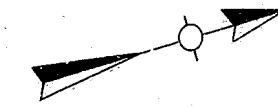
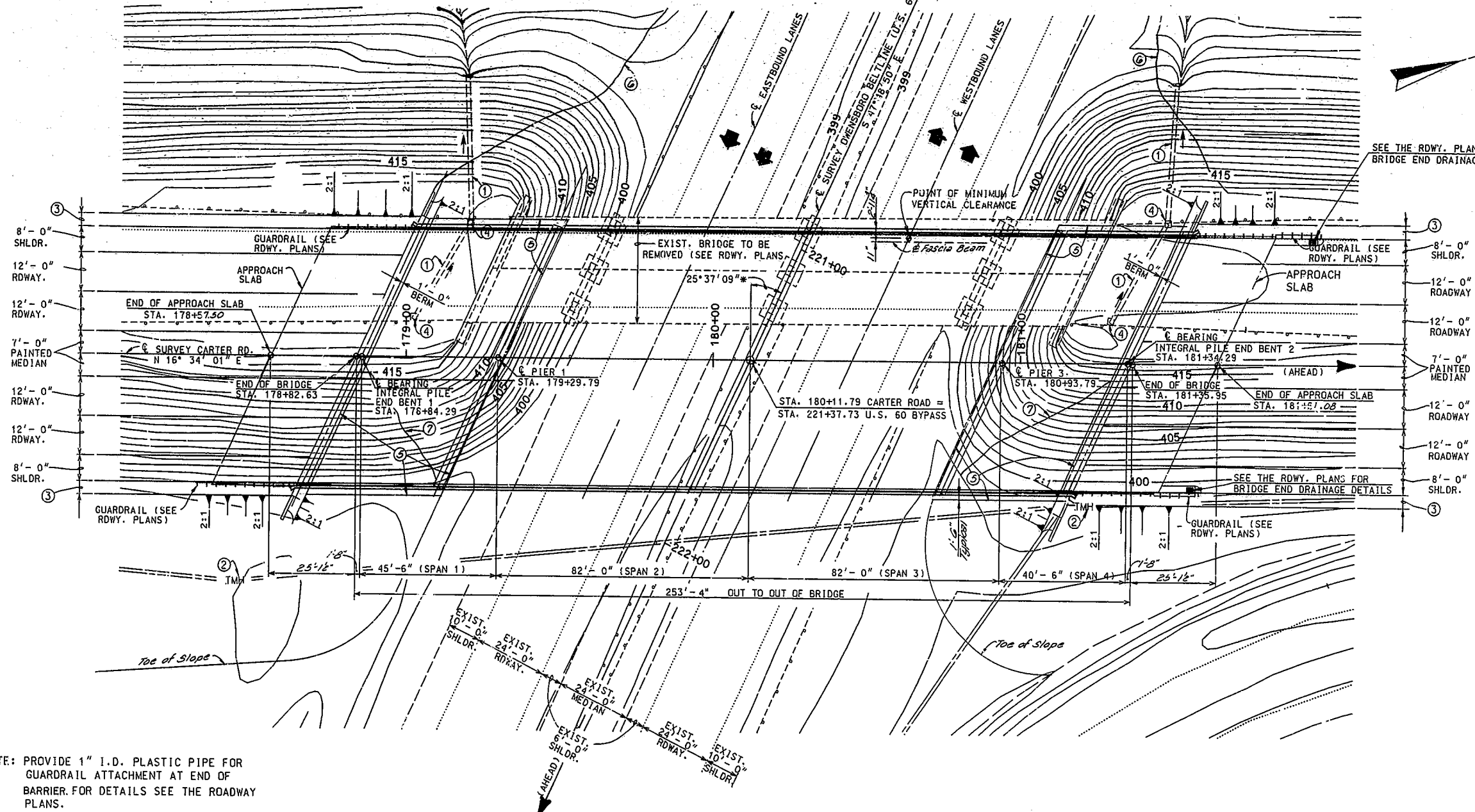


UPDATE DATE
LETTING DATE



SEE THE RDWY. PLANS FOR
BRIDGE END DRAINAGE DETAILS

NOTE: PROVIDE 1" I.D. PLASTIC PIPE FOR
GUARDRAIL ATTACHMENT AT END OF
BARRIER. FOR DETAILS SEE THE ROADWAY
PLANS.

PLAN

- NOTATIONS:
- ① EXISTING 15" C.M.P. (TO BE REMOVED, SEE RDWY. PLANS)
 - ② EXISTING TELEPHONE MANHOLE (SEE RDWY. PLANS)
 - ③ 4'-0" SHOULDER @ BRIDGE END (1:25 SHOULDER TRANSITION, SEE ROADWAY PLANS)
 - ④ EXISTING CATCH BASIN (TO BE REMOVED, SEE RDWY. PLANS)
 - ⑤ LIMITS OF CRUSHED AGGREGATE SLOPE PROTECTION
 - * INDICATES ALL SUBSTRUCTURE UNITS ARE PARALLEL TO SKEW.
- ⑥ Limits of cut
 - ⑦ Limits of cut/fill

EXISTING STRUCTURE PLAN DATA WAS
TAKEN FROM DRAWING NUMBER 15-25

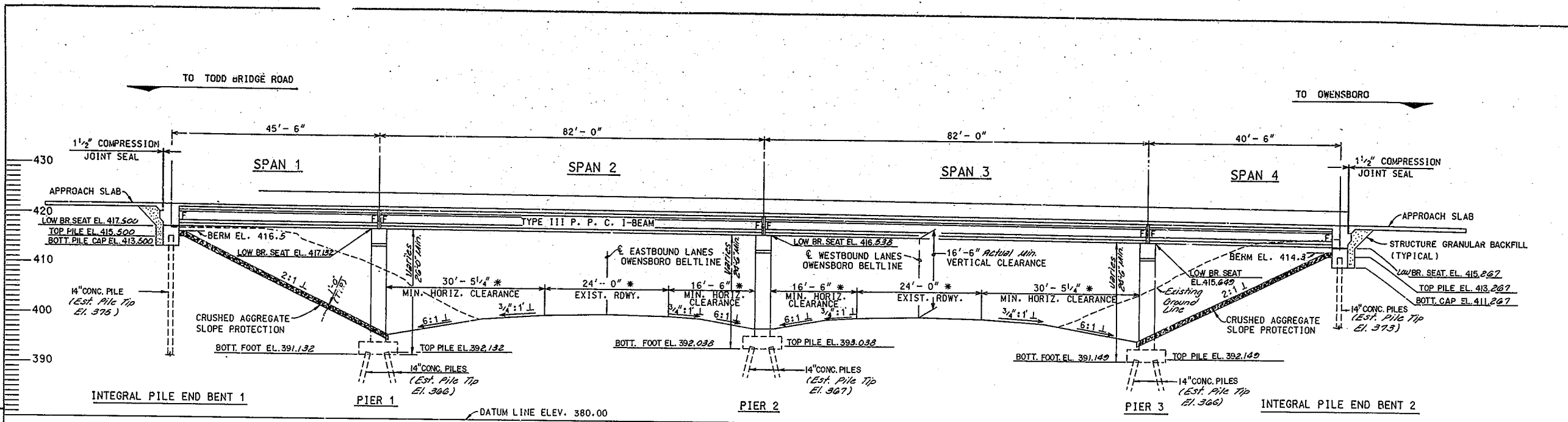
Carter Road Over U.S. 60 Bypass Sheet 3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVISS
CARTER ROAD
ROAD
STATION 180+11.79 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
23078

LAYOUT

DATE	DATE	DATE	DATE
DESIGNED BY	CHECKED BY	DATE	DATE
DRAWN BY			

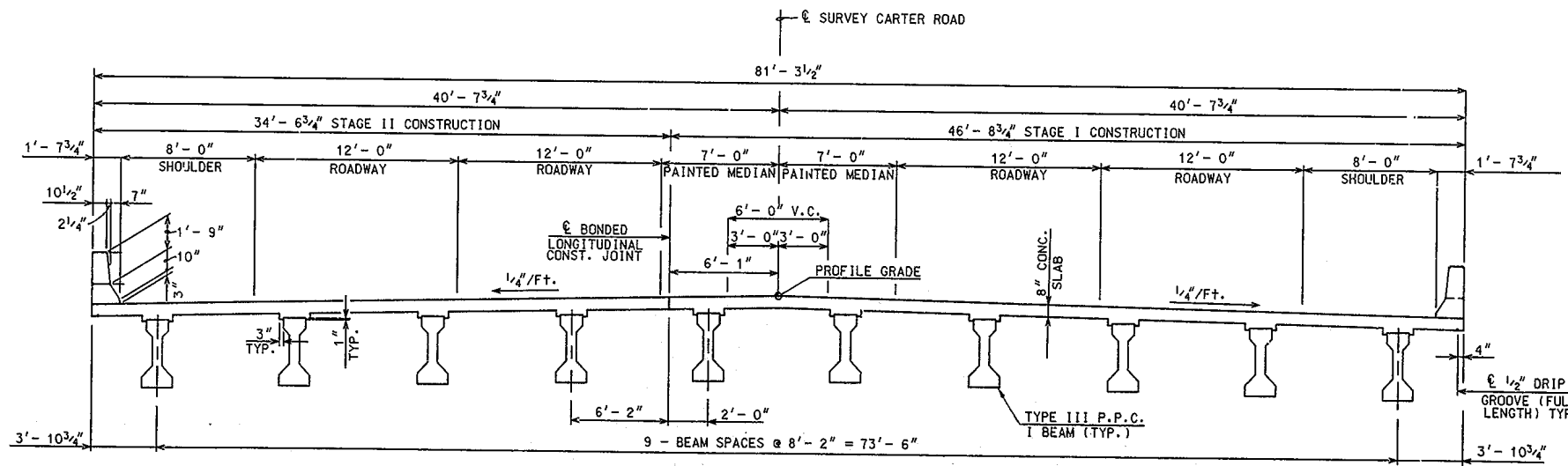
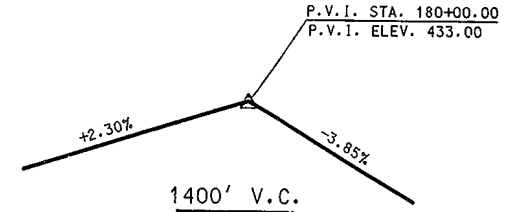
UPDATE DATE
LETTING DATE



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)

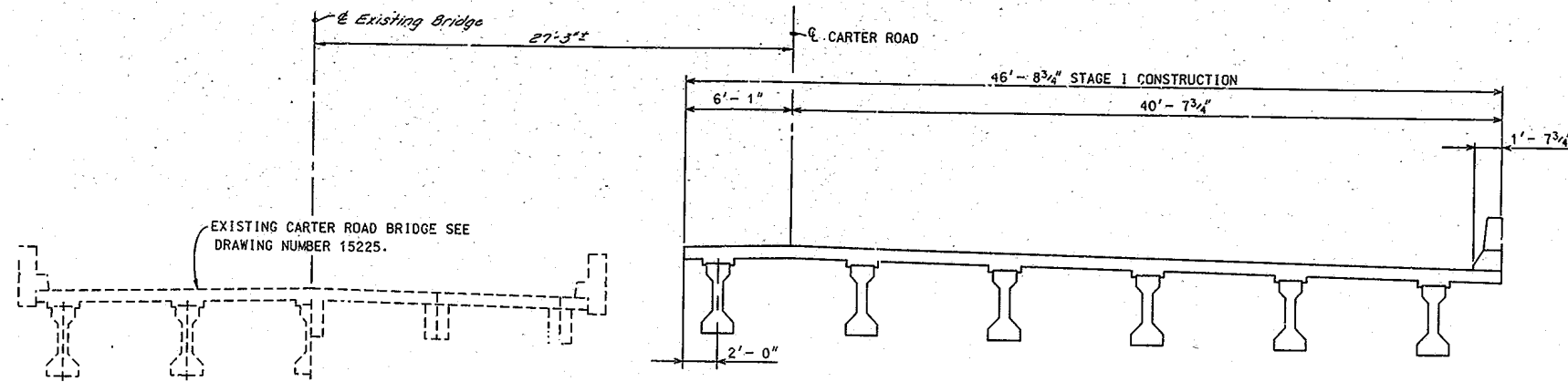
ELEVATION AND TYPICAL DECK SECTION

Carter Road Over U.S.60 Bypass Sheet 4

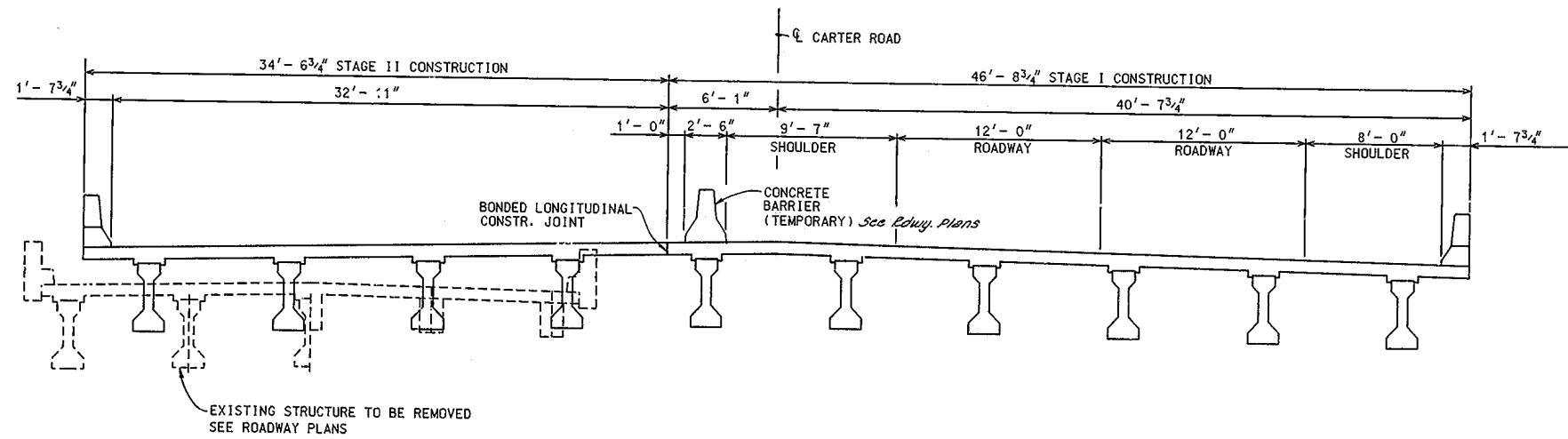
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVISS
 CARTER ROAD
 ROAD
 P. E. PROJECT NO.
 STATION 180+11.79
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 23078

CHECKED BY: [Signature] DATE: 1/22
 DESIGNED BY: [Signature] DATE: 1/22
 DRAWN BY: [Signature] DATE: 1/22
 APPROVED BY: [Signature] DATE: 1/22

UPDATE DATE
LETTING DATE



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

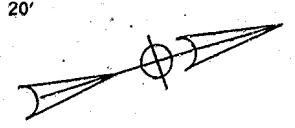
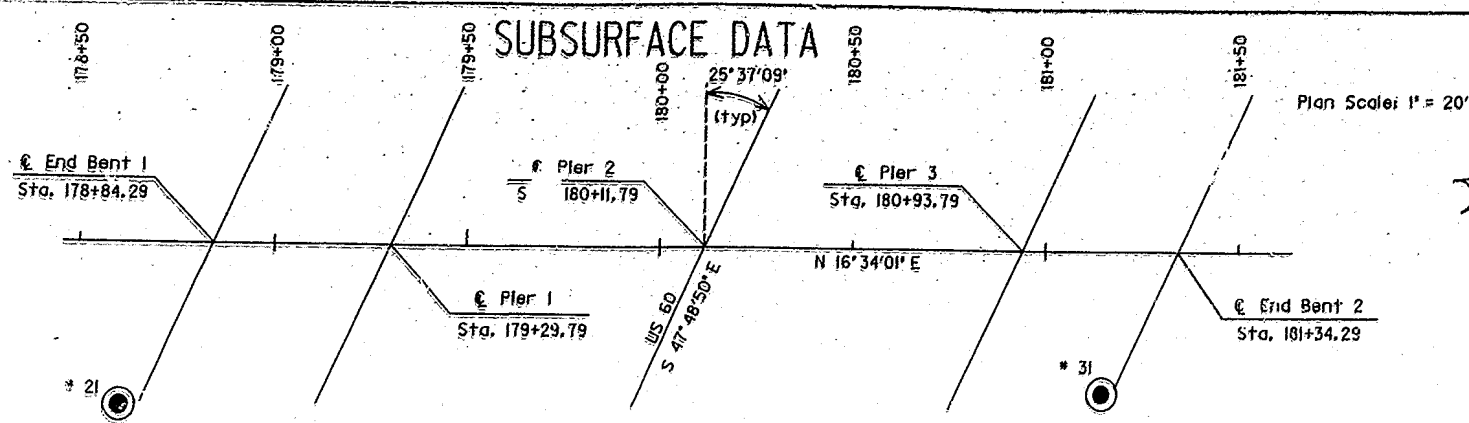
Carter Road Over U.S. 60 Bypass Sheet 5

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVISS
 CARTER ROAD
 ROAD

STATION 180+11.79 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23078

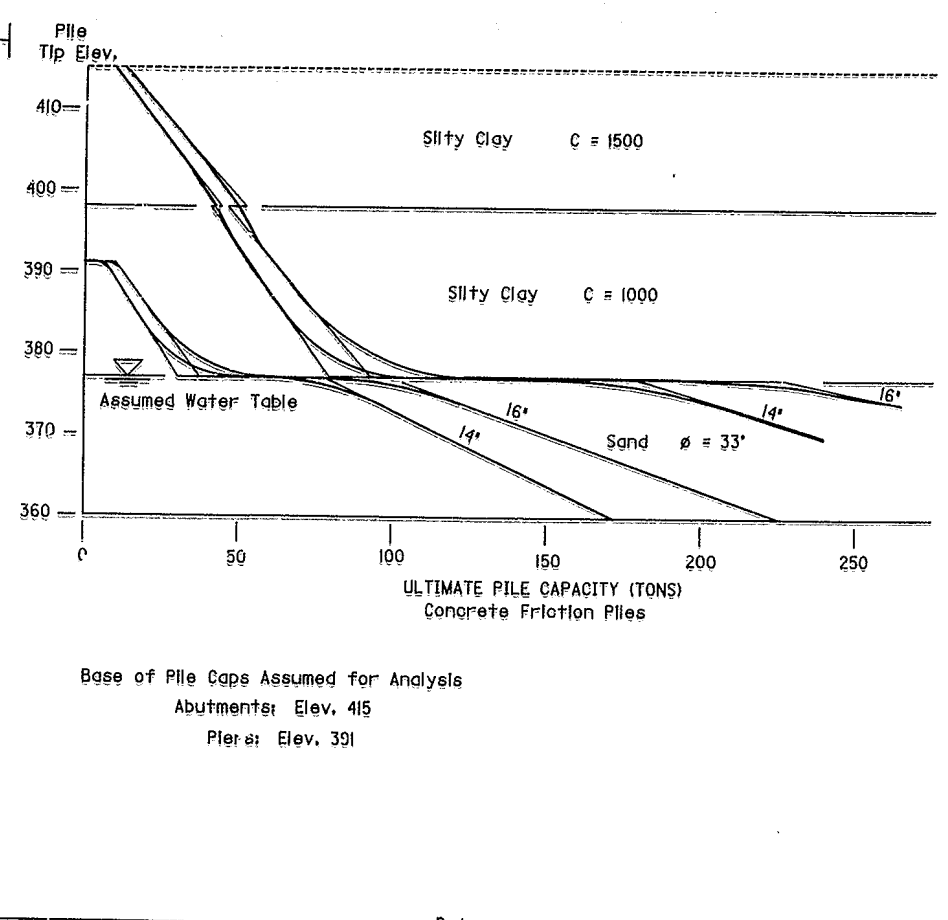
STAGE CONSTRUCTION

DIVISION OF MATERIALS
 GEOTECHNICAL BRANCH
 DRILL CHIEF: J. BARNES
 STRUCTURE REPORT NO. S-22-92
 DATE: 1/25/92
 CHECKED BY: W.J. SPALZER
 DATE: 1/25/92
 DRAWING NO. 23018



END BENT ONE
APPROXIMATE ROADWAY GRADE = 423

Hole No.	Station	Offset	ELEV.	Uu(psf)	w(%)	LI	Notes
21	178+65	40'Rt.	398.4				
				2080	27	0.26	A-6(17), CL, S+C=97(72+25)
					28	0.51	A-4(10), ML-CL, S+C=99(78+21)
				1342	20	0.32	A-4(5), CL, S+C=75(54+21)
3-10-92			1886		21	0.59	A-4(2), CL, S+C=63(39+24)
					25		A-2-4(0), SM, S+C=20(15+5)
					21		A-2-4(0), SM, S+C=16(14+2)
					23		A-2-4(0), SM, S+C=26(22+4)
							N=2, S+C=9
							N=13, S+C=8
							N=10, S+C=9
							N=14, S+C=8



END BENT TWO
APPROXIMATE ROADWAY GRADE = 421

Hole No.	Station	Offset	ELEV.	Uu(psf)	w(%)	LI	Notes
31	181+15	35'Rt.	398.3				
				1744	24	0.29	A-4(8), ML-CL, S+C=92(76+16)
					24	0.27	A-4(9), ML-CL, S+C=96(80+16)
				2951	20	0.44	A-4(3), ML-CL, S+C=76(62+14)
					21	0.54	A-6(2), SC, S+C=46(21+25)
					25		A-2-4(0), SM, S+C=20(11+9)
					21		A-2-4(0), SM, S+C=15(10+5)
					21		A-2-4(0), SM, S+C=15(11+4)
							N=17, S+C=14
							N=15, S+C=10
							N=16, S+C=9
							N=16, S+C=24

STATE PLANE COORDINATES

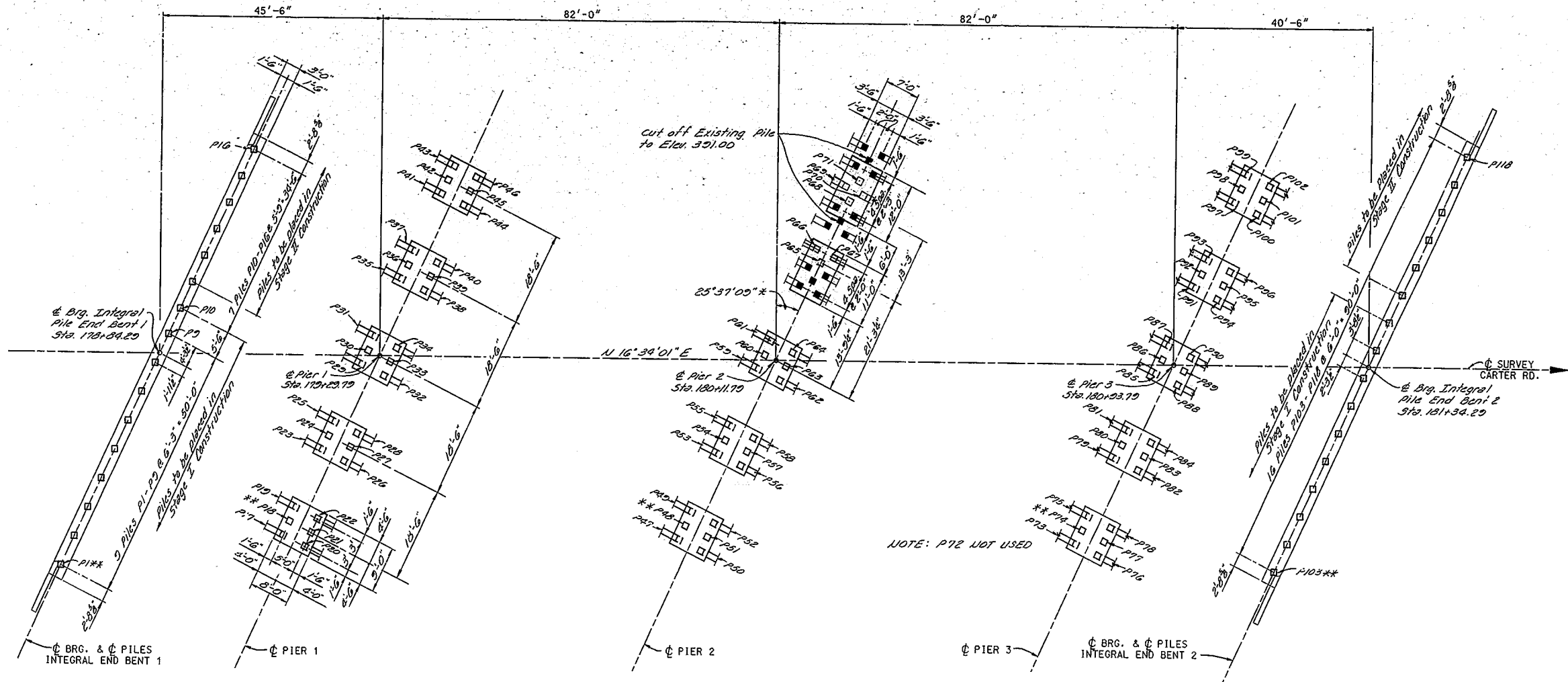
HOLE #	NORTH	EAST
21	2156564.432	1235700.660
31	2156805.480	1235767.151

SUMMARY of CONSOLIDATED UNDRAINED TRIAXIAL TESTS

Hole #	21	31
Depth (ft.)	(20'-22')	(10'-12')
	(20'-22')	(10'-12')
	(20'-22')	(10'-12')
C (psf)	391	335
phi	32.1°	30.6°

Bridge over US 60 Bypass Sheet 6
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT COUNTY OF
DAVISS
 Carter Road Improvement
 ROAD SSP 030 7542 000-000 049 D
 STATION 180+11.79 P.E. PROJECT NO. RRS 6411 026
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23018

UPDATE DATE
LETTING DATE



PLAN

NOTE: Dimensions shown in Pier 1 are typical for Piers 2 & 3 Except as shown.

*NOTE: All substructure units are parallel to skew.

- NOTATIONS:
- - Proposed Piles
 - ▤ - Proposed Piles Battered 3:12
 - - Existing Piles
 - ▨ - Existing Piles Battered

** - Denotes Test Piles.

PILE NUMBER	ESTIMATED LENGTH
P1	50'
P1B	31'
P4B	31'
P74	31'
P103	50'

NOTE: Piles in the Integral Pile End Bents shall be aligned parallel to & Survey Carter Road.

NOTE: For Pile Record & Note See Sheet # B.

DESIGNED BY	DATE	REVISION	DATE
TRACED BY	DATE	REVISION	DATE
CHECKED BY	DATE	REVISION	DATE
APPROVED BY	DATE	REVISION	DATE

1580095VPLESHT.DGN

Carter Road Over U.S.60 Bypass Sheet 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVISS
CARTER ROAD
ROAD
STATION 180+11.79 P.E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 230 72

PILE LAYOUT

UPDATE DATE
LETTING DATE

PILE RECORD				
PILE NUMBER	CUT OFF ELEVATION AS SHOWN	TIP OF PILE AS DRIVEN	LENGTH OF PILE IN PLACE (LIN. FT.)	CALCULATED BEARING CAPACITY (TONS)
* P1	415.500			
P2				
P3				
P4				
P5				
P6				
P7				
P8				
P9				
P10				
P11				
P12				
P13				
P14				
P15				
P16	415.500			

PILE RECORD				
PILE NUMBER	CUT OFF ELEVATION AS SHOWN	TIP OF PILE AS DRIVEN	LENGTH OF PILE IN PLACE (LIN. FT.)	CALCULATED BEARING CAPACITY (TONS)
P17	392.132			
* P18				
P19				
P20				
P21				
P22				
P23				
P24				
P25				
P26				
P27				
P28				
P29				
P30				
P31				
P32				
P33				
P34				
P35				
P36				
P37				
P38				
P39				
P40				
P41				
P42				
P43				
P44				
P45				
P46	392.132			

PILE RECORD				
PILE NUMBER	CUT OFF ELEVATION AS SHOWN	TIP OF PILE AS DRIVEN	LENGTH OF PILE IN PLACE (LIN. FT.)	CALCULATED BEARING CAPACITY (TONS)
P47	393.036			
* P48				
P49				
P50				
P51				
P52				
P53				
P54				
P55				
P56				
P57				
P58				
P59				
P60				
P61				
P62				
P63				
P64				
P65				
P66				
P67				
P68				
P69				
P70				
P71	393.038			

NOTE: P72 NOT USED

PILE RECORD				
PILE NUMBER	CUT OFF ELEVATION AS SHOWN	TIP OF PILE AS DRIVEN	LENGTH OF PILE IN PLACE (LIN. FT.)	CALCULATED BEARING CAPACITY (TONS)
P73	392.149			
* P74				
P75				
P76				
P77				
P78				
P79				
P80				
P81				
P82				
P83				
P84				
P85				
P86				
P87				
P88				
P89				
P90				
P91				
P92				
P93				
P94				
P95				
P96				
P97				
P98				
P99				
P100				
P101				
P102	392.149			

PILE RECORD				
PILE NUMBER	CUT OFF ELEVATION AS SHOWN	TIP OF PILE AS DRIVEN	LENGTH OF PILE IN PLACE (LIN. FT.)	CALCULATED BEARING CAPACITY (TONS)
* P103	413.267			
P104				
P105				
P106				
P107				
P108				
P109				
P110				
P111				
P112				
P113				
P114				
P115				
P116				
P117				
P118	413.267			

* - Denotes test Piles

PILE RECORD NOTE

AFTER ALL PILES HAVE BEEN DRIVEN, THE PROJECT ENGINEER SHALL RECORD FOR EACH PILE, THE TIP-OF-PILE ELEVATION AS DRIVEN, THE LENGTH OF PILE IN PLACE AND THE CALCULATED BEARING CAPACITY AND SHALL RETURN ONE BLUE LINE COPY OF THIS SHEET WITH THIS DATA TO THE DIRECTOR OF THE DIVISION OF BRIDGES SO THAT THE DATA MAY BE RECORDED ON THE ORIGINAL PLANS. LENGTHS OF PILES IN PLACE SHOWN HEREON ARE THE ACTUAL LENGTHS OF PILES IN THE FINISHED STRUCTURE BELOW CUTOFF ELEVATION.
THIS PILE RECORD DOES NOT REPLACE OTHER RECORDS OF PILES REQUIRED TO BE KEPT AND SUBMITTED BY THE PROJECT ENGINEER.

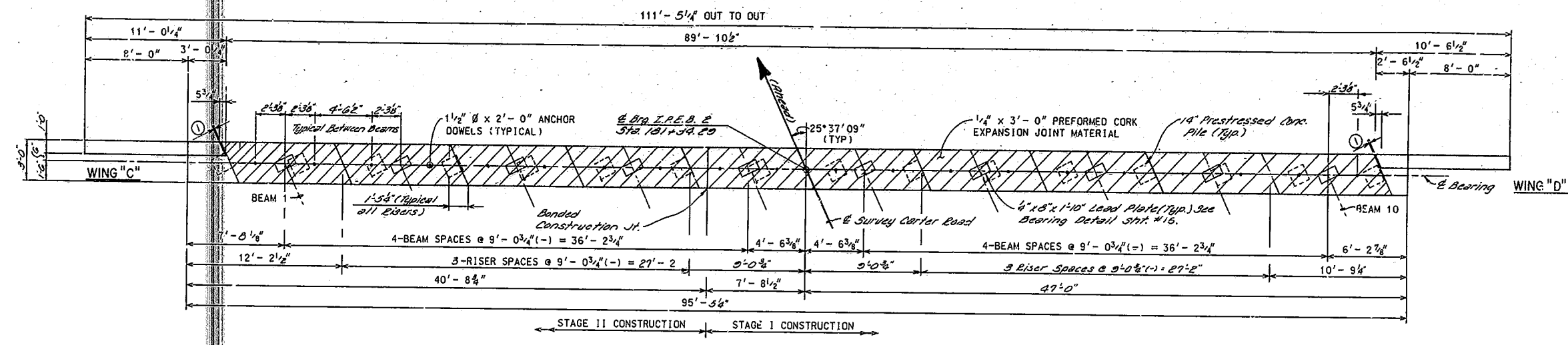
DATE: 6-92
DATE: 7-92
CHECKED BY: J.G.S.
CHECKED BY: J.G.S.

Carter Road Over U.S. 60 Bypass Sheet 8

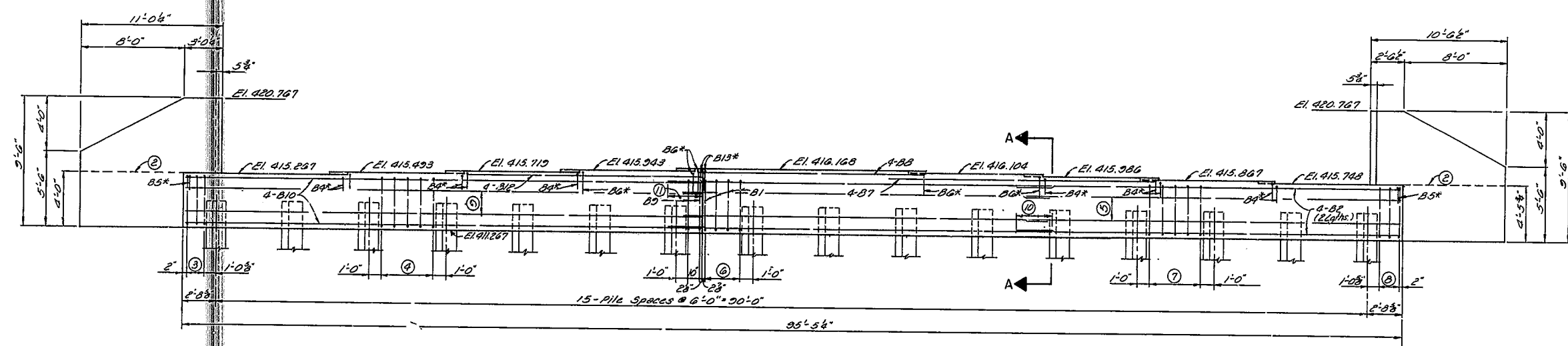
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVISS
CARTER ROAD
ROAD
STATION 180+11.79 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23078

PILE RECORD

UPDATE DATE
LETTING DATE



PLAN



ELEVATION

- NOTATIONS:**
- ① 1" Preformed Cork Expansion Joint Material
 - ② 2" x 4" Depressed Key Construction Joint
 - ③ 3 Bars B9 @ 5" x 1'-6"
 - ④ 5 Bars B9 @ 12" x 4" Typical Between Piles Stage II Except as shown
 - ⑤ 6-B3 Bars (2 Larger) as shown in Typical Section Thru Cap Sht.
 - ⑥ 4 Bars B1 @ 11" x 2'-9"
 - ⑦ 5 Bars B1 @ 12" x 4" (Typical Between Piles Stage I Except as shown)
 - ⑧ 3 Bars B1 @ 5" x 1'-6"
 - ⑨ 6-B11 Bars Spaced as shown in Typical Section Thru Cap Sht. #11
 - ⑩ 2'-2" Min Lap (B2 Bars) 1'-5" Min Lap (B3 Bars)
 - ⑪ 2'-2" Projection (B2 Bars) 1'-9" Projection (B3 Bars)
- * - For B4, B5, B6 & B13 Bars See Riser Details Sht. #12.
NOTE: For Section A-A see Typical Section Thru Cap Sht. #11.

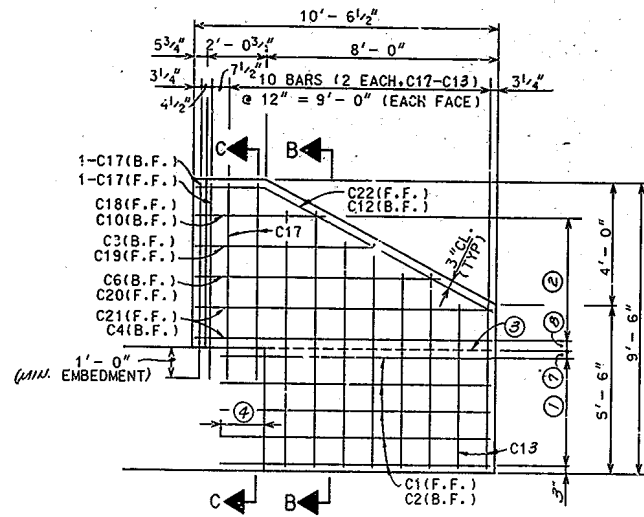
PROJECT NO. 23078
 DRAWN BY: J.E.S.
 CHECKED BY: J.E.S.
 DATE: 6-22-83
 SCALE: AS SHOWN

**INTEGRAL
PILE END BENT 2**

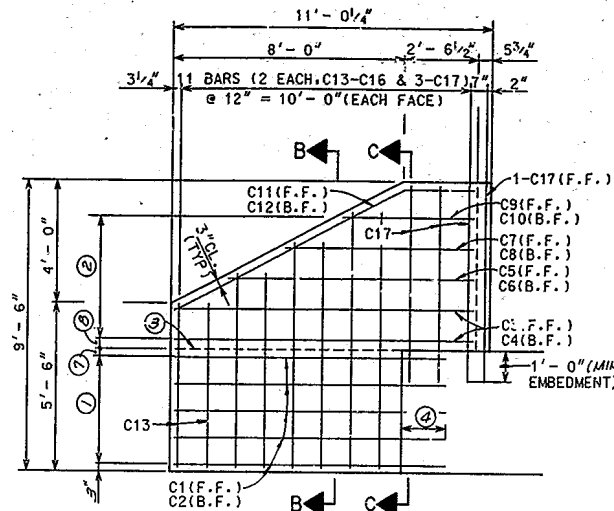
Carter Road Over U.S. 60 Bypass Sheet 10

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD
 ROAD
 STATION 180+11.79 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23078

UPDATE DATE
LETTING DATE

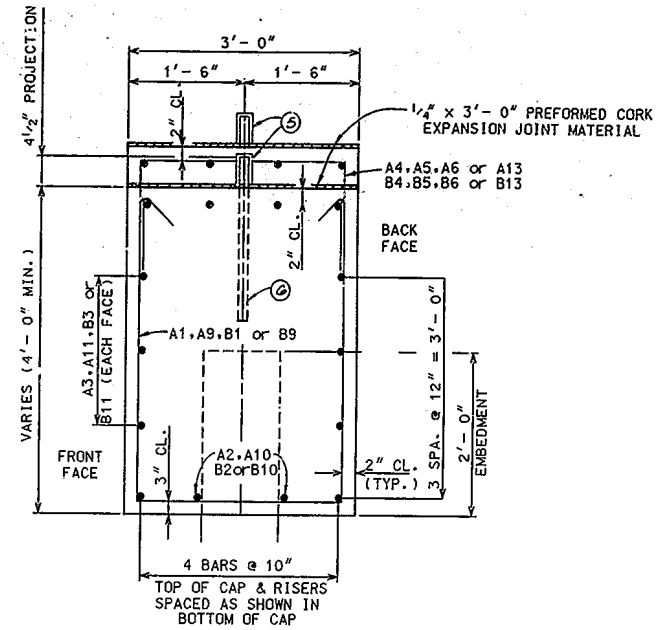


WING "B" & "D"



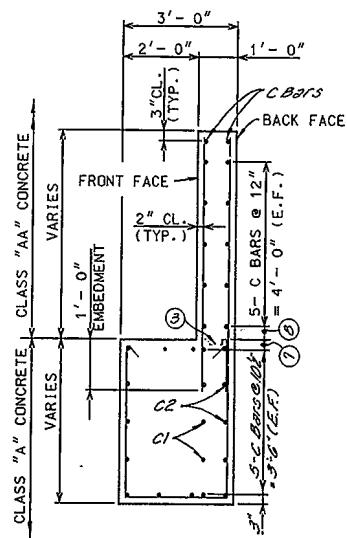
WING "A" & "C"

WING ELEVATIONS FOR INTEGRAL PILE END BENTS



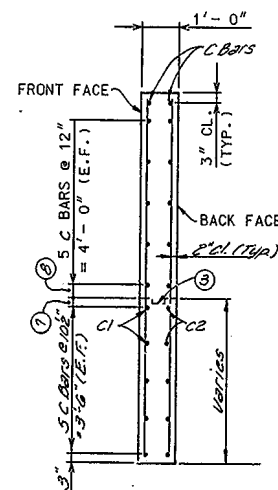
TYPICAL SECTION THRU CAP
(SECTION A-A)

ANCHOR DOWEL NOTE:
ANCHOR DOWELS TO BE 1 1/2" Ø x 2'-0" AASHTO M222 STEEL PINS. DOWEL SLEEVES TO BE 2" Ø x 5" STANDARD WEIGHT PIPE SLEEVES CLOSED AT ONE END. COST OF DOWELS AND SLEEVES TO BE INCIDENTAL TO SUBSTRUCTURE CONCRETE. SECURE SLEEVES TO PREVENT FLOATING WHILE PLACING CONCRETE. SLEEVES ARE TO REST ON JOINT MATERIAL.



SECTION C-C

FOR REINFORCEMENT IN CAP SEE TYPICAL SECTION THRU CAP THIS SHEET



SECTION B-B

NOTATIONS:

- ① 5 Bars C1 @ 10 1/2" = 3'-0" (Front Face)
- 5 Bars C2 @ 10 1/2" = 3'-0" (Back Face)
- ② 5-C Bars @ 12" = 4'-0" (Each Face)
- ③ 2' x 4" Depressed Key Construction Joint (Typ.)
- ④ 1'-0" Embedment C1 Bars (Front Face)
- 1'-0" Embedment C2 Bars (Back Face)
- ⑤ 2" Ø x 5" Pipe Sleeve (See Anchor Dowel Note this sheet)
- ⑥ Anchor Dowel (See Anchor Dowel Note this sheet)
- ⑦ 4'-0" Wing "A", 3" Wings "B" & "C", 2" Wing "D".
- ⑧ 6" Wing "A", 7" Wings "B" & "C", 2" Wing "D".

DATE: 6-22-72
BY: J.G.S.
CHECKED BY: J.G.S.
DATE: 6-22-72
DESIGNED BY: J.G.S.
DATE: 6-22-72
DRAWN BY: J.G.S.
DATE: 6-22-72
REVISION: NONE
PROJECT: FRANKFORT COUNTY OF DAVIESS
ROAD: CARTER ROAD
STATION: 180+11.79

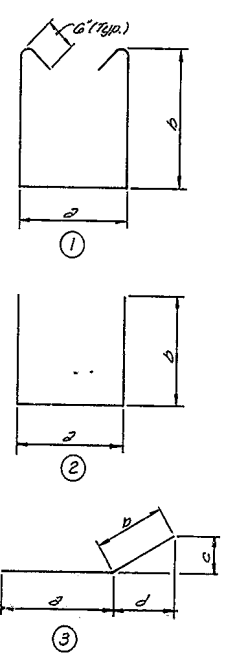
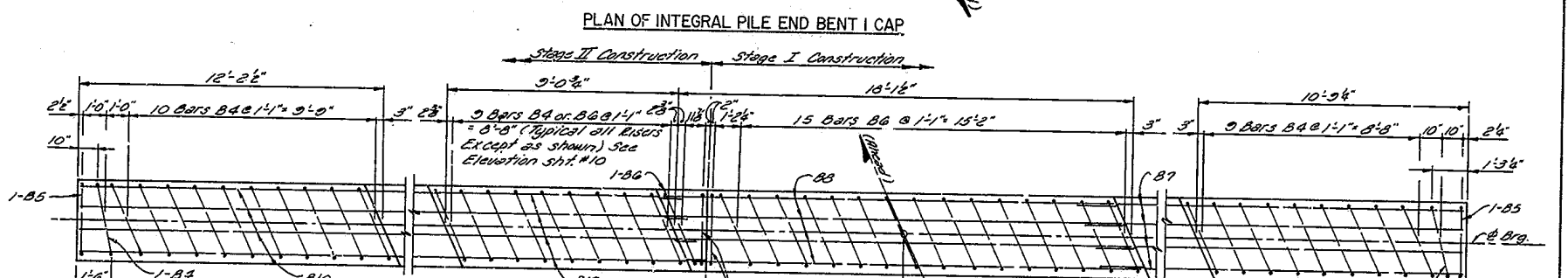
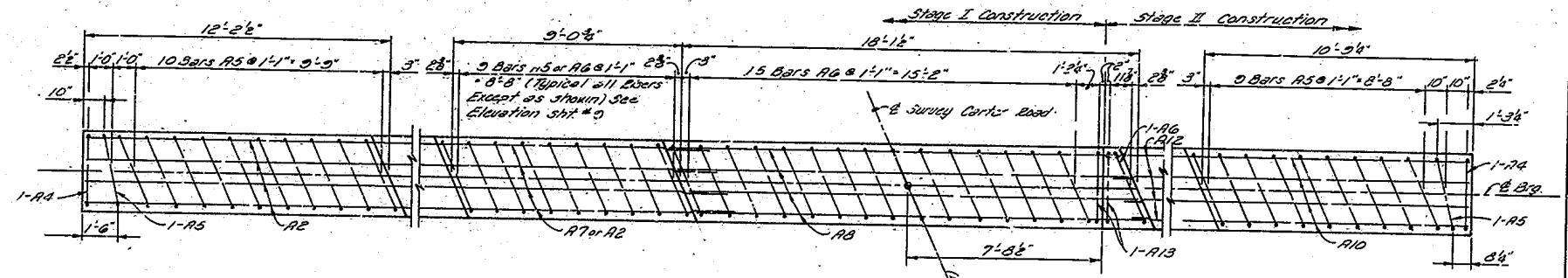
Carter Road Over U.S. 60 Bypass Sheet 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVIESS
CARTER ROAD
ROAD
STATION 180+11.79
P.E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
DRAWING NO. 23078

INTEGRAL PILE END BENT DETAILS

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH Ft. In.	LOCATION	a		b		c		d	
						Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
R1	(1)	#4	54	11 0	Cap	2	8	3	9				
R2	Str.	#5	16	30 3	Cap								
R3	Str.	#4	12	29 9	Cap								
R4	(2)		2	5 5	Riser	2	8	1	5				
R5	(2)		37	5 8	Riser	2	11	1	5				
R6	(2)		34	6 8	Riser	2	11	1	11				
R7	Str.		4	19 9	Riser								
R8	Str.		4	17 9	Cap								
R9	(1)	#4	35	10 8	Cap	2	8	3	7				
R10	Str.	#5	8	39 2	Cap								
R11	Str.	#4	6	39 2	Cap								
R12	Str.	#4	4	18 6	Riser								
R13	(2)	#4	2	6 5	Riser	2	8	1	11				
B1	(1)	#4	47	11 7	Cap	2	8	4	0 1/2				
B2	Str.	#5	16	29 6	Cap								
B3	Str.	#4	12	29 1	Cap								
B4	(2)		57	6 2	Riser	2	11	1	8				
B5	(2)		2	5 5	Riser	2	8	1	5				
B6	(2)		34	6 10	Riser	2	11	2	0				
B7	Str.		4	19 9	Riser								
B8	Str.		4	17 9	Riser								
B9	(1)	#4	35	10 8	Cap	2	8	3	7				
B10	Str.	#5	8	40 7	Cap								
B11	Str.	#4	6	40 7	Cap								
B12	Str.	#4	4	18 8	Riser								
B13	(2)	#4	2	6 7	Riser	2	8	2	0				
C1	Str.	#4	20	8 10	Wings								
C2		#6	20	9 4									
C3		#4	4	10 7									
C4			8	10 2									
C5			2	8 5									
C6			4	8 0									
C7			2	6 5									
C8			4	6 0									
C9			2	4 5									
C10	Str.	#4	4	8 0									
C11	(3)	#6	2	11 6		8	9	2	9	1	2 1/2	2	5 1/2
C12	(3)	#6	4	11 1		8	9	2	4	1	0 1/2	2	1
C13	Str.	#4	16	5 3									
C14			16	6 3									
C15			16	7 3									
C16			16	8 3									
C17			26	6 5									
C18			2	3 7									
C19			2	5 7									
C20			2	7 7									
C21	Str.	#4	4	9 9									
C22	(3)	#6	2	10 8	Wings	8	9	1	1	0	10 1/2	1	8 1/2



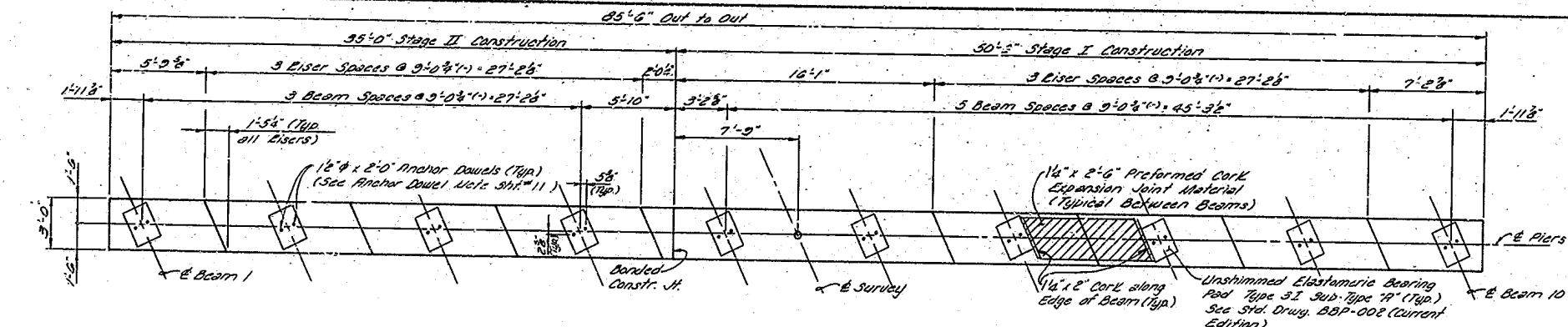
ITEM	UNIT	QUANTITY	
		END BENT 1	END BENT 2
CLASS "A" CONCRETE	CU. YDS.	47.2	49.2
CLASS "AA" CONCRETE	CU. YDS.	3.1	2.9
STEEL REINFORCEMENT	LBS.	2,974	2,964

INTEGRAL PILE END BENT DETAILS

Carter Road Over U.S. 60 Bypass Sheet 12

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVISS
 CARTER ROAD
 ROAD
 STATION 180+11.79
 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
 DRAWING NO. 2307B

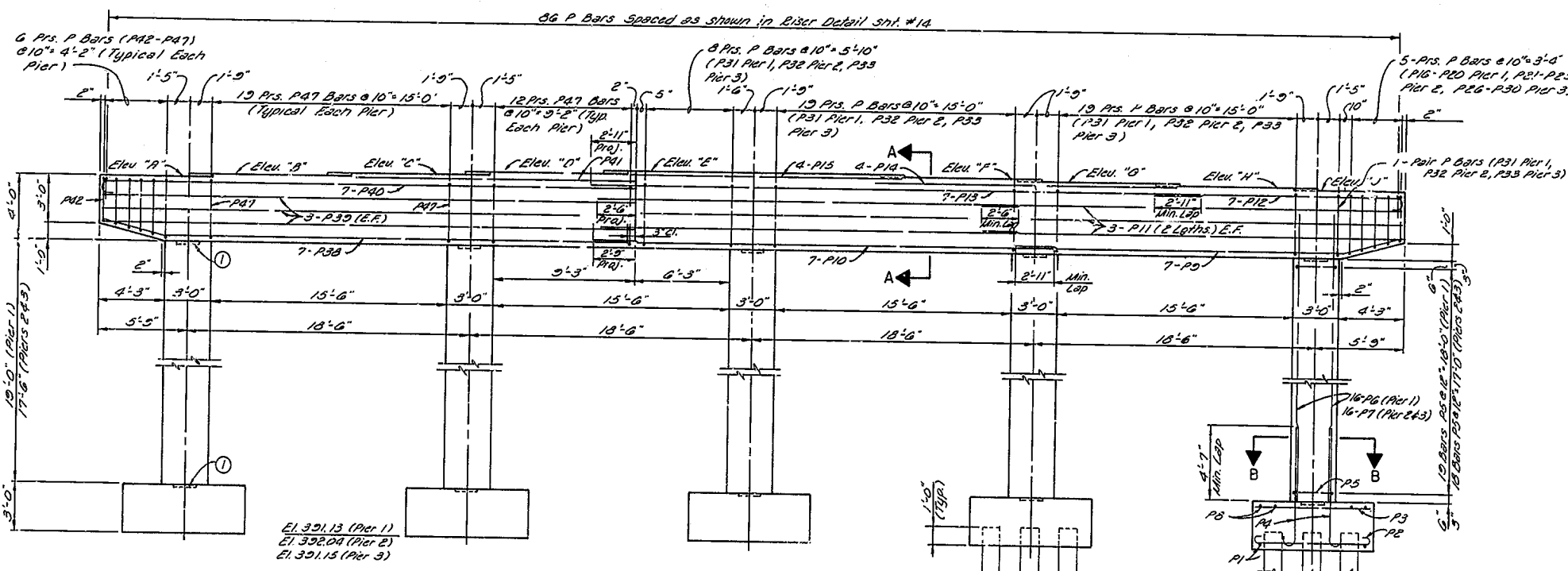
UPDATE DATE
LETTING DATE



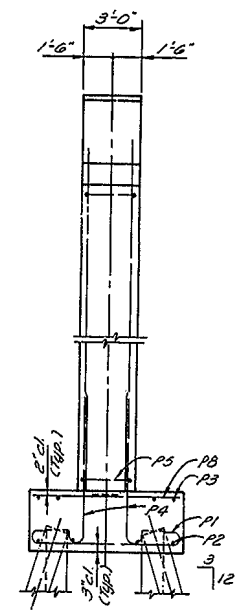
PLAN OF CAP

TABLE OF ELEVATIONS			
ELEV. LOC.	PIER 1	PIER 2	PIER 3
A	417.132	416.538	415.640
B	417.323	416.743	415.868
C	417.513	416.948	416.087
D	417.703	417.152	416.305
E	417.892	417.355	416.522
F	417.758	417.240	416.404
G	417.675	417.110	416.310
H	417.451	416.970	416.192
J	417.206	416.822	416.067

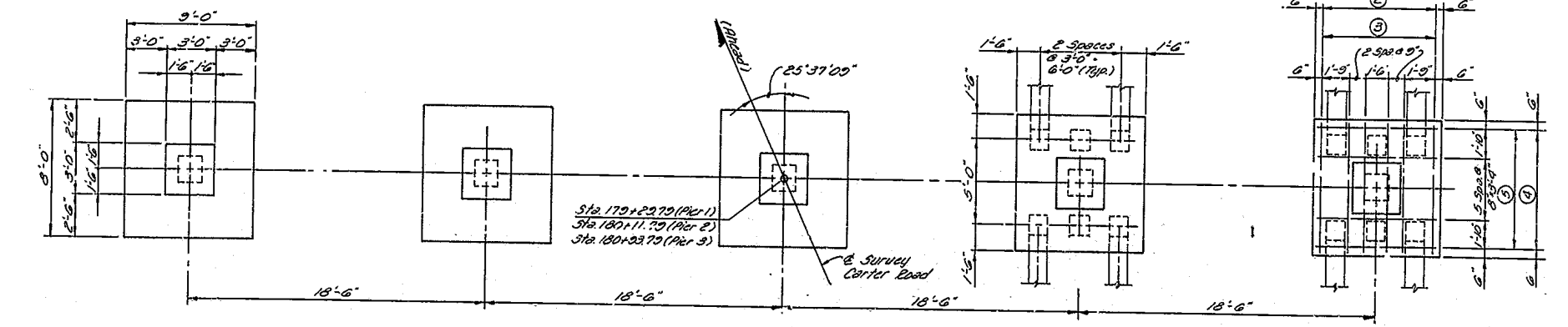
- NOTATIONS:
- ① 1'-6" x 1'-6" x 2" Depressed Key Construction Joint (Typ.)
 - ② 3 Bars P8 @ 12" @ 0" (Top of Footing)
 - ③ 3 Bars P1 Spaced as Shown (Bottom of Footing)
 - ④ 3 Bars P3 @ 12" @ 0" (Top of Footing)
 - ⑤ 3 Bars P2 Spaced as Shown (Bottom of Footing)
- NOTE: For Sections A-A & B-B see sht. #14.



ELEVATION



END ELEVATION



PLAN OF FOOTING

Typical P1 Piers Except as shown in Pier 2 Plan of Footings Sht. #14.

PIERS 1, 2 & 3

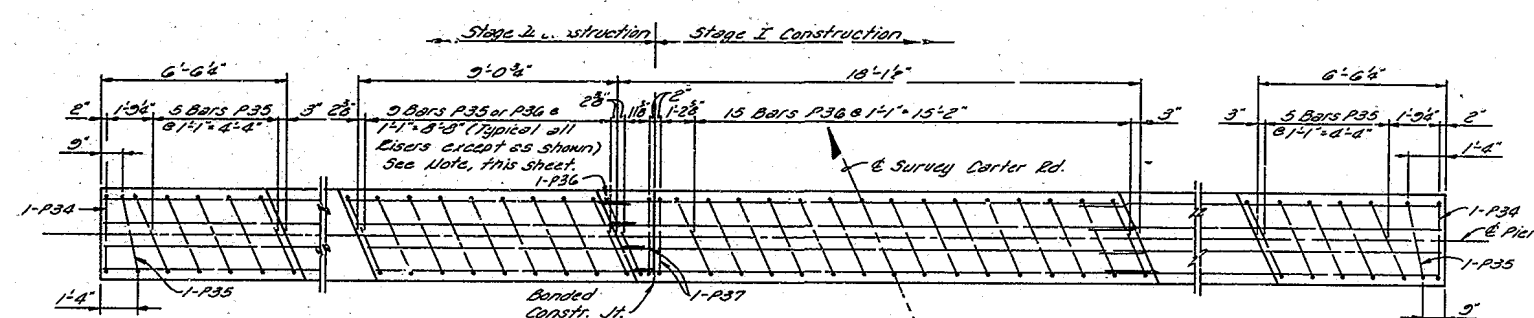
DESIGNED BY: J.C.D. CHECKED BY: J.L.S. DATE: 11/15/11
 DRAWN BY: J.P.H. REVISION: DATE: 11/15/11
 TRACED BY: DATE:

Carter Road Over U.S. 60 Bypass Sheet 13

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD
 ROAD
 STATION 180+11.79 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 23078

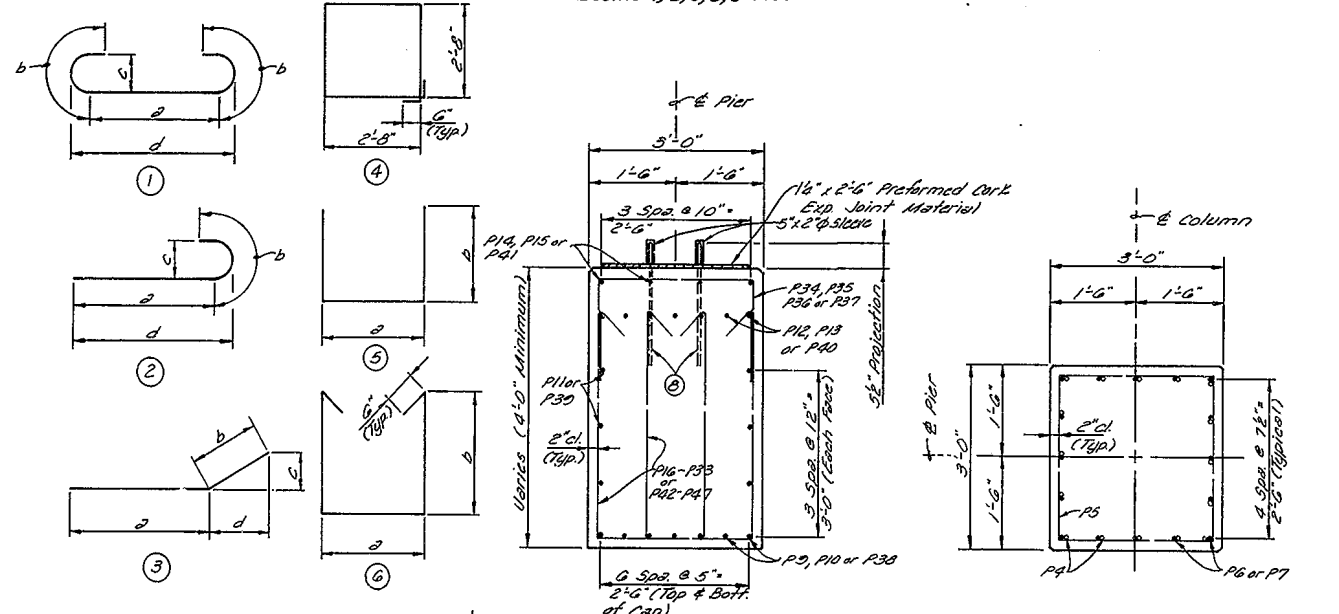
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER			LENGTH Ft. In.	LOCATION	a		b		c		d		
			PIER 1	PIER 2	PIER 3			Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
P1	(1)	#6	40	24	40	0	Footings	7	2	1	0	0	0	6	7	8
P2	(1)	#6	40	24	40	10	Footings	8	2	1	0	0	0	6	8	8
P3	Str.	#5	40	24	40	7	Footings									
P4	(2)	#8	80	80	80	8	Footings/cols.	7	0	1	5	0	8	7	4	
P5	(4)	#8	95	90	90	11	Columns									
P6	Str.	#8	80	0	0	21	Columns									
P7	Str.	#8	0	80	80	2	Columns									
P8	Str.	#5	45	27	45	8	Footings									
P9	(3)	#7	7	7	7	25	Cap	21	7	4	1	0	11 1/2	3	11 1/2	
P10	(7)	#7	7	7	7	31	Cap									
P11	Str.	#8	12	12	12	27	Cap									
P12	(2)	#7	7	7	7	17		16	0	1	3	0	7	16	3 1/2	
P13	Str.	#7	7	7	7	39										
P14	Str.	#4	4	4	4	19										
P15	Str.	#4	4	4	4	17										
P16	(6)	#5	2	0	0	9		1	9	3	8					
P17			2	0	0	9		1	9	3	8					
P18			2	0	0	9		1	9	3	8					
P19			2	0	0	9		1	9	3	8					
P20			2	0	0	8		1	9	2	10 1/2					
P21			0	2	0	10		1	9	3	8					
P22			0	2	0	9		1	9	3	7					
P23			0	2	0	9		1	9	3	5					
P24			0	2	0	9		1	9	3	2 1/2					
P25			0	2	0	8		1	9	3	0					
P26			0	0	2	10		1	9	3	11					
P27			0	0	2	10		1	9	3	9					
P28			0	0	2	9		1	9	3	6 1/2					
P29			0	0	2	9		1	9	3	4					
P30			0	0	2	8		1	9	3	1 1/2					
P31			94	0	0	10		1	9	4	0					
P32			0	94	0	10		1	9	4	12					
P33	(6)	#5	0	0	94	11		1	9	4	3					
P34	(5)	#4	2	2	2	5		2	8	1	4					
P35			48	48	48	5		2	11 1/2	1	4 1/2					
P36			34	34	34	6		2	11 1/2	1	11 1/2					
P37	(5)	#4	2	2	2	4		2	8	1	11					
P38	(8)	#7	7	7	7	35										
P39	Str.	#4	6	6	6	34										
P40	(2)	#7	7	7	7	35		34	7	1	3	0	7	34	10 1/2	
P41	Str.	#4	4	4	4	18										
P42	(6)	#5	2	2	2	8		1	9	2	8 1/2					
P43			2	2	2	8		1	9	2	11					
P44			2	2	2	8		1	9	3	1 1/2					
P45			2	2	2	9		1	9	3	4					
P46			2	2	2	9		1	9	3	0					
P47	(6)	#5	64	64	64	9	Cap	1	9	3	8					
P48	Str.	#5	0	23	0	6	Footings									
P49	(1)	#5	0	24	0	7		6	3	0	10	0	5	6	8	
P50	Str.	#5	0	7	0	11										
P51	(1)	#7	0	8	0	13		11	1	1	3	0	7	11	8	
P52	Str.	#5	0	7	0	10										
P53	(1)	#7	0	8	0	12	Footings	10	1	1	3	0	7	10	8	



RISER DETAIL

NOTE: P35 Bars are used in Risers under Beams 1, 2, 3, 8, 9 & 10.

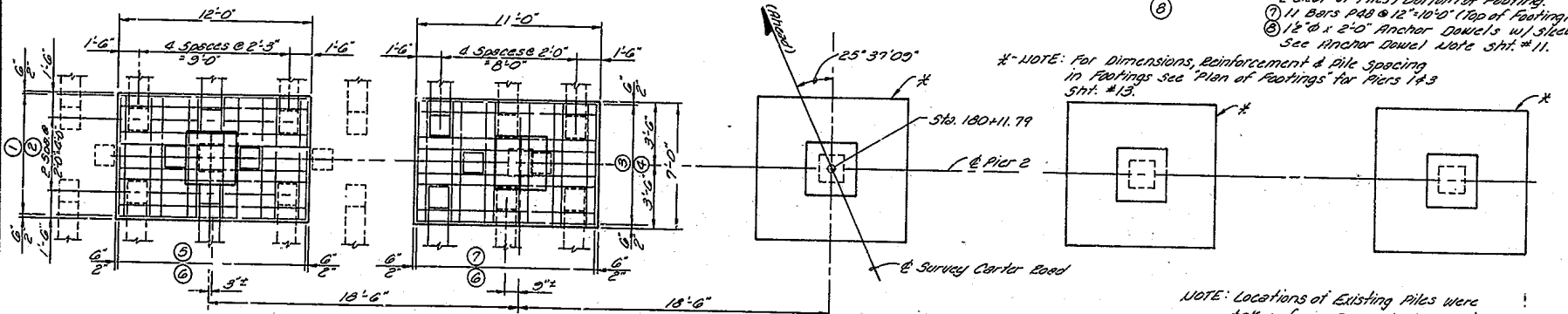


SECTION A-A

SECTION B-B

- NOTATIONS:
- 7 Bars P50 @ 12" x 6'-0" (Top of Footing).
 - 8 Bars P51 Spaced as shown (Place Bars 2" Clear of Piles) Bottom of Footing.
 - 7 Bars P52 @ 12" x 6'-0" (Top of Footing).
 - 8 Bars P53 Spaced as shown (Place Bars 2" Clear of Piles) Bottom of Footing.
 - 12 Bars P48 @ 12" x 11'-0" (Top of Footing).
 - 12 Bars P49 Spaced as shown (Place Bars 2" Clear of Piles) Bottom of Footing.
 - 11 Bars P48 @ 12" x 10'-0" (Top of Footing).
 - 1/2" x 2'-0" Anchor Dowels w/ sleeve. See Anchor Dowel Note Sht. #11.

ESTIMATE OF QUANTITIES				
ITEM	UNIT	QUANTITY		
		PIER 1	PIER 2	PIER 3
CLASS "A" CONCRETE	CU. YDS.	111.5	111.3	111.2
STEEL REINFORCEMENT	LBS.	18,442	14,307	14,140



PIER 2 PLAN OF FOOTINGS

NOTE: Existing Piles Shown Dashed, Proposed Piles Shown with Solid Lines.

NOTE: Locations of Existing Piles were taken from Drawg. No. 15225. & may not reflect the as-built conditions.

PIER DETAILS

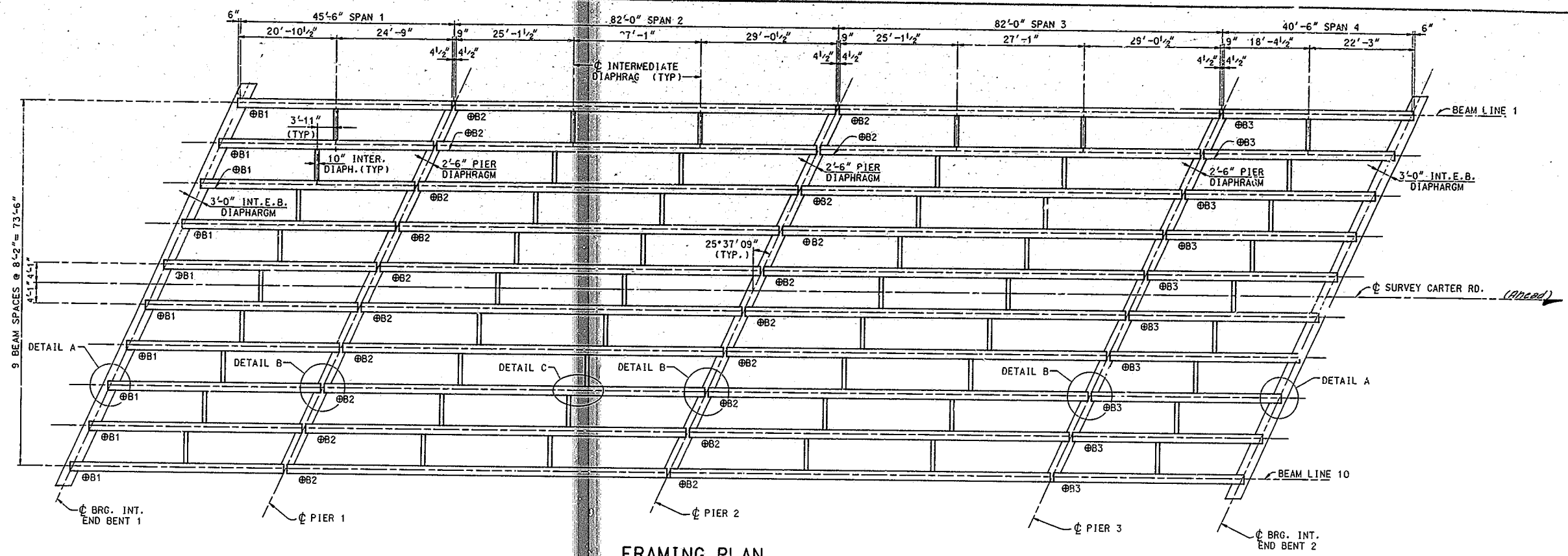
Carter Road Over U.S. 60 Bypass Sheet 14

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD

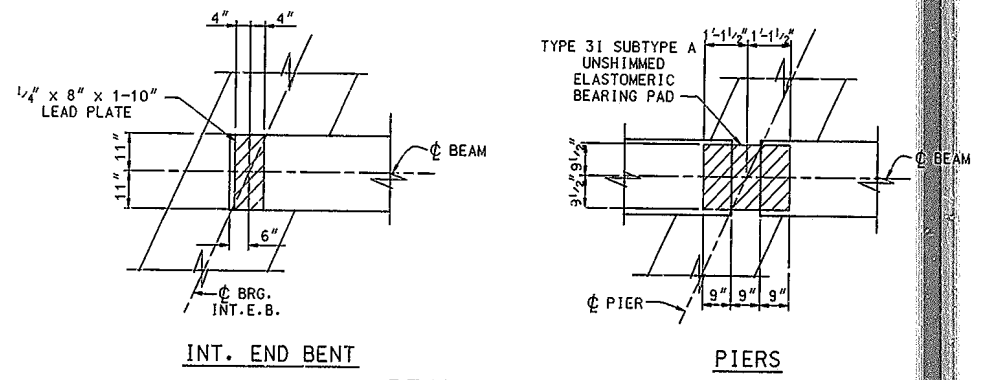
ROAD
 STATION 180+11.79
 P. E. PROJECT NO.

CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23078

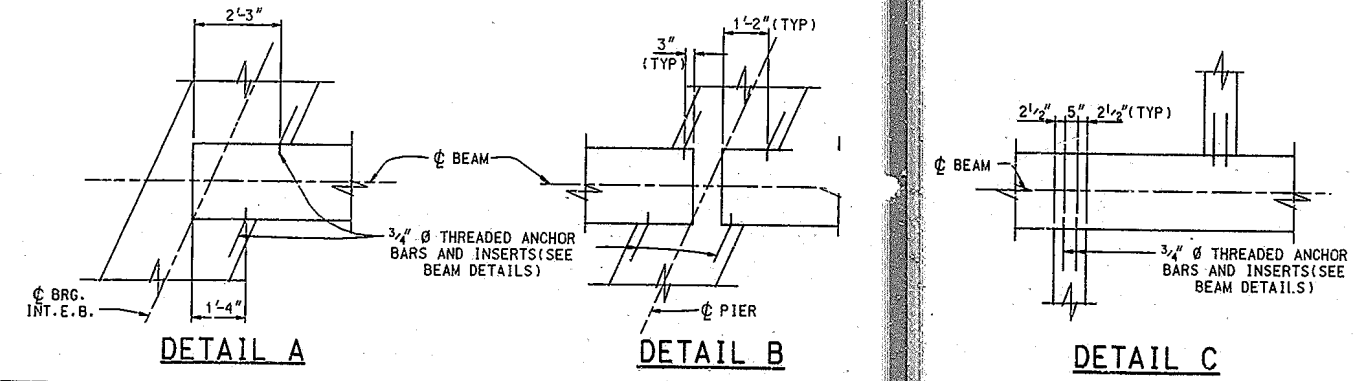
UPDATE DATE _____
 LETTING DATE _____



FRAMING PLAN



BEARING DETAILS



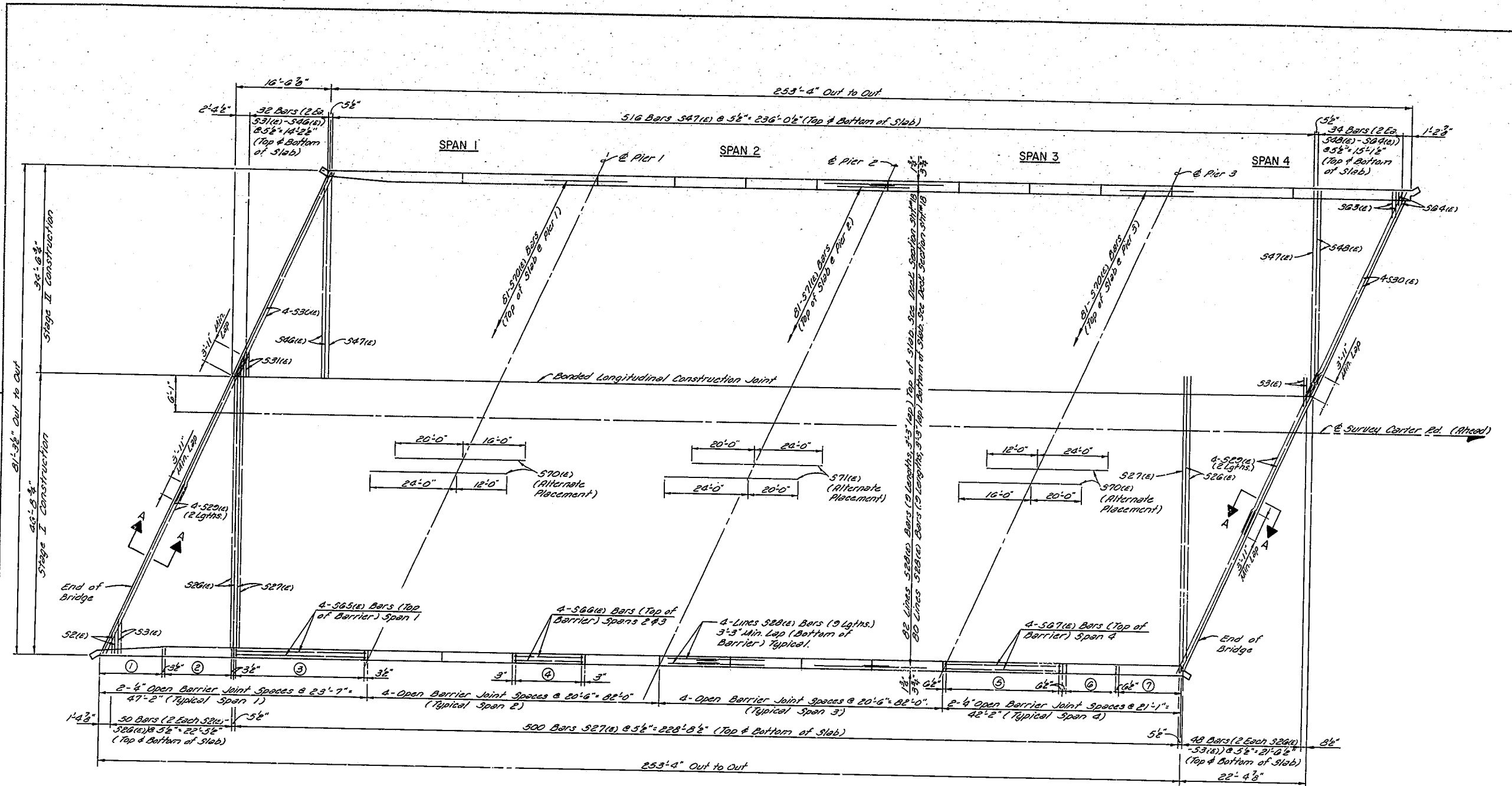
FRAMING PLAN

DESIGNED BY: J.B.S. DATE: 6-92
 CHECKED BY: P.C.O. DATE: 6-92
 DRAWN BY: S.E.R. DATE: 6-92
 PROJECT NO.: 23078
 CONTRACT NO.: 23078

Carter Road Over U.S. 60 Bypass Sheet 15

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD
 ROAD
 P. E. PROJECT NO.
 STATION 180+11.79
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 23078

UPDATE DATE
LETTING DATE



PLAN

NOTATIONS:

- ① 11'-0" Barrier Transition. For Dimensions & Reinforcing See Std. Drawg. B&X-010 (Current Edition)
- ② 13 Bars S1(e) & 13-S6B(e) @ 12" x 12'-0". See Typical Barrier Section Sht # 18 for placement.
- ③ 24 Bars S1(e) & 24-S6B(e) @ 12" x 23'-0". See Typical Barrier Section Sht # 18 for placement.
- ④ 21 Bars S1(e) & 21-S6B(e) @ 12" x 20'-0" (Typical Spans 2 & 3) See Typical Barrier Section Sht # 18 for placement.
- ⑤ 21 Bars S1(e) & 21-S6B(e) @ 12" x 20'-0". See Typical Barrier Section Sht # 18 for placement.
- ⑥ 10 Bars S1(e) & 10-S6B(e) @ 12" x 9'-0". See Typical Barrier Section Sht # 18 for placement.
- ⑦ 11'-0" Barrier Transition. For Dimensions & Reinforcing See Std. Drawg. B&X-011 (Current Edition).

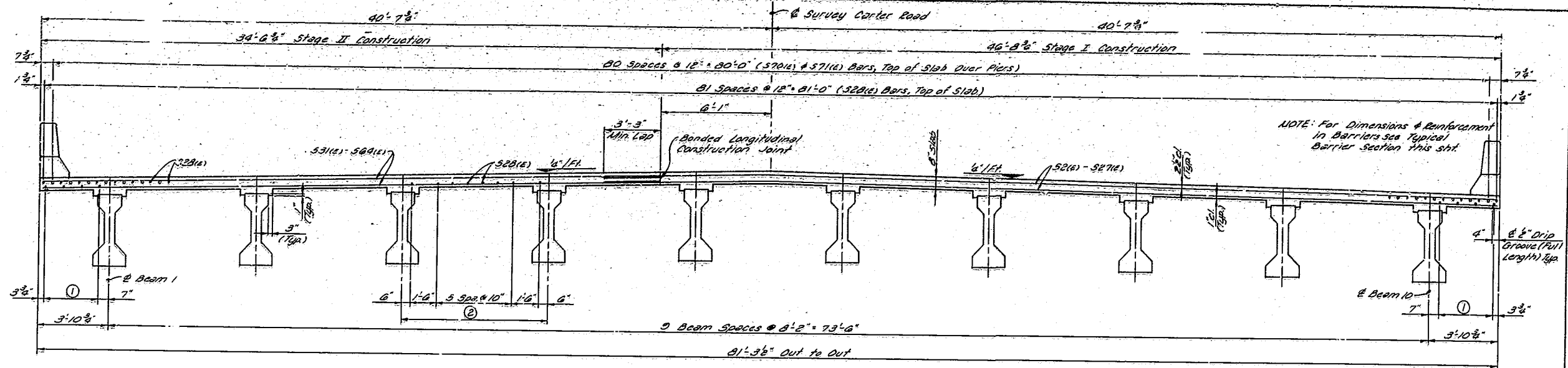
NOTE: For Section A-A, see sht. # 19.

Carter Road Over U.S 60 Bypass Sheet 17

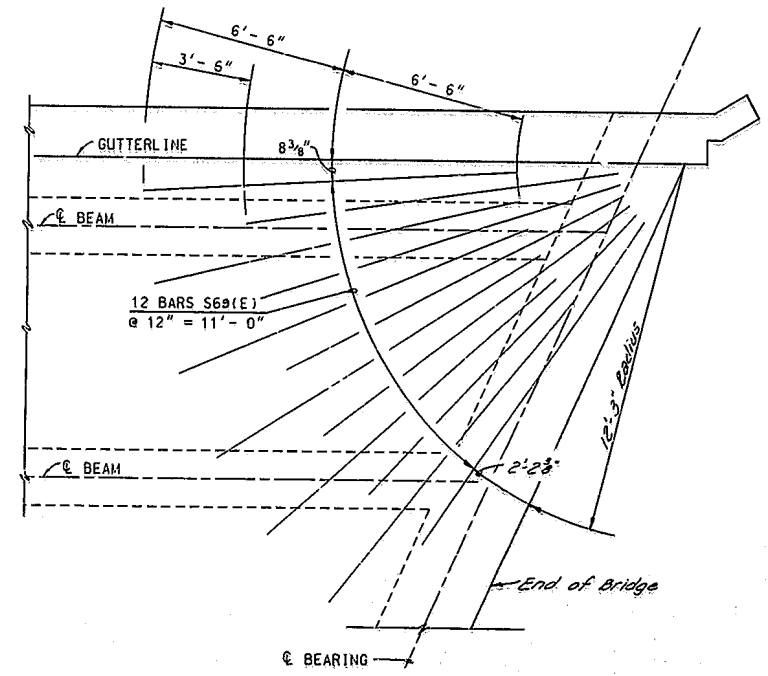
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVISS
CARTER ROAD
ROAD
STATION 180+11.79 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
DRAWING NO. 2307B

SUPERSTRUCTURE

UPDATE DATE
LETTING DATE

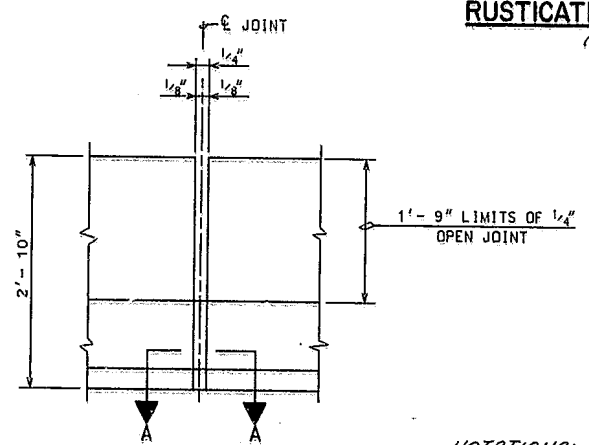


DECK SECTION

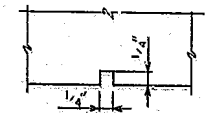


ACUTE CORNER REINFORCEMENT DETAIL

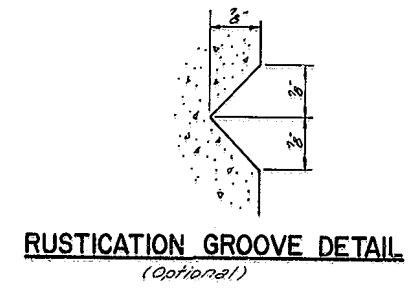
NOTE: CORNER REINFORCEMENT (S69(E) BARS) IS TO BE PLACED BENEATH THE LONGITUDINAL AND TRANSVERSE REINFORCEMENT IN THE TOP OF THE SLAB



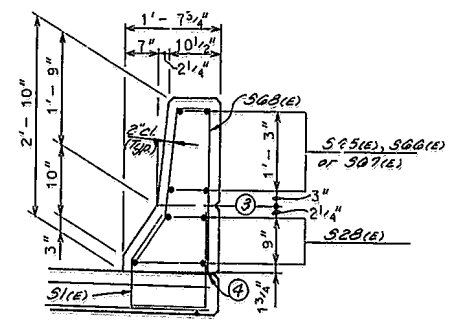
BARRIER JOINT DETAIL



SECTION A-A



RUSTICATION GROOVE DETAIL
(Optional)



TYPICAL BARRIER SECTION

- NOTATIONS:
- ① 3 Spaces @ 12" x 3'-0" (S20(E) Bars, Bottom of Slab).
 - ② S20(E) Bars spaced as shown. Typical Between Beams (Bottom of Slab).
 - ③ Optional Construction Joint & Rustication Groove (Rustication Groove Required only when Construction Joint is used).
 - ④ Mandatory Construction Joint & Rustication Groove, see Rustication Groove Detail this sheet.

DESIGNED BY: J.S.S. DATE: 6-22-92
 CHECKED BY: D.C.D. DATE: 6-22-92
 DRAWING NO.: 23078
 SHEET NO.: 18

SUPERSTRUCTURE

Carter Road Over U.S. 60 Bypass Sheet 18

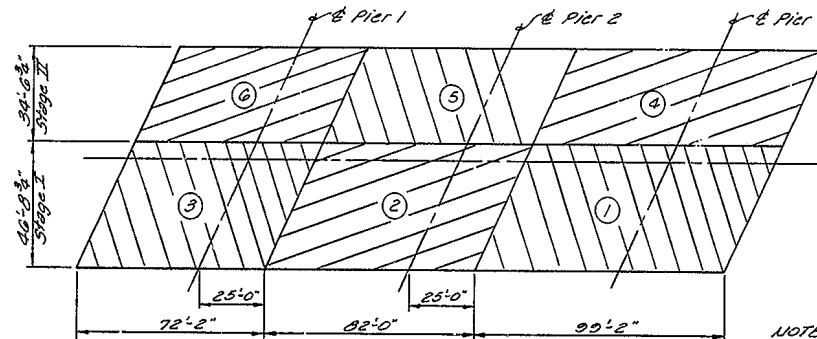
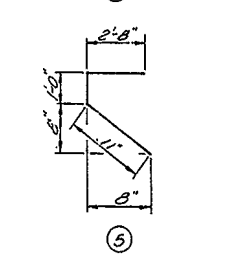
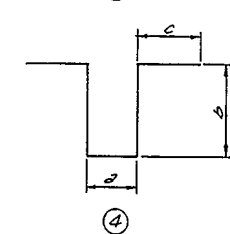
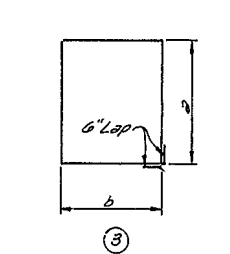
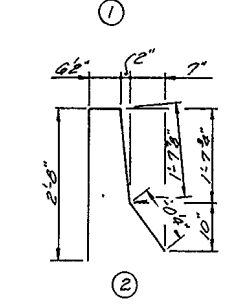
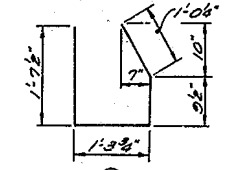
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD
 ROAD
 STATION 180+11.79
 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
 DRAWING NO. 23078

BILL OF REINFORCEMENT

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH		LOCATION									
				Ft.	In.		a	b	c	d					
S1(e)	(1)	#5	472	4	8	Slab-Barrier									
S2(e)	Str.		4	2	5	Slab									
S3(e)			8	4	4										
S4(e)			8	6	3										
S5(e)			8	8	2										
S6(e)			8	10	1										
S7(e)			8	12	0										
S8(e)			8	13	11										
S9(e)			8	15	10										
S10(e)			8	17	9										
S11(e)			8	19	8										
S12(e)			8	21	7										
S13(e)			8	23	5										
S14(e)			8	25	4										
S15(e)			8	27	3										
S16(e)			8	29	2										
S17(e)			8	31	1										
S18(e)			8	33	0										
S19(e)			8	34	11										
S20(e)			8	36	10										
S21(e)			8	38	9										
S22(e)			8	40	8										
S23(e)			8	42	7										
S24(e)			8	44	6										
S25(e)			8	46	5										
S26(e)			8	48	4										
S27(e)			1000	40	11										
S28(e)		#5	1530	31	0										
S29(e)		#6	16	29	9										
S30(e)		#6	8	38	2										
S31(e)		#5	4	4	7										
S32(e)			4	6	6										
S33(e)			4	8	5										
S34(e)			4	10	4										
S35(e)			4	12	3										
S36(e)			4	14	2										
S37(e)			4	16	1										
S38(e)			4	18	0										
S39(e)		#5	4	19	10	Slab									
S40(e)		#5	4	21	9	Slab									
S41(e)			4	23	8										
S42(e)			4	25	7										
S43(e)			4	27	6										
S44(e)			4	29	5										
S45(e)			4	31	4										
S46(e)			4	33	3										
S47(e)			1032	34	5										
S48(e)			4	32	8										
S49(e)			4	30	9										
S50(e)			4	28	10										
S51(e)			4	26	11										
S52(e)			4	25	0										
S53(e)			4	23	1										
S54(e)			4	21	2										
S55(e)			4	19	3										
S56(e)			4	17	5										
S57(e)			4	15	6										
S58(e)			4	13	7										
S59(e)			4	11	8										
S60(e)			4	9	9										
S61(e)			4	7	10										
S62(e)			4	5	11										
S63(e)			4	4	0										
S64(e)			4	2	1	Slab									
S65(e)			16	23	3	Barrier									
S66(e)			64	20	2										
S67(e)	Str.		16	20	9										
S68(e)	(2)	#5	472	5	10	Barrier									
S69(e)	Str.	#6	24	13	0	Slab									
S70(e)	Str.	#7	162	36	0	Slab									
S71(e)	Str.	#7	81	44	0	Slab									
D1(e)	(3)	#5	142	14	10	I.P.E.B. Diaph.	4	1	2	1 1/2					
D2(e)	Str.		8	3	0										
D3(e)	Str.		8	3	6										
D4(e)	Str.		12	38	1										
D5(e)	(5)		142	4	7	I.P.E.B. Diaph.									
D6(e)	Str.		128	6	8	E.B. & Pier Diaph.									
D7(e)	Str.	#5	128	2	0	E.B. & Pier Diaph.									

MARK	TYPE	SIZE	NUMBER	LENGTH		LOCATION										
				Ft.	In.		a	b	c	d						
D8(e)	Str.	#5	32	5	7	E.B. & Pier Diaph.										
D9(e)	Str.		32	4	7	E.B. & Pier Diaph.										
D10(e)	Str.		24	28	4	I.P.E.B. Diaph.										
D11(e)	(4)		189	12	8	Pier Diaph's	2	6	4	2	1	0				
D12(e)	(4)		378	9	5	Inter. Diaph.	0	7	3	6	1	0				
D13(e)	Str.		192	6	3	Inter. Diaph.										
D14(e)	Str.	#5	192	7	3	Inter. Diaph.										
D15(e)	Str.	#5	48	5	3	Inter. Diaph.										
D16(e)	Str.	#5	48	3	9	Inter. Diaph.										



DECK SLAB POURING SEQUENCE

NOTE: The Contractor may pour the Deck Slab in the order shown to avoid extremely large pours. The concrete placement may start at either end of the bridge. The number of sections placed in a days time shall be controlled by the volume of concrete that can be placed and satisfactorily finished by the contractor. With the written permission of the Engineer, the transverse construction joints may be relocated. All the concrete in any one pour must be in place before the concrete in that pour has its initial set. A set retarder approved by the Engineer may be used.

ESTIMATE OF QUANTITIES *		
ITEM	UNIT	QUANTITY
STEEL REINFORCEMENT (EPOXY COATED)	LBS.	190,229
CLASS "AA" CONCRETE	CU. YDS.	802.4

* NOTE: Quantities include Barrier Transition Concrete and Reinforcement Quantities.

Carter Road Over U.S. 60 Bypass Sheet 20

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVISS
 CARTER ROAD
 ROAD
 P. E. PROJECT NO.
 STATION 180+11.79
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23076

SUPERSTRUCTURE

UPDATE DATE: _____ LETTING DATE: _____

DESIGNED BY: _____ CHECKED BY: _____

DATE: _____ DATE: _____

TRACED BY: _____

UPDATE DATE
LETTING DATE

LEFT GUTTER				BEAM 1				BEAM 2				BEAM 3				BEAM 4				CONST. JOINT		BEAM 5				C OF SURVEY		BEAM 6				BEAM 7				BEAM 8											
GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X
A	421.976			A	422.026			A	422.209			A	422.392			A	422.573			A	422.710			A	422.813			A	422.764			A	422.604			A	422.442										
B	421.970			B	422.021			B	422.204			B	422.387			B	422.569			B	422.705			B	422.809			B	422.760			B	422.600			B	422.439										
7	421.952			6	422.000			5	422.196			5	422.368			4	422.562			4	422.692			4	422.735			3	422.755			3	422.587			2	422.435										
8	421.891			7	421.971			6	422.172			6	422.343			5	422.541			5	422.670			5	422.712			4	422.737			4	422.568			3	422.419										
9	421.853			8	421.938			7	422.142			7	422.313			6	422.514			6	422.643			6	422.684			5	422.713			5	422.543			4	422.399										
10	421.809			9	421.899			8	422.108			8	422.277			7	422.482			7	422.610			7	422.652			6	422.684			6	422.513			5	422.373										
C	421.766			10	421.856			9	422.068			9	422.236			8	422.445			8	422.572			8	422.613			7	422.650			7	422.478			6	422.341										
11	421.756			C	421.819			10	422.023			C	422.200			9	422.403			C	422.533			C	422.579			8	422.666			C	422.445			7	422.305										
12	421.756			11	421.818			10	422.010			10	422.200			9	422.390			10	422.529			10	422.575			9	422.642			9	422.446			8	422.292										
13	421.736			12	421.807			11	422.006			11	422.192			10	422.388			11	422.515			11	422.560			10	422.636			10	422.444			9	422.294										
14	421.705			13	421.786			12	421.992			12	422.174			11	422.377			12	422.490			12	422.534			11	422.619			11	422.432			10	422.288										
15	421.664			14	421.754			13	421.967			13	422.145			12	422.355			13	422.464			13	422.507			12	422.598			12	422.444			11	422.246										
16	421.611			15	421.712			14	421.931			14	422.106			13	422.322			14	422.430			14	422.473			13	422.552			13	422.409			12	422.222										
17	421.547			16	421.658			15	421.884			15	422.055			14	422.279			15	422.388			15	422.431			14	422.515			14	422.375			13	422.159										
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19	421.387			18	421.517			17	421.758			17	421.920			16	422.158			17	422.266			17	422.309			16	422.385			16	422.130			15	422.028										
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21	421.185			20	421.334			19	421.588			19	421.743			18	421.994			19	422.101			19	422.144			18	422.288			18	422.100			17	421.855										
D	421.168			21	421.227			20	421.467			20	421.619			19	421.896			D	421.992			D	422.048			17	422.227			17	422.042			16	421.808										
22	421.137			D	421.225			D	421.430			D	421.635			D	421.839			20	421.966			20	422.012			16	422.195			16	421.944			15	421.755										
23	421.091			22	421.188			21	421.414			21	421.602			20	421.825			21	421.926			21	421.971			15	422.112			15	421.936			14	421.797										
24	421.034			23	421.141			22	421.374			22	421.557			21	421.787			22	421.875			22	421.919			14	422.107			14	421.909			13	421.786										
25	420.966			24	421.083			23	421.323			23	421.502			22	421.739			23	421.813			23	421.856			13	422.074			13	421.871			12	421.755										
26	420.888			25	421.015			24	421.261			24	421.437			23	421.680			24	421.771			24	421.813			12	422.031			12	421.822			11	421.712										
27	420.798			26	420.935			25	421.188			25	421.360			24	421.611			25	421.701			25	421.744			11	422.001			11	421.772			10	421.660										
28	420.698			27	420.844			26	421.105			26	421.273			25	421.530			26	421.622			26	421.664			10	421.977			10	421.762			9	421.610										
29	420.586			28	420.743			27	421.010			27	421.174			26	421.438			27	421.527			27	421.569			9	421.912			9	421.692			8	421.596										
30	420.464			29	420.630			28	420.905			28	421.064			27	421.336			28	421.426			28	421.468			8	421.837			8	421.610			7	421.521										
31	420.331			30	420.507			29	420.788			29	420.944			28	421.222			29	421.315			29	421.357			7	421.750			7	421.517			6	421.436										
E	420.275			31	420.373			30	420.661			30	420.813			29	421.098			30	421.191			30	421.233			6	421.652			6	421.414			5	421.339										
32	420.216			E	420.336			E	420.555			E	420.774			28	421.008			E	420.992			E	421.156			5	421.544			5	421.299			4	421.233										
33	420.114			32	420.264			31	420.534			31	420.686			27	420.944			31	420.877			31	421.006			4	421.424			4	421.255			3	421.113										
34	420.008			33	420.161			32	420.435			32	420.606			30	420.973			32	420.771			32	420.906			3	421.286			3	421.239			2	421.006										
35	419.897			34	420.055			33	420.332			33	420.502			29	420.877			33	420.672			33	420.800			2	421.286			2	421.146			1	420.992										
36	419.781			35	419.943			34	420.224			34	420.394			28	420.771			34	420.563			34	420.690			1	421.286			1	421.131			0	420.902										
F	419.725			36	419.827			35	420.112			35	420.280			27	420.642			F	420.563			F	420.690			0	421.286			0	421.071			0	420.808										
G	419.701			F	419.788			F	420.014			F	420.240			26	420.527			G	420.464			G	420.592			0	421.286			0	420.977			0	420.709										
				G	419.764			G	419.990			G	420.216			25	420.411										0	421.286			0	420.947			0	420.605											
																											0	421.286			0	420.840			0	420.507											
																											0	421.286			0	420.742			0	420.485											
																											0	421.286			0	420.625			0	420.445											
																											0	421.286			0	420.507			0	420.403											
																											0	421.286			0	420.366			0	420.366											

BEAM 9				BEAM 10				RIGHT GUTTER	
GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.	TOP OF BEAM	DIM. X	GRID	CONSTR. ELEV.
A	422.281			A	422.118			A	422.073
B	422.277			B	422.115			B	422.070
2	422.267			1	422.112			1	422.066
3	422.251			2	422.099			2	422.053
4	422.229			3	422.081			3	422.035</

UPDATE DATE _____ LETTING DATE _____

DATE _____ DATE _____ DATE _____ DATE _____

DESIGNED BY _____ CHECKED BY _____

DATE _____ DATE _____ DATE _____ DATE _____

PREPARED BY _____ SECTION _____

REVISIONS

NO. 1

NO. 2

NO. 3

NO. 4

NO. 5

NO. 6

NO. 7

NO. 8

NO. 9

NO. 10

NO. 11

NO. 12

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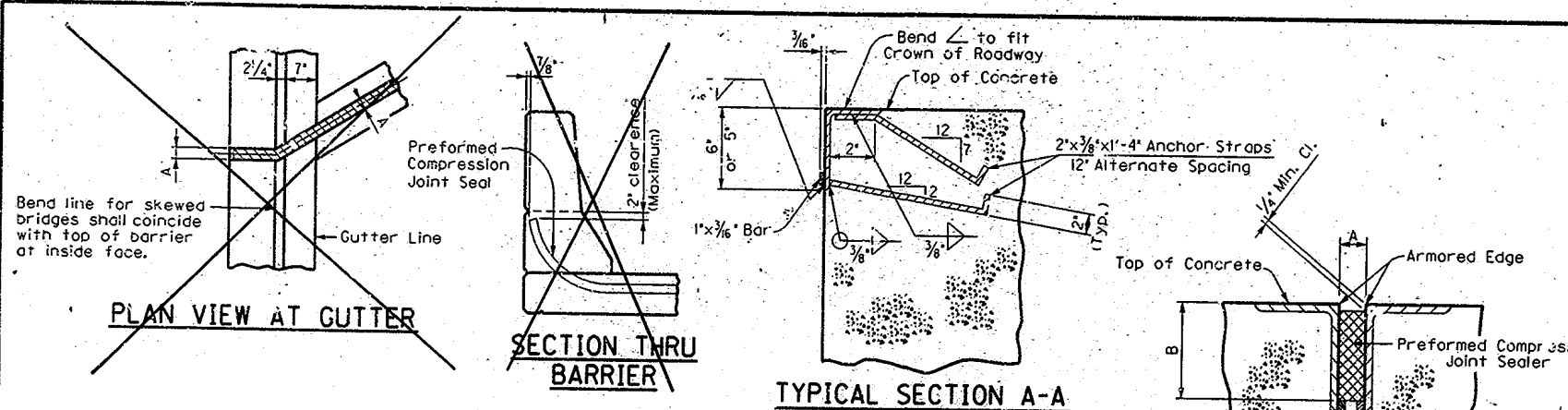
NO. 96

NO. 97

NO. 98

NO. 99

NO. 100



GENERAL NOTES

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

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

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

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

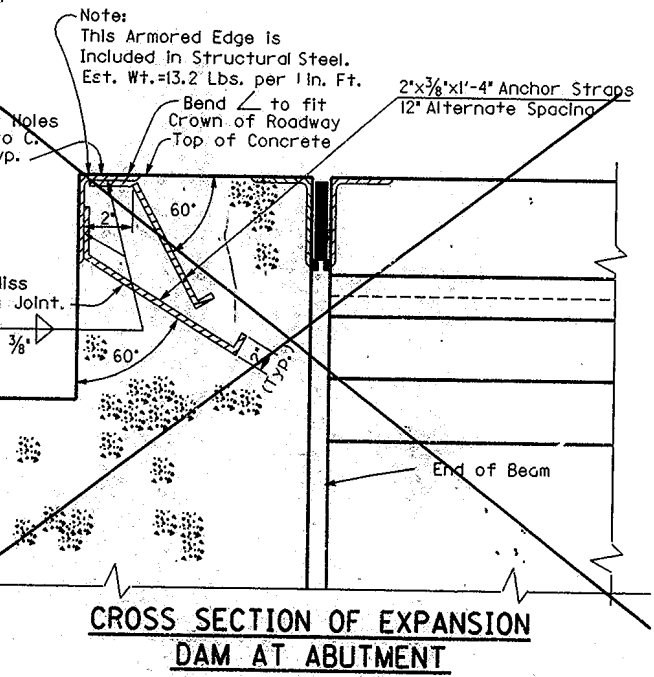
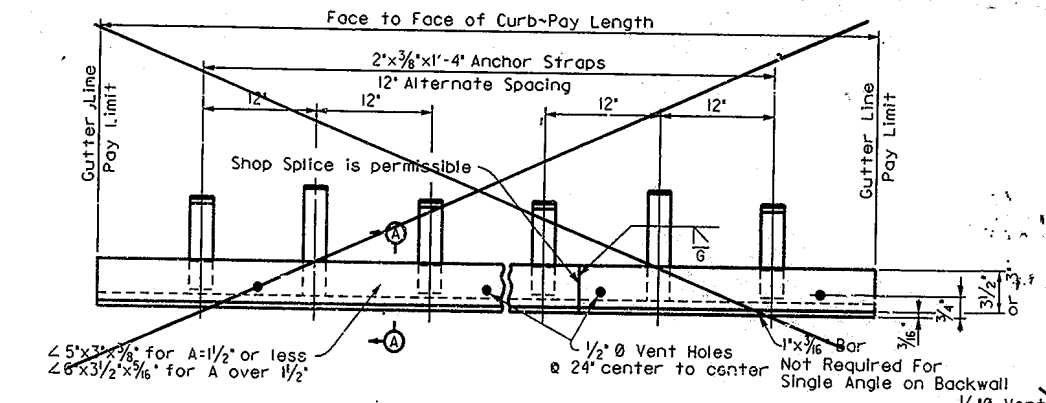
PAY ITEM	PAY UNIT
EXPANSION DAM (SIZE) NEOPRENE	LINEAR FOOT

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

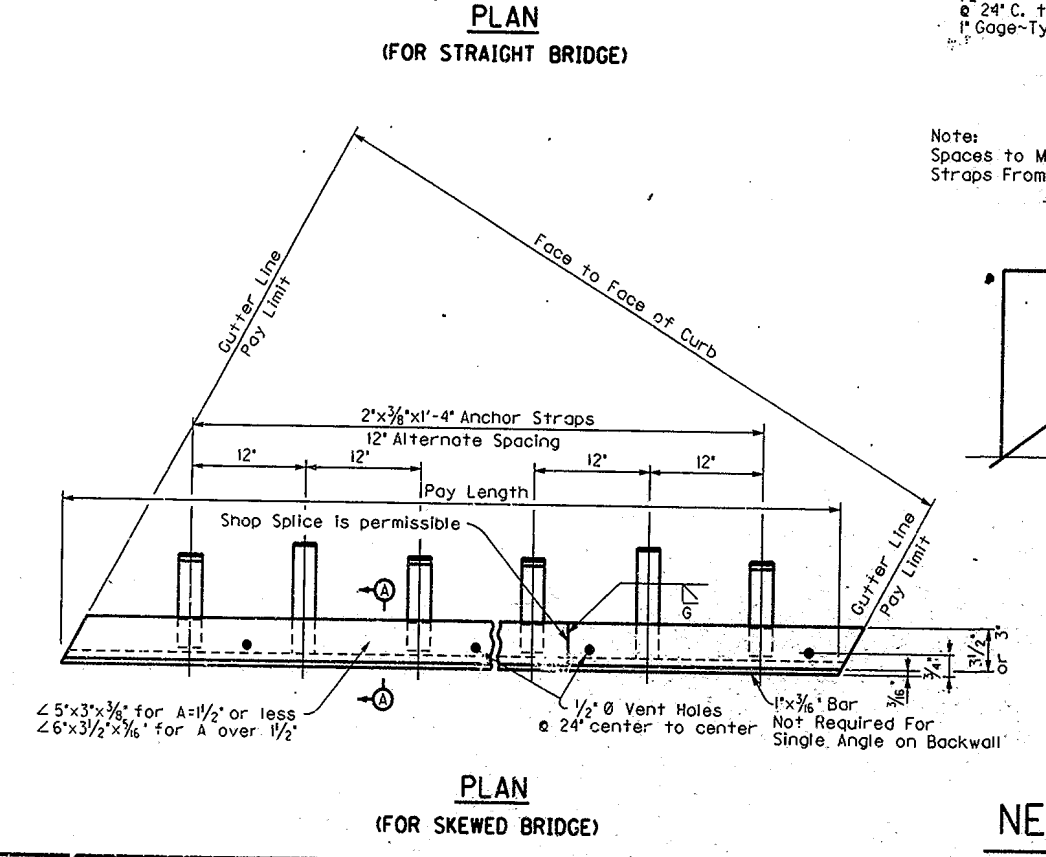
LOCATION
THE LOCATION OF EXPANSION DAMS SHALL BE IN ACCORDANCE WITH THE DETAIL PLANS.

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

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



INCREMENT FOR 10° TEMPERATURE CHANGE				
— STEEL SPAN —				
THRU 60'	61'-100'	101'-140'	141'-180'	
1/32"	1/16"	3/32"	1/8"	
— CONCRETE SPAN —				
0'-80'	81'-140'	141'-200'	201'-260'	261'-320'
1/32"	1/16"	3/32"	1/8"	5/32"



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

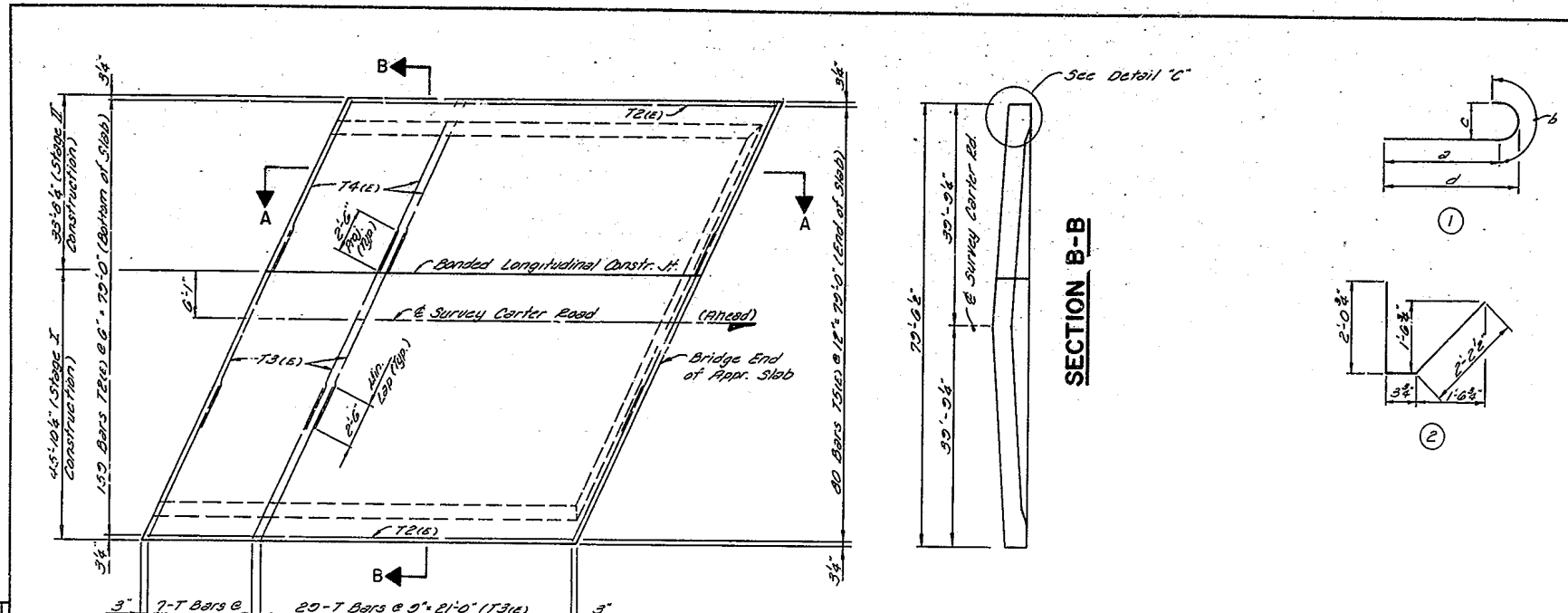
*Joint seal supplied must accommodate required movement. Dimension 'A' shall be set with temperature change correction and as recommended by sealer manufacturer to obtain required movement.

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

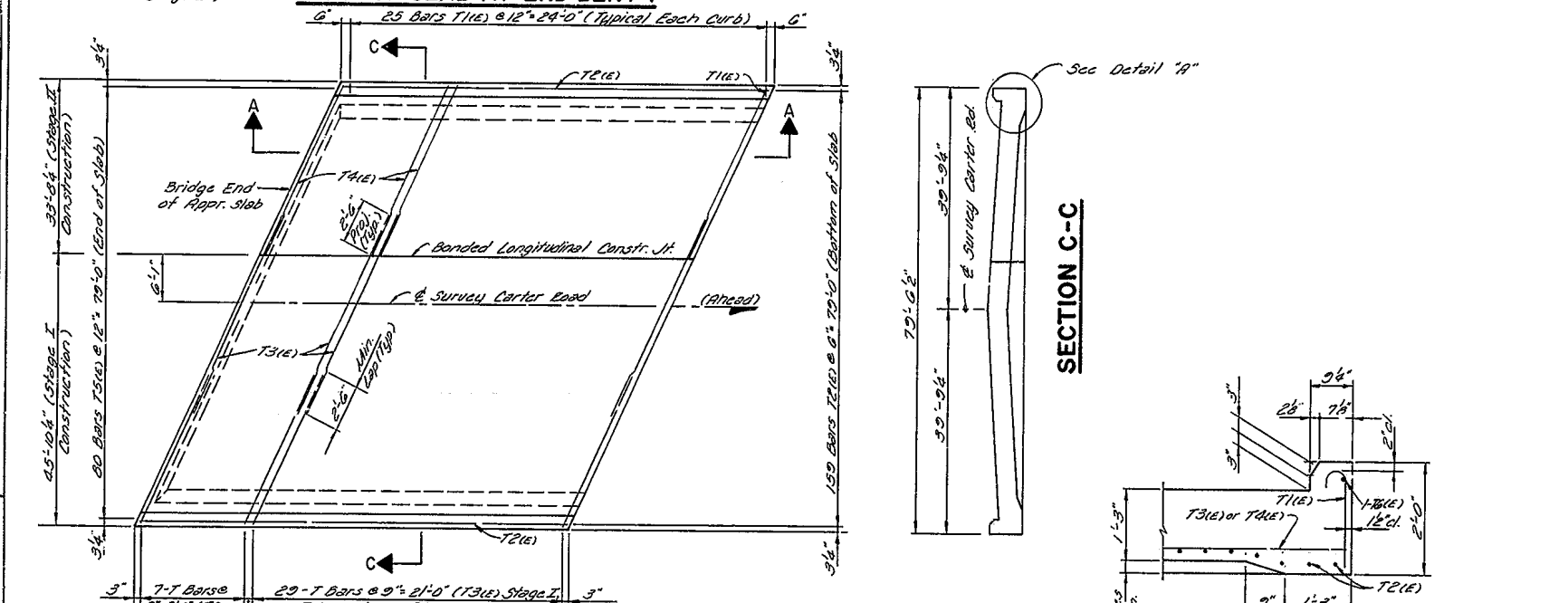
CARTER ROAD OVER U.S. 60 BYPASS SHEET 23

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
DAVIESS
CARTER ROAD
ROAD
STATION 180+11.79 P.E. PROJECT NO.
CONSTRUCTION PROJECT NO. _____ MAINTENANCE PROJECT NO. _____ DRAWING NO. 23078

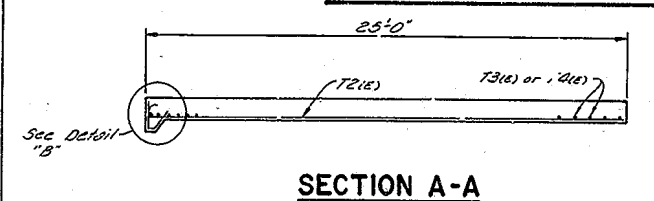
UPDATE DATE _____
LETTING DATE _____



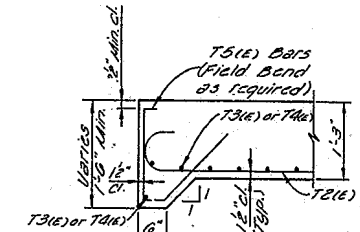
PLAN OF SLAB AT END BENT 1



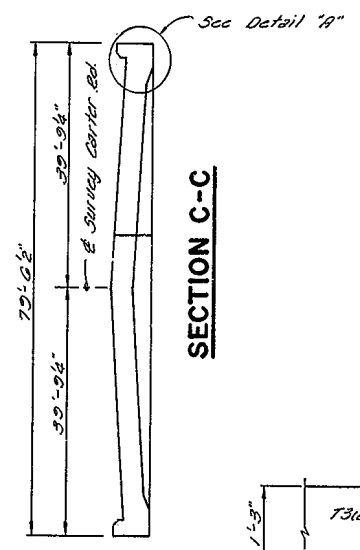
PLAN OF SLAB AT END BENT 2



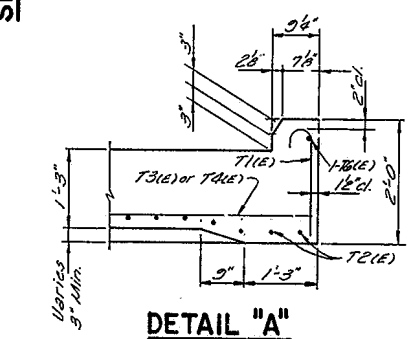
SECTION A-A



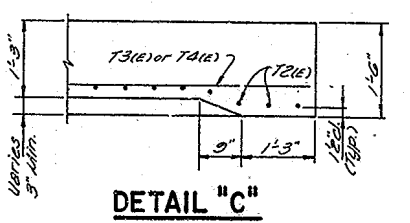
DETAIL B



SECTION C-C



DETAIL A



DETAIL C

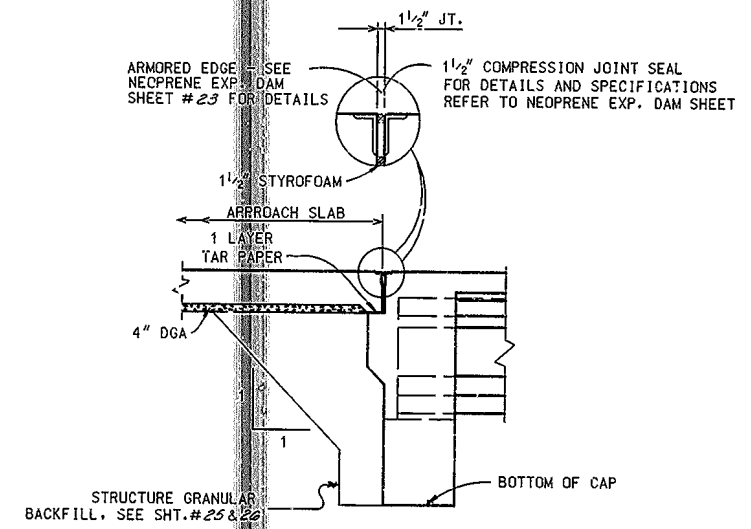
BILL OF REINFORCEMENT													
MARK	TYPE	SIZE	NUMBER		LENGTH	LOCATION	FOOTING						
			E.B. 1	E.B. 2			a	b	c	d			
					Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
T1(1e)	(1)	#5	0	50	7	4	Curbs	1	6	0	10	0	5
T2(1e)	(1)	#8	150	150	25	0	Slabs	24	4	1	5	0	8
T3(1e)	str.	#5	74	74	28	0	Slabs						
T4(1e)	str.	#5	37	37	37	2	Slabs						
T5(1e)	(2)	#4	80	80	4	6	Slab						
T6(1e)	str.	#4	0	2	24	8	Curbs						

GENERAL NOTES

CROWN
CROWN SHALL CONFORM TO THE RATE OF CROWN AT THE APPROACH PAVEMENT AND BRIDGE DECK. IF THE RATE OF CROWN AT THE BRIDGE DECK DIFFERS FROM THAT OF APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED WITHIN THE LIMITS OF THE APPROACH SLAB.

CONCRETE
CONCRETE SHALL BE CLASS "AA".

REINFORCEMENT
ALL BAR REINFORCEMENT SHALL BE GRADE 60 AND EPOXY COATED.



TYPICAL SECTION SHOWING JUNCTION OF APPROACH SLAB WITH BRIDGE

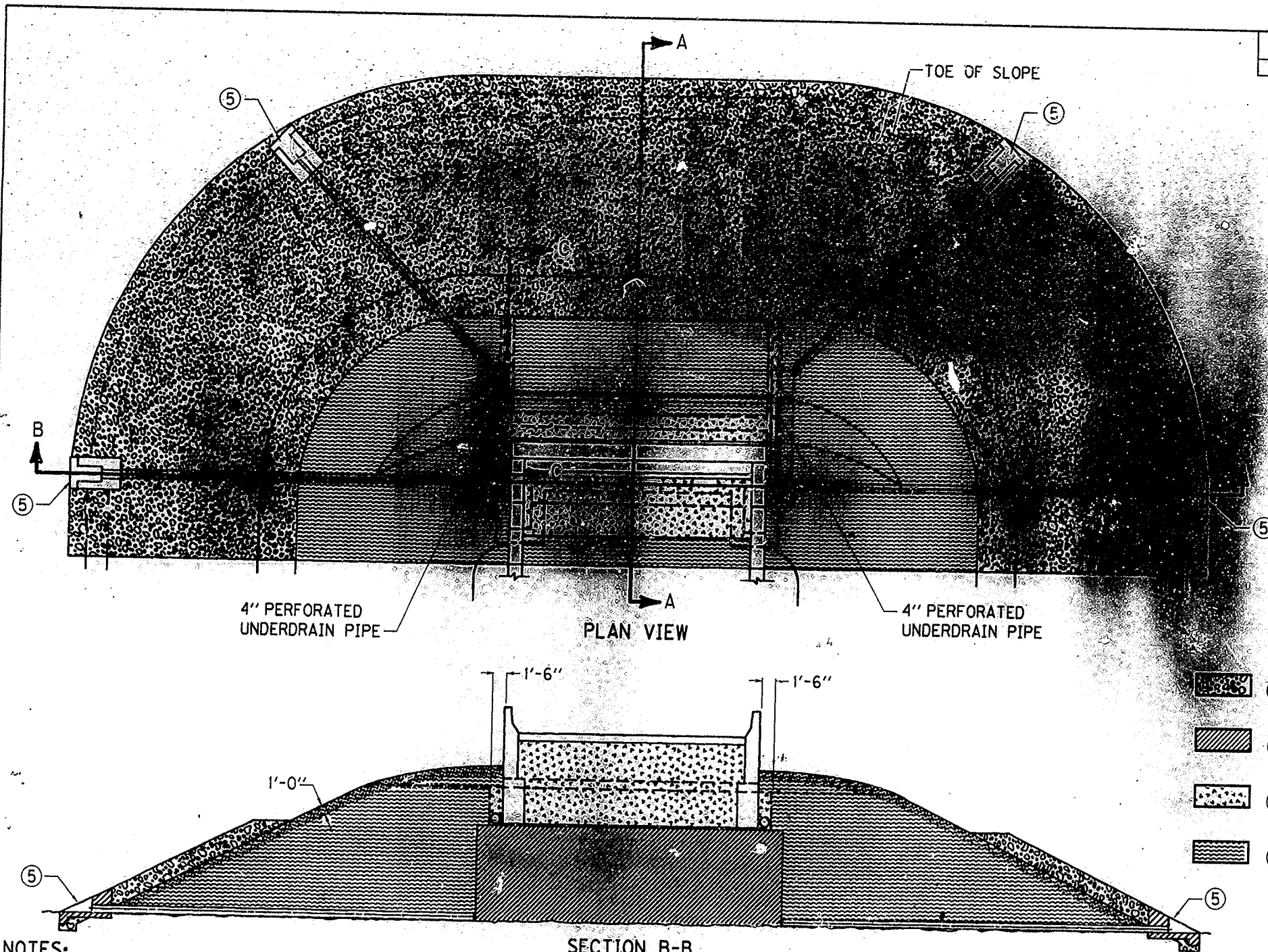
Carter Road Over U.S. 60 Bypass Sheet 24

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
DAVIESS
 CARTER ROAD
 ROAD
 STATION 180+11.79 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 23078

APPROACH SLABS

DRAWING SCALE: ?
DRAWING NOT TO SCALE


COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS



- LEGEND**
- ① SLOPE PROTECTION (SEE BRIDGE PLANS)
 - ② EARTH CORE
 - ③ STRUCTURE GRANULAR BACKFILL
 - ④ ROADWAY FILL-GRANULAR EMB.

NOTES:

THE PURPOSE OF THIS DRAWING AND CURRENT STANDARD DRAWING RGX-105 IS TO DEFINE THE LIMITS OF THE FOUR MATERIALS SHOWN. FOR SIMPLICITY PURPOSES, AN END-BENT WITH WINGS ON A ZERO DEGREE SKEW IS SHOWN. THE SAME PRINCIPLES WOULD APPLY FOR MORE VARIED STRUCTURES.

SHADED PORTION  REPRESENTS LIMITS OF NON-ERODABLE GRANULAR EMBANKMENT.

- ① SLOPE PROTECTION SHALL BE REQUIRED WHEN AND AS NOTED ON THE BRIDGE PLANS.
- ② EARTH CORE SHALL BE REQUIRED AT ALL TIMES.
- ③ STRUCTURE GRANULAR BACKFILL SHALL BE REQUIRED AT ALL TIMES.
- ④ ROADWAY FILL-GRANULAR EMBANKMENT SHALL BE REQUIRED WHEN AND AS NOTED ON THE ROADWAY PLANS.
- ⑤ 8" PERFORATED PIPE WHEN REQUIRED BY CURRENT SPECIAL PROVISION NO. 69. FOR HEADWALL CONSTRUCTION SEE CUR. STD. DWG. RDP-010.

SHEET 25
USE WITH SHEET 26

**KENTUCKY
DEPARTMENT OF HIGHWAYS**

**TREATMENT OF
EMBANKMENT AT
BRIDGE END-BENT
STRUCTURES**

SUBMITTED *Charles E. Raymer* 1/30/92
DIRECTOR DIVISION OF DESIGN DATE

APPROVED _____ DATE
STATE HIGHWAY ENGINEER

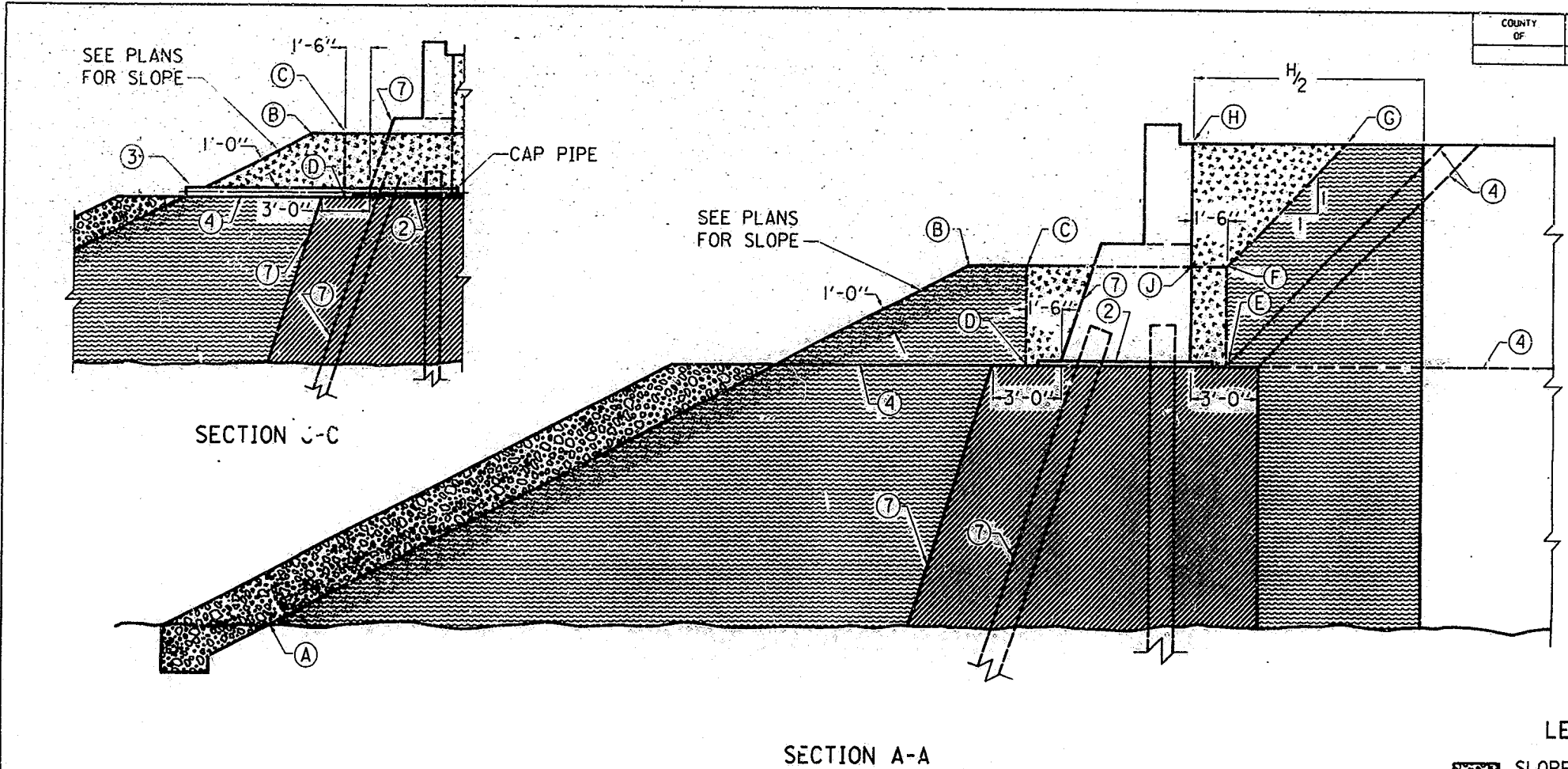
DRWG. NO. 23078

DESIGNED BY: L. B. SLOAN
 1-23-92
 CHECKED BY: D. MCALISTER
 1-23-92
 RECOMMENDED BY: _____
 APPROVED BY: _____

RGX100 USTA, IRAS32 RASTER RGX100

DRAWING SCALE: 7
 DIMENSIONS NOT TO SCALE

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS



CONSTRUCTION SEQUENCE "A"

1. CONSTRUCT EMBANKMENT TO SLOPES A, B, F, AND G SUCH THAT NO UNCOMPACTED OR LOOSE MATERIAL SHALL REMAIN.
2. EXCAVATE FOR END-BENT TO C, D, E, AND F.
3. DRIVE PILING.
4. PLACE 2" MORTAR BED OR ANY CLASS CONCRETE.
5. CONSTRUCT CONCRETE END-BENT.
6. BACKFILL TO C, D, E, F, G, H, AND J.
7. INSTALL 4" PERFORATED UNDERDRAIN PIPE AND BACKFILL.

① CONSTRUCTION SEQUENCE "B"

1. CONSTRUCT EMBANKMENT TO TEMPORARY SLOPE ④.
2. DRIVE PILING.
3. PLACE 2" MORTAR BED OR ANY CLASS CONCRETE.
4. CONSTRUCT CONCRETE END-BENT.
5. BACKFILL TO FINISHED GRADE.
6. INSTALL 4" PERFORATED UNDERDRAIN PIPE AND BACKFILL.

NOTES

- ① CONSTRUCTION SEQUENCE "B" IS A PERMITTED ALTERNATE BY THE CONTRACTOR ONLY WHEN ROADWAY FILL-GRANULAR EMBANKMENT IS REQUIRED.
- ② 2" MORTAR BED OR ANY CLASS CONCRETE.
- ③ 4" PERFORATED UNDERDRAIN PIPE WRAPPED WITH FILTER FABRIC FOR DRAINING THE EXCAVATED TRENCH AND STRUCTURE GRANULAR BACKFILL.
- ④ ACCEPTABLE ALTERNATES FOR TEMPORARY SLOPES (CONSTRUCTION SEQUENCE "B").
5. H = EMBANKMENT HEIGHT MEASURED FROM SUBGRADE ELEVATION AT POINT (H) TO THE LOWEST ELEVATION AT THE TOE OF THE SLOPE.
6. SHADED PORTION [diagonal hatching] AND [stippled hatching] REPRESENTS LIMITS OF NON-ERODABLE GRANULAR EMBANKMENT.
- ⑦ SLOPES ARE EQUAL.
8. SEE CUR. SPECIAL PROVISION NO. 69 FOR CONSTRUCTION AND MATERIAL REQUIREMENTS, METHOD OF MEASUREMENT AND BASIS OF PAYMENT.
9. STRUCTURE GRANULAR BACKFILL SHALL BE PLACED AS A COMPLETE SEPARATE OPERATION AFTER CONSTRUCTION OF ALL OTHER EMBANKMENT.
10. INDIVIDUAL FRAGMENTS LARGER THAN 4 INCHES IN ANY DIMENSION SHALL NOT BE PERMITTED WITHIN 3 FEET OF THE STRUCTURE.

LEGEND

- [stippled hatching] SLOPE PROTECTION (SEE BRIDGE PLANS)
- [diagonal hatching] EARTH CORE
- [dotted hatching] STRUCTURE GRANULAR BACKFILL
- [horizontal hatching] ROADWAY FILL-GRANULAR EMBANKMENT

SHEET 26
 USE WITH SHEET 25

**KENTUCKY
 DEPARTMENT OF HIGHWAYS**

**TREATMENT OF
 EMBANKMENT AT
 BRIDGE END-BENT
 STRUCTURES**

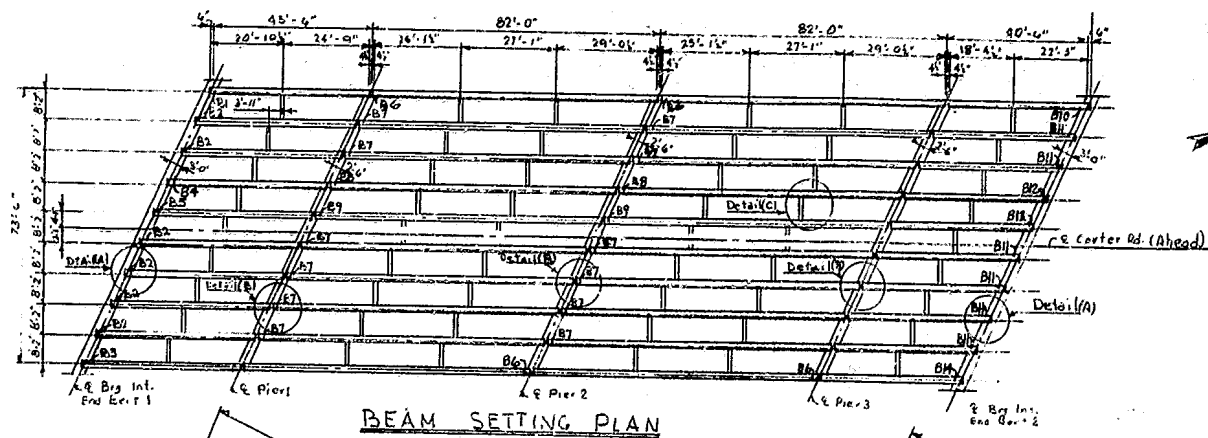
SUBMITTED Charles J. Ramsey 1/25/92
 DIRECTOR, DIVISION OF DESIGN DATE

APPROVED _____ STATE HIGHWAY ENGINEER DATE

DRWG. NO. 23078

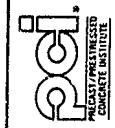
DRAWN BY: C. W. STOUT
 CHECKED BY: D. MCALISTER
 RECOMMENDED BY: _____
 APPROVED BY: F. H. W. A. _____

ROCKS USA, IRAS32 RASTER RECORDS

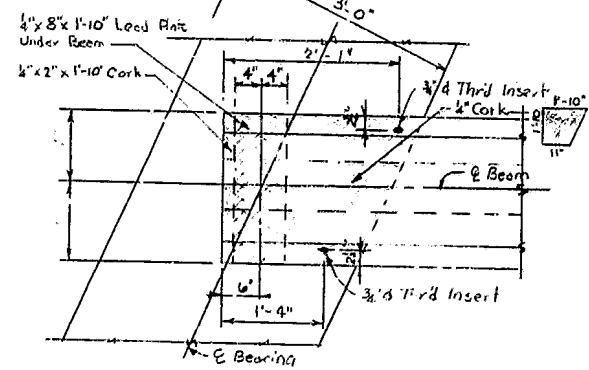


REVIEWED FOR DESIGN ONLY
 OCT 5 - 1996
 STEVE GOODPASTER
 BRIDGE ENGINEER

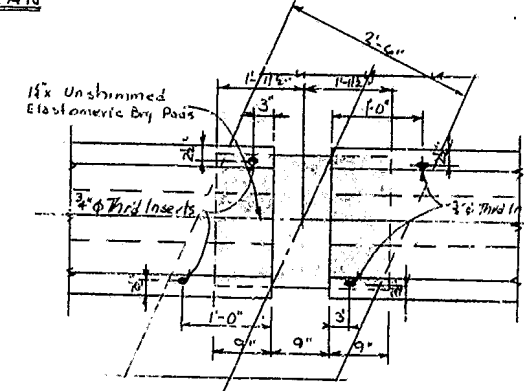
3 K.T.C. AP 1/4" dia
 10 K.T.C. F.A.P. 3/16"



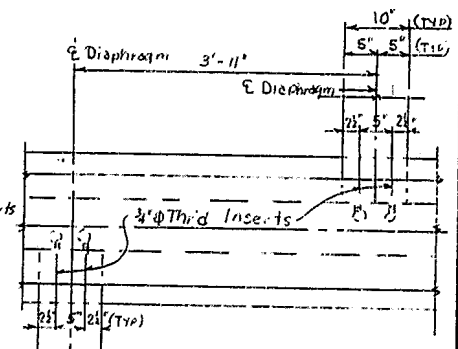
KENTUCKY TRANSPORTATION CABINET
 DEPARTMENT OF HIGHWAYS
 DAVIS COUNTY PERMITS DIVISION
 CHAIRMAN: Garter Ross, Over US 60 & 603
 DRAWING NO. 2107B
 CONTRACTOR: Steff & Murphy



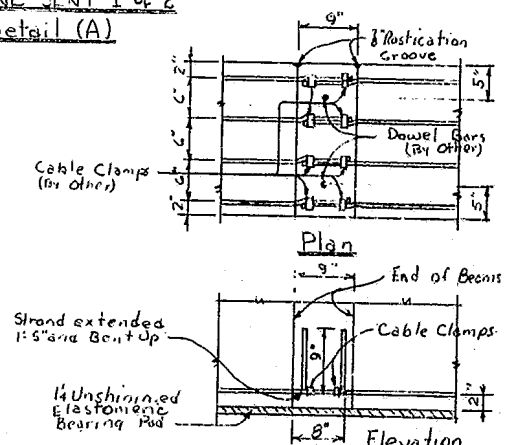
INT END BENT 1 or 2
 Detail (A)



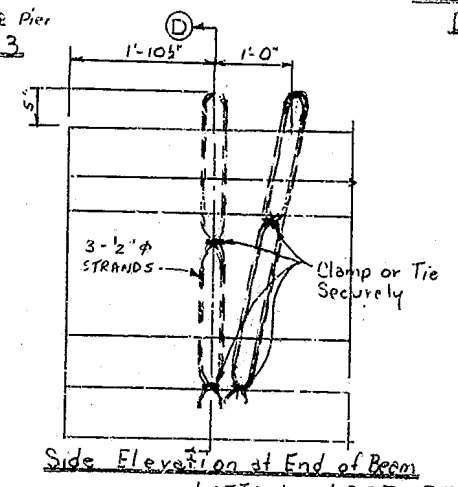
PIERS 1, 2 & 3
 Detail (B)



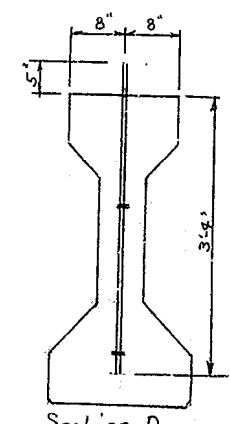
INT DIAPHRAGMS
 Detail (C)



DETAIL (D)



Side Elevation at End of Beam



Section D

Hydro Conduit
 147 PERMIT
 P.O. Box 504
 Henderson, KY 40130

CHECKED BY
 DRAWN BY
 DATE
 SCALE
 SHEET 15 of 105
 96-0007-13 7-20-96
 Scale 5/8" = 1'-0"

GENERAL NOTES

SPECIFICATIONS: All references to the Standard Specifications are to the 1994 edition of the Kentucky Department of Highways Standard Specifications for road and Bridge Construction. All references to the AASHTO Specifications are to the 1989 edition of the AASHTO Standard Specifications for Highway Bridges with Interims thru 1991.

DESIGN LOAD: This Bridge is designed for HS25 live load. The HS25 live load is derived by increasing the standard HS20-44 Truck and lane loads as specified in the AASHTO Specifications by 25%. This bridge is designed for a wind load based on a wind velocity of 34 MPH.

DESIGN METHOD: All reinforced concrete members are designed by the load factor method as specified in the current AASHTO specifications.

MATERIAL DESIGN SPECIFICATIONS:

For Prestress Girder Concrete
 F'C = 6,000 PSI
 F'CI = 5,000 PSI
 F'S = 270,000 PSI

For Steel Reinforcement
 Fy = 60,000 PSI

CONCRETE: Class "D" modified concrete using Type III Cement shall be used in all precast beams.

TENSIONING METHOD: Beams shall be pretensioned.

PRESTRESSING REINFORCEMENT: Strand shall be stabilized strand (1/2 nominal diameter 270 grade, low-relaxation uncoated seven-wire strand in accordance with AASHTO M203. If alternate arrangement or strand type is preferred by the contractor, the designer that developed the original plans shall provide and design revise the original plans to reflect the changes. These design and plan modifications shall be done at the contractors expense.

CONSTRUCTION METHOD: No bond stress shall be transferred to the concrete, nor shall end anchors be released until the concrete has attained a compressive strength as shown by standard cylinders made and cured identically with the girders, of at least a minimum strength of 5,000 psi. Cylinder strength shall be 6,000 PSI at or prior to 28 days. An initial force of 30,000 lbs shall be applied such as to develop a stress of 207,500 psi. Beams with honeycomb of such extent as to effect the strength or resistance to deterioration will not be accepted. An allowance of .0005l shall be made for spalling of beams due to shrinkage and elastic changes. Shop plans shall show a detensioning plan by numbering in sequence the strand pattern.

SURFACE FINISH: Top surface of all beams shall be given a rough finish. The surfaces shall be float finished initially. Further finishing shall be done before the concrete takes its initial set, by scoring the tops of all members transversely at approximately 3-inch centers with a pointed tool. Any laitance present shall be removed during the finish operation.

SEALER: Exterior face of exterior beams to receive one coat of tharoseal.

LIFTING: The Contractors attention is brought to the fact that the beams must only be lifted as indicated on these shop drawings.

MARK LOCATION (X) = Location of mark number on beam.

PREFORMED CORK EXPANSION JOINT MATERIAL: Material requirements shall be in accordance with subsection 807.03.02 type II. The cost of the preformed cork expansion joint material under beams shall be included in the price paid for linear foot of beam.

BEVELED EDGES: All exposed edges shall be beveled 3/8" unless otherwise shown.

REINFORCEMENT: Dimensions shown from the face of concrete to bars are clear distances unless otherwise shown. Spacing of bars is from center to center of bars.

EPOXY COATED REINFORCING STEEL: All reinforcing bars designated by suffix (e) in the plans shall be epoxy coated in accordance with section 811.10 of the standard specification.

PAYMENT FOR CONCRETE BEAMS: The basis of payment for prestressed concrete beams shall be the contract unit price per linear foot of beams in accordance with the specifications.

CONSTRUCTION IDENTIFICATION: The name of the prime contractor and the sub-contractor 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.

ELASTOMERIC BEARING PADS: The material specifications for elastomeric bearing pads shall conform to the AASHTO standard specifications for highway bridges except that the requirement of the low temperature test is waived and a durometer hardness of 50 or 60 is required. The cost of this item is to be included in the price per linear foot of precast beams.

LEAD PLATES: The cost of the lead plates under the prestressed beam at the integral bents is to be included in the price per linear foot of precast beams.

**1996
HS-25**

DATE STENCIL

**Hydro
Conduit**

COMPANY STENCIL

23078

DRAWING NUMBER

REVIEWED FOR
DESIGN, CIVIL

OCT 5 - 1996

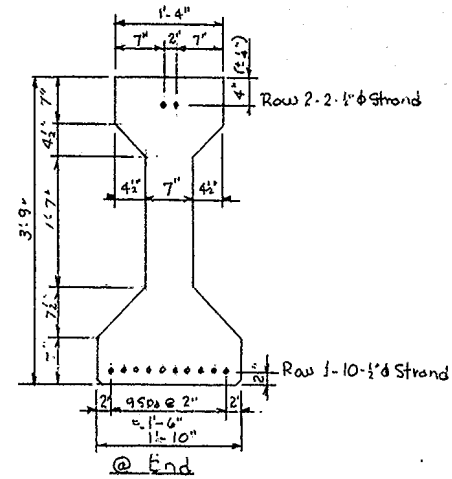
STEVE GOODPASTER
BRIDGE ENGINEER



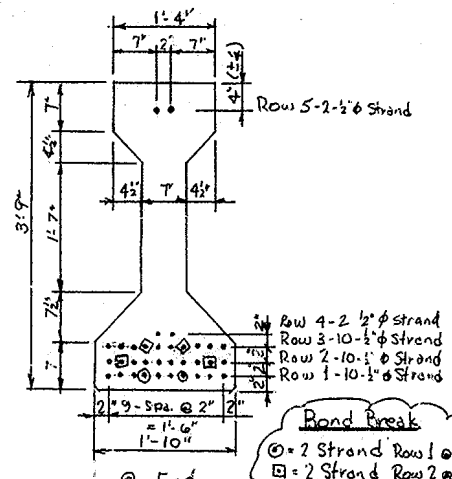
KENTUCKY TRANSPORTATION CABINET
 DEPARTMENT OF HIGHWAYS
 DIVISION OF BRIDGE DESIGN
 600 Commonwealth Building
 Frankfort, KY 40601
 Drawing No. - 23078
 Contractor - Scott & Murphy

Hydro Conduit
 17 5th Street
 Hartford, CT 06103
 EVANSVILLE
 1500 WASHINGTON
 INDIANAPOLIS, IN 46204
 TEL: 317-435-2200
 FAX: 317-435-2201

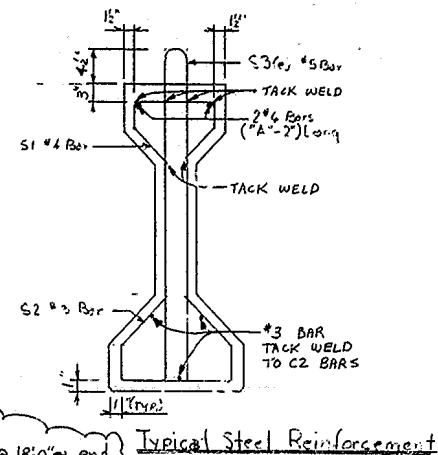
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 DRAWN BY: Leo J. Batey
 DATE: 7-21-96
 SHEET NO. 23078-105
 JOB NO. 96-0007-13



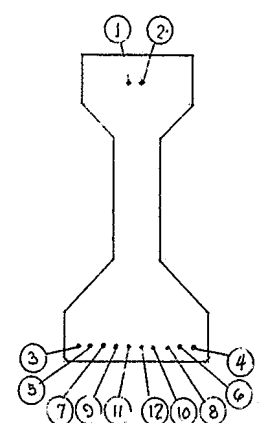
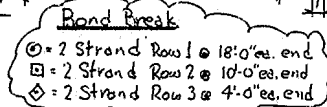
Beams B1, B2, B3, B4, B5, B10, B11, B12, B13 & B14
 12-1/2" ϕ 270K Lo-Lax Strand Tensioned To 30980 lbs Ea



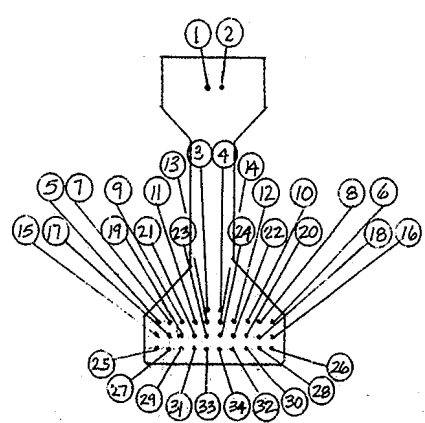
Beams B16, B7, B8 & B9
 34-1/2" ϕ 270K Lo-Lax Strand Tensioned To 30980 lbs Ea



Typical Steel Reinforcement



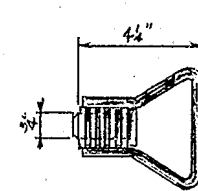
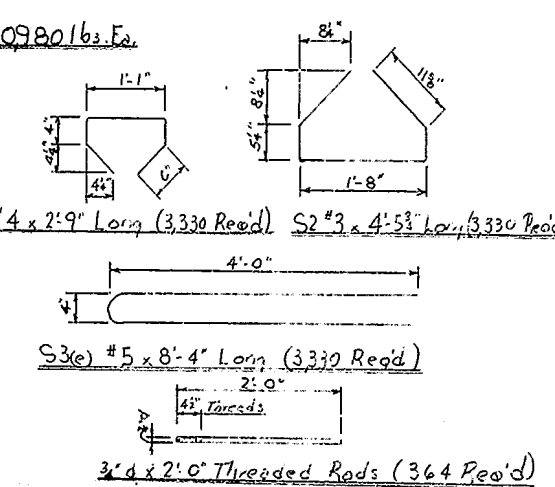
Detension Strand Numerically ① thru ⑫



Detension Strand Numerically ① thru ⑳



Detensioning Notes

Strand to be detensioned symmetrically about centerline of the beam. Single strand detensioning is to be accomplished by gradual heating simultaneously at each end of the bed and releasing strand by the use of low-oxygen flame applied to approximately five inches of the strand such that failure of the strand wire in each strand will occur after heating for approximately five seconds. Two strands are to be released per cycle and each are to be released between all beams on the bed prior to any other strand being released.



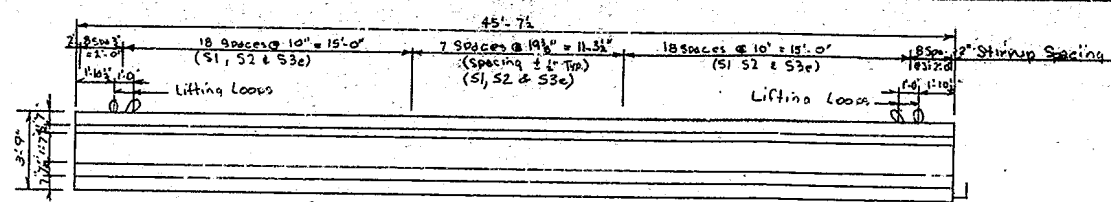
3/4" Threaded Inserts (364 Req'd)

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 OCT 5 - 1996
 STEVE GOODPASTER
 PROJECT ENGINEER



 KENTUCKY TRANSPORTATION CABINET
 DEPARTMENT OF HIGHWAYS
 DAVENESS COUNTY JOB #0214214000000000
 Cummings Co. - Keokuk Road Over US 60 by R-35
 Drawing No. 23078
 Contractor - Scarff & Murphy

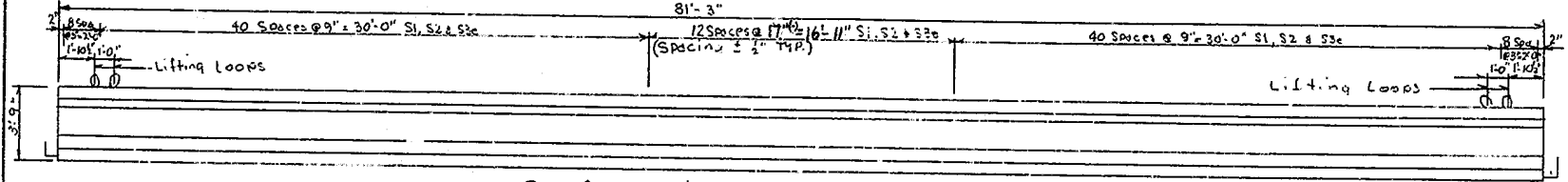
610 CALSON
 200 W. 20th St.
 10000
 EVANSVILLE
 INDIANA 47710
 HYDRO CONDUIT
 24 BR. STREET
 P.O. BOX 596
 HERRINGTON, KY 40024

CHECKED BY: [Signature]
 DATE: 7-21-96
 SCALE: N of Scale
 DRAWN BY: L. J. Bates
 SHEET: 3 of 10
 JOB NO: 96-0007-13

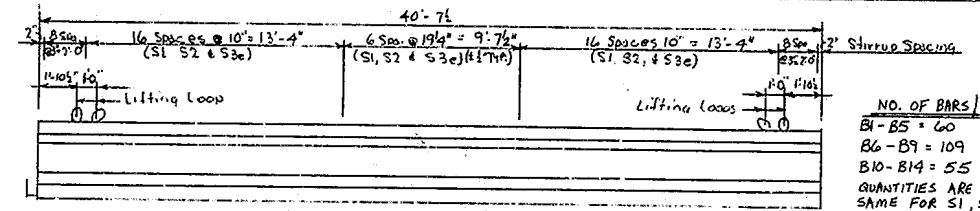


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 OCT 3 - 1996
 STEVE GOODPASTER
 BRIDGE ENGINEER

Reinforcement Spacing Beams B1, B2, B3, B4 & B5



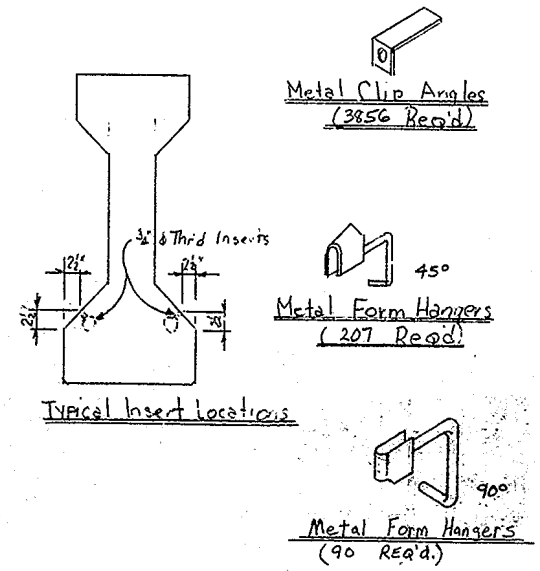
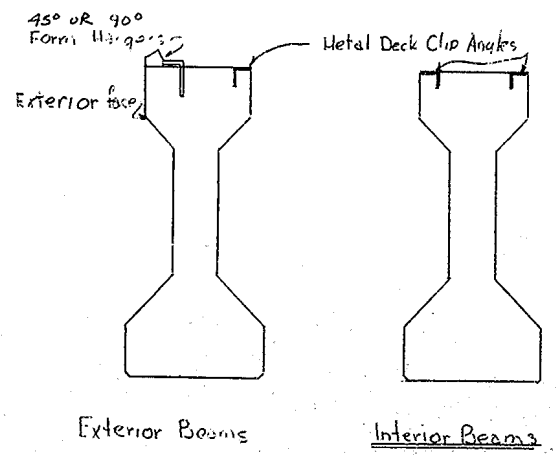
Reinforcement Spacing Beams B6, B7, B8 & B9



Reinforcement Spacing Beams B10, B11, B12, B13 & B14

NO. OF BARS / BEAM
 B1-B5 = 60
 B6-B9 = 109
 B10-B14 = 55
 QUANTITIES ARE THE SAME FOR S1, S2 & S3e.

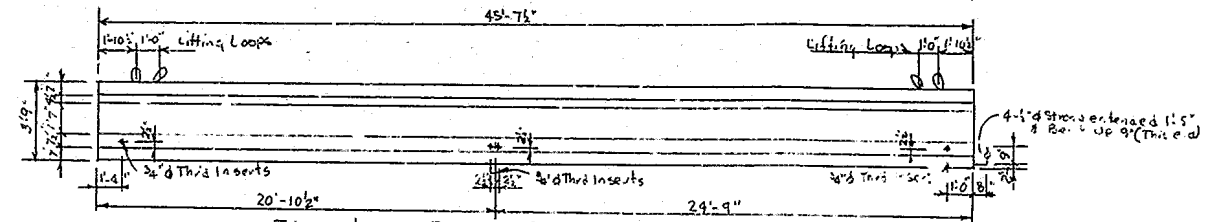
BILL OF MATERIAL	
120	Pcs #6 x 40'-0" Long Grade 60
20	Pcs #6 x 9'-8" Long " "
40	Pcs #6 x 5'-6" Long " "
20	Pcs #6 x 4'-0" Long " "
3330	Pcs S1 #4 x 2'-9" Long " "
3330	Pcs S2 #3 x 4'-5 1/2" Long " "
3330	Pcs S3e #5 x 8'-4" Long " "
364	Pcs 3/4" d Threaded Inserts (TYPE LF)
160	Pcs 3/2" d Strand Lifting Loops 4'-0" Long
3856	Pcs Metal Deck Clip Angles
207	Pcs Metal Form Hangers 45°
90	Pcs Metal Form Hangers 90°



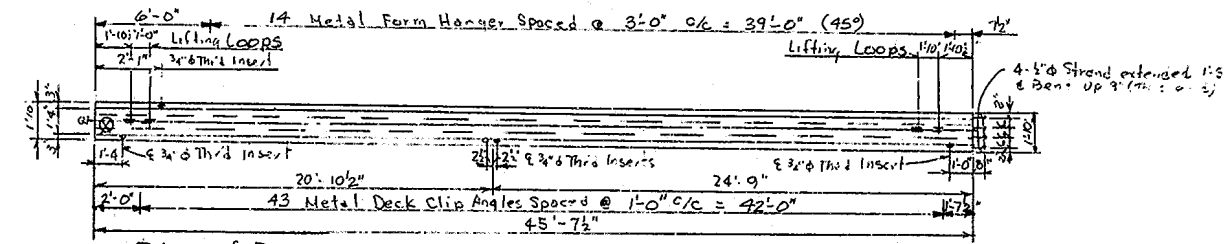
ITEMS TO BE SHIPPED LOOSE	
30	Pcs 1/4" x 1'-8" x 2'-3" Elastomeric Brg Pads
20	Pcs 4" x 8" x 1'-10" Lead Bearing Pads
20	Pcs 4" x 2" x 1'-10" Cork Brg. Pads
20	Pcs 4" x 1'-10" x 1'-10" Cork Brg Pads (See Detail (A))
364	Pcs 3/4" d x 2'-0" Threaded Rods

KENTUCKY TRANSPORTATION COALFIELD
 DEPARTMENT OF HIGHWAYS
 DIVISION COUNTY ROAD DISTRICTS
 Owensboro Dist. Road over US 50 Bypass
 Drawing No. 230-3B
 Contractor - Scott & Murphy
 HYDRO CONDUIT
 710 8th Street
 Evansville, Indiana, IN 47601
 Phone: (317) 424-3306
 Fax: (317) 424-3308

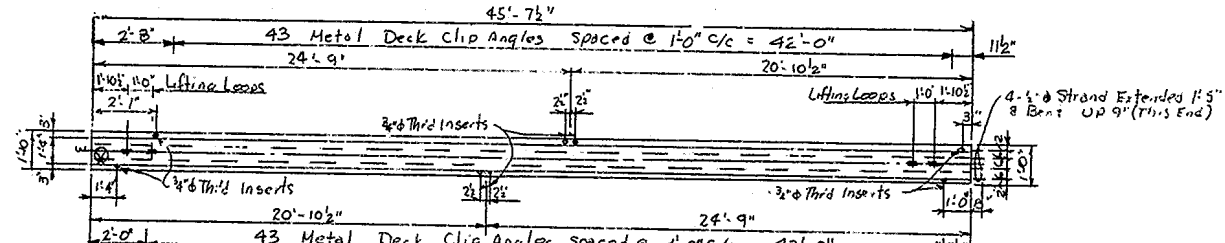
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DATE 7-11-96	SHEET NO. 96-000713	JOB NO. 96-000713



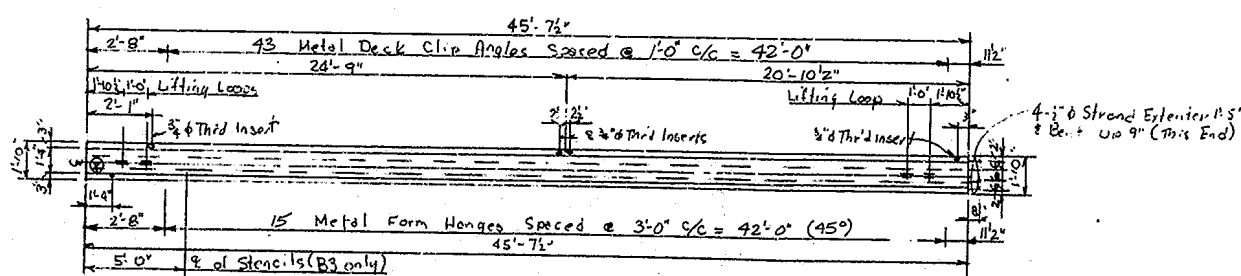
Elevation Beams B1, B2 & B3



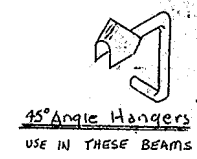
Plan of Beam B1-1 Read Wt 13,300 Tons ~ 6,568 Yds³ Conc. Ea.



Plan of Beam B2-6 Read Wt 13,300 Tons ~ 6,568 Yds³ Conc. Ea.



Plan of Beam B3-1 Read Wt 13,300 Tons ~ 6,568 Yds³ Conc. Ea.



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 OCT 5 - 1996
 STEVE GONDCASTER
 BRIDGE ENGINEER

Hydro Conduit

PCCI
 PRECAST/PRESTRESSER
 CONCRETE INSTITUTE

KENTUCKY TRAIL ASSOCIATION (CAT) NET
 CEMENTARY EAST OF HIGHWAYS
 DAY JESS COUNTY ROAD 030/2522, MORGANTOWN, WV 26505
 CURTIS STONE CONCRETE ROAD 030/2522
 DRAWING NO. 2307B
 CONTRACTOR - SCOTT & MURPHY

810 GARDNER
 EVANSVILLE
 INDIANAPOLIS
 IN

7400 SHILOH
 HOUSTON, TX 4200

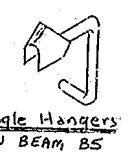
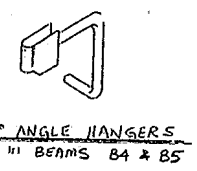
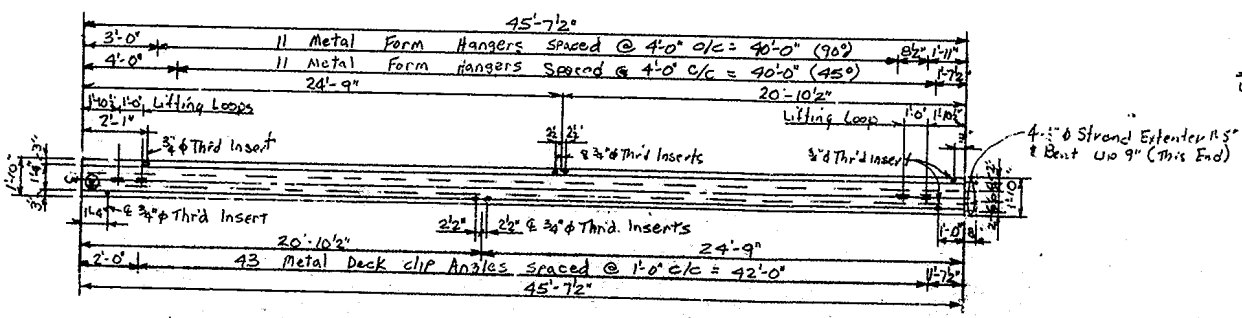
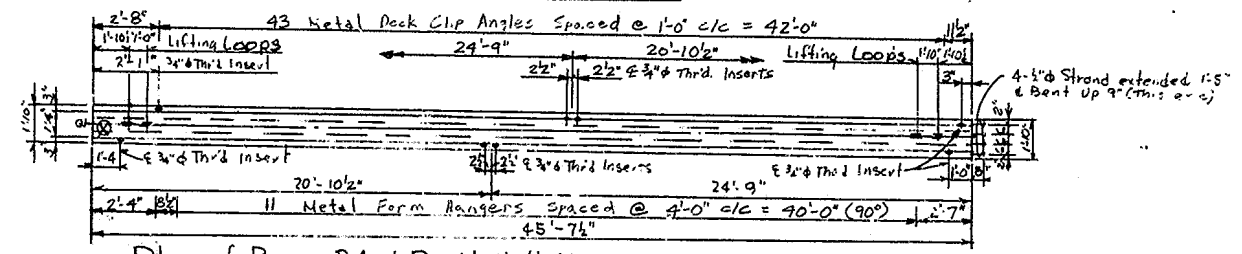
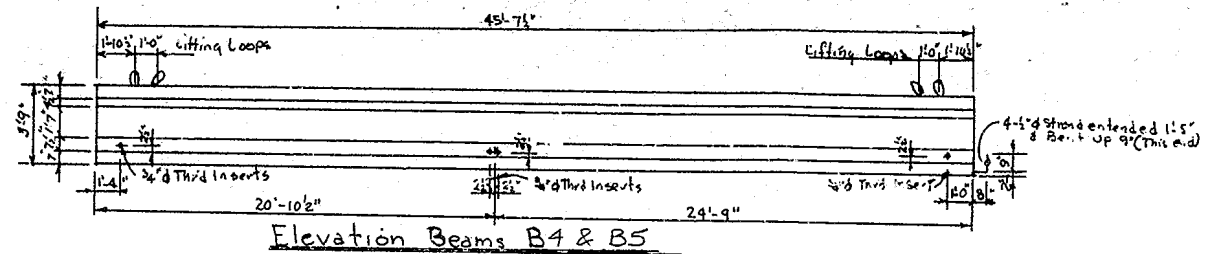
DRAWN BY
 L. BERTS

DATE
 7-23-96

SHEET NO.
 92-0107-13

DIRECTED BY
 SCALE
 1/2" = 1'-0"

⊗ Location of Mark Number on Beam



REVIEWED FOR DESIGN:
OCT 3 - 1996
STEVE GOOPMASTER
PROJECT ENGINEER

⊗ Location of Mark Number on Beam

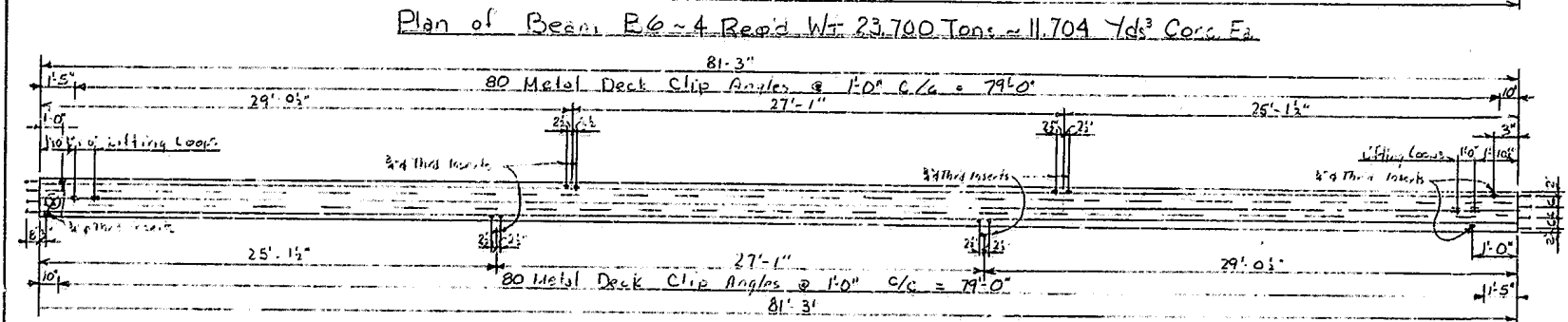
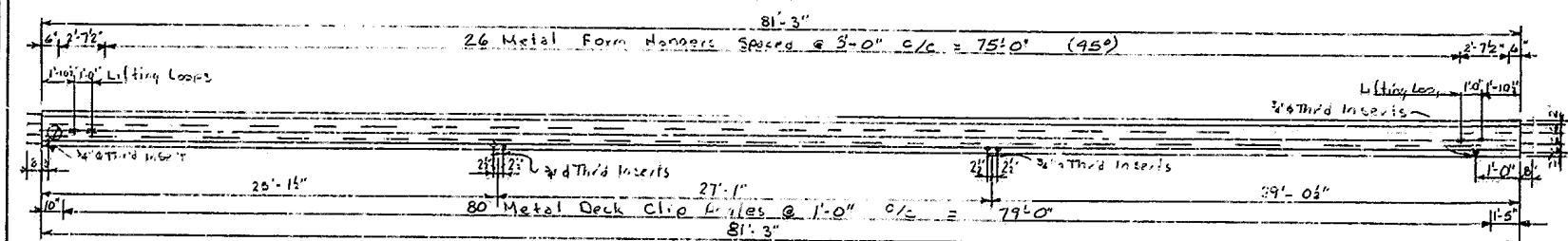
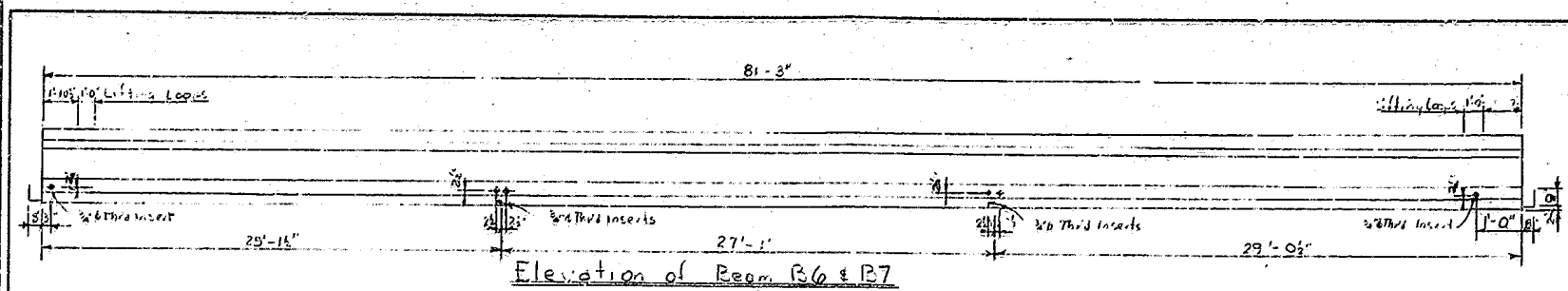
PCI
PRECAST/PRESTRESSED CONCRETE INSTITUTE

PCI
PRECAST/PRESTRESSED CONCRETE INSTITUTE

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF BRIDGE ENGINEERING
One Stone Center Road, Lexington, KY 40504
Drawing No. 2397B
Contractor - SCOTT E. MURPHY

Hydro Conduit
1000 S. MAIN ST.
PO BOX 500
MICHIGAN, KY 40260
CINCINNATI, OH 45202
TEL: 513-752-1100
FAX: 513-752-1101

CHECKED BY: [Signature]
DATE: 7-23-96
SCALE: 1/8" = 1'-0"
SHEET: 5 of 6
JOB: 71-0017-13



(X) - Location of Mark Number on Beams

REVIEWED FOR
DESIGN ONLY
OCT 5 - 1994
STEVE GOODPASTER
BRIDGE ENGINEER

45° Angle Hangers
USE IN THESE BEAMS

PCI
CONCRETE
INSTITUTION

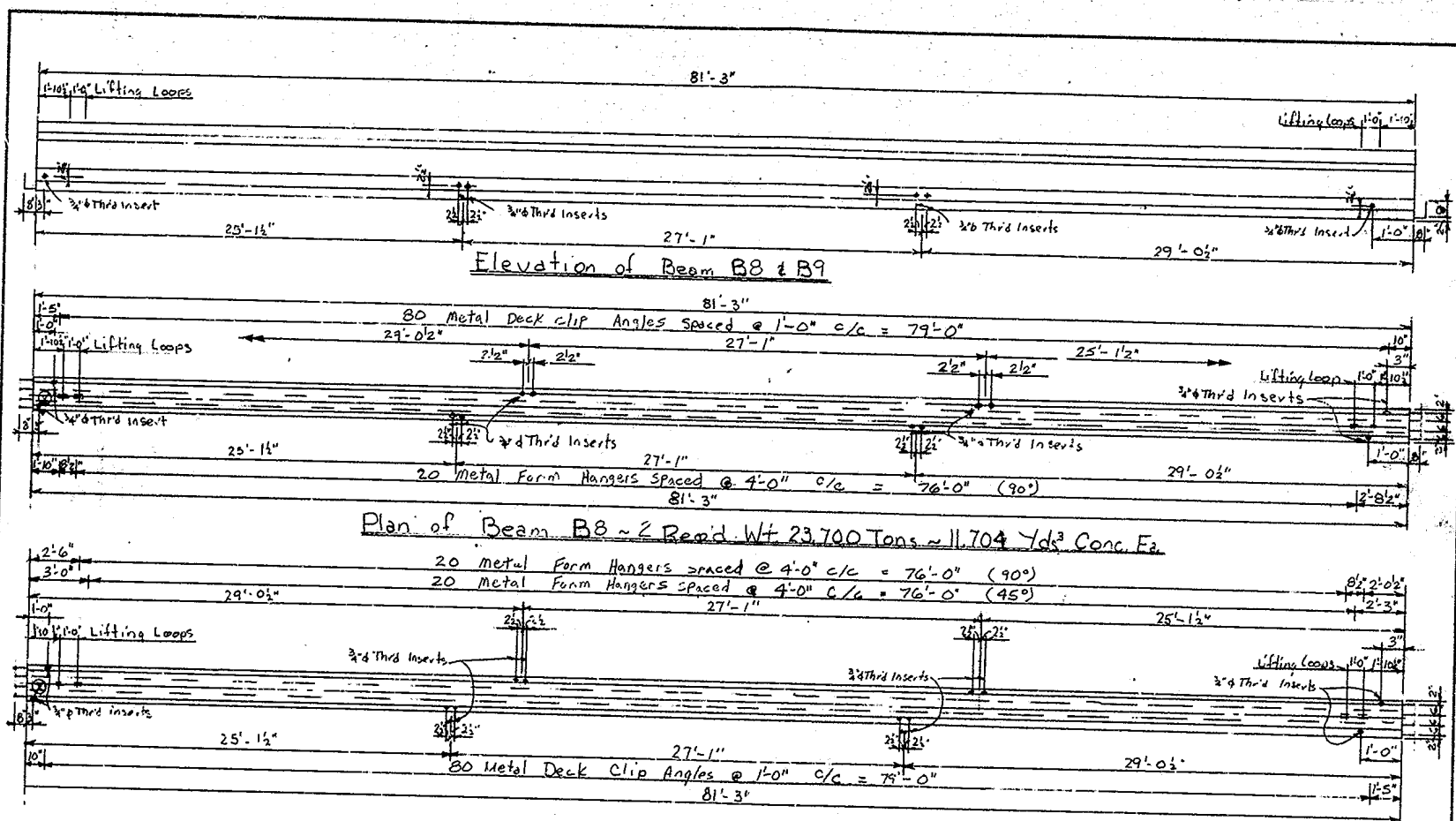
PCI
CONCRETE
INSTITUTION

KEVIN LUCY, PROJECT MANAGER
DAVID L. DAVIS, PROJECT ENGINEER
DUNCAN STEWART, PROJECT ENGINEER
Drawing No. 23-07B
Contract No. 3-23 - E. W. Building

Hydro Conduit
27 25 Street
Newark, NY 07102

877 66-6666
908 66-6666
908 66-6666

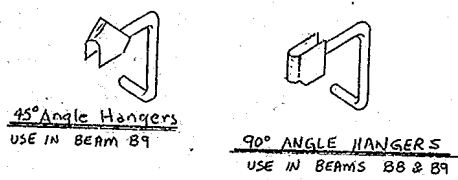
CHECKED BY	SCALE
DRAWN BY	SCALE
DATE	DATE
SHEET 15 of 25	SCALE N/C
DATE 7.16.74	SCALE 3/4" = 1'-0"
PC-0007-12	



Elevation of Beam B8 & B9

Plan of Beam B8 ~ 2 Reqd Wt 23,700 Tons ~ 11,704 Yds³ Conc. Ea.

Plan of Beam B9 ~ 2 Reqd Wt 23,700 Tons 11,704 Yds³ Conc. Ea.



APPROVED FOR DESIGN ONLY
 OCT 3 - 1996
 STEVE GOODPASTER
 BRIDGE ENGINEER

⊗ Location of Mark Number on Beams

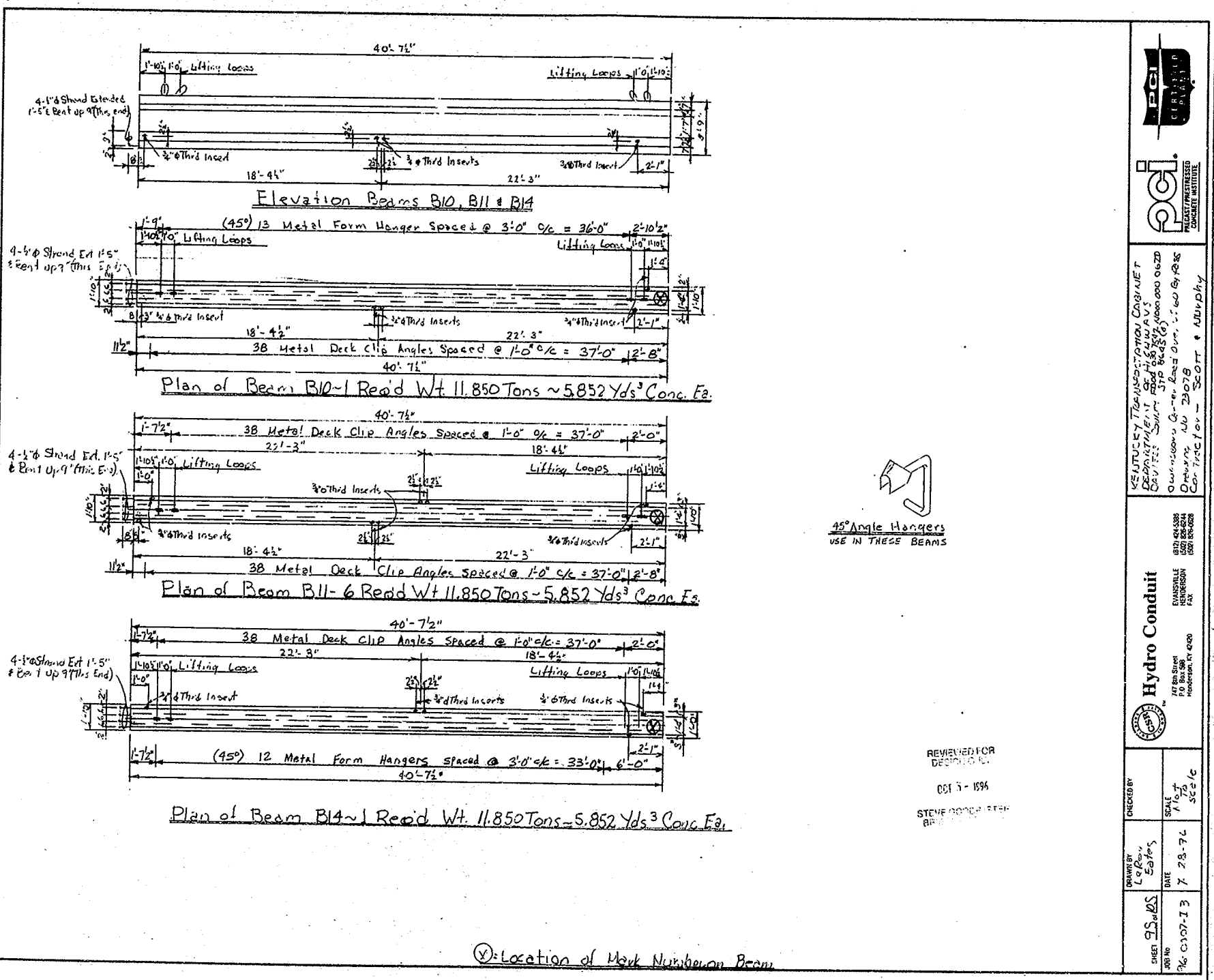
PCI
 CONCRETE
 PRODUCTS


PCI
 CONCRETE
 PRODUCTS


KENTUCKY TRANSPORTATION CABINET
 DEPARTMENT OF HIGHWAYS
 DAVIESS COUNTY DISTRICT OFFICE
 Owensboro, Ky. 40361-0000
 Drawing No. 23-078
 Contractor: SCOTT & MURPHY

Hydro Conduit
 747 8th Street
 Evansville, Indiana, IN 47601
 TEL: 812/438-1100
 FAX: 812/438-1100

CHECKED BY	SCALE
DRAWN BY	DATE
SHEET 85 of 85	7.26.76
JOB NO. 94-0057-13	SCALE



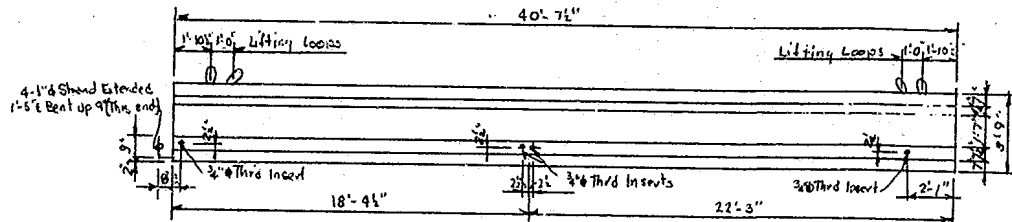




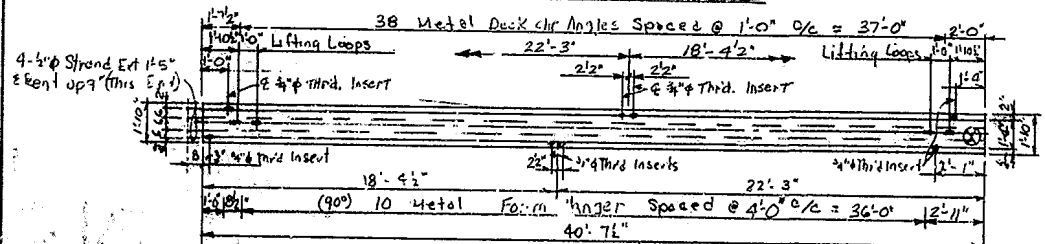
KENTUCKY TRANSPORTATION CABINET
 DEPARTMENT OF HIGHWAYS
 DIVISION OF STRUCTURES
 OWNERS: G-10, East Over, 160 By Pass
 Danville, KY 40418
 CONTRACTOR: SCOTT & ALDRIDGE

Hydro Conduit
 1778N STATE
 P.O. Box 988
 Henderson, KY 42020
 (502) 838-0200
 (502) 838-0208
 FAX

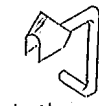
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		1" = 1'-0"
DATE	DATE	SCALE
7/28/76	7/28/76	3/4" = 1'-0"
SHEET NO. 95 of 125	JOB NO. C-107-13	



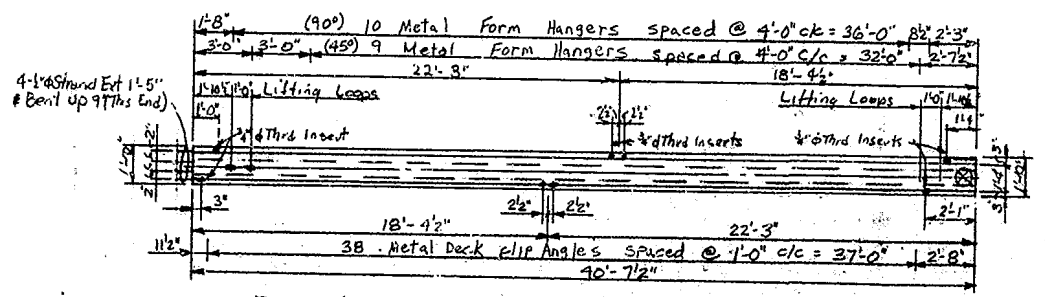
Elevation Beams B12 & B13



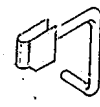
Plan of Beam B12-1 Req'd Wt. 11,850 Tons ~ 5,852 Yds³ Conc. Ea.



45° Angle Hangers
USE IN BEAM B13



Plan of Beam B13-1 Req'd Wt. 11,850 Tons ~ 5,852 Yds³ Conc. Ea.



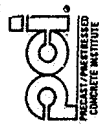
90° ANGLE HANGERS
USE IN BEAMS B12 & B13

REVIEWED FOR DESIGN ONLY

OCT 5 - 1996

STEVE GODDARD
BRIDGE ENGINEER

ⓧ = Location of Mark Number on Beam



KENTUCKY TRANSPORTATION CABINET
DESIGN DIVISION
SAVINGS CENTER 375 BROADWAY
COLUMBIA, KY 40202
Drawing No. 28078
Contractor - SCOTT & MURPHY

815-438-0000
815-438-0001
815-438-0002

Hydro Conduit
EVANSTON, ILL. 60201
100 N. STATE
HOUSTON, TX 77002



DRAWN BY L. Bates	CHECKED BY L. Bates
DATE 7-28-96	SCALE 1/8" = 1'-0"
SHEET NO. 96-0007-13	SCALE 1/8" = 1'-0"