

DATE	7
BY	
CHECKED	
APPROVED	

GENERAL NOTE

SPECIFICATIONS: Kentucky Dept. of Highways, as standard with Amendments.
 Design Load: Bridge designed for HS20-AASHTO, Spec. 1087.
 Concrete: Class 'A' to be used throughout except in handrail and piles.
 Class 'B' to be used in handrail and piles.

NOTE: Fill to be brought to bottom of pile cap, center of pile, and 10' from center of pile. Piles must be 10' from center of pile.

Reinforcement: Dimensions shown from the face of concrete to bars are clear dimensions. Reinforcement shall be placed in accordance with A.S.T.M. A-631 for steel and A.S.T.M. A-631 for concrete.

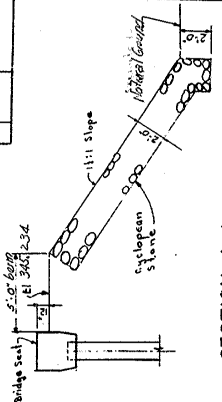
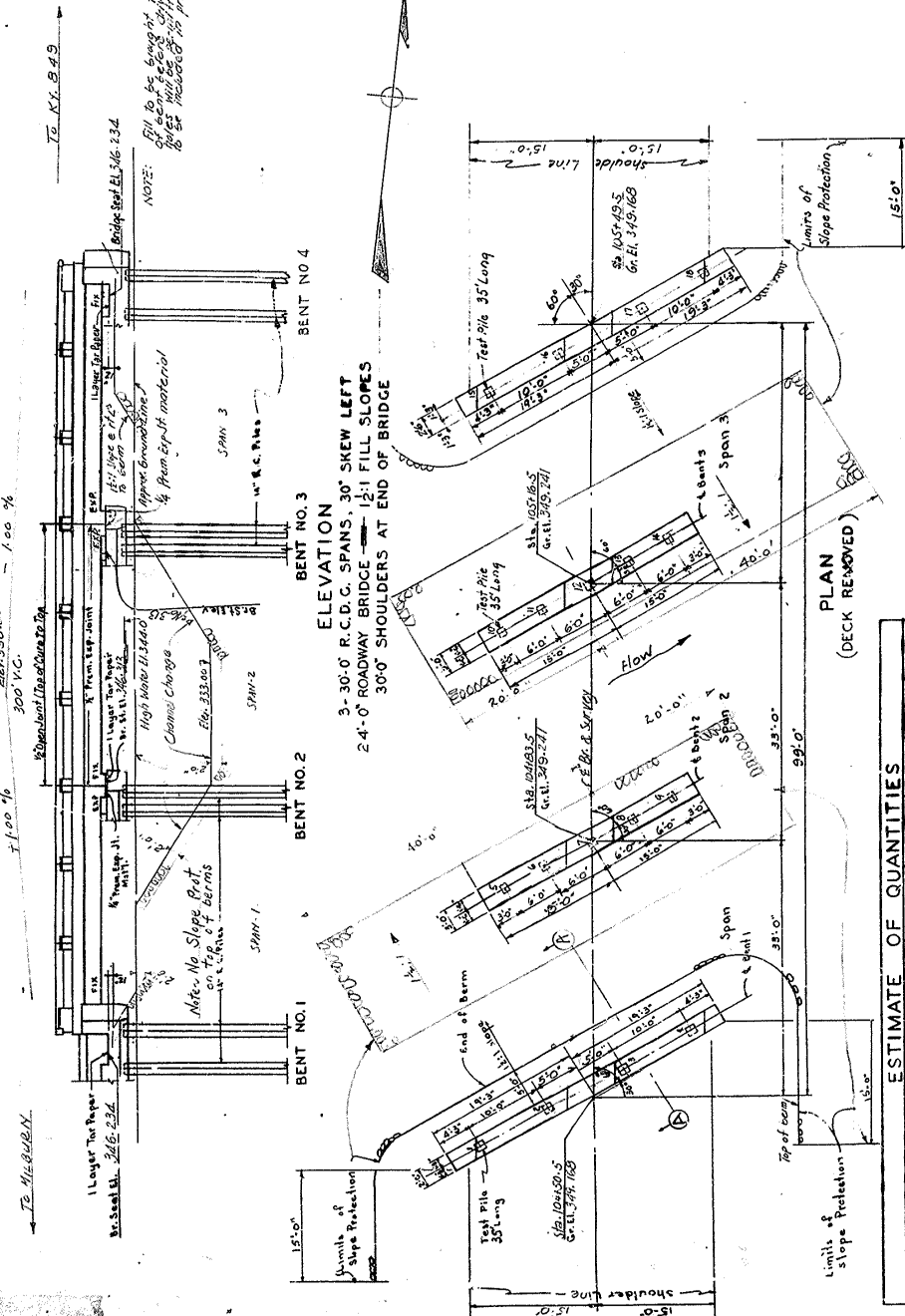
Exp. 11 M.P.L. The cost of these items to be included in the unit price.
 Paper and Brains bid for class 'A' concrete.
 Battered Edges: All exposed edges to be beveled 1/8" unless otherwise noted.
 Piling: Piles to be driven to refusal or to a minimum lead of 40' from foundation. The determining length required shall be driven of location through the soil. The piles shall be accurately located so as to be used in the foundation. Piles in bents 2-3 to have a min. penetration of 20'.

REMOVAL OF EXISTING BRIDGE: Existing 30' timber bridge to be removed in accordance with specifications after new bridge completed and opened to traffic.
 SLOPE PROTECTION: To be dry cyprian stone rip rap.

Pile No.	Center of pile at stream elevation on plan.	Tip of pile in place as driven (in ft.)
1	344.23	
2	344.23	
3	344.23	
4	344.23	
5	344.31	
6	344.31	
7	344.31	
8	344.31	
9	344.31	
10	344.31	
11	344.31	
12	344.31	
13	344.31	
14	344.31	
15	344.23	
16	344.23	
17	344.23	
18	344.23	

NOTE: This pile record does not replace other records of piles in the finished structure below cut-off elevation and is not necessarily the pay item.
 Engineer to be recorded on the original plan length of pile. If pile elevation as driven, length of pile and record the pile to be replaced. The Engineer shall record the pile to be replaced. The Engineer shall record the pile to be replaced.

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 COUNTY OF FRANKFORT
 CARLISLE
 WILL YATES-MILBURN
 ROAD
 PROJECT NO. 1407
 STATION 025+00
 BRIDGE NUMBER
 JUL 8 1963

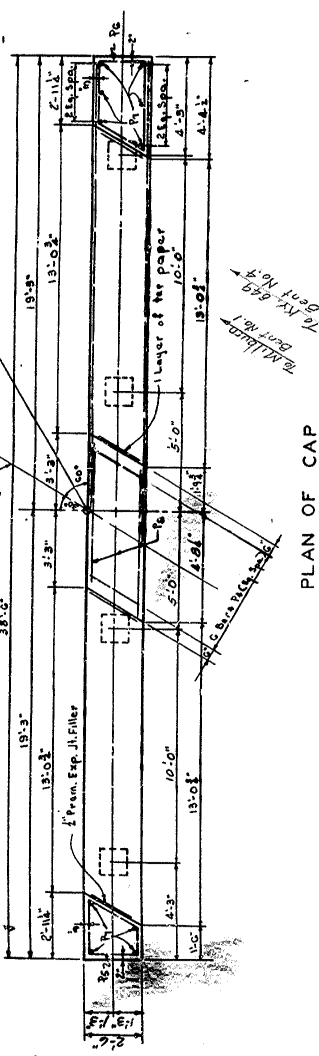


ITEM	No. of Piles	LOCATION
Prim. Exp. 11 M.P.L.	2	Between Spans
"	4	"
"	1	Top of Bent No. 2
"	4	Top of Bent No. 4
"	12	See the Design of Bent No. 2
Drains	2	"
Copper strip	2	"

ITEM	CONCRETE CLASS 'A'	REIN. LBS.	STRUCTURE CHANNEL EXCAVATION (LUM. ETC.)	CHANNEL CHANGE	REPAIR EXISTING STRUCTURE
Logan	1	10.7	10.7	10.7	10.7
Bent No. 1	2	8.3	8.3	8.3	8.3
Bent No. 2	2	8.3	8.3	8.3	8.3
Bent No. 3	2	8.3	8.3	8.3	8.3
Bent No. 4	2	8.3	8.3	8.3	8.3
Span No. 1	116.7	116.7	116.7	116.7	116.7
Span No. 2	116.7	116.7	116.7	116.7	116.7
Span No. 3	116.7	116.7	116.7	116.7	116.7
Handrail	5.2	5.2	5.2	5.2	5.2
Pile Record	1	1	1	1	1
Slope Protection	4	4	4	4	4
Elevations	4	4	4	4	4
Totals	157.3	52	204.9	632	394

NOTE: The quantities shown in the Bill of Incident Material are for the purpose of estimating the cost of the work. The quantities shown in the Bill of Incident Material are for the purpose of estimating the cost of the work.

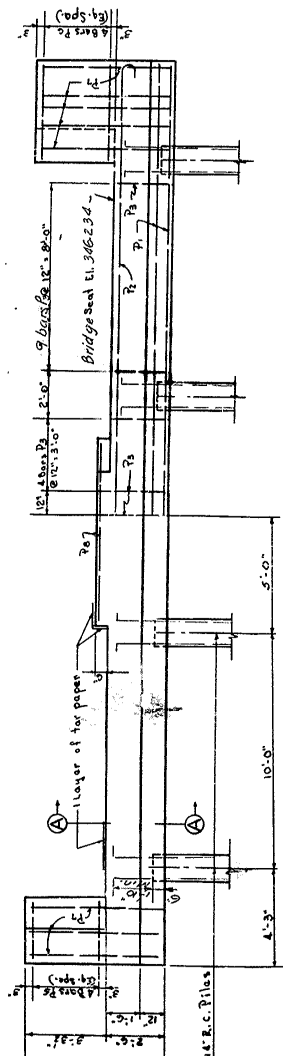
Sta. 104+50.5 End Bent No. 1
Sta. 105+49.5 End Bent No. 4



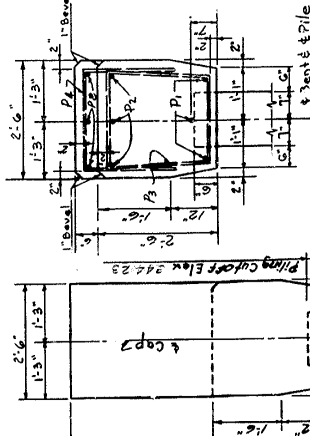
PLAN OF CAP

1/2" Remolded Exp. H. Filler on Expansion End
1/2" Layer of Paper on Fixed End

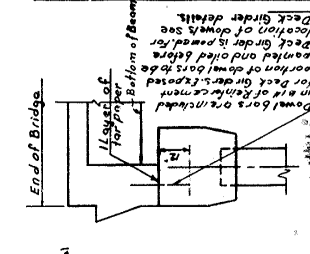
1/2" Remolded Exp. H. Filler on Expansion End
1/2" Layer of Paper on Fixed End



FRONT ELEVATION



END ELEVATION



SECTION A-A

NOTE: DRESS SURFACE TO 3" BELIEF PLAN ELEVATION FOR BOTTOM OF CONCRETE CAP. ADD A 2" LAYER OF NO. 5 CRUSHED STONE OR GRAVEL AND TAMP THIS LAYER INTO THE SLOPES. PLACE 1 TO 2 CONCRETE MORTAR UP TO BOTTOM OF CAP ELEVATION. SIDE PILES FOR CAP MAY BE SET AS SOON AS WORK IS COMPLETED. A SUFFICIENT TYPE TO SUPPORT KEY OF PILES IN RIGID BEAMS MUST BE SET. THE COST OF THESE PILES TO BE INCLUDED IN THE UNIT PRICE BIDDING OF CLASS "A" CONCRETE.

BILL AND TYPES OF REINFORCEMENT									
END BENT (One Bent)		INTERMEDIATE BENT (One Bent)		TYPE 1		TYPE 2		TYPE 3	
MARK	TYPE	NO.	SIZE	LOCATION	MARK	TYPE	NO.	SIZE	LOCATION
P1	Str	5	8	1/2" x 1/2"	P1	Str	5	8	1/2" x 1/2"
P2	Str	5	8	1/2" x 1/2"	P2	Str	5	8	1/2" x 1/2"
P3	Str	5	8	1/2" x 1/2"	P3	Str	5	8	1/2" x 1/2"
P4	Str	5	8	1/2" x 1/2"	P4	Str	5	8	1/2" x 1/2"
P5	Str	5	8	1/2" x 1/2"	P5	Str	5	8	1/2" x 1/2"
P6	Str	5	8	1/2" x 1/2"	P6	Str	5	8	1/2" x 1/2"
P7	Str	5	8	1/2" x 1/2"	P7	Str	5	8	1/2" x 1/2"
P8	Str	5	8	1/2" x 1/2"	P8	Str	5	8	1/2" x 1/2"
P9	Str	5	8	1/2" x 1/2"	P9	Str	5	8	1/2" x 1/2"
P10	Str	5	8	1/2" x 1/2"	P10	Str	5	8	1/2" x 1/2"
P11	Str	5	8	1/2" x 1/2"	P11	Str	5	8	1/2" x 1/2"
P12	Str	5	8	1/2" x 1/2"	P12	Str	5	8	1/2" x 1/2"
P13	Str	5	8	1/2" x 1/2"	P13	Str	5	8	1/2" x 1/2"
P14	Str	5	8	1/2" x 1/2"	P14	Str	5	8	1/2" x 1/2"
P15	Str	5	8	1/2" x 1/2"	P15	Str	5	8	1/2" x 1/2"
P16	Str	5	8	1/2" x 1/2"	P16	Str	5	8	1/2" x 1/2"
P17	Str	5	8	1/2" x 1/2"	P17	Str	5	8	1/2" x 1/2"
P18	Str	5	8	1/2" x 1/2"	P18	Str	5	8	1/2" x 1/2"
P19	Str	5	8	1/2" x 1/2"	P19	Str	5	8	1/2" x 1/2"
P20	Str	5	8	1/2" x 1/2"	P20	Str	5	8	1/2" x 1/2"

ESTIMATE OF QUANTITIES FOR ONE END BENT		ESTIMATE OF QUANTITIES FOR ONE INTERMEDIATE BENT	
Concrete, Class "A"	10.7 Cu Yds.	Concrete, Class "A"	8.3 Cu Yds.
Reinforcement	1093 Lbs.	Reinforcement	819 Lbs.

END BENTS 1 & 4

INTERMEDIATE BENTS 2 & 3

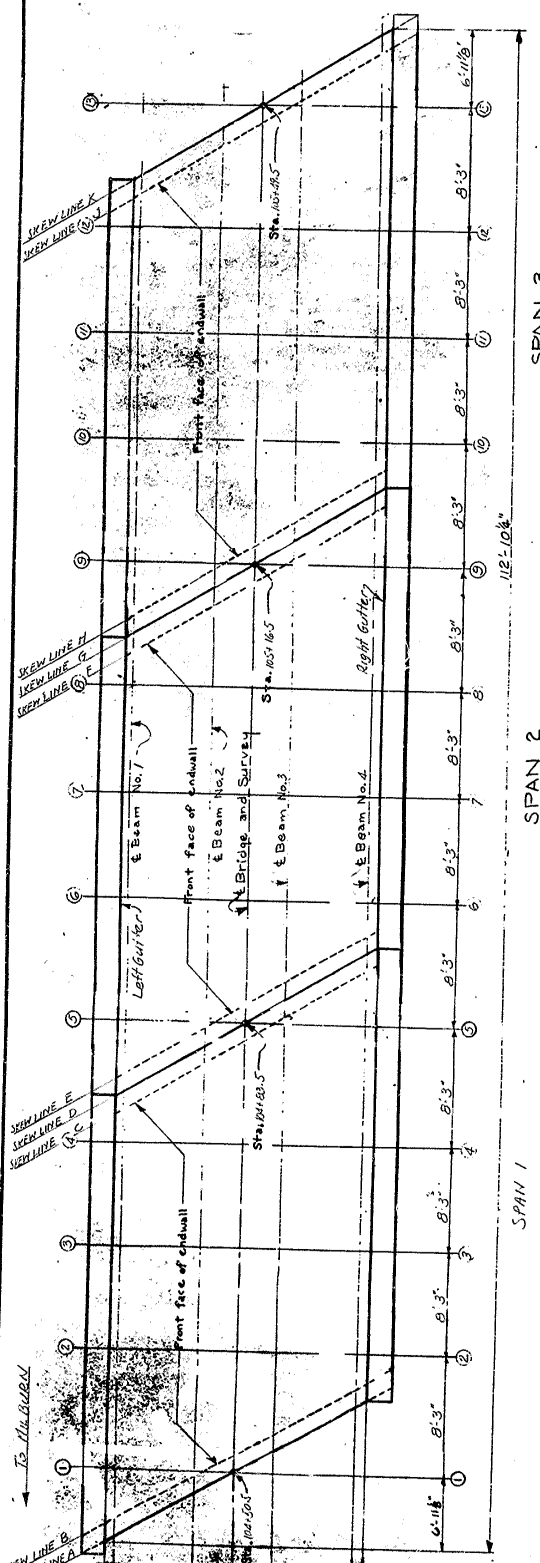
ELEVATION

TYPICAL SECTION BENT NO. 2

SECTION B-B

TYPICAL SECTION BENT NO. 3

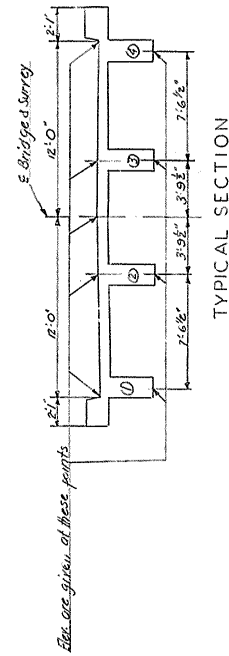
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF FRANKFORT
CARLISLE
WILL YATES - MIL BURN
ROAD
STATION 105+00
BRIDGE NUMBER 14017
PROJECT NO. 14017



CONSTRUCTION ELEVATIONS

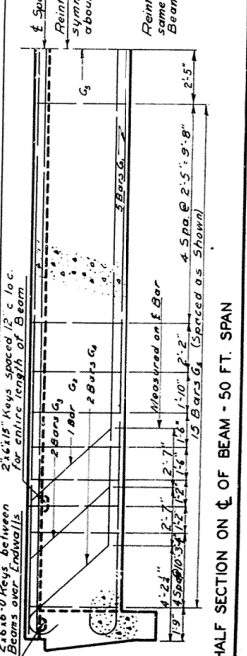
LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	RT. GUTTER
STATION 0+00	349.091	349.149	349.168	349.187	349.065
STATION 0+10	349.028	349.154	349.173	349.192	349.068
STATION 0+20	349.028	349.154	349.173	349.192	349.068
STATION 0+30	349.028	349.154	349.173	349.192	349.068
STATION 0+40	349.028	349.154	349.173	349.192	349.068
STATION 0+50	349.028	349.154	349.173	349.192	349.068
STATION 0+60	349.028	349.154	349.173	349.192	349.068
STATION 0+70	349.028	349.154	349.173	349.192	349.068
STATION 0+80	349.028	349.154	349.173	349.192	349.068
STATION 0+90	349.028	349.154	349.173	349.192	349.068
STATION 1+00	349.028	349.154	349.173	349.192	349.068
STATION 1+10	349.028	349.154	349.173	349.192	349.068
STATION 1+20	349.028	349.154	349.173	349.192	349.068
STATION 1+30	349.028	349.154	349.173	349.192	349.068
STATION 1+40	349.028	349.154	349.173	349.192	349.068
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STATION 2+00	349.028	349.154	349.173	349.192	349.068
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STATION 2+20	349.028	349.154	349.173	349.192	349.068
STATION 2+30	349.028	349.154	349.173	349.192	349.068
STATION 2+40	349.028	349.154	349.173	349.192	349.068
STATION 2+50	349.028	349.154	349.173	349.192	349.068
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STATION 12+00	349.028	349.154	349.173	349.192	349.068
STATION 12+10	349.028	349.154	349.173	349.192	349.068

NOTE: ELEVATIONS SHOWN IN TABLE CONTAIN CONSTRUCTION GROUND AND MUST BE MAINTAINED WITH FALSHOCK IN PLACE



Bridge over Horn Creek Sheet No. 3
 COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 COUNTY OF
 CARLISLE
 WILL YATES - MILBURN
 ROAD
 PROJECT NO.
 STATION 105+00
 BRIDGE NUMBER
 14017

CONSTRUCTION - ELEVATIONS



BILL & TYPES OF REINFORCEMENT (FOR ONE SPAN)

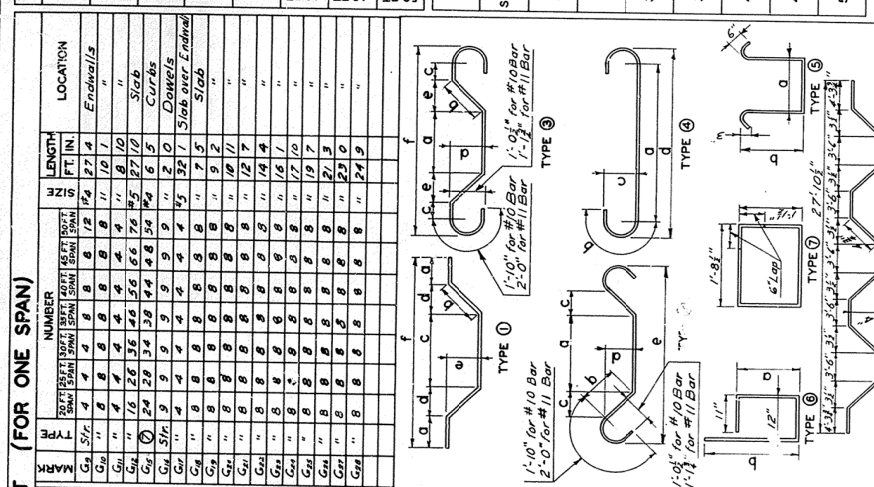
SPAN	MARK	TYPE	NUMBER	LENGTH FT. IN.	LOCATION	a	b	c	d	e	f
20 FT.	G ₁	16	16	16	Beams	21	4	1	10	1	22
	G ₂	16	16	16	Beams	17	2	1	1	1	1
	G ₃	16	16	16	Beams	19	0	1	1	1	1
	G ₄	16	16	16	Beams	17	2	1	1	1	1
	G ₅	16	16	16	Beams	19	0	1	1	1	1
	G ₆	16	16	16	Beams	17	2	1	1	1	1
	G ₇	16	16	16	Beams	19	0	1	1	1	1
	G ₈	16	16	16	Beams	17	2	1	1	1	1
	G ₉	16	16	16	Beams	19	0	1	1	1	1
	G ₁₀	16	16	16	Beams	17	2	1	1	1	1
	G ₁₁	16	16	16	Beams	19	0	1	1	1	1
	G ₁₂	16	16	16	Beams	17	2	1	1	1	1
	G ₁₃	16	16	16	Beams	19	0	1	1	1	1
	G ₁₄	16	16	16	Beams	17	2	1	1	1	1
	G ₁₅	16	16	16	Beams	19	0	1	1	1	1
	G ₁₆	16	16	16	Beams	17	2	1	1	1	1
	G ₁₇	16	16	16	Beams	19	0	1	1	1	1
	G ₁₈	16	16	16	Beams	17	2	1	1	1	1
	G ₁₉	16	16	16	Beams	19	0	1	1	1	1
	G ₂₀	16	16	16	Beams	17	2	1	1	1	1
	G ₂₁	16	16	16	Beams	19	0	1	1	1	1
	G ₂₂	16	16	16	Beams	17	2	1	1	1	1
	G ₂₃	16	16	16	Beams	19	0	1	1	1	1
	G ₂₄	16	16	16	Beams	17	2	1	1	1	1
	G ₂₅	16	16	16	Beams	19	0	1	1	1	1
	G ₂₆	16	16	16	Beams	17	2	1	1	1	1
	G ₂₇	16	16	16	Beams	19	0	1	1	1	1
	G ₂₈	16	16	16	Beams	17	2	1	1	1	1
	G ₂₉	16	16	16	Beams	19	0	1	1	1	1
	G ₃₀	16	16	16	Beams	17	2	1	1	1	1
	G ₃₁	16	16	16	Beams	19	0	1	1	1	1
	G ₃₂	16	16	16	Beams	17	2	1	1	1	1
	G ₃₃	16	16	16	Beams	19	0	1	1	1	1
	G ₃₄	16	16	16	Beams	17	2	1	1	1	1
	G ₃₅	16	16	16	Beams	19	0	1	1	1	1
	G ₃₆	16	16	16	Beams	17	2	1	1	1	1
	G ₃₇	16	16	16	Beams	19	0	1	1	1	1
	G ₃₈	16	16	16	Beams	17	2	1	1	1	1
	G ₃₉	16	16	16	Beams	19	0	1	1	1	1
	G ₄₀	16	16	16	Beams	17	2	1	1	1	1
	G ₄₁	16	16	16	Beams	19	0	1	1	1	1
	G ₄₂	16	16	16	Beams	17	2	1	1	1	1
	G ₄₃	16	16	16	Beams	19	0	1	1	1	1
	G ₄₄	16	16	16	Beams	17	2	1	1	1	1
	G ₄₅	16	16	16	Beams	19	0	1	1	1	1
	G ₄₆	16	16	16	Beams	17	2	1	1	1	1
	G ₄₇	16	16	16	Beams	19	0	1	1	1	1
	G ₄₈	16	16	16	Beams	17	2	1	1	1	1
	G ₄₉	16	16	16	Beams	19	0	1	1	1	1
	G ₅₀	16	16	16	Beams	17	2	1	1	1	1
	G ₅₁	16	16	16	Beams	19	0	1	1	1	1
	G ₅₂	16	16	16	Beams	17	2	1	1	1	1
	G ₅₃	16	16	16	Beams	19	0	1	1	1	1
	G ₅₄	16	16	16	Beams	17	2	1	1	1	1
	G ₅₅	16	16	16	Beams	19	0	1	1	1	1
	G ₅₆	16	16	16	Beams	17	2	1	1	1	1
	G ₅₇	16	16	16	Beams	19	0	1	1	1	1
	G ₅₈	16	16	16	Beams	17	2	1	1	1	1
	G ₅₉	16	16	16	Beams	19	0	1	1	1	1
	G ₆₀	16	16	16	Beams	17	2	1	1	1	1
	G ₆₁	16	16	16	Beams	19	0	1	1	1	1
	G ₆₂	16	16	16	Beams	17	2	1	1	1	1
	G ₆₃	16	16	16	Beams	19	0	1	1	1	1
	G ₆₄	16	16	16	Beams	17	2	1	1	1	1
	G ₆₅	16	16	16	Beams	19	0	1	1	1	1
	G ₆₆	16	16	16	Beams	17	2	1	1	1	1
	G ₆₇	16	16	16	Beams	19	0	1	1	1	1
	G ₆₈	16	16	16	Beams	17	2	1	1	1	1
	G ₆₉	16	16	16	Beams	19	0	1	1	1	1
	G ₇₀	16	16	16	Beams	17	2	1	1	1	1
	G ₇₁	16	16	16	Beams	19	0	1	1	1	1
	G ₇₂	16	16	16	Beams	17	2	1	1	1	1
	G ₇₃	16	16	16	Beams	19	0	1	1	1	1
	G ₇₄	16	16	16	Beams	17	2	1	1	1	1
	G ₇₅	16	16	16	Beams	19	0	1	1	1	1
	G ₇₆	16	16	16	Beams	17	2	1	1	1	1
	G ₇₇	16	16	16	Beams	19	0	1	1	1	1
	G ₇₈	16	16	16	Beams	17	2	1	1	1	1
	G ₇₉	16	16	16	Beams	19	0	1	1	1	1
	G ₈₀	16	16	16	Beams	17	2	1	1	1	1
	G ₈₁	16	16	16	Beams	19	0	1	1	1	1
	G ₈₂	16	16	16	Beams	17	2	1	1	1	1
	G ₈₃	16	16	16	Beams	19	0	1	1	1	1
	G ₈₄	16	16	16	Beams	17	2	1	1	1	1
	G ₈₅	16	16	16	Beams	19	0	1	1	1	1
	G ₈₆	16	16	16	Beams	17	2	1	1	1	1
	G ₈₇	16	16	16	Beams	19	0	1	1	1	1
	G ₈₈	16	16	16	Beams	17	2	1	1	1	1
	G ₈₉	16	16	16	Beams	19	0	1	1	1	1
	G ₉₀	16	16	16	Beams	17	2	1	1	1	1
	G ₉₁	16	16	16	Beams	19	0	1	1	1	1
	G ₉₂	16	16	16	Beams	17	2	1	1	1	1
	G ₉₃	16	16	16	Beams	19	0	1	1	1	1
	G ₉₄	16	16	16	Beams	17	2	1	1	1	1
	G ₉₅	16	16	16	Beams	19	0	1	1	1	1
	G ₉₆	16	16	16	Beams	17	2	1	1	1	1
	G ₉₇	16	16	16	Beams	19	0	1	1	1	1
	G ₉₈	16	16	16	Beams	17	2	1	1	1	1
	G ₉₉	16	16	16	Beams	19	0	1	1	1	1
	G ₁₀₀	16	16	16	Beams	17	2	1	1	1	1

ESTIMATE OF QUANTITIES

SPAN	CLASS 'A' CONCRETE CU YDS.	REINFORCEMENT LBS.	BRONZE PLATES LBS.
1. SINGLE	27.0	7634	—
2. INTERMEDIATE	25.4	7554	—
3. END	26.2	7594	—
4. SINGLE	34.9	9024	—
5. INTERMEDIATE	33.0	8938	—
6. END	32.9	8988	—
7. SINGLE	41.1	11671	—
8. INTERMEDIATE	39.1	11583	—
9. END	40.1	11627	—
10. SINGLE	51.2	13186	—
11. INTERMEDIATE	48.7	13070	—
12. END	48.9	13128	—
13. SINGLE	63.0	17865	304
14. INTERMEDIATE	60.0	17660	304
15. END	61.5	17722	304
16. SINGLE	75.4	18344	304
17. INTERMEDIATE	72.4	18220	304
18. END	73.9	18282	304
19. SINGLE	92.9	20153	304
20. INTERMEDIATE	89.2	19997	304
21. END	91.7	20075	304

TABLE SHOWING NUMBER & SPACING OF DRAINS

SPAN	NUMBER PER SPAN	SPACING OF DRAINS (EACH GUTTER)
20'	2	11'-6"
25'	2	14'-0"
30'	4	8'-6"
35'	4	9'-0"
40'	6	9'-0"
45'	6	9'-0"
50'	6	11'-6"



GENERAL NOTE

Kentucky Department of Highways Current Specifications with Amendments.

DESIGN LOAD: Designed for H₁₆ Loading as specified in A.A.S.H.O. 1953.

DESIGN STRESSES: $f_s = 18,000 \text{ psi}$; $f_c = 1000 \text{ psi}$; $n = 10$; $v = 120 \text{ psi}$.

CONCRETE: Class 'A' concrete to be used throughout.

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. All reinforcing steel bars shall conform to A.S.T.M. designation 4305.

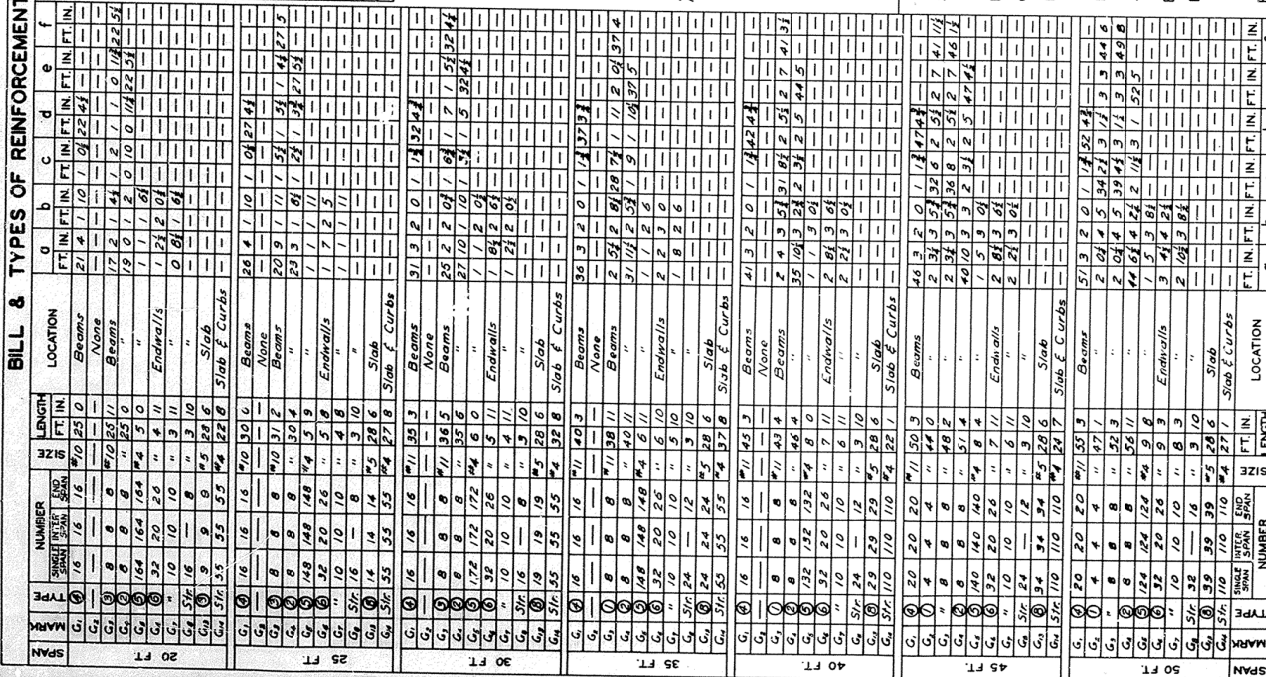
FLOOR DRAINS, EXPANSION JOINT MATERIAL, COPPER STRIP AND TAR PAPER: The cost of these items to be included in the unit price bid for Class 'A' concrete. Floor drains may be either cast iron or aluminum.

TAR PAPER: To be commercial grade tar paper or roofing felt approximately 1/8" thick.

BEVELED EDGES: All exposed edges to be beveled 3/8" unless otherwise noted.

FOUNDRY 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-521, Report of Field Inspection of Castings, is to be submitted to the laboratory.

EXPANSION PLATES: All plates to be A.S.T.M. B-26 Class CS-22, current specifications. Aluminum drains shall be galvanized steel conforming to A.S.T.M. B-100 Type 22, current specifications. All plates to be A.S.T.M. B-22 Class C or B-100 Type 22, current specifications, with sliding surfaces finely polished. Machine bolts to be furnished with nuts, washers and the weight of plates given. Cost of bolts to be included in unit price bid for plates.



SPAN	MARK	TYPE	NUMBER	LENGTH FT. IN.	LOCATION	a	b	c	d	e	f
20 FT.	G ₁	16	16	16	Beams	21	4	1	10	1	22
	G ₂	16	16	16	Beams	17	2	1	1	1	1
	G ₃	16	16	16	Beams	19	0	1	1	1	1
	G ₄	16	16	16	Beams	17	2	1	1	1	1
	G ₅	16	16	16	Beams	19	0	1	1	1	1
	G ₆	16	16	16	Beams	17	2	1	1	1	1
	G ₇	16	16	16	Beams	19	0	1	1	1	1
	G ₈	16	16	16	Beams	17	2	1	1	1	1
	G ₉	16	16	16	Beams	19	0	1	1	1	1
	G ₁₀	16	16	16	Beams	17	2	1	1	1	1
	G ₁₁	16	16	16	Beams	19	0	1	1	1	1
	G ₁₂	16	16	16	Beams	17	2	1	1	1	1
	G ₁₃	16	16	16	Beams	19	0	1	1	1	1
	G ₁₄	16	16	16	Beams	17	2	1	1	1	1
	G ₁₅	16	16	16	Beams	19	0	1			

TABLE OF REINFORCEMENT AND ESTIMATE OF QUANTITIES

30' R.C.G. SPAN		NUMBER										CONCRETE REINFORCEMENT	
		T ₁	T ₂	T ₃	T ₄	T ₅	T ₆	T ₇	T ₈	T ₉	T ₁₀	CLASS 'C'	MENT
SINGLE	TWO RAILS	10	12	24	72	8	—	—	—	—	—	—	676
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	2.0	—
END	TWO RAILS	32	6	30	72	4	—	—	—	—	—	1.6	534
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	1.8	608
SINGLE	TWO RAILS	10	12	24	72	8	—	—	—	—	—	2.0	690
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	1.6	534
END	TWO RAILS	16	3	15	36	—	—	—	—	—	—	0.9	309
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	0.9	304
SINGLE	TWO RAILS	10	12	24	72	8	—	—	—	—	—	2.0	697
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	1.6	534
END	TWO RAILS	16	3	15	36	—	—	—	—	—	—	0.9	312
	INTERMEDIATE	24	—	—	—	—	—	—	—	—	—	0.9	304

BILL AND TYPES OF REINFORCEMENT		LENGTH										LOCATION	
		T ₁	T ₂	T ₃	T ₄	T ₅	T ₆	T ₇	T ₈	T ₉	T ₁₀		
T ₁	1	6	7	—	—	—	—	—	—	—	—	Curbs into Posts	Post (A) and (C)
	2	—	—	—	—	—	—	—	—	—	—		
T ₂	3	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	4	—	—	—	—	—	—	—	—	—	—		
T ₃	5	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	6	—	—	—	—	—	—	—	—	—	—		
T ₄	7	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	8	—	—	—	—	—	—	—	—	—	—		
T ₅	9	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	10	—	—	—	—	—	—	—	—	—	—		
T ₆	11	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	12	—	—	—	—	—	—	—	—	—	—		
T ₇	13	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	14	—	—	—	—	—	—	—	—	—	—		
T ₈	15	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	16	—	—	—	—	—	—	—	—	—	—		
T ₉	17	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	18	—	—	—	—	—	—	—	—	—	—		
T ₁₀	19	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	20	—	—	—	—	—	—	—	—	—	—		
T ₁₁	21	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	22	—	—	—	—	—	—	—	—	—	—		
T ₁₂	23	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	24	—	—	—	—	—	—	—	—	—	—		
T ₁₃	25	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	26	—	—	—	—	—	—	—	—	—	—		
T ₁₄	27	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	28	—	—	—	—	—	—	—	—	—	—		
T ₁₅	29	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	30	—	—	—	—	—	—	—	—	—	—		
T ₁₆	31	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	32	—	—	—	—	—	—	—	—	—	—		
T ₁₇	33	—	—	—	—	—	—	—	—	—	—	Rail	Post (B) and (D)
	34	—	—	—	—	—	—	—	—	—	—		

GENERAL NOTE

SPECIFICATIONS: Kentucky Department of Highways current Specifications with Amendments.

CONCRETE: Class 'D' concrete to be used in Handrail.

REINFORCEMENT: Dimensions from face of concrete to bars are clear distances except as otherwise shown. Dimensions for bar spacing and distances center to center of bars. Dimensions for bar spacing and distances center to center of bars shall conform to A.S.T.M. Designation A-305 current specifications.

BEVELED EDGES: All exposed edges to be beveled unless otherwise noted.

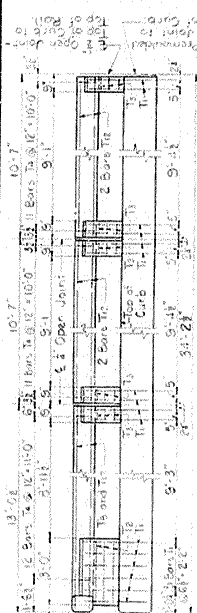
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

STANDARD HANDRAIL

DECK GIRDER 30 FT. SPAN

ALL ROADWAY WIDTHS

APPROVED BY: _____
BRIDGE ENGINEER
STATE HIGHWAY ENGINEER
DRAWN BY: _____
ENGINEER
HT2



END SPAN-LONG RAIL-30' SKEW

