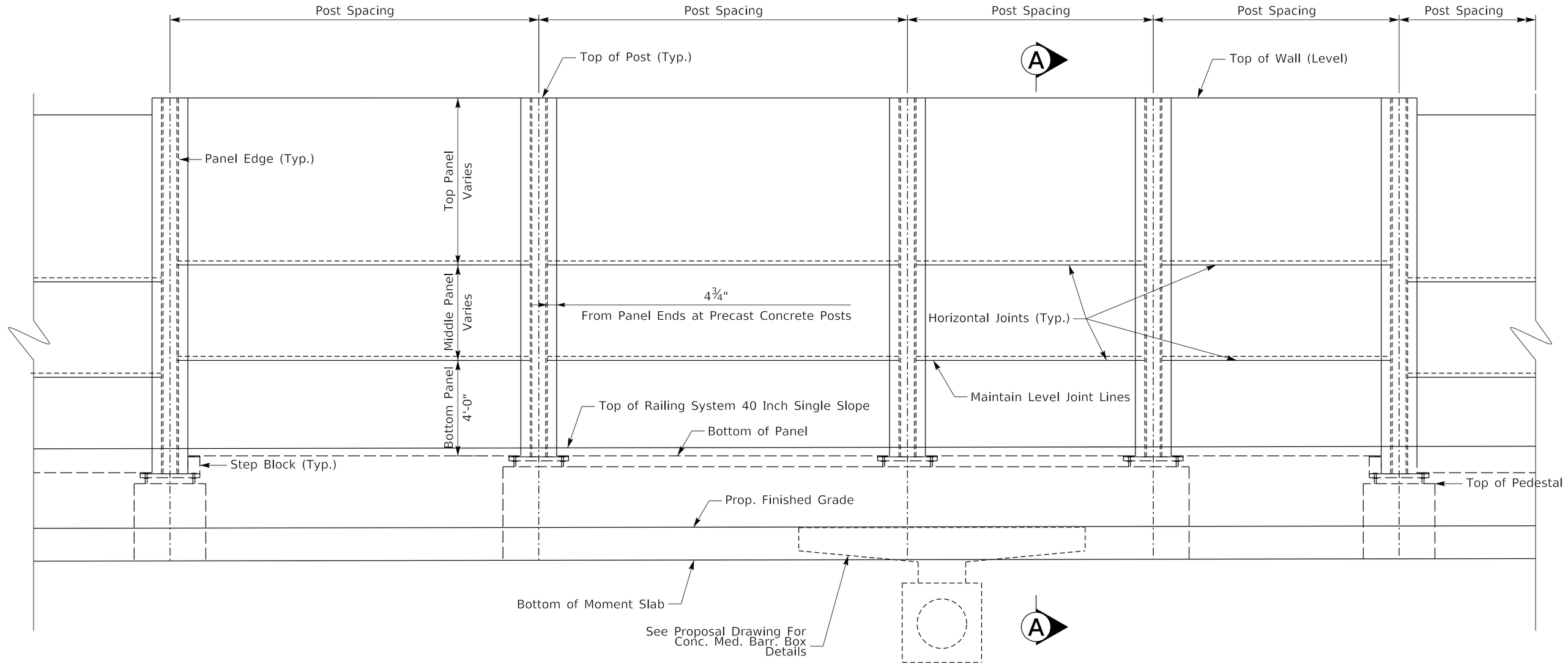
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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. JONES | J. ZHOU |
| DETAILED BY: I. SHAH | J. ZHOU |

WALL DATA SHEET - WALL G (2 OF 2)

CROSSING
SOUND BARRIER WALL

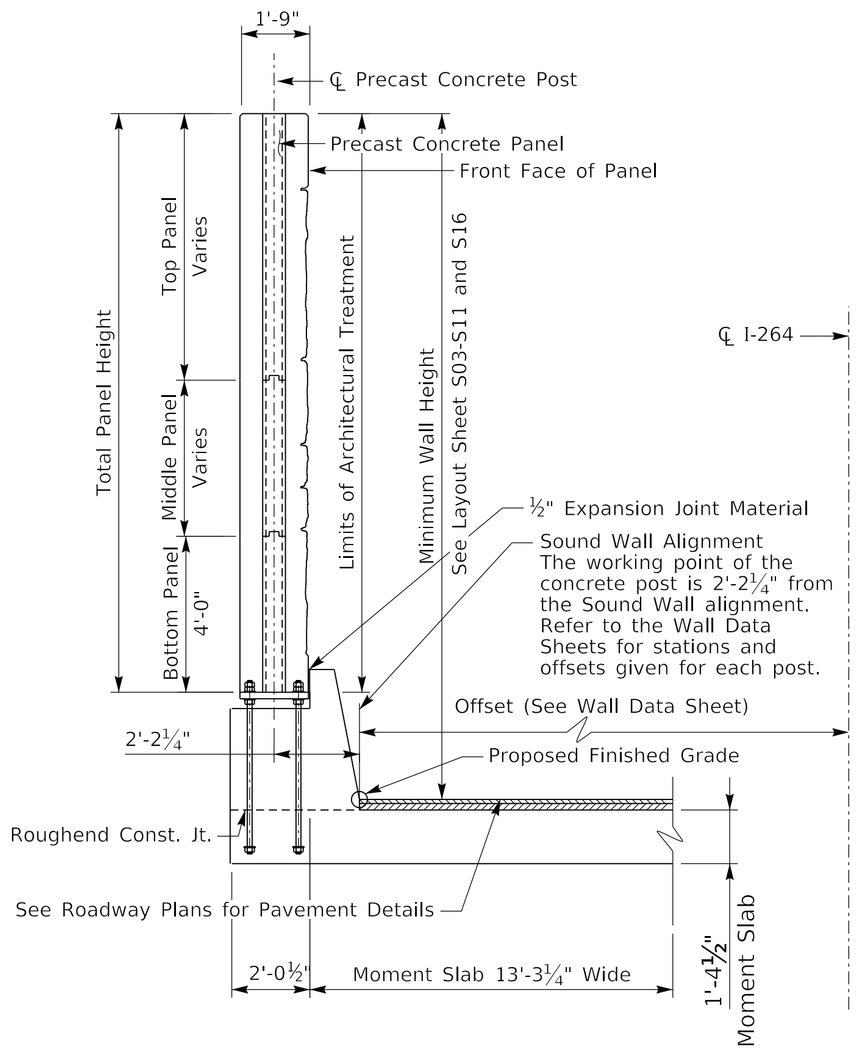
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|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
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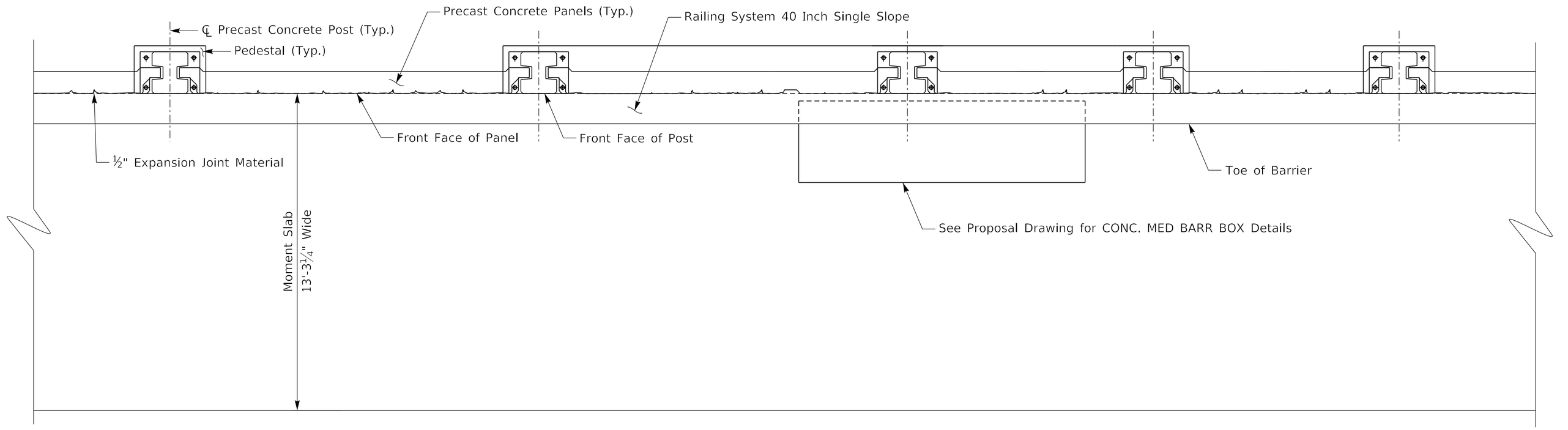



## ELEVATION ALONG FRONT FACE (ROADWAY SIDE)

For Information Only




## SECTION A-A




## PLAN

## NOTES:

1. See Sheet S23-S32 and S36-S37 for Post Spacings
2. See Wall Data Table Sheets for Panel Details

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
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| | |

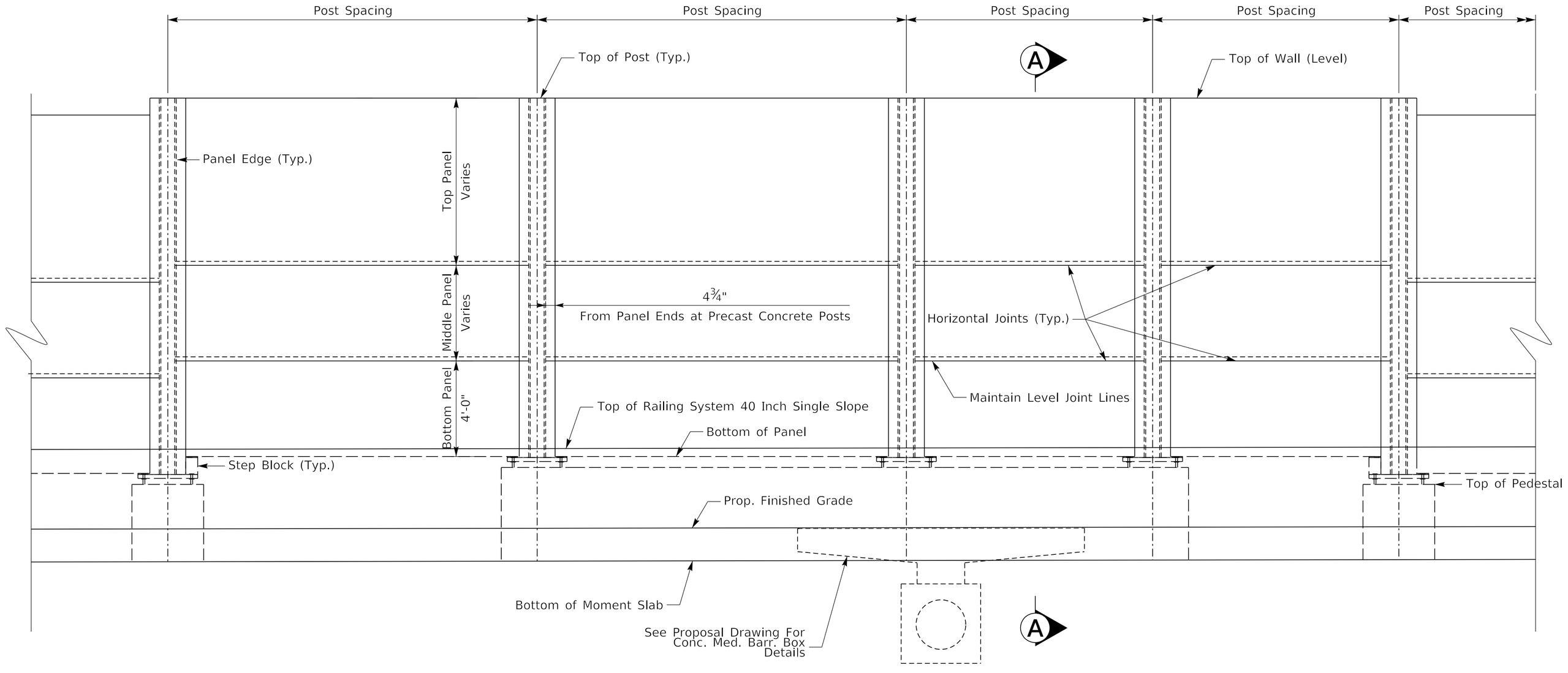
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | J. ZHOU |

GENERAL PLAN INFORMATION (1 OF 2)
CROSSING
SOUND BARRIER WALL

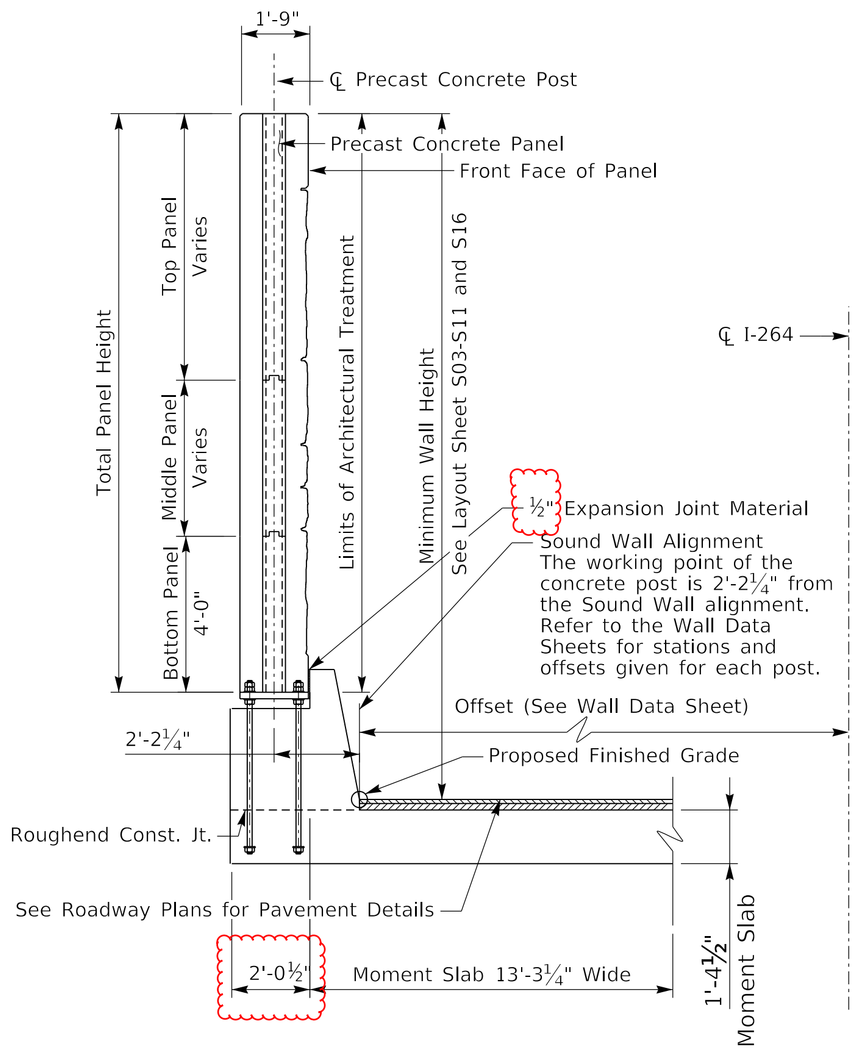
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| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
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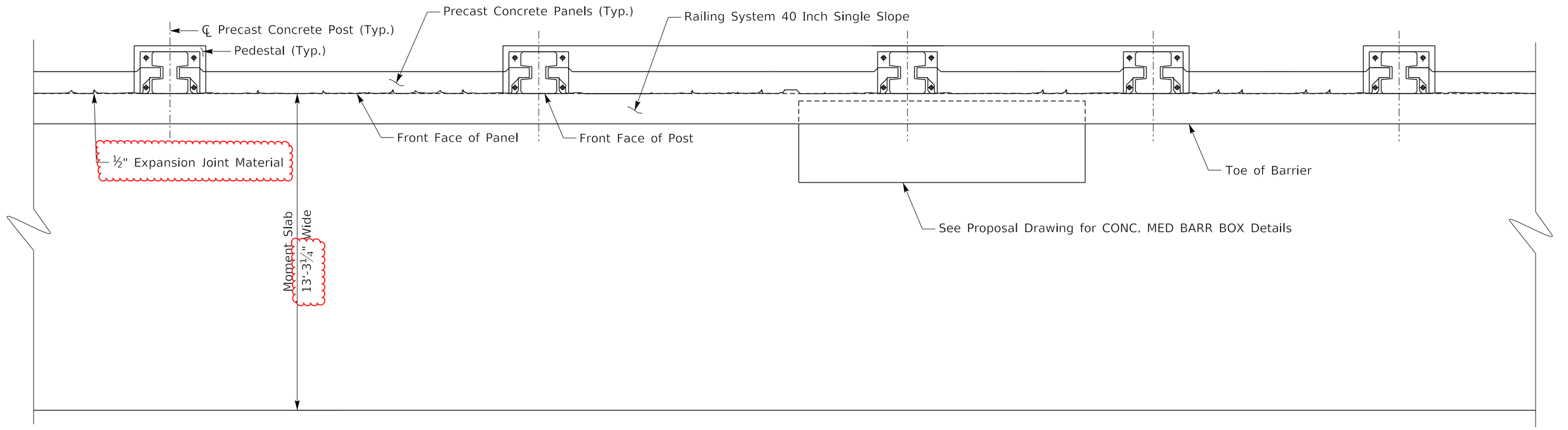



## ELEVATION ALONG FRONT FACE (ROADWAY SIDE)

For Information Only




## SECTION A-A




## PLAN

## NOTES:

1. See Sheet S23-S32 and S36-S37 for Post Spacings
2. See Wall Data Table Sheets for Panel Details

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

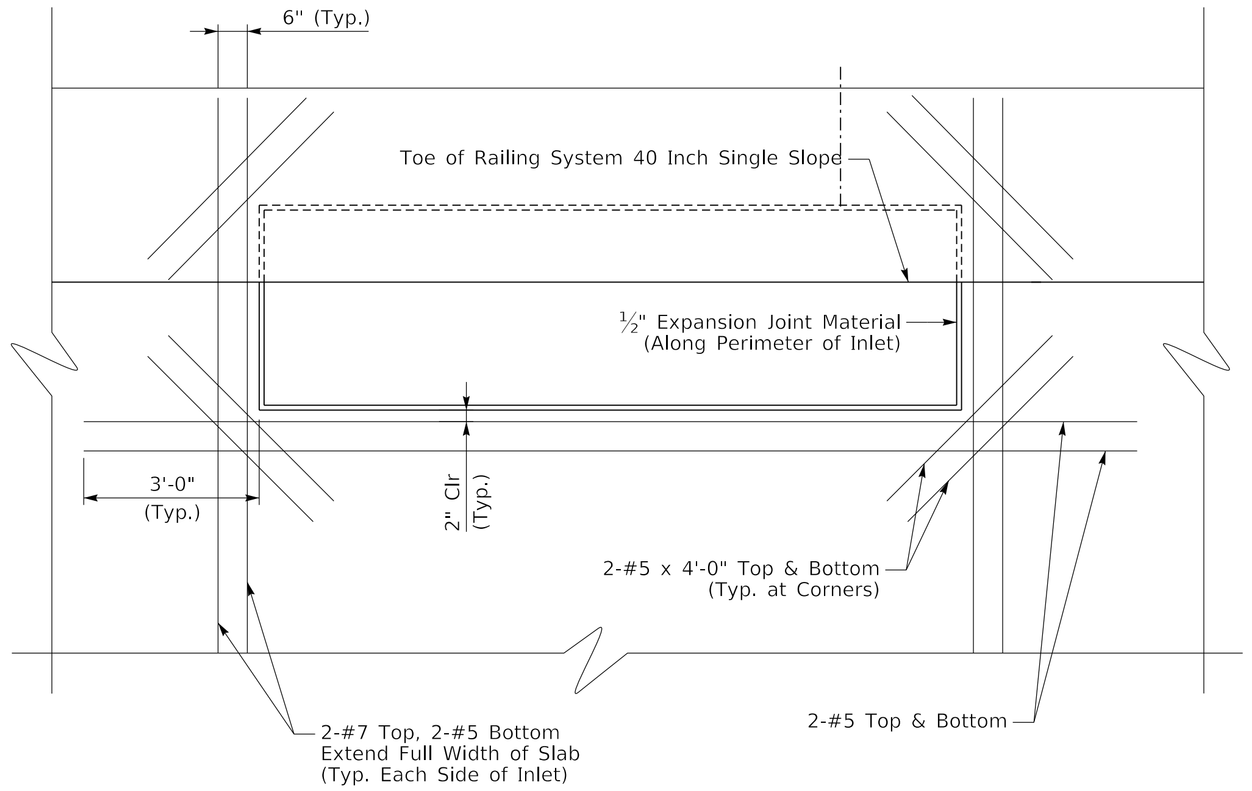
| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | J. ZHOU |

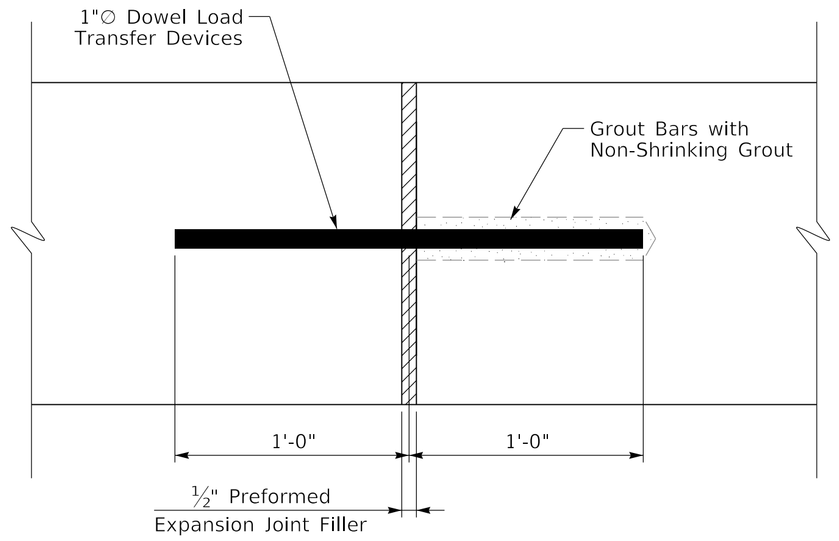
GENERAL PLAN INFORMATION (1 OF 2)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S43 | 28951 |



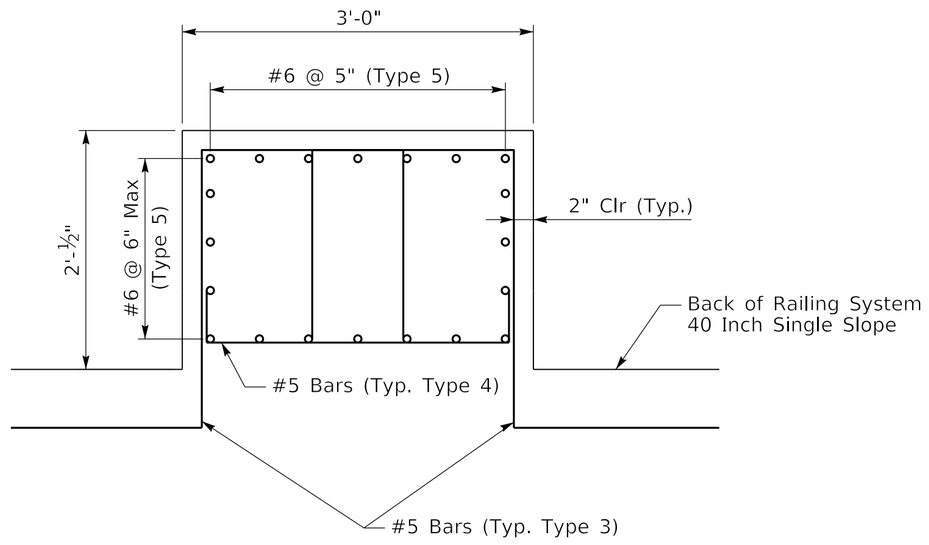

## PLAN - DETAILS AT INLET

Moment Slab Rebar Not Shown for Clarity

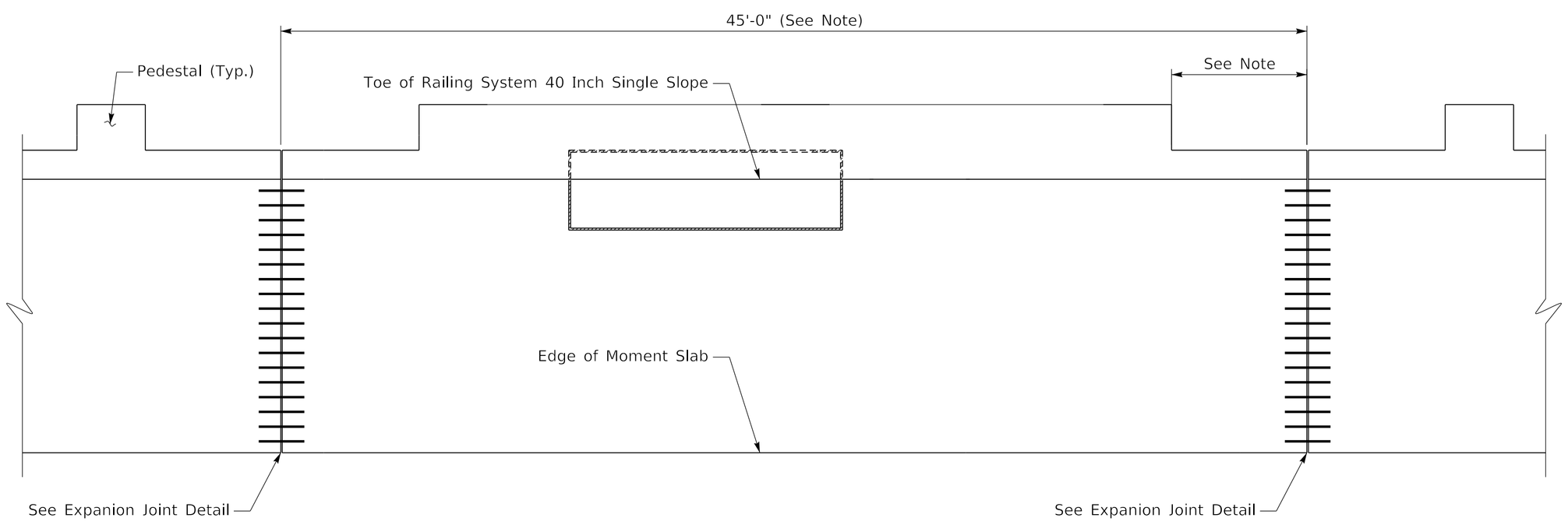



## EXPANSION JOINT DETAIL

NOTE: The cost of drilling holes, grouting, and epoxy bonding material shall be incidental to the cost of "Rail System Single Slope - 40 IN".




## PLAN - DETAILS AT PEDESTAL



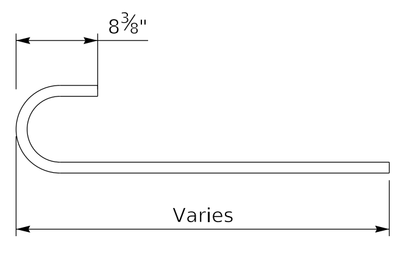

## EXPANSION JOINT LOCATION

Rebar Not Shown for Clarity

## NOTE

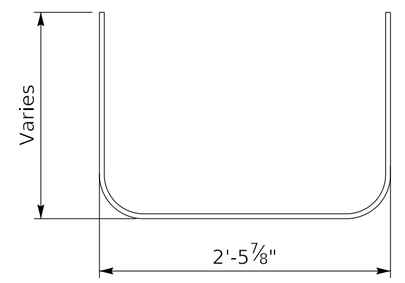
The spacing of expansion joints in the moment slab shall not be greater than 45'-0".

See proposal drawing for CONC. MED BARR BOX detais. Contrary to placing the expansion joints specified in the proposal drawing for CONC. MED BARR BOX, expansion joints should be located between concrete posts and away from concrete drainage boxes and concrete posts. Expansion joints shall not be less than 3 feet closer to the pedestal edges.



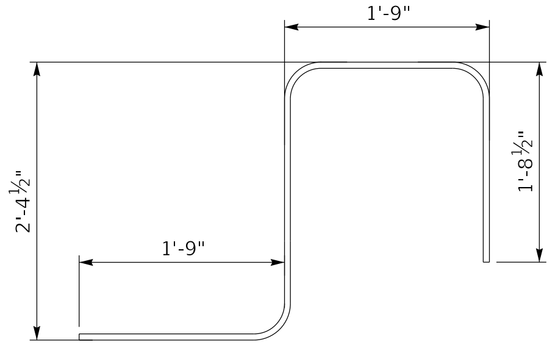

TYPE 1 BAR

#6



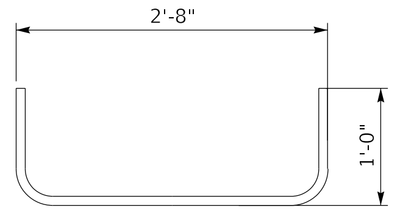

TYPE 2 BAR

#4



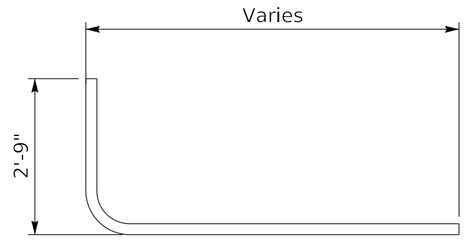

TYPE 3 BAR

#5



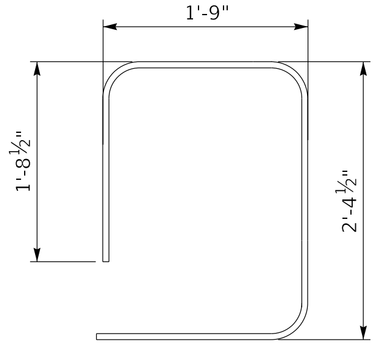

TYPE 4 BAR

#5




TYPE 5 BAR

#6



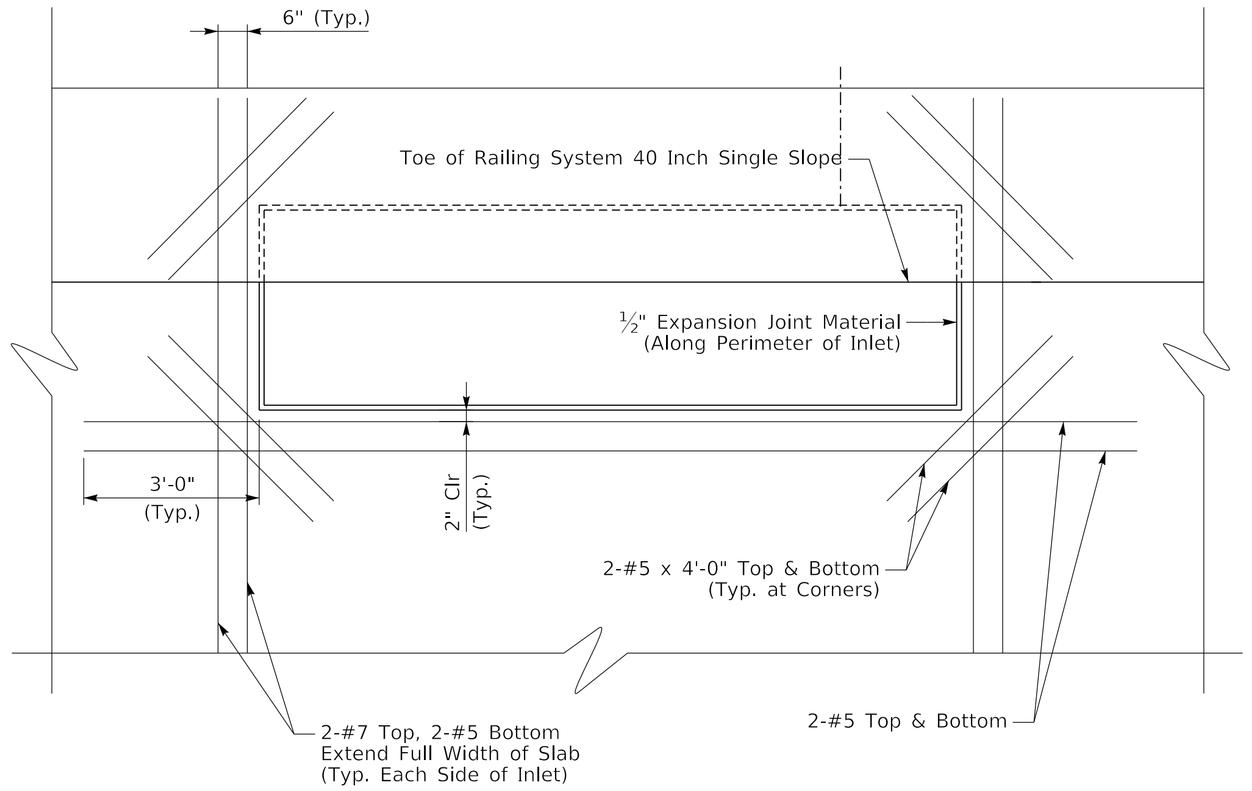

TYPE 6 BAR

#5

## BAR TYPES

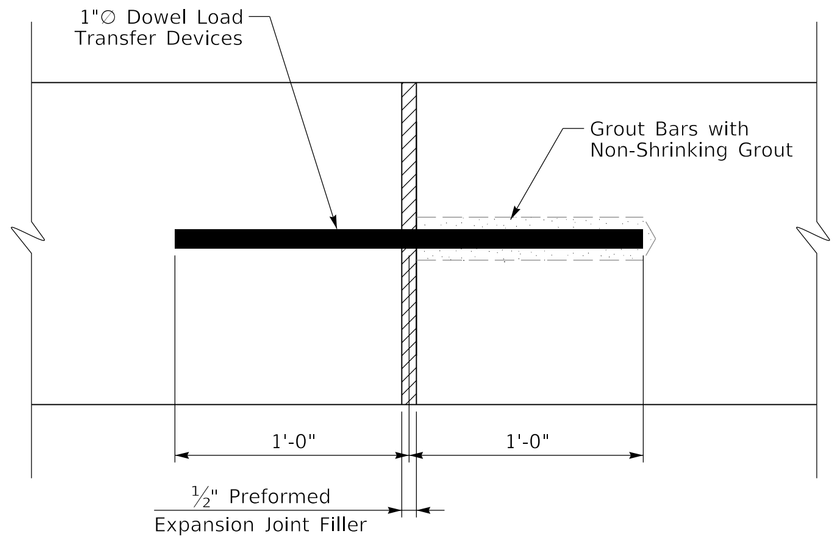
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION / DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | MOMENT SLAB DETAILS (2 OF 3) | ROUTE | ITEM NO. / COUNTY OF |
| | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING | I-264 | 5-804.00 / JEFFERSON |
| | | | DETAILED BY: I. SHAH | M. AMIN | SOUND BARRIER WALL | | SHEET NO. / DRAWING NUMBER<br>S46 / 28951 |

MicroStation v10.16.2.251 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$



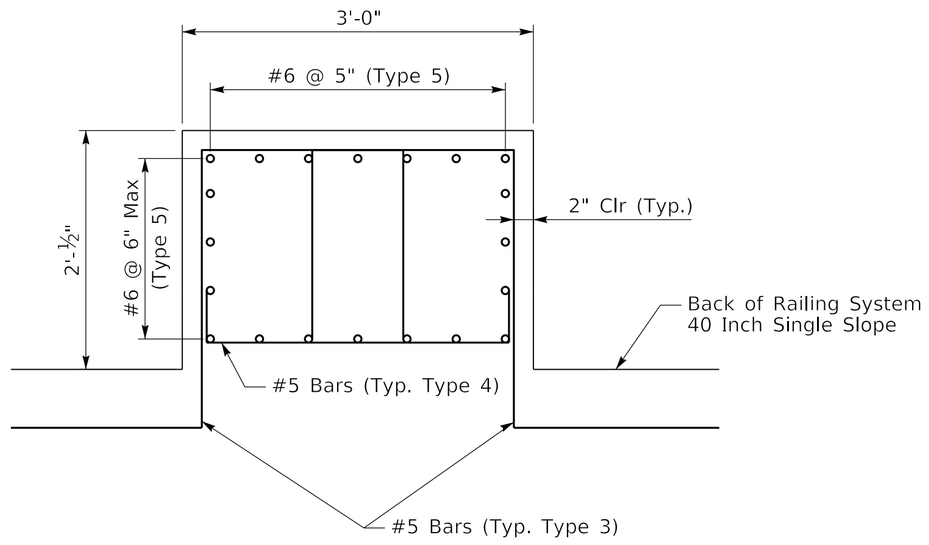

## PLAN - DETAILS AT INLET

Moment Slab Rebar Not Shown for Clarity

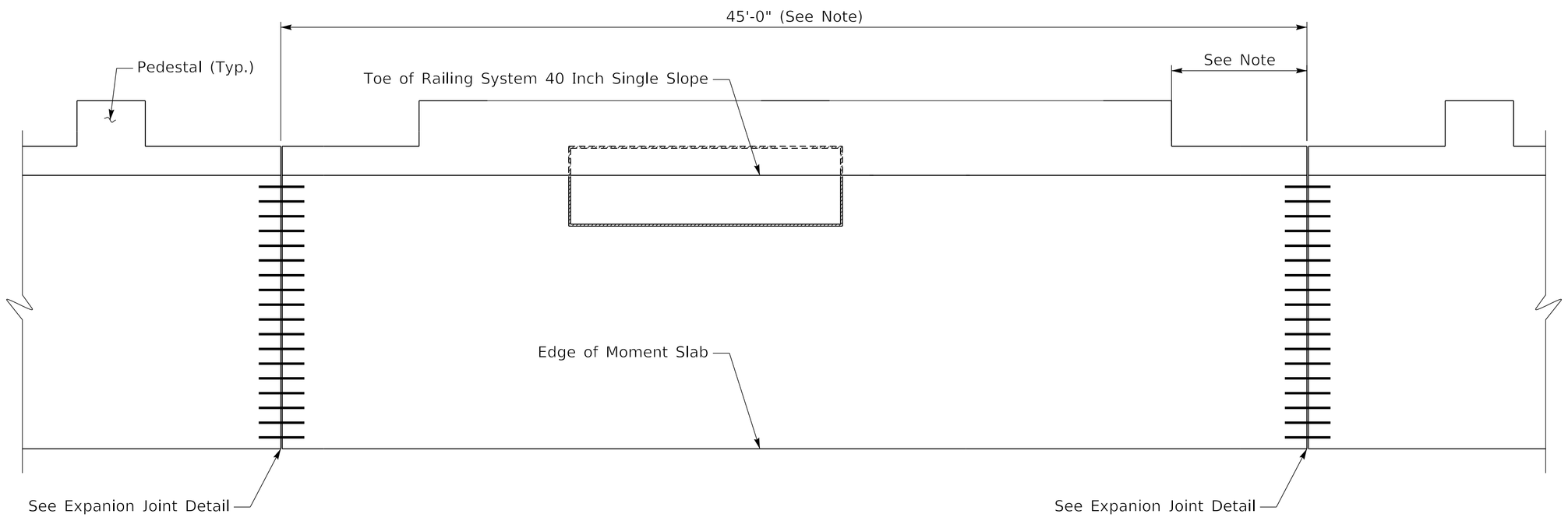



## EXPANSION JOINT DETAIL

NOTE: The cost of drilling holes, grouting, and epoxy ~~bonding material shall be incidental~~ to the cost of "Rail System Single Slope - 40 IN".




## PLAN - DETAILS AT PEDESTAL



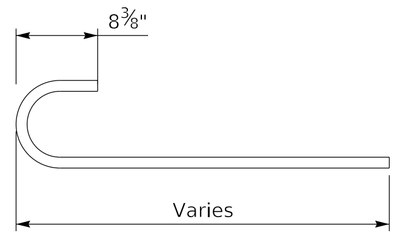

## EXPANSION JOINT LOCATION

Rebar Not Shown for Clarity

## NOTE

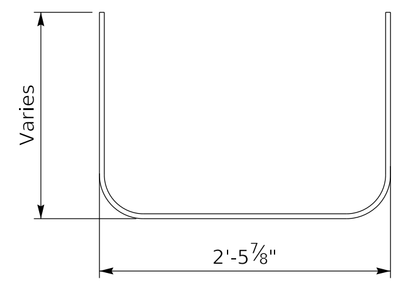
The spacing of expansion joints in the moment slab shall not be greater than 45'-0".

See proposal drawing for CONC. MED BARR BOX detais. Contrary to placing the expansion joints specified in the proposal drawing for CONC. MED BARR BOX, expansion joints should be located between concrete posts and away from concrete drainage boxes and concrete posts. Expansion joints shall not be less than 3 feet closer to the pedestal edges.



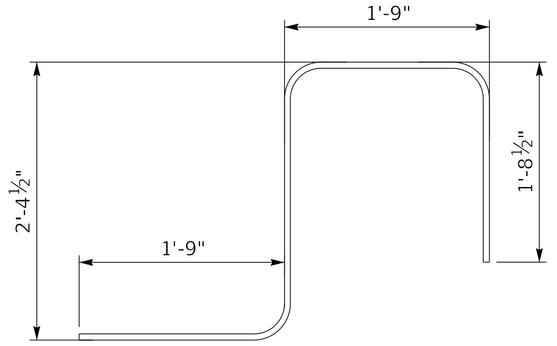

TYPE 1 BAR

#6



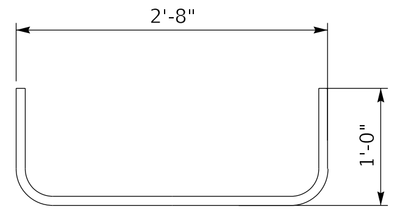

TYPE 2 BAR

#4



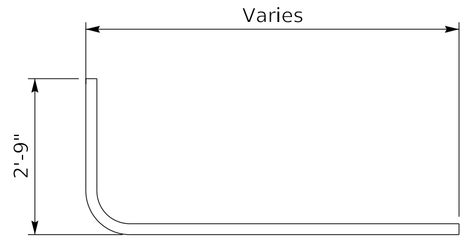

TYPE 3 BAR

#5



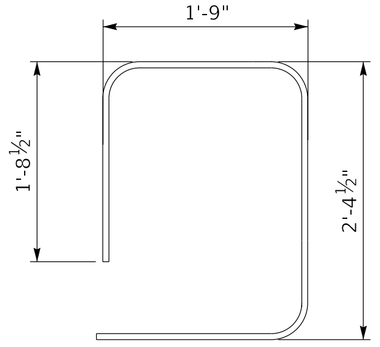

TYPE 4 BAR

#5




TYPE 5 BAR

#6



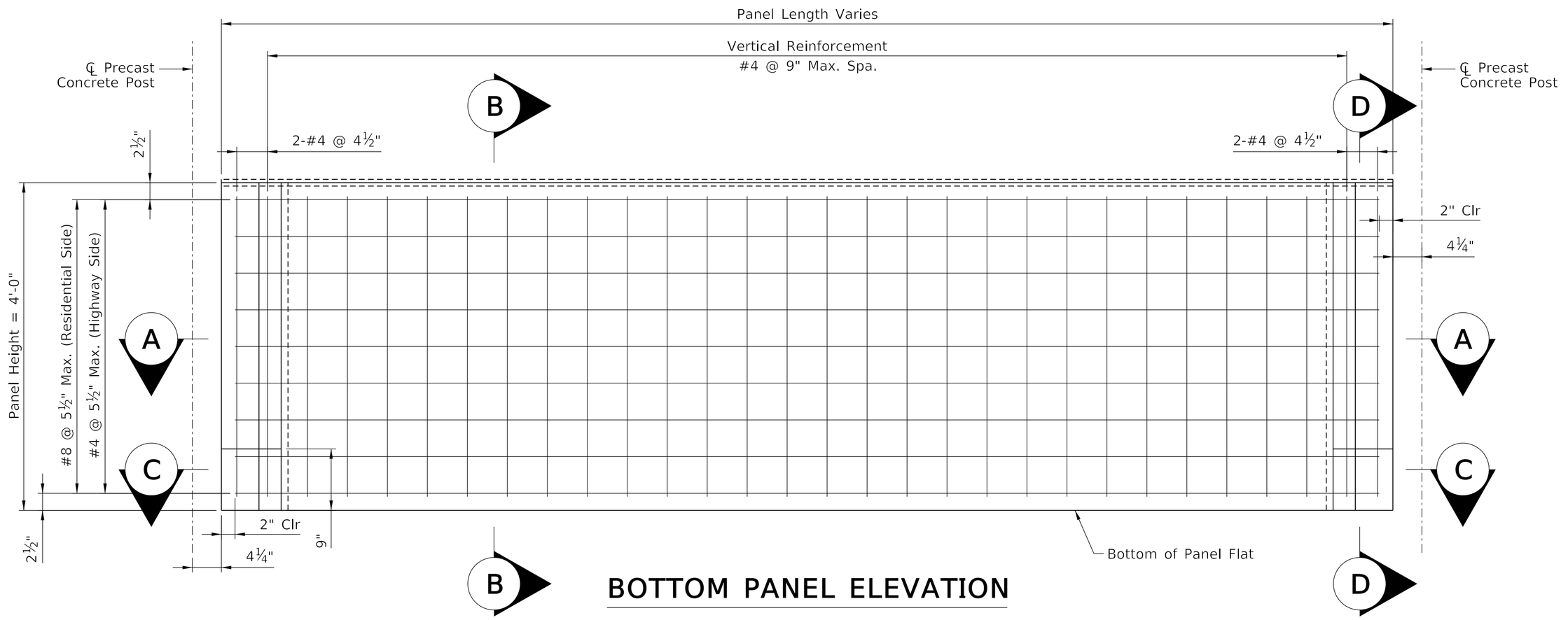

TYPE 6 BAR

#5

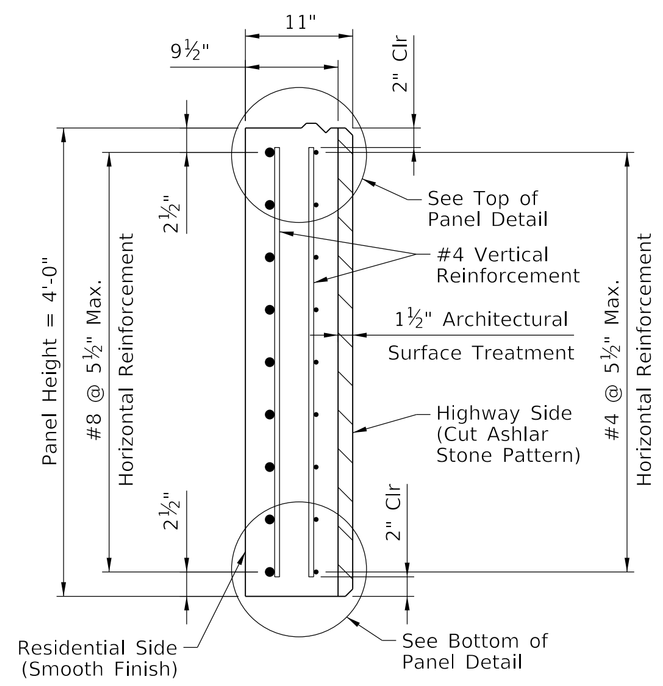
## BAR TYPES

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION | DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | MOMENT SLAB DETAILS (2 OF 3) | ROUTE | ITEM NO. | COUNTY OF |
| | Revised 03/03/25 | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING | I-264 | 5-804.00 | JEFFERSON |
| | | | | DETAILED BY: I. SHAH | M. AMIN | SOUND BARRIER WALL | | SHEET NO. S46 | DRAWING NUMBER 28951 |

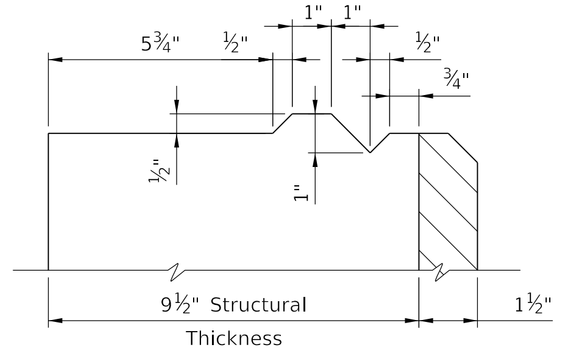
MicroStation v10.16.2.251 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$



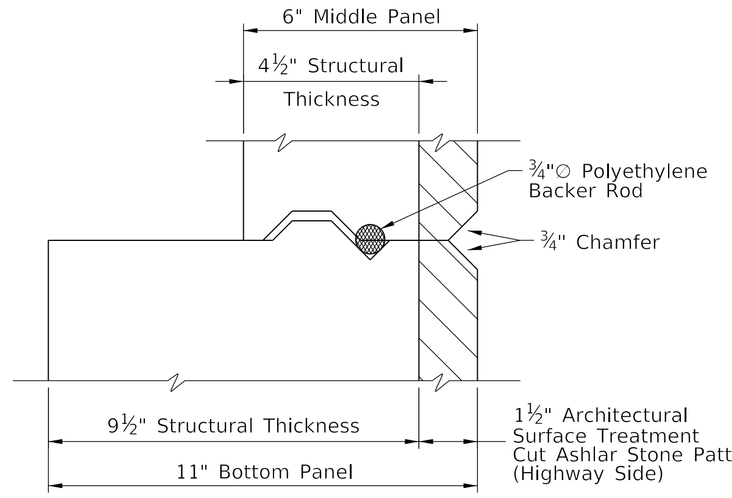

## BOTTOM PANEL ELEVATION



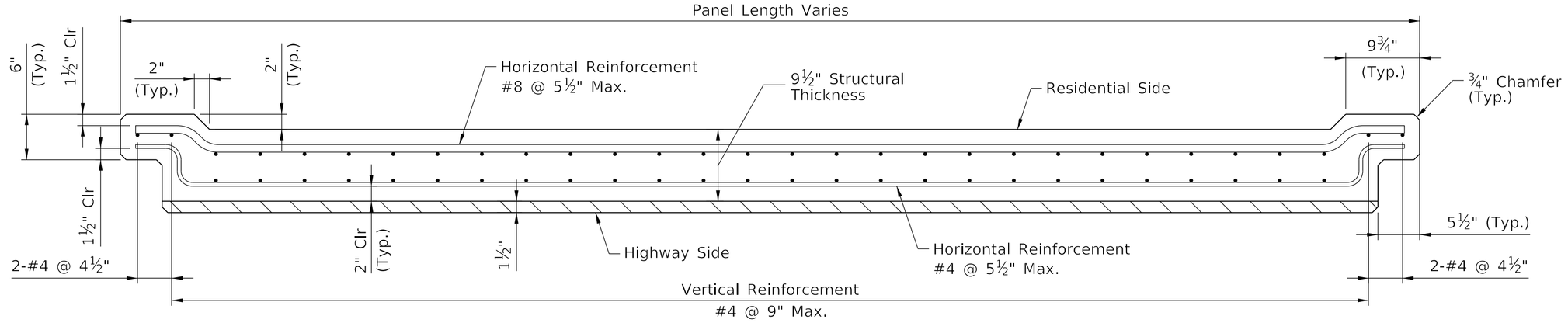

## SECTION B-B



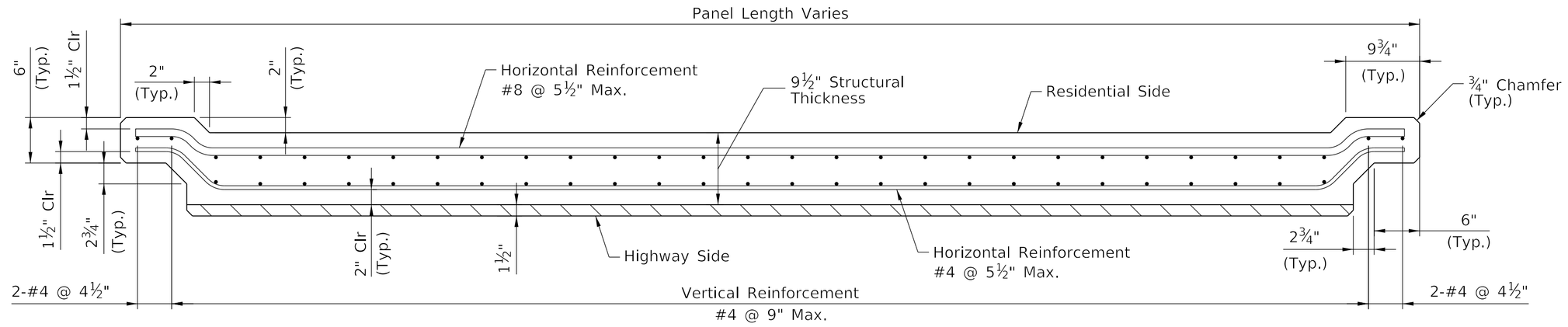

## TOP OF PANEL DETAIL



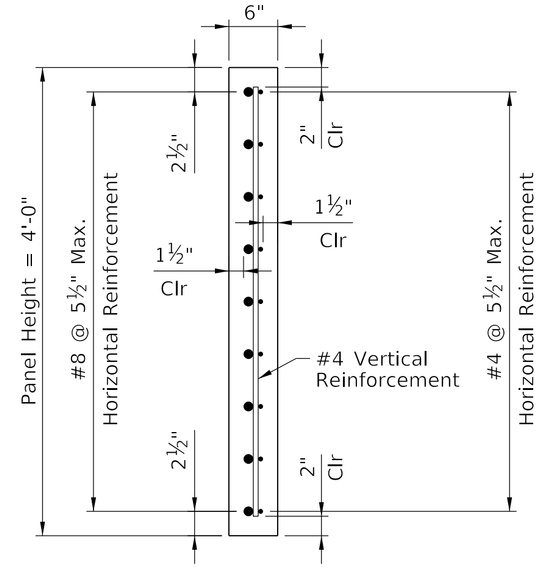

## PANEL KEYWAY DETAIL



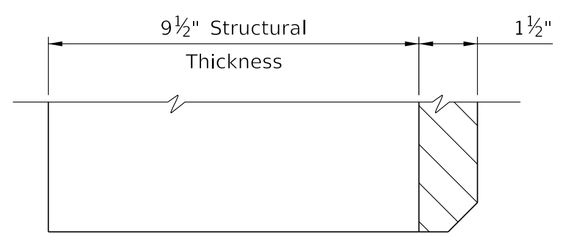

## SECTION A-A




## SECTION C-C




## SECTION D-D




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

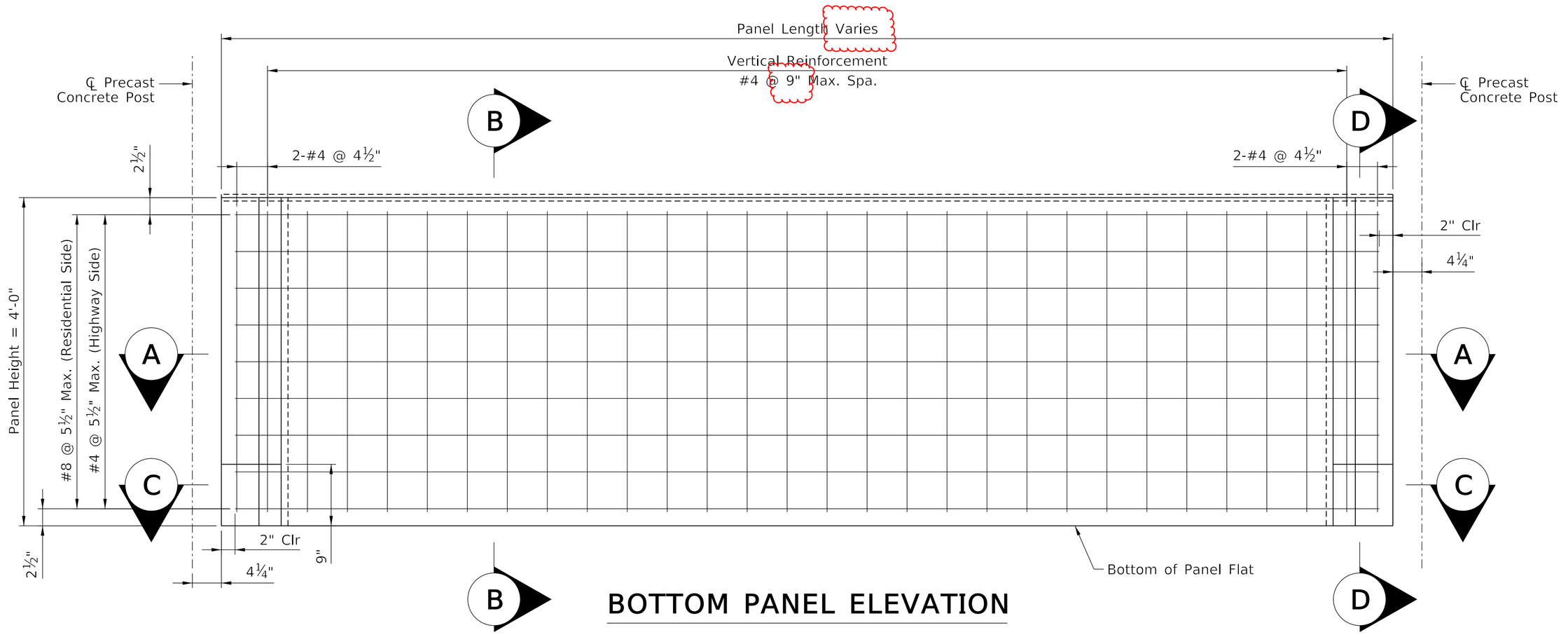
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

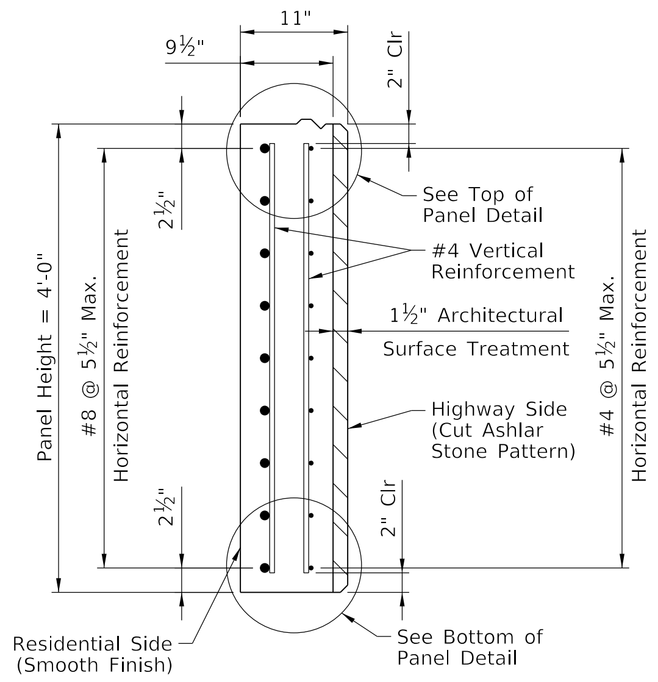
PANELS (1 OF 9)

CROSSING
SOUND BARRIER WALL

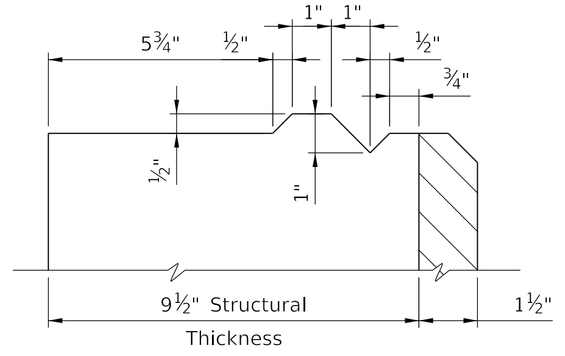
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S48 | 28951 |



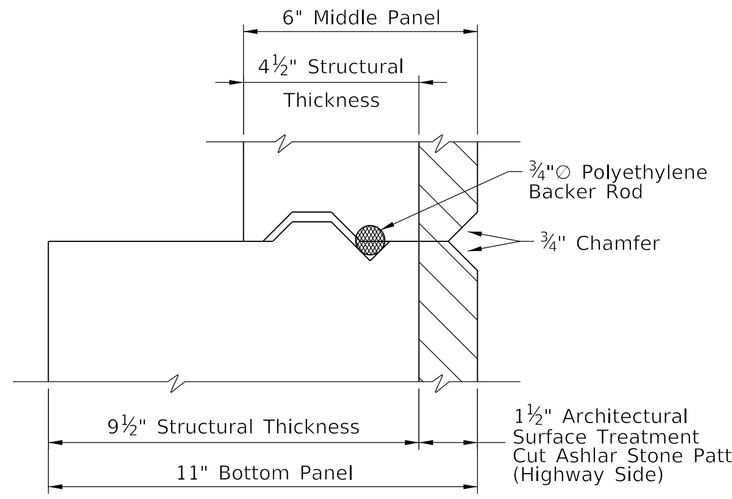

## BOTTOM PANEL ELEVATION



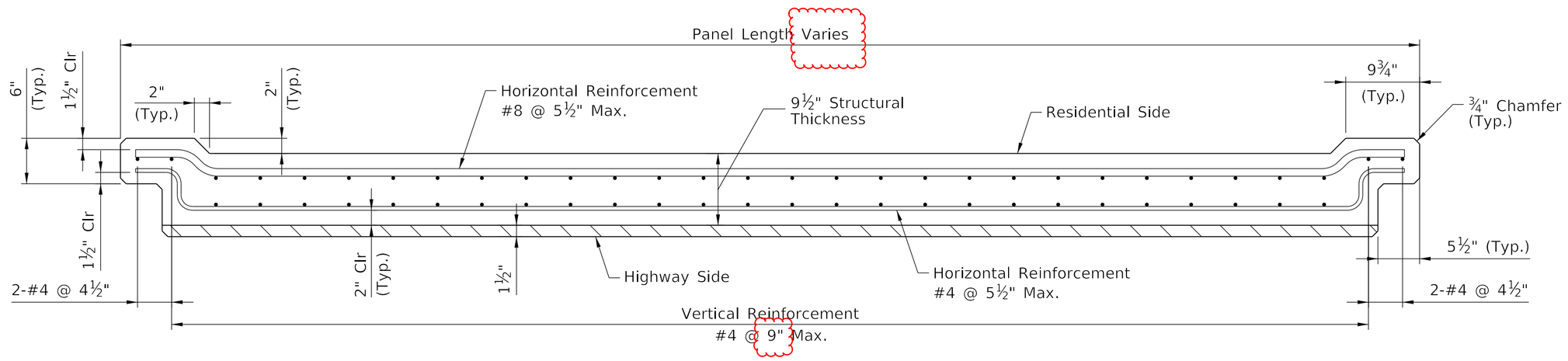

## SECTION B-B



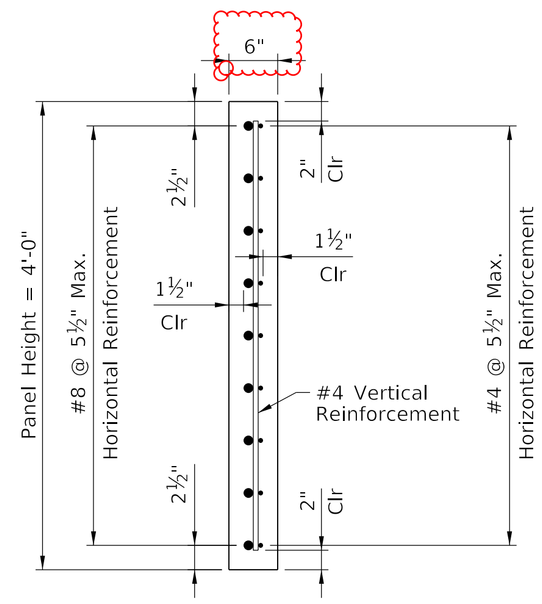

## TOP OF PANEL DETAIL



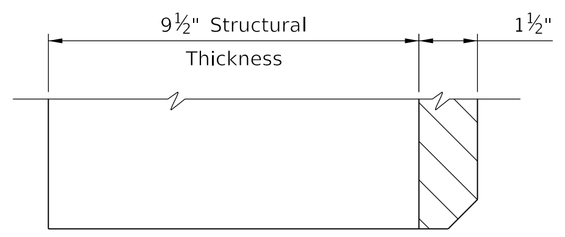

## PANEL KEYWAY DETAIL



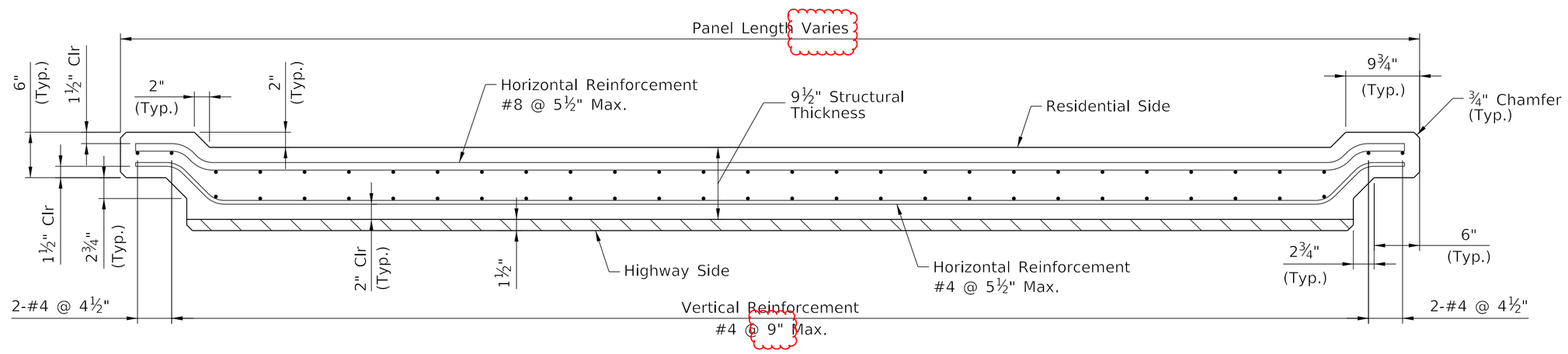

## SECTION A-A




## SECTION D-D




## BOTTOM OF PANEL DETAIL




## SECTION C-C

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

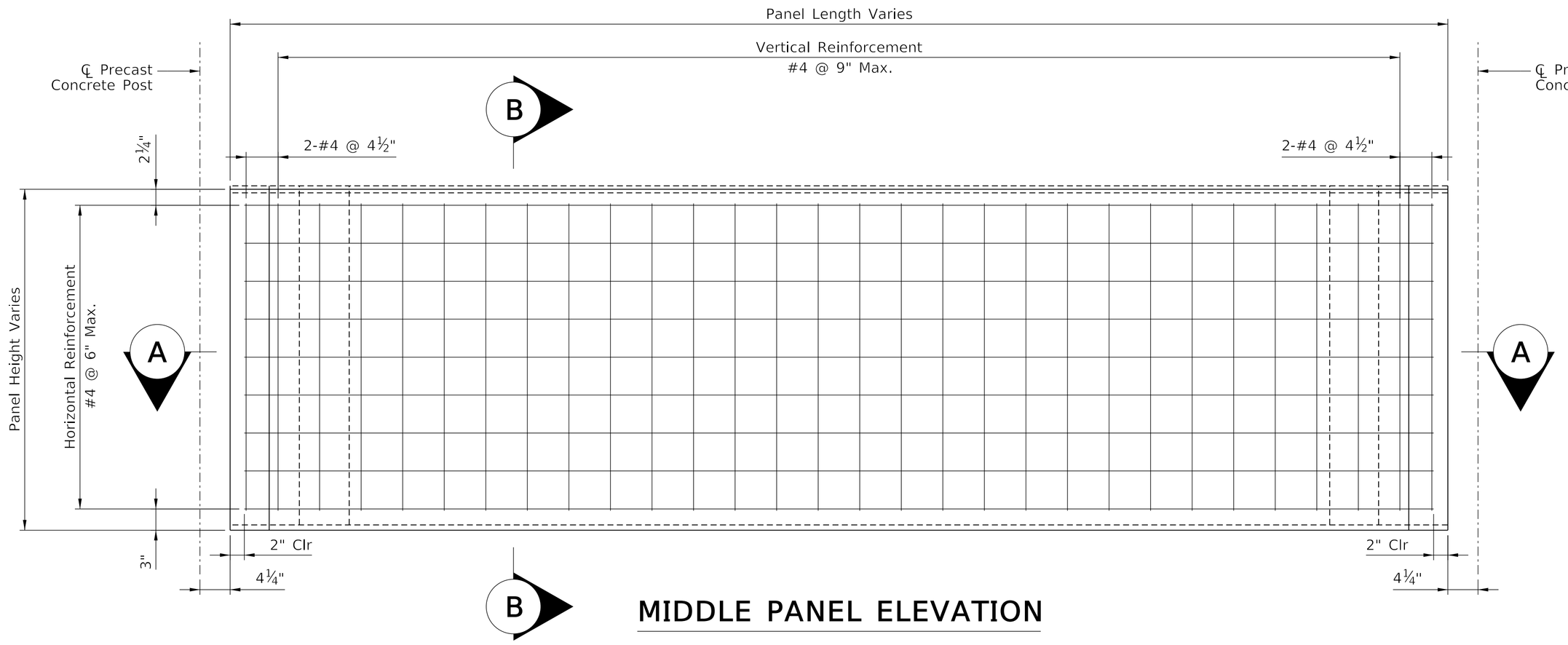
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

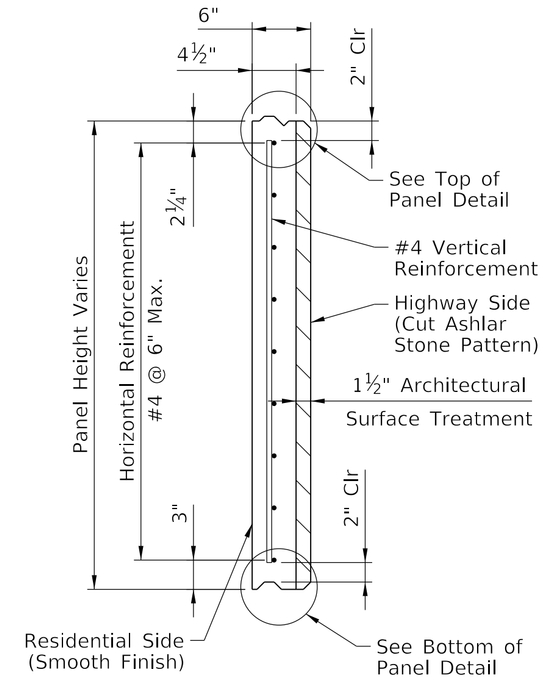
PANELS (1 OF 9)

CROSSING
SOUND BARRIER WALL

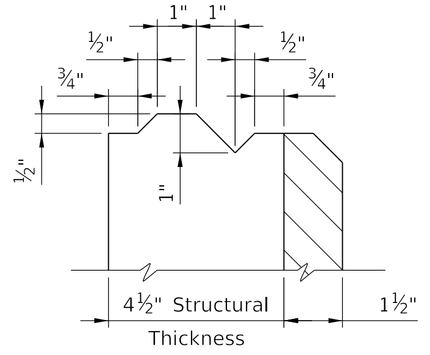
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S48 | 28951 |



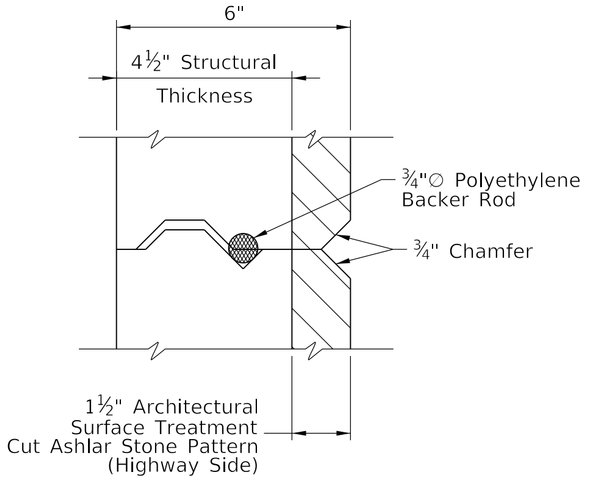

## MIDDLE PANEL ELEVATION



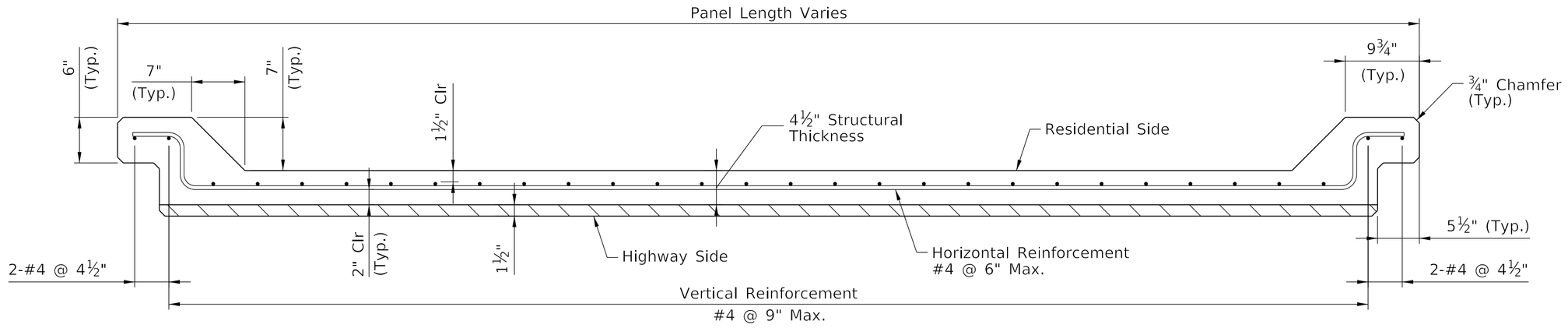

## SECTION B-B



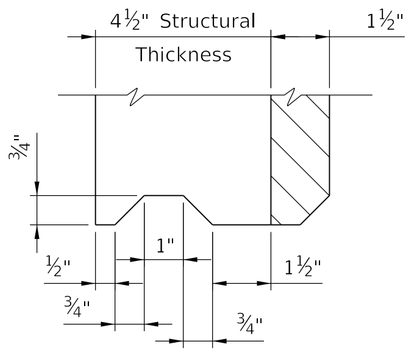

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

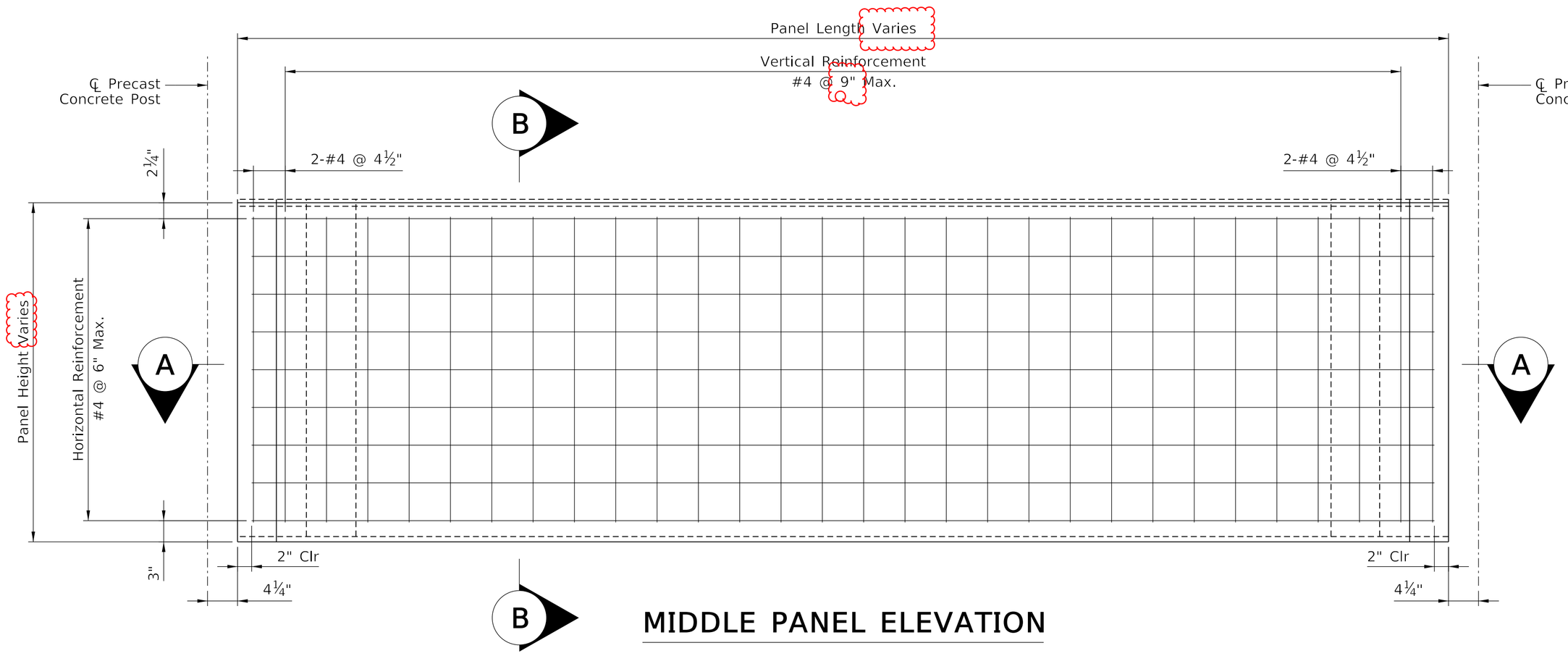
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

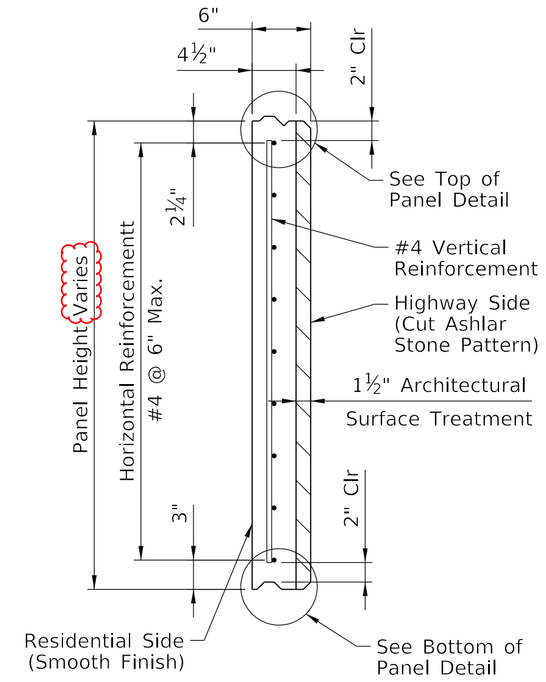
PANELS (2 OF 9)

CROSSING
SOUND BARRIER WALL

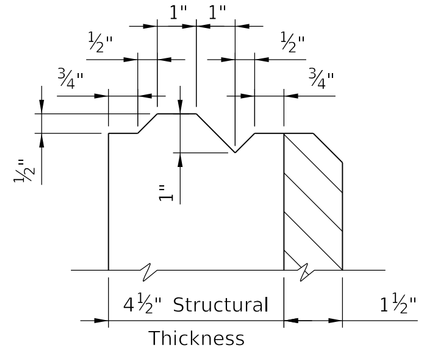
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S49 | 28951 |



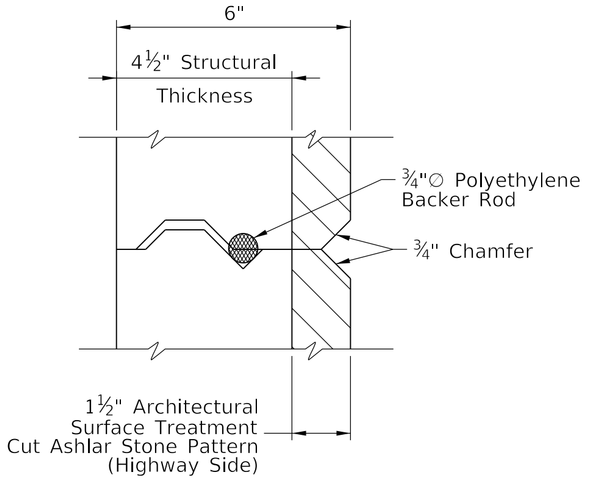

## MIDDLE PANEL ELEVATION



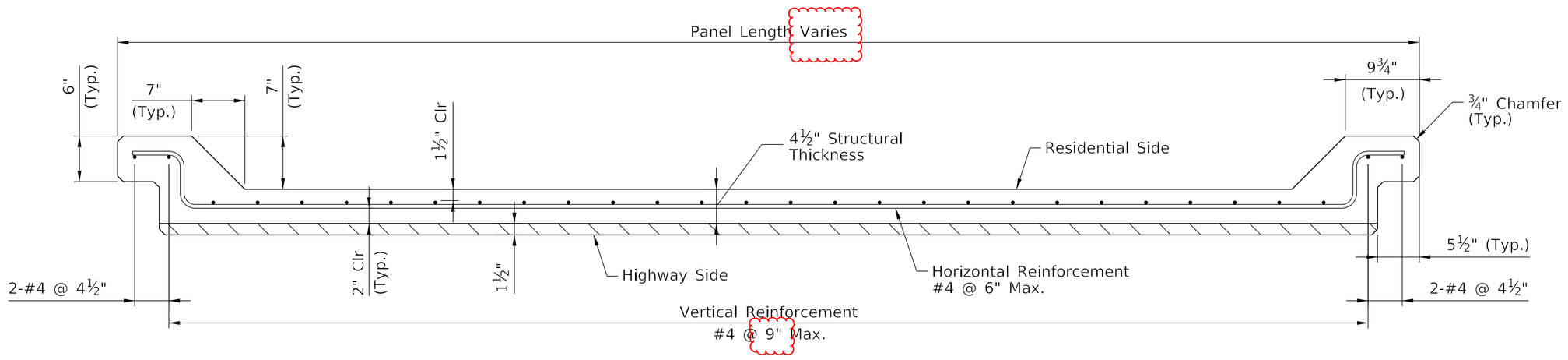

## SECTION B-B



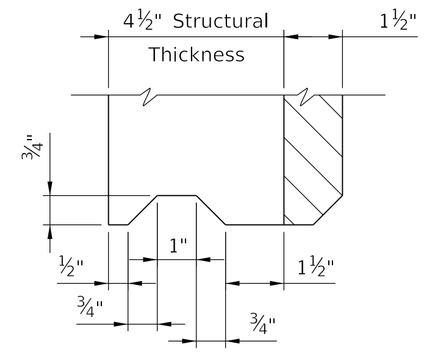

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Action Cabinet

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

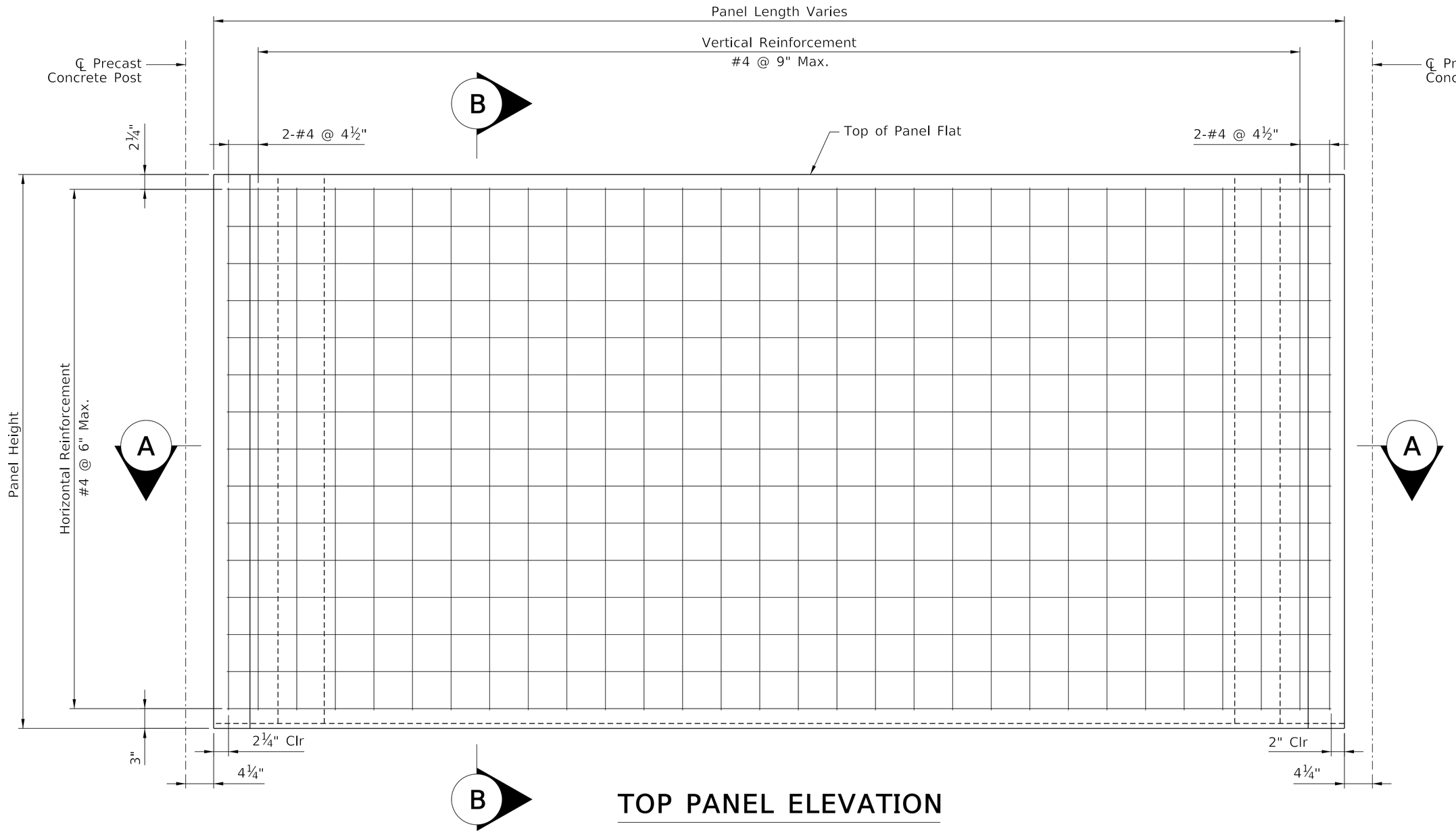
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

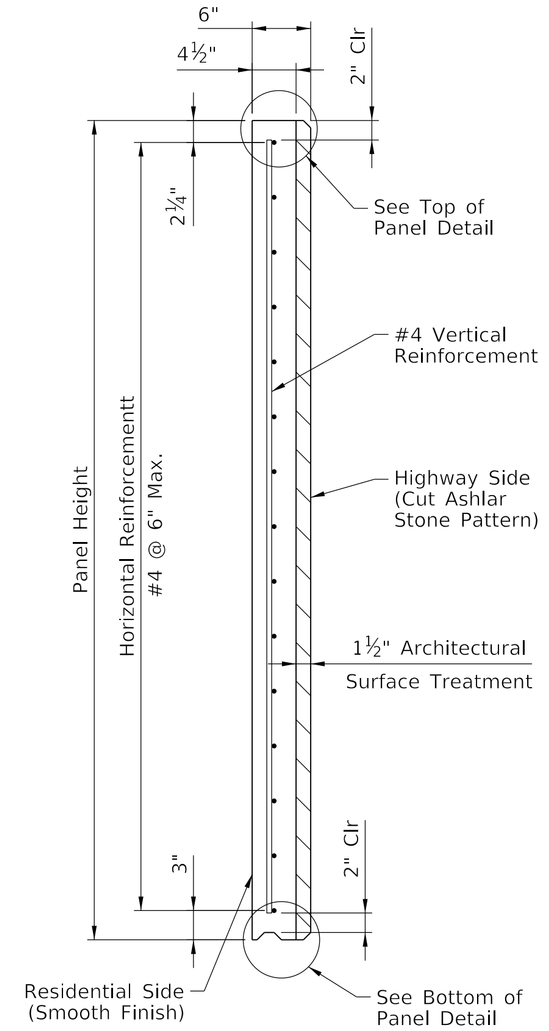
PANELS (2 OF 9)

CROSSING
SOUND BARRIER WALL

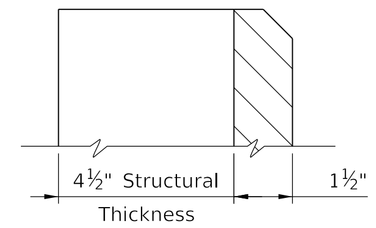
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S49 | 28951 |



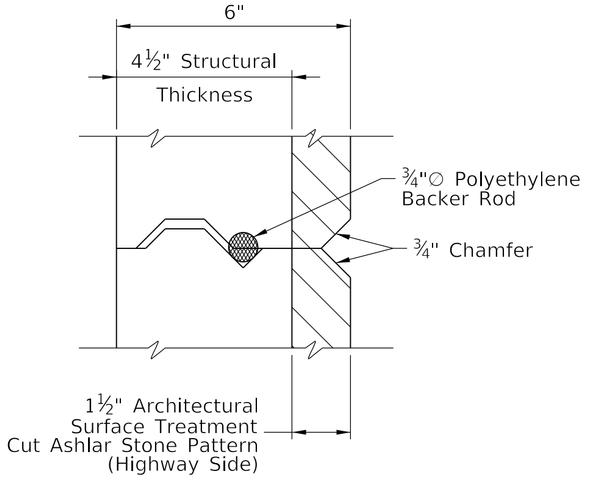

## TOP PANEL ELEVATION



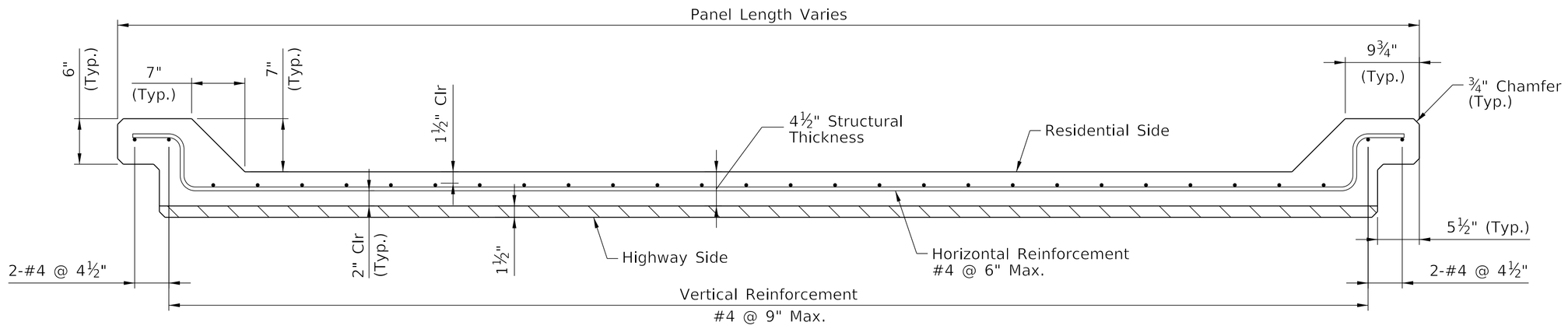

## SECTION B-B



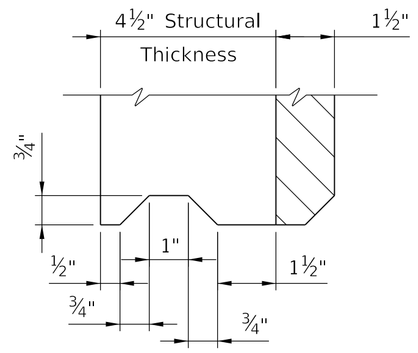

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

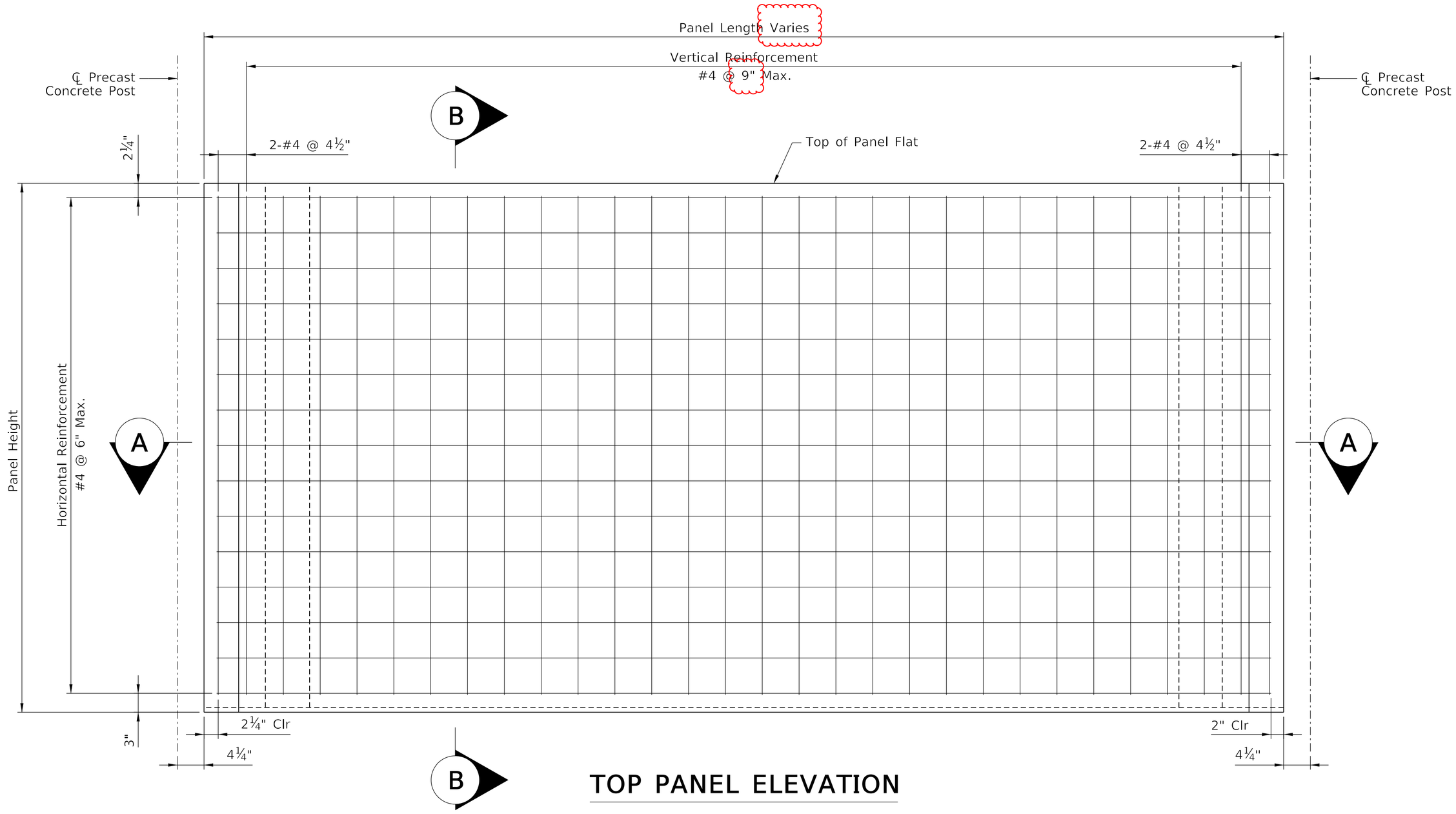
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

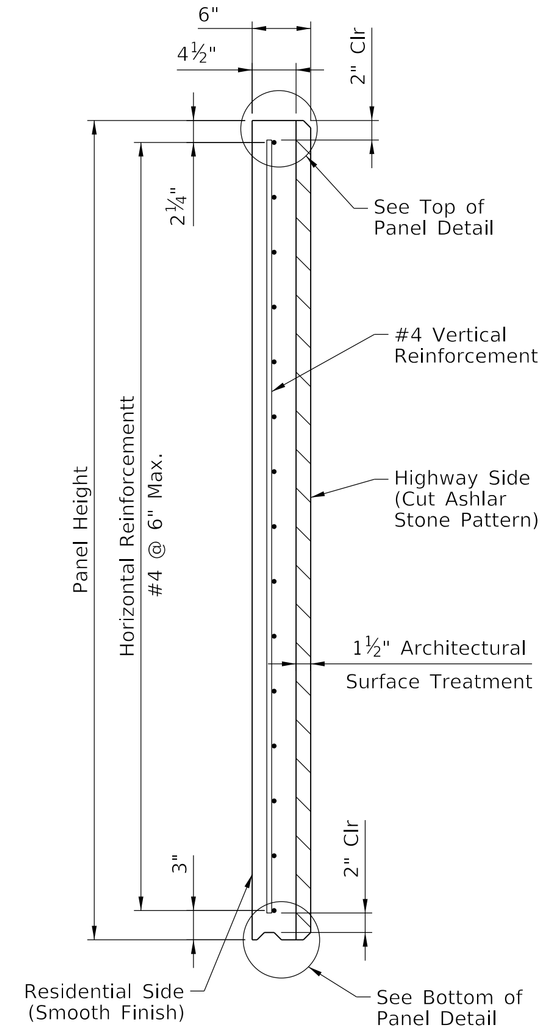
PANELS (3 OF 9)

CROSSING
SOUND BARRIER WALL

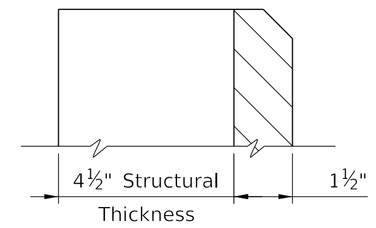
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S50 | 28951 |



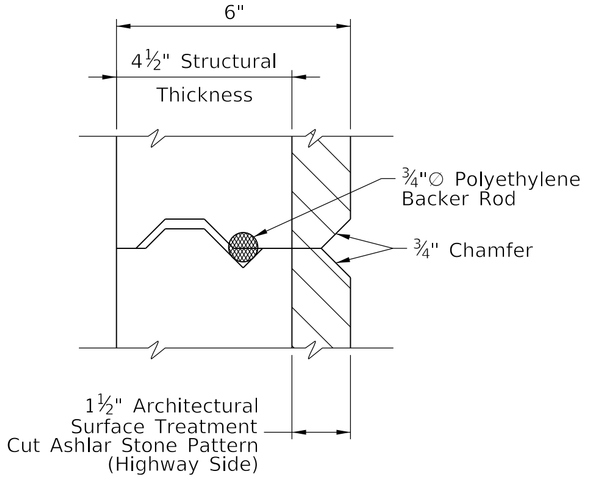

## TOP PANEL ELEVATION



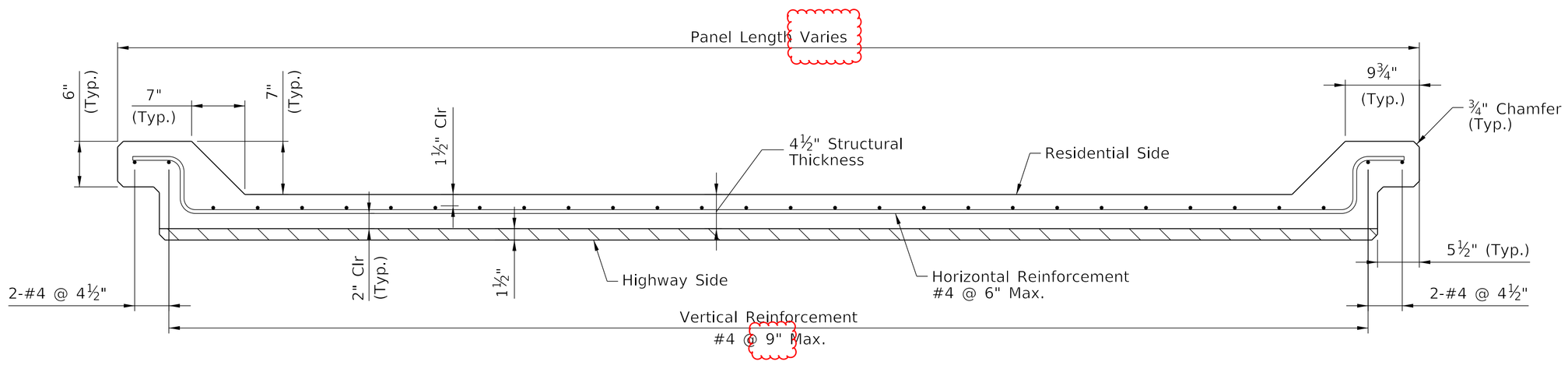

## SECTION B-B



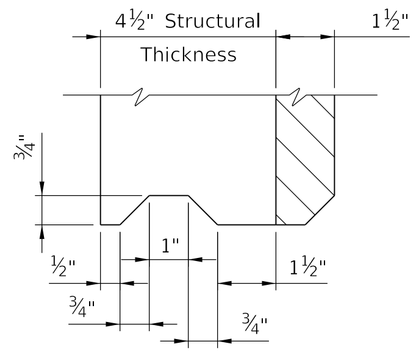

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

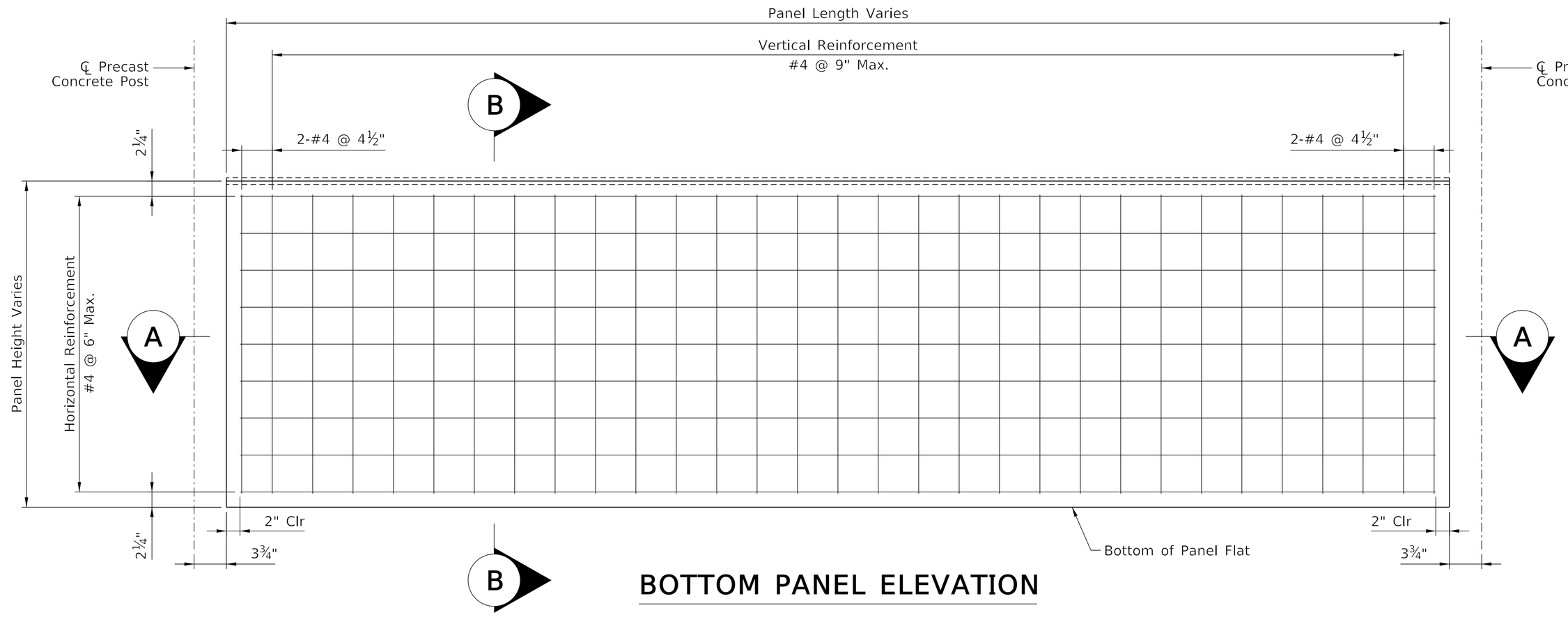
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

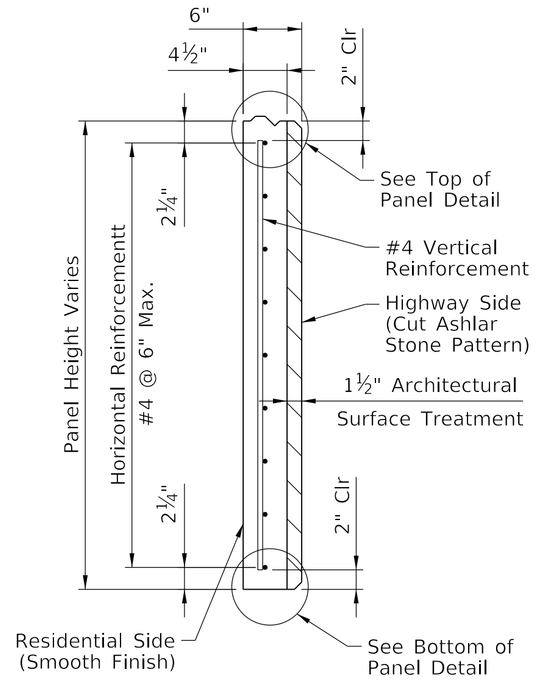
PANELS (3 OF 9)

CROSSING
SOUND BARRIER WALL

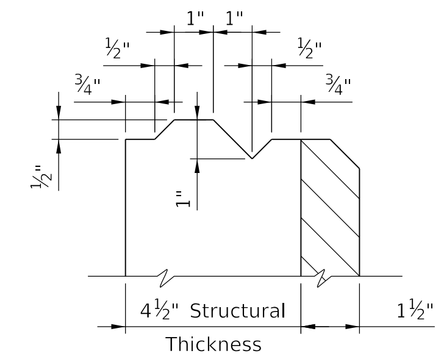
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S50 | 28951 |



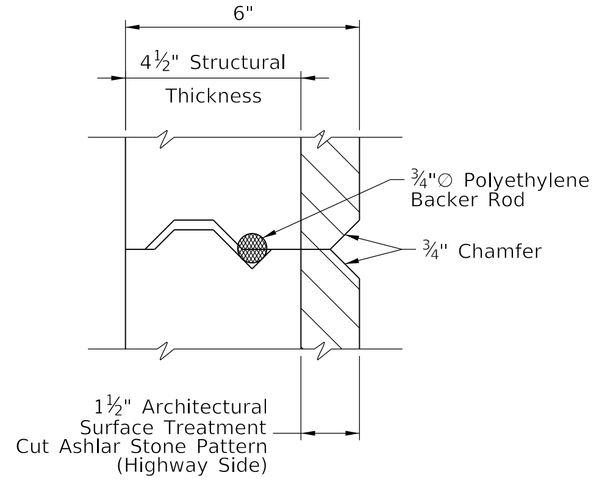

## BOTTOM PANEL ELEVATION



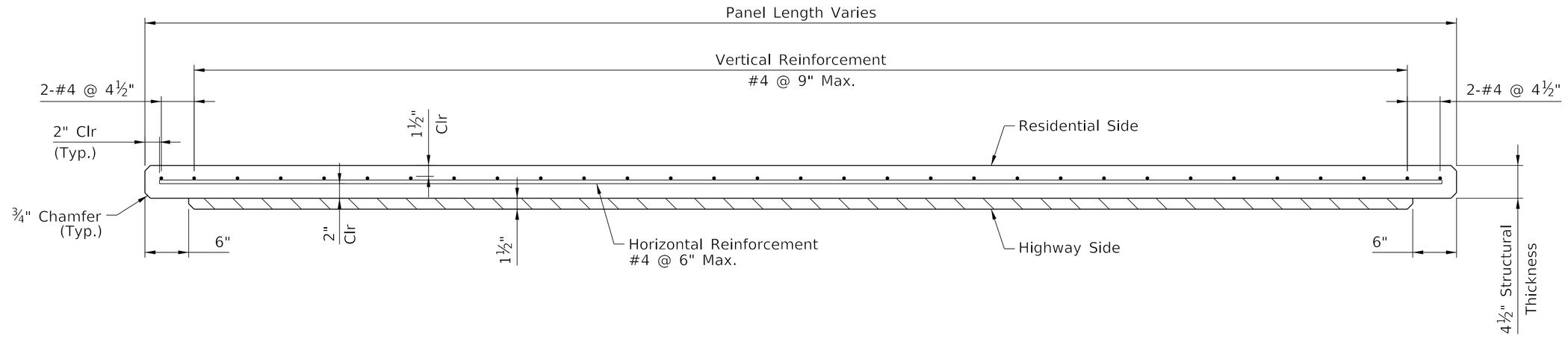

## SECTION B-B



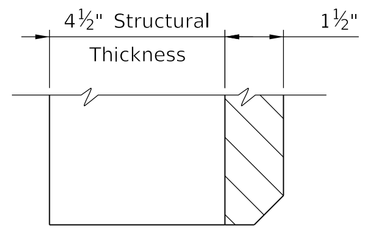

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Action Cabinet

| REVISION | DATE |
|---|---|
| | |
| | |
| | |

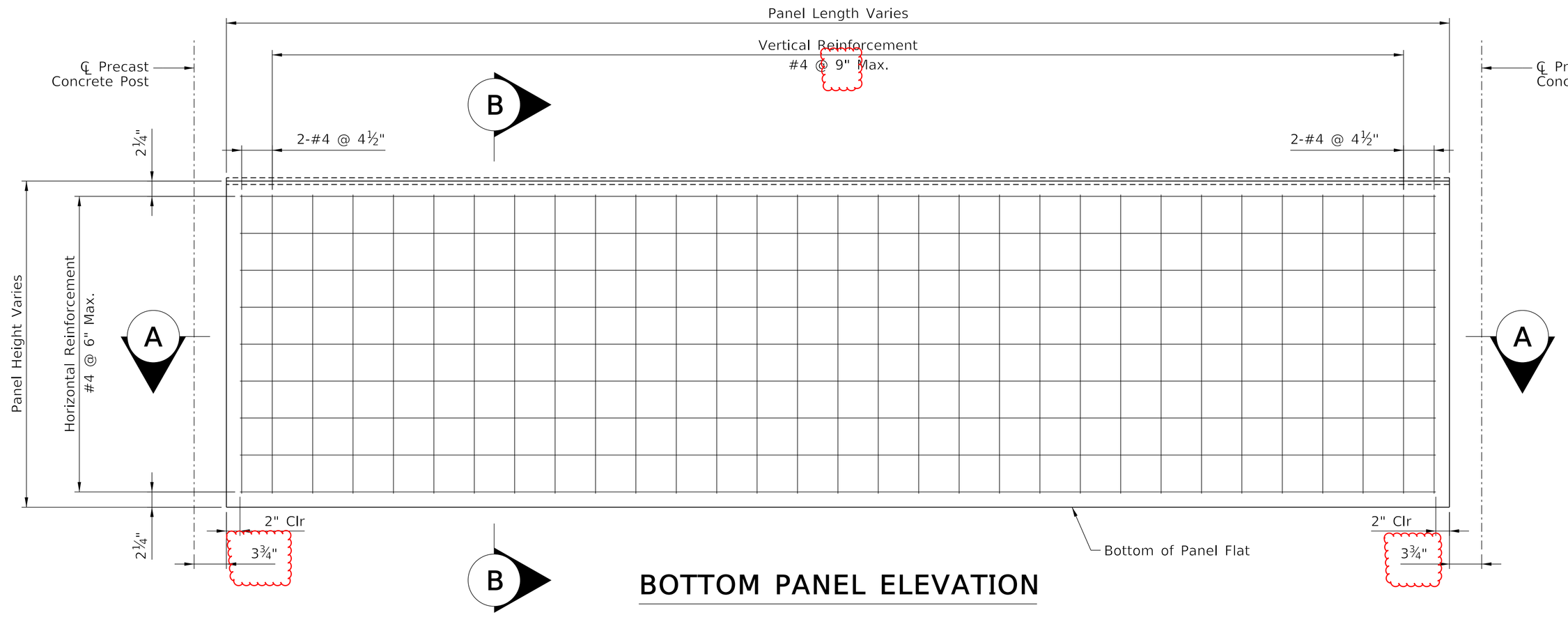
AECOM

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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

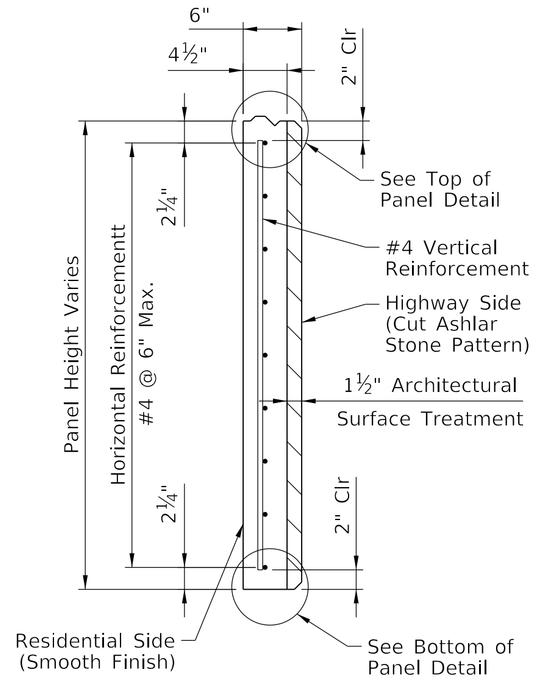
PANELS (4 OF 9)

CROSSING
SOUND BARRIER WALL

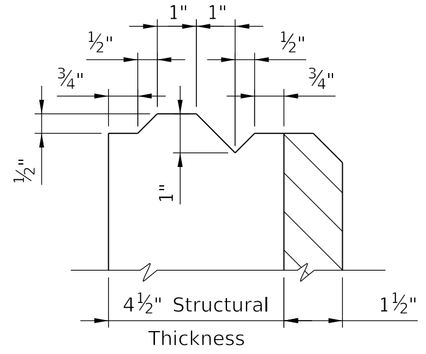
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S51 | 28951 |



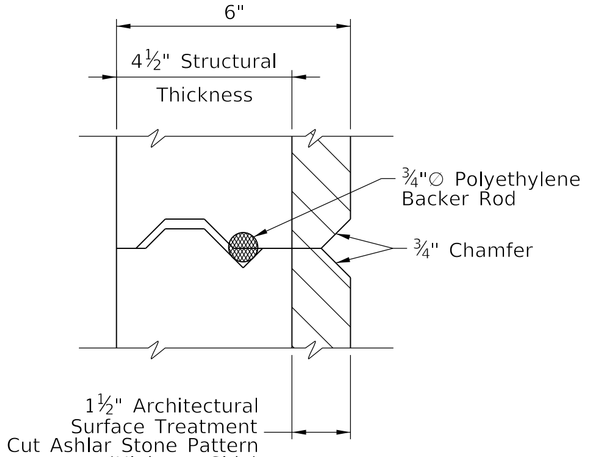

## BOTTOM PANEL ELEVATION



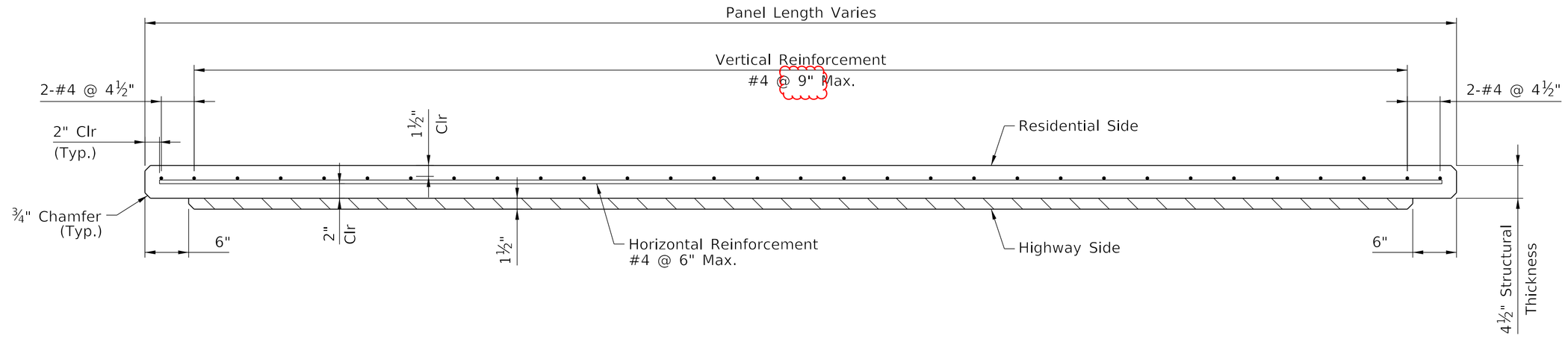

## SECTION B-B



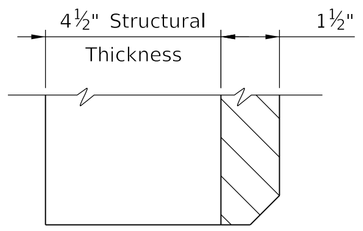

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

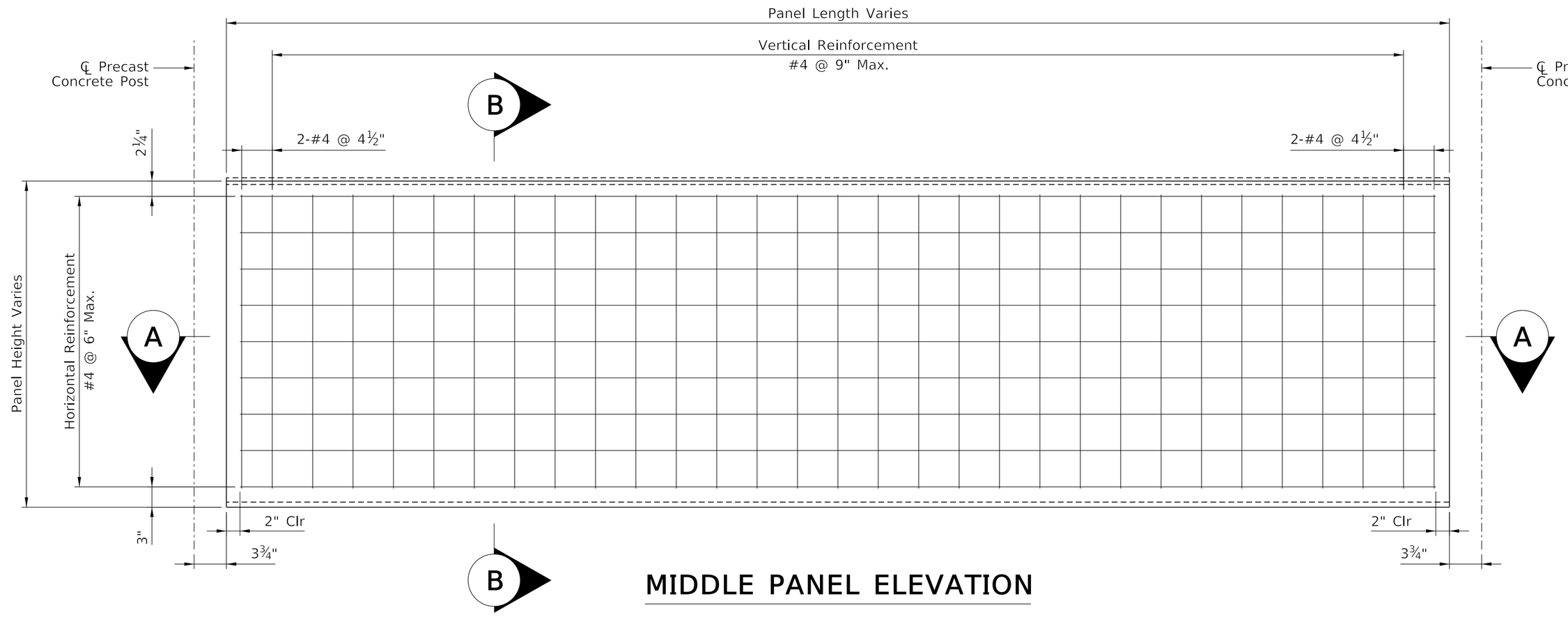
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

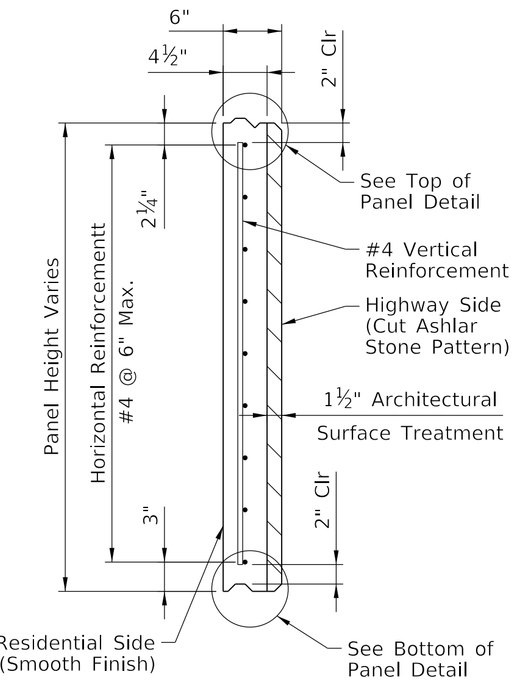
PANELS (4 OF 9)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S51 | 28951 |

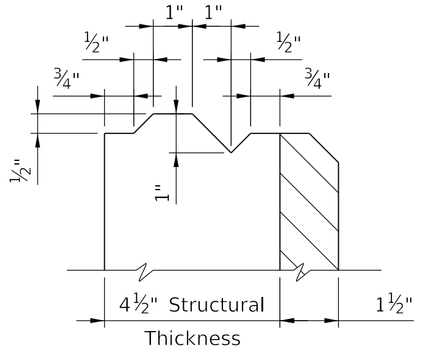
MicroStation v10.16.2.251 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$



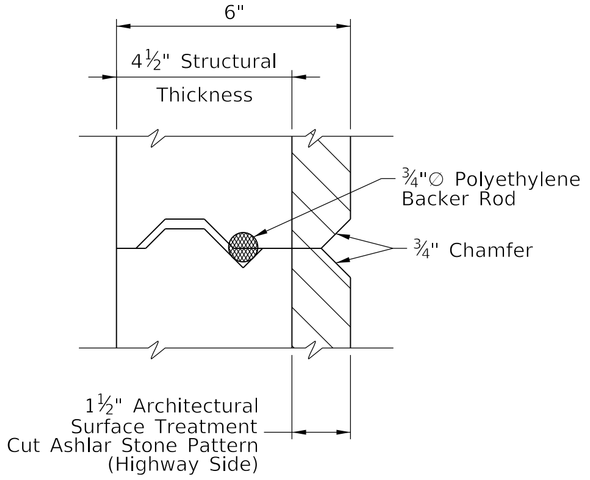

## MIDDLE PANEL ELEVATION



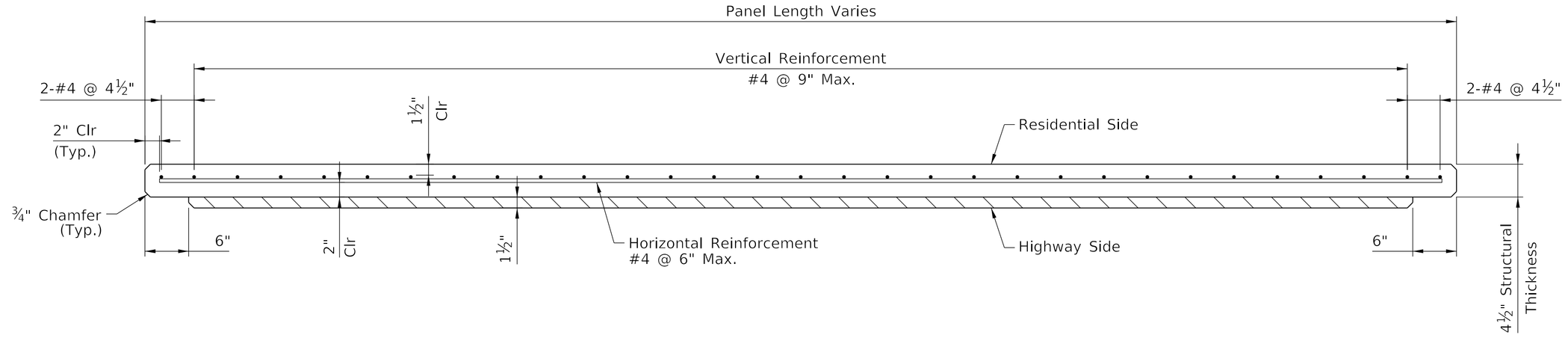

## SECTION B-B



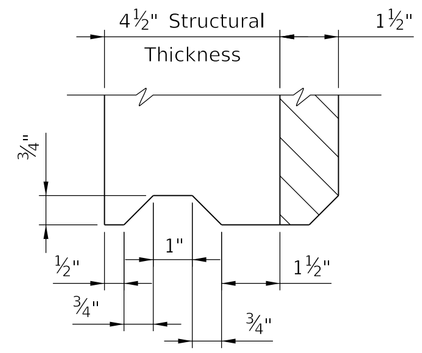

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

| REVISION | DATE |
|---|---|
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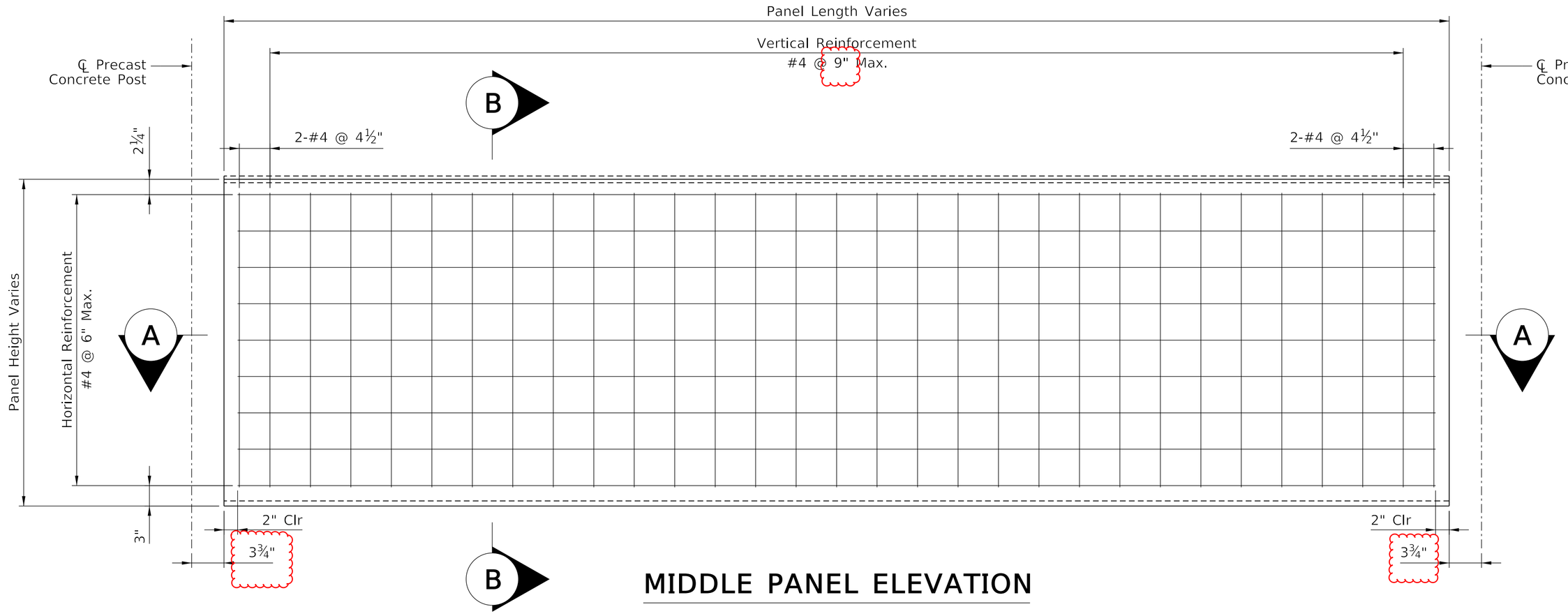
AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

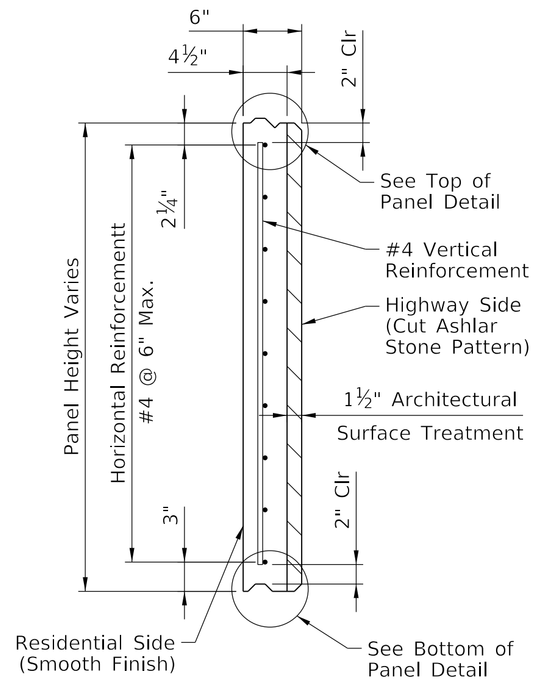
PANELS (5 OF 9)

CROSSING
SOUND BARRIER WALL

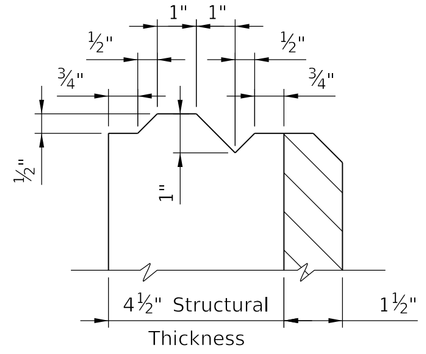
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S52 | 28951 |



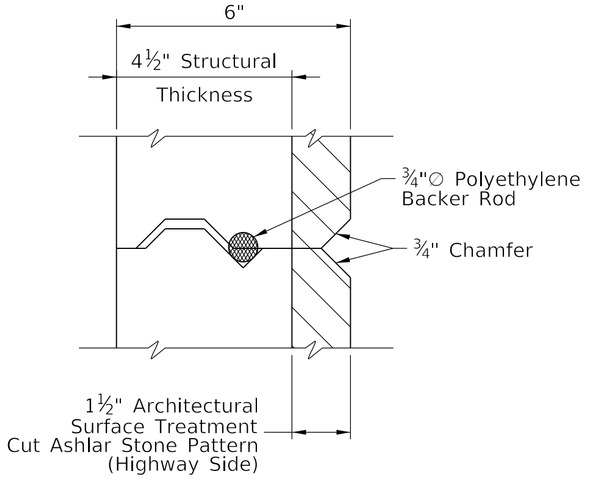

## MIDDLE PANEL ELEVATION



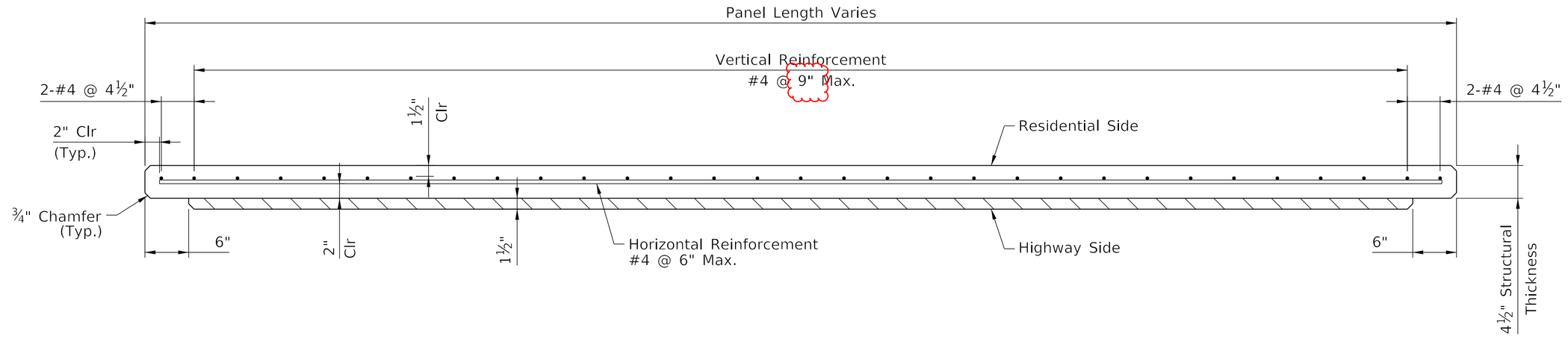

## SECTION B-B



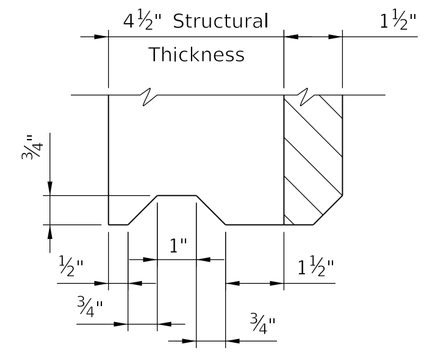

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

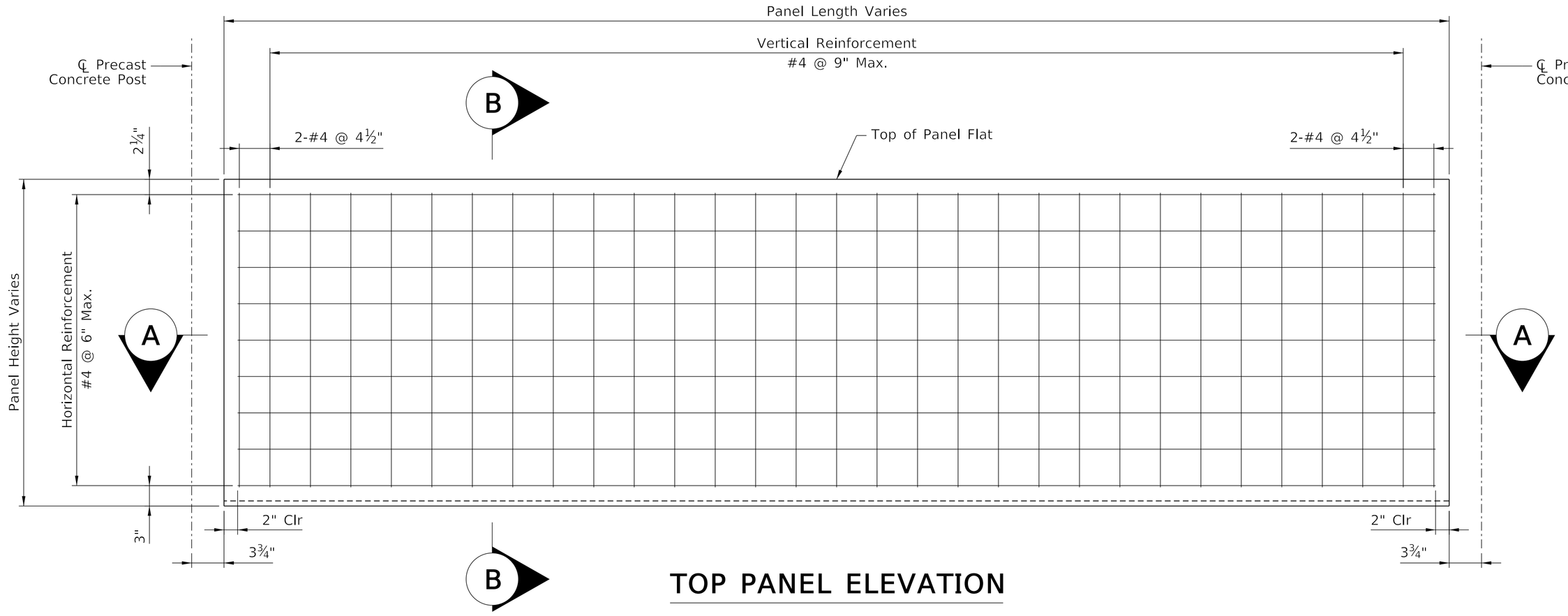
| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
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AECOM

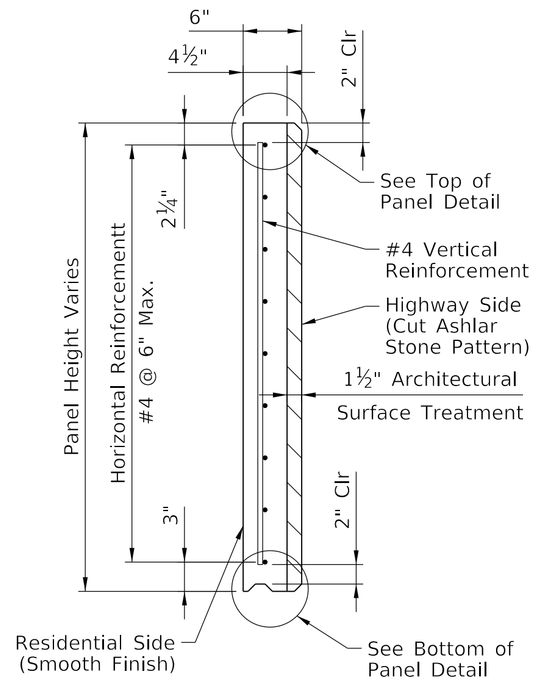
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

PANELS (5 OF 9)
CROSSING
SOUND BARRIER WALL

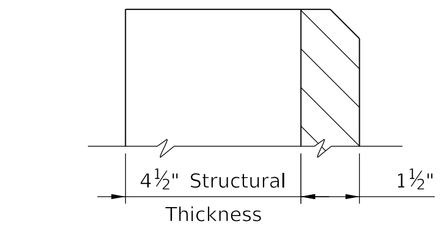
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S52 | 28951 |



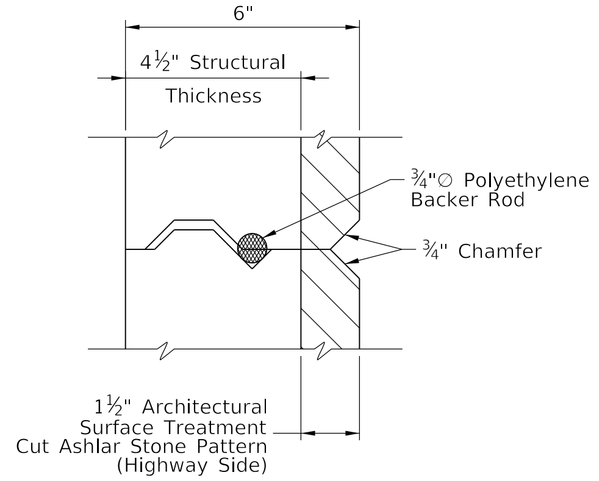

## TOP PANEL ELEVATION



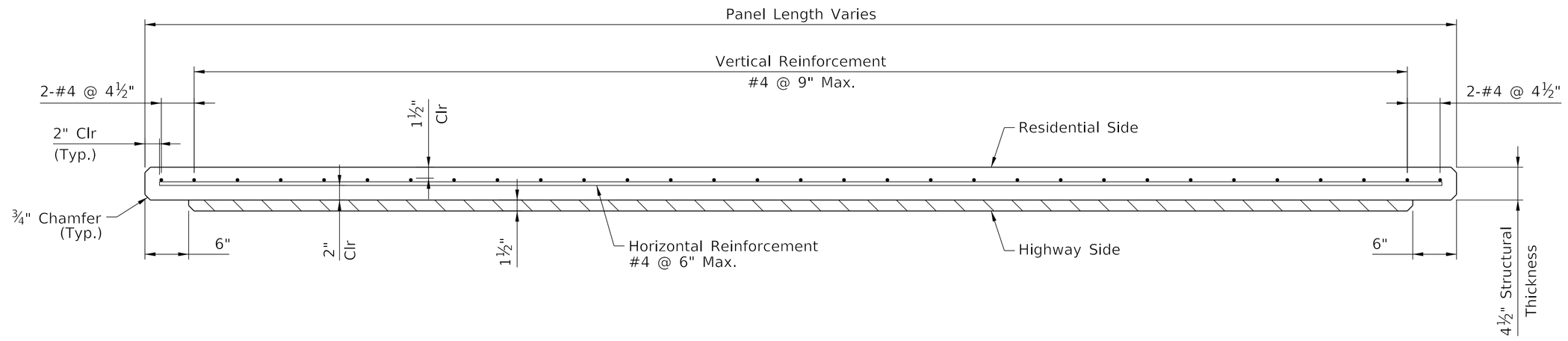

## SECTION B-B



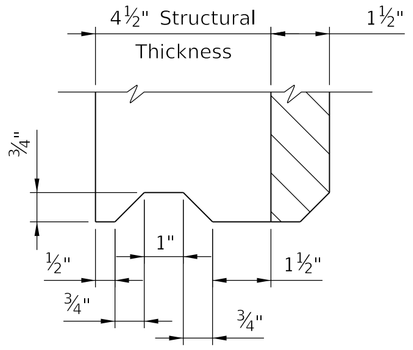

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

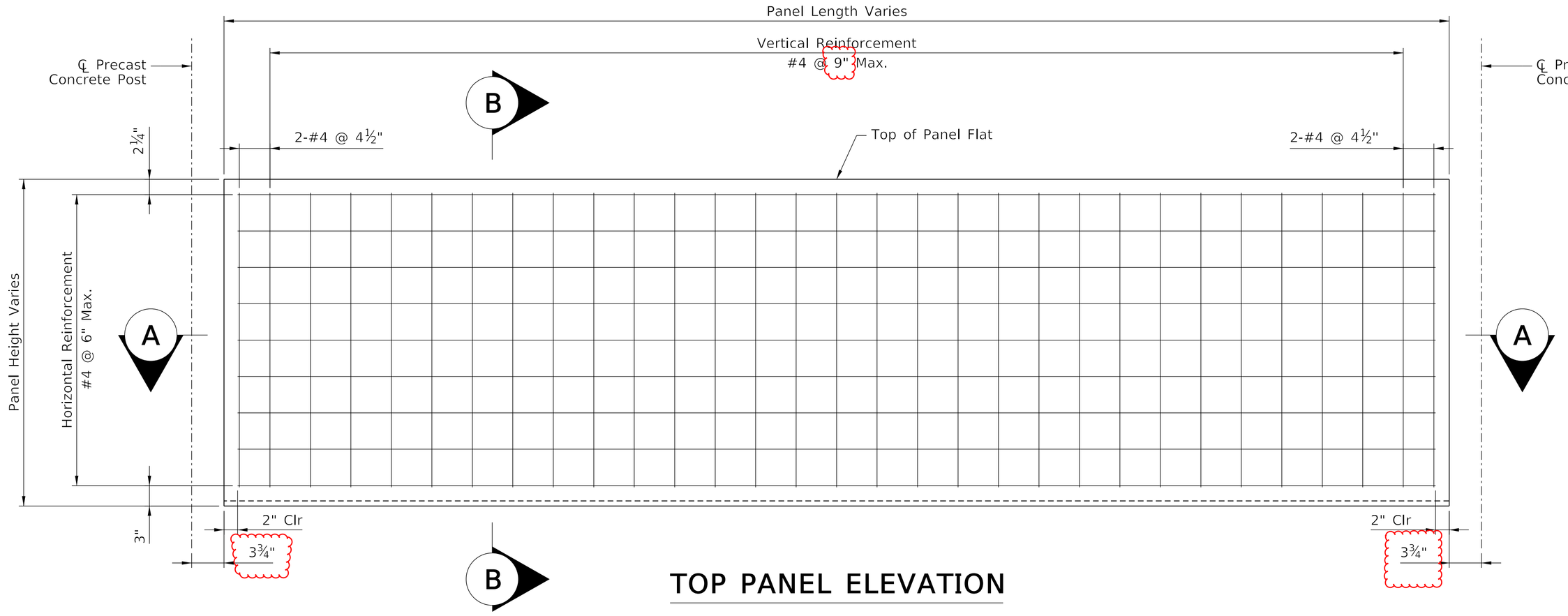
| REVISION | DATE |
|---|---|
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| | |
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AECOM

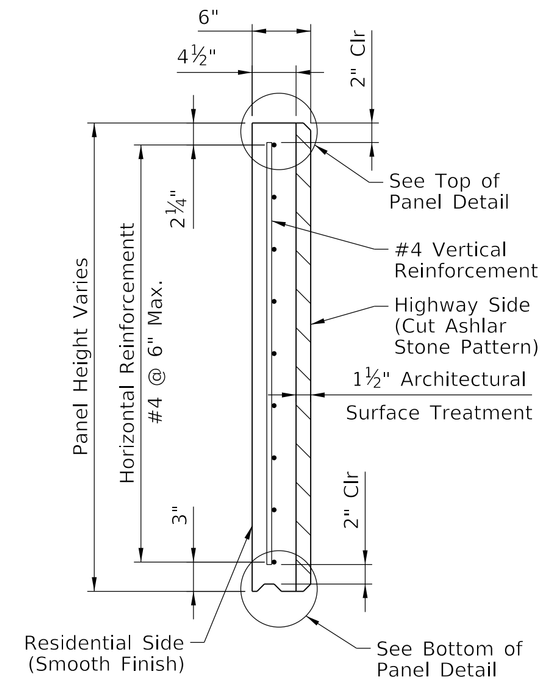
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

PANELS (6 OF 9)
CROSSING
SOUND BARRIER WALL

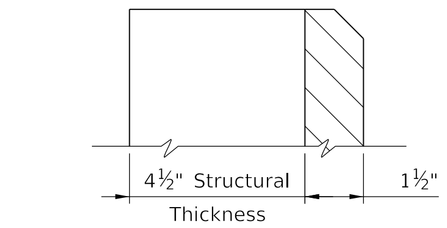
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S53 | 28951 |



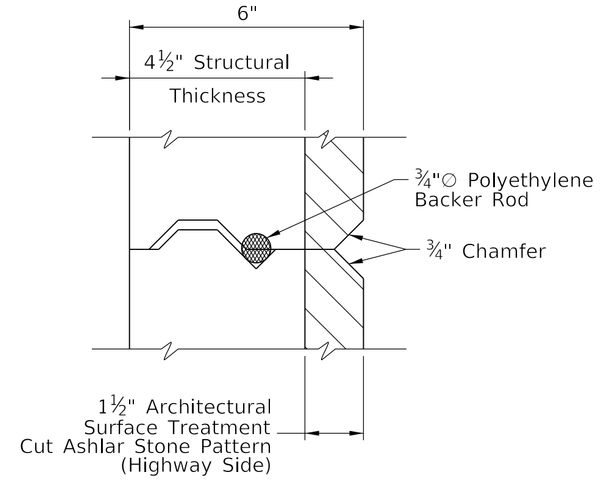

## TOP PANEL ELEVATION



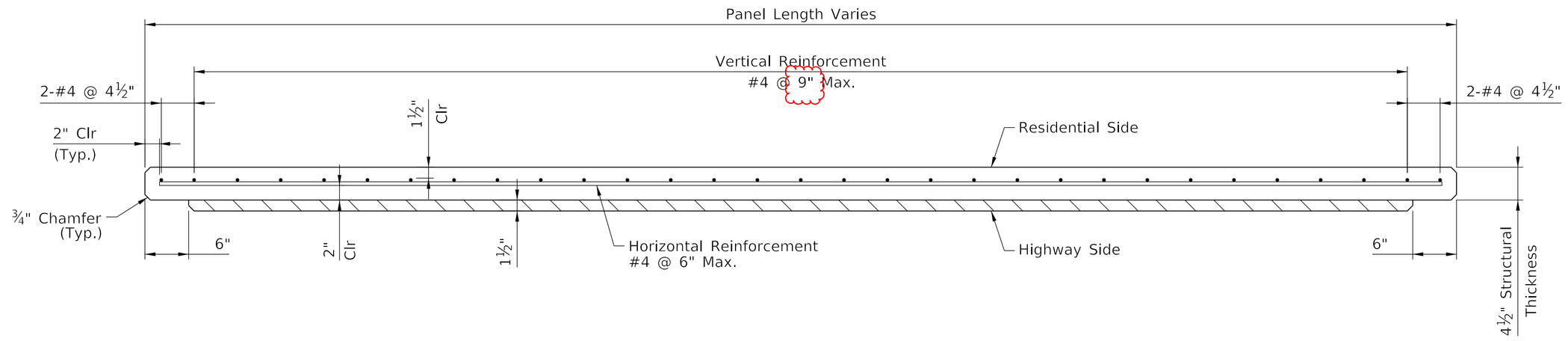

## SECTION B-B



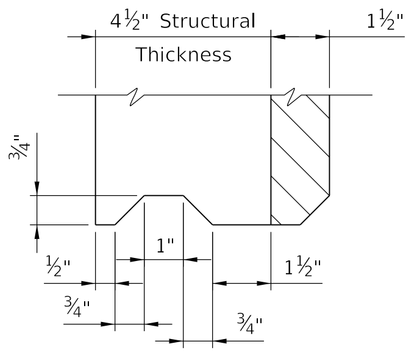

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

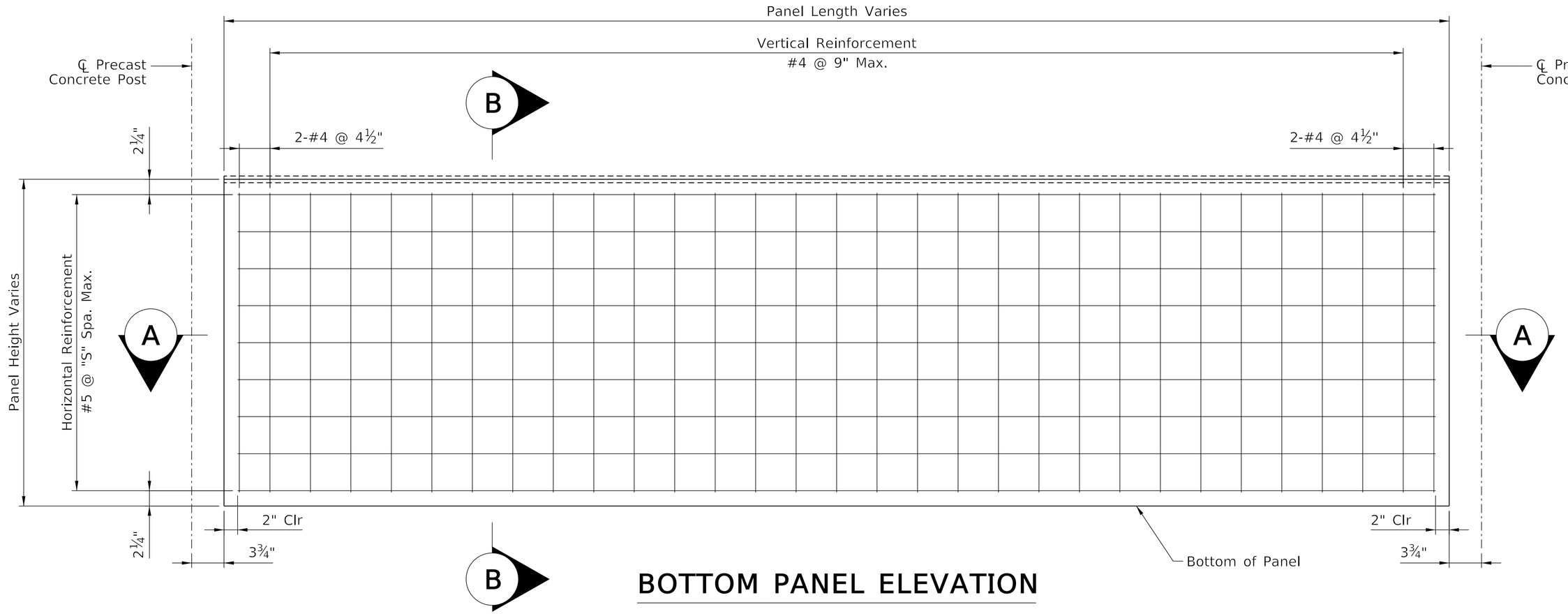
| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
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AECOM

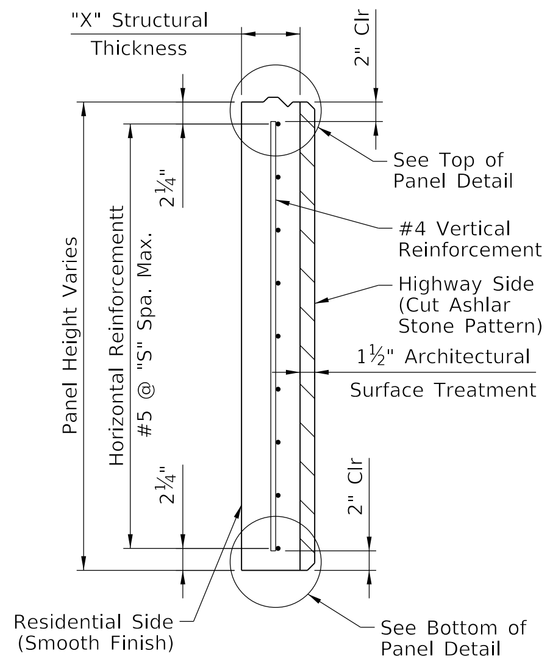
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

PANELS (6 OF 9)
CROSSING
SOUND BARRIER WALL

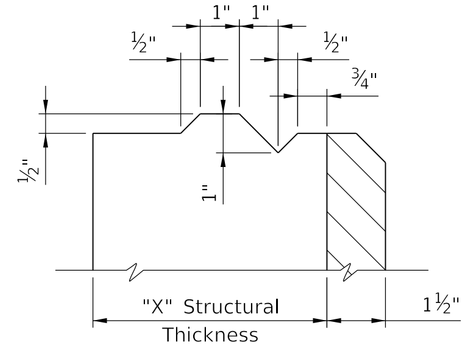
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S53 | 28951 |



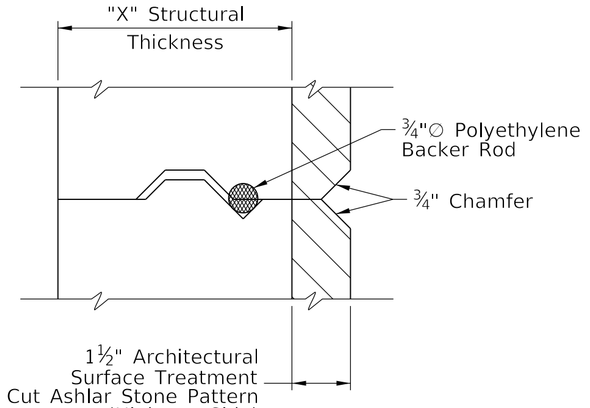

## BOTTOM PANEL ELEVATION



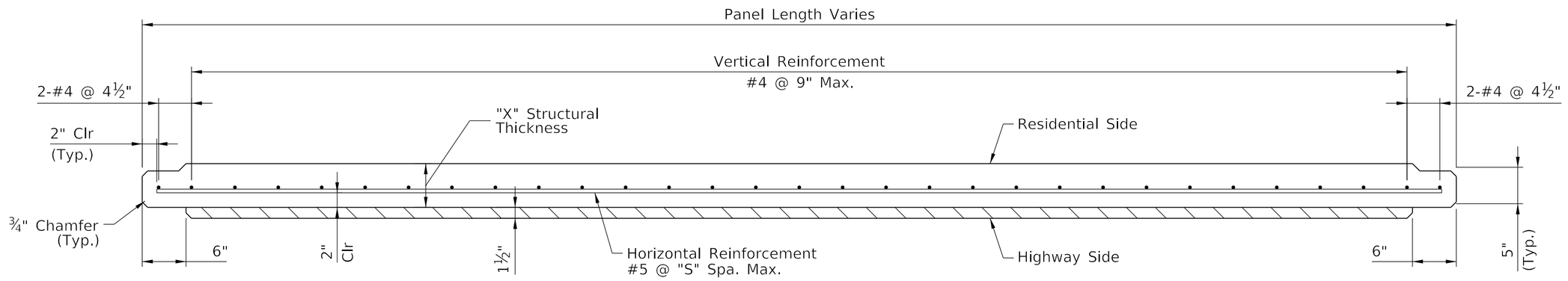

## SECTION B-B



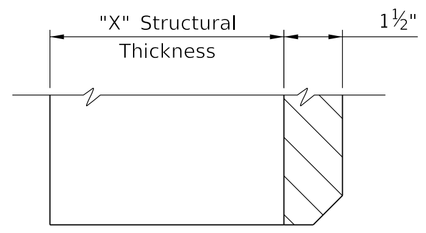

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A



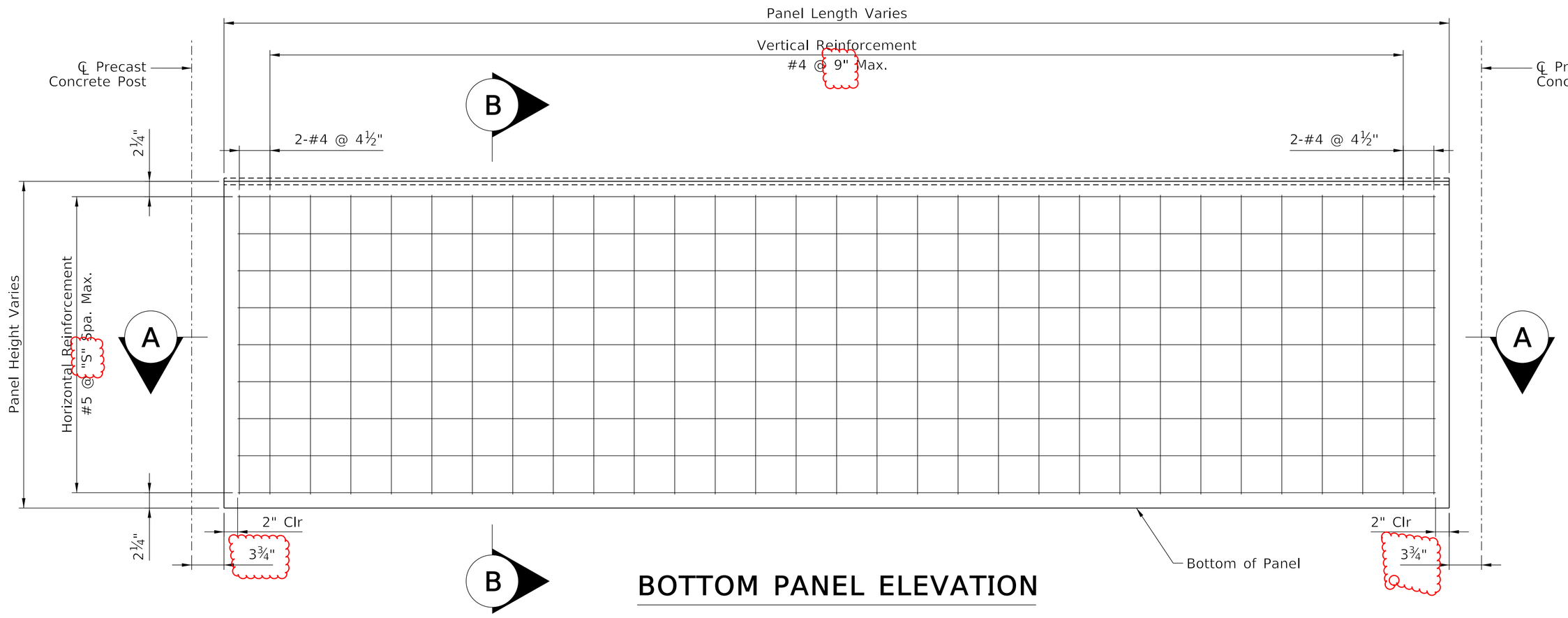

## BOTTOM OF PANEL DETAIL

## NOTES:

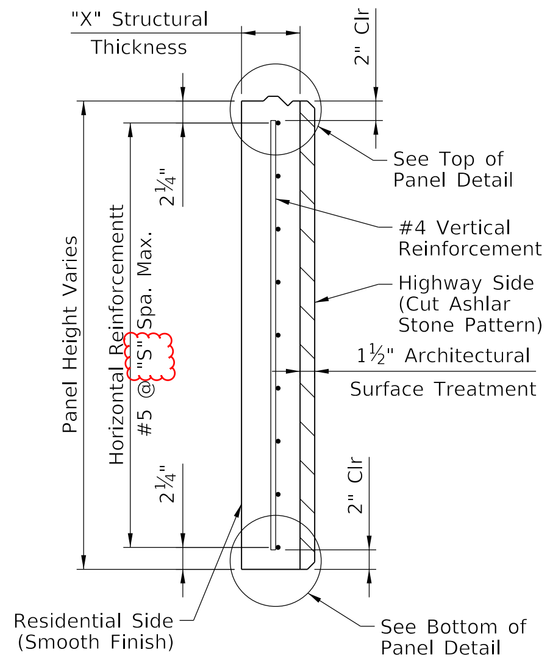
1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION / DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | PANELS (7 OF 9) | ROUTE | ITEM NO. | COUNTY OF |
| | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING | I-264 | 5-804.00 | JEFFERSON |
| | | | DETAILED BY: N. STARASINIC | J. ZHOU | SOUND BARRIER WALL | | SHEET NO. S54 | DRAWING NUMBER 28951 |

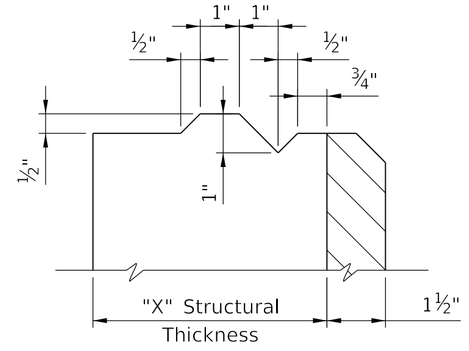
MicroStation v10.16.2.251 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$



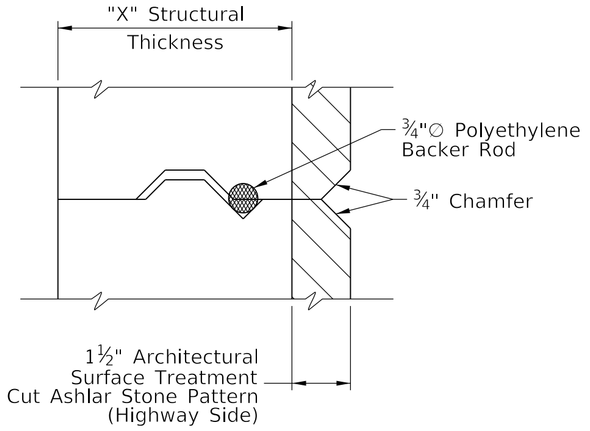

## BOTTOM PANEL ELEVATION



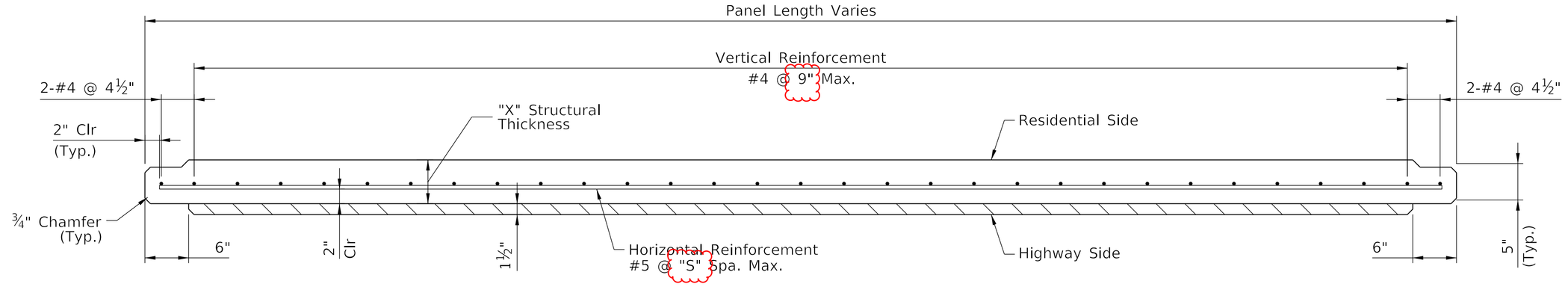

## SECTION B-B



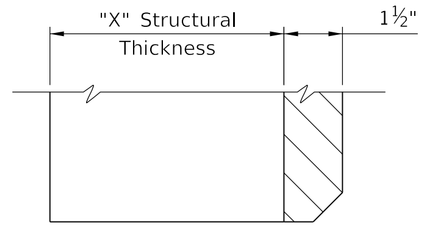

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A

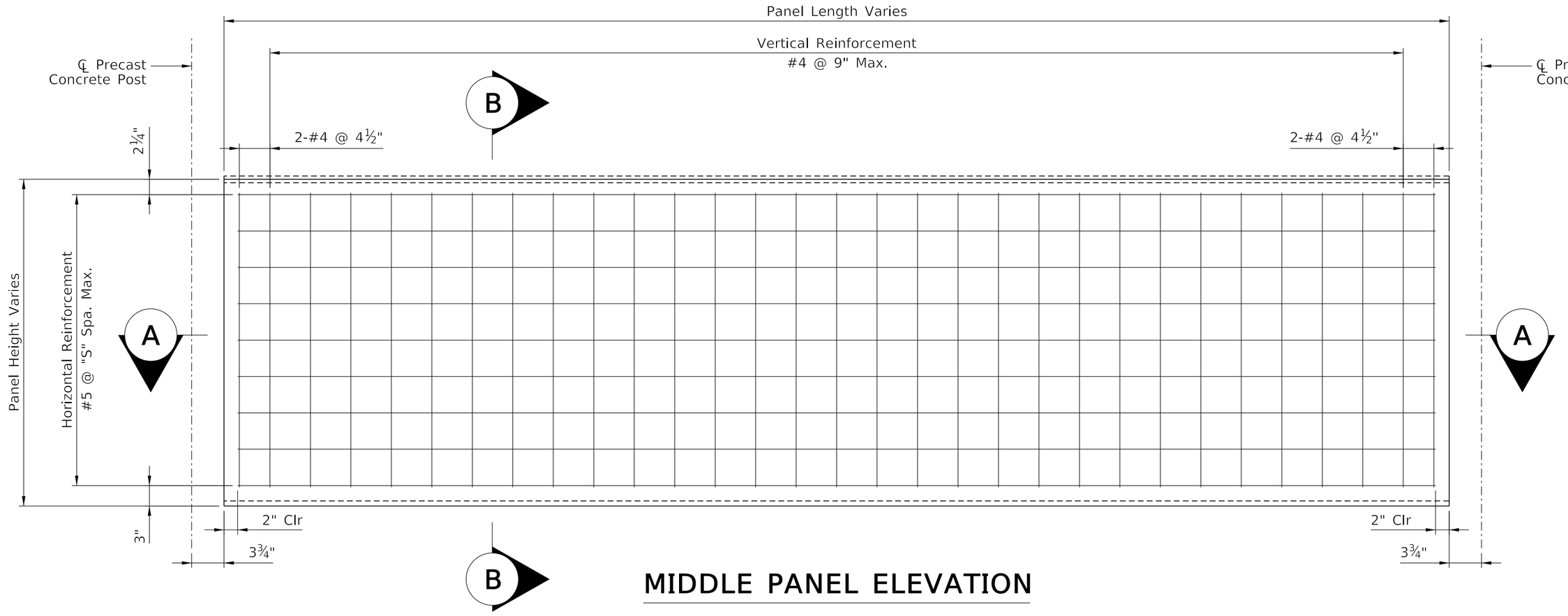



## BOTTOM OF PANEL DETAIL

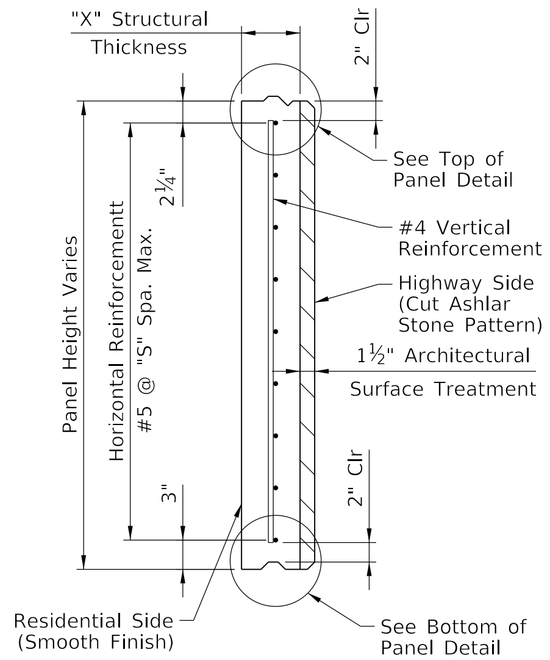
## NOTES:

1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

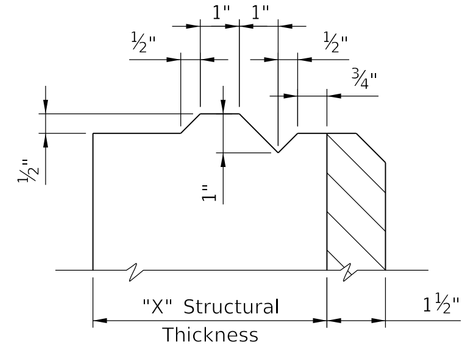
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| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION | DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | PANELS (7 OF 9) | ROUTE | ITEM NO. 5-804.00 | COUNTY OF JEFFERSON |
| | Revised 03/03/25 | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING SOUND BARRIER WALL | I-264 | SHEET NO. S54 | DRAWING NUMBER 28951 |
| | | | | DETAILED BY: N. STARASINIC | J. ZHOU | | | | |



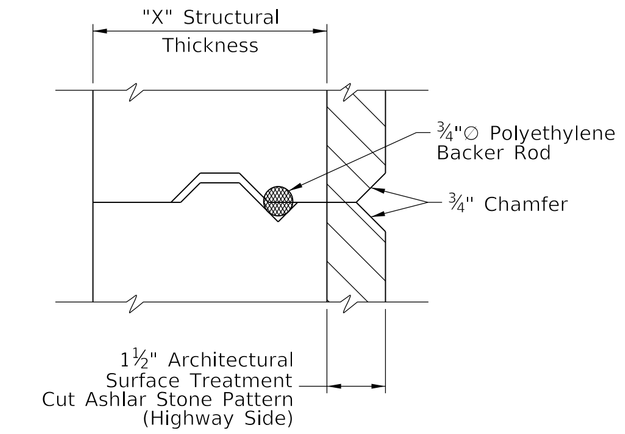

## MIDDLE PANEL ELEVATION



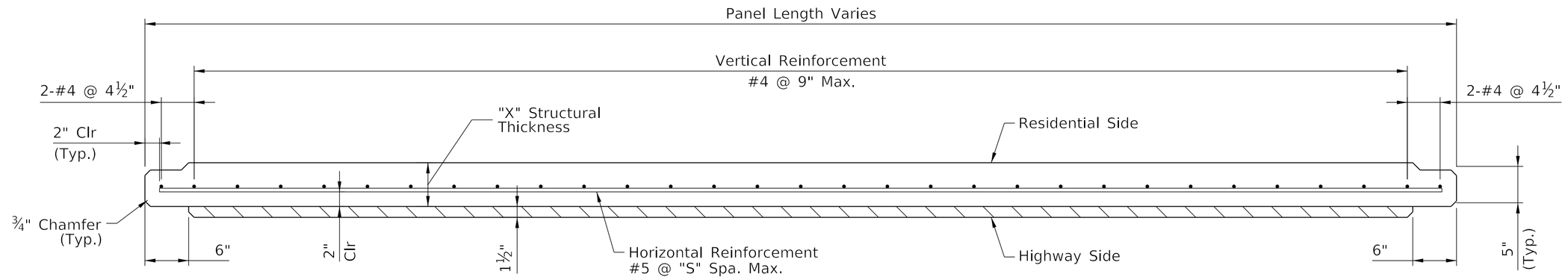

## SECTION B-B



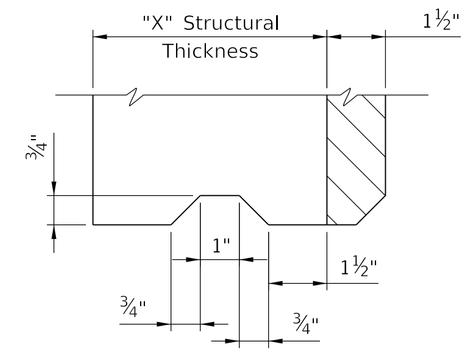

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A

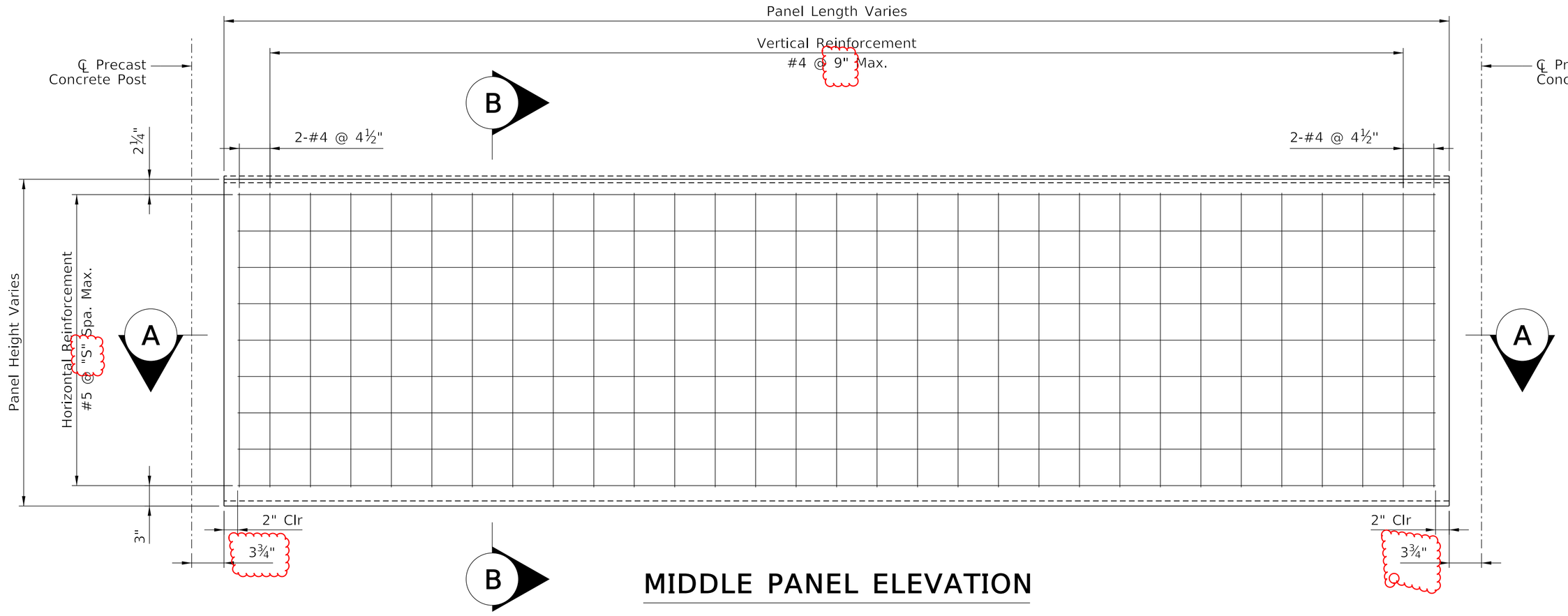



## BOTTOM OF PANEL DETAIL

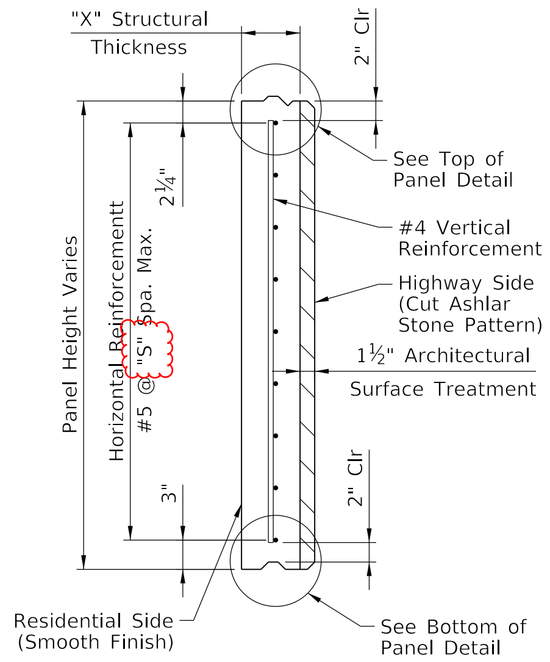
## NOTES:

1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

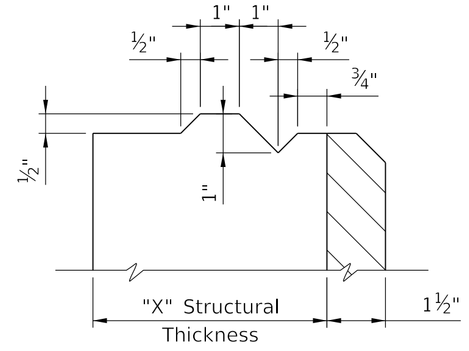
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|---|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION | DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | PANELS (8 OF 9) | ROUTE | ITEM NO. 5-804.00 | COUNTY OF JEFFERSON |
| | | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING<br>SOUND BARRIER WALL | I-264 | SHEET NO. S55 | DRAWING NUMBER 28951 |
| | | | | DETAILED BY: N. STARASINIC | J. ZHOU | | | | |



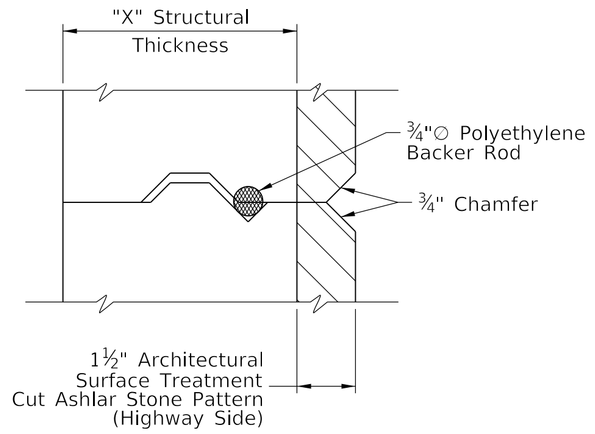

## MIDDLE PANEL ELEVATION



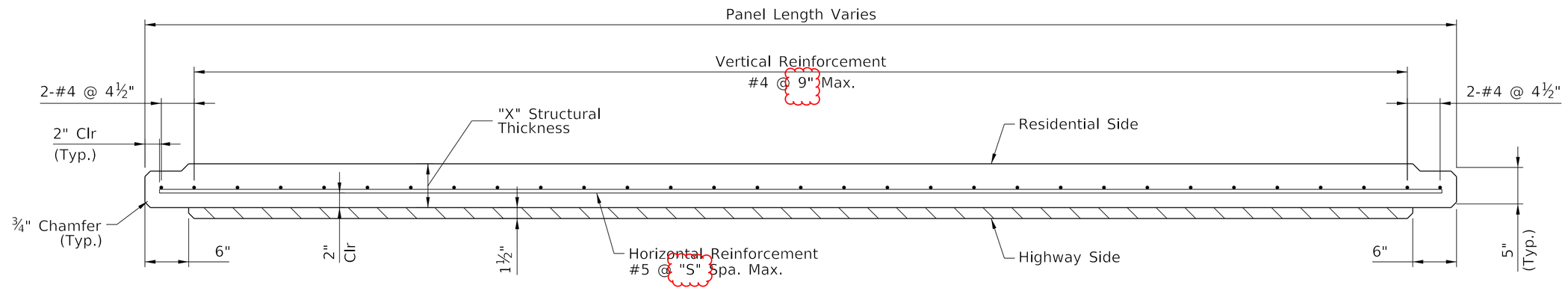

## SECTION B-B



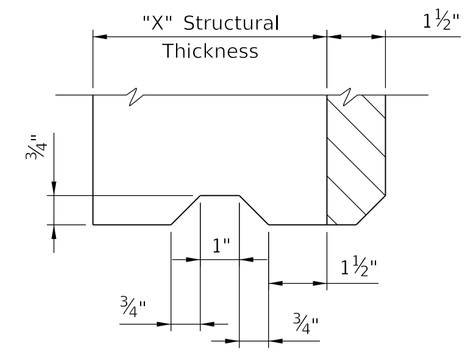

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

## NOTES:

1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Cabinet

| REVISION | DATE |
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| Revised 03/03/25 | |
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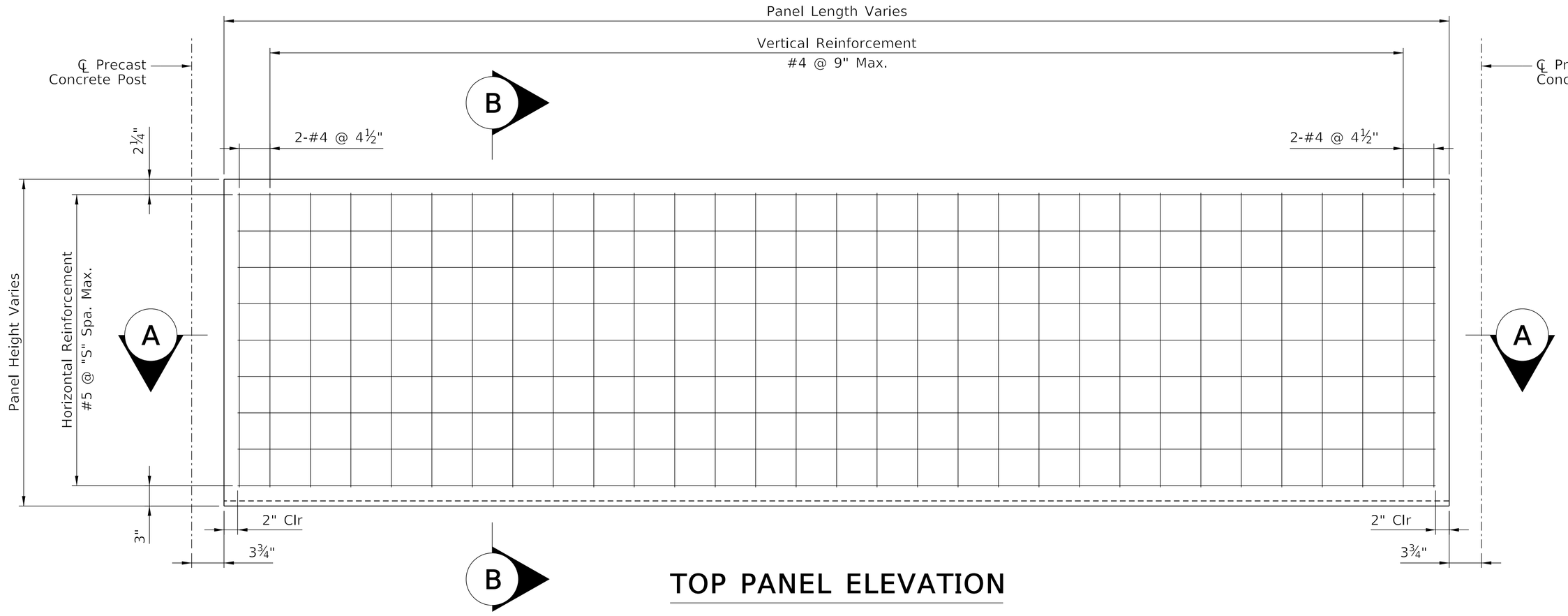
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| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: N. STARASINIC | J. ZHOU |

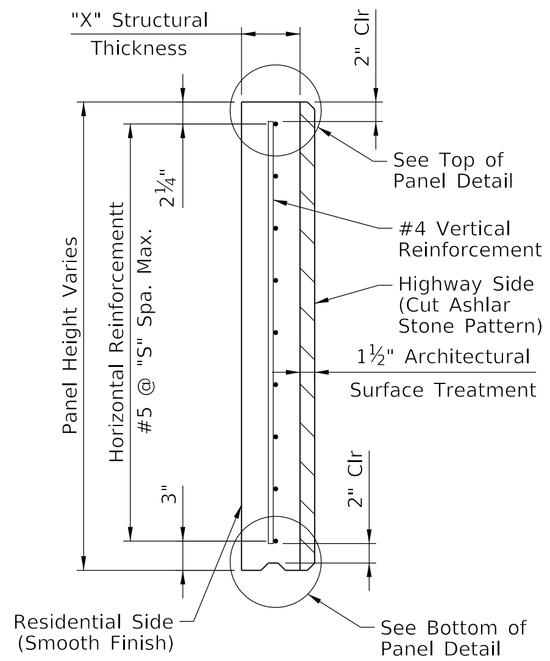
PANELS (8 OF 9)

CROSSING
SOUND BARRIER WALL

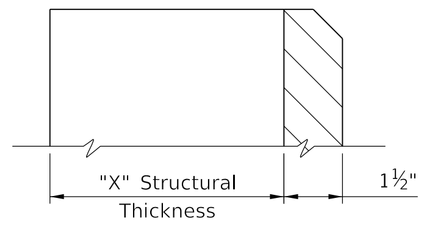
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S55 | 28951 |



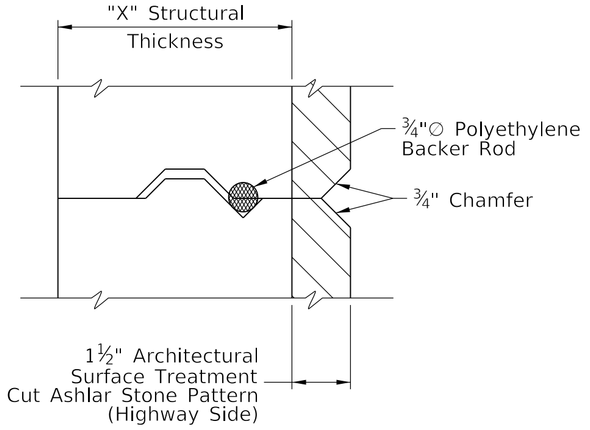

## TOP PANEL ELEVATION



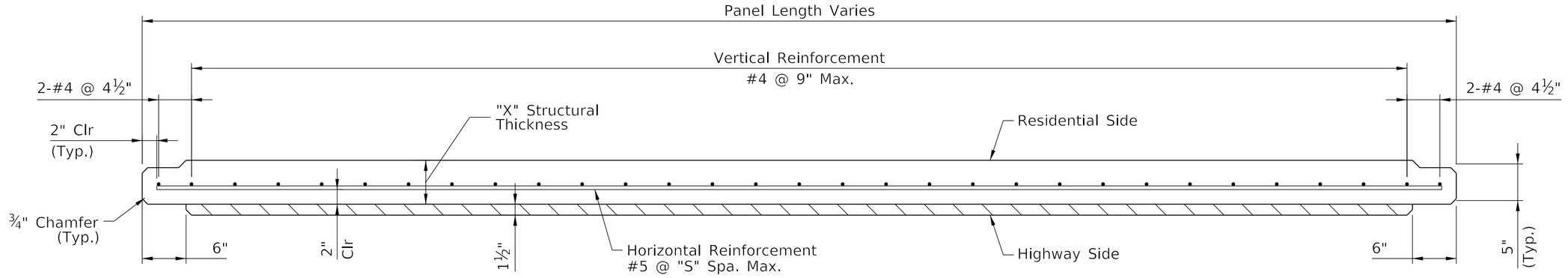

## SECTION B-B



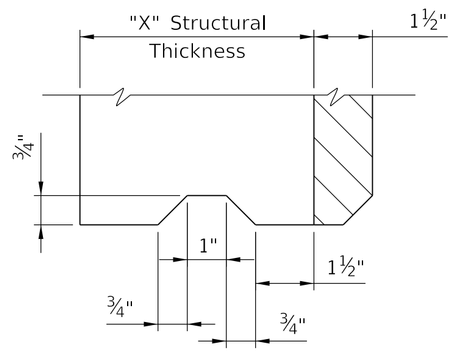

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

## NOTES:

1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Matters Connect

| REVISION | DATE |
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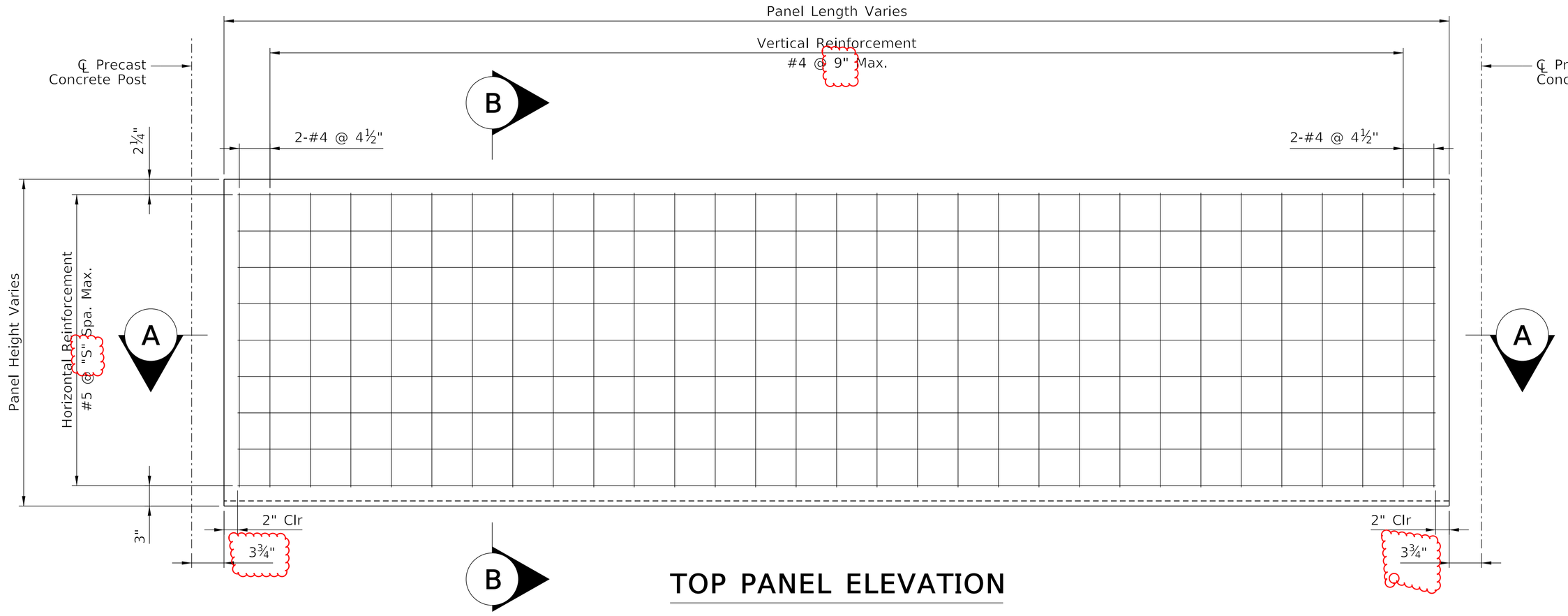
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| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: N. STARASINIC | J. ZHOU |

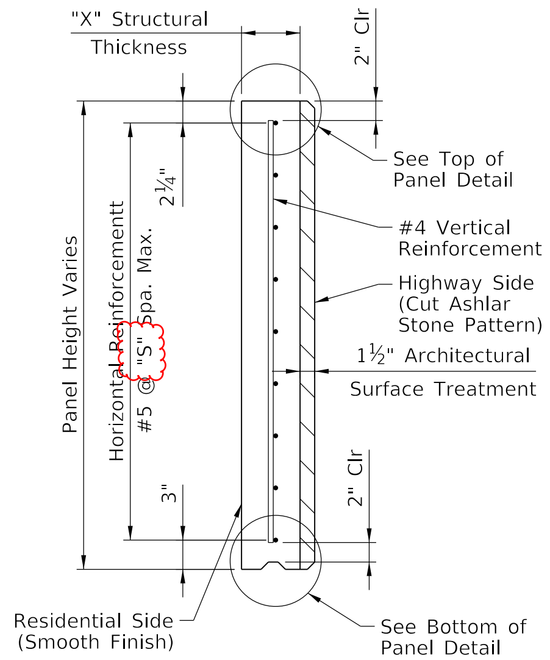
PANELS (9 OF 9)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S56 | 28951 |

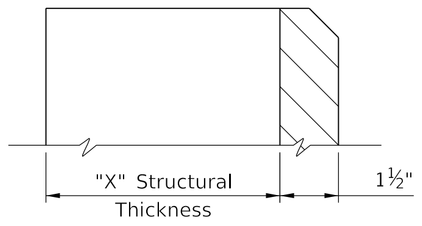
MicroStation v10.16.2.251 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specification$$$$



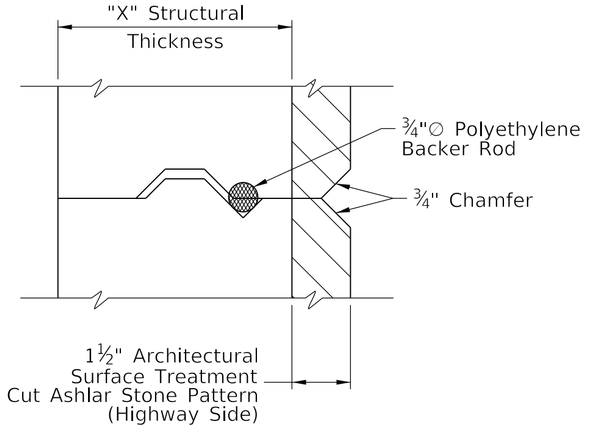

## TOP PANEL ELEVATION



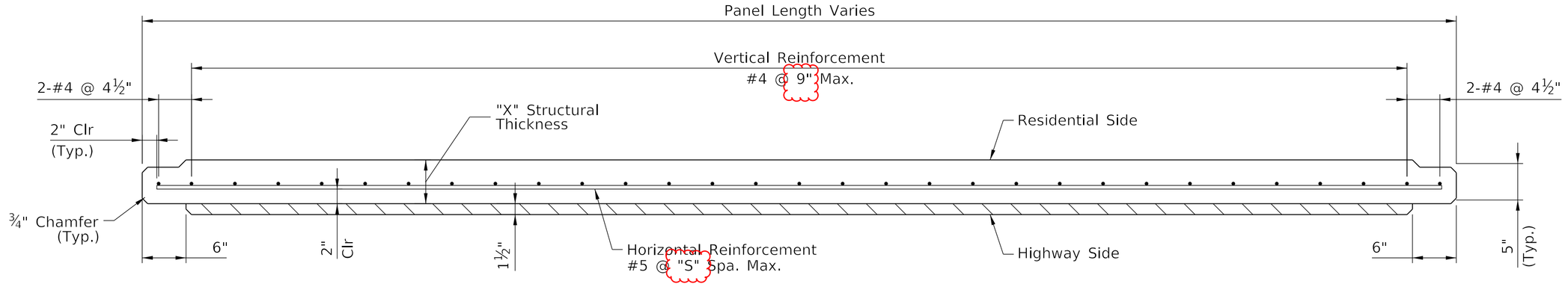

## SECTION B-B



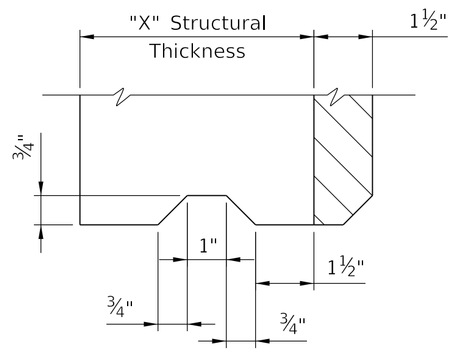

## TOP OF PANEL DETAIL




## PANEL KEYWAY DETAIL




## SECTION A-A




## BOTTOM OF PANEL DETAIL

## NOTES:

1. Structural Thickness "X" denoted for the panels on this sheet may be either 5½" or 6" depending on panel location.
2. Maximum horizontal reinforcement spacing "S" shall be 6" for 5½" thick panels and 3¾" for 6" thick panels.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY. Transportation Matters. Connected.

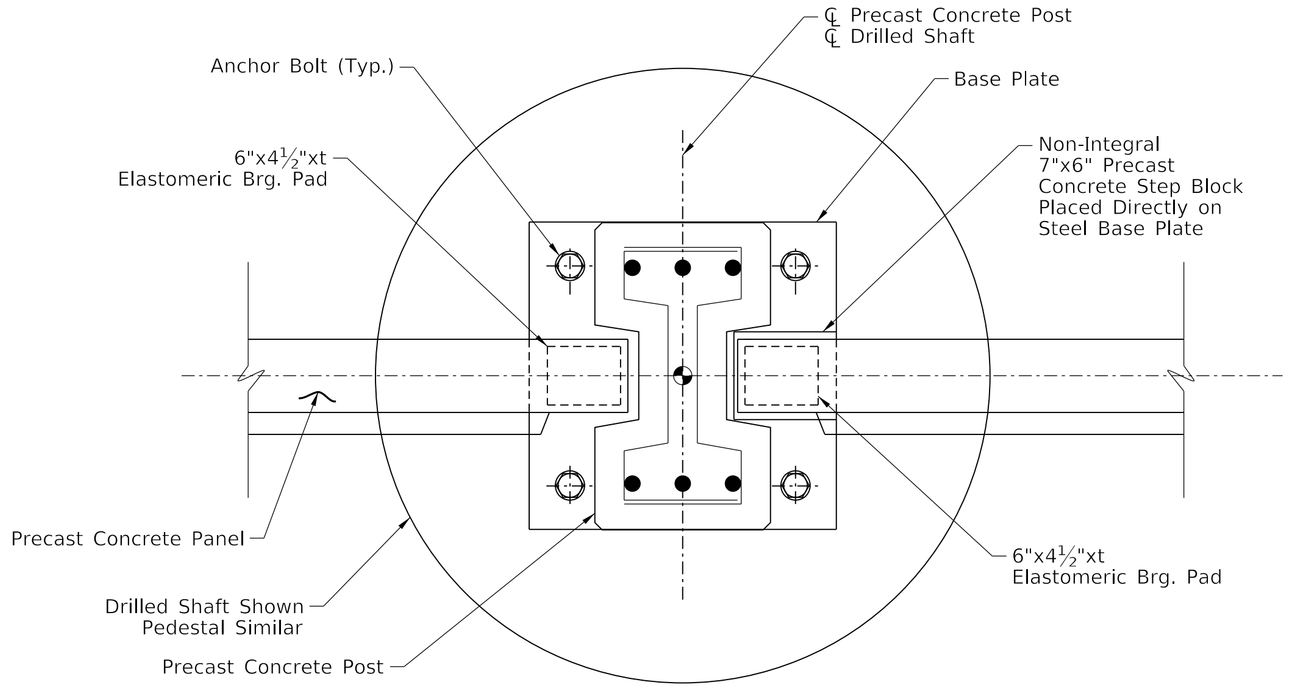
| REVISION | DATE |
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| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: J. ZHOU | M. AMIN |
| DETAILED BY: N. STARASINIC | J. ZHOU |

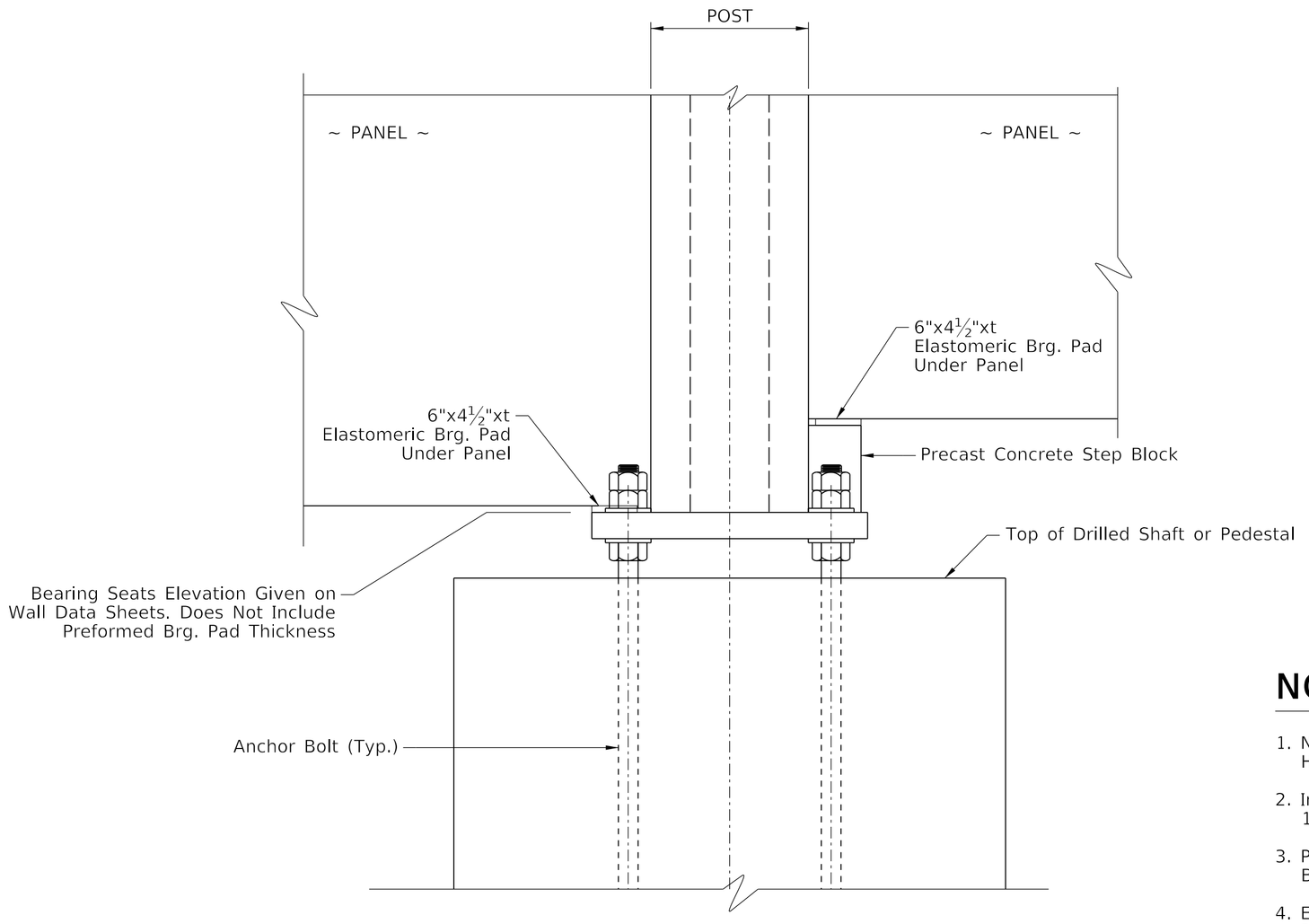
PANELS (9 OF 9)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S56 | 28951 |



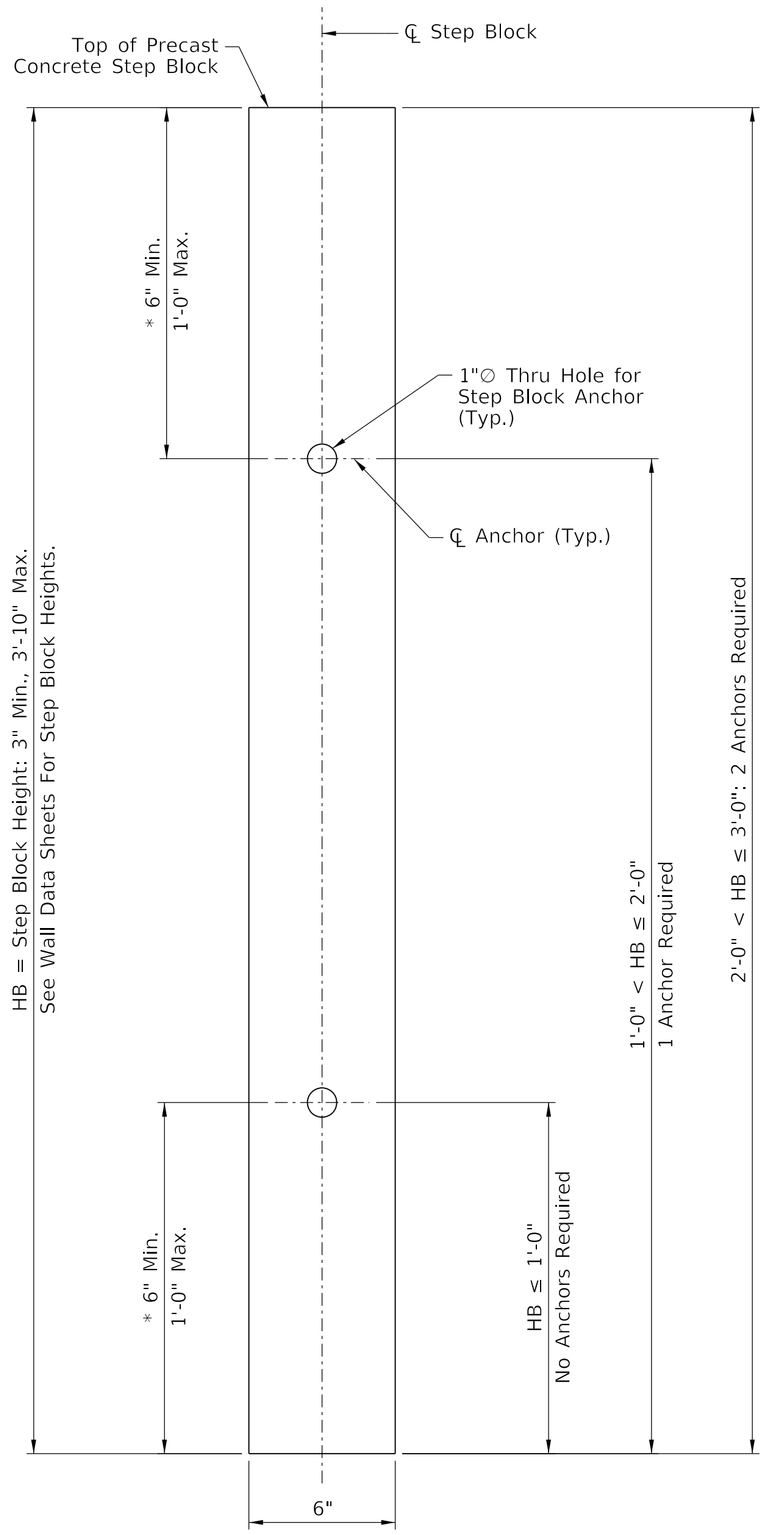

## PLAN - PANEL SEAT

See Wall Data Sheets S23-S42 for bearing pad thickness t. 1/8" thick pads are plain elastomeric bearing pad. 5/8" thick pads are steel reinforced elastomeric bearing pad.




## ELEVATION - PANEL SEAT

Drilled Shafts Are Shown In Plan & Elevation View.
Details Are Similar At Pedestals

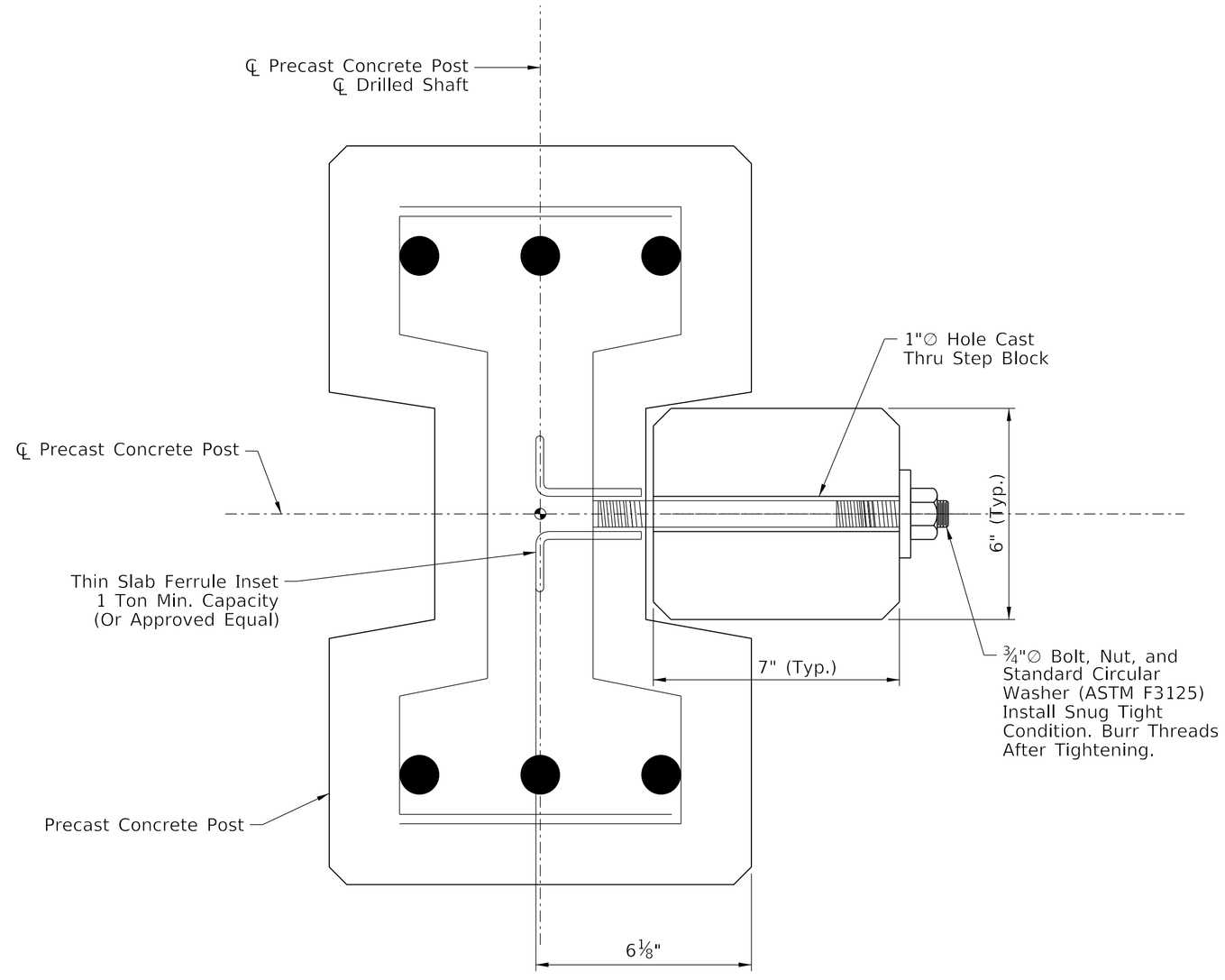



* Dimensions To Be Equal From Each End of Step Block. May Be Unequal When Necessary To Avoid Post Shear Reinforcement.

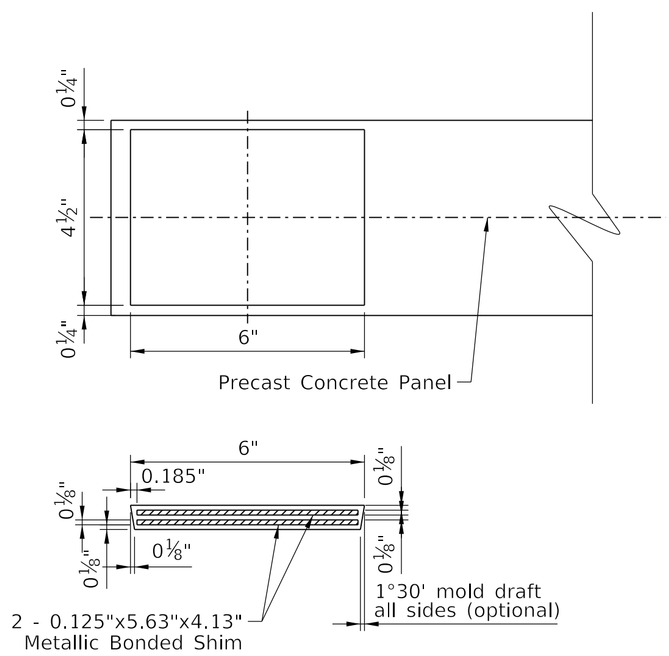
## STEP BLOCK ANCHOR LAYOUT

## NOTES:

1. Non-Integral Precast Concrete Step Blocks Shall Be Used From A Minimum Height of 3" To A Maximum Height of 1'-0"
2. Integral Precast Concrete Step Blocks Shall Be Used For Heights Over 1'-0" Up To And Including 3'-10", As Detailed On This Sheet.
3. Place The Step Block Directly On The Steel Base Plate And Then Place The Preformed Bearing Pad(s) on The Top of The Step Block.
4. Ensure That Step Block Anchor Locations Do Not Intefere With Precast Concrete Post Shear Reinforcing. Refer To "Step Block Anchor Layout" On This Sheet For Anchor Location Requirements.
5. Preformed Plain Elastomeric Bearing Pad Shall Conform To AASHTO Bridge Design Specifications With A Shear Modulus of 95 Psi and A Minimum Low - Temperature Elastomer Grade of 3.
   Use A Maximum of 2 Bearing Pads At Each Location.
6. Steel Reinforced Elastomeric Bearing Pads Shall Conform to AASHTO LRFD Bridge Construction Specifications, Section 18. Ensure bearings Are low temperature Grade 3 With Durometer Hardness Of 50 And Subjected To Load Testing Requirements Corresponding To Design Method A.



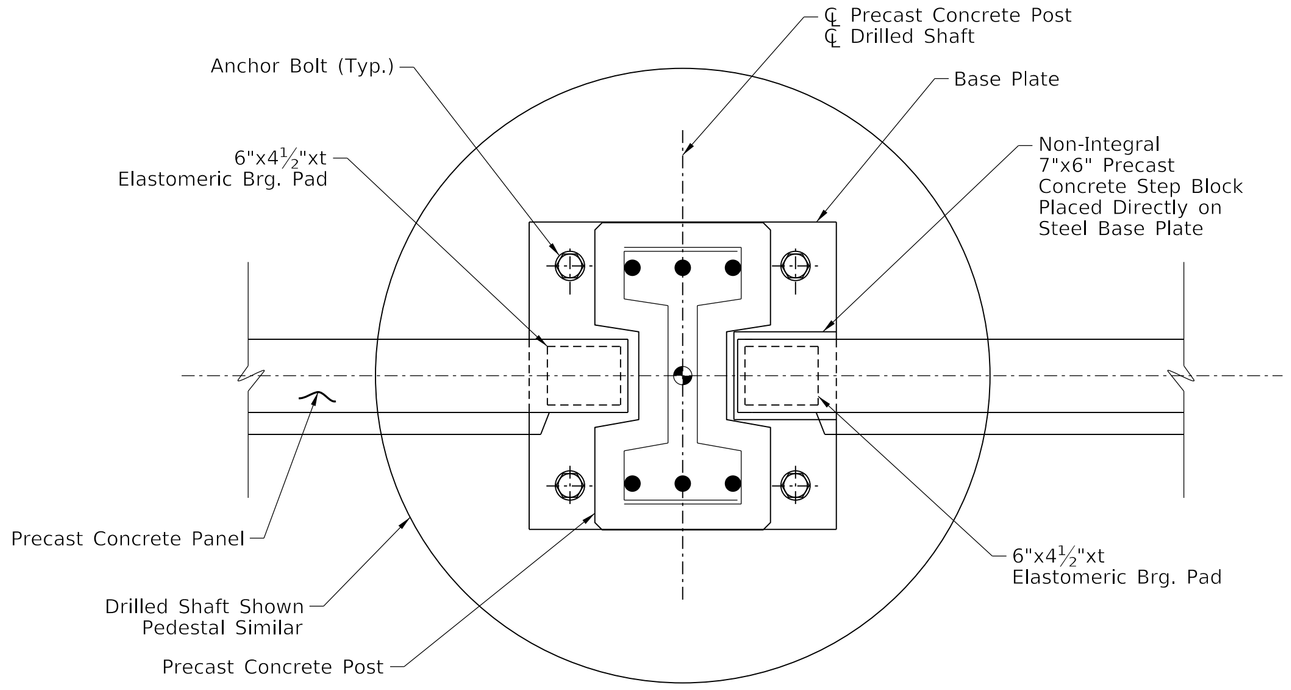

## INTEGRAL STEP BLOCK




## STEEL REINFORCED ELASTOMERIC BEARING

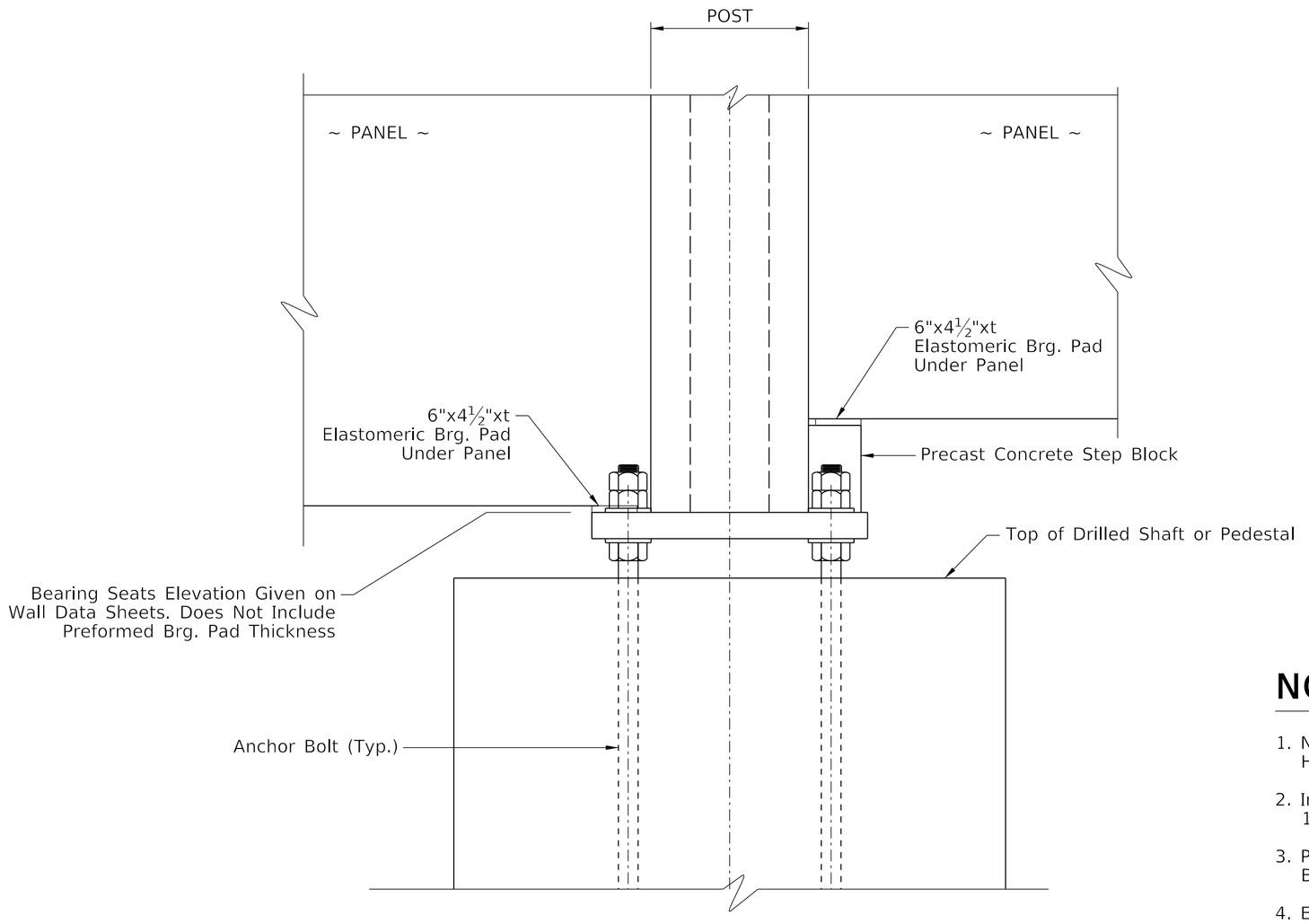
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|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION | DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | PANEL SEAT DETAILS | ROUTE |
| | | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING | I-264 |
| | | | | DETAILED BY: I. SHAH | M. AMIN | SOUND BARRIER WALL | |

| ITEM NO. | COUNTY OF |
|---|---|
| 5-804.00 | JEFFERSON |
| SHEET NO. | DRAWING NUMBER |
| S58 | 28951 |



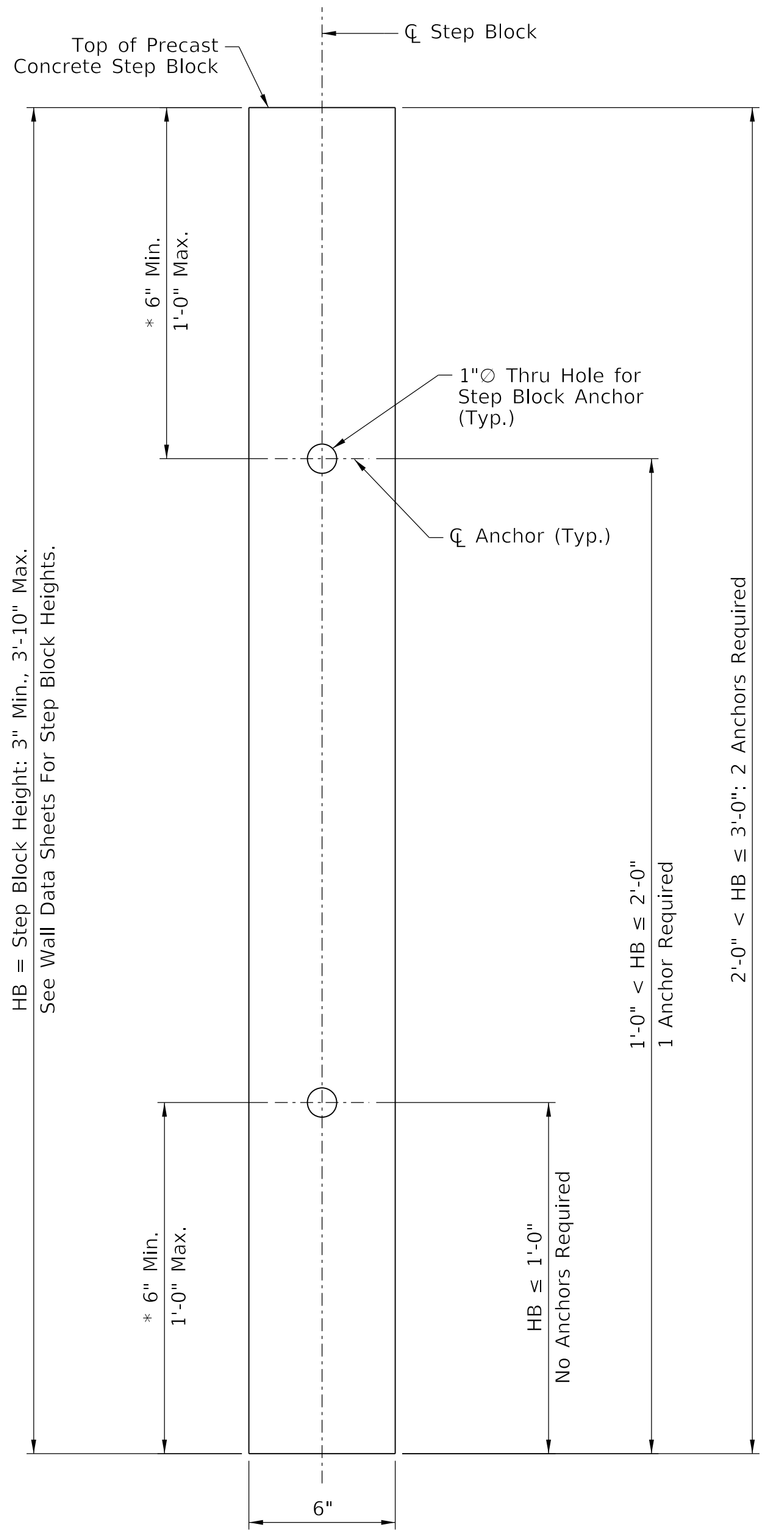

## PLAN - PANEL SEAT

See Wall Data Sheets S23-S42 for bearing pad thickness t. 1/8" thick pads are plain elastomeric bearing pad. 5/8" thick pads are steel reinforced elastomeric bearing pad.




## ELEVATION - PANEL SEAT

Drilled Shafts Are Shown In Plan & Elevation View.
Details Are Similar At Pedestals

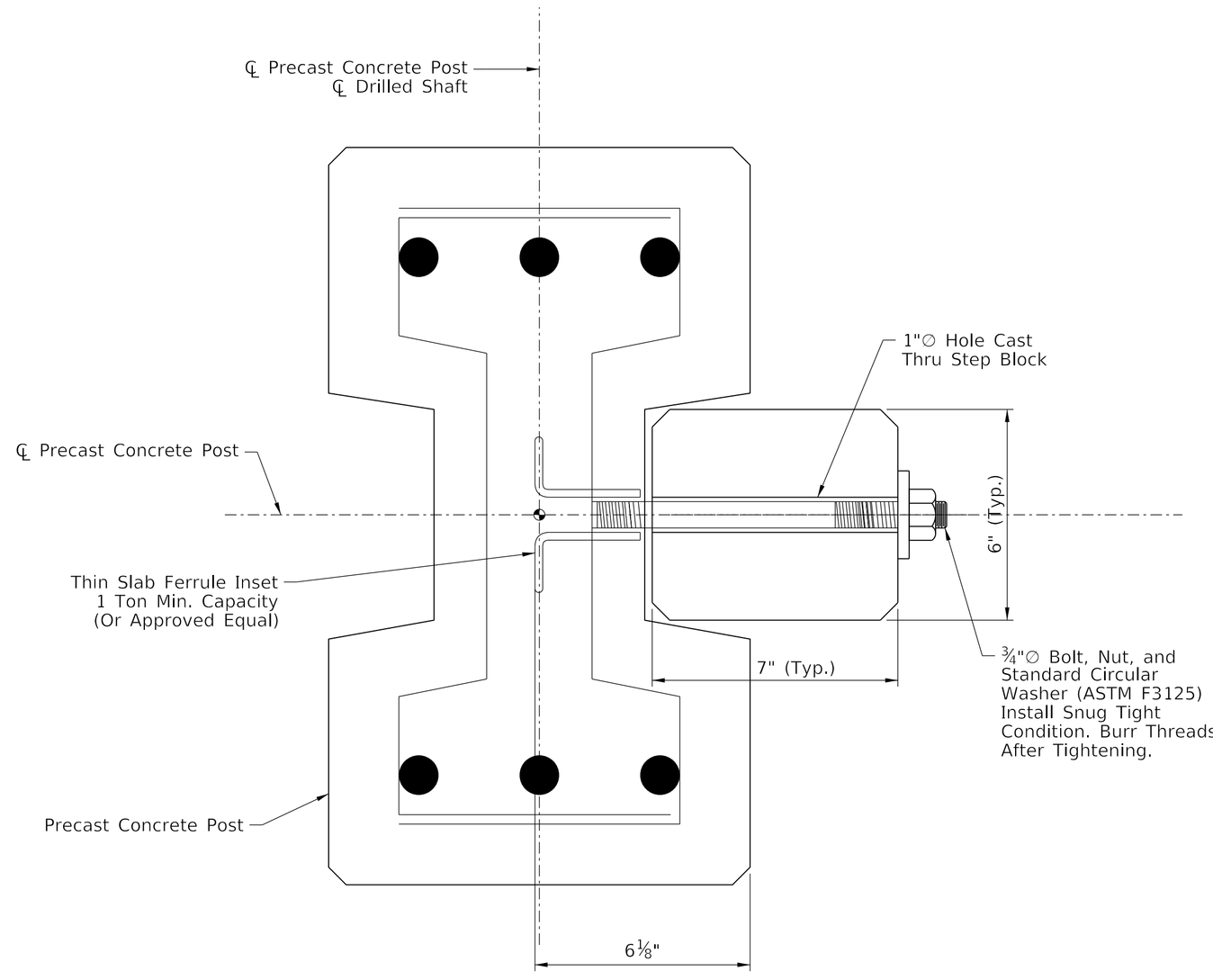



* Dimensions To Be Equal From Each End of Step Block. May Be Unequal When Necessary To Avoid Post Shear Reinforcement.

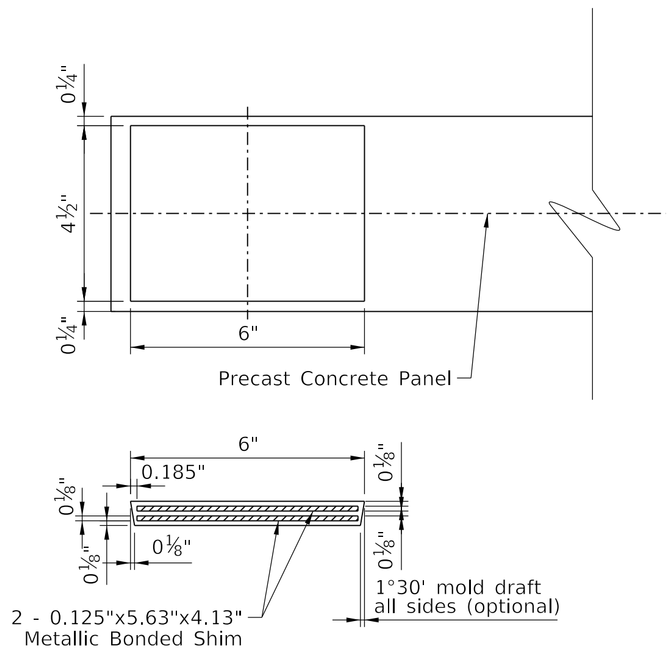
## STEP BLOCK ANCHOR LAYOUT

## NOTES:

1. Non-Integral Precast Concrete Step Blocks Shall Be Used From A Minimum Height of 3" To A Maximum Height of 1'-0"
2. Integral Precast Concrete Step Blocks Shall Be Used For Heights Over 1'-0" Up To And Including 3'-10", As Detailed On This Sheet.
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4. Ensure That Step Block Anchor Locations Do Not Intefere With Precast Concrete Post Shear Reinforcing. Refer To "Step Block Anchor Layout" On This Sheet For Anchor Location Requirements.
5. Preformed Plain Elastomeric Bearing Pad Shall Conform To AASHTO Bridge Design Specifications With A Shear Modulus of 95 Psi and A Minimum Low - Temperature Elastomer Grade of 3.
   Use A Maximum of 2 Bearing Pads At Each Location.
6. Steel Reinforced Elastomeric Bearing Pads Shall Conform to AASHTO LRFD Bridge Construction Specifications, Section 18. Ensure bearings Are low temperature Grade 3 With Durometer Hardness Of 50 And Subjected To Load Testing Requirements Corresponding To Design Method A.



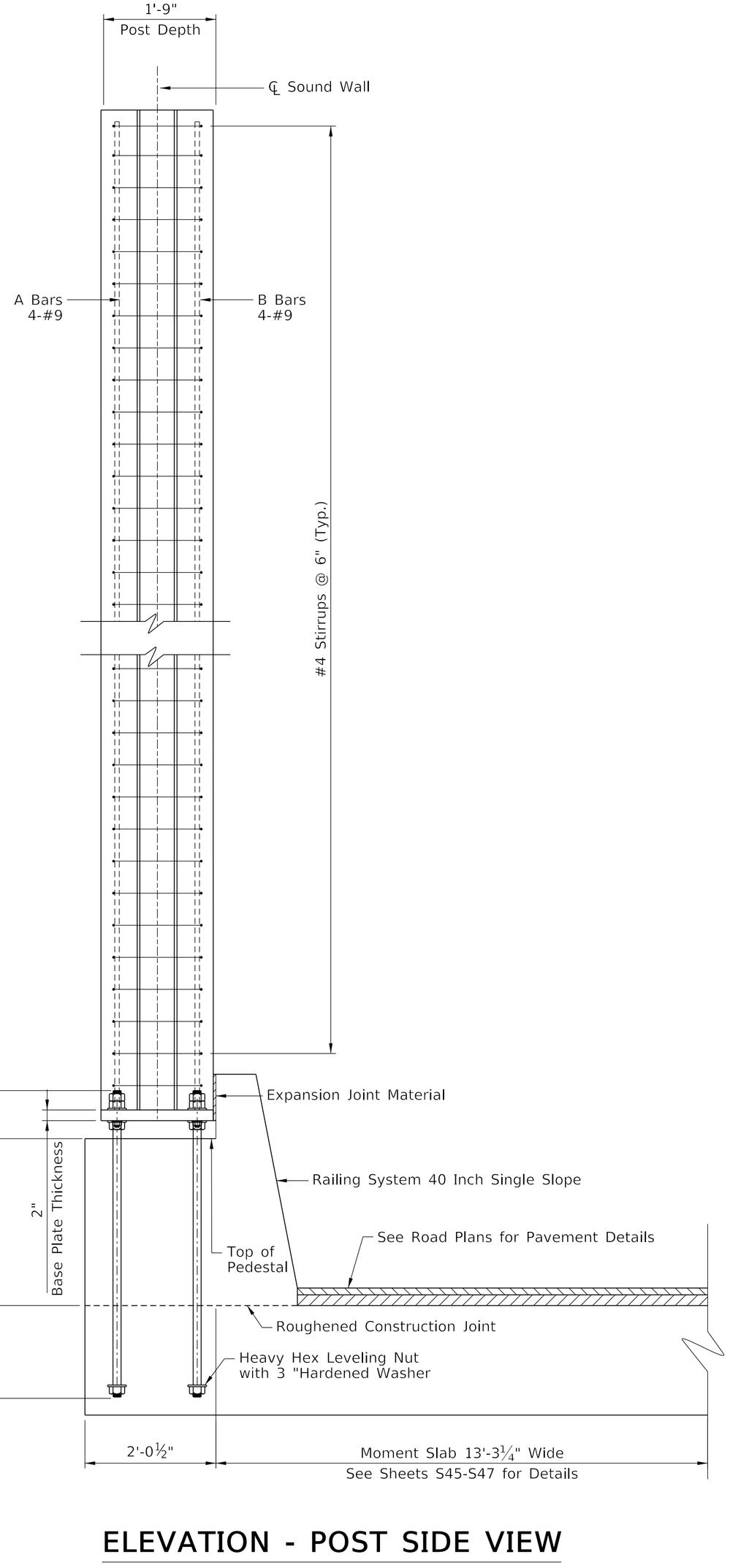

## INTEGRAL STEP BLOCK



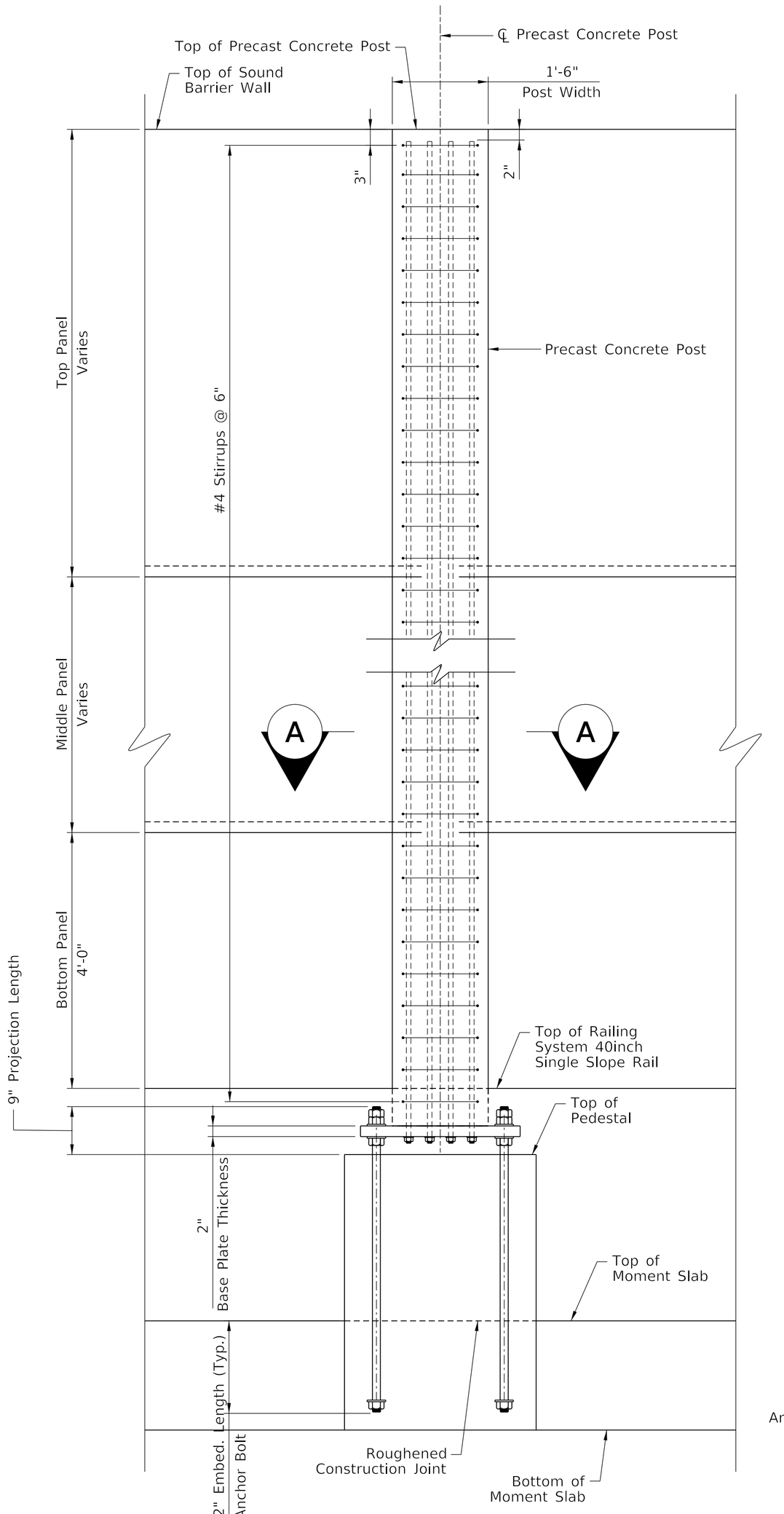

## STEEL REINFORCED ELASTOMERIC BEARING

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| COMMONWEALTH OF KENTUCKY<br>DEPARTMENT OF HIGHWAYS | REVISION | DATE | AECOM | DATE: 2/14/2025 | CHECKED BY | PANEL SEAT DETAILS | ROUTE |
| | Revised 03/03/25 | | | DESIGNED BY: J. ZHOU | M. AMIN | CROSSING | I-264 |
| | | | | DETAILED BY: I. SHAH | M. AMIN | SOUND BARRIER WALL | |

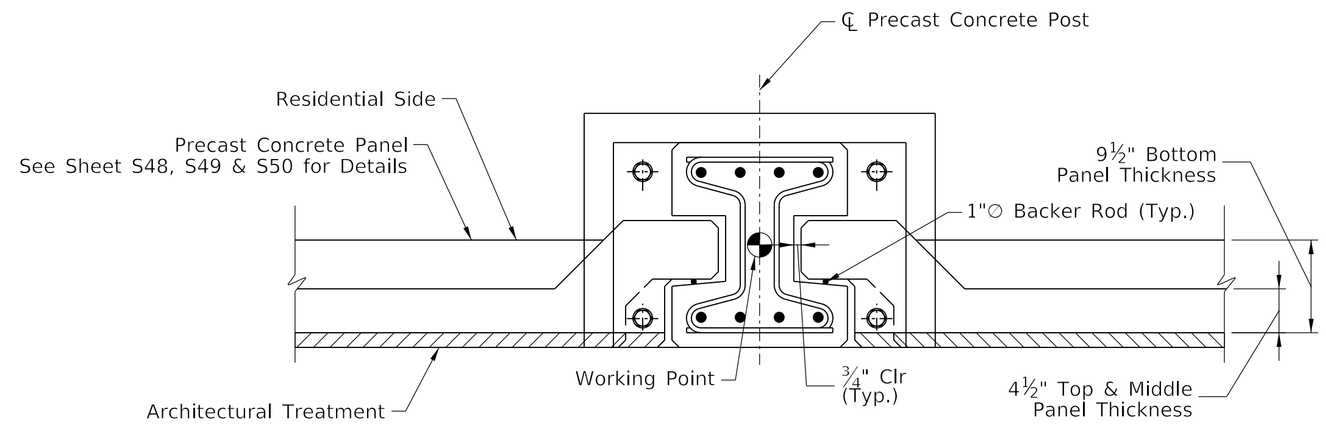
| ITEM NO. | COUNTY OF |
|---|---|
| 5-804.00 | JEFFERSON |
| SHEET NO. | DRAWING NUMBER |
| S58 | 28951 |



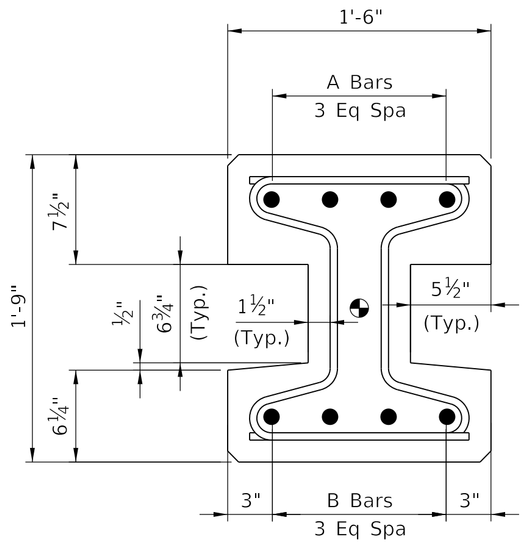

## ELEVATION - POST SIDE VIEW



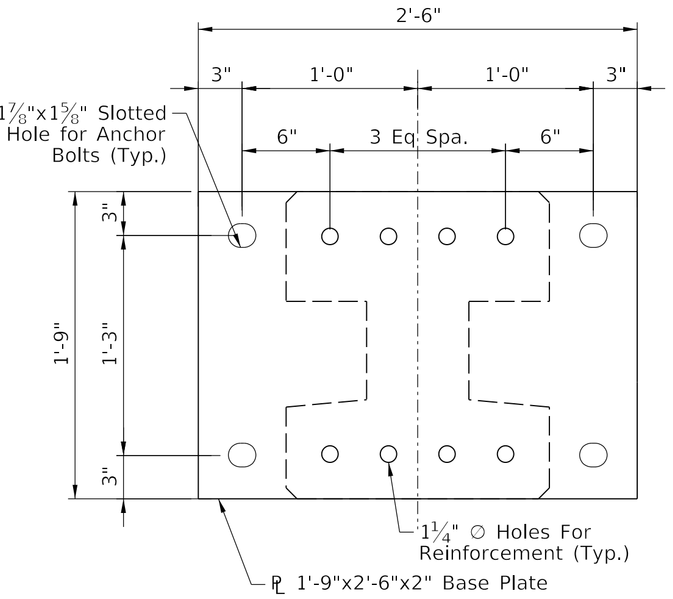

## ELEVATION - BACK FACE VIEW (RESIDENTIAL SIDE)



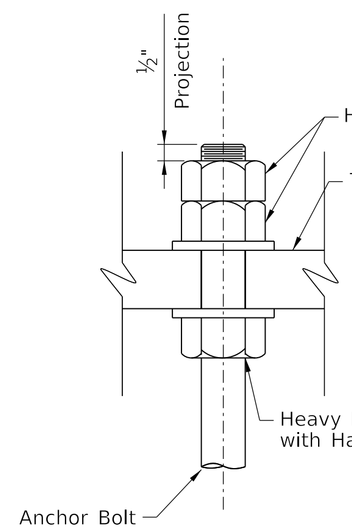

## PLAN



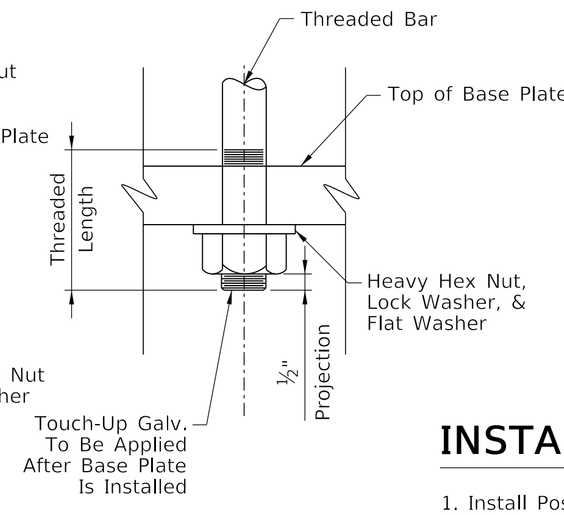

## SECTION A-A POST



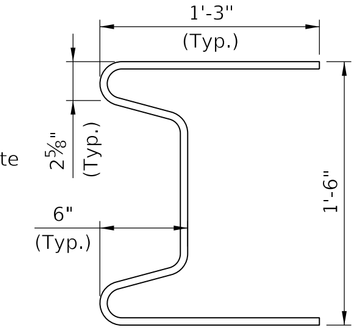

## POST BASE PLATE DETAIL




## DETAIL A




## DETAIL B




## STIRRUP DETAIL

## INSTALLATION PROCEDURE

1. Install Post and Base Plate Assembly On The Leveling Nuts and Hardened Washers At The Correct Elevation and Vertically Plumb.
2. Install The Top Hardened Washer and First Top Heavy Hex Nut To A "Snug Tight" Condition.
3. Install Precast Panels.
4. Pretension the first top heavy hex nut to 105 kips using turn of the nut method to ⅓ turn. Then install a second heavy hex nut to the "snug tight" condition.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

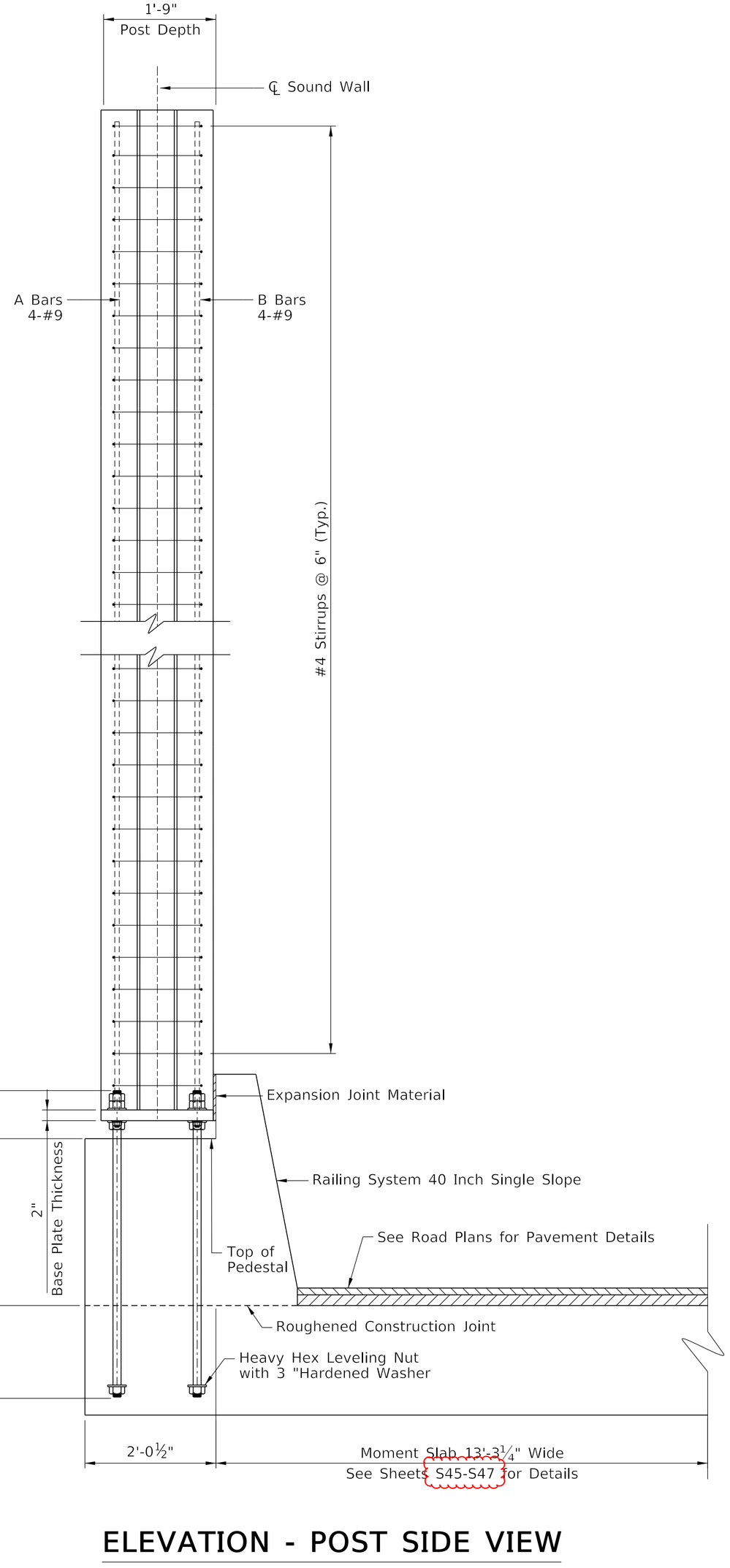
| REVISION | DATE |
|---|---|
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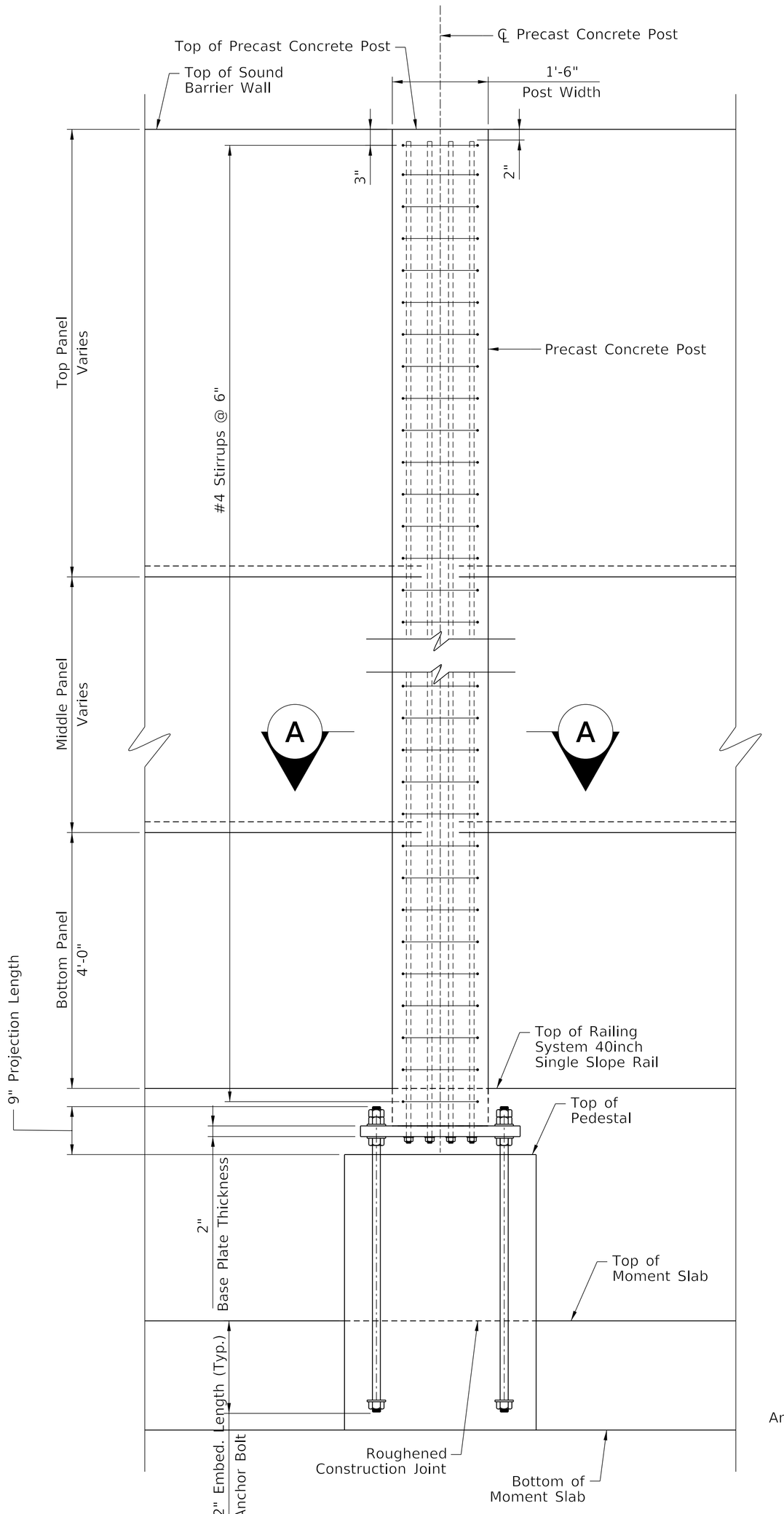
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

POST (1 OF 4)
CROSSING
SOUND BARRIER WALL

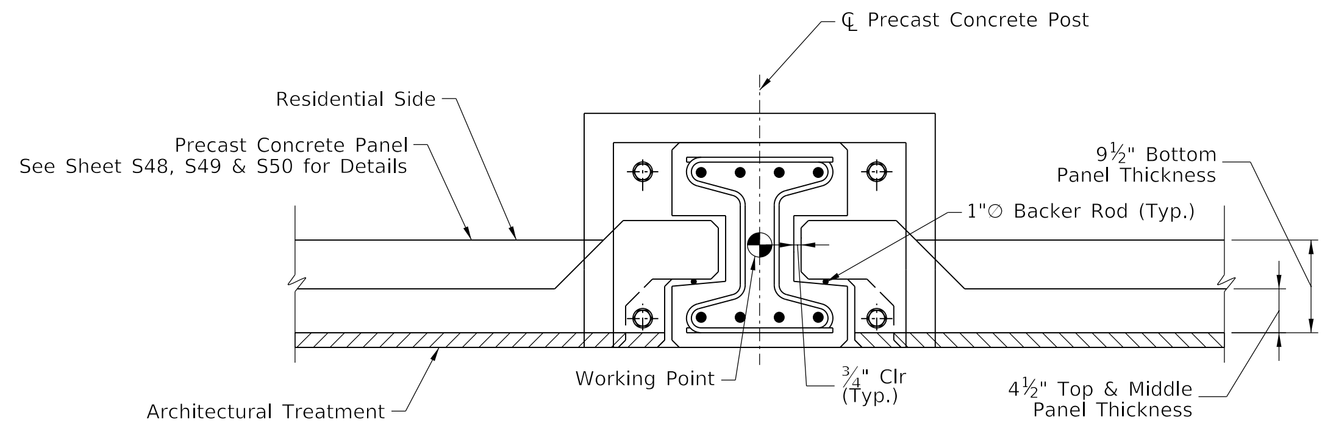
| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S59 | 28951 |



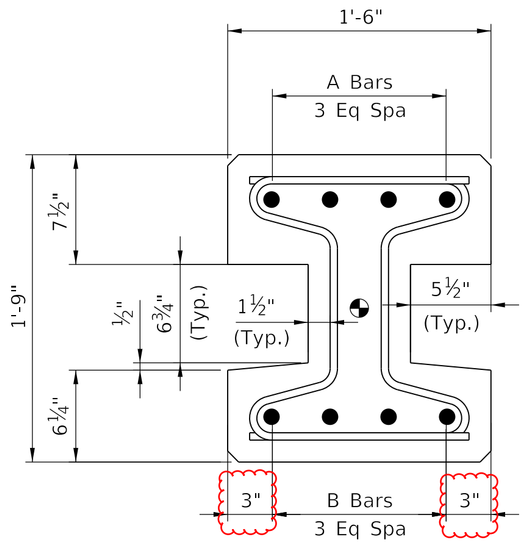

## ELEVATION - POST SIDE VIEW



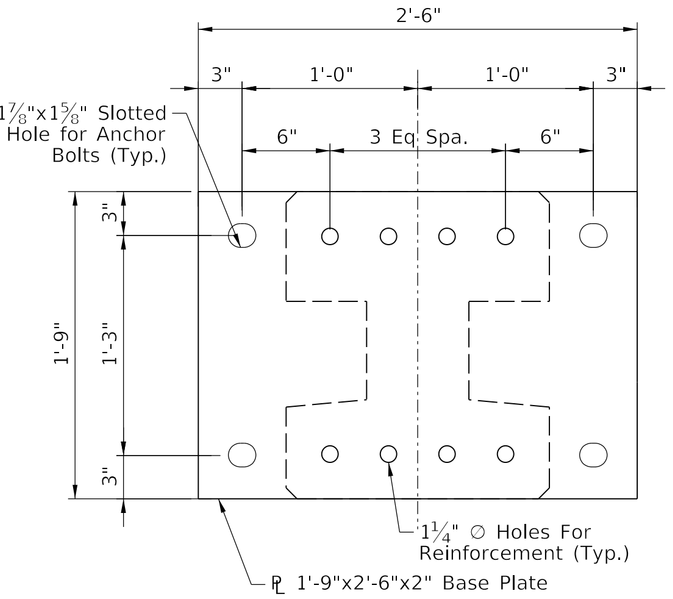

## ELEVATION - BACK FACE VIEW (RESIDENTIAL SIDE)



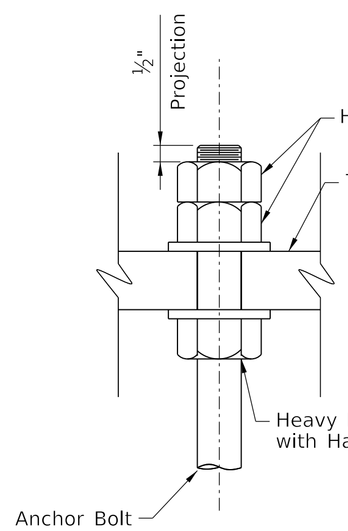

## PLAN



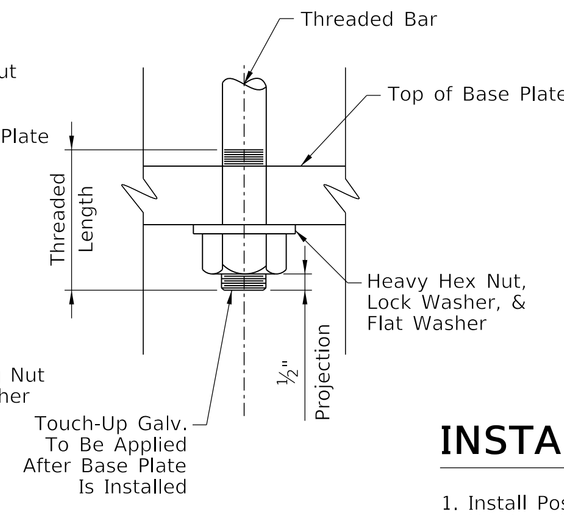

## SECTION A-A POST



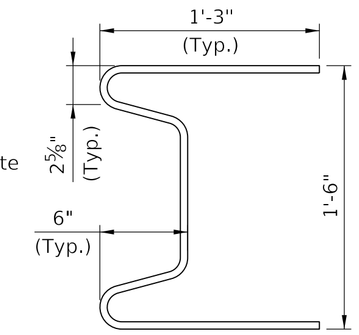

## POST BASE PLATE DETAIL




## DETAIL A




## DETAIL B




## STIRRUP DETAIL

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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

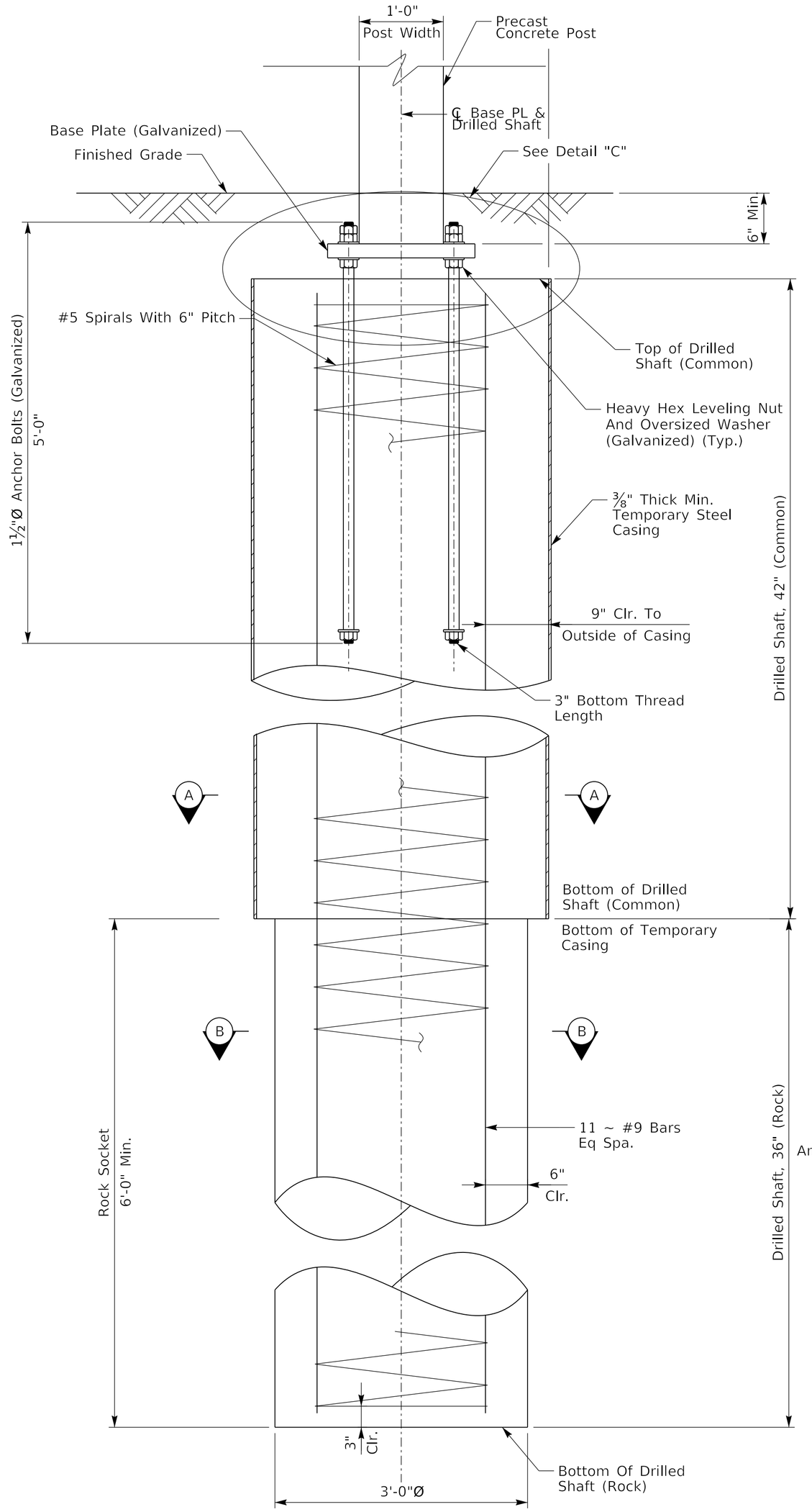
| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
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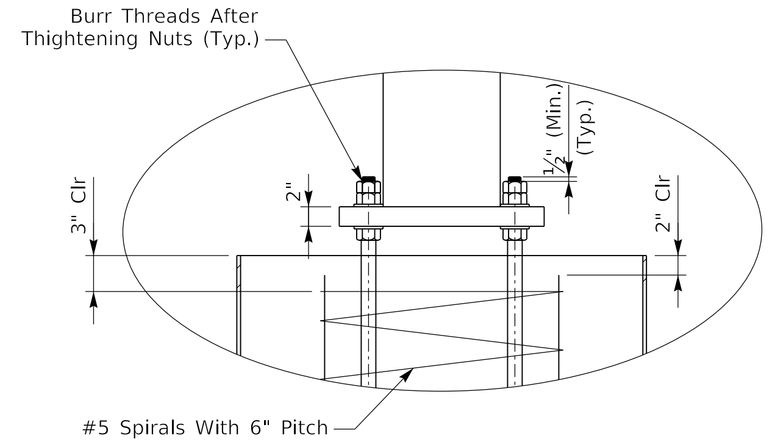
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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

POST (1 OF 4)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S59 | 28951 |



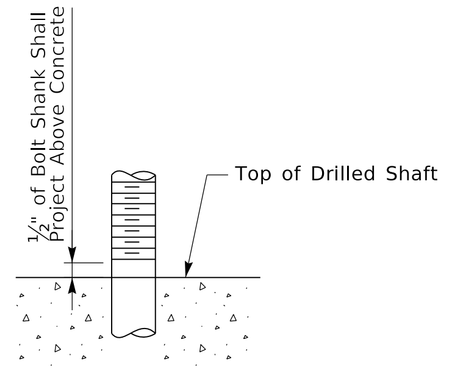

## DRILLED SHAFT DETAIL



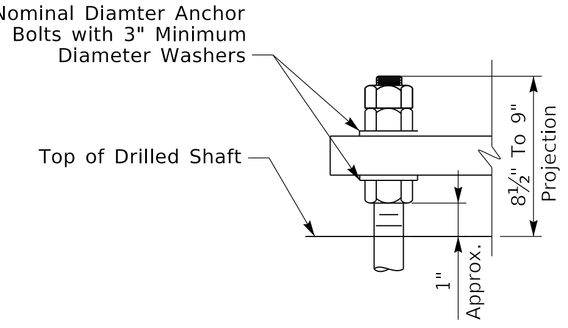

## DETAIL "C"

# DRILLED SHAFT NOTES

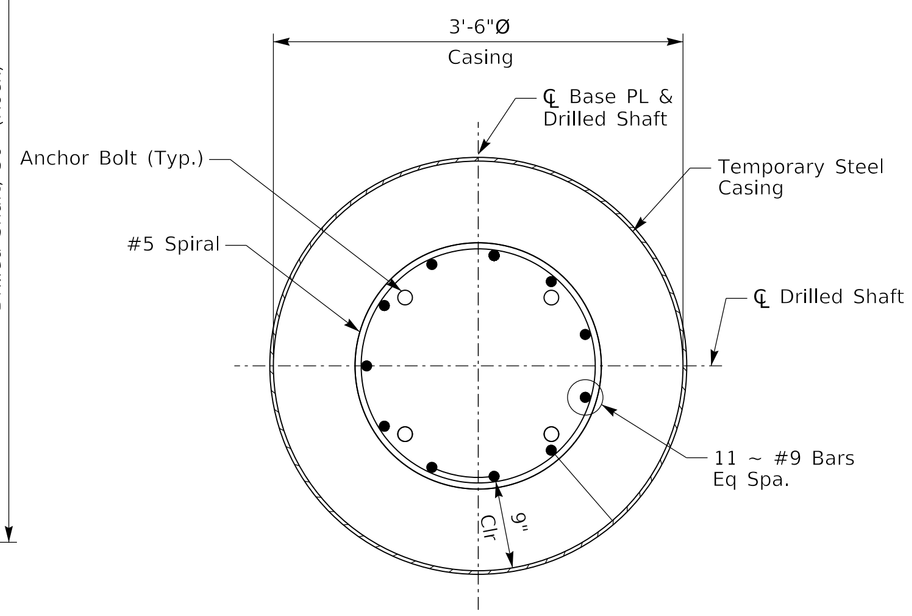
1. The drilled shafts shall be constructed in accordance with the Special Note for Drilled Shafts, current edition, except that the subsurface exploration borings in accordance with Section 3.5 of the Special Note are not required.
2. Payment for drilled shafts shall be either Drilled Shaft Common or Drilled Shaft Solid Rock. The cost of all concrete, reinforcing steel, steel casing, spacers, drilling, labor, and all other miscellaneous materials required for placement of drilled shafts shall be incidental to the unit price bid for Drilled Shaft Common and Drilled Shaft Solid Rock.
3. Concrete for drilled shafts shall be Class A Modified with a 28 day strength of 3500 psi.
4. Permanent casing is not required. The Contractor may elect to use temporary casing in deeper soil areas. Temporary casing may be omitted if the Contractor can demonstrate the ability to maintain an open excavation without collapse of the side walls, fallback of material into the excavation, or fallback into and contamination of freshly placed concrete.
5. Permanent casing may be required in the rock socket if significant voids are found during drilling. If permanent casing is required, the rock socket is to extended below the casing to provide an uncased rock socket length shown on the plans.
6. Except as permitted by special design, Sound Barrier Walls shall not be subjected to differential earth loading. Temporary or permanent soil loads placed on the sound barrier walls are only permitted as noted in the sound barrier wall plans.
7. Shafts shall have a minimum rock socket depth of 6'-0" feet. In no event shall the rock socket length be reduced from the plan dimensions shown in the wall data tables on Sheets S23-S42.
8. Elevations for top of rock, bottom of rock socket, and bottom of drilled shaft shall be determined in the field by the Engineer to assure the minimum rock socket length and determine pay lengths. Top of rock and bottom of drilled shaft plan elevations are based on borings, and are used for plan quantities only. Field elevations and pay quantities may vary from plan values.
9. The length required for spiral is the distance from 3" above the bottom of the rock socket to 3" below the top of the drilled shaft. One and one-half closed coils shall be provided at the ends of each spiral unit.
10. After completing the drilling operations, the Engineer shall complete the Drilled Shaft Record on Wall Data Sheets S23-S42. This Drilled Shaft Record does not replace other records and documentation required. See the Special Note for Drilled Shafts for additional required Drilled Shaft Records.



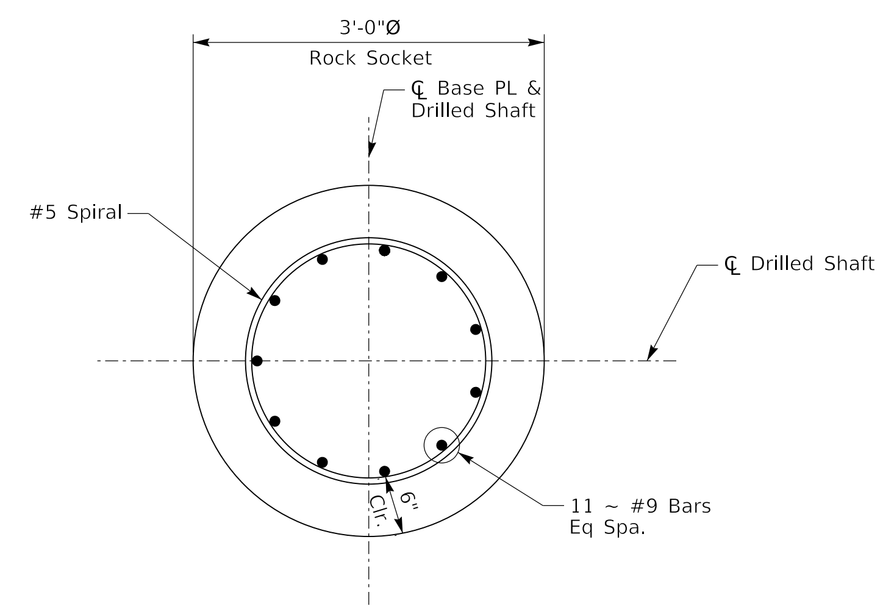

## ANCHOR BOLT DETAIL



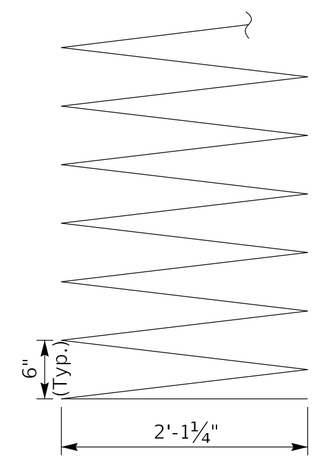

## ANCHOR BOLT PROJECTION




## SECTION "A"




## SECTION "B"




## SPIRAL BAR

(Include 1½ Extra Turns at Top & Bottom of Spiral)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY Transportation Pays Dividends

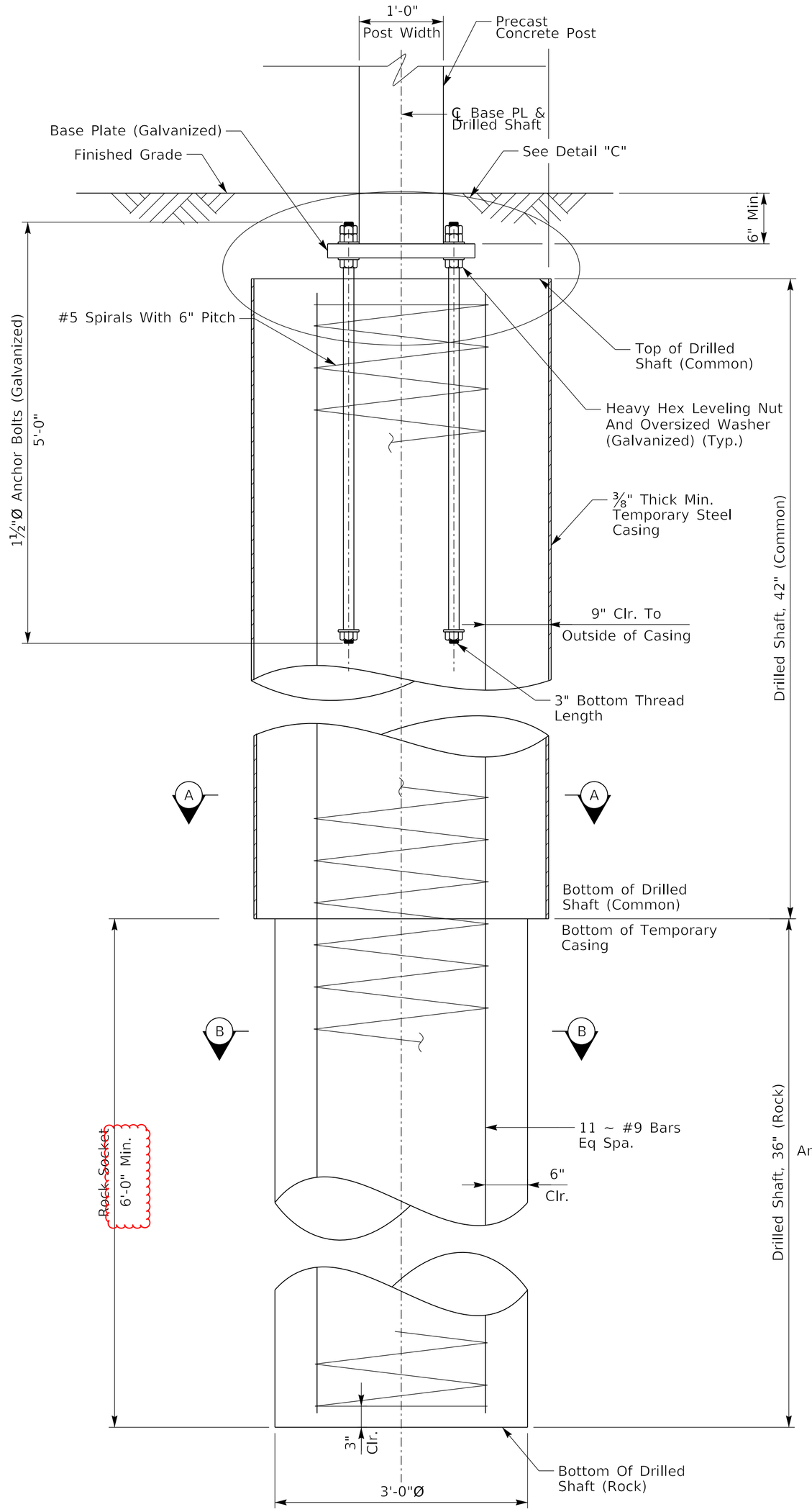
| REVISION | DATE |
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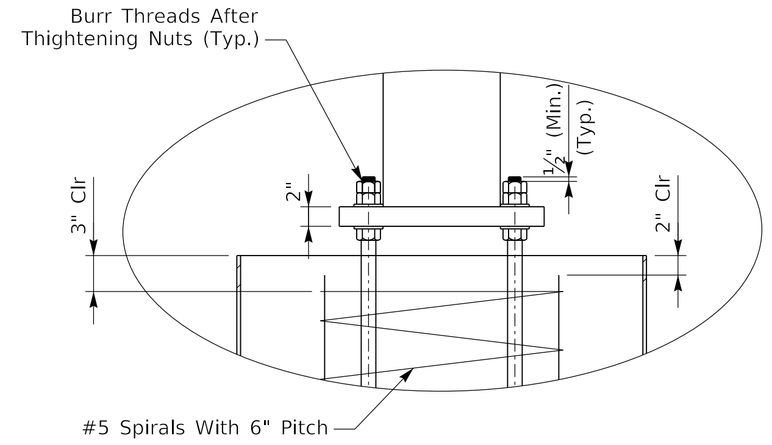
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

DRILLED SHAFT DETAILS (1 of 2)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S63 | 28951 |



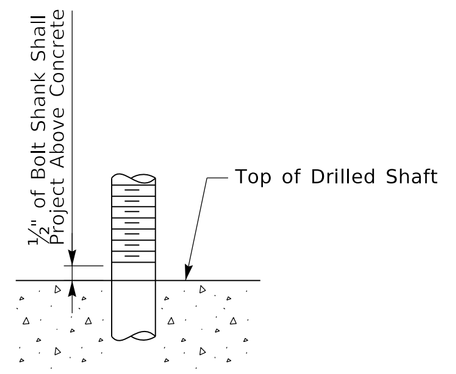

## DRILLED SHAFT DETAIL



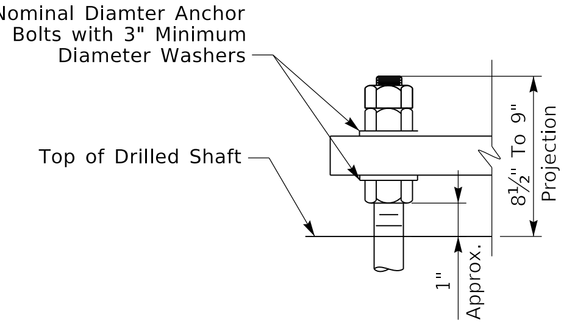

## DETAIL "C"

# DRILLED SHAFT NOTES

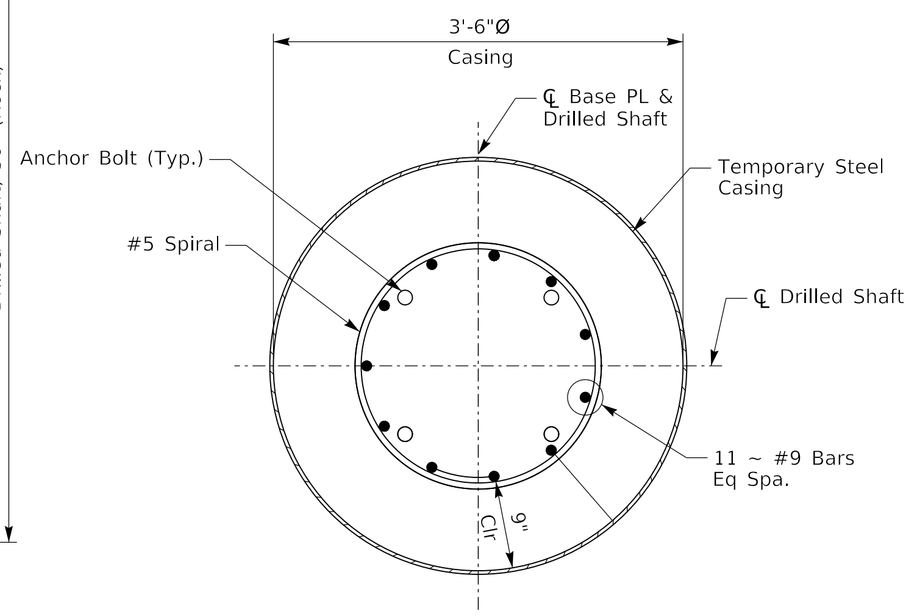
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3. Concrete for drilled shafts shall be Class A Modified with a 28 day strength of 3500 psi.
4. Permanent casing is not required. The Contractor may elect to use temporary casing in deeper soil areas. Temporary casing may be omitted if the Contractor can demonstrate the ability to maintain an open excavation without collapse of the side walls, fallback of material into the excavation, or fallback into and contamination of freshly placed concrete.
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6. Except as permitted by special design, Sound Barrier Walls shall not be subjected to differential earth loading. Temporary or permanent soil loads placed on the sound barrier walls are only permitted as noted in the sound barrier wall plans.
7. Shafts shall have a minimum rock socket depth of 6'-0" feet. In no event shall the rock socket length be reduced from the plan dimensions shown in the wall data tables on Sheets S23-S42.
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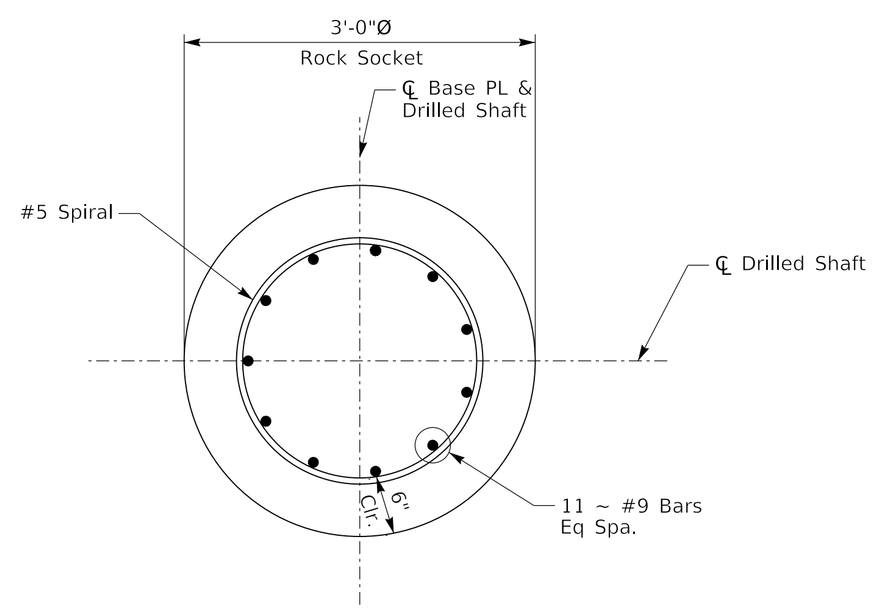

## ANCHOR BOLT DETAIL



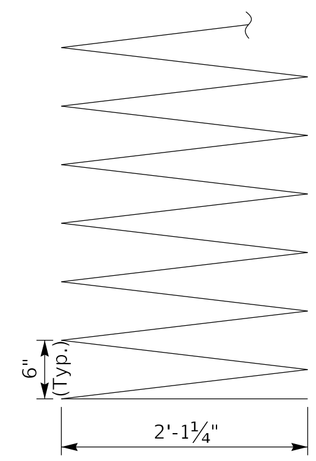

## ANCHOR BOLT PROJECTION




## SECTION "A"




## SECTION "B"




## SPIRAL BAR

(Include 1½ Extra Turns at Top & Bottom of Spiral)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY

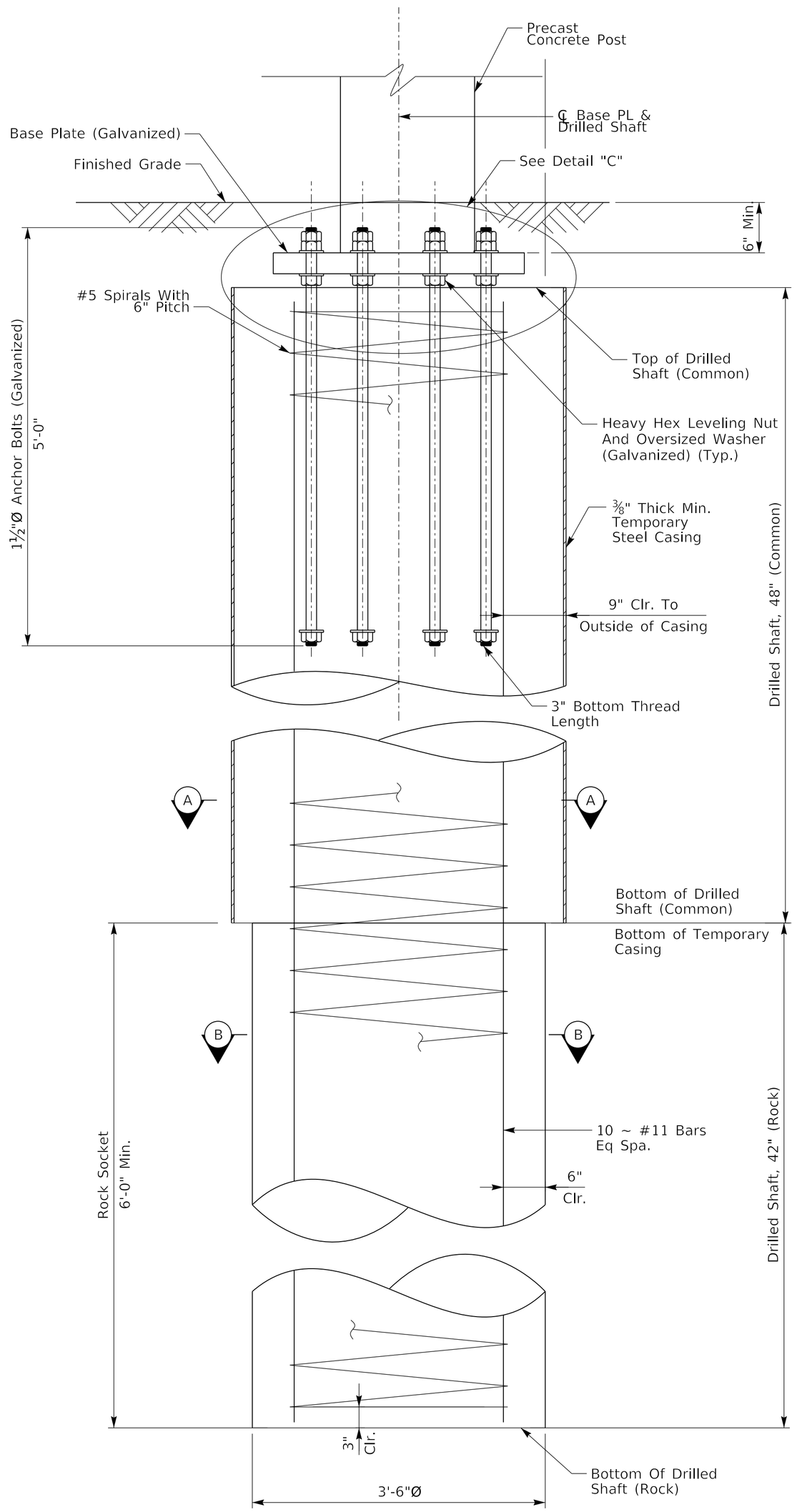
| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
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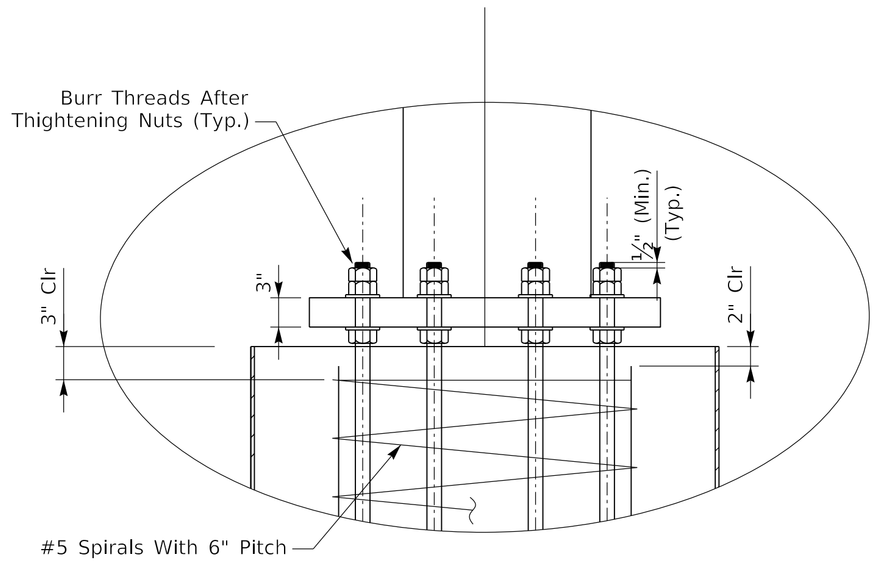
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|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

DRILLED SHAFT DETAILS (1 of 2)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S63 | 28951 |



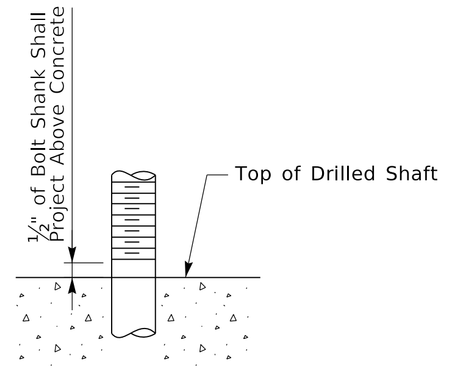

## DRILLED SHAFT DETAIL



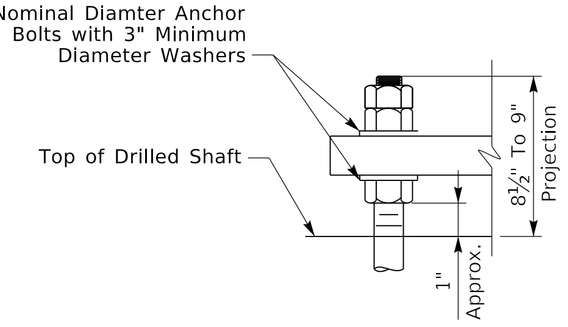

## DETAIL "C"

## DRILLED SHAFT NOTES

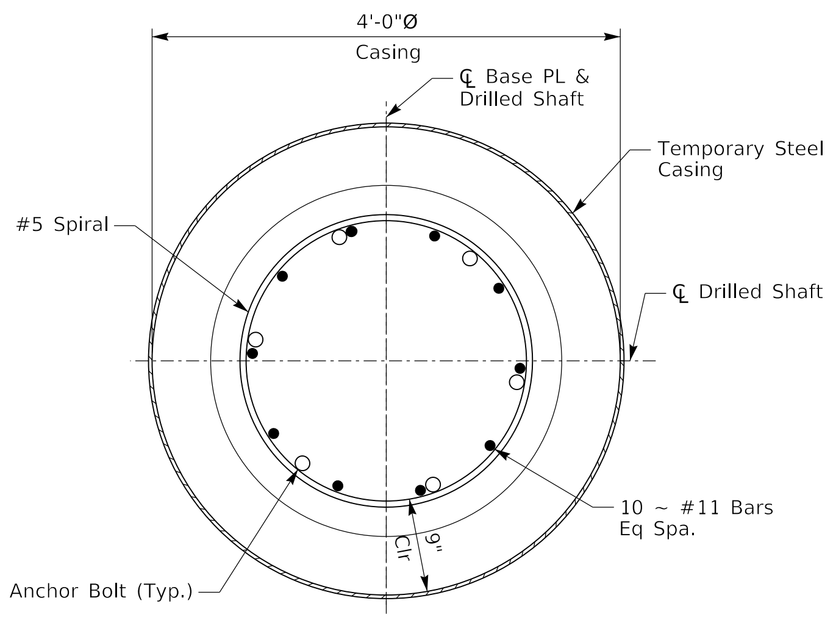
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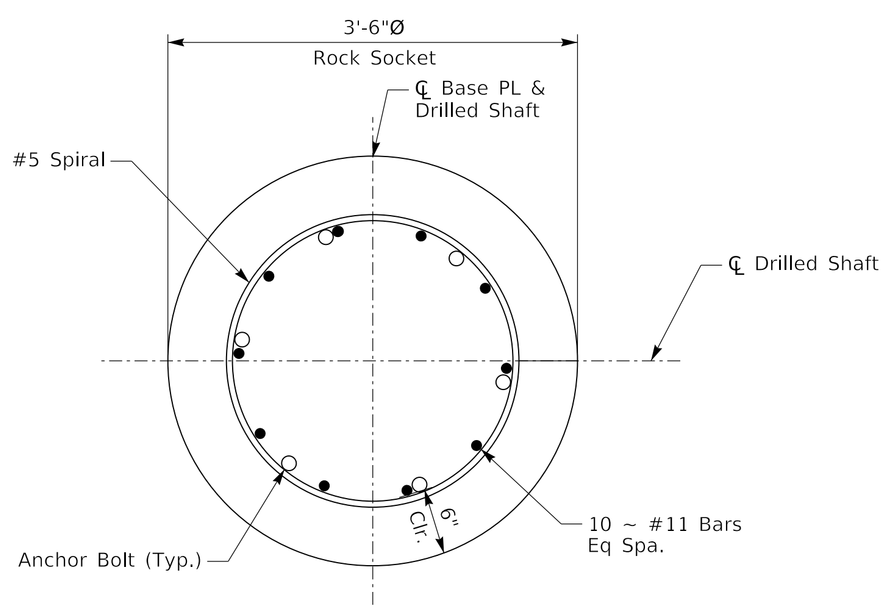

## ANCHOR BOLT DETAIL



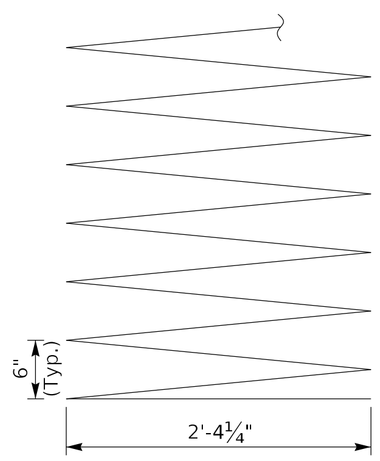

## ANCHOR BOLT PROJECTION




## SECTION "A"




## SECTION "B"




## SPIRAL BAR

(Include 1½ Extra Turns at Top & Bottom of Spiral)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY Transportation Cabinet

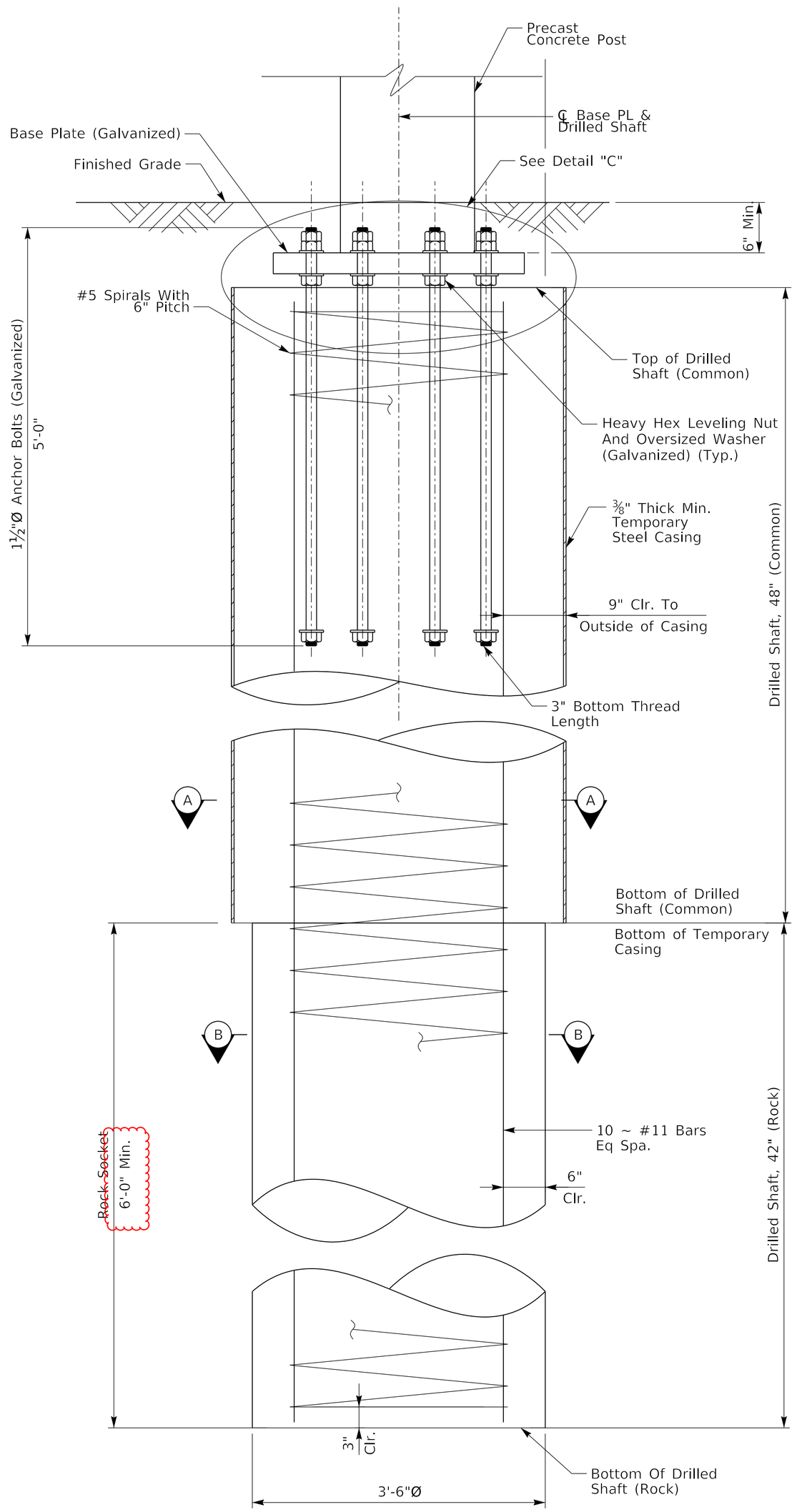
| REVISION | DATE |
|---|---|
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AECOM

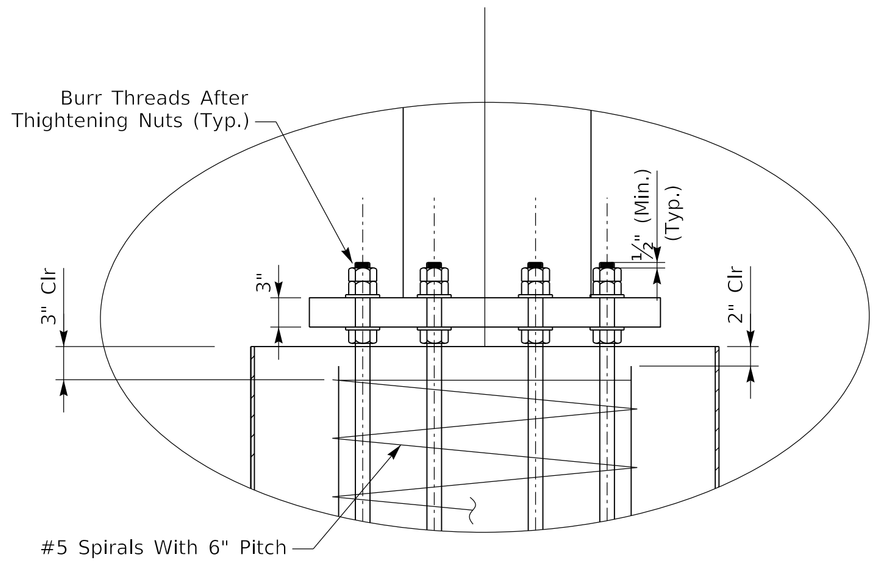
| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

DRILLED SHAFT DETAILS (2 of 2)
CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S64 | 28951 |



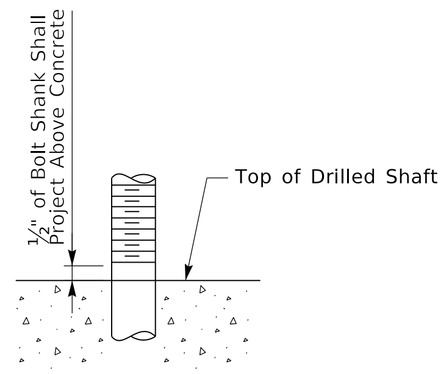

## DRILLED SHAFT DETAIL



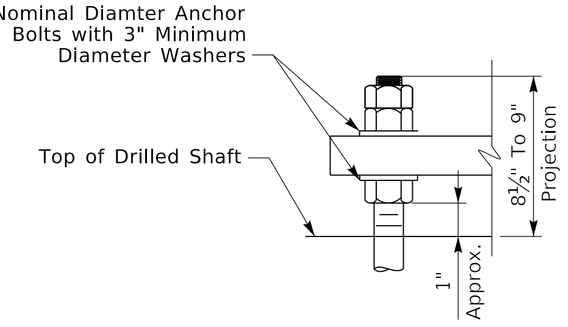

## DETAIL "C"

## DRILLED SHAFT NOTES

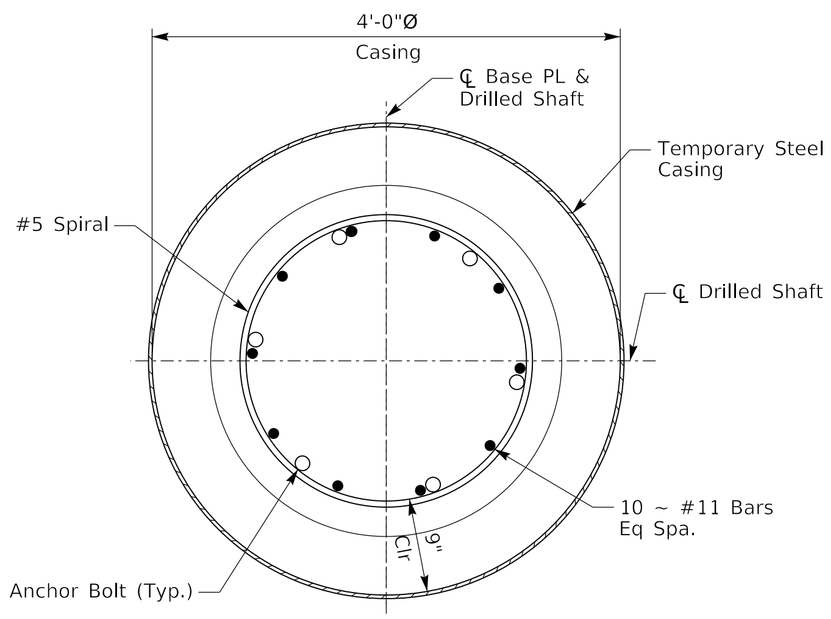
1. The drilled shafts shall be constructed in accordance with the Special Note for Drilled Shafts, current edition, except that the subsurface exploration borings in accordance with Section 3.5 of the Special Note are not required.
2. Payment for drilled shafts shall be either Drilled Shaft Common or Drilled Shaft Solid Rock. The cost of all concrete, reinforcing steel, steel casing, spacers, drilling, labor, and all other miscellaneous materials required for placement of drilled shafts shall be incidental to the unit price bid for Drilled Shaft Common and Drilled Shaft Solid Rock.
3. Concrete for drilled shafts shall be Class A Modified with a 28 day strength of 3500 psi.
4. Permanent casing is not required. The Contractor may elect to use temporary casing in deeper soil areas. Temporary casing may be omitted if the Contractor can demonstrate the ability to maintain an open excavation without collapse of the side walls, fallback of material into the excavation, or fallback into and contamination of freshly placed concrete.
5. Permanent casing may be required in the rock socket if significant voids are found during drilling. If permanent casing is required, the rock socket is to extended below the casing to provide an uncased rock socket length shown on the plans.
6. Except as permitted by special design, Sound Barrier Walls shall not be subjected to differential earth loading. Temporary or permanent soil loads placed on the sound barrier walls are only permitted as noted in the sound barrier wall plans.
7. Shafts shall have a minimum rock socket depth of 6'-0" feet. In no event shall the rock socket length be reduced from the plan dimensions shown in the wall data tables on Sheets S23-S42.
8. Elevations for top of rock, bottom of rock socket, and bottom of drilled shaft shall be determined in the field by the Engineer to assure the minimum rock socket length and determine pay lengths. Top of rock and bottom of drilled shaft plan elevations are based on borings, and are used for plan quantities only. Field elevations and pay quantities may vary from plan values.
9. The length required for spiral is the distance from 3" above the bottom of the rock socket to 3" below the top of the drilled shaft. One and one-half closed coils shall be provided at the ends of each spiral unit.
10. After completing the drilling operations, the Engineer shall complete the Drilled Shaft Record on Wall Data Sheets S23-S42. This Drilled Shaft Record does not replace other records and documentation required. See the Special Note for Drilled Shafts for additional required Drilled Shaft Records.



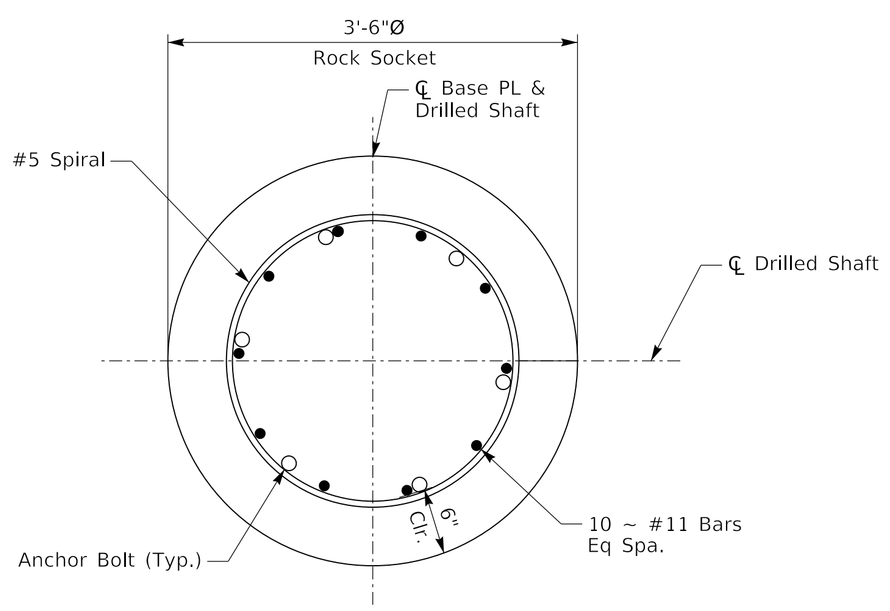

## ANCHOR BOLT DETAIL



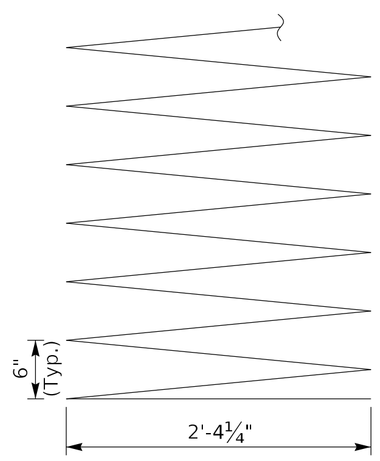

## ANCHOR BOLT PROJECTION




## SECTION "A"




## SECTION "B"




## SPIRAL BAR

(Include 1½ Extra Turns at Top & Bottom of Spiral)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Kicks Capacity

| REVISION | DATE |
|---|---|
| Revised 03/03/25 | |
| | |
| | |

AECOM

| | |
|---|---|
| DATE: 2/14/2025 | CHECKED BY |
| DESIGNED BY: D. CIUCU | M. AMIN |
| DETAILED BY: I. SHAH | M. AMIN |

DRILLED SHAFT DETAILS (2 of 2)

CROSSING
SOUND BARRIER WALL

| ROUTE | ITEM NO. | COUNTY OF |
|---|---|---|
| I-264 | 5-804.00 | JEFFERSON |
| | SHEET NO. | DRAWING NUMBER |
| | S64 | 28951 |

| COUNTY OF | ITEM NO. | SHEET NO. |
|---|---|---|
| JEFFERSON | 5-804.00 | R23 |

| G/R STEEL W BEAM-S FACE (7 FT POST) CONSTRUCTION CHART | | | | | |
|---|---|---|---|---|---|
| LT. OR RT. | STATION TO STATION | SINGLE FACE (ft) | THRIE BEAM G.R. TRANSITION TL-3 (EA) | END TY 1 (EA) | END TY 2A (EA) |
| I 264 WATTERSON EXPRESSWAY | | | | | |
| RT | 5129+50 - 5130+19 | 75 | 1 | - | - |

DO NOT DISTURB
① CMBBI
TG=559.83
6" IE=557.23
18" OE=556.08

DO NOT DISTURB
② CMBBI
TG=560.15
6" IE=557.40
18" OE=556.10
18" O3=556.05

DO NOT DISTURB
③ CMBBI
TG=560.12
6" IE=557.47
18" IE=555.32
24" OE=555.17

DO NOT DISTURB
④ CMBBI
TG=560.00
6" IE=556.75
24" IE=554.90
18" OE=554.80

⑤ REMOVE
MH#6 (UNABLE TO OPEN)
RIM=557.05
18" IE=?
18" IE=?
48" IE=?
48" OE=?

⑥ REMOVE
TG=556.27
18" IE=553.22
18" OE=552.87

⑦ REMOVE
TG=556.59
15" IE=554.59

| PROFILES | SHEET NO. |
|---|---|
| I-264 | R24 |
| RAMP A | R26D |
| RAMP H | R260 |

| MEDIAN BARRIER WALL TRANSITION PROPOSED OH SIGN TRUSS STA. 5133+35 | | |
|---|---|---|
| | STATION TO STATION | TAPER |
| ℄ | 5132+75.25 - 5133+29.50 | 50:1 |
| ℄ | 5133+40.50 - 5133+94.75 | 50:1 |

| MEDIAN BARRIER WALL TRANSITION PROPOSED OH SIGN TRUSS STA. 5135+00 | | |
|---|---|---|
| | STATION TO STATION | TAPER |
| ℄ | 5134+40.25 - 5134+94.50 | 50:1 |
| ℄ | 5135+05.50 - 5135+59.75 | 50:1 |

| CONC MEDIAN BARRIER TYPE A TL5 56 IN | | |
|---|---|---|
| | STATION TO STATION | LF |
| ℄ | 5129+50 - 5137+50 | 700 |

| REMOVE GUARDRAIL | | | |
|---|---|---|---|
| LT | RT | STA TO STA | LF |
| X | | 5132+95 - 5137+50 | 455 |
| | X | 5129+50 - 5137+50 | 800 |
| | X | 5134+27 - 5137+50 | 323 |

| SAWCUT PAVEMENT | | |
|---|---|---|
| SIDE | STATION TO STATION | LENGTH LF |
| LT | 5129+50 - 5137+50 | 800 |
| LT | 5129+50 - 5131+08 | 158 |
| LT | 5133+44 - 5137+50 | 406 |
| LT | 1002+33 - 1003+93 | 100 |
| RT | 5129+50 - 5137+50 | 800 |
| RT | 5129+50 - 5131+71 | 221 |
| RT | 5129+50 - 5137+50 | 1022 |
| RT | 1000+00 - 1003+95 | 395 |

| LONGITUDINAL EDGE KEY | | | |
|---|---|---|---|
| LT | RT | STA TO STA | LF |
| X | | 5129+50 - 5137+50 | 800 |
| X | | 5129+50 - 5131+08 | 158 |
| X | | 5133+44 - 5137+50 | 406 |
| X | | 1002+33 - 1003+93 | 100 |
| | X | 5129+50 - 5137+50 | 800 |
| | X | 5129+50 - 5131+71 | 221 |
| | X | 5129+50 - 5137+50 | 1022 |
| | X | 1000+00 - 1003+95 | 395 |

| RAIL SYSTEM SINGLE SLOPE-40 INCH | | |
|---|---|---|
| LT OR RT | STATION TO STATION | LF |
| RT | 5130+19 - 5137+50 | 731 |

| DITCH CONSTRUCTION CHART | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LT | RT | MED | STA. TO STA. | TYPE | QUANTITY | DEPTH | THICKNESS | DITCH |
| | X | | 2010+80 TO 2011+45 | ROCK CUT | ---- | ---- | | 4' FB |
| | X | | 5130+19 TO 5137+50 | ROCK CUT | ---- | ---- | | 4' FB |

| EROSION CONTROL BLANKET | | | |
|---|---|---|---|
| LT | RT | STA TO STA | SQYD |
| X | | 5129+50 - 5137+50 | 2223 |

BROWNSBORO OFFICE PARK
PI STA 1000+80.04
Δ=4° 35'01" RT
T= 80.04'
L= 160.00'
R= 2000.00'
E= 1.60'
e=MATCH EXISTING
RUNOFF=SEE
RUNOUT=XSECS

PI STA 2010+20.63
Δ=9° 45'15" LT
T= 170.66'
L= 340.49'
R= 2000.00'
E= 7.27'
e= 4.87%
RUNOFF=SEE
RUNOUT=XSECS

PI STA 5134+10.85
Δ= 0° 18'44" LT
T= 272.41'
L= 544.82'
R= 100000.00'
E= 0.37'
e= N.C.
RUNOFF=SEE
RUNOUT=XSECS

RAMP A STA. 1000+00.00
61.33' LT. I-264 STA. 5133+43.83

RAMP H STA. 2011+90.46=
67.33' RT. I-264 STA. 5130+58.84

NOTE:
THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION IN HIS OPERATIONS IN AREAS WHERE PLANS INDICATE THE PRESENCE OF UTILITIES OR OTHER LINES CARRYING HAZARDOUS MATERIAL.

SCALE: 1"=30'

# I 264 WATTERSON EXPRESSWAY PLAN SHEET STA. 5129+50 TO STA. 5137+50

FILE NAME: C:\PW_WORKDIR\MITCH.THOMAS@AECOM.COM\D0221079\R02300PL_REVISED.DGN
USER: mitch.thomas
DATE PLOTTED: November 23, 2024
E-SHEET NAME:
MicroStation v8.11.9.931

| COUNTY OF | ITEM NO. | SHEET NO. |
|---|---|---|
| JEFFERSON | 5-804.00 | R23 |

**REVISED 3-10-25**

| G/R STEEL W BEAM-S FACE (7 FT POST) CONSTRUCTION CHART | | | | | |
|---|---|---|---|---|---|
| LT. OR RT. | STATION TO STATION | SINGLE FACE (ft) | THRIE BEAM G.R. TRANSITION TL-3 (EA) | END TY 1 (EA) | END TY 2A (EA) |
| I 264 WATTERSON EXPRESSWAY | | | | | |
| RT | 5129+50 - 5130+19 | 75 | 1 | - | - |

DO NOT DISTURB
① CMBBI
TG=559.83
6" IE=557.23
18" OE=556.08

DO NOT DISTURB
② CMBBI
TG=560.15
6" IE=557.40
18" OE=556.10
18" 03=556.05

DO NOT DISTURB
③ CMBBI
TG=560.12
6" IE=557.47
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DO NOT DISTURB
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TG=560.00
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MH#6 (UNABLE TO OPEN)
RIM=557.05
18" IE=?
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⑥ REMOVE
TG=556.27
18" IE=553.22
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TG=556.59
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| PROFILES | SHEET NO. |
|---|---|
| I-264 | R24 |
| RAMP A | R26D |
| RAMP H | R260 |

| MEDIAN BARRIER WALL TRANSITION PROPOSED OH SIGN TRUSS STA. 5133+35 | | |
|---|---|---|
| | STATION TO STATION | TAPER |
| ℄ | 5132+75.25 - 5133+29.50 | 50:1 |
| ℄ | 5133+40.50 - 5133+94.75 | 50:1 |

| MEDIAN BARRIER WALL TRANSITION PROPOSED OH SIGN TRUSS STA. 5135+00 | | |
|---|---|---|
| | STATION TO STATION | TAPER |
| ℄ | 5134+40.25 - 5134+94.50 | 50:1 |
| ℄ | 5135+05.50 - 5135+59.75 | 50:1 |

| CONC MEDIAN BARRIER TYPE A TL5 56 IN | | |
|---|---|---|
| | STATION TO STATION | LF |
| ℄ | 5129+50 - 5137+50 | 700 |

| REMOVE GUARDRAIL | | | |
|---|---|---|---|
| LT | RT | STA TO STA | LF |
| X | | 5132+95 - 5137+50 | 455 |
| | X | 5129+50 - 5137+50 | 800 |
| | X | 5134+27 - 5137+50 | 323 |

| SAWCUT PAVEMENT | | |
|---|---|---|
| SIDE | STATION TO STATION | LENGTH LF |
| LT | 5129+50 - 5137+50 | 800 |
| LT | 5129+50 - 5131+08 | 158 |
| LT | 5133+44 - 5137+50 | 406 |
| LT | 1002+33 - 1003+93 | 100 |
| RT | 5129+50 - 5137+50 | 800 |
| RT | 5129+50 - 5131+71 | 221 |
| RT | 5129+50 - 5137+50 | 1022 |
| RT | 1000+00 - 1003+95 | 395 |

| LONGITUDINAL EDGE KEY | | | |
|---|---|---|---|
| LT | RT | STA TO STA | LF |
| X | | 5129+50 - 5137+50 | 800 |
| X | | 5129+50 - 5131+08 | 158 |
| X | | 5133+44 - 5137+50 | 406 |
| X | | 1002+33 - 1003+93 | 100 |
| | X | 5129+50 - 5137+50 | 800 |
| | X | 5129+50 - 5131+71 | 221 |
| | X | 5129+50 - 5137+50 | 1022 |
| | X | 1000+00 - 1003+95 | 395 |

| RAIL SYSTEM SINGLE SLOPE-40 INCH | | |
|---|---|---|
| LT OR RT | STATION TO STATION | LF |
| RT | 5130+19 - 5137+50 | 731 |

| EROSION CONTROL BLANKET | | | |
|---|---|---|---|
| LT | RT | STA TO STA | SQYD |
| X | | 5129+50 - 5137+50 | 2223 |

| DITCH CONSTRUCTION CHART | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LT | RT | MED | STA. TO STA. | TYPE | QUANTITY | DEPTH | THICKNESS | DITCH |
| | X | | 2010+80 TO 2011+45 | ROCK CUT | ---- | ---- | | 4' FB |
| | X | | 5130+19 TO 5137+50 | ROCK CUT | ---- | ---- | | 4' FB |

PI STA 1000+80.04
Δ=4° 35'01" RT
T= 80.04'
L= 160.00'
R= 2000.00'
E= 1.60'
e=MATCH EXISTING
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Δ= 0°18'44" LT
T= 272.41'
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61.33' LT. I-264 STA. 5133+43.83

RAMP H STA. 2011+90.46=
67.33' RT. I-264 STA. 5130+58.84

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SCALE: 1"=30'

# I 264 WATTERSON EXPRESSWAY PLAN SHEET STA. 5129+50 TO STA. 5137+50

FILE NAME: C:\PW_WORKDIR\MITCH.THOMAS@AECOM.COM\D0221079\R02300PL_REVISED.DGN
USER: mitch.thomas
DATE PLOTTED: November 23, 2024
E-SHEET NAME:
MicroStation v8.11.9.931