FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

KENTUCKY DEPARTMENT OF HIGHWAYS
GRAVES COUNTY
JACKSON PURCHASE PARKWAY
J.P.P. OVER MAYFIELD CREEK

PLANS BY: ODELL, WRIGHT, MORGAN, AND BROWN INC., FOR ATLAS ENGINEERING ASSOCIATES

DESIGNED BY: TLW DATE
DETAILED BY: RLW DATE 7-66
CHECKED BY: DATE
CHECKED BY: DATE
TRACED BY: DATE
REVISED DATE
REVISED DATE

REFERENCE AND ESTIMATE OF QUANTITIES - WESTBOUND LANE

ITEM / LOCATION	SHEET NO.	CONCRETE CU. YD CL."A"	CONCRETE CU. YD CL."AA"	REINF. STEEL LB.	STR. EXC. CU. YD. COM.	END BENT BACKFILL CU YD	HIGH STRENGTH HANDRAIL LIN FT.	STRUCTURAL STEEL LUMP SUM BID (1)	LINSEED OIL PROT. COATING SQ. YD.	PRESTRESSED BEAMS TYPE II (Each) 48 FT.	PRESTRESSED BEAMS TYPE II (Each) 32 FT.	CONCRETE PILING L.F. (SEE GENERAL NOTE FOR DESCRIPTION OF ALT. PILES) ALTERNATE 'A' FURNISH	ALTERNATE 'A' DRIVE	ALTERNATE 'B' FURNISH	ALTERNATE 'B' DRIVE	ALTERNATE 'C' FURNISH	ALTERNATE 'C' DRIVE	TYPE 'D' FURNISH	TYPE 'D' DRIVE	CYCLOPEAN STONE SLOPE PROTECTION SQ YD
QUANTITIES	1																			
NOTES	2																			
LAYOUT	3																			
SOUNDINGS	3																			
PILE RECORD	4 & 5																			
END BENT 1	6 & 10	39.8	14.7	8568	115	65						198	198	198	198	198	198			475
END BENT 2	6 & 10	39.8	14.7	8568	115	65						270	270	270	270	270	270			245
INT. BENT 1	7	16.9		1,823																
INT. BENT 2	7	16.9		1,823														243	243	
INT. BENT 3	7	16.9		1,823														279	279	
SUPERSTRUCTURE	8,9 & 10		277.4	81,917			450	(1)	1,075	10	10							279	279	
ELEVATIONS	11 & 12																			
SUPERSTRUCTURE TOTALS			277.4	81,917			450	(1)	1,075	10	10									
SUBSTRUCTURE TOTALS		130.3	29.4	22,605	230	130						468	468	468	468	468	468	801	801	720
TOTALS		130.3	306.8	104,522	230	130	450	(1)	1,075	10	10	468	468	468	468	468	468	801	801	720

(1) Estimated weight of Structural Steel is 11,174 lb.

REFERENCE AND ESTIMATE OF QUANTITIES - EASTBOUND LANE

ITEM / LOCATION	SHEET NO.	CONCRETE CU. YD CL."A"	CONCRETE CU. YD CL."AA"	REINF. STEEL LB	STR. EXC. CU. YD. COM.	END BENT BACKFILL CU. YD.	HIGH STRENGTH HANDRAIL LIN. FT.	STRUCTURAL STEEL LUMP SUM BID (1)	LINSEED OIL PROT. COATING SQ. YD.	PRESTRESSED BEAMS TYPE II (Each) 48 Ft.	PRESTRESSED BEAMS TYPE II (Each) 32 Ft.	CONCRETE PILING L.F. (SEE GENERAL NOTE FOR DESCRIPTION OF ALT. PILES) ALTERNATE 'A' FURNISH	ALTERNATE 'A' DRIVE	ALTERNATE 'B' FURNISH	ALTERNATE 'B' DRIVE	ALTERNATE 'C' FURNISH	ALTERNATE 'C' DRIVE	TYPE 'D' FURNISH	TYPE 'D' DRIVE	CYCLOPEAN STONE SLOPE PROTECTION SQ. YD.
QUANTITIES	1																			
NOTES	2																			
LAYOUT	3																			
SOUNDINGS	3																			
PILE RECORD	4 & 5																			
END BENT 1	6 & 10	39.8	14.7	8,568	115	65														
END BENT 2	6 & 10	39.8	14.7	8,568	115	65						198	198	198	198	198	198			475
INT. BENT 1	7	16.9		1,823								270	270	270	270	270	270			245
INT. BENT 2	7	16.9		1,823														243	243	
INT. BENT 3	7	16.9		1,823														279	279	
SUPERSTRUCTURE	8,9 & 10		277.4	81,917			450	(1)	1,075	10	10							279	279	
ELEVATIONS	11 & 12																			
SUPERSTRUCTURE TOTALS			277.4	81,917			450	(1)	1,075	10	10									
SUBSTRUCTURE TOTALS		130.3	29.4	22,605	230	130						468	468	468	468	468	468	801	801	720
TOTALS		130.3	306.8	104,522	230	130	450	(1)	1,075	10	10	468	468	468	468	468	468	801	801	720

(1) Estimated weight of Structural Steel is 11,174 lb.

BILL OF INCIDENTAL MATERIAL

ITEM	NO.	SIZE & LOCATION
Joint Sealing Compound	4	1"x3"x41'-8" at Exp. Dams
Prem. Cork Exp. Jt. Matl.	48	½"x3"x7'-1" at Int. Bents
" " " " "	24	1"x2"x2'-6" at Int. Bent Risers
" " " " "	60	1"x3"x3'-6" at Int. Bents around Beams
Fabric Bearing Pads	60	6"x½"x1'-6" at Int. Bents
" " "	20	9"x½"x2'-6" at End Bents

NOTE

Quantities shown in the Bill of Incidental Material are approximate only and the Contractor is responsible for furnishing enough material to complete the job in accordance with the plans and specifications.
Quantities shown are for both bridges.

STANDARD DRAWINGS

H16A: ED3, SF2A, P20, P3, F21, P2, H150B, AE1
Special Provisions for Research Surveillance of Bridge Construction Procedures
" " " Dimensional Tolerances for Prestressed Concrete Members dated 1-11-66
" " " Class A-A Concrete dated 7-15-66.
" " " Linseed Oil Protective Coating dated 4-14-64
" " " Joint Sealing Compound dated 6-24-65
" " " High Strength Cast Aluminum Bridge Railing Post dated 10-2-64

J.P.P. OVER MAYFIELD CREEK SHEET 1 OF 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD JPP-11-1
STATION 1236+25.75 PROJECT NO. SP-42-773
BRIDGE NUMBER 3-1 DRAWING NO. 16527

DESIGNED BY	CHECKED BY	DATE	REVISED GENERAL NOTES #816 DATE 7/29/66
DETAILED BY JEW	CHECKED BY PCW	DATE 4/66	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

GENERAL NOTES

SPECIFICATIONS: Kentucky Department of Highways Standard Specifications, current edition with revisions.

DESIGN LOAD: Bridge designed for HS 20-44 or alternate loading.

DESIGN STRESSES:

For Class "AA" Reinforced Concrete.
fs = 20,000 psi
fc = 1,600 psi
u = 200 psi for embedment
v = 300 psi for summation of perimeters
f'c = 4,000 psi
n = 8

For Class "A" Reinforced Concrete.
fs = 20,000 psi
fc = 1,200 psi
u = 200 psi for embedment
v = 300 psi for summation of perimeters.
f'c = 3,000 psi
n = 10

For Prestressed Girder Concrete.
fs = 20,000 psi
f's = 250,000 psi
fc = 2,000 psi
U = 200 psi for embedment
v = 300 psi for summation of perimeters
f'c = 5,000 psi
n = 6

REINFORCEMENT: Intermediate or hard grade reinforcement shall be used in accordance with ASTM A15-65 for billet steel or A16-65 for rail steel conforming to the bending requirements of AASHO Spec. M42. Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.

BEVELED EDGES: All exposed edges shall be beveled ¾" unless otherwise shown.

CORK EXPANSION JOINT MATERIAL, FABRIC PADS, JOINT SEALING COMPOUND: The cost of these items is to be included in the unit price bid for Class "AA" Concrete.

STRUCTURAL STEEL: "Lump Sum Bid" for structural steel shall be full payment for all structural steel, rivets, bolts, washers, welding and welding materials, paint and all labor and materials necessary to erect the steel in accordance with the plans and specifications. Use ASTM A36, current specifications.

PLACING FILLS: See Standard Drawing SF 2a.

PILING: Piling shall be driven to refusal or to sustain a minimum load of 50 tons per pile in accordance with the specifications. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.

DRIVING PILES: Cored pilot holes through the End Bent embankment will be required for starting piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles.

ALTERNATE TYPE OF PILES: The contractor shall use one of the following types of piles (Alternate A, B, or C) throughout the End Bents. Type 'D' is to be used in the intermediate bents only.

Alternate "A" - 14" Reinforced Concrete precast pile. Standard Drawing No. P2.
Alternate "B" - 14" Cast in place Concrete pipe pile. Standard Drawing No. P20.
Alternate "C" - 14" Cast in place Concrete pile, Fluted steel shell. Standard Drawing No. P21.
Type "D" - 16" Reinforced Concrete precast pile. Standard Drawing No. P3.

PROTECTIVE COATING: The protective coating shall be furnished and placed in accordance with the "Special Provision for Linseed Oil Protective Coating" approved 4/14/64.

SLOPE PROTECTION: Slope protection shall be Dry Cyclopean Stone Riprap in accordance with the current specifications.

OPTIONAL TYPES OF HIGH STRENGTH HANDRAIL: The contractor shall provide throughout the project, at his option, either High Strength Aluminum Handrail in accordance with Standard Drawing H116, or High Strength Concrete Handrail in accordance with Standard Drawing H150.

PAINT: All Structural steel shall be given one shop coat of type 1 red lead paint and two field coats of aluminum paint. Exposed surfaces of expansion dams, not accessible after erection, shall be given two field coats of aluminum paint before erection. Shop paint shall not be applied within 5" of open holes where high strength bolts are to be used for field connections and shall not be applied to steel surfaces in contact with concrete.

PRECAST CONCRETE GIRDERS: This work shall consist of furnishing and placing precast, prestressed concrete girders in accordance with the details shown on the plans.

PRESTRESSING REINFORCEMENT: Prestressing reinforcement shall be ½" nominal diameter high-tensile-strength seven-wire strands in accordance with ASTM Designation A 416-64.

TENSIONING METHOD: Beams shall be pretensioned. No bond stress shall be transferred to the concrete, nor shall end anchors be released, until the concrete has attained a compressive strength as shown by Standard cylinders made and cured identically with the girders, of at least minimum strength of 4,000 pounds per square inch. Initial prestress shall be 175,000 psi or 25,200 pounds per cable.

WIND LOADS: This structure is designed using wind loads based on a wind velocity of 84 m.p.h.

FOR ADDITIONAL NOTES, SEE PRESTESSED GIRDER DETAIL SHEET.

CONSTRUCTION IDENTIFICATION: The names of the prime contractor and the subcontractor sh... imprinted in the concrete with one inch letters at a location designated by the Engineer. The contractor sh... nish all plans, equipment, and labor necessary to do the work, for which no direct payment will be made.

MILL TEST REPORTS: Notarized test reports in triplicate shall be furnished the Kentucky Department of Highways showing that all materials furnished conform to the specifications.

SHOP PLANS: The contractor shall furnish the Department of Highways with three (3) sets of complete Shop Detail Plans for approval at a time of thirty (30) days prior to the scheduled pouring date of the prestressed concrete I-beams

FOUNDATION PRESSURE: Axial computed load per pile is 77.8 kips (End Bents) and is 71.6 (Int. Bents). Horizontal computed shear per pile is 1.2 kips (End Bents). This is Group I Loading.

CONCRETE: Class "A" Concrete is to be used throughout except in superstructure, prestressed girders, portion of end bents above the construction joint at bridge seat elevation, piles and handrails; Class "D" Concrete is to be used in high strength concrete handrail. Class "AA" Concrete is to be used in roadway slab, curb, plinth and in the end bents above the construction joint at the bridge seat elevation. Prestressed Girder Concrete shall be in accordance with the plans and Section 405 of the Specifications.

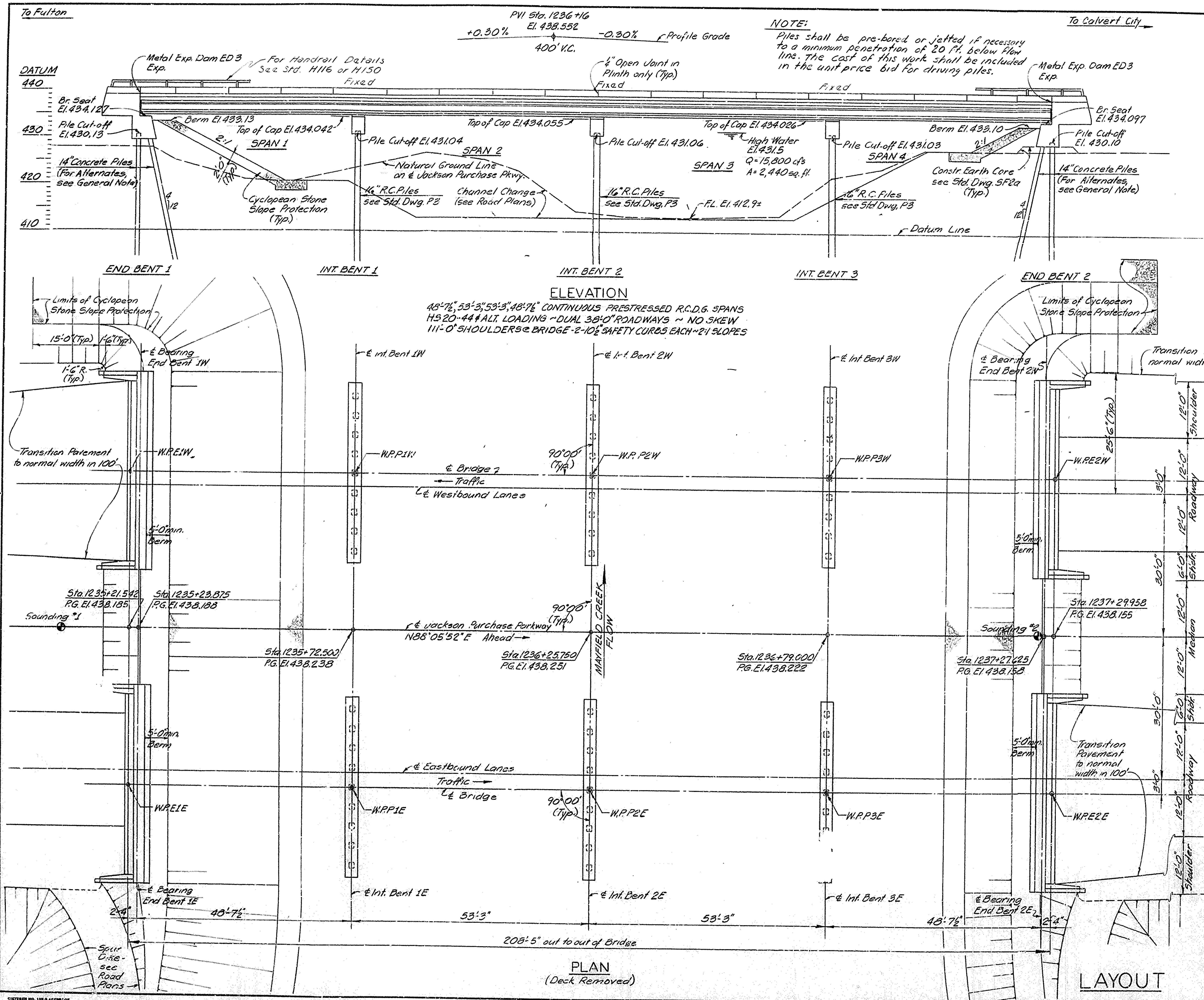
J.P.O. OVER MAYFIELD CREEK

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

SHEET 2

STATION 12+36+25.75
BRIDGE NUMBER
PROJECT NO. 16527
DRAWING NO.
INDEX

FED. ROAD PROJECT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



NOTE:
Piles shall be pre-bored or jetted if necessary to a minimum penetration of 20 ft. below flow line. The cost of this work shall be included in the unit price bid for driving piles.

FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

SOUNDING LOG

Sounding #1

Elev.	N Blows/Ft.	Qu t.s.f.	Type Failure	Description
427.8 / 426.8				Top Soil.
	6	1.00	S	Silty Clay Loam, Brown, med. firm & moist.
	13	1.19	S	
	26	1.51	S	
	28	1.79	S	
415.3 / 412.3	65		NP	Hit Water. Brown Sand, med. Coarse & dense.
409.8	67		NP	
	38		NP	Sand & Gravel.
	94		NP	
404.3	177		NP	
	180		NP	
	57		NP	White Sand, dense & med. Coarse.
	66		NP	
	299		NP	
	256		NP	
387.8	356		NP	

Note- Water standing at El. 412.3 when hole was finished and at El. 411.8 - 24 hours later.

Sounding #2

Elev.	N Blows/Ft.	Qu t.s.f.	Type Failure	Description
427.8 / 426.3				Top Soil.
	44	3.12	S	Silty Clay, A-7-6, brown, firm & moist.
	49	2.72	S	
418.8	20	2.25	S	
	20	2.93	S	Silty Clay Loam, A-3 Light brown, firm & moist.
	17	2.18	S	
409.8	19	2.72	S	Hit water.
	32		NP	Sand & Gravel.
404.3	67		NP	White Sand, dense & med. coarse.
	214		NP	
400.3	226		NP	
	257		NP	Sand white, med. coarse.
	398		NP	
	261		NP	
	250		NP	
387.8	313		NP	

Note- Water standing at El. 419.3 when hole was finished and at El. 418.3 - 24 hours later.

NOTE-
S = Shear failure.
NP = Non Plastic failure.
Water Pump was used to jet sand out of hollow stem augers.

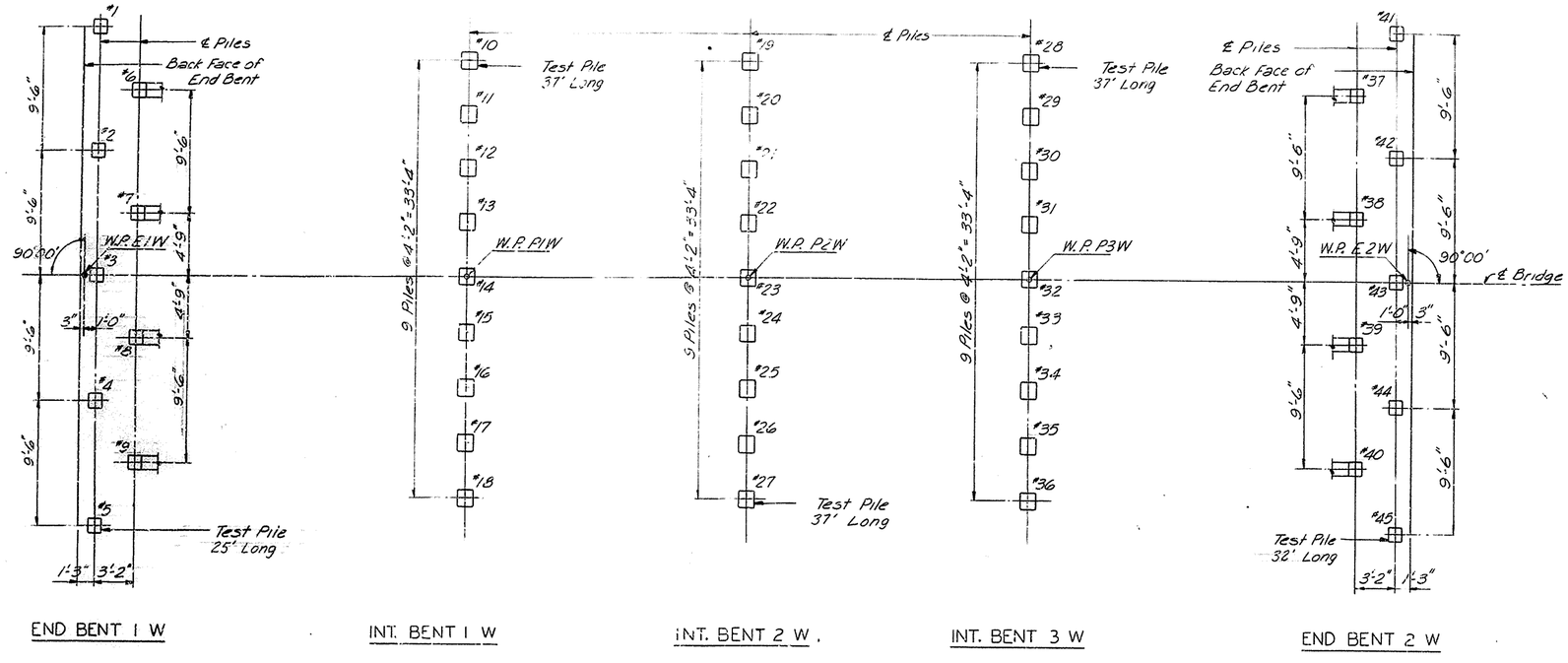
LAYOUT

J.P.P. OVER MAYFIELD CREEK — SHEET 3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD
STATION 1236+25.75 — PROJECT NO.
BRIDGE NUMBER — DRAWING NO. 16527 — INDEX

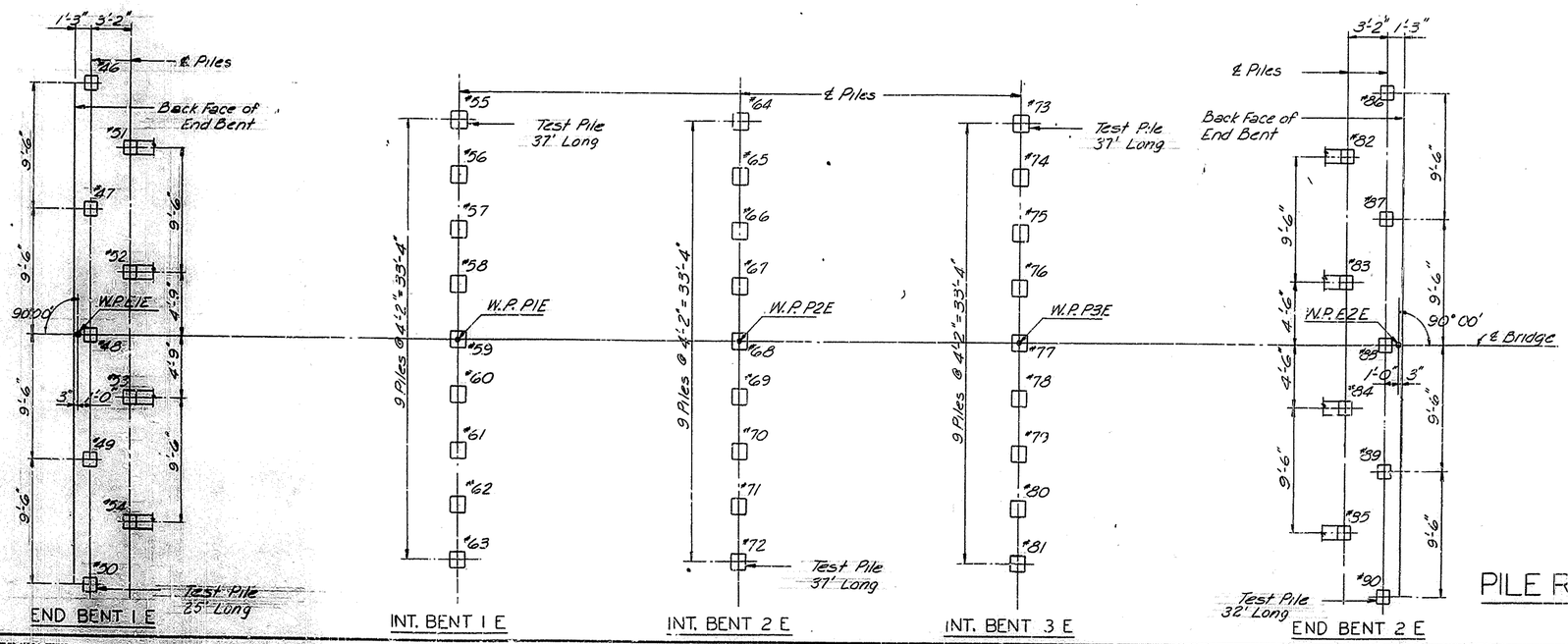
DESIGNED BY — DETAILED BY JMM — CHECKED BY PLW — DATE 1964

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



END BENT 1 W | INT. BENT 1 W | INT. BENT 2 W. | INT. BENT 3 W | END BENT 2 W

PLAN



END BENT 1 E | INT. BENT 1 E | INT. BENT 2 E | INT. BENT 3 E | END BENT 2 E

PILE RECORD

J.P.P. OVER MAYFIELD CREEK — SHEET 4

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

STATION 1236+25.75 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	16527	

DESIGNED BY	DATE	REVISED	DATE
DETAILED BY T.B.	CHECKED BY PLW	REVISED	DATE
TRACED BY	CHECKED BY	REVISED	DATE

PILE RECORD – END BENTS

Location	Pile No.	Cutoff El. Shown Alt. "A"	Cutoff El. Shown Alt. "B"	Cutoff El. Shown Alt. "C"	Tip of Pile Elevation as driven	Pile Length in place (Lin. Ft.)	Calculated Bearing Capacity (Tons)
E.B.1W.	#1	~~432.13~~ 431.13	430.13	430.13	403.34	28.79	117
"	#2	"	"	"	403.21	29.12	112
"	#3	"	"	"	403.23	28.90	84
"	#4	"	"	"	403.36	28.74	149
"	#5	"	"	"	403.39	28.66	149
"	#6B	"	"	"	403.95	28.10	93
"	#7B	"	"	"	404.07	27.98	123
"	#8B	"	"	"	405.79	27.76	64
"	#9B	"	"	"	403.97	29.68	128
E.B.2W.	#37B	~~432.10~~ 430.10	~~432.10~~ 430.10	~~432.10~~ 430.10	403.85	28.67	122
"	#38B	"	"	"	402.88	30.80	112
"	#39B	"	"	"	403.64	30.00	149
"	#40B	"	"	"	403.09	30.58	149
"	#41T	"	"	"	402.05	30.05	96
"	#42	"	"	"	403.95	28.15	122
"	#43	"	"	"	401.80	30.80	134
"	#44	"	"	"	401.52	30.58	100
"	#45	"	"	"	402.15	29.95	149
E.B.1E.	#46	~~432.13~~ 430.13	~~432.13~~ 430.13	~~432.13~~ 430.13	401.16	30.97	122
"	#47	"	"	"	403.02	29.11	122
"	#48	"	"	"	401.53	30.67	112
"	#49	"	"	"	403.09	29.04	112
"	#50T	"	"	"	403.04	29.09	96
"	#51B	"	"	"	404.71	28.90	134
"	#52B	"	"	"	403.57	30.10	75
"	#53B	"	"	"	403.45	30.41	112
"	#54B	~~432.10~~	~~432.10~~	~~432.10~~	401.82	31.95	96
E.B.2E.	#82B	430.10	430.10	430.10	402.83	27.48	141
"	#83B	"	"	"	405.30	28.25	112
"	#84B	"	"	"	404.39	29.21	122
"	#85B	"	"	"	404.86	28.71	134
"	#86	"	"	"	404.43	27.67	134
"	#87	"	"	"	403.90	28.20	122
"	#88	"	"	"	403.70	28.40	134
"	#89	"	"	"	403.45	28.65	112
"	#90T	"	"	"	403.55	28.55	134

PILE RECORD – INT. BENTS

Location	Pile No.	Cutoff El. Shown	Tip of Pile Elevation as driven	Pile Length in place (Lin. Ft.)	Calculated Bearing Capacity (Tons)
I.B.1W.	#10T	431.04	398.81	35.83	Refusal
"	#11	"	395.17	35.87	79
"	#12	"	395.22	35.82	81
"	#13	"	395.10	35.94	67
"	#14	"	395.12	35.92	96
"	#15	"	395.11	35.93	96
"	#16	"	395.11	35.93	96
"	#17	"	395.10	35.94	79
"	#18	"	395.25	35.79	108
I.B.2W.	#19	431.06	393.91	37.15	112
"	#20	"	393.26	37.80	122
"	#21	"	393.95	37.11	149
"	#22	"	393.22	37.84	117
"	#23	"	393.11	37.95	96
"	#24	"	393.21	37.85	84
"	#25	"	393.11	37.95	122
"	#26	"	393.29	37.77	122
"	#27T	"	390.39	40.67	134
I.B.3W.	#28	431.03	395.91	35.12	149
"	#29	"	395.75	35.28	141
"	#30	"	395.49	35.54	Refusal
"	#31	"	395.75	35.28	141
"	#32	"	395.30	35.73	122
"	#33	"	395.96	35.07	Refusal
"	#34	"	394.86	36.17	103
"	#35	"	394.60	36.43	96
"	#36T	"	395.10	35.93	Refusal
I.B.1E.	#55	431.04	388.01	43.03	93
"	#56	"	396.82	34.22	149
"	#57	"	396.39	34.65	134
"	#58	"	395.25	35.79	128
"	#59	"	396.05	34.99	149
"	#60	"	395.15	35.89	112
"	#61	"	397.73	34.32	103
"	#62	"	394.93	36.11	103
"	#63	"	395.43	35.61	134
I.B.2E.	#64	431.06	392.76	38.30	112
"	#65	"	393.23	37.83	103
"	#66	"	393.27	37.79	112
"	#67	"	393.27	37.79	122
"	#68	"	393.16	37.90	79
"	#69	"	393.20	37.86	112
"	#70	"	393.24	37.82	96
"	#71	"	393.02	38.04	103
"	#72T	"	392.31	38.75	Refusal
I.B.3E.	#73T	431.03	395.08	35.95	Refusal
"	#74	"	395.18	35.85	122
"	#75	"	395.16	35.87	112
"	#76	"	395.16	35.87	134
"	#77	"	395.11	35.92	134
"	#78	"	395.19	35.84	134
"	#79	"	395.21	35.82	103
"	#80	"	395.07	35.96	134
"	#81	"	396.04	35.99	122

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

NOTE –

This pile record does not replace the other records of piles required to be kept and submitted by the Resident Engineer.

After all piles have been driven the Resident Engineer shall record the tip-of-pile elevation as driven, the length of pile in place, the calculated bearing capacity of each pile, and shall return one blue print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Lengths of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

Alternate "A"-14" Reinforced Concrete Piles - For notes and details see Std. Dwg. P2.

Alternate "B"-14" Seamless Steel or Welded Pipe Shell Concrete Filled Piles - For notes and details see Std. Dwg. P20.

Alternate "C"-14" Metal Shells Concrete Filled Piles - For notes and details see Std. Dwg. P21.

Intermediate Bent Piles are 16" Reinforced Concrete Piles - For notes and details see Std. Dwg. P3.

See Sheet 6 for batter on Piles.

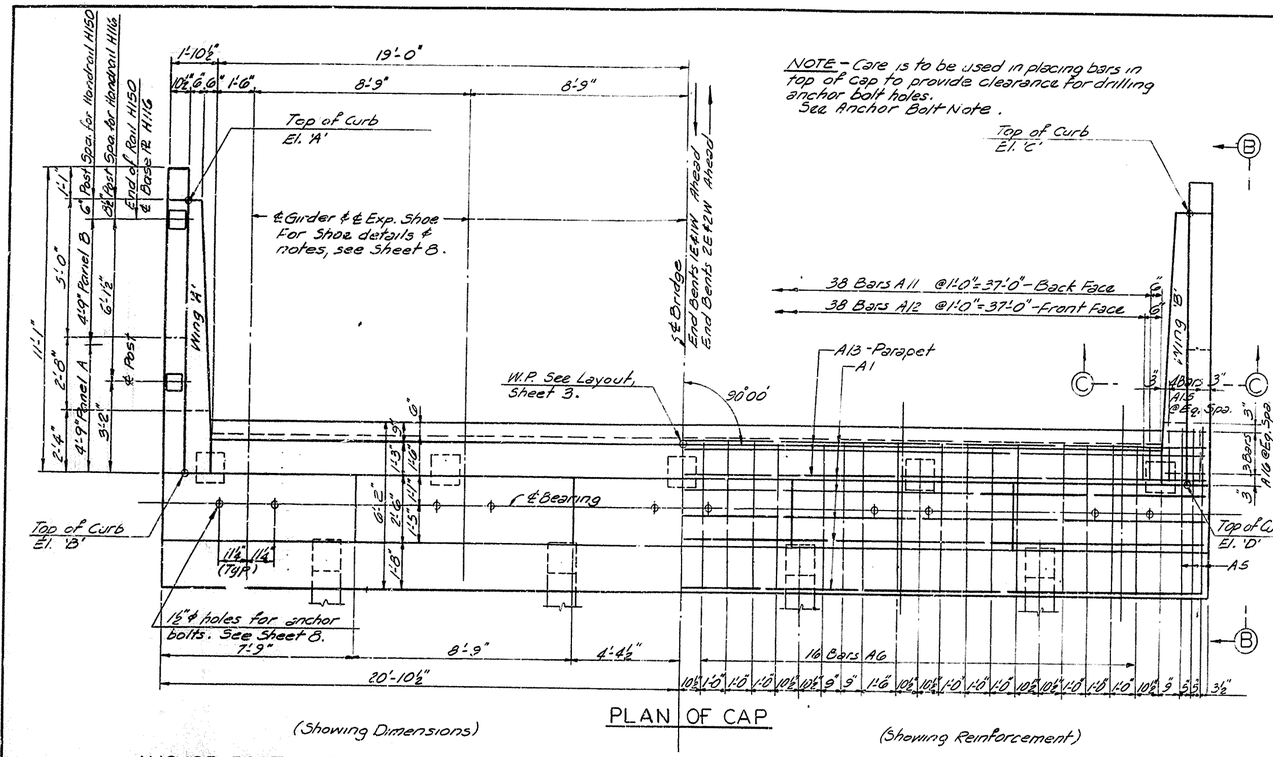
DESIGNED BY T.B. DATE 2-46
DETAILED BY DATE
TRACED BY DATE
CHECKED BY P.C.W. DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

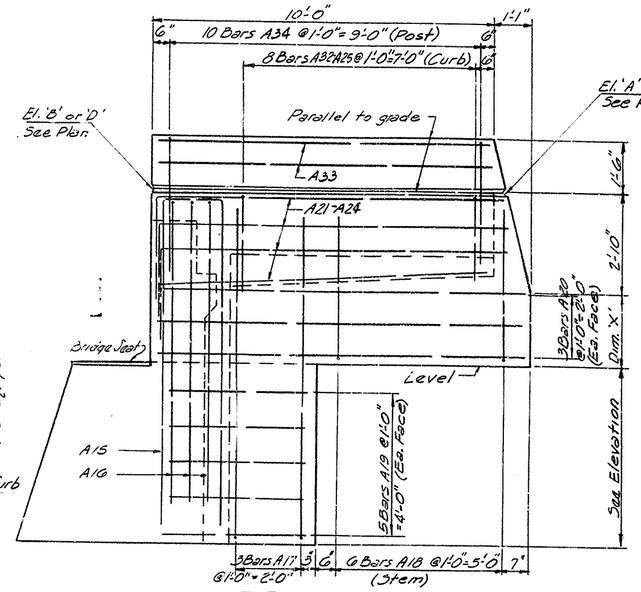
3-1
J. P. P. OVER MAYFIELD CREEK SHEET 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD
STATION 1236 + 25.75 PROJECT NO.
BRIDGE NUMBER DRAWING NO. 16527 INDEX

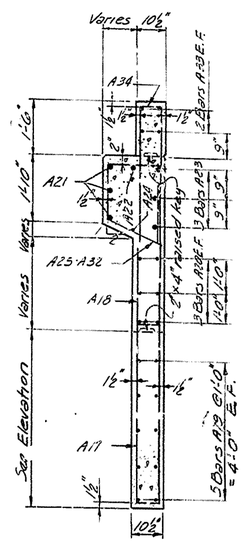
PILE RECORD

FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				





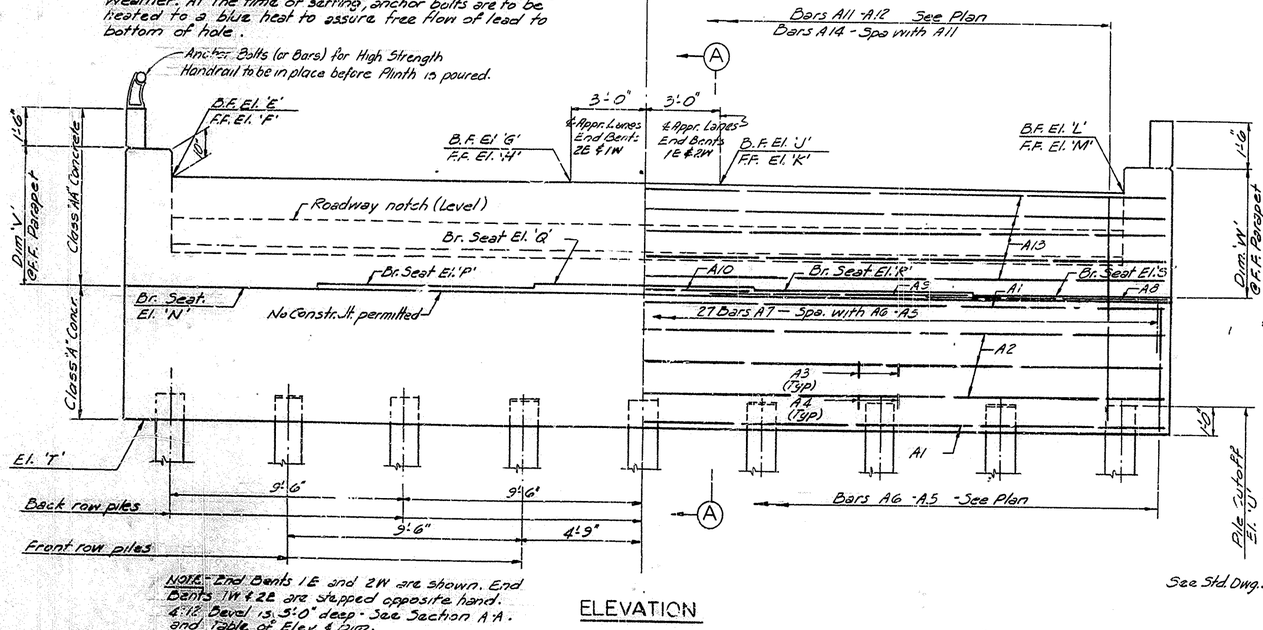
ELEVATION B-B
(Typical Wing Reinforcement)



SECTION C-C

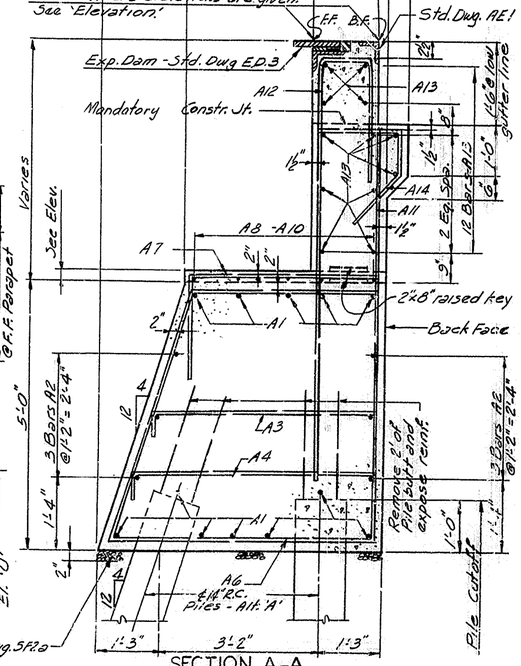
ANCHOR BOLT NOTE -

The cost of lead required to set anchor bolts and the cost of drilling anchor bolt holes shall be included in the 'Lump Sum Bid' for structural steel. The contractors shall be responsible for keeping holes dry in wet and freezing weather. At the time of setting, anchor bolts are to be heated to a blue heat to assure free flow of lead to bottom of hole.



NOTE - End Bents 1E and 2W are shown. End Bents 1W & 2E are stepped opposite hand. 4:12 Bevel is 3'-0" deep - See Section A-A. and Table of Elev. & Dim.

ELEVATION



SECTION A-A
(Alt. 'A' Piles shown. See General Notes for Alt. 'B' & 'C')

END BENTS

TABLE OF DIMENSIONS AND ELEV.

Dim. or Elev.	End Bent 1E	End Bent 2E	End Bent 1W	End Bent 2W
'A'	439.850	438.909	438.943	438.816
'B'	.864	.927	.957	.834
'C'	439.943	438.816	438.850	438.909
'D'	.957	.839	.864	.927
'E'	438.029	438.092	438.122	437.990
'F'	.071	.094	.124	438.001
'G'		438.319	438.349	
'H'		.521	.351	
'J'	439.349			438.319
'K'	.351			.321
'L'	438.122	437.990	438.029	438.092
'M'	.124	438.001	.071	.094
'N'	434.127	434.141	434.221	434.077
'P'	.264	.328	.358	.234
'Q'	.401	.371	.401	.371
'R'	.358	.234	.264	.328
'S'	.227	.097	.127	.191
'T'	429.13	429.10	429.13	429.10
'U'	430.13	430.10	430.13	430.10
'V'	4'-8½"	4'-8½"	4'-8½"	4'-8½"
'W'	4'-8½"	4'-9½"	4'-8½"	4'-8½"
	Wing A / Wing B	Wing A / Wing B	Wing A / Wing B	Wing A / Wing B
'X'	1'-10½" / 1'-10½"	1'-10½" / 1'-10½"	1'-10½" / 1'-10½"	1'-10½" / 1'-10½"

ESTIMATE OF QUANTITIES

Concrete, Class 'AA'	14.7 Cu. Yd.
Concrete, Class 'A'	39.8 Cu. Yd.
Reinforcement	8,968 Lb.

J.P.P. OVER MAYFIELD CREEK — SHEET 6

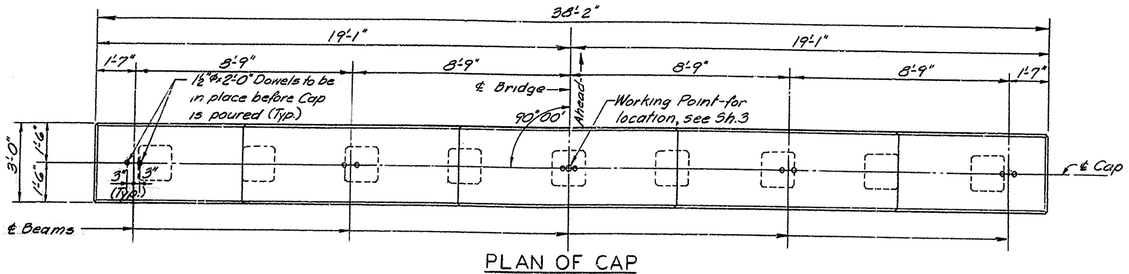
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

STATION 1236 + 25.75 — **PROJECT NO.**

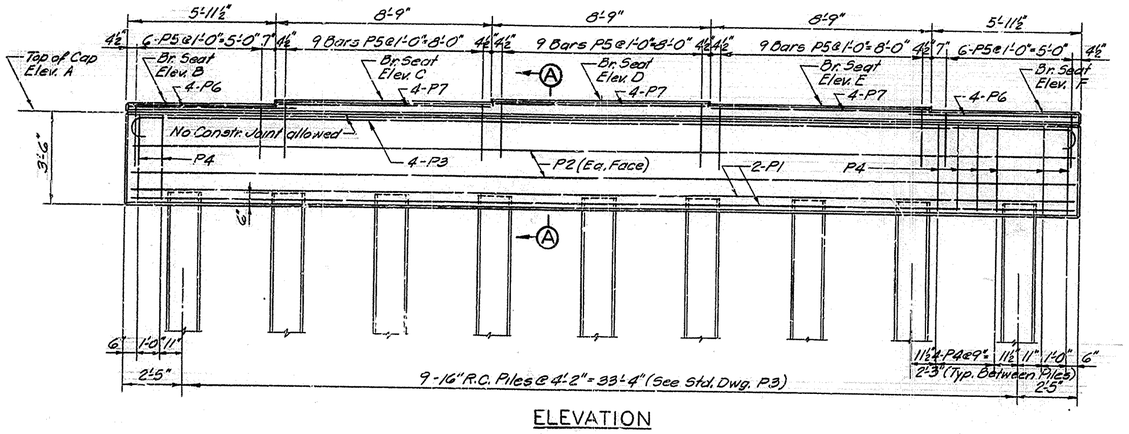
BRIDGE NUMBER — DRAWING NO. 16527 — INDEX

DESIGNED BY	CHECKED BY	DATE	REVISED	DATE
JEO				
DETAILED BY	CHECKED BY	DATE 2-66	REVISED	DATE
PDW	PDW			
TRACED BY	CHECKED BY	DATE	REVISED	DATE
PDW	JEO			

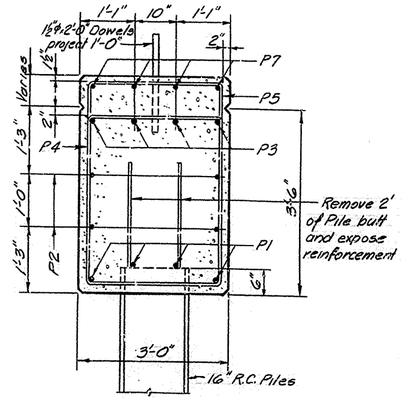
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



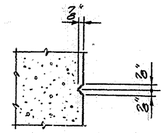
PLAN OF CAP



ELEVATION



SECTION A-A



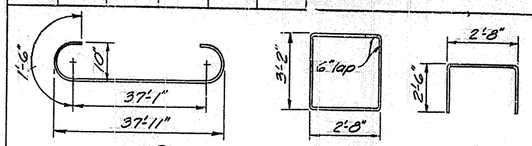
RUSTICATION DETAIL

TABLE OF ELEVATIONS

Int. Bent	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F
1W	434.042	434.469	434.606	434.648	434.512	434.375
2W	434.055	434.482	434.619	434.662	434.525	434.388
3W	434.026	434.453	434.590	434.633	434.496	434.359
1E	434.042	434.375	434.512	434.648	434.606	434.469
2E	434.055	434.388	434.525	434.662	434.619	434.482
3E	434.026	434.359	434.496	434.633	434.590	434.453

BILL OF REINFORCEMENT-ONE CAP

Mark	Type	No.	Bar Sizes	Length Ft.	Length In.	Location
P1	Str.	4	#8	37	10	Bottom of Cap
P2	"	4	6	37	10	Sides of Cap
P3	①	4	8	40	1	Top of Cap
P4	②	36	5	12	5	Cap Stirrups
P5	③	39	4	7	5	Bridge Seats
P6	Str.	8	4	6	9	" "
P7	"	12	4	8	6	" "



ESTIMATE OF QUANTITIES

(For each Int. Bent)

Concrete, Class "A"	16.9 Cu. Yd.
Reinforcement	1823 Lb.

DESIGNED BY PCW	CHECKED BY LRO	DATE 12/65	REVISED
DETAILED BY CMM	CHECKED BY PCW	DATE 1/66	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

DATE
DATE
DATE

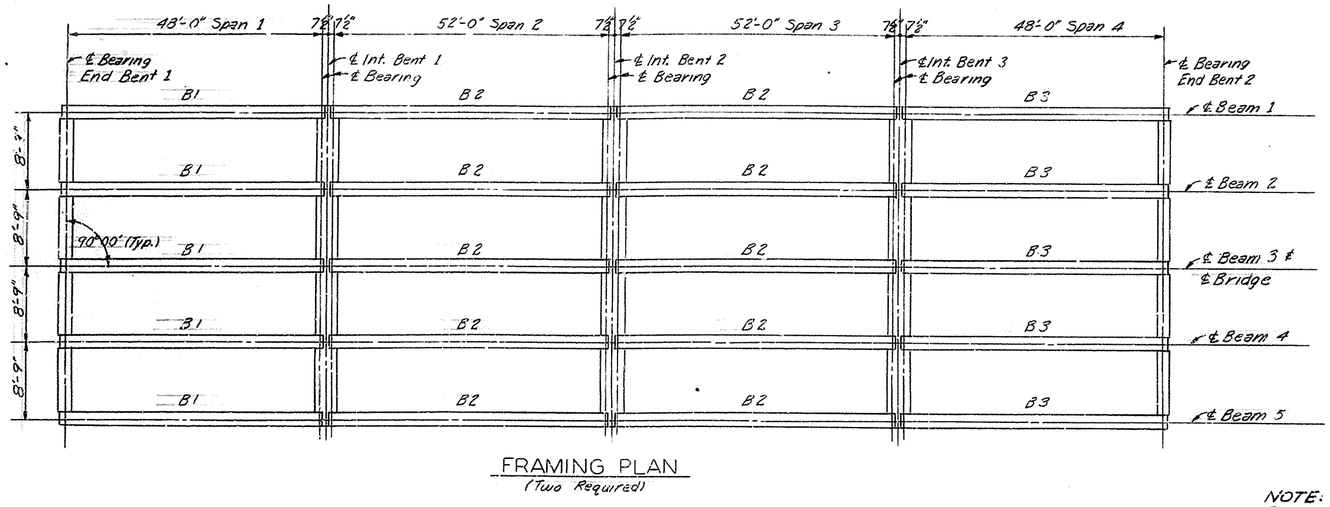
INTERMEDIATE BENTS

J.P. OVER MAYFIELD CREEK SHEET 7

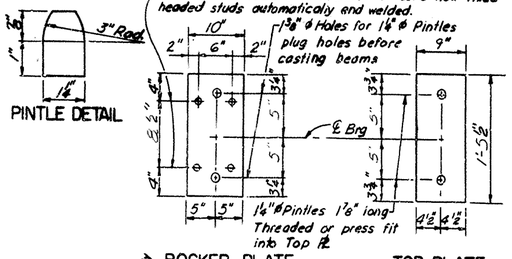
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

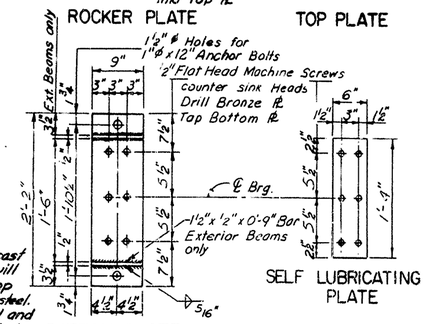
STATION 1236+25.75 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 16527 | INDEX

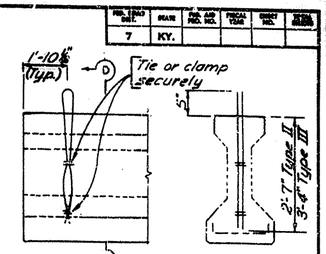


FRAMING PLAN
(Two Required)





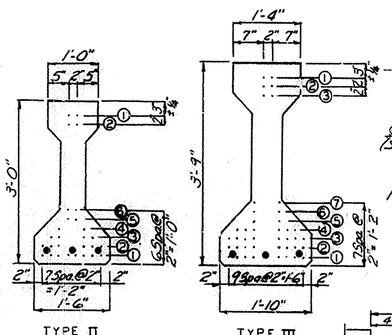
NOTE:
Shoes, including plates cast in to prestress girders, will be paid for under the lump sum item for structural steel. The bronze will be noted and included with the estimated weight of structural steel.

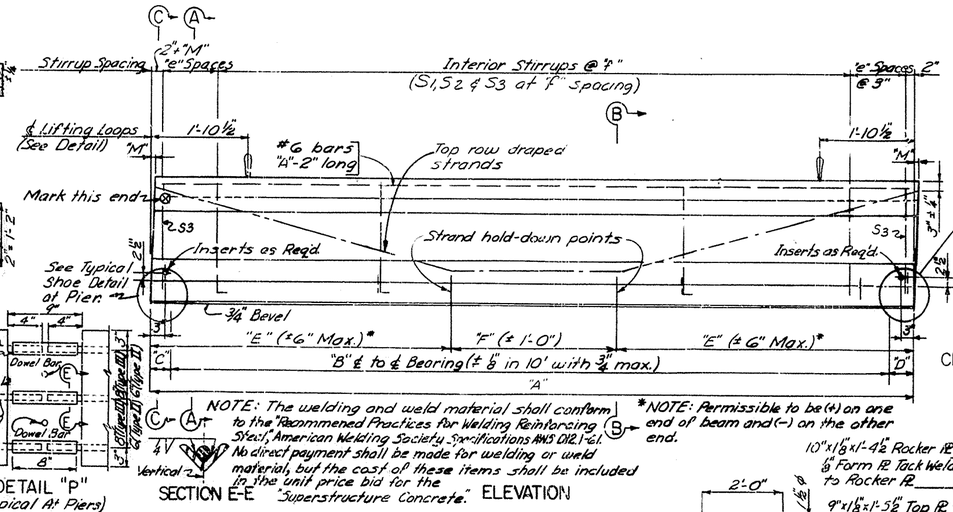


Note: Lifting shall be by equal loads to each pair of loops.
Other types of lifting devices may be used subject to approval by the Kentucky Department of Highways

PRESTRESSING STRAND LIFT DEVICE CAPACITY

STRAND SIZE	NO. OF STRANDS	ALLOWABLE WT. OF BEAM
3/8	2	20 Tons
7/16	2	27 Tons
1/2	2	36 Tons
3/8	2	30 Tons
7/16	2	40.5 Tons
1/2	2	54 Tons

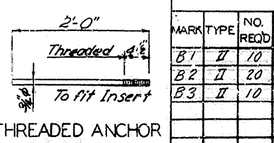


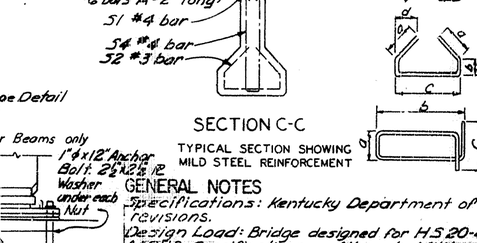


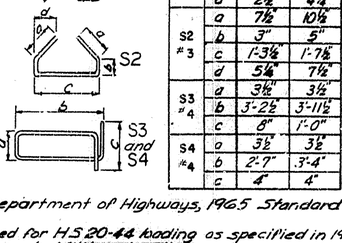
NUMBER OF 1/2 Ø -7 WIRE STRANDS IN INDICATED ROW

MARK	TYPE	MIDSPAN (SECTION B-B) BOTTOM ① ② ③ ④ ⑤ ⑥ ⑦	END (VIEW A-A) BOTTOM ① ② ③ ④ ⑤ ⑥ ⑦	TOP ① ② ③	TOTAL NO.	INITIAL PRESTRESS FORCE / STRAND (LBS)
B1	II	8 8 2	8 6	2 2	18	25,200
B2	II	8 8 2	8 6	2 2	18	25,200
B3	II	8 8 2	8 6	2 2	18	25,200

Note: Shop plans shall include a diagram of casting bed layout. Where the "pull down" method is used, the jacking force for draped strands, together with appropriate computations shall also be submitted by the fabricator. (The value of "E" used in calculating strand elongation shall be as recommended by the strand manufacturer.)
Strands shall be placed symmetrically about the centerline of beam.



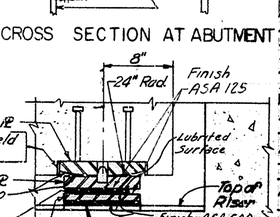


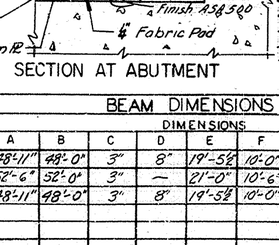


TYPICAL SECTION SHOWING MILD STEEL REINFORCEMENT

STIRRUP DIMENSIONS

BAR	DIM.	BEAM TYPE II	BEAM TYPE III
S1 #4	a	3½"	6"
	b	3"	4"
	c	9"	1'-1"
	d	2½"	4¼"
S2 #3	a	7½"	10½"
	b	3"	5"
	c	1'-3½"	1'-7½"
	d	5⅝"	7½"
S3 #4	a	3½"	3½"
	b	3'-2½"	3'-11½"
	c	8"	1'-0"
S4 #4	a	3½"	3½"
	b	2'-7"	3'-4"
	c	4"	4"





GENERAL NOTES

Specifications: Kentucky Department of Highways, 1965 Standard with revisions.
Design Load: Bridge designed for H S 20-44 loading as specified in 1961 AASHO Specifications, or Alternate Military Loading.
Installation of dowel bars is incidental to Superstructure Concrete.
Beams with honeycomb of such amount as to affect the strength or resistance to deterioration will not be accepted.
An allowance of .0005 L shall be made for shortening of the beams due to shrinkage and elastic change.
Where called for, Inserts for ¾" ø threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.
Shop plans shall include an outline of the proposed prestressing procedure for the draped strands and of the detensioning procedure.
Self lubricating plates shall be in accordance with Sec. 643.8.0 of the Specifications with rolled copper conforming to ASTM B100-61 Alloy No. 1, or ASTM Designation B22-61 Alloy A, except that the minimum tensile strength shall be 40,000 p.s.i.
Prestressing Reinforcement shall be in accordance with paragraph 641.7.2 of the specifications with a nominal diameter of ½" and tensile capacity for seven wire strands of 250,000 p.s.i. ultimate strength.
Structural Steel: Structural steel shall conform to ASTM designation A36-63T.

BEAM DIMENSIONS

MARK	TYPE	NO. REQD	DIMENSIONS A	B	C	D	E	F	a	f	M	Approx. Weight Each
B1	II	10	48'-11"	48'-0"	3"	8"	19'-5½"	10'-0"	3	13"	0	19,780#
B2	II	20	52'-6"	52'-0"	3"	—	21'-0"	10'-6"	3	13"	0	20,160#
B3	II	10	48'-11"	48'-0"	3"	8"	19'-5½"	10'-0"	3	13"	0	18,784#

SUPERSTRUCTURE

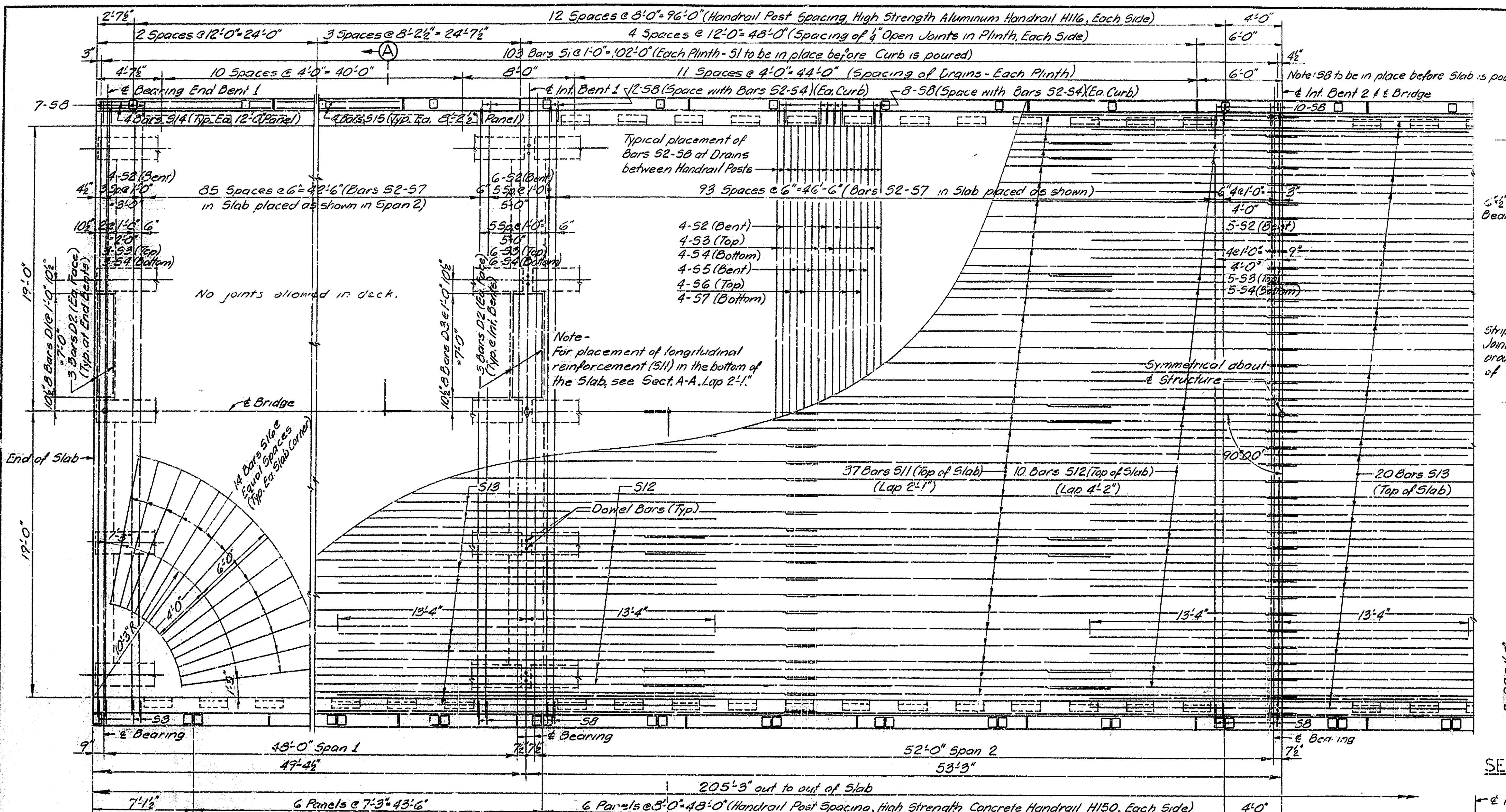
J.P.P. OVER MAYFIELD CREEK SHEET 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD
STATION 1236+25.75 PROJECT NO.
BRIDGE NUMBER DRAWING NO. 16527 INDEX

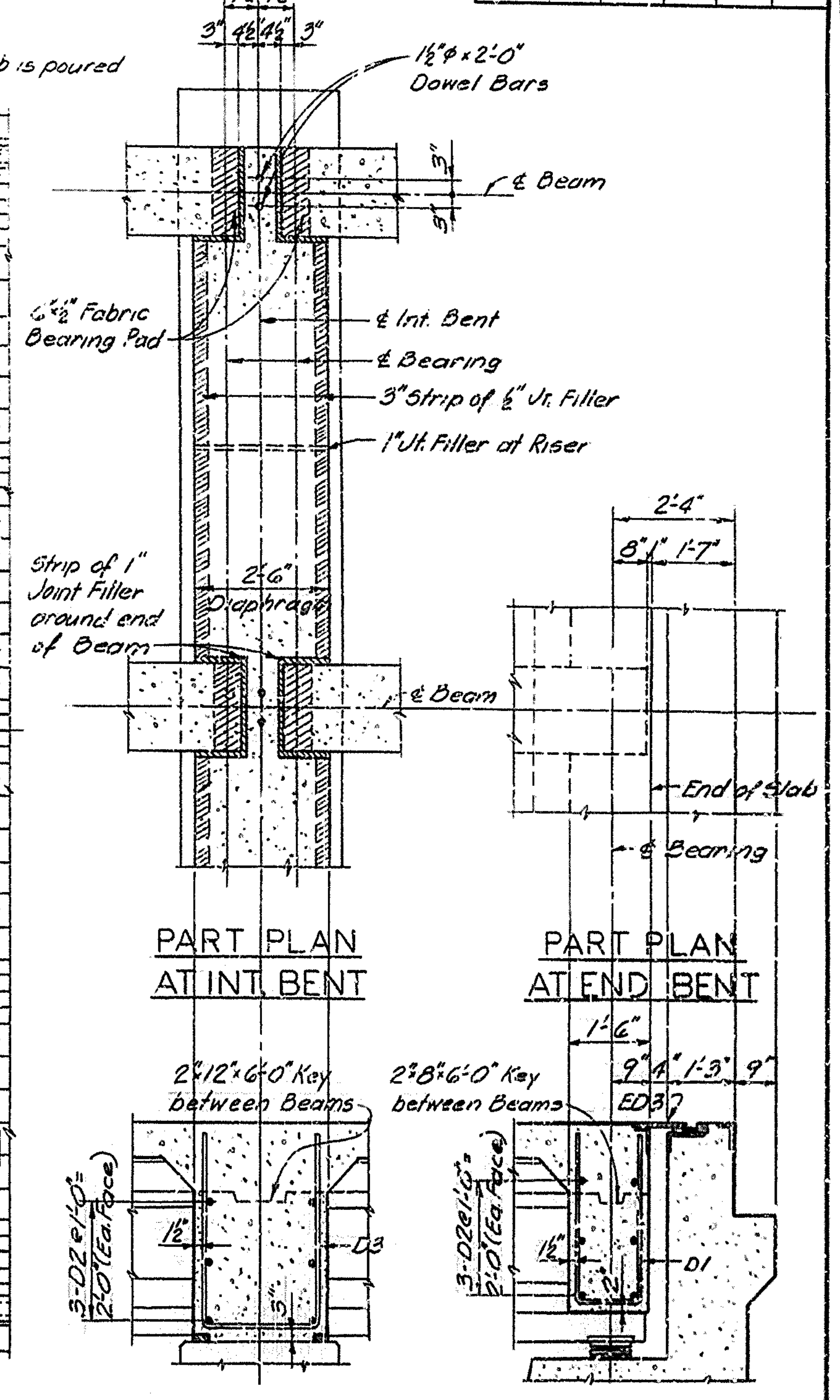
11-22-1965

DESIGNED BY JRD DATE 1/66 REVISED DATE
DETAILED BY PCW DATE 1/66 REVISED DATE
CHECKED BY JMM DATE REVISED DATE
TRACED BY CHECKED BY DATE

FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



Ⓐ PART SLAB PLAN

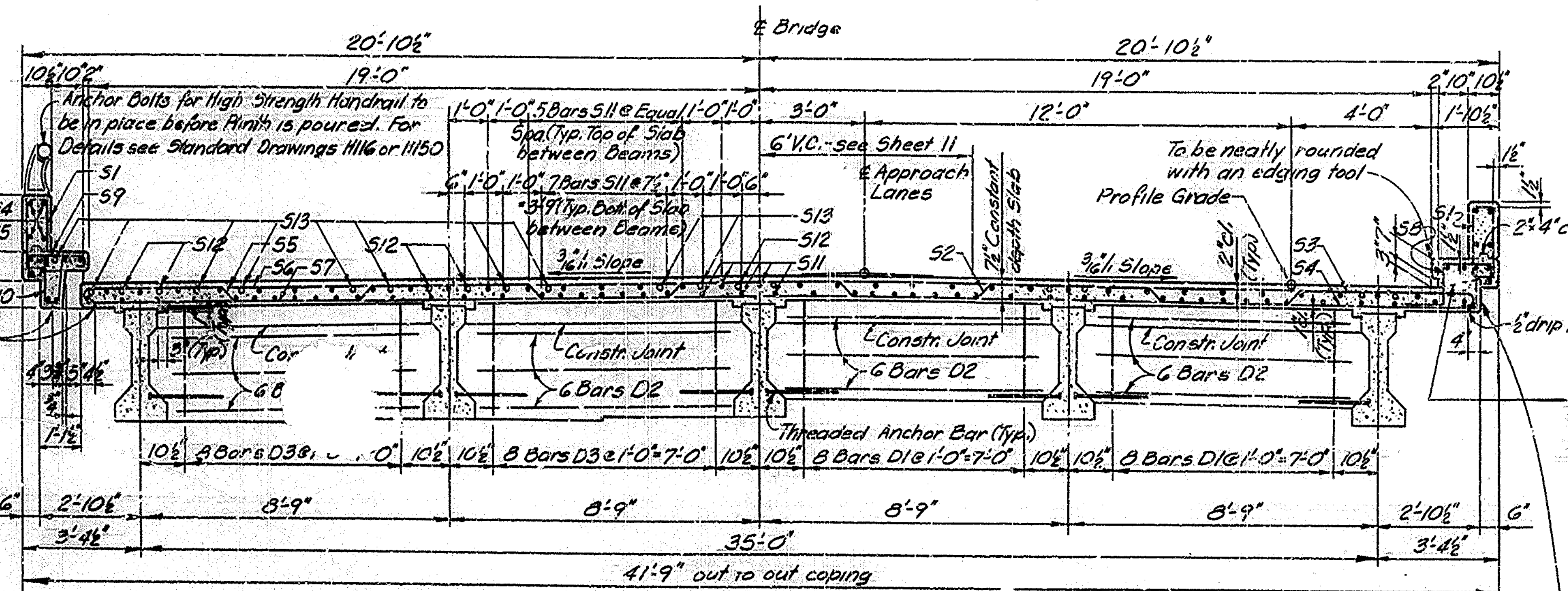


PART PLAN AT INT. BENT

PART PLAN AT END BENT

SECTION AT INT. BENT

SECTION AT END BENT

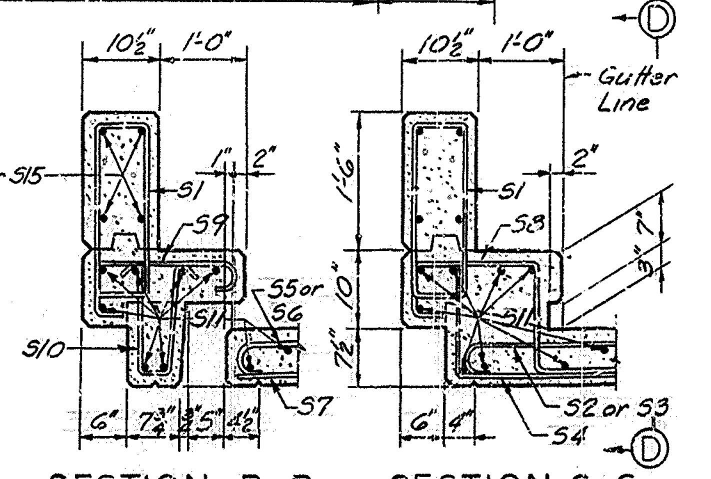


This construction joint is mandatory. Concrete above the construction joint shall not be placed until after the deck concrete has been properly cured.

On twin structures, the inside vertical faces of the plinth, curb, deck and any other surfaces required by the specs. shall receive a rubbed surface finish.

Showing Diaphragm @ Int. Bent. — SECTION A-A — Showing Diaphragm at End Bent

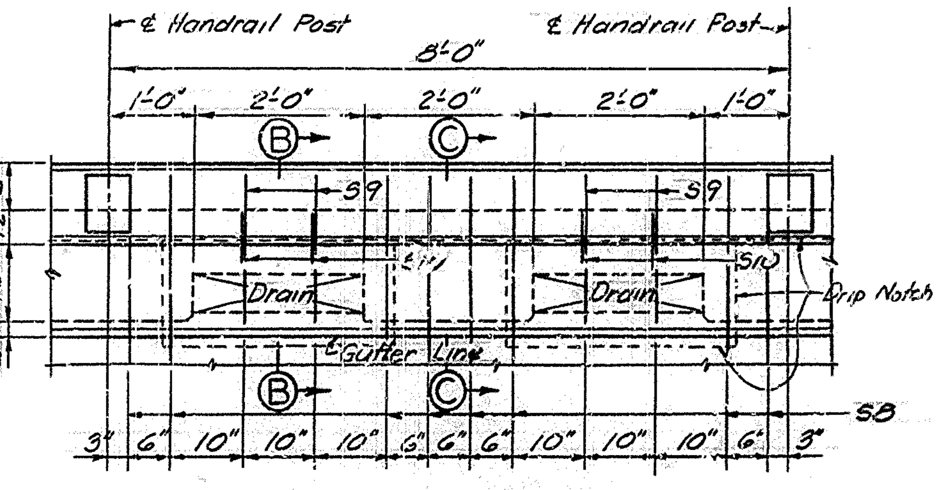
(Eastbound Bridge Shown. Westbound Bridge same, except opposite hand with regard to ℄ Approach Lanes)



SECTION B-B

SECTION C-C

NOTE: See sheet no. 10 for Section D-D



PLAN AT DRAINS

ESTIMATE OF QUANTITIES (One Bridge)

Concrete, Class "AA"	277.4	Cu. Yd.
Reinforcement	81,917	Lbs.

SUPERSTRUCTURE

J.P.P. OVER MAYFIELD CREEK — SHEET 9

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD
STATION 1236+25.75 — PROJECT NO.
BRIDGE NUMBER — DRAWING NO. 16527

DESIGNED BY PCW — CHECKED BY JRO
DETAILED BY — CHECKED BY PCW
TRACED BY

BILL OF REINFORCEMENT - ONE SUPERSTRUCTURE

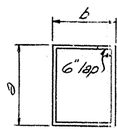
Mark	Type	No.	Bar Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
S1	①	412	#5	5	10	Plinth	1	11	0	7½				
S2	②	110	5	43	0	Slab - bent	4	6½	0	10	0	4½	40	4½
S3	③	108	6	42	0	" - top	40	0	1	0	0	4½	40	5½
S4	④	108	6	42	9	" - bottom	1	3	40	6				
S5	②	96	5	40	10	" bent @ drains	3	5½	0	10	0	4½	38	2½
S6	③	96	6	39	9	" - top " "	37	9	1	0	0	4½	38	2½
S7	Str.	96	6	38	3	" - bottom @ "								
S8	⑤	436	5	4	6	Curb								
S9	⑥	192	5	3	0	" @ drains								
S10	⑦	192	4	3	4	" " "								
S11	Str.	582	5	36	0	Slab - longitudinal (6 lengths)								
S12	"	70	10	32	10	" " (7 lengths)								
S13	"	60	10	36	8	" " over Int. Bent								
S14	"	104	4	11	9	Plinth								
S15	"	48	4	7	11	"								
S16	"	56	6	10	0	Slab Corners								
D1	④	64	4	6	9	Diaphragms	2	10	1	3				
D2	Str.	120	5	7	3	"								
D3	①	96	4	8	5	"	3	2	2	3				

ONE END BENT

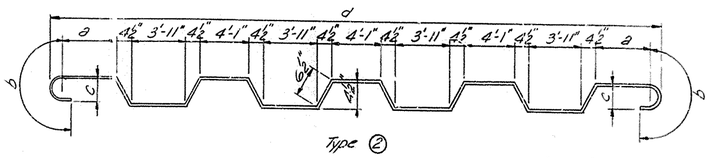
Mark	Type	No.	Bar Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
A1	Str.	12	#10	41	5	Cap								
A2	"	6	6	41	5	"								
A3	④	18	6	5	3	" @ Piles	0	6	4	6				
A4	"	18	6	5	8	" "	0	6	4	10½				
A5	⑧	6	6	20	1	Cap	4	1	5	7½				
A6	"	32	5	19	5	"	3	9	5	3½				
A7	④	27	5	7	6	Cap Steps	2	0	3	8				
A8	Str.	5	5	9	9	" "								
A9	"	10	5	10	9	" "								
A10	"	5	5	8	5	" "								
A11	⑨	38	7	8	1	Parapet	7	0	1	3				
A12	⑩	38	6	11	0	"	8	0	1	0	2	6		
A13	Str.	12	5	41	5	"								
A14	⑪	38	4	4	4	Appr. Slab Support								
A15	⑫	8	9	18	3	Parapet	8	6	2	0				
A16	"	6	8	16	4	"	7	6	1	6½				
A17	"	6	6	17	5	Wings	8	6	0	7½				
A18	"	12	6	7	5	"	3	6	0	7½				
A19	Str.	20	6	4	9	"								
A20	"	12	6	10	9	"								
A21	⑫	6	10	11	0	"								
A22	⑨	2	10	12	6	"	3	0	9	8				
A23	"	6	10	13	7	"	3	0	10	9				
A24	Str.	2	8	9	8	"								
A25	⑬	2	5	7	2	"	1	1½	1	3				
A26	"	2	5	7	4	"	1	24	1	5½				
A27	"	2	5	7	7	"	1	3	1	6				
A28	"	2	5	7	9	"	1	3¾	1	7				
A29	"	2	5	7	10	"	1	4½	1	7½				
A30	"	2	5	8	0	"	1	5¼	1	8				
A31	"	2	5	8	1	"	1	6	1	9				
A32	"	2	5	8	3	"	1	7	1	10				
A33	Str.	8	5	9	9	"								
A34	④	20	6	8	0	"	3	9	0	7½				

DESIGNED BY PCW DATE 2/65 REVISED DATE
DETAILED BY JRO DATE 2/65 REVISED DATE
TRACED BY PCW CHECKED BY JEW DATE REVISED DATE

DIETZGEN NO. 135-S ASSEMBLOF



Type ①



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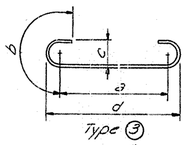

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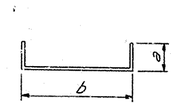

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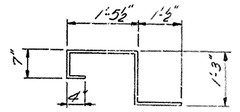

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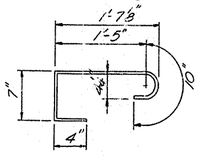

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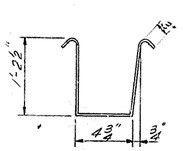

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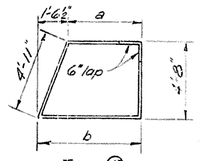

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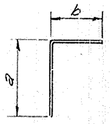

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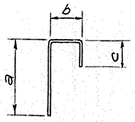

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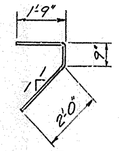

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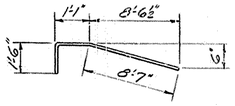

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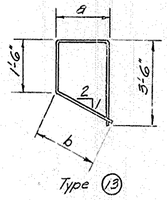

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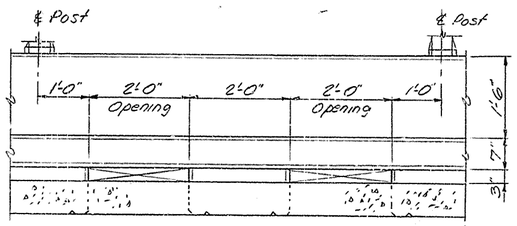


SECTION D-D

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

J.P.P. OVER MAYFIELD CREEK — SHEET 10

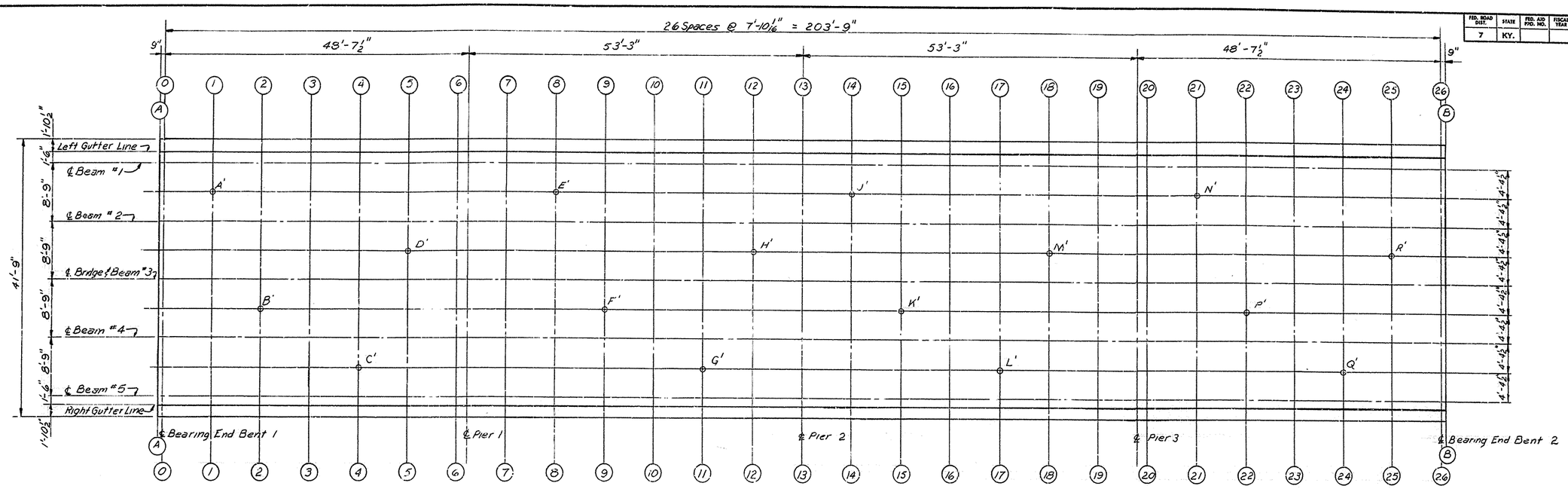
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

STATION 1236+25.75 **PROJECT NO.**

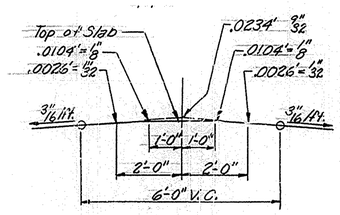
BRIDGE NUMBER — DRAWING NO. 16527 — INDEX

END BENTS AND SUPERSTRUCTURE

FED. ROAD DIST.	STATE	FED. AID P/D. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN



PARABOLIC CROWN

ELEVATIONS

DESIGNED BY JRO DATE 2-64
DETAILED BY DRB CHECKED BY PCW DATE 2-64
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

GIETZEN NO. 1301-3 ASBESTOS

J.P.P. OVER MAYFIELD CREEK SHEET 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

STATION 1236+25.75 **PROJECT NO.**

BRIDGE NUMBER DRAWING NO. 16527 INDEX

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS – W.B.L.*

	A-A	0-0	1-1	2-2	3-3	4-4	5-5	6-6	7-7	8-8	9-9	10-10	11-11	12-12	13-13	14-14	15-15	16-16	17-17	18-18	19-19	20-20	21-21	22-22	23-23	24-24	25-25	26-26	B-B
Left Gutter Line	438.031	438.032	438.073	438.101	438.117	438.119	438.111	438.086	438.111	438.148	438.167	438.171	438.161	438.136	438.095	438.134	438.156	438.164	438.157	438.136	438.097	438.070	438.093	438.099	438.094	438.076	438.045	438.003	438.002
℄ Beam #1		.054	.096	.124	.140	.142	.134	.109	.134	.171	.190	.194	.184	.159	.118	.157	.179	.187	.180	.159	.120	.093	.116	.122	.117	.099	.068	.026	
℄ Beam #2		.192	.233	.261	.277	.279	.271	.246	.271	.308	.327	.331	.321	.296	.255	.294	.316	.324	.317	.296	.257	.230	.253	.259	.254	.236	.205	.163	
℄ Bridge ℄ Beam #3		.328	.369	.397	.413	.415	.407	.382	.407	.444	.463	.467	.457	.432	.391	.430	.452	.460	.453	.432	.393	.366	.389	.395	.390	.372	.341	.299	
℄ Beam #4		.286	.327	.355	.371	.373	.365	.340	.365	.402	.421	.425	.415	.390	.349	.388	.410	.418	.411	.390	.350	.324	.347	.353	.348	.330	.299	.257	
℄ Beam #5		.149	.190	.218	.234	.236	.228	.203	.228	.265	.284	.288	.278	.253	.212	.251	.273	.281	.274	.253	.213	.187	.210	.216	.211	.193	.162	.120	
Right Gutter Line	.124	.125	.166	.194	.210	.212	.204	.179	.204	.241	.260	.264	.254	.229	.188	.227	.249	.257	.250	.229	.190	.163	.186	.193	.187	.169	.138	.096	.094
℄ Approach Lane	.351	.352	.393	.421	.437	.439	.431	.406	.431	.468	.487	.491	.481	.456	.415	.454	.476	.484	.477	.456	.417	.390	.413	.419	.414	.396	.365	.323	.322

TABLE OF ELEVATIONS – E.B.L.*

	A-A	0-0	1-1	2-2	3-3	4-4	5-5	6-6	7-7	8-8	9-9	10-10	11-11	12-12	13-13	14-14	15-15	16-16	17-17	18-18	19-19	20-20	21-21	22-22	23-23	24-24	25-25	26-26	B-B
Left Gutter Line	438.124	438.125	438.166	438.194	438.210	438.212	438.204	438.179	438.204	438.241	438.260	438.264	438.254	438.229	438.188	438.227	438.249	438.257	438.250	438.229	438.190	438.163	438.186	438.192	438.187	438.169	438.138	438.096	438.094
℄ Beam #1		.149	.190	.218	.234	.236	.228	.203	.228	.265	.284	.288	.278	.253	.212	.251	.273	.281	.274	.253	.213	.187	.210	.216	.211	.193	.162	.120	
℄ Beam #2		.286	.327	.355	.371	.373	.365	.340	.365	.402	.421	.425	.415	.390	.349	.388	.410	.418	.411	.390	.350	.324	.347	.353	.348	.330	.299	.257	
℄ Bridge ℄ Beam #3		.328	.369	.397	.413	.415	.407	.382	.407	.444	.463	.467	.457	.432	.391	.430	.452	.460	.453	.432	.393	.366	.389	.395	.390	.372	.341	.299	
℄ Beam #4		.192	.233	.261	.277	.279	.271	.246	.271	.308	.327	.331	.321	.296	.255	.294	.316	.324	.317	.296	.257	.230	.253	.259	.254	.236	.205	.163	
℄ Beam #5		.055	.096	.124	.140	.142	.134	.109	.134	.171	.190	.194	.184	.159	.118	.157	.179	.187	.180	.159	.120	.093	.116	.122	.117	.099	.068	.026	
Right Gutter Line	.031	.032	.073	.101	.117	.119	.111	.086	.111	.148	.167	.171	.161	.136	.095	.134	.156	.164	.157	.136	.097	.070	.093	.099	.094	.076	.045	.003	.002
℄ Approach Lane	.351	.352	.393	.421	.437	.439	.431	.406	.431	.468	.487	.491	.481	.456	.415	.454	.476	.484	.477	.456	.417	.390	.413	.419	.414	.396	.365	.323	.322

* All elevations are "Top of slab Elevation Adjusted for Dead Load Deflection."

	WESTBOUND LANE												EASTBOUND LANE											
	SPAN 1			SPAN 2			SPAN 3			SPAN 4			SPAN 1			SPAN 2			SPAN 3			SPAN 4		
	Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.			Top of Beam Elev.		
	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End	Left End	Middle	Right End
℄ Beam #1	374.46	375.61	374.95	374.96	375.57	374.35	374.33	375.47	374.93	374.93	375.13	373.77	375.41	376.53	374.11	376.11	376.21	374.21	374.21	376.01	375.85	375.83	375.23	374.51
℄ Beam #2	375.69	376.81	376.01	376.01	376.98	375.59	375.59	377.11	376.01	376.01	376.61	375.48	377.01	378.31	377.63	377.63	377.82	376.09	376.09	377.51	377.01	377.67	376.49	
℄ Beam #3	376.59	377.87	377.63	377.63	378.49	376.93	376.93	378.15	377.43	377.43	377.71	376.43	377.89	379.39	377.87	377.81	378.09	376.91	376.91	378.30	377.33	377.98	376.63	
℄ Beam #4	376.43	377.87	376.93	376.98	377.69	376.69	376.69	378.13	377.13	377.13	377.51	375.92	376.21	377.11	376.51	376.51	377.21	375.87	375.87	377.21	376.56	376.99	375.23	
℄ Beam #5	374.71	376.09	375.83	375.83	376.87	375.51	375.51	376.87	375.63	375.63	375.91	374.22	374.53	375.69	374.52	375.23	376.01	374.73	374.73	376.53	375.09	375.09	375.79	374.13

NOTE: Eastbound lane only; All slab elevations were raised .045 (Forty-five thousandths) due to excess camber in beams

Raised .045

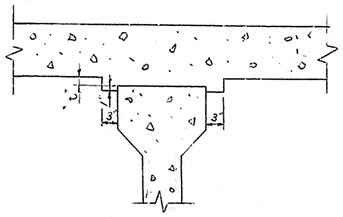
TABLE OF ELEV FOR CONTROL OF SLAB THICKNESS-W.B.L.

Point	Plan Elev. Top of Slab	Field Elev. Top of form	Computed Slab Thick.
A'	455.165	37.535	.630
B'	.416	37.774	.642
C'	.305	37.684	.621
D'	.339	37.707	.632
E'	.240	37.629	.621
F'	.402	37.838	.644
G'	.266	37.629	.637
H'	.364	37.719	.645
J'	.226	37.589	.637
K'	.471	37.827	.644
L'	.342	37.706	.636
M'	.364	37.732	.632
N'	.185	37.544	.641
P'	.414	37.786	.628
Q'	.262	37.644	.618
R'	.273	37.653	.620

TABLE OF ELEV FOR CONTROL OF SLAB THICKNESS-E. B. L.

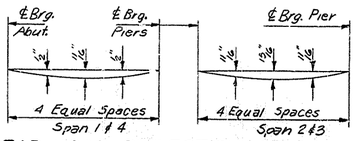
Point	Plan Elev. Top of Slab	Field Elev. Top of form	Computed Slab Thick.
A'	498.259	37.657	.647
B'	.329	37.793	.635
C'	.211	37.617	.639
D'	.426	37.837	.634
E'	.297	37.727	.615
F'	.395	37.797	.643
G'	.253	37.659	.639
H'	.451	37.869	.627
J'	.320	37.775	.640
K'	.384	37.779	.632
L'	.249	37.657	.637
M'	.451	37.852	.644
N'	.279	37.678	.645
P'	.327	37.728	.644
Q'	.168	37.572	.641
R'	.360	37.767	.638

NOTE: The Engineer shall obtain the Field Elevation at the check points indicated on the plan and enter the data in the proper column in this table. If the computed slab thickness varies from the design slab thickness by more than ¼ inch, the slab form shall be adjusted to provide a slab within the ¼ inch tolerance specified. A copy of this sheet showing the final datum elevation shall be sent to the Director, Division of Bridges.



STANDARD FILLET DETAIL

NOTE: To determine 't': After all precast pre-stressed beams have been erected, elevations of the top flanges of the beams shall be taken at ends and middle. These elevations subtracted algebraically from "Top of Slab Elevation Adjusted for Dead Load Deflections," minus slab thickness, equals to Fillet Height 't.' A positive value of "t" equals to Fillet Height above the top of the beam. A negative value of 't,' not to exceed ½, equals to embedment of the beam above the theoretical bottom of slab elevation.



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete slab only)

NOTE: The above deflections are not to be used in the field if the egineer is working from the grade elevation adjusted for dead load deflection as shown above.

DESIGNED BY VRS DATE 4-66
DETAILED BY T.B. CHECKED BY RCW DATE 7-66 REVISED
TRACED BY CHECKED BY DATE REVISED
DATE REVISED

J. P. P. OVER MAYFIELD CREEK SHEET 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
GRAVES
JACKSON PURCHASE PARKWAY
ROAD

STATION 12.36 to 25.75 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	16527	

ELEVATIONS