

SHEET LOCATION: TIT

Sta. 13 + 22.00

[illegible][illegible]

FILE NAME: H:\Archives\Russell\25815\25815.dgn
USERNAME: LGRAVES
DATE: 21-DEC-2004
SHEET LOCATION: GN1

GENERAL NOTES

SPECIFICATIONS: References to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction including any current Supplemental Specifications. All references to the AASHTO Specifications are to the current edition of the AASHTO Standard Specifications for Highway Bridges, with Interims.

DESIGN LOAD AND METHOD: This bridge is designed for HS25 live load or alternate military loading, whichever produces the greater stress. The HS25 live load is arrived at by increasing the standard HS20-44 truck and lane loads as specified in the AASHTO Specifications by 25%. All reinforced concrete members are designed by the load factor method as specified in the current AASHTO Specifications.

REINFORCEMENT: Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Spacing of bars is from center to center of bars. Clear distance to face of concrete is 2", unless otherwise noted. Epoxy coat bars designated by suffix (e) in accordance with Section 811.10 of the Standard Specifications. Use stirrup bend diameters for bars designated by suffix (s) in a Bill of Reinforcement.

BEVELED EDGES: Bevel all exposed edges $\frac{7}{8}$ ", unless otherwise noted.

INCIDENTAL MATERIALS: The structure is to be completed in accordance with the plans and Specifications. Materials or labor, not otherwise specified, are to be considered incidental to the contract.

SHOP DRAWINGS: Submit shop drawings that are required by the plans and specifications directly to the Division of Bridge Design. If any changes in the design plans are proposed by a fabricator or supplier, submit those changes to the Department through the Contractor.

FOOTING EXCAVATION: Ensure excavation for footings is in accordance with Subsection 603.03.03 of the specifications. Raising of the bottom of footings is not allowed.

DIMENSIONS: Dimensions are for a normal temperature of 60 degrees Fahrenheit. Layout dimensions are horizontal dimensions.

SLOPE PROTECTION: Use dry cyclopean stone in accordance with the plans and Specifications. Geotextile fabric is to be incidental to this item.

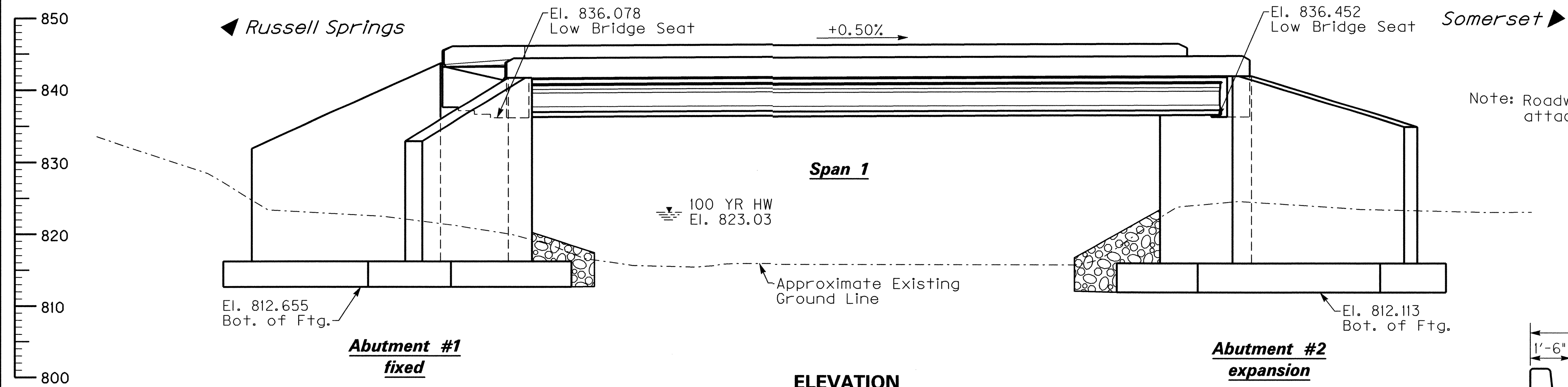
SUPERSTRUCTURE SLAB: Ensure the entire superstructure slab is poured continuously, out to out, before allowing any concrete to set.

The following abbreviations may have been used in the preparation of these plans:

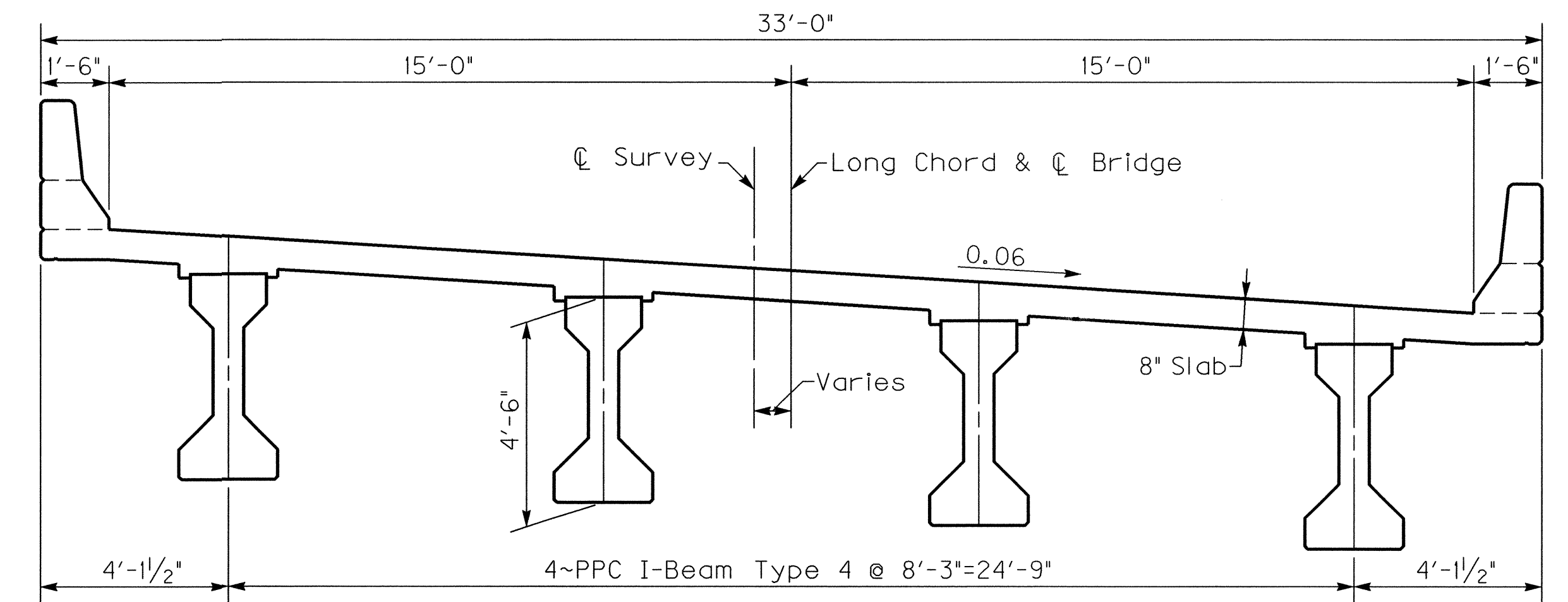
bet.	Between
b. f.	Back Face
BOF	Bottom of Footing
bot.	Bottom
Brg.	Bearing
C to C	Center to Center
c. e.	Current Edition
C. Y.	Cubic Yard
Chd.	Chord
CL	Center Line
Cl.	Clear
Conc.	Concrete
Cu.	Cubic
Dwg.	Drawing
e. f.	Each Face
El.	Elevation
eq.	Equal
Est.	Estimate
Ext.	Exterior
F to F	Face to Face
f. f.	Front Face
f. s.	Far Side
fr.	Front
ft.	Feet
I. D.	Inside Diameter
in.	Inch
Int.	Interior
L	Left
LBS	Low Bridge Seat
LBS.	Pounds
M	Meter
MPH	Miles per Hour
n. s.	Near Side
O. D.	Outside Diameter
Opp.	Opposite
PC	Point of Curve
Perp.	Perpendicular
PI	Point of Intersection
PPC	Precast Prestressed Concrete
PPCDU	Precast Prestressed Concrete Deck Unit
PSI	Pounds per Square Inch
PT	Point of Tangent
R	Radius
R	Right
RCBC	Reinforced Concrete Box Culvert
RCDG	Reinforced Concrete Deck Girder
Req' d.	Required
RR	Railroad
Shld	Shoulder
spa.	Spaces
Sta.	Station
Std.	Standard
Str.	Straight
Tan	Tangent
Thru	Through
TOF	Top of Footing
Tot.	Total
Typ.	Typical
Vert.	Vertical
W. P.	Working Point
Yd.	Yard

ITEM NUMBER
8-1028.00

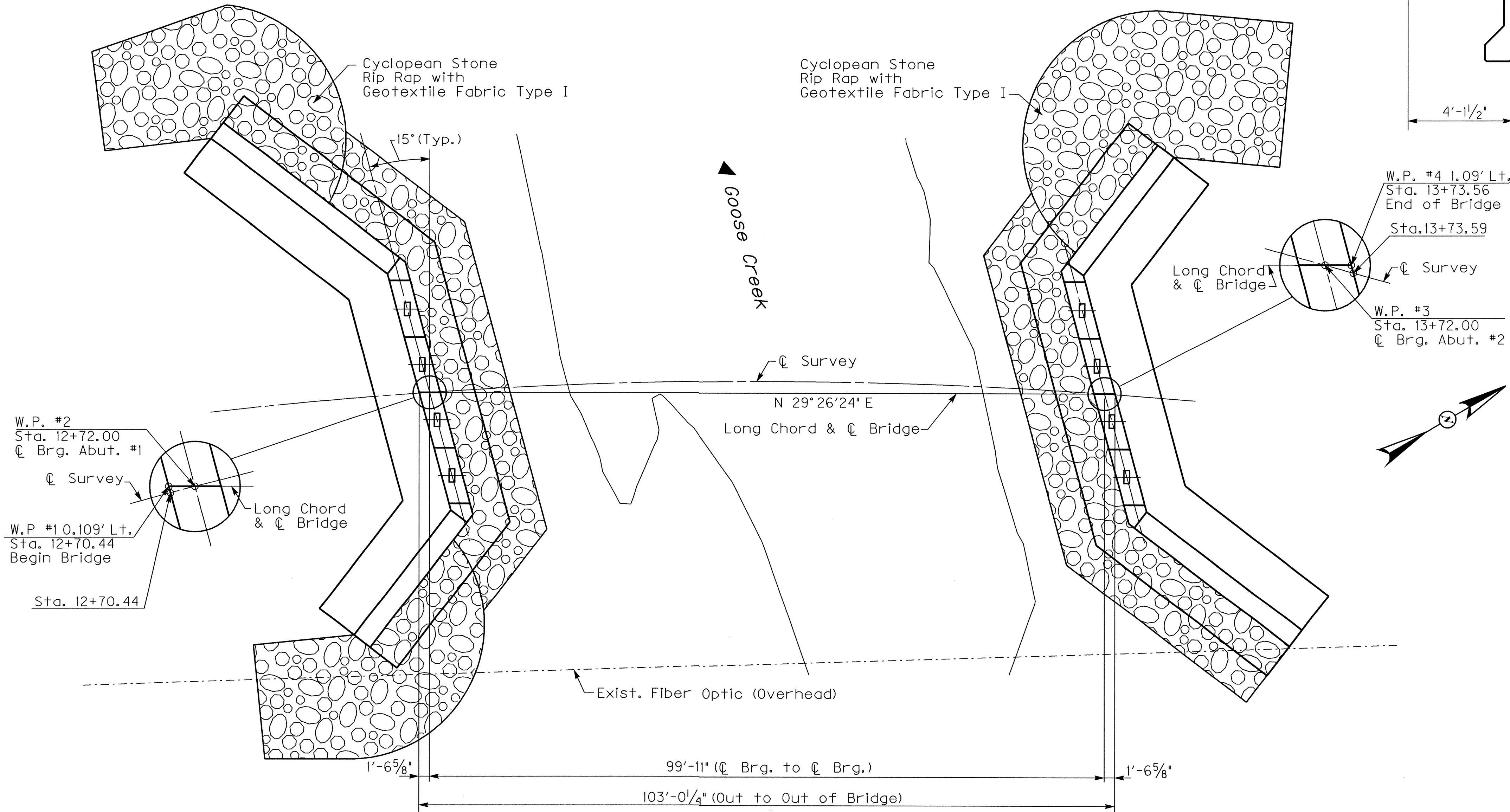
REVISION	DATE
DATE:	CHECKED BY
DESIGNED BY: C. So	A. Lim
DETAILED BY: W. T. Mathews	C. So
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS	
COUNTY RUSSELL	
ROUTE KY 80	CROSSING Goose Creek
GENERAL NOTES	
PREPARED BY Division of Bridge Design	
C. So	
SHEET NO. S2	
DRAWING NO. 25815	



99'-11" PPC I-Beam, Type 4, Simple Spans
HS 25 Live Load ~ 38'-0" Shoulder Width @ Bridge ~ 15° Skew Lt.
30'-0" Bridge Roadway Width ~ 2:1 Fill Slopes



TYPICAL SECTION

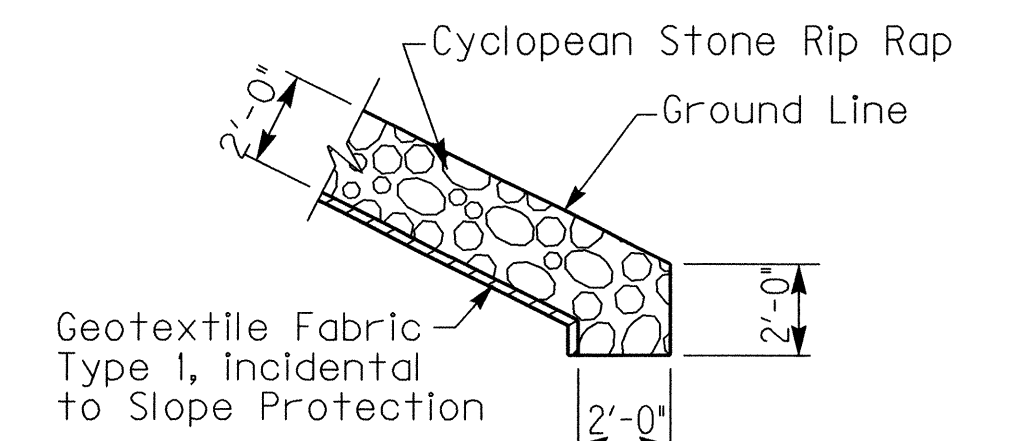


PLAN

~Superstructure not shown~

CURVE DATA

P.I. 13+82.87
D = 70° 16' 05" Rt.
C = 7° 54' 10"
T = 510.18'
L = 889.15'
R = 725.00'
E = 161.52'
e = 6.0%
Runout = See X-Sections
Runout =



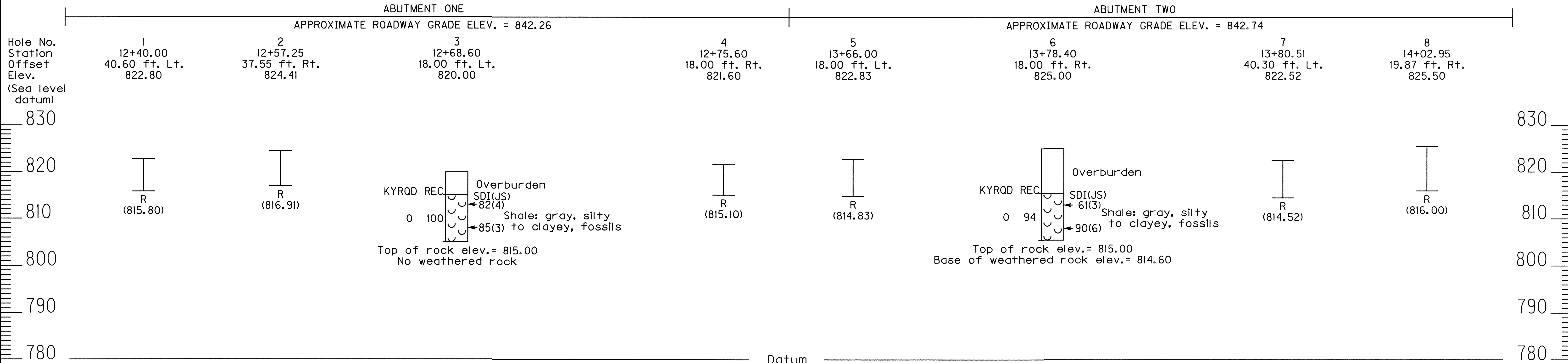
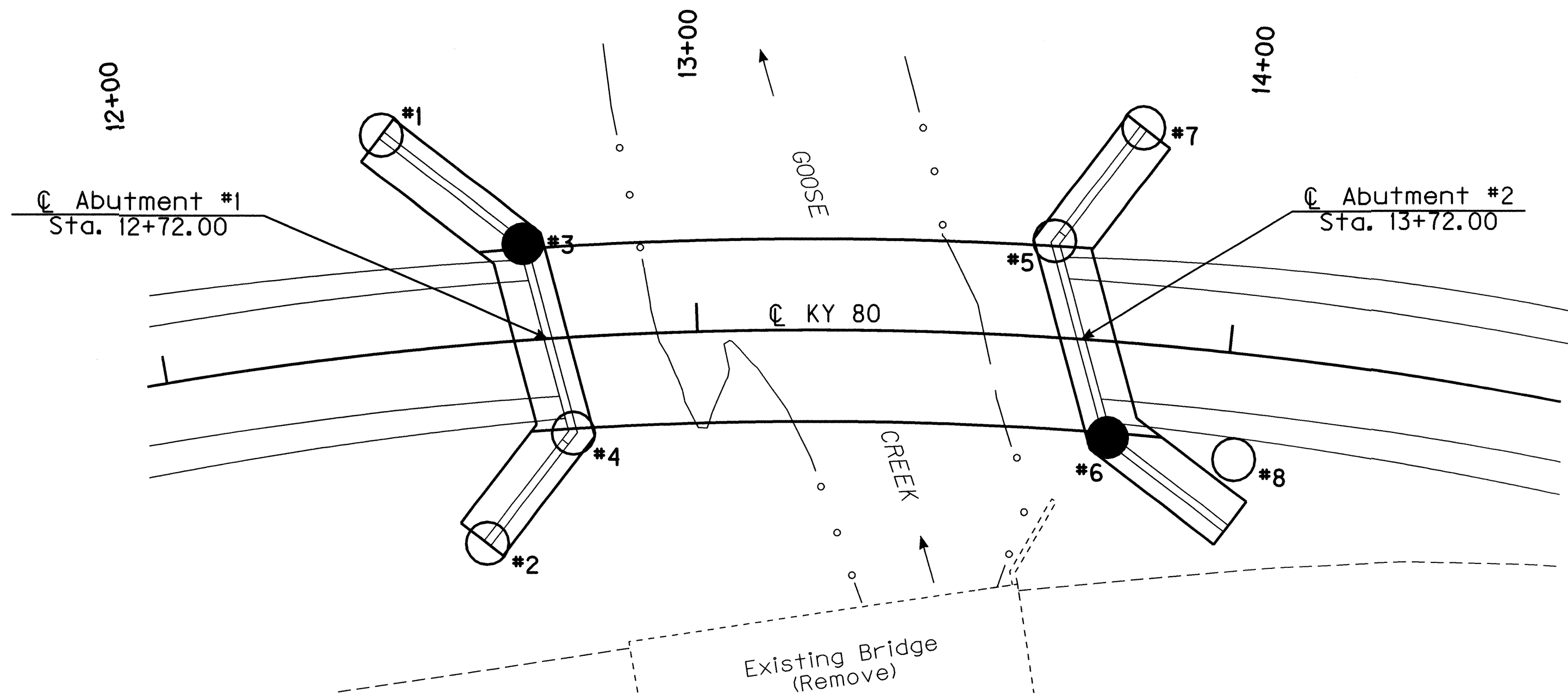
TOE OF SLOPE DETAIL

REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
LAYOUT		
PREPARED BY		SHEET NO.
Division of Bridge Design		S3
C. So		DRAWING NO.
		25815

ITEM NUMBER
8-1028.00

FILE NAME: H:\Archives\Russell\25815\25815.dgn
USERNAME: LGRAVES
DATE: 21-DEC-2004
SHEET LOCATION: BC2

SUBSURFACE DATA



The Allowable Bearing Capacity For Spread Footings on Unweathered Bedrock is 16 ksf

S-082-04

ITEM NUMBER

8-1028.00

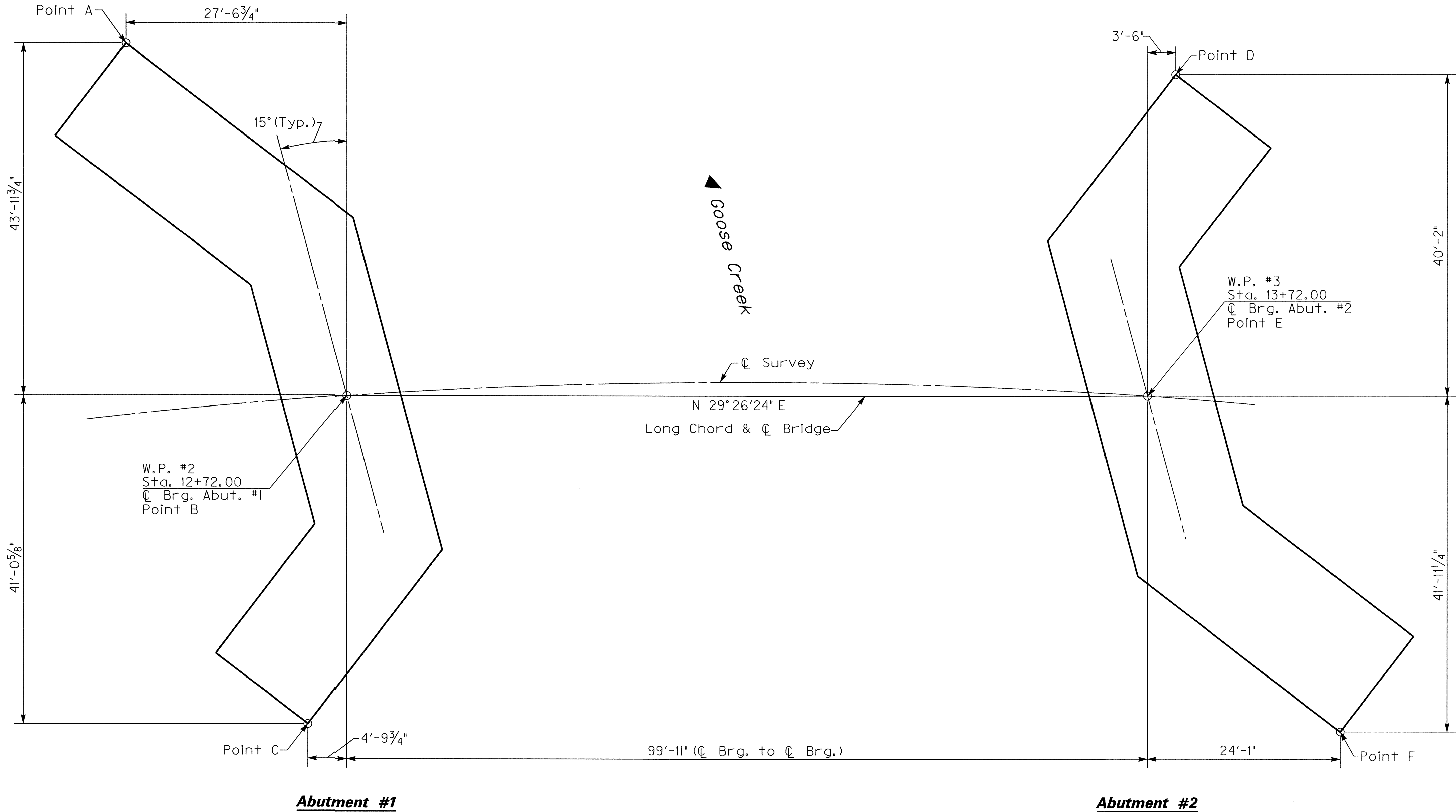
REVISION		DATE	
DATE:	CHECKED BY:		
DESIGNED BY:			
DETAILED BY: E. Bailey	R. Smith		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80	CROSSING Goose Creek		
SUBSURFACE DATA			
PREPARED BY Division of Materials		SHEET NO. S4	
Geotechnical Branch		DRAWING NO. 25815	

FILE NAME: H:\Archives\Russell\25815\25815.dgn

USERNAME: LGRAVES

DATE: 21-DEC-2004

SHEET LOCATION: PL



FOUNDATION LAYOUT

Spread Footing Abutment #1		
Point	Plan Footing Elevation	As-Built Footing Elevation
A	812.655	
B	812.655	
C	812.655	
Footing is designed for a maximum pressure of 9.6 KSF. The allowable bearing capacity is 16 KSF.		

NOTE: After all foundations have been placed, the Project Resident Engineer shall record the bottom of footing elevation "As-Built" and shall submit one copy of this sheet with this data to:

Kentucky Transportation Cabinet
Director, Division of Bridge Design
Station E3-16-01
200 Mero Street
Frankfort, KY 40622

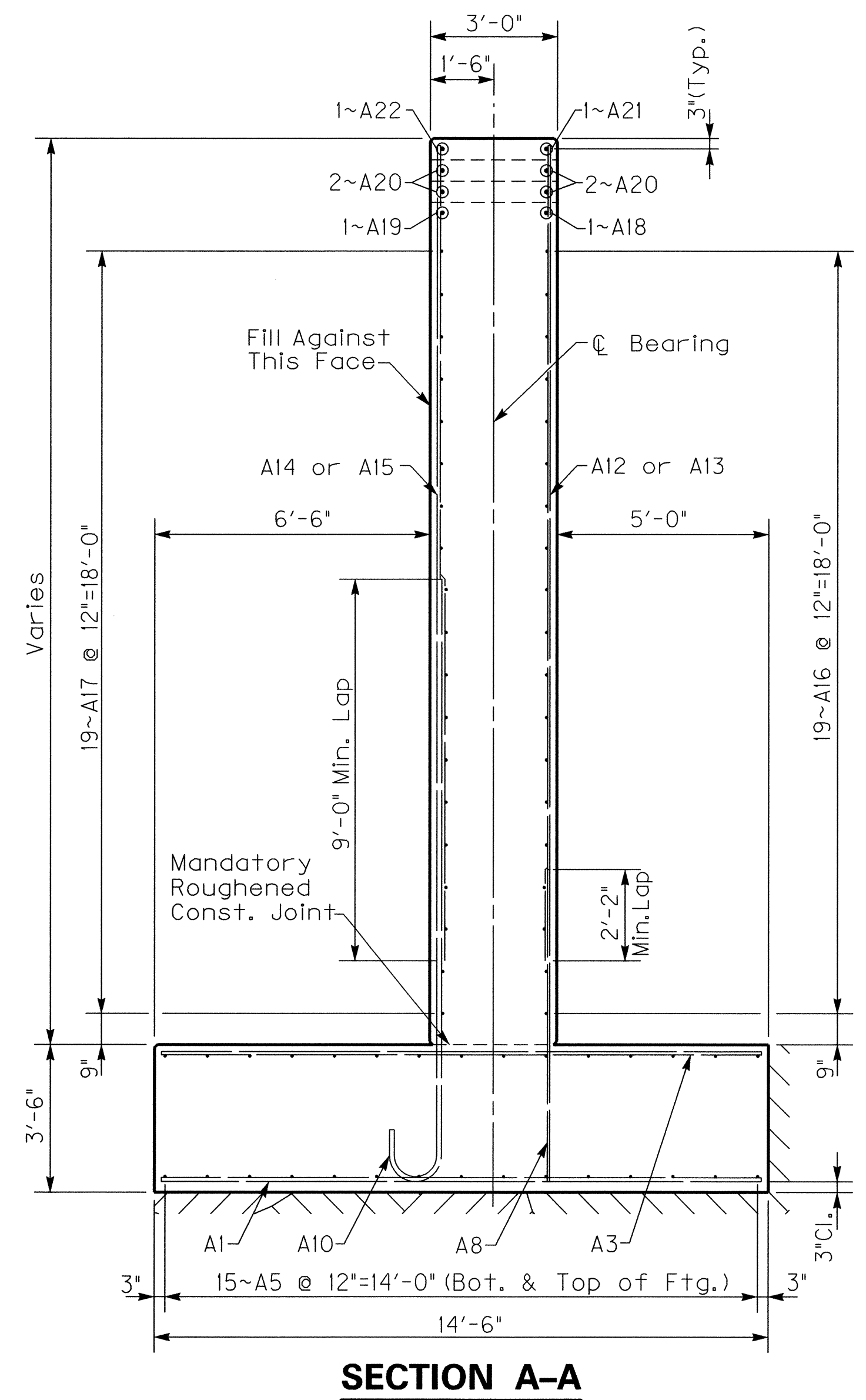
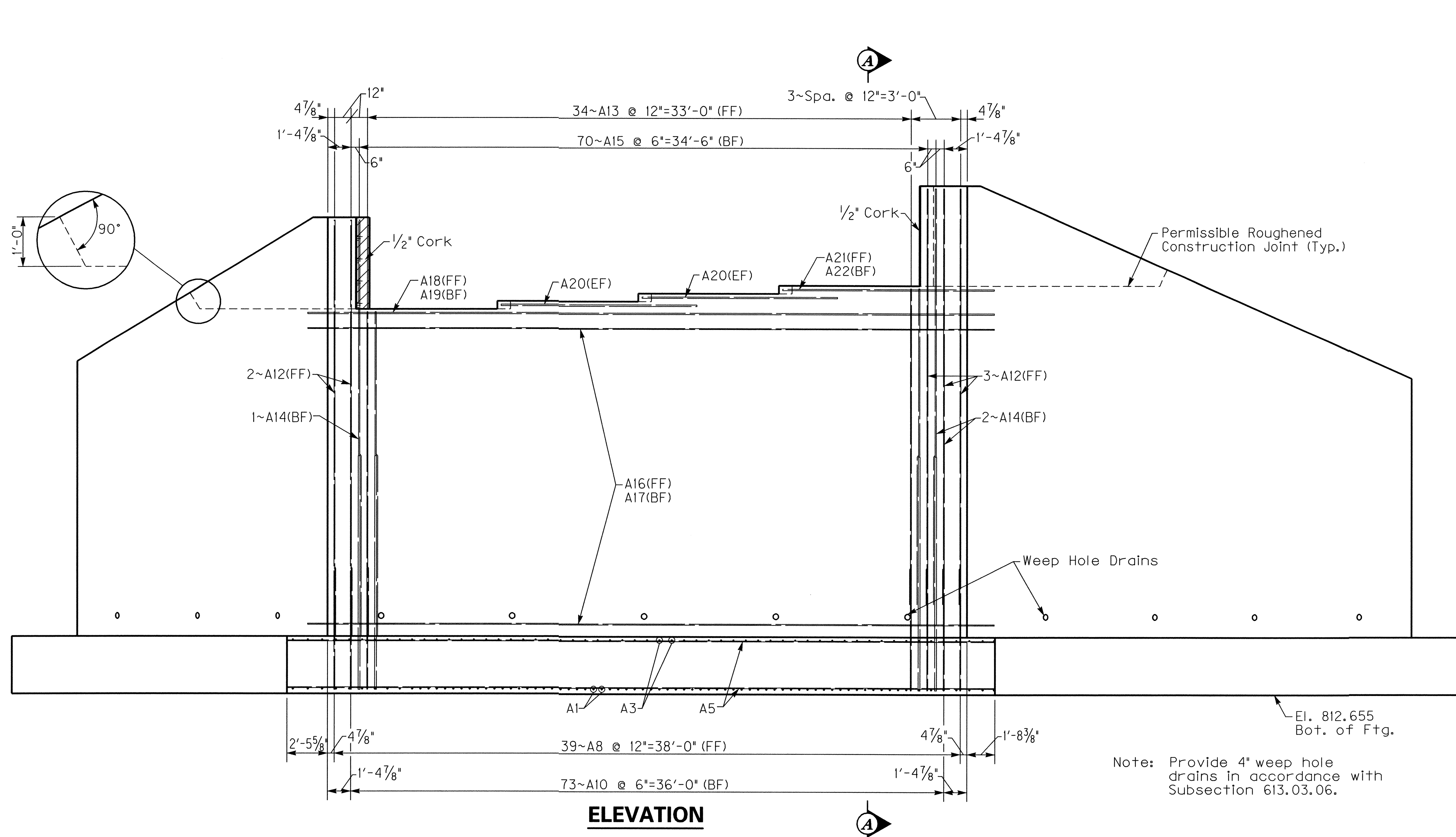
NOTE: If the spread footing foundation is stepped due to unsuitable material found at the given elevation, the location and elevation of the step shall be shown on this sheet and submitted along with as-built elevations.

Spread Footing Abutment #2		
Point	Plan Footing Elevation	As-Built Footing Elevation
D	812.113	
E	812.113	
F	812.113	
Footing is designed for a maximum pressure of 9.5 KSF. The allowable bearing capacity is 16 KSF.		

ITEM NUMBER
8-1028.00

REVISION		DATE	
DATE:	CHECKED BY		
DESIGNED BY: C. So	A. Lim		
DETAILED BY: W. T. Mathews	C. So		
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY			
RUSSELL			
ROUTE	CROSSING		
KY 80	Goose Creek		
FOUNDATION LAYOUT			
PREPARED BY			SHEET NO.
Division of Bridge Design			S5
C. So			DRAWING NO.
			25815

REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80	CROSSING Goose Creek		
ABUTMENT #1 ~ PLAN			
PREPARED BY Division of Bridge Design C. So			SHEET NO. S6
			DRAWING NO. 25815



Pour against solid rock. Any additional concrete required will be incidental to Class "A" Concrete.

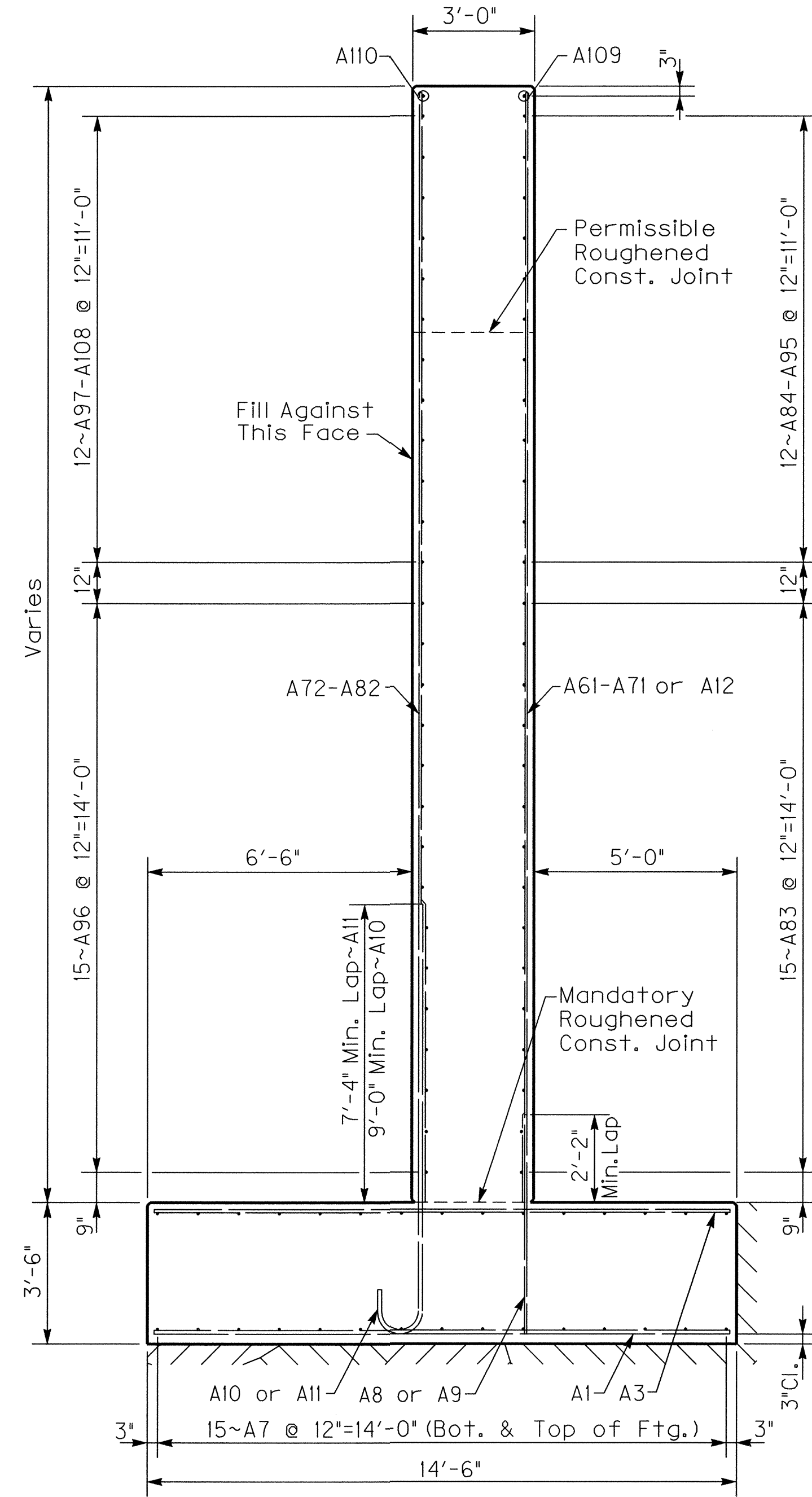
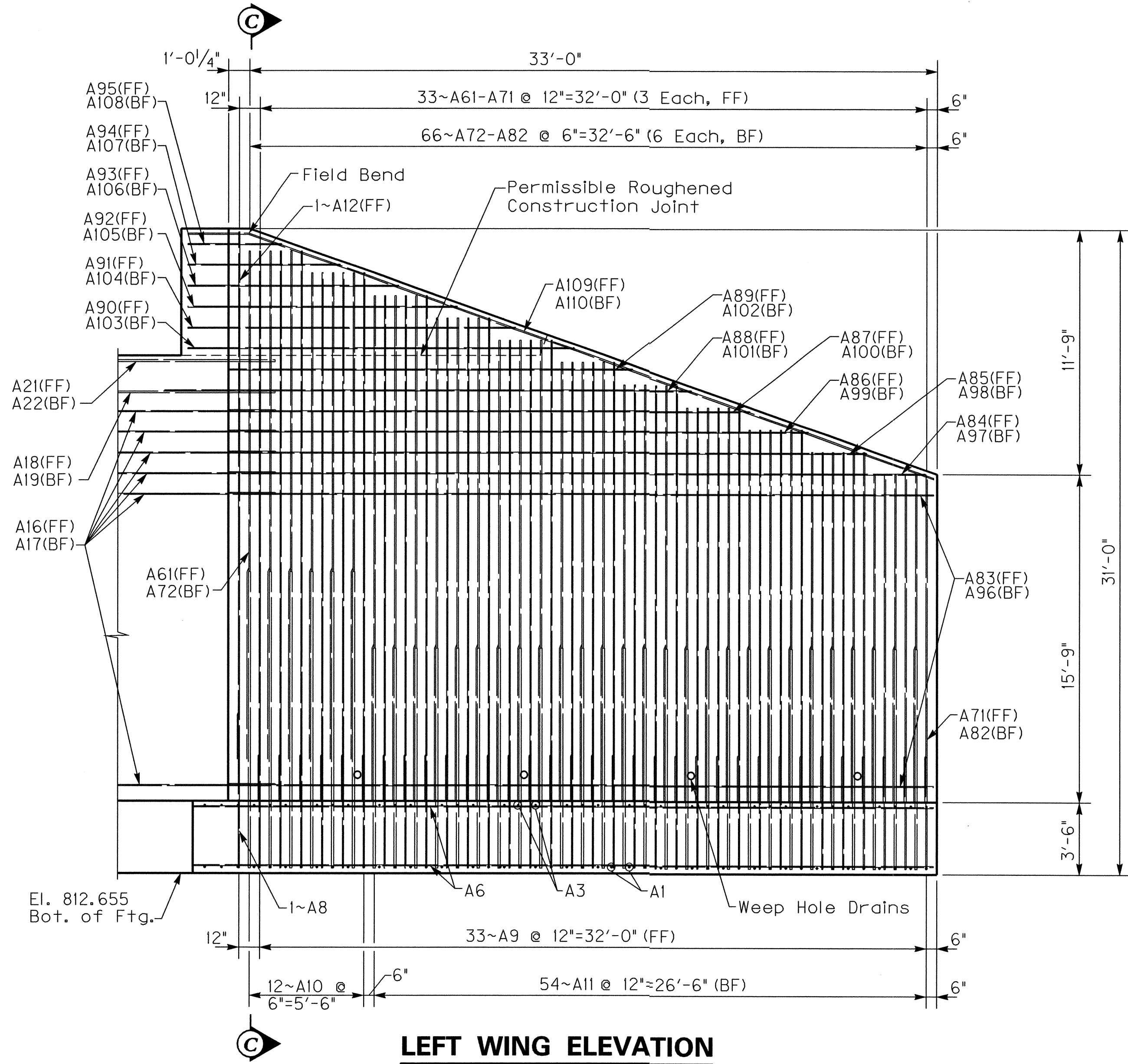
REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
RUSSELL			
ROUTE		CROSSING	
KY 80		Goose Creek	
ABUTMENT #1 ~ ELEVATION			
PREPARED BY			SHEET NO.
Division of Bridge Design			S7
C. So			DRAWING NO.
			25815

ITEM NUMBER
8-1028.00

RIGHT WING ELEVATION

SECTION B-B

REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80	CROSSING Goose Creek		
ABUTMENT #1 ~ RIGHT WING			
PREPARED BY Division of Bridge Design C. So			SHEET NO. S8
			DRAWING NO. 25815



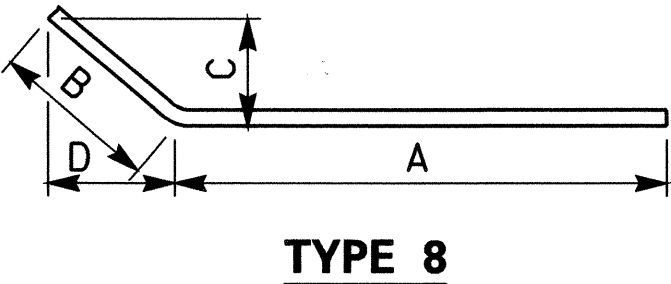
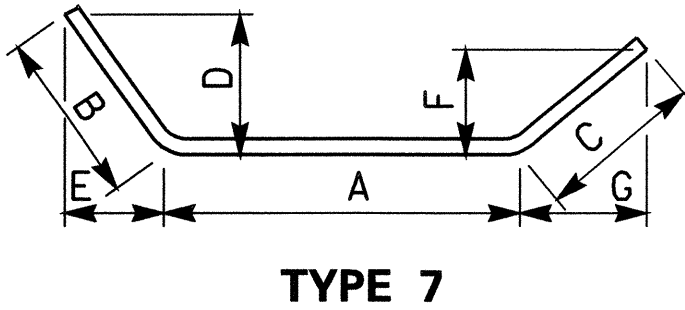
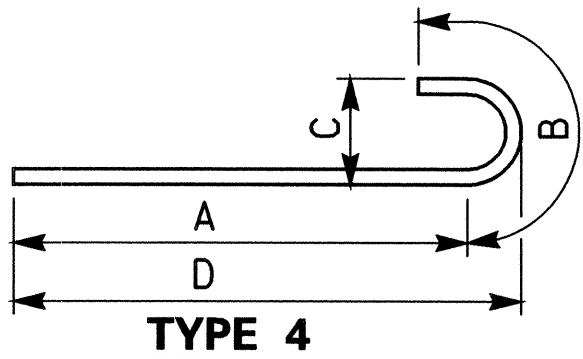
Pour against solid rock. Any additional concrete required will be incidental to Class "A" Concrete.

REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
RUSSELL			
ROUTE		CROSSING	
KY 80		Goose Creek	
ABUTMENT #1 ~ LEFT WING			
PREPARED BY			SHEET NO.
Division of Bridge Design			S9
C. So			DRAWING NO.
			25815

ITEM NUMBER
8-1028.00

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H	MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H
A1	Str.	142	9	14- 2	Bottom of Footing					A51	8	1	5	24- 7	Right Wing	23- 7 ⁵ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
A2	Str.	17	9	10- 0	Bottom of Footing					A52	8	1	5	21-11	Right Wing	20-11 ³ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
A3	Str.	122	7	14- 2	Top of Footing					A53	8	1	5	19- 3	Right Wing	18- 3 ¹ / ₄	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
A4	Str.	17	7	10- 0	Top of Footing					A54	8	1	5	13- 4	Right Wing	12- 5 ¹ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A5	Str.	30	5	42-11	Bottom & Top of Footing					A55	8	1	5	10- 7	Right Wing	9- 8 ⁷ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A6	Str.	30	5	27- 2	Bottom & Top of Footing					A56	8	1	5	7-11	Right Wing	7- 0 ³ / ₄	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A7	Str.	30	5	35- 6	Bottom & Top of Footing					A57	8	1	5	5- 3	Right Wing	4- 4 ¹ / ₂	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A8	Str.	40	5	7- 5	Footing Dowel					A58	8	1	5	2- 7	Right Wing	1- 8 ¹ / ₄	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A9	Str.	58	5	5- 5	Footing Dowel					A59	8	1	6	27- 9	Right Wing	26- 3 ³ / ₄	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
A10	4	85	11	16- 1	Footing Dowel	13- 7 ⁵ / ₈	2- 5	1- 2 ³ / ₄	14- 3	A60	8	1	6	25-11	Right Wing	25- 1	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
A11	4	101	10	12- 2	Footing Dowel	10- 0 ³ / ₈	2- 2	1- 1 ¹ / ₄	10- 7	A61	Str.	3	5	26- 5	Left Wing				
A12	Str.	7	5	25- 4	Breastwall & Wing					A62	Str.	3	5	25- 4	Left Wing				
A13	Str.	34	5	19- 9	Breastwall					A63	Str.	3	5	24- 3	Left Wing				
A14	Str.	3	7	25- 4	Breastwall					A64	Str.	3	5	23- 2	Left Wing				
A15	Str.	70	7	19- 9	Breastwall					A65	Str.	3	5	22- 1	Left Wing				
A16	7	19	5	42-11	Breastwall	38- 7 ⁵ / ₈	2- 2	2- 2	1- 8 ⁵ / ₈	A66	Str.	3	5	21- 1	Left Wing				
						1- 3 ⁷ / ₈	1- 3 ⁷ / ₈	1- 8 ⁵ / ₈		A67	Str.	3	5	20- 0	Left Wing				
A17	7	19	5	45- 9	Breastwall	43- 8	1- 0	1- 0	0- 9 ¹ / ₂	A68	Str.	3	5	18-11	Left Wing				
						0- 7 ¹ / ₄	0- 7 ¹ / ₄	0- 9 ¹ / ₂		A69	Str.	3	5	17-10	Left Wing				
A18	7	1	8	42-10	Breastwall	38- 7 ⁵ / ₈	2- 2	2- 2	1- 8 ⁵ / ₈	A70	Str.	3	5	16- 9	Left Wing				
						1- 3 ⁷ / ₈	1- 3 ⁷ / ₈	1- 8 ⁵ / ₈		A71	Str.	3	5	15- 9	Left Wing				
A19	7	1	8	45- 9	Breastwall	43- 8	1- 0	1- 0	0- 9 ¹ / ₂	A72	Str.	6	7	26- 5	Left Wing				
						0- 7 ¹ / ₄	0- 7 ¹ / ₄	0- 9 ¹ / ₂		A73	Str.	6	7	25- 4	Left Wing				
A20	Str.	4	8	11-11	Breastwall					A74	Str.	6	6	24- 3	Left Wing				
A21	8	1	8	13- 3	Breastwall	11- 1 ⁵ / ₈	2- 2	1- 3 ⁷ / ₈	1- 8 ⁵ / ₈	A75	Str.	6	6	23- 2	Left Wing				
A22	8	1	8	14- 8	Breastwall	13- 8 ³ / ₄	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂	A76	Str.	6	6	22- 1	Left Wing				
A23	Str.	3	5	16- 8	Right Wing					A77	Str.	6	6	21- 1	Left Wing				
A24	Str.	3	5	17-10	Right Wing					A78	Str.	6	6	20- 0	Left Wing				
A25	Str.	3	5	18-11	Right Wing					A79	Str.	6	6	18-11	Left Wing				
A26	Str.	3	5	20- 0	Right Wing					A80	Str.	6	6	17-10	Left Wing				
A27	Str.	3	5	21- 2	Right Wing					A81	Str.	6	6	16- 9	Left Wing				
A28	Str.	3	5	22- 3	Right Wing					A82	Str.	6	6	15- 9	Left Wing				
A29	Str.	3	5	23- 5	Right Wing					A83	Str.	15	5	33- 9	Left Wing				
A30	Str.	3	5	24- 6	Right Wing					A84	Str.	1	5	33- 5	Left Wing				
A31	Str.	6	6	16- 8	Right Wing					A85	Str.	1	5	30- 7	Left Wing				
A32	Str.	6	6	17-10	Right Wing					A86	Str.	1	5	27-10	Left Wing				
A33	Str.	6	6	18-11	Right Wing					A87	Str.	1	5	25- 0	Left Wing				
A34	Str.	6	6	20- 0	Right Wing					A88	Str.	1	5	22- 2	Left Wing				
A35	Str.	6	6	21- 2	Right Wing					A89	Str.	1	5	19- 5	Left Wing				
A36	Str.	6	6	22- 3	Right Wing					A90	8	1	5	19- 1	Left Wing	16- 7 ¹ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A37	Str.	6	6	23- 5	Right Wing					A91	8	1	5	16- 4	Left Wing	13- 9 ¹ / ₂	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A38	Str.	5	6	24- 6	Right Wing					A92	8	1	5	13- 6	Left Wing	10-11 ³ / ₄	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A39	Str.	16	5	24- 8	Right Wing					A93	8	1	5	10- 8	Left Wing	8- 2	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A40	Str.	1	5	24- 4	Right Wing					A94	8	1	5	7-11	Left Wing	5- 4 ³ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A41	Str.	1	5	21- 8	Right Wing					A95	8	1	5	5- 1	Left Wing	2- 6 ⁵ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
A42	Str.	1	5	19- 0	Right Wing					A96	8	15	5	37-11	Left Wing	36-11 ¹ / ₂	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A43	Str.	1	5	16- 3	Right Wing					A97	8	1	5	37- 7	Left Wing	36- 7 ⁵ / ₈	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A44	8	1	5	15- 1	Right Wing	13- 7 ⁷ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄	A98	8	1	5	34- 9	Left Wing	33- 9 ³ / ₄	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A45	8	1	5	12- 5	Right Wing	10-11 ⁵ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄	A99	8	1	5	32- 0	Left Wing	31- 0 ¹ / ₈	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A46	8	1	5	9- 9	Right Wing	8- 3 ³ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄	A100	8	1	5	29- 2	Left Wing	28- 2 ³ / ₈	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A47	8	1	5	7- 0	Right Wing	5- 7 ¹ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄	A101	8	1	5	26- 4	Left Wing	25- 4 ³ / ₄	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A48	8	1	5	4- 4	Right Wing	2-10 ⁷ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄	A102	8	1	5	23- 7	Left Wing	22- 7	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
A49	8	16	5	27- 7	Right Wing	26- 7 ⁵ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄	A103	8	1	5	16- 9	Left Wing	15- 9 ¹ / ₈	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
A50	8	1	5	27- 3	Right Wing	26- 3 ⁷ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄	A104	8	1	5	13-11	Left Wing	12-11 ³ / ₈	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄



* 1/2" Smooth Round Pin
May be Commercial Grade

ITEM NUMBER
8-1028.00

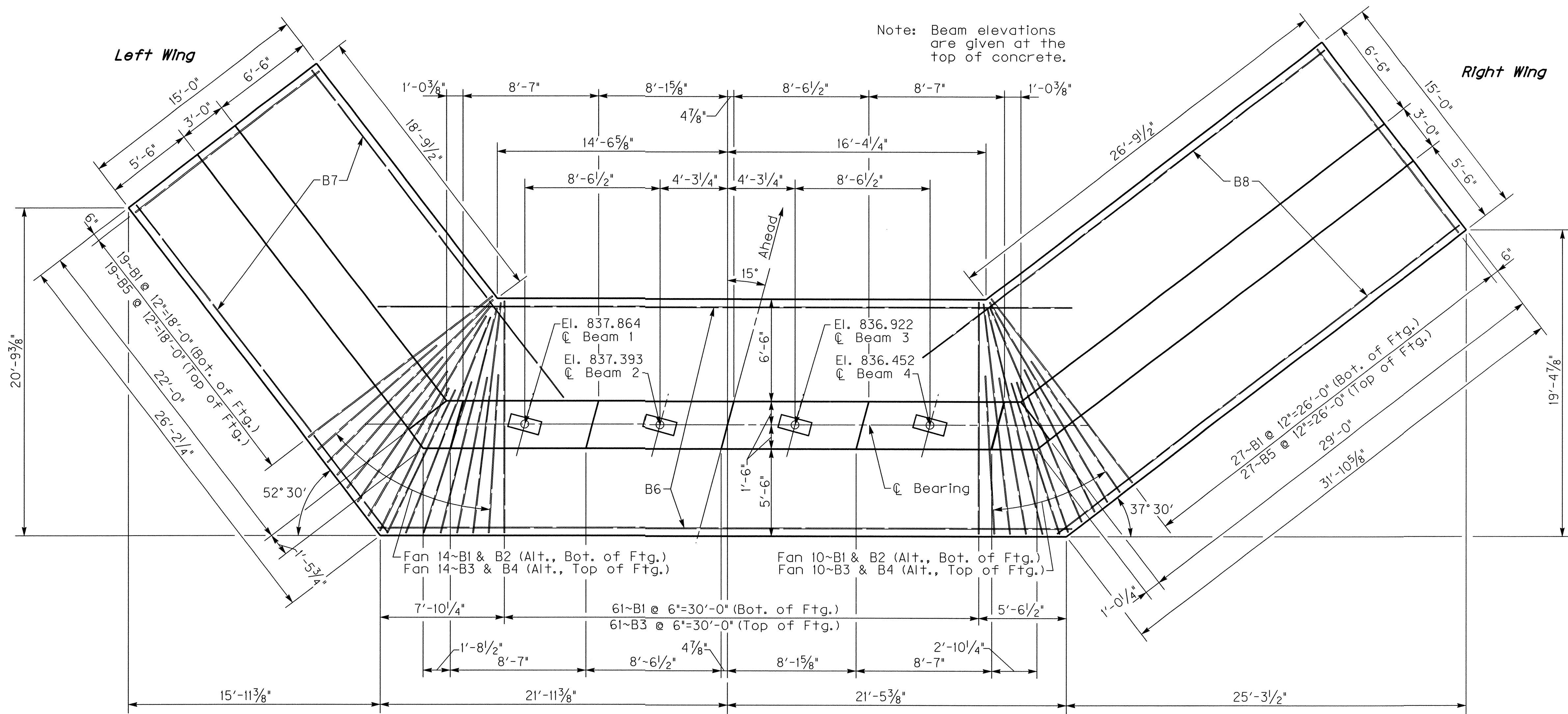
REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80		CROSSING Goose Creek	
ABUTMENT #1~ REINFORCEMENT			
PREPARED BY Division of Bridge Design		SHEET NO. S10	
C. So		DRAWING NO. 25815	

FILE NAME: H:\Archives\Russell\25815\25815.dgn

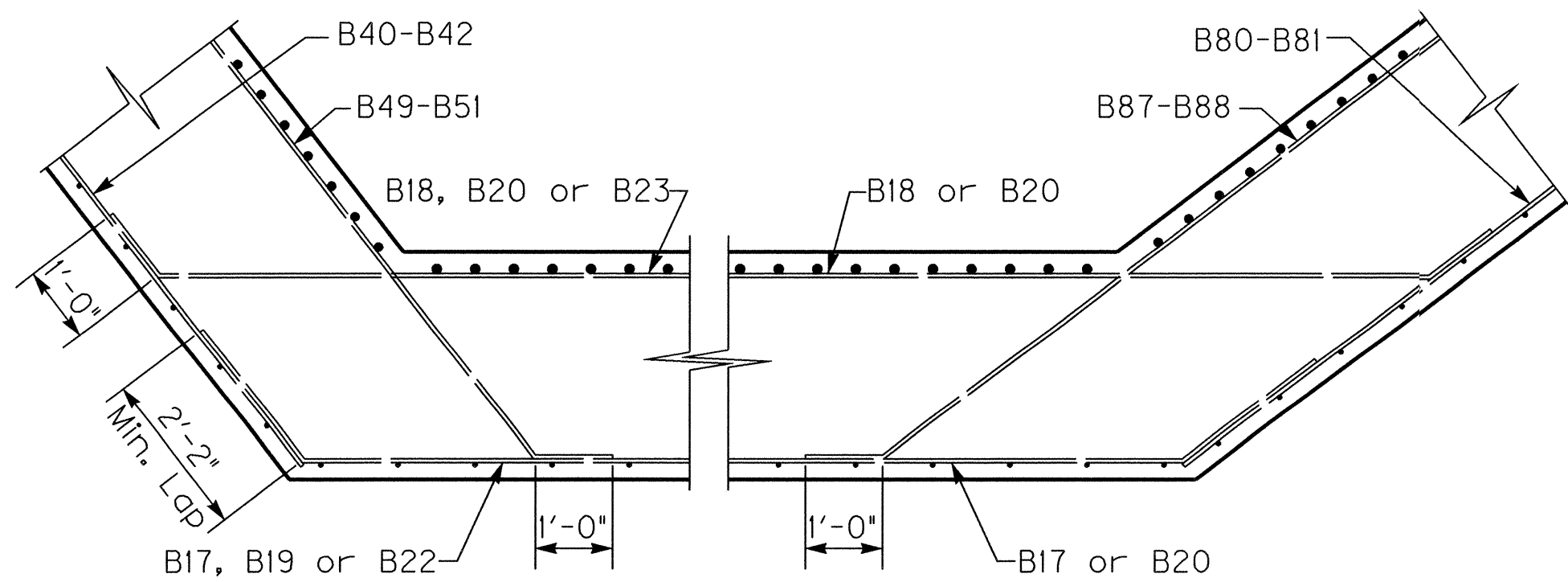
USERNAME: LGRAVES

DATE: 21-DEC-2004

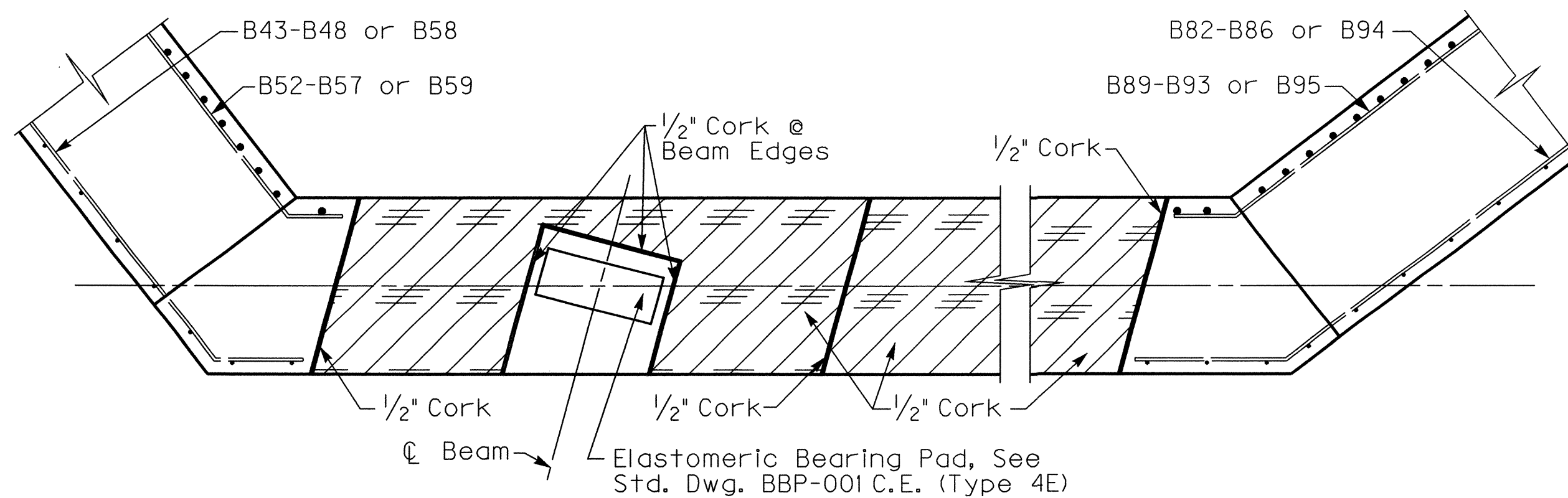
SHEET LOCATION: A2C



PLAN



DETAIL BELOW CAP

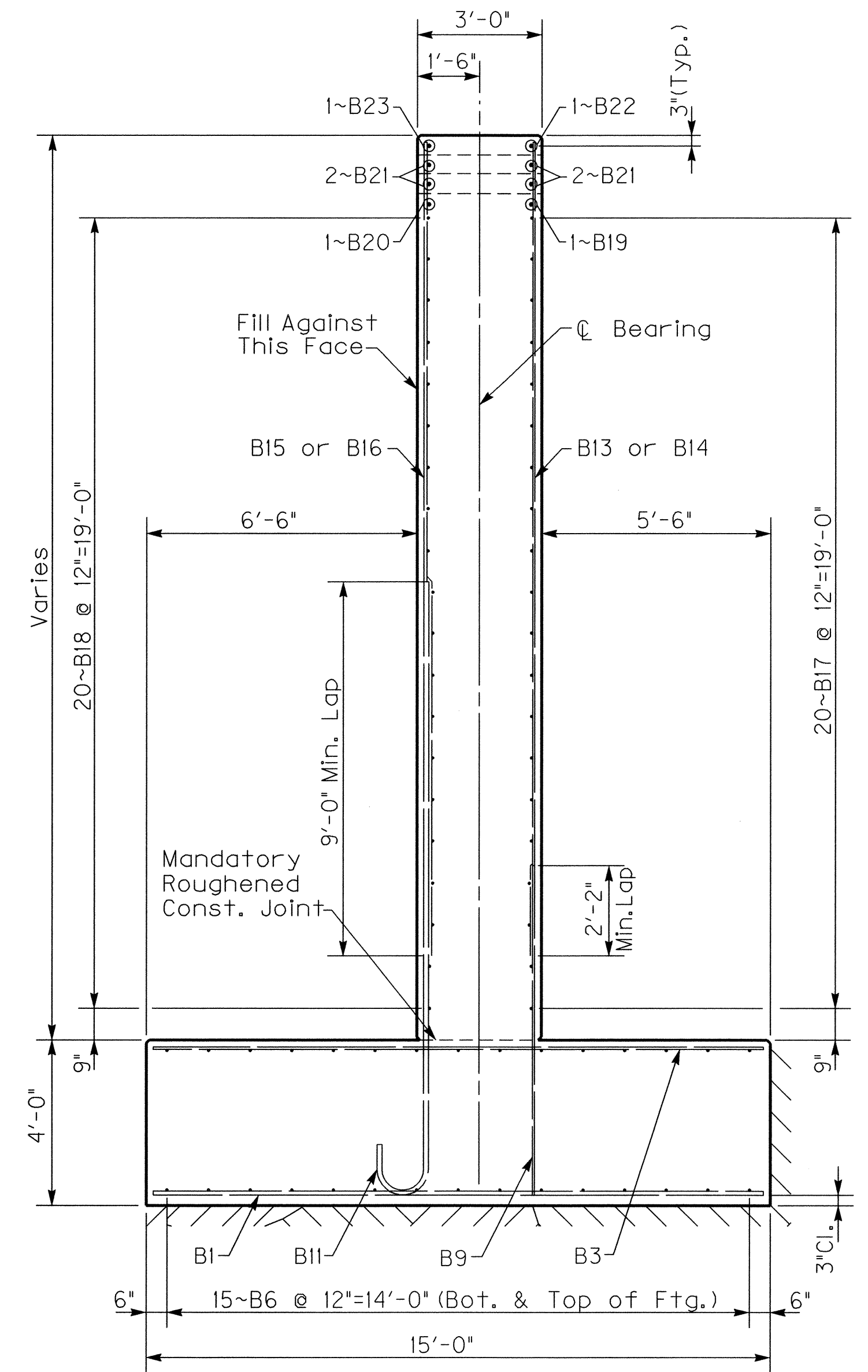
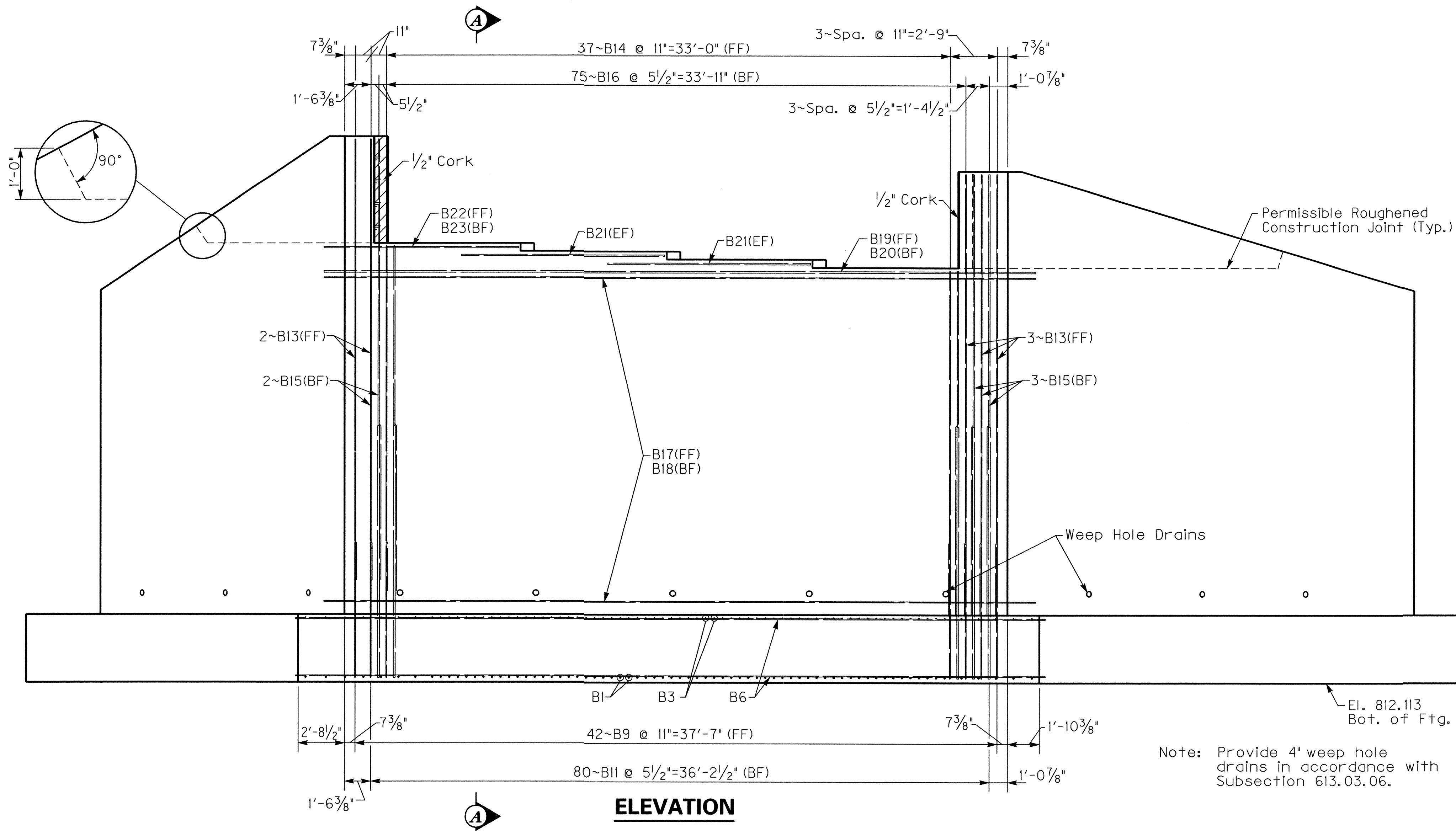


DETAIL ABOVE CAP

ITEM NUMBER

8-1028.00

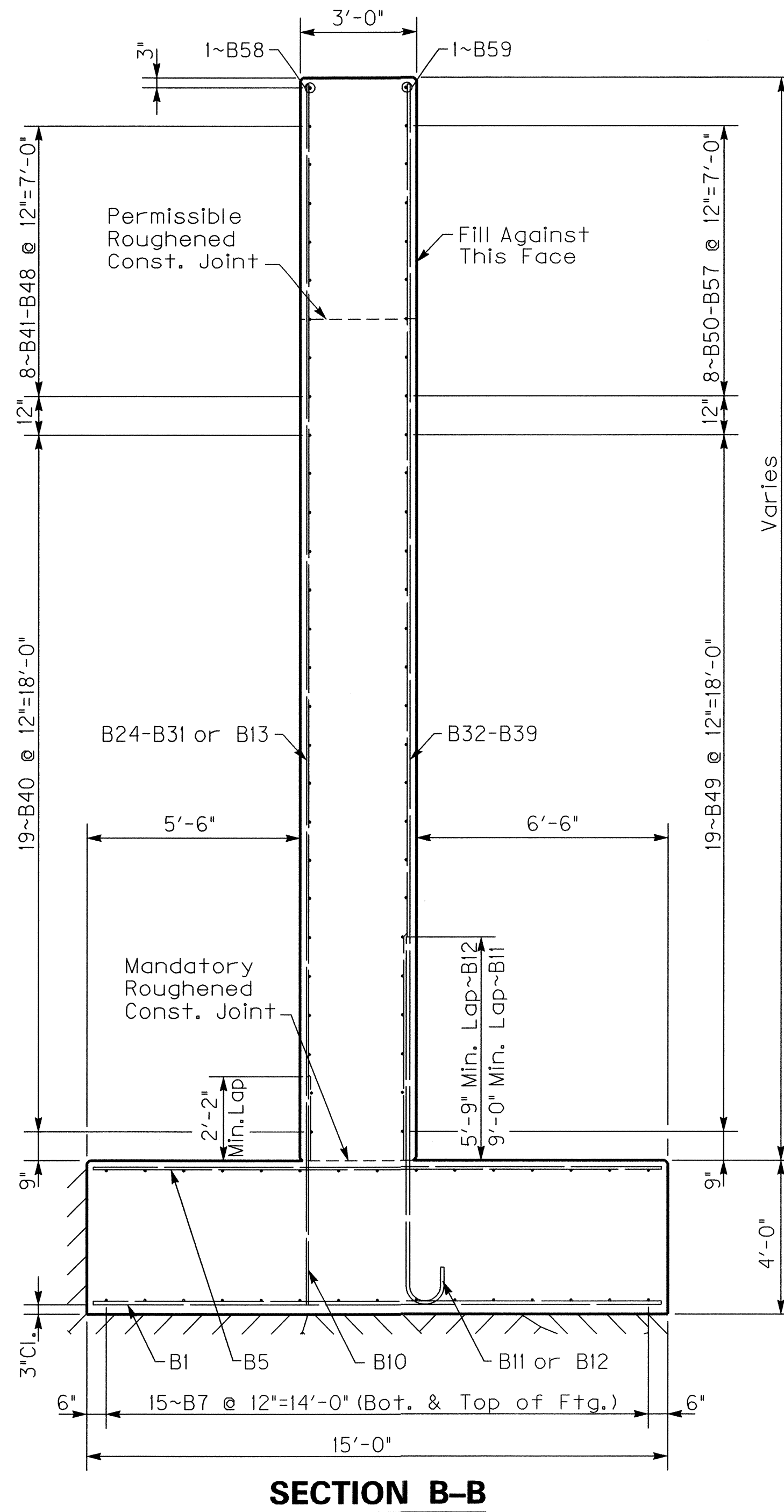
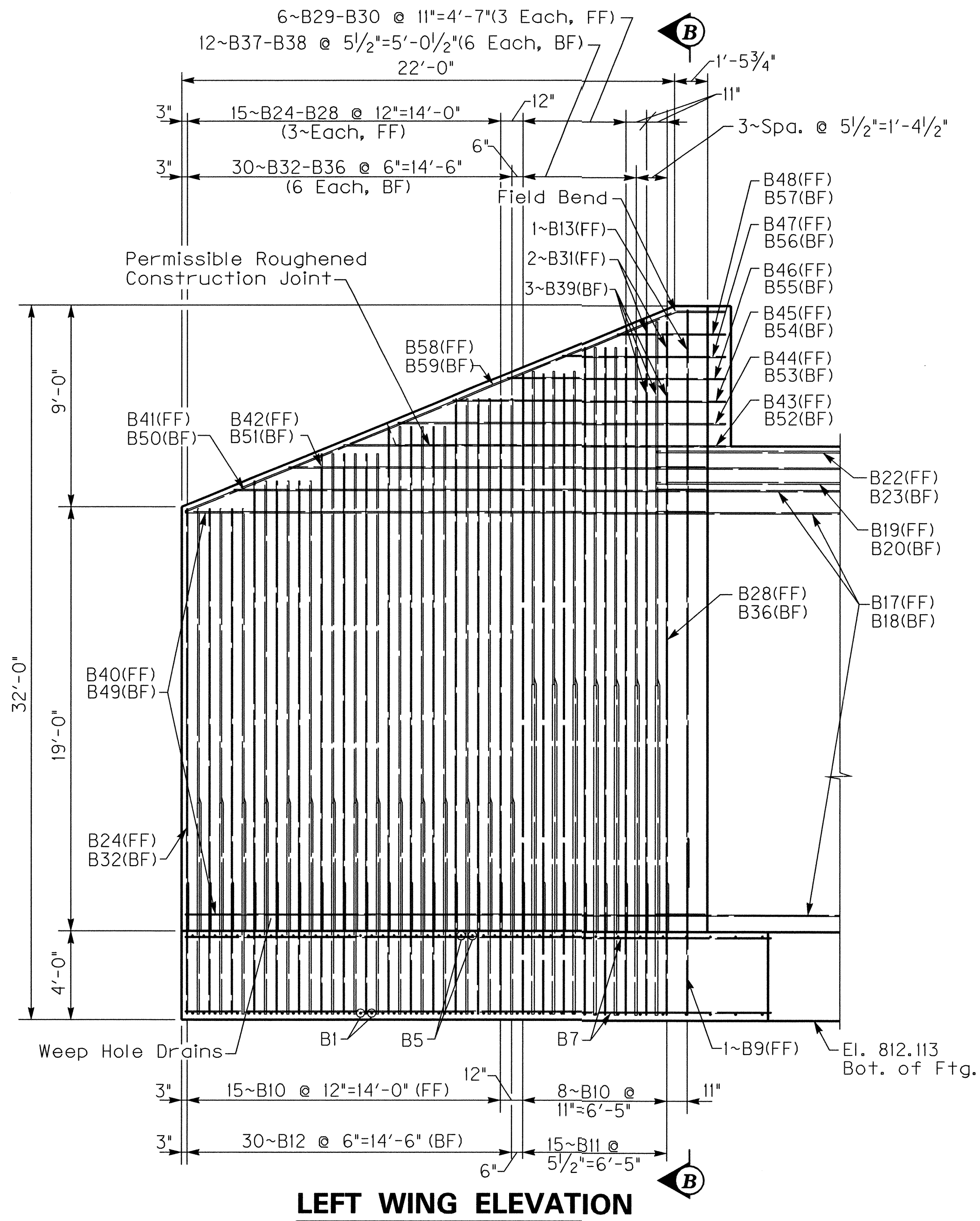
REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80		CROSSING Goose Creek	
ABUTMENT #2 ~ PLAN			
PREPARED BY Division of Bridge Design C. So		SHEET NO. S11 DRAWING NO. 25815	



Pour against solid rock. Any additional concrete required will be incidental to Class "A" Concrete.

REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
ABUTMENT #2 ~ ELEVATION		
PREPARED BY		SHEET NO.
Division of Bridge Design		S12
C. So		DRAWING NO.
		25815

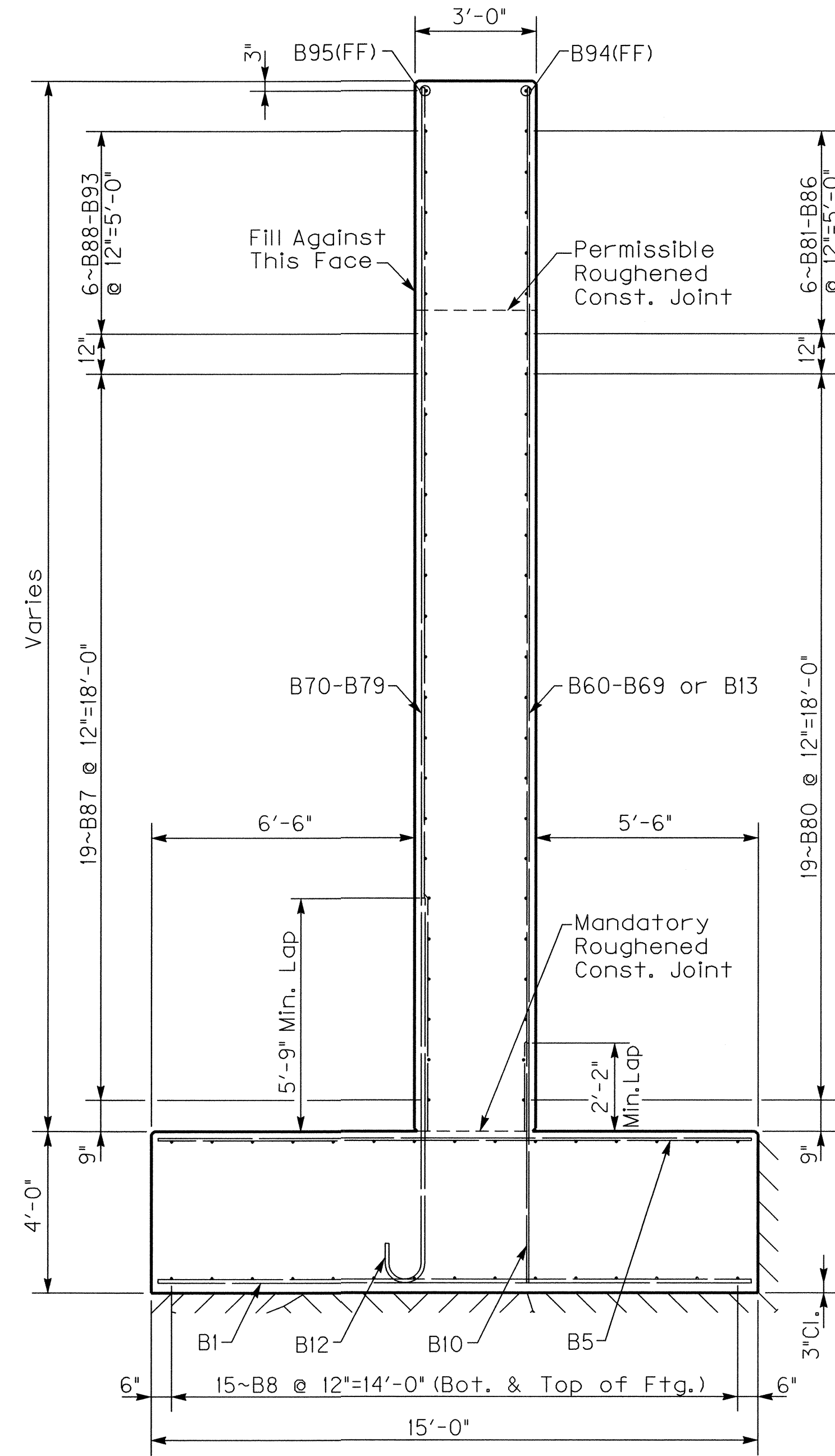
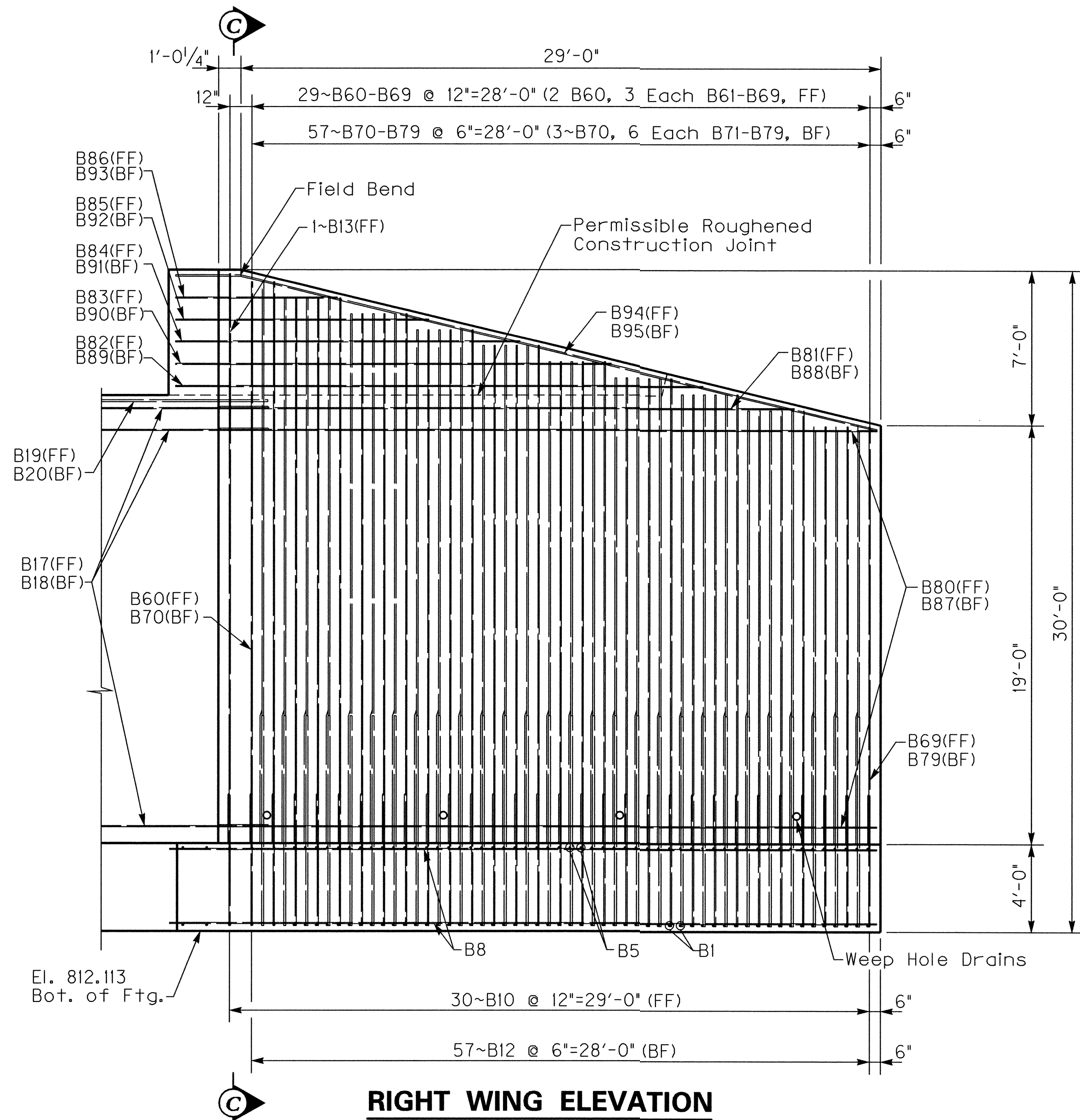
ITEM NUMBER
8-1028.00



Pour against solid rock. Any additional concrete required will be incidental to Class "A" Concrete.

REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky			
DEPARTMENT OF HIGHWAYS			
COUNTY			
RUSSELL			
ROUTE		CROSSING	
KY 80		Goose Creek	
ABUTMENT #2 ~ LEFT WING			
PREPARED BY			SHEET NO.
Division of Bridge Design			S13
C. So			DRAWING NO.
			25815

ITEM NUMBER
8-1028.00

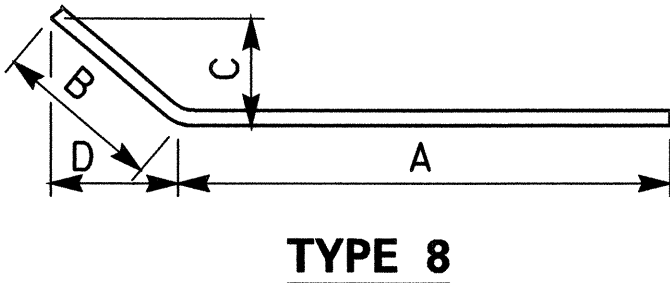
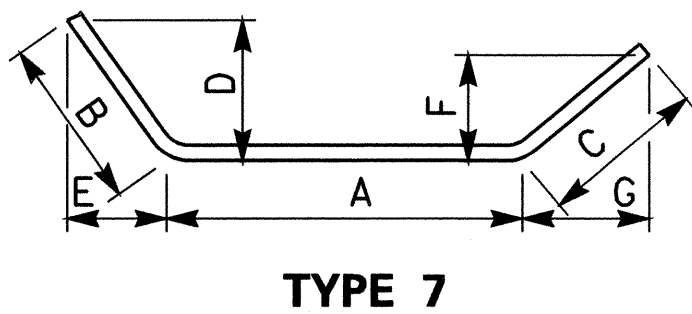
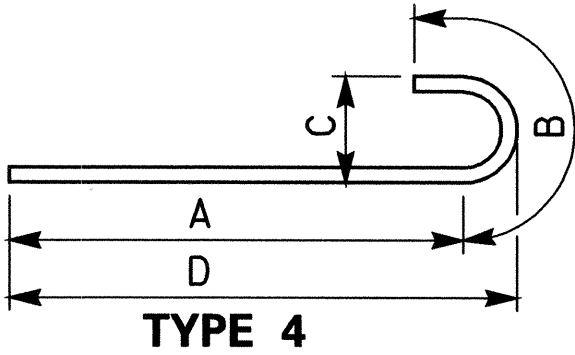


Pour against solid rock. Any additional concrete required will be incidental to Class "A" Concrete.

REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
ABUTMENT #2 ~ RIGHT WING		
PREPARED BY		SHEET NO.
Division of Bridge Design		S14
C. So		DRAWING NO.
		25815

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H	MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H
B1	Str.	117	9	14-10	Bottom of Footing					B35	Str.	6	7	22- 7	Left Wing				
B2	Str.	14	9	10- 0	Bottom of Footing					B36	Str.	6	7	23-10	Left Wing				
B3	Str.	73	6	14-10	Top of Footing					B37	Str.	6	7	25- 0	Left Wing				
B4	Str.	14	6	10- 0	Top of Footing					B38	Str.	6	7	26- 2	Left Wing				
B5	Str.	46	7	14-10	Top of Footing					B39	Str.	3	7	27- 3	Left Wing				
B6	Str.	30	5	43- 9	Bottom & Top of Footing					B40	Str.	19	5	23- 2	Left Wing				
B7	Str.	30	5	26- 2	Bottom & Top of Footing					B41	Str.	1	5	21- 0	Left Wing				
B8	Str.	30	5	32- 0	Bottom & Top of Footing					B42	Str.	1	5	18- 7	Left Wing				
B9	Str.	43	5	7-11	Footing Dowel					B43	8	1	5	17- 7	Left Wing	16- 2	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B10	Str.	53	5	5-11	Footing Dowel					B44	8	1	5	15- 2	Left Wing	13- 8 ⁵ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B11	4	95	11	16- 7	Footing Dowel	14- 1 ⁵ / ₈	2- 5	1- 2 ³ / ₄	14- 9	B45	8	1	5	12- 9	Left Wing	11- 3 ³ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B12	4	87	9	10-10	Footing Dowel	8-11 ¹ / ₈	1-11	0-11 ³ / ₄	9- 5	B46	8	1	5	10- 3	Left Wing	8-10	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B13	Str.	7	5	25-10	Breastwall & Wings					B47	8	1	5	7-10	Left Wing	6- 4 ⁵ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B14	Str.	37	5	20- 2	Breastwall					B48	8	1	5	5- 5	Left Wing	3-11 ³ / ₈	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B15	Str.	5	7	25-10	Breastwall					B49	8	19	5	26- 1	Left Wing	25- 1	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
B16	Str.	75	7	20- 2	Breastwall					B50	8	1	5	24- 0	Left Wing	23- 0 ⁵ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
B17	7	20	5	42-11	Breastwall	38- 7 ⁵ / ₈	2- 2	2- 2	1- 8 ⁵ / ₈	B51	8	1	5	21- 6	Left Wing	20- 6	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄
						1- 3 ³ / ₈	1- 3 ³ / ₈	1- 8 ⁵ / ₈		B52	8	1	5	15-10	Left Wing	14-11 ³ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
B18	7	20	5	45- 7	Breastwall	43- 8	1- 0	1- 0	0- 9 ¹ / ₂	B53	8	1	5	13- 5	Left Wing	12- 6	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
						0- 7 ¹ / ₄	0- 7 ¹ / ₄	0- 9 ¹ / ₂		B54	8	1	5	10-11	Left Wing	10- 0 ⁵ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
B19	7	1	8	42-10	Breastwall	38- 7 ⁵ / ₈	2- 2	2- 2	1- 8 ⁵ / ₈	B55	8	1	5	8- 6	Left Wing	7- 7 ³ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
						1- 3 ³ / ₈	1- 3 ³ / ₈	1- 8 ⁵ / ₈		B56	8	1	5	6- 1	Left Wing	5- 2	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
B20	7	1	8	45- 7	Breastwall	43- 8	1- 0	1- 0	0- 9 ¹ / ₂	B57	8	1	5	3- 7	Left Wing	2- 8 ⁵ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
						0- 7 ¹ / ₄	0- 7 ¹ / ₄	0- 9 ¹ / ₂		B58	8	1	6	26- 1	Left Wing	24- 8 ¹ / ₄	1- 5 ³ / ₄	1- 2 ¹ / ₈	0-10 ³ / ₄
B21	Str.	4	8	11-11	Breastwall					B59	8	1	6	24- 7	Left Wing	23- 8 ¹ / ₈	0-11	0- 8 ³ / ₄	0- 6 ³ / ₄
B22	8	1	8	12- 1	Breastwall	10- 0	2- 2	1- 8 ⁵ / ₈	1- 3 ³ / ₈	B60	Str.	2	5	25- 5	Right Wing				
B23	8	1	8	13- 7	Breastwall	12- 8 ¹ / ₈	1- 0	0- 9 ¹ / ₂	0- 7 ¹ / ₄	B61	Str.	3	5	24- 9	Right Wing				
B24	Str.	3	5	18-11	Left Wing					B62	Str.	3	5	24- 0	Right Wing				
B25	Str.	3	5	20- 1	Left Wing					B63	Str.	3	5	23- 3	Right Wing				
B26	Str.	3	5	21- 4	Left Wing					B64	Str.	3	5	22- 6	Right Wing				
B27	Str.	3	5	22- 7	Left Wing					B65	Str.	3	5	21-10	Right Wing				
B28	Str.	3	5	23-10	Left Wing					B66	Str.	3	5	21- 1	Right Wing				
B29	Str.	3	5	25- 0	Left Wing					B67	Str.	3	5	20- 4	Right Wing				
B30	Str.	3	5	26- 2	Left Wing					B68	Str.	3	5	19- 8	Right Wing				
B31	Str.	2	5	27- 3	Left Wing					B69	Str.	3	5	18-11	Right Wing				
B32	Str.	6	7	18-11	Left Wing					B70	Str.	3	7	25- 5	Right Wing				
B33	Str.	6	7	20- 1	Left Wing					B71	Str.	6	7	24- 9	Right Wing				
B34	Str.	6	7	21- 4	Left Wing					B72	Str.	6	7	24- 0	Right Wing				
										B73	Str.	6	7	23- 3	Right Wing				
										B74	Str.	6	7	22- 6	Right Wing				
										B75	Str.	6	7	21-10	Right Wing				
										B76	Str.	6	7	21- 1	Right Wing				
										B77	Str.	6	7	20- 4	Right Wing				
										B78	Str.	6	7	19- 8	Right Wing				
										B79	Str.	6	7	18-11	Right Wing				
										B80	Str.	19	5	29- 9	Right Wing				
										B81	Str.	1	5	26- 1	Right Wing				
										B82	8	1	5	24- 6	Right Wing	21-11 ³ / ₄	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B83	8	1	5	20- 4	Right Wing	17-10	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B84	8	1	5	16- 3	Right Wing	13- 8 ³ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B85	8	1	5	12- 1	Right Wing	9- 6 ⁵ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B86	8	1	5	7-11	Right Wing	5- 4 ¹ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B87	8	19	5	34- 0	Right Wing	33- 0 ³ / ₄	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
										B88	8	1	5	30- 3	Right Wing	29- 3 ³ / ₈	1- 0	0- 7 ¹ / ₄	0- 9 ¹ / ₂
										B89	8	1	5	22- 2	Right Wing	21- 1 ¹ / ₈	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
										B90	8	1	5	18- 0	Right Wing	17- 0 ¹ / ₄	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
										B91	8	1	5	13-10	Right Wing	12-10 ¹ / ₂	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
										B92	8	1	5	9- 9	Right Wing	8- 8 ³ / ₄	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
										B93	8	1	5	5- 7	Right Wing	4- 7	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄
										B94	8	1	6	33- 1	Right Wing	30- 7 ¹ / ₈	2- 6 ⁵ / ₈	1- 6 ⁵ / ₈	2- 0 ¹ / ₄
										B95	8	1	6	30- 9	Right Wing	29- 9 ¹ / ₄	1- 0 ¹ / ₄	0- 7 ¹ / ₂	0- 9 ³ / ₄



REVISION		DATE
DATE:		CHECKED BY
DESIGNED BY: C. So		A. Lim
DETAILED BY: W. T. Mathews		C. So
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY RUSSELL		
ROUTE KY 80	CROSSING Goose Creek	
ABUTMENT #2 ~ REINFORCEMENT		
PREPARED BY Division of Bridge Design C. So		SHEET NO. S15 DRAWING NO. 25815

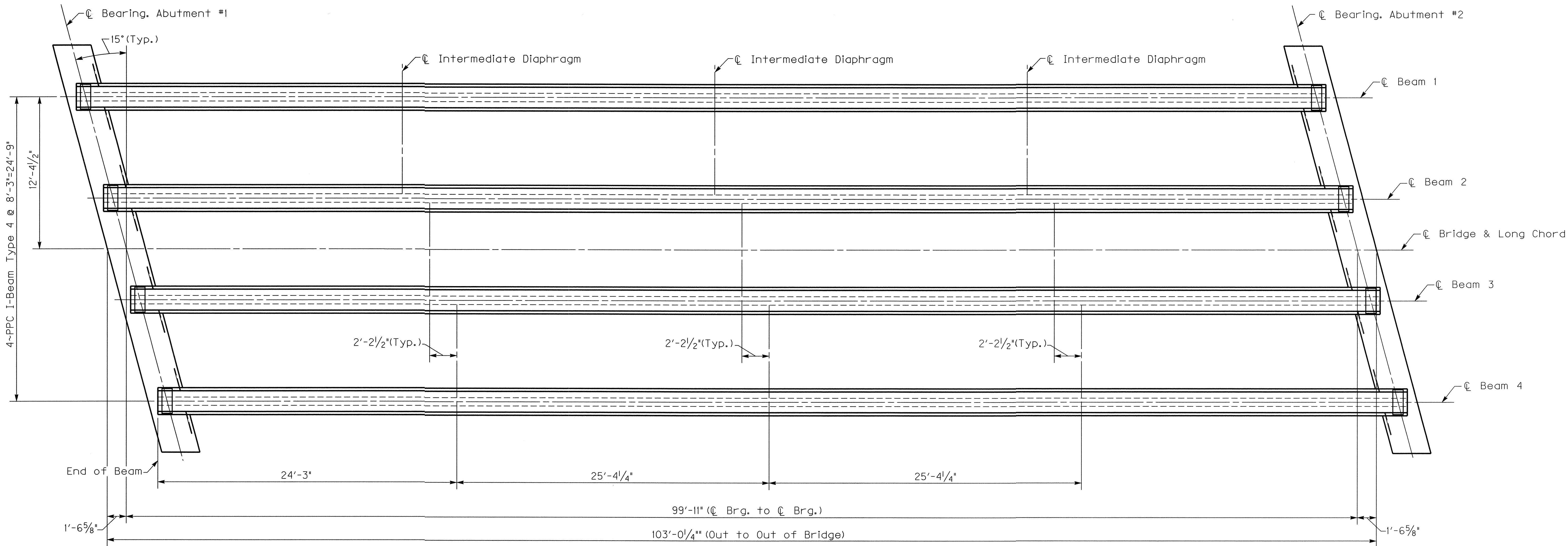
ITEM NUMBER
8-1028.00

FILE NAME: H:\Archives\Russell\25815\25815.dgn

USERNAME: LGRAVES

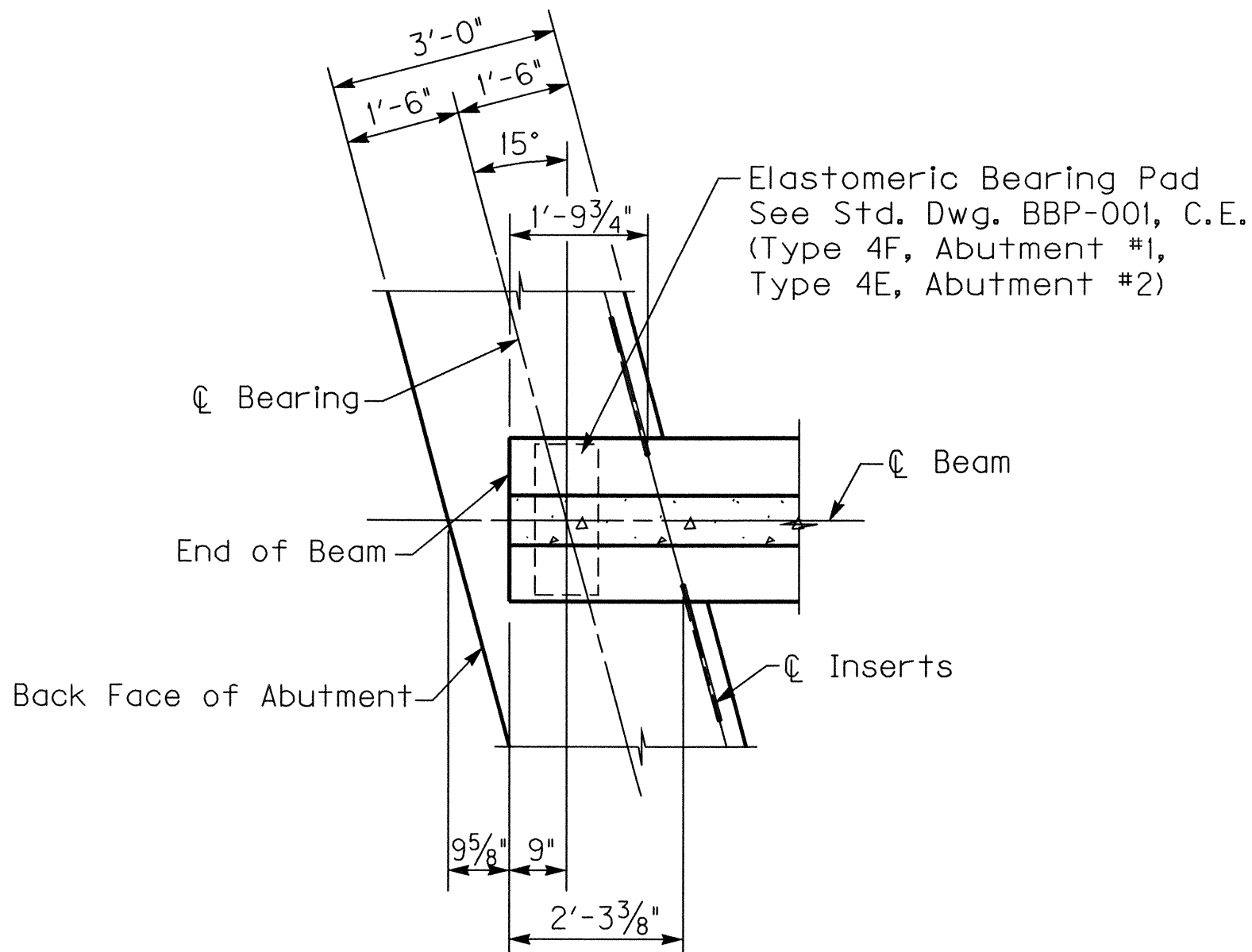
DATE: 21-DEC-2004

SHEET LOCATION: NJ1



FRAMING PLAN

Note: See Std. Dwg. BBP-002 C.E. for additional bearing & dowel bar details at abutment #1.



INSERT LOCATION @ ABUTMENTS

ITEM NUMBER
8-1028.00

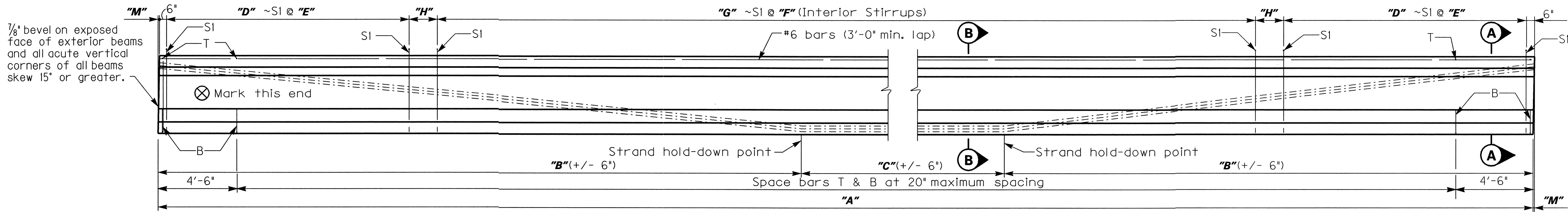
REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
FRAMING PLAN		
PREPARED BY		SHEET NO.
Division of Bridge Design		S16
C. So		DRAWING NO.
		25815

FILE NAME: H:\Archives\Russell\25815\25815.dgn

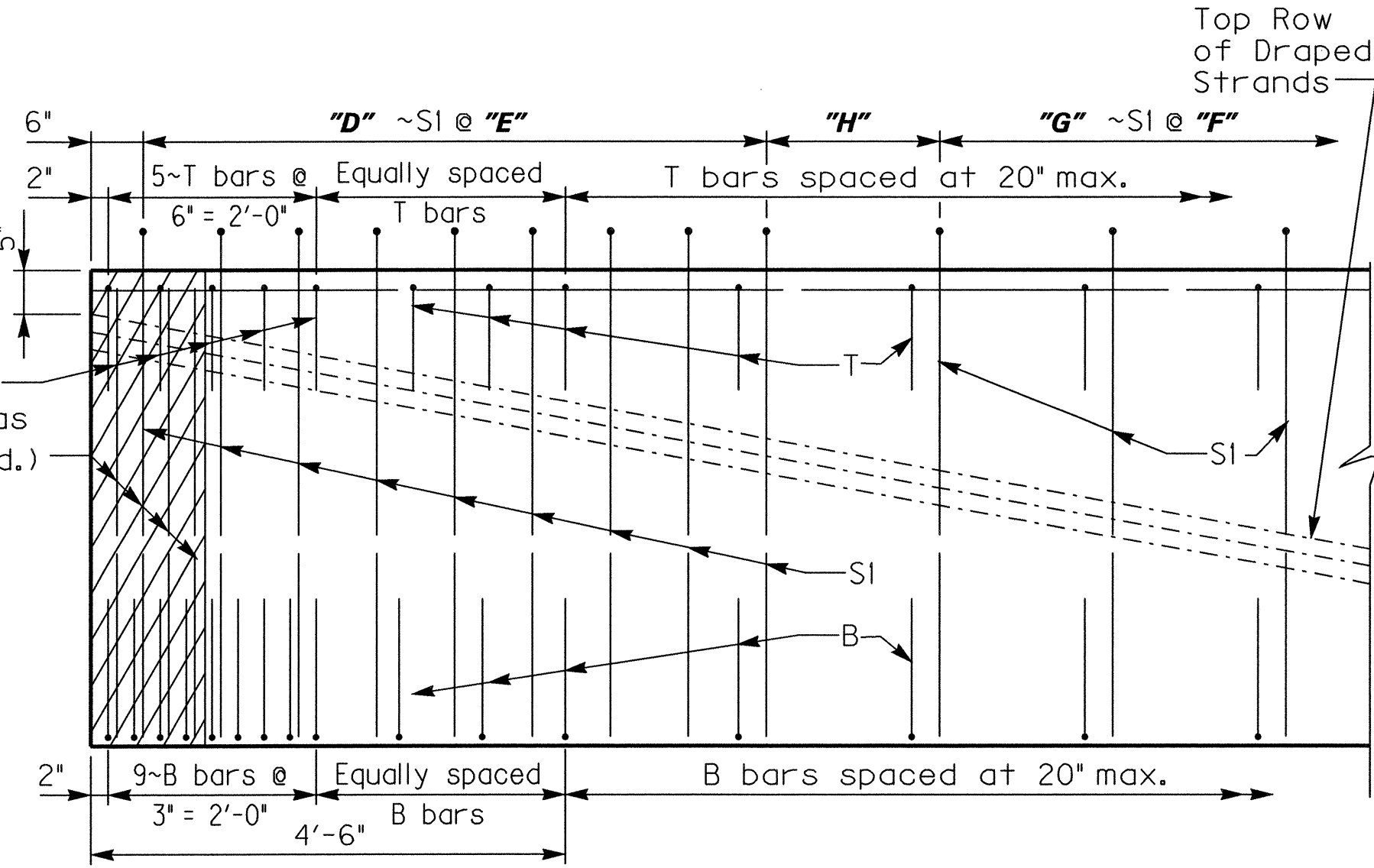
USERNAME: LGRAVES

DATE: 21-DEC-2004

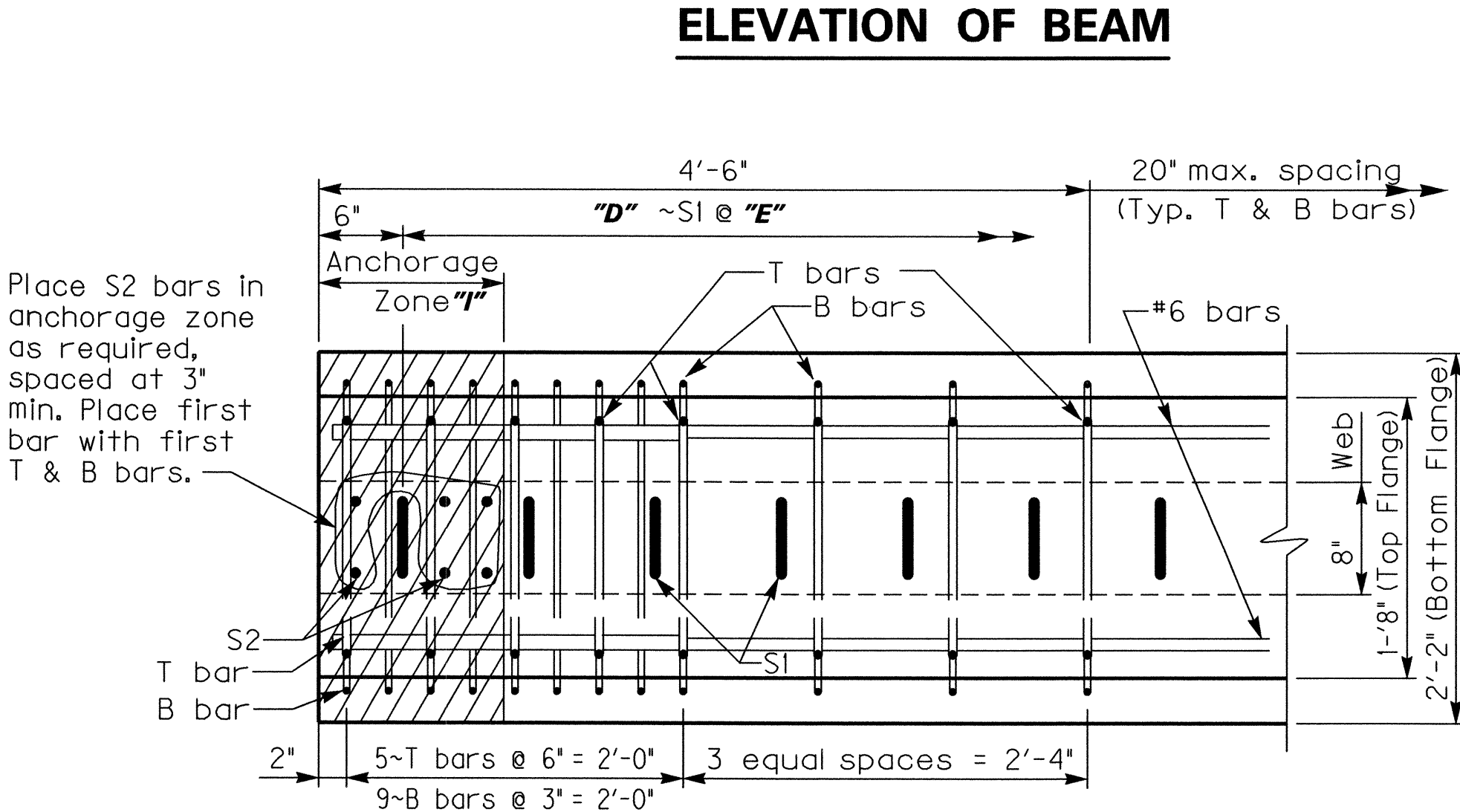
SHEET LOCATION: PCI



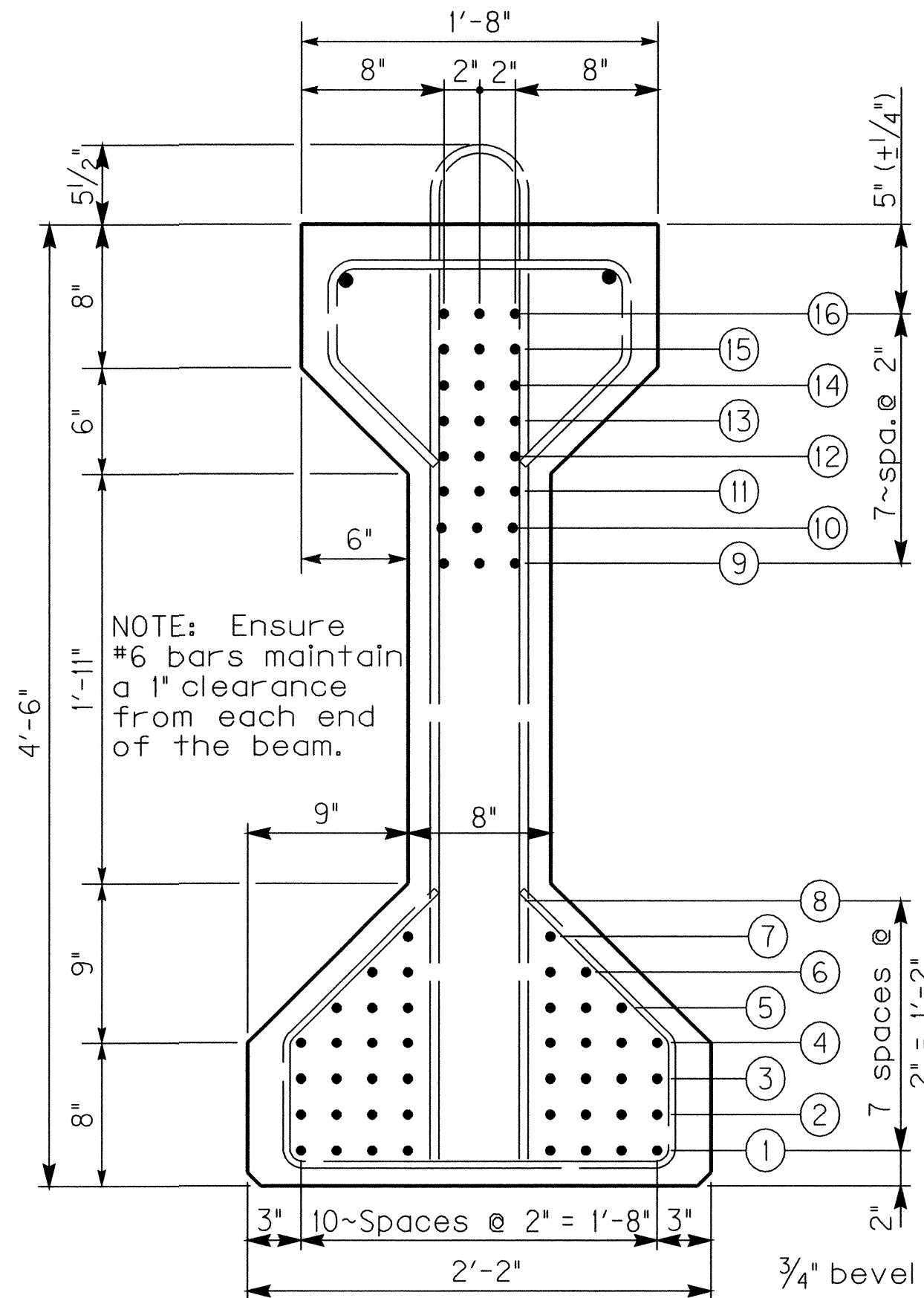
ELEVATION OF BEAM



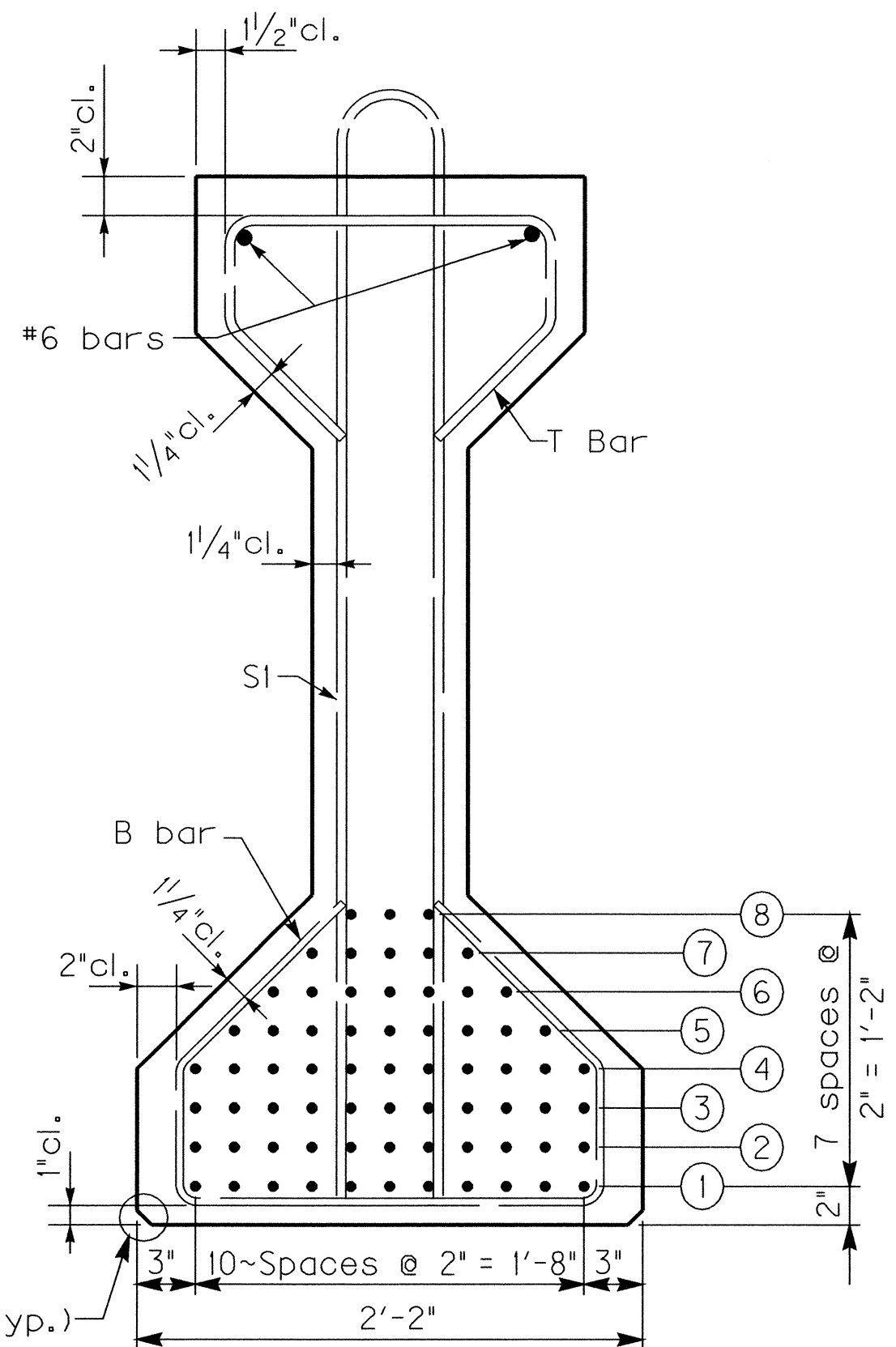
PARTIAL SECTION ON CENTERLINE



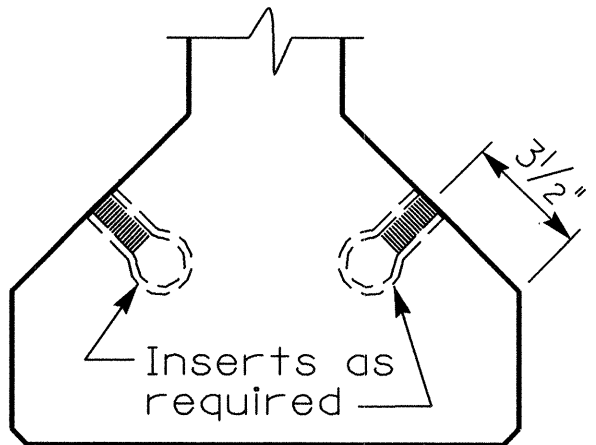
TYPICAL SQUARED END TREATMENT



SECTION A-A

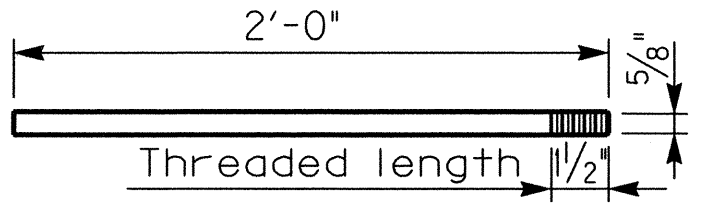


SECTION B-B



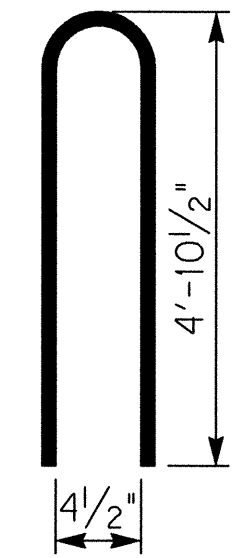
INSERT DETAIL

Inserts are to develop a safe load in tension of 2500 lbs. with an approximate safety factor of 3.

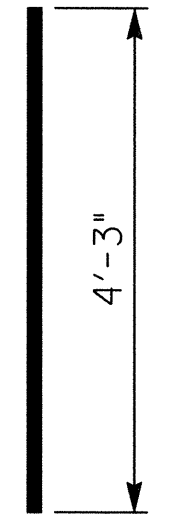


THREADED BAR DETAIL

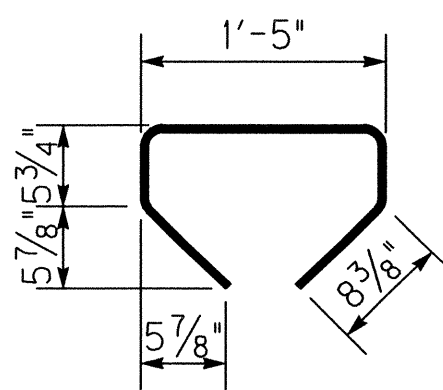
Bar is incidental to the bid for PCI Beam and must fit insert.



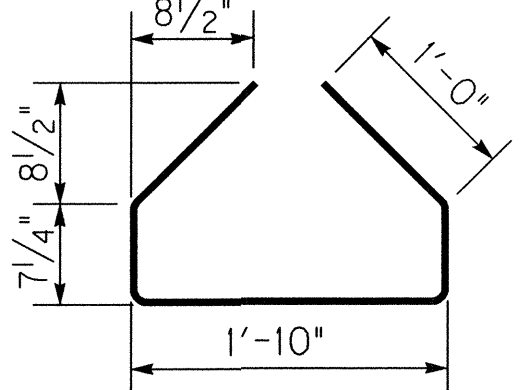
S1(e)
~Size #5~



S2
~Size #7~



T Bar
~Size #4~



B Bar
~Size #3~

General Notes

CONCRETE: Ensure prestressed girder concrete is in accordance with these plans and the specifications.

MATERIALS DESIGN SPECIFICATIONS: For prestressed beams:
FY = 60,000 psi F'S = 270,000 psi

PRESTRESSING REINFORCEMENT: Ensure that strands are 1/2" (nominal diameter, 0.1531 sq. in.), uncoated seven-wire stress relieved, low-relaxation conforming to AASHTO M 203, Grade 270. Billing of the cost for redesign of beam and subsequent plan modifications will be made for any request of alternate strand type or arrangement. The designer of the original plans is responsible for the billing and work.

CONSTRUCTION METHOD: Pretension all beams. Ensure concrete has attained f'ci (shown in the table) in standard test cylinders that are made and cured identically with the beams without bond stresses being transferred to the concrete or releasing the end anchors. Attain f'c (shown in the table) at or prior to 28 days. Apply an initial force of 31003 lbs. per low-relaxation strand to develop a stress of 202,500 psi. No beam will be accepted that is honeycombed to the extent that strength of the beam or resistance to deterioration has been affected. An allowance of 0.0005L is made for shortening of beams due to shrinkage and elastic change. Show a detensioning plan by sequential numbering of the strand pattern on the shop plans.

LIFTING DEVICES: Detail lifting devices on the shop plans. Loads are to be distributed equally to each device.

BEARING DEVICES: Include the price for lead plates and/or bearing pads in the bid for precast beams.

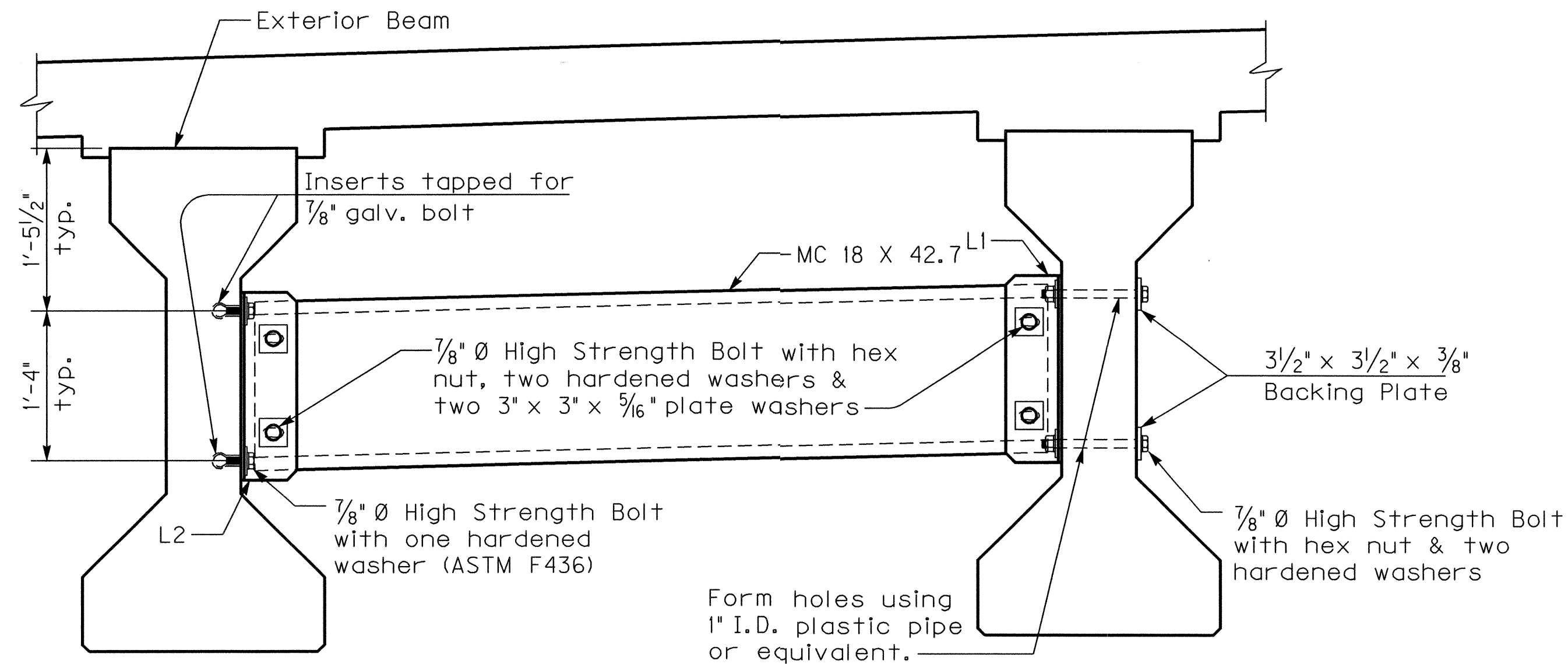
Strand Data with number indicated in rows

Mark	Midspan (SECTION B-B)								End (SECTION A-A)																Total No.	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)		
B1	11	11	11	11	7				9	8	8	8	4								2	3	3	3	3	51

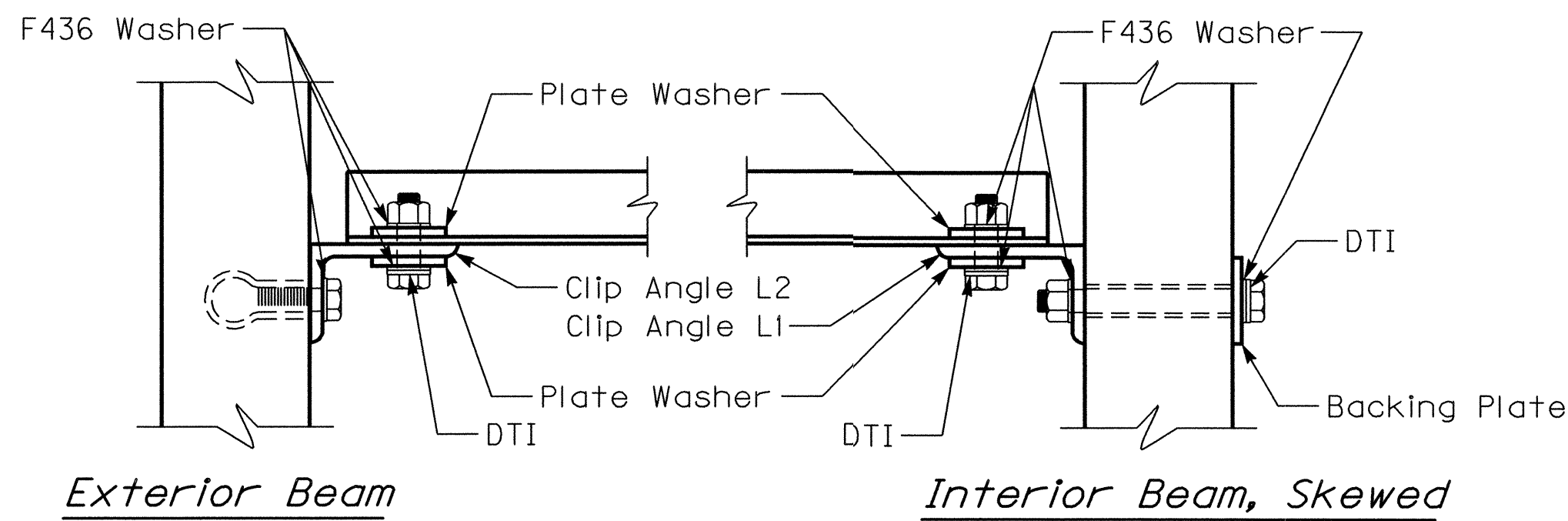
Concrete Stress (psi)		No. of S Bars		Hold-Down Capacity lbs.	Beam Data (measured along centerline)												Maximum Allowable Camber
					Total No.	Dimensions										Approximate Weight (Lbs.)	
						A	B	C	D	E	F	G	H	I	M		
f'ci	f'c	SI	S2		4	101'-5"	45'-8/2"	10'-0"	10	12"	16"	61	1'-2/2"	9/2"	N/A	83352	2.19"

ITEM NUMBER
8-1028.00

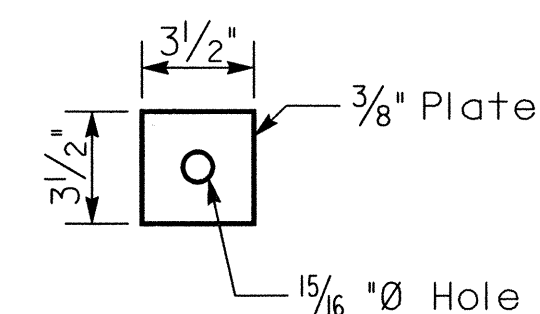
REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
PPC I-BEAM, TYPE 4, DETAILS		
PREPARED BY		SHEET NO.
Division of Bridge Design		S17
C. So		DRAWING NO.
		25815



INTERMEDIATE DIAPHRAGM



CONNECTION DETAILS



BACKING PLATE

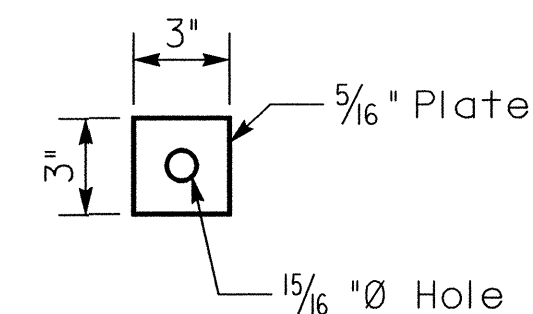
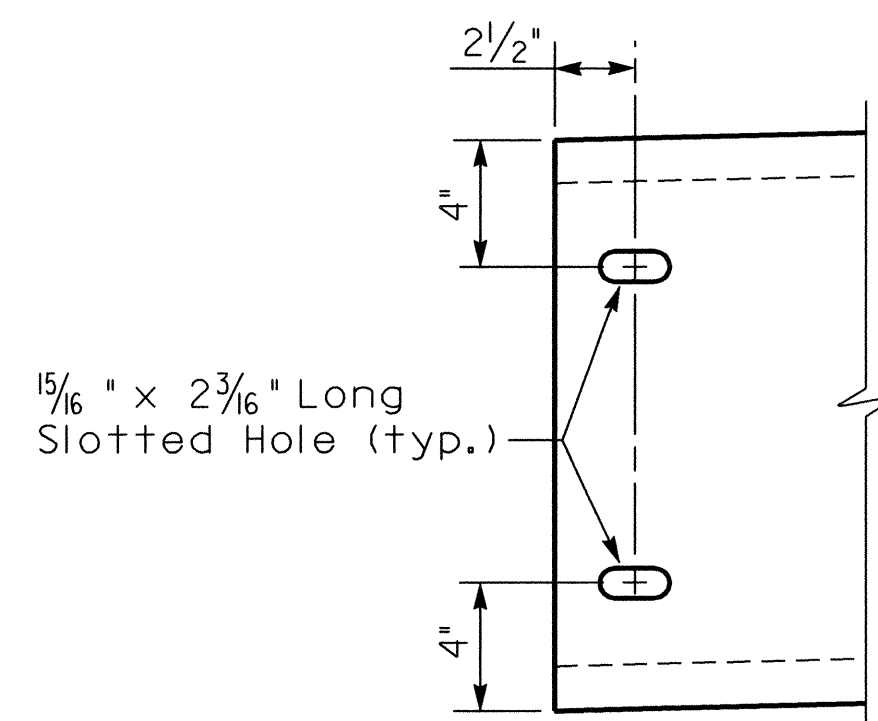
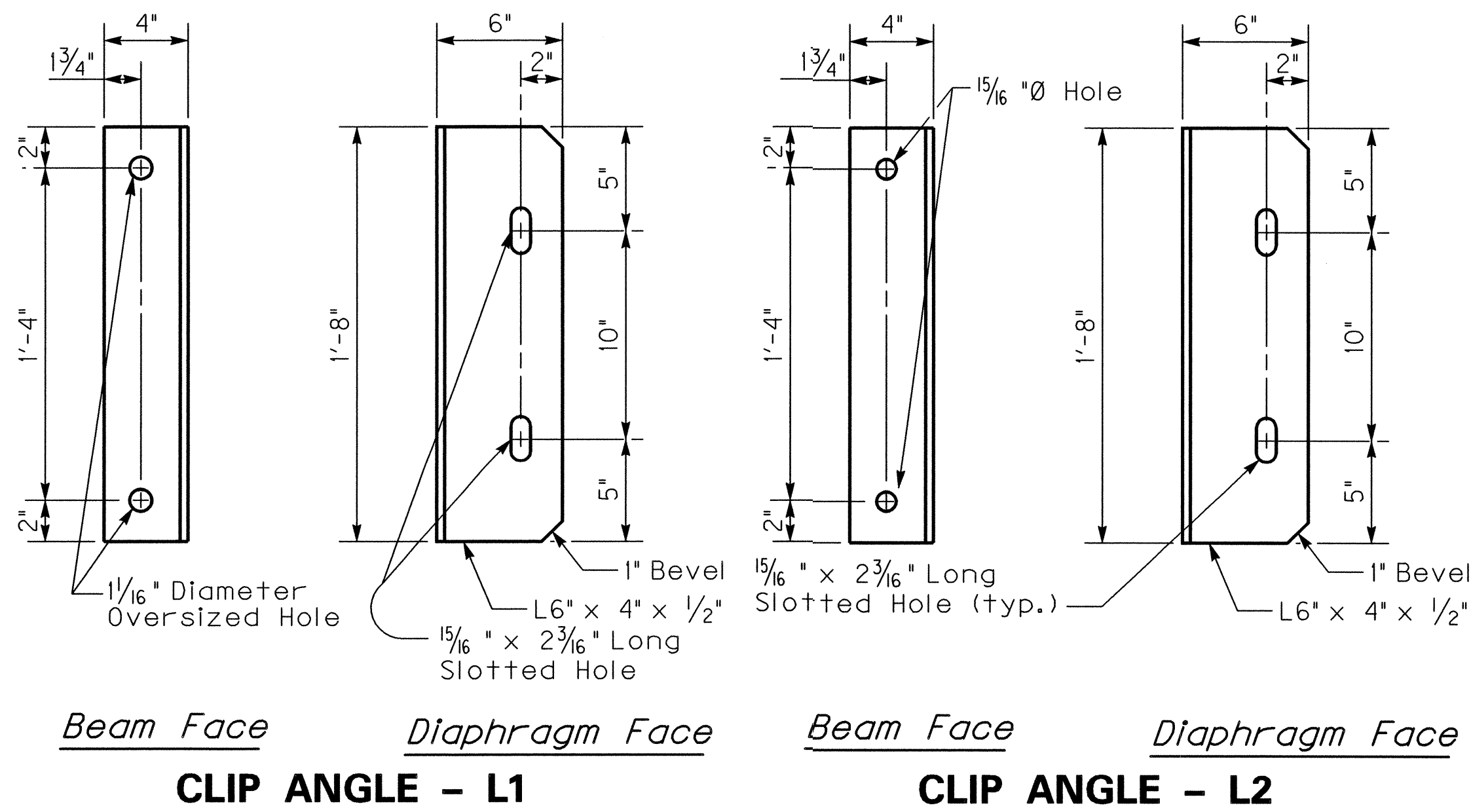


PLATE WASHER



CHANNEL END

Diaphragm Notes

CONNECTIONS: Ensure all bolted connections are ASTM A325, 7/8 inch diameter high strength bolts, nuts, and washers, mechanically zinc coated in accordance with AASHTO M298, for Class 50. Install all high strength bolted field connections using "direct tension indicators" (DTI's) in accordance with the Standard Specifications and ASTM F959. Ensure all DTI's are mechanically zinc coated. Show installation details of the DTI's on the shop plans. Place DTI's under the bolt head.

STRUCTURAL STEEL: Ensure plates, angles, and channels conform to AASHTO M 183 and galvanized after fabrication.

SHOP DRAWINGS: Show the location of all inserts and holes on the precast beam shop drawings. Submit shop drawings for the steel diaphragms to the Division of Bridge Design for approval.

DIAPHRAGMS: Erect the diaphragms the same day that the precast beams are placed on the substructure. Include the cost of all materials and labor required to fabricate and erect the diaphragms in the bid for Precast Beams.

REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky		
DEPARTMENT OF HIGHWAYS		
COUNTY		
RUSSELL		
ROUTE	CROSSING	
KY 80	Goose Creek	
INTERMEDIATE DIAPHRAGM DETAILS		
PREPARED BY		SHEET NO.
Division of Bridge Design		S18
C. So		DRAWING NO.
		25815

ITEM NUMBER

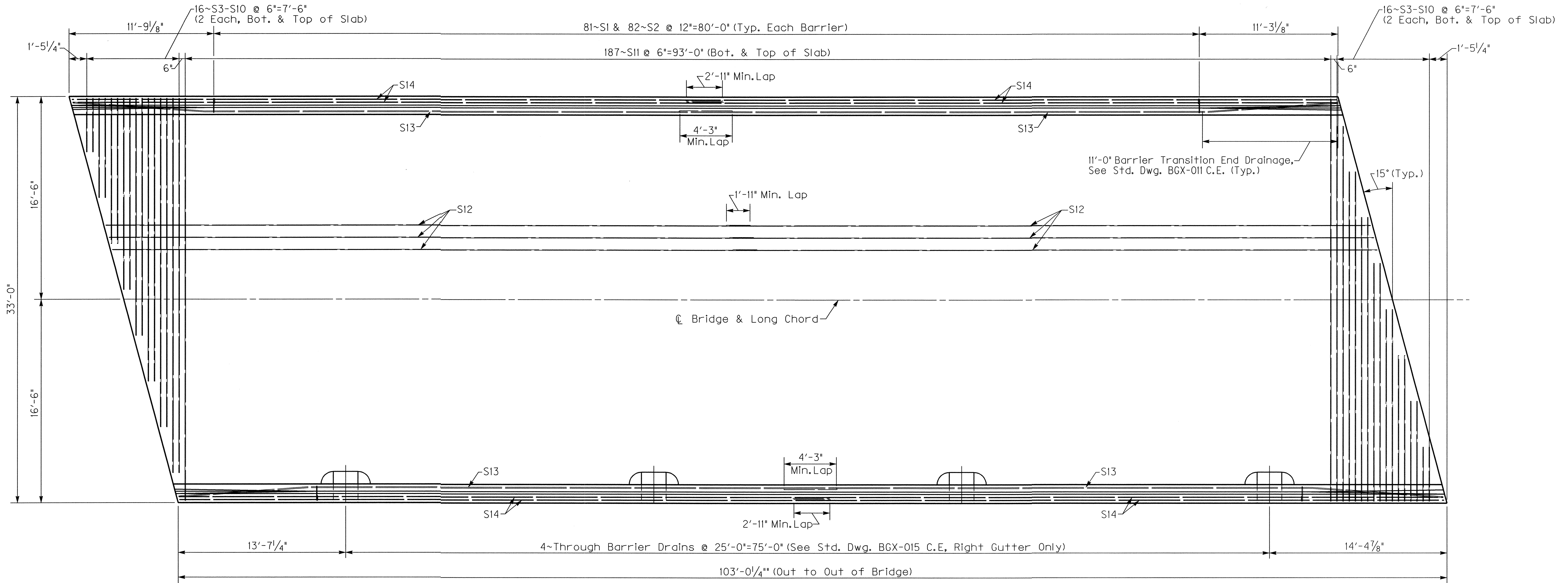
8-1028.00

FILE NAME: H:\Archives\Russell\25815\25815.dgn

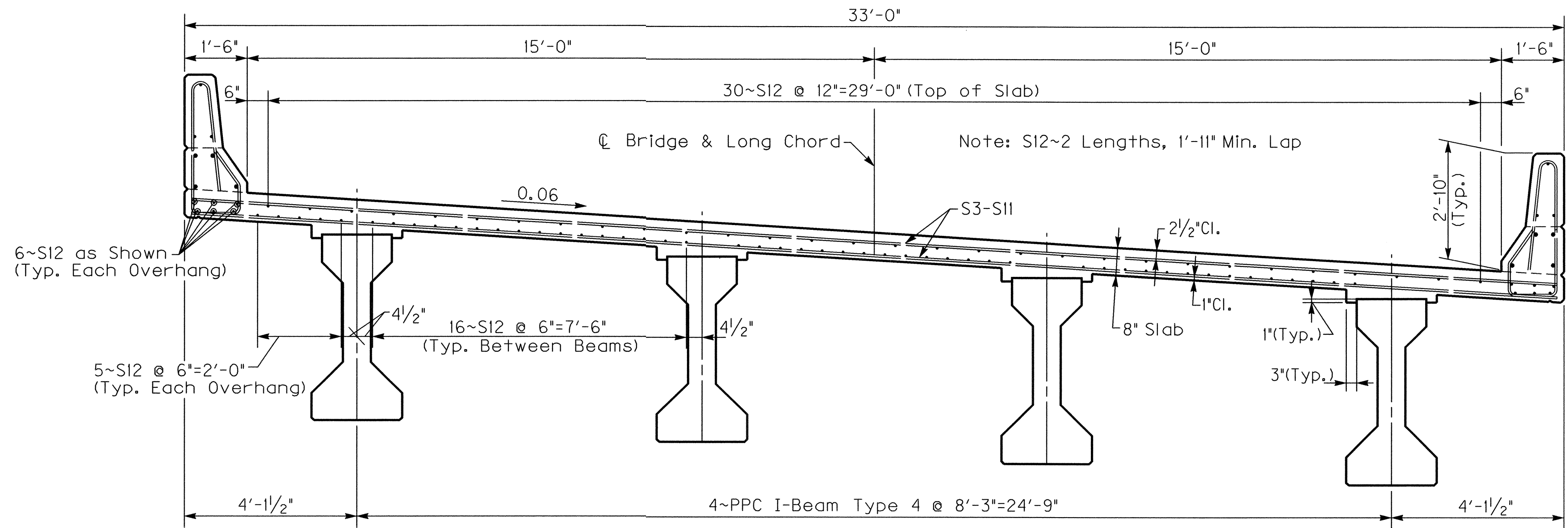
USERNAME: LGRAVES

DATE: 21-DEC-2004

SHEET LOCATION: 1SS



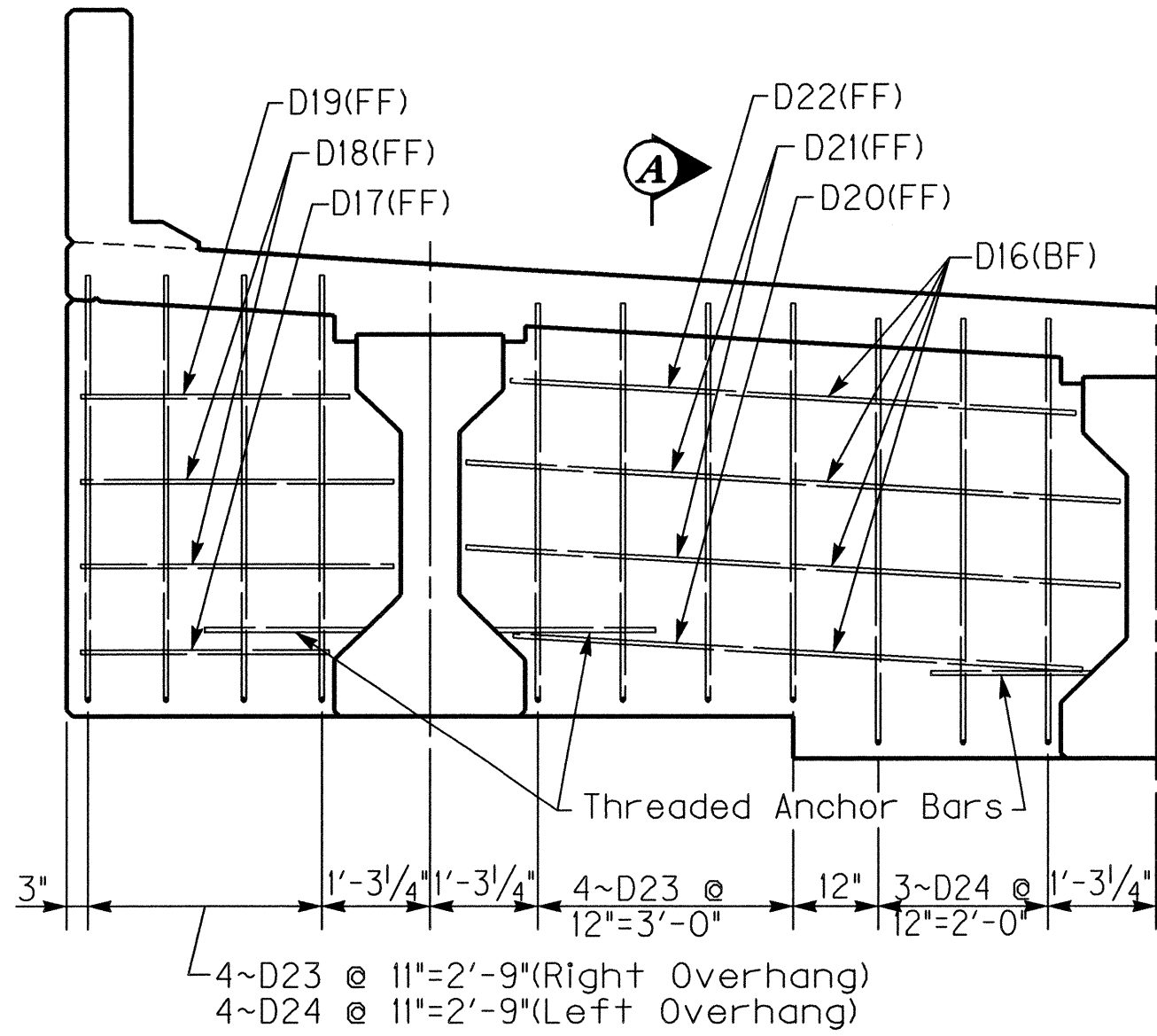
PLAN OF SLAB



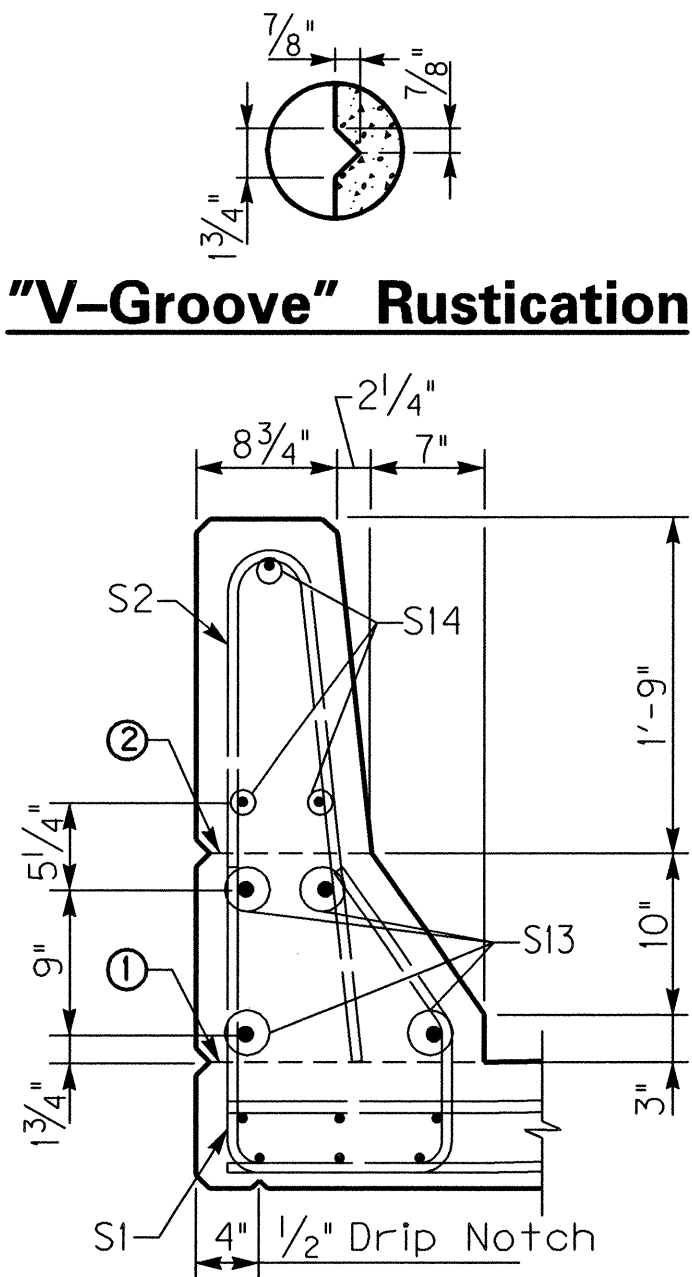
TYPICAL SECTION

ITEM NUMBER
8-1028.00

REVISION		DATE
DATE:	CHECKED BY	
DESIGNED BY: C. So	A. Lim	
DETAILED BY: W. T. Mathews	C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY RUSSELL		
ROUTE KY 80	CROSSING Goose Creek	
SUPERSTRUCTURE		
PREPARED BY Division of Bridge Design C. So		SHEET NO. S19 DRAWING NO. 25815



ABUTMENT DIAPHRAGM

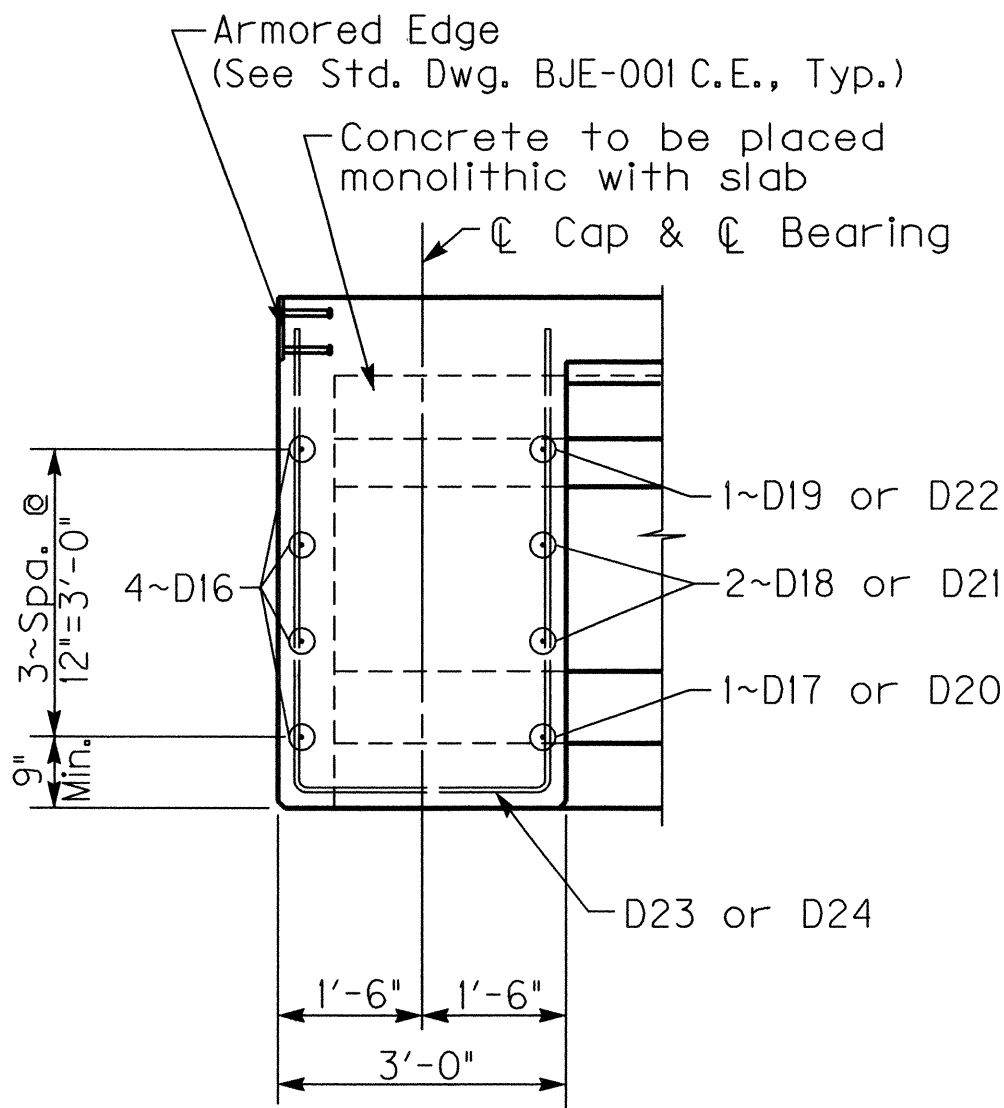


Note: S13~2 Lengths, 4'-3" Min. Lap
S14~2 Lengths, 2'-11" Min. Lap

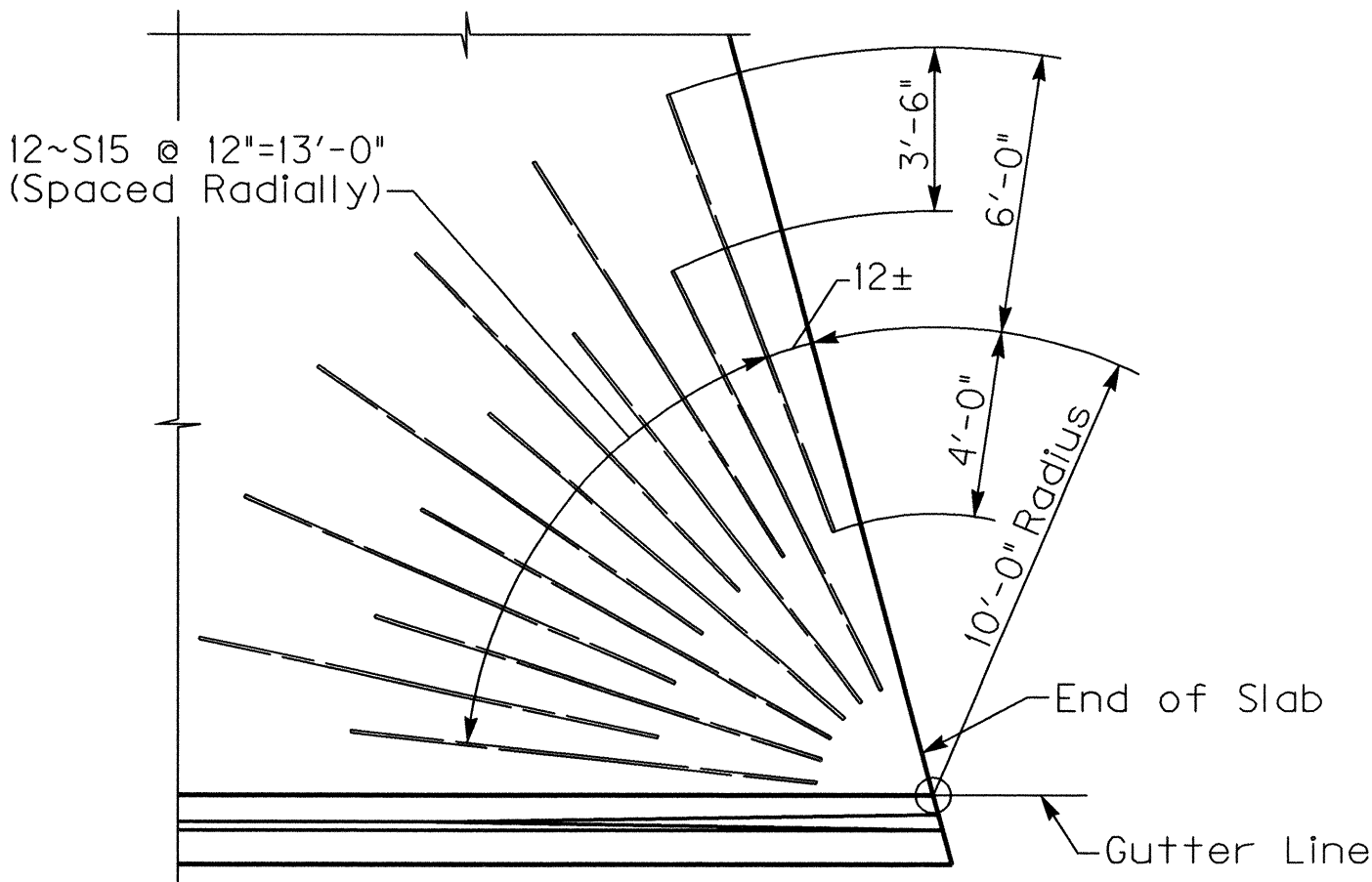
BARRIER SECTION

- ① Level mandatory roughened construction joint. Concrete above this joint is to be placed after slab has been properly cured.
- ② Permissible construction joint. "V-Groove" rustication joint is required if construction joint is used.

- Notes: 1.) Diaphragm stirrups are to project into the slab regardless of slab forming method.
- 2.) Place stirrup bars parallel to face of beams.



SECTION A-A



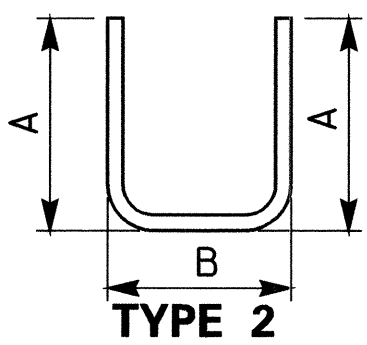
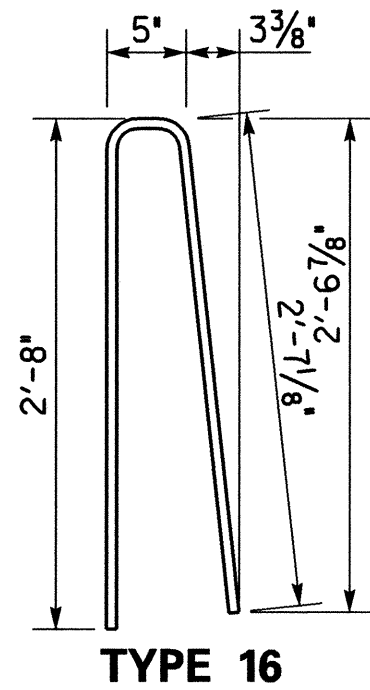
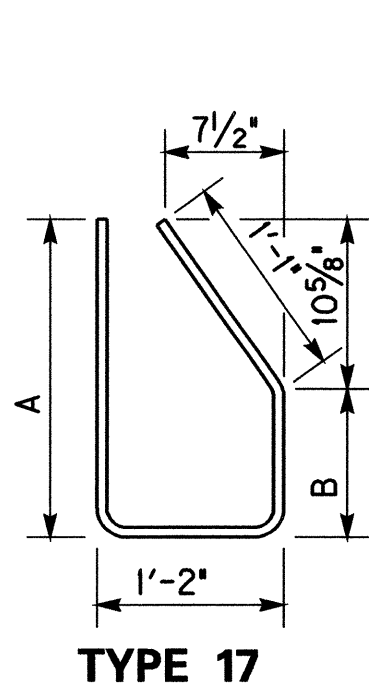
Corner Reinforcement to be placed beneath longitudinal and transverse reinforcement in top of slab.

CORNER REINFORCEMENT

Typ. Each Acute Corner

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H
S1e	I7s	162	5	4- 6	Barrier Stirrup	1- 8	0- 9 3/8		
S2e	I6s	162	5	5- 6	Barrier Stirrup				
S3e	Str.	8	5	4- 6	Bottom & Top of Slab				
S4e	Str.	8	5	8- 3	Bottom & Top of Slab				
S5e	Str.	8	5	12- 0	Bottom & Top of Slab				
S6e	Str.	8	5	15- 9	Bottom & Top of Slab				
S7e	Str.	8	5	19- 6	Bottom & Top of Slab				
S8e	Str.	8	5	23- 3	Bottom & Top of Slab				
S9e	Str.	8	5	26-11	Bottom & Top of Slab				
S10e	Str.	8	5	30- 8	Bottom & Top of Slab				
S11e	Str.	187	5	32- 8	Bottom & Top of Slab				
S12e	Str.	200	4	52- 4	Bottom & Top of Slab				
S13e	Str.	16	8	53- 6	Barrier				
S14e	Str.	12	5	52-10	Barrier				
S15e	Str.	24	6	10- 0	Corner Reinforcement				
D16e	Str.	8	5	33- 9	Abutment Diaphragm				
D17e	Str.	4	5	2-11	Abutment Diaphragm				
D18e	Str.	8	5	3- 8	Abutment Diaphragm				
D19e	Str.	4	5	3- 1	Abutment Diaphragm				
D20e	Str.	6	5	6- 8	Abutment Diaphragm				
D21e	Str.	12	5	7- 8	Abutment Diaphragm				
D22e	Str.	6	5	6- 7	Abutment Diaphragm				
D23e	2s	32	5	12- 1	Abutment Diaphragm	4- 9	2- 9 1/8		
D24e	2s	26	5	12- 9	Abutment Diaphragm Stirrup	5- 1	2- 9 1/8		



REVISION		DATE
DATE:		CHECKED BY
DESIGNED BY: C. So		A. Lim
DETAILED BY: W. T. Mathews		C. So
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY RUSSELL		
ROUTE KY 80	CROSSING Goose Creek	
SUPERSTRUCTURE		
PREPARED BY Division of Bridge Design C. So		SHEET NO. S20 DRAWING NO. 25815

ITEM NUMBER
8-1028.00

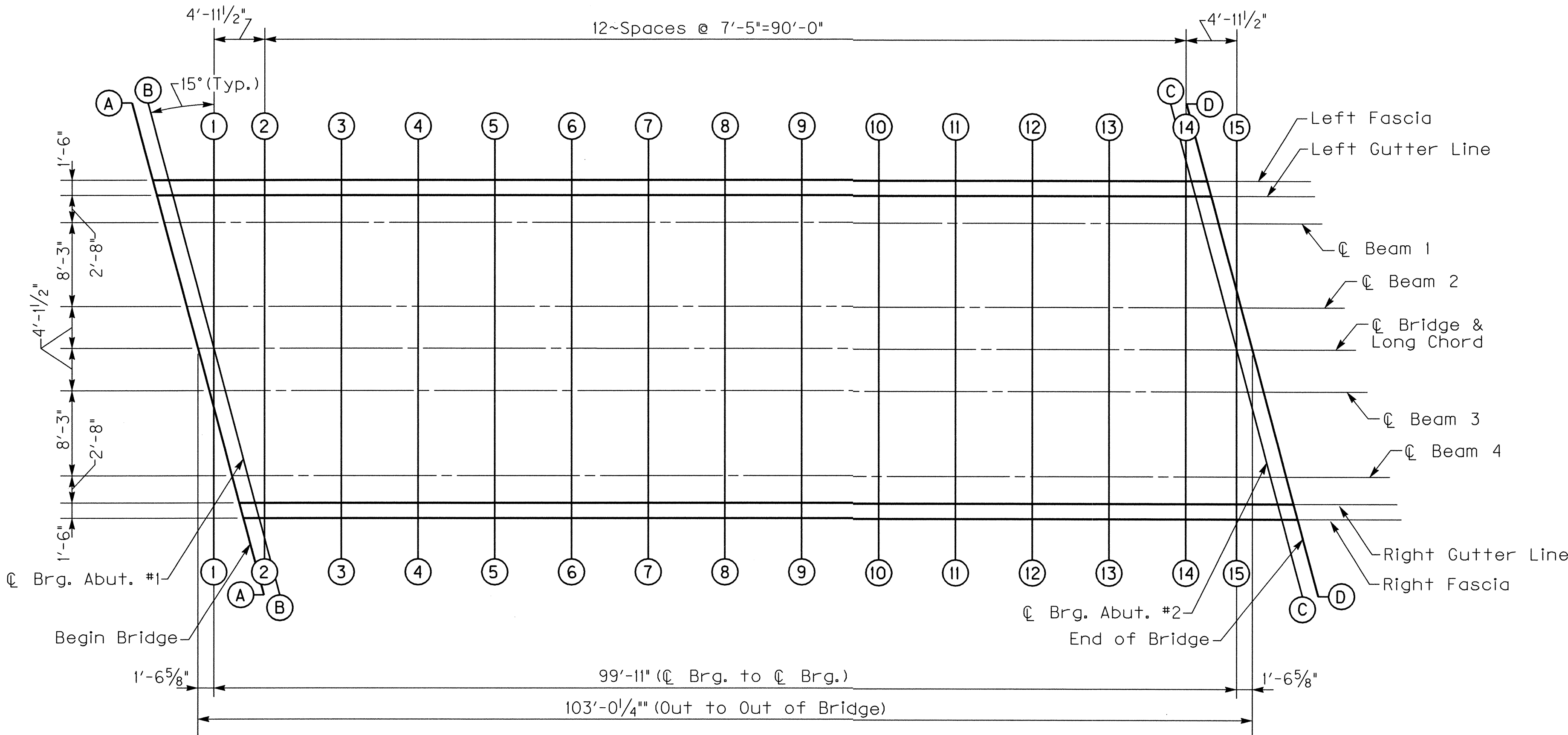
FILE NAME: H:\Archives\Russell\25815 25815.dgn

USERNAME: LGRAVES

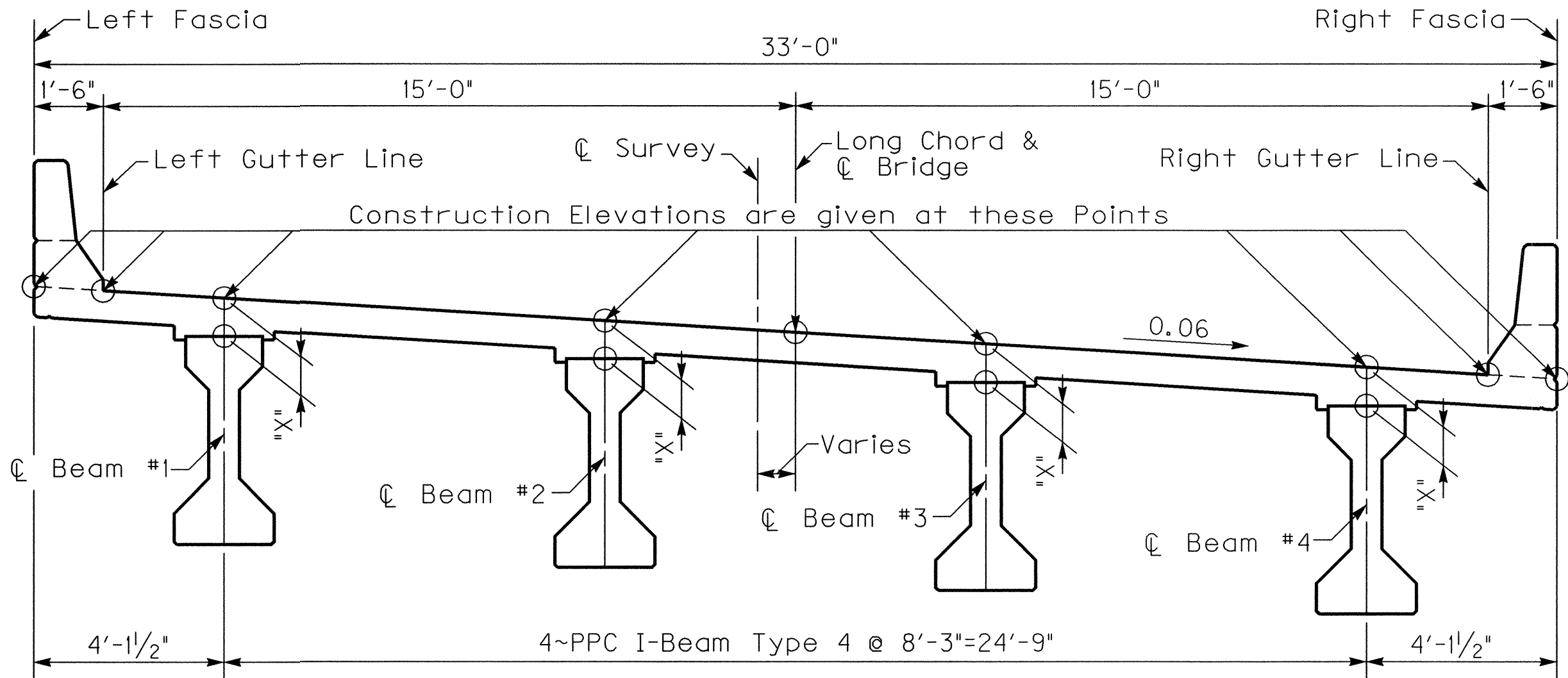
DATE: 21-DEC-2004

SHEET LOCATION: CE

CONSTRUCTION ELEVATIONS																	
LOCATION	LEFT FASCIA	LEFT GUTTER	BEAM 1			BEAM 2			℄ BRIDGE	BEAM 3			BEAM 4			RIGHT GUTTER	RIGHT FASCIA
			CONSTR. ELEV.	TOP OF BEAM	DIM. 'X'	CONSTR. ELEV.	TOP OF BEAM	DIM. 'X'		CONSTR. ELEV.	TOP OF BEAM	DIM. 'X'	CONSTR. ELEV.	TOP OF BEAM	DIM. 'X'		
Skew Line A	843.247	843.155	842.997			842.501			842.247	842.006			841.512			841.354	841.262
Skew Line B	843.248	843.155	842.998			842.502			842.255	842.008			841.513			841.356	841.264
Skew Line C	843.701	843.613	843.462			842.991			842.755	842.520			842.050			841.901	841.813
Skew Line D	843.714	843.626	843.476			843.005			842.763	842.534			842.065			841.916	841.828
Grid Line 1	843.273	843.178	843.017			842.509			842.255								
Grid Line 2	843.303	843.208	843.047			842.540			842.305	842.032			841.523			841.362	841.267
Grid Line 3	843.348	843.255	843.094			842.587			842.379	842.080			841.573			841.411	841.333
Grid Line 4	843.395	843.301	843.140			842.636			842.449	842.130			841.624			841.463	841.406
Grid Line 5	843.439	843.345	843.185			842.683			842.514	842.180			841.676			841.516	841.476
Grid Line 6	843.480	843.387	843.228			842.728			842.572	842.227			841.726			841.566	841.539
Grid Line 7	843.518	843.425	843.267			842.770			842.622	842.272			841.773			841.615	841.595
Grid Line 8	843.551	843.460	843.302			842.808			842.664	842.313			841.817			841.660	841.642
Grid Line 9	843.581	843.490	843.333			842.842			842.697	842.350			841.858			841.700	841.681
Grid Line 10	843.608	843.516	843.361			842.872			842.722	842.383			841.894			841.738	841.712
Grid Line 11	843.631	843.541	843.386			842.900			842.740	842.414			841.926			841.771	841.735
Grid Line 12	843.653	843.562	843.409			842.926			842.749	842.442			841.957			841.803	841.750
Grid Line 13	843.675	843.585	843.432			842.950			842.755	842.469			841.986			841.833	841.758
Grid Line 14	843.699	843.609	843.456			842.976			842.755	842.496			842.016			841.862	841.772
Grid Line 15									842.755	842.515			842.036			841.882	841.793



GRID LAYOUT



TYPICAL SECTION

NOTES FOR ELEVATIONS TAKEN ON PRESTRESSED CONCRETE BEAMS

Take elevations on top of beam at points indicated by the grid layout. The beam elevations are to be read to three decimals, and entered in tables under "Top of Beam" elevations.

Compute dimension "X" as follows: "Construction Elevation" minus "Top of Beam" elevation equals dimension "X". Construction Elevations include camber due to weight of the concrete slab and barrier. Measuring of dimension "X" gives the final check on beam tolerances for camber, beam damage, and errors in erection that produce reverse cambers, sags, and unsightly fascia beams.

For setting templates, measure dimension "X" above top of beams for top of template. Do not set template by elevations.

Temporary supports or shoring will not be permitted under the girders when pouring the concrete floor slab or when taking "Top of Beam" elevations.

Construct barrier to roadway grade. Do not add camber to the barrier.

Note to Resident: The "Maximum Allowable Camber" shown on the beam sheet is the amount of camber, measured prior to casting the deck, above which the beam will begin to encroach into the slab.

REVISION		DATE	
DATE:		CHECKED BY	
DESIGNED BY: C. So		A. Lim	
DETAILED BY: W. T. Mathews		C. So	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS			
COUNTY RUSSELL			
ROUTE KY 80		CROSSING Goose Creek	
CONSTRUCTION ELEVATIONS			
PREPARED BY Division of Bridge Design C. So		SHEET NO. S21 DRAWING NO. 25815	

ITEM NUMBER
8-1028.00