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DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

WAYNE COUNTY

BURKESVILLE - MONTICELLO - BURNSIDE ROAD
KY. 90 OVER OTTER CREEK

REFERENCES AND ESTIMATE OF QUANTITIES															
ITEM	SHEET NO	CONCRETE		REINFORCEMENT	STRUCTURAL STEEL	EPOXY COATED STEEL REINFORCE- MENT	2½" NEOPRENE EXPANSION DAM	6½" NEOPRENE EXPANSION DAM			STRUCTURE EXCAVATION				
		CU YDS									CU YDS				
		CLASS A	CLASS AA								LBS	① LUMP SUM			
Title Sheet	1														
General Note	2														
Layout	3														
SUBSTRUCTURE															
Soundings	4.56			11076											
Abutment 1	788	35.6	78.4	10,702			47.0					75	185		
Pier 1	9810	804.0		100,117								525	555		
Pier 2	11812	969.5		93,998								315	440		
Abutment 2	13814	35.6	78.4	10,702			47.0					95	210		
				11076											
															</

① Approximate Weight of Structural Steel is 1,280.412 lbs

REFERENCES

References Listed Below are the Current Edition and are to be used with these Plans.

Special Provision No. 4(76) for Welding Steel Bridges

Special Notes For "Epoxy Coated Reinforcing Steel"

8GX-006-01 BJE-001-03 RBC-001-02

BILL OF INCIDENTAL MATERIAL		
ITEM	NO.	SIZE
Plastic Pipe	16	1" Ø X 1' - 11" Long See Sht. 9-10-13-14

KY. 90 OVER OTTER CREEK SHEET 1 OF 24

SHEET 1 OF 2

COMMONWEALTH OF KENTUCKY

FRANKFORT
COUNTY OF

WAYNE

BURKESVILLE-MONTICELLO-BURNSIDE

ROAD S.P. 116-99

P. E. PROJECT NO. S.10 (9)

STATION 1272 + 70

MAINTENANCE PROJECT NO.	DRAWING NO.
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APD 642-141)

188

18815

LETTING DATE DEC. 16, 1976
UPDATED 10.9.76

PLANS PREPARED BY
DATE
CHECKED BY
DATE
DESIGN SECTION

DESIGNED BY
DATE
CHECKED BY
DATE
TRACED BY
DATE
2-73

DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

WAYNE COUNTY

BURKESVILLE-MONTICELLO-BURNSIDE ROAD

KY. 90 OVER OTTER CREEK

REFERENCES AND ESTIMATE OF QUANTITIES																					
ITEM	SHEET NO	CONCRETE		REINFORCEMENT	STRUCTURAL STEEL	EPOXY COATED STEEL REINFORCEMENT	2 1/2" NEOPRENE EXPANSION DAM	6 1/2" NEOPRENE EXPANSION DAM			STRUCTURE EXCAVATION										
		CU YDS									LBS	DUMP SUM					LBS	LIN. FT.	LIN. FT.	CU YDS	
		CLASS A	CLASS AA																	COMMON	SOILD ROCK
Title Sheet	1																				
General Note	2																				
Layout	3																				
SUBSTRUCTURE																					
Soundings	4,5,6																				
Abutment 1	788	35.6	78.4		10,702		47.0				75	185									
Pier 1	98,10	864.9			100,117						525	555									
Pier 2	118,12	969.5			93,998						315	440									
Abutment 2	138,14	35.6	78.4		10,702			47.0			95	209									
															</						

LETTING DATE

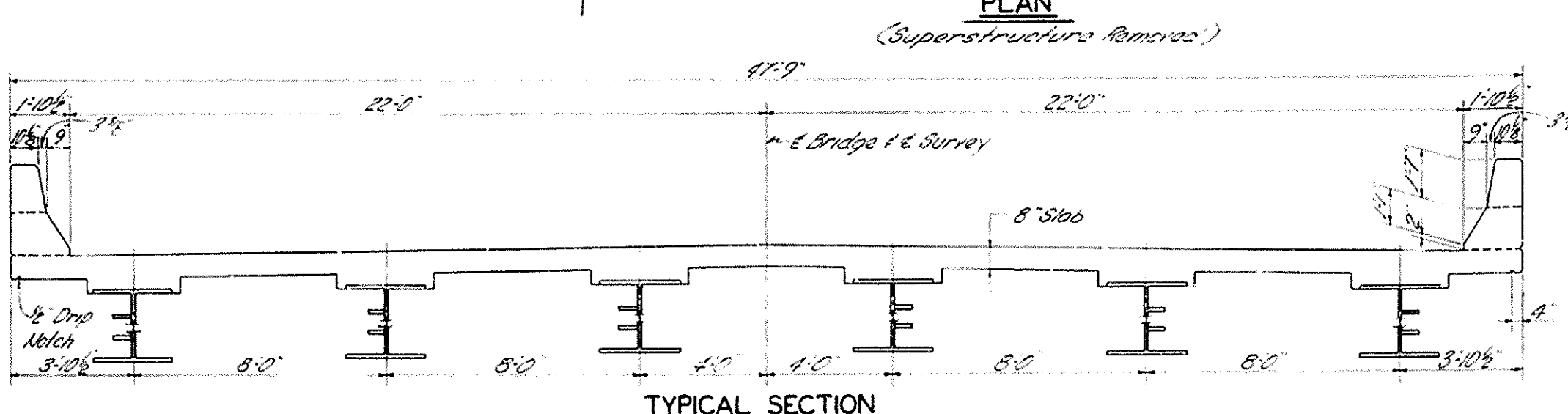
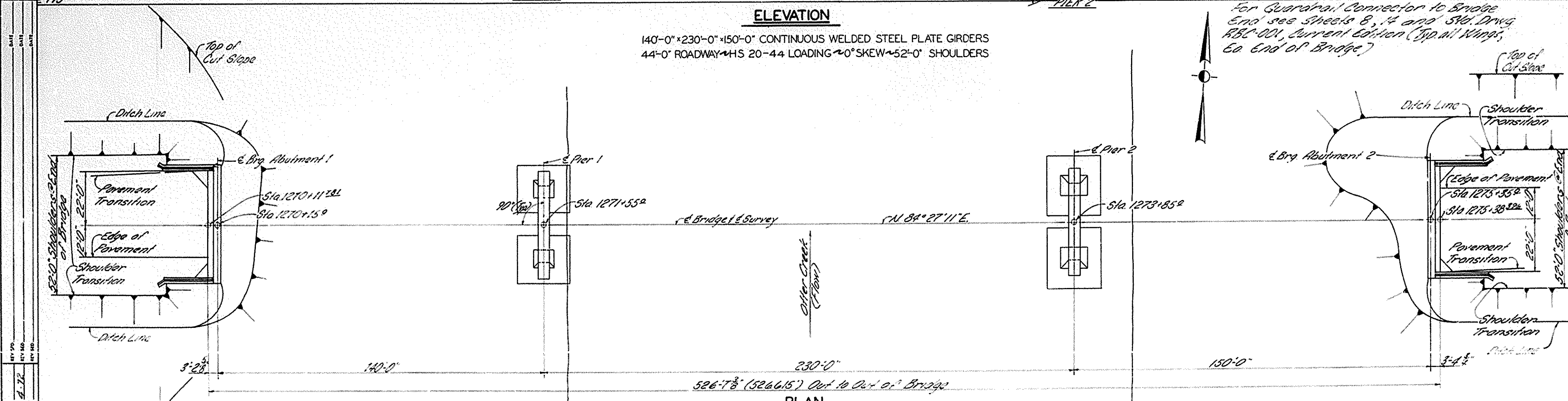
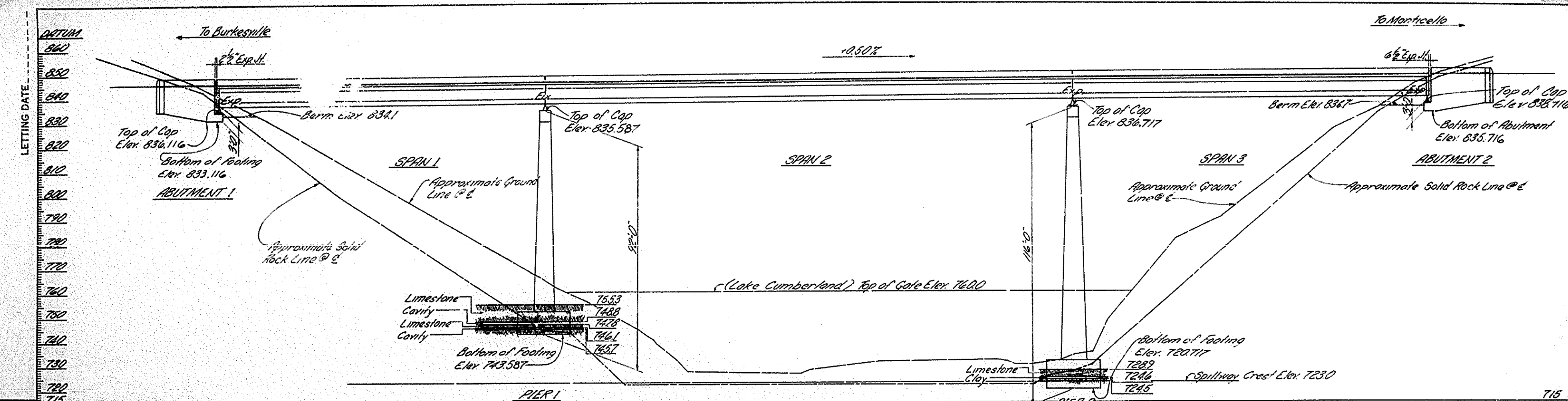
GENERAL NOTE

SPECIFICATIONS:	The Kentucky Bureau of Highways Standard Specifications for Road and Bridge Construction, current edition, shall apply to this project.																										
DESIGN LOAD:	This bridge is designed for HS20-44 loading as specified in the 1973 AASHTO Specifications, including Interim Specifications, or alternate loading of two 24-kip axles spaced four feet apart, whichever produces the greater stress. This bridge is designed for a wind load based on a wind velocity of 84 mph.																										
DESIGN STRESSES:	<table><tr><td>For Class AA Reinforced Concrete</td><td></td><td></td></tr><tr><td>$f'_c = 20,000$ psi</td><td>$f'_c = 4,600$ psi</td><td>$f_t = 1,200$ psi for deck slabs</td></tr><tr><td>$f_c = 1,600$ psi for other than slab design</td><td>$u = 300$ psi for summation of perimeters</td><td></td></tr><tr><td>$u = 200$ psi for embedment</td><td>$n = 8$</td><td></td></tr><tr><td>For Class A Reinforced Concrete</td><td></td><td>For Structural Steel</td></tr><tr><td>$f'_c = 20,000$ psi</td><td>$f'_c = 3,000$ psi</td><td>$f_y = 20,000$ psi; for A36 Steel</td></tr><tr><td>$f_c = 1,200$ psi</td><td>$u = 300$ psi for summation of perimeters</td><td></td></tr><tr><td>$u = 200$ psi for embedment</td><td>$n = 10$</td><td></td></tr></table>			For Class AA Reinforced Concrete			$f'_c = 20,000$ psi	$f'_c = 4,600$ psi	$f_t = 1,200$ psi for deck slabs	$f_c = 1,600$ psi for other than slab design	$u = 300$ psi for summation of perimeters		$u = 200$ psi for embedment	$n = 8$		For Class A Reinforced Concrete		For Structural Steel	$f'_c = 20,000$ psi	$f'_c = 3,000$ psi	$f_y = 20,000$ psi; for A36 Steel	$f_c = 1,200$ psi	$u = 300$ psi for summation of perimeters		$u = 200$ psi for embedment	$n = 10$	
For Class AA Reinforced Concrete																											
$f'_c = 20,000$ psi	$f'_c = 4,600$ psi	$f_t = 1,200$ psi for deck slabs																									
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For Class A Reinforced Concrete		For Structural Steel																									
$f'_c = 20,000$ psi	$f'_c = 3,000$ psi	$f_y = 20,000$ psi; for A36 Steel																									
$f_c = 1,200$ psi	$u = 300$ psi for summation of perimeters																										
$u = 200$ psi for embedment	$n = 10$																										
CONCRETE:	Class A Concrete is to be used in substructure below bearing seats. Class AA Concrete is to be used in roadway slab and curb, and is to be used in portions of the substructure above bearing seats.																										
REINFORCEMENT:	Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.																										
BEVELED EDGES:	All exposed concrete edges shall be beveled 7/8" unless otherwise shown.																										
CONSTRUCTION IDENTIFICATION:	The names 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.																										
TEMPORARY SUPPORTS:	Temporary supports or shoring will not be permitted under the girders when pouring the concrete floor slabs or when taking top of beam elevations.																										
BILL OF INCIDENTAL MATERIAL:	The quantities shown in the Bill of Incident Material are approximate only and the Contractor is responsible for furnishing enough material to complete the work in accordance with the plans and Specifications. The cost of these items is to be included in the unit price bid for Class AA Concrete.																										
MEMBRANE CURING COMPOUND:	White pigmented curing compound shall be applied to the bridge deck in accordance with section 609.15 of the KBH Specifications.																										
PLAN ELEVATION FOR FOOTINGS:	When suitable rock is encountered at a datum elevation higher than the plan elevation, the higher elevation may be utilized for bearing as outlined in the Specifications.																										
FOUNDATION PRESSURE:	Footings are designed for a maximum pressure of 10,000 psi.																										
BLASTING NEAR ABUTMENT SITES:	The bearing value of the rock located under the proposed bridge abutments must be preserved from damage by blasting, by compression from blasting, or by excessive backbreakage. Any increases in structure costs caused by blasting damage to the bridge foundations shall be an expense of the Contractor.																										
NEOPRENE EXPANSION DAMS:	The neoprene expansion devices shall be in accordance with the Transflex Model 250, and Transflex Model 650, as designed and detailed by the General Tire and Rubber Company, Industrial Products Division, Akash, Indiana. The expansion device shall be paid for at the contract unit price, each, and shall include all materials, tools, equipment, supplies, labor and other incidentals necessary to the satisfactory completion of manufacture and installation.																										
PAYMENT FOR STRUCTURAL STEEL:	The lump sum bid for structural steel shall be full payment for all structural steel, bolts, washers, steel pins, cast iron, lead plates, molten lead, welding and welding materials, floor drains, paint and all labor and materials necessary to erect the steel in accordance with the plans and Specifications. The approximate weight of structural steel shown in the Estimate of Quantities does not include overrun or weld overrun.																										
WELDING:	All welding and welding materials shall conform to AWS D.1.1-72 "Structural Welding Code" with Rev. 1-73 and Rev. 2-74. Modifications and additions as stated on the plans. AASHTO 1974 Standard Specifications for Welding of Structural Steel Highway Bridges (with 1975 Interims), and Special Provision 4(76) (current edition) shall supersede the AWS Specifications.																										
SHOP ASSEMBLY:	Shop assembly shall be in accordance with Section 607.07 of the KBH Specifications.																										
SLAB TEXTURING:	The Bridge deck shall be textured in accordance with article 609.13 of the Standard Specifications.																										
CAMBER:	Base plates shall be cut to provide for camber of the girders. Girders which do not conform to plan camber and grade in the erected position shall be considered as requiring, at no additional cost to the state, either an adjustment in depth of concrete slab haunch over the steel supporting members or a reworking of the girder camber to meet the plan grade and slab thickness.																										
EPOXY COATED STEEL REINFORCEMENT:	TOP MAT OF REINFORCING STEEL IN BRIDGE DECK, AND REINFORCEMENT IN THE BARRIER CURB SHALL BE EPOXY COATED. SEE SPECIAL NOTES FOR "EPOXY COATED REINFORCING STEEL."																										
COFFERDAMS:	COFFERDAMS MAYBE REQUIRED FOR BRIDGE PIERS. IF COFFERDAMS ARE USED THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURE EXCAVATION COMMON.																										

WELDING PROCEDURE:	Qualification tests of all welding procedures shall be completed by the Contractor and approved by the Engineer prior to the final approval of the shop drawings and Welding Procedure and the start of fabrication.
ANCHOR BOLT HOLES:	Holes of depth and dimensions shown shall be drilled for anchor bolts or dowels, after base plates are properly set, by the superstructure Contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set, anchor bolt holes drilled, and anchor bolts heated to a blue heat are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush to top of base plates. The cost of drilling anchor bolt holes, heating anchor bolts, furnishing lead, and filling holes with molten lead shall be incidental to and included in the lump sum bid for Structural Steel.
DRAIN DETAILS:	Foundry Note - All drains shall be gray iron castings, ASTM A48, current edition, Class 30A. Report of Field Inspection of Castings, current form, shall be submitted to the Division of Materials. The drain pipe shall be 6" standard weight in accordance with Subsection 810.02.13 of the Specifications. Pipe, fittings and connections shall be included in the lump sum bid for Structural Steel, complete in place. Pipe and all fittings shall be painted in accordance with Section 607.25 of the KBH Specifications.
CONNECTIONS:	Unless otherwise provided on the plans, all connections shall be 7/8" diameter high strength bolts. Open holes shall be 15/16" diameter. All joints are designed as friction type connections. Tightening shall be done with properly calibrated wrenches.
DIMENSIONS:	Dimensions are for a normal temperature of 60 degrees Fahrenheit. Layout dimensions are horizontal measurements.
PROHIBITED FIELD WELDING:	Except as shown on the plans, no welding of any nature shall be performed on the load carrying members of the bridge without the written consent of the Director, Division of Bridges, or his authorized representative, and then only in the manner and at the locations designated in the authorization.
POURING SEQUENCE:	The pouring sequence of the slab may be changed with the written approval of the Engineer.
CLEANING AND PAINTING:	Section 607.25 of the KBH Specifications applies to this project and contractors are hereby reminded that in accordance with that Section all steel surfaces to be painted, including exposed surfaces of splice plates, shall be blast cleaned to a near-white condition in accordance with SSPC-SP10 immediately prior to being painted with the first coat of paint, regardless of whether the first coat is applied in the shop or in the field.
FALSEWORK PLANS:	The contractor shall submit to the Division of Construction for submission to US Coast Guard for approval seven (7) sets of preliminary falsework plans showing the plan, elevation, and location of any and all cofferdams, temporary falsework and other obstructions to be used in connection with the construction of these bridges. One copy showing requested alterations, if any, will be returned to the contractor by the Division of Construction. The Contractor shall submit to the Division of Construction (5) sets of final falsework plans for final distribution.
NAVIGATION CLEARANCES:	All work shall be conducted without unreasonable interference to the free navigation of the waterway and without impairment to the present navigational depths. The channel or channels crossed by the structure shall promptly be cleared of all falsework, piling or other obstructions placed therein or caused by the construction of the bridge. This clearing of the channel shall be done to the satisfaction of the US Coast Guard Commandant and the Bureau of Highways at such time, when in the Engineers judgement, the work has reached a point where such action can be taken, but in any case not later than 90 days after the bridge had been opened to traffic.
MATERIALS:	ASTM Specifications, current edition, as designated below, shall govern the materials furnished. Structural Steel A36-75 High strength bolts, nuts, and plain hardened washers A325-74 Pins and pintles A108-73 (grades 1016-1030 inclusive) Sheet lead and pig lead B29-55 (1971) Gray iron castings A48-74 class 30A All flange and web material including splice plates in longitudinal plate girders shall meet the longitudinal Charpy V-notch toughness test, applicable to group 2 minimum service temperature from +1°F to -30°F, in accordance with the following listing: for A36 steel (up to 4" inclusive) - 15ft. lb @ 40°F Sampling and testing procedures shall be in accordance with ASTM A673 current edition utilizing (H) frequency testing for A36 steel.
STRAIGHTENING BENT MATERIAL:	In lieu of statements made to the contrary in Article 607.20 of the 1976 Standard Specifications, material shall not be straightened by direct hammering.

GENERAL NOTE

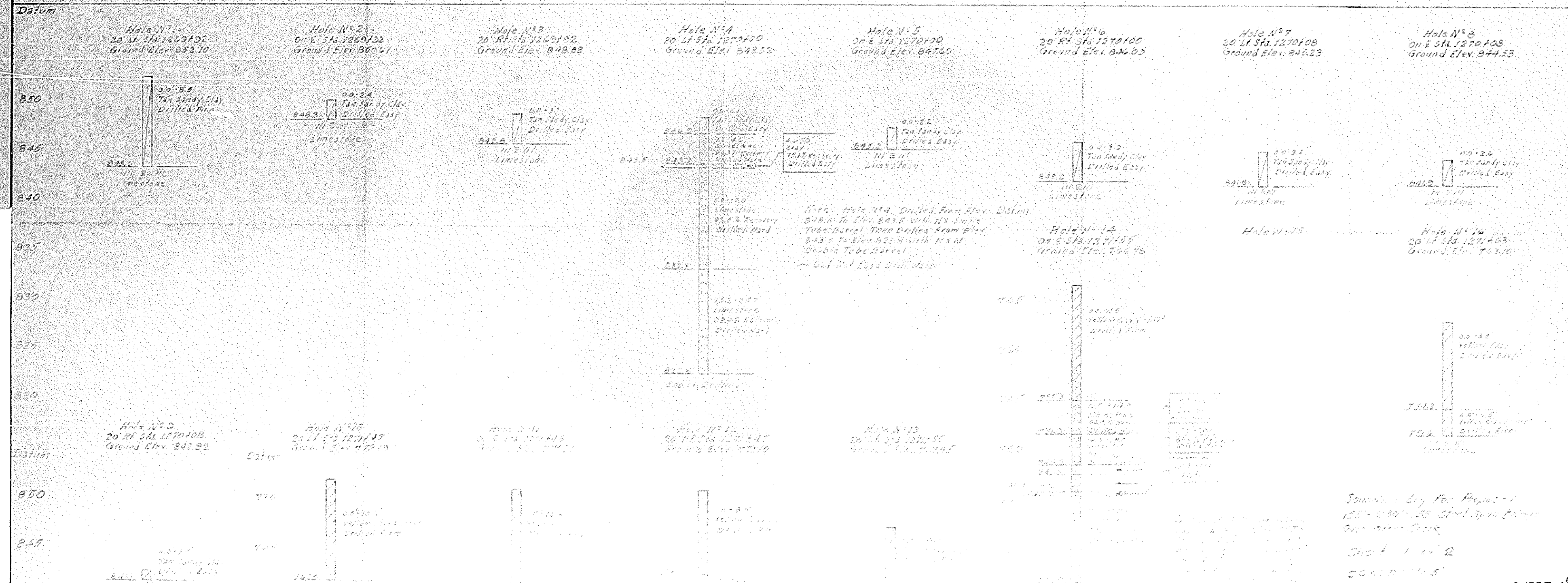
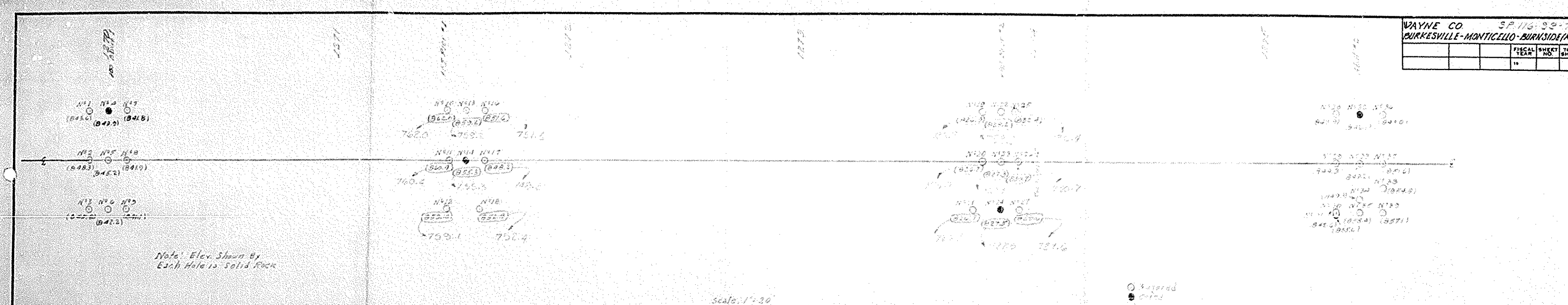
KY 90 OVER OTTER CREEK		SHEET 2
COMMONWEALTH OF KENTUCKY		
BUREAU OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
WAYNE		
BURKESVILLE~MONTICELLO~BURNSIDE		
ROAD		
STATION 1272+70.2		
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
AP0642-1A1		18815



LAYOUT

KY 90 OVER OTTER CREEK SHEET 3

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WAYNE
 BURKESVILLE~MONTICELLO~BURNSIDE
 ROAD
 STATION 1272+70.2
 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. APD 642-(41)
 MAINTENANCE PROJECT NO.
 DRAWING NO. 18815



SHEET 4^B

KENTUCKY
 BUREAU OF HIGHWAYS
 COUNTY OF
WAYNE
 BURKESVILLE-MONTICELLO-BURNSIDE (KY 90)

ROAD
 S.P. 116
 SOUNDED MAY 1970
 18815

CONSTRUCTION PROJECT No.
 APD 642-(41)
 BY WALLACE HARLAN
 SOUNDING SUPERVISOR

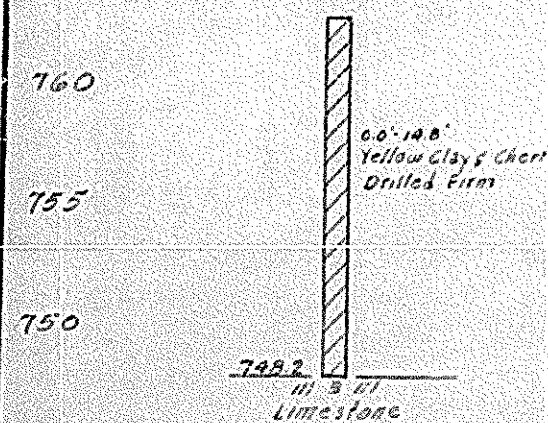


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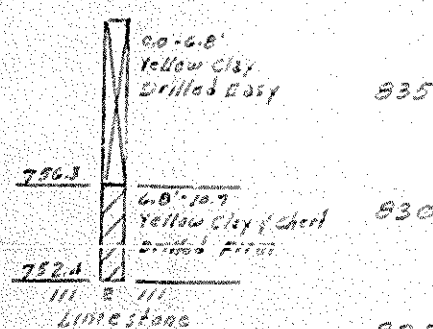
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WAYNE CO.		S.P. 116-00-72	
BURKESVILLE-MONTICELLO-BURNSIDE (KY. 90)		TOTAL SHEETS	
		18	

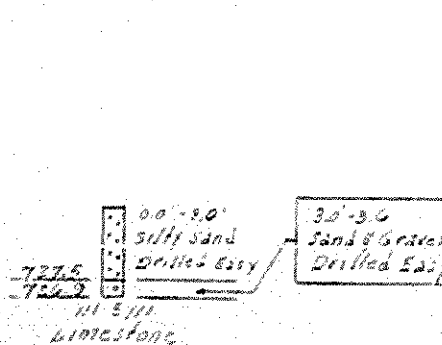
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Ground Elev. 762.96



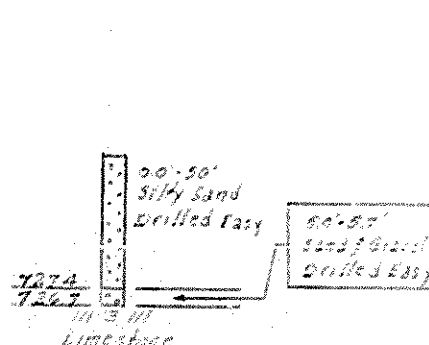
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Ground Elev. 763.12



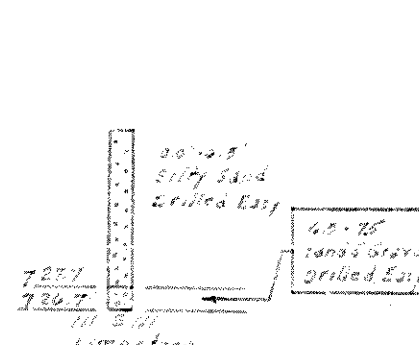
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Ground Elev. 730.46



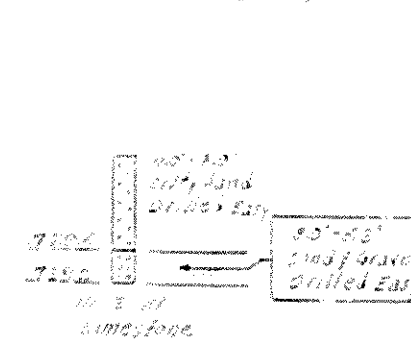
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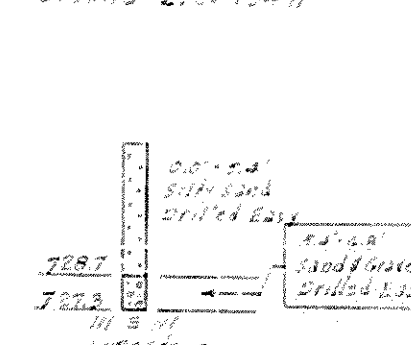
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Ground Elev. 734.15



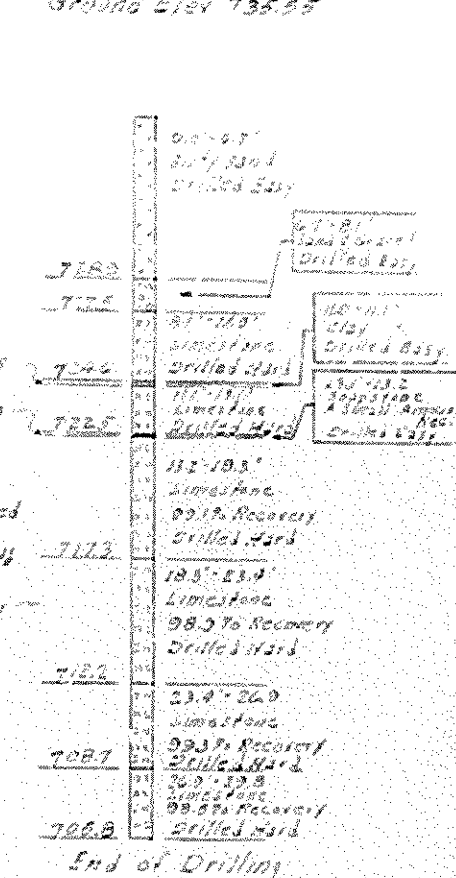
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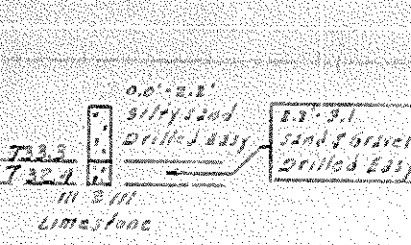
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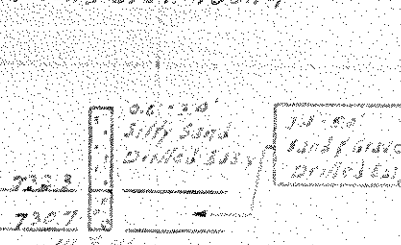
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Ground Elev. 735.55



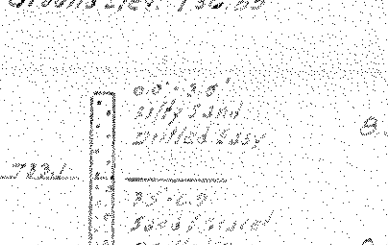
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On E Sta. 1273+91
Ground Elev. 735.50



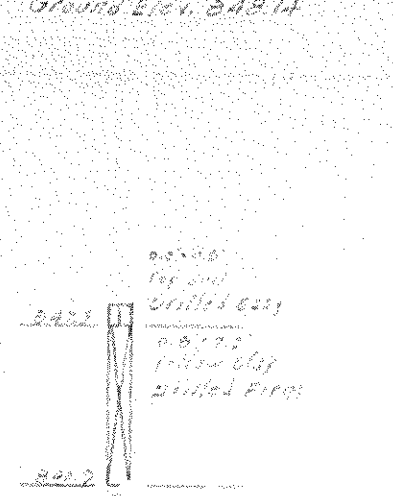
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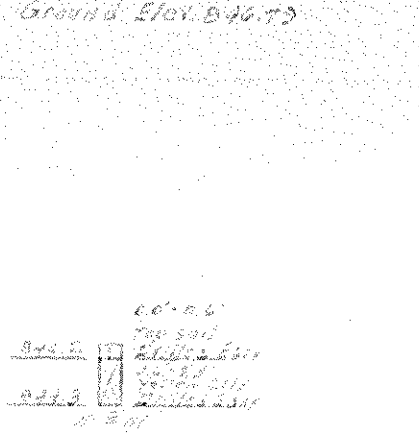
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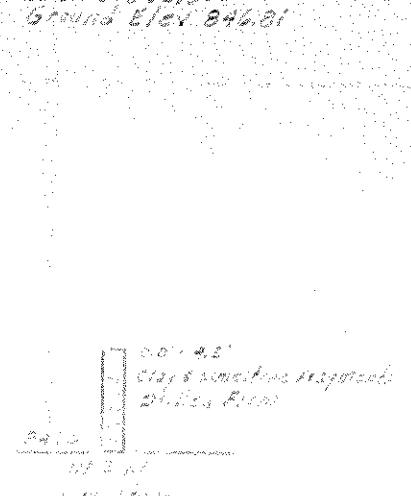
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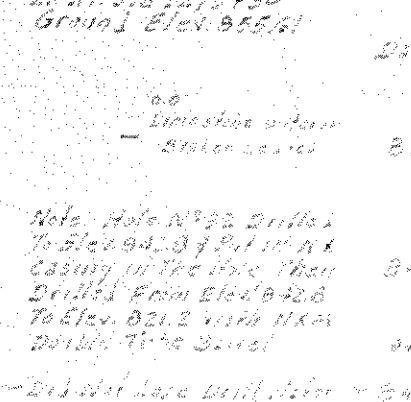
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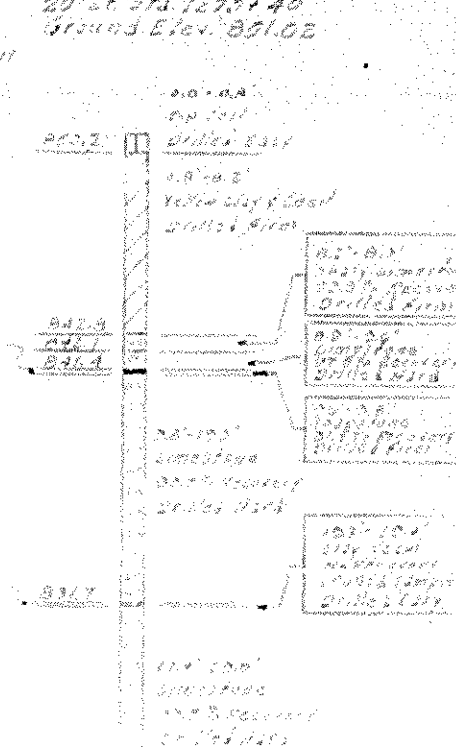
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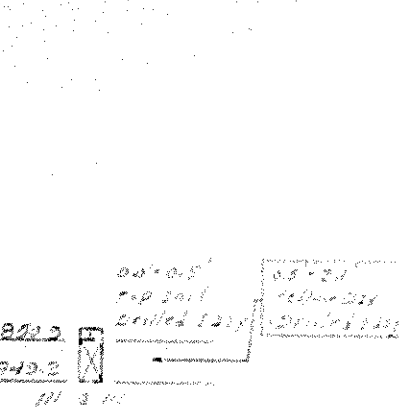
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Ground Elev. 855.61



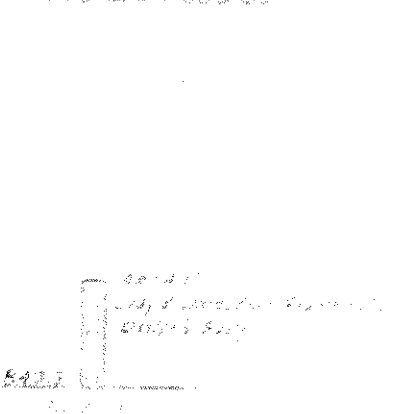
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Ground Elev. 851.02



Hole N° 33
On E Sta. 1273+40
Ground Elev. 851.41



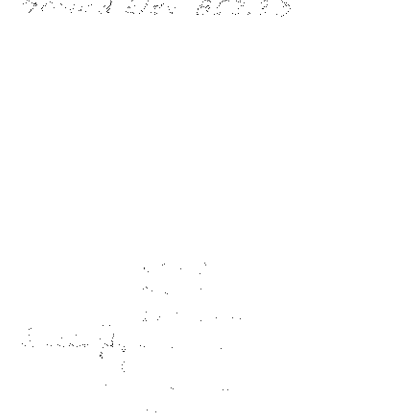
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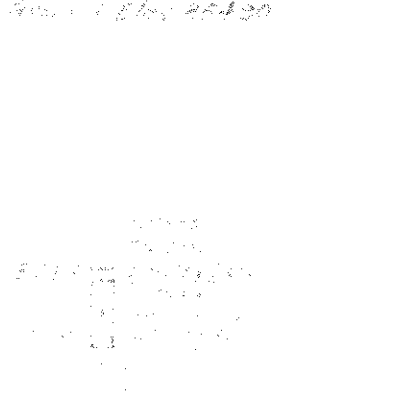
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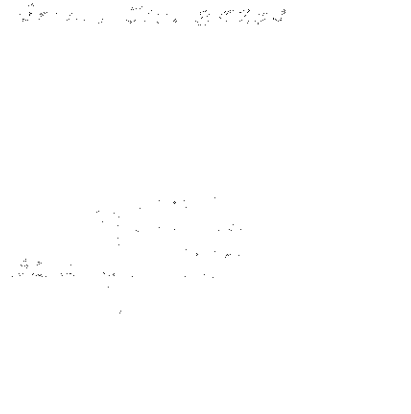
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Ground Elev. 853.23



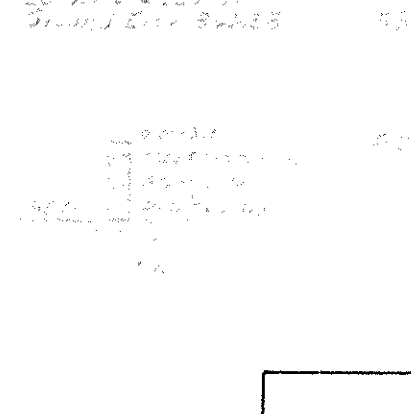
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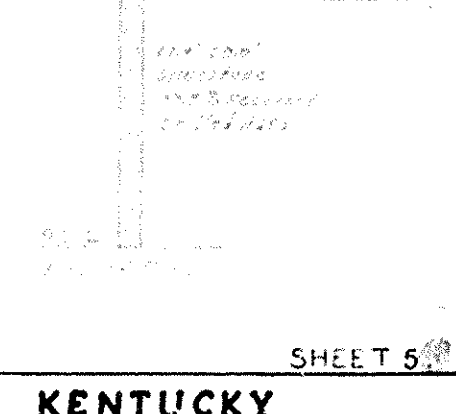
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Ground Elev. 859.43



Hole N° 39
On E Sta. 1273+40
Ground Elev. 852.33



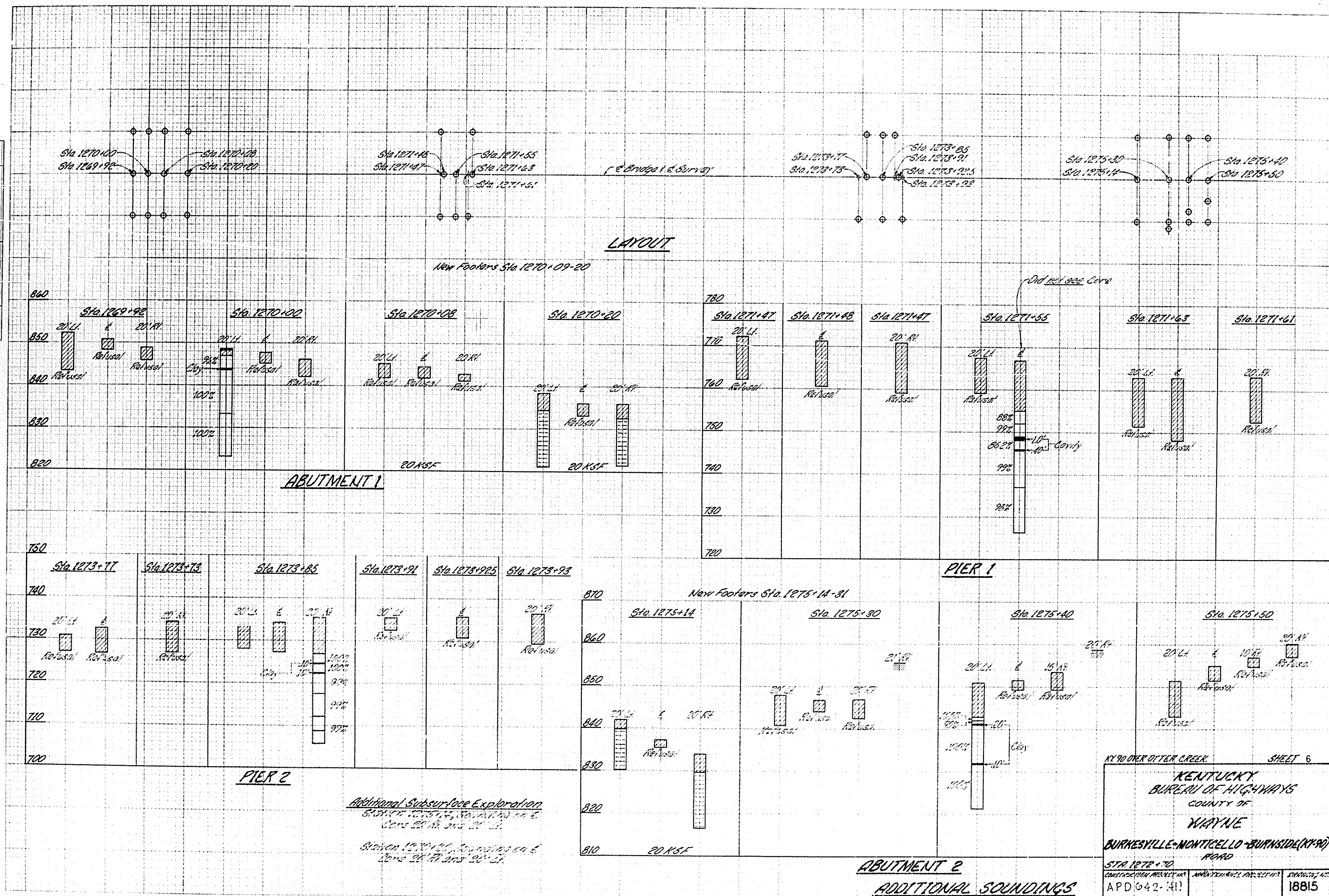
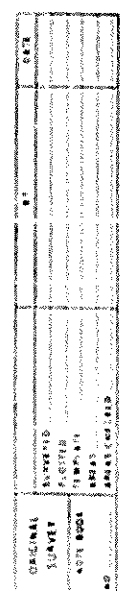
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Ground Elev. 852.33



SHEET 5

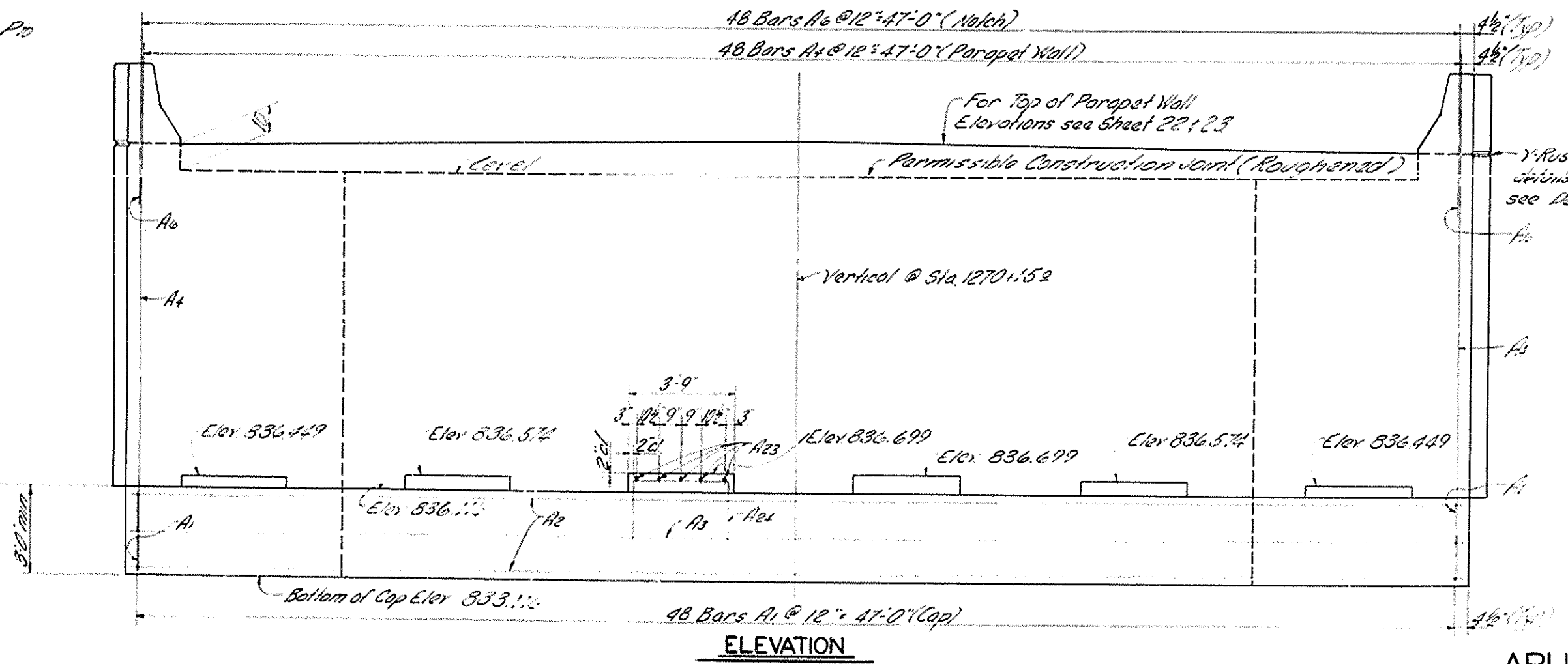
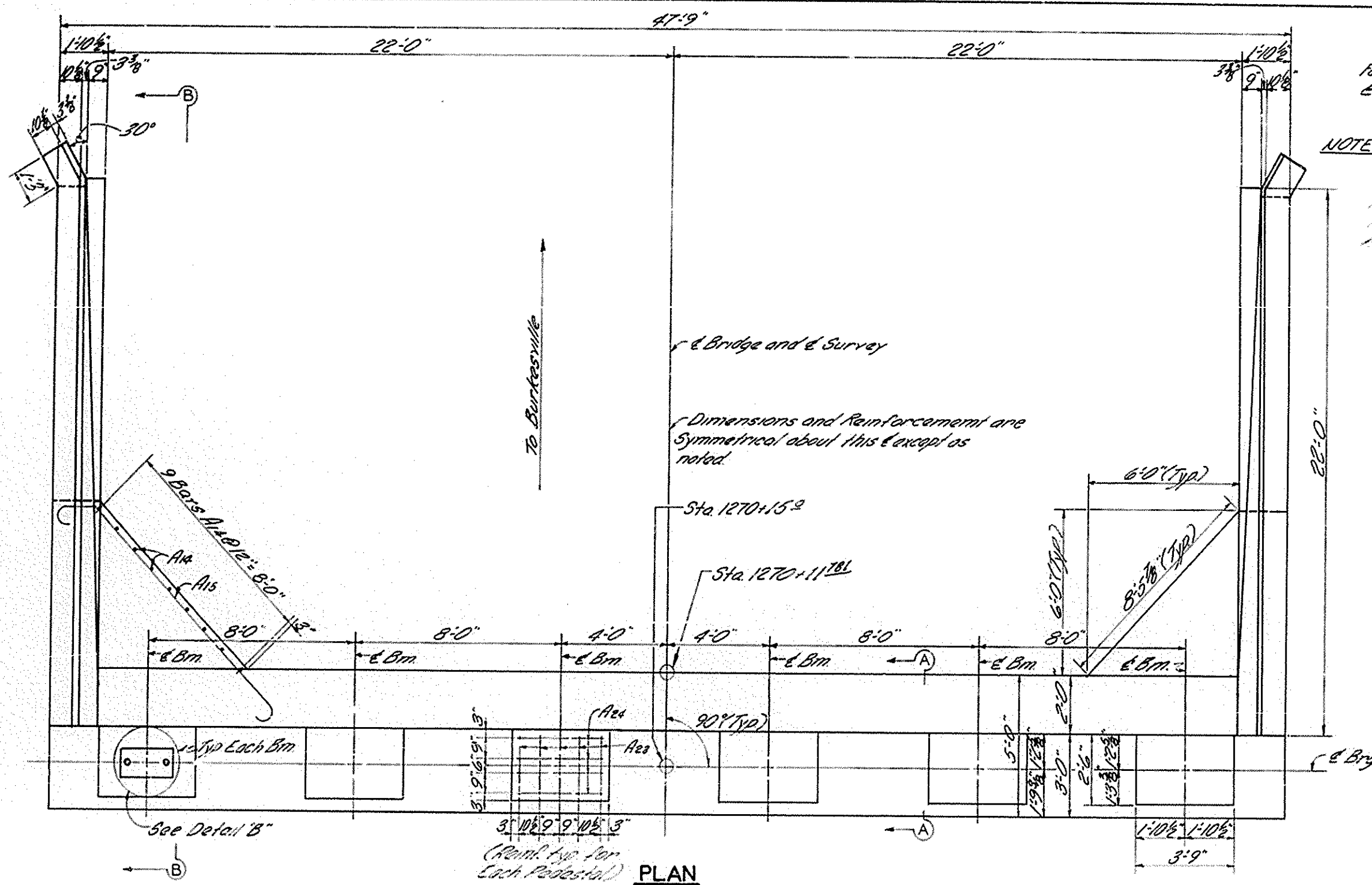
KENTUCKY
BUREAU OF HIGHWAYS
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE (KY. 90)
ROAD
S.P. 116
CONSTRUCTION PROJECT NO.
APD 642-(41)
SOUNDED MAY 1970
18815
BY WALLACE HARLAN
SOUNDING SUPERVISOR

BRIDGE

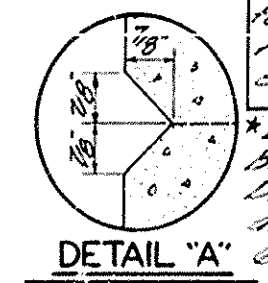
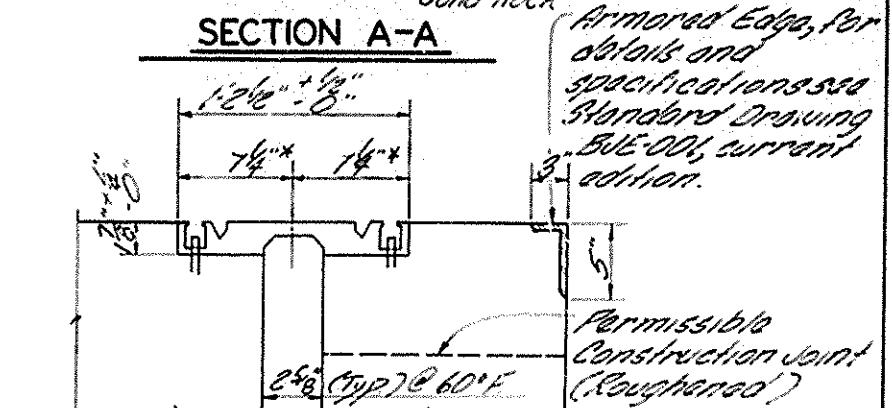
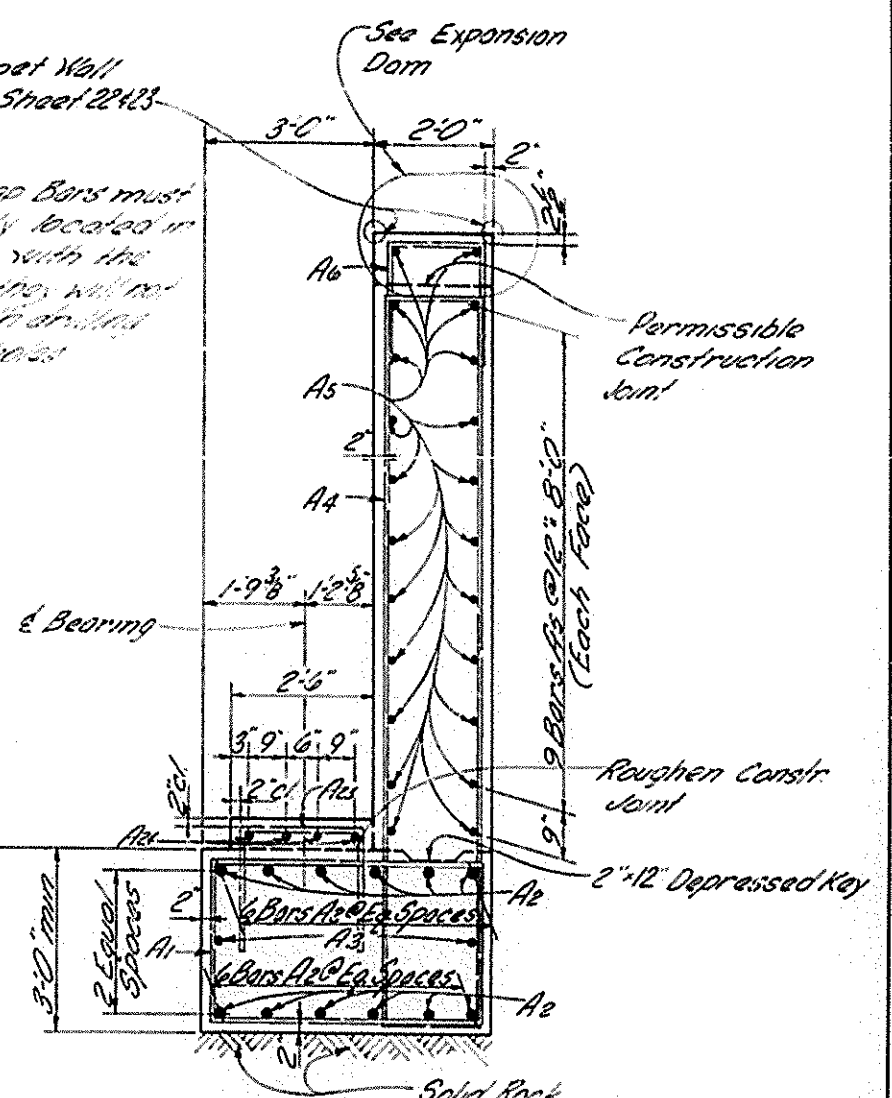


BRIDGE

LETTING DATE _____



NOTE: The Top of Cap Bars must be accurately located in accordance with the Plans so that they will not interfere with drilled Anchor Bolt holes.



ABUTMENT I

KY 90 OVER OTTER CREEK SHEET 7

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE

ROAD
STATION 1272+70^R
CONSTRUCTION PROJECT NO.
APD 642-(41)

P.E. PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO.
18815

REVISION	DATE	BY	CHKD	APP'D
1	8/12/11	W.S.	W.S.	W.S.
2	8/12/11	W.S.	W.S.	W.S.
3	8/12/11	W.S.	W.S.	W.S.
4	8/12/11	W.S.	W.S.	W.S.
5	8/12/11	W.S.	W.S.	W.S.
6	8/12/11	W.S.	W.S.	W.S.
7	8/12/11	W.S.	W.S.	W.S.
8	8/12/11	W.S.	W.S.	W.S.
9	8/12/11	W.S.	W.S.	W.S.
10	8/12/11	W.S.	W.S.	W.S.



LETTING DATE

4-16-37

Added Bars, Nbs & Qties J.K.

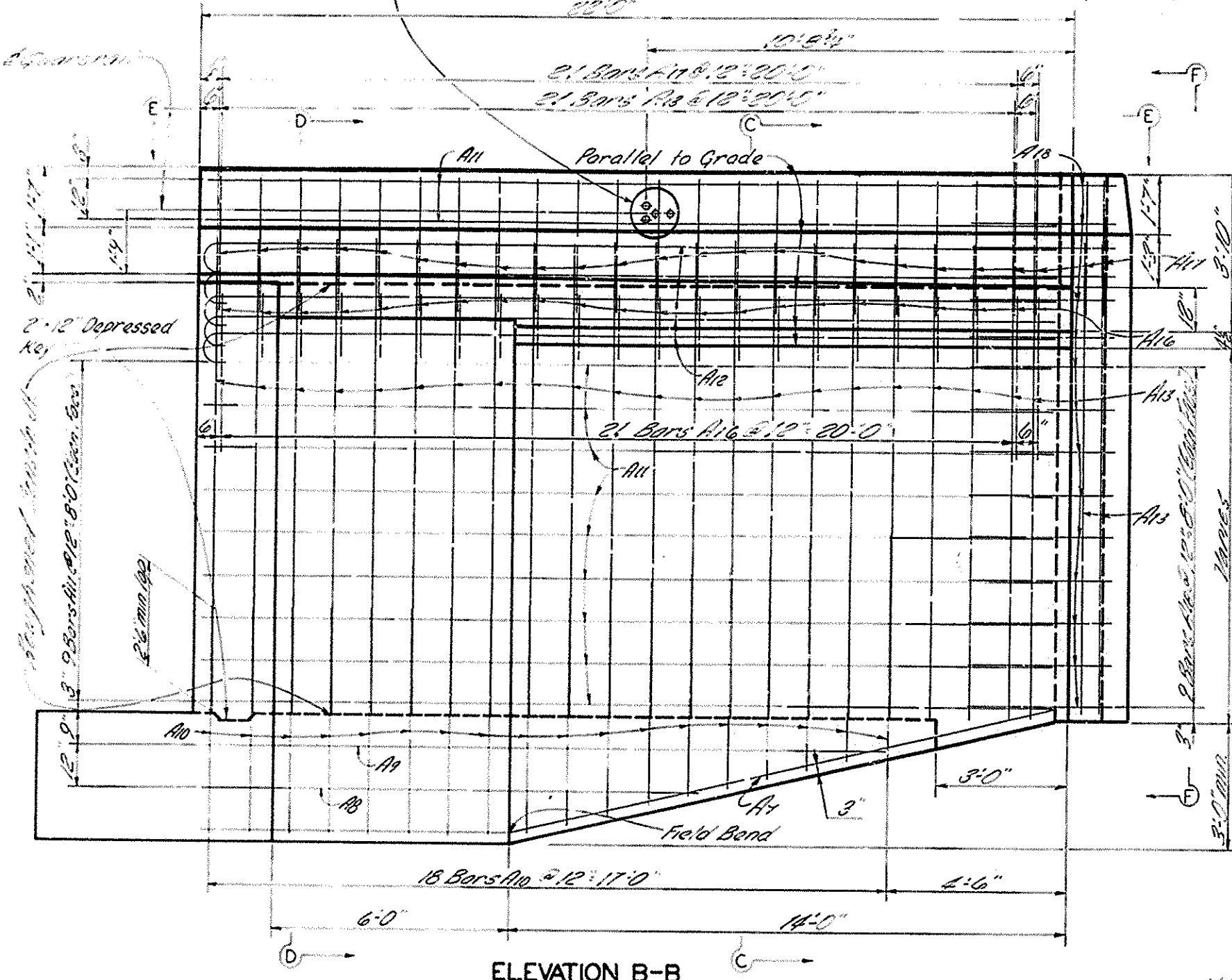
2/13

2/13

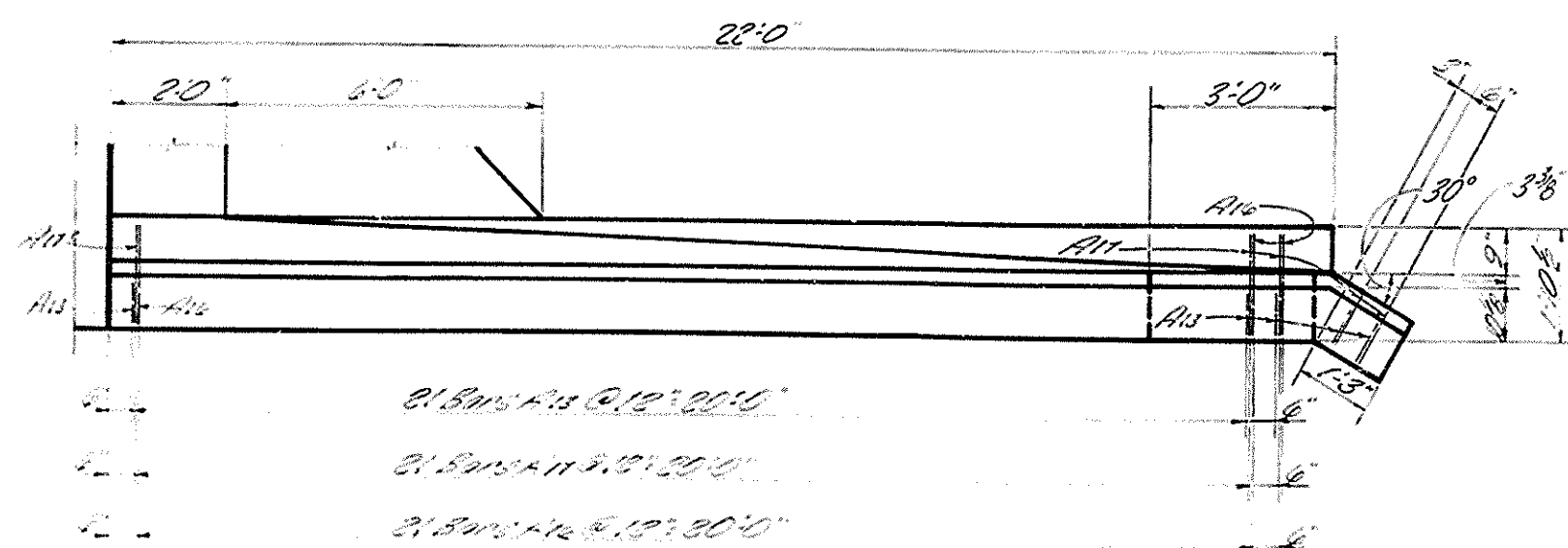
2/13

2/13

NOTE Form 1" holes through Bridge Wings, perpendicular to traffic side of Wing, with 1" I.D. Plastic Pipe which shall remain in place after fabrication. For details and specifications see Std. Draw. RBS, current edition.

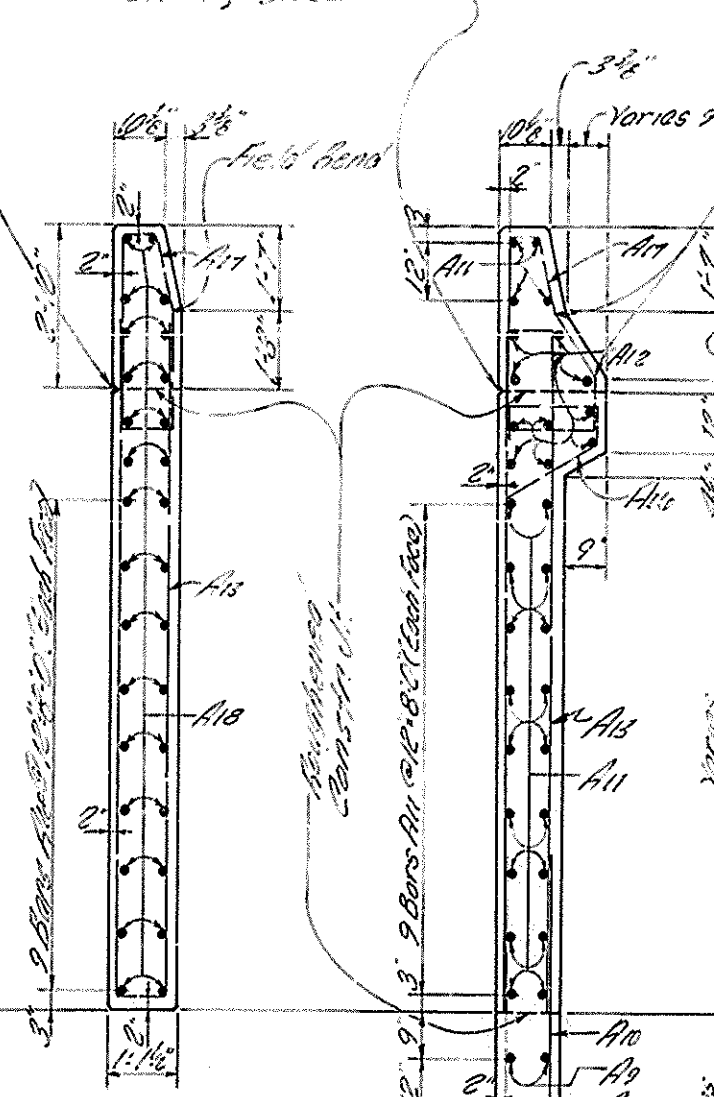


ELEVATION B-B



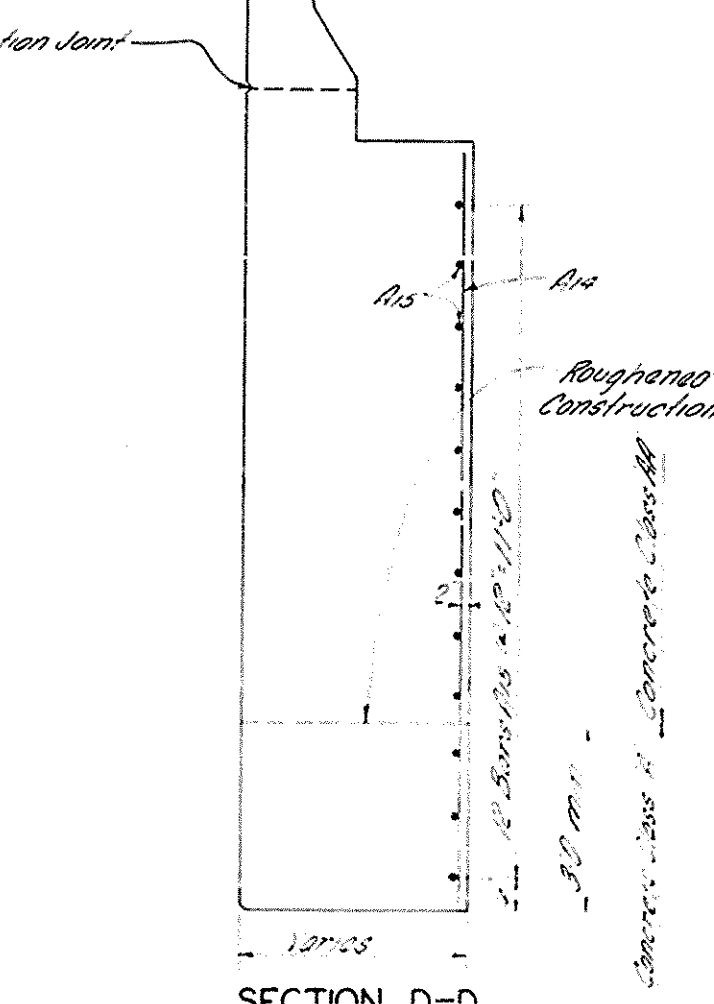
SECTION E-E

V-Restriktion Groove see Detail 'H', Sheet 7



SECTION F-F

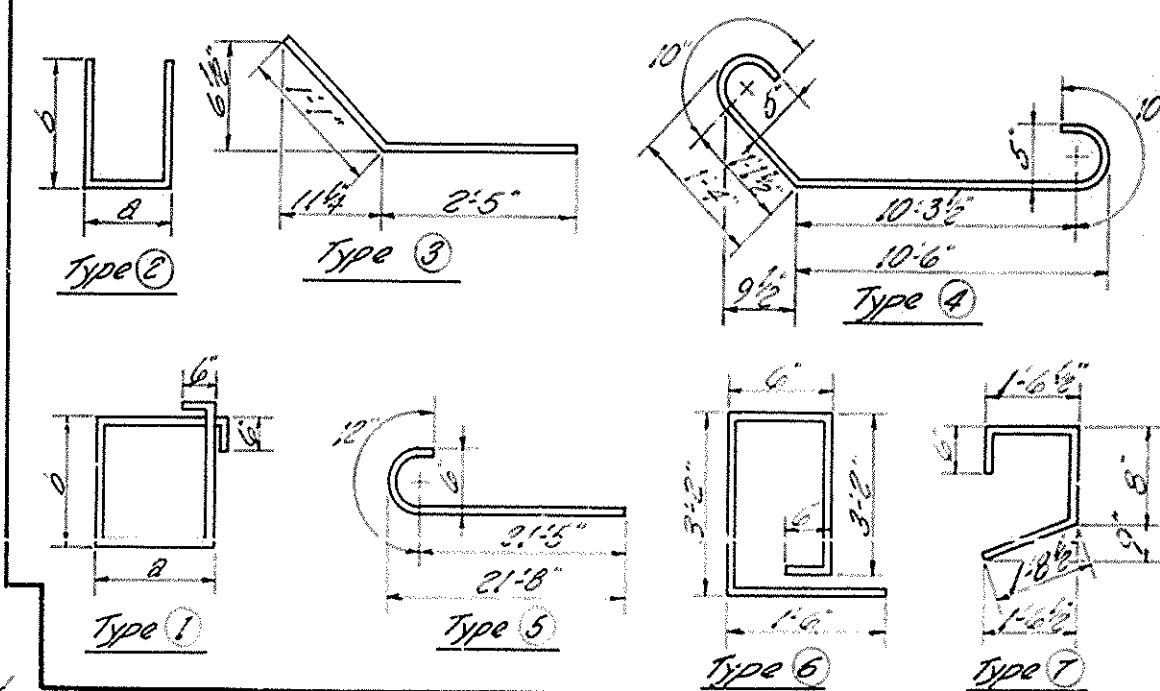
SECTION C-C



SECTION D-D

BILL OF REINFORCEMENT

No.	Type	Length ft. in.	Location	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
A1	(1)	48' 15"	Cap	4	8	2	8		
A2	3/4"	12' 8"							
A3	"	2' 5"							
A4	(1)	48' 15"	Parallel Wall	1	8	12	0		
A5	3/4"	22' 5"							
A6	(1)	48' 15"		1	8	2	4		
A7	3/4"	"	Wing						
A8	"	4' 14"							
A9	"	4' 19"							
A10	(2)	30' 11"		0	9	5	4		
A11	3/4"	44' 21"							
A12	(2)	20' 6"		0	9	11	3		
A13	(1)	48' 15"	Flange						
A14	3/4"	18' 11"							
A15	(1)	48' 15"	Wing						
A16	(1)	48' 15"							
A17	3/4"	60' 3"							
A18			Not Used						
A19			Not Used						
A20			Not Used						
A21	(2)	30' 11"	Pedestals & Cap	2	2	2	0		
A22	"	24' 7"		3	5	2	0		



ESTIMATE OF QUANTITIES

Item	Quantities	Unit
Concrete Class A	35.6	Cu Yds
Concrete Class B	18.4	Cu Yds
Reinforcement	(0.0702)	Lbs

KY 90 OVER OTTER CREEK 11076 SHEET 8

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE
ROAD
P. E. PROJECT NO.
STATION 1272+70
18815

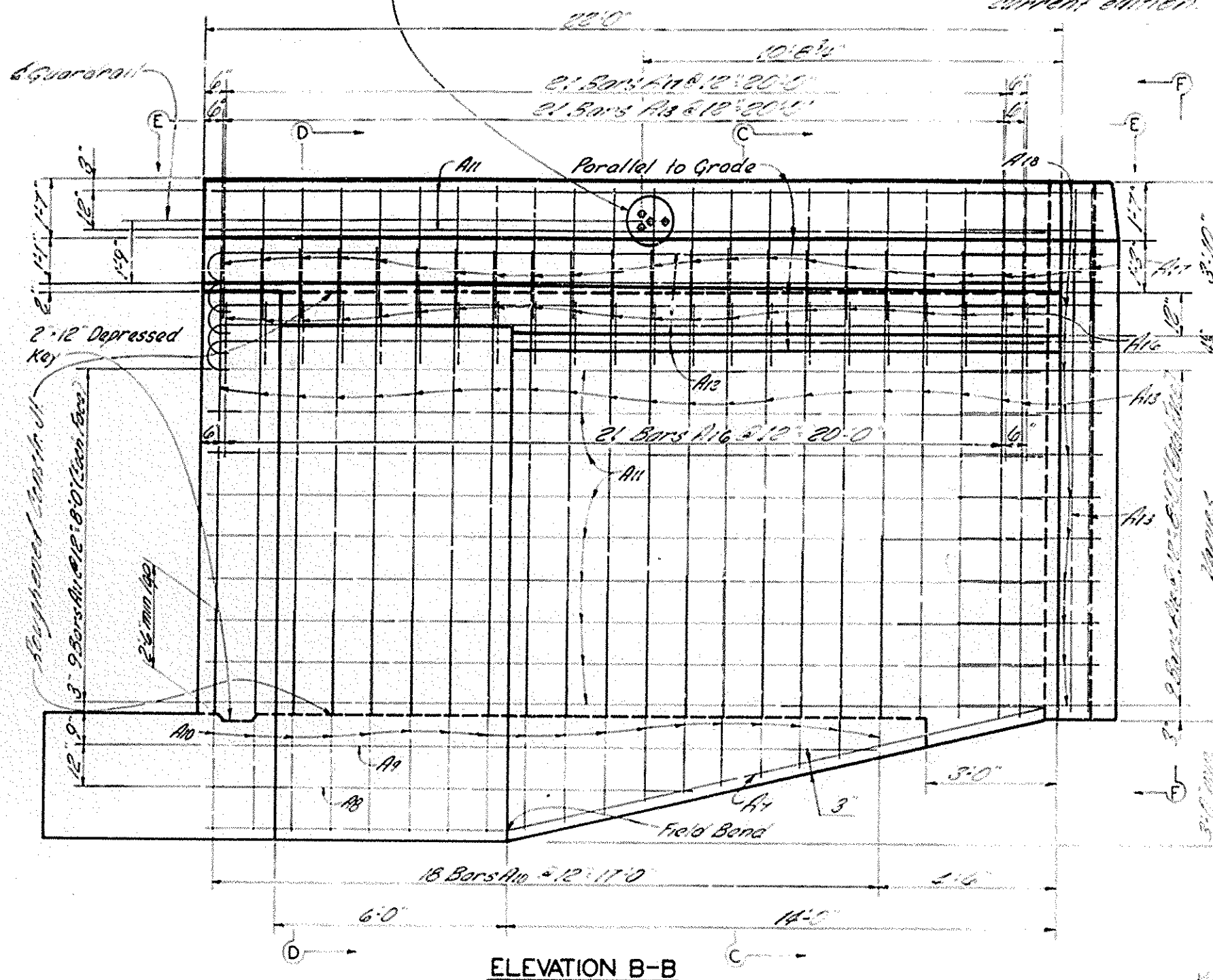
Work This Sheet
With Sheet 7

ABUTMENT 1

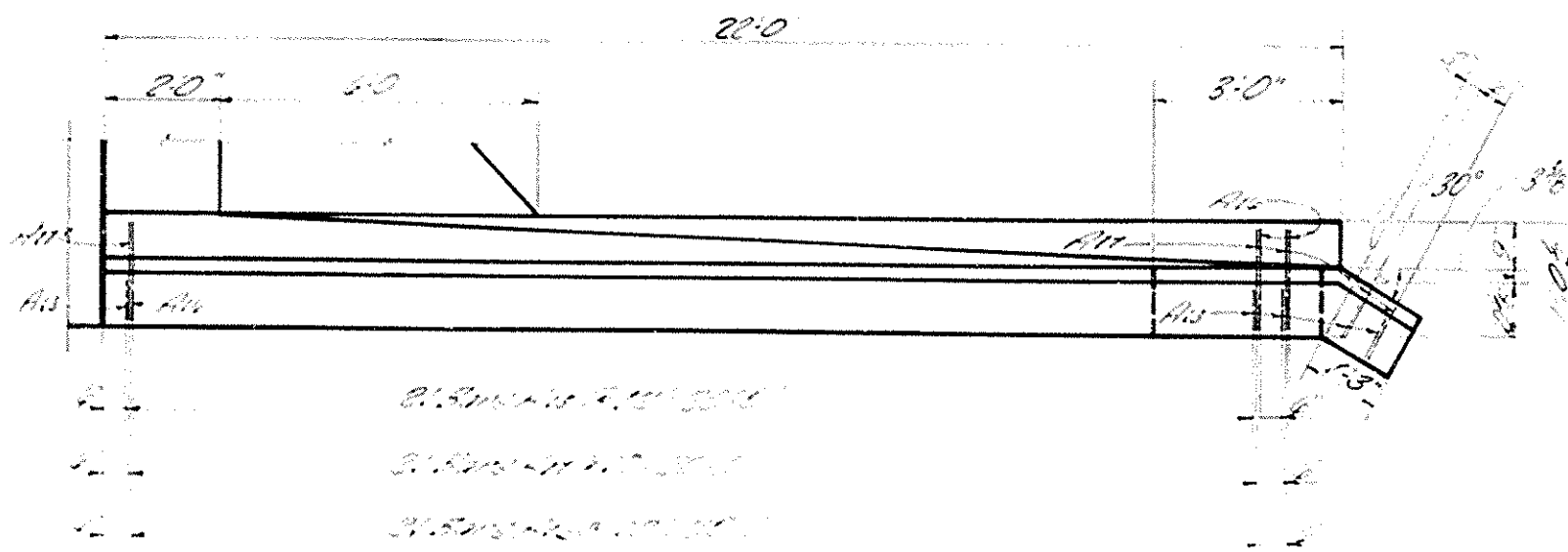
BRIDGE

LETTING DATE

NOTE: Form 1" holes through Bridge Wings perpendicular to traffic side of Wing, with 1" I.D. Plastic Pipe which shall remain in place after Pierification.
For details and specifications see STD Draw RBB-001, current edition.



ELEVATION B-B

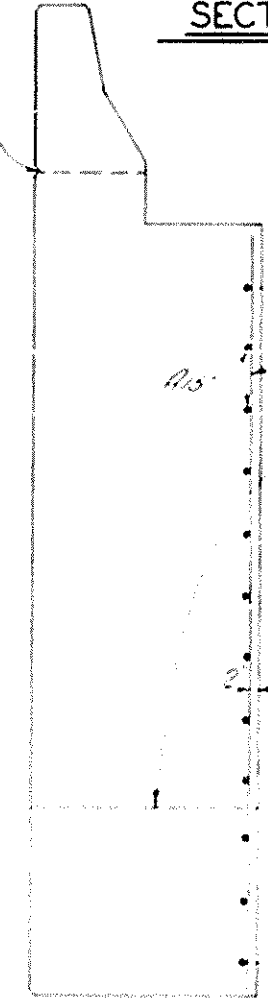


SECTION E-E

Reinforcement details for Section F-F and Section C-C.

SECTION F-F

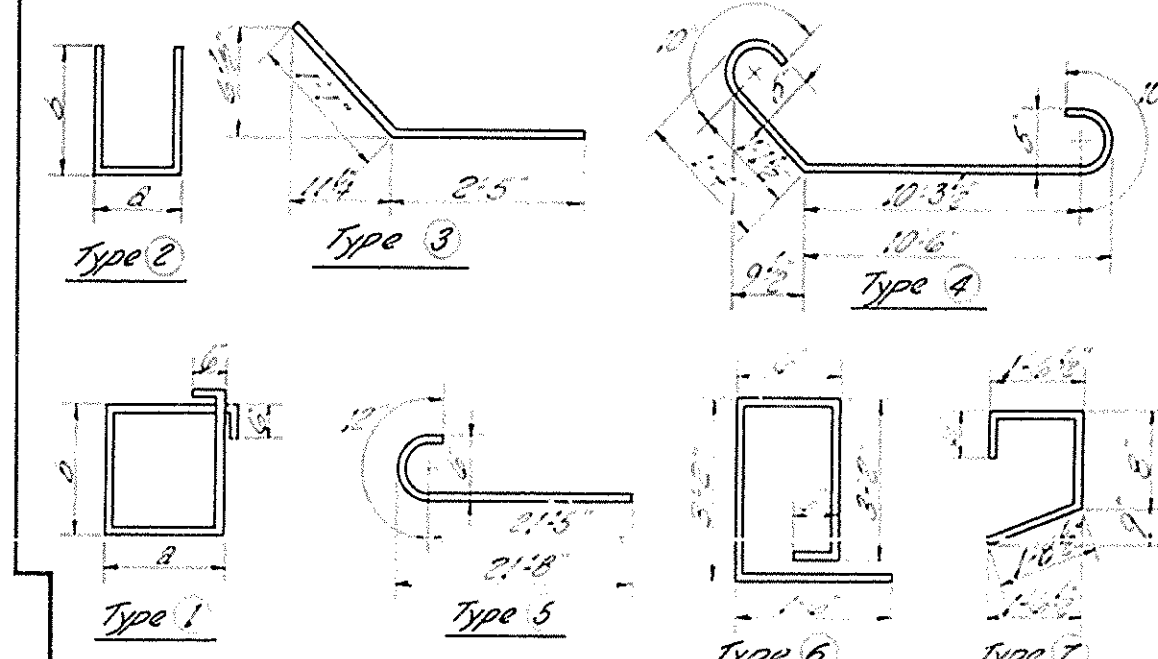
SECTION C-C



SECTION D-D

BILL OF REINFORCEMENT

No.	Size	Length Feet	Location	a Feet	b Feet	c Feet	d Feet	e Feet
1	10	13.5	Cyp	4	2	2	2	2
2	12	47.5						
3	12	47.5						
4	12	47.5						
5	12	47.5						
6	12	47.5						
7	12	47.5						
8	12	47.5						
9	12	47.5						
10	12	47.5						
11	12	47.5						
12	12	47.5						
13	12	47.5						
14	12	47.5						
15	12	47.5						
16	12	47.5						
17	12	47.5						
18	12	47.5						
19	12	47.5						
20	12	47.5						
21	12	47.5						
22	12	47.5						
23	12	47.5						
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26	12	47.5						
27	12	47.5						
28	12	47.5						
29	12	47.5						
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31	12	47.5						
32	12	47.5						
33	12	47.5						
34	12	47.5						
35	12	47.5						
36	12	47.5						
37	12	47.5						
38	12	47.5						
39	12	47.5						
40	12	47.5						
41	12	47.5						
42	12	47.5						
43	12	47.5						
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47	12	47.5						
48	12	47.5						
49	12	47.5						
50	12	47.5						
51	12	47.5						
52	12	47.5						
53	12	47.5						
54	12	47.5						
55	12	47.5						
56	12	47.5						
57	12	47.5						
58	12	47.5						
59	12	47.5						
60	12	47.5						



ESTIMATE OF QUANTITIES

Item	Quantity	Unit
Concrete Class A	35.6	Cu Yds
Concrete Class B	10.2	Cu Yds
Reinforcement	6700	Lbs

KY 90 OVER OTTER CREEK SHEET 8

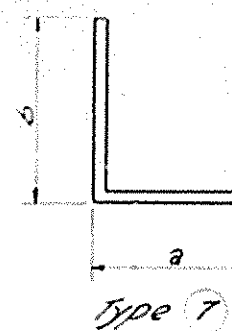
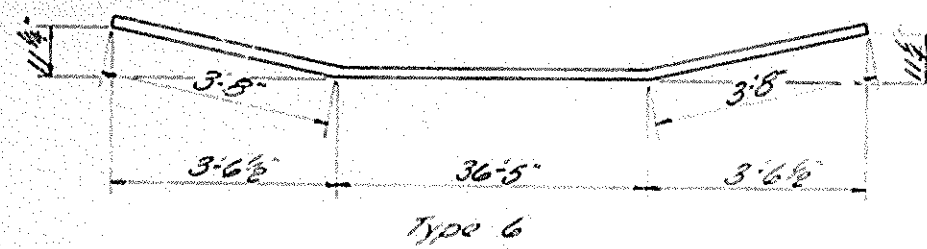
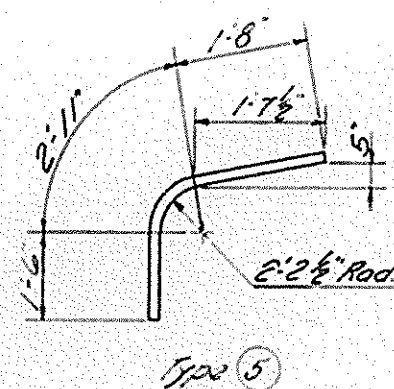
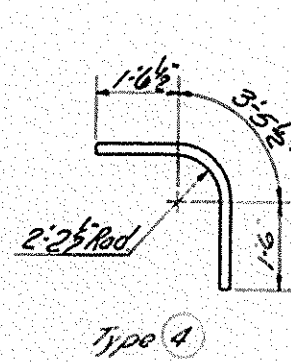
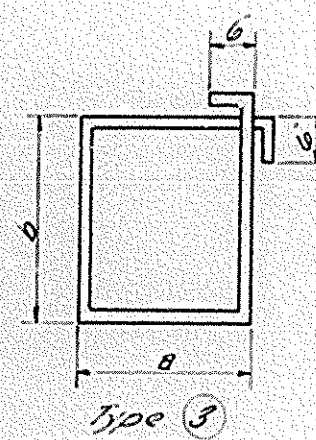
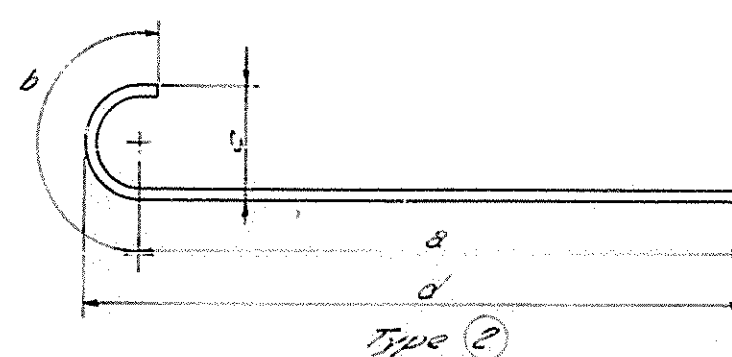
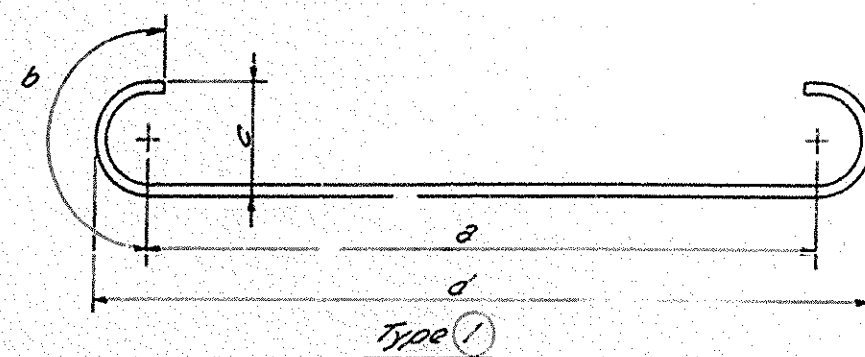
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE
ROAD
STATION 1272+70P
P. E. PROJECT NO.
APR 642-143
18615

Work This Sheet
With Sheet 7.

ABUTMENT 1



11. NAME	12. NAME	13. NAME	14. NAME	15. NAME	16. NAME	17. NAME	18. NAME	19. NAME	20. NAME	21. NAME	22. NAME	23. NAME	24. NAME	25. NAME	26. NAME	27. NAME	28. NAME	29. NAME	30. NAME	31. NAME	32. NAME	33. NAME	34. NAME	35. NAME	36. NAME	37. NAME	38. NAME	39. NAME	40. NAME	41. NAME	42. NAME	43. NAME	44. NAME	45. NAME	46. NAME	47. NAME	48. NAME	49. NAME	50. NAME	51. NAME	52. NAME	53. NAME	54. NAME	55. NAME	56. NAME	57. NAME	58. NAME	59. NAME	60. NAME	61. NAME	62. NAME	63. NAME	64. NAME	65. NAME	66. NAME	67. NAME	68. NAME	69. NAME	70. NAME	71. NAME	72. NAME	73. NAME	74. NAME	75. NAME	76. NAME	77. NAME	78. NAME	79. NAME	80. NAME	81. NAME	82. NAME	83. NAME	84. NAME	85. NAME	86. NAME	87. NAME	88. NAME	89. NAME	90. NAME	91. NAME	92. NAME	93. NAME	94. NAME	95. NAME	96. NAME	97. NAME	98. NAME	99. NAME	100. NAME
11. DATE	12. DATE	13. DATE	14. DATE	15. DATE	16. DATE	17. DATE	18. DATE	19. DATE	20. DATE	21. DATE	22. DATE	23. DATE	24. DATE	25. DATE	26. DATE	27. DATE	28. DATE	29. DATE	30. DATE	31. DATE	32. DATE	33. DATE	34. DATE	35. DATE	36. DATE	37. DATE	38. DATE	39. DATE	40. DATE	41. DATE	42. DATE	43. DATE	44. DATE	45. DATE	46. DATE	47. DATE	48. DATE	49. DATE	50. DATE	51. DATE	52. DATE	53. DATE	54. DATE	55. DATE	56. DATE	57. DATE	58. DATE	59. DATE	60. DATE	61. DATE	62. DATE	63. DATE	64. DATE	65. DATE	66. DATE	67. DATE	68. DATE	69. DATE	70. DATE	71. DATE	72. DATE	73. DATE	74. DATE	75. DATE	76. DATE	77. DATE	78. DATE	79. DATE	80. DATE	81. DATE	82. DATE	83. DATE	84. DATE	85. DATE	86. DATE	87. DATE	88. DATE	89. DATE	90. DATE	91. DATE	92. DATE	93. DATE	94. DATE	95. DATE	96. DATE	97. DATE	98. DATE	99. DATE	100. DATE
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BILL OF REINFORCEMENT

No.	S.	Length	Location	a		b		c		d		No.	S.	Length	Location	a		b		c		d	
				ft.	in.	ft.	in.	ft.	in.	ft.	in.					ft.	in.	ft.	in.	ft.	in.	ft.	in.
P1	1	20' 9"	25 11	Footings	22	7	1	8	0	11 1/2	23	6 1/2	P2	2	25	9	Columns	6	3	6	3		
P2	2	120	41	17	6	Footings & Columns	15	6	2	0	1	2 1/2	P3	3	25	7	"	6	2 1/2	6	2 1/2		
P3	3	20	13	7	Columns								P4	4	25	5	"	6	2	6	2		
P4	4	2	35	4	"	8	7 1/2	8	7 1/2				P5	5	25	3	"	6	1 1/2	6	1 1/2		
P5	5	2	35	2	"	8	7 1/2	8	7 1/2				P6	6	25	1	"	6	1	6	1		
P6	6	2	35	0	"	8	6 1/2	8	6 1/2				P7	7	24	11	"	6	0 1/2	6	0 1/2		
P7	7	2	34	10	"	8	6 1/2	8	6 1/2				P8	8	24	9	"	6	0	6	0		
P8	8	2	34	8	"	8	5 1/2	8	5 1/2				P9	9	24	7	"	5	11 1/2	5	11 1/2		
P9	9	2	34	6	"	8	5 1/2	8	5 1/2				P10	10	24	6	"	5	11 1/2	5	11 1/2		
P10	10	2	34	5	"	8	5	8	5				P11	11	24	4	"	5	10 1/2	5	10 1/2		
P11	11	20	41	22	11	"							P12	12	24	2	"	5	10 1/2	5	10 1/2		
P12	12	2	34	3	"	8	4 1/2	8	4 1/2				P13	13	24	0	"	5	9 1/2	5	9 1/2		
P13	13	2	34	1	"	8	4	8	4				P14	14	23	10	"	5	9 1/2	5	9 1/2		
P14	14	2	33	11	"	8	3 1/2	8	3 1/2				P15	15	23	8	"	5	8 1/2	5	8 1/2		
P15	15	2	33	9	"	8	3	8	3				P16	16	23	6	"	5	8 1/2	5	8 1/2		
P16	16	2	33	7	"	8	2 1/2	8	2 1/2				P17	17	23	4	"	5	8 1/2	5	8 1/2		
P17	17	2	33	5	"	8	2	8	2				P18	18	23	2	"	5	8 1/2	5	8 1/2		
P18	18	2	33	3	"	8	1 1/2	8	1 1/2				P19	19	23	0	"	5	8 1/2	5	8 1/2		
P19	19	2	33	1	"	8	1	8	1				P20	20	23	0	"	5	8 1/2	5	8 1/2		
P20	20	2	32	11	"	8	0 1/2	8	0 1/2				P21	21	23	0	"	5	8 1/2	5	8 1/2		
P21	21	2	32	9	"	8	0	8	0				P22	22	23	0	"	5	8 1/2	5	8 1/2		
P22	22	2	32	7	"	7	11 1/2	7	11 1/2				P23	23	23	0	"	5	8 1/2	5	8 1/2		
P23	23	2	32	6	"	7	11 1/2	7	11 1/2				P24	24	23	0	"	5	8 1/2	5	8 1/2		
P24	24	2	32	4	"	7	10 1/2	7	10 1/2				P25	25	23	0	"	5	8 1/2	5	8 1/2		
P25	25	2	32	2	"	7	10 1/2	7	10 1/2				P26	26	23	0	"	5	8 1/2	5	8 1/2		
P26	26	2	32	0	"	7	9 1/2	7	9 1/2				P27	27	23	0	"	5	8 1/2	5	8 1/2		
P27	27	2	31	10	"	7	9 1/2	7	9 1/2				P28	28	23	0	"	5	8 1/2	5	8 1/2		
P28	28	2	31	8	"	7	8 1/2	7	8 1/2				P29	29	23	0	"	5	8 1/2	5	8 1/2		
P29	29	2	31	6	"	7	8 1/2	7	8 1/2				P30	30	23	0	"	5	8 1/2	5	8 1/2		
P30	30	2	31	4	"	7	7 1/2	7	7 1/2				P31	31	23	0	"	5	8 1/2	5	8 1/2		
P31	31	2	31	2	"	7	7 1/2	7	7 1/2				P32	32	23	0	"	5	8 1/2	5	8 1/2		
P32	32	2	31	0	"	7	6 1/2	7	6 1/2				P33	33	23	0	"	5	8 1/2	5	8 1/2		
P33	33	2	30	10	"	7	6 1/2	7	6 1/2				P34	34	23	0	"	5	8 1/2	5	8 1/2		
P34	34	2	30	8	"	7	5 1/2	7	5 1/2				P35	35	23	0	"	5	8 1/2	5	8 1/2		
P35	35	2	30	6	"	7	5 1/2	7	5 1/2				P36	36	23	0	"	5	8 1/2	5	8 1/2		
P36	36	2	30	5	"	7	5	7	5				P37	37	23	0	"	5	8 1/2	5	8 1/2		
P37	37	2	30	3	"	7	4 1/2	7	4 1/2				P38	38	23	0	"	5	8 1/2	5	8 1/2		
P38	38	2	30	1	"	7	4	7	4				P39	39	23	0	"	5	8 1/2	5	8 1/2		
P39	39	2	29	11	"	7	3 1/2	7	3 1/2				P40	40	23	0	"	5	8 1/2	5	8 1/2		
P40	40	2	29	9	"	7	3	7	3				P41	41	23	0	"	5	8 1/2	5	8 1/2		
P41	41	2	29	7	"	7	2 1/2	7	2 1/2				P42	42	23	0	"	5	8 1/2	5	8 1/2		
P42	42	2	29	5	"	7	2	7	2				P43	43	23	0	"	5	8 1/2	5	8 1/2		
P43	43	2	29	3	"	7	1 1/2	7	1 1/2				P44	44	23	0	"	5	8 1/2	5	8 1/2		
P44	44	2	29	1	"	7	1	7	1				P45	45	23	0	"	5	8 1/2	5	8 1/2		
P45	45	2	28	11	"	7	0 1/2	7	0 1/2				P46	46	23	0	"	5	8 1/2	5	8 1/2		
P46	46	2	28	9	"	7	0	7	0				P47	47	23	0	"	5	8 1/2	5	8 1/2		
P47	47	2	28	7	"	6	11 1/2	6	11 1/2				P48	48	23	0	"	5	8 1/2	5	8 1/2		
P48	48	2	28	6	"	6	11 1/2	6	11 1/2				P49	49	23	0	"	5	8 1/2	5	8 1/2		
P49	49	2	28	4	"	6	10 1/2	6	10 1/2				P50	50	23	0	"	5	8 1/2	5	8 1/2		
P50	50	2	28	2	"	6	10 1/2	6	10 1/2				P51	51	23	0	"	5	8 1/2	5	8 1/2		
P51	51	2	28	0	"	6	9 1/2	6	9 1/2				P52	52	23	0	"	5	8 1/2	5	8 1/2		
P52	52	2	27	10	"	6	9 1/2	6	9 1/2				P53	53	23	0	"	5	8 1/2	5	8 1/2		
P53	53	2	27	8	"	6	8 1/2	6	8 1/2				P54	54	23	0	"	5	8 1/2	5	8 1/2		
P54	54	2	27	6	"	6	8 1/2	6	8 1/2				P55	55	23	0	"	5	8 1/2	5	8 1/2		
P55	55	2	27	4	"	6	8 1/2	6	8 1/2				P56	56	23	0	"	5	8 1/2	5	8 1/2		
P56	56	2	27	2	"	6	7 1/2	6	7 1/2				P57	57	23	0	"	5	8 1/2	5	8 1/2		
P57	57	2	27	0	"	6	6 1/2	6	6 1/2				P58	58	23	0	"	5	8 1/2	5	8 1/2		
P58	58	2	26	10	"	6	6 1/2	6	6 1/2				P59	59	23	0	"	5	8 1/2	5	8 1/2		
P59	59	2	26	8	"	6	5 1/2	6	5 1/2				P60	60	23	0	"	5	8 1/2	5	8 1/2		
P60	60	2	26	6	"	6	5 1/2	6	5 1/2				P61	61	23	0	"	5	8 1/2	5	8 1/2		
P61	61	2	26	5	"	6	5	6	5				P62	62	23	0	"	5	8 1/2	5	8 1/2		
P62	62	18	41	21	9	"							P63	63	23	0	"	5	8 1/2	5	8 1/2		
P63	63	2	25	3	"	6	4 1/2	6	4 1/2				P64	64	23	0	"	5	8 1/2	5	8 1/2		
P64	64	2	25	1	"	6	4	6	4				P65	65	23	0	"	5	8 1/2	5	8 1/2		
P65	65	2	25	11	"	6	3 1/2	6	3 1/2				P66	66	23	0	"	5	8 1/2	5	8 1/2		

ESTIMATE OF QUANTITIES		
Item	Quantities	Units
Concrete Slabs A	804.9	Cu Yd
Reinforcement	100117	Lbs

Next Two Sides
Both Sides - 9

KY. 90 OVER OTTER CREEK SHEET 10

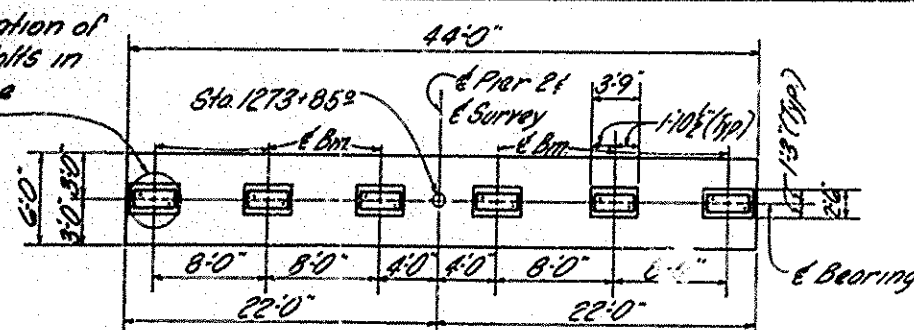
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE~MONTICELLO~BURNSIDE
ROAD
STATION 1272 + 70.9
CONSTRUCTION NUMBER NO.
P. E. PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO.
18815

PIER 1

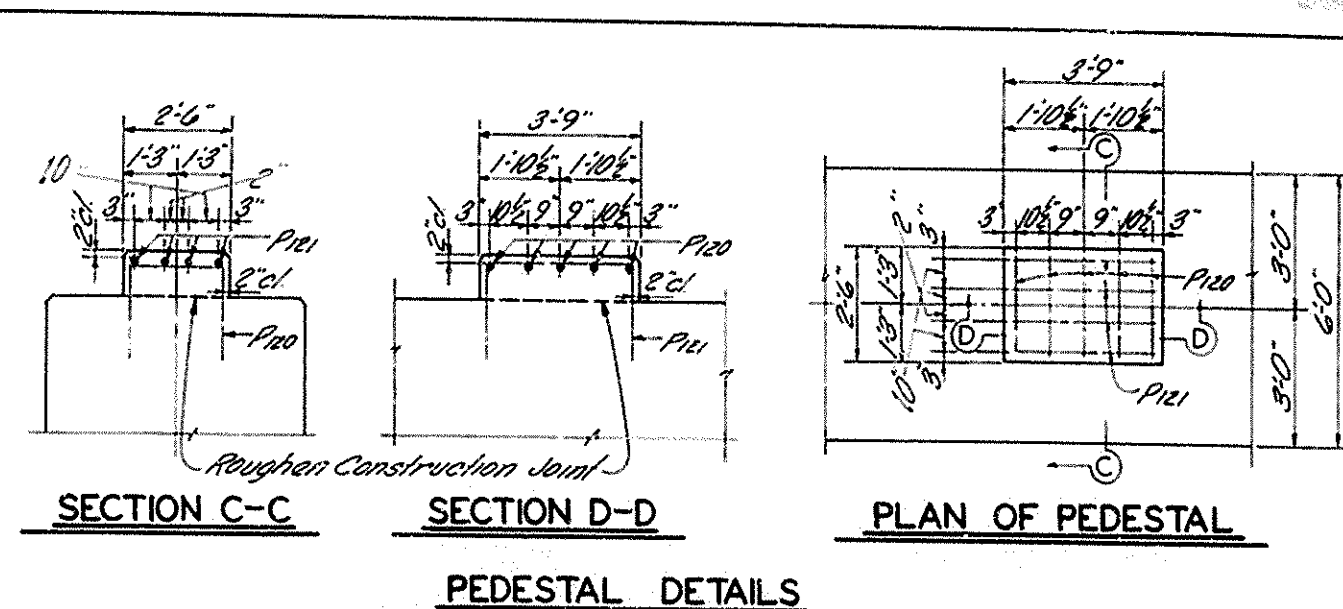
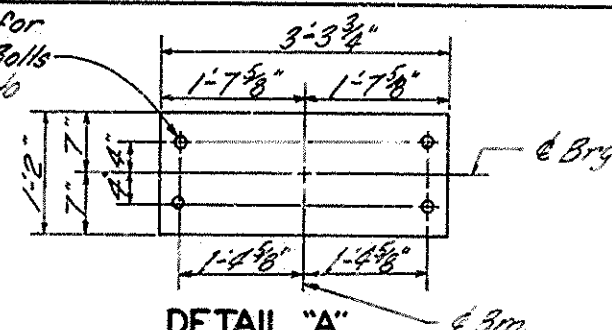
BRIDGE

LETTING DATE:

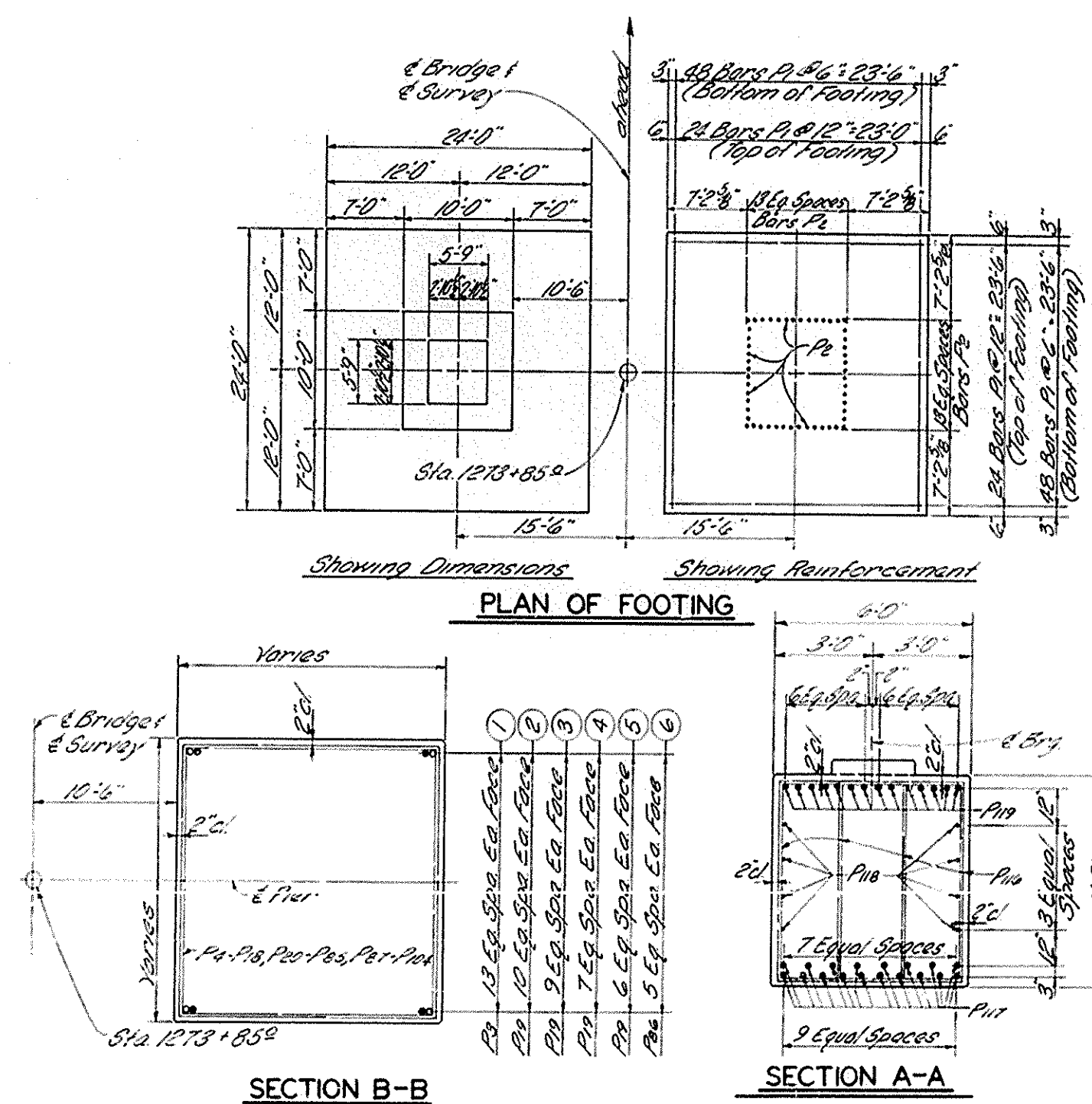
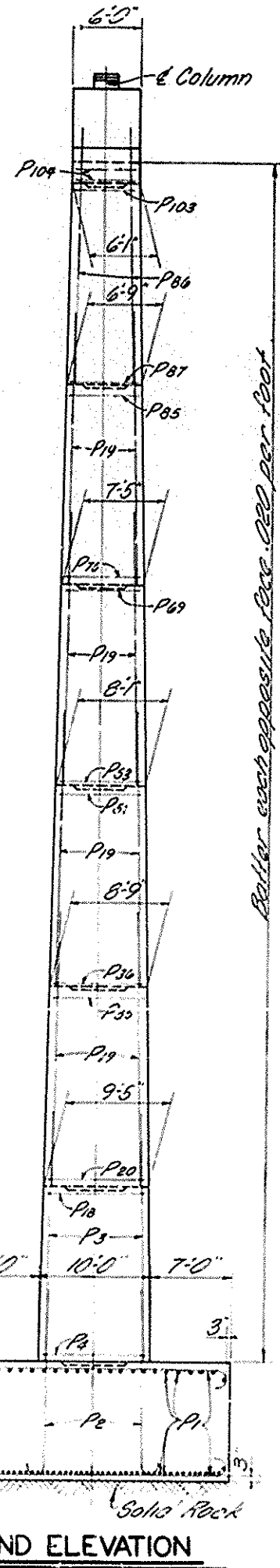
For location of Anchor Bolts in Plate P₃, see Detail A.



1 1/2" holes for 1/2" Anchor Bolts drilled 15" into Masonry.



Point	Elevation
A	837.050
B	837.175
C	837.289
D	836.717
E	830.717
F	730.717
G	720.717



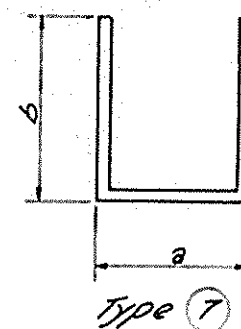
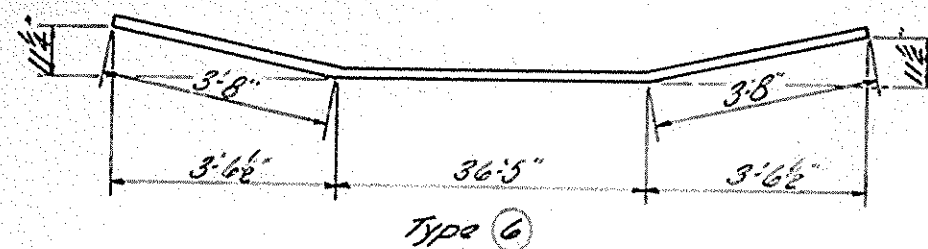
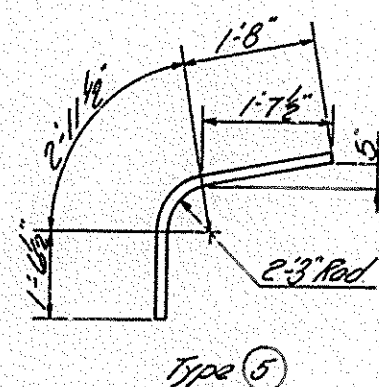
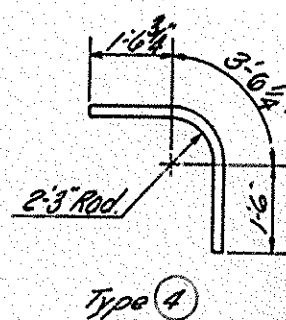
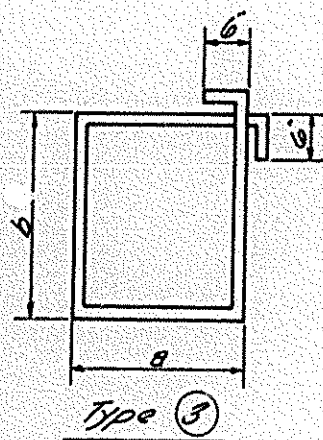
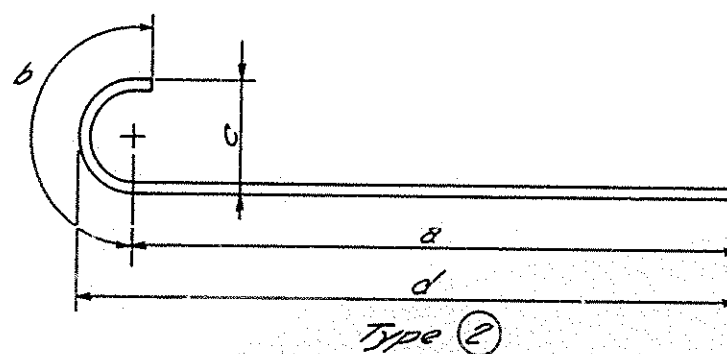
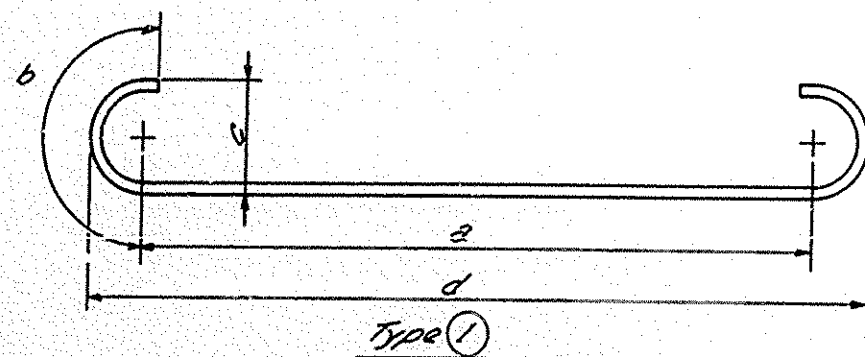
KY 90 OVER OTTER CREEK. SHEET II
COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WAYNE
 BURKESVILLE~MONTICELLO~BURNSIDE
 ROAD
 STATION 1272+70.2 P. F. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
 APR 64-2-141 DRAWING NO. 18815

Work This Sheet With Sheet 12

PIER 2

BRIDGE

LETTING DATE



BILL OF REINFORCEMENT

Item	Qty	Unit	Location	Length	Weight	Location	Length	Weight
P1	1	28	25	10	Footings	22	10	1
P2	1	28	25	10	Footings & Columns	15	6	2
P3	1	28	25	10	Columns	15	6	2
P4	1	28	25	10	Columns	15	6	2
P5	1	28	25	10	Columns	15	6	2
P6	1	28	25	10	Columns	15	6	2
P7	1	28	25	10	Columns	15	6	2
P8	1	28	25	10	Columns	15	6	2
P9	1	28	25	10	Columns	15	6	2
P10	1	28	25	10	Columns	15	6	2
P11	1	28	25	10	Columns	15	6	2
P12	1	28	25	10	Columns	15	6	2
P13	1	28	25	10	Columns	15	6	2
P14	1	28	25	10	Columns	15	6	2
P15	1	28	25	10	Columns	15	6	2
P16	1	28	25	10	Columns	15	6	2
P17	1	28	25	10	Columns	15	6	2
P18	1	28	25	10	Columns	15	6	2
P19	1	28	25	10	Columns	15	6	2
P20	1	28	25	10	Columns	15	6	2
P21	1	28	25	10	Columns	15	6	2
P22	1	28	25	10	Columns	15	6	2
P23	1	28	25	10	Columns	15	6	2
P24	1	28	25	10	Columns	15	6	2
P25	1	28	25	10	Columns	15	6	2
P26	1	28	25	10	Columns	15	6	2
P27	1	28	25	10	Columns	15	6	2
P28	1	28	25	10	Columns	15	6	2
P29	1	28	25	10	Columns	15	6	2
P30	1	28	25	10	Columns	15	6	2
P31	1	28	25	10	Columns	15	6	2
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P99	1	28	25	10	Columns	15	6	2
P100	1	28	25	10	Columns	15	6	2

ESTIMATE OF QUANTITIES

Item	Quantity	Unit
Concrete Class "A"	969.5	Cu Yds
Reinforcement	93,998	Lbs

Work This Sheet
With Sheet 11

KY 90 OVER OTTER CREEK

SHEET 12

COMMONWEALTH OF KENTUCKY

BUREAU OF HIGHWAYS

FRANKFORT

COUNTY OF

WAYNE

BURKESVILLE~MONTICELLO~BURNSIDE

ROAD

STATION 1272+70.2

P. E. PROJECT NO.

CONSTRUCTION PROJECT NO.

MAINTENANCE PROJECT NO.

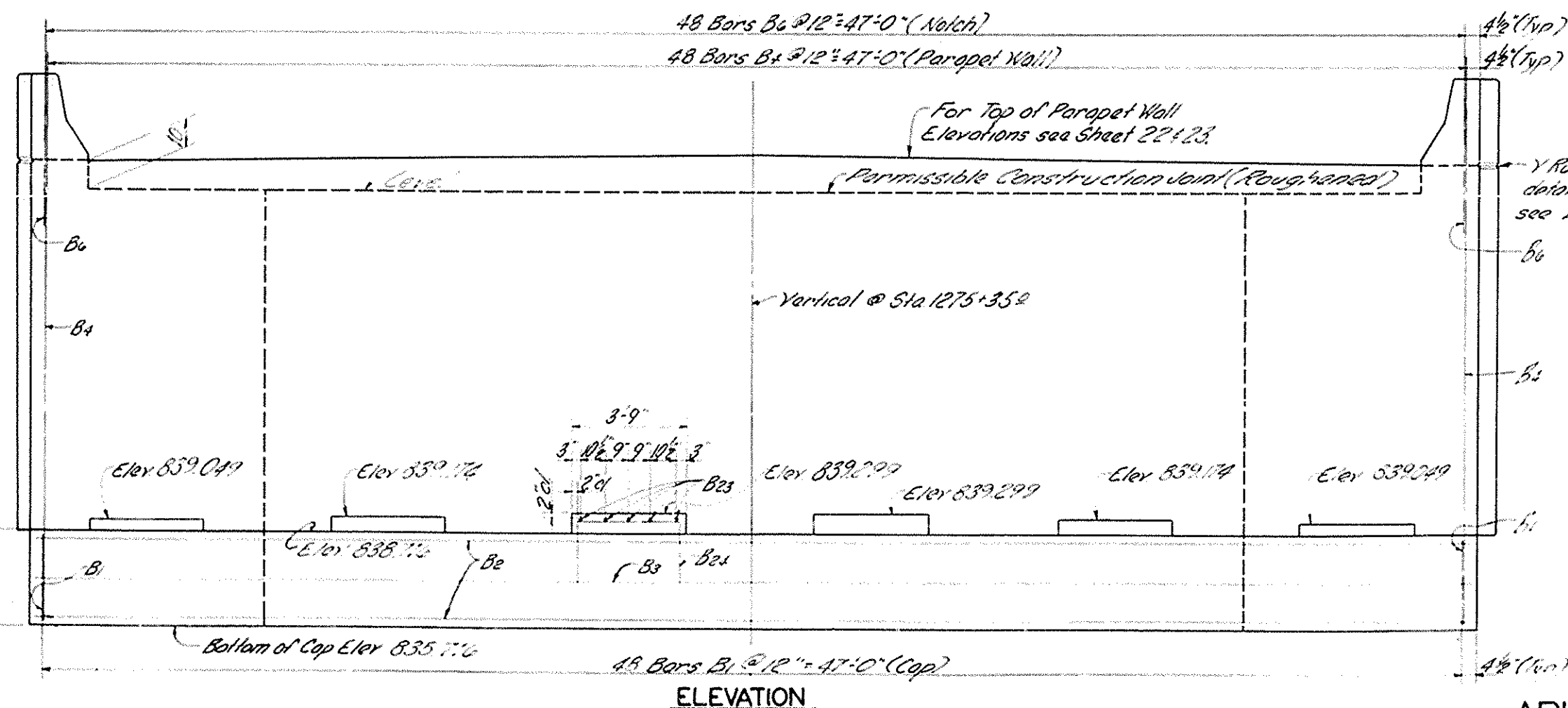
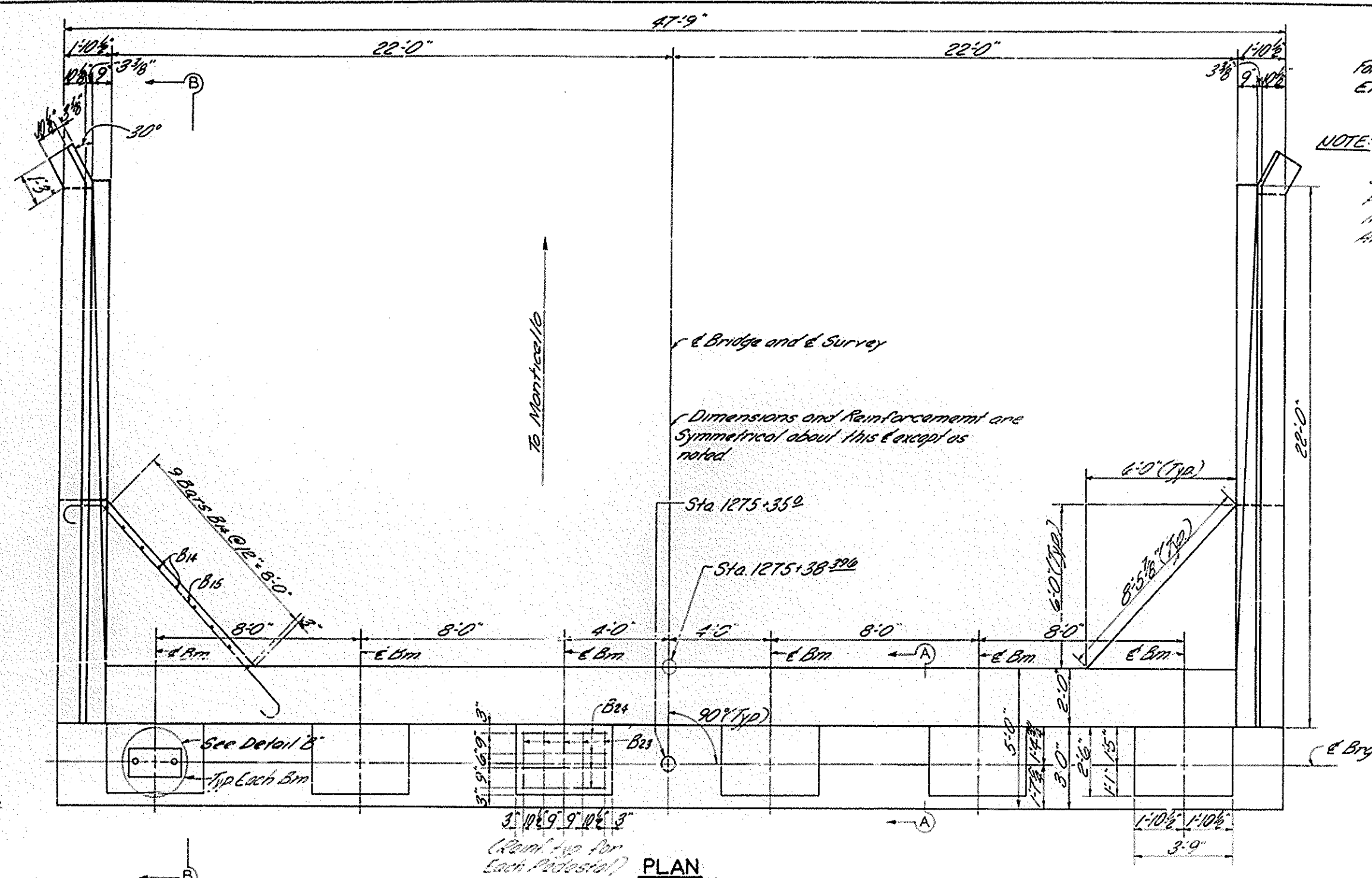
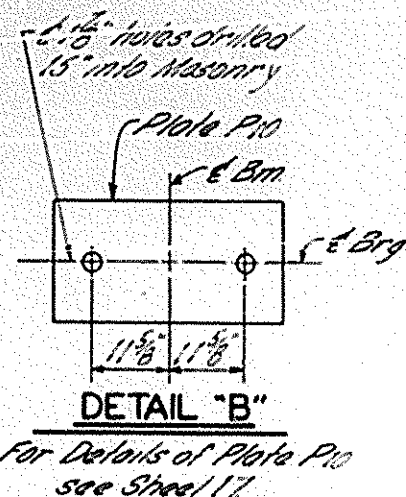
APD 642-141

DRAWING NO.

18815

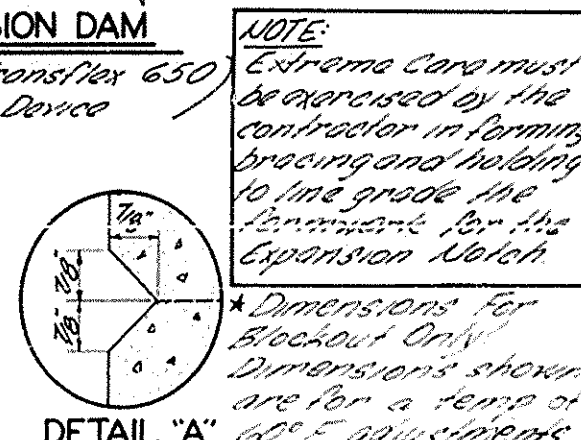
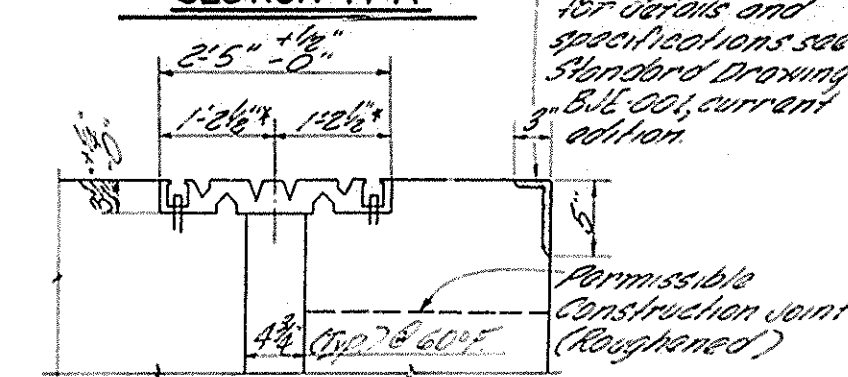
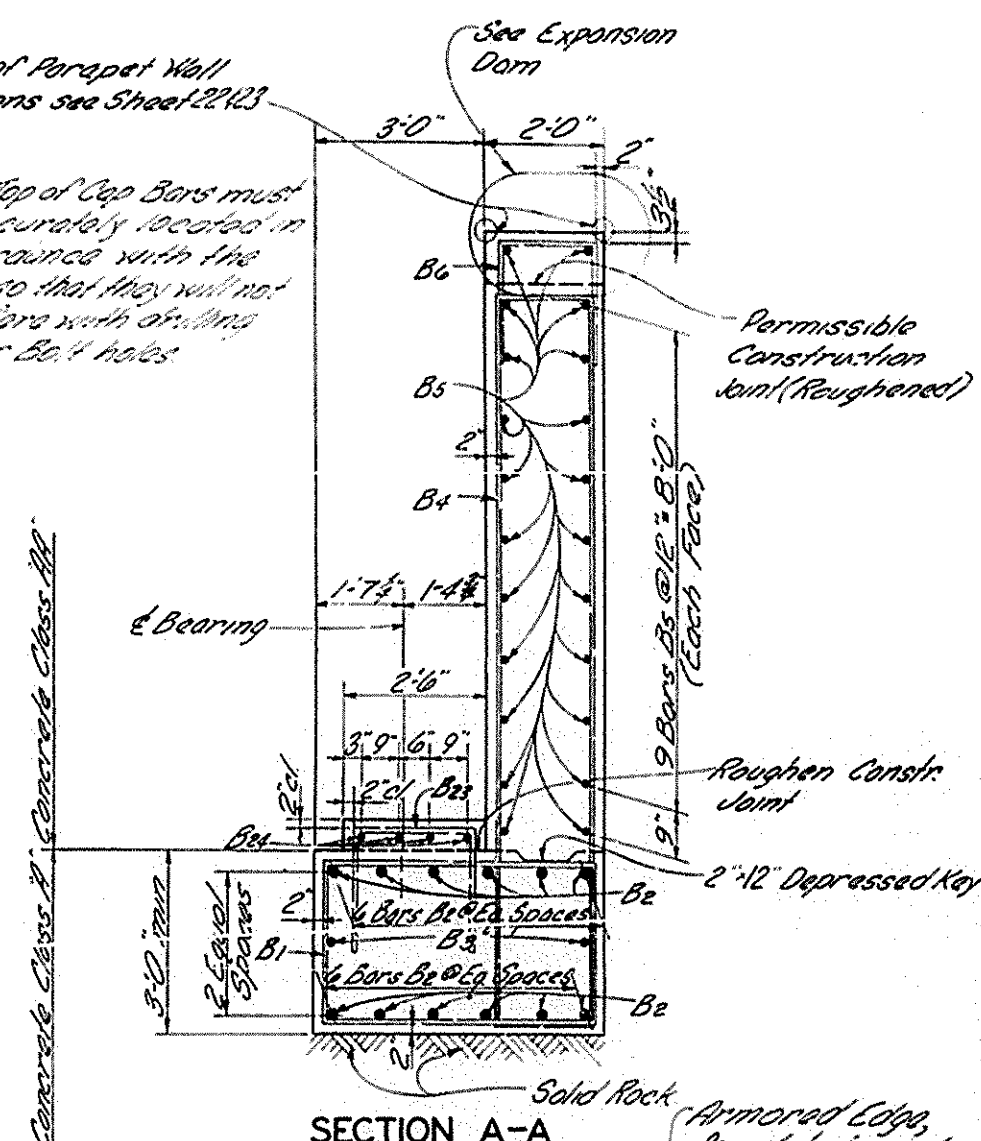
PIER 2

LETTING DATE:



For Top of Parapet Wall
Elevations see Sheet 22+23

NOTE: The Top of Cap Bars must be accurately located in accordance with the Plans so that they will not interfere with abutting Anchor Bar holes.



COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE

STATION 1272+70.2
CONSTRUCTION PROJECT NO. APD 642-411

P. E. PROJECT NO.
MAINTENANCE PROJECT NO.

DRAWING NO. 18815

ABUTMENT 2

Work This Sheet
With Sheet 14



[Handwritten signature]

BRIDGE

18815

[illegible]

220

-V-Rustication Groove see
Detail "A", Sheet 13

[illegible]

ELEVATION B-B

SECTION F-F

SECTION C-C

SECTION E-E

SECTION D-D

ABUTMENT 2

Item	QUANTITIES	UNIT
1. Concrete base for	350	cu. yds.
2. Concrete base for	100	cu. yds.
3. Concrete base for	100	cu. yds.

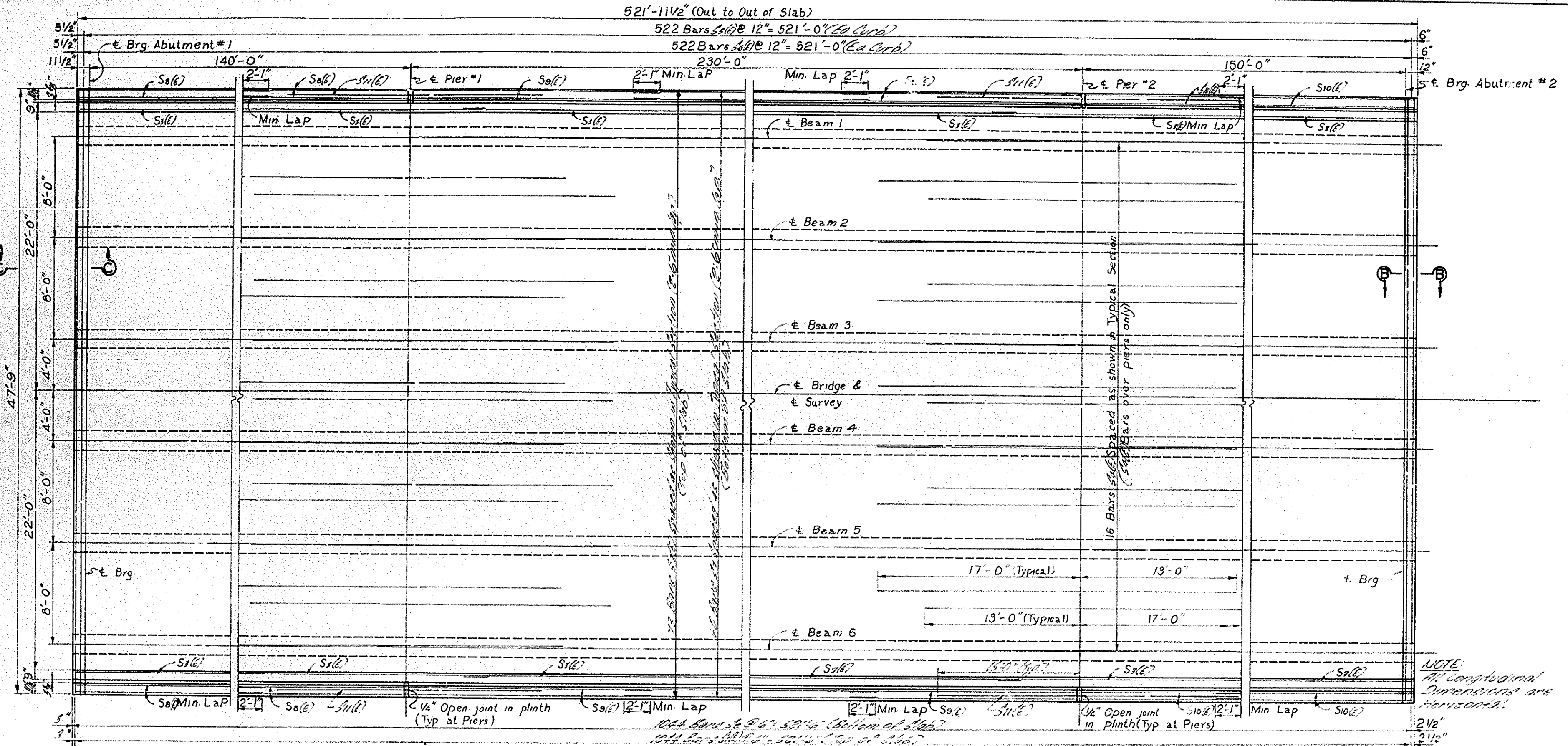
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE

STATION : 10+00 ROAD
P. E. PROJECT NO.

18815

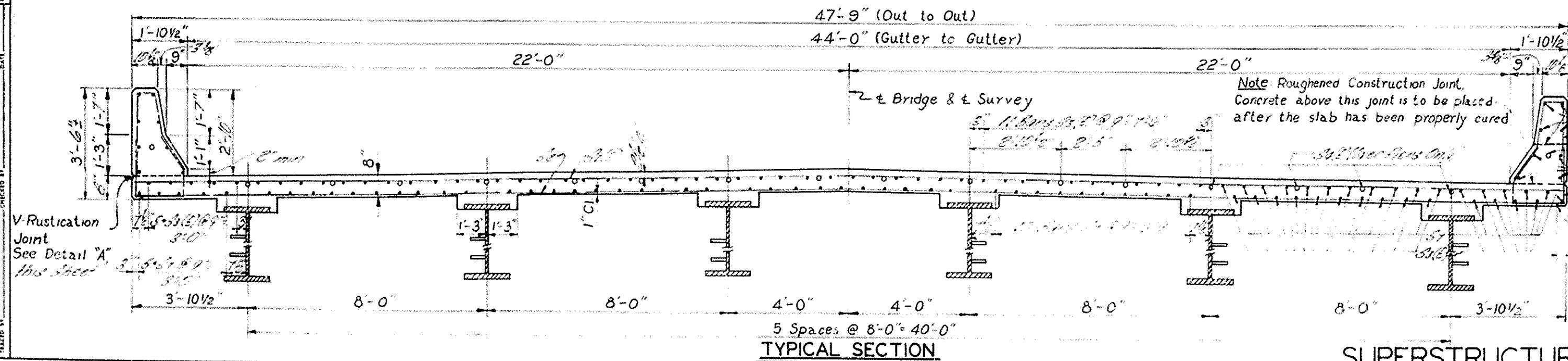
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LETTING DATE



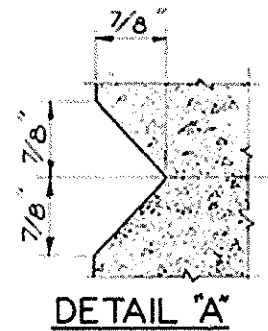
PLAN

NOTE: Reinforcing Bars Separated (S) shall be Epoxy Coated. See Special Notes for Epoxy Coated Reinforcing Steel.



TYPICAL SECTION

SUPERSTRUCTURE



KY 90 OVER OTTER CREEK

SHEET 15

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 WAYNE
 BURKESVILLE-MONTICELLO-BURNSIDE

STATION 1272 + 7060

P. E. PROJECT NO.

CONSTRUCTION PROJECT NO.
 AP0642-140

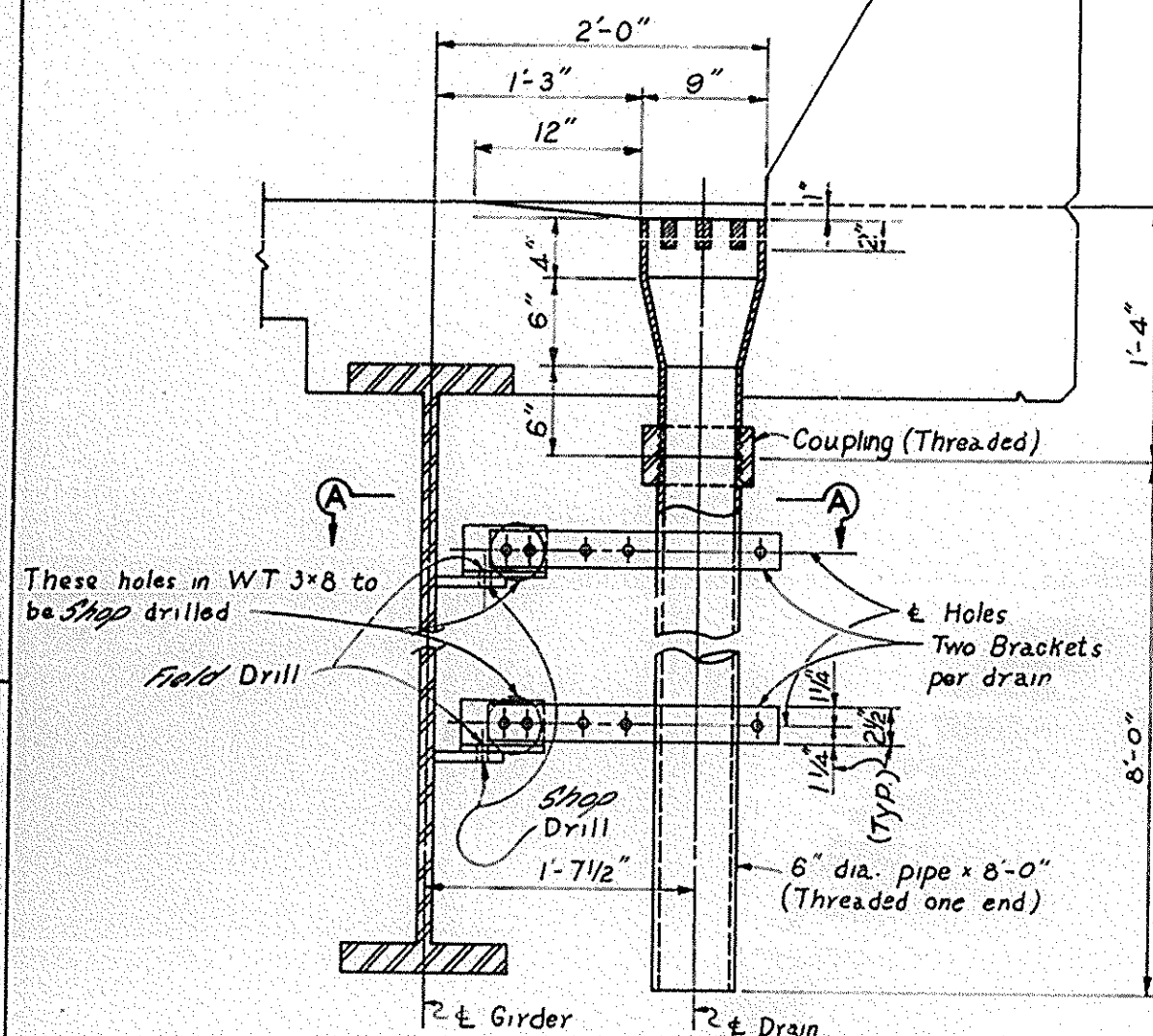
MAINTENANCE PROJECT NO.

DRAWING NO.
 18815



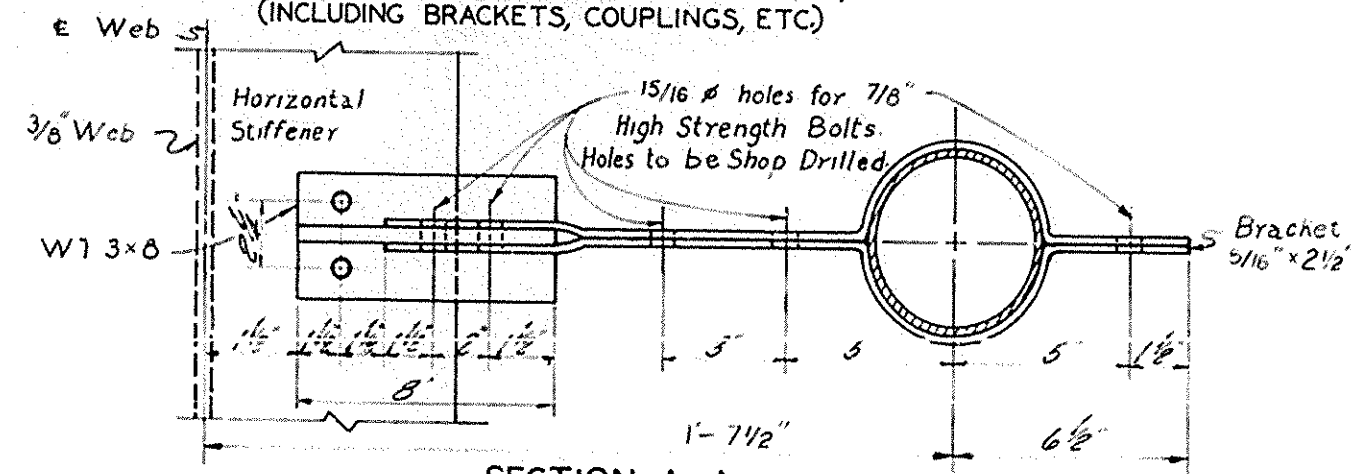
LETTING DATE

FOUNDRY NOTE: All drains to be gray iron casting ASTM A48, Class 30A. Report of field inspection of castings is to be submitted to the Division of Materials.

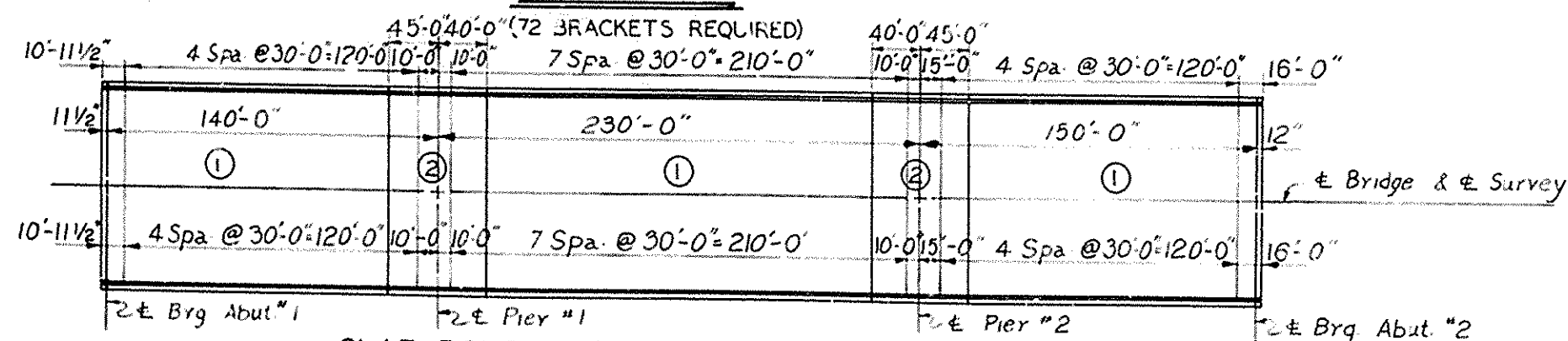


ELEVATION-DRAIN DETAIL

(36 DRAINS REQUIRED~WEIGHT 255 LBS. EACH)
(INCLUDING BRACKETS, COUPLINGS, ETC.)



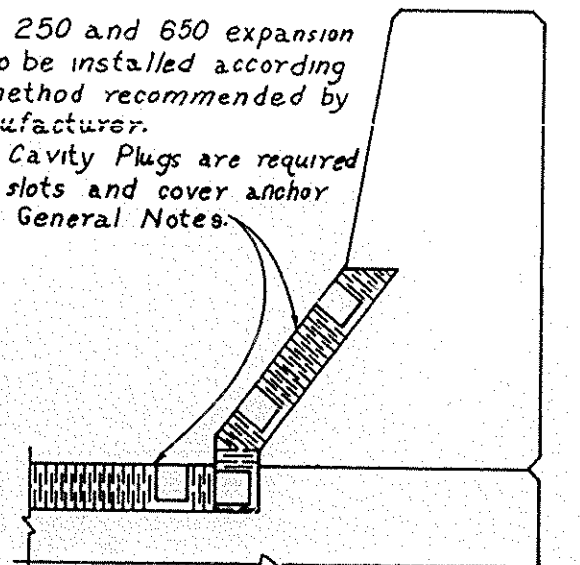
SECTION A-A



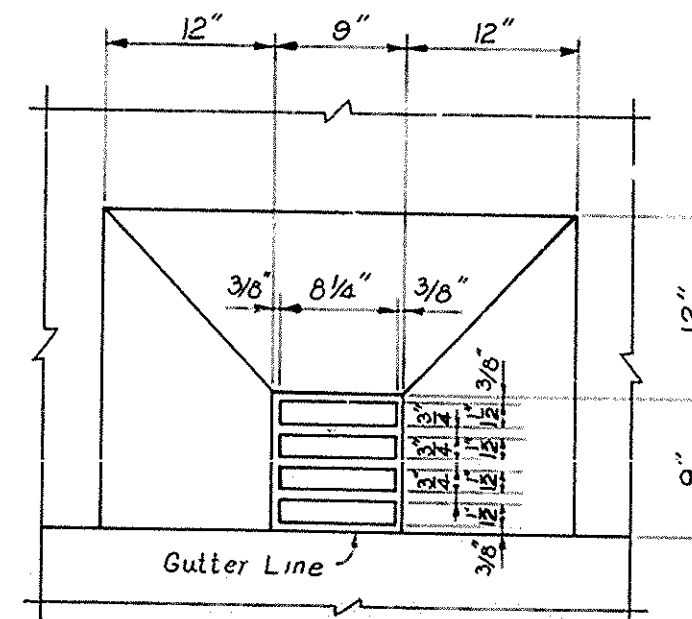
SLAB POURING ORDER AND DRAIN SPACING

NOTE: With the written approval of the Engineer, the Contractor may change the Order of pouring the slab shown.

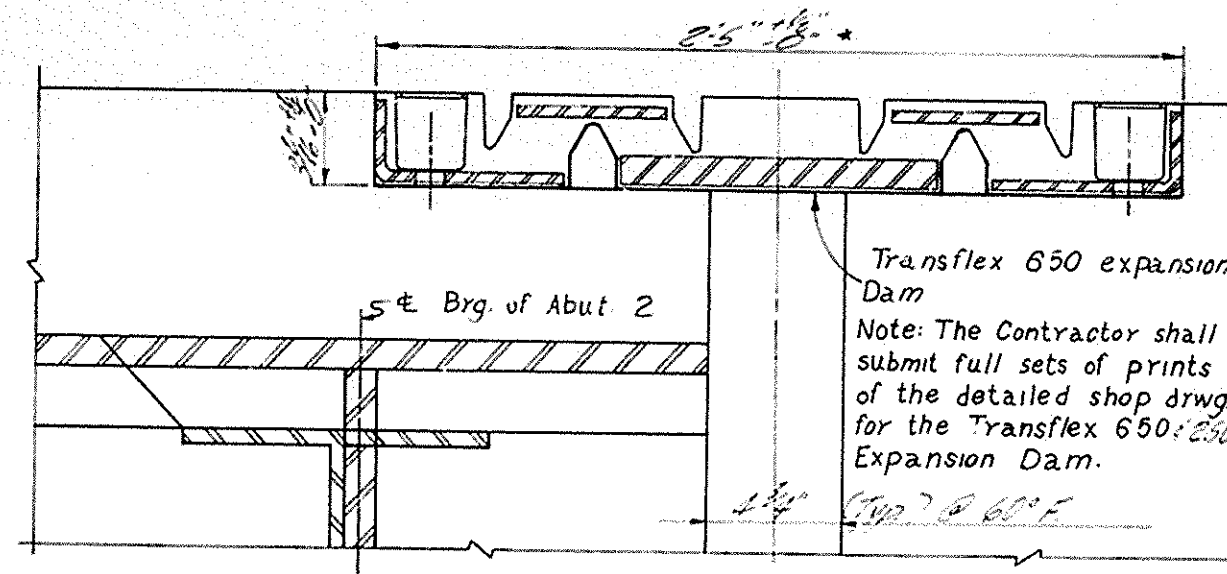
Transflex 250 and 650 expansion dam is to be installed according to the method recommended by the manufacturer. Neoprene Cavity Plugs are required to fill all slots and cover anchor bolts. See General Notes.



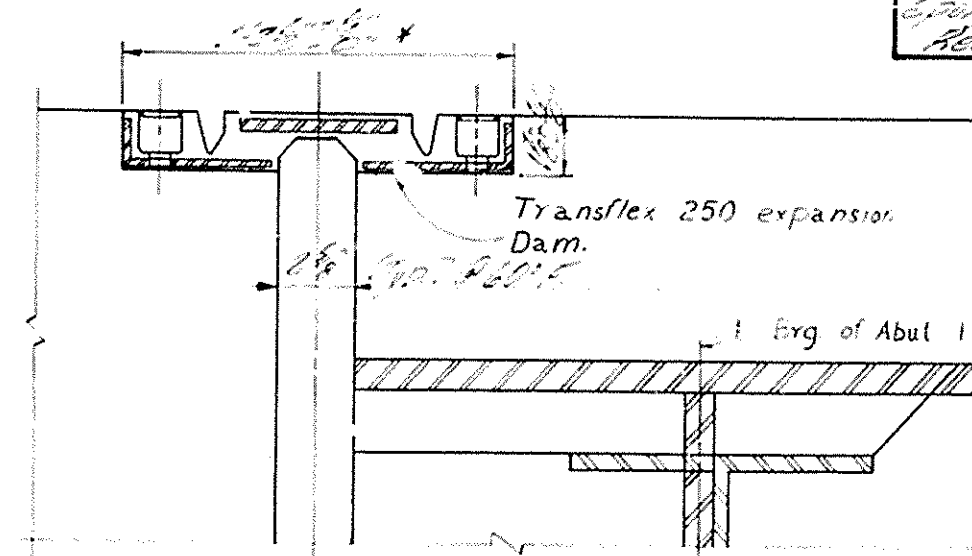
DETAIL OF CURB TREATMENT



PLAN OF DRAIN



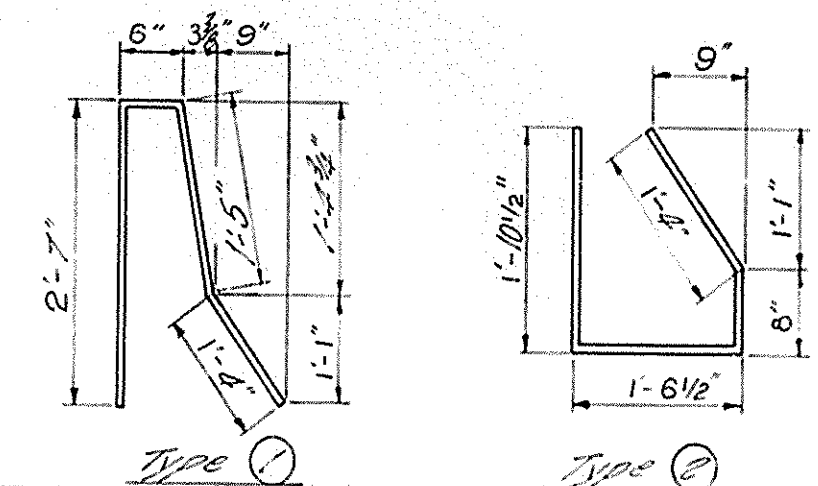
SECTION B-B



SECTION C-C

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH FT. IN.	LOCATION	a	b	c	d
						FT. IN.	FT. IN.	FT. IN.	FT. IN.
340	3/4"	10	#6	47.6	Top of Slab				
341	3/4"	10	#6	47.6	Bottom of Slab				
342	3/4"	10	#6	58.5	Top of Slab Curb				
343	3/4"	10	#6	30.0	Slab over Bars				
344	3/4"	10	#6	5.5	Barrier Curb				
345	3/4"	10	#6	5.9	"				
346	3/4"	10	#6	84.5	Bottom of Slab Curb				
347	3/4"	10	#6	18.4	Barrier Curb				
348	3/4"	10	#6	59.1	"				
349	3/4"	10	#6	51.9	"				
350	3/4"	10	#6	30.0	Curb over Pier Cap				



ESTIMATE OF QUANTITIES

Item	Quantity	Unit
Concrete Slab 4" Thick	848.4	Cu Yds
Reinforcement	123524	Lbs
Spwy Curbed Steel Reinforcement	133070	Lbs

Work this sheet with sheet 15

*NOTE: Dimensions for 5' x 6' x 1' Drains
Dimensions shown are for 5' x 6' x 1' drains
or 6' x 6' x 1' drains as shown in most cases
when expanded. But not to be used as
a template other than 5' x 6'.

KY. 90 OVER OTTER CREEK SHEET 16

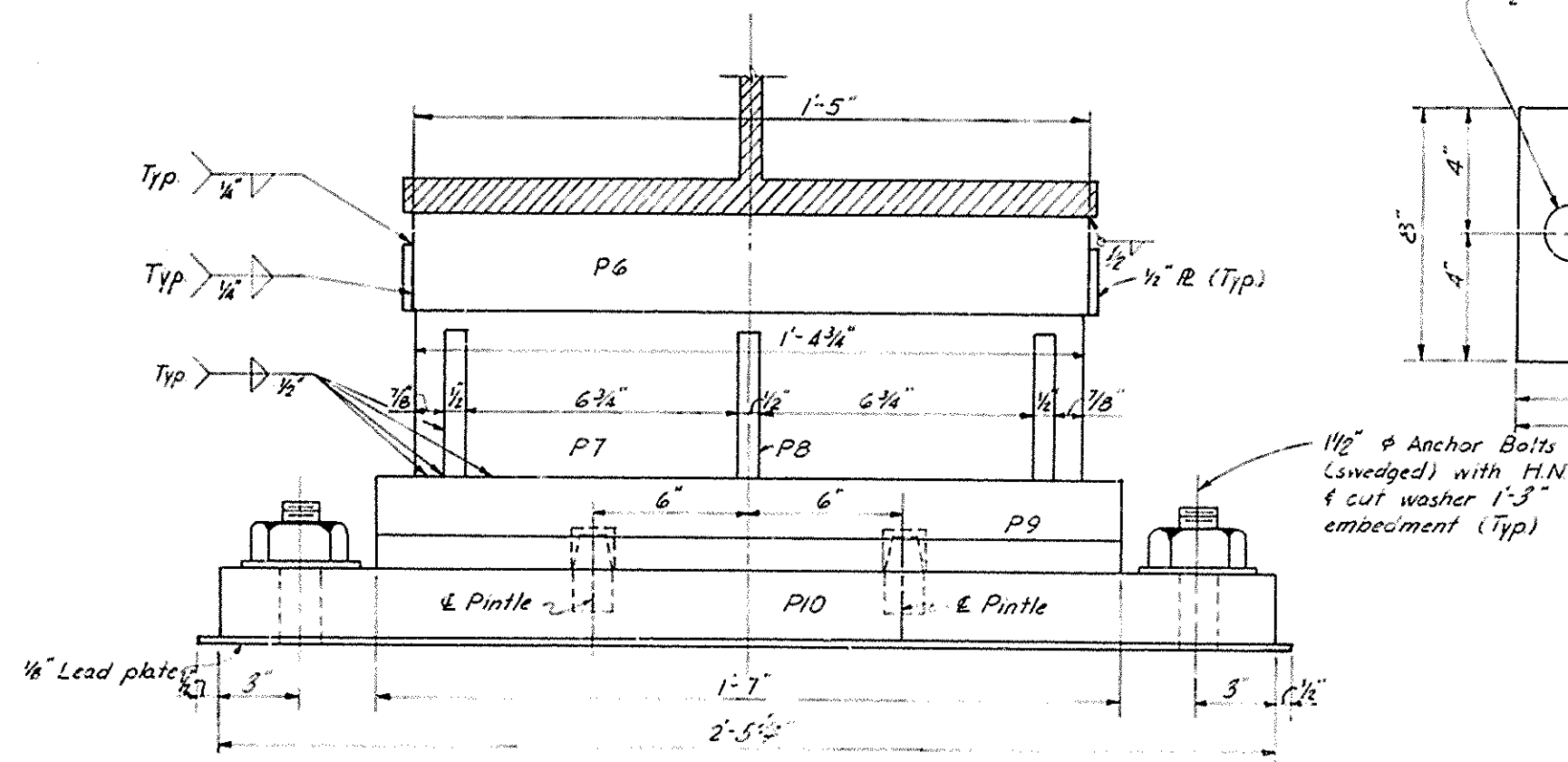
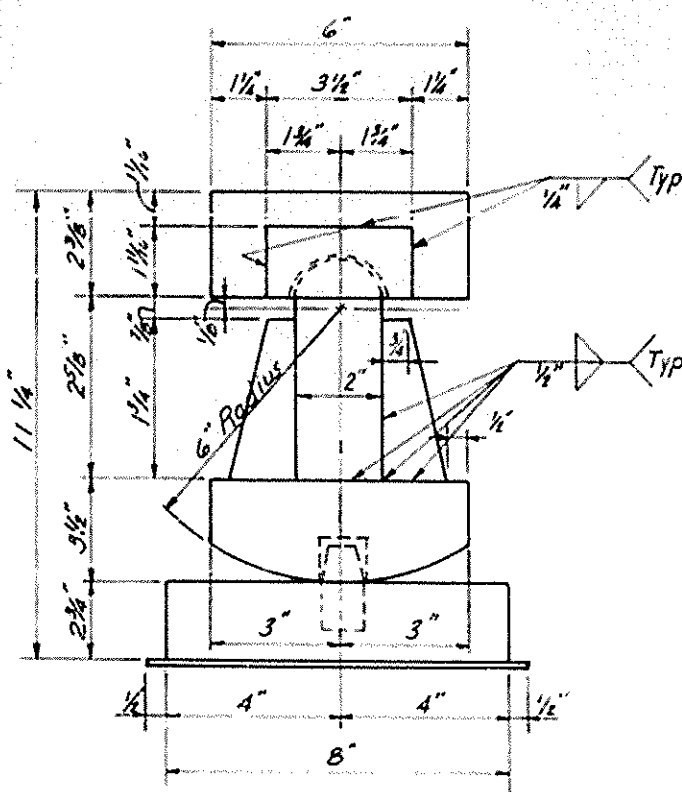
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE

ROAD
STATION 1272+70.62
CONSTRUCTION PROJECT NO.
APD 642-140
P. E. PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO.
18815

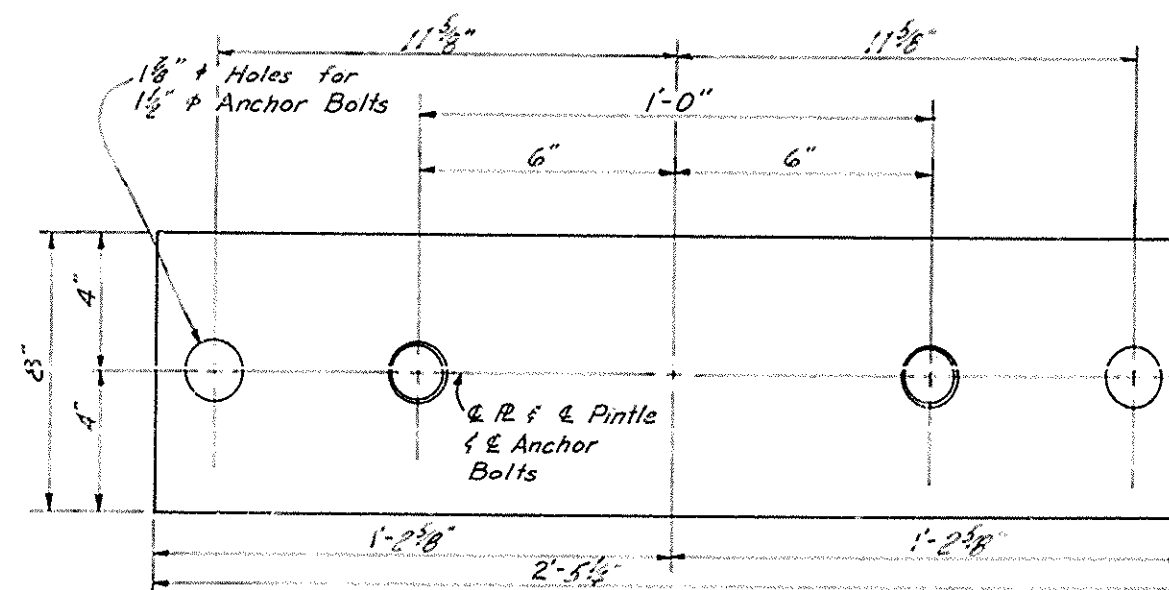
SUPERSTRUCTURE



ORDERED BY	DATE	REVISED	DATE
B H O	2/13		
CHECKED BY	DATE	REVISED	DATE
Wilson	1/10/00		
CHECKED BY	DATE	REVISED	DATE



ABUTMENT 1 AND ABUTMENT 2 EXPANSION SHOES
/2 REQUIRED WEIGHT 366 LBS/SHOE



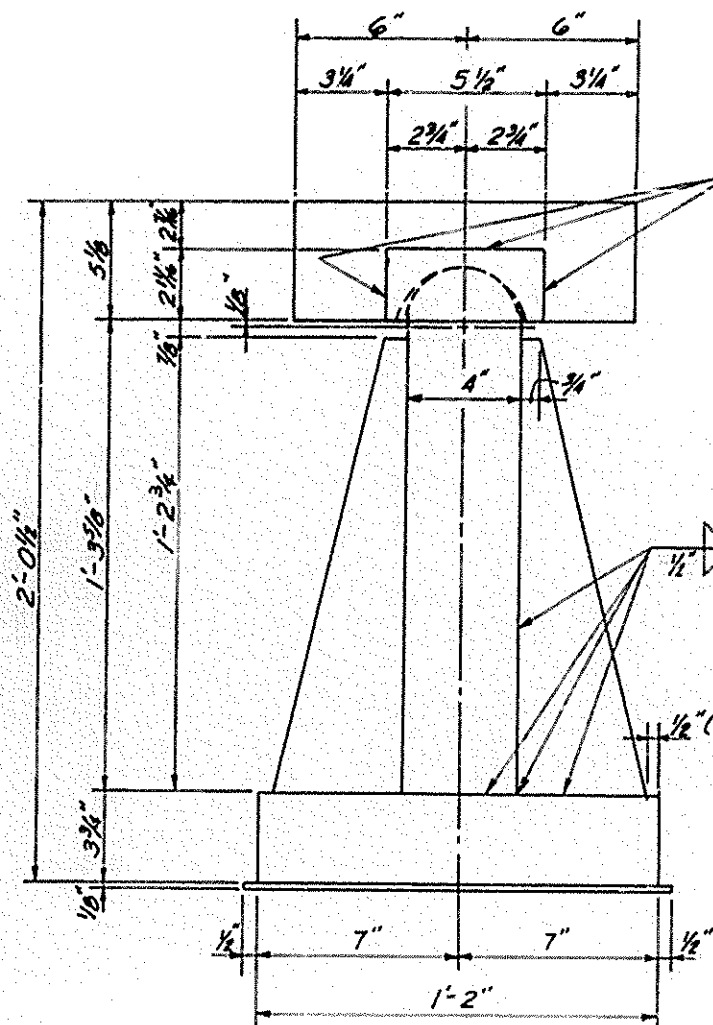
MASONRY BEARING PLATE P 10

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE - MONTICELLO - BURNSIDE
ROAD
STATION 1272 + 70
CONSTRUCTION PROJECT NO. 18815
P. E. PROJECT NO. 18815
MAINTENANCE PROJECT NO.

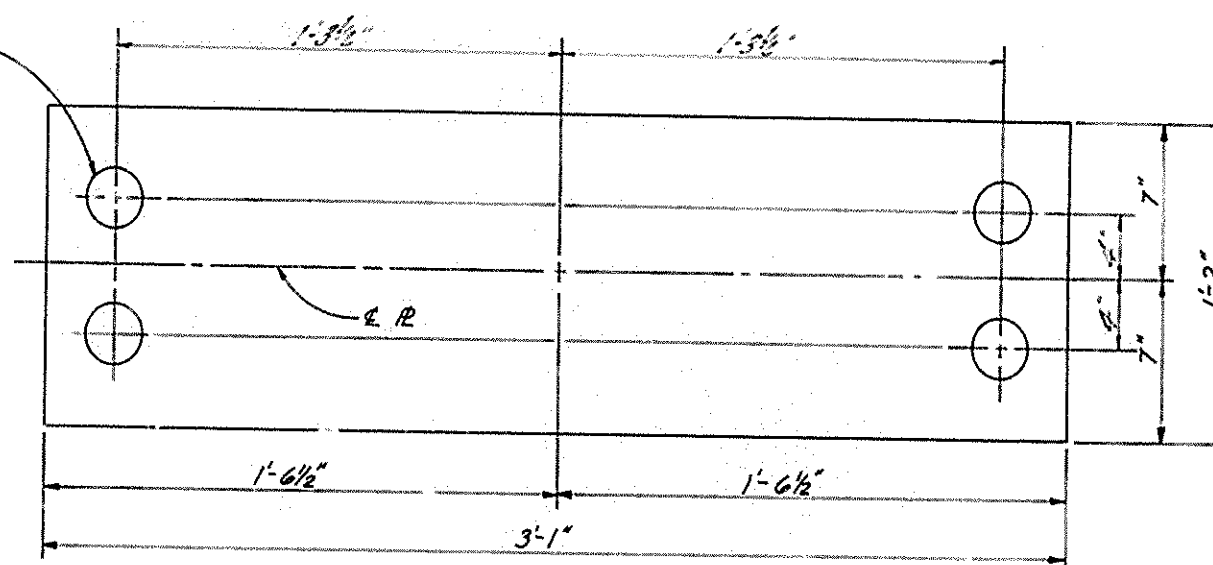
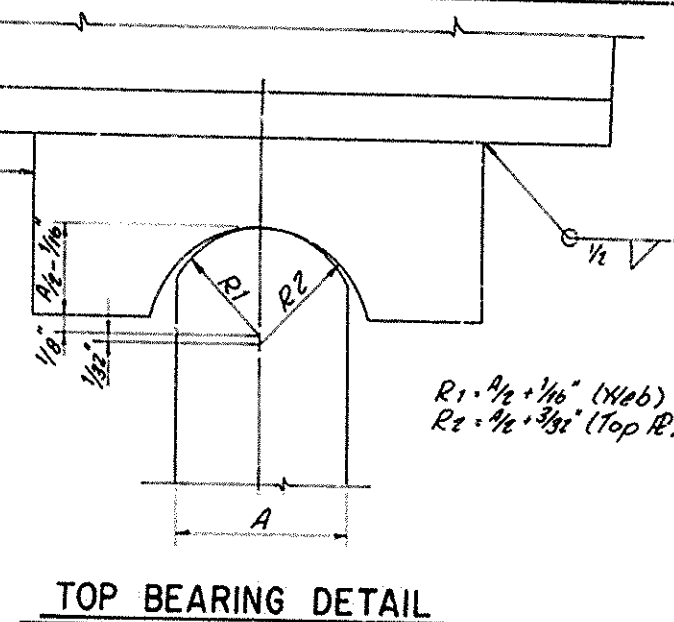
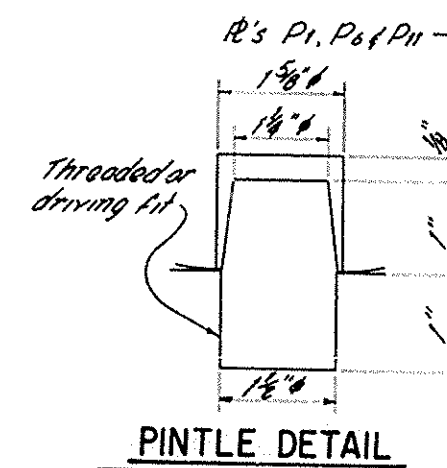
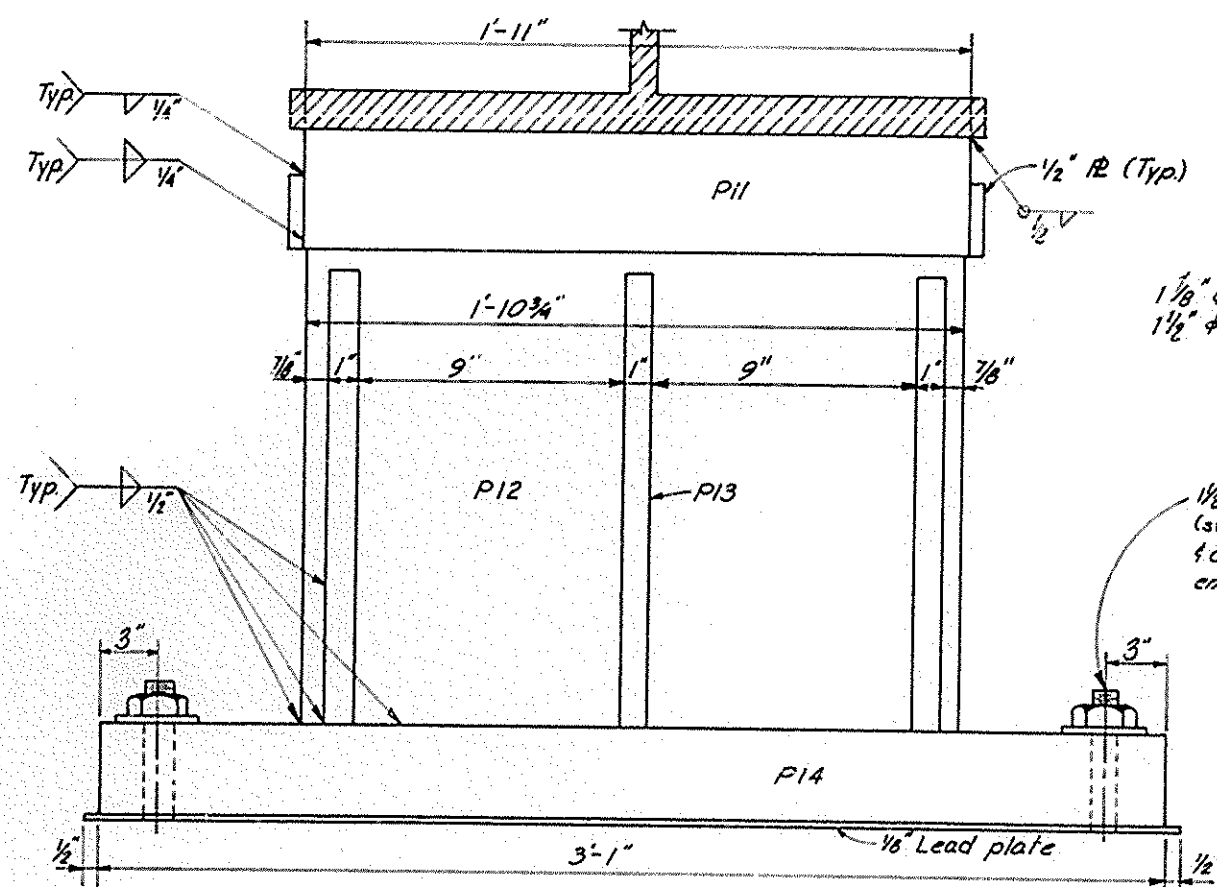
SHOES

LETTING DATE

DESIGNED BY: S. J. L. DATE: 2/13/50
 DRAWN BY: S. J. L. DATE: 2/13/50
 CHECKED BY: S. J. L. DATE: 2/13/50
 REVISIONS: NONE



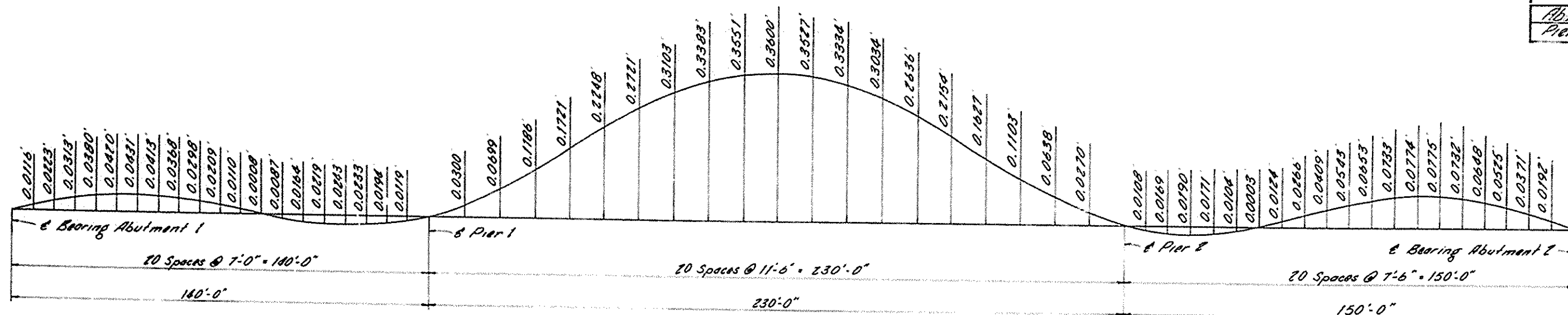
PIER I FIXED SHOES
 6 REQUIRED WEIGHT 1425 LBS./SHOE



MASONRY BEARING PLATE P14

Surface Finish of Steel	Specifications
Heavy Plates in Contact in Shoes to be Welded	A.U.S. 1000
Milled Ends of Compression Members, Stiffeners & Fillers	A.U.S. 500
Bridge Rollers and Rockers	A.U.S. 250

MAXIMUM LOAD IN KIPS			
Location of Shoe	DL	LL + S	Total
Abutment 1 & Abutment 2	63.129	58.522	121.651
Pier 1 & Pier 2	341.243	147.130	488.374



CAMBER DIAGRAM
 (Total Dead Load Camber to be cut into Web.)

SHOES

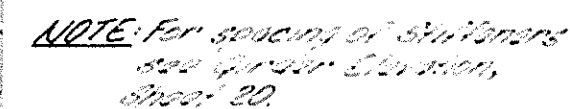
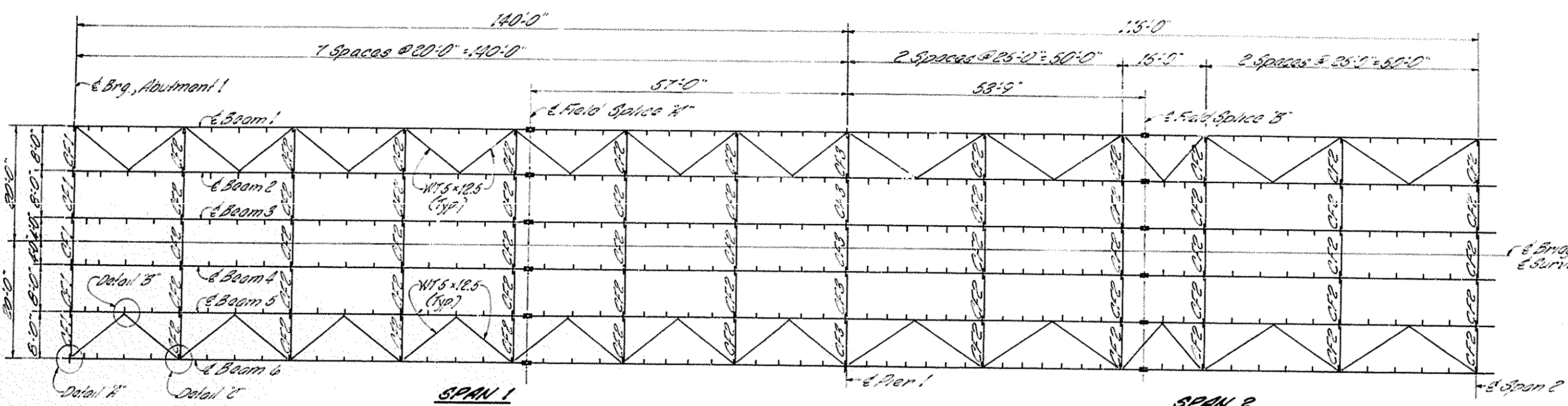
KY 90 OVER OTTER CREEK SHEET 18

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WAYNE
 BURKESVILLE-MONTICELLO-BURNSIDE

ROAD
 STATION 1272+70
 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO.
 MAINTENANCE PROJECT NO.
 DRAWING NO.
 18815

BRIDGE

DEPOSIT V.	666	CHECKED BY	P. S.	DATE	7/73	HY-NO.		DATE	
DATED BY	A. H. Wood	CHECKED BY	G. G.	DATE	7/73	HY-NO.		DATE	
TAC'D BY		CHECKED BY		DATE		HY-NO.		DATE	



* FLANGE TO STIFFENERS

*** For Termination of Stiffener to Web Weld - see Detail This Sheet*

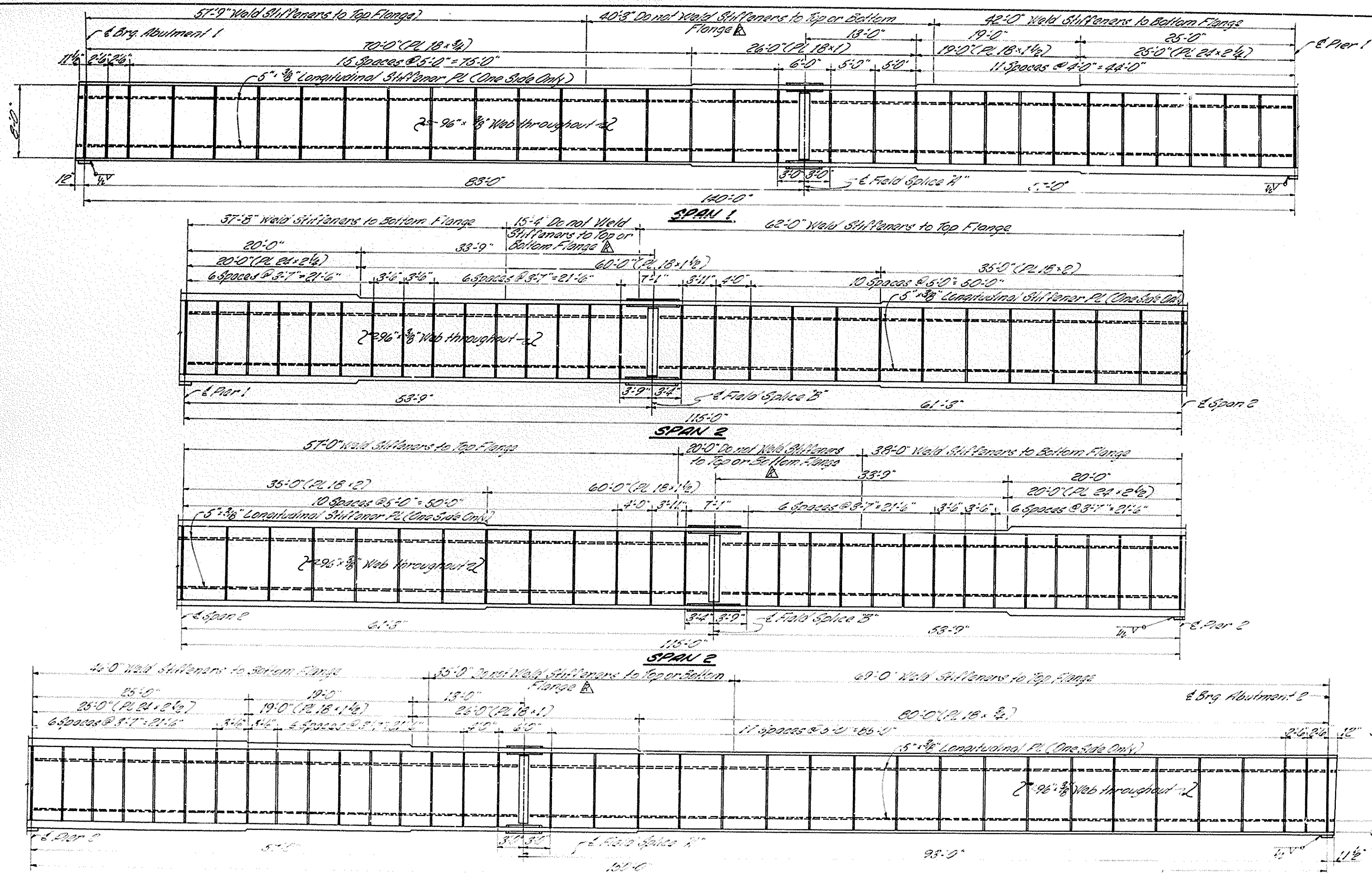


COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE - MONTICELLO - BURNSIDE
ROAD

STATION 1272+70 [±] CONSTRUCTION PROJECT NO APD 642-(41)	P. E. PROJECT NO. MAINTENANCE PROJECT NO	DRAWING NO. 18615
---	---	----------------------

SHEET 19

LETTING DATE



▲ Report of stress in, secure in this section. All longitudinal dimensions are horizontal. All stiffeners are perpendicular to flanges.

NOTE: For location of field splices, see drawing.

SPAN 3
GIRDER ELEVATION

Work This Sheet
 With Sheets 19, 21

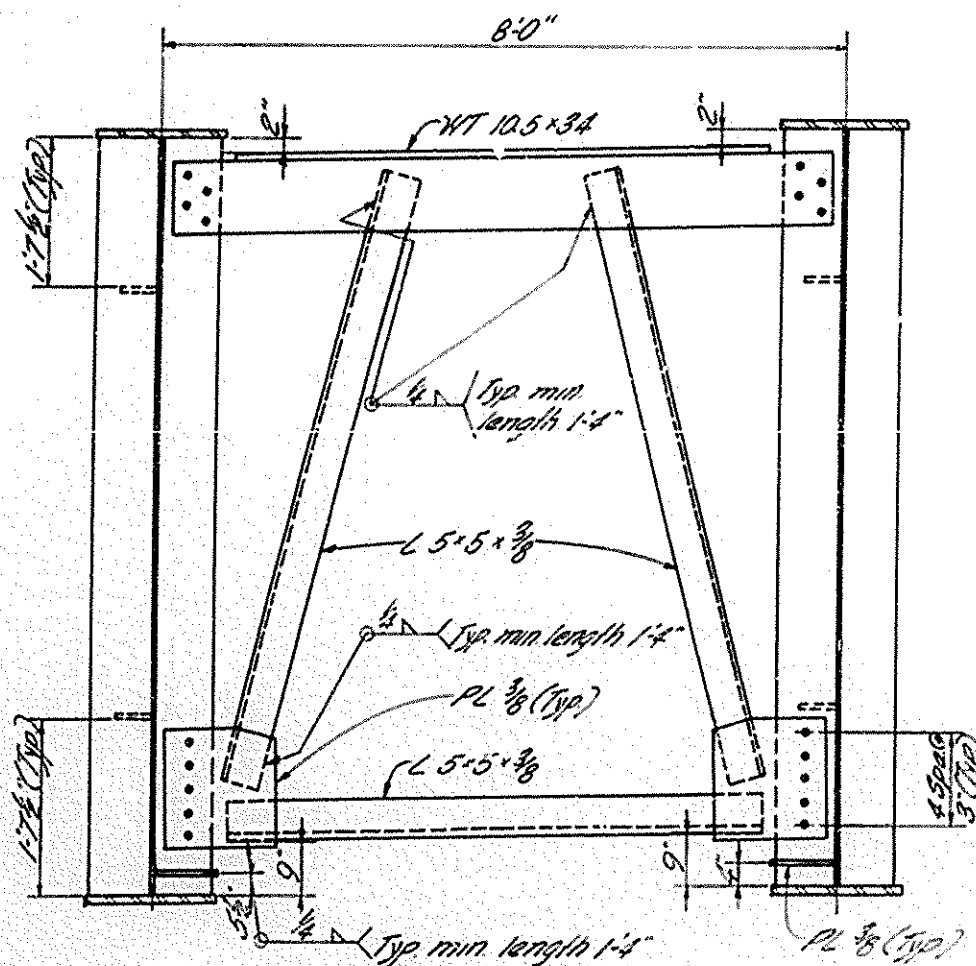
KY 90 OVER OTTER CREEK SHEET 20

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WAYNE
 BURKESVILLE - MONTICELLO - BURNSIDE
 ROAD
 STATION 1272+70.2
 CONSTRUCTION PROJECT NO.
 APD 642-(41)
 P. E. PROJECT NO.
 MAINTENANCE PROJECT NO.
 DRAWING NO.
18815

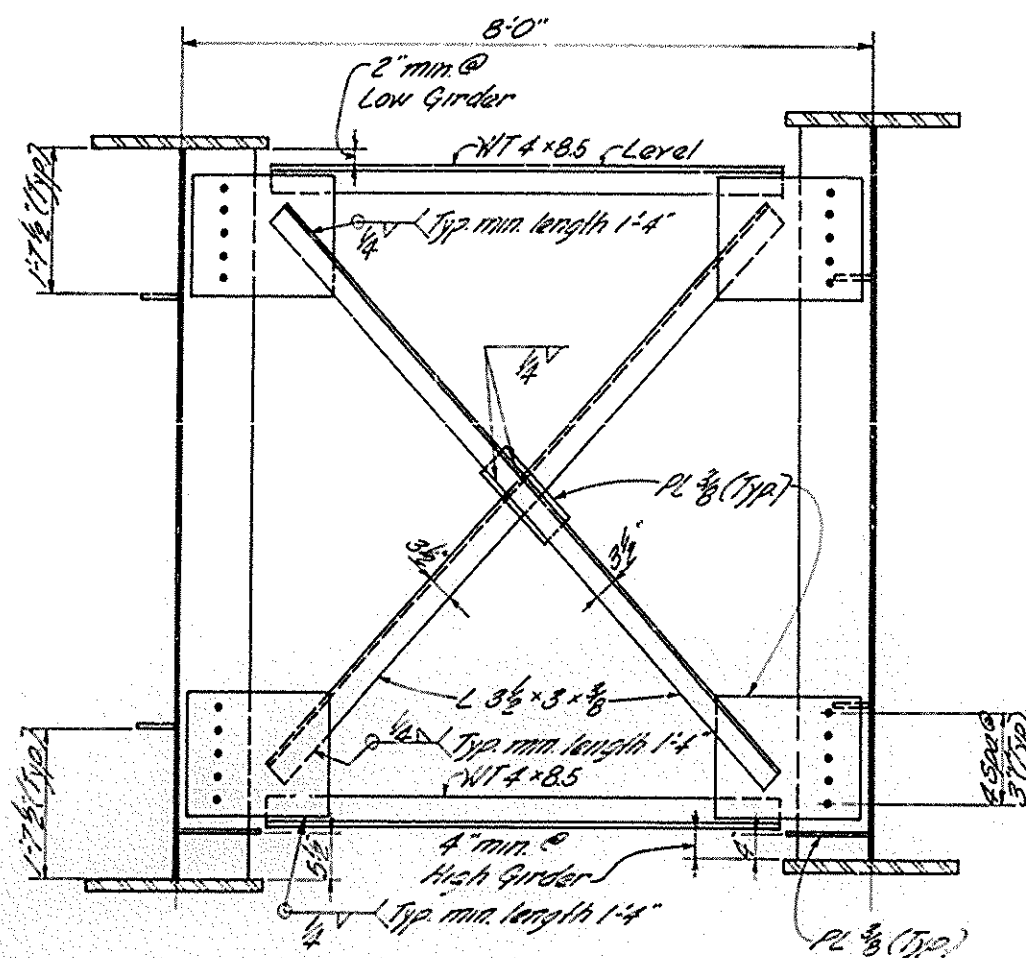
STRUCTURAL STEEL DETAILS

BRIDGE

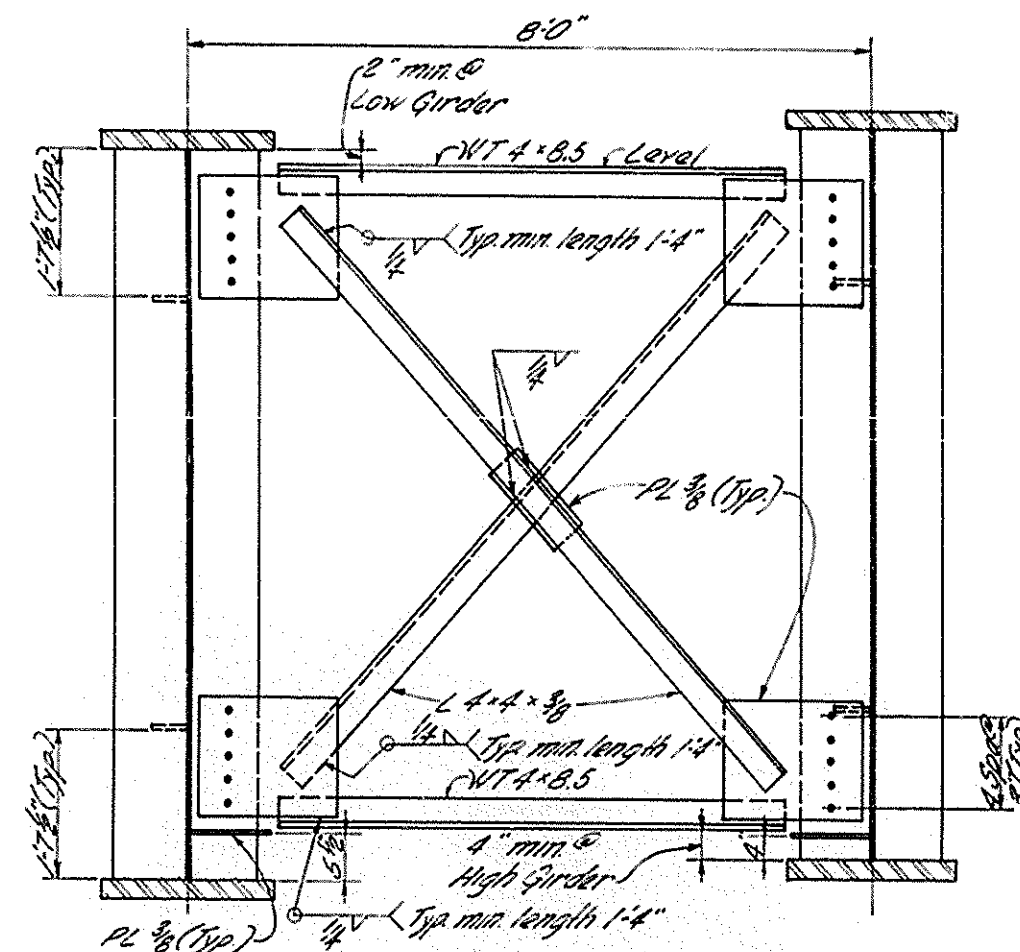
LETTING DATE



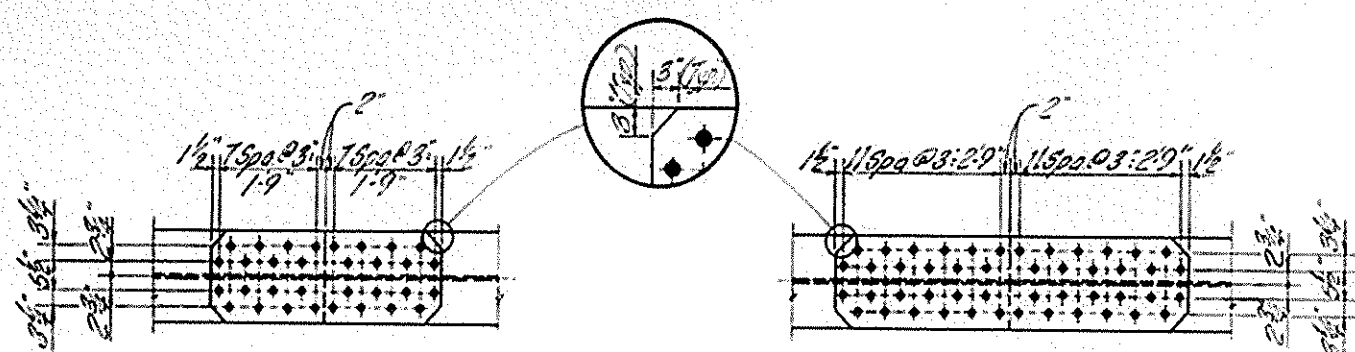
CROSSFRAME CF1



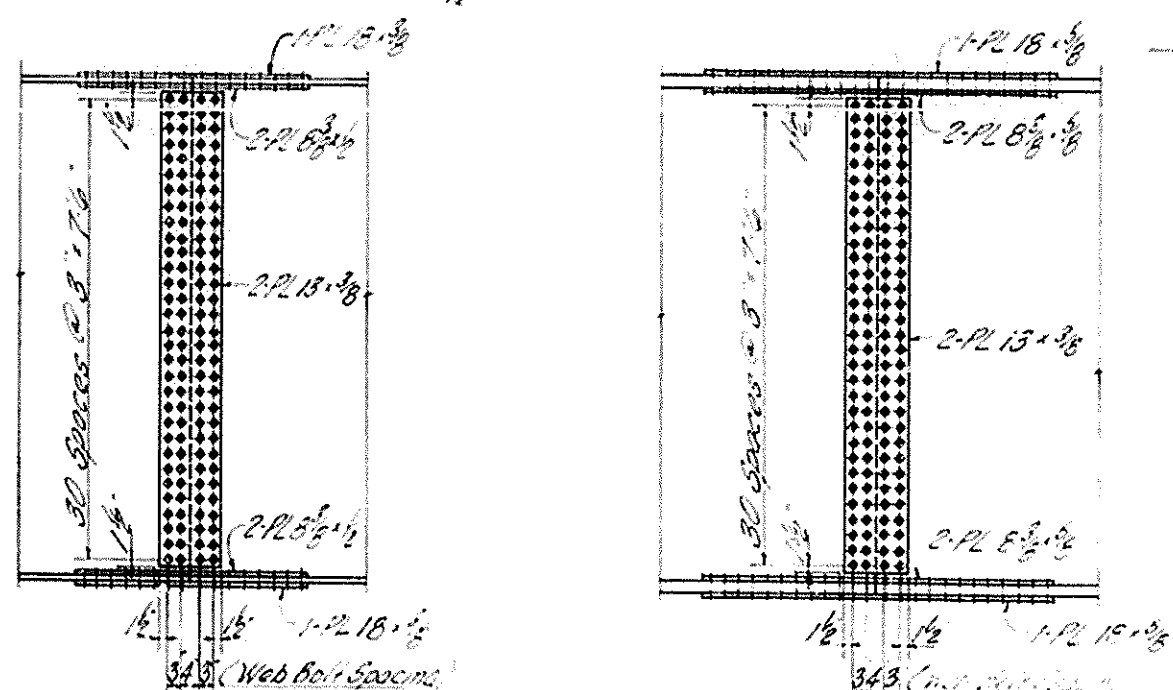
CROSSFRAME CF2



CROSSFRAME CF3

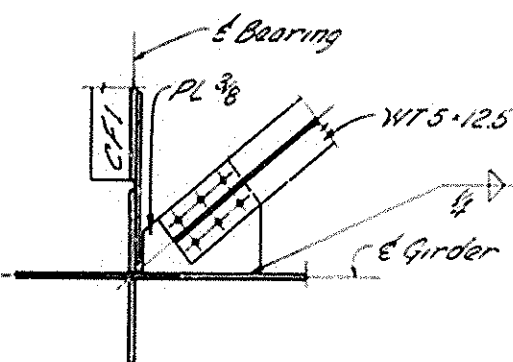


All Bolts are 1/2" High Strength A325, Holes to be 1/4" diameter

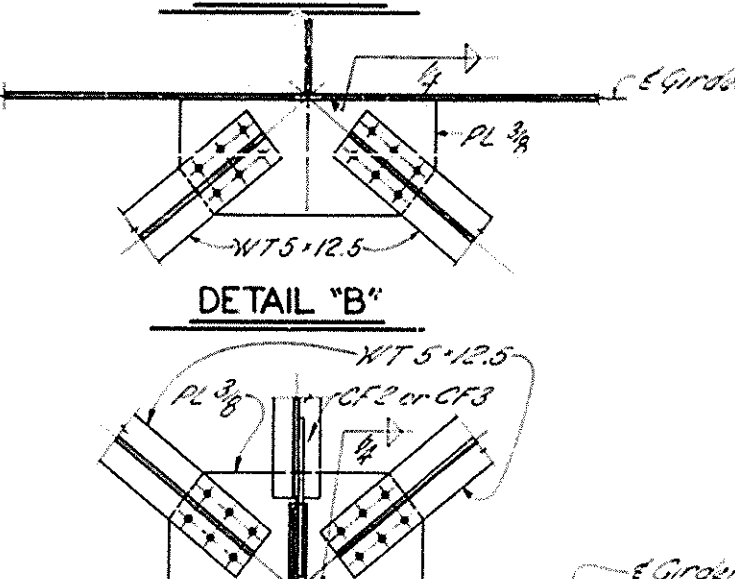


FIELD SPLICE "A"

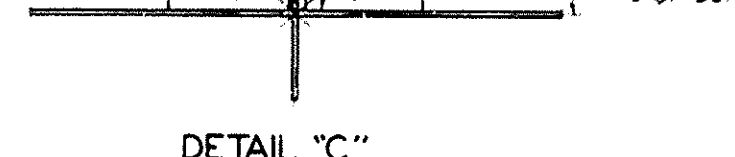
FIELD SPLICE "B"



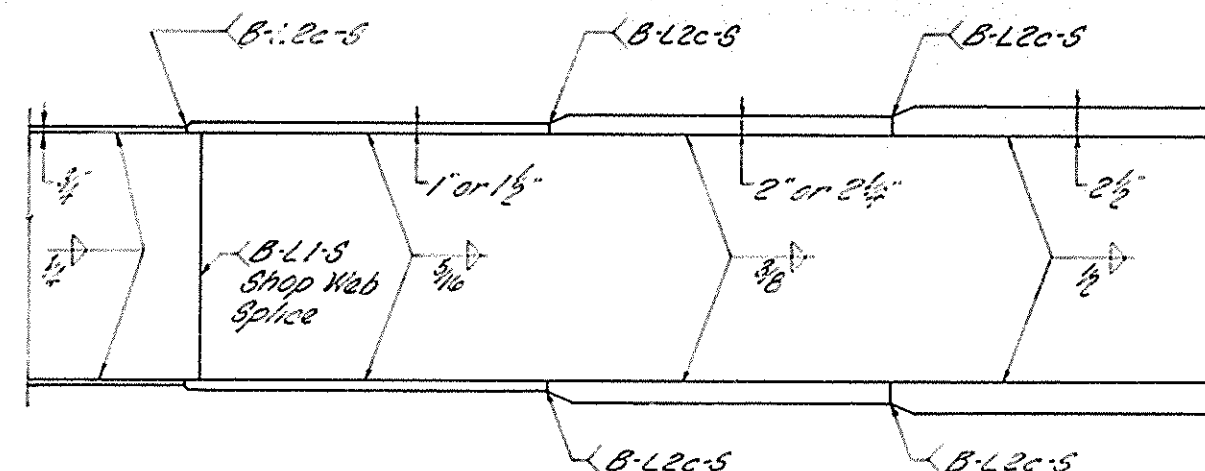
DETAIL "A"



DETAIL "B"

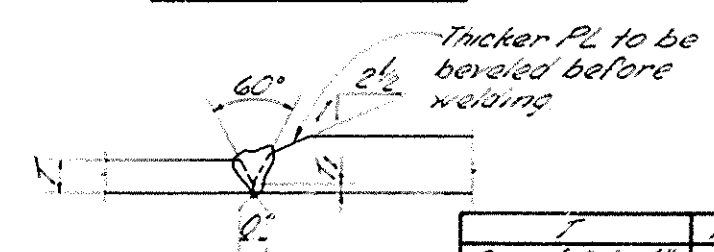


DETAIL "C"



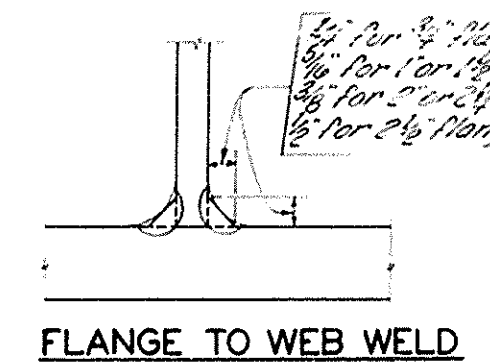
ELEVATION

AWS B-L1-S



AWS B-L2c-S

NOTE: See American Welding Society, Specifications for Welded Highway and Railroad Bridges, current edition for prequalified welds shown here.



FLANGE TO WEB WELD

NOTE: Flange to web welds shall be single pass submerged arc fillet welds in the flat position. Parts are to be assembled with edge of web PL tight against flange PL before welding.

KY 90 OVER OTTER CREEK

SHEET 21

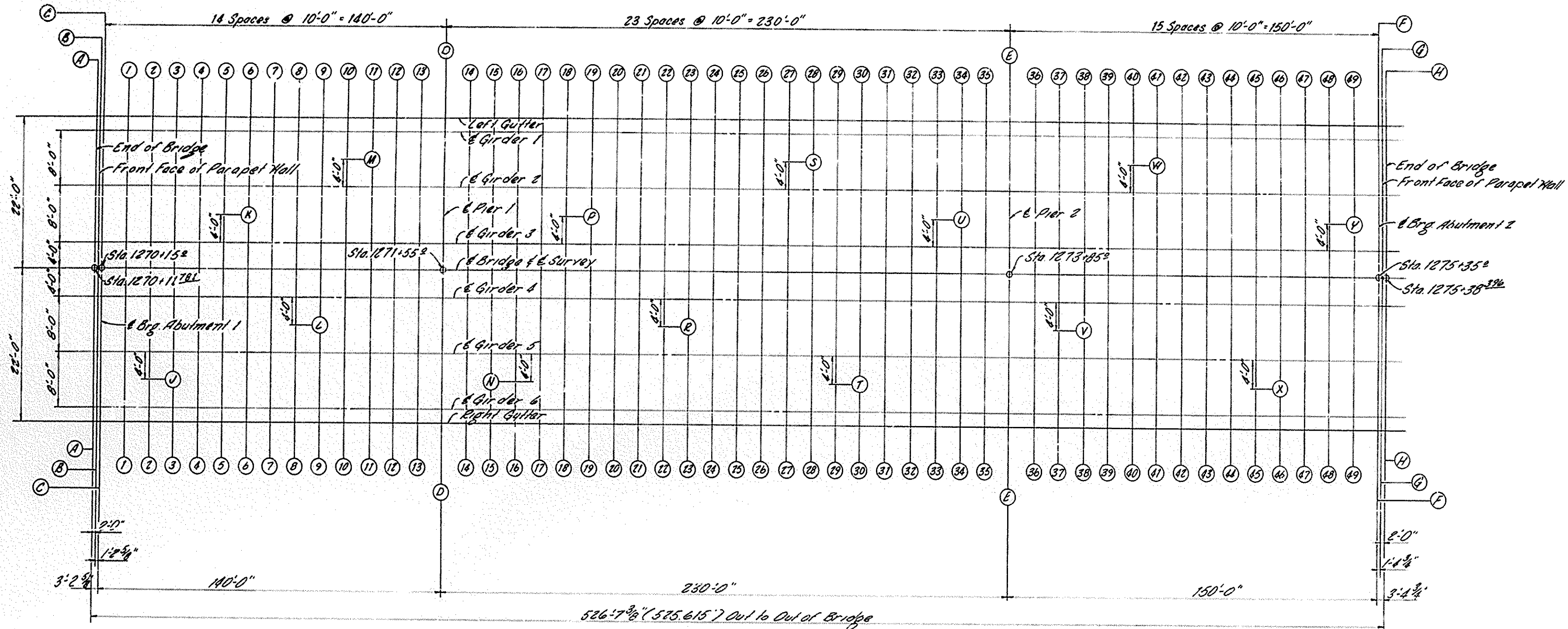
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE-MONTICELLO-BURNSIDE
ROAD
STATION 1272+70R
CONSTRUCTION PROJECT NO.
APD 642-(41)

P. E. PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO.
18815

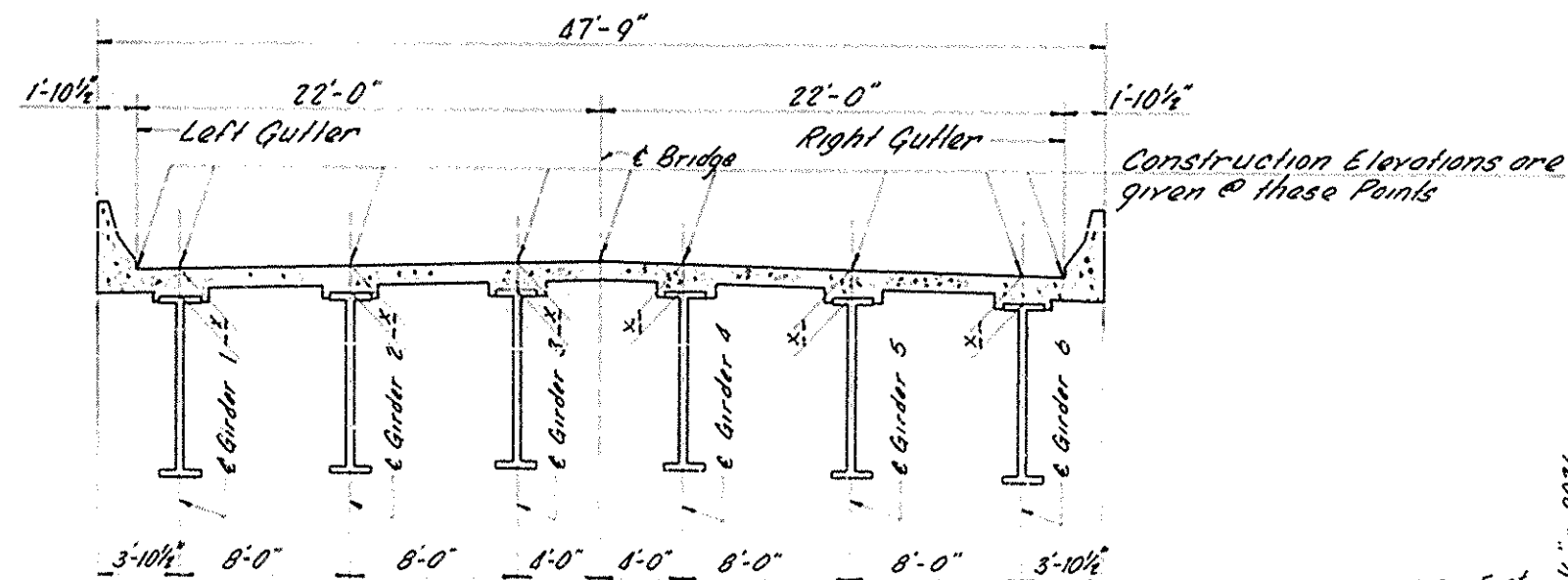
STRUCTURAL STEEL DETAILS

BRIDGE

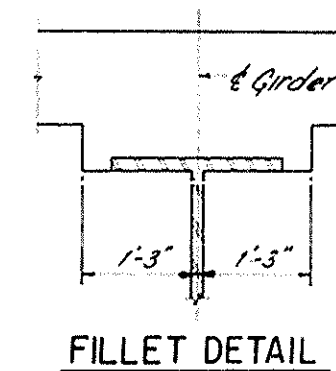
LETTING DATE



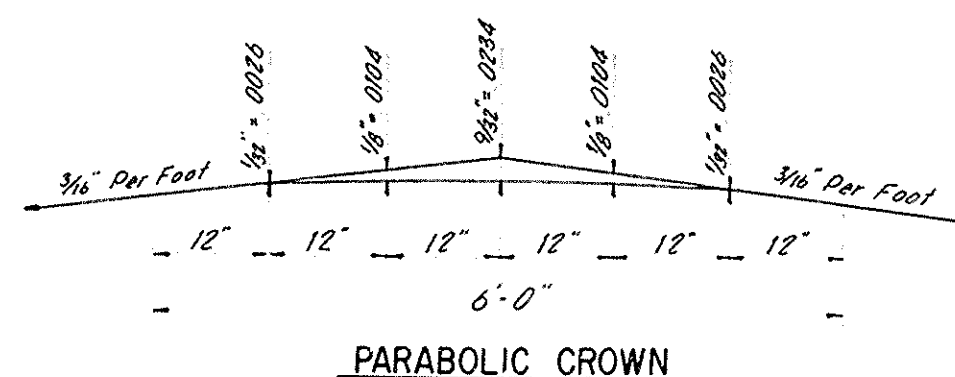
PLAN



TYPICAL SECTION



FILLET DETAIL



PARABOLIC CROWN

CONSTRUCTION ELEVATIONS

Work This Sheet
With Sheet 23

KY. 90 OVER OTTER CREEK		SHEET 22
COMMONWEALTH OF KENTUCKY		
BUREAU OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
WAYNE		
BURKESVILLE-MONTICELLO-BURNSIDE		
ROAD		
STATION 1272+70.2	P. E. PROJECT NO.	DRAWING NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	18815
APD 642-41		

1. <i>What is the purpose of the study?</i> 2. <i>What are the research questions?</i> 3. <i>What is the significance of the study?</i> 4. <i>What are the limitations of the study?</i> 5. <i>What are the conclusions of the study?</i> 6. <i>What are the implications of the study?</i> 7. <i>What are the future research directions?</i> 8. <i>What are the strengths of the study?</i> 9. <i>What are the weaknesses of the study?</i> 10. <i>What are the contributions of the study?</i>	1. <i>What is the purpose of the study?</i> 2. <i>What are the research questions?</i> 3. <i>What is the significance of the study?</i> 4. <i>What are the limitations of the study?</i> 5. <i>What are the conclusions of the study?</i> 6. <i>What are the implications of the study?</i> 7. <i>What are the future research directions?</i> 8. <i>What are the strengths of the study?</i> 9. <i>What are the weaknesses of the study?</i> 10. <i>What are the contributions of the study?</i>
---	---

CHECK POINT ELEVATIONS FOR SLAB THICKNESS				
Check Point	Plan Elevation Top of Slab	Field Elevations Slab Form Bottom of Slab	Computed Slab Thickness	
J	840.796			
K	847.070			
L	847.184			
M	847.144			
N	847.448			
P	847.903			
R	848.189			
S	848.278			
T	848.320			
U	848.517			
V	848.723			
W	848.792			
X	849.079			
Y	849.305			

[illegible]

BRIDGE

STATION 1272+70.0
ROAD
P. E. PROJECT NO.
APD 642- (41)
18815

1. To be worked in the field and a copy sent to the Division of Bridges.
2. After slab forms are erected, measure the slab reinforcement as placed. The Resident Engineer shall place field elevations at the slab thickness since the spans are measured in the table provided. The extra thickness shall then be factored in if the computed slab thickness varies more than 1/4" from the plan thickness, allowing 1/360 of the slab span for deflection of the form work. The form shall be adjusted until the computed slab thickness is within the tolerance allowed.

UPDATE DATE
LETTERING DATE



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (GDP)
SECOND COAST GUARD DISTRICT
FEDERAL BLDG.
SAN MARINO, CA
ST. LOUIS, MO. 63103
Tel. 314-425-4607

3270/10.0 Otter Creek
29 August 1975

Mr. Charles G. Cook, Director
Division of Bridges
Commonwealth of Kentucky
Department of Transportation
Frankfort, Kentucky 40601

Re: Proposed bridge across Otter Creek, Mile 10.0 near
Susie, Kentucky

Dear Mr. Cook:

Your application of 24 April 1975 requesting approval of
the location and plans for a proposed bridge near Susie,
Kentucky has been approved. Bridge Permit No. 102-75
dated 15 August 1975 is enclosed.

It is essential that we be kept informed of any events
that could affect navigation during construction of the
bridge. Your contract should include information on the
probable effects of the work on navigation. Your repre-
sentative should be specifically instructed to keep this
office informed of the progress of construction with
particular reference to any and all events that may have
effect on navigation. The information received regarding
the work will be disseminated to mariners by radio and
written notices.

Plans for cofferdams, temporary caissons, work bridges,
falsework bents, or any other temporary structures that
will be placed in the water to facilitate construction
of this bridge must be approved by this office. Con-
struction of this bridge must be accomplished with
minimal interference with navigation. To this end, con-
struction schedules, plans, and erection schemes should
be submitted to us at the earliest possible time so that
approval can be assured prior to commencing work.

The Kentucky Department for Natural Resources and
Environmental Protection, Office of Planning and Research
has advised that the contractor should be required to
take certain precautions during construction. Enclosed
for your information is a copy of letter dated 10 July
1975 recommending their conditions for performing this
work.

Re: Proposed bridge across Otter Creek, Mile 10.0 near
Susie, Kentucky

It has been determined that you will not be required to
install navigation lights or vertical clearance gauges on
the bridge at this time. Should conditions change so as
to require a review of navigation needs, we will advise you.

Please acknowledge receipt of the permit. If you have any
questions concerning our jurisdiction or requirements, you
can contact us at Telephone No. 314-425-4607.

Sincerely,

S. W. THOROUGHGOOD
S. W. THOROUGHGOOD
Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

Encls: (1) USCG Bridge Permit No. 102-75 dtd 15 Aug 75
(2) Cy of ltr dtd 10 July 75 fr KY Dept for Natural
Resources & Environmental Protection, Office
of Planning and Research

Copy to:
CofC, Nashville Dist
Div Engr., OR Div
KY Dept for Natural Resources & Environmental Protection
Office of Planning and Research



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
U.S. COAST GUARD
WASHINGTON, D.C. 20540
PHONE

BRIDGE PERMIT
(102-75)

15 AUG 1975

WHEREAS by Title V of an act of Congress approved August 2, 1946,
entitled "General Bridge Act of 1946," as amended (55 U.S.C. 525-533),
the consent of Congress was granted for the construction, maintenance
and operation of bridges and approaches thereto over the navigable waters
of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which
was transferred to and vested in the Secretary of Transportation by Section
6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and
delegated by the Secretary to the Commandant, U.S. Coast Guard by Section
1.46(c) of Title 49 Code of Federal Regulations, it is required that the
location and plans for such bridges be approved by the Commandant before
construction is commenced and in approving the location and plans of any
such bridge, the Commandant may impose any specific conditions relating
to the construction, maintenance and operation of the structure which he
deems necessary in the interest of public navigation, such conditions to
have the force of law;

AND WHEREAS the COMMONWEALTH OF KENTUCKY has submitted plans and
a map of location of a bridge to be constructed across Otter Creek near
Susie, Kentucky;

NOW THEREFORE, This is to certify that the location and plan sheet
1 (of 2) dated 23 April 1975 and sheet 2 revised 28 May 1975 are hereby
approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or
after completion of the structure unless the modification of said plans has
previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the
waterway is not unreasonably interfered with and the present navigable depths
are not impaired. The construction of falsework, pilings or other obstruc-
tions, if required, shall be accomplished in accordance with plans submitted
to and approved by the Commandant, Second Coast Guard District prior to con-
struction of the bridge. The channel or channels through the structure shall
be promptly cleared of all obstructions placed therein or caused by the con-
struction of the bridge to the satisfaction of the District Commander, when
in his judgment the construction work has reached a point where such action
should be taken, but in no case later than ninety days after the bridge has
been opened to traffic.

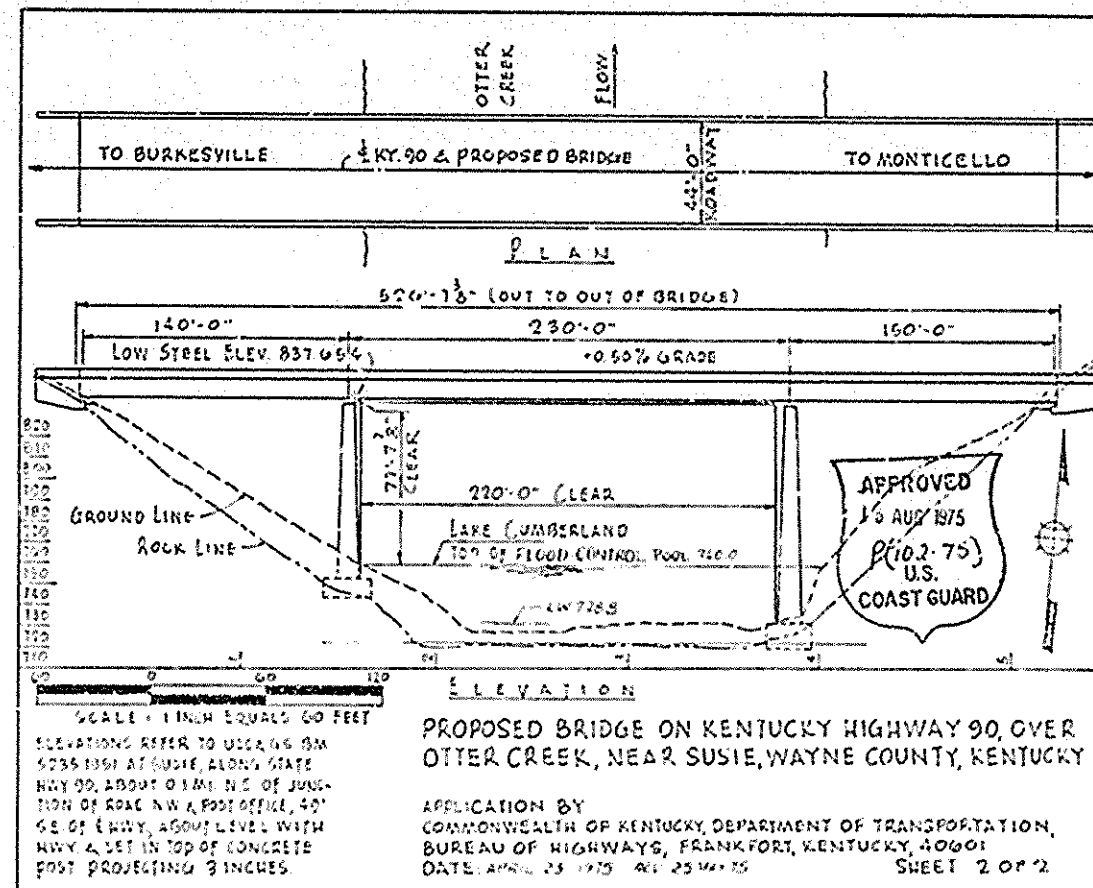
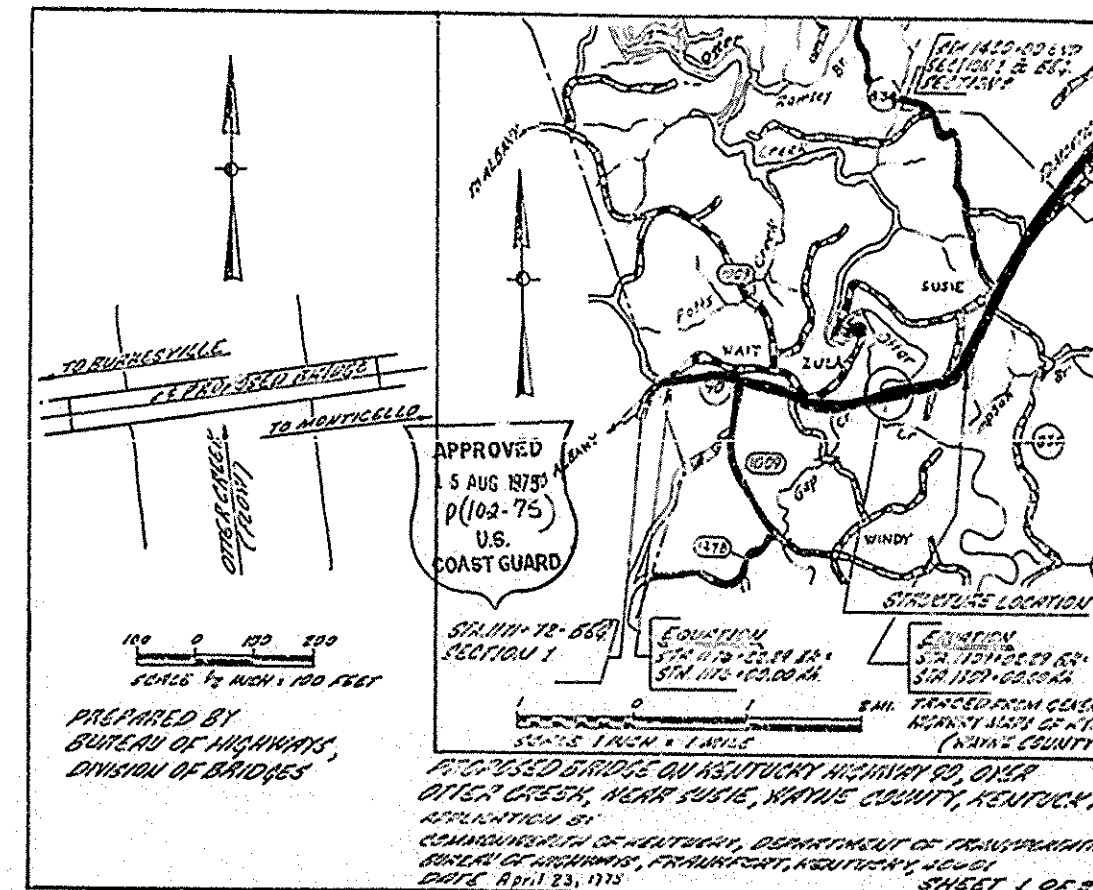
3. Issuance of this permit does not relieve the permittee of the
obligation or responsibility for compliance with the provisions of any other

BRIDGE PERMIT: Bridge across Otter Creek near Susie, Kentucky
(102-75)

Law or regulation may be under the jurisdiction of the Commonwealth of
Kentucky, Department for Natural Resources and Environmental Protection,
Bureau of Environmental Quality, or any other federal, state or local authority
having jurisdiction of any aspect of the location, construction or maintenance
of said bridge.

4. The approval hereby granted shall cease and be null and void unless
construction of the bridge is commenced within 3 years and completed within
5 years after the date of this permit.

D. J. KELLY
D. J. KELLY
Captain, U.S. Coast Guard
Acting Chief, Office of Marine
Environment and Systems



KY 90 OVER OTTER CREEK

SHEET 24

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
WAYNE
BURKESVILLE--MONTICELLO--BURNSIDE
ROAD
P. E. PROJECT NO.

STATION 1272+70.2

18815

NAVIGATION PERMIT