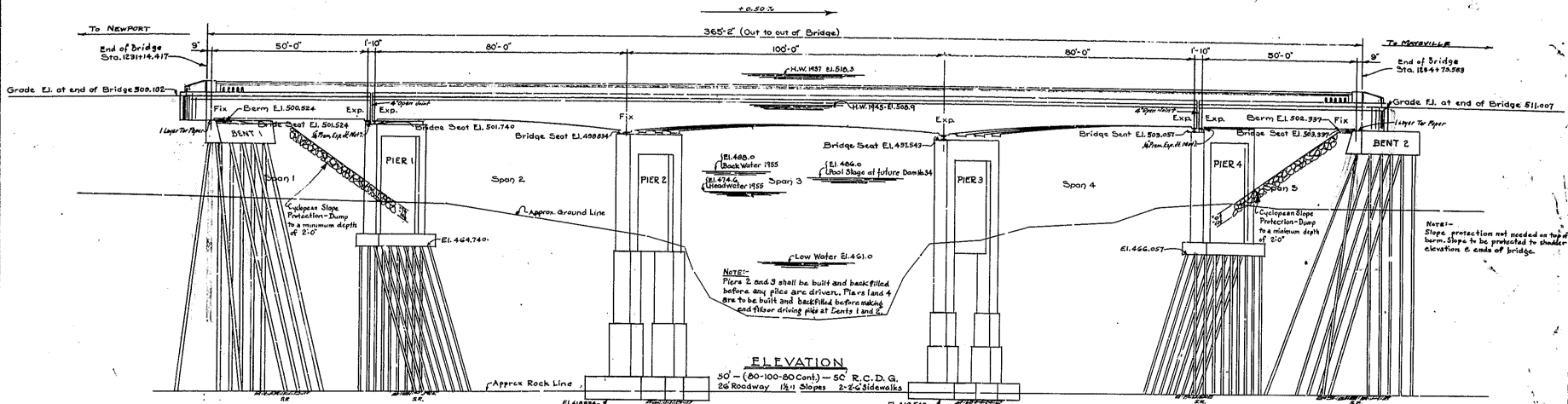
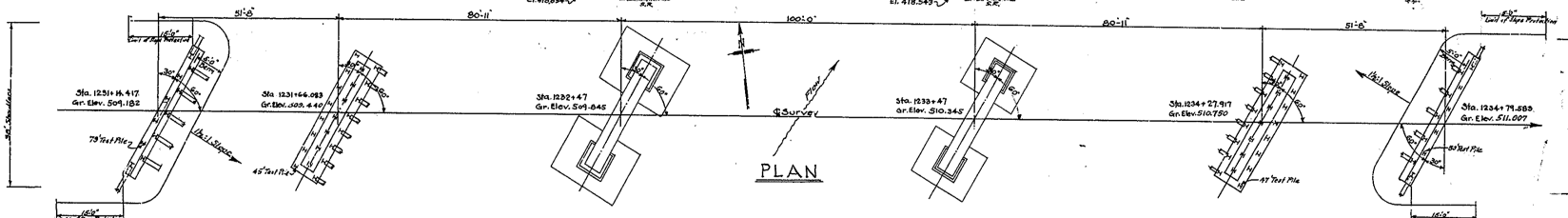


DATE	BY	REVISION
7/1/57		



ELEVATION
 50' - (80-100-80 Cont.) - 50' R.C.D.G.
 26 Roadway 1 1/2 Slopes 2-2 Sidewalks



PLAN

REFERENCES AND ESTIMATE OF QUANTITIES

ITEM	SHEET NO.	CONCRETE		REIN. lbs.	EXCAVATION cu yds.		STRUCT. STEEL Lump Sum	BRONZE PLATES lbs.	ALTERNATE 'A' (12" Dia. Piles) Lin. Ft.		ALTERNATE 'B' (14" R.C. Piles) Lin. Ft.		SLOPE PROTECT. Sq. Yds.	
		CLASS 'A'	CLASS 'B'		CONAL.	S. R.			Furnish Drive	Furnish Drive	Furnish Drive	Furnish Drive		
Layout Sheet	1													
Bent 1	2	211		1884								899	898	
Pier 1	3	180.6		14922	250				1061	1081	1051	1051		
Pier 2	4	450.4		70488	1640	70								
Pier 3	5	308.5		52261	1185	40								
Pier 4	3	100.6		14222	260				1097	1097	1097	1097		
Bent 2	2	211		1882								910	910	
Span 1	6&7	148.6		28177				304				910	910	
Span 2-5-4	26-28-151	7972		155314										
S. 1-5	6&7	148.6		28177				304						
Anchor Bolt Plan	8													
Handrail	9		34.3	6225										
Soundings	10													
Pile Specs	11													
Exp. Devices	12-13													
Concrete Elevations	12-13													
Total		2156.7	84.9	332250	3335	110	Lump Sum	608	2148	2148	2148	2148	1804	1804

GENERAL NOTES

Design: Kentucky Department of Highways (1956 Standard with Amendments)
Design Load: Bridge designed for H20 loading as specified in A.A.S.H.O. 1953 Specifications.
Concrete: Class 'A' concrete to be used throughout except in Handrail or Piles. Class 'B' concrete to be used in Handrail or Piles.
Reinforcement: Dimensions from face of concrete or bar are clear distances unless otherwise shown. Dimensions for bar spacing are distances center to center of bars.
Bevered Edges: All exposed edges to be beveled 3/8" unless otherwise shown.
Floor Drains: The cost of Floor Drains to be included in the unit price bid for Class 'A' concrete. Sufficient mixer capacity on the job to place the concrete between the construction joints is to be provided. The contractor shall furnish sufficient mixer capacity on the job to place the concrete between the construction joints as worked on the piling in a period not exceeding ten hours continuous run. After one section of the concrete has been placed the construction joints shall be cleared of all laitance, loose and foreign material just before the concrete takes its final set (which is about 6 hours). The joints shall then be covered with burlap and kept completely saturated with water. Floor drains shall be placed and poured for at least twenty-one (21) days.
Expansion Joints: The fastwork supporting beams and slabs of any type of a continuous unit shall not be removed until all beams and slabs in all spans of that unit have been poured for at least twenty-one (21) days.
Expansion Joint Material: Cast in place. The cost of these joints to be included in the unit price bid for Class 'A' concrete.
Forming: To be Commercial Grade for paper or roofing felt approximately 3/8" thick.
Slope Protection: Slope Protection shall be "Dry Pack Stone Riprap" placed per specification G.3.3 E.
Piles: Piles are to be driven to refusal or to maintain a load of 80 tons. Test piles shall be carefully monitored so as to be used in finished structure. Piles to be made to bottom of caps and bents before driving piles. Use of piles is permissible to facilitate driving of pile thru compact fill of end bents 1&2. The cost of driving is to be included in the unit price bid for driving piles.
Pile and Bent 1 & 2: are to be steel pile 60" in accordance with S&D Div. No. 702.
Piles and Bent 3 & 4: are to be steel pile 60" in accordance with S&D Div. No. 702.
Pile and Bent 5: is to be steel pile 60" in accordance with S&D Div. No. 702.
Field Splices: will be allowed for piles in End Bents. Splices will not be allowed for piles in Piers 1 & 4, except that they may be used if piles in piers are driven below cutoff elevation.

BILL OF INCIDENTAL MATERIALS

ITEM	No. Pcs.	DESCRIPTION	LOCATION
Prepacked Expansion Jt. Fill	2	4x2x05.5x0'	Pier 1 & 4
Floor Drains	26	Per details See Sheet No. 2, Sht. Aug. 26-CG-157	

NOTE: Quantities shown in Bill of Incident Material are approximate only and the Contractor is responsible for furnishing sufficient material to complete the work in accordance with the plans and Specifications.
Approximately 202,826 lbs. of structural steel included in lump sum bid for structural steel.

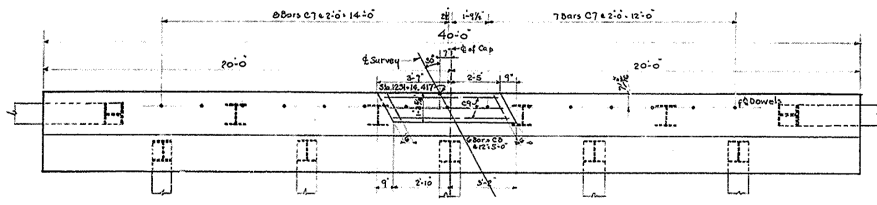
- 26-CG-151
- (3 Sheets)
- G-351
- P-2
- P-17
- S-1
- E-D-1

Sheet 1 of 5

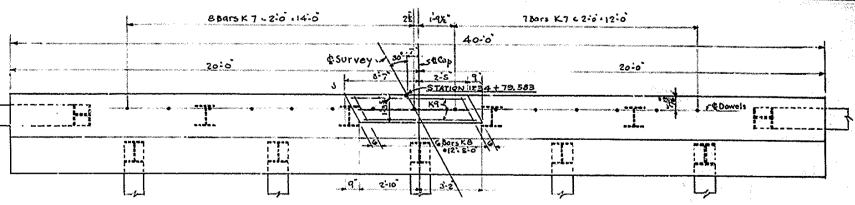
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
NEWPORT - MAYSVILLE

STATION 1232+81 PROJECT NO. 12807A
 BRIDGE NUMBER 12807A

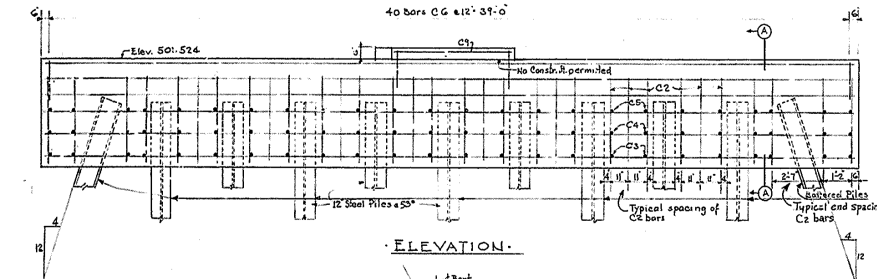
REV.	DATE	BY	CHK.	REMARKS
7	KY.			



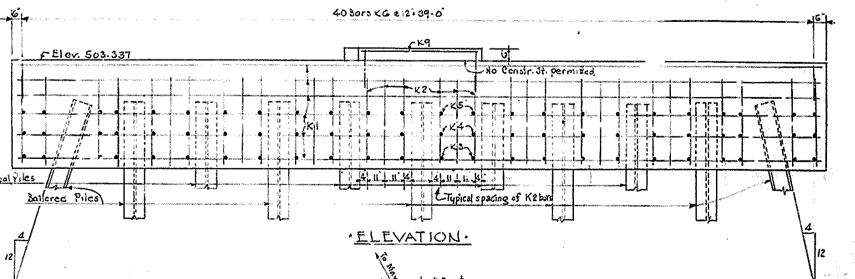
PLAN OF CAP.



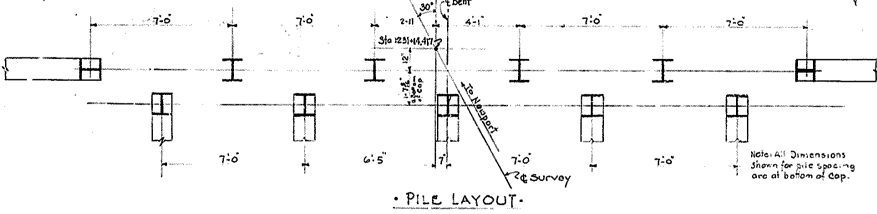
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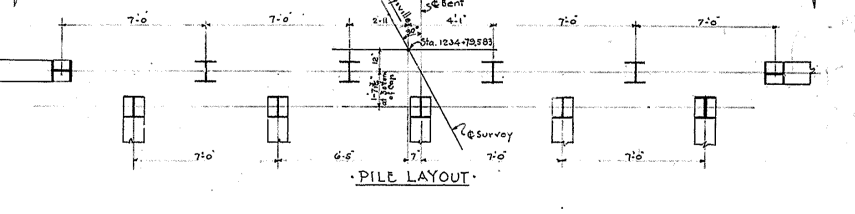
ELEVATION.



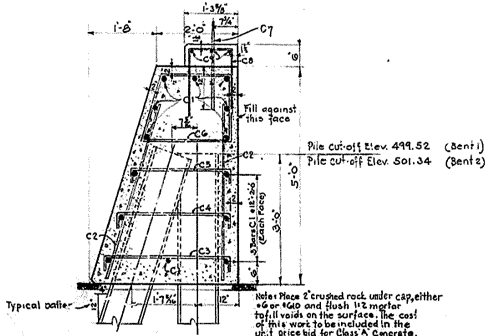
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PILE LAYOUT.



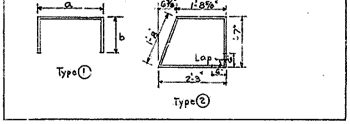
PILE LAYOUT.



SECTION A-A.

DILL OF REINFORCEMENT (Bent #1)

Mark	Type	No.	Bar Size	Length	Location	a	b
				ft. in.		ft. in.	ft. in.
C1	Str.	14	6	9 1/2	Cap		
C2		66		4 3/8			
C3	⊙	24		3 4		3 1	0 3
C4		24		3 0		2 9	0 3
C5		24		2 8		2 5	0 3
C6	⊙	40	5	7 1/2			
C7	Str.	15	4	2 0	Dowels		
C8	⊙	6	5	4 5	Haunch	1 2 3/8	1 8 1/2
C9	Str.	3	4	5 0			

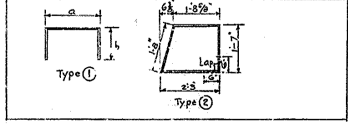


ESTIMATE OF QUANTITIES

Concrete Class A' 21.1 cu yds
Reinforcement 1982 lbs.

DILL OF REINFORCEMENT (Bent #2)

Mark	Type	No.	Bar Size	Length	Location	a	b
				ft. in.		ft. in.	ft. in.
K1	Str.	14	6	3 9	Cap		
K2		66		4 3/8			
K3	⊙	24		3 4		3 1	0 3
K4		24		3 0		2 9	0 3
K5		24		2 8		2 5	0 3
K6	⊙	40	5	7 1/2			
K7	Str.	15	4	2 0	Dowels		
K8	⊙	6	5	4 5	Haunch	1 2 3/8	1 8 1/2
K9	Str.	3	4	5 0			



ESTIMATE OF QUANTITIES

Concrete Class A' 21.1 cu yds.
Reinforcement 1982 lbs.

Cross Section of Bent Cap
Same as Sect. A-A - Bent No. 1
except bar markings.

BENT No. 1.

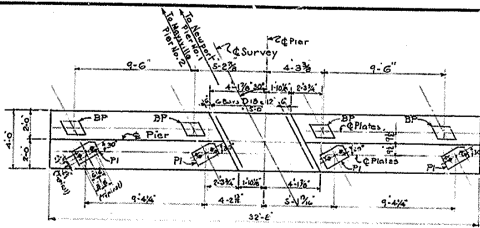
BENT No. 2.

APPROVED BY: [Signature] DATE: [Date]
 CHECKED BY: [Signature] DATE: [Date]
 DESIGNED BY: [Signature] DATE: [Date]

Bridge over Locust Creek Sheet 2

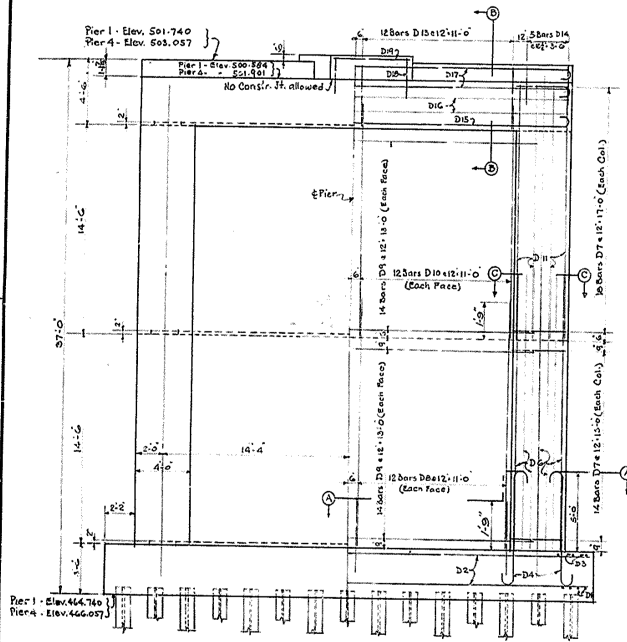
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT-MAYSVILLE
 ROAD

STATION 1232+97 PROJECT NO. [Blank]
 BRIDGE NUMBER 12807

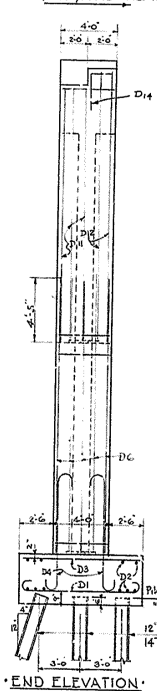


PLAN OF CAP

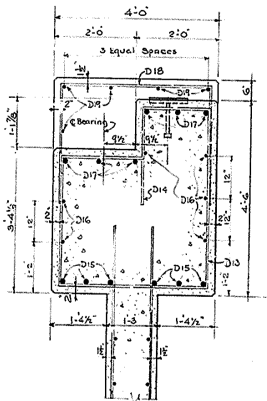
To Newport - Pier No. 1
To Maysville - Pier No. 4



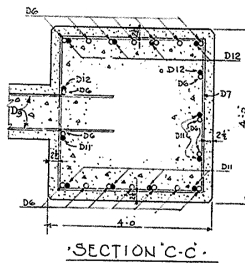
ELEVATION



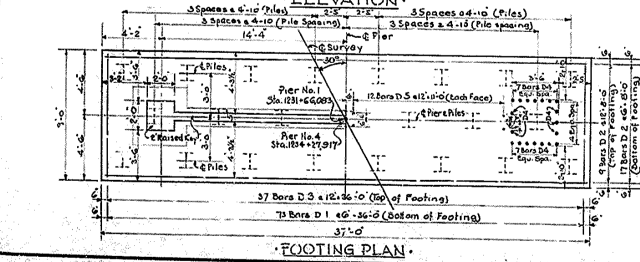
END ELEVATION



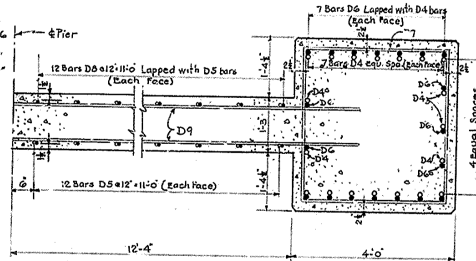
SECTION B-B



SECTION C-C

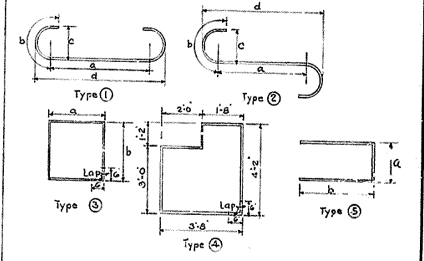


FOOTING PLAN



SECTION A-A

SILL OF REINFORCEMENT (PIER)											
Bar	Size	No.	Length	Location	a	b	c	d	e	f	g
1	2	3	4	5	6	7	8	9	10	11	12
D1	12	73	6	10	2						
D2	Str.	26	3	6							
D3		37	0	8							
D4	12	38	9	10	0						
D5	Str.	48	5	3	1						
D6		38	5	11							
D7	12	64	4	15	1						
D8	Str.	48	5	16	3						
D9		56	1	10							
D10		48	1	15							
D11		14	5	17	8						
D12		12	1	18	10						
D13	12	24	5	16	5						
D14	12	10	1	6	2						
D15	12	6	11	35	2						
D16	Str.	6	6	32	4						
D17	12	6	8	34	6						
D18	12	6	5	9	9						
D19	Str.	4	4	5	8						



ESTIMATE OF QUANTITIES

PIER No. 1	
Concrete Class 'A'	130.6 cu. yds.
Reinforcement	14022 lbs.
PIER No. 2	
Concrete Class 'A'	130.6 cu. yds.
Reinforcement	14022 lbs.

Bridge over Locust Creek Sheet 3

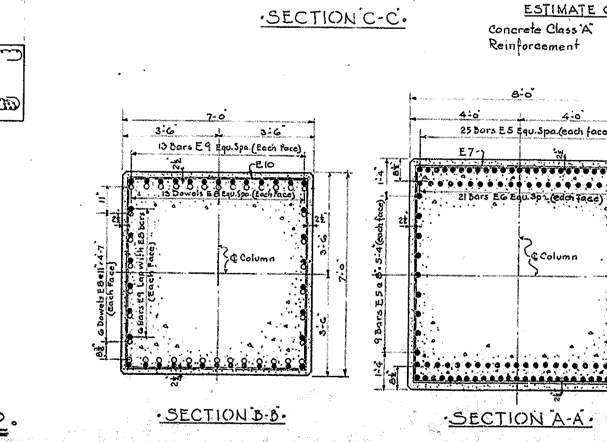
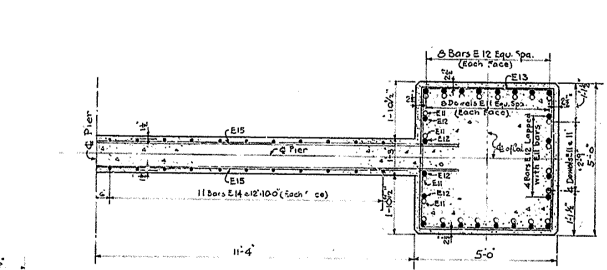
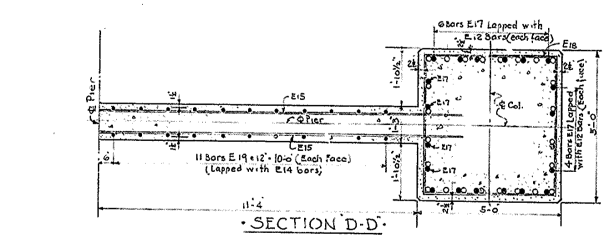
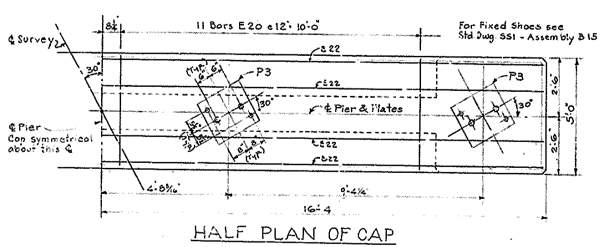
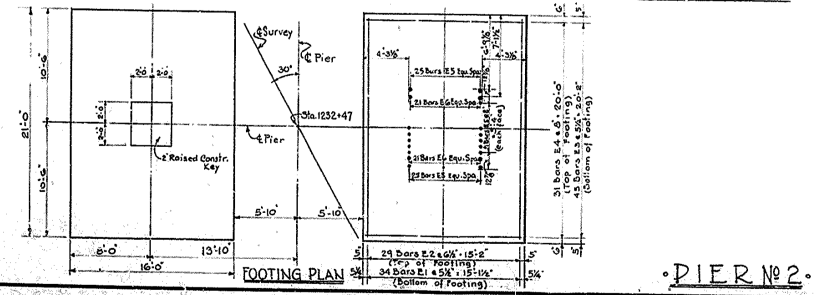
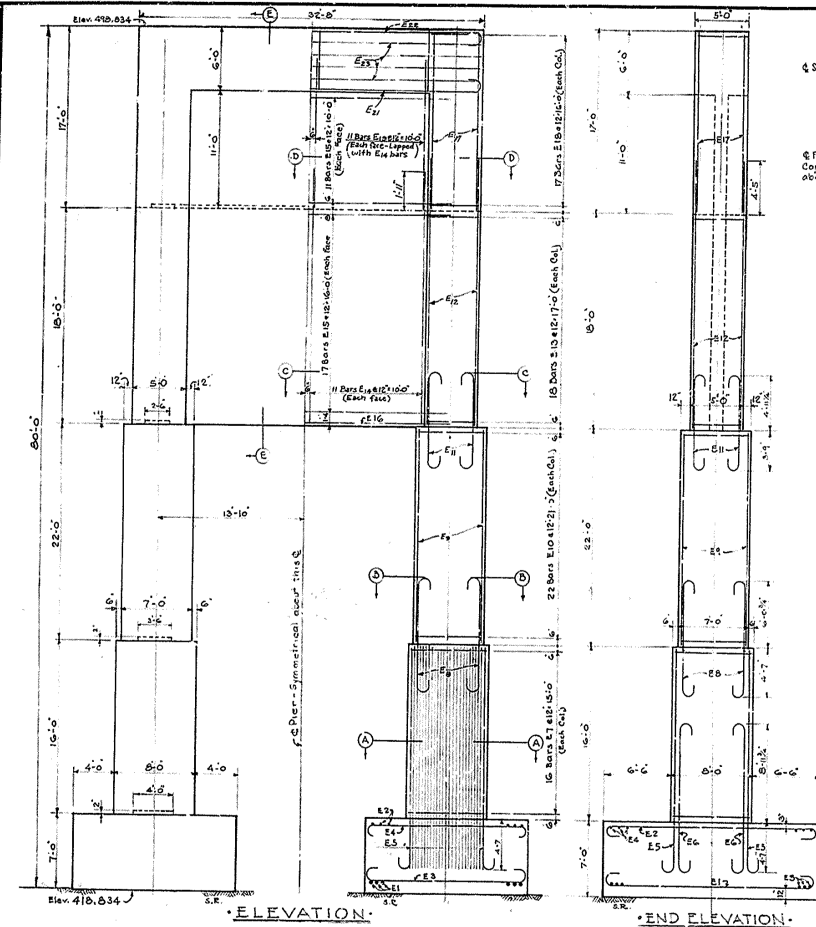
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BRACKEN
NEWPORT-MAYSVILLE

ROAD PROJECT NO.
STATION 1232+97

BRIDGE NUMBER PROJECT NO.
NO 12807

PIER No 1 & No 4

DRAWN BY: J. C. B. DATE: 12-27-27
 CHECKED BY: J. C. B. DATE: 1-12-28
 DESIGNED BY: J. C. B. DATE: 1-12-28
 REVISION BY: J. C. B. DATE: 1-12-28

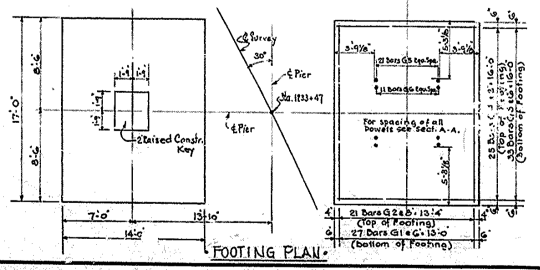
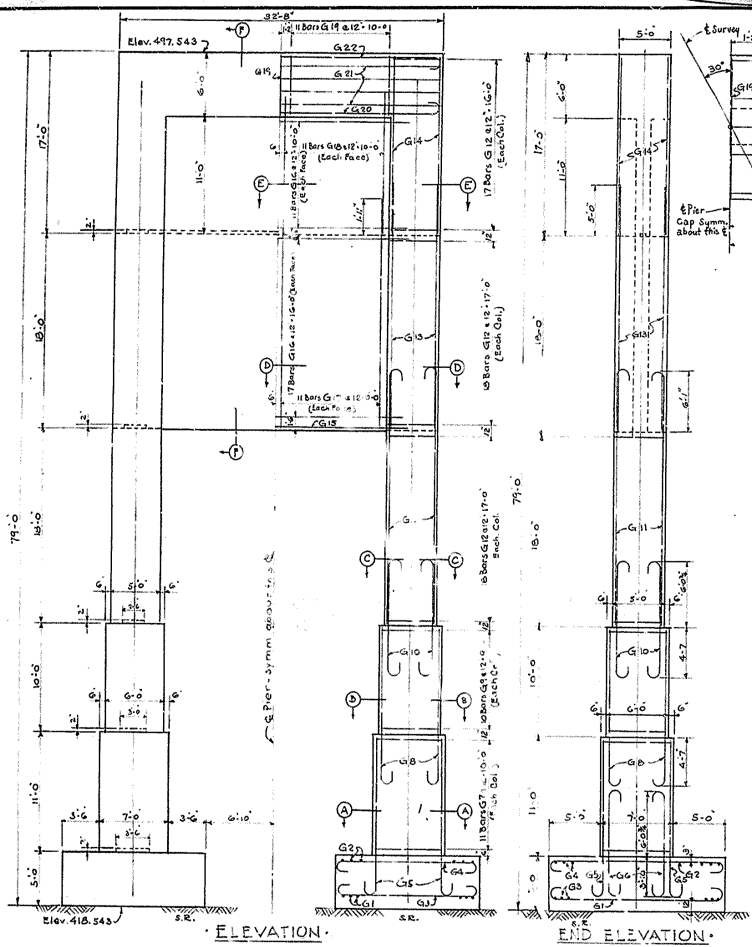


Mark	Type	No.	Bar Size	Length	Location	Quantity			
						a	b	c	d
E1	⊖	10	#11	23	Footings	19	6	2	0
E2	⊖	58	#7	22	"	20	1	2	0
E3	⊖	90	#11	16	"	14	6	2	0
E4	⊖	62	#7	17	"	15	7	1	0
E5	⊖	136	#11	21	Footings to Column	19	10	2	0
E6	⊖	84	#4	16	"	12	5	2	0
E7	⊖	32	#5	31	Hoops 1/4" dia. of Col.	7	7	7	7
E8	⊖	76	#11	13	Beams 1 1/2" x 2 1/2" Lift	6	7	6	7
E9	Sfr	76	#8	21	Columns 2 1/2" Lift	9	6	2	0
E10	⊖	44	#5	27	"	6	7	6	7
E11	⊖	48	#8	11	Beams 2 1/2" x 3 1/2" Lift	7	9	1	0
E12	Sfr	48	#8	22	Columns - 3 1/2" Lift	15	7	1	0
E13	⊖	36	#5	19	"	4	7	4	7
E14	Sfr	44	#4	19	Web	4	7	4	7
E15	⊖	56	#8	27	"	15	7	1	0
E16	⊖	2	#8	27	"				
E17	Sfr	40	#7	16	Columns 4" Lift	4	7	4	7
E18	⊖	34	#5	18	"				
E19	Sfr	44	#4	12	Web				
E20	⊖	22	#4	21	Cap	4	8	5	0
E21	⊖	6	#11	35	"	31	2	2	0
E22	⊖	4	#8	34	"	31	6	1	0
E23	Sfr	0	#6	32	"	0	10	32	4

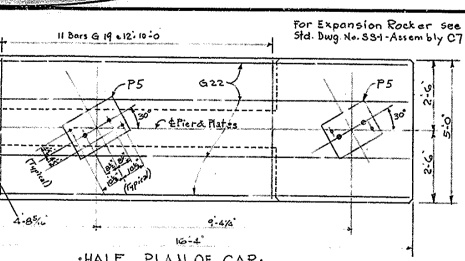
ESTIMATE OF QUANTITIES
 Concrete Class 'A'
 Reinforcement 4000 cu. yds.
 7048 lbs.

Bridge over Locust Creek Sheet
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT - MAYSVILLE
 ROAD
 STATION 1232+97 PROJECT NO. 12807
 BRIDGE NUMBER 12807

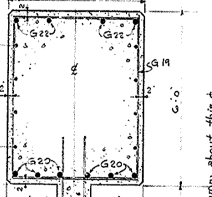
DESIGNED BY: *[Signature]* DATE: *[Date]*
 CHECKED BY: *[Signature]* DATE: *[Date]*
 APPROVED BY: *[Signature]* DATE: *[Date]*



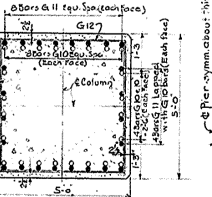
PIER NO. 3



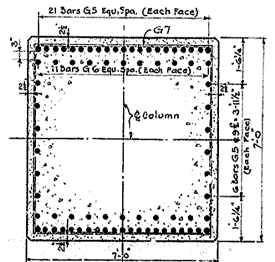
HALF PLAN OF CAP



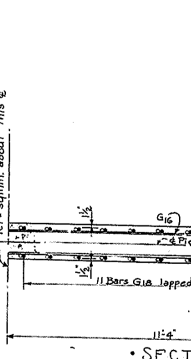
SECTION F-F



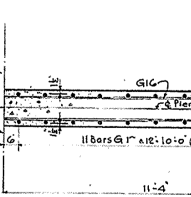
SECTION C-C



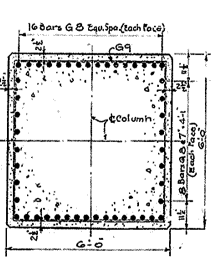
SECTION A-A



SECTION E-E

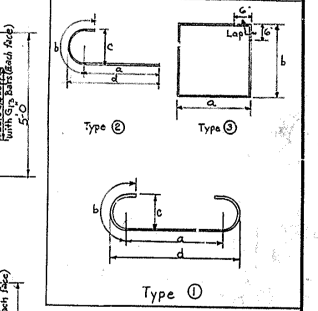


SECTION D-D



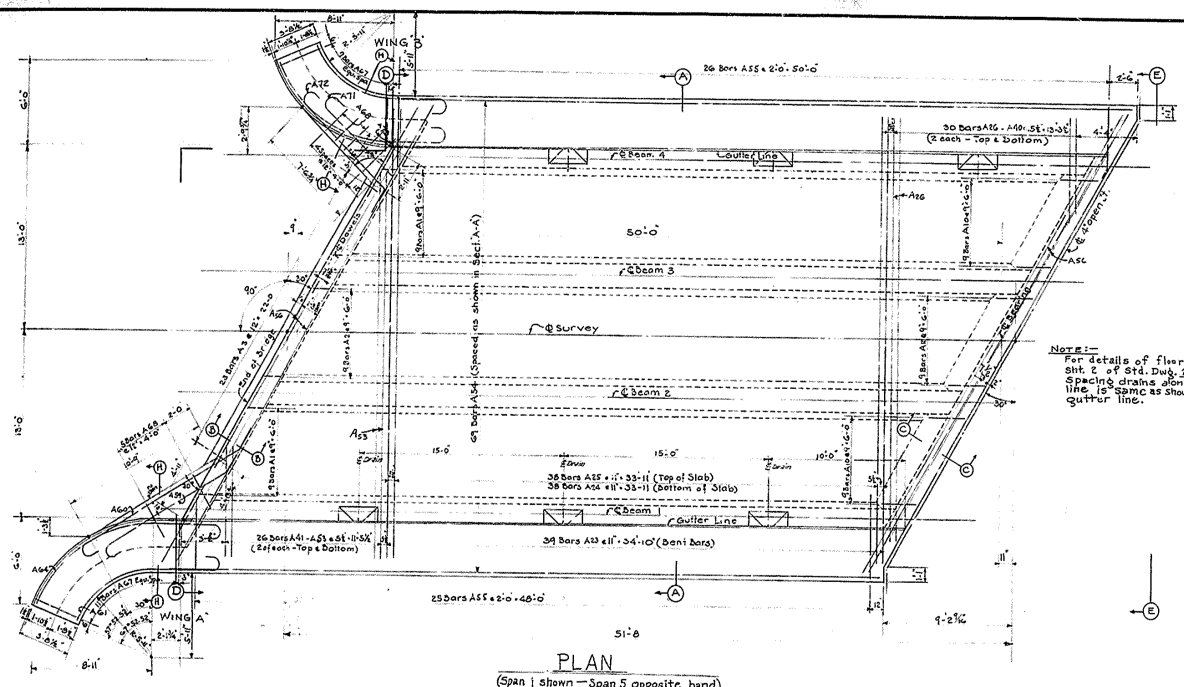
SECTION B-B

BILL OF REINFORCEMENT											
Mark	Type	No.	Bar Size	Length Ft. In.	Location	a	b	c	d	e	f
G1	⓪	54	#19	19	Footings	15	2	0	1	16	13%
G2	*	42	#16	5	"	16	1	2	0	7	16%
G3	*	66	#16	6	"	12	6	2	0	1	13.7%
G4	*	50	#15	5	"	13	1	2	0	7	13.5%
G5	⓪	108	#16	1	Footings to Column	14	1	2	0	1	14.7%
G6	⓪	44	#12	9	"	8	9	2	0	1	13.9%
G7	⓪	22	#5	23	Column Lift	6	7	6	7		
G8	⓪	96	#11	15	10 to 2nd Lift	13	10	2	0	1	14.4%
G9	⓪	20	#5	23	2nd Lift	5	7	5	7		
G10	⓪	48	#13	6	Downs 2nd to 3rd Lift	9	5	2	0	1	14.7%
G11	⓪	48	#11	26	Column 3rd Lift	22	11	2	0	1	24.0%
G12	⓪	106	#5	19	Column 3rd, 4th, 5th Lift	4	7	4	7		
G13	Str.	40	#9	23	0	4th Lift					
G14	*	40	#16	10	5"						
G15	*	2	#21	7	Web						
G16	*	36	#5	27	4						
G17	*	44	#19	9	"						
G18	*	44	#12	4	"						
G19	⓪	23	#21	4	Cap	1	0	5	9		
G20	⓪	6	#11	35	2	31	2	2	0	1	32.3%
G21	Str.	8	#6	32	4						
G22	⓪	4	#6	34	6	31	6	6	0	10	32.4



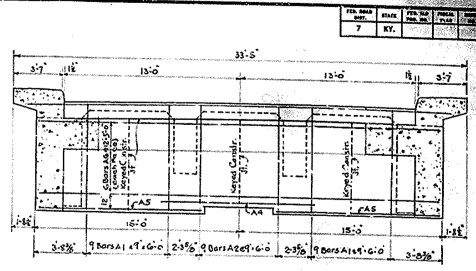
ESTIMATE OF QUANTITIES
 Concrete Class A' 300.5 cu. yds.
 Reinforcement 59861 lbs.

Bridge over Locust Creek Sheet 5
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT-MAYSVILLE
 ROAD
 STATION 1232+97 PROJECT NO.
 BRIDGE NUMBER DATE DRAWN
 NO. 12837

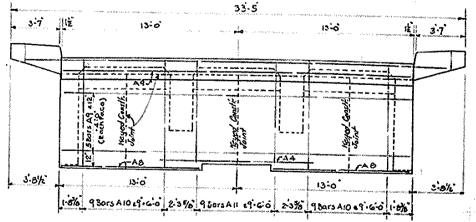


PLAN
(Span 1 shown - Span 5 opposite hand)

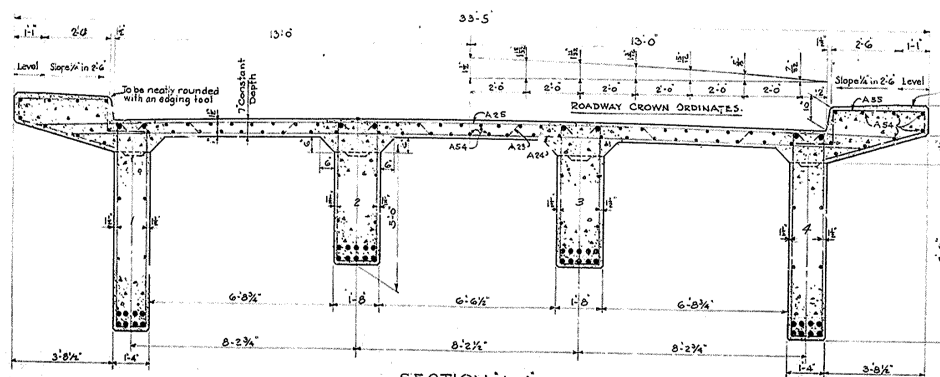
NOTE:-
For details of filter drains see
Sht. 2 of Std. Dwg. 24-2-0-1
Spacing drains along LEFT gutter
line is same as shown along RIGHT
gutter line.



ELEVATION D-D



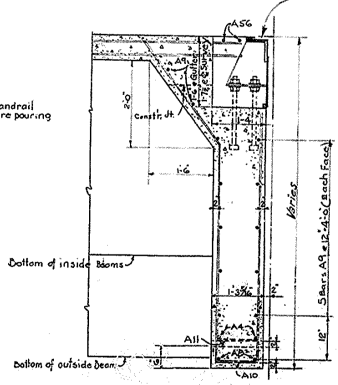
ELEVATION E-E



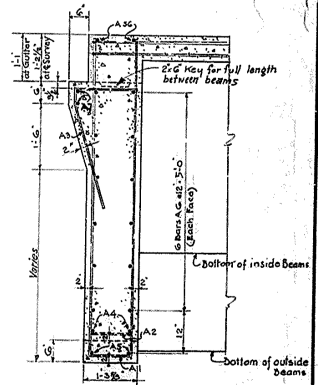
SECTION A-A

SPANS 1 & 5

Assembly C-Std. Exp. Dam
For details of Exp. Dam see
Std. Dwg. E D-1



SECTION C-C

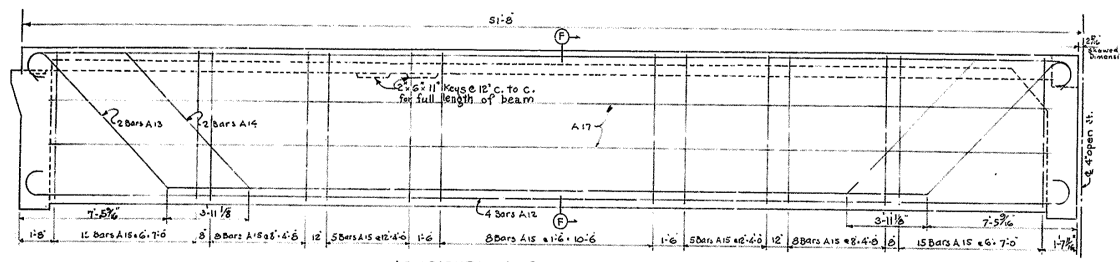


SECTION B-B

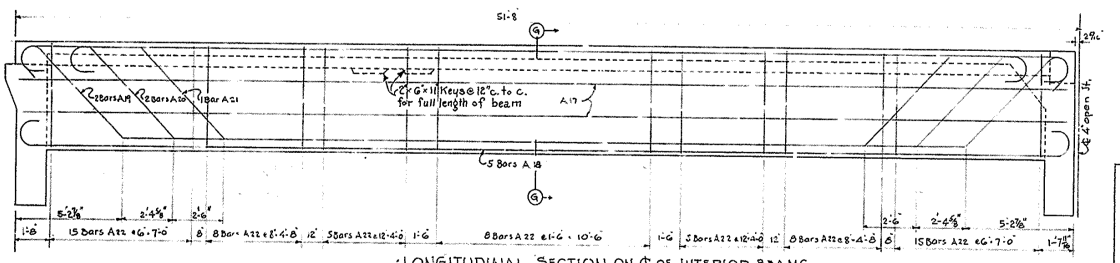
Bridge over Locust Creek Sheet 6

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BRACKEN
NEWPORT-MAYSVILLE
ROAD

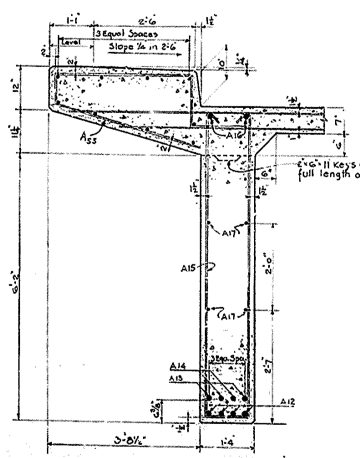
STATION 1232+97 PROJECT NO.
BRIDGE NUMBER 12807



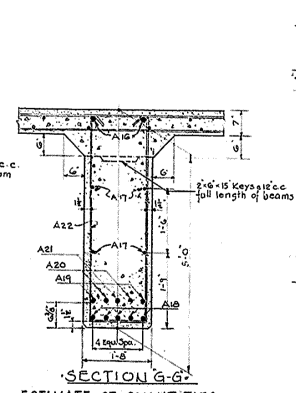
LONGITUDINAL SECTION ON C-C OF EXTERIOR BEAMS.



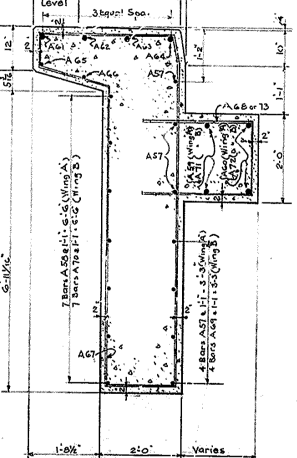
LONGITUDINAL SECTION ON C-C OF INTERIOR BEAMS.



SECTION F-F.



SECTION G-G.

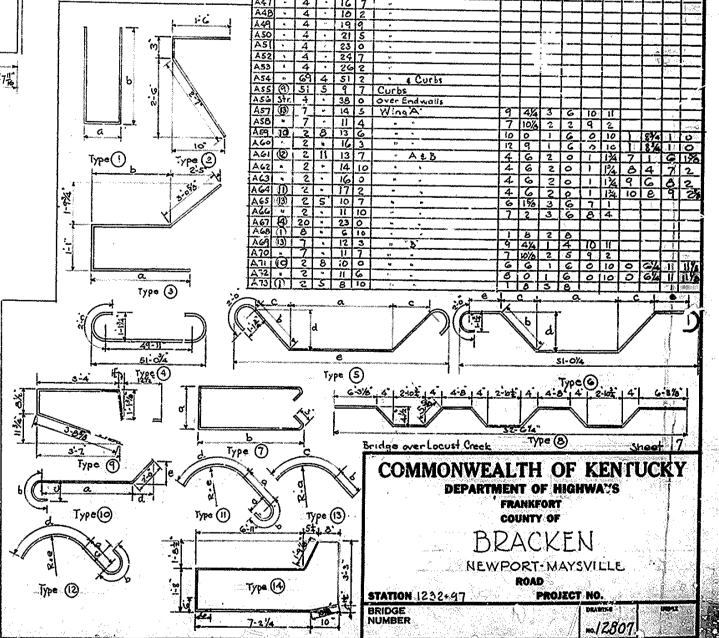


SECTION H-H. SPANS 1 & 5

ESTIMATE OF QUANTITIES.

Concrete Class A	148.6 cu yds.
Reinforcement	2817.7 lbs.
Concrete Class A	148.6 cu yds.
Reinforcement	2817.7 lbs.

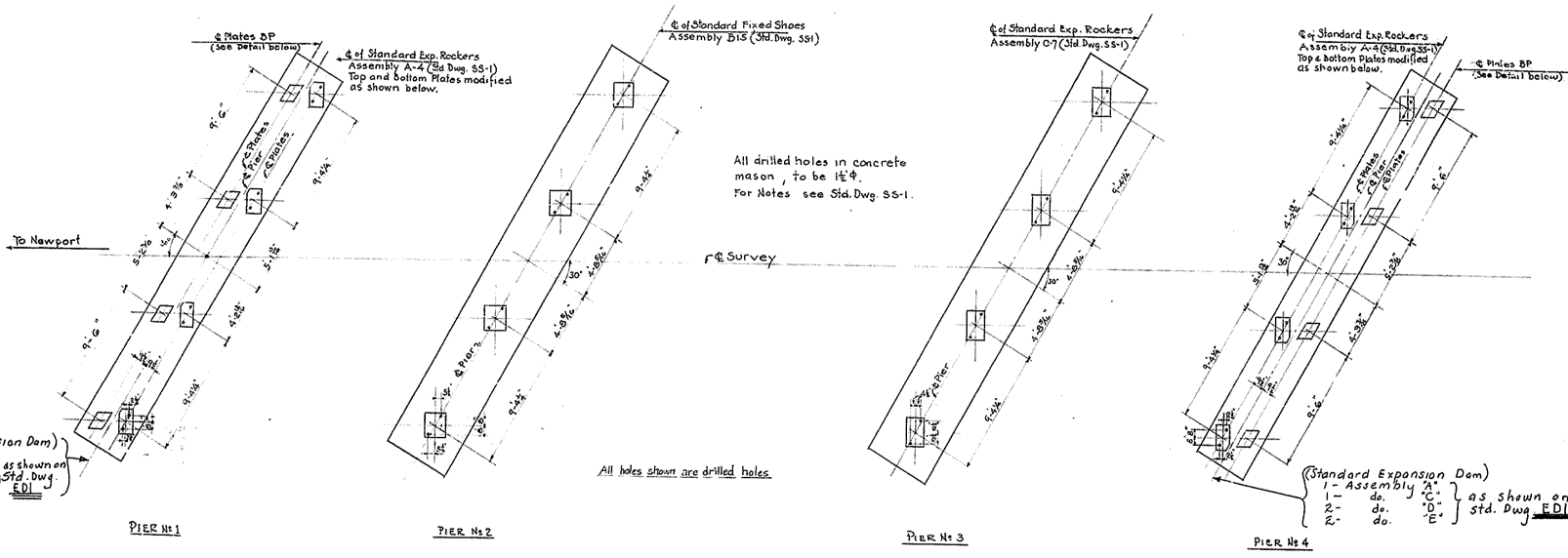
BILL OF REINFORCEMENT (1 SPAN)														
Mark	Type	No.	Length	Location	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.
A1	0	3	18	4	Endwall Bent	1	1/2	7	2 1/2					
A2	1	1	12	5										
A3	10	13	4	5	Roadway Notch	1	1/2	6	3/4					
A4	Str	4	4	11	0	Endwalls								
A5	4	1	18	5										
A6	12	1	24	4										
A7	2	1	26	0	Roadway Notch									
A8	4	1	26	0	Endwalls									
A9	12	1	24	0										
A10	10	3	24	0										
A11	4	1	33	8										
A12	0	8	11	53	11	Outside beams								
A13	15	4	28	3		26	6	8	10	6	3/4	4	1/2	11
A14	10	1	24	0		26	8	9	18	6	3/4	6	1/2	2 1/2
A15	17	126	5	13	0									
A16	Str	3	3	31	0									
A17	10	4	31	0										
A18	10	11	33	11	Inside beams									
A19	15	4	26	4		41	0	5	2	4	0	4	1/2	8 1/2
A20	15	4	27	4		36	2	5	10	4	2	4	1/2	7 3/4
A21	1	1	27	4		31	2	5	10	4	2	4	1/2	7 3/4
A22	17	126	5	11	2									
A23	10	3	31	0										
A24	10	3	31	0										
A25	10	3	31	0										
A26	10	3	31	0										
A27	10	3	31	0										
A28	10	3	31	0										
A29	10	3	31	0										
A30	10	3	31	0										
A31	10	3	31	0										
A32	10	3	31	0										
A33	10	3	31	0										
A34	10	3	31	0										
A35	10	3	31	0										
A36	10	3	31	0										
A37	10	3	31	0										
A38	10	3	31	0										
A39	10	3	31	0										
A40	10	3	31	0										
A41	10	3	31	0										
A42	10	3	31	0										
A43	10	3	31	0										
A44	10	3	31	0										
A45	10	3	31	0										
A46	10	3	31	0										
A47	10	3	31	0										
A48	10	3	31	0										
A49	10	3	31	0										
A50	10	3	31	0										
A51	10	3	31	0										
A52	10	3	31	0										
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A56	10	3	31	0										
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A59	10	3	31	0										
A60	10	3	31	0										
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A67	10	3	31	0										
A68	10	3	31	0										
A69	10	3	31	0										
A70	10	3	31	0										
A71	10	3	31	0										
A72	10	3	31	0										
A73	10	3	31	0										
A74	10	3	31	0										
A75	10	3	31	0										



COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 BRACKEN
 NEWPORT-MAYSVILLE
 ROAD
 BRIDGE NUMBER 1232-97 PROJECT NO. 12801

APPROVED BY: [Signature] DATE: [Date]
 CHECKED BY: [Signature] DATE: [Date]
 DRAWN BY: [Signature] DATE: [Date]
 REVISIONS: [Table]

REV.	DATE	BY	CHKD.
7	KT		



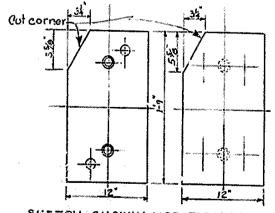
All drilled holes in concrete mason, to be 1/2".
For Notes see Sid. Dwg. SS-1.

All holes shown are drilled holes.

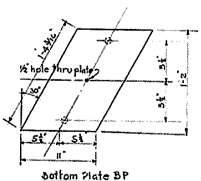
(Standard Expansion Dam)
1- Assembly A
2- do C
2- do E

(Standard Expansion Dam)
1- Assembly A
2- do C
2- do E

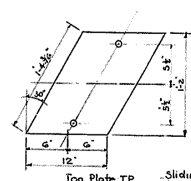
Revise weight of Assembly A-4
from 485.2 Lbs. to 479.6 Lbs.



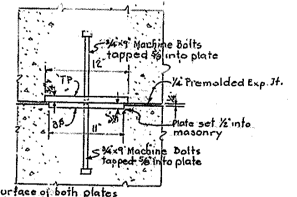
SKETCH SHOWN MODIFICATION
TO TOP & BOTTOM PLATES OF
STANDARD EXP. ROCKER ASSEMBLY A-4
USE IN CONJUNCTION WITH STD. DWG. SS-1



Bottom Plate BP
Weight 36# each
2 Required



Top Plate TP
Weight 40# each
2 Required



Sliding surface of both plates
to be finely polished. Thin layer
of graphite to be placed between plates.

BRONZE PLATES FOR EXPANSION END OF SPANS 1 & 5

ASTM Specs. B22-52 Class C or D100.54, #61 or No. 2.
3/4\"/>

Bridge over Locust Creek Sheet 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BRACKEN
NEWPORT - MAYSVILLE

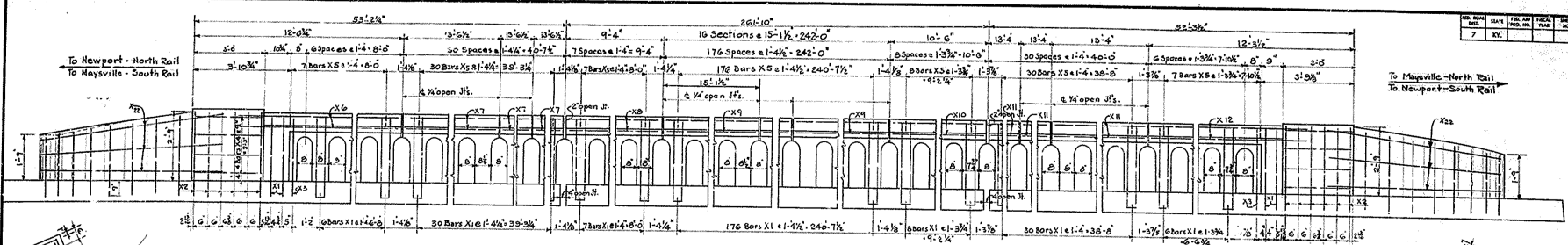
ROAD PROJECT NO.

STATION 1232+97

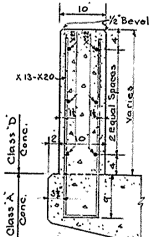
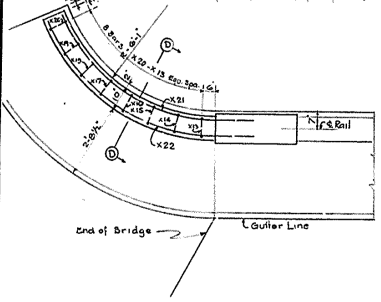
BRIDGE NUMBER

REVISION NO. 12807

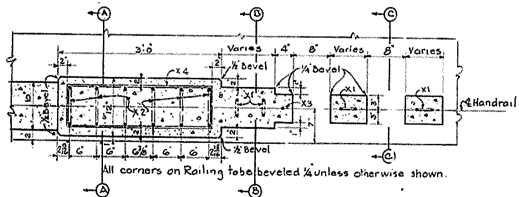
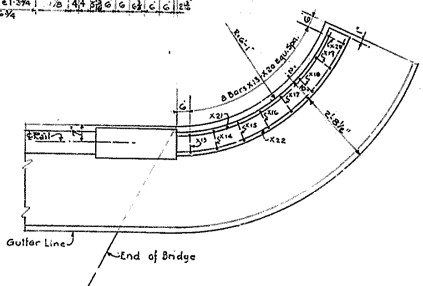
ANCHOR BOLT PLAN & EXP. PLATES



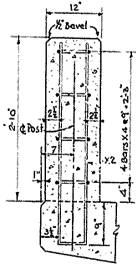
INSIDE ELEVATION OF BOTH RAILS



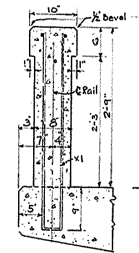
SECTION D-D



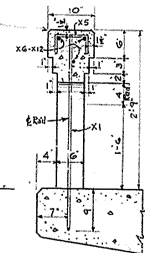
PART SECTIONAL PLAN



SECTION A-A



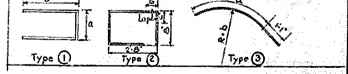
SECTION B-B



SECTION C-C

ESTIMATE OF QUANTITIES
 Concrete Class D (both rails) 34.3 cu. yds.
 Reinforcement 6225 lb.

BILL OF REINFORCEMENT (Both Rails)									
Mark	Type	No.	Size	Length	Location	ft	in	ft	in
X1	①	534	5	6	11 Spindles	0	4	3	4 1/2
X2	+	24	+	7	4 Posts	0	7	3	5 1/2
X3	Str.	-	-	3	4 End Spindles	-	-	-	-
X4	②	16	4	7	5 Posts	-	-	-	-
X5	①	530	-	0	11 Rail	0	7	0	3
X6	Str.	6	-	10	10	-	-	-	-
X7	-	18	-	13	3	-	-	-	-
X8	-	6	-	9	1	-	-	-	-
X9	-	56	-	14	10	-	-	-	-
X10	-	6	-	10	3	-	-	-	-
X11	-	18	-	13	1	-	-	-	-
X12	-	6	-	10	6	-	-	-	-
X13	①	4	5	7	0 Wing Rails	0	7	3	3 1/2
X14	-	4	-	6	9	-	-	-	-
X15	-	4	-	6	6	-	-	-	-
X16	-	4	-	6	3	-	-	-	-
X17	-	4	-	5	11	-	-	-	-
X18	-	4	-	5	8	-	-	-	-
X19	-	4	-	5	5	-	-	-	-
X20	-	4	-	5	2	-	-	-	-
X21	①	12	4	8	4	-	-	-	-
X22	+	12	-	8	-	-	-	-	-



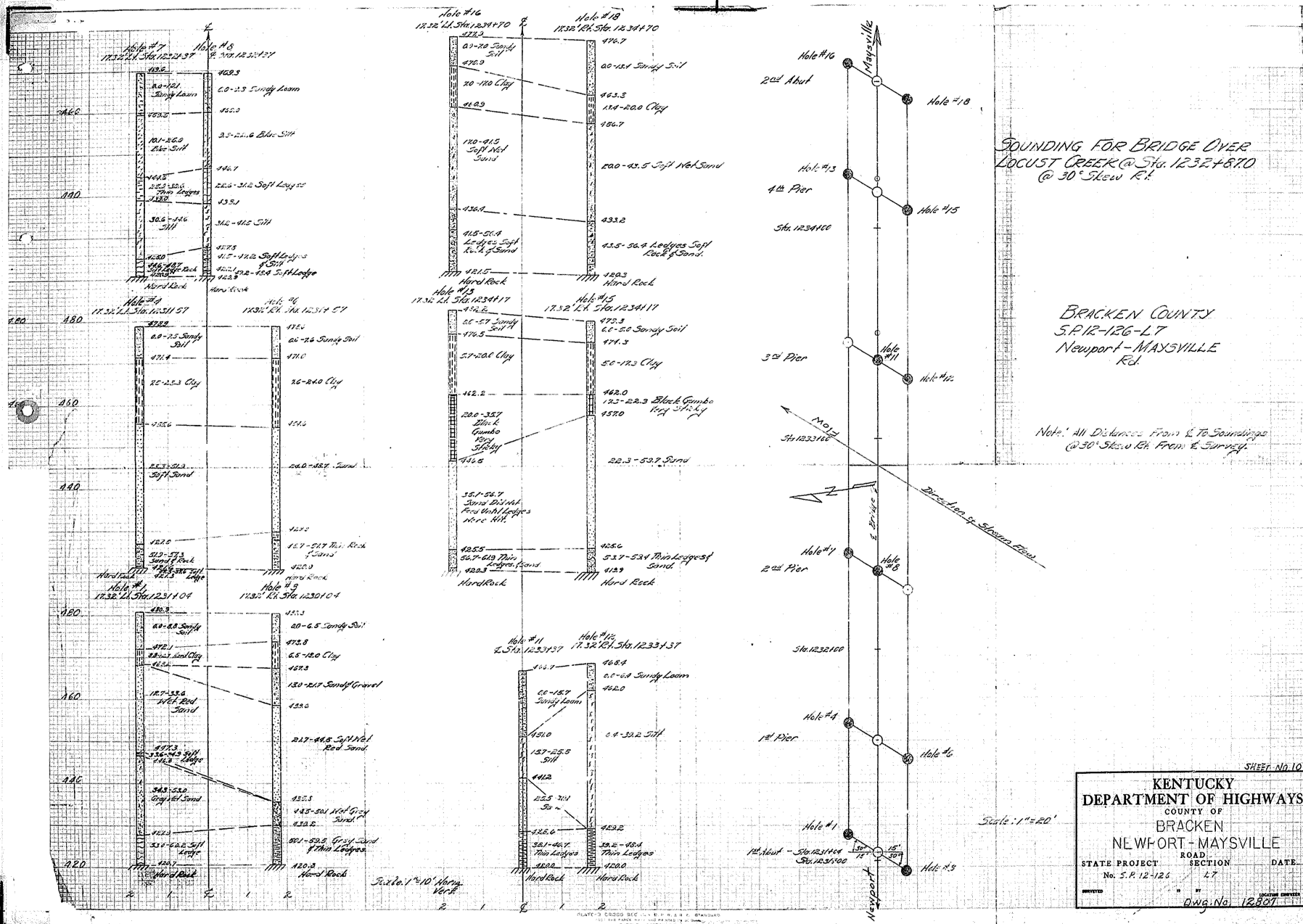
Bridge over Loust Creek Sheet 9

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT-MAYSVILLE
 ROAD PROJECT NO.

STATION 1232+97
 BRIDGE NUMBER
 DRAWING NO. 12807

HANDRAIL

DESIGNED BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]
 DRAWN BY: [Name]
 SCALE: [Scale]

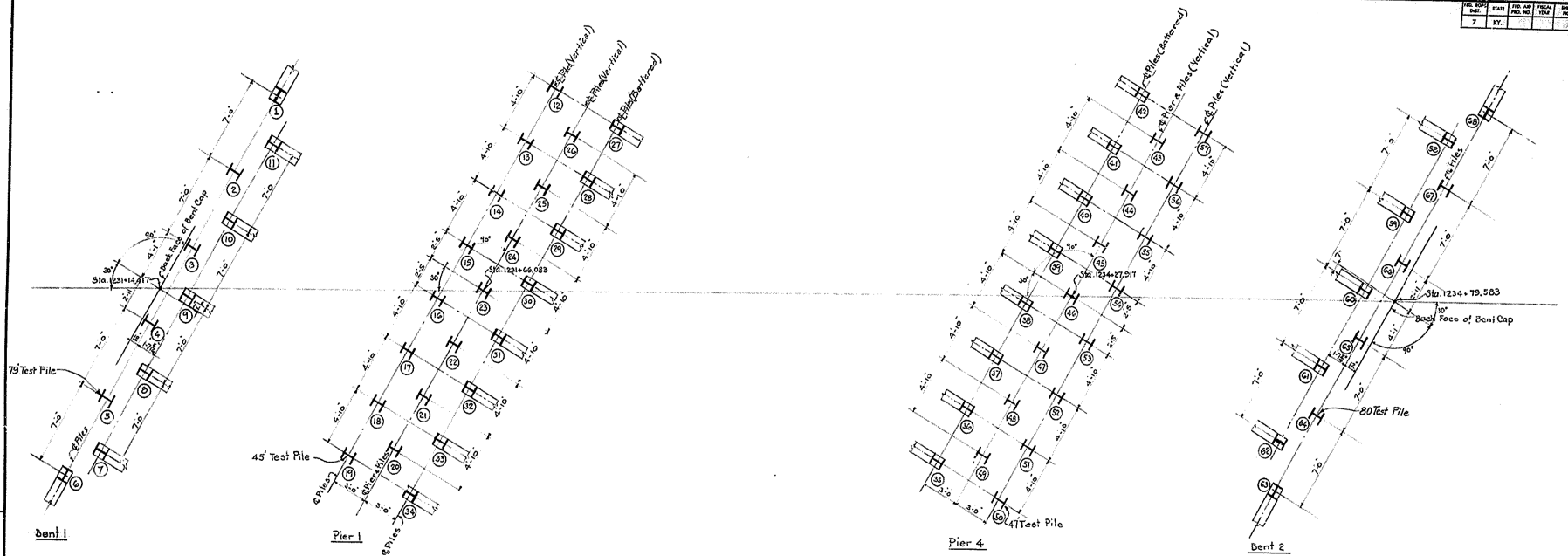


Scale: 1"=10' Horiz.
 Vert.

SHEET No. 10

KENTUCKY DEPARTMENT OF HIGHWAYS
 COUNTY OF BRACKEN
 NE W-ORT - MAYSVILLE
 STATE PROJECT ROAD SECTION DATE
 No. S.P. 12-126 / L7
 DRAWN BY D.N.G. No. 12887

NO. OF SHEETS	DATE	BY	CHECKED	APPROVED
7	KT			



PILE RECORD

BENT No 1					PIER No 1					PIER No 4					BENT No 2				
Pile No.	Cut-off Elevation as shown	Tip of Pile Elevation in place as driven	Pile length in place	Calculated Bearing Capacity	Pile No.	Cut-off Elevation as shown	Tip of Pile Elevation in place as driven	Pile length in place	Calculated Bearing Capacity	Pile No.	Cut-off Elevation as shown	Tip of Pile Elevation in place as driven	Pile length in place	Calculated Bearing Capacity	Pile No.	Cut-off Elevation as shown	Tip of Pile Elevation in place as driven	Pile length in place	Calculated Bearing Capacity
B 1	439.52	420.61	83.77	Refusal	12	465.24	421.37	43.87	Refusal	B 35	466.56	420.72	48.31	Refusal	B 58	501.34	421.57	84.08	Refusal
B 2	439.52	421.25	78.27	"	13	465.24	421.40	43.84	"	B 36	466.56	420.86	48.17	"	B 59	501.34	421.31	84.35	"
B 3	439.52	420.92	78.60	"	14	465.24	421.34	43.90	"	B 37	466.56	420.74	48.29	"	B 60	501.34	422.17	83.44	"
B 4	439.52	421.08	78.50	"	15	465.24	421.34	43.90	"	B 38	466.56	420.36	48.06	"	B 61	501.34	421.04	84.44	"
B 5	439.52	421.25	78.27	"	16	465.24	421.25	43.99	"	B 39	466.56	420.99	48.03	"	B 62	501.34	421.21	84.44	"
B 6	439.52	420.79	82.38	"	17	465.24	421.33	43.91	"	B 40	466.56	420.87	48.16	"	B 63	501.34	421.54	84.11	"
B 7	439.52	422.88	80.84	"	18	465.24	421.28	43.96	"	B 41	466.56	420.89	48.14	"	B 64	501.34	421.76	79.58	"
B 8	439.52	420.35	83.45	"	19	465.24	421.60	43.64	"	B 42	466.56	420.38	48.04	"	B 65	501.34	421.34	84.00	"
B 9	439.52	421.34	82.38	"	20	465.24	421.45	43.79	"	43	466.56	420.55	45.91	"	B 66	501.34	419.65	81.65	"
B 10	439.52	420.73	83.04	"	21	465.24	421.45	43.79	"	44	466.56	420.63	45.93	"	B 67	501.34	421.34	84.00	"
B 11	439.52	421.67	82.05	"	22	465.24	421.71	43.83	"	45	466.56	420.69	45.87	"	B 68	501.34	422.16	83.46	"
					23	465.24	421.37	43.87	"	46	466.56	420.69	45.87	"					
					24	465.24	421.37	43.87	"	47	466.56	420.46	46.10	"					
					25	465.24	421.30	43.94	"	48	466.56	420.59	45.97	"					
					26	465.24	421.33	43.89	"	49	466.56	420.43	45.93	"					
					27	465.24	420.54	47.01	"	50	466.56	420.55	46.01	"					
					28	465.24	420.60	47.15	"	51	466.56	420.53	46.03	"					
					29	465.24	420.67	46.98	"	52	466.56	420.55	46.01	"					
					30	465.24	420.63	47.02	"	53	466.56	420.48	45.91	"					
					31	465.24	420.57	47.08	"	54	466.56	420.55	46.01	"					
					32	465.24	420.4	47.14	"	55	466.56	420.44	45.92	"					
					33	465.24	420.61	47.04	"	56	466.56	420.57	45.93	"					
					34	465.24	420.64	47.01	"	57	466.56	420.46	46.10	"					

Note: This Pile Record does not replace other pile records required to be kept and submitted by the Resident Engineer. After all piles have been driven the Resident Engineer shall record the tip of pile elevation as driven, length of pile in place, and calculated bearing capacity of each pile, and return one true print copy of this sheet with this data to the Bridge Engineer to be recorded on original plans. Length of piles shown hereon are the actual length of piles in the finished structure below cut-off elevation and is not necessarily the Pay Item.

PILE RECORD PLAN

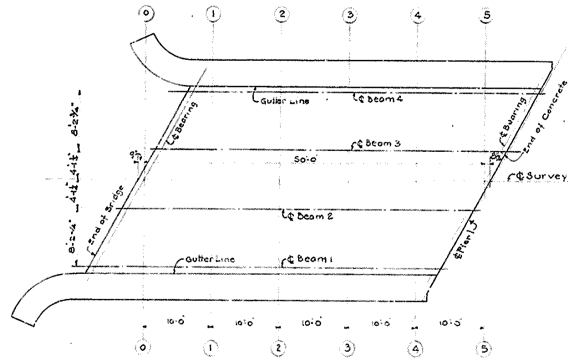
Bridge over Locust Creek Sheet //

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT - MAYSVILLE

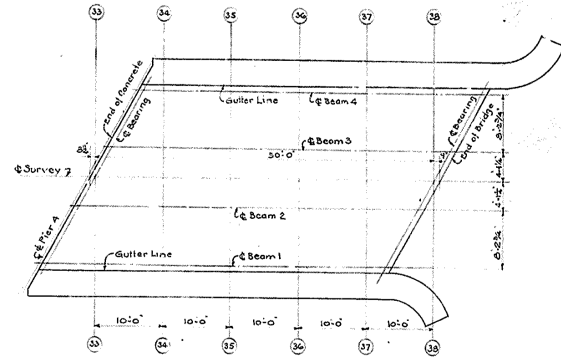
ROAD PROJECT NO.
 STATION 1232+97

BRIDGE NUMBER PROJECT NO.
 12807

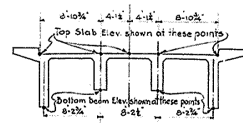
DRAWN BY: [Name] DATE: [Date]
 CHECKED BY: [Name] DATE: [Date]
 APPROVED BY: [Name] DATE: [Date]



• SPAN No. 1 •



• SPAN No. 5 •



SKETCH

Showing Points where Elevations are given.

All Elevations shown include construction camber and are to be maintained with falsework in place.

• SPAN No. 1 •

Section	Beam No. 1		Beam No. 2		Beam No. 3		Beam No. 4	
	Top Slab Elev. in Gutter	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation
End of Bridge	509.017		509.158		509.182		509.097	
Inside face of Endwall		501.774		504.105		504.189		501.854
0 - 0	509.013	501.823	509.171	504.174	509.182	504.182	509.097	501.854
1 - 1	509.134	501.884	509.243	504.243	509.233	504.237	509.117	501.867
2 - 2	509.189	501.939	509.300	504.300	509.311	504.297	509.181	501.931
3 - 3	509.231	501.981	509.348	504.348	509.361	504.350	509.239	501.989
4 - 4	509.267	502.017	509.387	504.387	509.403	504.393	509.264	502.034
5 - 5					509.436	504.429	509.324	502.074
Inside face of Endwall		509.017		504.405		504.432		502.097
End of Concrete at Centerline	509.274		509.413		509.439	504.439	509.334	

• SPAN No. 5 •

Section	Beam No. 1		Beam No. 2		Beam No. 3		Beam No. 4	
	Top Slab Elev. in Gutter	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation	Top Slab Elevation	Bottom Beam Elevation
End of Concrete at Pier 4	510.585		510.724		510.750		510.649	
Inside face of Endwall at Pier 4		503.348		505.734		505.750		503.418
33 - 33	510.641	503.391	510.747	505.747	510.784		510.784	
34 - 34	510.702	503.452	510.811	505.811	510.821	510.808	505.808	510.685
35 - 35	510.757	503.507	510.866	505.866	510.879	510.866	505.866	510.749
36 - 36	510.799	503.549	510.916	505.916	510.929	510.916	505.916	510.807
37 - 37	510.835	503.585	510.955	505.955	511.004	510.961	505.961	510.852
Inside face of Endwall at Pier 2		503.587		505.977		510.977		510.891
End of Bridge	510.843		510.983		511.007	511.007	506.001	510.913

DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]
 APPROVED BY: [Name] DATE: [Date]

CONSTRUCTION ELEVATIONS - SPANS 1 & 5

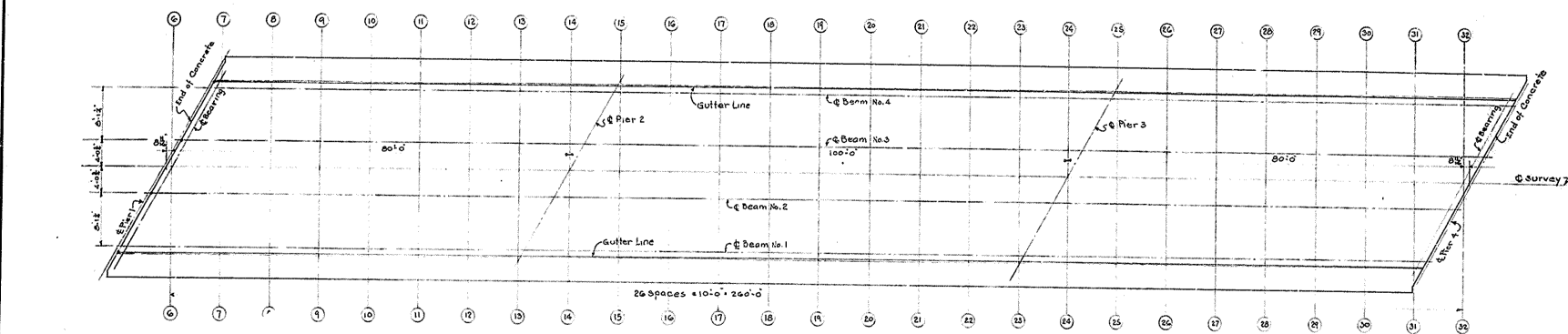
Bridge over Locust Creek Sheet 12

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT-MAYSVILLE
 ROAD

STATION 1232+97 PROJECT NO. 12807

BRIDGE NUMBER 12807

DATE	BY	CHECKED BY	DATE
7	27		



Span	Beam No.	Elevation
Span 2	Bottom of Beam No. 2	501.761
		501.761
		501.761
		501.761
		501.761
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501.761		
Span 3	Bottom of Beam No. 3	501.761
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Span 4	Bottom of Beam No. 4	501.761
		501.761
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501.761		

Note: Elev. shown at ends of beam on top of beam are on top of steel expansion dam.

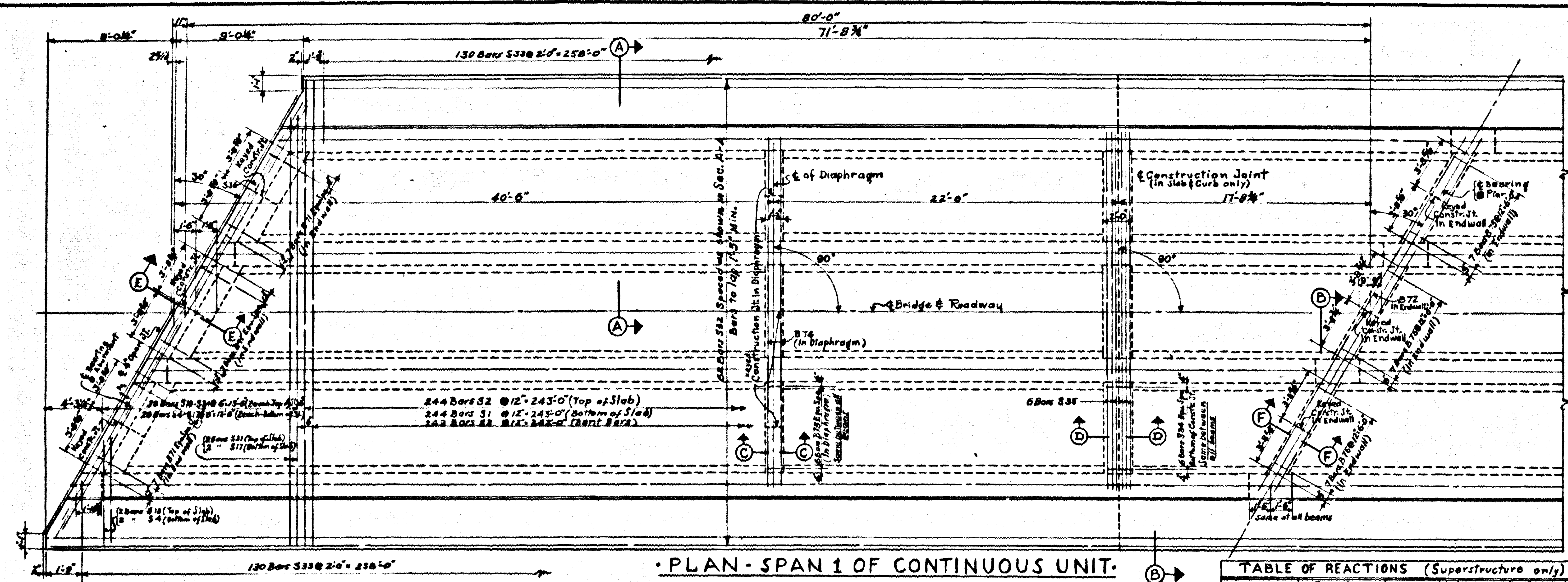
APPROVED BY: [Signature] DATE: [Date]
 CHECKED BY: [Signature] DATE: [Date]
 DRAWN BY: [Signature] DATE: [Date]

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
BRACKEN
 NEWPORT-MAYSVILLE
 ROAD

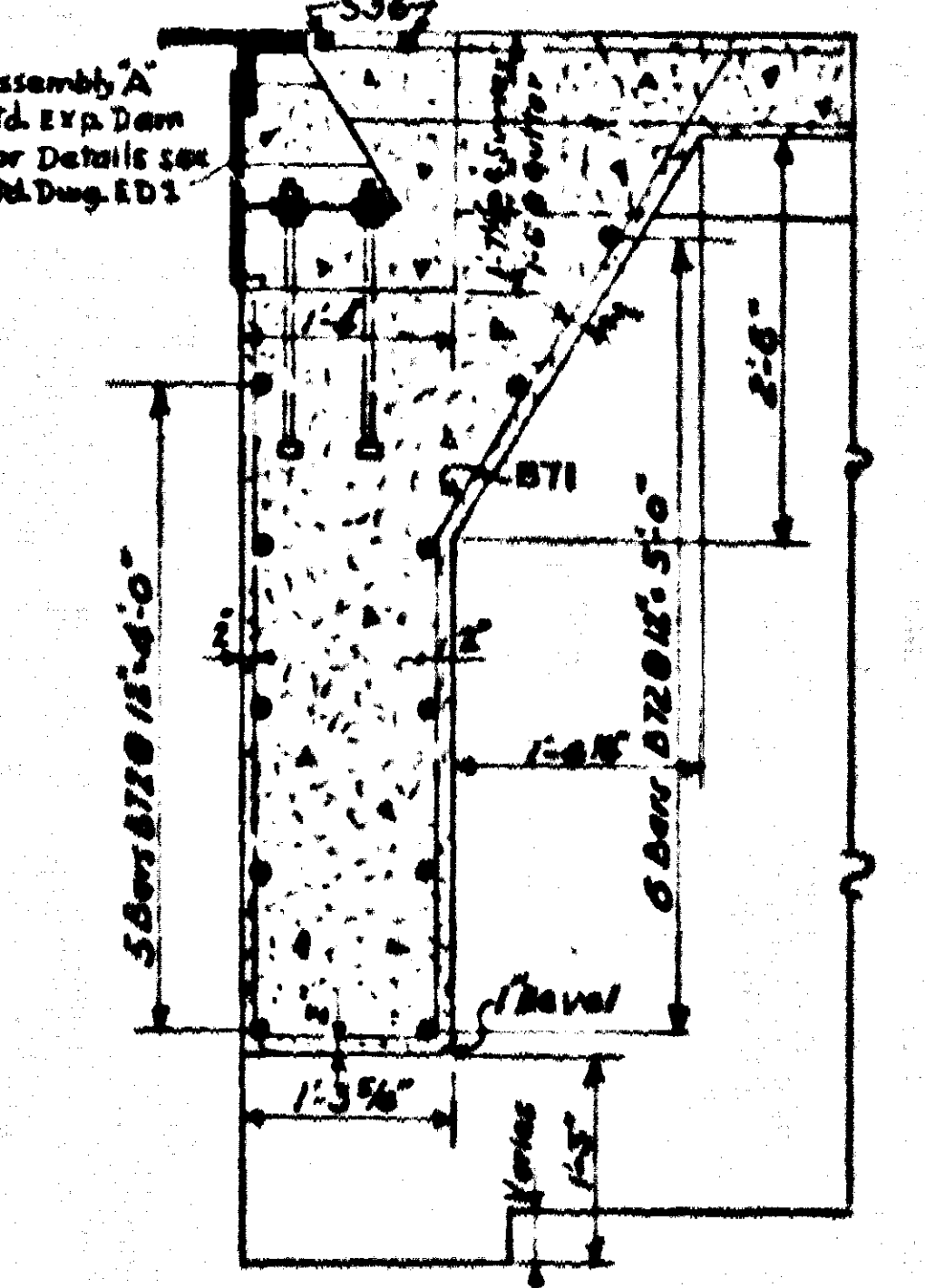
STATION 1232-97 PROJECT NO. [Blank]
 BRIDGE NUMBER [Blank] CALCULATION NO. 12807

CONSTRUCTION ELEVATIONS SPANS 2-3-4

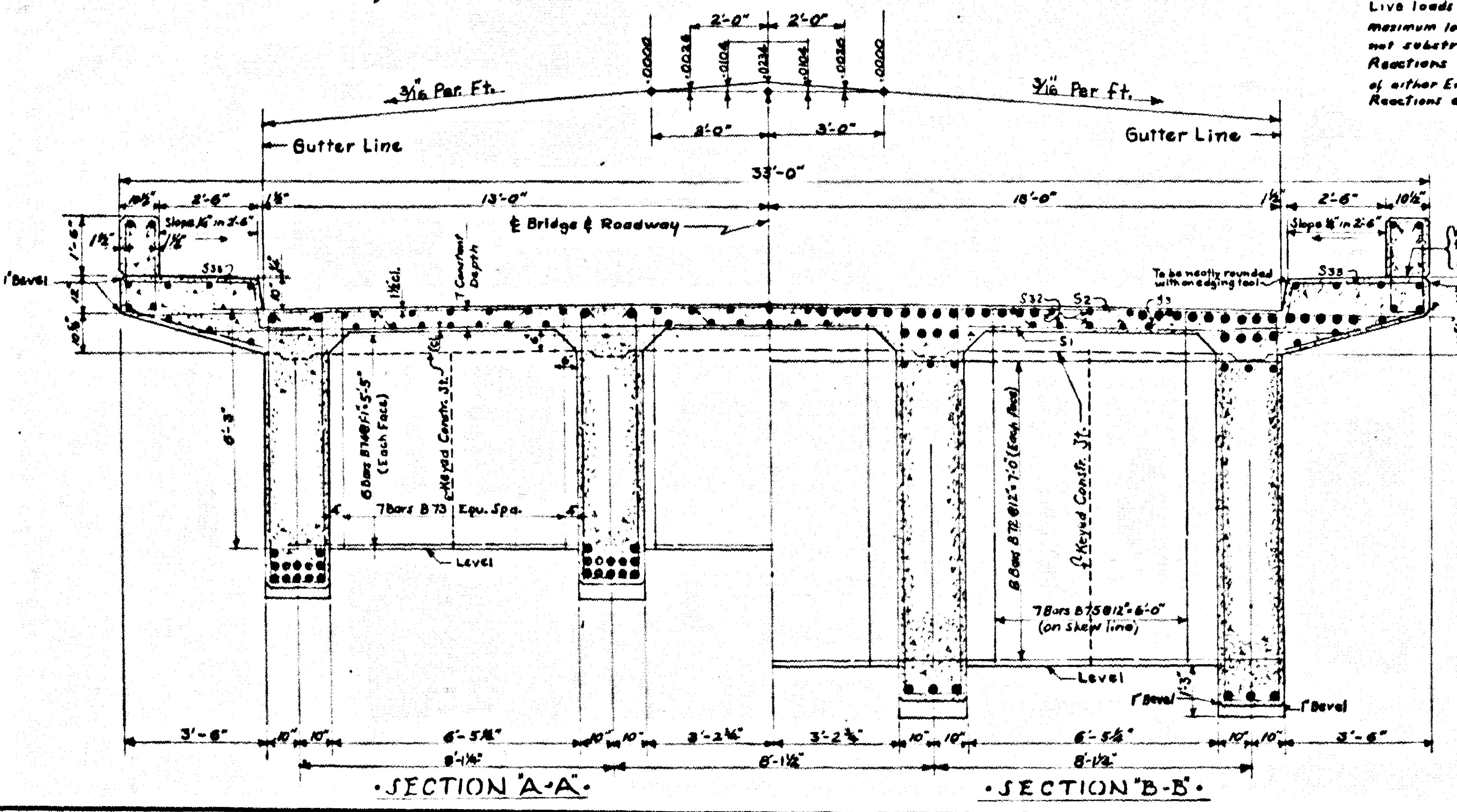
NO.	DATE	BY	REVISION
7	NY		



PLAN - SPAN 1 OF CONTINUOUS UNIT.



SECTION E-E.

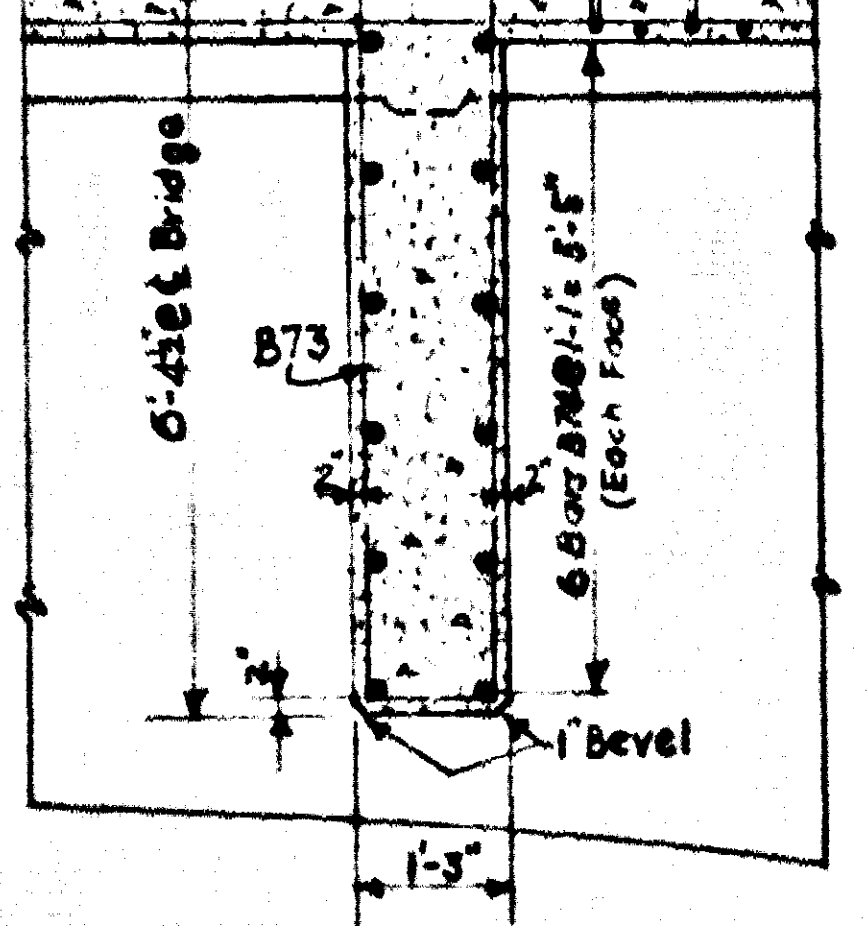


SECTION A-A.

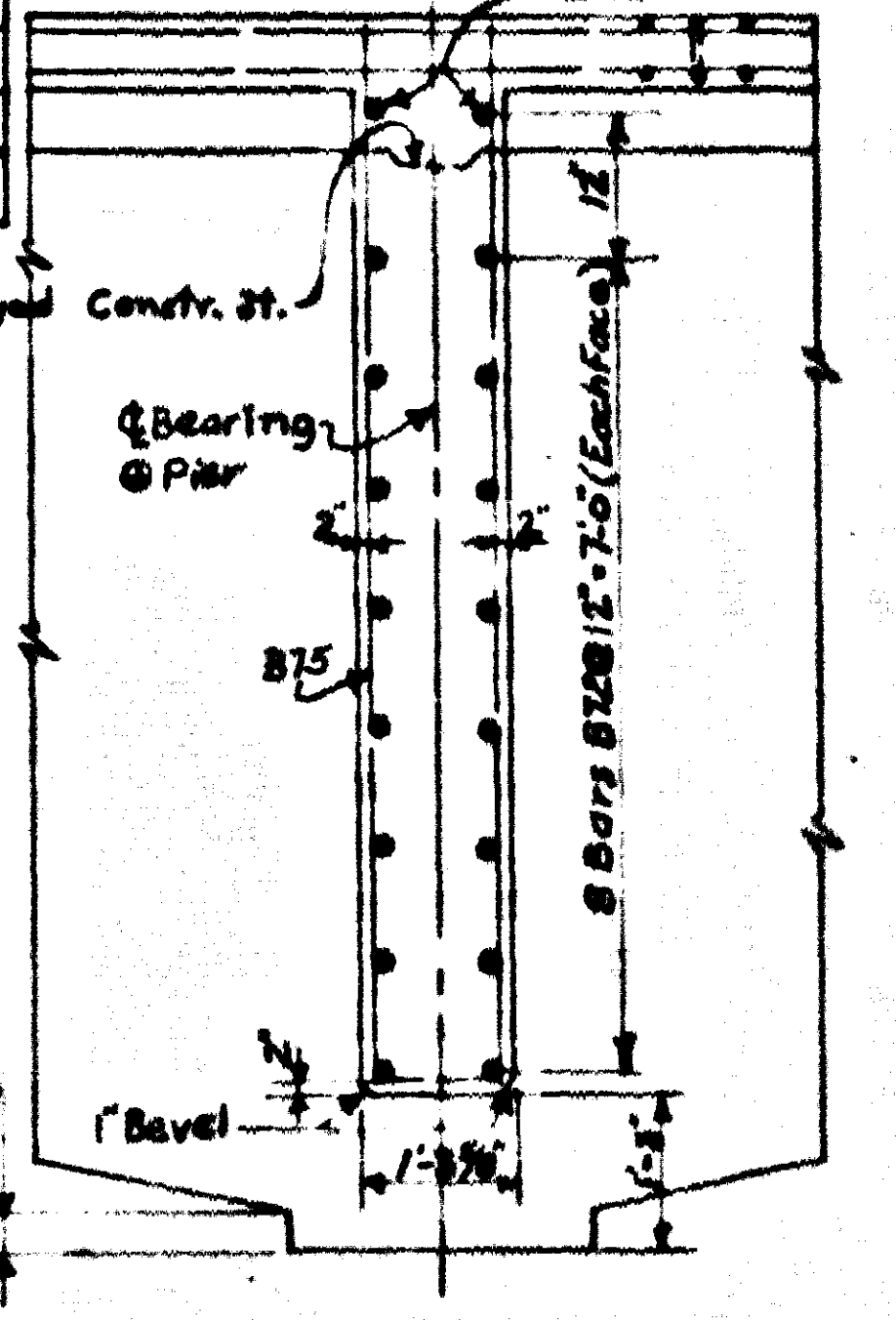
SECTION B-B.

NOTE:-
 Live loads and impacts shown are maximum loads on girders and are not substructure loads.
 Reactions shown are at E. Brg. of either End or Intermediate Supports.
 Reactions are given in Kips.

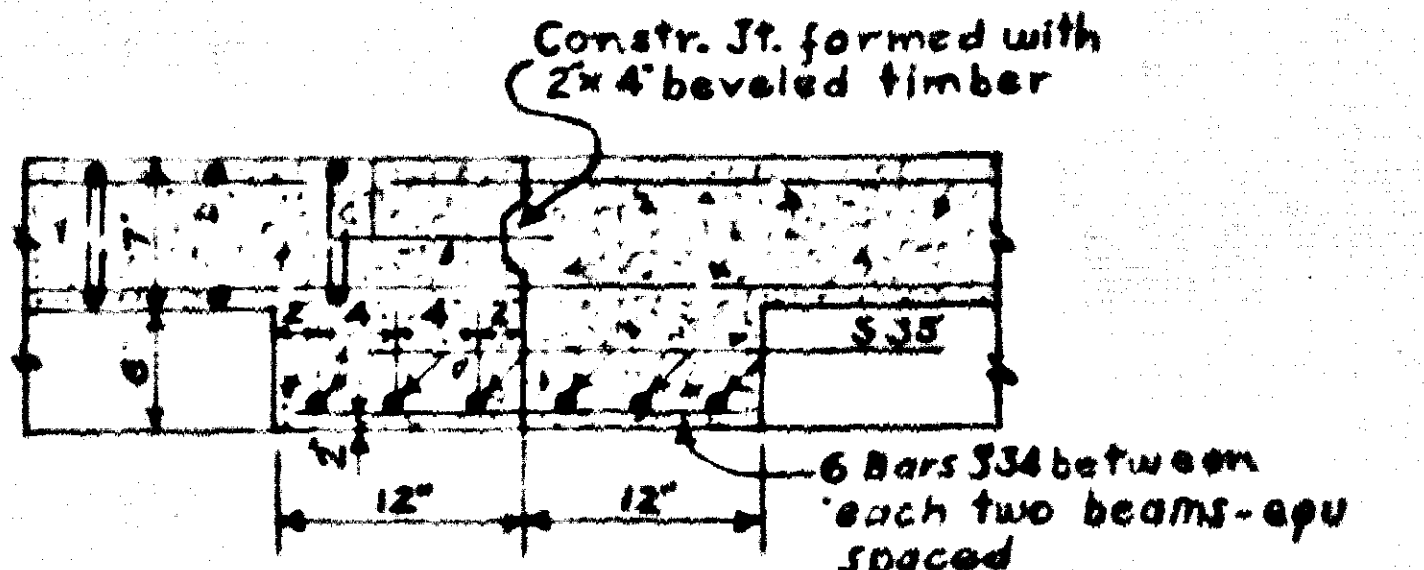
	End Supports		Intermediate Supports	
	Inferior Beam	Exterior Beam	Inferior Beam	Exterior Beam
Dead load	80.227	93.635	297.683	356.538
Live load	40.203	24.5	52.73	32.7
Impact	9.805	5.98	12.86	7.98
J. W. 11th Ave		5.41		10.07
Total	130.235	129.525	363.273	407.288



SECTION C-C.



SECTION F-F.

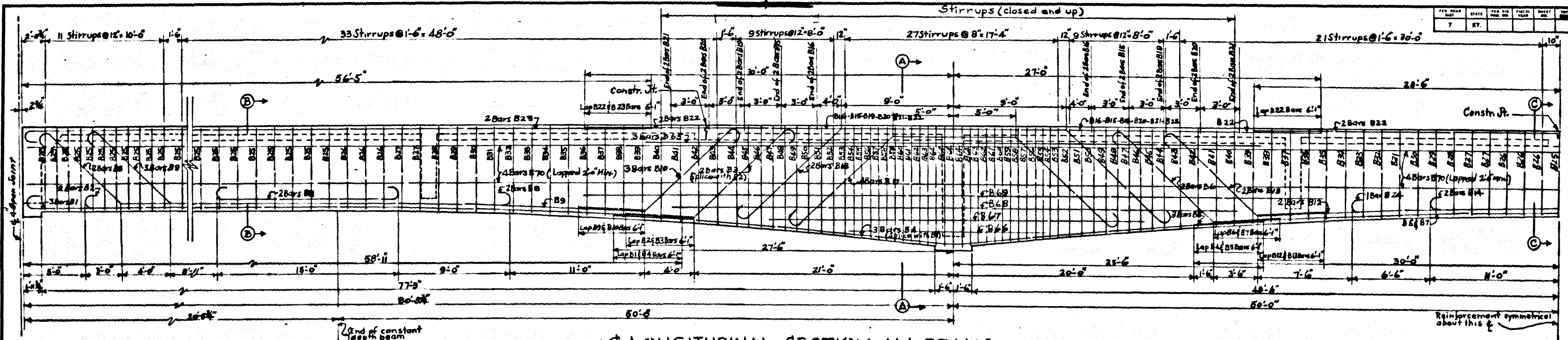


SECTION D-D.

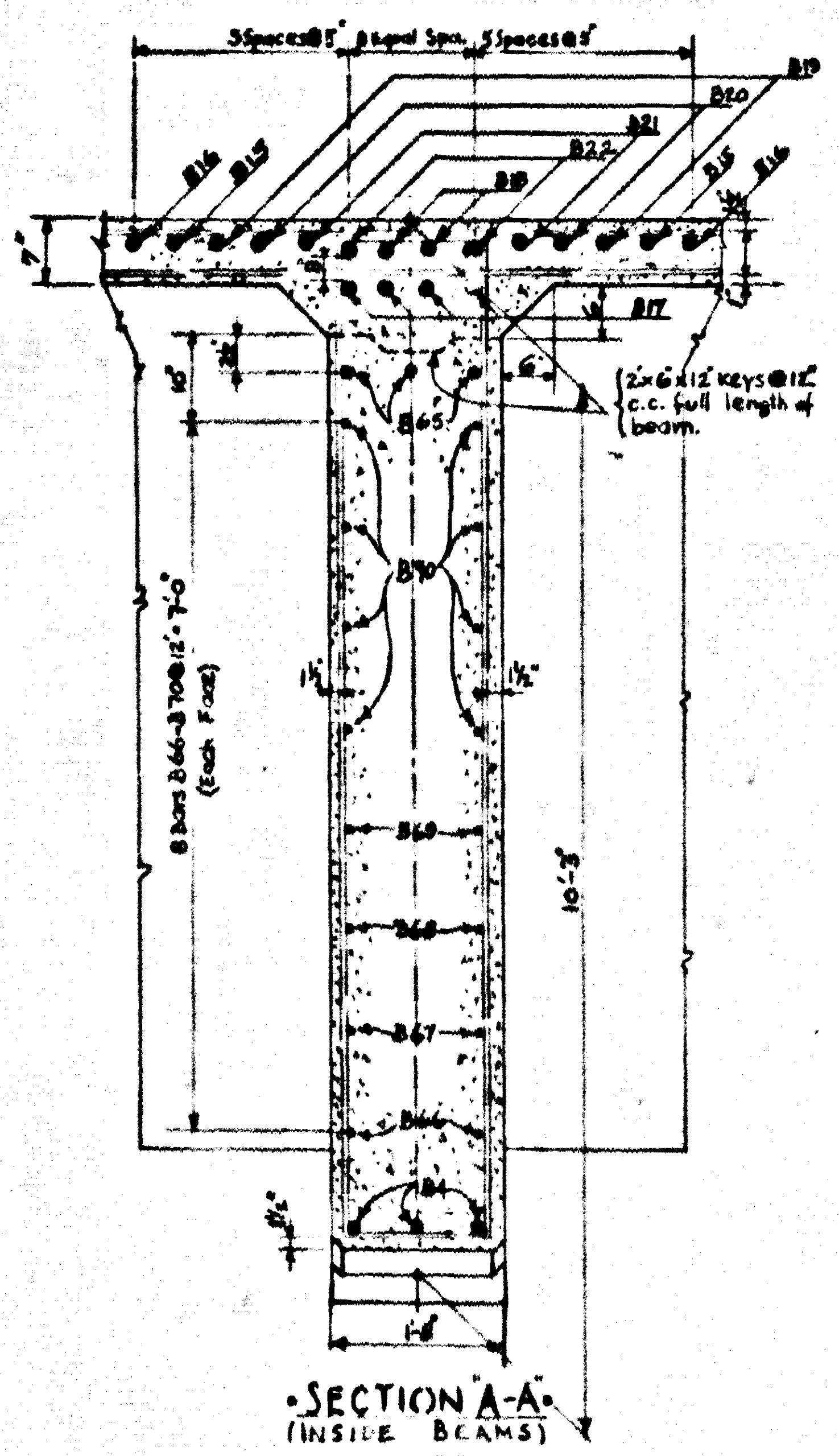
SHEET 1 of 3
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
STAND. CONT. R.C. D.G.
 80'-100'-80"
 26'-0" ROADWAY 30° SKEW
 2'-2'-6" SAFETY CURBS
 H 20-44 LOADING
 STATION
 BRIDGE NUMBER

26-CG-151

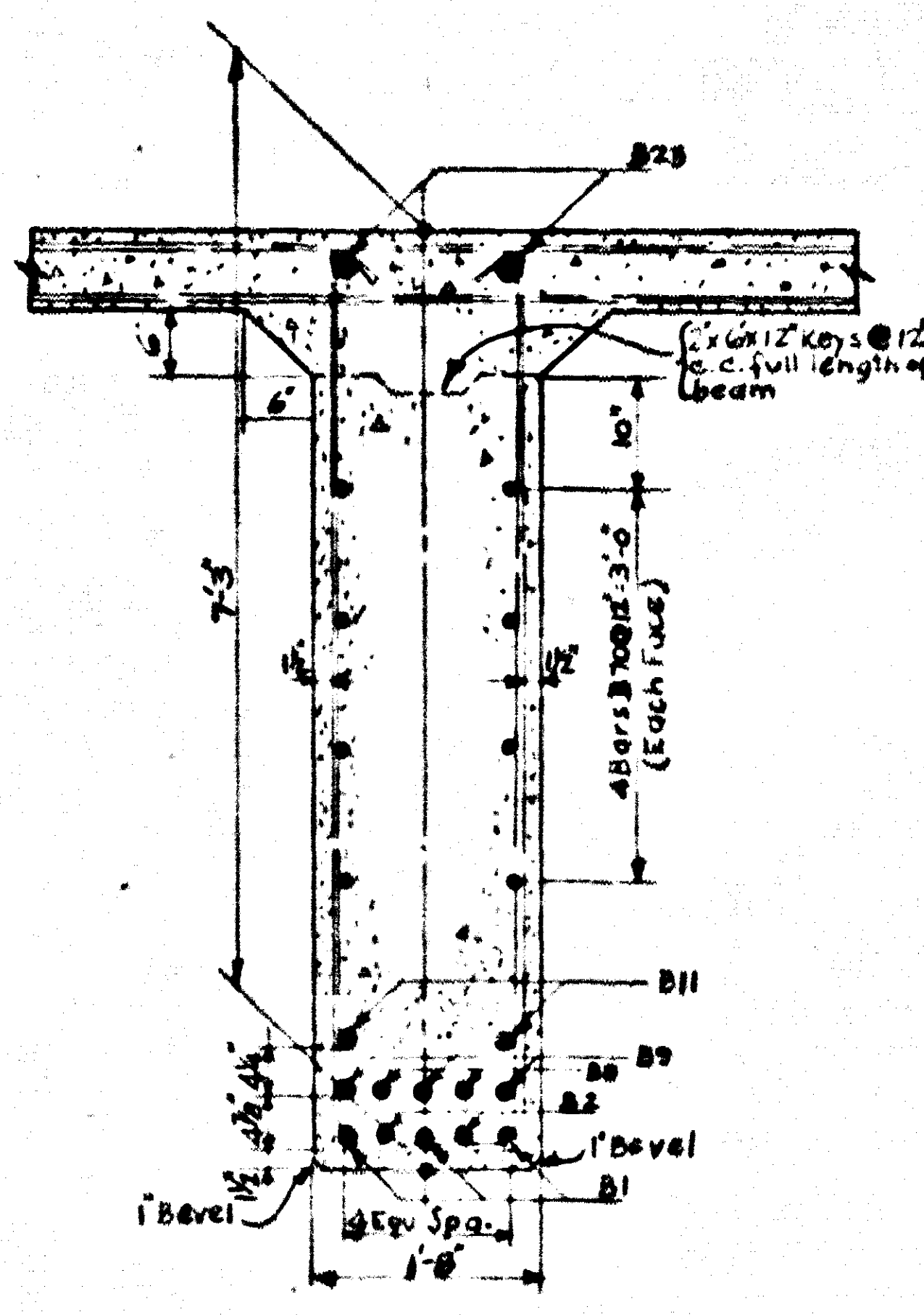
BRIDGE



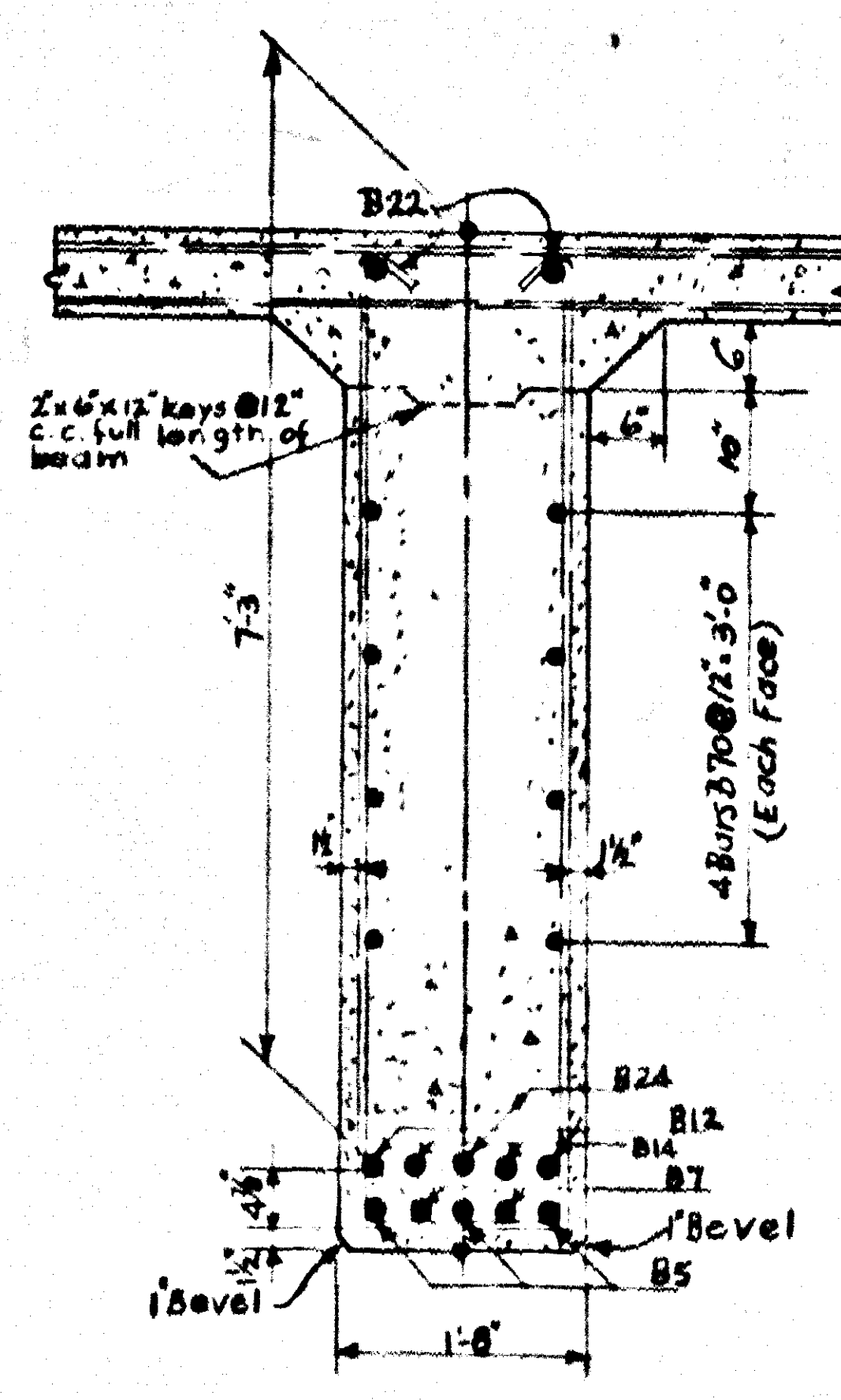
LONGITUDINAL SECTION - ALL BEAMS



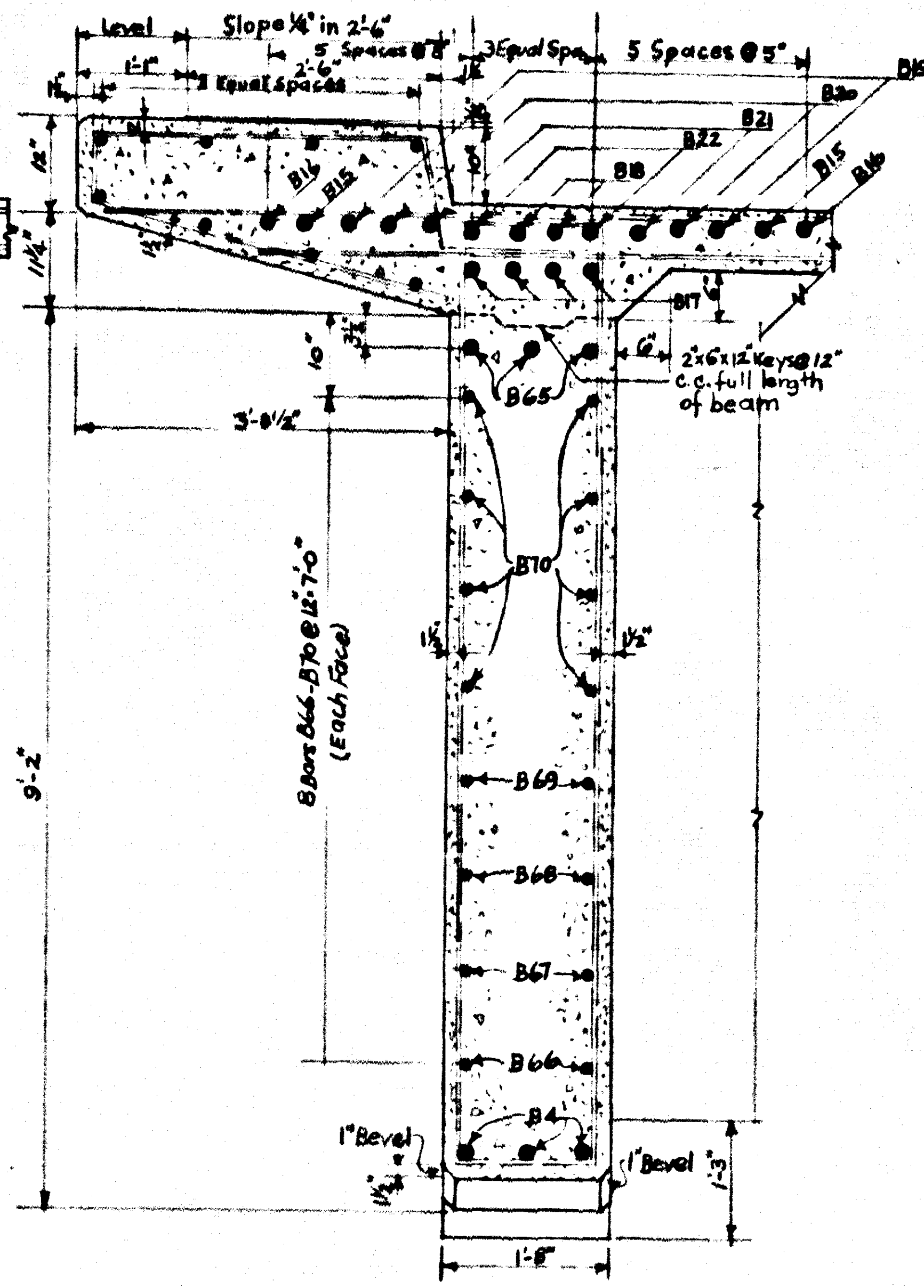
SECTION A-A (INSIDE BEAMS)



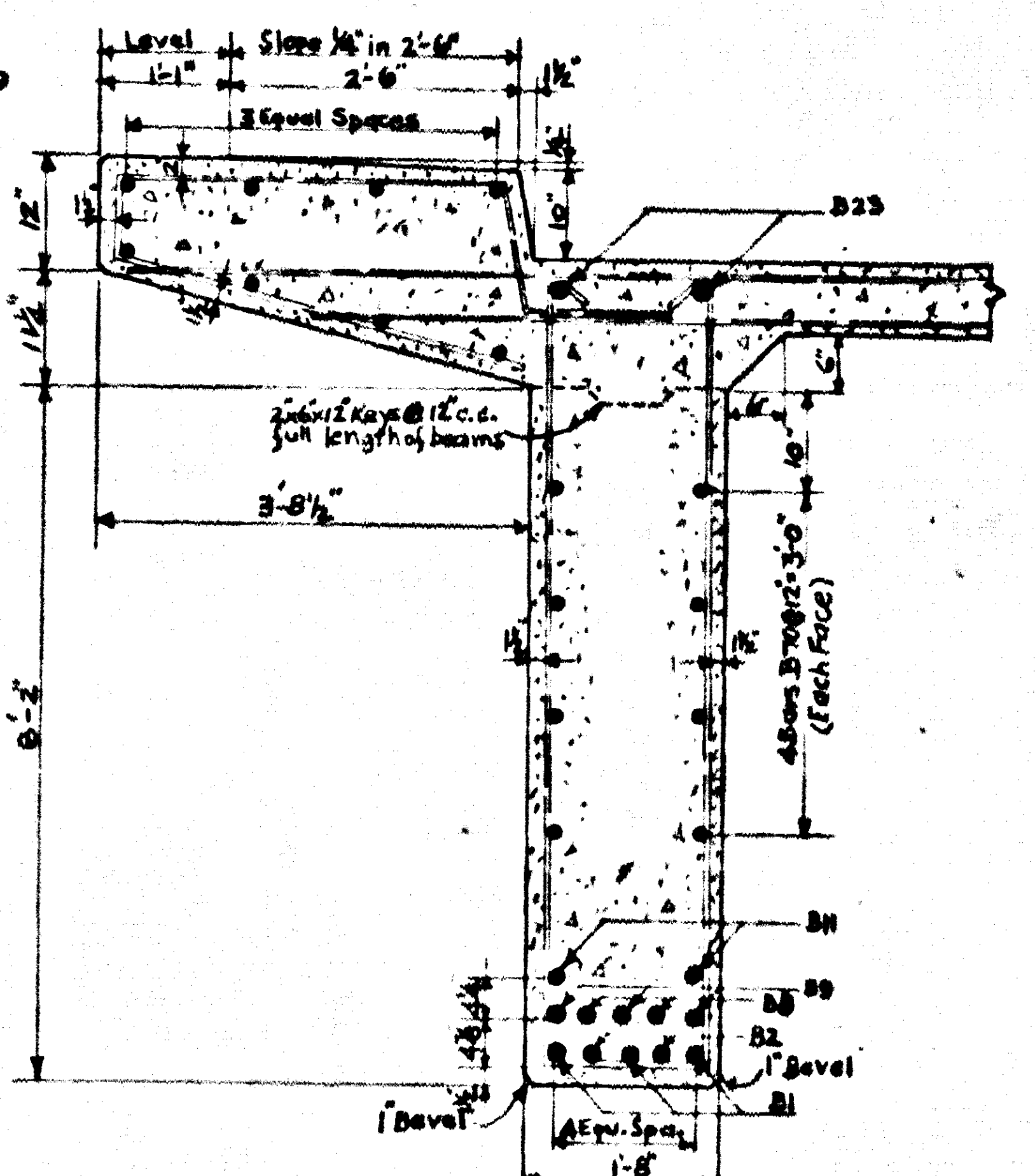
SECTION B-B (INSIDE BEAMS)



SECTION C-C (INSIDE BEAMS)

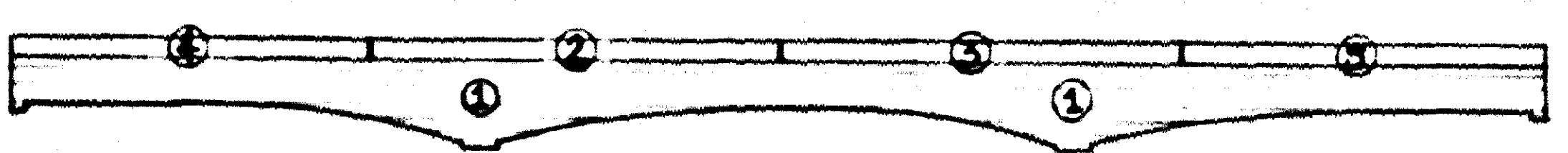


SECTION A-A (OUTSIDE BEAMS)



SECTION B-B (OUTSIDE BEAMS)

Note: Section C-C for outside beams same as Sect. B-B above except for Reinforcement bars. Reinforcement bars same as in Sect. C-C - inside beams.



ORDER OF POURING SUPERSTRUCTURE

Note: Pour Section 1 in one continuous operation in horizontal layers.

DATE	BY	REVISION

Sheet 2

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 STAND. CONT. R.C.D.G.
 80'-100'-80'
 26'-0" ROADWAY 30° SKEW
 2'-2'-6" SAFETY CURBS
 H20-44 LOADING

BRIDGE NUMBER	NO.	SCALE



26-CG-151

STA.	DATE	REV.	BY	CHKD.	DATE
7	Ky.				

GENERAL NOTE

CONSTRUCTION NOTE: This drawing to be used in conjunction with Standard Plans or Special Plans for concrete floors on bridges when so noted on the Standard or Special Plans.

The joint between the spans shall have the copper strip and premolded joint filler so placed as to prevent contact of concrete between spans and to provide the full width of joint shown on plans. The copper strip and premolded joint filler shall be accurately placed and rigidly held in correct position. The premolded filler on the roadway between curbs shall be trimmed or placed 1/8" below the concrete surface and sealed with asphaltic joint filler, as indicated on this drawing.

No direct payment will be made for material or installation of copper expansion strip and premolded expansion joint filler, the cost of these shall be included in the unit price bid for class A concrete.

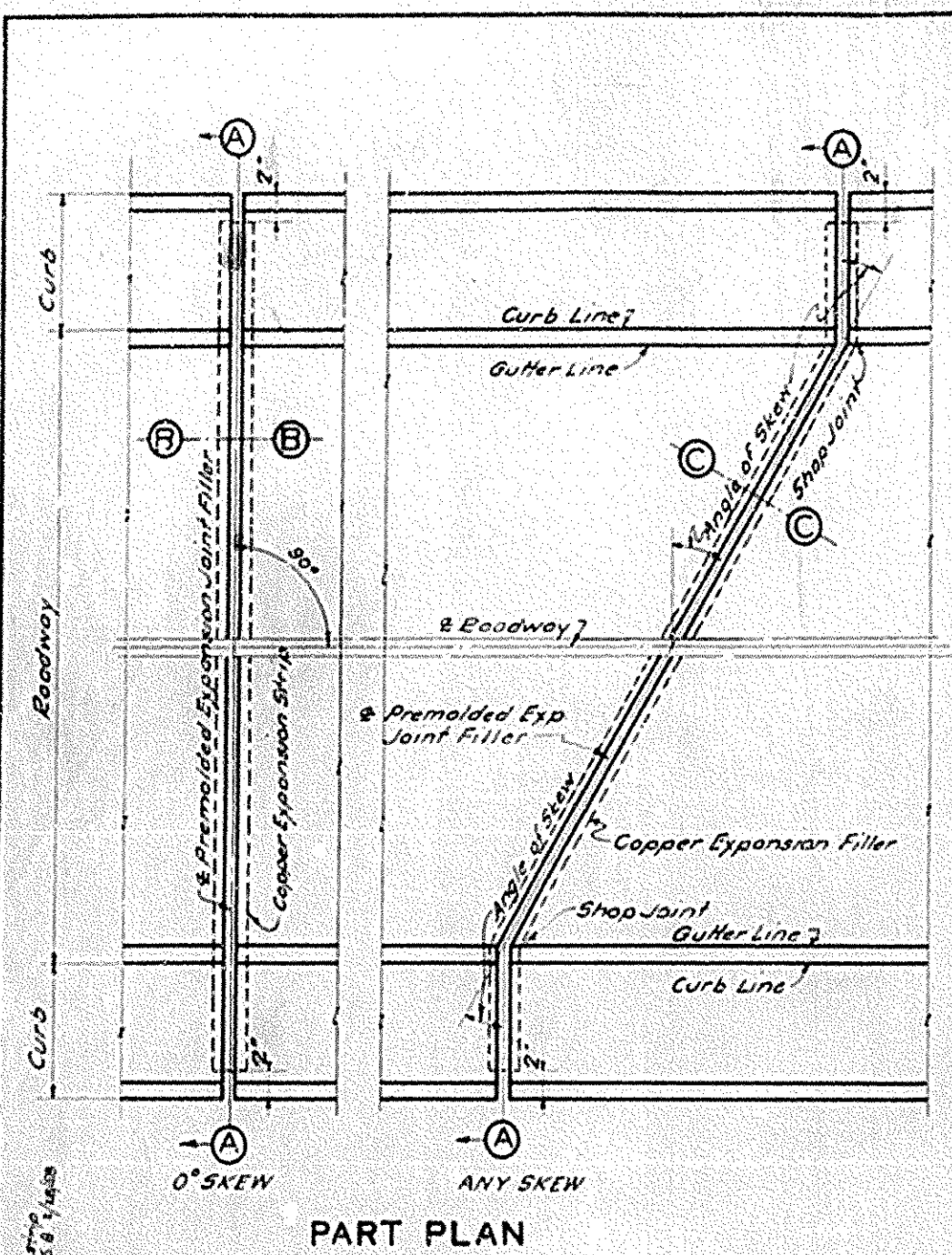
SPECIFICATIONS FOR PREMOLDED FILLER:

Premolded expansion joint filler shall conform to Section 7.25 of the 1956 Std. Specifications.

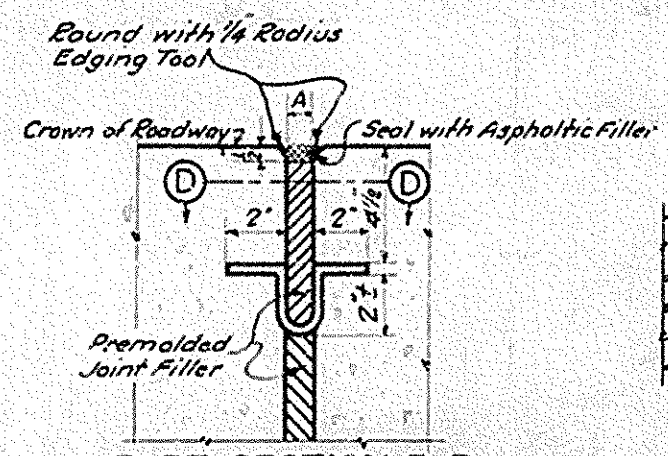
SPECIFICATIONS FOR ASPHALTIC FILLER: The Asphaltic Filler shall conform to the requirements of Section 7.26.2 of the Kentucky Department of Highways 1956 Standard Specifications, with Amendments.

SPECIFICATION FOR COPPER EXPANSION STRIP: The copper strips are to be 24 ounces soft sheet commercial grade A. Tolerance of 5% variation in weight above or below that specified will be allowed. The strips are to be shop fabricated to the section and dimensions shown. Field bending and fabrication will not be permitted except as provided hereon. Unless otherwise provided by plans, the strips may be furnished in one or two pieces. If furnished in two pieces the field joint shall be at the center line of roadway. Shop joints shall not be spaced closer than 6 feet unless otherwise shown on plans and shall be lock seam and soldered. The field joint of the center line of roadway may be a 2 inch width lap joint soldered. All joints shall be water tight.

On Skewed Spans the two copper strips are separate units and are not to be connected in any way that will prevent movement of the strips relative to each other. All points are to be located to allow free movement of the individual strips.



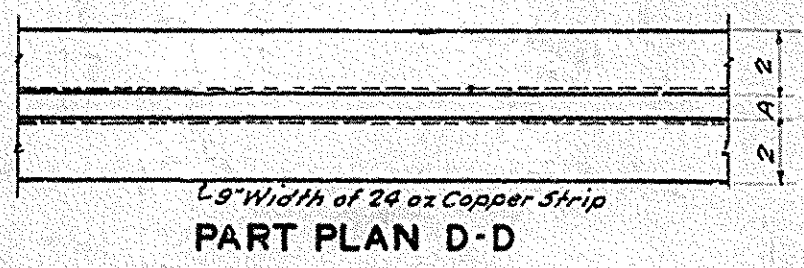
PART PLAN



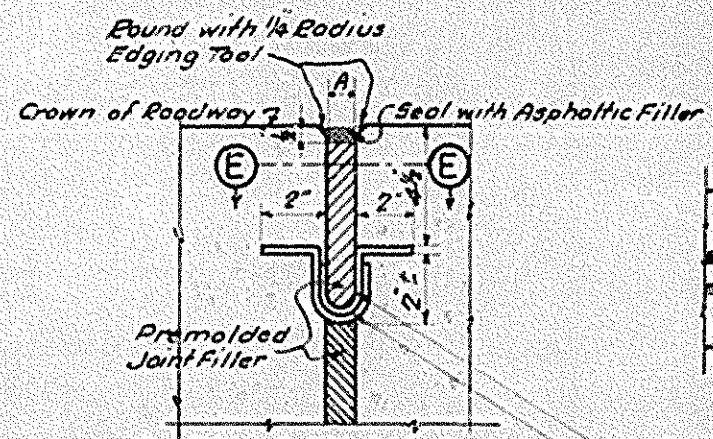
PART SECTION B-B

Dimension A shown on Drawings (On Straight Spans)

NOTE: Dimension A is inside dimension and is to be same as thickness shown on Drawings for Premolded Expansion Joint Filler.



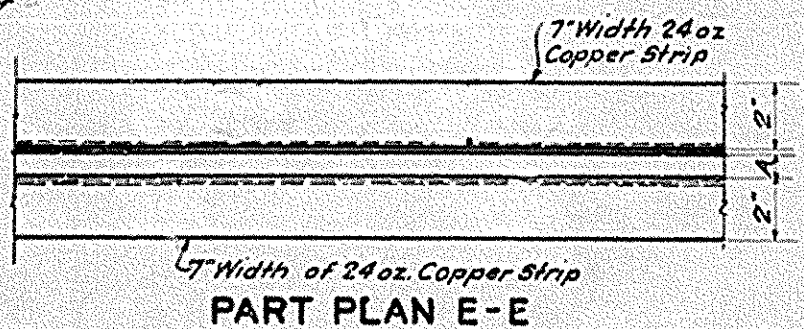
PART PLAN D-D



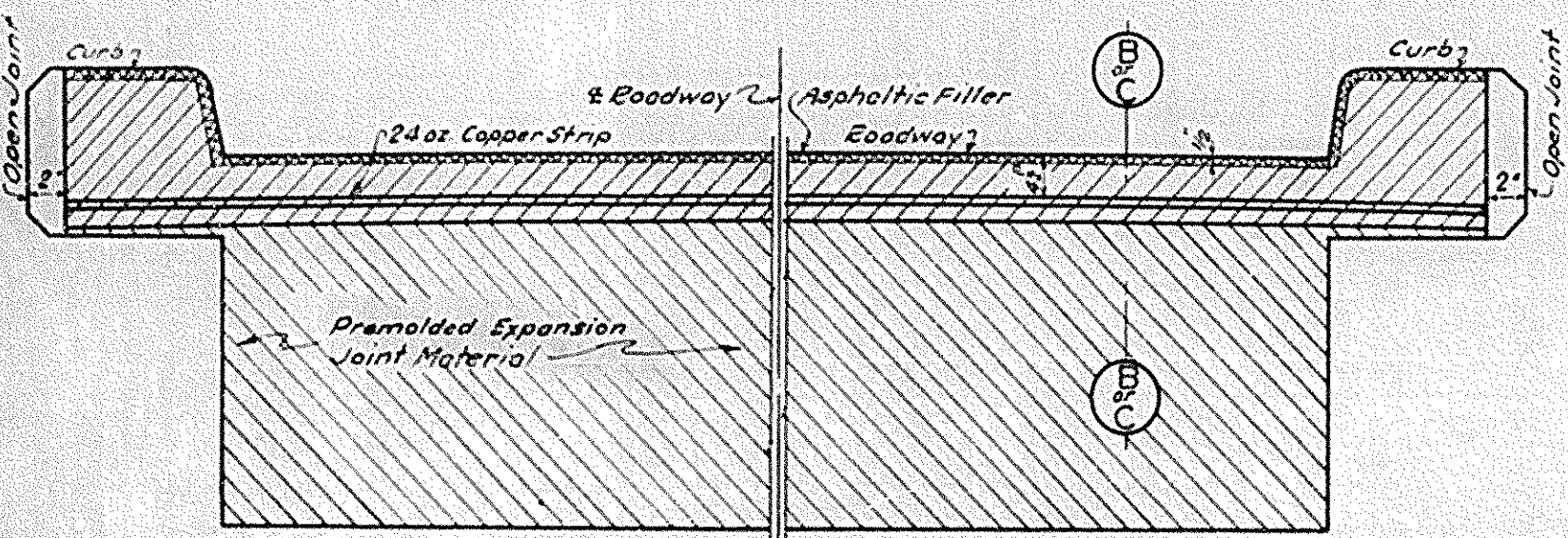
PART SECTION C-C

Dimension A shown on Drawings (On all skewed Spans)

NOTE: Lower section of copper strip is placed first, just prior to placing upper section of copper strip paint lower section with PAC-7 along all areas of contact, to provide additional seal. Cost of this work shall be included in the unit price bid for Class A Concrete.

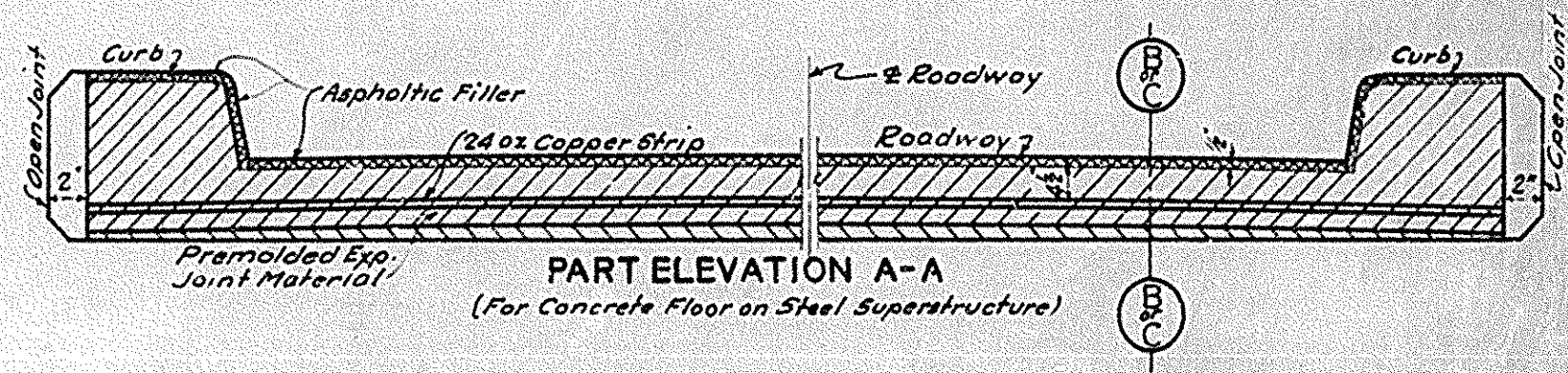


PART PLAN E-E



PART ELEVATION A-A

NOTE: Premolded Expansion Joint Material of the thickness shown on plans to be used in joint over area shown as shaded above. Joint to be left open over unshaded areas.



PART ELEVATION A-A
(For Concrete Floor on Steel Superstructure)

TYPICAL EXPANSION JOINT DETAILS

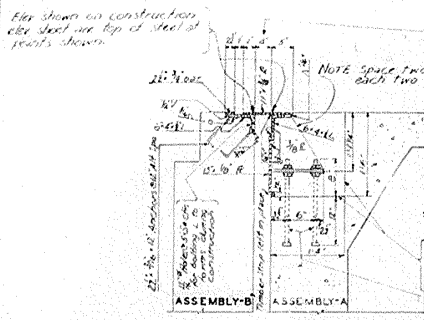
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
**EXPANSION JOINT DETAILS
FOR
CONCRETE BRIDGE FLOORS**

REVISED
-G-351

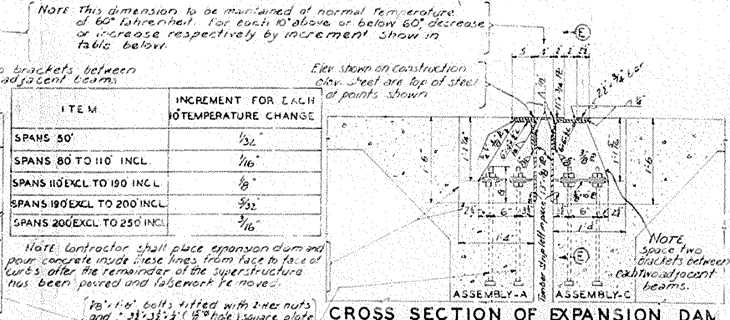
BRIDGE

DRAWING BY: GIBBS
 CHECKED BY: T.O. WATKINS
 DATE: 11/15/55
 PROJECT: KY 100
 SHEET: 10 OF 12
 SCALE: AS SHOWN
 NOTES: 1. Premolded Expansion Joint Material shall be used in joint over area shown as shaded above. Joint to be left open over unshaded areas. 2. Asphaltic Filler shall be used in joint over area shown as shaded above. Joint to be left open over unshaded areas.

PROJECT: KY 2526 - 7 - UNIVERSITY BRIDGE - 1928 - 1930
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]
 REVISIONS: [Table]
 REVISED A.S.T.M. Steel Specifications and Drawings 1934-1935



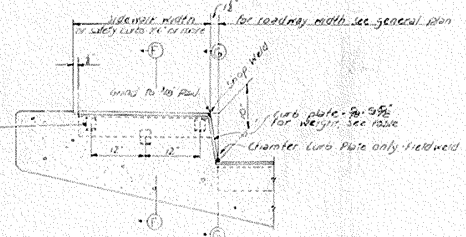
CROSS SECTION OF EXPANSION DAM AT ABUTMENT



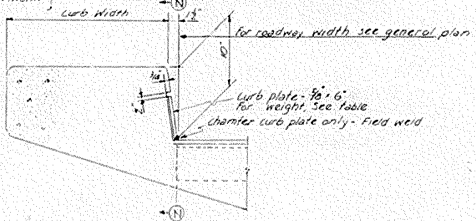
CROSS SECTION OF EXPANSION DAM AT JUNCTION OF SPANS

ITEM	WEIGHT OF EXPANSION DAM				
	ASSEMBLY - A WT PER LIN.FT LBS	ASSEMBLY - B WT PER LIN.FT LBS	ASSEMBLY - C WT PER LIN.FT LBS	ASSEMBLY - D WT PER LIN.FT LBS	ASSEMBLY - E WT PER LIN.FT LBS
THROUGH MEMBERS	49.61	24.17	31.53	25.39	19.20
BRACKETS	43.40	-	-	44.64	-

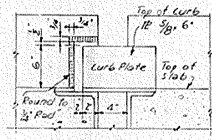
ITEM	WEIGHT OF CURB PLATES - EACH CURB		
	STRAIGHT BRIDGE WT LBS	30° SKEW BRIDGE WT LBS	45° SKEW BRIDGE WT LBS
WITH SIDE WALKS	230	26.6	32.5
WITHOUT SIDE WALKS	11.7	13.5	16.5



SECTION THRU SIDEWALK



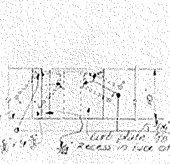
SECTION THRU CURB



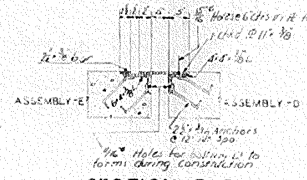
SECTION N-N

NOTES

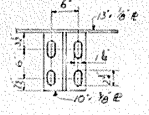
- SPECIFICATIONS:** Kentucky Department of Highways current specifications with amendments.
- PAINT:** All material shown on this sheet shall be given one shop coat of red lead paint according to specifications. All exposed surfaces not in contact with concrete shall be given two field coats of aluminum paint in accordance with specifications. All parts of expansion dam that cannot be painted after erection shall have two coats of aluminum paint applied before erection.
- WELDING MATERIAL:** Welding material shall conform to the American Society specifications for welding Highway and Railroad Bridges, current spec. and subsequent adopted amendments.
- WELDING:** The cost of welding material and labor to be included in the lump sum bid for structural steel. No direct payment will be made for welding and welding material.
- MILL TEST REPORT:** Material statements in triplicate shall be furnished the Department of Highways showing that all structural steel furnished meets specifications.
- SHOP PLANS:** The contractor shall furnish the Department of Highways with complete shop detail plans for approval.



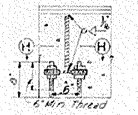
SECTION G-G



SECTION F-F



SECTION H-H



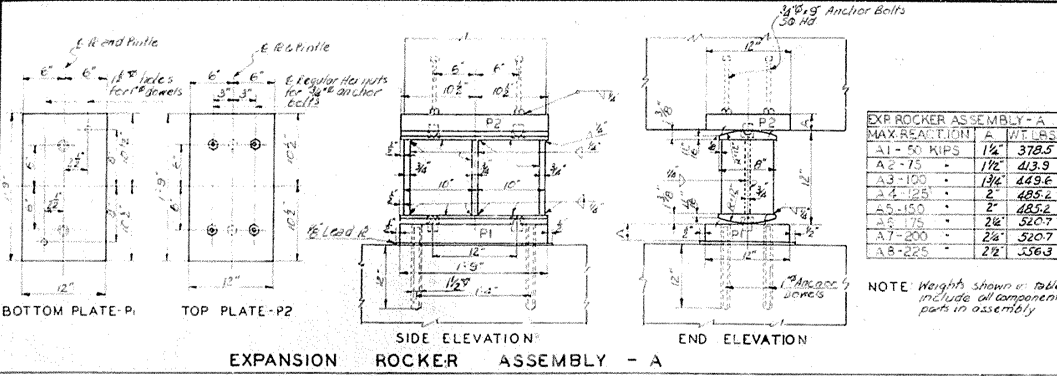
SECTION E-E

A.S.T.M. SPECIFICATION
STRUCTURAL STEEL A36 CURRENT SPEC.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
STANDARD EXP. DAM
FOR CONC. STRUCTURES

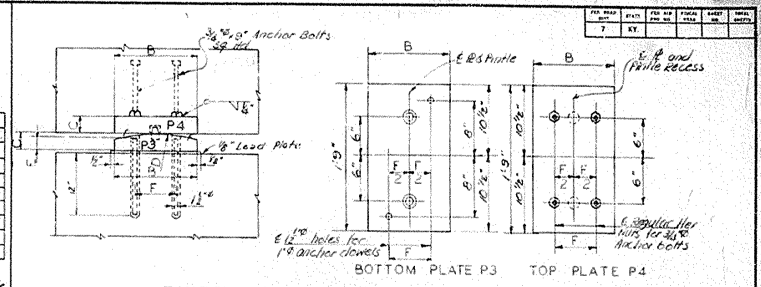
STATION	PROJECT NO.
BRIDGE NUMBER	DRAWING NO. EDKd.

BRIDGE



MAX REACTION	WT LBS
A1 - 50 KIPS	378.5
A2 - 75	413.9
A3 - 100	449.6
A4 - 125	485.2
A5 - 150	520.7
A6 - 175	556.3
A7 - 200	591.8
A8 - 225	627.3

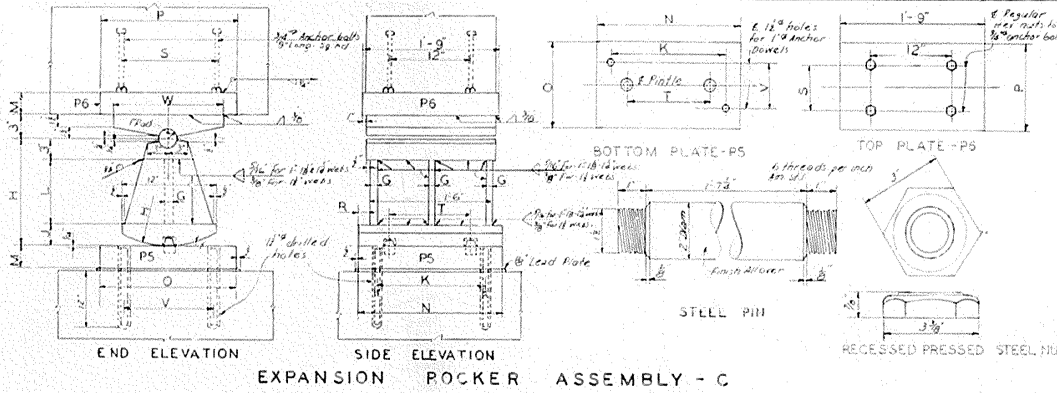
NOTE: Weights shown in table include all component parts in assembly.



FIXED SHOE ASSEMBLY - B

MAX REACTION	B	C	D	E	F	WT LBS
B1 - 50 KIPS	6"	18"	12"	1"	3"	122.5
B2 - 75	6"	19"	12"	1"	3"	120.0
B3 - 100	6"	20"	12"	1"	4"	119.1
B4 - 125	8"	2"	12"	1"	4"	159.1
B5 - 150	8"	2"	12"	1"	4"	159.1
B6 - 175	12"	2 1/2"	12"	1 1/2"	6"	308.3
B7 - 200	12"	2 1/2"	12"	1 1/2"	6"	308.3
B8 - 225	12"	2 1/2"	12"	1 1/2"	6"	343.7
B9 - 250	12"	2 1/2"	13"	2"	6"	382.4
B10 - 275	13"	2 1/2"	15"	2"	6"	433
B11 - 300	14"	3"	17"	2"	8"	484.6
B12 - 325	15"	3 1/2"	20"	2 1/2"	8"	564.7
B13 - 350	17"	3 1/2"	23"	2 1/2"	9"	663.2
B14 - 375	18"	3 1/2"	27"	3"	10"	779.5
B15 - 400	19"	4"	31"	3"	11"	885.6
B16 - 425	20"	4 1/2"	35"	3"	12"	987.7
B17 - 450	21"	4 1/2"	40"	3 1/2"	13"	1099.0

NOTE: Weights shown in table include all component parts in assembly.



EXPANSION ROCKER ASSEMBLY - C

MAX REACTION	WT LBS
C1 - 250 KIPS	362.7
C2 - 275	363.5
C3 - 300	368.4
C4 - 325	372.4
C5 - 350	379.6
C6 - 375	382.4
C7 - 400	387.7
C8 - 425	391.8
C9 - 450	393.5

NOTE: Weights shown in table include all component parts in assembly.

NOTES

SPECIFICATIONS: Kentucky Department of Highways current specifications with amendments.

PAINT: All material shown on this sheet except finished surfaces of structural steel pins and pin bearing surfaces shall be given one shop coat of red lead paint according to specifications. All exposed surfaces not in contact with concrete shall be given two field coats of aluminum paint in accordance with specifications.

WELDING MATERIAL: Welding material shall conform to the American Society for Testing and Materials (ASTM) current spec. and subsequent adopted amendments.

WELDING: The cost of welding material and labor to be included in the lump sum bid for structural steel. No direct payment will be made for welding and welding material.

ANCHOR DOWELS: The cost of lead required to set anchor dowels and the cost of drilling anchor dowel holes shall be included in the lump sum bid for structural steel. The contractor shall be responsible for keeping holes dry in wet and freezing weather. At the time of setting anchor dowels, they are to be heated to a blue heat to assure free flow of lead to bottom of hole.

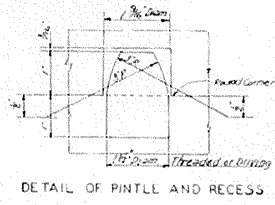
WHITE LEAD AND TALLOW: Finished surfaces of structural steel pins and pin bearing surfaces in steel shoes shall be coated with white lead and tallow in accordance with current specifications with amendments.

PLATE: Plates must be true and free of warp.

TEST REPORTS: Polarized statements in triplicate shall be furnished the Department of Highways showing that all structural steel furnished meets specifications.

SHOP PLANS: The contractor shall furnish the Department of Highways with complete shop detail plans for approval.

DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]
 PROJECT: [Project Name]
 SHEET NO. [Number] OF [Total]
 SCALE: [Scale]



DETAIL OF PINTLE AND RECESS

SURFACE FINISH OF STEEL - SPECIFICATIONS	
STEEL SLABS	ASA 2000
HEAVY PLATES IN CONTACT IN SHOES	BE WELDED ASA 1000
MILLED ENDS OF COMPRESSION MEMBERS	DIFFERS APPLERS ASA 500
BRIDGE ROLLERS AND ROCKERS	ASA 250
PINS AND PIN HOLES	ASA 125

A.S.T.M. SPECIFICATIONS	
STRUCTURAL STEEL	A56 - CURRENT SPECIFICATION
STEEL PINS	A108 CURRENT SPEC. (GRADE 1016 TO 1030 INCL)
SHEET LEAD (LEAD FOR ANCHOR DOWEL HOLES)	B29 CUR. SPEC.
PINTLES MAY BE	A7 OR A108 CURRENT SPEC. (GRADE 1016 TO 1030 INCL)

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
STANDARD ROCKERS AND SHOES FOR CONC. STRUCTURES

STATION	PROJECT NO.
BRIDGE NUMBER	DRAWING NO.
	SS-118



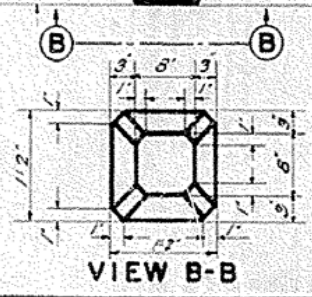
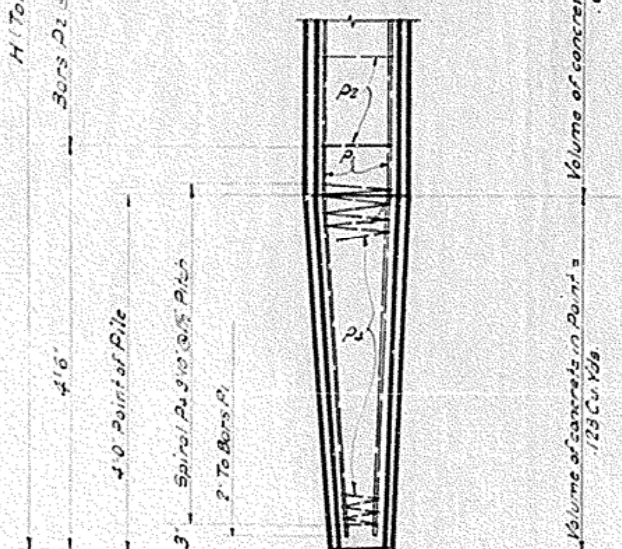
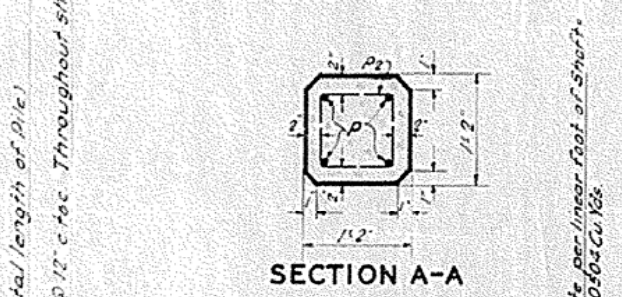
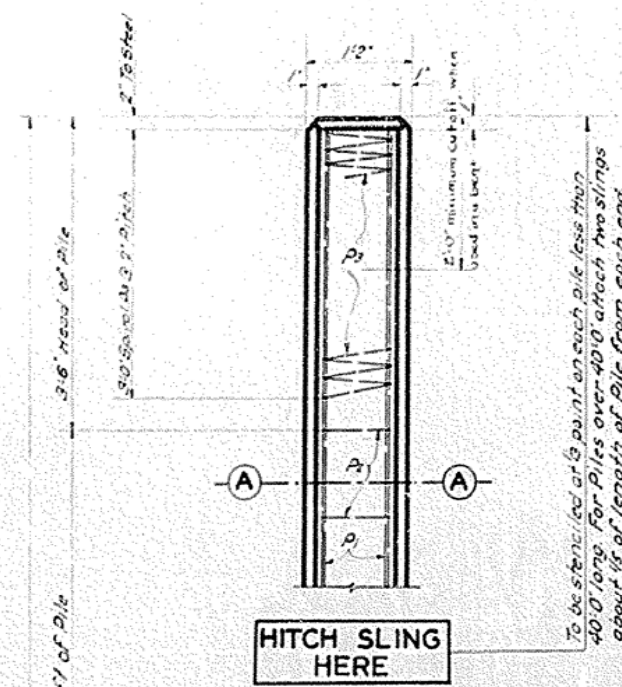


TABLE OF DIMENSIONS & QUANTITIES FOR ONE PILE ONLY									
H	ESTIMATE OF QUANTITIES		BILL & TYPES OF REINFORCEMENT FOR ONE PILE						
	Concrete Class D	Reinforcement	LENGTH		a	NUMBER	⊕ Bars P ₃ 1/4" P Spiral	⊕ Bars P ₄ 1/4" P Spiral	
			FT.	IN.					
16	0.73	200	15	8	11	8	9		
18	0.83	224	17	8	13	8	11		
20	0.93	248	19	8	15	8	13		
22	1.04	272	21	8	17	8	15		
24	1.14	296	23	8	19	8	17		
26	1.24	320	25	8	21	8	19		
28	1.34	344	27	8	23	8	21		
30	1.44	368	29	8	25	8	23		
32	1.54	392	31	8	27	8	25		
34	1.64	417	33	8	29	8	27		
36	1.74	440	35	8	31	8	29		
38	1.84	465	37	8	33	8	31		
40	1.94	489	39	8	35	8	33		
42	2.04	513	41	8	37	8	35		
44	2.14	537	43	8	39	8	37		
46	2.24	561	45	8	41	8	39		
48	2.34	585	47	8	43	8	41		
50	2.44	609	49	8	45	8	43		
52	2.54	734	51	8	47	8	45		
54	2.64	814	53	8	49	8	47		
56	2.74	844	55	8	51	8	49		

⊕ 1/4" Plain Round Bars may be used in place of deformed bars.

GENERAL NOTE

- SPECIFICATIONS** — Kentucky Department of Highways.
- CONCRETE** — Class D concrete to be used thruout.
- REINFORCEMENT** — The cost of reinforcement shall be included in the price bid per linear foot per Pile. Concrete Piles must not be damaged in driving, if damaged, the damaged portion shall be cut off.
- PILING** — All Piles shall have minimum penetration of 20' unless solid rock is encountered, or unless otherwise shown on the bridge plans. Piles shall be driven to refusal or to support a minimum load of 50 Tons per Pile.
- TEST PILES** — Test Piles shall be driven where designated on bridge plans to determine the length of Pile required. All Test Piles shall be located so that they will act as a part of the permanent piling system. Deformation of bars shall conform to A.S.T.M. - A305 Current Specifications.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
**STANDARD
14" REINFORCED
CONCRETE PILE**
SHEET 1 OF 1

REVISION
- P2

