

LETTING DATE

CONSTRUCTION PROJECT NO.

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

DAVISS COUNTY CARTER ROAD KY 2698 OVER U.S. 60 030B00156N

INDEX OF SHEETS

Sheet No.	Description
S1	Title Sheet
S2	General Notes
S3	Layout
S4-S5	Removal Details
S6	Diaphragm Replacement
S7-S8	Slab Replacement
S9	PPC I-Beam, Type 3 Details
S10	Construction Elevations

SPECIAL NOTES

Special Note for Traffic Control on Bridge Repair Contracts
Special Note for Contract Completion Dates and Penalties on Bridge Repair Contracts
Special Note for Bridge Plans

SPECIAL PROVISIONS

STANDARD DRAWINGS

RBM-115-10	Temporary Concrete Barrier Type 9T
RBM-120-02	Box Beam Stiffening
TTC-120-04	Lane Closure Multi-Lane Highway Case II
RBM-020-09	Delineators for Concrete Barriers

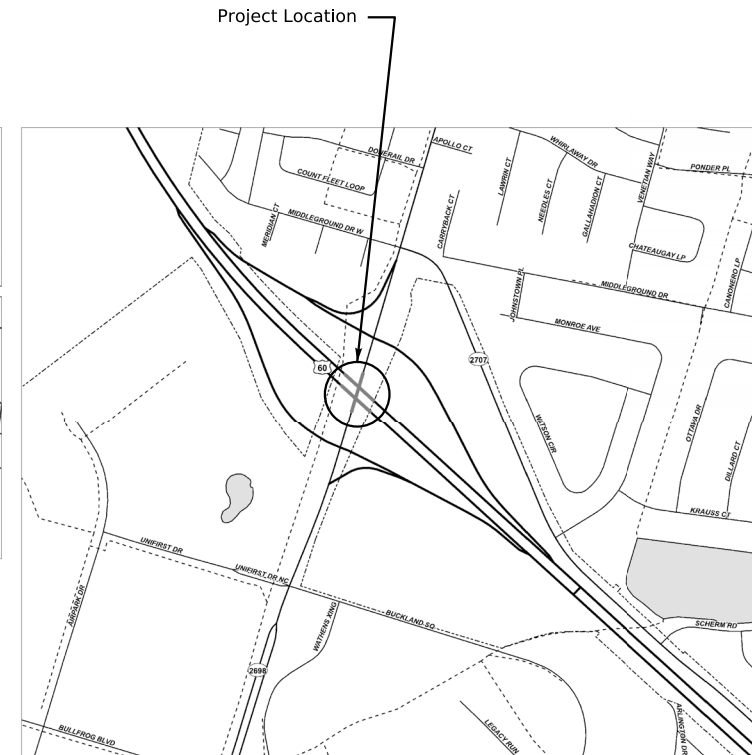
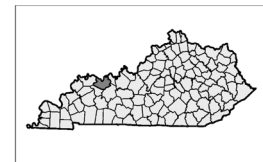
SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

2017 AASHTO LRFD Bridge Design Specifications

ESTIMATE OF QUANTITIES																
BID ITEM CODE	08104	08151	02775	02998	08140	24404EC	02726	02403	08633	02562	02650	02653	03171	06549	06550	06551
BID ITEM	Concrete Class "AA"	Steel Reinforcement, Epoxy Coated	Arrow Panel	Masonry Coating	Mech. Reinf. Coupler #5 Epoxy Coated	Mech. Reinf. Coupler #7 Epoxy Coated	Staking	Remove Concrete Masonry	PPC I-Beam Type 3	Temporary Signs	Maintain and Control Traffic	Lane Closure	Concrete Barrier Wall Type 9T	Pave Striping-Temp Rem Tape-B	Pave Striping-Temp Rem Tape-W	Pave Striping-Temp Rem Tape-Y
UNIT	C.Y.	LBS.	EA.	S.Y.	EA.	EA.	L.S.	C.Y.	L.F.	S.F.	L.S.	EA.	L.F.	L.F.	L.F.	L.F.
Substructure																
Superstructure	32.5	7398	2	162	462	16	1	44.2	81.25	288	1	2	900	2000	4000	4000
BRIDGE TOTALS	32.5	7398	2	162	462	16	1	44.2	81.25	288	1	2	900	2000	4000	4000

ESTIMATE OF QUANTITIES										
BID ITEM CODE	02569	20738NS112	21669NN	2671	2898	2003	23121NN			
BID ITEM	Demobilization	Temp Crash Cushion	Police Officer With Vehicle	Portable Changeable Message Sign	Relocate Crash Cushion	Relocate Temporary Barrier	Remount Sign On Bridge			
UNIT	L.S.	EA.	Hour	EA.	EA.	LF	EA.			
Substructure										
Superstructure	1	2	100	2	1	500	1			
BRIDGE TOTALS	1	2	100	2	1	500	1			



GENERAL NOTES

SPECIFICATIONS: All references to the Specifications are to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction with current Supplemental Specifications. All references to the AASHTO Specifications are to the 17th edition of the AASHTO Standard Specifications for Highway Bridges.

DESIGN LOAD: The original bridge is designed for a HS-25 live load.

DESIGN STRESSES: Concrete Class "A" ~ f'c = 3500 psi
 Concrete Class "AA" ~ f'c = 4000 psi
 Steel Reinforcement ~ Fy = 60,000 psi

DESIGN METHOD: All damaged members are replaced in kind. The original bridge was designed by the load factor method.

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. Any reinforcing bars designated by suffix (e) in the plans shall be epoxy coated in accordance with section 811.10 of the Standard Specifications. Any reinforcing bars designated by suffix (s) in a bill of reinforcement shall be considered a stirrup for purposes of bend diameters.

BEVELED EDGES: Bevel all exposed edges $\frac{3}{4}$ ", unless otherwise noted.

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

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

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

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

MASONRY COATING: Apply masonry coating to match existing in accordance with the specifications.

CONCRETE: Class AA concrete is to be used throughout this repair. Class D is to be used for the prestress beam.

SITE INSPECTION: The contractor shall familiarize themselves with all conditions at the bridge site. Submission of a bid shall be considered evidence that the contractor has performed a site visit and is familiar with all aspects of the existing bridge and requirements in these plans. The cabinet will not consider any claims due to changed site conditions.

CONSTRUCTION JOINTS: After slab has fully cured, seal construction joint between old and new concrete on the top of deck and barrier with an approved epoxy concrete sealer. All costs incidental to Class AA concrete.

DAMAGE TO STRUCTURE: The contractor shall bear all responsibility and expense for any and all damage to the structure during repair work, even to the removal and replacement of the entire structure, should it be damaged by the contractors actions or inaction.

DIMENSIONS & ELEVATIONS: The existing bridge drawing number is 23078. All dimensions and elevations given in these plans are based on field surveyed data and dimensions from the old plans. Prior to beginning work or ordering any materials, the contractor shall verify all dimensions and elevations. No claim will be honored by the Department of Highways regarding site conditions.

CONCRETE REMOVAL: Saw cut a line 1" deep where necessary to help ensure a clean break along removal lines. All costs incidental to price bid for Remove Concrete Masonry.

CONSTRUCTION: Sheeting, shoring, dewatering, cofferdams, etc. may be required for construction. Include all costs in the lump sum price bid for Foundation Preparation.

BEARING PADS: Reuse existing bearing pads. If pads are damaged, replace in kind. All costs incidental to price bid for Prestressed beam.

MAINTAIN AND CONTROL TRAFFIC: Contractor is fully responsible for the safety of the public during all operations. Lanes underneath the structure may need to be temporary closed or shut down to allow for demolition or placement of beam. Submit proposed traffic disruptions to the Engineer for approval. All costs for temporary traffic control in addition to the temporary traffic control used on the bridge deck and shown on Std. Dwg. TTC-120, c.e. is incidental to the price bid for Maintain and Control Traffic.

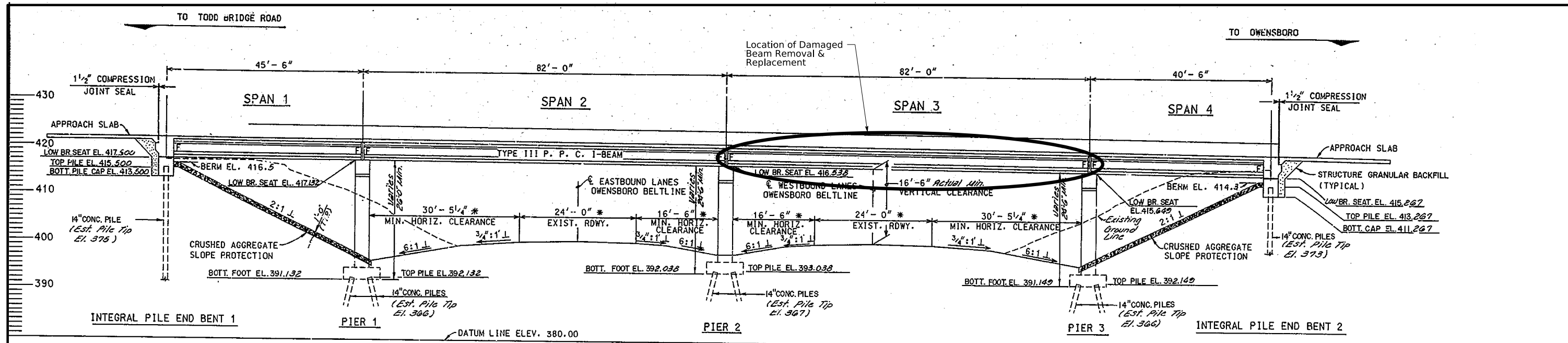
MECHANICAL COUPLERS: Submit mechanical coupler specimens in accordance with Section 602.03.06 of the specifications. Tested specimens are incidental to unit price paid for mechanical couplers of each size.

REMOUNT SIGN ON BRIDGE: The bid item will include removing, storing and re-attaching the sign. Any additional items to complete this work shall be considered incidental to REMOUNT SIGN ON BRIDGE.

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

bet.	Between	Tan	Tangent
b.f.	Back Face	Thru	Through
BOF	Bottom of Footing	TOF	Top of Footing
BOS	Bottom of Slab	TOS	Top of Slab
bot.	Bottom	Tot.	Total
Brg.	Bearing	Typ.	Typical
C to C	Center to Center	Vert.	Vertical
c.e.	Current Edition	W.P.	Working Point
C.Y.	Cubic Yard	Yd.	Yard
Chd.	Chord		
CL	Center Line		
Clr.	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		

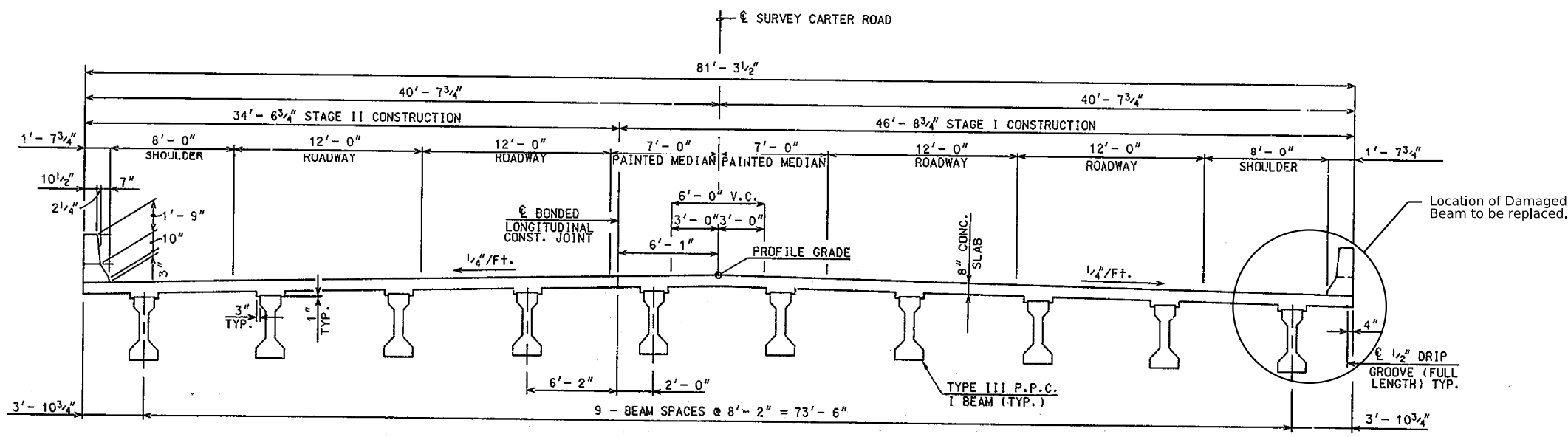
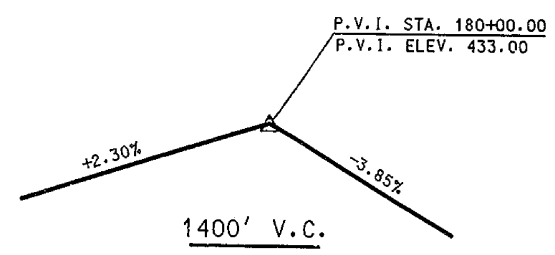
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="font-size: small;">REVISION</th> <th style="font-size: small;">DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISION	DATE			<p style="font-size: x-small;">PREPARED BY</p> <p style="font-size: large; font-weight: bold;">Division of Structural Design</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">DATE: June 2024</td> <td style="font-size: x-small;">CHECKED BY</td> </tr> <tr> <td style="font-size: x-small;">DESIGNED BY: J. Van Zee</td> <td style="font-size: x-small;">M. Bawithawng</td> </tr> <tr> <td style="font-size: x-small;">DETAILED BY: M. Bawithawng</td> <td style="font-size: x-small;">J. Van Zee</td> </tr> </table>	DATE: June 2024	CHECKED BY	DESIGNED BY: J. Van Zee	M. Bawithawng	DETAILED BY: M. Bawithawng	J. Van Zee	<p style="font-size: large; font-weight: bold;">GENERAL NOTES</p> <p style="font-size: x-small;">CROSSING</p> <p style="font-weight: bold;">US 60</p>	<p style="font-size: x-small;">ROUTE</p> <p style="font-weight: bold;">KY 2698</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">BRIDGE ID</td> <td style="font-size: x-small;">COUNTY OF</td> </tr> <tr> <td style="font-weight: bold;">030B00156N</td> <td style="font-weight: bold;">Davies</td> </tr> <tr> <td style="font-size: x-small;">SHEET NO.</td> <td style="font-size: x-small;">DRAWING NUMBER</td> </tr> <tr> <td style="font-weight: bold;">S2</td> <td style="font-weight: bold;">28915</td> </tr> </table>	BRIDGE ID	COUNTY OF	030B00156N	Davies	SHEET NO.	DRAWING NUMBER	S2	28915
	REVISION	DATE																							
DATE: June 2024	CHECKED BY																								
DESIGNED BY: J. Van Zee	M. Bawithawng																								
DETAILED BY: M. Bawithawng	J. Van Zee																								
BRIDGE ID	COUNTY OF																								
030B00156N	Davies																								
SHEET NO.	DRAWING NUMBER																								
S2	28915																								
OpenRoads Designer v10.12.02.4	USER: messiah.bawithawng	DATE PLOTTED: 18-SEP-2024	FILE NAME: J:\District02\RS & MDavies\030B00156N Impact beam replacement\28915.dgn																						



LONGITUDINAL SECTION ALONG CENTERLINE CARTER ROAD

(Looking West, Existing Bridge Not Shown For Clarity)
 45'-6" ~ 82'-0" ~ 82'-0" ~ 40'-6" TYPE III P.P.C. I-BEAM SPANS
 (CONTINUOUS FOR LIVE LOAD; COMPOSITE)
 HS25 LOADING, 78'-0" ROADWAY, 25°37'09" SKEW RT.
 86'-0" OUT TO OUT SHOULDERS AT BRIDGE ENDS, 2:1 SLOPES

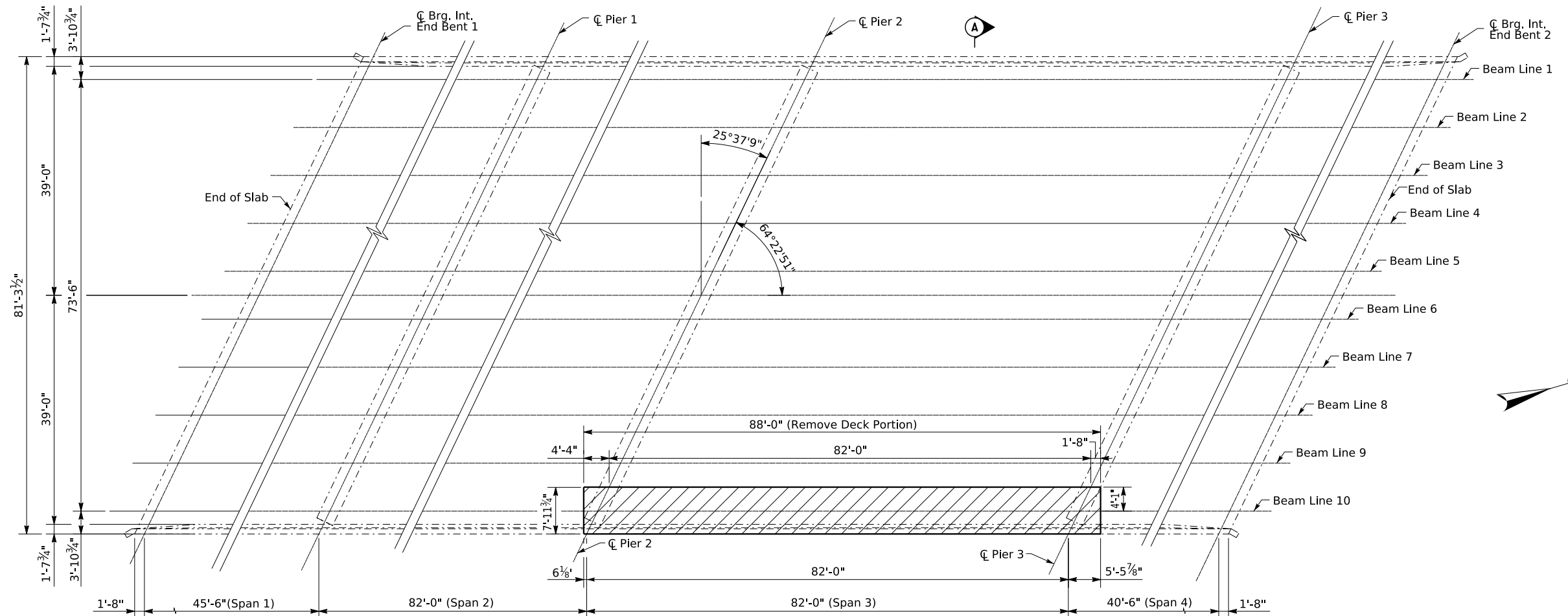
* - INDICATES MEASURED PERPENDICULAR TO OWENSBORO BELTLINE



TYPICAL DECK SECTION

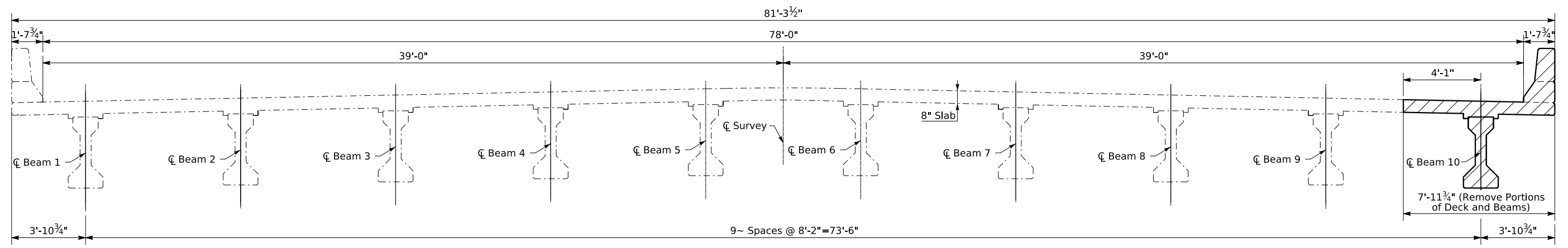
(Looking Ahead Station)

	REVISION	DATE	PREPARED BY	DATE: June 2024	CHECKED BY	EXISTING LAYOUT CROSSING US 60	ROUTE	BRIDGE ID	COUNTY OF
				Division of Structural Design	DESIGNED BY: J. Van Zee		M. BawiThawng	KY 2698	030B00156N
OpenRoads Designer v10.12.02.4				FILE NAME: J:\District02\RS & M\Daviss\030B00156N Impact beam replacement\28915.dgn	DATE PLOTTED: 18-SEP-2024			SHEET NO. S3	DRAWING NUMBER 28915



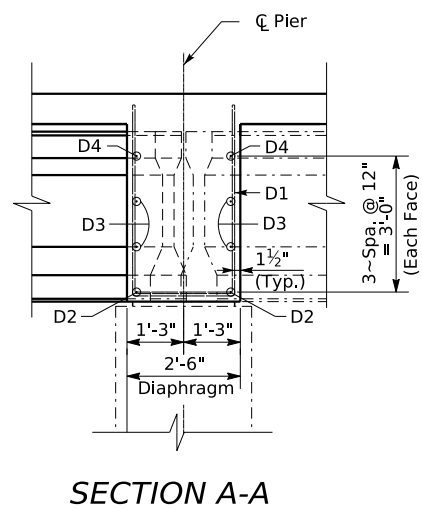
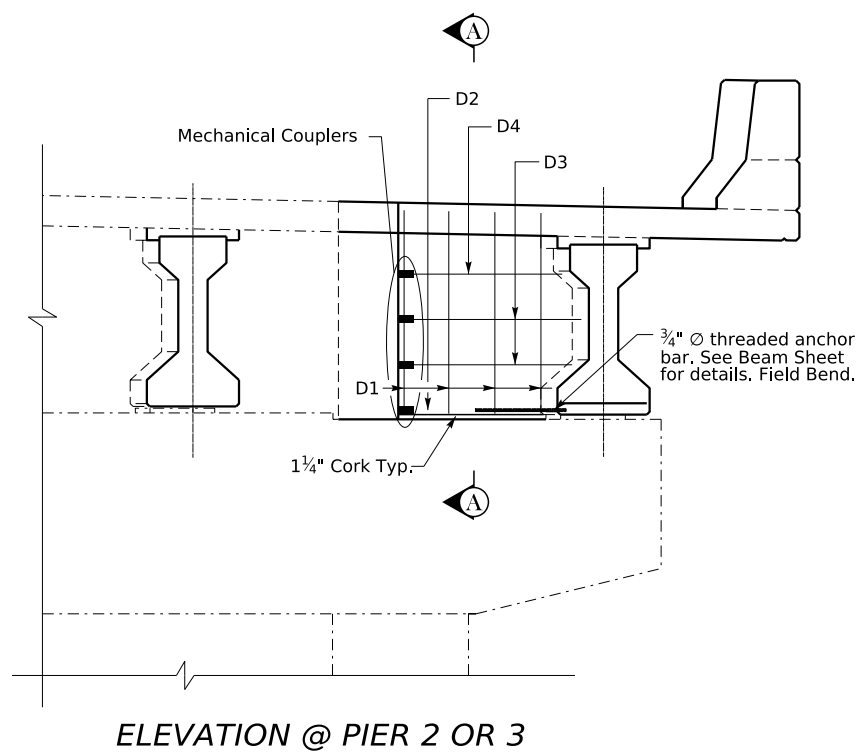
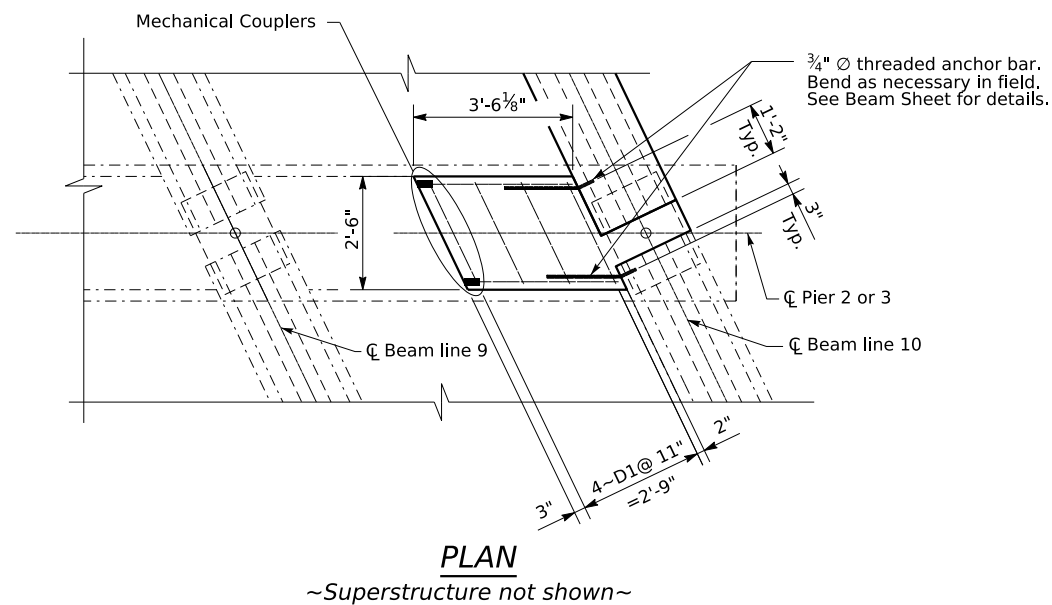
PLAN

Note: Remove hatched portion of barrier, deck, diaphragms, and span 3 beam 10 to limits shown. All existing steel shall be left long enough to attach mechanical coupler and new reinforcement. All costs to remove concrete, clean steel is incidental to unit price bid for remove concrete masonry.



SECTION A-A

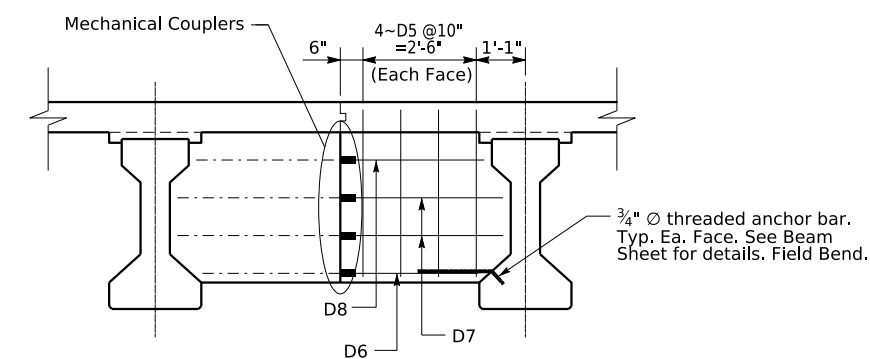
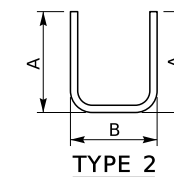
	REVISION	DATE	PREPARED BY	DATE: June 2024	CHECKED BY	PARTIAL SLAB REMOVAL CROSSING US 60	ROUTE	BRIDGE ID	COUNTY OF
			Division of Structural Design	DESIGNED BY: J. Van Zee	M. BawiThawng		KY 2698	030B00156N	DAVIESS
OpenRoads Designer v10.12.02.4 USER: messiah.bawithawn		DATE PLOTTED: 18-SEP-2024		DETAILED BY: M. BawiThawng	J. Van Zee			SHEET NO. S4	DRAWING NUMBER 28915



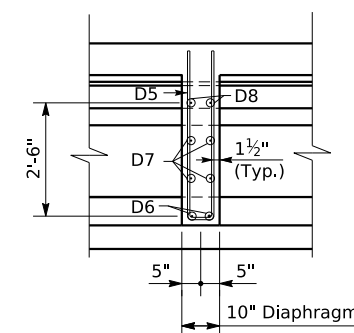
Note: Contractor to stabilize beam until deck and diaphragms are poured. Submit proposed stabilization method for approval.

BILL OF REINFORCEMENT

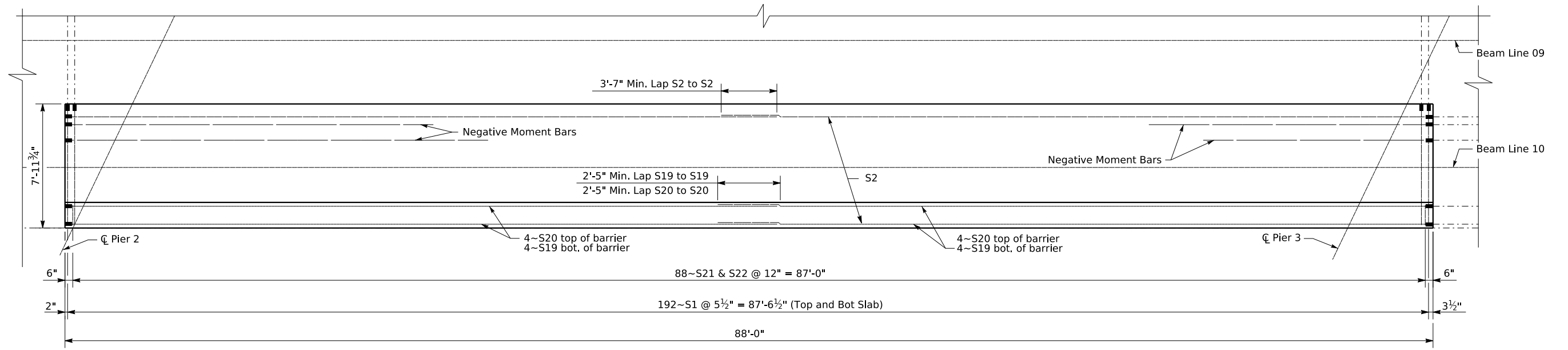
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A	B	C	D
D1e	2s	8	5	10- 7	Pier 2 or 3 Diaphragm	4- 2	2- 6		
D2e	Str.	4	5	3- 4	Pier 2 or 3 Diaphragm				
D3e	Str.	8	5	4- 0	Pier 2 or 3 Diaphragm				
D4e	Str.	4	5	3- 7	Pier 2 or 3 Diaphragm				
D5e	2s	8	5	7- 4	Inter. Diaphragm	3- 6	0- 7		
D6e	Str.	4	5	3- 0	Inter. Diaphragm				
D7e	Str.	8	5	3- 7	Inter. Diaphragm				
D8e	Str.	4	5	3- 2	Inter. Diaphragm				



INTERMEDIATE DIAPHRAGM ELEVATION

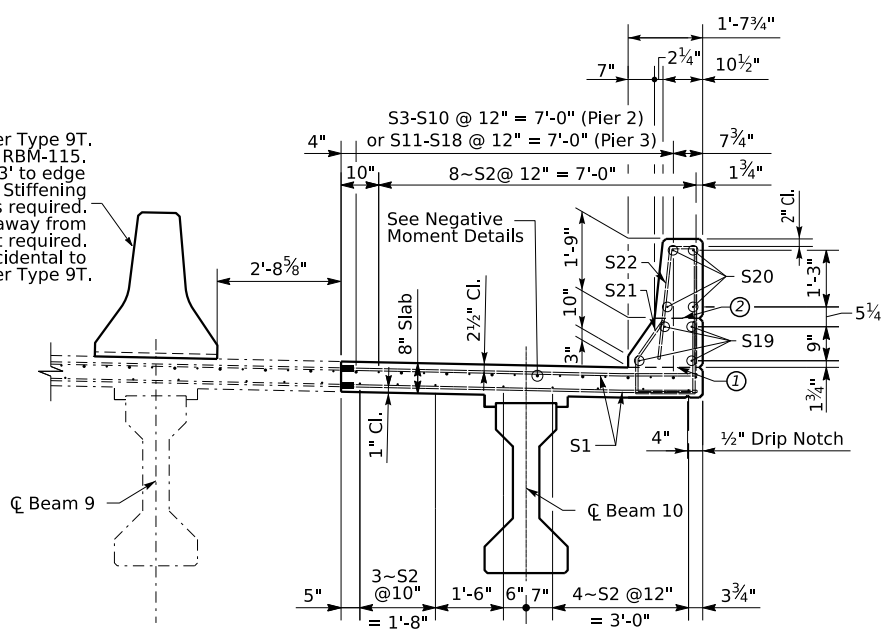


TYPICAL SECTION THRU INTERMEDIATE DIAPHRAGM ELEVATION



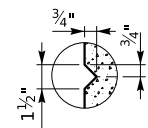
PLAN

Temporary Barrier Type 9T. Std. Dwg. RBM-115. If placed closer than 3' to edge of deck Box Beam Stiffening according to RBM-120 is required. Beam may be shifted away from cut edge so stiffening is not required. Stiffening, if required, is incidental to Temporary Barrier Type 9T.

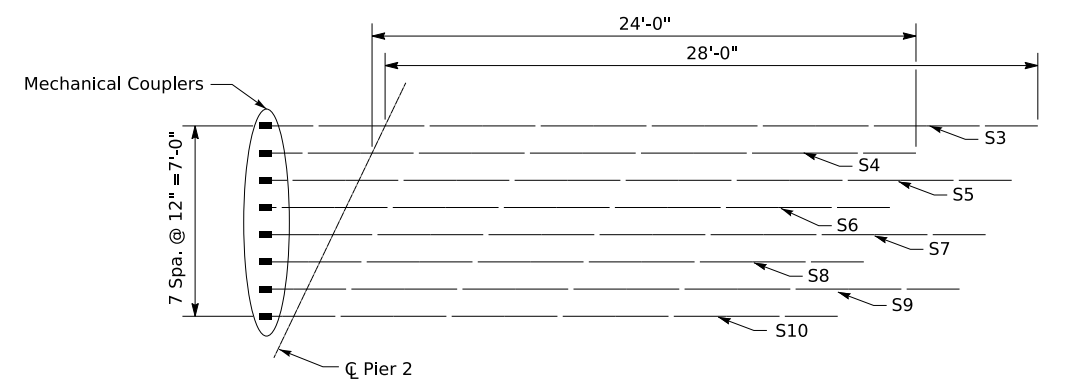


TYPICAL SECTION

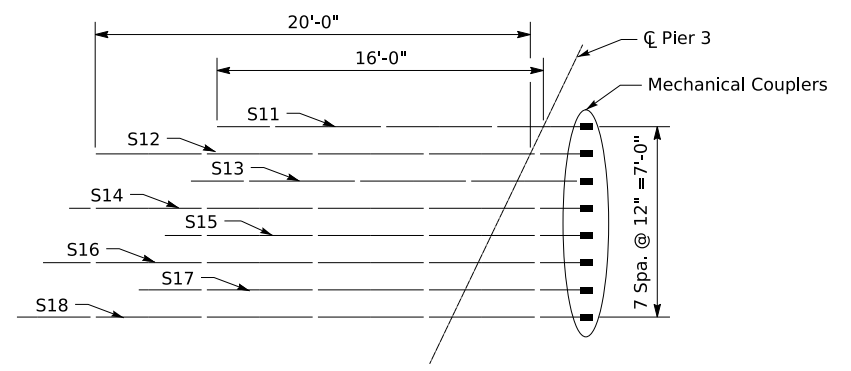
- ① Mandatory roughened construction joint. Concrete above this joint is to be placed after slab has been properly cured and included in the bid concrete and steel quantities on the title sheet.
- ② Permissible construction joint. "V-Groove" rustication joint is required if construction joint is used. 1/4" Open Joints are not required.



"V-GROOVE" RUSTICATION



NEGATIVE MOMENT REINFORCEMENT LAYOUT @ PIER 2

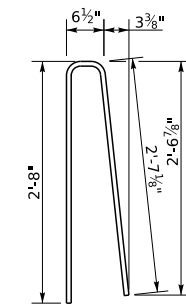


NEGATIVE MOMENT REINFORCEMENT LAYOUT @ PIER 3

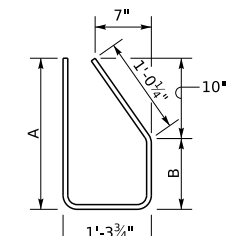
	REVISION	DATE	PREPARED BY	DATE: June 2024	CHECKED BY	PARTIAL SLAB REPLACEMENT	ROUTE	BRIDGE ID	COUNTY OF
			Division of Structural Design	DESIGNED BY: J. Van Zee	M. Bawithawng		KY 2698	030B00156N	DAVIESS
				DETAILED BY: M. Bawithawng	J. Van Zee	CROSSING	SHEET NO.	DRAWING NUMBER	
						US 60	S7	28915	

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A/E	B/F	C/G	D/H
S1e	Str.	384	5	7- 9	Top & Bot. of Slab				
S2e	Str.	32	5	45-10	Top and Bottom Slab				
S3e	Str.	1	7	32- 7	Negative Moment				
S4e	Str.	1	7	27- 9	Negative Moment				
S5e	Str.	1	7	31- 3	Negative Moment				
S6e	Str.	1	7	26- 9	Negative Moment				
S7e	Str.	1	7	30- 3	Negative Moment				
S8e	Str.	1	7	25-10	Negative Moment				
S9e	Str.	1	7	29- 4	Negative Moment				
S10e	Str.	1	7	24-10	Negative Moment				
S11e	Str.	1	7	17-10	Negative Moment				
S12e	Str.	1	7	22- 4	Negative Moment				
S13e	Str.	1	7	18-10	Negative Moment				
S14e	Str.	1	7	23- 4	Negative Moment				
S15e	Str.	1	7	19- 9	Negative Moment				
S16e	Str.	1	7	24- 3	Negative Moment				
S17e	Str.	1	7	20- 9	Negative Moment				
S18e	Str.	1	7	25- 3	Negative Moment				
S19e	Str.	8	5	45- 3	Bot. Barrier				
S20e	Str.	8	5	45- 3	Top of Barrier				
S21e	17	88	5	4- 8	Barrier	1- 8	0- 9/2		
S22e	16	88	5	5- 7	Barrier				



TYPE 16



TYPE 17

<p>COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS</p>	REVISION	DATE	PREPARED BY	DATE: June 2024	CHECKED BY	<p align="center">PARTIAL SLAB REPLACEMENT</p>	ROUTE	BRIDGE ID	COUNTY OF
			<p align="center">Division of Structural Design</p>	DESIGNED BY: J. Van Zee	M. BawiThawng		<p align="center">CROSSING US 60</p>	<p align="center">KY 2698</p>	<p align="center">030B00156N</p>
				DETAILED BY: M. BawiThawng	J. Van Zee			<p align="center">SHEET NO. S8</p>	<p align="center">DRAWING NUMBER 28915</p>

Strand Data with number indicated in rows														Concrete Stress (psi)	No. of S Bars	Hold-Down Capacity (lbs.)	Beam Data (measured along centerline)											Maximum Allowable Camber																			
Mark	Midspan (SECTION B-B)							End (SECTION A-A)									Total No.	f'ci	f'c	S1	Total No.	Dimensions											Appr. Weight														
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(1)	(2)						(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)		(14)	A	B	C	D	E	F	G	H	I	M			
B2	10	10	10	2											10	10	10	2											34	5000	6000	108	0	1	81'-3"	----	0	40	9"	17"	10	7 1/2"	11 1/4"			47,400	3 3/8"

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

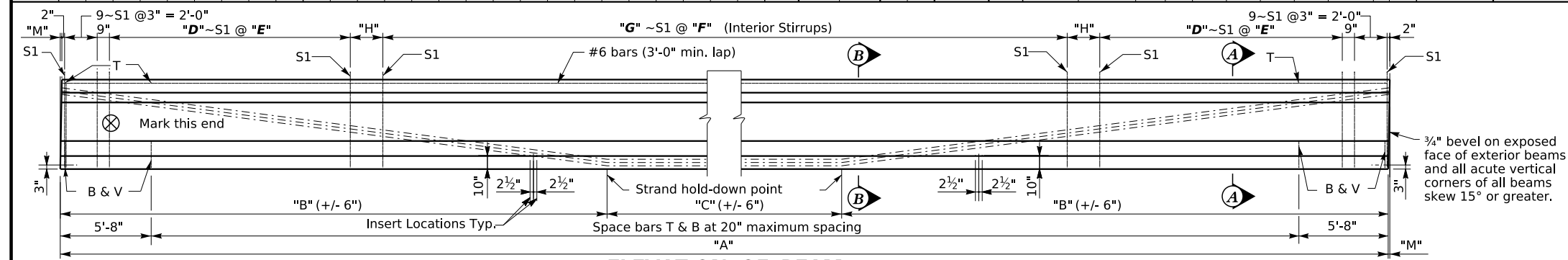
PRESTRESSING REINFORCEMENT: Ensure that strands are (.153 sq. in., 1/2" nominal diameter, uncoated seven-wire stress relieved, low-relaxation conforming to AASHTO M 203, Grade 270, (0.153 sq. in.)) Billing of the cost for redesign of beam and subsequent plan modifications will be made for any request of alternate strand type or arrangement. The designer of the original plan 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 30,980 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.

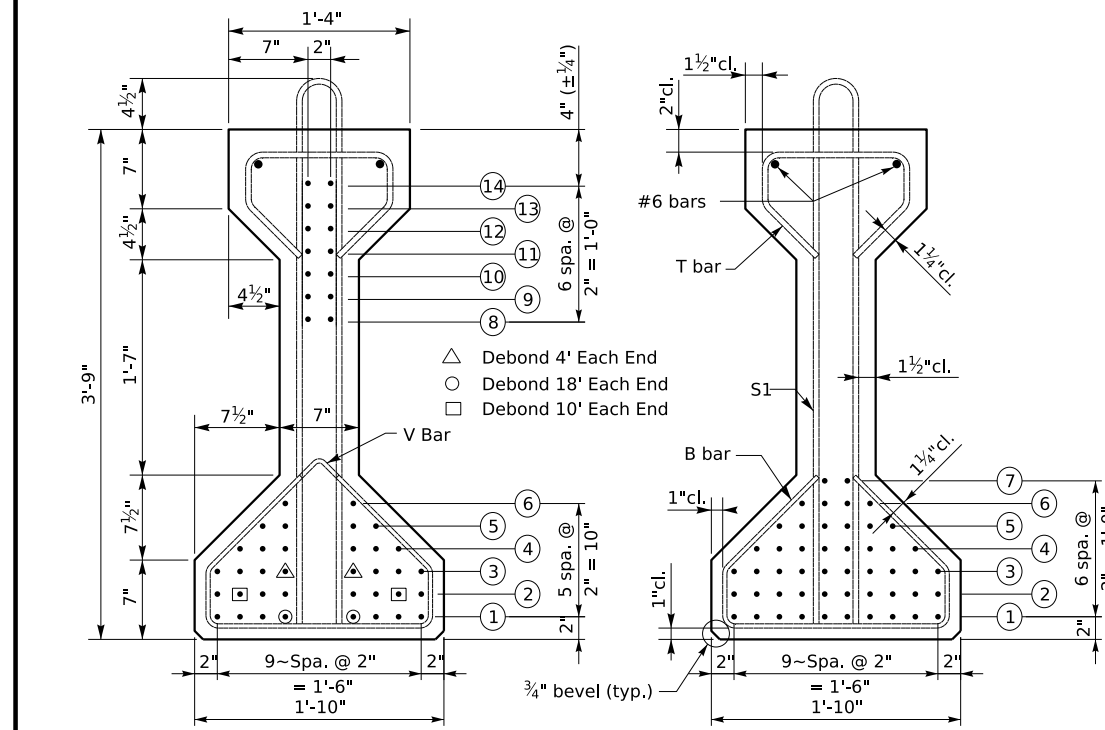
LIFTING DEVICES: Detail lifting devices on the shop plans. Loads are to be distributed equally to each device.

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

FABRICATION: 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. If the measured camber is greater than the "Maximum Allowable Camber" the contractor will be responsible for any necessary adjustments to assure a minimum slab thickness as shown in the plans. This work will be considered incidental to the completion of the structure and have the approval of the Engineer.

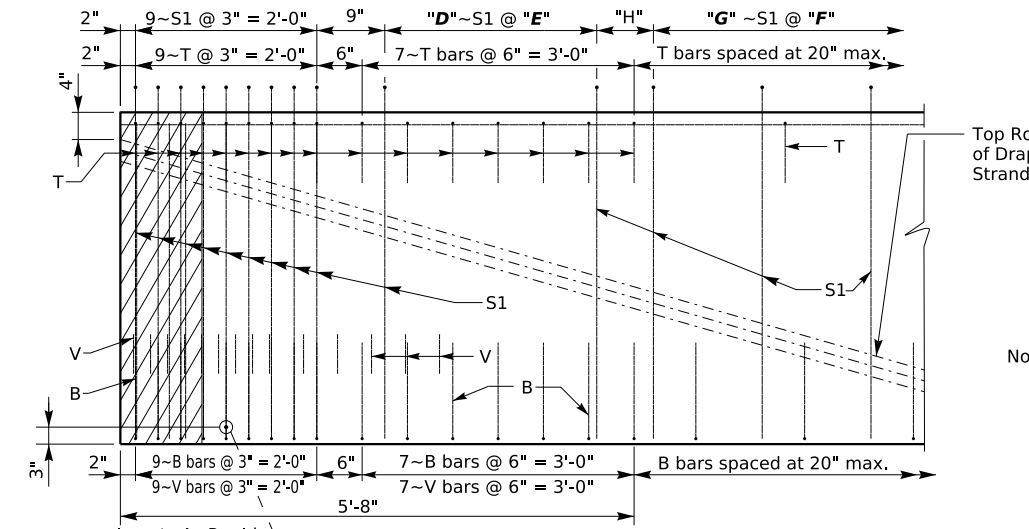
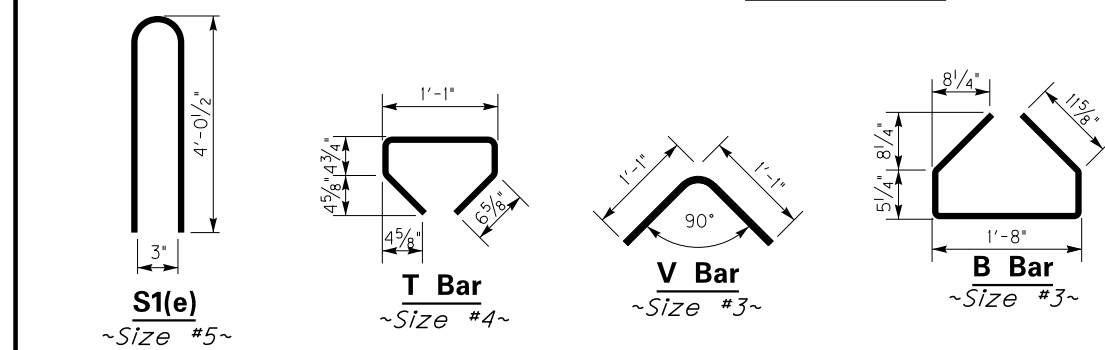


ELEVATION OF BEAM

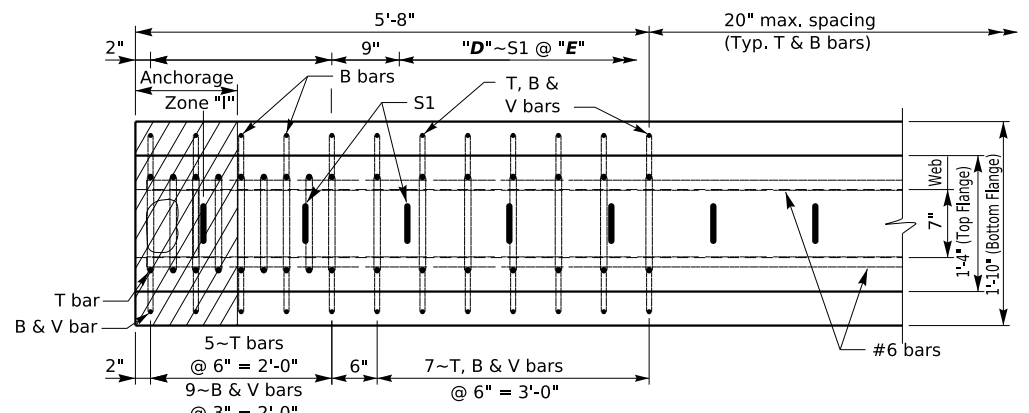


SECTION A-A

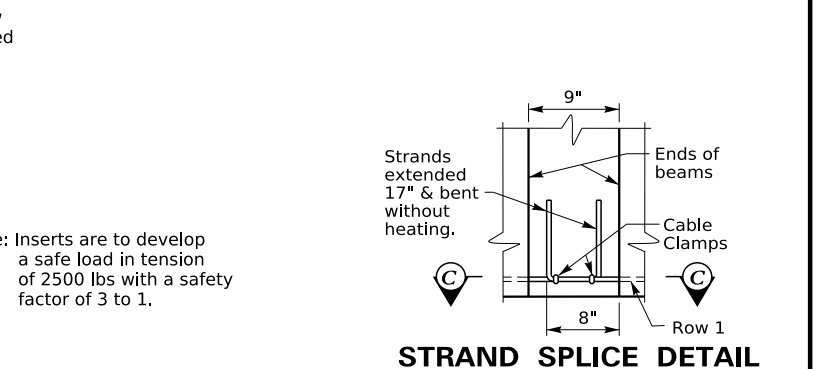
SECTION B-B



PARTIAL SECTION ON CENTERLINE

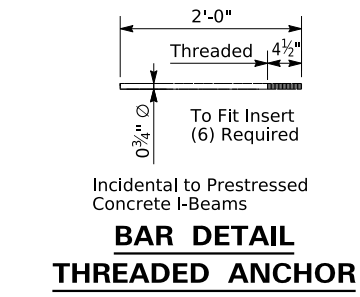


TYPICAL SQUARED END TREATMENT

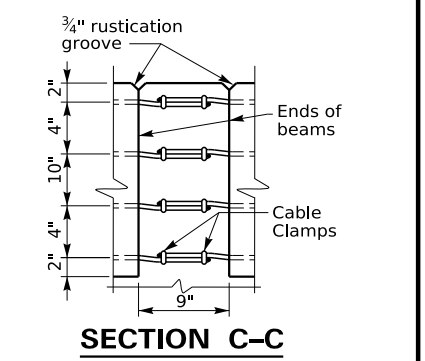


STRAND SPLICE DETAIL

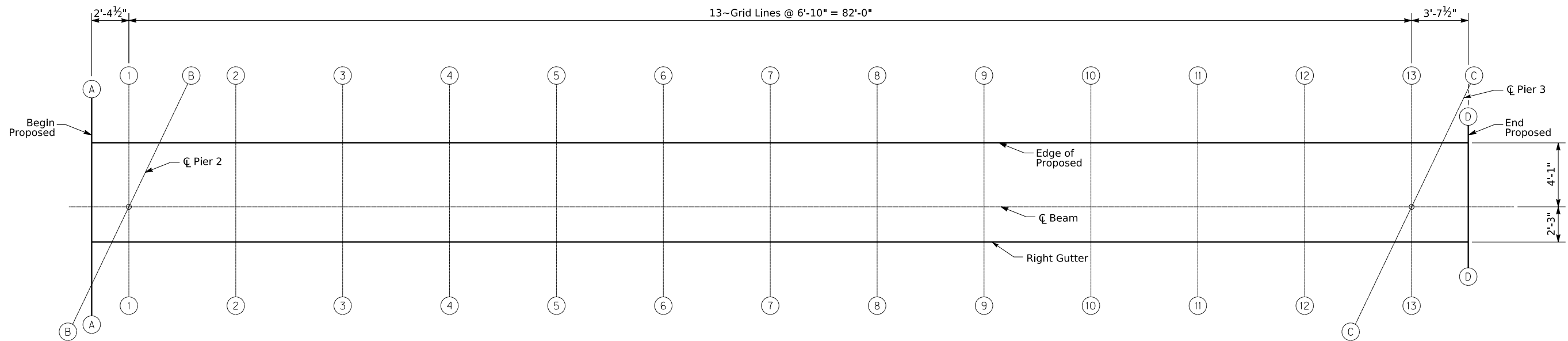
NOTE: Ensure #6 bars maintain a 1" clearance from each end of the beam.



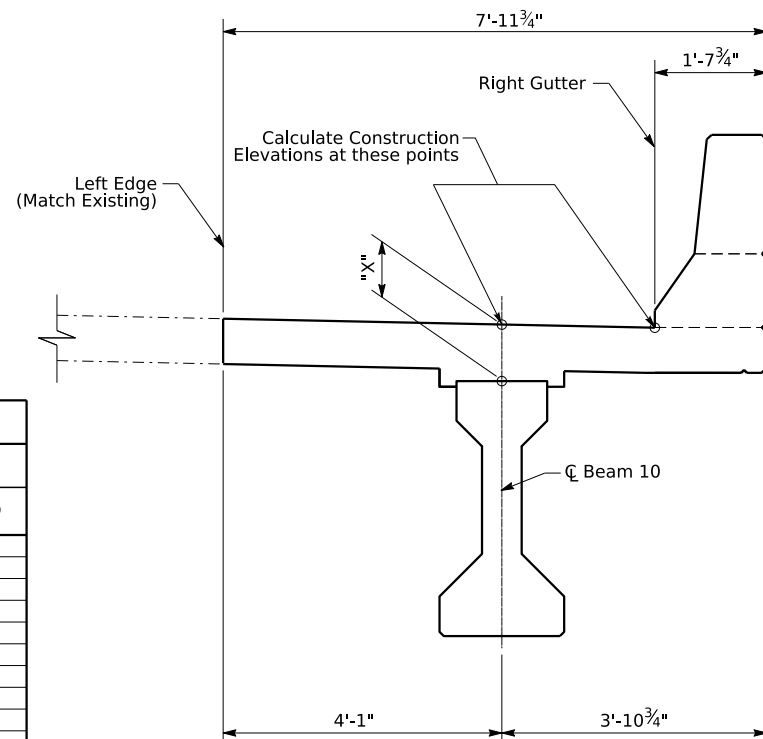
BAR DETAIL THREADED ANCHOR



SECTION C-C



GRID LAYOUT



TYPICAL SECTION

NOTES FOR CONSTRUCTION ELEVATIONS ON PRESTRESSED BEAM

Contractor shall calculate all construction elevations required on this structure in accordance with these notes and the table above. All costs for surveying and calculations shall be included in the lump sum price bid for Staking.

Prior to removing any concrete, contractor shall take shots and record elevations at top of existing deck at the Left Gutter and Beam 10 at the grid line locations and record in the Top Slab Surveyed El. (#1) columns in the table above. These shots must be done before any concrete is removed, with no equipment on the bridge, and no shoring under the beams.

After beam is erected, shots must be taken at the top of beam 10 at the grid line locations shown on the plan view. These shots must be recorded in the Top Beam Surveyed El. (#3) columns under Beam 10.

Read and record all elevations to three decimal places.

Calculate the Left Gutter Construction Elevation by taking the number recorded in column #1 and adding column #2. Record the result in column #3 of the Left Gutter.

Calculate the "X" dimensions over Beam 10 for setting the template over the beam by taking the surveyed elevation recorded in Column #1, add column #2, and subtract the surveyed top of beam elevation in column #3. Record the result in column #4. Measuring Dimension "X" over each beam gives the final check on beam tolerances for camber, beam damage, and errors in erection that produces reverse cambers, sags, and unsightly fascia beams. Set the template over the beams by measuring dimension "X" above the top of the beams for the top of the template. Do not set the template by elevations over the beams.

Under no circumstances should any temporary supports be supporting any portions of any girders when taking initial elevations, top of beam shots, or pouring the concrete deck.

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

CONSTRUCTION ELEVATIONS							
LOCATION	BEAM 10				RIGHT GUTTER		
	TOP SLAB SURVEYED EL. (1)	Deflection (ft) (2)	Surveyed Top of Beam El. (3)	"X" Dim. (1+2-3=4) (4)	TOP SLAB SURVEYED EL. (1)	Deflection (ft) (2)	Const. El. (1+2=3) (3)
Skew Line AA		0.000				0.000	
Skew Line BB		0.000				0.000	
Skew Line CC		0.000				0.000	
Skew Line DD		0.000				0.000	
Grid Line 01		0.000				0.000	
Grid Line 02		0.026				0.026	
Grid Line 03		0.050				0.050	
Grid Line 04		0.072				0.072	
Grid Line 05		0.089				0.089	
Grid Line 06		0.100				0.100	
Grid Line 07		0.104				0.104	
Grid Line 08		0.100				0.100	
Grid Line 09		0.089				0.089	
Grid Line 10		0.072				0.072	
Grid Line 11		0.050				0.050	
Grid Line 12		0.026				0.026	
Grid Line 13		0.000				0.000	

	REVISION	DATE	PREPARED BY	DATE: June 2024	CHECKED BY	CONSTRUCTION ELEVATION CROSSING US 60	ROUTE	BRIDGE ID	COUNTY OF
				Division of Structural Design	DESIGNED BY: J. Van Zee		M. Bawithawng	KY 2698	030B00156N
				DATE PLOTTED: 18-SEP-2024	FILE NAME: J:\District02\RS & M\Davies\030B00156N Impact beam replacement\28915.dgn			SHEET NO. S10	DRAWING NUMBER 28915