

# KENTUCKY DEPARTMENT OF HIGHWAYS

## HARDIN COUNTY

### STAR MILLS ROAD OVER NOLIN RIVER

REFERENCE AND ESTIMATE OF QUANTITIES

LOCATION	ITEM	SHEET NO.	CONCRETE CU. YD.		REINF. STEEL LB.	STR. EXC. CU. YD.		END BENT BACKFILL CU. YD.	ALUM. CR GALV. STEEL HANDRAIL-LIN. FT.	STRUCTURAL STEEL LUMP SUM BID ①	LINSEED OIL PROT. COATING SQ. YD.	12 BP 53 STEEL LIN. FT.		REMOVE EXISTING STR.	SLOPE PROTECTION DBY CYCL. STONE RIPRAP SQ. YDS.
			CLASS 'A'	CLASS 'AA'		COM.	S.R.					FURNISH	DRIVE		
QUANTITIES		1													
NOTES		2													
LAYOUT		3													
SOUNDINGS		4													
PILE RECORD		6													
END BENT 1		5,6&10	31.3	15.8	7110	100		40				200	200		340
ABUTMENT 2		6,7,8&10	28.9	16.0	8318	50	25								
PIER 1		9&10	55.1		6698	50	15								
PIER 2		9&10	50.7		6275	40	15								
SUPERSTRUCTURE ELEVATIONS		11-13		336.8	90218				372	①	705				
SUPERSTRUCTURE TOTALS				336.8	90218				372	①	705				
SUBSTRUCTURE TOTALS			166.0	31.8	28401	240	55	40							
TOTALS			166.0	368.6	118619	240	55	40	372	①	705	200	200	Lump Sum	340

① APPROX WEIGHT OF STRUCTURAL STEEL IS 12,953 LBS., NOT INCLUDING FLOOR DRAINS.

STANDARD DRAWINGS

- H112 SF2a ED3
- H113 RE1
- P17 SS 2A

Special Provisions for:  
 Joint Sealing Compound dated 6-24-65  
 Linseed Oil Protective Coating dated 4-14-64  
 Class 'AA' Concrete dated 7-15-66

BILL OF INCIDENTAL MATERIAL

ITEM	NO.	SIZE & LOCATION
Cork Joint Filler	2	@ Abutment Keys 4"x1'-6"x6'-9"
Joint Sealing Compound	2	1"x3"x28'-9" @ Expansion Dams

**NOTE:** Quantities shown in Bill of Incidental Material are approximate only and the contractor is responsible for furnishing enough material to complete the work according to plans and specifications.

PLANS BY ODELL, WRIGHT, MORGAN AND BROWN INC.

STAR MILLS ROAD OVER NOLIN RIVER SHEET 1 OF 14

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS ROAD  
 ROAD

STATION 230+385 PROJECT NO. RL47-919-7L

BRIDGE NUMBER 16650

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

## GENERAL NOTES

**SPECIFICATIONS :** Kentucky Department of Highways ; Current Standards with revisions.

**DESIGN LOAD :** Bridge designed for H20-44 loading as specified in 1961 A.A.S.H.O. Specifications.

**DESIGN STRESSES :**  $f_c = 24000 \text{ psi}$ ,  $f_t = 900 \text{ psi}$  for  $\Sigma_s$ ,  $f_t = 200 \text{ psi}$  for Embedment. Class 'A' Concrete :  $f_c = 3000 \text{ psi}$ ,  $f_t = 1200 \text{ psi}$ ,  $n=10$   
Class 'AA' Concrete :  $f_c = 4000 \text{ psi}$ ,  $f_t = 1600 \text{ psi}$ ,  $n=8$

**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 edges shall be beveled  $\frac{3}{8}$ " unless otherwise noted.

**CORK JOINT FILLER, JT. SEALING COMPOUND :** The cost of these items is to be included in the unit price bid for Class 'AA' Concrete.

**STRUCTURAL STEEL :** Lump sum bid for Structural Steel shall be full payment for all structural steel, rivets, bolts, washers, steel pins, cast iron, lead plates, molten lead, floor drains, welding and welding materials, paint all labor and all materials necessary to erect the steel in accordance with plans and specs. Use A.S.T.M. A36 current.

**PAINT :** All structural steel except finished bearing surfaces in contact subject to movement shall be given one shop coat of type 1 red lead paint and two field coats of aluminum paint. Exposed surfaces of expansion dams not accessible after erection, shall be given two field coats of aluminum paint before erection. Finished bearing surfaces in contact subject to movement shall be coated in the shop with a mixture of white lead and tallow in accordance with specifications. Shop paint shall not be applied within 3" of open holes where high strength bolts are used for field connections and shall not be applied to steel surfaces in contact with concrete.

**REMOVE EXISTING STRUCTURE :** The boney bridge superstructure shall be removed and salvaged by the Department. The remaining portion of the existing structure shall be removed by the contractor in accordance with specifications. The cost of removing the existing structure shall be included in the lump sum bid for Remove Existing Structure. The existing structure shall be used as abutment structure and shall be removed after the new structure is good to traffic.

**WIND LOAD :** This structure is designed using wind loads based on a wind velocity of 84 m.p.h.

**FOUNDATION PRESSURE :** Footings are designed for maximum pressure of 11600 p.s.f. The computed maximum design axial thrust is 3621 tons per pile. The computed maximum design horizontal shear is 122 ton per pile. These maximums are for Group 1 loading with increases allowed for other loading groups. Maximum pressure of 17,300 p.s.f. for Group 3.

**PILING :** Piling shall be driven to refusal or to solid rock. Test piles shall be driven where designated on the plans to determine the lengths required. All test piles shall be accurately located so that they may be used in the finished structure.

**PILES :** The contractor shall use the following type throughout: 12.8.223 Steel Piles in accordance with Std. Dwg. P17.

**OPTIONAL TYPES OF HANDRAIL :** The contractor shall provide throughout the project at his option, either Aluminum Handrail in accordance with Std. Dwg. H112, or Galvanized Steel Handrail in accordance with Std. Dwg. H113.

**LINSEED OIL PROTECTIVE COATING, JOINT SEALING COMPOUND :** These items are to be furnished and applied in accordance with their respective special provisions.

**CORK JOINT FILLER :** Cork joint filler shall conform to ASTM Spec. D1792-60T, Type 2 and Kentucky Department of Highways, current specifications.

**PLAN ELEVATIONS FOR FOOTINGS :** When suitable rock is encountered at datum elevation higher than plan elevation, the higher elevation may be utilized as outlined in the specifications.

**CONCRETE :** Class 'A' concrete is to be used throughout except in superstructure, abutments above const. jt. at bridge seat (see plans). Class 'AA' concrete is to be used in superstructure and abutments above const. jt. at bridge seat.

**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.

STAR MILLS ROAD OVER NOLIN RIVER SHEET 2

<b>COMMONWEALTH OF KENTUCKY</b>	
DEPARTMENT OF HIGHWAYS	
FRANKFORT	
COUNTY OF	
<b>HARDIN</b>	
STAR MILLS ROAD	
ROAD	
STATION 230+38.5	PROJECT NO.
BRIDGE NUMBER	DRAWING NO. 16650

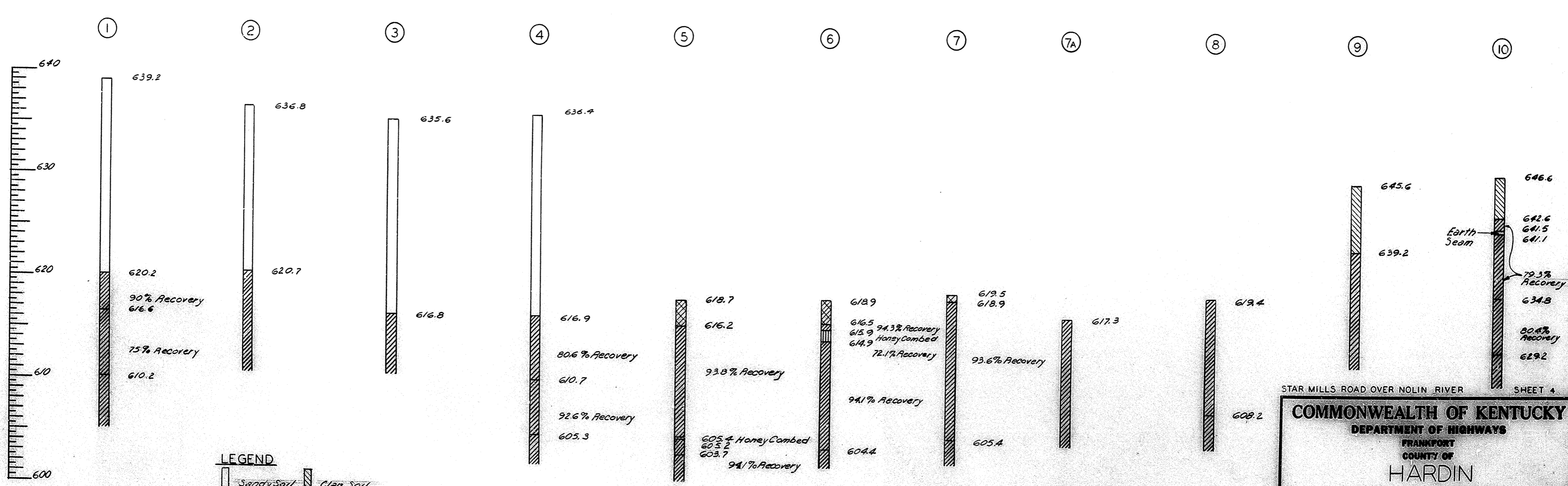
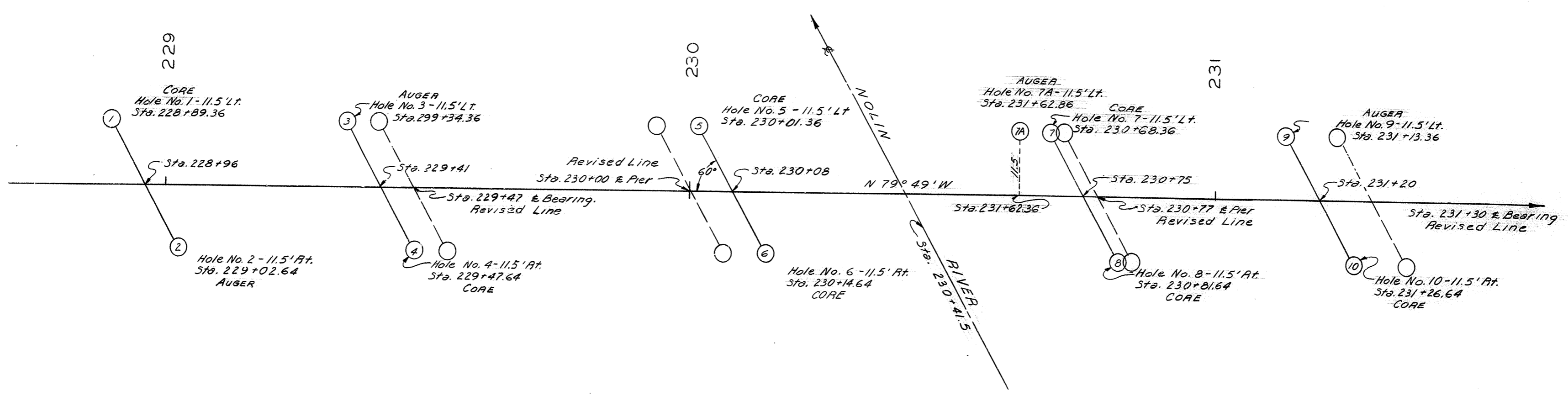
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				





# SOUNDING LAYOUT

PROJ. NO.	DATE	REV. NO.	REV. DATE	SCALE
7	KY.			



**LEGEND**

- Sandy Soil
- Limestone
- Clay Soil
- Silty Sand & Gravel

STAR MILLS ROAD OVER NOLIN RIVER SHEET 4

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS ROAD  
 ROAD

STATION 230+38.5 PROJECT NO. 16650

BRIDGE NUMBER 16650

CHECKED BY: PW DATE: 5/26/66  
 DRAWN BY: JLN DATE: 5/26/66  
 TRACED BY: JLN DATE: 5/26/66

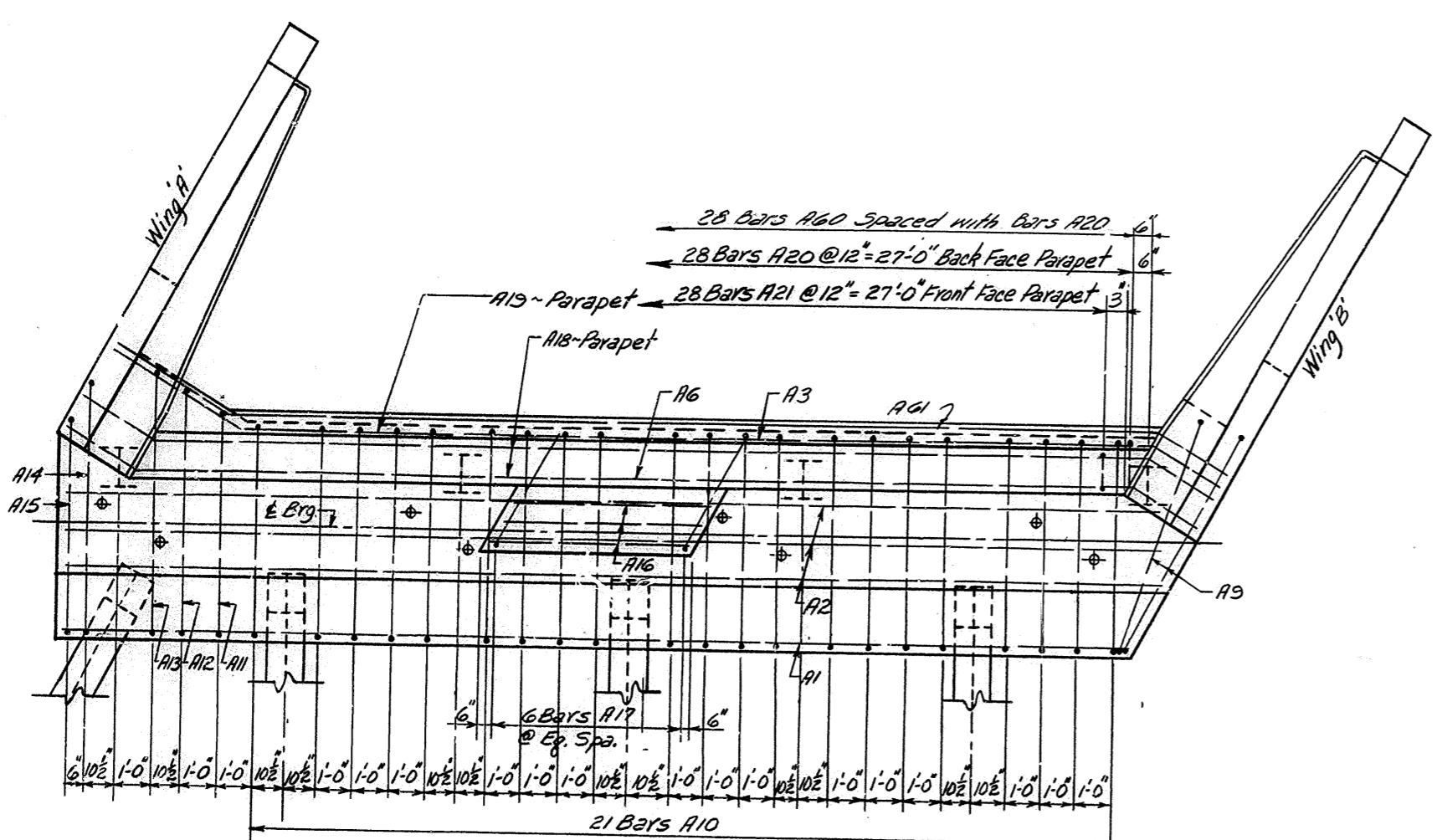
## SOUNDINGS



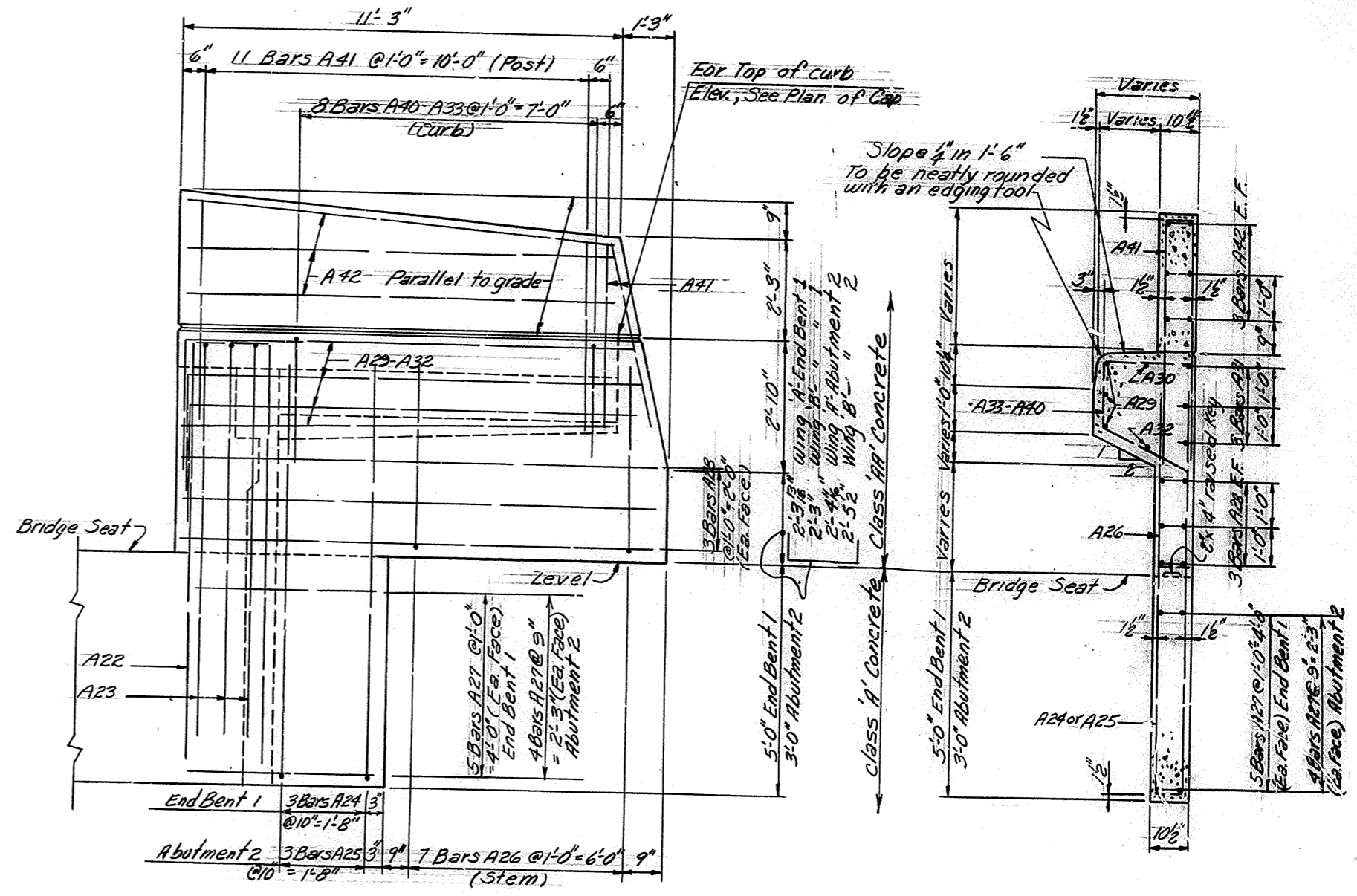




Note: Care is to be used in placing bars in the top of cap to provide clearance for anchor bolt holes. See Anchor Bolt note, sheet 9.

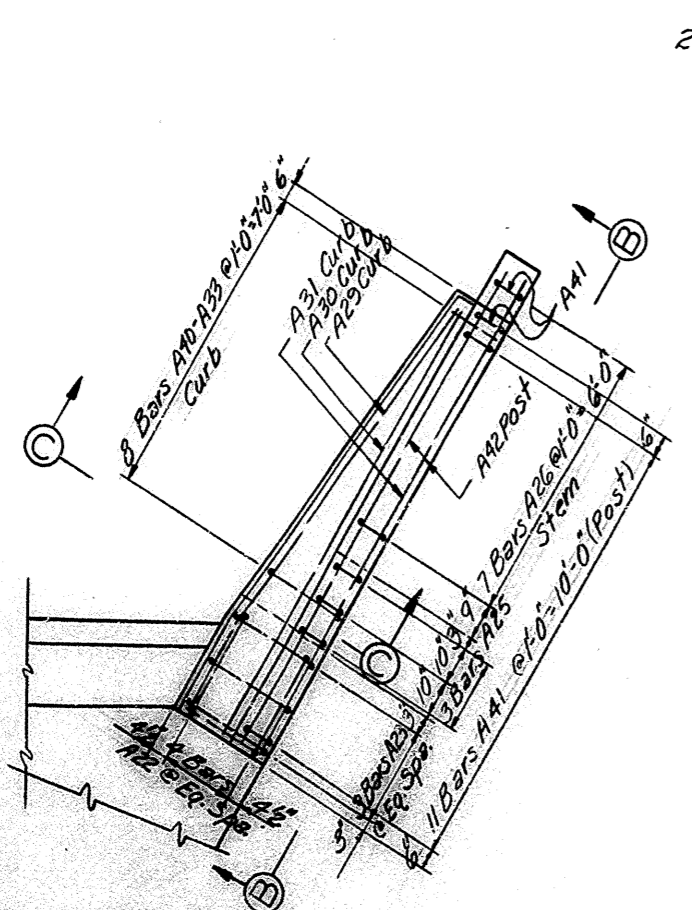


PLAN OF CAP  
(Showing Reinforcement)

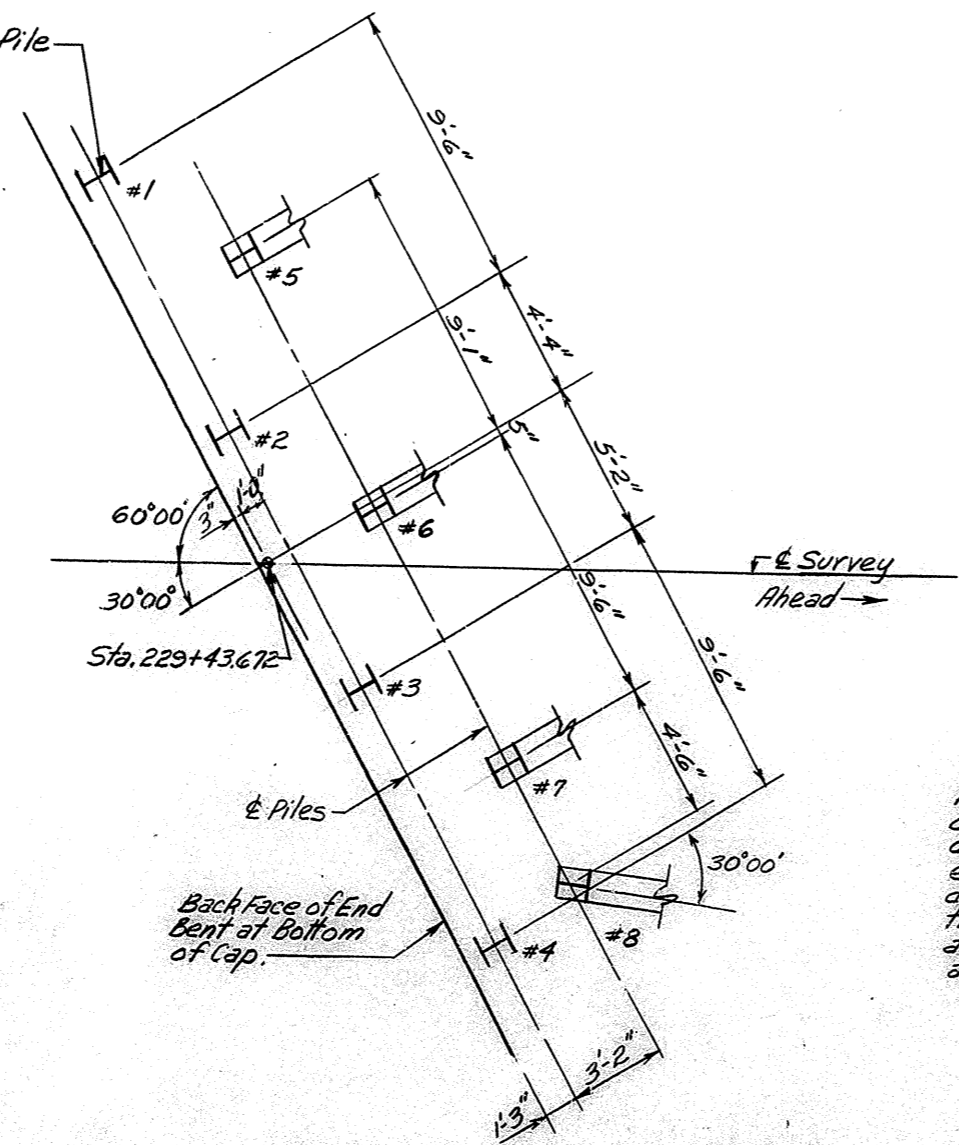


ELEVATION B-B  
(Typical Wing Reinforcement)

SECTION C-C



PLAN-WING B  
(Typical Wing Reinforcement)



PLAN OF PILES- END BENT I

PILE RECORD					
Location	Pile No.	Cutoff Elev. shown	Tip of Pile Elevation as Driven	Pile Length in place (Lin. Ft.)	Calculated Bearing Capacity (Tons)
End Bent 1	1	644.47			
"	2	"			
"	3	"			
"	4	"			
"	5	"			
"	6	"			
"	7	"			
"	8	"			

This pile record does not replace other records of piles 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, the length of pile in place, the calculated bearing capacity of each pile, and shall return one blue print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Length of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay item.  
12 BPS3 - For notes and details see std. Dwg. P17

END BENT I

DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

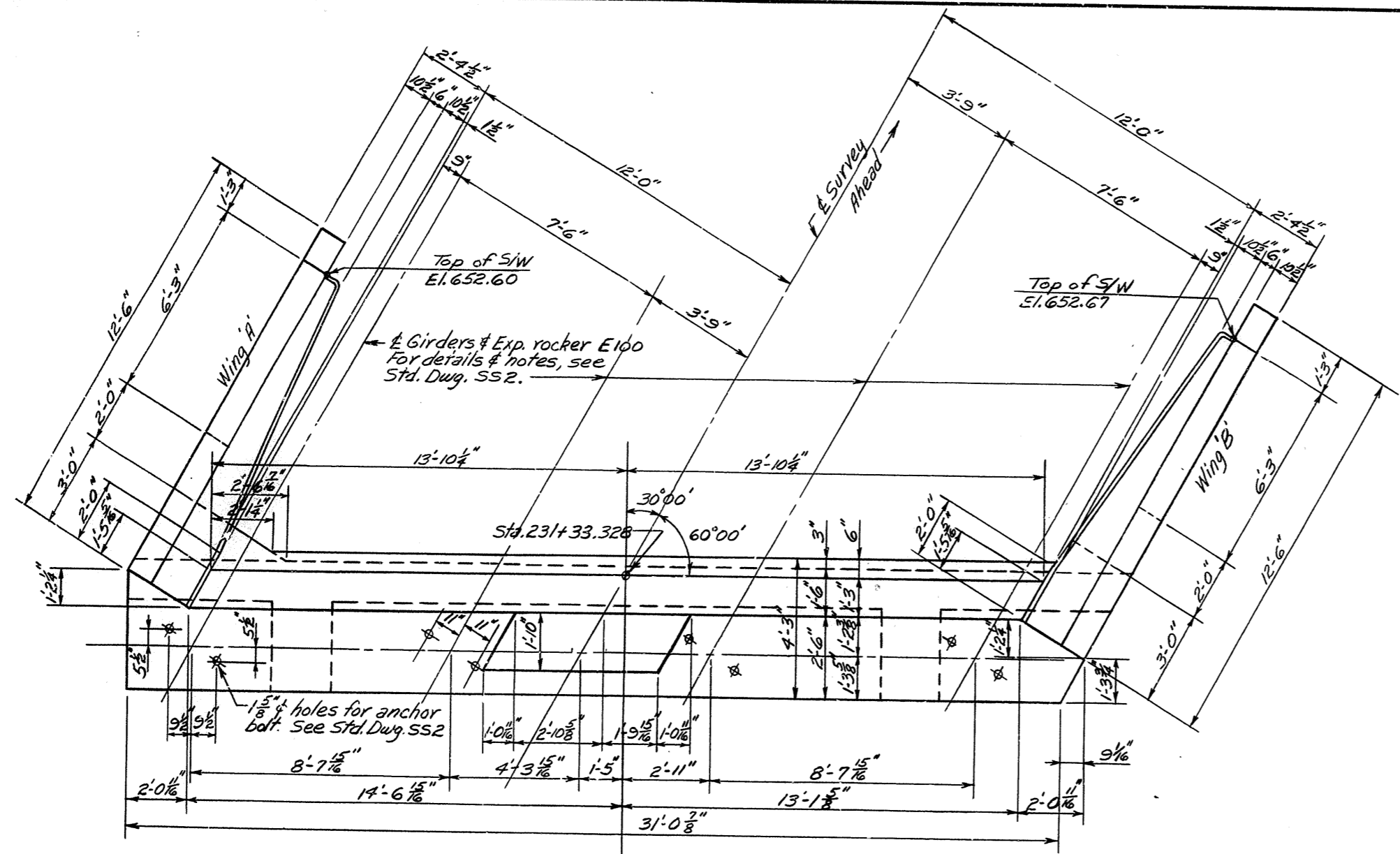
STAR MILLS RD. OVER NOLIN RIVER SHEET 6

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS  
 ROAD

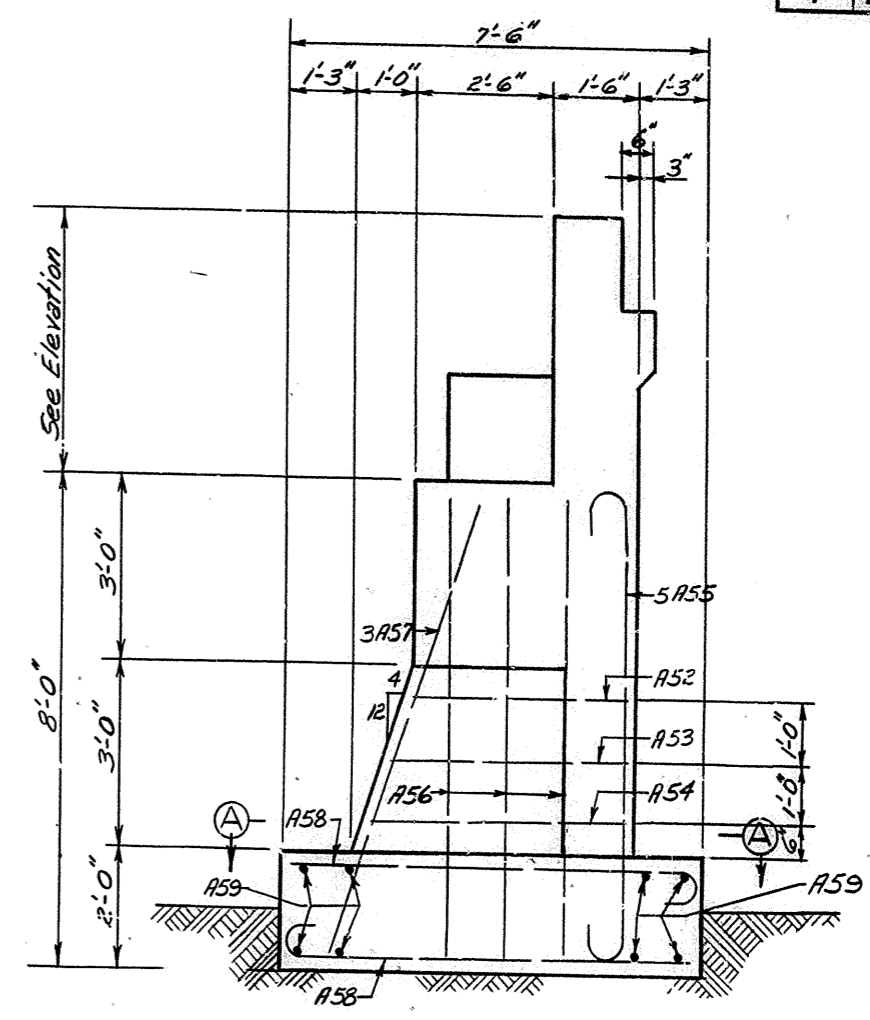
STATION 230 + 38.50 PROJECT NO. \_\_\_\_\_  
 BRIDGE NUMBER \_\_\_\_\_ DRAWING NO. 166.50



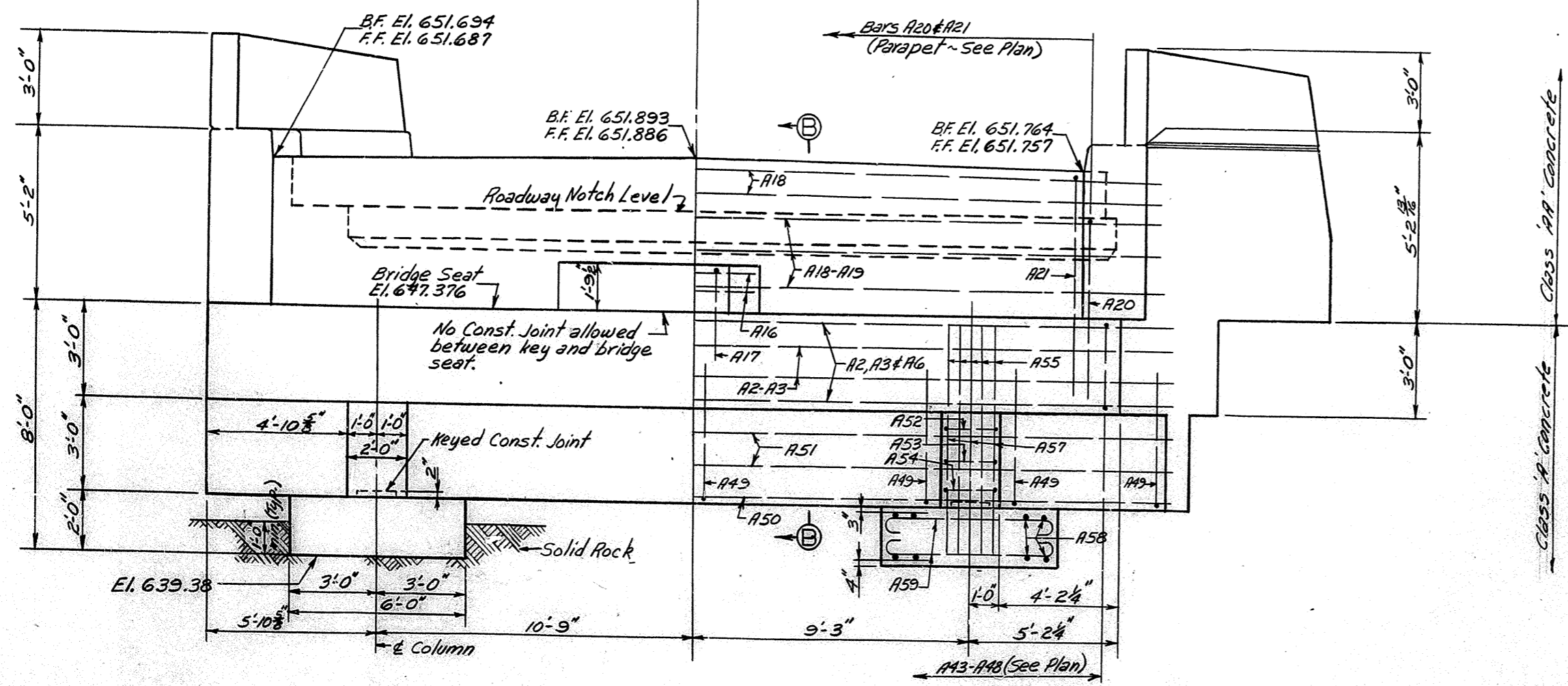
PROJ. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



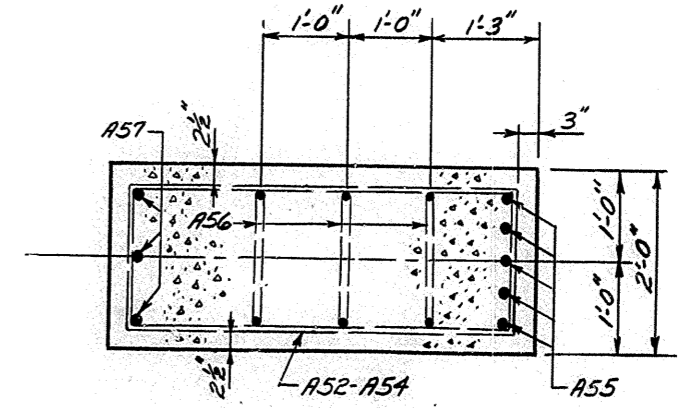
PLAN OF CAP



END ELEVATION



(Showing Dimensions) ELEVATION (Showing Reinforcement)



SECTION A-A

DRAWN BY: J.E.D. DATE: 5/14/54  
 CHECKED BY: B.E.H. DATE: 5/14/54  
 APPROVED BY: J.E.D. DATE: 5/14/54

ABUTMENT 2

STAR MILLS ROAD OVER NOLIN RIVER SHEET 7

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS ROAD  
 ROAD

STATION 230+38.50 PROJECT NO. 16650

BRIDGE NUMBER	DRAWING NO.	DATE
	16650	

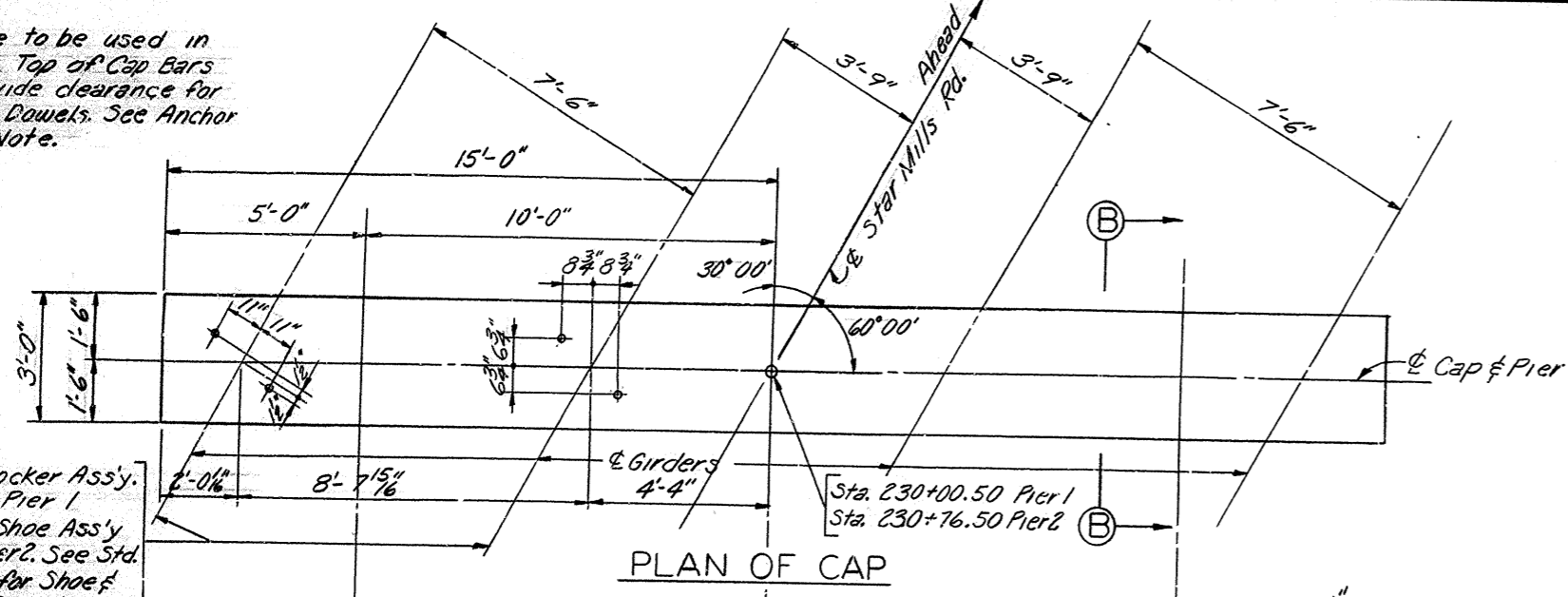




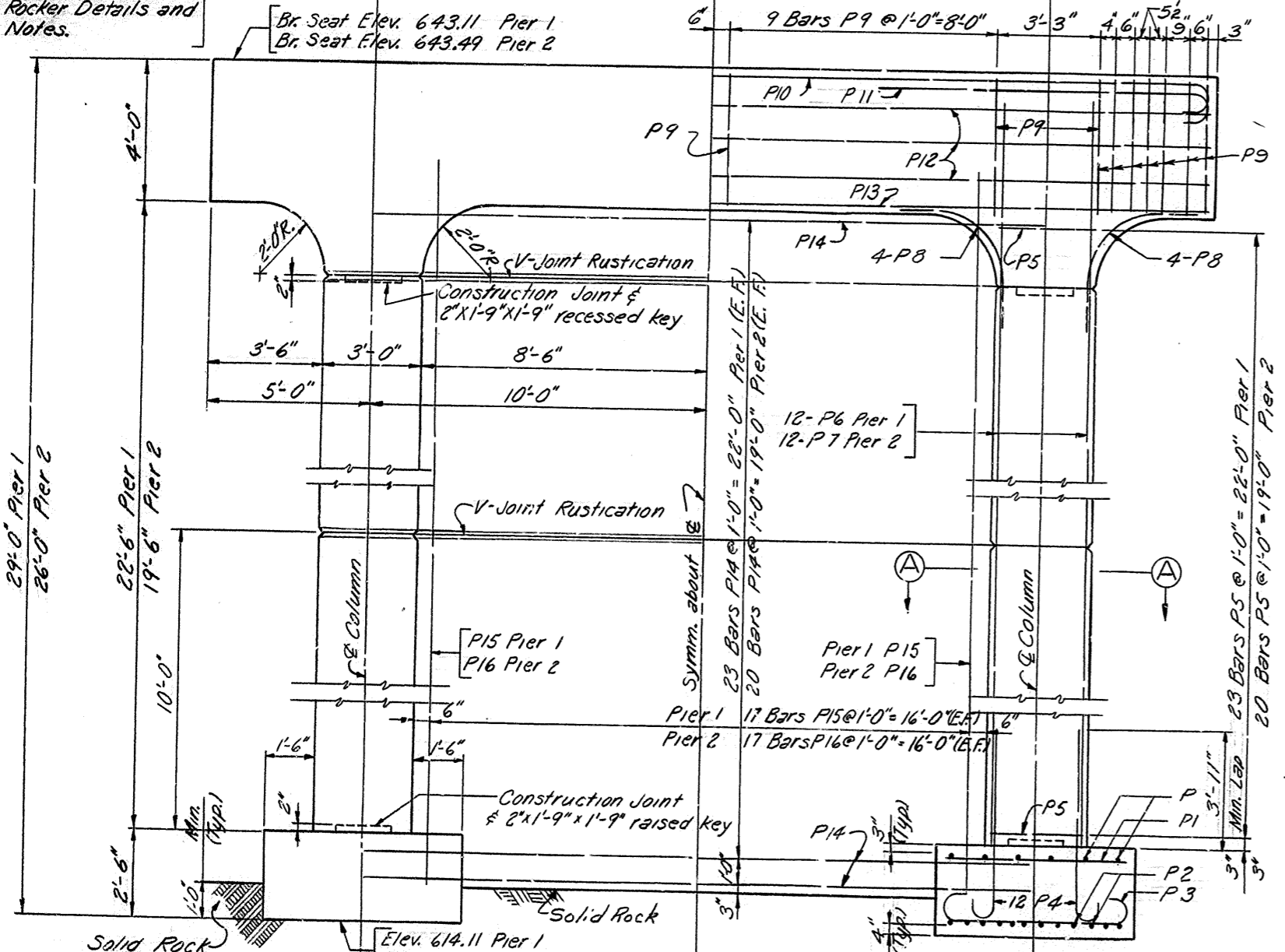


Note:  
Care to be used in placing Top of Cap Bars to provide clearance for Anchor Dowels. See Anchor Bolt Note.

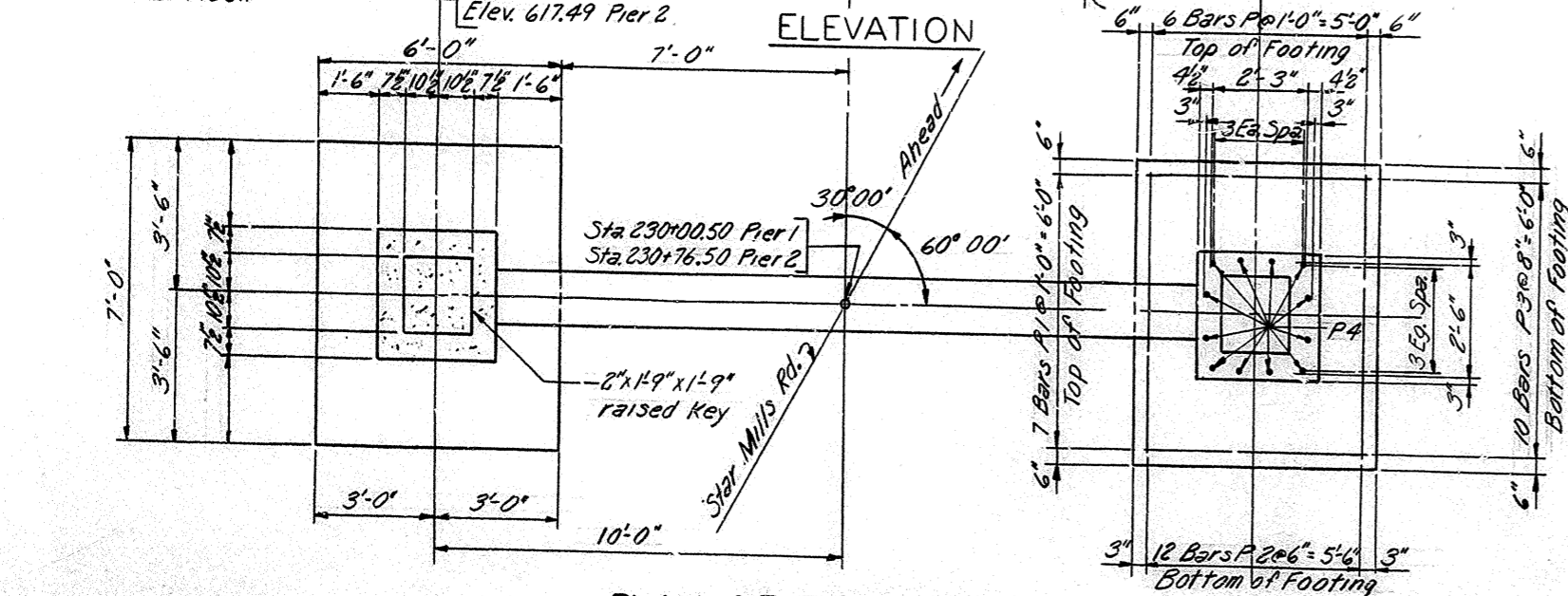
Exp. Rocker Assy. E-200 Pier 1  
Fixed Shoe Assy. F-200 Pier 2. See Std. Dwg. SS2 for Shoe & Rocker Details and Notes.



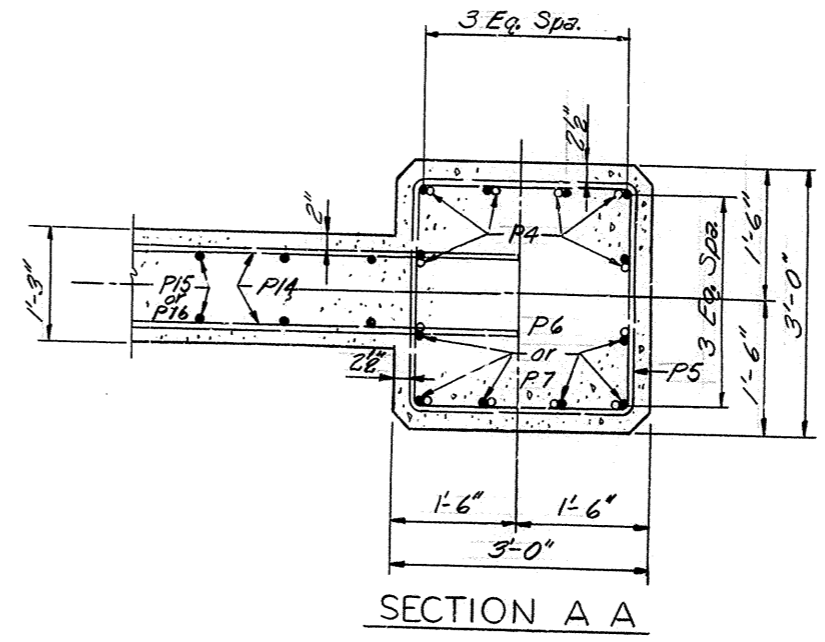
PLAN OF CAP



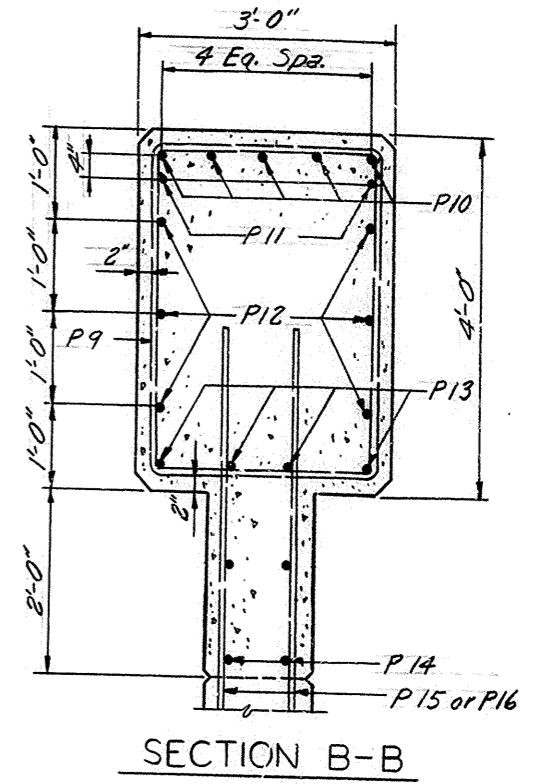
ELEVATION



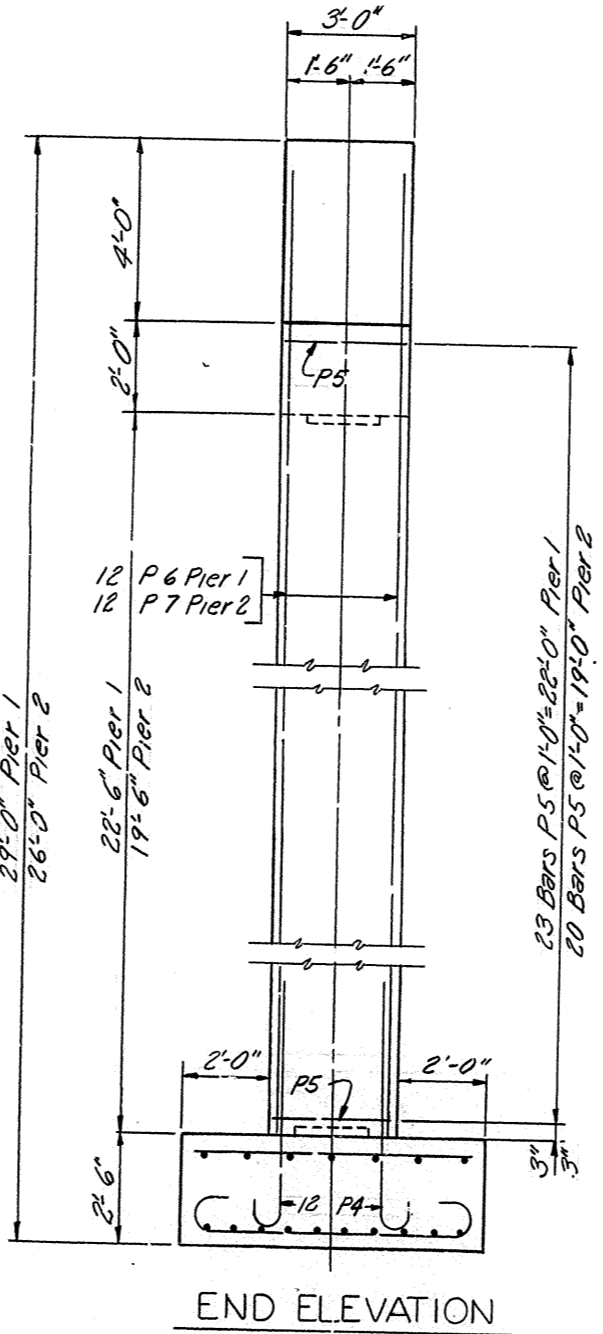
PLAN OF FOOTINGS



SECTION A A



SECTION B-B



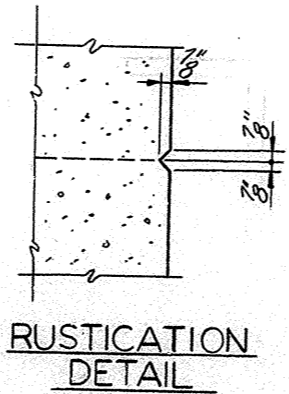
END ELEVATION

**ANCHOR BOLT NOTE-**

Holes of depth and dimensions shown (See Std. Dwg. SS2) shall be drilled for Anchor Bolts or Dowels by the Superstructure Contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and anchor bolts 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, furnishing lead, and filling holes with molten lead shall be incidental to and included in the lump sum bid for Structural Steel.

**ESTIMATE OF QUANTITIES**

ITEM	PIER 1	PIER 2	
Concrete, Class "A"	55.1	50.7	Cu. Yds.
Reinforcement	6698	6275	Lbs.



RUSTICATION DETAIL

**PIERS**

STAR MILLS RD. OVER NOLIN RIVER SHEET 9

**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**HARDIN**  
STAR MILLS  
ROAD

STATION 230+38.50 PROJECT NO. \_\_\_\_\_  
BRIDGE NUMBER \_\_\_\_\_ DRAWING NO. 16650 INDEX \_\_\_\_\_

DESIGNED BY: T.B. CHECKED BY: T.B. DATE: 1/20/54  
 DRAWN BY: T.B. CHECKED BY: T.B. DATE: 1/20/54

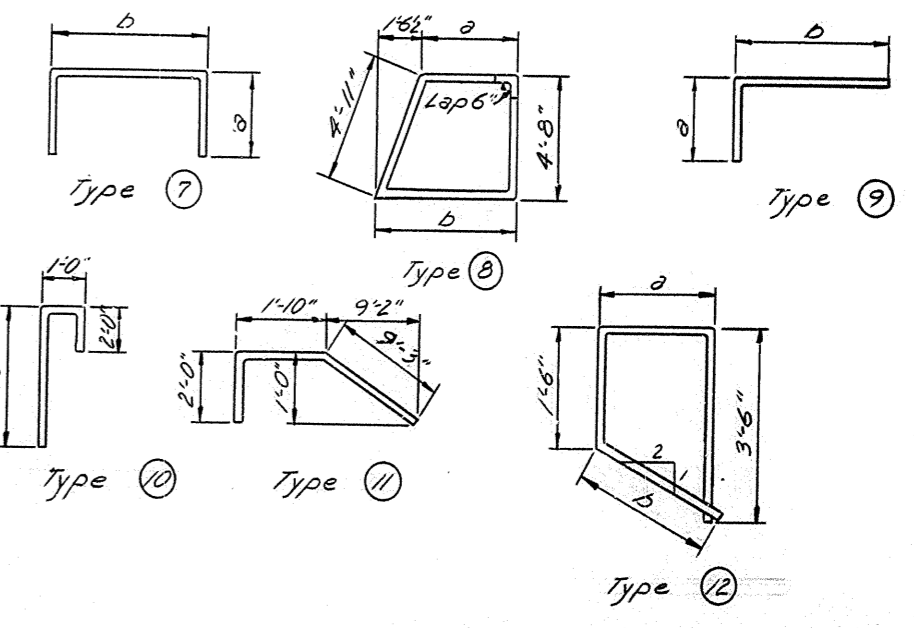
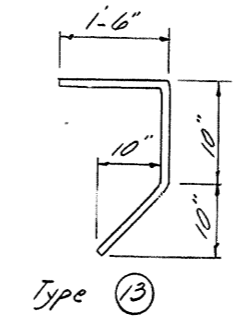
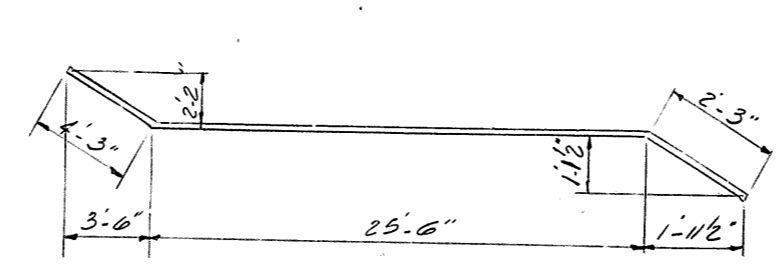
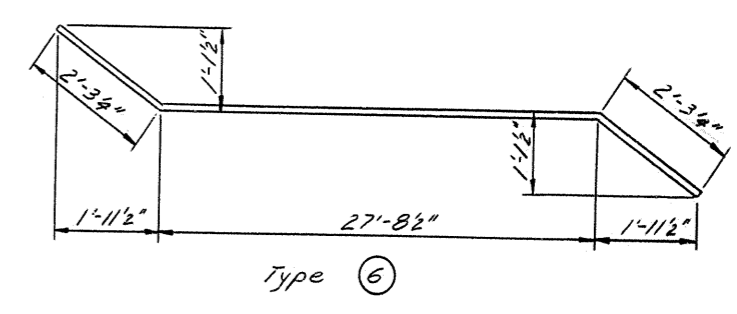
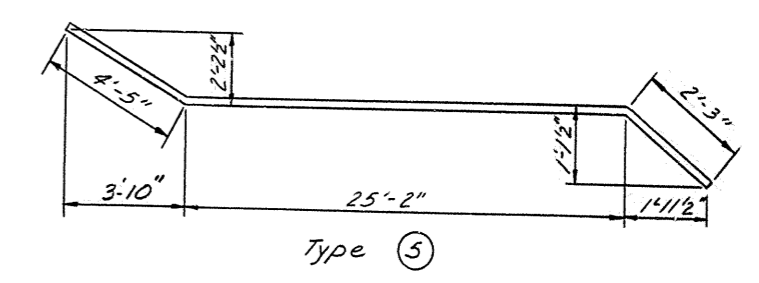
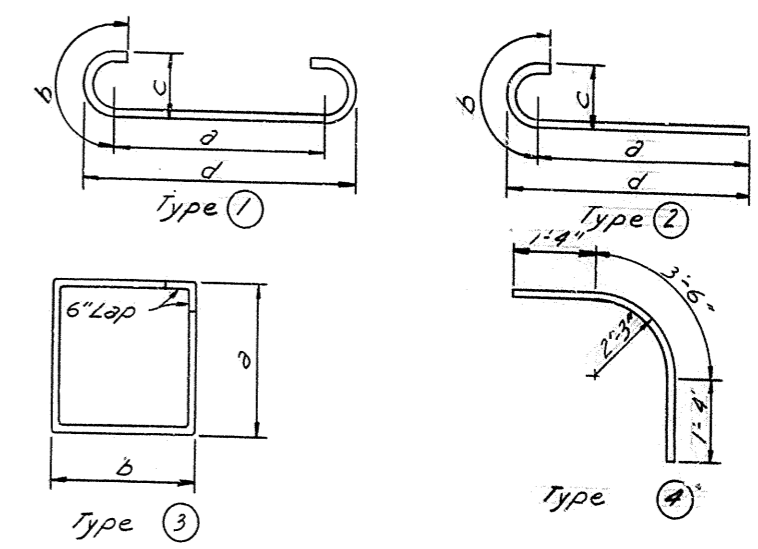


BILL OF REINFORCEMENT

Mark	Type	Number		Bar Size	Length		Location	a		b		c		d	
		End Bent	Abut. 2		Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
A1	Str.	1		10	29	9	Cap								
A2	Str.	7		10	30	11	"								
A3	Str.	2		10	31	10	"								
A4	Str.	3		6	30	0	"								
A5	Str.	3		6	31	10	"								
A6	Str.	2		10	32	3	"								
A7	Str.	14		6	5	3	"								
A8	Str.	14		6	5	8	"	0	6	4	6				
A9	Str.	2		6	21	10	"	0	6	4	10 1/2				
A10	Str.	21		5	19	5	"	4	11 1/2	6	6				
A11	Str.	1		5	20	4	"	4	9	5	3 1/2				
A12	Str.	1		5	21	8	"	4	2 1/2	5	9				
A13	Str.	1		5	22	6	"	4	10 1/2	6	5				
A14	Str.	1		6	21	10	"	5	3 1/2	6	10				
A15	Str.	1		6	20	2	"	4	11 1/2	6	6				
A16	Str.	4		5	5	6	Key	4	1 1/2	5	8				
A17	Str.	6		5	6	11	"	3	6	3	6				
A18	Str.	7		5	32	3	Parapet								
A19	Str.	3		5	31	10	"								
A20	Str.	28		7	6	9	"	5	8	1	3				
A21	Str.	28		6	9	8	"								
A22	Str.	8		9	17	11	" @ Wings	7	9	2	8				
A23	Str.	6		7	17	1	" " "	7	8	2	0				
A24	Str.	6		6	20	3	Wing Stem	9	11	0	7 1/2				
A25	Str.	6		6	16	3	"	7	11	0	7 1/2				
A26	Str.	14		6	10	3	"	4	11	0	7 1/2				
A27	Str.	20		6	4	8	"								
A28	Str.	12		6	12	2	"								
A29	Str.	6		10	12	10	" Curbs								
A30	Str.	2		10	13	8	"	3	0	10	10				
A31	Str.	6		10	14	3	"	3	0	11	5				
A32	Str.	2		8	10	10	"								
A33	Str.	2		5	6	11	"	1	0	1	12				
A34	Str.	2		5	7	2	"	1	12	1	3				
A35	Str.	2		5	7	4	"	1	22	1	44				
A36	Str.	2		5	7	8	"	1	4	1	6				
A37	Str.	2		5	7	10	"	1	5	1	7				
A38	Str.	2		5	8	1	"	1	6 1/2	1	8 1/2				
A39	Str.	2		5	8	4	"	1	8	1	10 1/2				
A40	Str.	2		5	8	6	"	1	9	1	11 1/2				
A41	Str.	26		6	11	1	Posts	5	4	0	7 1/2				
A42	Str.	12		5	11	1	"								
A43	Str.	2		5	14	9	Cap	2	8	4	4				
A44	Str.	26		5	13	5	"	2	8	3	8				
A45	Str.	2		5	14	5	"	2	8	4	2				
A46	Str.	1		5	15	7	"	2	8	4	9				
A47	Str.	1		5	16	9	"	2	8	5	4				
A48	Str.	1		5	17	11	"	2	8	5	11				
A49	Str.	29		5	9	6	Apron	4	4	1	0				
A50	Str.	2		8	32	6	"								
A51	Str.	4		6	32	6	"								
A52	Str.	2		5	11	7	Column Hoops	1	7	3	8 1/2				
A53	Str.	2		5	12	0	"	1	7	4	0 1/2				
A54	Str.	2		5	12	8	"	1	7	4	4 1/2				
A55	Str.	10		7	8	11	" Dowels	6	7	1	2	0	7	7	2
A56	Str.	6		5	15	9	"	7	2	1	7				
A57	Str.	6		6	9	6	"								
A58	Str.	36		5	7	9	Footing	6	11	0	10	0	5	7	1 1/2
A59	Str.	34		5	6	11	"	5	3	0	10	0	5	5	8
A60	Str.	28		5	3	10	Roadway Notch								
A61	Str.	1		5	32	0	"								

Mark	Type	Number		Bar Size	Length		Location	a		b		c		d	
		Pier 1	Pier 2		Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.		
P	Str.	12	12	5	6	8	Top of Footing								
P1	Str.	14	14	5	5	8	" " "								
P2	Str.	24	24	6	8	2	Bot. " "	6	2	1	0	0	6	6	8
P3	Str.	20	20	6	7	2	" " "	5	2	1	0	0	6	5	8
P4	Str.	24	24	7	6	11	Column Slice	5	9	1	2	0	7	6	1 1/2
P5	Str.	46	40	4	11	1	" Stirrup	2	7	2	7				
P6	Str.	24		7	26	0	"								
P7	Str.	24		7	23	0	"								
P8	Str.	16	16	6	6	2	" Fillets								
P9	Str.	32	32	5	13	5	Cap Stirrups	3	8	2	8				
P10	Str.	5	5	10	32	3	"	20	7	1	10	1	0 1/2	29	7 1/2
P11	Str.	4	4	10	12	4	"	10	6	1	10	1	0 1/2	11	0 1/4
P12	Str.	6	6	6	29	8	"								
P13	Str.	4	4	9	29	8	"								
P14	Str.	48	42	5	20	0	Web Horizontal								
P15	Str.	34		5	25	2	" Vert.								
P16	Str.		34	5	22	2	" " "								

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 DATE: 7-6  
 TRACED BY: [Signature]  
 DATE:

SUBSTRUCTURE

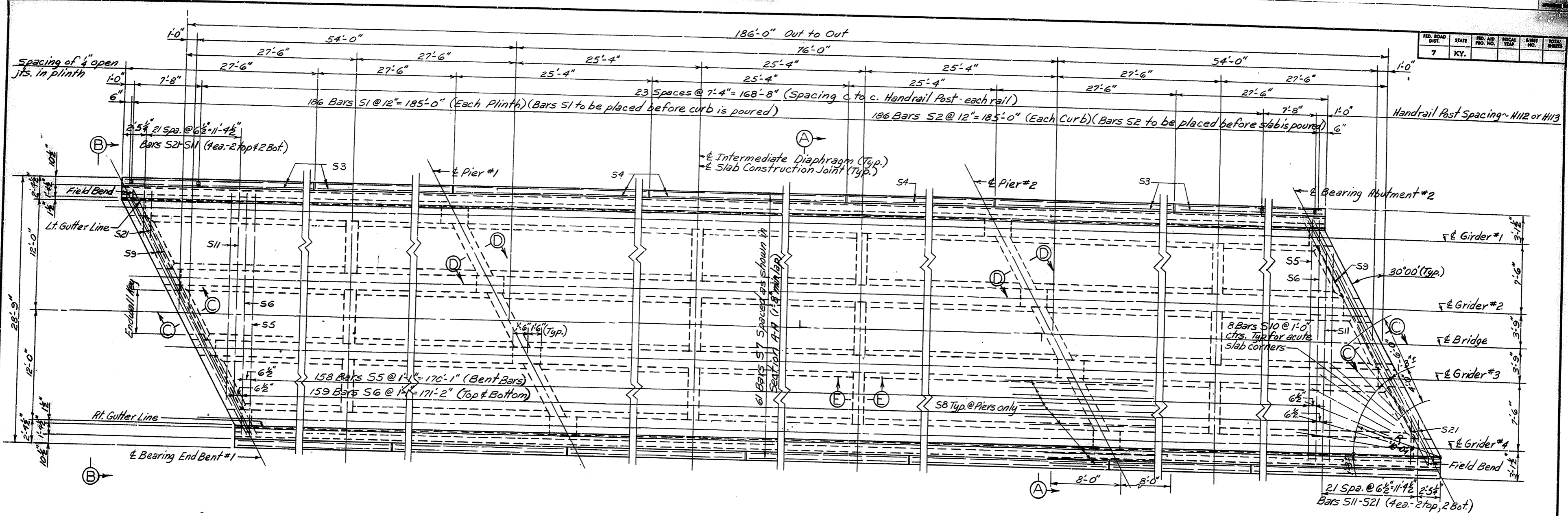
STAR MILLS ROAD OVER NOLIN RIVER SHEET 10

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 HARDIN  
 STAR MILLS ROAD  
 ROAD

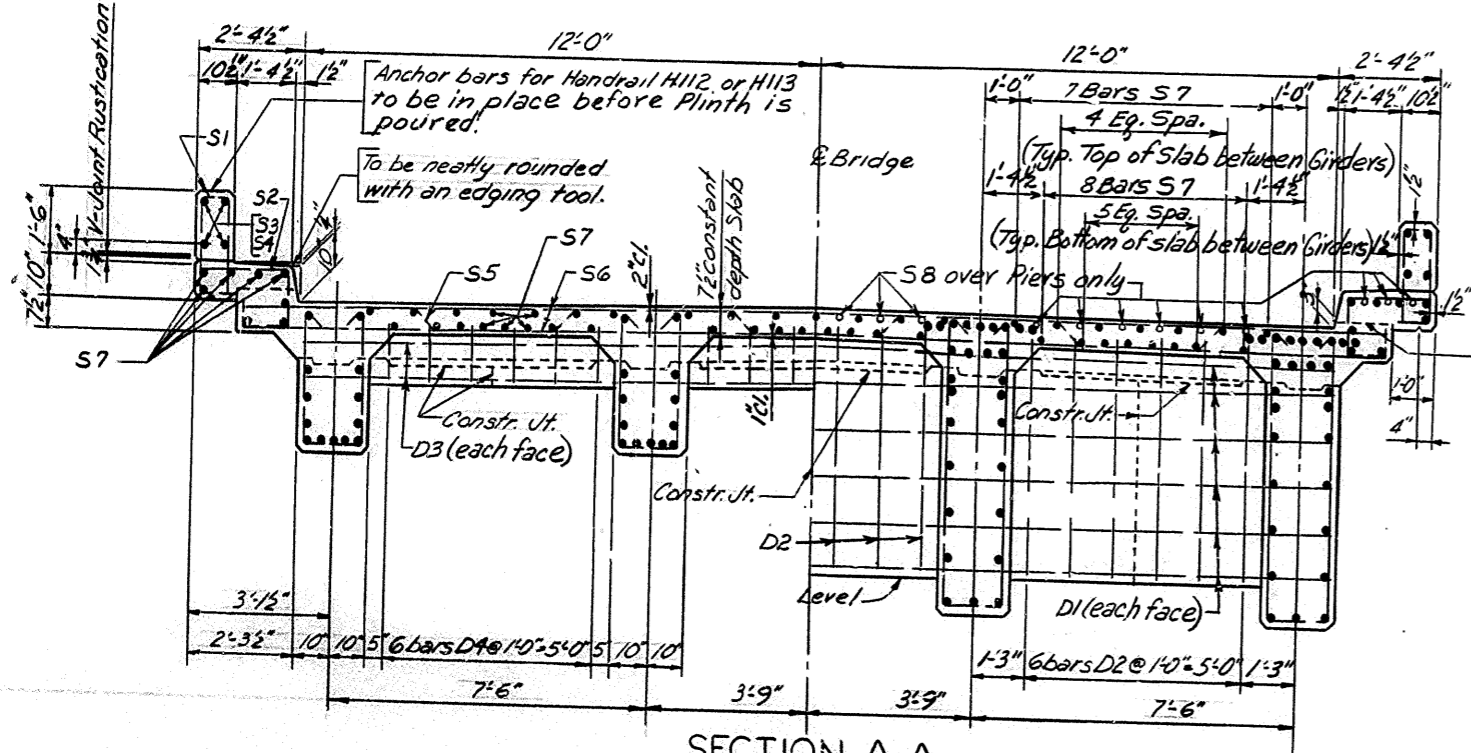
STATION 230+38.5 PROJECT NO.  
 BRIDGE NUMBER DRAWING NO. 16650 BOOK



FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

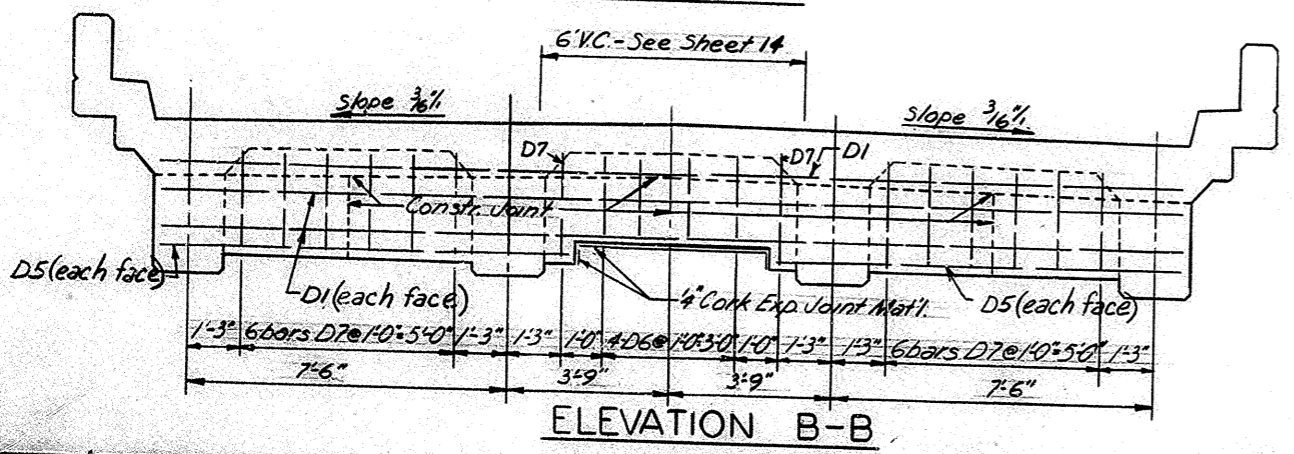


PART PLAN

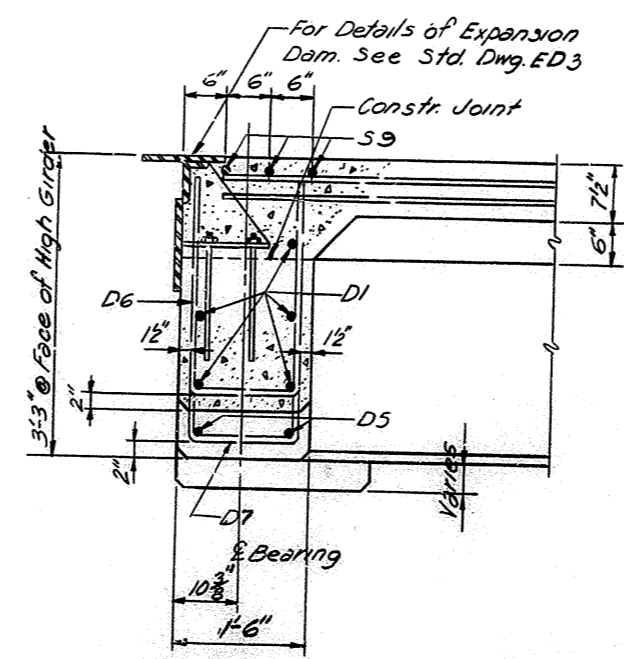


SECTION A-A

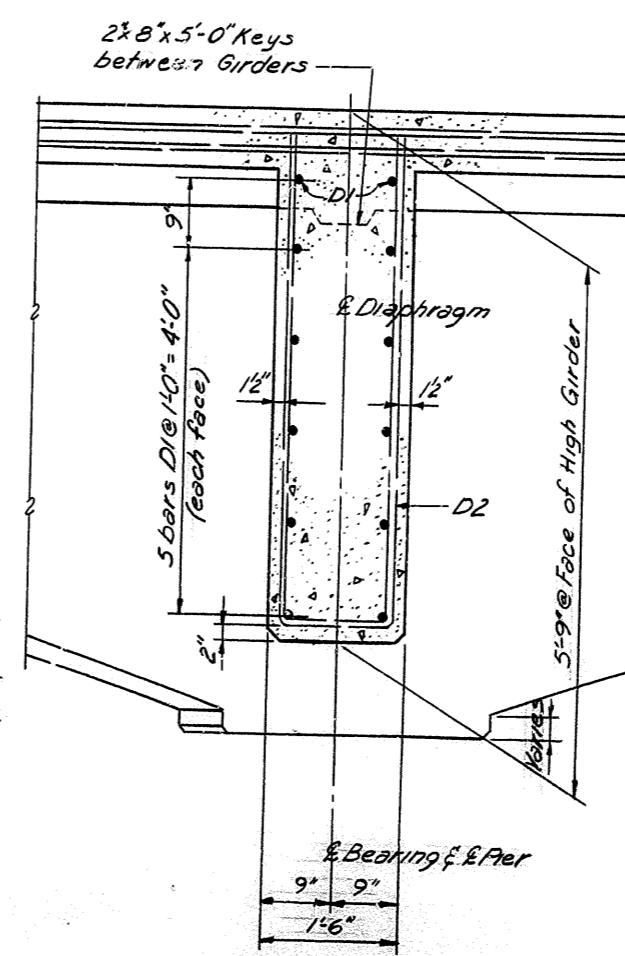
This constr. joint is mandatory. Concrete above the construction joint shall not be placed until after the deck concrete has properly cured.



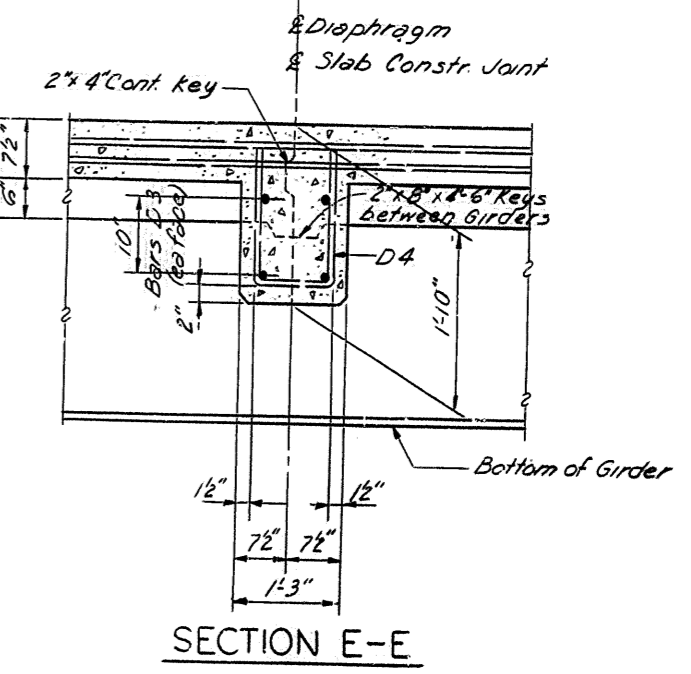
ELEVATION B-B



SECTION C-C



SECTION D-D



SECTION E-E

SUPERSTRUCTURE

DESIGNED BY: J.P.C. CHECKED BY: P.W. DATE: 11/26/66  
 DRAWN BY: J.W.B. CHECKED BY: J.P.C. DATE: 11/26/66  
 INCHES BY: 1/8" = 1'-0"

STAR MILLS ROAD OVER NOLIN RIVER SHEET 11

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS ROAD  
 ROAD

STATION 230+38.5 PROJECT NO. 16650

BRIDGE NUMBER DRAWING NO. 16650





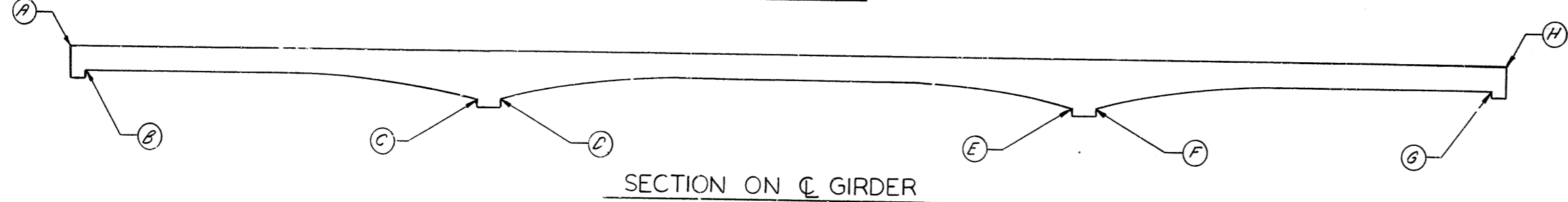
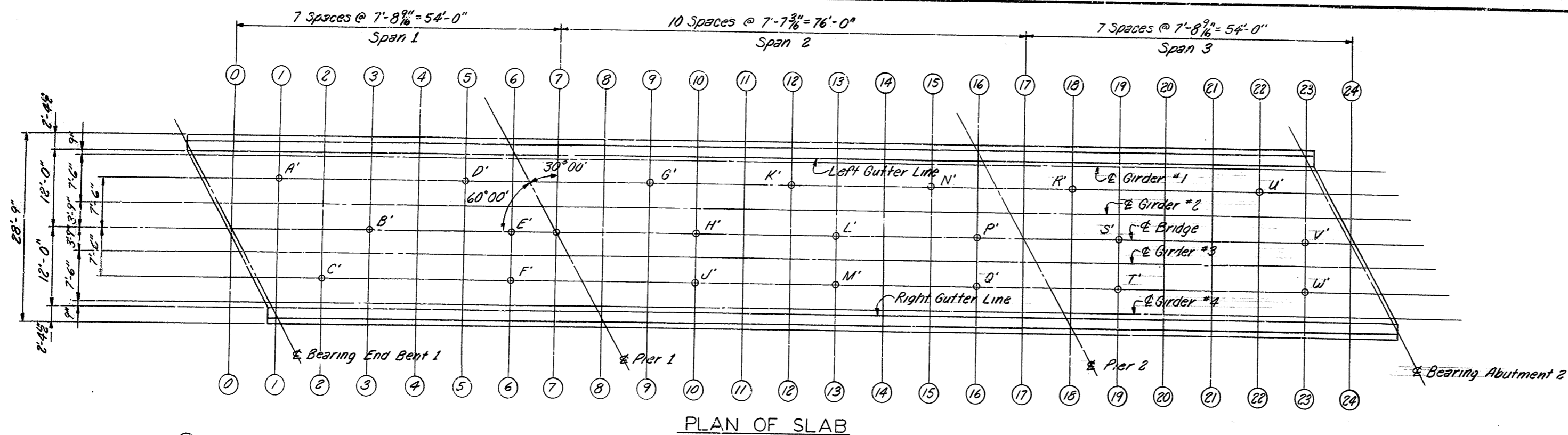






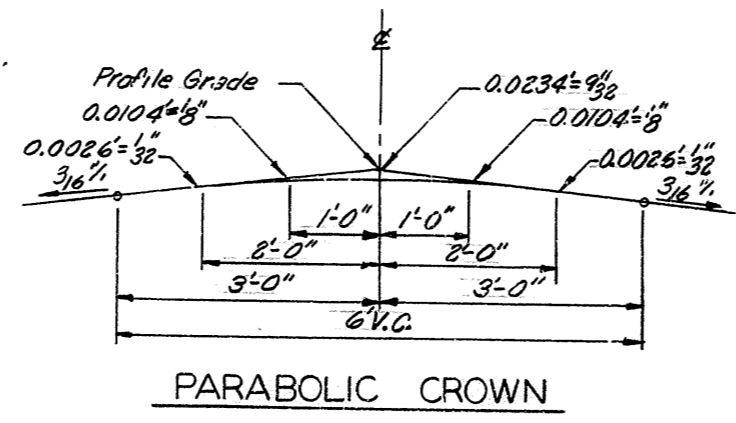
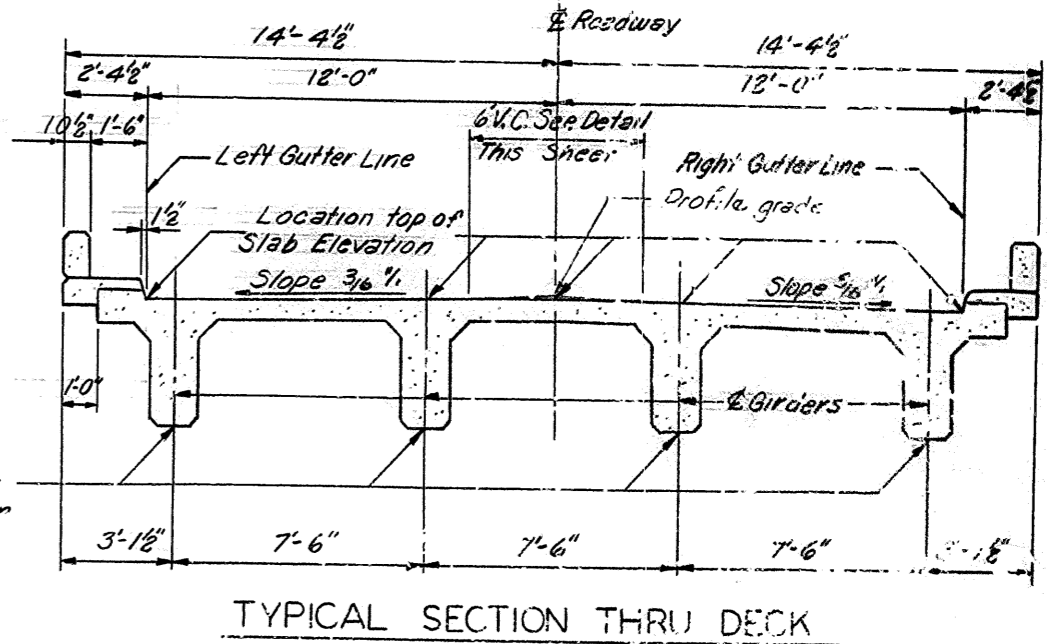
TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

Point	Top of Slab Elev.	Bottom of Slab Elev.	Computed Slab Thickness
A'	650.925		
B'	651.105		
C'	650.960		
D'	651.055		
E'	651.192		
F'	651.296		
G'	651.282		
H'	651.388		
J'	651.276		
X'	651.385		
Z'	651.519		
M'	651.424		
N'	651.448		
P'	651.529		
R'	651.547		
S'	651.694		
T'	651.589		
U'	651.122		
V'	651.861		
W'	651.768		



Section	TABLE OF ELEVATIONS								
	L.G.L. Top of Slab	Girder #1 Bot. of Girder	Girder #2		Bridge	Girder #3		Girder #4 Bot. of Girder	R.B.L. Top of Slab
A	650.755								650.825
B		647.530		647.669			647.691	647.595	
C		644.537		644.675			644.697	644.602	
D		.552		644.690			644.712	.617	
E		.917		645.055			645.077	.982	
F		644.932		645.070			645.092	644.997	
G		648.438		648.577			648.599	648.503	
H	651.685								651.755
0-0	650.812	647.573	650.930	647.680	650.959				
1-1	.864	.625	650.987	.737	651.018	650.977	647.727	647.598	650.834
2-2	.902	.665	651.033	.783	.067	651.029	.779	.656	.892
3-3	.933	.696	.068	.818	.105	.071	.821	.704	.942
4-4	.958	647.434	.095	.816	.134	.103	.853	.740	650.979
5-5	650.989	646.360	.122	647.206	.160	.128	647.673	.760	651.007
6-6	651.026		.155	645.764	.192	.158	646.698	647.252	.034
7-7	.072	645.918	.195	644.893	.229	.193	644.891	645.912	.065
8-8	.125	647.328	.244	646.763	.275	.237	645.818		.103
9-9	.184	647.932	.300	647.827	.329	.289	647.341	646.476	.151
10-10	.239	648.001	.359	648.109	.388	.347	648.058	647.654	.205
11-11	.285	.046	.411	.161	.443	.403	.153	648.027	.264
12-12	.318	.082	.452	.202	.487	.452	.202	.082	.318
13-13	.340	648.103	.429	.229	.519	.487	.237	.123	.361
14-14	.357	647.816	.499	648.210	.540	.511	.261	.153	.391
15-15	.379	646.704	.517	647.569	.557	.528	648.055	648.160	.412
16-16	.407		.541	646.122	.579	.548	647.067	647.632	.429
17-17	.445	646.292	.573	645.271	.609	.575	645.293	646.298	.483
18-18	.491	647.709	.615	647.155	.649	.612	646.221		.523
19-19	.541	648.294	.662	648.207	.694	.656	647.740	646.894	.570
20-20	.591	.352	.715	.485	.746	.707	648.428	648.046	.621
21-21	.630	.392	.759	.509	.793	.756	.506	.384	.668
22-22	.659	.442	.796	.545	.833	.799	.549	.431	.707
23-23	651.677	648.441	651.820	648.570	.861	.830	.580	.468	.732
24-24					651.879	651.850	648.600	648.493	651.732

NOTE: Elevations on this sheet include construction Camber and are to be maintained with falsework in place. After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations at the slab thickness check points and enter them in the table in the space provided. The slab thickness shall then be computed. If the computed thickness varies more than 1/4" from the plan thickness, allowing 1/360 of the slab span for the deflection of the form work, the form shall be adjusted until the computed slab thickness is within the tolerance allowed.



STAR MILLS ROAD OVER NOLIN RIVER SHEET 15

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**HARDIN**  
 STAR MILLS ROAD  
 ROAD

STATION PROJECT NO.  
 BRIDGE NUMBER PROJECT NO.  
 NUMBER NUMBER

ELEVATIONS