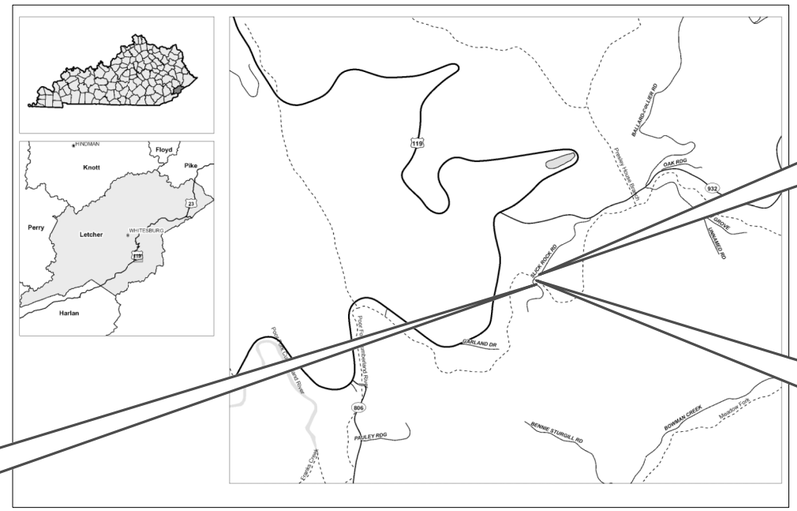
COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	R1

TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
LETCHER COUNTY
SLICK ROCK RD (CR 1517) OVER
POOR FORK CUMBERLAND RIVER
STA. 22+10.00



LOCATION MAP

STANDARD DRAWINGS

RBR-001-13	STEEL GUARDRAIL ("W" BEAM)
RBR-005-11	GUARDRAIL COMPONENTS
RBR-010-06	GUARDRAIL TERMINAL SECTIONS
RBR-060	DELINEATORS FOR AT NARROW SHOULDER BRIDGES
RPM-110-07	APPROACHES, ENTRANCES, AND MAILBOX TURNOUT
RDI-040-01	EROSION CONTROL BLANKET SLOPE INSTALLATION
RDX-210-03	TEMPORARY SILT FENCE
RDX-220-05	SILT TRAP TYPE A
RDX-225-01	SILT TRAP TYPE B
RDX-230-01	SILT TRAP TYPE C
RGS-001-07	CURVE WIDENING AND SUPERELEVATION TRANSITIONS
RGX-001-06	MISCELLANEOUS STANDARDS
RGX-010-04	TYPICAL EMBANKMENT FOUNDATION BENCHES
RGX-200-01	ONE POINT PROCTOR FAMILY OF CURVES

INDEX OF SHEETS

Sheet No.	Description
R1	TITLE & LOCATION MAP
R2	TYPICAL SECTION & LEGEND
R2A	RIGHT OF WAY SUMMARY & COORDINATE CONTROL
R3	PLAN & PROFILE SHEET
X1-X10	CROSS SECTIONS

SPECIAL NOTES

TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS
SEDIMENT PREVENTION AND EROSION CONTROL
CONTRACT COMPLETION DATE AND LIQUIDATED DAMAGES ON BRIDGE REPAIR CONTRACTS
TREE CLEARING RESTRICTIONS
ADDITIONAL ENVIRONMENTAL COMMITMENTS

SPECIAL PROVISIONS

SPECIFICATIONS

Standard Specifications For Road And Bridge Construction, Current Edition

Aashto Lrfd Bridge Construction Specifications With Current Interims.

REVISION	DATE

DESIGN CRITERIA

CLASS OF HIGHWAY RURAL LOCAL
TYPE OF TERRAIN
DESIGN SPEED
REQUIRED NPSD
REQUIRED PSD
LEVEL OF SERVICE
ADT PRESENT (-)
ADT FUTURE ( )
DHV
D %
T %

GEOGRAPHIC COORDINATES

LATITUDE 37 DEGREES 03 MINUTES 42 SECONDS NORTH
LONGITUDE 82 DEGREES 47 MINUTES 44 SECONDS WEST

DESIGNED

% RESTRICTED SD
LEVEL OF SERVICE
MAX. DISTANCE W/O PASSING

BEFORE YOU DIG

The contractor is instructed to call 1-800-752-6007 to reach KY 811, the one-call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 one-call Before-U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area.

REV. NO.	SHEETS REVISED	DATE

TABLE OF REVISIONS

PREPARED BY
AECOM

EXISTING BRIDGE ID 067C018

ROADWAY
SHEETS R1-X10

STATE OF KENTUCKY
DARRELL ANDREW SMITH
30964
LICENSED PROFESSIONAL ENGINEER

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
LETCHER

ITEM NO. 12-171.00
DRAWING NO. 28575
PROJECT NUMBER:
LETTING DATE:

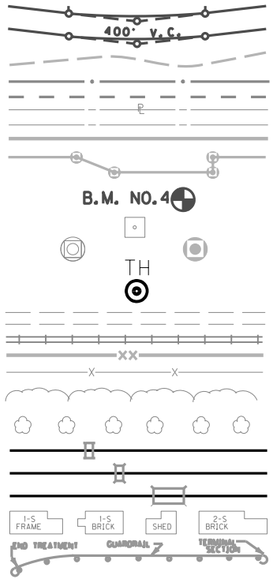
RECOMMENDED BY: _____ PROJECT MANAGER DATE:

PLAN APPROVED BY: _____ STATE HIGHWAY ENGINEER DATE:

FILE NAME: $DGNSPEC$
USER: $USER$ DATE PLOTTED: $DATE$ $TIME$
E-SHEET NAME:
MicroStation v8.11.9.919

CONVENTIONAL SIGNS

SURVEY LINE
GRADE LINE
GROUND LINE
COUNTY LINE
CORPORATE LIMITS
EXIST. PROPERTY LINE
EXIST. RIGHT OF WAY & PROPERTY LINE
PROPOSED RIGHT OF WAY
RIGHT OF WAY MONUMENT
BENCH MARK
EXISTING R/W MARKER
RIGHT OF WAY MONUMENT EXISTING/PROPOSED
UTILITY TEST HOLE
EXISTING ROAD
RAILROAD
FENCE (CONTROLLED ACCESS)
FENCE (EXCEPT STONE AND HEDGE)
TREE LINE
TREES
PIPE CULVERT
CULVERT
BRIDGE
BUILDINGS
GUARDRAIL

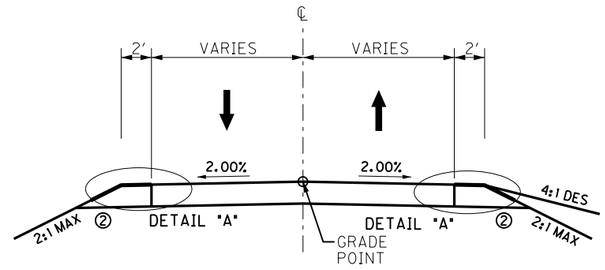


	EXISTING	PROPOSED
LIGHTING POLE		
POWER POLE		
JOINT POWER & TELEPHONE POLE		
TELEPHONE & TELEGRAPH POLE		
ANCHOR, POWER OR TELEPHONE		
STUB POWER		
STUB TELEPHONE		
WATER MAIN	WM	6" WM
GAS MAIN	GM	6" GM
TELEPHONE DUCT	T	T
ELECTRIC DUCT	E	E
DIRECT BURIAL TV CABLE	TV	TV
SANITARY SEWER (WITH MANHOLE)	SAN	SAN
STORM SEWER (WITH MANHOLE)	STORM	STORM
DIRECT BURIAL ELECTRIC CABLE	E	E
DIRECT BURIAL TELEPHONE CABLE	T	T
OVERHEAD WIRE		
TRAFFIC LIGHTS		
ELECTRIC MANHOLE	EMH	EMH
TELEPHONE MANHOLE	TMH	TMH

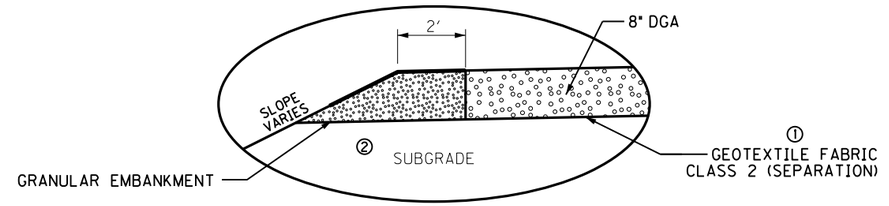
STONE FENCE
HEDGE FENCE
SWAMP OR MARSH
SPRINGS
SINKHOLE
QUARRY SITE
BLUE LINE STREAM
INTERMITTENT STREAM OR DITCH
LAKES OR PONDS
REGULATED FLOODWAY
NORTH POINT

FILE NAME: $DGNSPEC$
USER: $USER$ DATE PLOTTED: $DATE$ $TIME$
E-SHEET NAME:
MicroStation v8.11.9.919

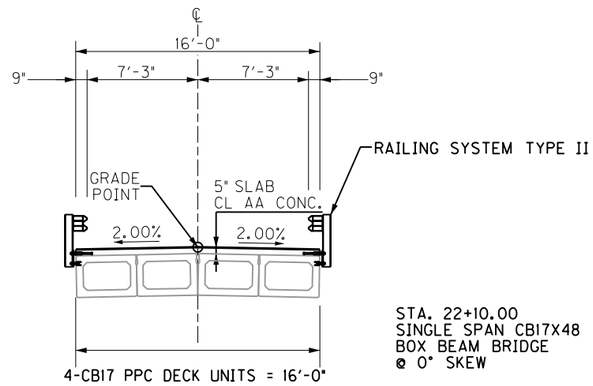
TYPICAL SECTIONS
SLICK ROCK ROAD



ROADWAY TYPICAL SECTION
SLICK ROCK ROAD



DETAIL "A"
FULL-DEPTH MAINLINE & SHOULDER PAVEMENT RECONSTRUCTION
NOT TO SCALE



STA. 22+10.00
SINGLE SPAN CB17X48
BOX BEAM BRIDGE
@ 0° SKEW

BRIDGE TYPICAL SECTION
SLICK ROCK ROAD

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	R2

FULL-DEPTH MAINLINE, SHOULDER & ENTRANCE PAVEMENT RECONSTRUCTION

TRAFFIC LANES, SHOULDERS AND ENTRANCES:
DENSE GRADED AGGREGATE 8" DEPTH

NOTES:

① GEOTEXTILE FABRIC CLASS 2 (SEPARATION) SHALL BE INCIDENTAL TO DGA.

② GRANULAR EMBANKMENT FOR NECESSARY WIDENING AT LOCATIONS AS APPROVED BY ENGINEER. MATERIAL NEEDED FOR SHOULDERS OUTSIDE OF PAVED AREA WILL BE MEASURED AND PAID AS GRANULAR EMBANKMENT.

GRANULAR EMBANKMENT SHALL BE USED FOR ROADWAY FILL MATERIAL. SLOPES SHALL BE CAPPED WITH A MINIMUM OF 6 INCHES OF TOPSOIL STRIPPED FROM THE PROJECT SITE DISTURB LIMITS. THIS APPLICATION SHALL BE INCIDENTAL TO THE PLACEMENT OF GRANULAR EMBANKMENT.

MAINTENANCE OF TRAFFIC NOTE:

THE CONTRACTOR IS TO MAINTAIN TRAFFIC ALONG SLICK ROCK ROAD AT ALL TIMES. THE EXISTING BRIDGE IS TO REMAIN OPEN UNTIL THE PROPOSED BRIDGE IS CONSTRUCTED AND TRAFFIC ROUTED TO THE NEWLY CONSTRUCTED BRIDGE ACCORDINGLY. THE SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS SHALL BE IMPLEMENTED.

ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES.

ALL FLAGPERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, FLASHERS, BARRICADES, AND VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE MUTCD, OR THE ENGINEER.

ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS, AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.

ALL TEMPORARY SIGNAGE SHALL BE INCIDENTAL TO BID ITEM "MAINTAIN AND CONTROL TRAFFIC"

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	PROJECT TOTAL
1987	DELINEATORS FOR FOR GUARDRAIL BI DIR.-WHITE	EACH	4
2200	ROADWAY EXCAVATION	CUYD	178
2223	GRANULAR EMBANKMENT	CUYD	105
2360	GUARDRAIL TERMINAL SECTION NO. 1	EACH	4
2545	CLEARING AND GRUBBING	LS	1
2568	MOBILIZATION	LS	1
2569	DEMOBILIZATION	LS	1
2650	MAINTAIN AND CONTROL TRAFFIC	LS	1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2
2726	STAKING	LS	1
2731	REMOVE STRUCTURE	LS	1
5985	SEEDING AND PROTECTION	SQYD	1567
21415ND	EROSION CONTROL	LS	1

PAVING SUMMARY

ITEM	DESCRIPTION	UNIT	TOTAL
1	DGA	TON	178

PREPARED BY
AECOM

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
TYPICAL SECTIONS & LEGEND

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	R2A

RIGHT OF WAY SUMMARY & COORDINATE CONTROL

PARCEL NO.	OWNER(S)	AREA OBTAINED BY	TOTAL AREA OF TRACT		PERMANENT R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED BY PROJECT		BUILDINGS ACQUIRED NUMBER				SOURCE OF TITLE	REMARKS
							PERMANENT	TEMPORARY	LEFT		RIGHT														
			ACRES	SQ. FT.	ACRES	SQ. FT.	SQ. FT.	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.		YES	NO	C	R	F	S		
1	COLLIER LLOYD METAL	B	7.00	304920	0.126	5494			6.87	299426					6.87	299426	1		X					DB 403 PG 274	

NOTE: PERMANENT R/W ACQUIRED + AREA SEVERED = TOTAL AREA OF TRACT

AREA OBTAINED BY
(A) - DEED
(B) - PVA
(C) - CALCULATED
(D) - PLAT

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERCIAL
R - RESIDENTIAL
F -FARM
S - STORAGE

PROJECT COORDINATES
Coordinates for horizontal control were obtained by redundant GPS observations using Trimble 12A GNSS receivers on the NAD83(2011) Kentucky State Plane Coordinate System (Single Zone), US Survey Feet utilizing the KYCORS RTN GPS Network on August 29, 2022. Coordinates shown are State Plane Coordinates, US Survey Feet. No project datum factor was calculated or used for this project.

BASIS OF ELEVATIONS
Elevations were established by redundant GPS observations using Trimble 12A GNSS receivers on the NAVD88 vertical datum, GEOID18 utilizing the KYCORS RTN Network on August 29, 2022 and were adjusted by a correctly weighted least squares adjustment.

Slick Rock Road Poor Fork Cumberland River
Bridge #067C018

COORDINATE CONTROL POINTS

POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
CP 101	IPC	3559724.444	5783291.456	1661.884	21+60.12	5.31' RT
CP 102	IPC	3559614.836	5783276.400	1662.041	22+75.57	5.85' RT

PREPARED BY
AECOM

SLICK ROCK ROAD (CR 1517) OVER
POOR FORK CUMBERLAND RIVER
R/W SUMMARY & COORDINATE CONTROL

MicroStation v8.11.9.919 | E-SHEET NAME: | USER: $USER$ DATE PLOTTED: $DATE$ $TIME$ | FILE NAME: $DGNSPEC$

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	R3

GRADE TO DRAIN
RECONSTRUCT
DRAINAGE DITCHES

COLLIER LLOYD METAL
DB 401 PG 568

SHED

I-S RES

20+00
N 3559846.8783
E 5783391.2765

EX DRAIN PIPE

℄ SLICK ROCK ROAD (CR 1517)

SLICK ROCK ROAD

EX R/W

PROP R/W

PC 20+76.39
N 3559779.9138
E 5783354.5275

PI 21+00.38
N 3559758.88
E 5783342.98

PRC 21+23.29
N 3559746.3197
E 5783322.4962

PT 21+78.18
N 3559705.6842
E 5783286.9387

S28°45'26"W

S28°02'57"W - 180.53'

BEGIN PROJECT &
BEGIN CONSTRUCTION
APPROX. STA. 20+30.00
N 3559820.58
E 5783376.84

PI STA 21+00.38
Δ= 29°51'34" RT
T= 24.00
L= 46.90
R= 90.00
E= 3.14

PI 21+51.62
N 3559731.63
E 5783298.31

PI STA 21+51.62
Δ= 34°56'34" RT
T= 28.33
L= 54.88
R= 90.00
E= 4.33

I-S MOBILE

MAGGARD JUNE LIFE ESTATE
DB 424 PG 521

MOBILE

CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES OR PROPERTY OWNERS FOR ANY UTILITIES, SERVICE LINES, OR PRIVATE LINES DURING CONSTRUCTION.

POOR FORK CUMBERLAND RIVER

SLICK ROCK ROAD

EX R/W

23+20
N 3559599.9975
E 5783317.3539

PC 22+34.82
N 3559653.8117
E 5783264.1965

PI STA 22+89.47
Δ= 11°55'36" RT
T= 3.13
L= 6.24
R= 30.00
E= 0.16

PC 22+86.34
N 3559616.7430
E 5783288.5886

PI 22+89.47
N 3559615.70
E 5783291.54

PI 22+92.58
N 3559614.0734
E 5783294.2216

PT 22+75.95
N 3559620.1920
E 5783278.7912

S23°40'26"W

PROP R/W

I-S RES

R 80'

R 10'

R 25'

R 40'

PI 22+61.76
N 3559653.38
E 5783253.76

PI STA 22+61.76
Δ= 94°16'49" RT
T= 26.94
L= 41.14
R= 25.00
E= 11.75

SERGENT OKLA & ALBERTA
DB 281 PG 442

END PROJECT &
END CONSTRUCTION
APPROX. STA. 23+15.52
N 3559602.15
E 5783313.82

REMOVE EXISTING STRUCTURE
RT STA. 22+13, 1 LS

CONSTRUCT ENTRANCE (MATCH MAINLINE DEPTH)
APPROX. STA. 22+52 RT ~14 FT WIDE, 87 SY DOA

ALL MATERIAL THAT WAS PLACED OR THAT HAD FALLEN INTO THE STREAM SHALL BE REMOVED BY THE CONTRACTOR AT THE END OF THE PROJECT AND THE STREAM SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITION.

REASONABLE MEANS OF INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL PROPERTIES WITHIN THE PROJECT LIMITS. ACCESS TO FIRE HYDRANTS MUST ALSO BE MAINTAINED AT ALL TIMES.

0' 20' 40' 80'

SCALE: 1"=20'

DATUM

1670 1668 1666 1664 1662 1660 1658 1656 1654

L = 80.00 FT
G1 = -5.45%
G2 = 6.00%
E = 1.15 FT
K = 6.98
SSD = 66.47 FT

PVI 20+70.00
Elev 1664.43

PVI 20+50.00
Elev 1665.10

-3.33%

PVRC 2+080.00
Elev 1663.89

PVC 20+60.00
Elev 1664.77

L = 20.00 FT
G1 = -3.33%
G2 = -5.45%
E = -0.05 FT
K = 9.43
SSD = 518.72 FT

LO 21+18.10
Elev 1662.85

PVI 21+20.00
Elev 1661.71

6.00%

PVC 21+62.50
Elev 1664.26

PVI 21+60.00
Elev 1664.11

PVI 21+75.00
Elev 1665.01

HI 21+85.58
Elev 1664.95

PVT 21+87.50
Elev 1664.94

L = 25.00 FT
G1 = 6.00%
G2 = -0.50%
E = -0.20 FT
K = 3.85
SSD = 178.52 FT

-0.50%

PVC 22+37.50
Elev 1664.69

L = 25.00 FT
G1 = -0.50%
G2 = -6.50%
E = -0.19 FT
K = 4.17
SSD = 192.36 FT

PVI 22+50.00
Elev 1664.63

PVT 22+62.50
Elev 1663.82

-6.50%

PVC 22+82.50
Elev 1661.87

L = 25.00 FT
G1 = -6.50%
G2 = 1.00%
E = 0.23 FT
K = 3.33
SSD = 51.09 FT

LO 23+14.17
Elev 1661.16

PVT 23+17.50
Elev 1661.18

1.00%

PVI 23+19.66
Elev 1661.20

PVI 23+05.00
Elev 1661.05

BEGIN PROJECT &
BEGIN CONSTRUCTION
APPROX. STA. 20+30.00

END PROJECT &
END CONSTRUCTION
APPROX. STA. 23+15.52

NOTE: PROPOSED BRIDGE IS GRAPHICAL REPRESENTATION ONLY AND FOR INFORMATIONAL PURPOSES ONLY. SEE STRUCTURE SHEETS FOR FURTHER INFORMATION.

1667.1 1666.0 1665.1 1665.10 1663.8 1664.15 1662.3 1663.08 1661.3 1662.88 1661.1 1663.58 1662.0 1664.80 1656.6 1664.88 1657.0 1664.76 1661.6 1664.44 1661.8 1663.01 1660.9 1661.46

20+00 21+00 22+00 23+00 24+00

SCALE: 1" = 20' HORIZONTAL
1" = 2' VERTICAL

PREPARED BY
AECOM

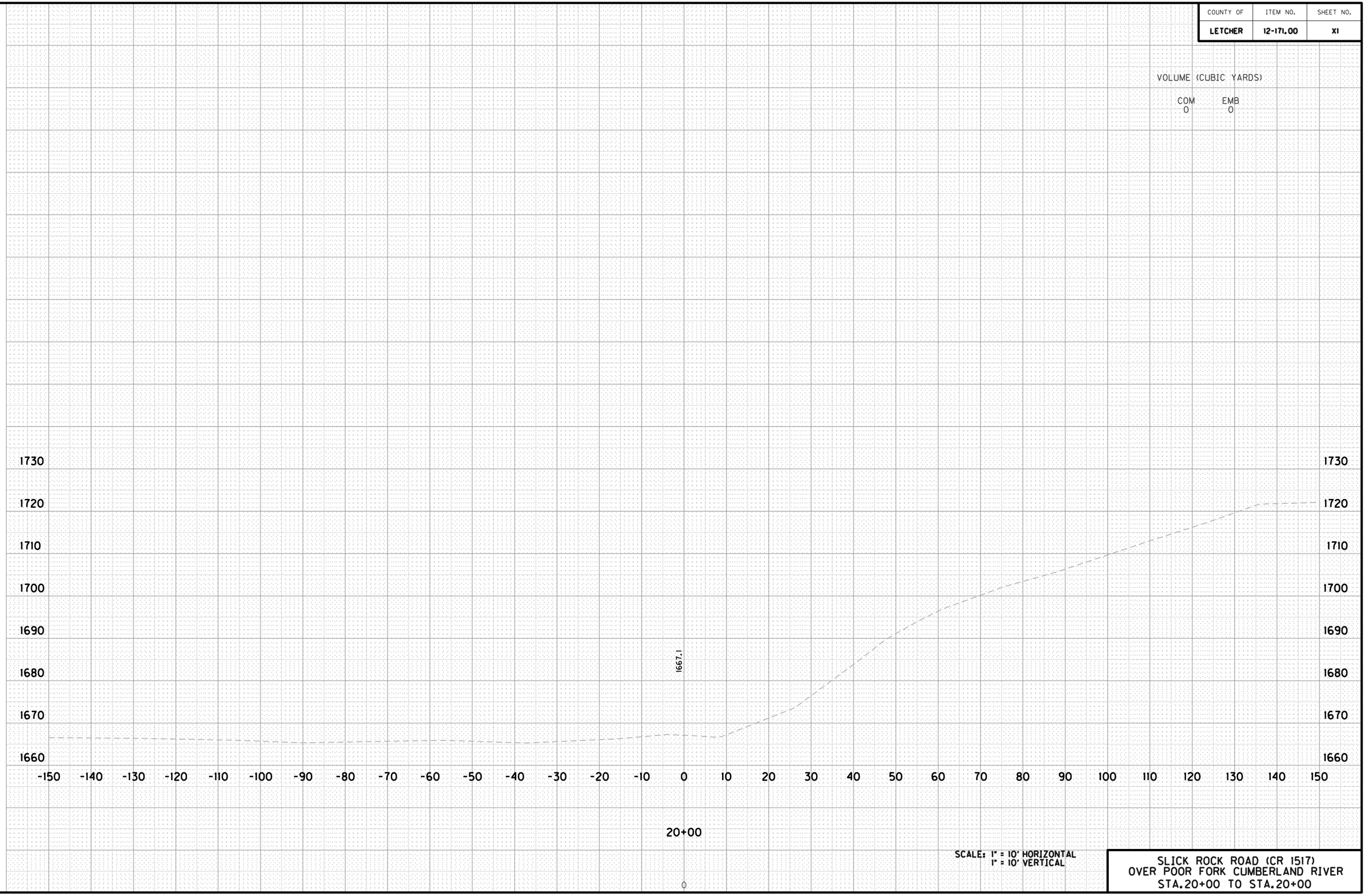
SLICK ROCK ROAD (CR 1517) OVER
POOR FORK CUMBERLAND RIVER
PLAN AND PROFILE SHEET

FILE NAME: DGN
USER: $USER$ DATE PLOTTED: $DATE$ $TIME$
E-SHEET NAME:
MicroStation v8.11.9.919

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X1

VOLUME (CUBIC YARDS)

COM	EMB
0	0



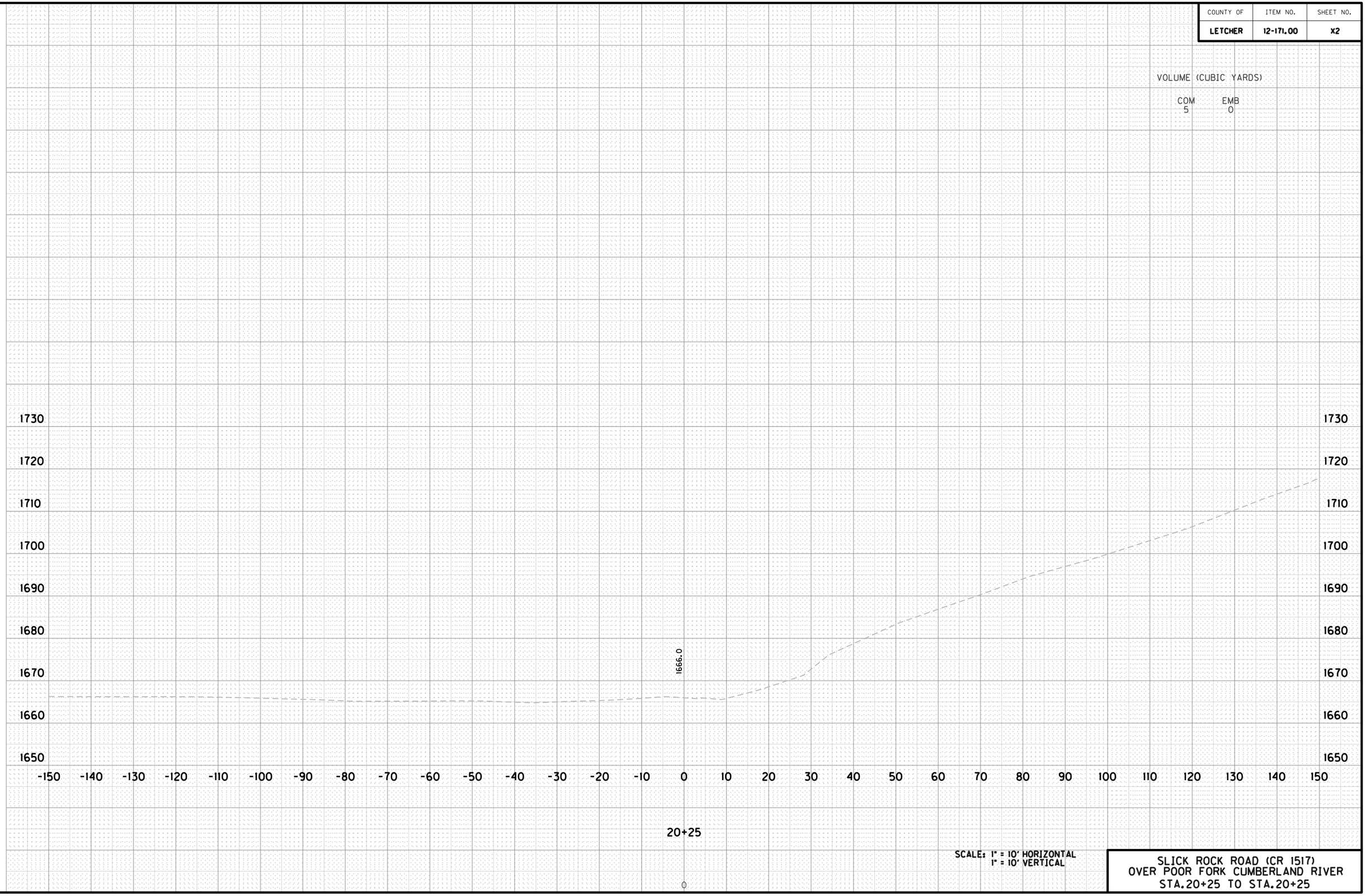
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.20+00 TO STA.20+00

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X2

VOLUME (CUBIC YARDS)

COM	EMB
5	0



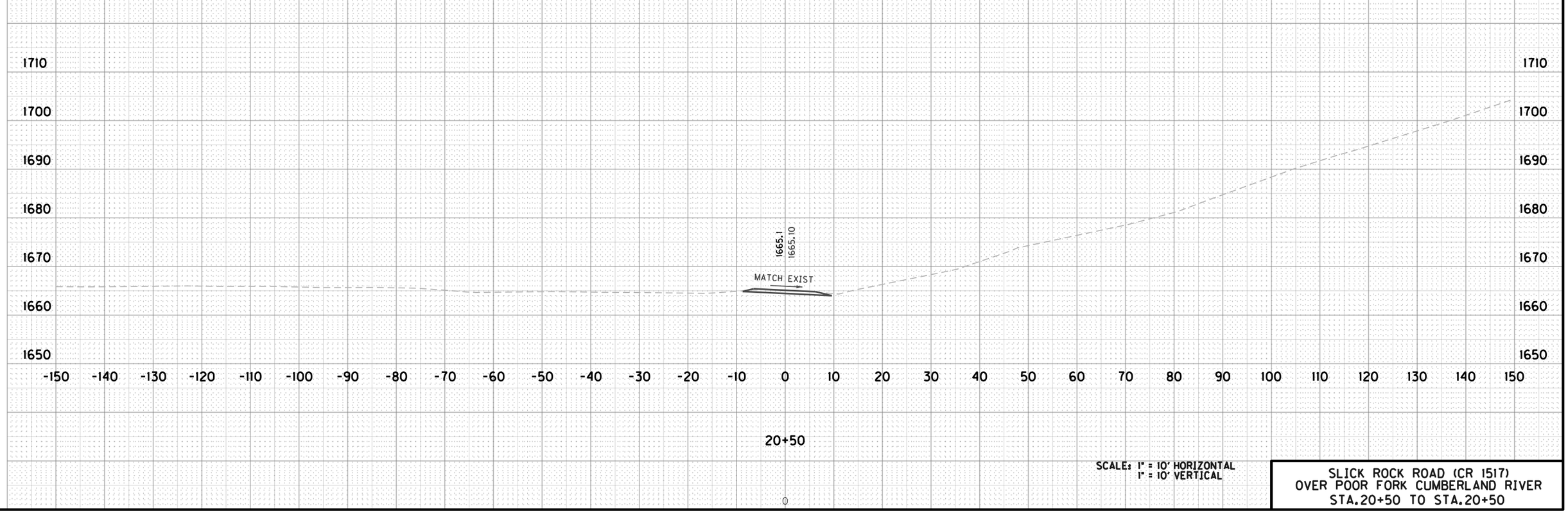
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.20+25 TO STA.20+25

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X3

VOLUME (CUBIC YARDS)

COM	EMB
8	0



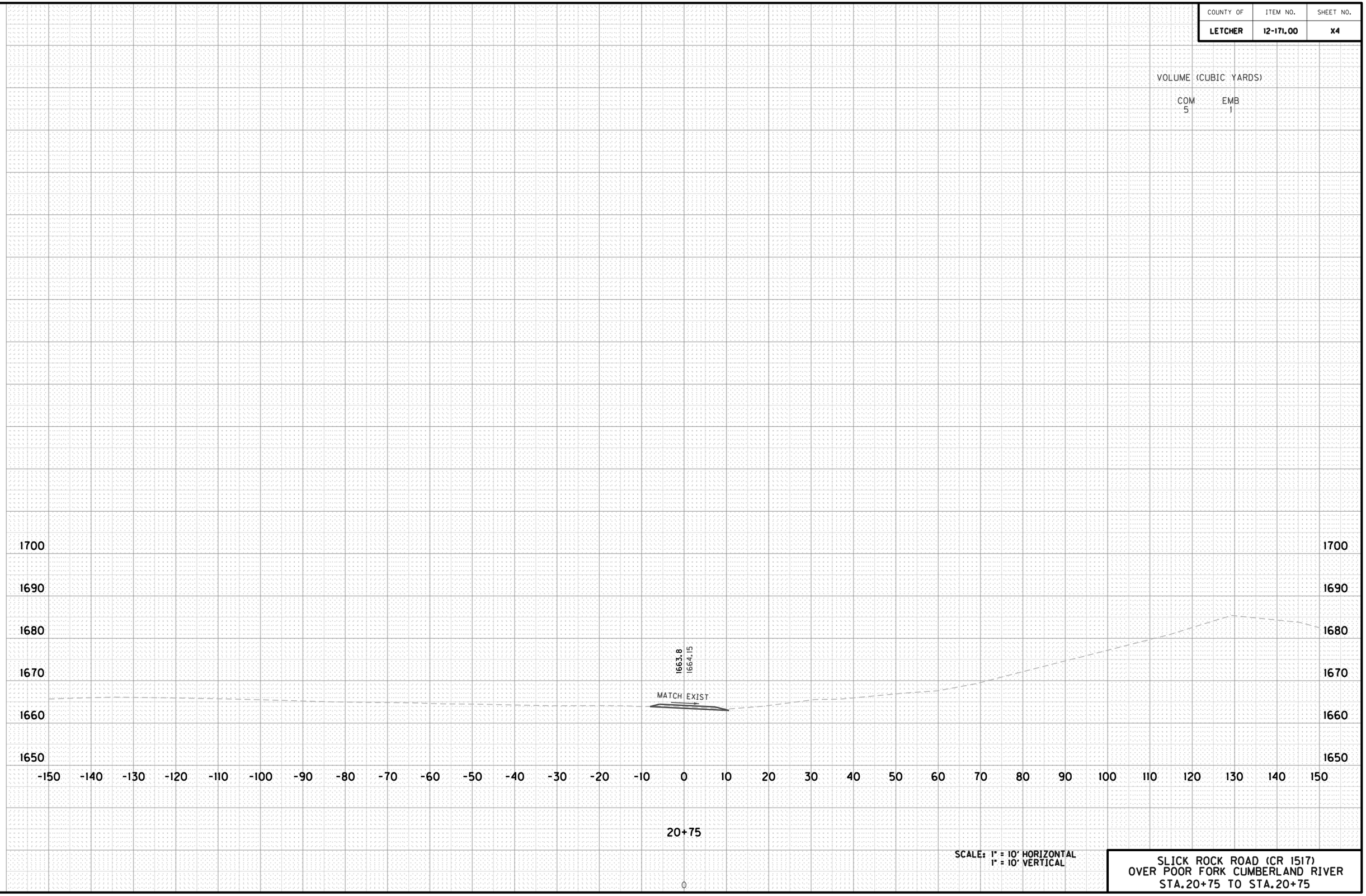
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.20+50 TO STA.20+50

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X4

VOLUME (CUBIC YARDS)

COM	EMB
5	1



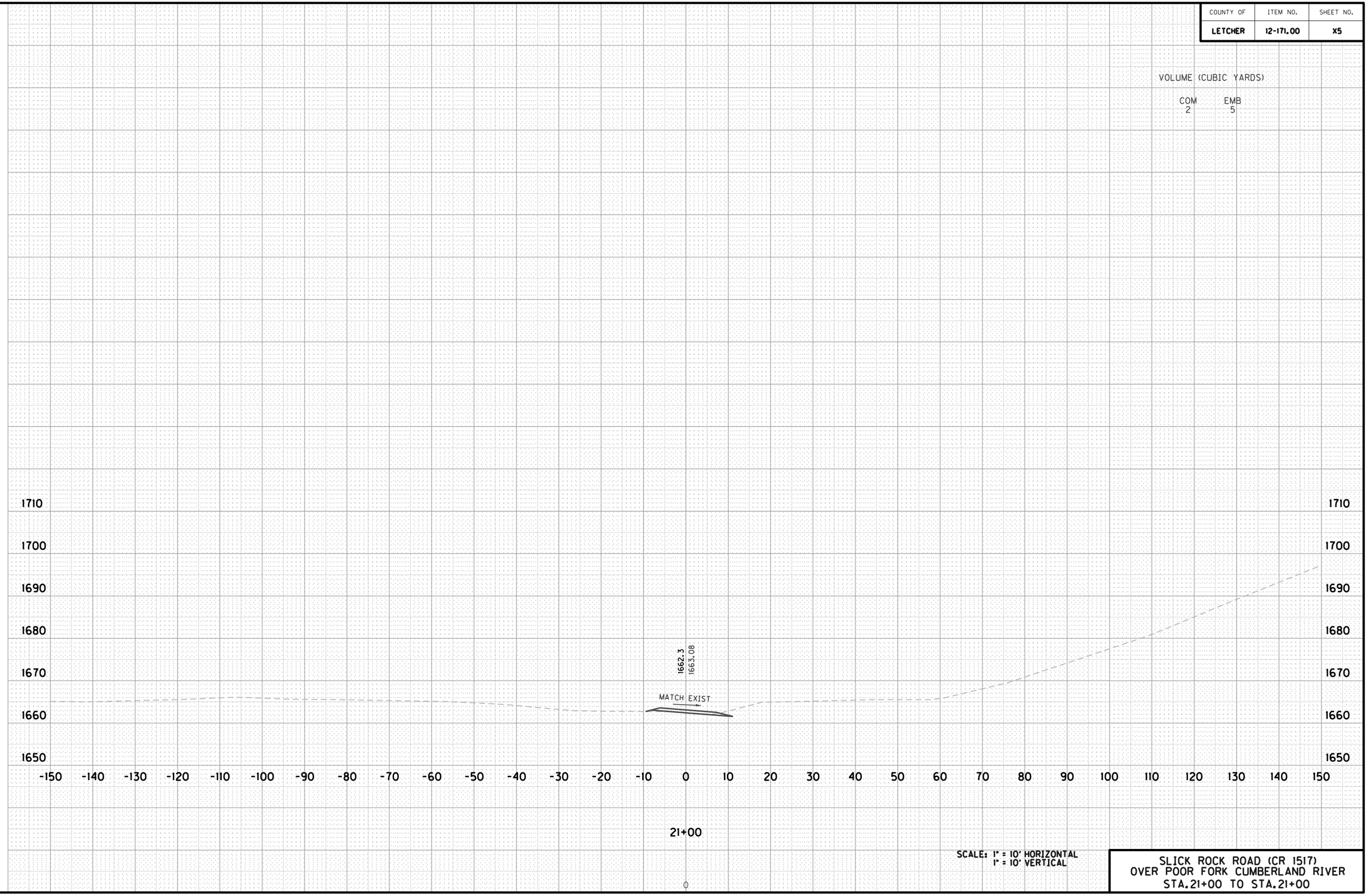
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.20+75 TO STA.20+75

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X5

VOLUME (CUBIC YARDS)

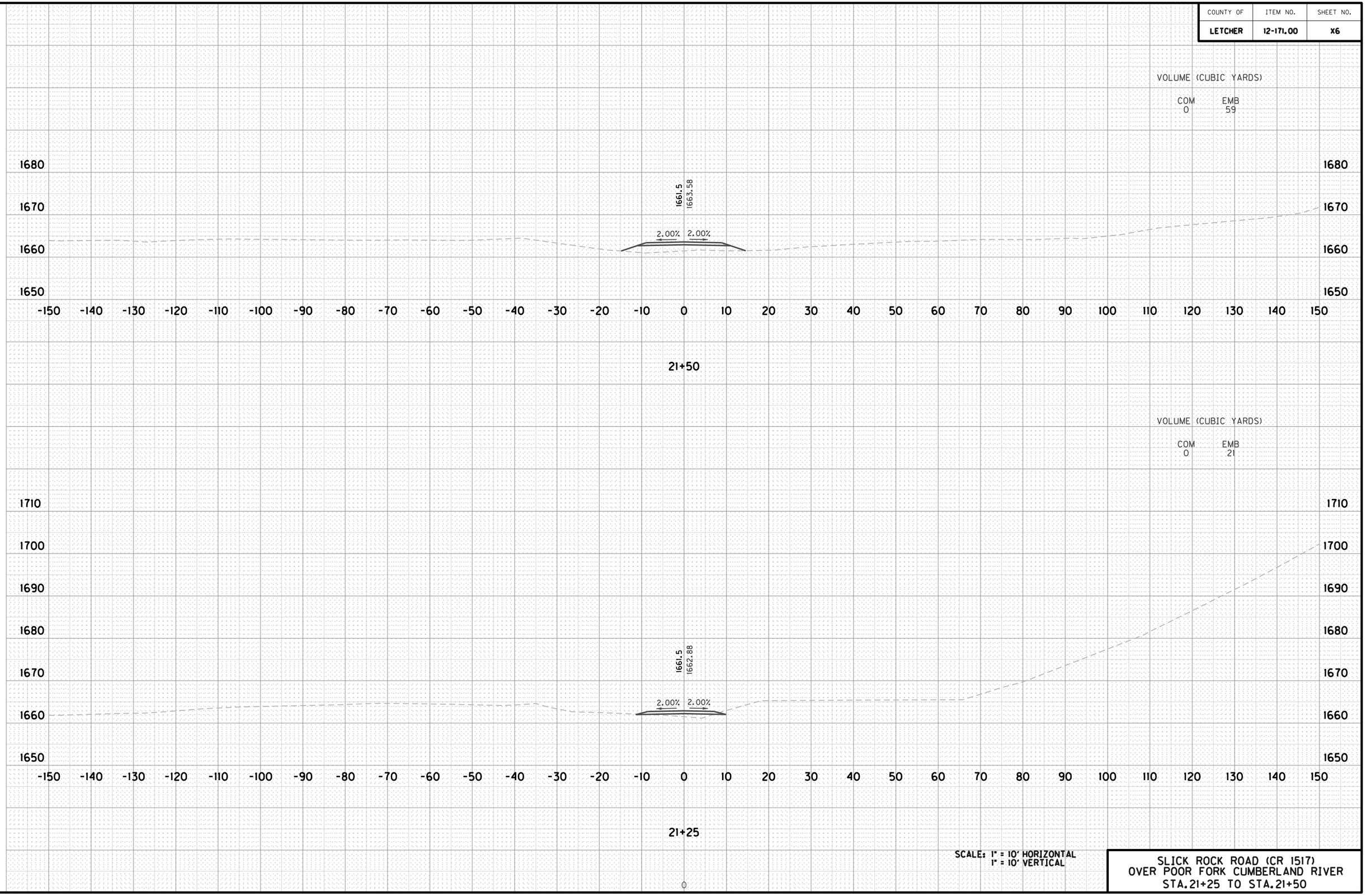
COM	EMB
2	5



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

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.21+00 TO STA.21+00

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X6



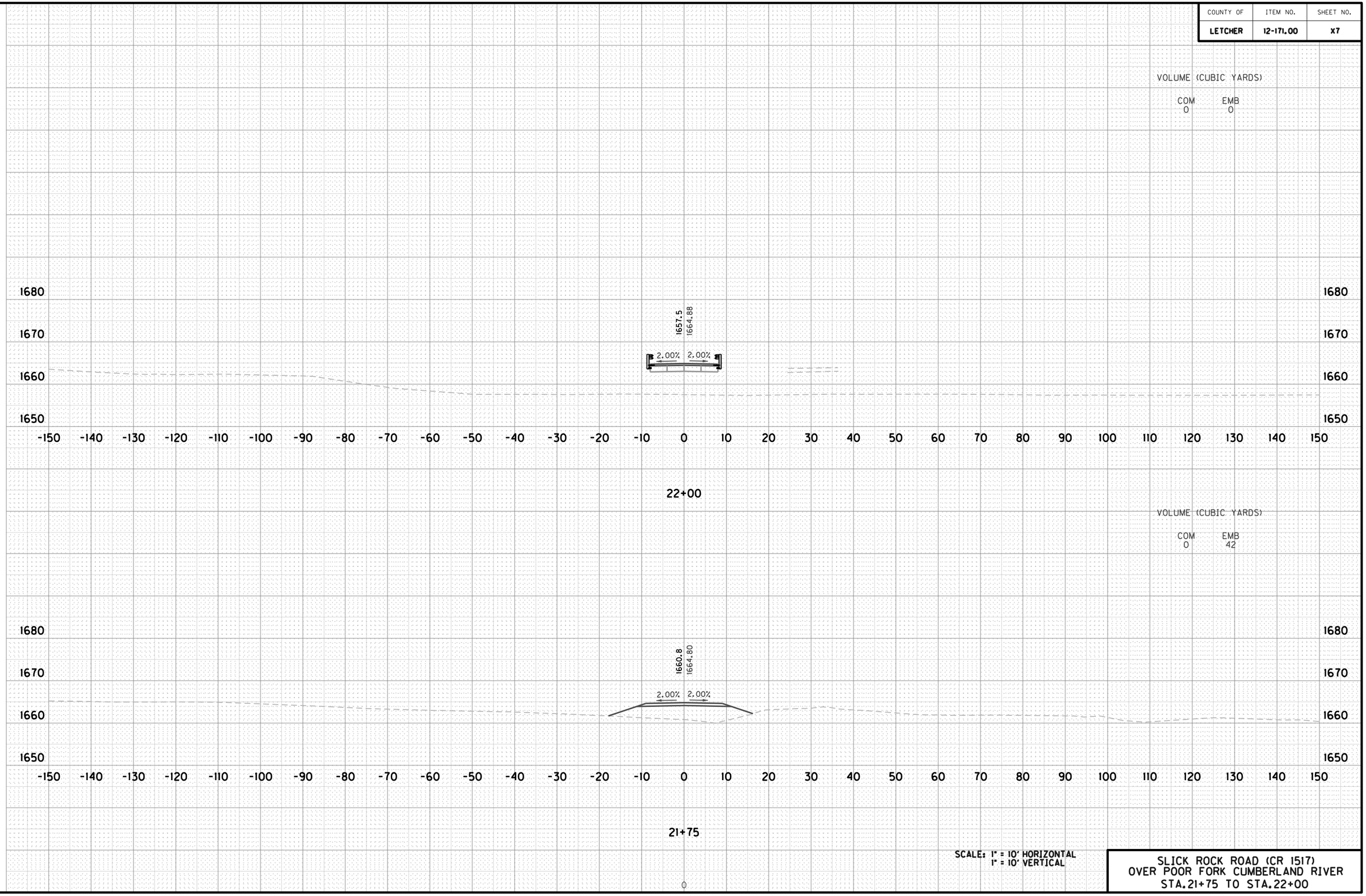
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.21+25 TO STA.21+50

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X7

VOLUME (CUBIC YARDS)

COM	EMB
0	0



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

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.21+75 TO STA.22+00

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X8

VOLUME (CUBIC YARDS)

COM	EMB
0	38

1660.7
1664.44
2.00% 2.00%

1680
1670
1660
1650

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

22+50

VOLUME (CUBIC YARDS)

COM	EMB
0	34

1657.5
1664.76
2.00% 2.00%

1680
1670
1660
1650

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

22+25

0

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

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.22+25 TO STA.22+50

FILE NAME: C:\PWWORKING\USKY\DMS05375\X1.DGN
USER: ****
DATE PLOTTED: May 8, 2023
E-SHEET NAME:
MicroStation v8.11.9.919

COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X9

VOLUME (CUBIC YARDS)

COM	EMB
4	0

1661.0
1661.46
2.00% 2.00%

1680
1670
1660
1650

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

23+00

VOLUME (CUBIC YARDS)

COM	EMB
4	4

1662.0
1663.01
2.00% 2.00%

1680
1670
1660
1650

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

22+75

0

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

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.22+75 TO STA.23+00

FILE NAME: C:\PWWORKING\USKY\DMS05375\X1.DGN
USER: ****
DATE PLOTTED: May 8, 2023
E-SHEET NAME:
MicroStation v8.11.9.919

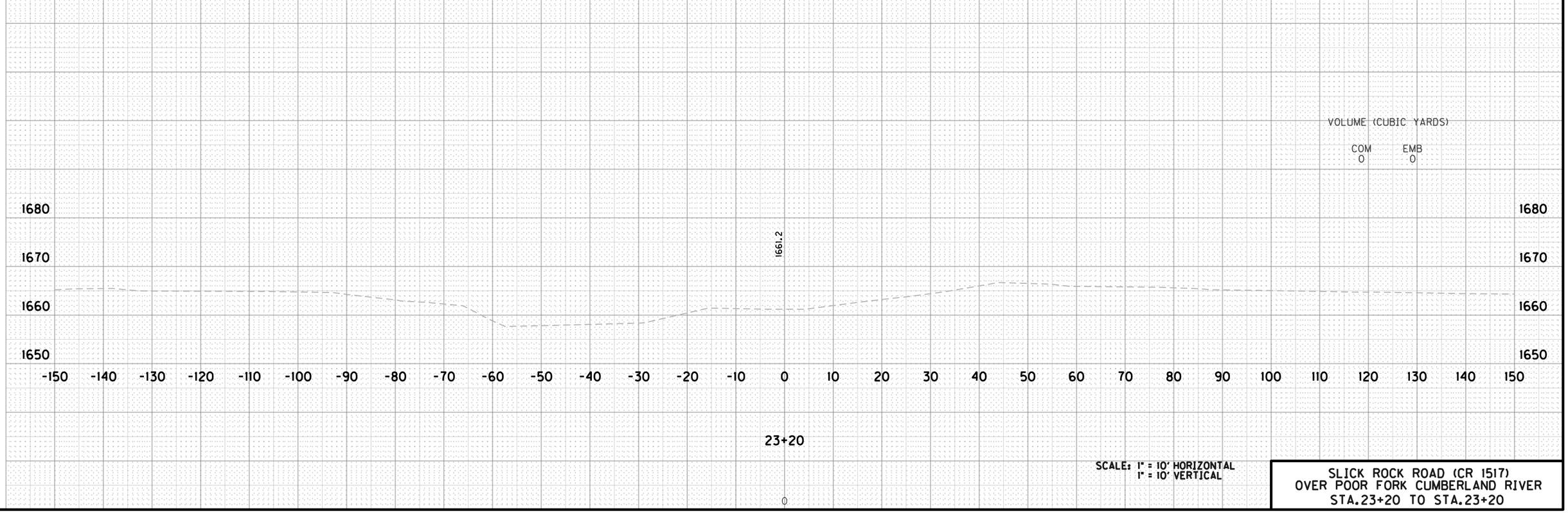
COUNTY OF	ITEM NO.	SHEET NO.
LETCHER	12-171.00	X10

VOLUME (CUBIC YARDS)

	COM	EMB
PROJECT TOTAL	27	205

VOLUME (CUBIC YARDS)

COM	EMB
0	0



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

SLICK ROCK ROAD (CR 1517)
OVER POOR FORK CUMBERLAND RIVER
STA.23+20 TO STA.23+20

FILE NAME: C:\PWWORKING\USKY\DMS05375\X1.DGN
USER: ****
DATE PLOTTED: May 8, 2023
E-SHEET NAME:
MicroStation v8.11.9.919

LETTING DATE

CONSTRUCTION PROJECT NO.

TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

LETCHER COUNTY
CR 1517 (SLICK ROCK ROAD)
OVER POOR FORK CUMBERLAND RIVER
STA. 22+11.82

ESTIMATE OF QUANTITIES

	BID ITEM CODE	02568	08100	08104	08151	08019	02360	08662	08003	03299	23378EC	08046	08039	02565	08801
	BID ITEM	Mobilization - For Concrete Sealing	Concrete Class "A"	Concrete Class "AA"	Steel Reinforcement, Epoxy Coated	Cyclopean Stone Rip Rap	Guardrail Terminal Section No 1	Precast PC Box Beam CB17-48	Foundation Preparation	Armored Edge for Concrete	Concrete Sealing	PILES-STEEL HP12X53	PRE-DRILLING FOR PILES	Object Marker Type II	Guardrail-Steel W Beams - S Face BR
	UNIT		C.Y.	C.Y.	LBS.	Tons	Each	L.F.	L.S.	L.F.	S.F.	L.F.	L.F.	Each	L.F.
Substructure	End Bent 1		18	5	2000	125					245	61	45		
Substructure	End Bent 2		18	5	2000	105					245	61	45		
	Superstructure			16	1700		4	190		32	1050			4	95
	BRIDGE TOTALS	1	36	26	5700	230	4	190	1	32	1540	122	90	4	95

INDEX OF SHEETS

SPECIAL NOTES

Sealing Bridge Decks

Pile Strike Alternate

SPECIAL PROVISIONS

69 Embankment at Bridge End Bent Structures

STANDARD DRAWINGS

BDP-001-06	Box Beam General Notes and References
BDP-002-03	Box Beam Bearing Details
BDP-003-03	Box Beam Miscellaneous Details
BDP-004-04	Box Beam Tension Rod Details
BDP-005-06	Railing System Type II
BPD-007-05	Box Beam B17 & CB17 Details
BGX-006-10	Stencils for Structures
BGX-022	Joint Waterproofing
BJE-001-14	Armored Edges
BPS-003-09	HP12x53 Steel Pile
RBR-001-13	Steel Guardrail ("W" Beam)
RBR-005-11	Guardrail Components
RBR-010-06	Guardrail Terminal Sections
RBR-055-01	Delineators for Guardrail
RBR-060	Delineators at Narrow Shoulder Bridges
RGX-100-07	Treatment of Embankments at End Bents
RGX-105-09	Treatment of Embankments at End Bents - Details

STATE OF KENTUCKY
JIAXING ZHOU
35391
LICENSED PROFESSIONAL ENGINEER

Jiaxing Zhou

Digitally signed by Jiaxing Zhou
DN: cn=Jiaxing Zhou, c=US, email=jiaxing.zhou@aecom.com
Date: 2024.02.08 15:27:42 -05'00'

SPECIFICATIONS

2019 Standard Specifications for Road and Bridge Construction.

8th Edition AASHTO LRFD Bridge Design Specifications (2017)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

REVISION	DATE

PREPARED BY
AECOM

DATE: 2/8/2024	CHECKED BY
DESIGNED BY: J. ZHOU	J. WHELAN
DETAILED BY: J. ZHOU	J. WHELAN

TITLE SHEET

CROSSING
POOR FORK CUMBERLAND RIVER

ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S01	28575

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 LRFD Bridge Construction Specifications, with Interims.

Design Load: This bridge is designed for KYHL-93 live load, (i.e. 1.25xAASHTO HL93 live load). This bridge is designed for a future wearing surface of 15 psf.

Design Method: All reinforced concrete members are designed to be equivalent or greater than the load and resistance factor design method as specified in the current AASHTO Specifications.

Materials Design Specifications:

For Class "A" Reinforced Concrete	f'c = 3500 psi
For Class "AA" Reinforced Concrete	f'c = 4000 psi
For Steel Reinforcement	fy = 60000 psi

Material Specifications: AASHTO Specifications or ASTM, current edition, as designated below shall govern the materials furnished.

AASHTO M153 Premolded Cork Filler, Type II

AASHTO M-31 Deformed and Plain Billet-Steel for Concrete Reinforcement, Grade 60

Preformed Cork Expansion Joint Material: Preformed Cork Expansion Joint Material shall conform to subsection 807.04.02 (Type II) of the Kentucky Department of Highways Standard Specifications.

Concrete: Class "AA" Concrete is to be used throughout the superstructure and in the portions of the substructure above the tops of caps. Class "A" concrete is to be used in the substructure below the caps. Prestressed beam concrete shall be in accordance with the plans and Specifications.

Reinforcement: Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Clear distance to face of concrete is 2" unless otherwise noted. Spacing of bars is from center to center of bars. 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.

Construction Identification: The names of the Prime Contractor and any Subcontractor shall be imprinted in the concrete with one inch letters at a location designated by the Engineer. The Contractor shall furnish all Plans, equipment, and labor necessary to do the work for which no direct payment will be made. See Standard Drawing BGX-006, c.e.

Beveled Edges: All exposed edges shall be beveled ¾", unless otherwise shown.

Slope Protection: Slope Protection at abutments shall be dry cyclopean stone riprap in accordance with the plans and Specifications. Geotextile Fabric, Class I shall be placed between the embankment and the slope protection in accordance with Standard Specifications 214 and 843. Payment for Geotextile Fabric, Class I, shall be considered incidental to the unit price bid for Dry Cyclopean Stone Riprap.

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 and otherwise considered incidental to the Contract. 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.

Utilities: Before beginning work, locate all existing utilities. Consider location of utilities shown on the drawings to be approximate and for informational purposes only. The Department does not warrant the locations and assumes no responsibility for the accuracy or completeness. The Contractor must make his own determination. Except as shown on the Plans, work around and do not disturb existing utilities.

Shop Drawings: The fabricator shall submit all required shop plans, by email, to the design consulstant, for review. Designers will make review comments on these electronic submissions as needed and return them to the fabricator. Upon reconciliation of the designer's comments, files shall be returned to the designer. Each sheet will be electronically stamped by the designer and plans will be forwarded by email to the KYTC Division of Structural Design's shop plan coordinator for distribution. Only plans submitted directly to the shop plan coordinator will be distributed and only plans containing both the "Distributed by the Division of Structural Design" and the designer review stamp are to be used for fabrication.

Payment for Precast Concrete Beams: The basis of payment for the prestressed concrete beams shall be at the contract unit price per linear foot of beam in accordance with the Specifications.

Verifying Field Conditions: The contractor shall field verify all dimensions before ordering material. New material that is unsuitable because of variations in the existing structure shall be replaced at the contractor's expense.

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

Superstructure Slab: The superstructure slab shall be poured continuously from end to end of slab before the concrete is allowed to set.

Mastic Tape: Mastic Tape used to seal joints is to meet the requirements of ASTM C-877 Type I, II, or III. The joint is to be covered with 12" wide mastic tape. Prior to application, the joint surface shall be clean and free of dirt, debris, or deleterious material. Primer, if required by the tape manufacturer, shall be applied for a minimum width of 9" on each side of the joint.

Mastic Tape shall be either:

EZ-Wrap Rubber by Press-seal Casket Corporation,
Seal Wrap by Mar Mac Manufacturing Co. Inc.,
Cadilloc by The UP Rubber Co. Inc.
or approved equal.

Mastic Tape shall cover the joint continuously unless otherwise shown in the plans. Mastic Tape shall be spliced by lapping a minimum of 6" and in accordance with the manufacturer's recommendations with the overlap running downhill.

Additionally, The Contractor shall place Mastic Tape along vertical joints between the Concrete Box Beams. The vertical joints should be covered after the abutment seat interface, in the same manner as outlined above.

The cost of labor, materials, and incidental items for furnishing and installing Mastic Tape shall be considered incidental to the unit price bid for Concrete Class "AA" and no separate measurement of payment shall be made.

Temporary Supports: Temporary Supports or shoring will not be permitted under the beams when pouring the concrete deck slab or when taking "top of beam" elevations.

Armored Edge: Fabricate armored edge to match cross slope and parabolic crown at each end of bridge.

Foundation Preparation: Foundation Preparation shall be in accordance with Section 603 of the Specifications.

Foundation excavations should be properly braced/shored to provide adequate safety to persons working in or around excavations. Bracing should be performed in accordance with applicable federal, state and local guidelines.

Temporary shoring, sheeting, cofferdams, and/or dewatering methods may be required to facilitate foundation construction. It should be anticipated that groundwater will be encountered at foundation locations within the flood plain.

Temporary shoring, bracing, sheeting, cofferdams and dewatering shall be included in the lump sum bid for Foundation Preparation.

Structural Granular Backfill: The estimated quantity of Structure Granular Backfill is 130 c.y., and materials for Structure Granular Backfill shall be in accordance with Section 805 of the Specifications.

Contrary to the Specifications, Structure Granular Backfill will not be measured for payment but shall be included in the lump sum bid for Foundation Preparation.

Embankments: Construct the embankments in accordance with Special Provision 69.

Concrete Sealer: Apply concrete sealer in accordance with the Special Note Concrete Sealing.

Geotextile Fabric: Geotextile Fabric shall conform to the Standard Specifications. Geotextile Fabric Class I is to be placed between the embankment and slope protection at locations where Cyclopean Stone Rip-Rap is specified. Payment for fabric is to be incidental to the slope protection. Geotextile Fabric Class 2 is to be placed around the Structure Granular Backfill as shown on standard drawing RGX-105 and in accordance with Special Provision 69. Payment for fabric is to be incidental to the Structural Granular Backfill.

Piling: Piling shall be driven to practical refusal as defined on the pile record sheet.

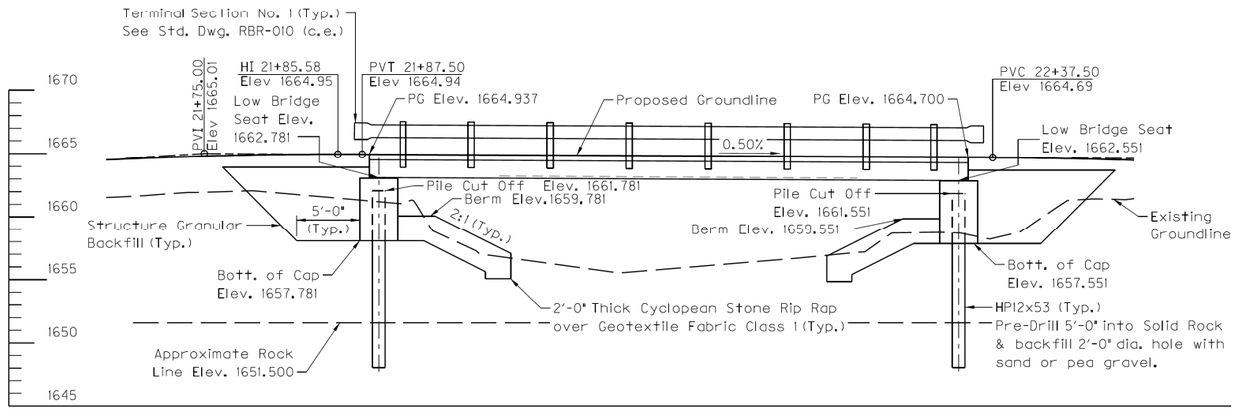
Test piles shall be driven where designated on the plans to determine the length of pile required.

All test piles shall be accurately located so that they may be used in the finished structure.

Contrary to the standard drawings for steel piling, mill test reports are not required to be notarized.

Pile Points: Provide pile points for all piles. Pile points shall be in accordance with Section 604 of the Specifications and of the type shown on the pile record sheet.

Pre-drilling Piles: Where pre-drilling is necessary for pile installation, holes shall be drilled into solid rock. Minimum distance between bottom of cap or pile bent and pile tip shall be 10'-0". Backfill the holes with sand or pea gravel after the pile is placed in the hole. A temporary casing may be required to prevent collapse of the hole. If used, remove the casing as the hole is backfilled. Drive piles to refusal after backfill operations are complete. Include the cost of all materials, labor, and equipment needed to pre-drill, backfill the holes, and drive the piles to refusal in the price per linear foot for "Pre-drilling for Piles".

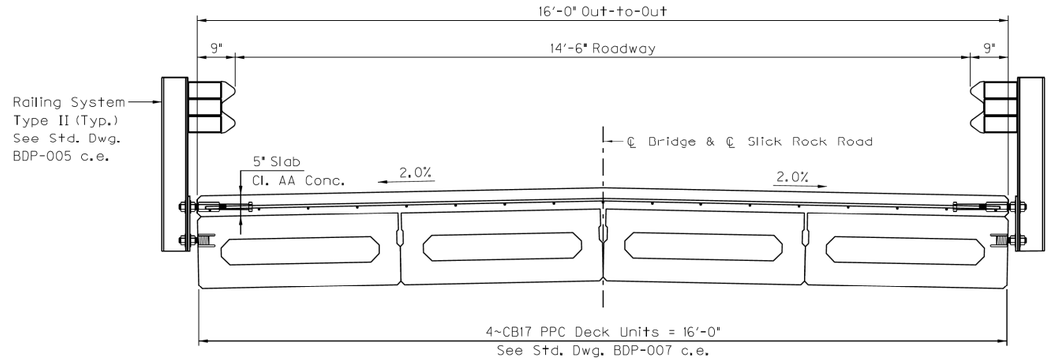


END BENT 1
FIX

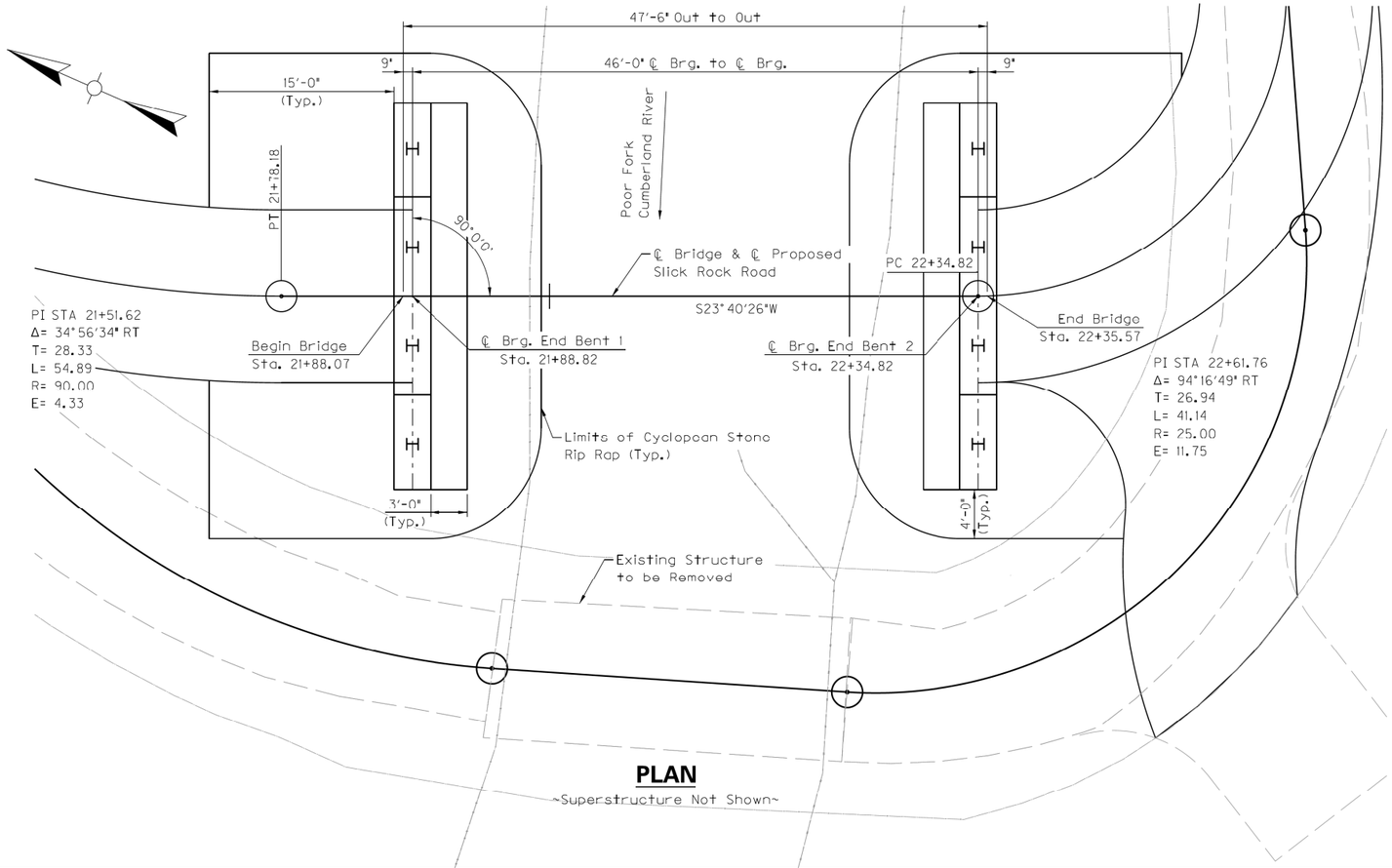
END BENT 2
FIX

ELEVATION

46'-0" Simple Span ~ CB17x48 Box Beams
HL93x125% Live Load ~ 14'-6" Roadway Width ~ 0° Skew ~ 2:1 Fill Slopes

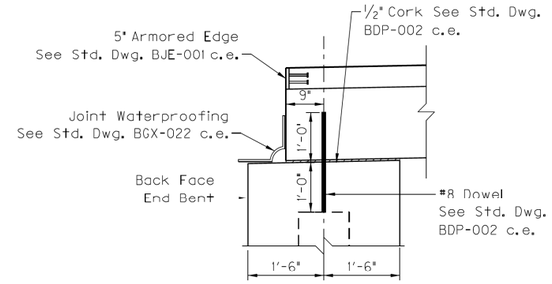


TYPICAL SECTION

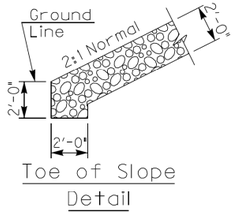


PLAN

~Superstructure Not Shown~



BEAM END DETAIL



Toe of Slope
Detail

NOTE:

Place Object Marker Type 2 at all four corners. See Std. Dwg. RBR-060 c.e. for details.

Existing Bridge ID. : 067C018

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET

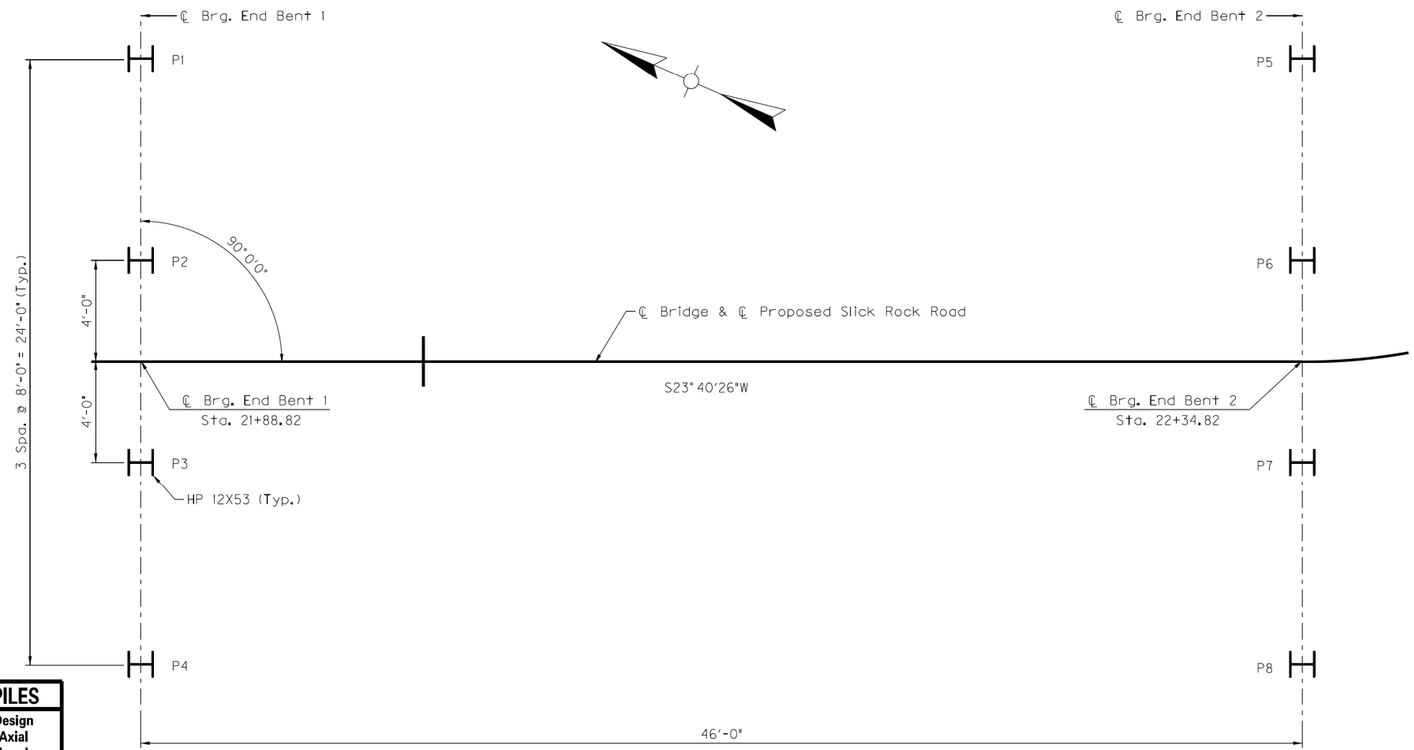
REVISION	DATE

PREPARED BY
AECOM

DATE: 9/16/2022	CHECKED BY
DESIGNED BY: J. ZHOU	J. WHELAN
DETAILED BY: J. ZHOU	J. WHELAN

LAYOUT
CROSSING
POOR FORK CUMBERLAND RIVER

ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S03	28575



FOUNDATION LAYOUT

PILE RECORD FOR POINT BEARING PILES				
Pile No.	Pile Cut-off Elevation	Pile Length In Place	Point of Pile Elevation As Driven	Design Axial Load
	FEET	FEET	FEET	TONS
1	1661.78!			79
2	1661.78!			79
3	1661.78!			79
4	1661.78!			79
5	1661.55!			79
6	1661.55!			79
7	1661.55!			79
8	1661.55!			79
9				
10				

Definitions of Terms

PILE CUT-OFF ELEVATION: Elevation of the top of pile in the finished structure.

PILE LENGTH IN PLACE: Actual pile length below the Pile Cut-Off Elevation in the finished structure.

POINT OF PILE ELEVATION AS DRIVEN: Actual point of pile elevation in the finished structure.

DESIGN AXIAL LOAD: Load carried by each pile as estimated from structural design calculations for Factored LRFD Loadings.

CALCULATED FIELD BEARING: Contrary to Section 604.03.07 of the Standard Specifications, in place bearing values are not required for piles bearing on rock when driven to practical refusal.

Driving Criteria

DRIVING CRITERIA: Drive point bearing piles to practical refusal.

PRACTICAL REFUSAL (Case 2): For this project minimum blow requirements are reached after total penetration becomes ½" or less for 10 consecutive blows, practical refusal is obtained after the pile is struck an additional 10 blows with total penetration of ½" or less. Advance the production piling to the driving resistances specified above and to depths determined by test pile(s) and subsurface data sheet(s). Immediately cease driving operations if the pile visibly yields or becomes damaged during driving. If hard driving is encountered because of dense strata or an obstruction, such as a boulder before the pile is advanced to the depth anticipated, the Engineer will determine if more blows than the average driving resistance specified for practical refusal is required to further advance the pile. Drive additional production and test piles if directed by the Engineer.

Field Data

For each pile, the Project Engineer shall record the following on this sheet: Pile Length in Place and Point of Pile Elevation as Driven.

Submit this record to:

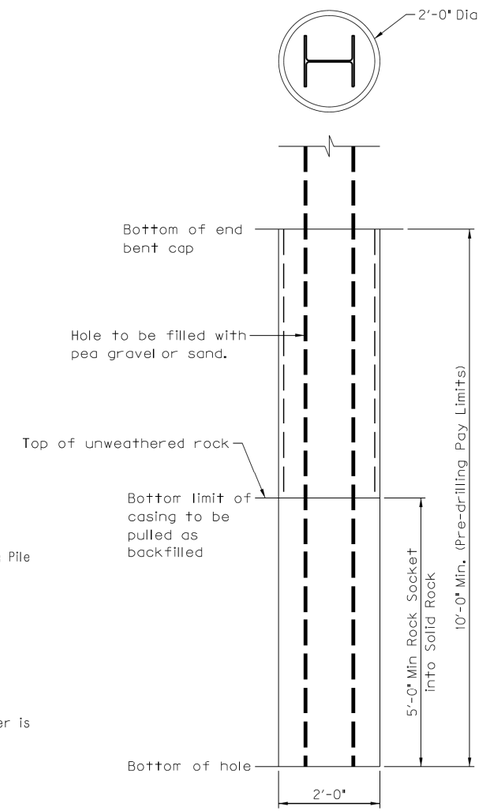
Kentucky Transportation Cabinet
Director, Division of Structural Design
3rd Floor East
200 Mero Street
Frankfort, KY 40622

This pile record does not replace other pile records the Project Engineer is required to keep and submit.

Use HP 12x53 in accordance with BPS-003, c.e.

Notes

1. A diesel pile driving hammer with a rated energy between 13 foot-kips and 27 foot-kips will be required to drive 12x53 steel H-piles to practical refusal without encountering excessive blow counts or damaging the piles. The Contractor shall submit the proposed pile driving system to the Engineer for approval prior to the installation of the first pile. Approval of the pile driving system by the Engineer will be subject to satisfactory field performance of the pile driving procedures.
2. If hard driving is encountered because of dense strata or an obstruction, such as a boulder before the pile is advanced to the depth anticipated, the Engineer will determine if more blows than the average driving resistance specified for practical refusal is required to further advance the pile. Drive additional production and test piles if directed by the Engineer.
3. The installation of the pile foundations should conform to current AASHTO LRFD Bridge Design Specifications, and Section 604 of the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction.
4. Temporary casing will be required to prevent the collapse of the hole pre-drilled for the H-pile. The holes shall be backfilled with sand or pea gravel once the pile is in place. The casing shall be removed, as the hole is being backfilled. Piles shall then be driven to refusal. Include the cost of all materials, labor, and equipment needed to pre-drill, backfill the holes, and drive the piles to refusal in the price per linear foot for Pre-drilling Piles.
5. As an alternate to striking the pile once placed inside the pre-drilled holes, the Contractor may include shear resisting devices on the piles. See the Special Note for Pile Strike Alternate for details.



PRE-DRILLING DETAIL

Note: Maintain 5'-0" min. rock rocket into solid unweathered bedrock, and 10'-0" min. pile length below bottom of end bent cap.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET

REVISION	DATE

PREPARED BY
AECOM

DATE: 2/8/2024	CHECKED BY
DESIGNED BY: J. ZHOU	J. WHELAN
DETAILED BY: J. ZHOU	J. WHELAN

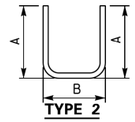
FOUNDATION LAYOUT
CROSSING
POOR FORK CUMBERLAND RIVER

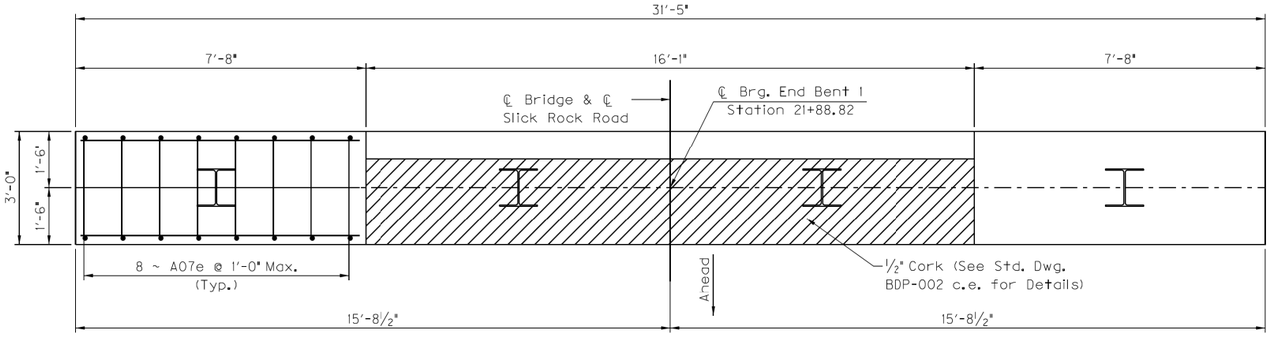
ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S04	28575

MicroStation v8.11.9.931 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specifications$$$$

BILL OF REINFORCEMENT – END BENT 1

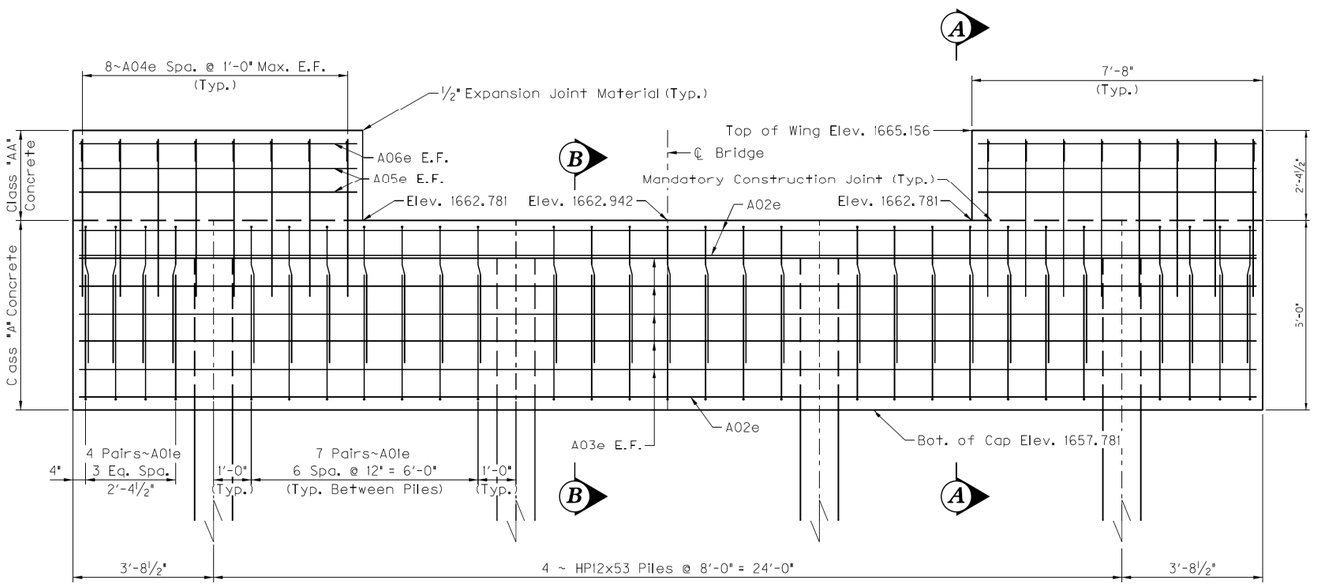
MARK	TYPE	SIZE	NO.	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
A01e	2	5	58	9	10	Cap	3	7	2	8				
A02e	Str.	8	9	31	1	Cap								
A03e	Str.	5	10	31	1	Cap								
A04e	Str.	5	32	4	2	Wings								
A05e	Str.	5	8	7	4	Wings								
A06e	Str.	6	6	7	4	Wings								
A07e	2	5	16	3	8	Wings	0	6	2	8				





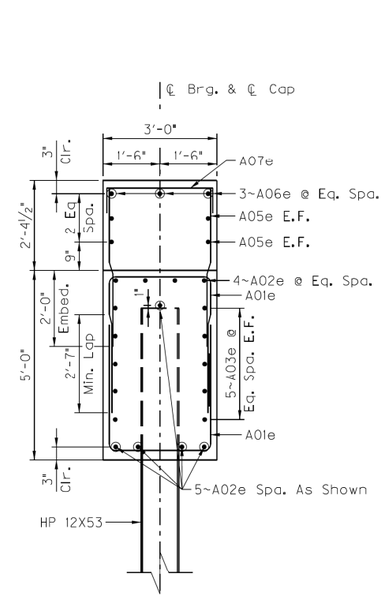
PLAN

Reinforcement Symetrical About ℄ Bridge

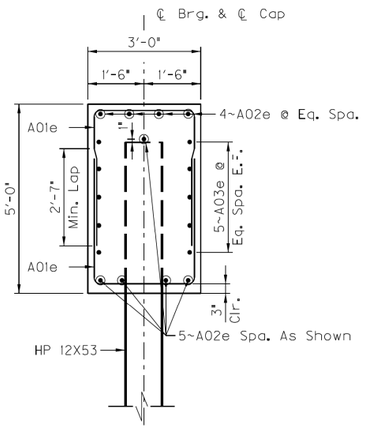


ELEVATION

Reinforcement Symetrical About ℄ Bridge



SECTION A–A



SECTION B–B

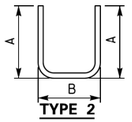
Note: Wings shall be poured after beams are set and tensioning rods are tightened. Typ each wing.

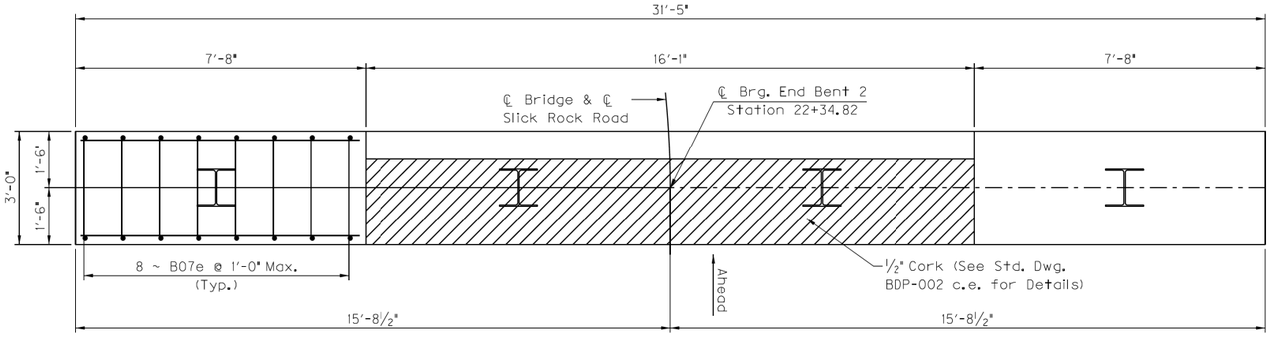
COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS	REVISION	DATE	PREPARED BY	DATE: 9/15/2022	CHECKED BY	END BENT 1	ROUTE	ITEM NO.	COUNTY OF
KENTUCKY TRANSPORTATION CABINET			AECOM	DESIGNED BY: J. ZHOU	J. WHELAN	CROSSING	CR 1517	12-171	LETCHER
				DETAILED BY: J. ZHOU	J. WHELAN	POOR FORK CUMBERLAND RIVER		SHEET NO. S05	DRAWING NUMBER 28575

MicroStation v8.11.9.931 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specifications$$$$

BILL OF REINFORCEMENT – END BENT 2

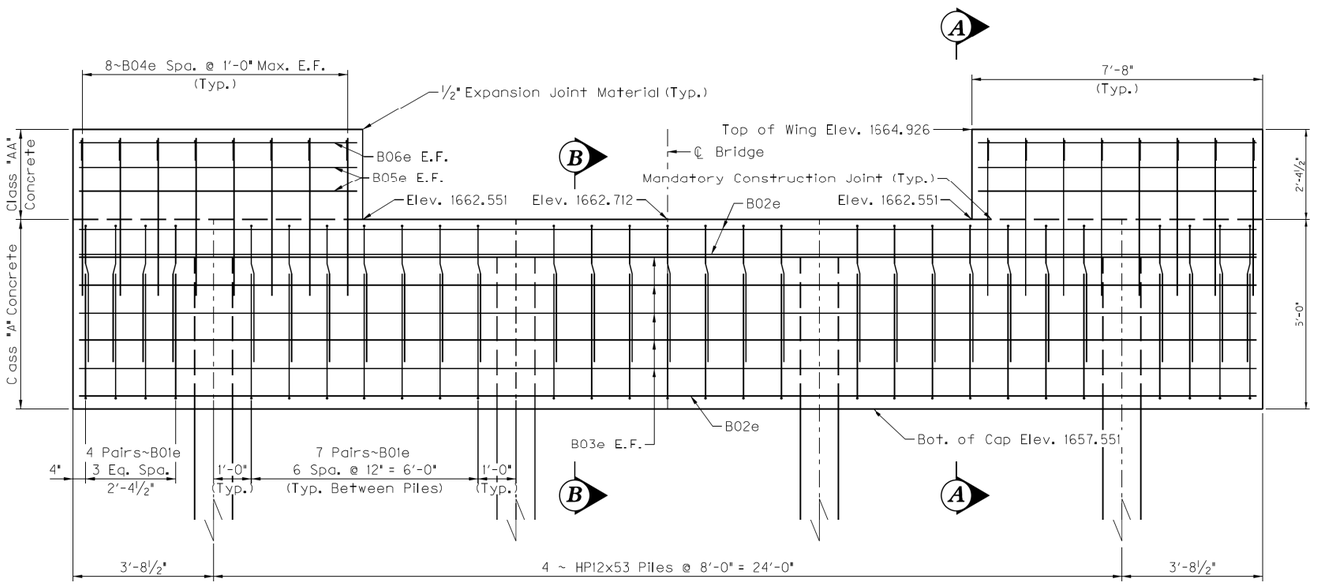
MARK	TYPE	SIZE	NO.	LENGTH FT.	LENGTH IN.	LOCATION	A FT.	A IN.	B FT.	B IN.	C FT.	C IN.	D FT.	D IN.
B01e	2	5	58	9	10	Cap	3	7	2	8				
B02e	Str.	8	9	31	1	Cap								
B03e	Str.	5	10	31	1	Cap								
B04e	Str.	5	32	4	2	Wings								
B05e	Str.	5	8	7	4	Wings								
B06e	Str.	6	6	7	4	Wings								
B07e	2	5	16	3	8	Wings	0	6	2	8				





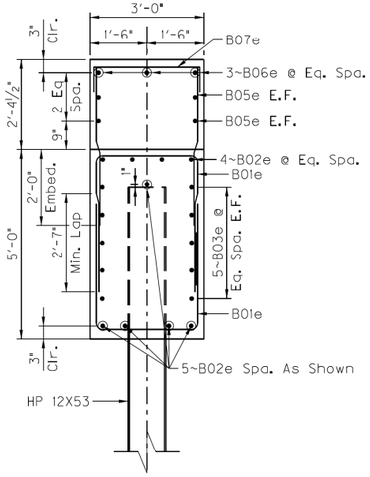
PLAN

Reinforcement Symetrical About ℄ Bridge

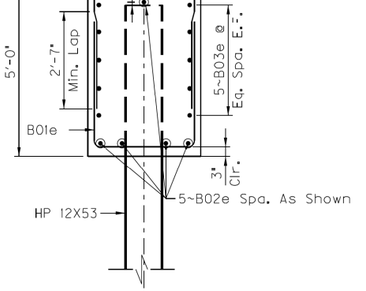


ELEVATION

Reinforcement Symetrical About ℄ Bridge



SECTION A–A



SECTION B–B

Note: Wings shall be poured after beams are set and tensioning rods are tightened. Typ each wing.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET

REVISION	DATE

PREPARED BY AECOM

DATE: 9/15/2022	CHECKED BY	
DESIGNED BY: J. ZHOU	J. WHELAN	
DETAILED BY: J. ZHOU	J. WHELAN	

END BENT 2
CROSSING
POOR FORK CUMBERLAND RIVER

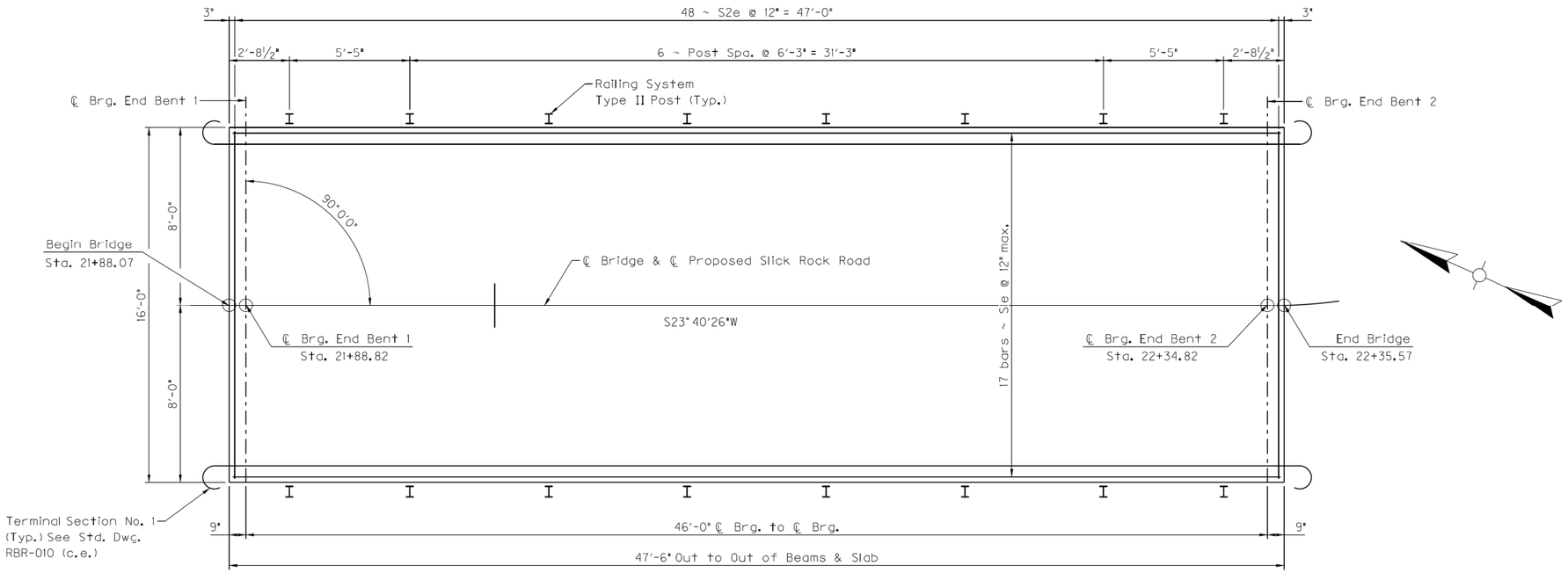
ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S06	28575

MicroStation v8.11.9.931 USER: $$$$USER$$$$ DATE PLOTTED: $$$$DATE$$$$ FILE NAME: $$$$design$file$specifications$$$$

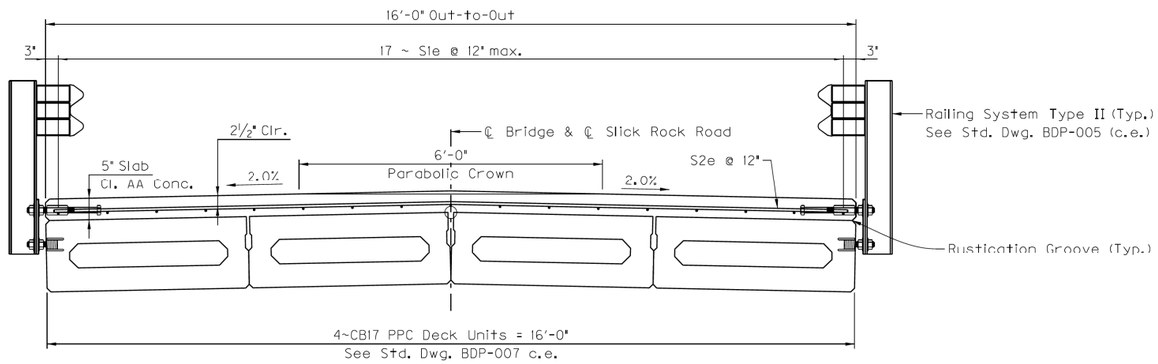
BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH
S1e	Str.	17	5	47'-2"
S2e	Str.	48	5	15'-8"

All reinforcement designated with suffix "e" shall be Epoxy coated.

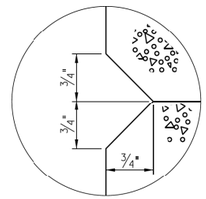


SLAB PLAN



TYPICAL DECK SECTION

All slab reinforcement to be epoxy coated



RUSTICATION GROOVE DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

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AECOM

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DETAILED BY: J. ZHOU	J. WHELAN

SUPERSTRUCTURE

CROSSING
POOR FORK CUMBERLAND RIVER

ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S07	28575

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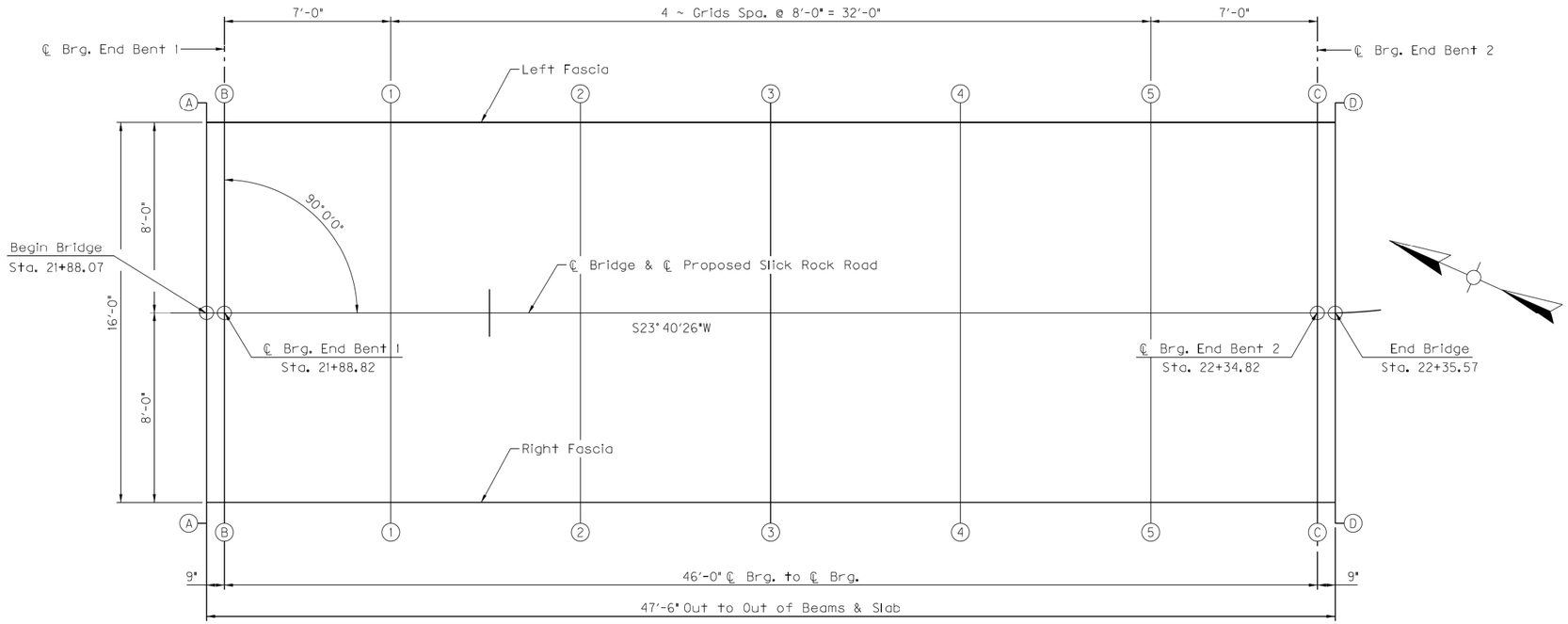


GRID LAYOUT

NOTES FOR ELEVATIONS TAKEN ON PRESTRESSED CONCRETE BOX BEAMS

Take elevations on top of beam at points indicated after the beams have been laterally tensioned and grouted. The beam elevations are to be read to three decimal places 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.

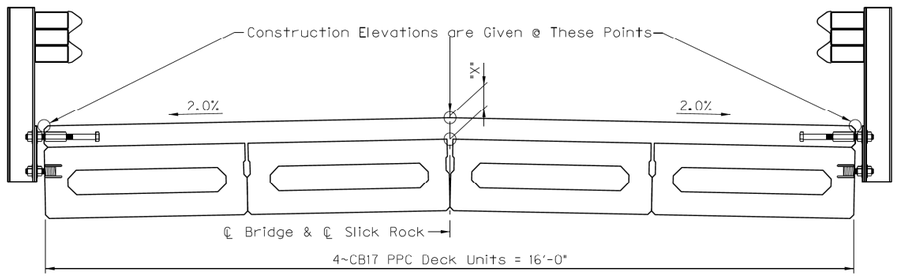
Temporary supports or shoring will not be permitted under the girders when pouring the concrete floor slab or when taking "Top of Beam" elevations.

Note: The elevations at centerline of bridge do not include the ⅜" deduction for parabolic crown.

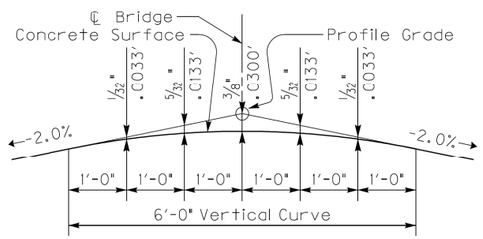
Note: Contrary to the Standard Drawings (5" thickness), the construction elevations will cause the slab to be approximately 6⅜" thick at each end and go to approximately 5" thick at the center of the span. This is how the quantity of Class "AA" concrete was calculated. Any additional concrete required above the plan quantity, due to beam camber being different from the designer's assumptions, is the contractor's responsibility and at no cost to the department.

CONSTRUCTION ELEVATIONS

	LEFT FASCIA			PROFILE GRADE & CENTERLINE OF BRIDGE			RIGHT FASCIA		
	CONST. ELEV.	TOP OF BEAM	DIM. "X"	CONST. ELEV.	TOP OF BEAM	DIM. "X"	CONST. ELEV.	TOP OF BEAM	DIM. "X"
LINE A-A	1664.777			1664.937			1664.777		
LINE B-B	1664.773			1664.933			1664.773		
1 - 1	1664.754			1664.914			1664.754		
2 - 2	1664.727			1664.887			1664.727		
3 - 3	1664.692			1664.852			1664.692		
4 - 4	1664.647			1664.807			1664.647		
5 - 5	1664.594			1664.754			1664.594		
LINE C-C	1664.543			1664.703			1664.543		
LINE D-D	1664.540			1664.700			1664.540		



TYPICAL SECTION



PARABOLIC CROWN

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

REVISION	DATE

PREPARED BY
AECOM

DATE: 9/15/2022	CHECKED BY	
DESIGNED BY: J. ZHOU	J. WHELAN	
DETAILED BY: J. ZHOU	J. WHELAN	

CONSTRUCTION ELEVATIONS
CROSSING
POOR FORK CUMBERLAND RIVER

ROUTE	ITEM NO.	COUNTY OF
CR 1517	12-171	LETCHER
	SHEET NO.	DRAWING NUMBER
	S08	28575