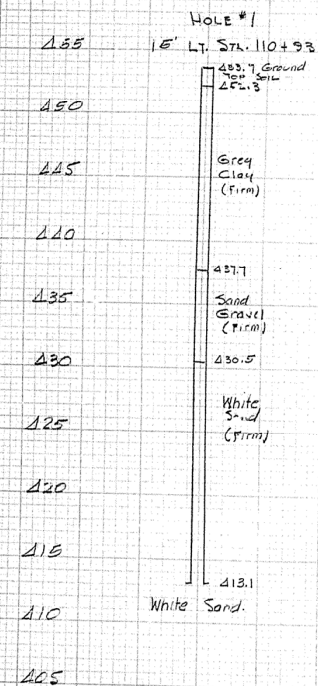
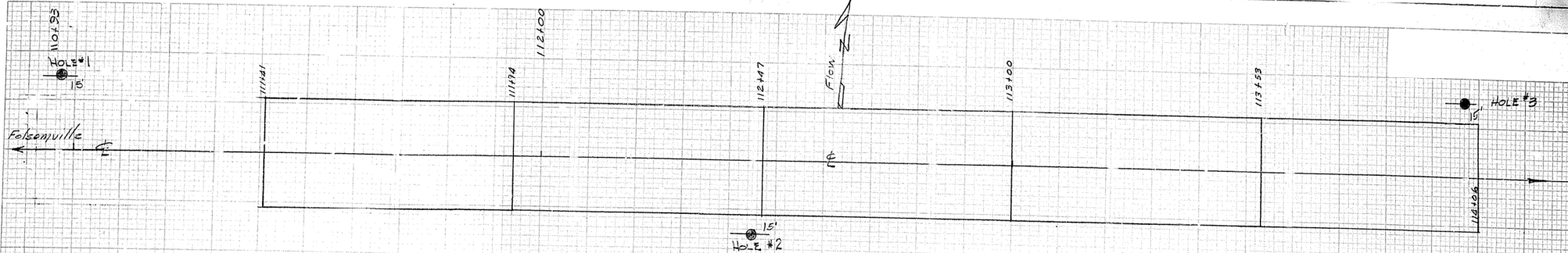


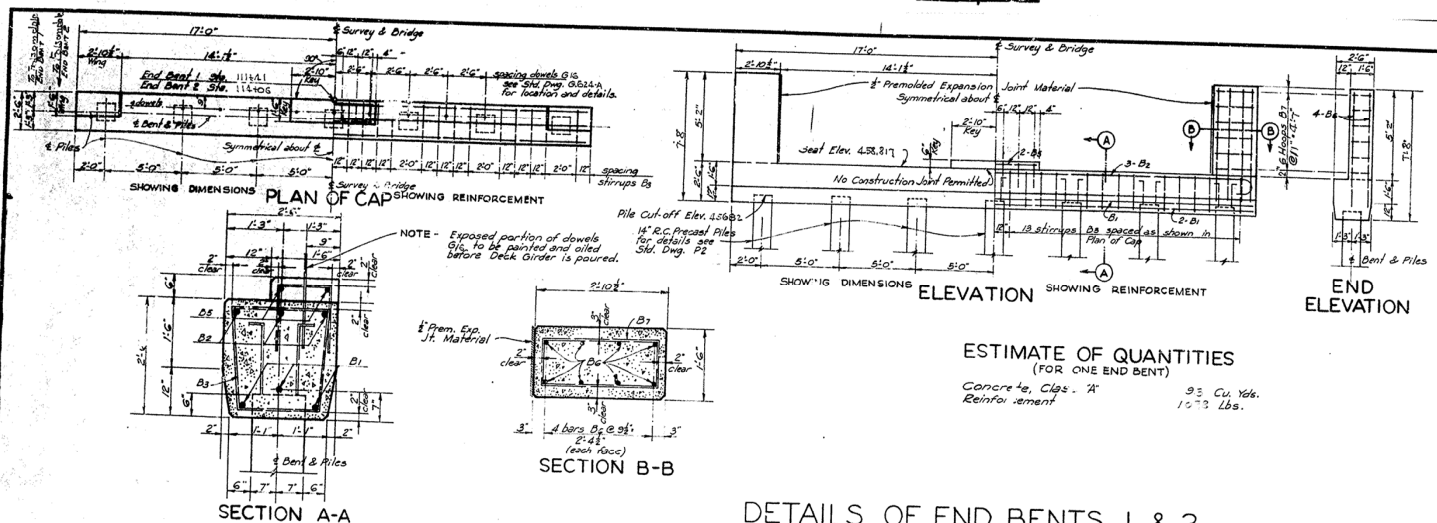
Note: Proposed Bridge Was  
channeled after soundings  
were made.

SOUNDINGS FOR BRIDGE OVER  
MAYFIELD CREEK AT BOAT.  
BRIDGE STA. 112+23.5  
5-50' SPANS.

SHEET 2

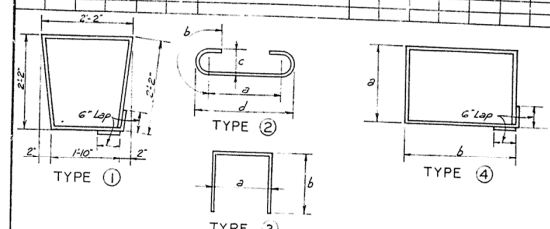
|                                                 |      |         |          |
|-------------------------------------------------|------|---------|----------|
| KENTUCKY<br>DEPARTMENT OF HIGHWAYS<br>COUNTY OF |      |         |          |
| GRAVES                                          |      |         |          |
| FOLDSOMDALE-SYMONS                              |      |         |          |
| STATE PROJECT                                   | ROAD | SECTION | DATE     |
| No. S.P. 42-238-L3                              |      |         | 10-11-58 |
| PRINTED                                         |      |         | 1285     |

PLATE 3 CROSS SECTION 0.00 2.00 4.00 6.00 STANDARD  
BY KENTUCKY DEPARTMENT OF HIGHWAYS  
EUGENE DITZEN CO.

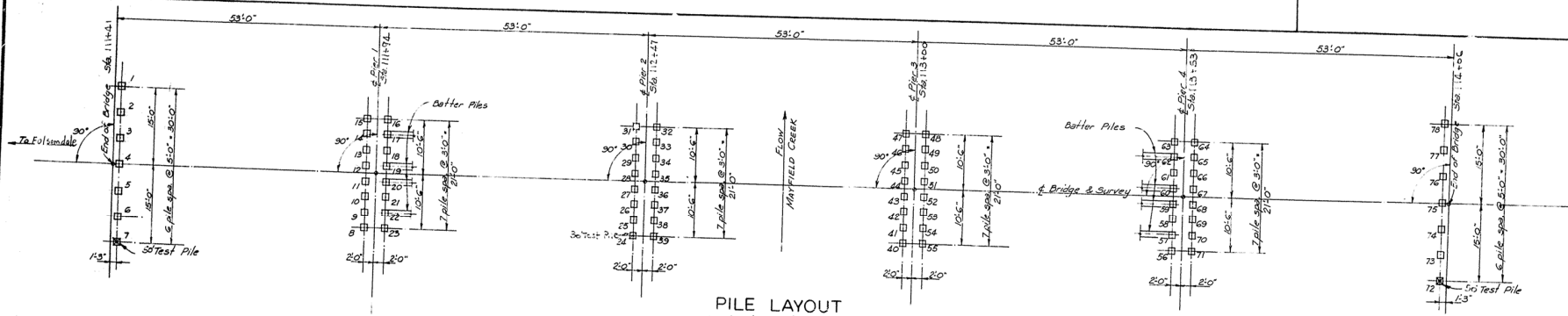


ESTIMATE OF QUANTITIES  
(FOR ONE END BENT)  
Concrete, Cips. 74 93 Cu. Yds.  
Reinforcement 1573 Lbs.

| BILL OF REINFORCEMENT (FOR ONE END BENT) |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|------------------------------------------|------|----|----------|--------|-----|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|---|
| MARK                                     | TYPE | No | ONE SIZE | LENGTH |     | LOCATION       |     |     |     | a   |     | b   |     | c   |     | d  |   |
|                                          |      |    |          | FT.    | IN. | FT.            | IN. | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |    |   |
| B1                                       | Stc  | 3  | 8        | 33     | 0   | Bottom of Cap  |     |     |     |     |     |     |     |     |     |    |   |
| B2                                       | (2)  | 3  | 8        | 33     | 10  | Top of Cap     |     |     |     | 32  | 10  | 1   | 6   | 0   | 10  | 33 | 8 |
| B3                                       | (1)  | 2  | 8        | 9      | 1   | Cap Strips     |     |     |     |     |     |     |     |     |     |    |   |
| B4                                       | (3)  | 6  | 5        | 4      | 4   | Key            |     |     |     | 1   | 2   | 1   | 0   |     |     |    |   |
| B5                                       | Stc  | 2  | 5        | 5      | 4   | Key            |     |     |     |     |     |     |     |     |     |    |   |
| B6                                       | (1)  | 16 | 6        | 6      | 7   | Wings Vertical |     |     |     |     |     |     |     |     |     |    |   |
| B7                                       | (4)  | 12 | 9        | 7      | 10  | Wing Hoops     |     |     |     | 1   | 0   | 2   | 6   |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                |     |     |     |     |     |     |     |     |     |    |   |
|                                          |      |    |          |        |     |                | </  |     |     |     |     |     |     |     |     |    |   |



### DETAILS OF END BENTS 1 & 2



PILE LAYOUT  
□ denotes Test Pile

| PILE NO. | CUT-OFF | TOP OF PILE | BEARING CAPACITY | CALCULATED BEARING CAPACITY | REMARKS | END BENT 1 |   | PIER 1 |   | PIER 2 |   | PIER 3 |   | END BENT 2 |   |
|----------|---------|-------------|------------------|-----------------------------|---------|------------|---|--------|---|--------|---|--------|---|------------|---|
|          |         |             |                  |                             |         | 1          | 2 | 1      | 2 | 1      | 2 | 1      | 2 | 1          | 2 |
| 1        | 255.82  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 2        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 3        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 4        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 5        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 6        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 7        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 8        | 257.49  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 9        |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 10       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 11       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 12       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 13       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 14       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 15       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 16       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 17       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 18       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 19       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 20       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 21       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 22       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 23       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 24       | 253.53  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 25       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 26       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 27       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 28       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 29       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 30       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 31       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 32       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 33       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 34       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 35       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 36       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 37       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 38       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 39       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 40       | 253.53  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 41       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 42       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 43       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 44       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 45       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 46       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 47       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 48       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 49       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 50       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 51       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 52       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 53       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 54       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 55       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 56       | 252.49  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 57       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 58       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 59       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 60       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 61       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 62       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 63       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 64       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 65       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 66       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 67       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 68       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 69       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 70       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 71       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 72       | 252.49  |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 73       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 74       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 75       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |
| 76       |         |             |                  |                             |         |            |   |        |   |        |   |        |   |            |   |

NOTE - This Pile Record does not replace other 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 calculate the bearing capacity of each pile, and return one blue print copy of this sheet with this data to the Bridge Engineer to be recorded on the original plans. Length of piles in place shown hereon are the actual length of pile in the finished structure and is not necessarily i.e. pay item.

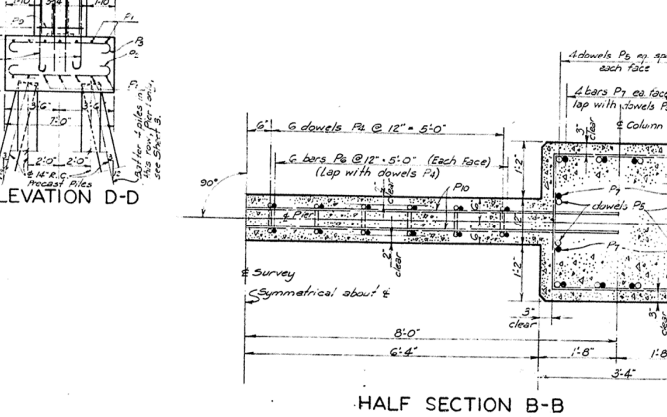
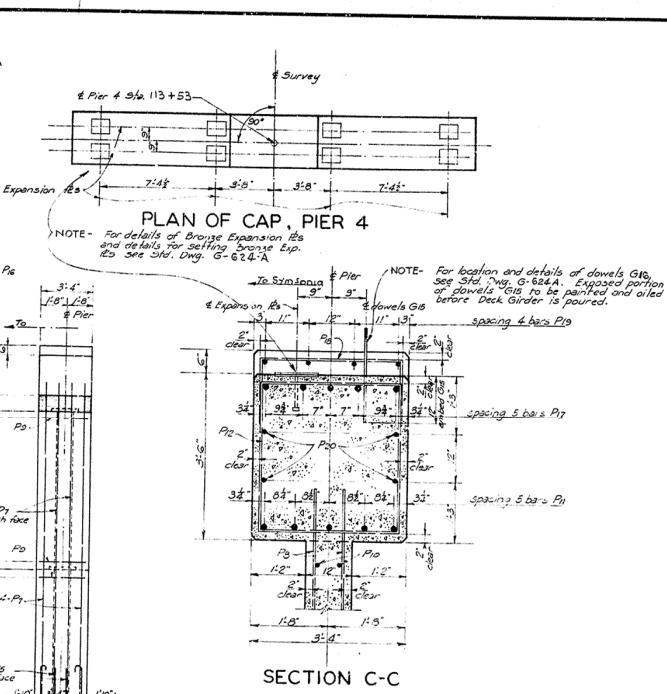
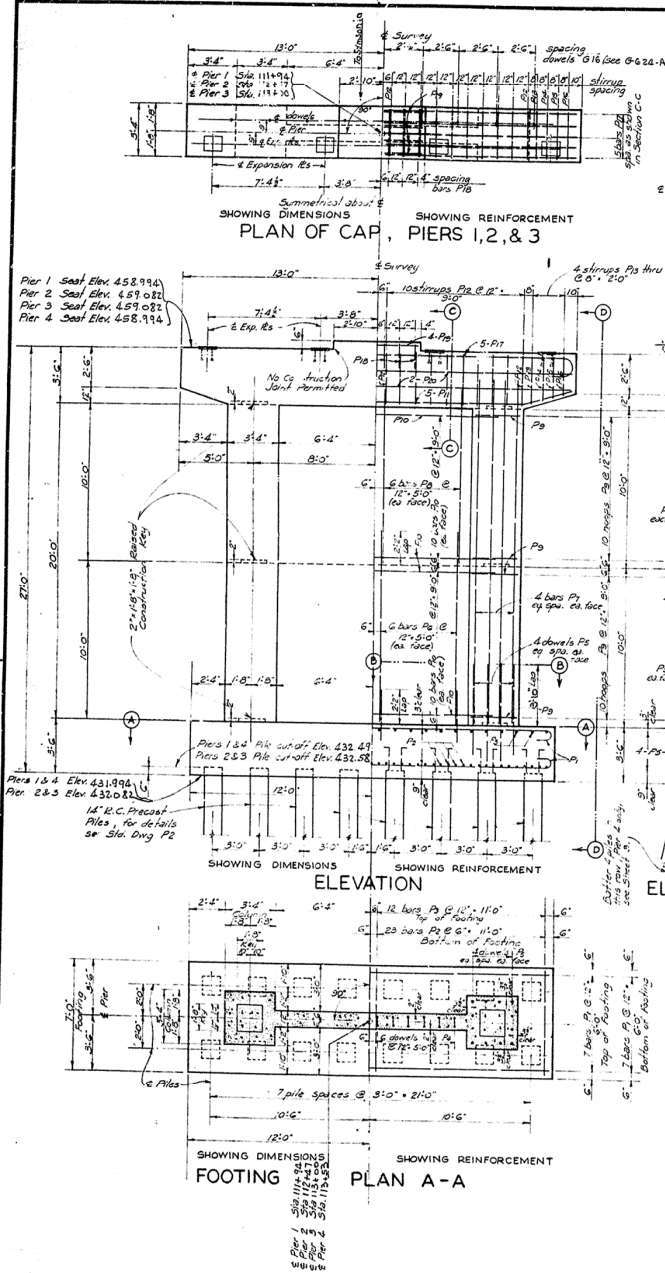
### PILE LAYOUT & PILE RECORD

BRIDGE OVER MAYFIELD CREEK SHEET 3

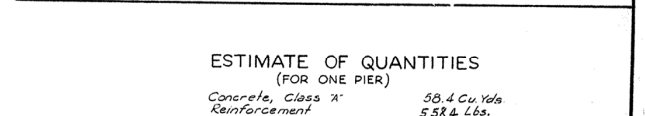
**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**GRAVES**  
FOLSOMDALE - SYMSONIA  
ROAD

S.ATION 112+73.5 PROJECT NO.  
BRIDGE NUMBER DRAWING NO. 17891 INCH

BRIDGE



| BILL OF REINFORCEMENT (FOR ONE PIER) |      |     |      |        |                            |    |   |   |   |   |   |    |   |   | PIER NO. 4 |    |    |    | TOTAL |    |    |    |
|--------------------------------------|------|-----|------|--------|----------------------------|----|---|---|---|---|---|----|---|---|------------|----|----|----|-------|----|----|----|
| MARK                                 | TYPE | NO. | SIZE | LENGTH | LOCATION                   | a  | b | c | d | e | f | g  | h | i | FE         | IN | FE | IN | FE    | IN | FE | IN |
| P1                                   | (2)  | 14  | 6    | 25     | 2 Top & Bottom of Footing  | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P2                                   | (2)  | 14  | 6    | 25     | 2 Bottom of Footing        | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P3                                   | (2)  | 14  | 6    | 25     | 2 Top of Footing           | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P4                                   | (2)  | 14  | 6    | 25     | 2 Footing to Web dowels    | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P5                                   | (2)  | 14  | 6    | 25     | 2 Footing to Column dowels | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P6                                   | (2)  | 14  | 6    | 25     | 2 Web Vertical             | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P7                                   | (2)  | 14  | 6    | 25     | 2 Web Vertical             | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P8                                   | (2)  | 14  | 6    | 25     | 2 Column Hoops             | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P9                                   | (2)  | 14  | 6    | 25     | 2 Web Horizontal           | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P10                                  | (2)  | 14  | 6    | 25     | 2 Bottom of Cap            | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P11                                  | (2)  | 14  | 6    | 25     | 2 Cap Stirrups             | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P12                                  | (2)  | 14  | 6    | 25     | 2 Top of Cap               | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P13                                  | (2)  | 14  | 6    | 25     | 2 Key                      | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P14                                  | (2)  | 14  | 6    | 25     | 2 Key                      | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |
| P15                                  | (2)  | 14  | 6    | 25     | 2 Cap Sides                | 25 | 2 | 1 | 0 | 0 | 6 | 23 | 8 |   |            |    |    |    |       |    |    |    |



BRIDGE OVER MAYFIELD CREEK

SHEET 4

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

GRAVES

FOLSOMDALE - SYMSONIA

ROAD

STATION: 112+73.5

PROJECT NO.

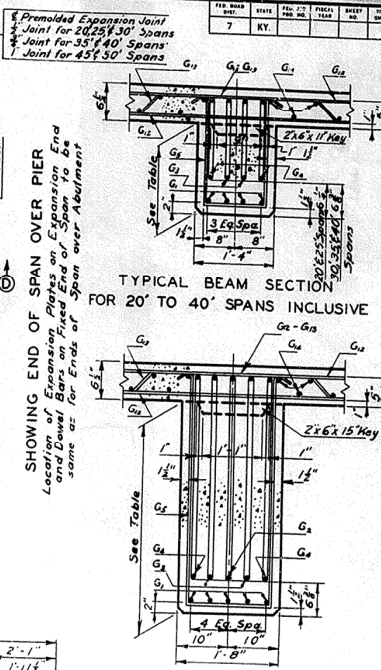
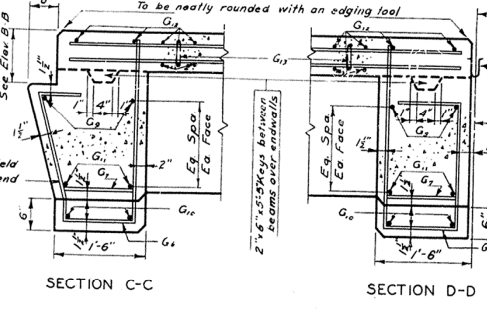
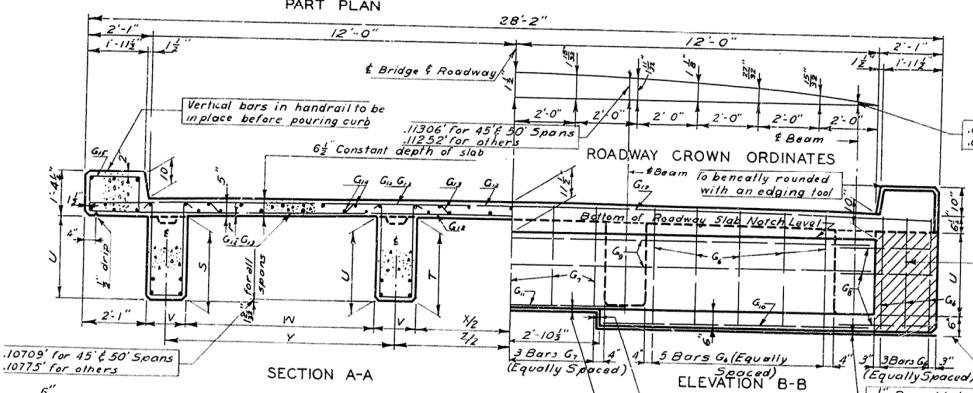
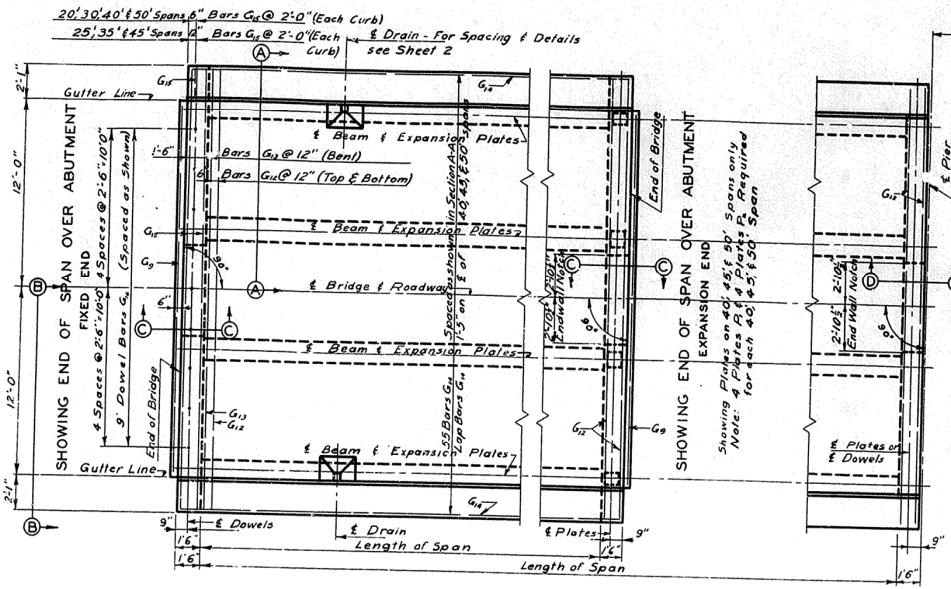
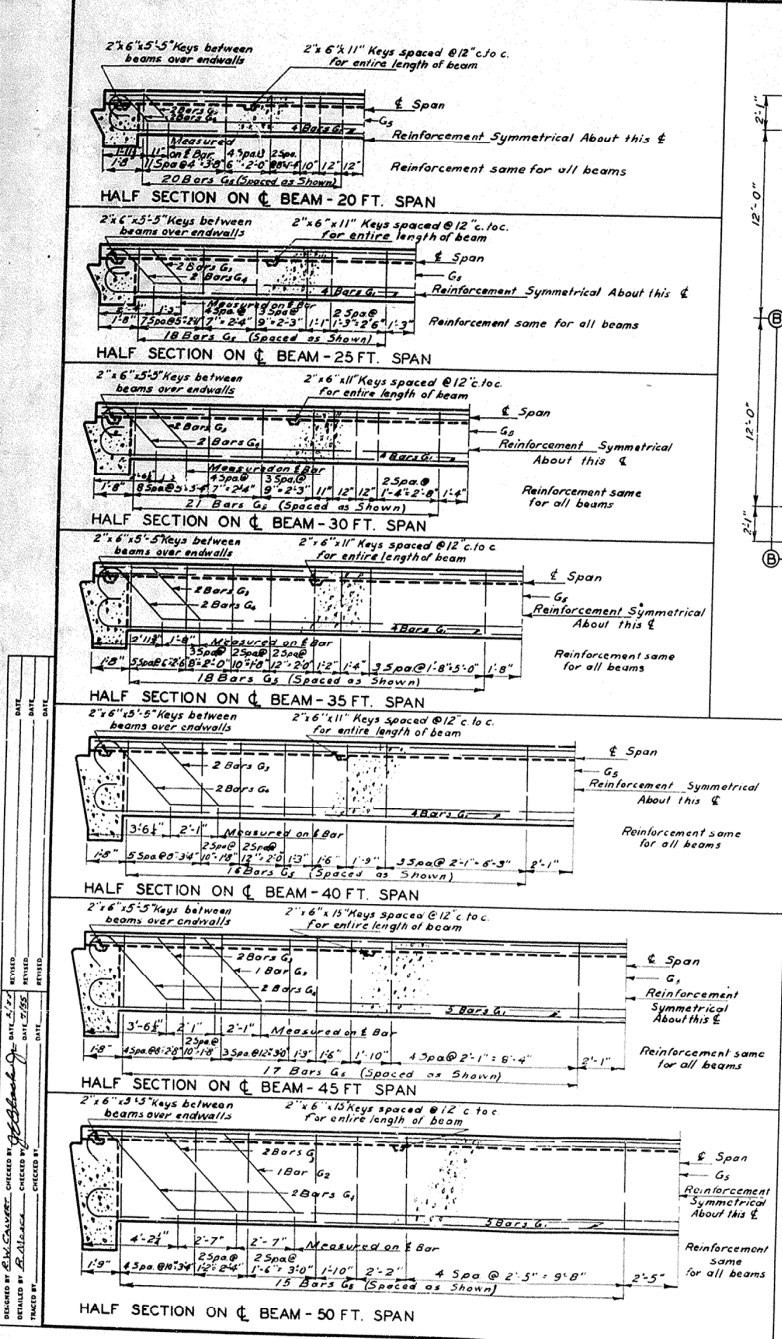
BRIDGE NUMBER

DRAWING

INDEX

NO 12891

DETAILS OF PIERS 1, 2, 3, & 4



**TABLE OF DIMENSIONS**

|   | 20 FT. | 25 FT. | 30 FT. | 35 FT. | 40 FT. | 45 FT. | 50 FT. |
|---|--------|--------|--------|--------|--------|--------|--------|
| S | 1 1/2  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| T | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| U | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| V | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| W | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| X | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| Y | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |
| Z | 1 3/8  | 1 7/8  | 1 3/4  | 2 1/8  | 2 1/4  | 2 3/8  | 2 3/4  |

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
**STANDARD CONCRETE BRIDGE**  
**DECK GIRDERS**  
**STRAIGHT 24 FT. ROADWAY**  
**SPANS 20' TO 50'**

**TABLE OF DIMENSIONS**

**Sheet 1 of 2**

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
**STANDARD CONCRETE BRIDGE**  
**DECK GIRDERS**  
**STRAIGHT 24 FT. ROADWAY**  
**SPANS 20' TO 50'**

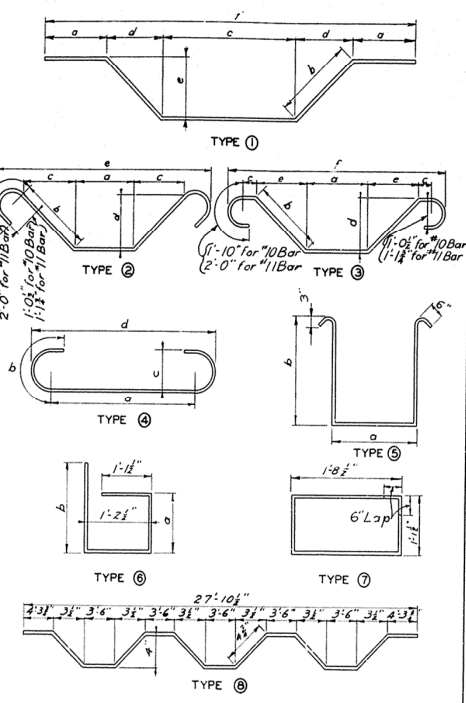
**TABLE OF DIMENSIONS**

**Sheet 1 of 2**

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
**STANDARD CONCRETE BRIDGE**  
**DECK GIRDERS**  
**STRAIGHT 24 FT. ROADWAY**  
**SPANS 20' TO 50'**

# BILL AND TYPES OF REINFORCEMENT (FOR ONE SPAN)

| SPAN   | MARK           | TYPE | NUMBER | LENGTH  | LOCATION | a            | b       | c       | d                                 | e       | f       |
|--------|----------------|------|--------|---------|----------|--------------|---------|---------|-----------------------------------|---------|---------|
|        |                |      |        | FT. IN. |          | FT. IN.      | FT. IN. | FT. IN. | FT. IN.                           | FT. IN. | FT. IN. |
| 20 FT. | G <sub>1</sub> | 16   | 16     | 16      | 10 25 0  | Beams        | 21 4    | 1 10    | 1 0 22 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 10 25 0  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 10 25 0  | Beams        | 17 2    | 1 4 1/2 | 1 2 1 1 0 11 22 5 1/2             |         |         |
|        | G <sub>4</sub> | 164  | 164    | 164     | 4 5 0    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 5 0    | Endwalls     | 1 1     | 1 6 1/2 |                                   |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 4 4      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 4 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 21   | 21     | 21      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 55   | 55     | 55      | 4 28 8   | Slab & Curbs |         |         |                                   |         |         |
| 25 FT. | G <sub>1</sub> | 16   | 16     | 16      | 10 30 0  | Beams        | 26 4    | 1 10    | 1 0 27 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 10 31 2  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 10 30 4  | Beams        | 20 9    | 1 11    | 1 5 1 5 1 4 27 5                  |         |         |
|        | G <sub>4</sub> | 148  | 148    | 148     | 4 5 9    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 5 9    | Endwalls     | 1 1     | 1 11    | 1 2 1 3 27 5 1/2                  |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 5 1      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 5 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 25   | 25     | 25      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 55   | 55     | 55      | 4 27 8   | Slab & Curbs |         |         |                                   |         |         |
| 30 FT. | G <sub>1</sub> | 16   | 16     | 16      | 11 35 3  | Beams        | 31 3    | 2 0     | 1 1 32 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 11 36 5  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 11 35 6  | Beams        | 25 2    | 2 0 1/2 | 1 6 1 7 1 5 32 4 1/2              |         |         |
|        | G <sub>4</sub> | 172  | 172    | 172     | 4 6 0    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 6 0    | Endwalls     | 1 1     | 2 0 1/2 | 1 8 1 6 1 5 32 4 1/2              |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 5 4      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 5 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 31   | 31     | 31      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 55   | 55     | 55      | 4 32 8   | Slab & Curbs |         |         |                                   |         |         |
| 35 FT. | G <sub>1</sub> | 16   | 16     | 16      | 11 40 3  | Beams        | 36 3    | 2 0     | 1 1 37 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 11 38 11 | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 11 40 11 | Beams        | 2 5 1/2 | 2 8 1/2 | 1 11 2 0 37 4                     |         |         |
|        | G <sub>4</sub> | 148  | 148    | 148     | 4 6 11   |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 6 11   | Endwalls     | 2 2     | 3 0     | 1 10 37 5                         |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 5 3      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 5 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 36   | 36     | 36      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 55   | 55     | 55      | 4 37 8   | Slab & Curbs |         |         |                                   |         |         |
| 40 FT. | G <sub>1</sub> | 16   | 16     | 16      | 11 45 3  | Beams        | 41 3    | 2 0     | 1 1 42 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 11 43 4  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 11 46 4  | Beams        | 2 4 3   | 5 1/2   | 3 1 8 1/2 2 5 1/2 2 7 4 1/2 3 1/2 |         |         |
|        | G <sub>4</sub> | 132  | 132    | 132     | 4 8 0    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 8 0    | Endwalls     | 2 1     | 3 0 1/2 | 2 5 4 4 5                         |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 7 4      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 7 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 41   | 41     | 41      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 110  | 110    | 110     | 4 22 1   | Slab & Curbs |         |         |                                   |         |         |
| 45 FT. | G <sub>1</sub> | 20   | 20     | 20      | 11 50 3  | Beams        | 46 3    | 2 0     | 1 1 47 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 11 44 0  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 11 48 2  | Beams        | 2 3 1/2 | 5 3 1/2 | 3 2 5 1/2 2 7 4 1/2 3 1/2         |         |         |
|        | G <sub>4</sub> | 140  | 140    | 140     | 4 8 4    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 8 4    | Endwalls     | 2 2 1/2 | 6 1/2   | 2 5 4 7 4 1/2                     |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 7 4      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 7 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 44   | 44     | 44      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 110  | 110    | 110     | 4 24 7   | Slab & Curbs |         |         |                                   |         |         |
| 50 FT. | G <sub>1</sub> | 20   | 20     | 20      | 11 55 3  | Beams        | 51 3    | 2 0     | 1 1 52 4 1/2                      |         |         |
|        | G <sub>2</sub> | 8    | 8      | 8       | 11 47 1  | None         |         |         |                                   |         |         |
|        | G <sub>3</sub> | 8    | 8      | 8       | 11 51 3  | Beams        | 2 0 1/2 | 5 3 1/2 | 3 2 5 1/2 2 7 4 1/2 3 1/2         |         |         |
|        | G <sub>4</sub> | 124  | 124    | 124     | 4 9 8    |              |         |         |                                   |         |         |
|        | G <sub>5</sub> | 32   | 20     | 26      | 4 9 8    | Endwalls     | 2 3 1/2 | 8 1/2   | 2 5 4 7 4 1/2                     |         |         |
|        | G <sub>6</sub> | 10   | 10     | 10      | 8 8      |              |         |         |                                   |         |         |
|        | G <sub>7</sub> | 16   | 16     | 16      | 8 3 6    |              |         |         |                                   |         |         |
|        | G <sub>8</sub> | 51   | 51     | 51      | 4 28 6   | Slab         |         |         |                                   |         |         |
|        | G <sub>9</sub> | 110  | 110    | 110     | 4 27 1   | Slab & Curbs |         |         |                                   |         |         |



## GENERAL NOTE

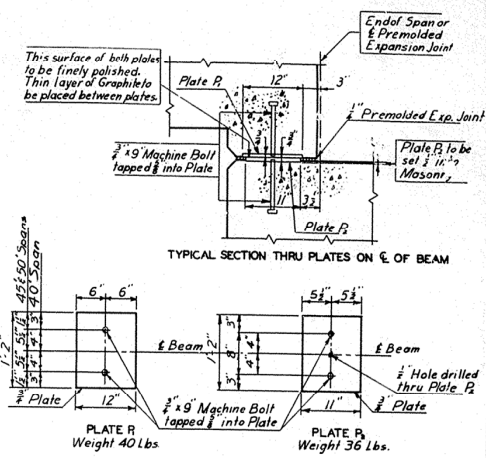
**SPECIFICATIONS** : Kentucky Department of Highways Current Specifications with Amendments.  
**DESIGN LOAD** : Designed for H<sub>16-44</sub> Loading as specified in AA S.H.O. 1953.  
**DESIGN STRESSES** : f<sub>c</sub> = 18000 "psi"; f<sub>s</sub> = 10000 "psi"; n = 10; v = 180 "psi".  
**CONCRETE** : Class "A" concrete to be used throughout.  
**REINFORCEMENT** : Dimensions from face of concrete to bar are clear distances except as otherwise shown. Dimensions for bar spacing are distances center to center of bars. The deformations of all reinforcing steel bars shall conform to A.S.T.M. designation: A-305, current specifications.  
**FLOOR DRAINS, EXPANSION JOINT MATERIAL, COPPER STRIP, AND TAR PAPER** : The cost of these items to be included in the unit price bid for Class "A" concrete. Floor drains may be either Cast Iron or Aluminum.  
**TAR PAPER** : To be commercial grade tar paper or roofing felt approximately 1/16" thick.  
**BEVELED EDGES** : All exposed edges to be beveled 3/8" unless otherwise noted.  
**FOUNDARY NOTE** : Cast iron drains to be gray iron castings A.S.T.M. A-48 current specifications except that tensile and transverse tests are not required. Form T-321 Report of Field Inspection of Castings, is to be submitted to the laboratory. Aluminum Alloy drains shall conform to A.S.T.M. B-26 Class CS-22, current specifications. Aluminum drains shall be given a corrosive resistant coating to prevent corrosion by concrete.  
**EXPANSION PLATES** : All plates to be A.S.T.M. B-22 Class "C" or B-100 Type 1 or 2, current specifications, with sliding surfaces finely polished. Machine Bolts to be furnished but are not included in the weight of plates given. Cost of Bolts to be included in unit price bid for plates.

## ESTIMATE OF QUANTITIES

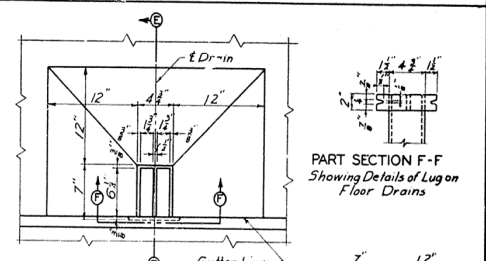
| SPAN                | CLASS "A" REINFORCEMENT CONCRETE CU. YDS. | BRONZE PLATES LBS. |
|---------------------|-------------------------------------------|--------------------|
| 20 FT. SINGLE       | 26.6                                      | 7182               |
| 20 FT. INTERMEDIATE | 25.4                                      | 7102               |
| 20 FT. END          | 26.0                                      | 7142               |
| 25 FT. SINGLE       | 34.5                                      | 8573               |
| 25 FT. INTERMEDIATE | 33.0                                      | 8486               |
| 25 FT. END          | 33.7                                      | 8529               |
| 30 FT. SINGLE       | 40.8                                      | 11220              |
| 30 FT. INTERMEDIATE | 39.1                                      | 11131              |
| 30 FT. END          | 39.9                                      | 11175              |
| 35 FT. SINGLE       | 50.8                                      | 12723              |
| 35 FT. INTERMEDIATE | 48.7                                      | 12609              |
| 35 FT. END          | 49.7                                      | 12666              |
| 40 FT. SINGLE       | 62.6                                      | 14321              |
| 40 FT. INTERMEDIATE | 60.0                                      | 15199              |
| 40 FT. END          | 61.3                                      | 14260              |
| 45 FT. SINGLE       | 74.9                                      | 17881              |
| 45 FT. INTERMEDIATE | 72.4                                      | 17758              |
| 45 FT. END          | 73.7                                      | 17820              |
| 50 FT. SINGLE       | 92.4                                      | 19678              |
| 50 FT. INTERMEDIATE | 89.2                                      | 19526              |
| 50 FT. END          | 90.3                                      | 19602              |

## TABLE SHOWING NUMBER & SPACING OF DRAINS

| Span | Number of Drains per Span | Spacing of Drains (Each Gutter) |
|------|---------------------------|---------------------------------|
| 20'  | 2                         | 11'-6"                          |
| 25'  | 2                         | 12'-0"                          |
| 30'  | 4                         | 8'-6" 16'-0" 8'-6"              |
| 35'  | 4                         | 9'-0" 20'-0" 9'-0"              |
| 40'  | 6                         | 9'-0" 12'-6" 12'-6" 9'-0"       |
| 45'  | 6                         | 9'-0" 15'-0" 15'-0" 9'-0"       |
| 50'  | 6                         | 11'-6" 15'-0" 15'-0" 11'-6"     |



## DETAILS OF EXPANSION PLATES



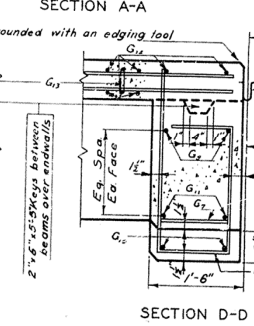
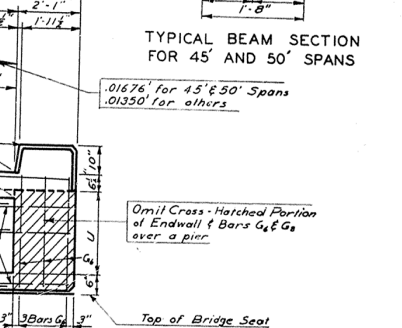
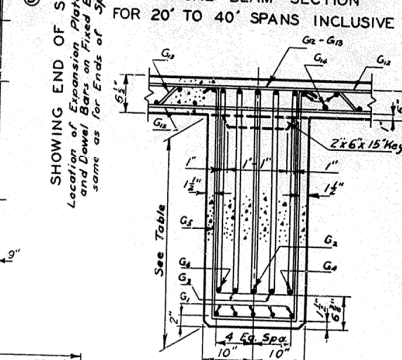
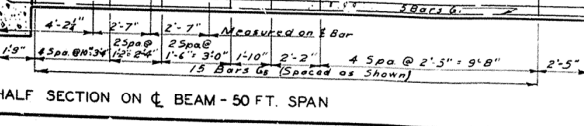
## DETAILS OF FLOOR DRAINS

| Spans           | Cast Iron Lbs. | Aluminum Lbs. |
|-----------------|----------------|---------------|
| 20' to 40' Incl | 45             | 18            |
| 45' to 50' Incl | 54             | 21            |

## COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD CONCRETE BRIDGE DECK GIRDERS STRAIGHT 24 FT. ROADWAY SPANS 20' TO 50'

| STATION       | PROJECT NO. |
|---------------|-------------|
| BRIDGE NUMBER | DRAWING     |
|               | INDEX       |
|               | NO C624A    |





| Expansion Joint                 |   | TABLE OF DIMENSIONS |         |         |         |         |         |         |         |         |         |         |         |
|---------------------------------|---|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                 |   | 20 FT.              | 25 FT.  | 30 FT.  | 35 FT.  | 40 FT.  | 45 FT.  | 50 FT.  |         |         |         |         |         |
|                                 |   | FT.                 | FT.     | FT.     | FT.     | FT.     | FT.     | FT.     |         |         |         |         |         |
| T<br>U<br>V<br>W<br>X<br>Y<br>Z | S | 1 1/2               | 1 1/2   | 1 3/4   | 2 1/8   | 2 1/8   | 2 1/8   | 2 1/8   | 3 1/8   | 3 1/8   | 3 1/8   | 3 1/8   | 3 1/8   |
|                                 | T | 1 3/8               | 1 7/8   | 2 1/8   | 2 1/4   | 2 3/8   | 2 3/8   | 2 3/8   | 3 1/4   | 3 1/4   | 3 1/4   | 3 1/4   | 3 1/4   |
|                                 | U | 1 3                 | 1 7/4   | 1 9     | 2 2/3   | 2 9     | 2 9     | 2 9     | 3 5     | 3 5     | 3 5     | 3 5     | 3 5     |
|                                 | V | 1 4                 | 1 4     | 1 4     | 1 4     | 1 4     | 1 4     | 1 8     | 1 8     | 1 8     | 1 8     | 1 8     | 1 8     |
|                                 | W | 6 2 1/2             | 6 2 1/2 | 6 2 1/2 | 6 2 1/2 | 6 2 1/2 | 6 2 1/2 | 5 3/4   | 5 3/4   | 5 3/4   | 5 3/4   | 5 3/4   | 5 3/4   |
|                                 | X | 6 3                 | 6 3     | 6 3     | 6 3     | 6 3     | 6 3     | 5 9     | 5 9     | 5 9     | 5 9     | 5 9     | 5 9     |
|                                 | Y | 7 6 1/2             | 7 6 1/2 | 7 6 1/2 | 7 6 1/2 | 7 6 1/2 | 7 6 1/2 | 7 5 1/4 | 7 5 1/4 | 7 5 1/4 | 7 5 1/4 | 7 5 1/4 | 7 5 1/4 |
|                                 | Z | 7 7                 | 7 7     | 7 7     | 7 7     | 7 7     | 7 7     | 7 5     | 7 5     | 7 5     | 7 5     | 7 5     | 7 5     |

COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS  
FRANKFORT

STANDARD CONCRETE BRIDGE  
DECK GIRDERS  
STRAIGHT 24 FT. ROADWAY  
SPANS 20' TO 50'

STATION:                     

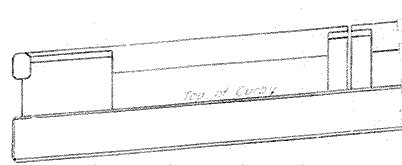
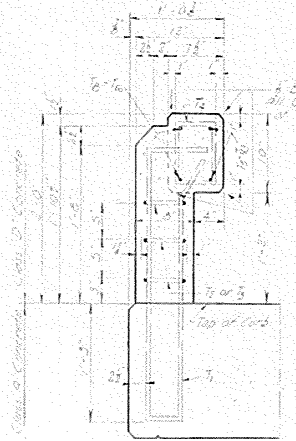
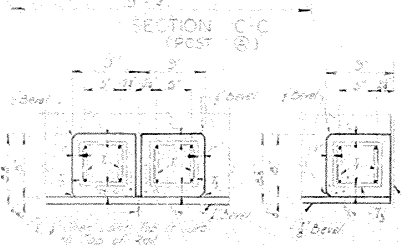
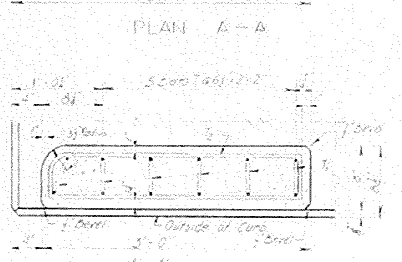
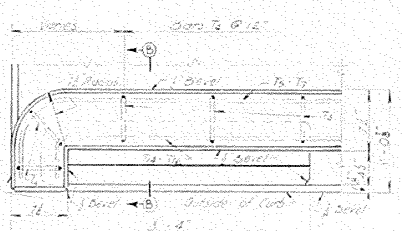
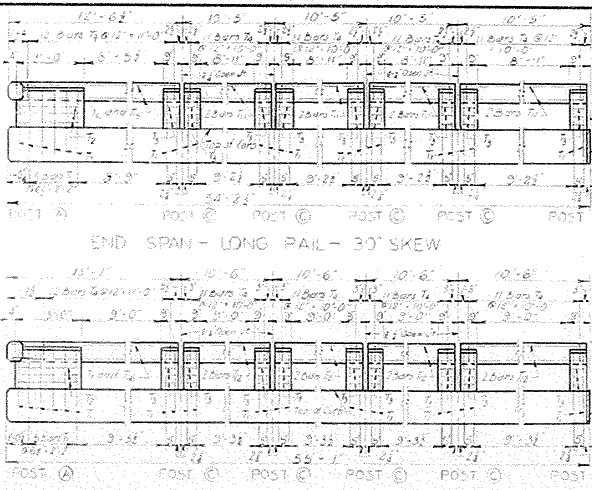
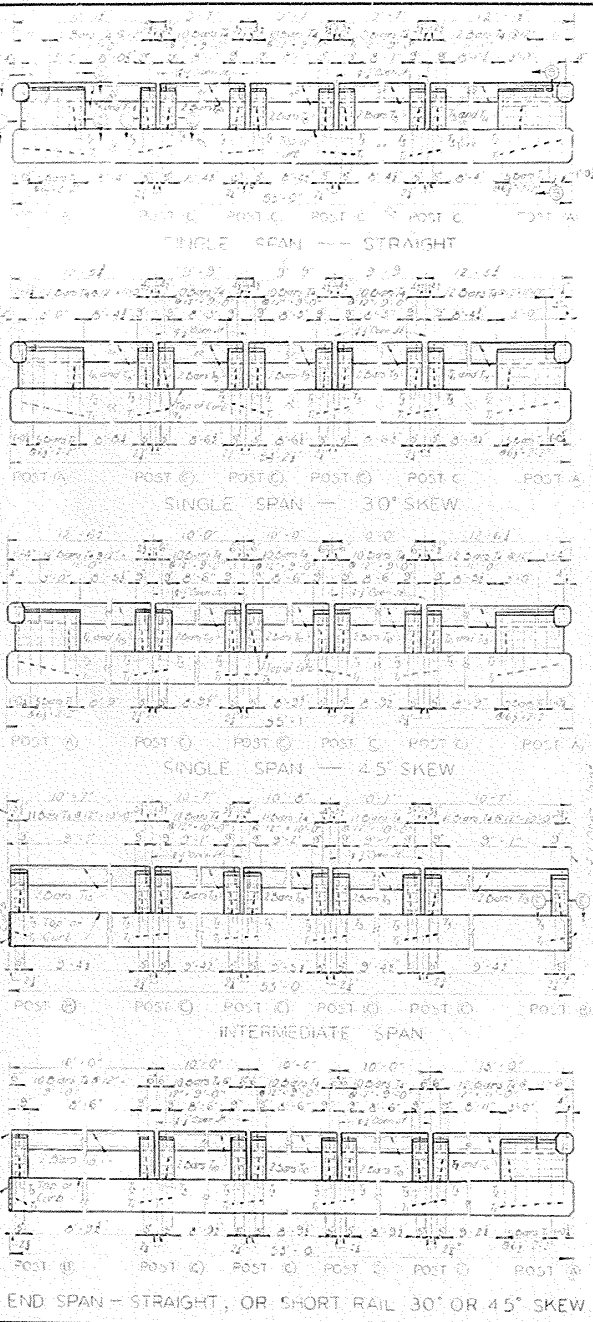
DRAWING:                     

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| DRAWING            | INDEX |
| NO. <u>46-24-0</u> |       |

| TABLE OF REINFORCEMENT AND ESTIMATE OF QUANTITIES |              |            |      |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 | CONCRETE  |      | REINFORCEMENT |   |
|---------------------------------------------------|--------------|------------|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------|------|---------------|---|
| 50' R.C.D.G. SPAN                                 |              |            |      | NUMBER          |                 |                 |                 |                 |                 |                 |                 |                 |                 | CLASS 'D' |      | EST. QTY.     |   |
| TYPE                                              | RAILS        | SPAN       | SKEW | T <sub>1</sub>  | T <sub>2</sub>  | T <sub>3</sub>  | T <sub>4</sub>  | T <sub>5</sub>  | T <sub>6</sub>  | T <sub>7</sub>  | T <sub>8</sub>  | T <sub>9</sub>  | T <sub>10</sub> | EST. QTY. |      | EST. QTY.     |   |
|                                                   |              |            |      | T <sub>11</sub> | T <sub>12</sub> | T <sub>13</sub> | T <sub>14</sub> | T <sub>15</sub> | T <sub>16</sub> | T <sub>17</sub> | T <sub>18</sub> | T <sub>19</sub> | T <sub>20</sub> | EST. QTY. |      | EST. QTY.     |   |
| STRAIGHT                                          | SINGLE       | TWO RAILS  | 50'  | 12              | 45              | 116             | 8               | —               | 24              | —               | —               | —               | —               | 3.0       | 1015 | —             | — |
|                                                   | INTERMEDIATE | TWO RAILS  | 40'  | 60              | 110             | —               | —               | —               | —               | 40              | 8               | —               | —               | 2.6       | 872  | —             | — |
|                                                   | END          | TWO RAILS  | 20'  | 24              | 54              | 108             | —               | —               | 4               | —               | 32              | —               | —               | 2.8       | 939  | —             | — |
| 30° SKEW                                          | SINGLE       | TWO RAILS  | 50'  | 12              | 45              | 116             | 8               | —               | 24              | —               | —               | —               | —               | 3.0       | 1025 | —             | — |
|                                                   | INTERMEDIATE | TWO RAILS  | 40'  | 60              | 110             | —               | —               | —               | —               | 40              | 8               | —               | —               | 2.6       | 872  | —             | — |
|                                                   | END          | LONG RAIL  | 24   | 3               | 27              | 58              | —               | —               | 2               | —               | 16              | —               | —               | 1.4       | 478  | —             | — |
| 45° SKEW                                          | SINGLE       | TWO RAILS  | 50'  | 12              | 45              | 116             | 8               | —               | 24              | —               | —               | —               | —               | 3.0       | 1032 | —             | — |
|                                                   | INTERMEDIATE | TWO RAILS  | 40'  | 60              | 110             | —               | —               | —               | —               | 40              | 8               | —               | —               | 2.6       | 872  | —             | — |
|                                                   | END          | LONG RAIL  | 24   | 3               | 27              | 58              | —               | —               | 2               | —               | 16              | —               | —               | 1.4       | 482  | —             | — |
| 30° OR 45° SKEW                                   | SINGLE       | SHORT RAIL | 24   | 3               | 27              | 54              | —               | —               | 2               | —               | 16              | —               | —               | 1.4       | 469  | —             | — |
|                                                   | INTERMEDIATE | SHORT RAIL | 24   | 3               | 27              | 54              | —               | —               | 2               | —               | 16              | —               | —               | 1.4       | 469  | —             | — |
|                                                   | END          | SHORT RAIL | 24   | 3               | 27              | 54              | —               | —               | 2               | —               | 16              | —               | —               | 1.4       | 469  | —             | — |

1" Deep Joint - Top of Curb to Top of Rail  
 1" Deep Joint - Top of Curb to Top of Rail  
 1" Deep Joint - Top of Curb to Top of Rail



PART ELEVATION  
 When bridge is on a plus or minus grade the top of curb and rail shall be parallel to the grade line. Sides of all posts shall be vertical.

| BILL AND TYPES OF REINFORCEMENT |      |     |      |        |                 |     |     |     |     | D   |     | D   |     |
|---------------------------------|------|-----|------|--------|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|
| ITEM                            | TYPE | NO. | SIZE | LENGTH | LOCATION        | FT. | IN. | FT. | IN. | FT. | IN. | FT. | IN. |
| T <sub>1</sub>                  | (1)  | 1   | 3/4" | 6      | Curb into Posts | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>2</sub>                  | (2)  | 1   | 3/4" | 2      | Post 1          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>3</sub>                  | (3)  | 1   | 3/4" | 2      | Post 2 and 3    | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>4</sub>                  | (4)  | 1   | 3/4" | 2      | Post 3          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>5</sub>                  | (5)  | 1   | 3/4" | 2      | Post 4          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>6</sub>                  | (6)  | 1   | 3/4" | 2      | Post 5          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>7</sub>                  | (7)  | 1   | 3/4" | 2      | Post 6          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>8</sub>                  | (8)  | 1   | 3/4" | 2      | Post 7          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>9</sub>                  | (9)  | 1   | 3/4" | 2      | Post 8          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>10</sub>                 | (10) | 1   | 3/4" | 2      | Post 9          | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>11</sub>                 | (11) | 1   | 3/4" | 2      | Post 10         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>12</sub>                 | (12) | 1   | 3/4" | 2      | Post 11         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>13</sub>                 | (13) | 1   | 3/4" | 2      | Post 12         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>14</sub>                 | (14) | 1   | 3/4" | 2      | Post 13         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>15</sub>                 | (15) | 1   | 3/4" | 2      | Post 14         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>16</sub>                 | (16) | 1   | 3/4" | 2      | Post 15         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>17</sub>                 | (17) | 1   | 3/4" | 2      | Post 16         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>18</sub>                 | (18) | 1   | 3/4" | 2      | Post 17         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>19</sub>                 | (19) | 1   | 3/4" | 2      | Post 18         | —   | —   | —   | —   | —   | —   | —   | —   |
| T <sub>20</sub>                 | (20) | 1   | 3/4" | 2      | Post 19         | —   | —   | —   | —   | —   | —   | —   | —   |

GENERAL NOTE  
 SPECIFICATIONS: Kentucky Department of Highways Current Specifications with Amendments.  
 CONCRETE: Class 'D' concrete to be used in General.  
 REINFORCEMENT: Dimensions from face of concrete to bars are clear distances except as otherwise shown. Dimensions for bar spacing are distances center to center of bars. The performance of all reinforcing steel bars shall conform to A.S.T.M. Designation A305, current specifications.  
 BEVELED EDGES: All exposed edges to be beveled 1" unless otherwise noted.

**COMMONWEALTH OF KENTUCKY**  
**DEPARTMENT OF HIGHWAYS**  
**TRANSPORT**

STANDARD HANDRAIL  
 DECK GIRDER 50 FT. SPAN  
 ALL ROADWAY WIDTHS

APPROVED BY: \_\_\_\_\_ SPECIAL ENGINEER  
 STATE HIGHWAY ENGINEER

DRAWING NO. H76

