

UPDATE DATE: 12-1-92
 LETTING DATE: 12-1-92

SHEET NO.	DESCRIPTION
1	Location
2-3	General Notes
4	Layout & Estimate of Quantities
5	Construction Phases
6	Abutment 1
6a	Abutment 2
7	New Jersey Barrier Transition
8	Flooring Details
9	Drain & Expansion Details
10-11	Barrier Details
12	Stringer End Repairs
13	Maintenance of Traffic & Guardrail
14	Neoprene Expansion Dams (1/2" & 2 1/2")
15	Neoprene Expansion Dams (4")
16	Temporary Barrier

STANDARD DRAWINGS

TSC	260-07
TSC	261-04
RBE	060-08
RBL	001-05
RBR	001-05
RBR	005-07
RBR	010-02
RBR	015-02
RBR	016-01
BUE	001-06
RBM	105-01

SPECIAL PROVISION

136 Crash Cushion

SPECIAL NOTES

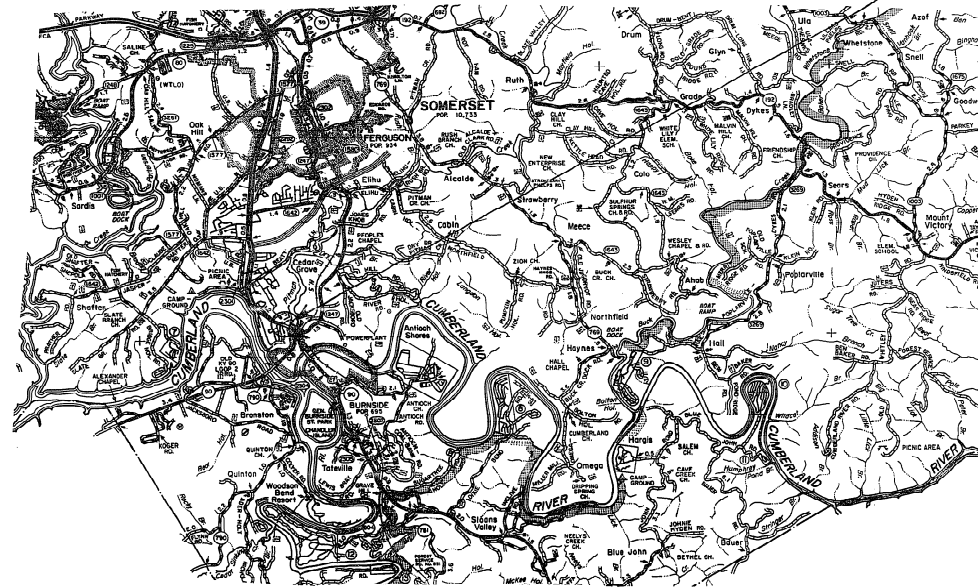
- For "Projects with A325 High Strength Bolts"
- For "Exodermic Bridge Deck"
- For "Structural Adhesives with Extended Contact Time"

DESIGNED BY: [blank]
 DRAWN BY: [blank]
 CHECKED BY: [blank]
 IN CHARGE: [blank]
 DATE: [blank]
 REVISIONS: [blank]

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS

PLANS OF
 PROPOSED PROJECT
PULASKI COUNTY

MP 100 0027 010.059



GRAPHIC SCALE IN MILES

LAYOUT MAP

US 27 OVER PITMAN CREEK SHEET 1 OF 11

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
PULASKI
 SOMERSET - BURNSIDE
 ROAD
 PROJECT NO. MP 100 0027 010.059

PLAN APPROVED 11-7-92 BY [Signature] DIRECTOR OF BRIDGES

PLAN APPROVED 11-18-92 BY [Signature] STATE HIGHWAY ENGINEER

DRAWING NO.
22870

UPDATE DATE
LETTING DATE

REVISION NO. 1
DATE 11/15/88
BY S. COOPER
REVISION NO. 2
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BY S. COOPER
REVISION NO. 3
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REVISION NO. 4
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DATE 11/15/88
BY S. COOPER

GENERAL NOTE

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 1991 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE 1992 EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

DESIGN LOAD

THIS WORK IS DESIGNED FOR HS20 LIVE LOAD. THE HS20 LIVE LOAD IS ARRIVED AT BY INCREASING THE STANDARD HS20-44 TRUCK AND LANE LOADS AS SPECIFIED IN THE AASHTO SPECIFICATIONS BY 25%.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS "U" REINFORCED CONCRETE IN ACCORDANCE WITH SECTION 609
F' C = 4000 PSI OF THE SPECIFICATIONS.

FOR CLASS "AR" REINFORCED CONCRETE
F' C = 4000 PSI

FOR STEEL REINFORCEMENT
F_y = 60000 PSI

FOR QUICK SETTING CONCRETE
F' C = 4000 PSI

QUICK-SETTING CONCRETE

THE QUICK-SETTING CONCRETE SHALL BE OF AN APPROVED MIX DESIGN SUCH THAT A MINIMUM COMPRESSIVE STRENGTH OF 2500 PSI IS OBTAINED PRIOR TO OPENING THE BRIDGE TO TWO LANES AT 6:00 A.M. THE CONTRACTOR SHALL SUBMIT HIS MIX DESIGN AND SAMPLES OF THE INGREDIENT MATERIALS TO THE ENGINEER FOR APPROVAL AT LEAST 10 WEEKS PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING HIS WORK TO ALLOW THE QUICK SETTING CONCRETE TO ACHIEVE THIS DESIRED STRENGTH.

THE QUICK SETTING CONCRETE MIXTURE SHALL HAVE A DURABILITY FACTOR OF AT LEAST 80 WHEN TESTED IN ACCORDANCE WITH ASTM C666, METHOD B AT 300 CYCLES. AT LEAST TWO TRIAL BATCHES SHALL BE MADE USING THE INGREDIENTS, PROPORTIONS, AND EQUIPMENT (INCLUDING BATCHING, MIXING, AND DELIVERY) TO BE USED ON THE PROJECT TO DEMONSTRATE THAT THE QUICK SETTING CONCRETE WILL MEET THE REQUIREMENTS FOR COMPRESSIVE STRENGTH. SOME PRODUCTS THAT MAY MEET THE DURABILITY AND COMPRESSIVE STRENGTH REQUIREMENTS ARE AS FOLLOWS:

SET 45	BY MASTER BUILDERS
PIVAMENT 500	BY LONE STAR INDUSTRIES
RAPID SET CEMENT	BY C. T. S. CEMENT
PIVAMENT PSC	BY LONE STAR INDUSTRIES

CONCRETE

CLASS "AR" CONCRETE IS TO BE USED THROUGHOUT THE SUBSTRUCTURE REPAIRS AT ABUTMENTS 1 AND 2. CLASS "U" CONCRETE IS TO BE USED IN ALL PRECAST PORTIONS OF THE PRECAST BRIDGE BARRIER. CLASS "D" MODIFIED CONCRETE IS TO BE USED IN ALL PRECAST PORTIONS OF THE EXODERMIC BRIDGE DECK SYSTEM.

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE CLEAR DISTANCES UNLESS OTHERWISE SHOWN. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

EPoxy COATED REINFORCING STEEL

ALL REINFORCING BARS DESIGNATED BY SUFFIX 1E1 IN THE PLANS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION B1.1.0 OF THE STANDARD SPECIFICATIONS.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED 7/8" UNLESS OTHERWISE SHOWN.

REMOVAL OF EXISTING REINFORCED CONCRETE

THIS WORK SHALL INCLUDE REMOVING THE REINFORCED CONCRETE DECK SLAB, CURBS, SIDEWALK, OVERLAYS, PATCHES, ETC. FOR THE ENTIRE LENGTH OF THE BRIDGE PLUS OTHER CONCRETE NOTED ON THE PLANS AND DISPOSING OF THIS MATERIAL AWAY FROM THE BRIDGE SITE. PROPER CARE SHALL BE TAKEN TO PROTECT THE STRUCTURAL STEEL FROM DAMAGE DURING THIS OPERATION. THE FLOOR SHALL BE REMOVED WITHOUT ALLOWING THE BROKEN CONCRETE TO DROP INTO THE STREAM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY FALLING PARTICLES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR REMOVE EXISTING REINFORCED CONCRETE.

BONDING CONCRETE TO PREVIOUSLY POURED CONCRETE

CONCRETE SHALL BE BONDED TO PREVIOUSLY POURED CONCRETE WHERE SHOWN ON THE PLANS WITH A TWO-COMPONENT EPOXY RESIN SYSTEM CONFORMING TO SECTION 833 OF THE SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING ALL LABOR, TOOLS AND MATERIALS, IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR PRECAST BRIDGE BARRIER.

EXISTING REINFORCING STEEL

THE COST OF CUTTING, BENDING AND CLEANING EXISTING REINFORCING STEEL IS TO BE INCIDENTAL TO THE LUMP SUM BID FOR REMOVE EXISTING REINFORCED CONCRETE.

SURFACE FINISH OF CLASS "D" CONCRETE IN THE EXODERMIC BRIDGE PANELS

THE DECK OF THIS STRUCTURE IS TO RECEIVE AN OVERLAY. THE CONTRACTOR IS CAUTIONED THAT THE PROPOSED DECK OVERLAYS ARE VERY SENSITIVE TO OILS, PAINTS, CRACKS, WAXES, AND SIMILAR SUBSTANCES AND IF THESE SUBSTANCES ARE DEPOSITED IN THE DECK, HE WILL BE RESPONSIBLE FOR THEIR COMPLETE REMOVAL WHICH MAY INCLUDE REMOVAL AND REPLACEMENT OF THE AFFECTED CONCRETE TO THE DEPTH THE SUBSTANCES HAVE PENETRATED. ANY EXPENSE OF THIS REMOVAL WILL BE BORNE BY THE CONTRACTOR. THE TOP SURFACE SHALL RECEIVE A BROOM FINISH.

CONCRETE OVERLAY

THE ENTIRE BRIDGE DECK SHALL BE OVERLAVED WITH A LATEX CONCRETE OVERLAY IN ACCORDANCE WITH SECTION 741 OF THE STANDARD SPECIFICATIONS EXCEPT THAT TYPE III CEMENT SHALL BE USED IN LIEU OF TYPE I CEMENT AND CURING TIME SHALL BE 24 HOURS WET AND 24 HOURS AIR.

PAYMENT FOR STRUCTURAL STEEL

THE LUMP SUM BID FOR STRUCTURAL STEEL SHALL BE FULL PAYMENT FOR ALL NEW STRUCTURAL STEEL, DRAIN PIPE, BOLTS, WASHERS, WELDING MATERIALS, PAINT AND ALL LABOR AND MATERIALS NECESSARY TO ERECT THE NEW STEEL AND TO MODIFY OR REMOVE THE EXISTING STEEL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE APPROXIMATE WEIGHT OF STRUCTURAL STEEL SHOWN IN THE ESTIMATE OF QUANTITIES DOES NOT INCLUDE OVERRUN OR WELD MATERIAL.

SHOP DRAWINGS

THE CONTRACTOR SHALL SUBMIT FULL SETS OF PRINTS OF THE DETAILED SHOP DRAWINGS FOR ALL STRUCTURAL STEEL FOR THE 6" FINGER DAM TO THE DEPARTMENT FOR REVIEW IN ACCORDANCE WITH SECTION 607.04 OF THE SPECIFICATIONS. WHEN ANY CHANGES IN THE DESIGN PLANS ARE PROPOSED BY THE FABRICATOR OR SUPPLIER, THE SHOP DRAWINGS REFLECTING THESE CHANGES SHALL BE SUBMITTED TO THE DEPARTMENT THROUGH THE CONTRACTOR.

PAINTING NEW STRUCTURAL STEEL

ALL NEW STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH SECTION 607.25.

SAWCUTTING EXISTING CONCRETE

PRIOR TO THE REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE EXISTING SLAB FULL DEPTH WITH A CONCRETE SAW TO FACILITATE A NEAT LINE. THE COST OF CUTTING CONCRETE SHALL BE INCLUDED IN THE LUMP SUM BID FOR REMOVAL OF EXISTING REINFORCED CONCRETE. CONTRACTOR SHALL EXERCISE CARE WHILE CUTTING SLAB OVER EXISTING STRINGERS AND FLOOR BEAMS.

CLEANING EXISTING STEEL

ALL AREAS OF EXISTING STEEL THAT ARE TO BE IN CONTACT WITH NEW STEEL, INCLUDING AREAS UNDER BOLT HEADS, SHALL BE CLEANED OF ALL DIRT, RUST, PAINT, AND OTHER FOREIGN MATTER BEFORE INSTALLING THE NEW STEEL. THE COST OF THIS CLEANING IS TO BE INCIDENTAL TO THE LUMP SUM BID FOR STRUCTURAL STEEL.

CLEANING TOPS OF BEAMS

THE TOPS OF ALL EXISTING STEEL STRINGERS, AND OTHER STEEL TO BE IN CONTACT WITH NEW CONCRETE, ARE TO BE CLEANED OF ALL RUST AND OTHER FOREIGN MATTER BEFORE POURING THE CONCRETE FLOOR. THE COST OF MATERIAL AND LABOR IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR EXODERMIC BRIDGE DECK.

EXPANSION DAM 6" STEEL FINGER DAM

THE COST OF ALL MATERIALS, TOOLS, EQUIPMENT, AND LABOR NECESSARY TO FABRICATE, INSTALL, AND INITIAL THE STEEL FINGER DAM AS DETAILED ON SHEET 4 OF THESE PLANS SHALL BE INCLUDED IN THE LUMP SUM BID FOR STRUCTURAL STEEL.

WELDING SPECIFICATIONS

ALL WELDING AND WELDING MATERIALS EXCEPT FOR REINFORCEMENT, SHALL CONFORM TO "JOINT SPECIFICATION AASHTO/AWG D1.3 60 BRIDGE WELDING CODE".

PROHIBITED FIELD WELDING

EXCEPT AS SHOWN ON THE PLANS, NO WELDING OF ANY NATURE SHALL BE PERFORMED ON THE LOAD CARRYING MEMBERS.

STRUCTURAL STEEL MATERIALS

ASTM SPECIFICATIONS, CURRENT EDITION, AS DESIGNATED BELOW, SHALL GOVERN THE MATERIALS FURNISHED.

ASTM	MATERIAL
A36	STRUCTURAL STEEL AND STEEL GRID FLOORING
A53	STEEL PIPE FOR DRAINS
A375	GRADE 50 ANCHOR BOLTS
A325-B1	HIGH STRENGTH BOLTS, NUTS AND WASHERS
A123	GALVANIZING FOR OTHER STRUCTURAL STEEL
A153	GALVANIZING FOR ANCHOR BOLTS, NUTS AND WASHERS

DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE STRUCTURE DURING RECONSTRUCTION, EVEN TO THE REPLACEMENT OF THE ENTIRE STRUCTURE AND REMOVAL OF THE FAILED STRUCTURE AT HIS EXPENSE, SHOULD IT BE ALLOWED TO FAIL DUE TO HIS ACTIONS.

MAINTAIN AND CONTROL TRAFFIC

SEE DETAILS AND NOTES FOR THIS ITEM ON SHEET 13. ALSO REFER TO SHEET 16 FOR TEMPORARY BARRIER DETAILS.

STUDS

THE CONTRACTOR SHALL USE 2/4" x 8 STUDS THROUGHOUT THE STRUCTURE. THE MINIMUM LENGTH OF STUDS SHALL BE 4'.

STUD WELDING

STUDS SHALL BE WELDED IN ACCORDANCE WITH AWS SPECIFICATIONS.

US 27 over Pitman Creek

Sheet 2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
COUNTY OF
PULASKI
SOMERSET-BURNSIDE
ROAD

STATION

CONSTRUCTION PROJECT NO.

MAINTENANCE PROJECT NO.

DRAWING NO.

GENERAL NOTES

22870

UPDATE DATE _____
 LETTING DATE _____

DESIGNED BY: _____
 CHECKED BY: _____
 DRAWN BY: _____
 IN CHARGE OF: _____
 APPROVED BY: _____

GENERAL NOTE

EXODERMIC BRIDGE DECK SYSTEM

THE BRIDGE FLOORING TO BE USED ON THIS PROJECT SHALL BE OF THE EXODERMIC COMPOSITE CONCRETE UNFILLED TYPE AND BE PRODUCED BY A MEMBER OF THE BRIDGE GRID FLOORING MANUFACTURERS ASSOCIATION LICENSED TO PRODUCE EXODERMIC BRIDGE DECK. THE STEEL GRID SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. THE STEEL REINFORCEMENT SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 811.10 OF THE SPECIFICATIONS. THE PRECAST CONCRETE SHALL BE CLASS 'D' CAST ON THE STEEL GRID AND FULLY CURED PRIOR TO PLACEMENT OF GRID.

THE GRID FLOOR PRODUCER SHALL SUBMIT DETAILED SHOP DRAWINGS INCLUDING ANY FIELD DIMENSIONS AND DATA FOR REVIEW PRIOR TO FABRICATION. THE SHOP DRAWINGS SHALL ALSO INCLUDE ALL ERECTION DETAILS AND CONSTRUCTION NOTES.

THE GRID FLOOR PRODUCER SHALL COOPERATE WITH THE PRECAST BARRIER PRODUCER. DETAILS FOR THE EXODERMIC BRIDGE DECK ARE SHOWN ON SHEET 8 OF THESE PLANS. DETAILS FOR THE PRECAST BARRIER ARE GIVEN ON SHEETS 10 AND 11 OF THESE PLANS. THE UNIT PRICE FOR EXODERMIC BRIDGE DECK SHALL INCLUDE ALL LIFT PUMPS, MATERIALS, TOOLS, EQUIPMENT, LABOR, AND ALL INCIDENTALS NECESSARY TO FABRICATE, TRANSPORT, AND INSTALL, IN PLACE, THE BRIDGE FLOORING (WITH PRECAST CONCRETE) TO BE USED ON THIS PROJECT.

THE COST OF ALL SHEAR STUDS ON THE STRINGERS, QUICK-SETTING CONCRETE AND GROUT FOR CLOSURE JOINTS OVER STRINGERS AND FLOORBEAMS (AND AT TRANSVERSE JOINTS), EPOXY COATED REINFORCEMENT BARS FOR SPLICING DECK OVER STRINGERS AND FLOORBEAMS, REMOVAL AND REPLACEMENT OF MATERIALS DUE TO CONSTRUCTION JOINTS AND TRAFFIC CONTROLS, CLEANING TOPS OF STRINGERS AND FLOORBEAMS, DRAINS AND INSTALLATION OF DRAINS IN EXODERMIC BRIDGE DECK PANELS DURING FABRICATION, AND COST FOR ALL TOOLS, EQUIPMENT, AND LABOR TO PROVIDE AND INSTALL THESE INCIDENTALS SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR EXODERMIC BRIDGE DECK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ENOUGH MATERIALS, EQUIPMENT, AND LABOR ON THE JOB SITE AT ALL TIMES, DUE TO THE SPECIAL NATURE OF THIS PROJECT.

PRECAST BRIDGE BARRIER

THE PRECAST BARRIER TO BE USED ON THIS PROJECT SHALL BE OF THE NEW JERSEY BARRIER CROSS SECTION AS DETAILED ON SHEETS 10 AND 11 OF THESE PLANS. THE CONCRETE USED SHALL BE CLASS 'D' CONCRETE. THE STEEL REINFORCEMENT SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 811.10 OF THE STANDARD SPECIFICATIONS. THE PRODUCER OF THE PRECAST BARRIER SHALL SUBMIT DETAILED SHOP DRAWINGS INCLUDING ANY FIELD DIMENSIONS AND DATA FOR REVIEW PRIOR TO FABRICATION. THE SHOP DRAWINGS SHALL ALSO INCLUDE ALL ERECTION DETAILS AND CONSTRUCTION NOTES. THE CONTRACTOR MAY SUBMIT ALTERNATE CONSTRUCTION PROCEDURES AND/OR DETAILS TO THE ENGINEER FOR APPROVAL. THE PRECAST BARRIER PRODUCER SHALL COOPERATE WITH THE GRID PRODUCER. DETAILS FOR THE EXODERMIC BRIDGE DECK ARE SHOWN ON SHEET 8 OF THESE PLANS. THE UNIT PRICE BID FOR PRECAST BRIDGE BARRIER SHALL INCLUDE ALL COSTS FOR MATERIALS, TOOLS, EQUIPMENT, AND LABOR NECESSARY TO FABRICATE, TRANSPORT, AND INSTALL, IN PLACE, THE PRECAST BRIDGE BARRIER.

THE COST OF QUICK-SETTING CONCRETE FOR CLOSURE JOINTS OVER FLOORBEAMS, EPOXY-COATED REINFORCEMENT FOR SPLICING BARRIER OVER FLOORBEAMS, HIGH-STRENGTH GROUT AND NEOPRENE SHIM PADS FOR BARRIER PLACEMENT, ALL STEEL HARDWARE FOR LIFTING AND ANCHORAGE DEVICES, AND COST FOR ALL TOOLS, EQUIPMENT, AND LABOR TO PROVIDE AND INSTALL THESE INCIDENTALS SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR PRECAST BRIDGE BARRIER. NO SLIP FORMING WILL BE ALLOWED FOR THE PRECAST BRIDGE BARRIER.

MASONRY COATING

AFTER ALL THE PRECAST BARRIERS AND CLOSURE JOINTS ARE IN PLACE, THE ENTIRE SURFACES OF THE BARRIER BARRIERS SHALL RECEIVE A MASONRY COATING. THE COST OF THIS COATING SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR PRECAST BRIDGE BARRIER.

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.

ELASTIZELL (EF)

THE FILL MATERIAL USED FOR THIS PROJECT SHALL BE ELASTIZELL EF - CLASS IV (EF) AS MANUFACTURED BY THE ELASTIZELL CORPORATION OF AMERICA, P. O. BOX 1452, ANN ARBOR, MI 48106. PHONE: (313) 761-8700. FAX: (313) 761-8016. SPECIFIC REQUIREMENTS FOR CONSTRUCTION WITH THIS MATERIAL NOT STATED IN THESE PLANS SHALL BE OBTAINED FROM THE MANUFACTURER. THE CONTRACTOR/SUBCONTRACTOR WHICH PLACES THE ELASTIZELL SHALL BE EXPERIENCED IN THE USE OF THIS MATERIAL. THE COST OF ALL MATERIALS, LABOR, EQUIPMENT, AND TOOLS NECESSARY TO PLACE, CURE, AND FINISH THE ELASTIZELL FILL MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ELASTIZELL - CLASS IV COMPLETE AND IN PLACE.

PRIME COAT

A PRIME COAT CONFORMING TO AASHTO M116 SHALL BE APPLIED TO THE FINAL SURFACE OF THE ELASTIZELL FILL BEFORE PLACING THE BITUMINOUS CONCRETE BASE. THE COST OF MATERIALS, LABOR, AND EQUIPMENT TO PROVIDE THE PRIME COAT SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR ELASTIZELL CLASS IV.

MILLING AND BITUMINOUS SURFACE

THE APPROACHES TO THE BRIDGE SHALL BE MILLED AND TAPERED TO RECEIVE APPROXIMATELY 1" OF BITUMINOUS CONCRETE SURFACE, CLASS I, IN ORDER TO MATCH THE FINAL CROSS SECTION AT THE BRIDGE ENDS. THE LIMITS OF THIS WORK SHALL EXTEND 100 FEET FROM EACH BRIDGE END. THE COST OF ALL TOOLS, MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS NECESSARY TO MILL THE APPROACHES, HAUL AND DISPOSE OF MILLINGS, PREPARATION OF MILLED SURFACE, FURNISHING AND APPLYING TACK MATERIAL, AND FURNISHING AND PLACING THE BITUMINOUS CONCRETE SURFACE, CLASS I, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR BITUMINOUS CONCRETE SURFACE, CLASS I IN PLACE.

PROTECTION OF TRAFFIC ON STREAMS AND LAKES

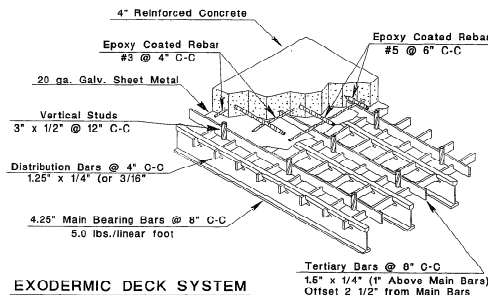
THE CONTRACTOR SHALL PROTECT ALL COMMERCIAL AND RECREATIONAL TRAFFIC ON PITMAN CREEK FROM DEBRIS USING APPROVED METHODS. THE AREA DIRECTLY UNDER THE WORK AREA, ON THE WATER SURFACE SHALL BE THOROUGHLY ILLUMINATED AND MONITORED DURING WORK HOURS. THE CONTRACTOR SHALL SUBMIT HIS PROTECTION SCHEMES FOR REVIEW TO THE ENGINEER PRIOR TO COMMENCEMENT OF WORK. THE COST OF THIS PROTECTION SHALL BE INCIDENTAL TO THE PROJECT AND NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.

GALVANIZED METAL

GALVANIZED METAL SHALL BE LOADED, HAULED, AND HANDLED IN SUCH A MANNER THAT THE GALVANIZING WILL NOT BE DAMAGED. ALL DAMAGED AND ABRADED SURFACES SHALL BE REGALVANIZED OR REPAIRED AS APPROVED BY THE ENGINEER. DAMAGED SPLICER COATING INCLUDING AREAS AROUND BOLTS MAY BE REPAIRED, IF APPROVED, BY THOROUGHLY WIRE BRUSHING THE DAMAGED AREA AND REMOVING ALL LOOSE AND CRACKED SPLICER COATING, AFTER WHICH THE CLEANED AREA SHALL BE PAINTED WITH TWO COATS OF ZINC OXIDE-ZINC DUST PAINT CONFORMING TO THE REQUIREMENTS OF FEDERAL SPECIFICATION TT-P-641B, TYPE 2.

UTILITY LINES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR UTILITY LINES ON THE BRIDGE DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY OWNERS DURING THE CONSTRUCTION WORK.



EXODERMIC DECK SYSTEM

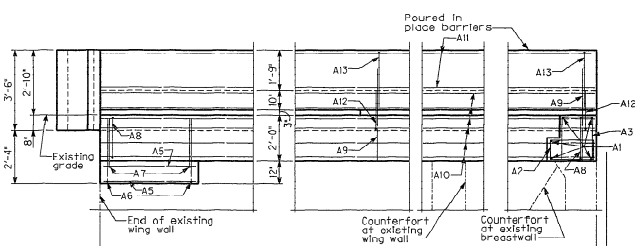
U.S. 27 over Pitman Creek
 Pulaski County, Kentucky

US 27 over Pitman Creek Sheet 3

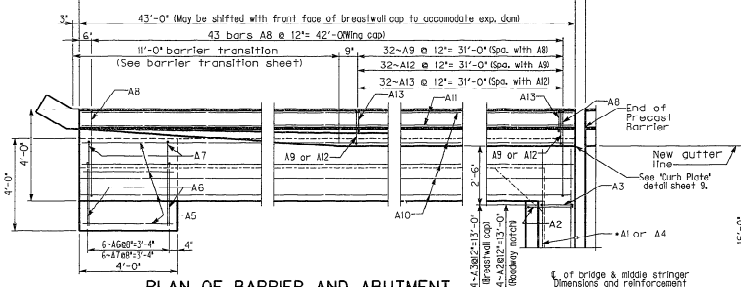
COMMONWEALTH OF KENTUCKY		
DEPARTMENT OF HIGHWAYS		
FRANKFORT COUNTY OF		
PULASKI		
SOMERSET-BURNSIDE ROAD		
STATION	CONSTRUCTION PROJECT NO.	DRAWING NO.
		22870

GENERAL NOTES

DATE: _____
 CHECKED BY: _____
 DESIGNED BY: _____

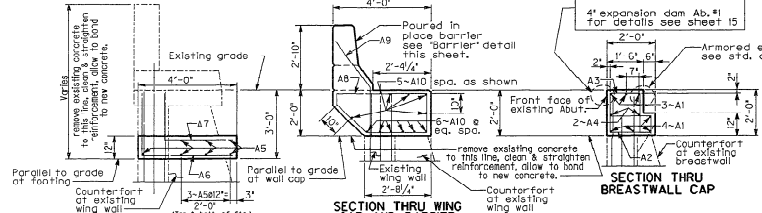


ELEVATION OF BARRIER AND ABUTMENT
 (Showing wing & breastwall cap each end of bridge)



PLAN OF BARRIER AND ABUTMENT
 (Reinforcement & dimensions typical each end of bridge)

Note: Remove existing handrail, curb, sidewalk and approach slab at each end of bridge parallel to grade to limits as shown in wing cap ftg., breastwall cap, & wing cap cross sections.



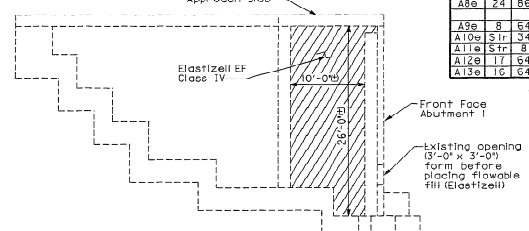
SECTION THRU WING CAP AND BARRIER

Note: Care shall be taken in removing existing concrete around counterforts. All existing reinforcement shall be cleaned, straightened and left to bond with new concrete.



SECTION THRU WING CAP FOOTING
 (new barrier not shown)

After filling of void is complete, the existing approach slab is to be removed and replaced with bituminous concrete base and wedged at bridge end. See General Notes for description of final milling and surface at bridge approach.



PART SECTION ABUTMENT I

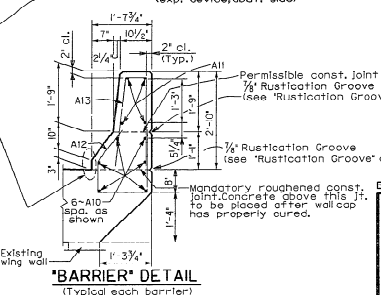
Fill cross-hatched area in Abutment I with Elastzell EF, Type Class IV. This volume is to be filled to approximately 2' x 10' x 10'. The Elastzell shall be placed thru hole in approach slab 1'-0" x 1'-0" max. located either @ 1/2 of Bridge under crash cushion (see maint. or traffic sheet) or @ 1/4 of traffic lane. The hole shall be covered with a 3/4" thick plate when bridge is open to 2-way traffic. The Elastzell shall be placed in 3'-0" max. lifts (tailed before placing lift) until void is filled to bottom of existing approach slab. NO OTHER WORK SHALL BE ALLOWED ON ABUTMENT I UNTIL THE VOID IS FILLED.

A1 & A4 Bars shall be mechanically spliced @ Bridge conforming to Section 602.08 of specifications. The cost of splice shall be incidental to the unit price bid for epoxy coated steel reinforcement.

Note: Weld curb plates at expansion device each gutterline (Abutment 2 only) (exp. device, abut. side)

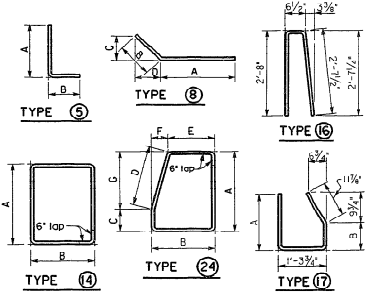


RUSTICATION GROOVE



BARRIER DETAIL
 (Typical each barrier)

BILL OF REINFORCEMENT												
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A	E	B	F	C	U	H
				FT. IN.		FT.	IN.	FT.	IN.	FT.	IN.	FT. IN.
A1a	Str	14	6	10	Breastwall cap							
A2a	Str	14	5	5	Breastwall cap	1	7	0	8			
A3a	Str	14	20	5	Breastwall cap	1	7	1	2			
A4a	Str	4	5	16	Breastwall cap							
A5a	Str	14	8	3	Wing cap ftg.							
A6a	Str	12	8	6	Wing cap ftg.	2	9	3	8			
A7a	Str	5	12	8	Wing cap ftg.	1	8	3	8	0	5	1
A8a	Str	24	66	5	Wing cap	2	5	1	3	0	5	1
A9a	Str	8	6	4	Wing cap & barrier	2	1	2	1	1	2	1
A10a	Str	34	8	4	Wing cap & barrier	1	9	2	9			
A11a	Str	8	5	42	Barrier (top)							
A12a	Str	17	6	4	Barrier (top)	1	8	0	10	1/2		
A13a	Str	16	6	4	Barrier (top)							



Bridge over Pitman Creek Sheet 6

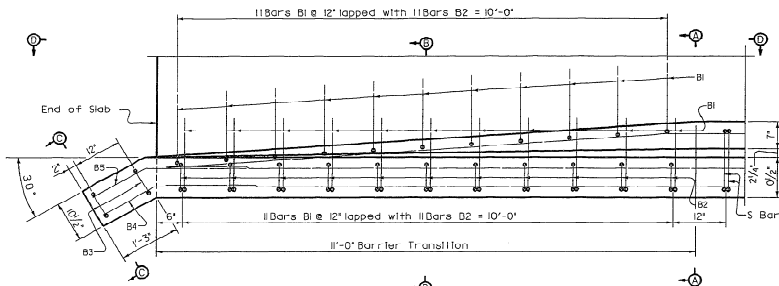
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
 COUNTY OF
PULASKI
SOMERSET - BURNSIDE
 ROAD

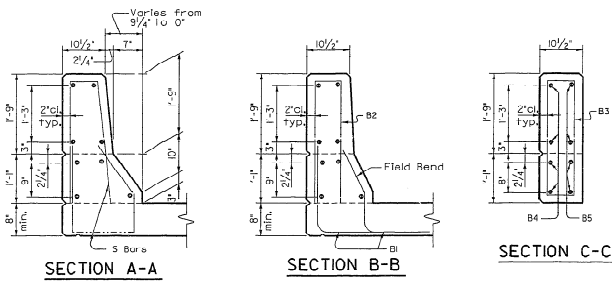
STATION 35+50.455 DRAWING NO. 22870

ABUTMENT 1

UPDATE DATE
LETTING DATE



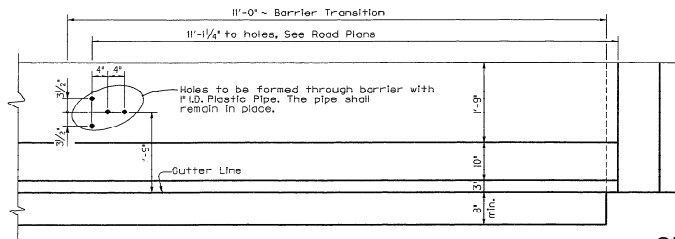
PLAN OF BARRIER TRANSITION



SECTION A-A

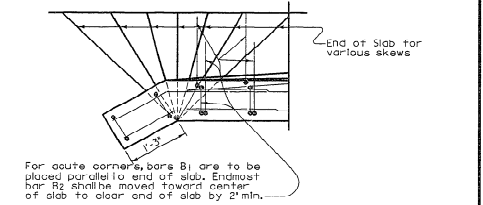
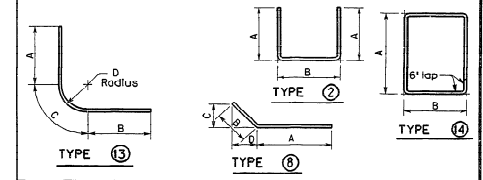
SECTION B-B

SECTION C-C

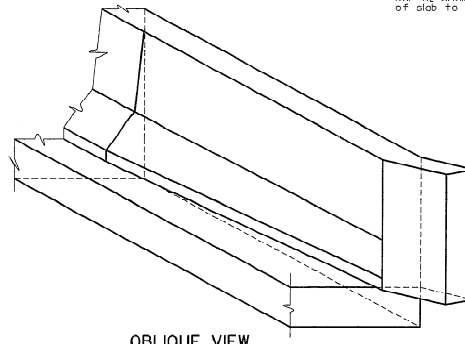


ELEVATION D-D

BILL OF REINFORCEMENT									
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	QUANTITIES			
						FT.	IN.	FT.	IN.
B1	(3)	22	5	8	Slab Into Barrier	11	8	3 3/4	0
B2	(2)	11	5	7	Barrier	2	7 1/2	0	6 1/2
B3	(4)	2	5	6	Barrier Turnback	2	5 1/2	0	6 1/2
B4	(3)	4	5	4	Barrier Turnback	2	3 1/2	0	1 1/2
B5	(6)	4	5	3	Barrier Turnback	2	6 1/2	1	3 1/2



PLAN OF WING For Different Skews



OBLIQUE VIEW

ESTIMATE OF QUANTITIES		
ITEM	QUANT.	UNIT
CLASS 'AA' CONCRETE	1.3	CU YD.
REINFORCEMENT-EPOXY COATED	188	LBS.

NOTE: The Quantity for Class 'AA' Concrete is the concrete above the gutter line and 1 ft. from the end of the slab. This table of quantities is for one barrier transition and for information only. Barrier transition quantities are included in estimate of quantities for Superstructure.

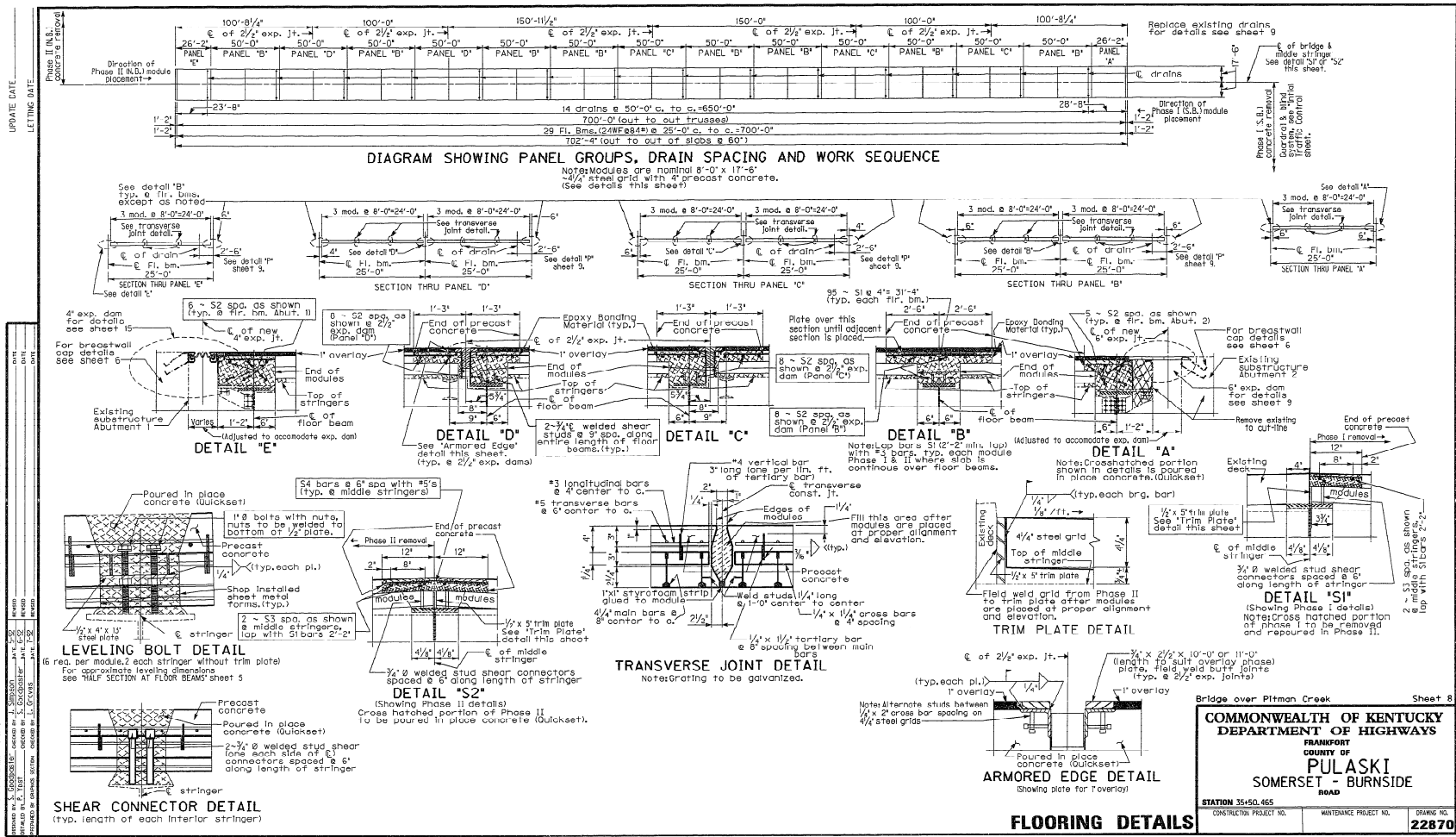
Bridge over Pitman Creek Sheet 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
PULASKI
SOMERSET - BURNSIDE
ROAD

STATION 35+50.465
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 22870

STANDARD NEW JERSEY BARRIER TRANSITION
WITHOUT BRIDGE END DRAINAGE (4) REQUIRED

DESIGNED BY: S. S. GOSWAMI
CHECKED BY: S. S. GOSWAMI
DRAWN BY: S. S. GOSWAMI
DATE: 1/1/70



UPDATE DATE: _____ LETTING DATE: _____
 DRAWN BY: _____ CHECKED BY: _____
 DESIGNED BY: _____ APPROVED BY: _____
 REVISIONS: _____

Bridge over Pittman Creek. Sheet 8

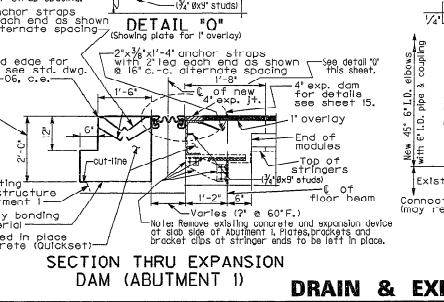
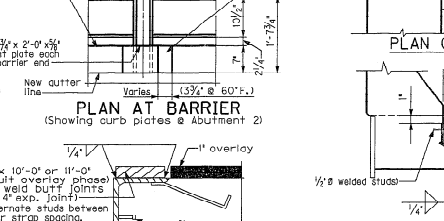
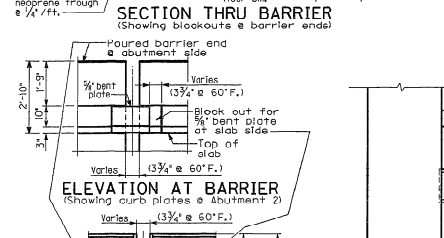
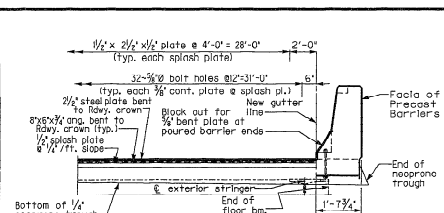
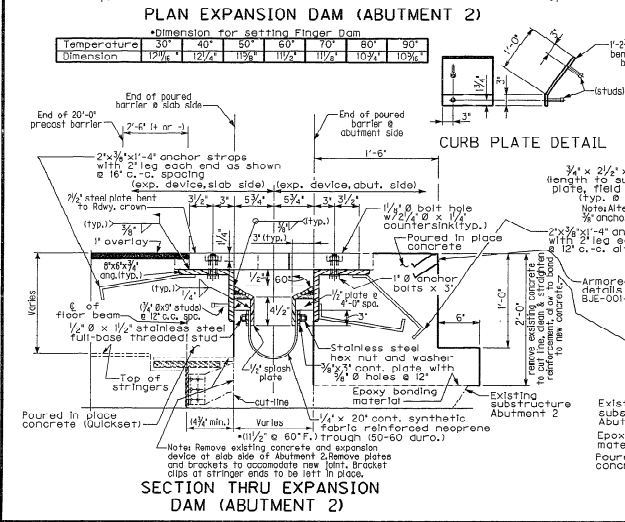
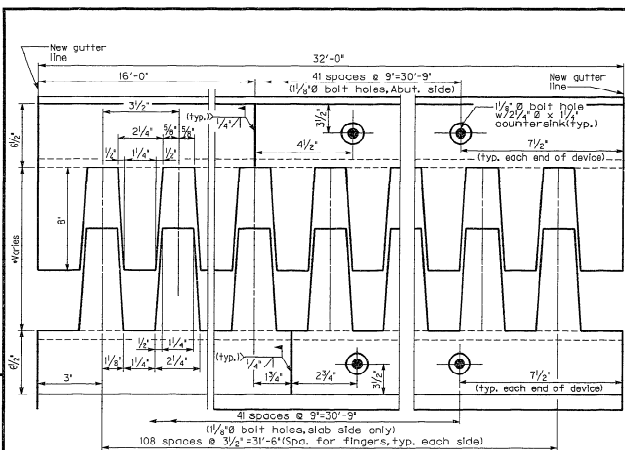
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
PULASKI
SOMERSET - BURNSIDE
 ROAD

STATION 35+50.455
 CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____

DRAWING NO. **22870**

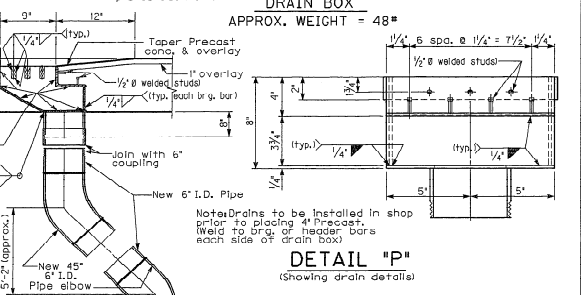
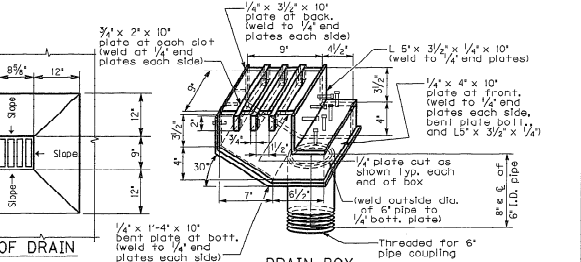
UPDATE DATE: _____ LETTING DATE: _____

DESIGNED BY: S. S. SHAWHAN, CIVIL ENGINEER, C.E. DRAWN BY: J. L. JOYNT, CIVIL ENGINEER, C.E. CHECKED BY: R. W. COOPER, CIVIL ENGINEER, C.E. APPROVED BY: R. W. COOPER, CIVIL ENGINEER, C.E.



MARK	TYPE NO.	SIZE	LENGTH	LOCATION	QUANTITY													
					A	E	B	F	C	G	D	H						
FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	
S1a	Str	2000	5	4	6													
S2a	Str	2350	5	11	6													
S3a	Str	112	3	24	10													
S4a	Str	1250	5	1	10													

*NOTE: All steel reinforcement used for installing concrete bridge deck including transverse and splice bars over stringers and floor beams shall be incidental. The bill of reinforcement shown above is given for estimation purposes only. The contractor is responsible for providing enough reinforcement to install the bridge girdle flooring as detailed in these plans.



Bridge over Pitman Creek Sheet 9

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
COUNTY OF
PULASKI
ROAD
SOMERSET - BURNSIDE

STATION 35+50.465
CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____ DRAWING NO. **22870**

UPDATE DATE _____
 LETTING DATE _____

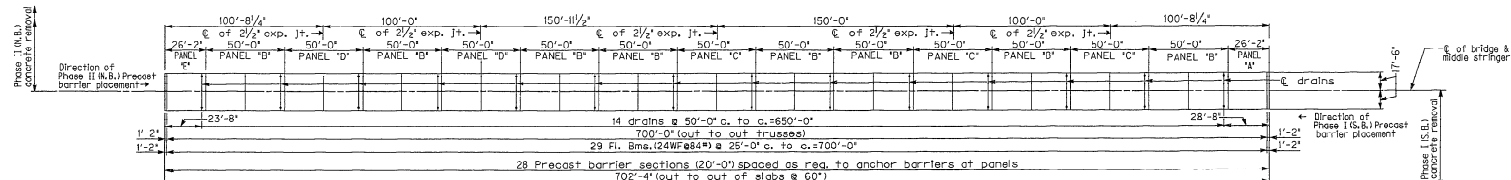
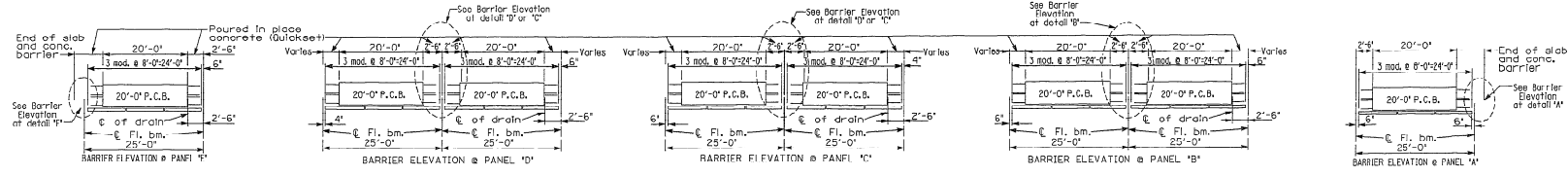
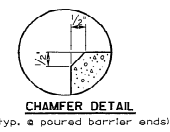
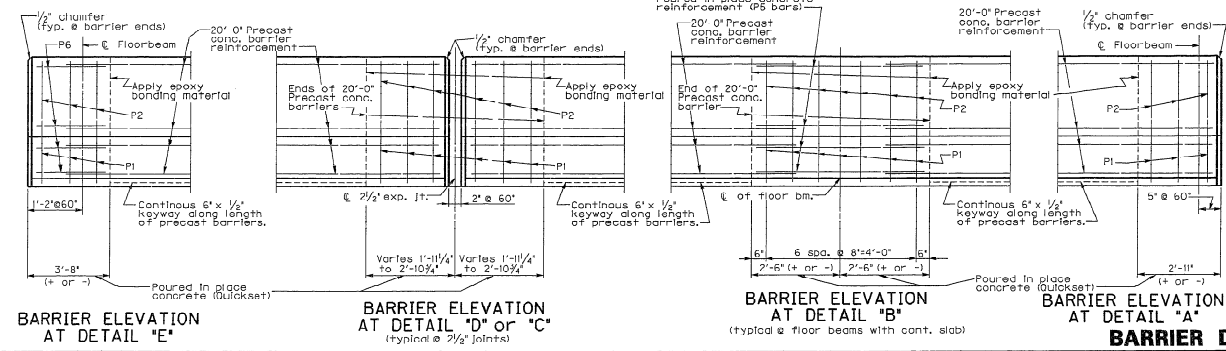


DIAGRAM SHOWING PRECAST BARRIERS, AND WORK SEQUENCE

Notes: Precast barriers are nominal 20'-0" x 2'-10" x 1'-7 1/2" units, are required on every 10' x 60" block. (See anchor details sheet III)



NOTE
 Work these barrier elevations with the grid details shown on sheet 8. The sheet metal form in the grids under the cast-in-place portions of the barrier shall be altered such that concrete fills the grid.



DRAWN BY: S. PROCTOR
 CHECKED BY: J. L. GIBSON
 DESIGNED BY: J. L. GIBSON
 DATE: 11/21/57
 PROJECT: BRIDGE OVER PITMAN CREEK, DEPT. OF HIGHWAYS, PULASKI COUNTY, KY.
 SHEET NO. 22870

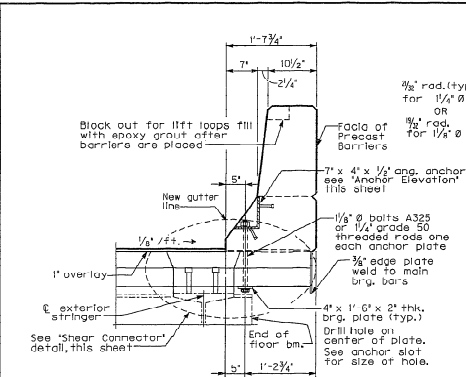
Bridge over Pitman Creek Sheet 10

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS

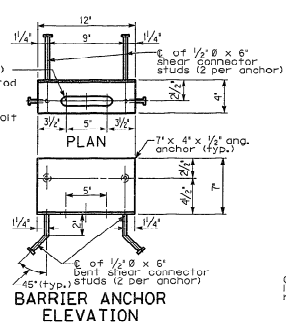
FRANKFORT
 COUNTY OF
PULASKI
 SOMERSET - BURNSIDE
 ROAD

STATION 25+50.465
 CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____ DRAWING NO. **22870**

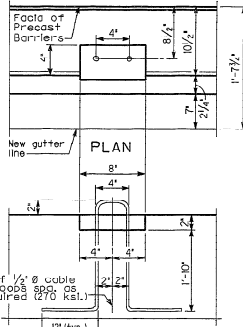
UPDATE DATE:
LETTERING DATE:



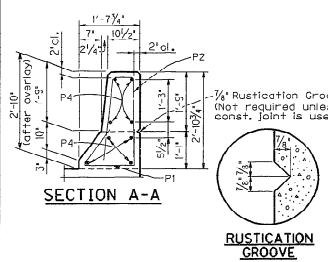
SECTION THRU BARRIER
(Showing details typ. each gutter line)



BARRIER ANCHOR ELEVATION

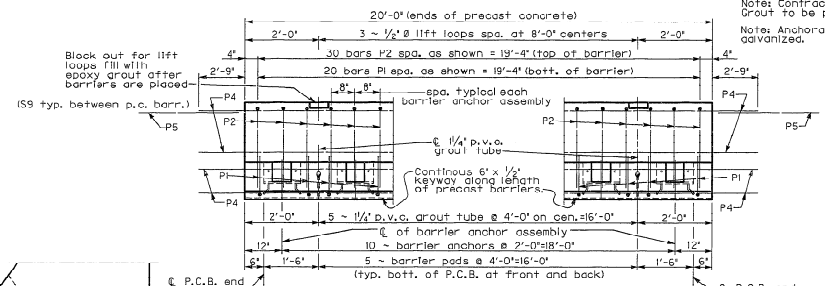


PARTIAL BARRIER ELEVATION
(Showing lifft floor blackout details)

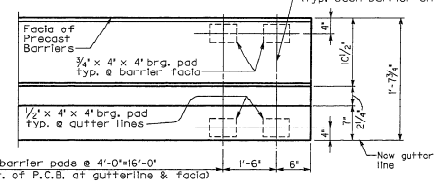


SECTION A-A

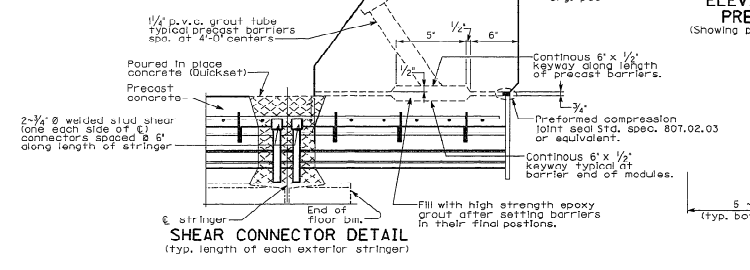
RUSTICATION GROOVE



ELEVATION OF TYPICAL 20'-0\"/>

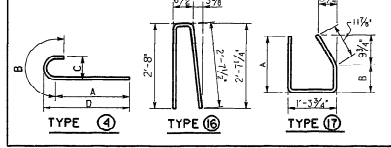


PARTIAL PLAN OF TYPICAL 20'-0\"/>



SHEAR CONNECTOR DETAIL
(typ. length of each exterior stringer)

BILL OF REINFORCEMENT																				
MARK	TYPE NO.	SIZE	LENGTH	LOCATION																
			FT. IN.	FT. IN. FT. IN. FT. IN. FT. IN.																
P1g	17	500	4	3	Barrier (Bot.)															
P2e	16	300	4	5	8	Barrier (Top)														
P3a	4	180	4	4	Barrier (Bot.)															
P4e	Str	448	5	25	6	Barrier (Long.)														
P5a	Str	350	6	4	8	Barrier (Closure)														
P6b	Str	15	3	3	6	Barrier (Gross)														

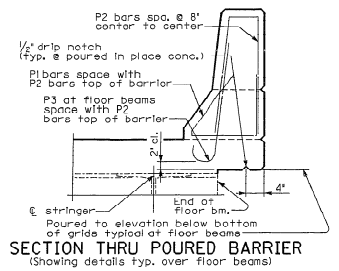


Note: All steel reinforcement for use in the precast barrier including closure pour and splices shall be incidental to unit price bid for precast bridge barrier. The bill of reinforcement shown above is given for estimates only. The contractor shall be responsible for providing enough material to construct the barrier as detailed in the plans.

Note: The barrier pads are intended to hold the barrier in position until grout has been injected into key. They are to be made of 50 or 60 duro neoprene material. The contractor has the option of heaving the pads to improve positioning. The contractor is reminded that the final position after overlay shall be plumb, with the height of barrier measured from grade at the gutter line to the top of barrier.

Note: Contractor shall demonstrate ability to place H.S. Epoxy Grout. Grout to be placed with pressurized equipment.

Note: Anchorage devices, anchor bolts, nuts and washers, and bearing plate to be galvanized.



SECTION THRU POURED BARRIER
(Showing details typ. over floor beams)

Bridge over Pitman Creek Sheet 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

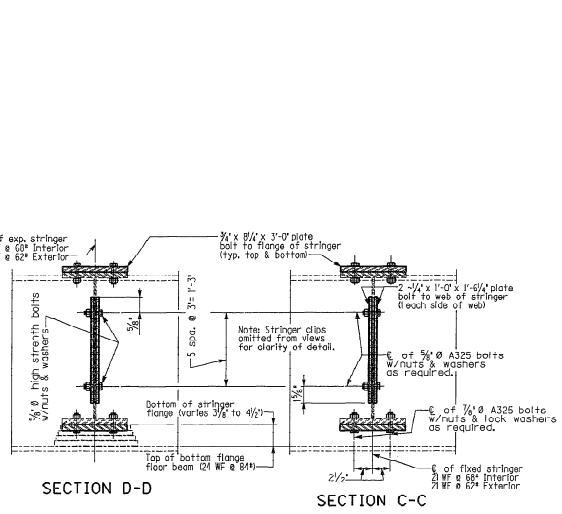
FRANKFORT
COUNTY OF
PULASKI
SOMERSET - BURNSIDE
ROAD

STATION 35+50.465
CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____ DRAWING NO. **22870**

BARRIER DETAILS

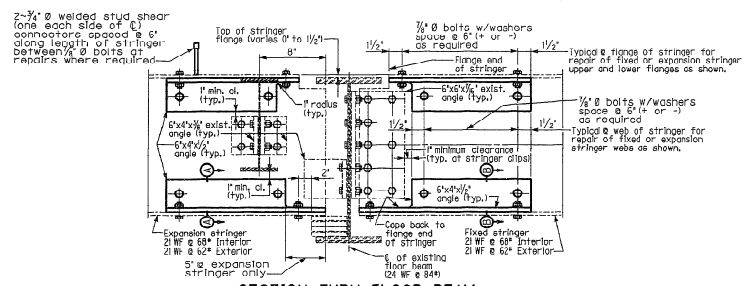
UPDATE DATE
LETTING DATE

DESIGNED BY: J. G. COOPER, JR., CIVIL ENGINEER, CHARTERED PROFESSIONAL ENGINEER, NO. 10,000, STATE OF KENTUCKY
 DRAWN BY: J. G. COOPER, JR., CIVIL ENGINEER, CHARTERED PROFESSIONAL ENGINEER, NO. 10,000, STATE OF KENTUCKY
 CHECKED BY: J. G. COOPER, JR., CIVIL ENGINEER, CHARTERED PROFESSIONAL ENGINEER, NO. 10,000, STATE OF KENTUCKY
 APPROVED BY: J. G. COOPER, JR., CIVIL ENGINEER, CHARTERED PROFESSIONAL ENGINEER, NO. 10,000, STATE OF KENTUCKY



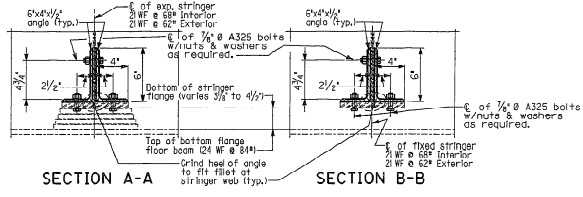
SECTION D-D

SECTION C-C



SECTION THRU FLOOR BEAM

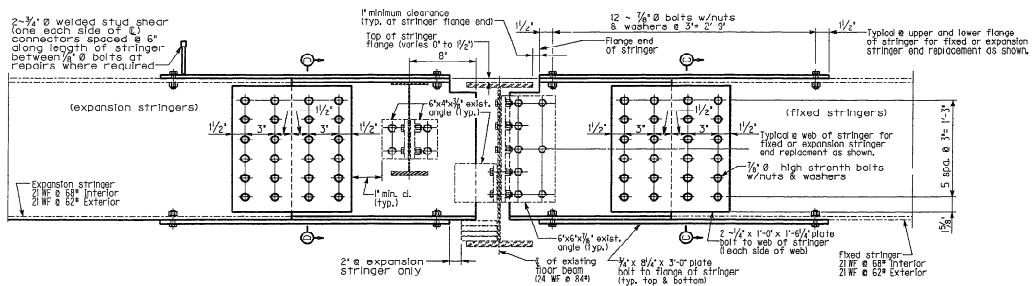
(typ. flange repair details for fixed and expansion stringers)



SECTION A-A

SECTION B-B

OPTION A



SECTION THRU FLOOR BEAM

(typ. stringer end replacement details for fixed and expansion stringers)

OPTION B

NOTE: It is not anticipated that any stringer repairs are necessary. The unit price bid for stringer and repair is included in the quantities in the event that such repair is necessary. The contractor is advised to keep enough steel materials on hand to perform 2 stringer end repairs.

STRINGER END REPAIRS

Bridge over Pittman Creek Sheet 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
 COUNTY OF
PULASKI
SOMERSET - BURNSIDE
 ROAD

STATION 35+50.465 DRAWING NO. 22870

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.
--------------------------	-------------------------

UPDATE DATE: _____
LETTING DATE: _____

NOTES FOR MAINTENANCE OF TRAFFIC

1) The Construction Phases are as follows
 PHASE I: Erect modules on S.B.
 PHASE II: Erect modules on N.B. & fill in stringer joint.
 PHASE III thru PHASE IV: Overlay

2) Phase I & II

During the hours of 6 am to 6 pm, two lanes of vehicular traffic shall be maintained. During hours of 6 pm to 6 am, at least one lane of vehicular traffic shall be maintained.

\$1,000.00 dollar liquidated damages will be assessed for failure to open two lanes at 6:00 am. The contractor will be assessed liquidated damages for each additional hour or portion of hour at an amount equal to 100% of the preceding hour amount. These liquidated damages will be assessed in addition to the liquidated damages assessed by the Standard Specifications for Project Completion.

Phase III, IV & V

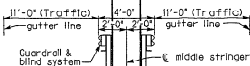
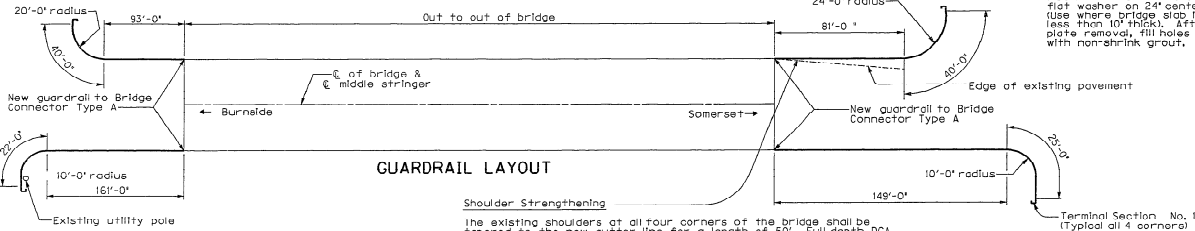
At least two lanes of traffic shall be maintained. Signs and signals shall be maintained in accordance with the manual of uniform traffic control devices. The contractor has the option of either providing one electric controller and four signal heads for maintenance of traffic or providing flagmen whenever a lane of the bridge is closed to traffic. When electric traffic control devices are used dual indicators with 12" red lenses shall be provided on each approach. The contractor shall furnish, install and maintain the traffic control devices and be responsible for the electrical power used. Details of installation and signal timing shall be determined by the engineer. Traffic controls in addition to those specified may be required by the engineer when the contractor's operation creates an unsafe condition. The cost of furnishing all signs, barriers, guardrail and blind system, signals and controllers, flagmen and incidentals necessary for the maintenance and protection of traffic shall be included in the Lump Sum Bid for Maintain and Control Traffic.

3) The Lump Sum bid for Maintain and Control Traffic shall also include the plating over floor beam joints and the protection of traffic from any open holes in the barrier prior to placing the prefabricated barriers.

4) Two lanes of vehicular traffic shall be maintained at all hours during Easter Weekend (April 19 thru April 21), Memorial Day Weekend (May 28 thru May 31), Independence Day Weekend (July 2 thru July 4), Labor Day Weekend (Sept. 3 thru Sept. 6) and Thanksgiving Weekend (Nov. 24 thru Nov. 26).

5) No construction equipment will be allowed in the open lane when traffic is reduced to one lane operations.

Remove existing guardrail and construct new guardrail at all corners. The existing guardrail and parts shall be delivered to the Pulaski County maintenance barn. The cost of moving and disposing of the existing guardrail shall be incidental to the unit price bid for Guardrail Steel W-Beam Single Face.

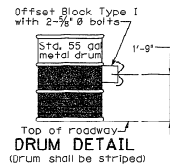


INITIAL TRAFFIC CONTROL

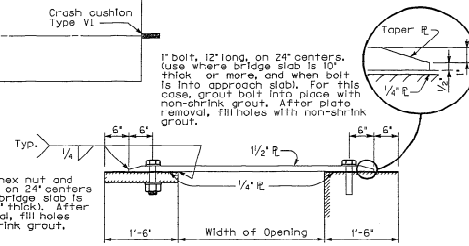
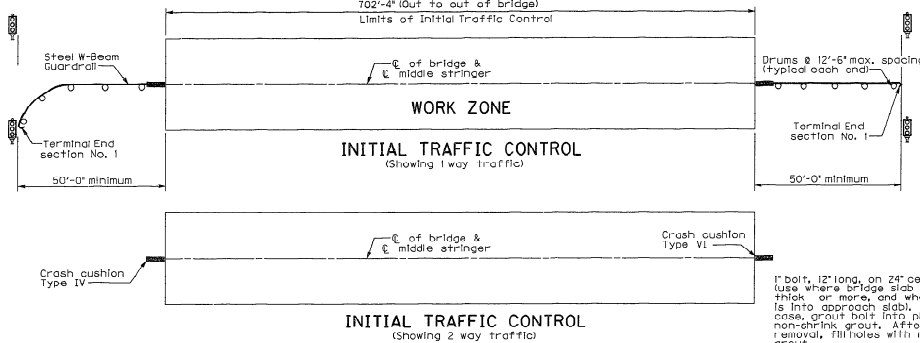
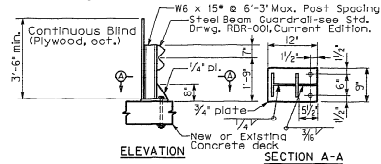
(To remain in place throughout grid placement)

Suggested Sequence for Phase I & Phase II
 6 AM to 6 AM construction

- 1) Shift traffic to 0) lane
- 2) Remove 25'-0" of Temp. guardrail
- 3) Remove 25'-0" to 6' of floor bme. x 16'-7"
- 4) Install modules & weld trim plates to center stringers
- 5) Adjust modules to grade & fill over stringers with quick set concrete
- 6) Plate over joint or fill with Quikset over floorbeams
- 7) Reattach Temporary guardrail
- 8) Resume 2 way traffic



NOTE: Use 3/8" x 3" x 12" plate (holes drilled to match holes shown in 3/4" pl.) and 3/4" bolts over existing deck. Use 3/4" bolt inserts over new concrete deck, fill holes with grout prior to overlay.

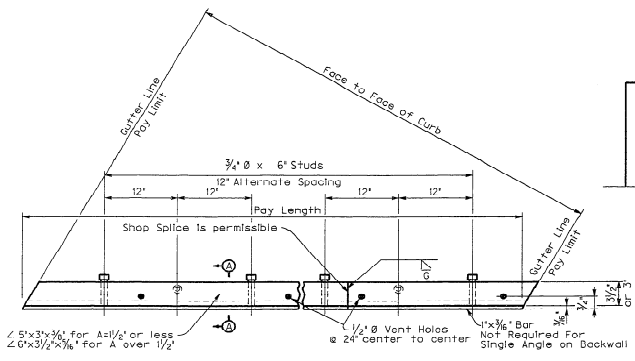
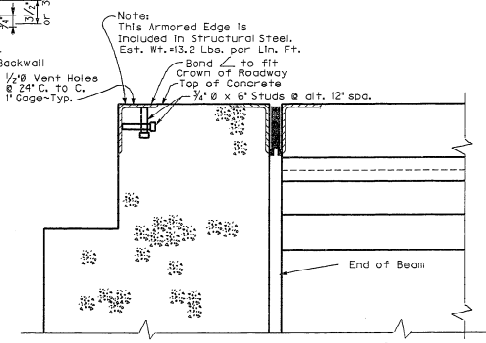
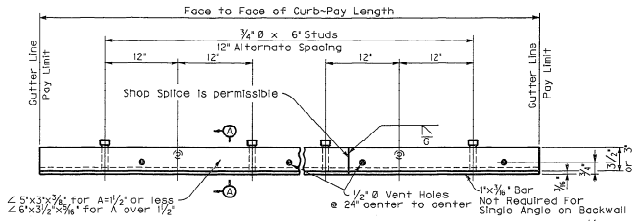
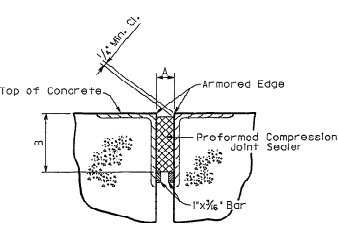
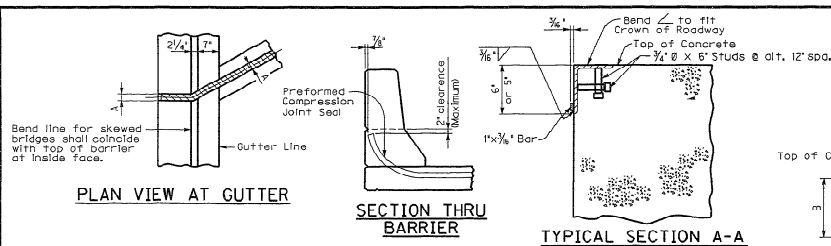


NOTE: When floorbeam is located under opening, the plate shall also be supported by the floorbeam by blocking to reduce the opening width.

Bridge over Pitman Creek Sheet 13
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
PULASKI
SOMERSET - BURNSIDE
 ROAD
 STATION 35+50.455
 CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____ DRAWING NO. **22870**

MAINTENANCE OF TRAFFIC & GUARDRAIL

UPDATE DATE _____
 LETTING DATE _____



GENERAL NOTES

SPECIFICATIONS
 THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION SHALL APPLY TO THIS PROJECT.

INSTALLATION PROCEDURE
 THE ENDS OF THE JOINT SEAL SHALL BE SEALED TO PREVENT THE ENTRANCE OF WATER AND FOREIGN MATERIAL.

WELDING SPECIFICATIONS
 TECHNIQUES AND WELDING PROCEDURE SHALL COMPLY WITH JOINT SPECIFICATION ANSI/ AASHTO/AWS D1.5-88 BRIDGE WELDING CODE WITH REVISIONS.

BASIS OF PAYMENT
 THE ACCEPTED QUANTITIES OF EXPANSION DAM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR EACH SIZE, MEASURED ALONG THE CENTERLINE OF JOINT. THIS PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS (INCLUDING PREFORMED COMPRESSION JOINT SEALER WITH LUBRICANT ADHESIVE, ARMORED EDGES, ANCHOR SHIRRS, 1" x 3/16" BARS, WELDING AND WELDING MATERIALS AND INSTALLING HARDWARE) AND INSTALLATION. PAYMENT WILL BE MADE UNDER:

PAY ITEM	PAY UNIT
EXPANSION DAM (SIZE) NEOPRENE	LINEAR FOOT

MATERIAL SPECIFICATIONS
 STEEL MATERIAL SHALL BE NEW, COMMERCIAL GRADE STEEL SUITABLE FOR WELDING. ACCEPTANCE WILL BE BASED ON VISUAL INSPECTION BY THE ENGINEER. JOINT SEALING MATERIAL, ONLY, SHALL BE IN ACCORDANCE WITH SECTION 807.02.03 OF THE SPECIFICATIONS.

LOCATION
 THE LOCATION OF EXPANSION DAMS SHALL BE IN ACCORDANCE WITH THE DETAIL PLANS.

PAINT
 ALL STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH THE SPECIFICATIONS, EXCEPT THAT AREA IN CONTACT WITH CONCRETE SHALL NOT BE PAINTED.

SHOP PLANS
 CONTRARY TO THE SPECIFICATIONS, SHOP PLANS WILL NOT BE REQUIRED.

INCREMENT FOR 10° TEMPERATURE CHANGE				
— STEEL SPAN —				
THRU 60'	61'-100'	101'-140'	141'-180'	
$\frac{1}{32}$ "	$\frac{1}{16}$ "	$\frac{3}{32}$ "	$\frac{1}{8}$ "	
— CONCRETE SPAN —				
0'-60'	81'-140'	141'-200'	201'-320'	
$\frac{1}{32}$ "	$\frac{1}{16}$ "	$\frac{3}{32}$ "	$\frac{1}{8}$ "	$\frac{5}{32}$ "

A=MINIMUM WIDTH OF JOINT OPENING AT 60° SEE DESIGN DRAWINGS	REQUIRED * MOVEMENT
SIZE=1/2"	1"
SIZE=2"	1.5"
SIZE=2 1/2"	2.0"

*Joint seal supplied must accommodate required movement. Dimension "A" shall be set with temperature change correction and as recommended by sealor manufacturer to obtain required movement.

Bridge over Pittman Creek Sheet 14

**COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS**

FRANKFORT
 COUNTY OF
PULASKI
 SOMERSET - BURNSIDE
 ROAD

STATION 35+50.465 DRAWING NO. 22870
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.

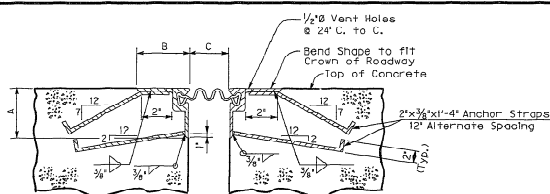
NEOPRENE EXPANSION DAMS (1 1/2", 2", and 2 1/2")

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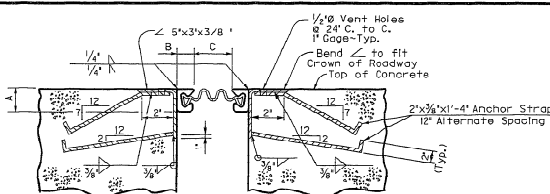
07-FEB-1981

DESIGNED BY: J. COOPER
CHECKED BY: L. COOPER
DRAWN BY: L. COOPER
DATE: 12-78
REVISIONS:
REVISION NO. DATE BY
1. 12-78 L.C. (1)



CROSS SECTION ~ TYPE "A"

Shop Splice Is Permissible In Steel Using Continuous Groove welds.



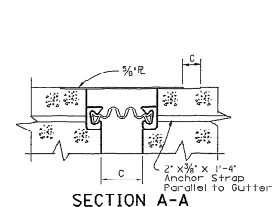
CROSS SECTION ~ TYPE "B"

Shop Splice Is Permissible In Steel Using Continuous Groove welds.

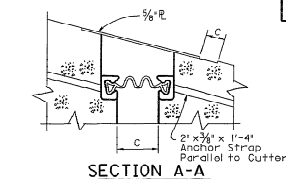
Note: 3/4" x 6" long shear studs shall be used in lieu of straps as shown on sheet 9. They may also be used in lieu of all straps at the contractor's option.

Note: Joint Openings Shall Be Adjusted For Each 10° Above or Below 60° F, Decrease or Increase Respectively by Increment Shown.

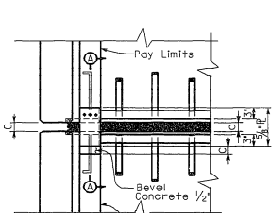
INCREMENT FOR 10° TEMPERATURE CHANGE			
— STEEL SPAN —			
180'-240'	241'-320'	321'-365'	
3/16"	1/4"	5/16"	
— CONCRETE SPAN —			
320'-420'	421'-560'	561'-700'	
3/16"	1/4"	5/16"	



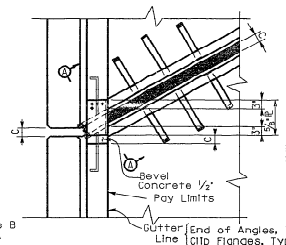
SECTION A-A



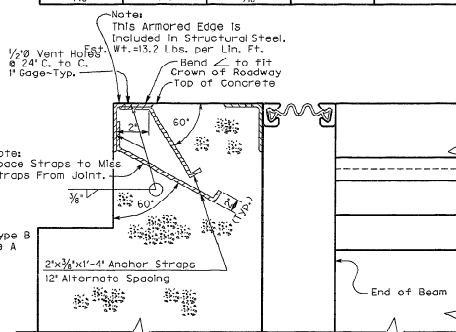
SECTION A-A



**TYPICAL END TREATMENT
0° SKEWED BRIDGE**



**TYPICAL END TREATMENT
SKEWED BRIDGE**



**CROSS SECTION OF EXPANSION
DAM AT ABUTMENT**

NEOPRENE EXPANSION DAM (4")

GENERAL NOTES

SPECIFICATIONS

THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION SHALL APPLY TO THIS PROJECT.

INSTALLATION PROCEDURE

THE ENDS OF THE JOINT SEAL SHALL BE SEALED TO PREVENT THE ENTRANCE OF WATER AND FOREIGN MATERIAL.

WELDING SPECIFICATIONS

TECHNIQUES AND WELDING PROCEDURE SHALL COMPLY WITH JOINT SPECIFICATION ANSI/AASHTO/AWS D1.6-88 BRIDGE WELDING CODE WITH REVISIONS.

BASIS OF PAYMENT

THE ACCEPTED QUANTITIES OF EXPANSION DAM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR EACH SIZE, MEASURED ALONG THE CENTERLINE OF JOINT. THIS PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS INCLUDING JOINT SEAL, ARMORED EDGES, ANCHOR STRAPS, 1" X 3/16" BARS, WELDING AND WELDING MATERIALS AND INSTALLING HARDWARE) AND INSTALLATION. PAYMENT WILL BE MADE UNDER:

PAY ITEM	PAY UNIT
EXPANSION DAM (4") NEOPRENE	LINEAR FOOT

MATERIAL SPECIFICATIONS

STEEL MATERIAL SHALL BE NEW, COMMERCIAL GRADE STEEL SUITABLE FOR WELDING. ACCEPTANCE WILL BE BASED ON VISUAL INSPECTION BY THE ENGINEER. JOINT SEALING MATERIAL, UNLT, SHALL BE IN ACCORDANCE WITH SECTION 807.02.03 OF THE SPECIFICATIONS.

LOCATION

THE LOCATION OF EXPANSION DAMS SHALL BE IN ACCORDANCE WITH THE DETAIL PLANS.

PAINT

ALL STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH THE SPECIFICATIONS, EXCEPT THAT AREA IN CONTACT WITH CONCRETE SHALL NOT BE PAINTED.

PAY LIMITS

THE PAY LIMITS SHALL BE GUTTER LINE TO GUTTER LINE.

SHOP PLANS

CONTRARY TO THE SPECIFICATIONS, SHOP PLANS WILL NOT BE REQUIRED.

ALTERNATE NEOPRENE EXPANSION DAMS

TYPE	MODEL	SUPPLIER	A	B	C*
A	WABO STRIP SEAL Type C Extrusion With S-400 Seal	Watson Bowman Associates Inc.	4 1/4"	3 3/4"	2"
A	ONFLEX Type C-C Extrusion With 40SS Seal	Structural Accessories Inc.	4 1/4"	3 3/4"	2"
A	STEEL FLEX Type SSCM With 400 Seal	D. S. Brown Co.	4 1/4"	3 3/4"	2"
R	WABO STRIP SEAL Type A Extrusion With S-400 Seal	Watson Bowman Associates Inc.	2"	1 1/2"	2"
B	STEEL FLEX Type SSA With 400 Seal	D. S. Brown Co.	2"	1 1/2"	2 1/2"
B	GEN STRIP CD Profile A Steel Extrusion With Gen Strip CD Seal	General Tire Co.	2"	1 3/4"	2 1/4"
B	ONFLEX Type AM2 Extrusion With 40SE0 Seal	Structural Accessories Inc.	2"	1 1/4"	2"

*Joint Opening At 60° F.

Bridge over Pitman Creek

Sheet 15

**COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS**

FRANKFORT

**PULASKI
COUNTY OF
SOMERSET - BURNSIDE
ROAD**

STATION 35+50.465

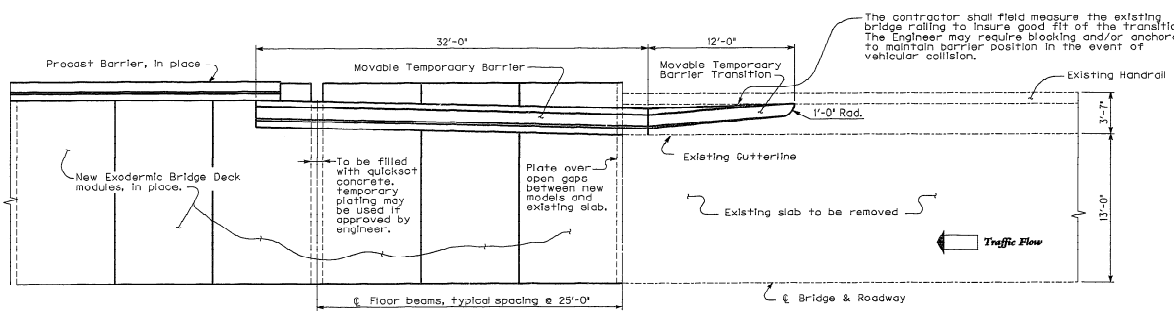
CONSTRUCTION PROJECT NO.

MAINTENANCE PROJECT NO.

DRAWING NO.

22870

UPDATE DATE
LETTING DATE



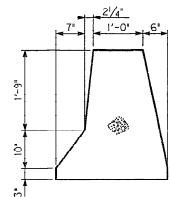
PARTIAL PLAN VIEW

Showing situation where Precast Bridge Barrier placement is incomplete. To be used for all circumstances where contractor is unable to place full section of Precast Barrier.

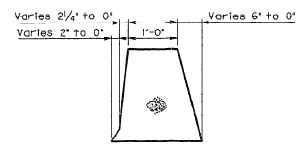
NOTE:
See sheet 13 for details of guardrail-blind system @ C.

NOTE-
Contractor shall have a temporary barrier system as shown on this plan sheet. Alternate barrier sections may be submitted for approval. The contractor shall be responsible for design of the barrier to withstand repeated lifting and movement. The cost of design, fabrication, utilization and disposal shall be incidental to the lump sum bid for maintenance of traffic.

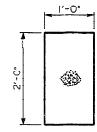
Δ NOTE-
If barrier is made in two sections, the sections shall be connected using connection as shown on standard drawing RRM 105-01.



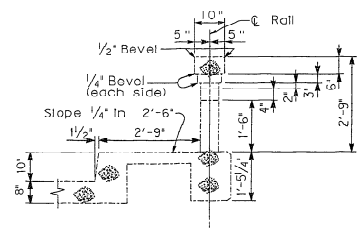
SECTION A-A



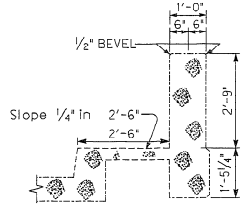
SECTION B-B



SECTION C-C

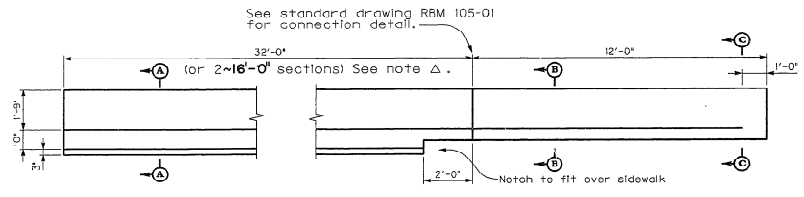


RAIL SECTION



SECTION THRU POST
(End of bridge and over piers)

Steel Reinforcement, Anchorage and Lifting Devices not shown. See Note **.



ELEVATION

PREPARED BY: [blank] CHECKED BY: [blank] DATE: [blank]
 DESIGNED BY: [blank] DRAWN BY: [blank] DATE: [blank]
 REVISIONS: [blank]

TEMPORARY BARRIER

Bridge over Pittman Creek Sheet 16
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
PULASKI
SOMERSET-BURNSIDE
 ROAD
 STATION
 CONSTRUCTION PROJECT NO. [blank] MAINTENANCE PROJECT NO. [blank] DRAWING NO. **22870**