

KENTUCKY DEPARTMENT OF HIGHWAYS

HICKMAN COUNTY

JACKSON PURCHASE PARKWAY

KY. 1283 OVER J.P.P.

REFERENCE AND ESTIMATE OF QUANTITIES

ITEM	SHEET NO.	CONCRETE CU. YD.		REINF. STEEL LB.	STR. EXC. CU. YD.	END BENT BACKFILL CU. YD.	HIGH STRENGTH HANDRAIL LIN. FT.	CRUSHED AGGREGATE SLOPE PROT. SQ. YD.	STRUCTURAL STEEL LUMP SUM BID ①	LINSEED OIL PROT. COATING SQ. YD.	CONCRETE PILING L.F. (SEE GENERAL NOTE FOR DESCRIPTION OF ALT. PILES)									
		CLASS A	CLASS AA								ALTERNATE A FURNISH DRIVE	ALTERNATE B FURNISH DRIVE	ALTERNATE C FURNISH DRIVE	ALTERNATE D FURNISH DRIVE	ALTERNATE E FURNISH DRIVE	ALTERNATE F FURNISH DRIVE				
QUANTITIES	1																			
NOTES	2																			
LAYOUT	3																			
SOUNDINGS	3																			
PILE RECORD	4																			
ABUTMENT 1	5-8	89.0	61.8	27,029	130	100		100			1,100	1,100	1,100	1,100	1,100	1,100				
ABUTMENT 2	5-8	89.0	61.8	27,029	130	100		100			1,100	1,100	1,100	1,100	1,100	1,100				
PIER 1	9	58.8		13,092																
SUPERSTRUCTURE	10-14		541.5	178,433			577		①	1,060	840	840	840	840	840	840	840	840	840	840
ELEVATIONS	15																			
SUPERSTRUCTURE TOTALS			541.5	178,433			577		①	1,060										
SUBSTRUCTURE TOTALS		236.8	123.6	67,150	260	200		200			3,040	3,040	3,040	3,040	3,040	3,040	840	840	840	840
TOTALS		236.8	665.1	245,583	260	200	577	200	①	1,060	3,040	3,040	3,040	3,040	3,040	3,040	840	840	840	840

① Approximate weight of Structural Steel is 11,110 Lbs.

STANDARD DRAWINGS

- ED3 AE2 P22
- H16A P2 P23
- H150B P20 P24
- SF3 P21

Special Provisions for:
 Joint Sealing Compound dated 6-24-65
 Linseed Oil Protective Coating dated 4-14-64
 High Strength Cast Aluminum Bridge Railing Post dated 10-2-64
 Class AA Concrete dated 7-15-66
 Research Surveillance of Bridge Construction Procedures.

BILL OF INCIDENTAL MATERIAL		
ITEM	NO.	SIZE & LOCATION
Joint Sealing Compound	2	1" x 3" x 40'-0" long @ Exp Dams
Galv. Steel Drains	18	3" x 1'-0" long in Bottom Slab

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 specs.

PLANS BY: ODELL, WRIGHT, MORGAN, AND BROWN INC., FOR ADAM K. GRAFE AND ASSOCIATES

DESIGNED BY	DATE	REVISION	DATE
CHECKED BY	DATE	REVISION	DATE
TRACED BY	DATE	REVISION	DATE

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 HICKMAN

JACKSON PURCHASE PARKWAY
 ROAD

STATION 447+4145 J.P.P. PROJECT NO. S.R. 53-779
 50+6000 KY. 1283

BRIDGE NUMBER 16656



DESIGNED BY: C.E.B.	DATE: 12/15/66	REVISED BY: R.W.	DATE: 12/15/66
CHECKED BY: R.W.	DATE: 12/15/66	REVISED BY:	DATE:
MADE BY:	DATE:	REVISED BY:	DATE:

GENERAL NOTES

SPECIFICATIONS: Kentucky Department of Highways Standard Specifications, current Edition with revisions.

DESIGN LOAD: Bridge designed for A10-44 loading as specified in 1961 AASHTO Specifications and Design Memorandum 65-15 of Division of Bridges, Kentucky Department of Highways. Slab designed for 16 kip wheel load.

DESIGN STRESSES: For reinforced concrete, $f_c = 3000$ psi; $f_s = 1800$ psi; $f_t = 3000$ psi, $f_{t,10} = 1600$ psi, $f_{t,20} = 1000$ psi for embedment, $v = 500$ psi for $f_{t,10}$.

FOUNDATION REQUIREMENTS: Axial computed load per pile is 52.8 kips (Abutments) & 32.8 kips (Pier). Horizontal component of the battered piles at the abutments is larger than the horizontal shear on the pile group. These loads are for Group I loading.

CONCRETE: Class A concrete to be used throughout except in Piles, High Strength Concrete Handrail, Abutments above const. joint at bridge seat (See Plans) & Superstructure. Class D Concrete to be used in Alternate Piles A-B-C-D-F and in High Strength Concrete Handrail. Class D Modified Concrete to be used in Alternate Piles E. Class M Concrete to be used in Superstructure, in abutments above const. joint at bridge seat as shown on plans.

REINFORCEMENT: Intermediate or hard grade reinforcement shall be used in accordance with ASTM A15-65 for billet steel or A16-65 for rail steel conforming to bending requirements of AASHTO Spec. 11-92. 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 shown.

JOINT SEALING COMPOUND: The cost of this item to be included in the cost of Class M Concrete.

PLACING FILLS: See Std. Dwg. 5F-3.

PILING: Piles shall be driven to refusal or to sustain a load of 50 tons per pile. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.

DRIVING PILES: Coned pilot holes thru the Abutment embankments will be required for driving piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles. See Note, sheet 3.

ALTERNATE TYPES OF PILES: The contractor shall use one of the following types of piles throughout, except that alternate D, E and F will not be permitted for abutments.

- Alternate A' - 14" Reinforced Concrete precast pile, Std. Dwg. P-2.
- Alternate B' - 14" Cast in place concrete pile, Alkaid Steel Shell, Std. Dwg. P-2.
- Alternate C' - 14" Cast in place concrete pile, Modified Steel Shell, Std. Dwg. P-2.
- Alternate D' - 14" Cast in place pile, corrugated steel/step taper shell, Std. Dwg. P-2.
- Alternate E' - 14" Prestressed Precast concrete pile, Std. Dwg. P-2.
- Alternate F' - 14" Cast in place concrete pile, corrugated steel/step taper shell, Std. Dwg. P-2.

BROWSE PLATES: All plates to be ASTM B-22-61 Alloy or D100-61 Alloy 1 current specifications, with sliding surfaces finely polished. Cost of plates is to be included in Lump Sum Bid for Structural Steel.

PROTECTIVE COATING: The protective coating shall be according to the special provision for Linseed Oil Protective Coating; approved 4-14-64.

CRUSHED AGGREGATE SLOPE PROTECTION: Crushed aggregate slope protection shall consist of Size No. 1 or Size No. 2 crushed limestone or slag meeting the applicable requirements of the current Specs. The crushed aggregate may be dumped in place. The placing shall be conducted in such a manner as will produce a uniform surface varying not more than $\frac{1}{8}$ inches in 4 feet from a true plane. Hand placing will not be required other than is necessary to correct irregularities exceeding the specified tolerances. Unless otherwise shown on the plans the crushed aggregate shall be placed to a depth of 12 inches, measured perpendicular to the slope, flush with the embankment slopes under the bridge; shall extend from the face of the abutments across the beam and down the slope to $\frac{1}{2}$ below the toe of the slope; and shall extend laterally to $\frac{1}{2}$ feet beyond the outer edges of the superstructure.

OPTIONAL TYPES OF HIGH STRENGTH HANDRAIL: The contractor shall provide throughout the project at his option either High Strength Aluminum Handrail in accordance with Std. Dwg. H116 or High Strength Concrete Handrail in accordance with Std. Dwg. H150.

STRUCTURAL STEEL: Lump Sum Bid for structural steel shall be full payment for all structural steel, gusset plates, rivets, bolts, washers, lead plates, molten lead, welding and welding materials, paint and all labor and materials necessary to erect the steel in accordance with the plans and specifications. All structural steel shall conform to ASTM Specification A36-60.

PAINT: All structural steel, except bearing surfaces in sheets, shall be given one shop coat of type 1 red lead paint and two field coats of aluminum paint. Exposed surfaces shall be given one field coat of aluminum paint before erection. Shop paint shall not be applied within 3' of open holes where high strength bolts are to be used for field connections and shall not be applied to steel surfaces in contact with concrete.

CONSTRUCTION PROCEDURE FOR ABUTMENTS:

1. Place fill at abutment to approximate limits of finished grade as shown on roadway plans.
2. Excavate for footings and drive piles.
3. Dress subgrade at footings and place stone or marker base.
4. After backfilling at the front footing excavate for sidewalls, place stone or mortar base, place forms for sidewalls and pour front wall and sidewalk to bridge seat.
5. Backfill, stone and make final grading inside of abutment before placing forms and shoring for deck girders.
6. Complete pouring of the girders and slab.
7. Place the curbs and wings.
8. Place plinth and railing continuously over abutments and superstructure.

WIND LOADS: This structure is designed using wind loads based on a wind velocity of 84 mph.

MILL TEST REPORTS: Molined test reports in triplicate shall be furnished the Kentucky Department of Highways showing that all materials furnished conform to the specifications.

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.

ACCESS DOORS: All access doors and fittings are to be Galvanized Steel. The cost of the Access Doors shall be included in the Lump Sum Bid for Structural Steel.

GENERAL NOTES

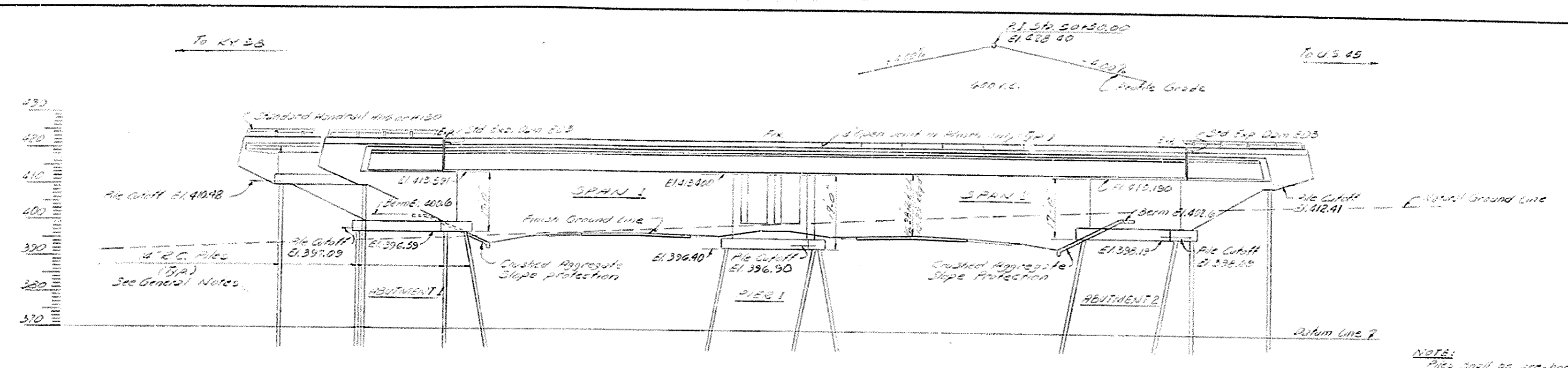
KY. 1283 OVER JPP SHEET 2

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
HICKMAN
 JACKSON PURCHASE PARKWAY

442-4145 JPP ROAD
 STATION 50+00.00 KY. 1283 PROJECT NO.

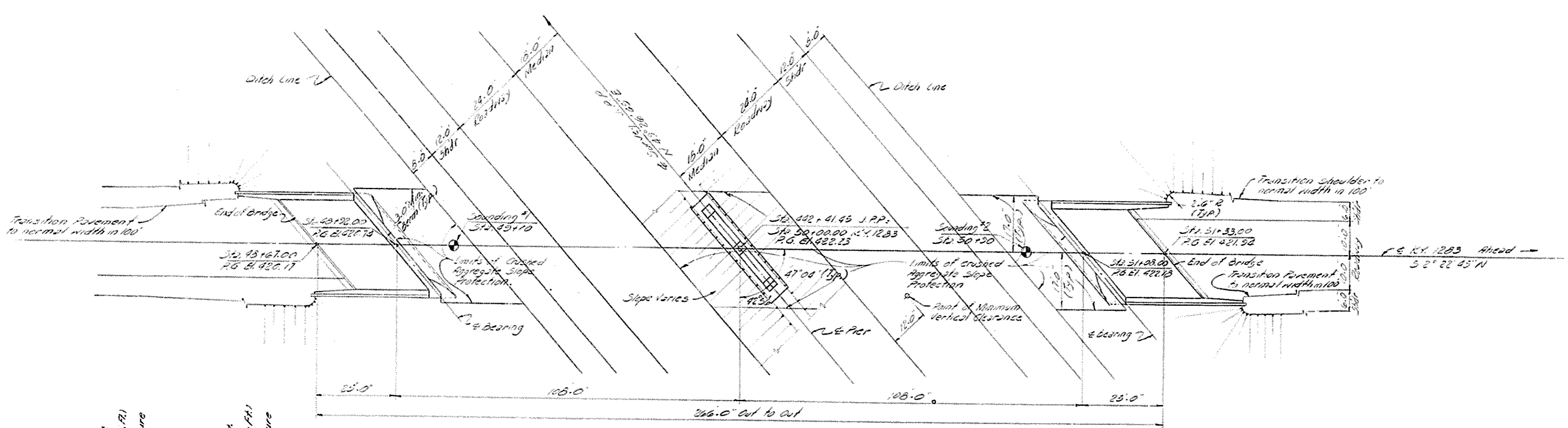
BRIDGE NUMBER	DRAWING NO. 16656	INDEX
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BRIDGE



ELEVATION
 108'-0" x 108'-0" CONTINUOUS REINFORCED CONCRETE BOX GIRDER SPANS
 48" x 36" U.P. STRENGTH CURBS - 36" x 36" ROWWAY
 4120.44 LOADING, 36.0' SHOULDERS @ BRIDGE, 2:1 FILL SLOPES

NOTE:
 Piles shall be pre-bored or jetted if necessary to a minimum penetration of 20' below cutoff elevation or 20' below natural ground line, whichever is lower. The cost of this work is to be included in bid per linear foot for driving piles.



PLAN
 (Deck Removed)

DATUM	Blows/ft	Qu. (T.S.P. #)	Type Failure
394.0	A	7 .58	S
387.5	B	8 1.79	S
380.0	C	10	N.P.
375.5	D	11	N.P.
370	D	11	N.P.
367.0	E	26	N.P.
360	E	23	N.P.
352.0	F	19	N.P.
350	F	18	N.P.
404.0	H	14 2.62	S
403.0	H	16 7.13	S
391.5	J	22 2.47	S
391.5	J	29 3.01	S
378.0	K	34 3.57	S
378.0	K	48	N.P.
365.5	L	43	N.P.
365.5	L	40	N.P.
365.5	L	36	N.P.
352.5	L	39	N.P.

NOTE-
 N.P. = Non Plastic Failure
 S. = Shear Failure
 A = Silty clay loam, med. firm & moist, brown
 B = Clay-reddish brown, moist & stiff
 C = Fine grain sand, med. dense & moist
 D = Sandy clay, med. firm & moist, reddish-brown
 E = Fine grain sand, med. dense & moist reddish-brown
 F = Fine grain sand, med. dense & wet brown
 G = Sand & gravel, dry & dense
 H = Silty clay loam, brown, moist & firm
 J = Sandy clay, very firm & very dry, reddish brown
 K = Fine grain sand, very dense & dry, Lt brown
 L = Fine sand, dense & wet, Lt brown
 Hole #1 Hit water at Elevation 389.5
 Hole #2 Hit water at Elevation 365.0

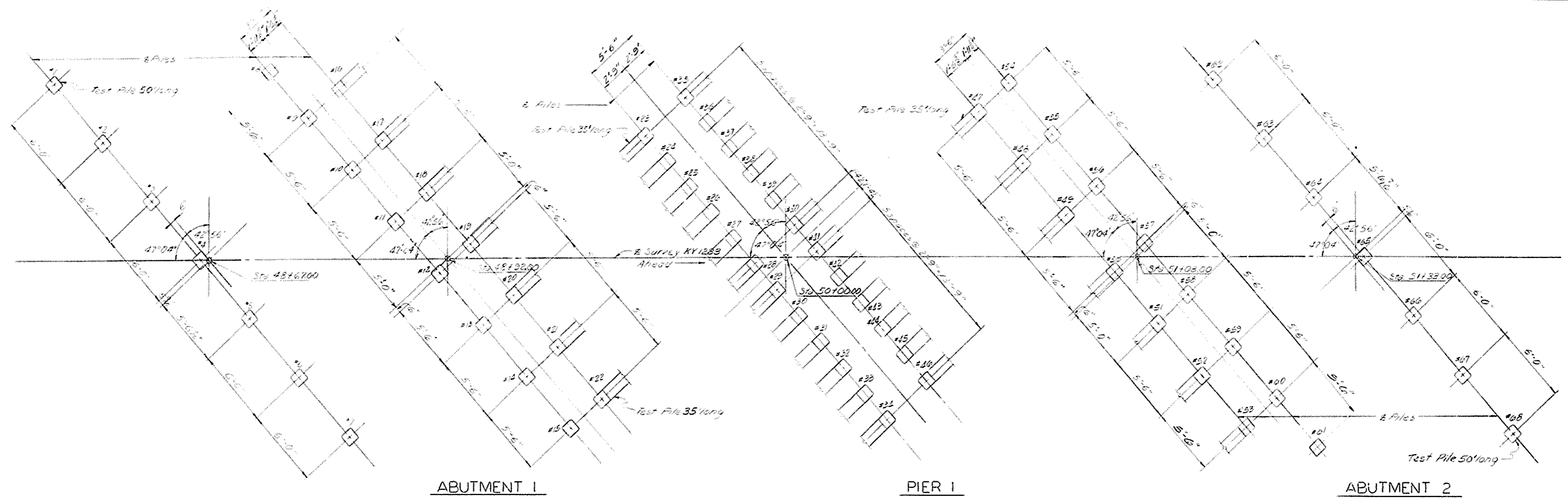
KY 1283 OVER J.R.P. SHEET 3

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 HICKMAN
 JACKSON PURCHASE PARKWAY
 ROAD

442+41.45 J.R.P.
 STATION 50+00.00 KY 1283 PROJECT NO.

BRIDGE NUMBER	DRAWING NO. 16656	INDEX
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LAYOUT



ABUTMENT 1

PIER 1

ABUTMENT 2

PILE RECORD

Location	Pile No	Cutoff El. Shown Alt. A"	Cutoff El. Shown Alt. B"	Cutoff El. Shown Alt. C"	Cutoff El. Shown Alt. D"	Cutoff El. Shown Alt. E"	Tip of Pile Elevation as driven	Pile Length (Lin. Ft.)	Calculated Bearing Capacity (Tons)	Location	Pile No	Cutoff El. Shown Alt. A"	Cutoff El. Shown Alt. B"	Cutoff El. Shown Alt. C"	Cutoff El. Shown Alt. D"	Cutoff El. Shown Alt. E"	Tip of Pile Elevation as driven	Pile Length (Lin. Ft.)	Calculated Bearing Capacity (Tons)
Abut. 1	1T	410.43	410.43	410.43			380.47	30.01	149	Pier 1	35B	396.90	396.90	396.90	396.90	396.90	378.20	19.71	87
"	2	"	"	"			380.70	25.73	149	"	36B	"	"	"	"	"	378.36	19.54	78
"	3	"	"	"			380.27	29.61	112	"	37B	"	"	"	"	"	378.36	19.54	78
"	4	"	"	"			380.79	29.69	108	"	38B	"	"	"	"	"	378.44	19.46	87
"	5	"	"	"			380.88	29.60	112	"	39B	"	"	"	"	"	378.46	19.23	78
"	6	"	"	"			380.91	29.57	112	"	40B	"	"	"	"	"	378.81	19.07	87
"	7	"	"	"			380.92	29.56	112	"	41B	"	"	"	"	"	378.74	19.56	92
"	8	397.09	397.09	397.09			372.45	22.64	94	"	42B	"	"	"	"	"	378.67	19.22	90
"	9	"	"	"			372.85	23.14	94	"	43B	"	"	"	"	"	378.36	19.54	88
"	10	"	"	"			372.16	22.93	89	"	44B	"	"	"	"	"	378.23	19.68	130
"	11	"	"	"			372.20	22.89	99	"	45B	"	"	"	"	"	378.32	19.58	92
"	12	"	"	"			372.64	22.78	98	"	46B	"	"	"	"	"	378.52	19.27	90
"	13	"	"	"			375.13	21.96	78	Abut. 2	47B	398.69	398.69	398.69			372.23	16.20	87
"	14	"	"	"			372.72	23.37	87	"	48B	"	"	"	"	"	372.75	16.80	76
"	15T	"	"	"			371.06	26.03	94	"	49B	"	"	"	"	"	383.34	16.18	112
"	16B	"	"	"			384.22	16.73	120	"	50B	"	"	"	"	"	384.54	14.92	130
"	17B	"	"	"			380.92	17.04	112	"	51B	"	"	"	"	"	384.60	17.85	112
"	18B	"	"	"			382.20	16.70	108	"	52B	"	"	"	"	"	385.62	13.78	112
"	19B	"	"	"			380.96	17.00	105	"	53B	"	"	"	"	"	385.16	14.26	119
"	20B	"	"	"			381.77	16.25	112	"	54T	"	"	"	"	"	382.49	16.20	90
"	21B	"	"	"			378.60	22.60	92	"	55	"	"	"	"	"	382.44	16.25	90
"	22B	"	"	"			375.14	23.14	87	"	56	"	"	"	"	"	382.40	16.29	87
Pier 1	23B	396.90	396.90	396.90	396.90	396.90	372.12	20.85	112	"	57	"	"	"	"	"	382.35	17.24	112
"	24B	"	"	"	"	"	372.51	19.38	98	"	58	"	"	"	"	"	384.76	12.92	112
"	25B	"	"	"	"	"	372.45	19.45	92	"	59	"	"	"	"	"	382.65	16.04	68
"	26B	"	"	"	"	"	372.57	19.32	155	"	60	"	"	"	"	"	382.69	16.00	76
"	27B	"	"	"	"	"	372.51	19.38	92	"	61	"	"	"	"	"	380.19	18.53	75
"	28B	"	"	"	"	"	372.43	19.47	112	"	62	412.41	412.41	412.41			373.75	24.54	73
"	29B	"	"	"	"	"	372.33	19.57	92	"	63	"	"	"	"	"	373.94	24.25	73
"	30B	"	"	"	"	"	372.29	19.62	78	"	64	"	"	"	"	"	373.90	24.29	92
"	31B	"	"	"	"	"	372.45	19.48	75	"	65	"	"	"	"	"	374.73	23.36	87
"	32B	"	"	"	"	"	372.52	19.37	98	"	66	"	"	"	"	"	374.55	24.14	87
"	33B	"	"	"	"	"	372.20	19.70	92	"	67	"	"	"	"	"	373.60	25.09	65
"	34B	"	"	"	"	"	372.65	19.24	90	"	68T	"	"	"	"	"	371.51	27.18	130

NOTE:

This pile record does not replace the other record 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 the 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. Lengths of piles in place shown here are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

Alternate A-14 Reinforced Concrete Piles - For notes and detail see Std. Dwg. P2.

Alternate B-14 Seamless Steel or Welded Pipe Shell Concrete Filled Piles - For notes and details see Std. Dwg. P20.

Alternate C-14 Metal shell concrete filled Piles - For notes and details see Std. Dwg. P21.

Alternate D-14 Corrugated Steel Step-taper shell Concrete Filled piles - For notes and detail see Std. Dwg. P22.

Alternate E-14 Prestressed Concrete Piles - For notes and details see Std. Dwg. P23.

Alternate F-14 Cast in place concrete pile, Corrugated Steel Step, Uniform shell, Std. Dwg. P24.

See sheet 7-3 for batter on piles.

KY1283 OVER J.P.P. 1-2 SHEET 4

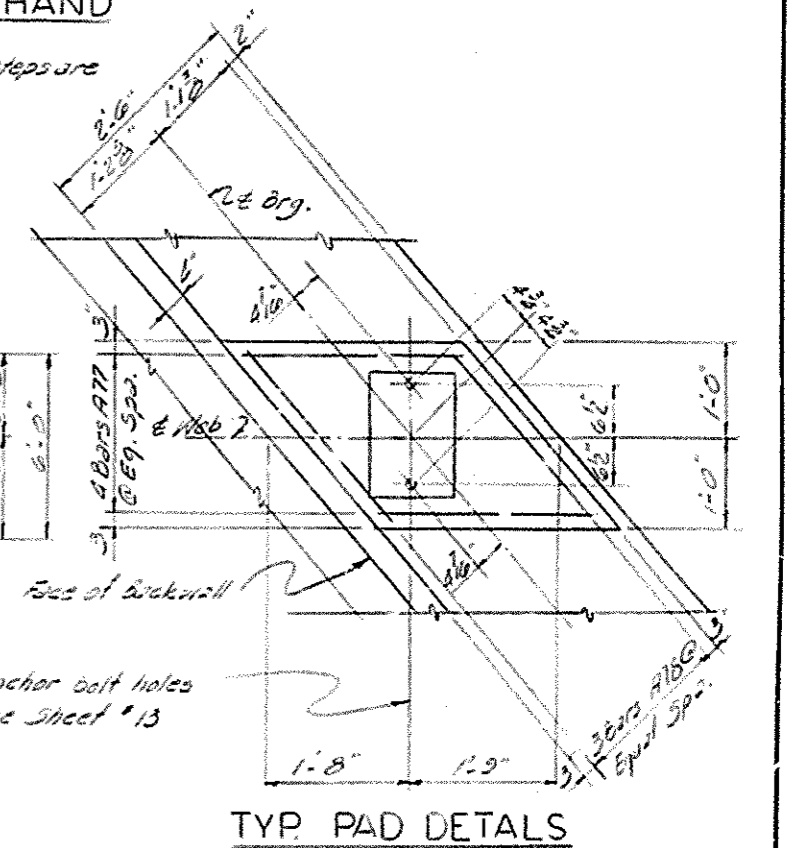
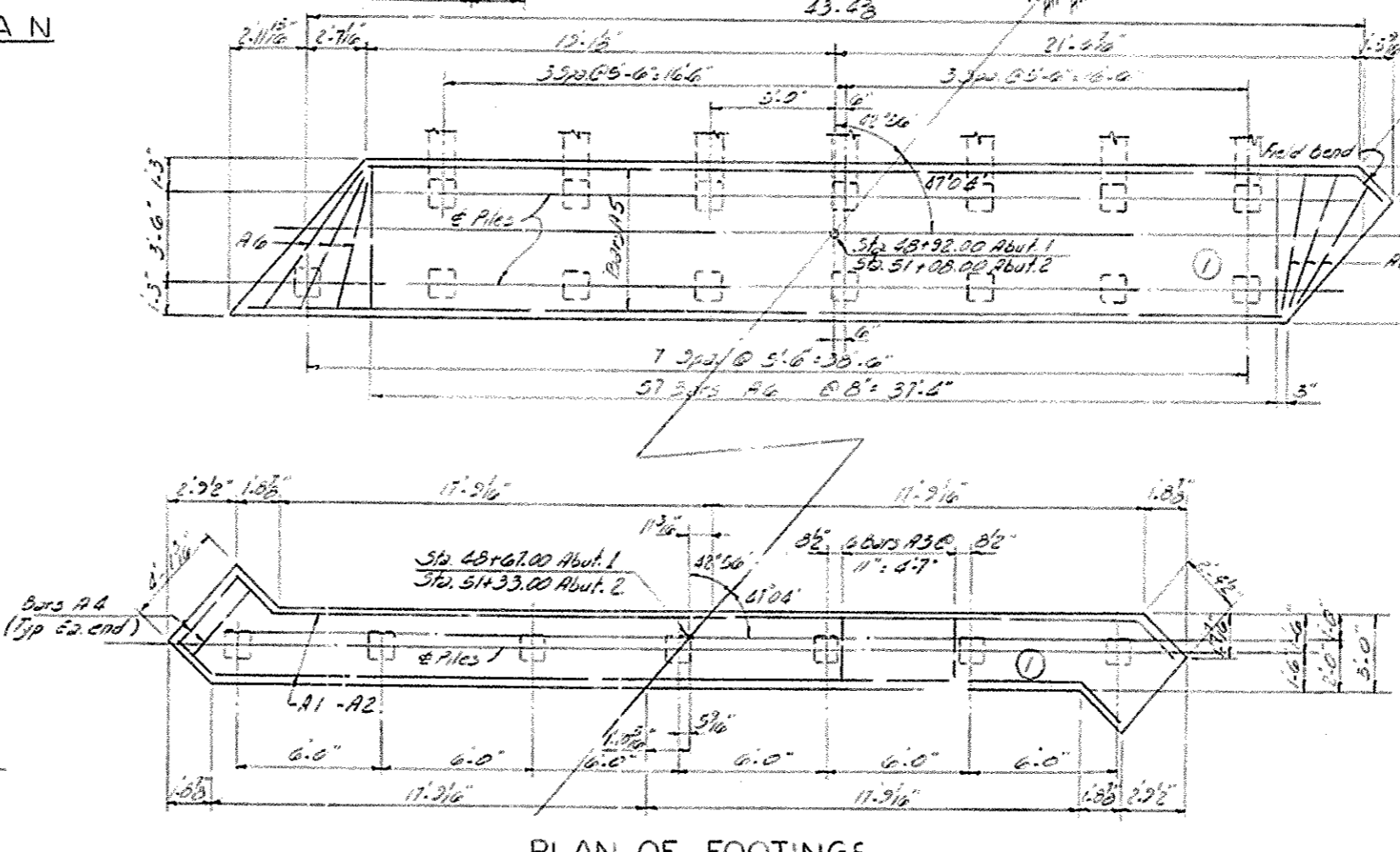
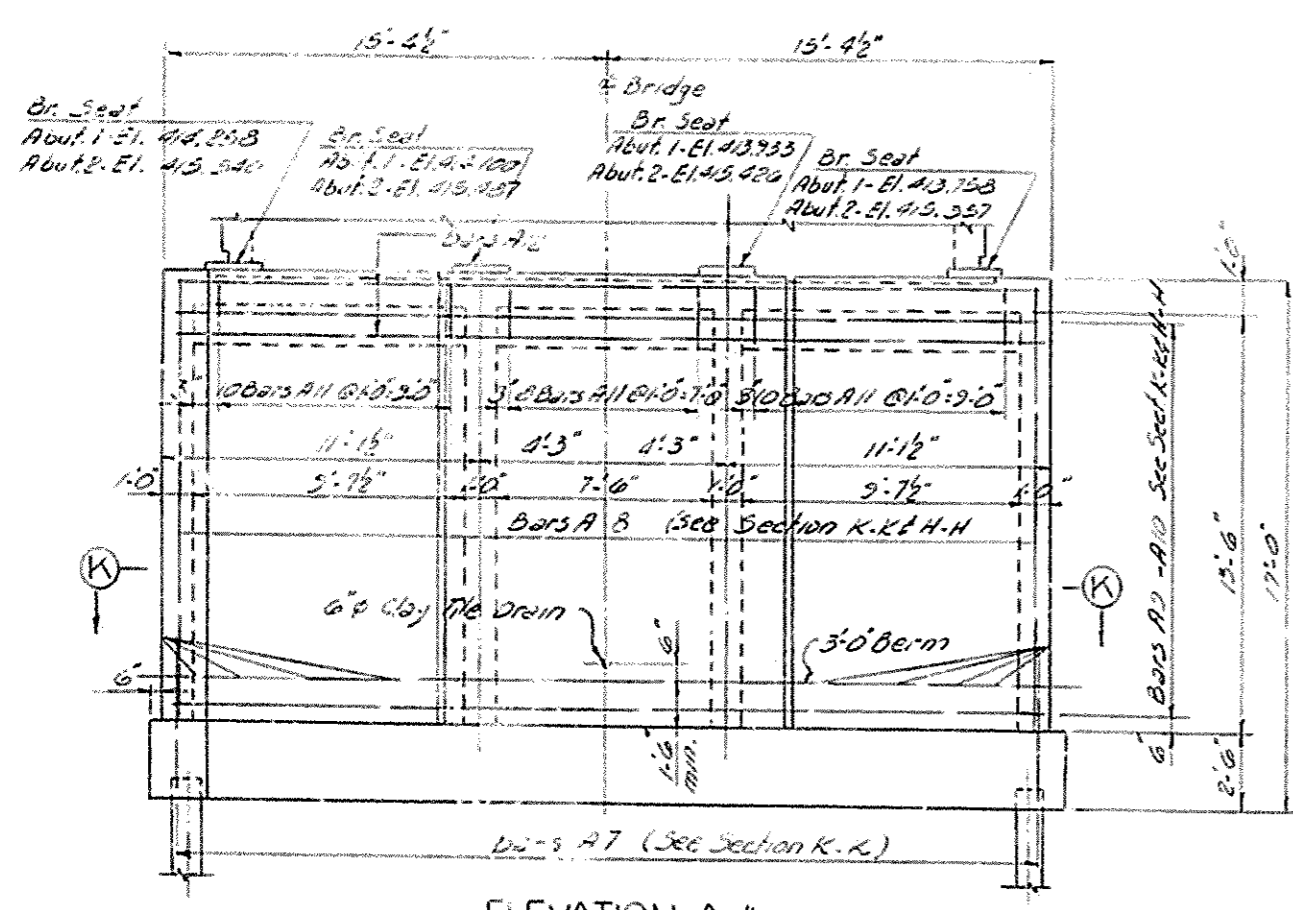
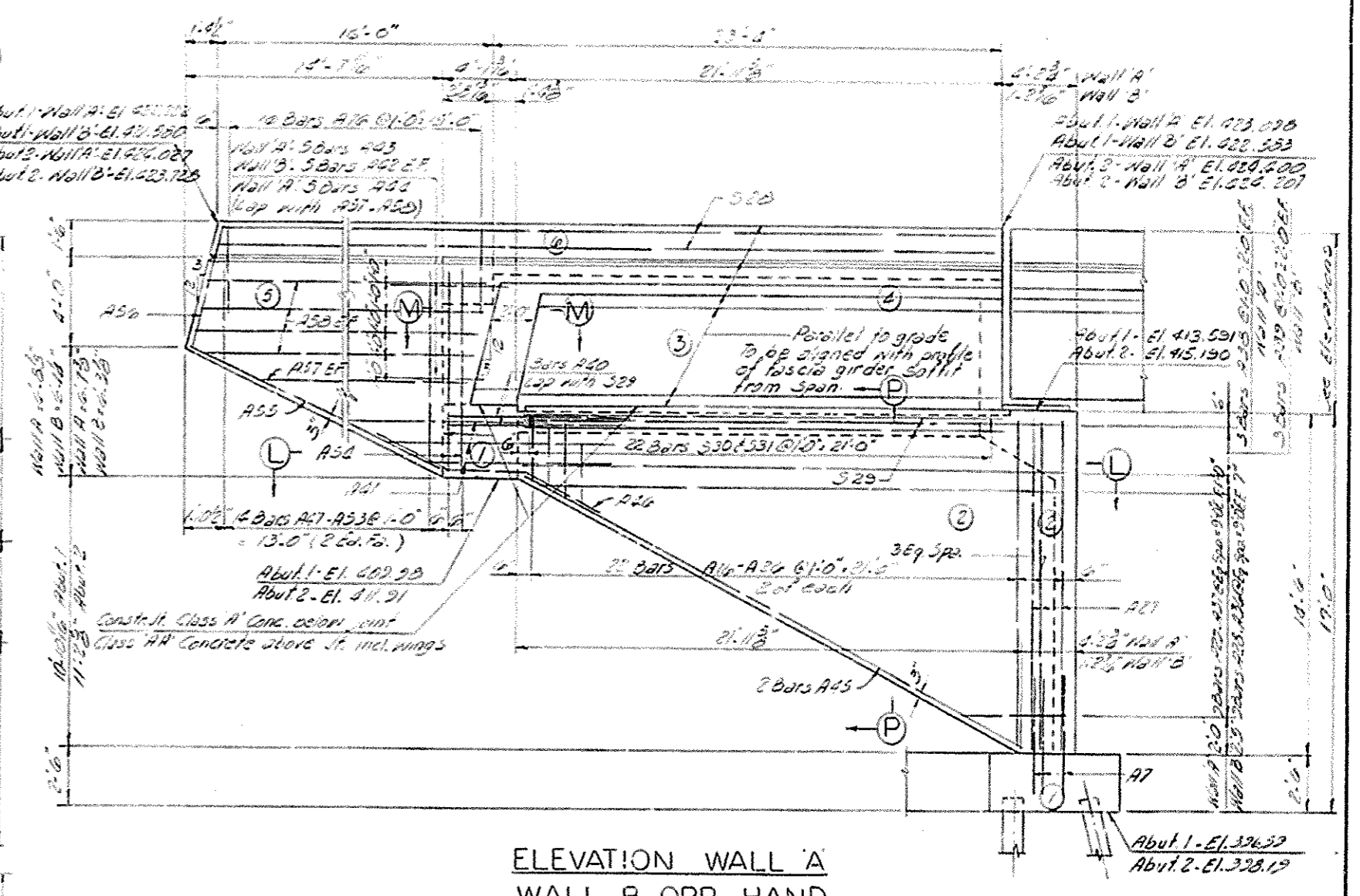
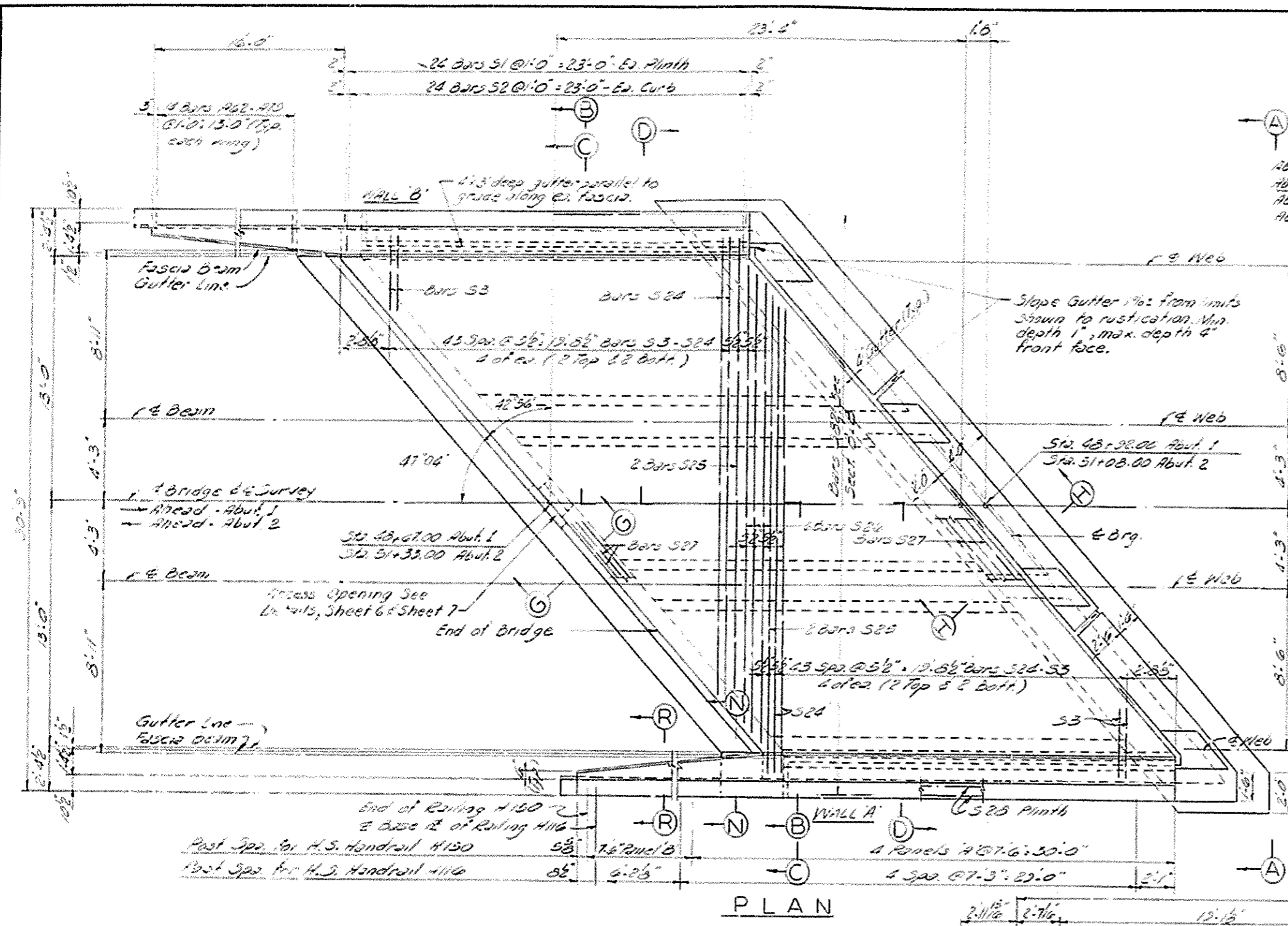
COMMONWEALTH OF KENTUCKY
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 ROAD

442+41.45 J.P.P.
 STATION 50+00.00 KY1283 PROJECT NO.

BRIDGE NUMBER 16656 INDEX

PILE RECORD

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



ABUTMENTS

KY. 1263 OVER J.P.P. SHEET 5

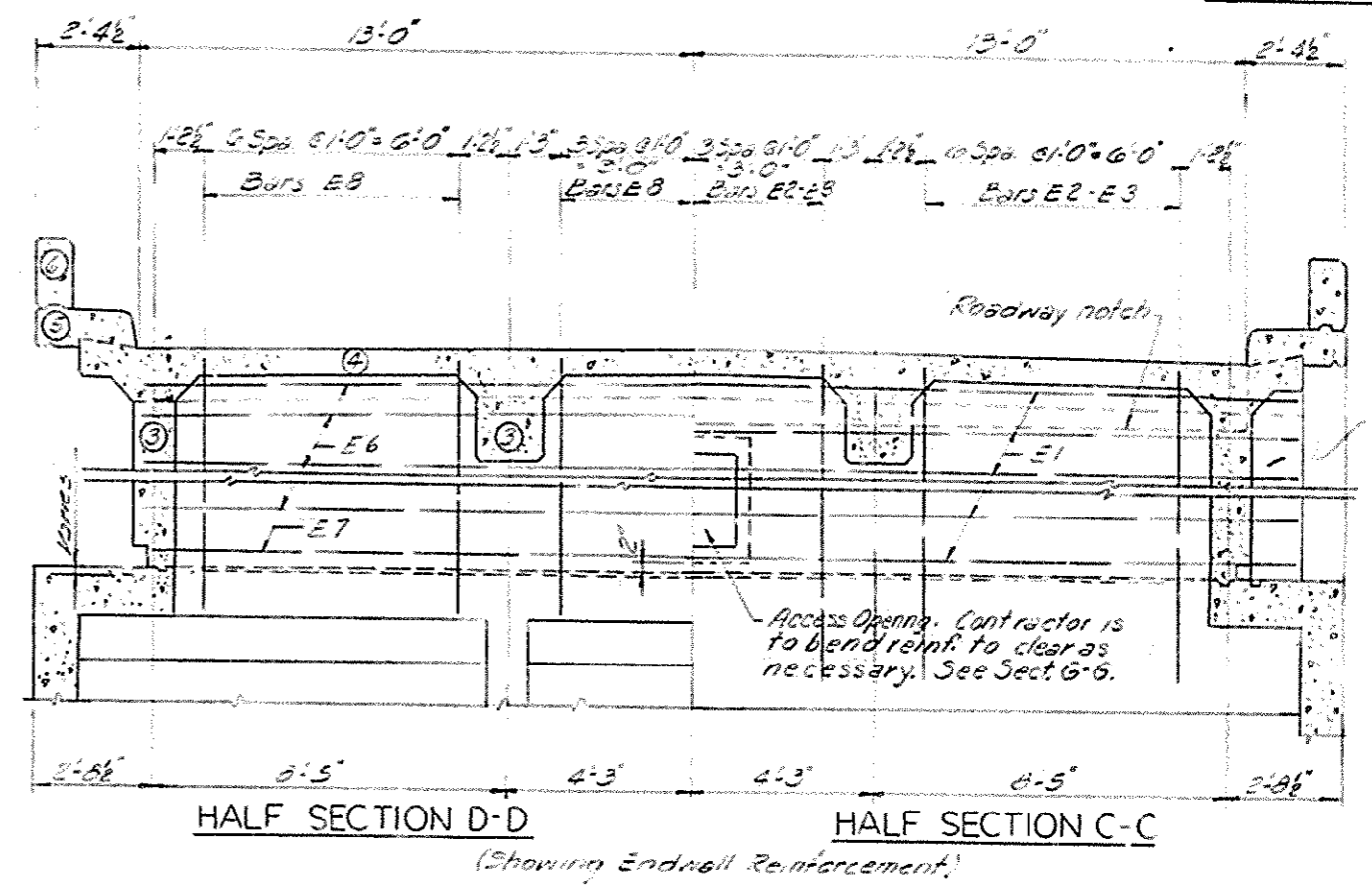
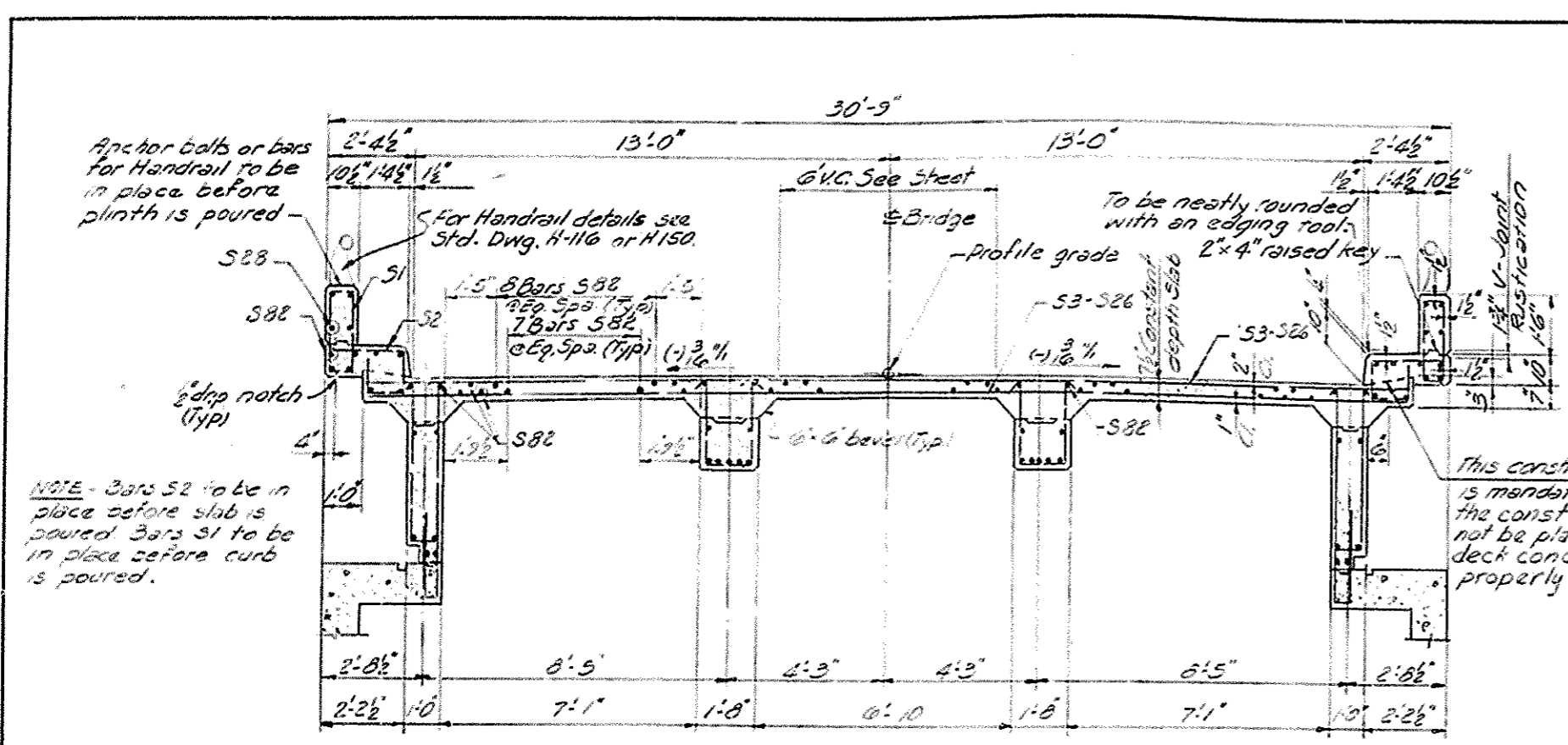
COMMONWEALTH OF KENTUCKY
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 ROAD
 442.41.45 J.P.P.
 STATION 50+00.00 KY 1263 PROJECT NO.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16656	

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

REVISION NO. 1154 APPROVED

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

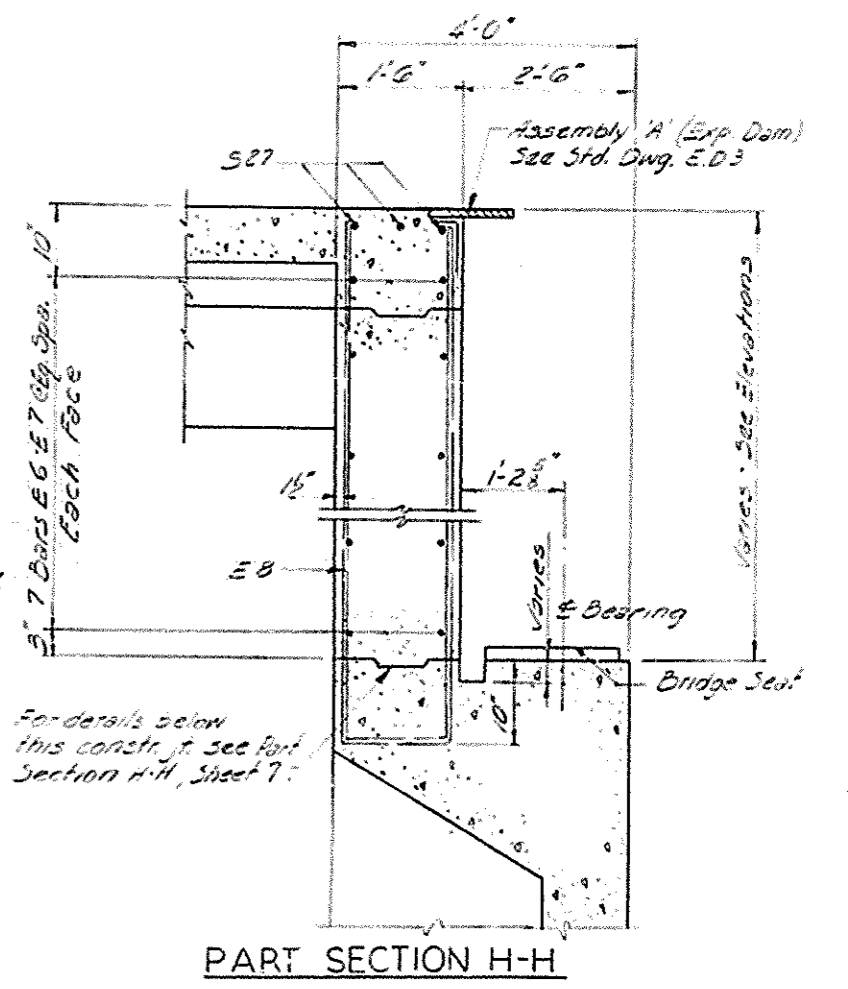
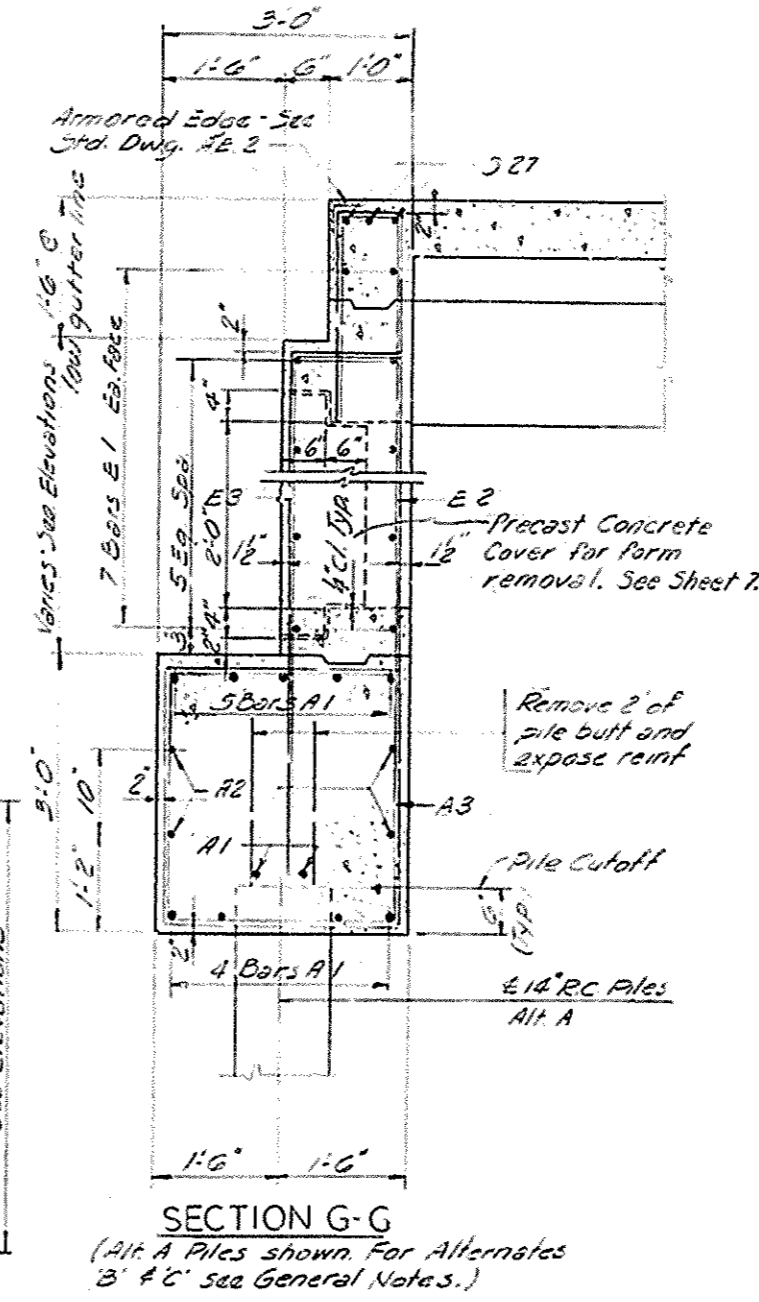
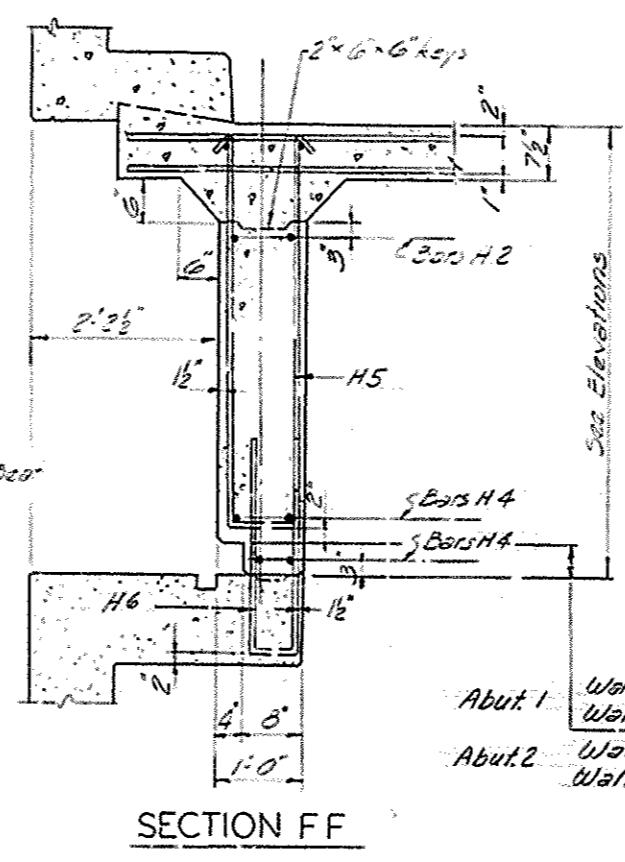
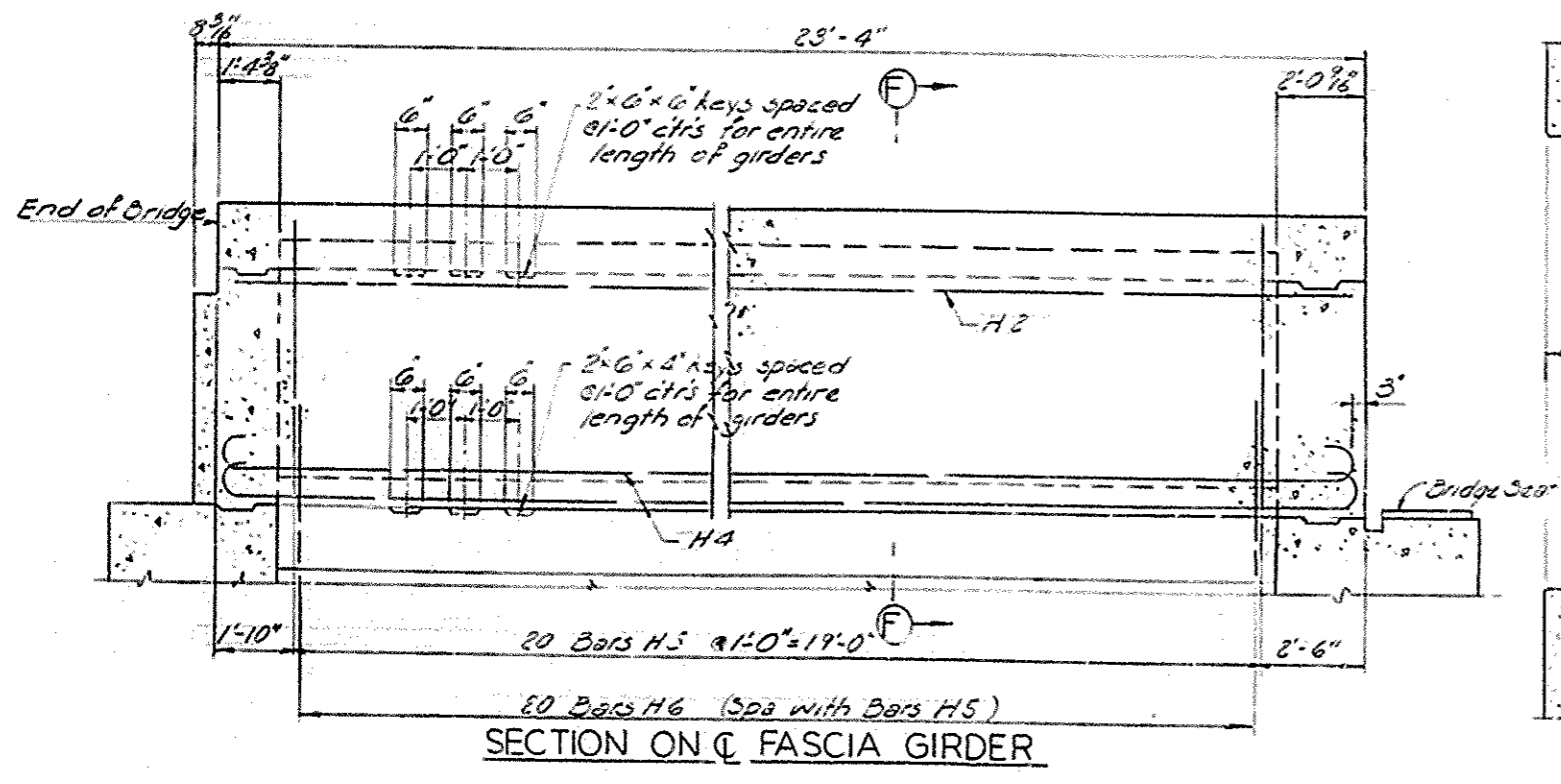
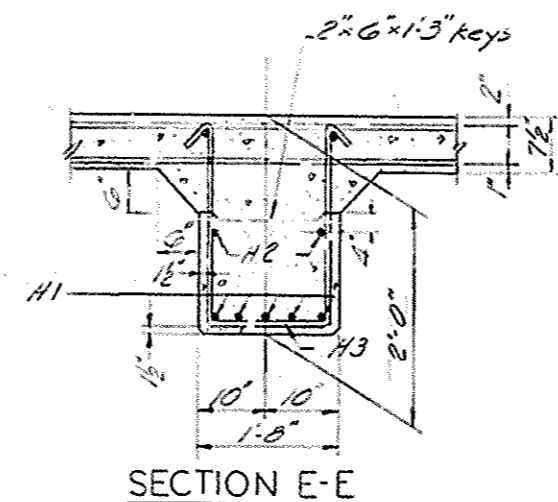
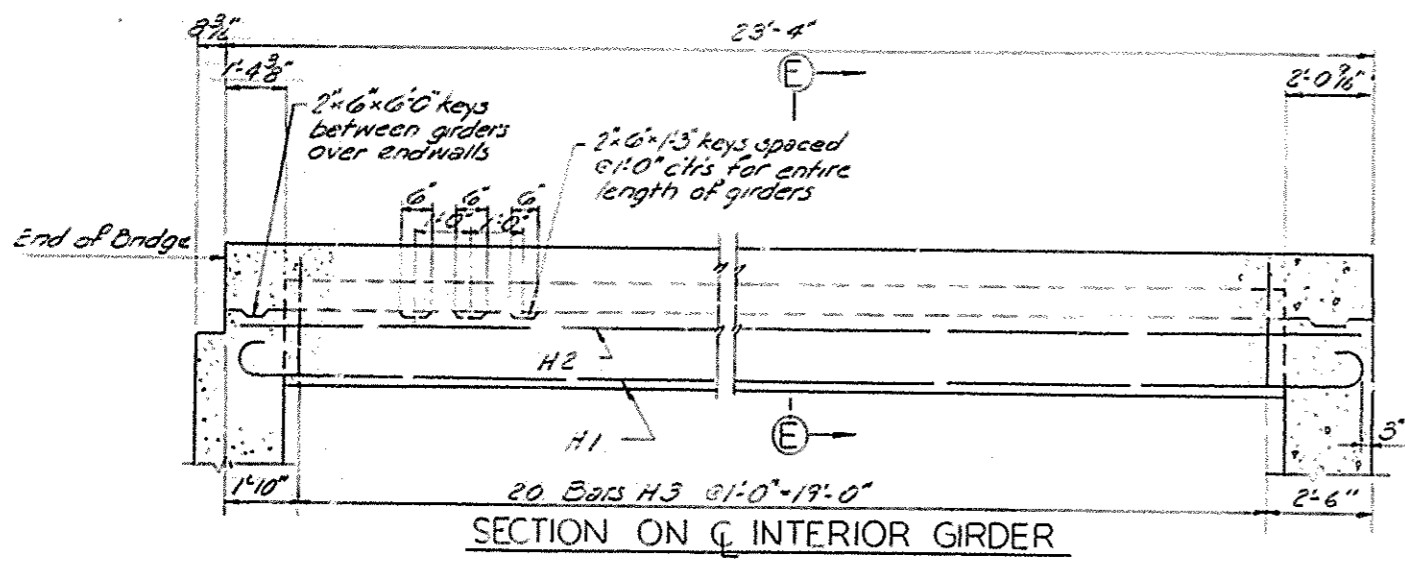


NOTE - Bars S2 to be in place before slab is poured. Bars S1 to be in place before curb is poured.

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

NOTE: See Sections M-M & N-N for bars E4-E5 in ends outside railing.

Access Opening. Contractor is to bend reinf. to clear as necessary. See Sect. G-G.



Abut. 1 Wall A' = 1'-0 1/2"
Wall B' = 6 3/8"
Abut. 2 Wall A' = 8 1/4"
Wall B' = 6 3/8"

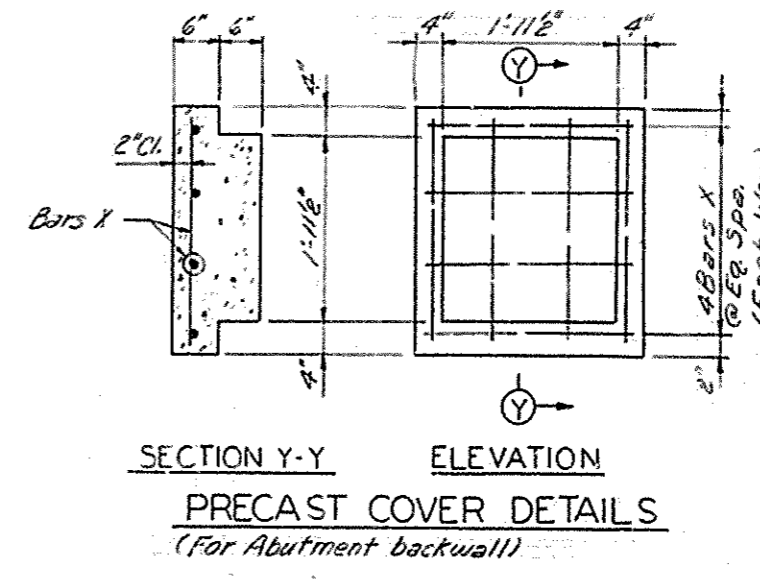
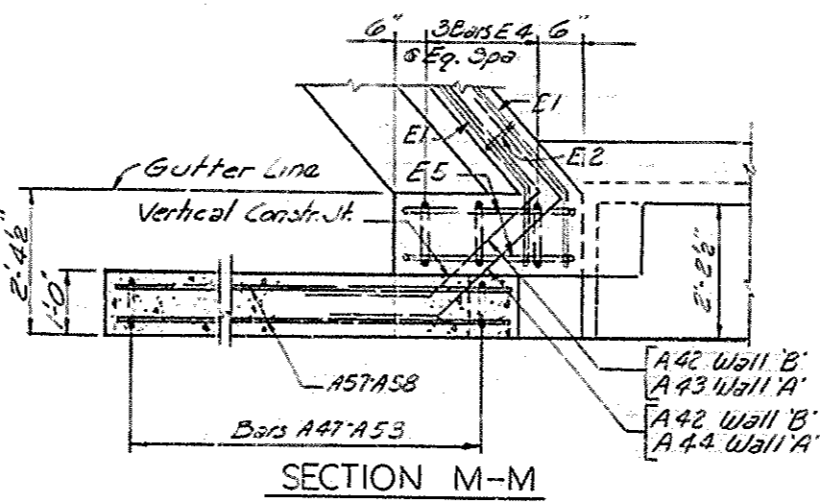
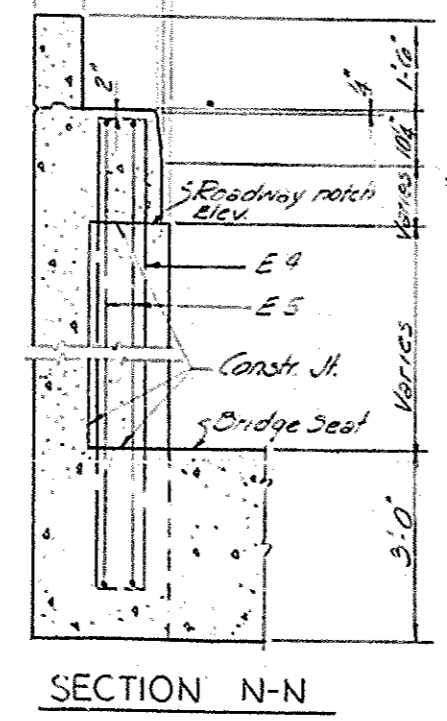
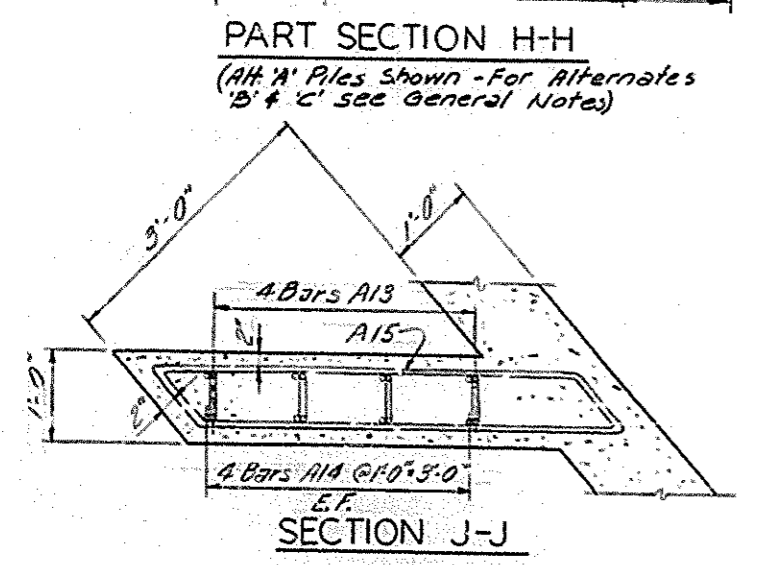
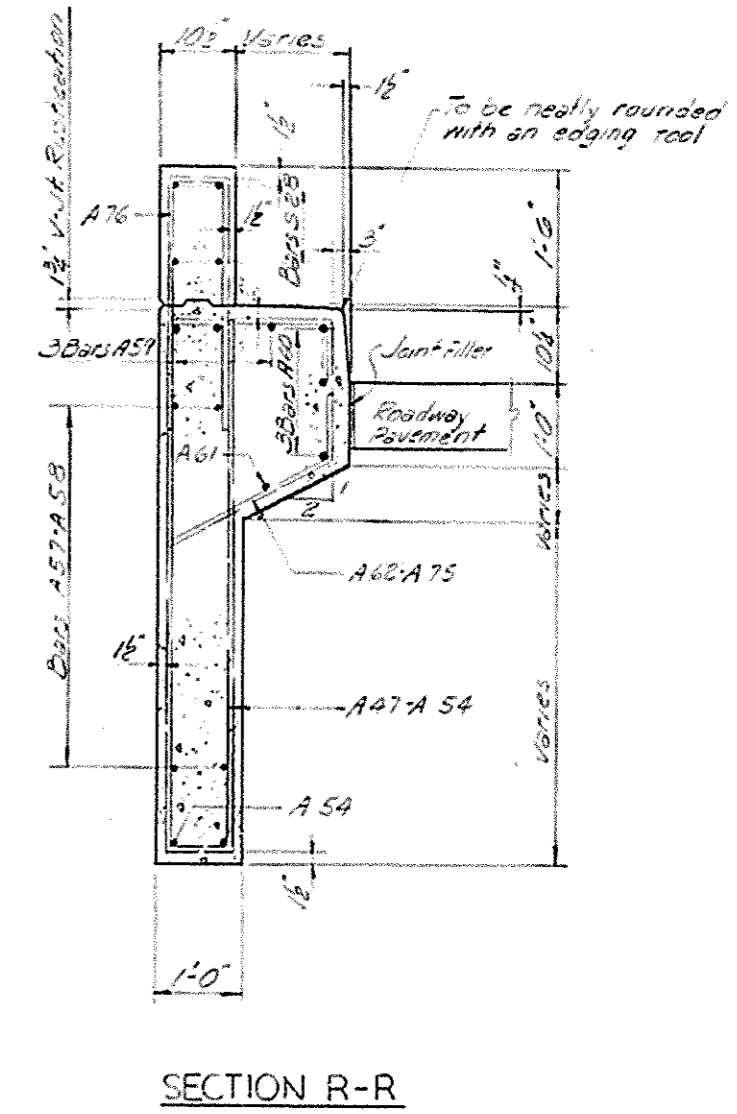
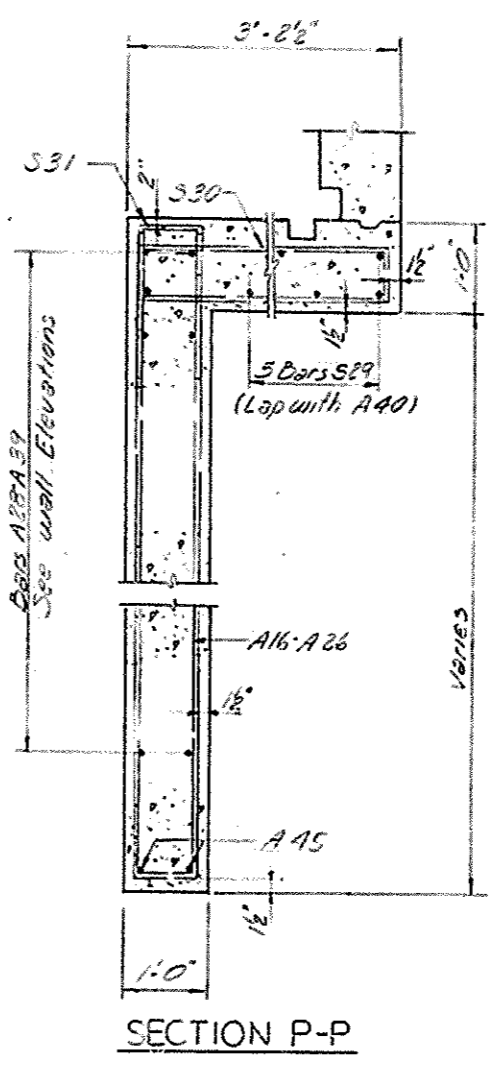
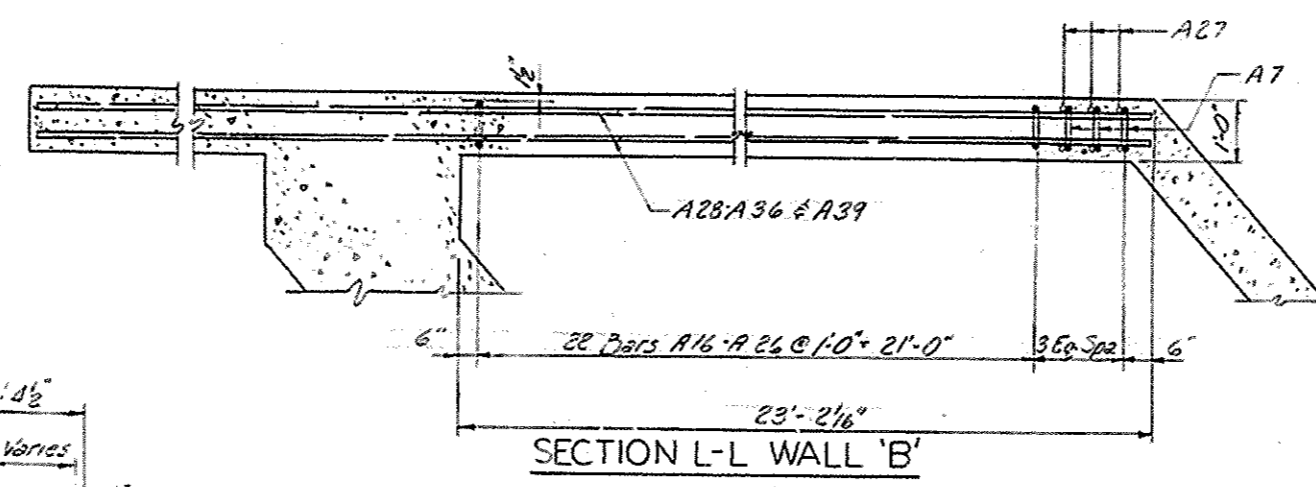
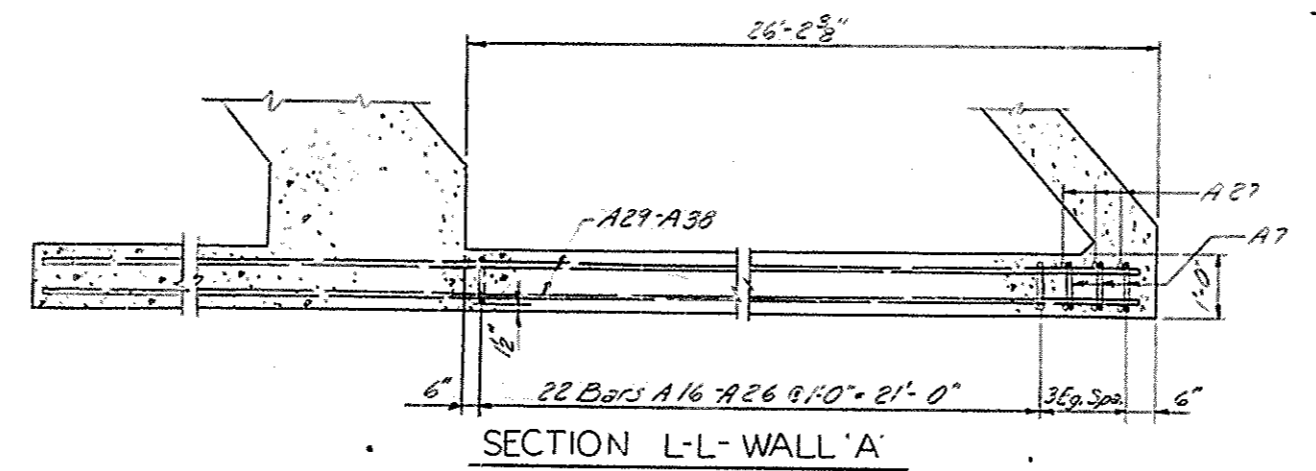
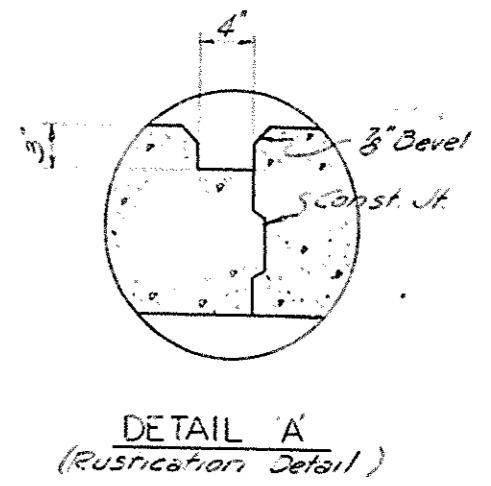
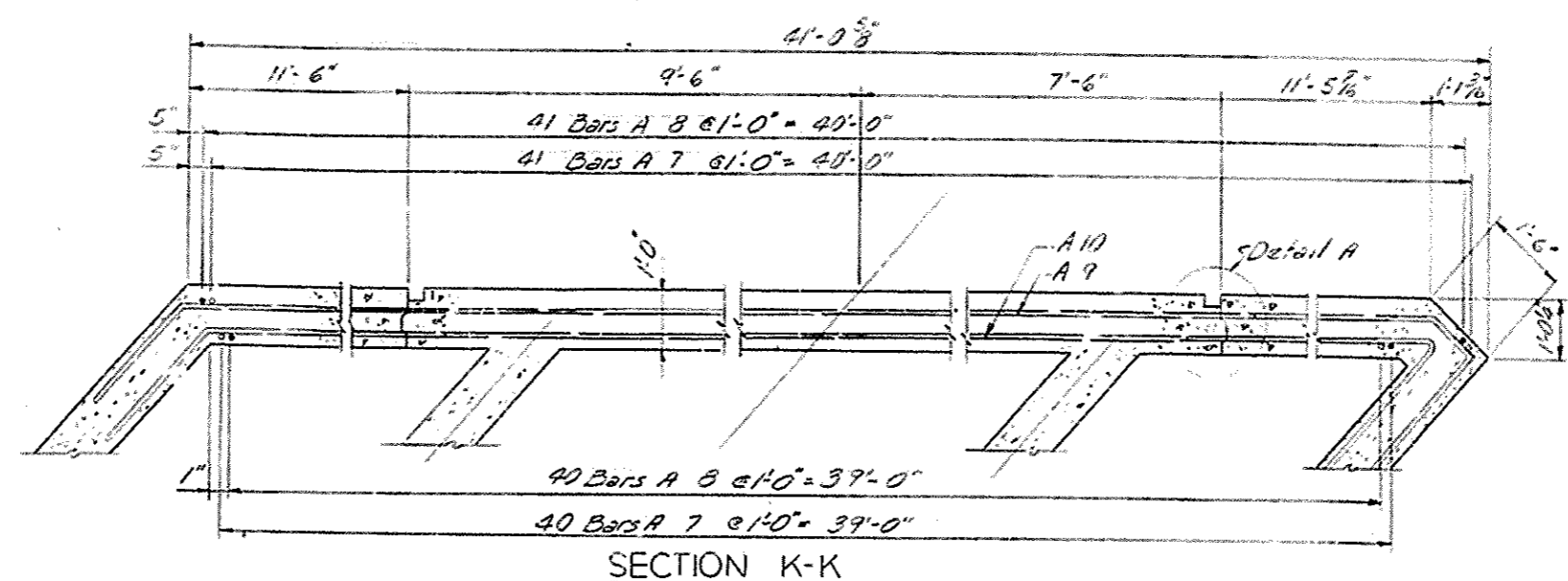
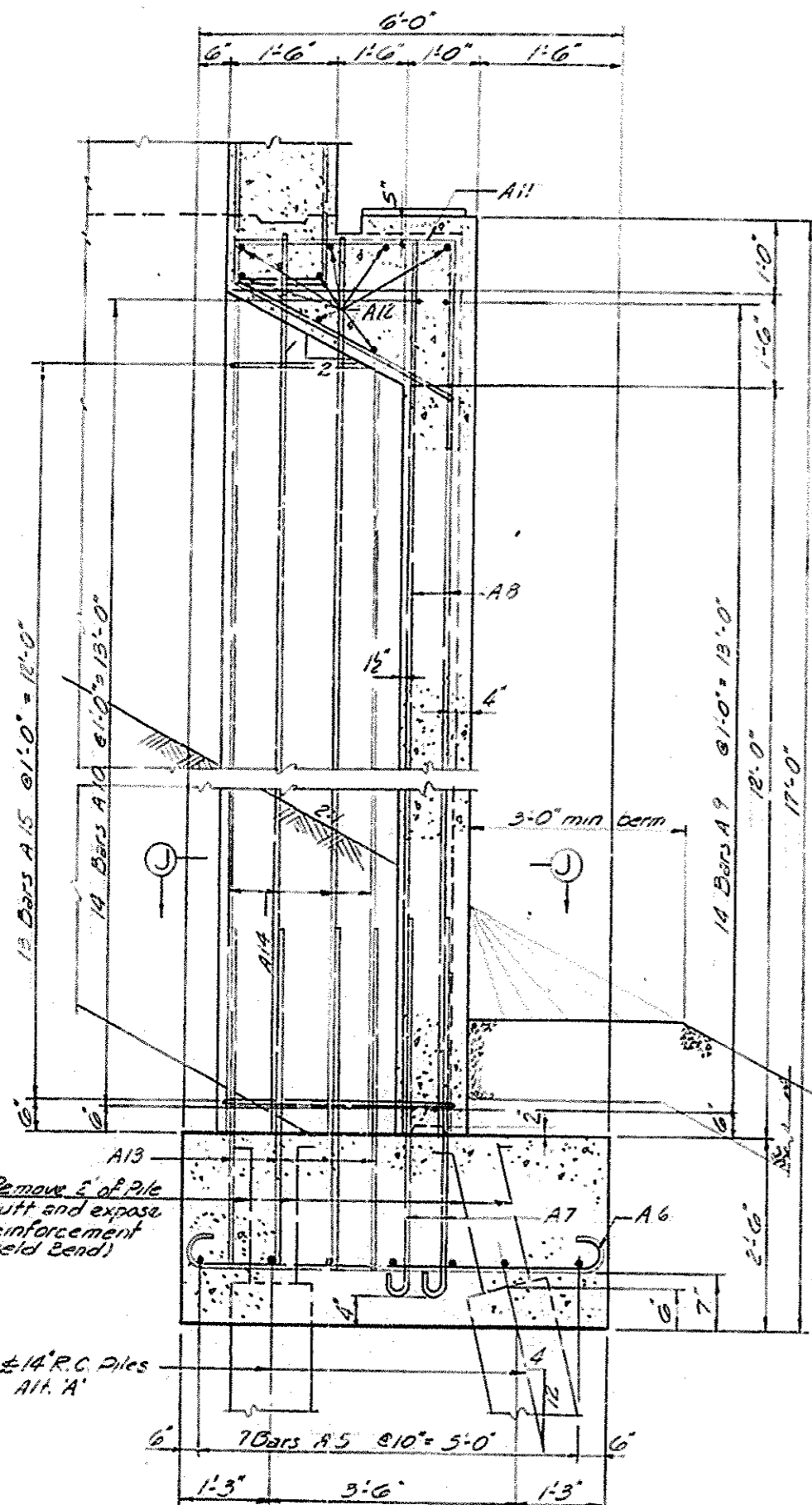
ABUTMENTS

DESIGNED BY: [blank] DATE: [blank]
 CHECKED BY: [blank] DATE: [blank]
 REVISION: [blank]
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 REVISION: [blank]
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 DATE: [blank]

KY. 1263 OVER J.P.R. SHEET 6
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
HICKMAN
 JACKSON PURCHASE PARKWAY
 ROAD
 442+41.45 J.P.R.
 STATION 50+00.00 KY. 1263 PROJECT NO.
 BRIDGE NUMBER DRAWING NO. 16656 INDEX



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



ABUTMENTS

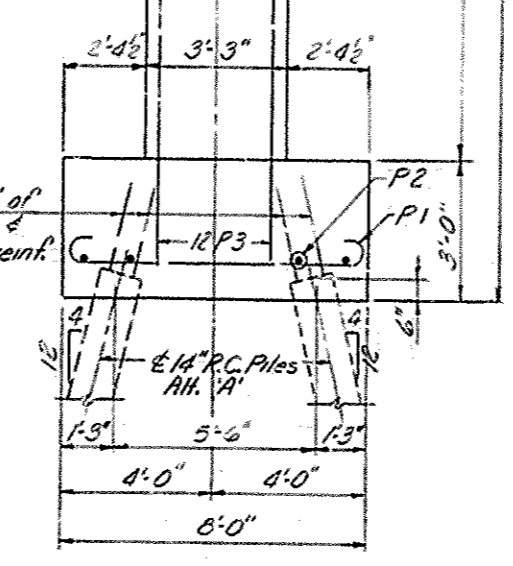
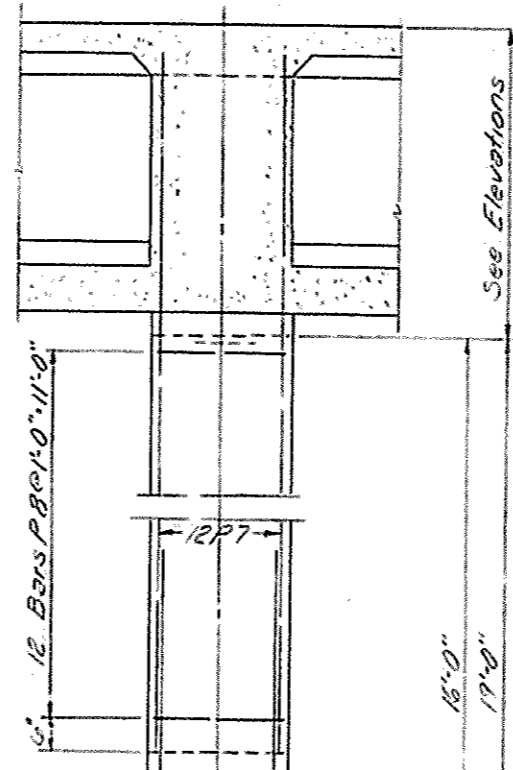
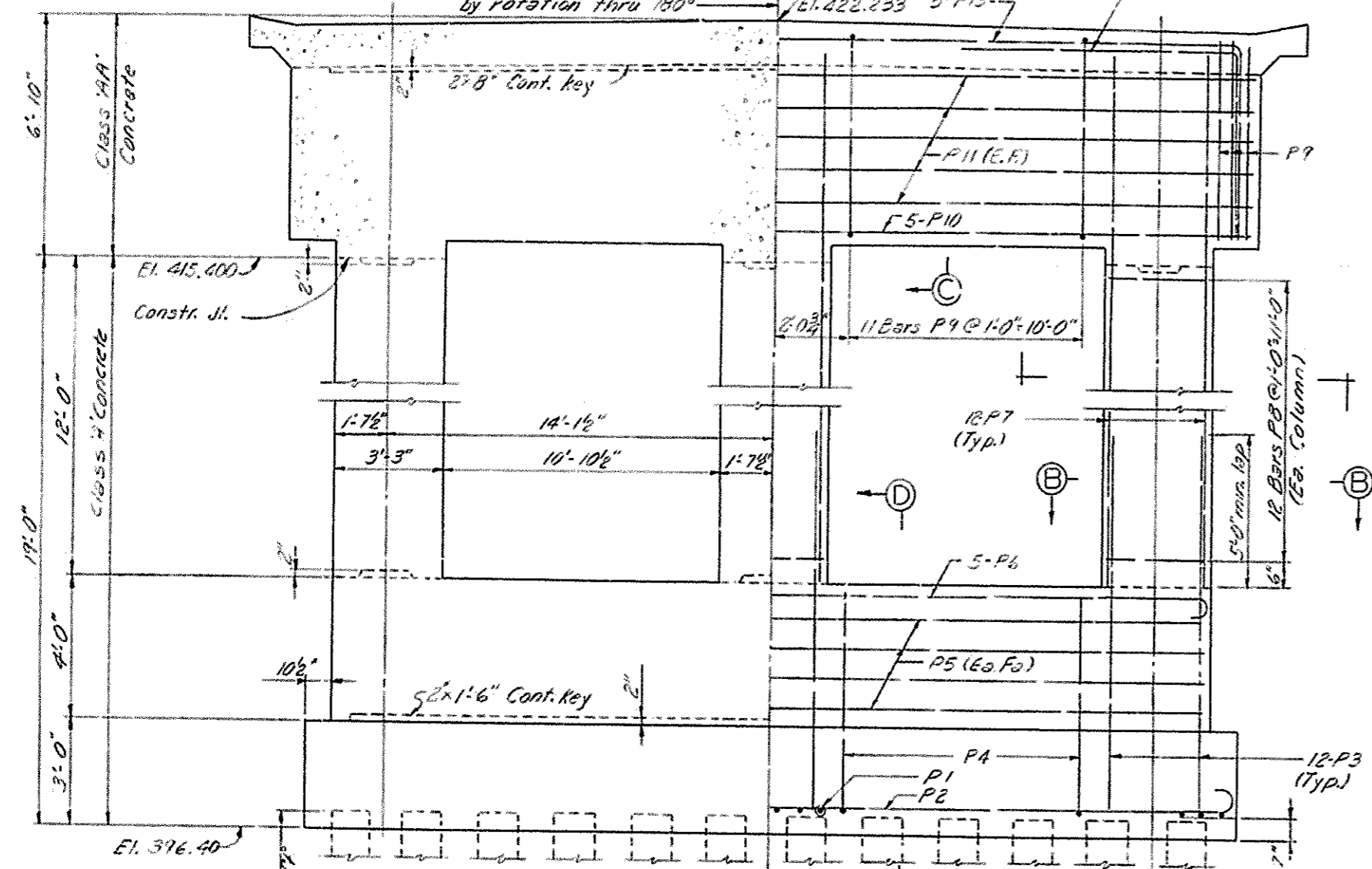
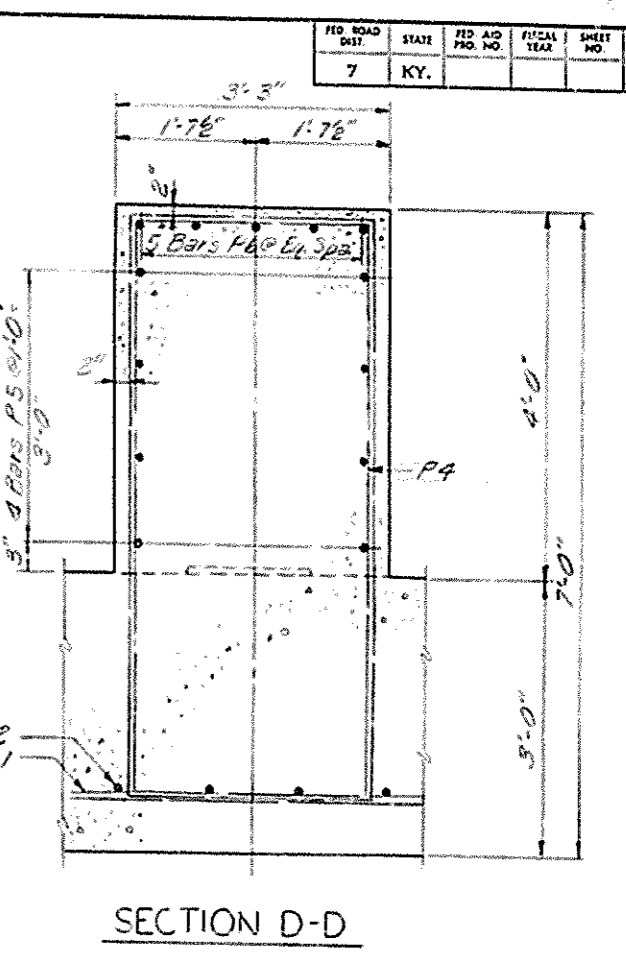
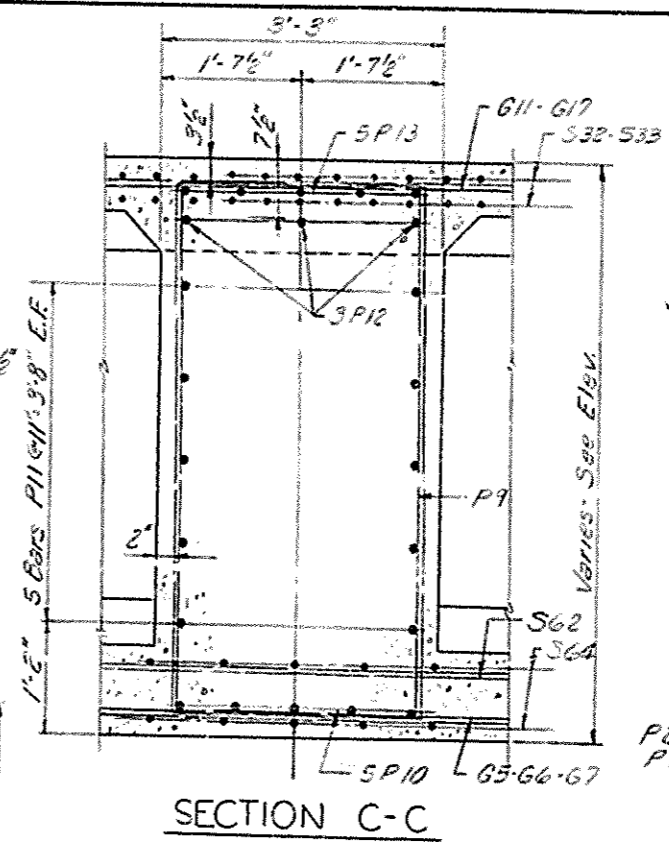
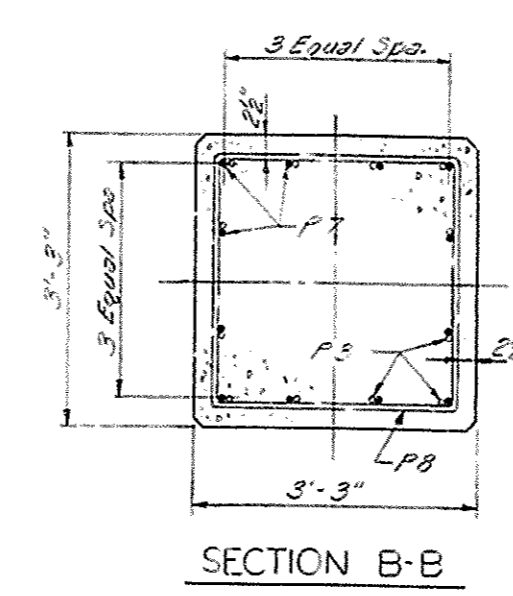
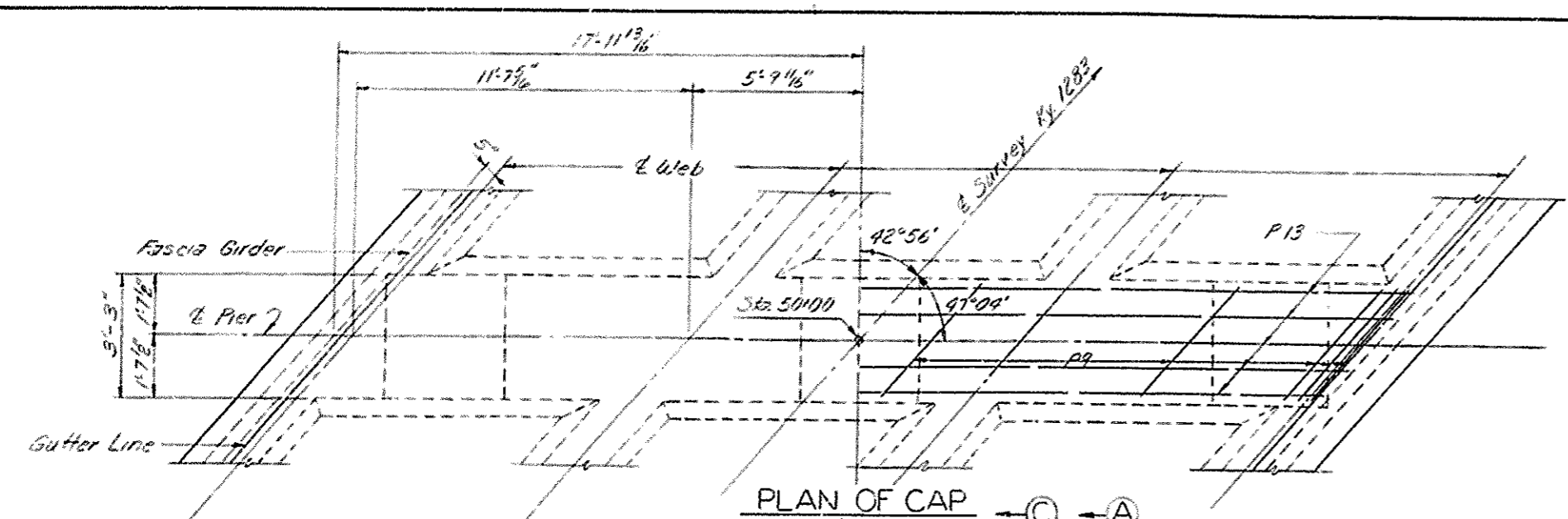
KY. 1283 OVER J.R.P. SHEET 7

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 HICKMAN
 JACKSON PURCHASE PARKWAY

442+41.45 J.R.P. ROAD
 STATION 50+00.00 KY. 1283 PROJECT NO.

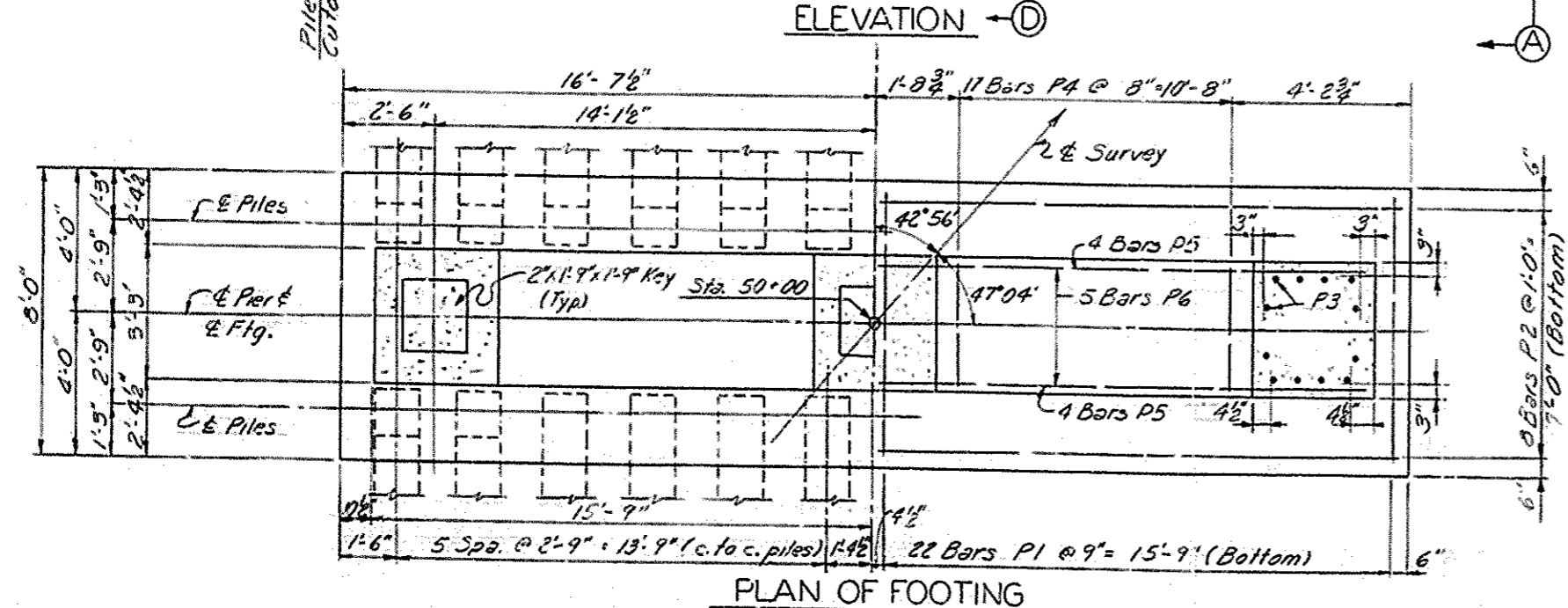
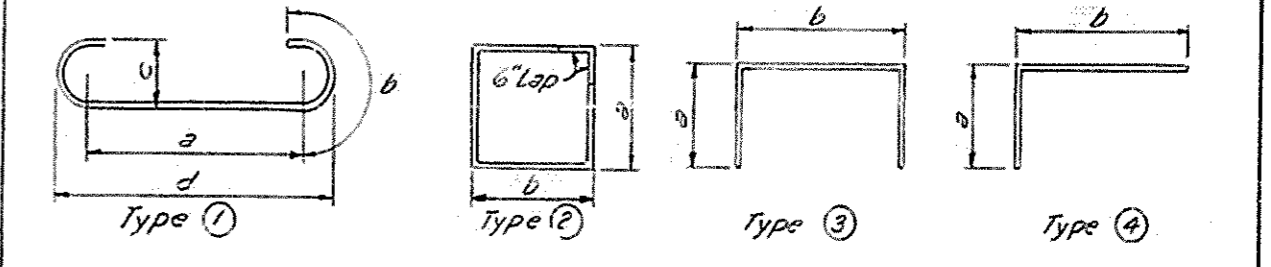
BRIDGE NUMBER	DRAWING NO.	INDEX
	16656	





BILL OF REINFORCEMENT

Mark	Type	No.	Bar Size	Length		Location	a		b		c		d	
				Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.		
P1	(1)	44	7	9	5	Footing	7	1	1	2	0	7	7	8
P2	"	8	11	35	9	"	31	9	2	0	1	2	32	11
P3	Str.	36	9	11	8	Column Dowels								
P4	(2)	34	7	19	1	Footing Pedestal	6	3	2	11				
P5	Str.	8	5	31	2	"								
P6	(1)	5	11	34	0	"	39	0	2	0	1	2	31	2
P7	Str.	36	9	18	4	Columns								
P8	(2)	36	4	12	1	" hoops	2	10	2	10				
P9	"	28	7	20	1	Cap Stirrups	5	8	4	0				
P10	Str.	5	10	35	6	"								
P11	"	10	6	35	6	"								
P12	(4)	6	11	19	3	"	4	11	14	6				
P13	(3)	5	11	45	8	"	5	3	35	6				



ESTIMATE OF QUANTITIES

Concrete Class 'A'	58.8	Cu. Yd.
Reinforcement	13,092	Lb.

(1) Concrete quantity shown includes concrete below const. jt. at top of Columns only. Concrete above this joint is included in Superstructure quantity. Reinf. quantity is for all bars shown in table above.

KY. 1263 OVER J.R.P. SHEET 9

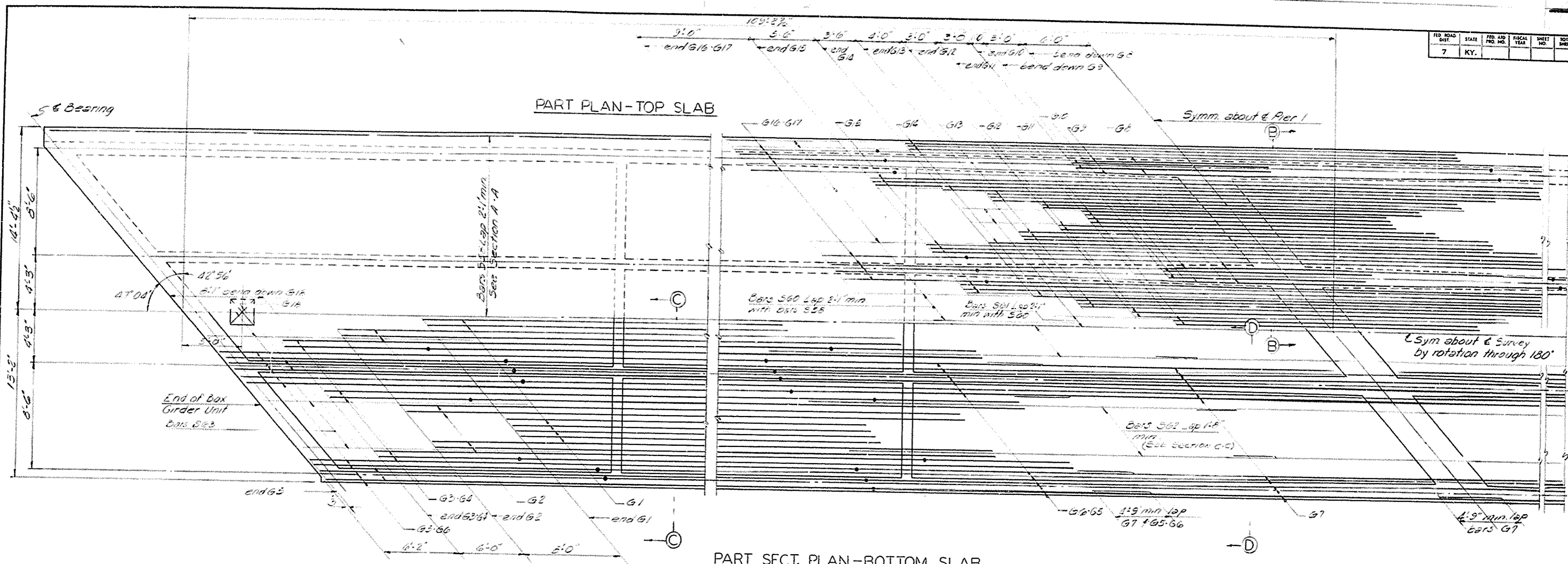
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
HICKMAN
JACKSON PURCHASE PARKWAY

ROAD
442+4145 J.R.P.
STATION 50+00.00 KY. 1263 PROJECT NO.

BRIDGE NUMBER	16656	DRAWING NO.	INDEX
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PIER 1

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



NOTE:
Contractor is to bend reinforcement to clear openings in bottom slab, webs and interior diaphragms.

NOTE: —●— Indicates Bars G5-G6, Bars G3-G4, and Bars G16-G17 are shop welded. See Sheet 13.

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

KY. 1283 OVER J.R.P. SHEET 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
HICKMAN
 JACKSON PURCHASE PARKWAY

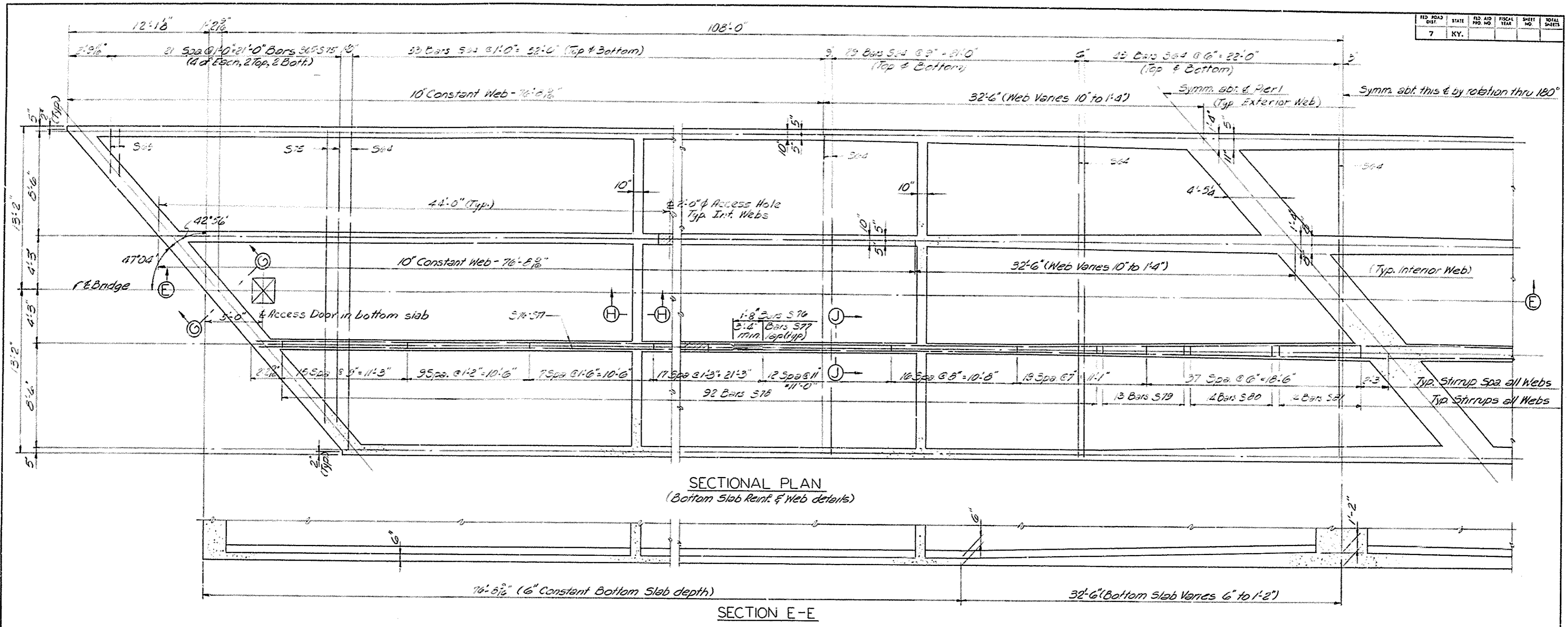
442+41.45 J.R.P. ROAD
 STATION 50+00.00 KY. 1283 PROJECT NO.

BRIDGE NUMBER 16656 DRAWING NO. 16656 INDEX

SUPERSTRUCTURE

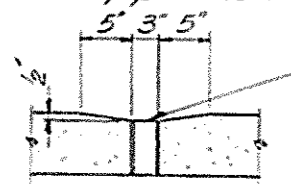


FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



NOTE-
Place 3" ϕ galvanized Steel Drain in low corner of each cell (bottom slab). These drains are to be incidental to and included in unit price bid for class 'AA' concrete.

*14 Mesh Copper Hardware Cloth soldered to pipe and trimmed to fit.



DRAIN DETAIL

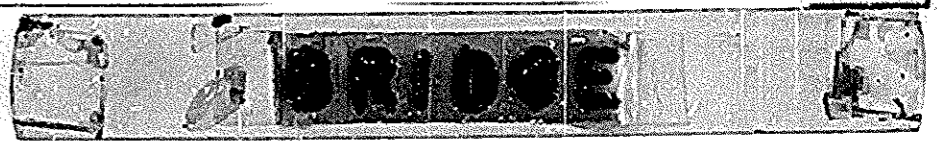
DATE	REVISION	DATE	REVISION

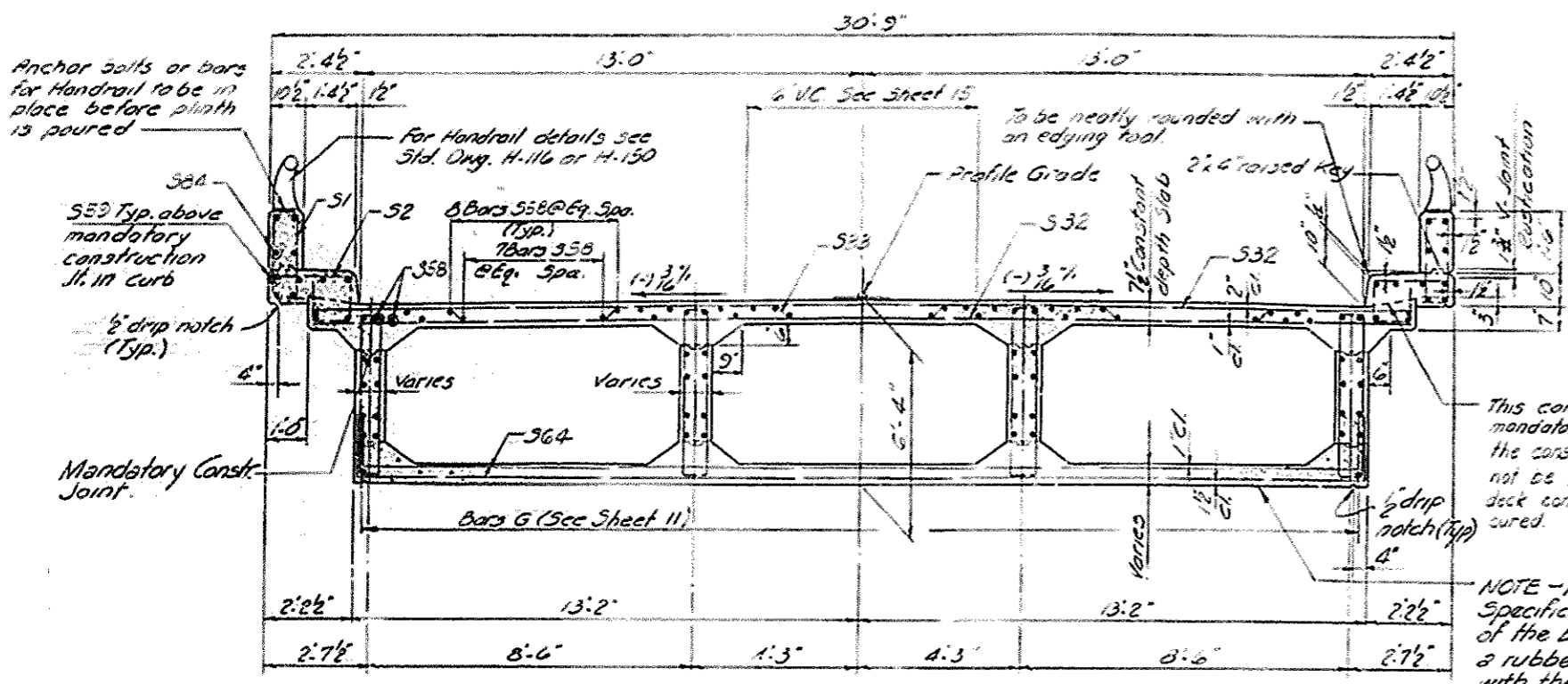
KY. 1283 OVER J.P.P. SHEET 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
HICKMAN
JACKSON PURCHASE PARKWAY
ROAD
STATION 442+41.45 J.P.P. 50+0000 KY. 1283 PROJECT NO.

SUPERSTRUCTURE

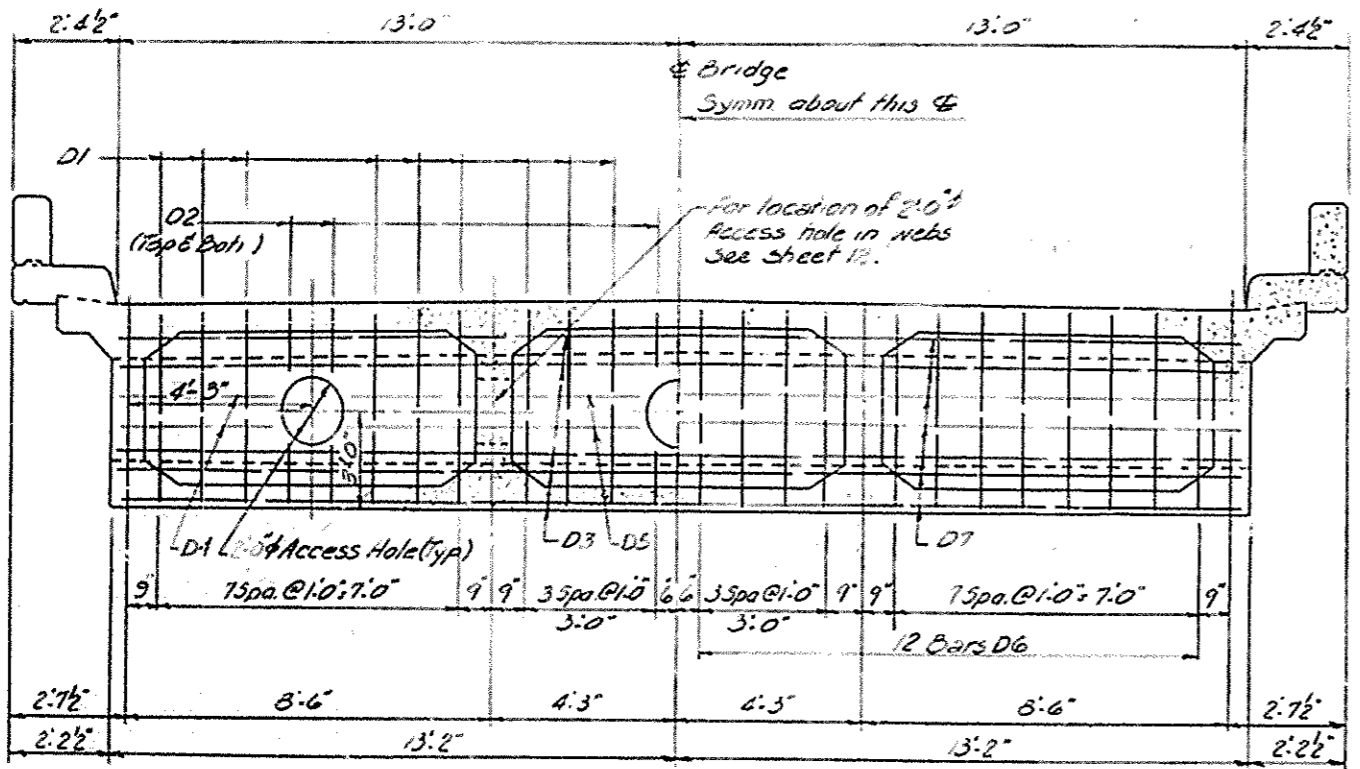
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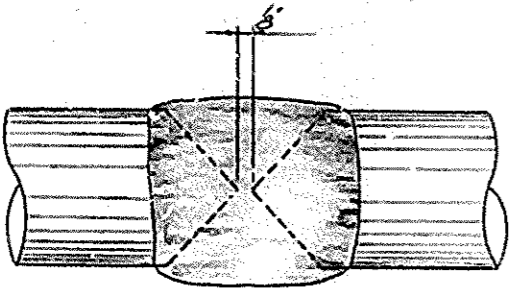


This construction joint is mandatory. Concrete above the construction joint shall not be placed until after the deck concrete has been properly cured.

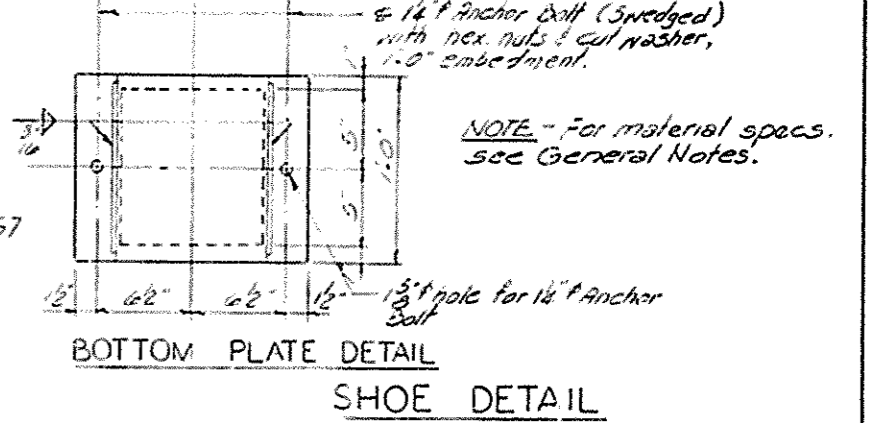
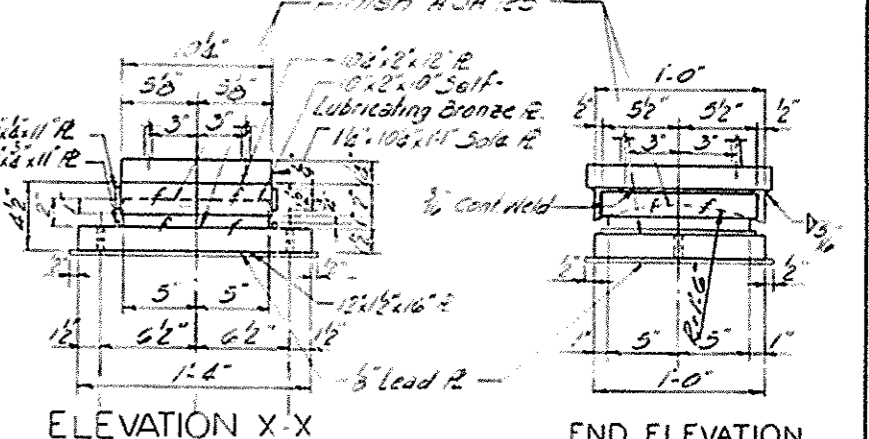
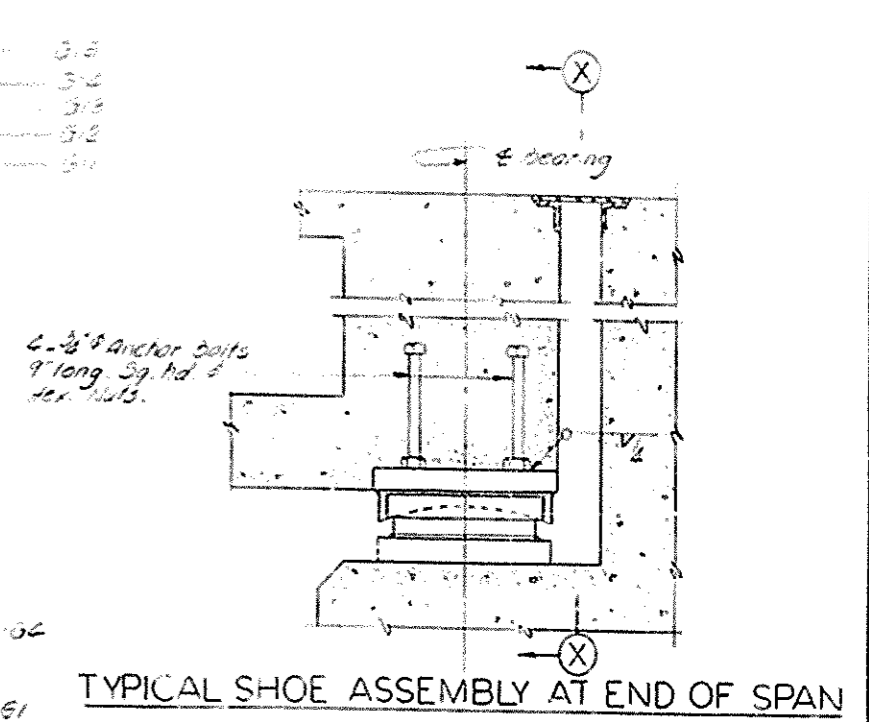
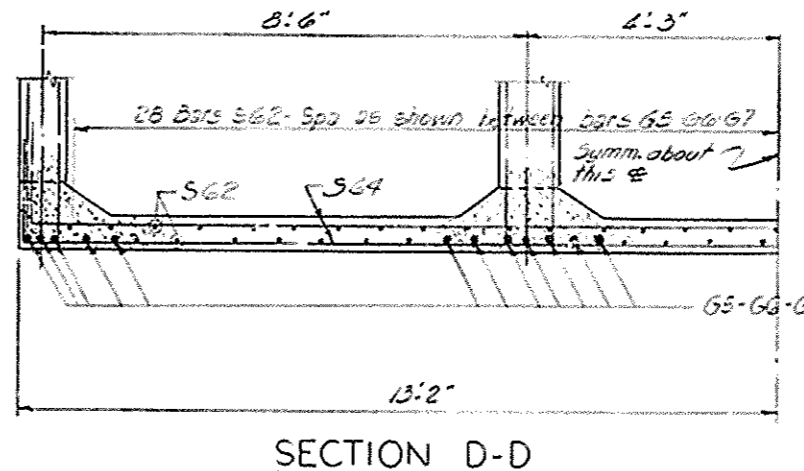
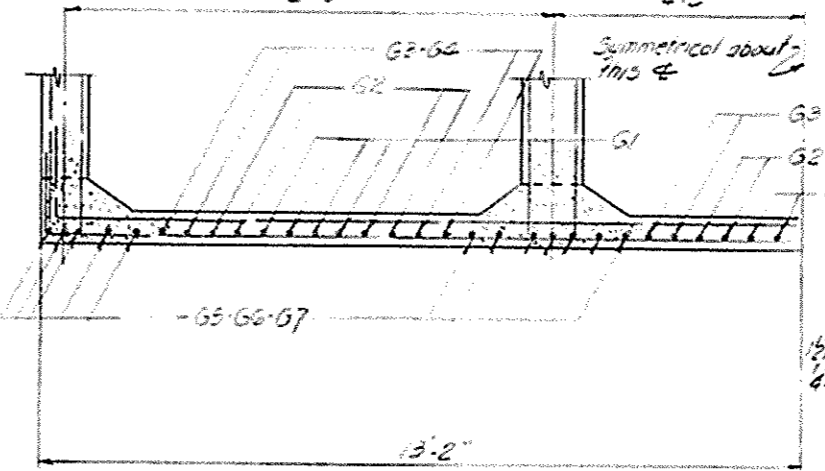
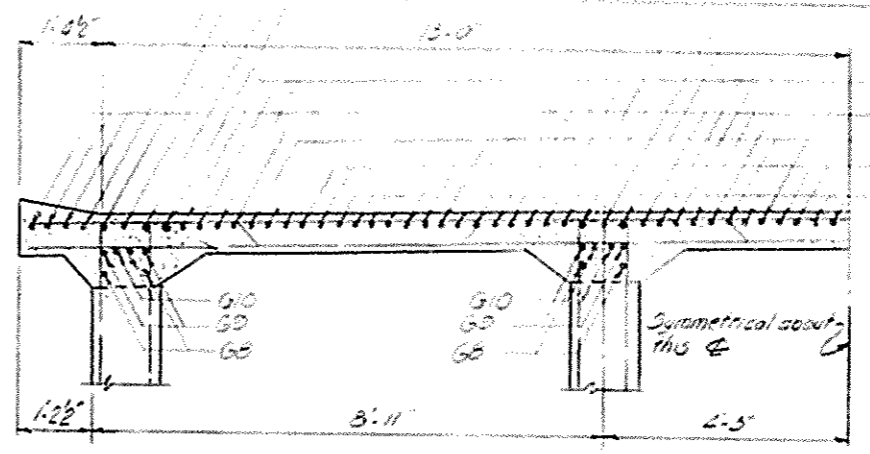
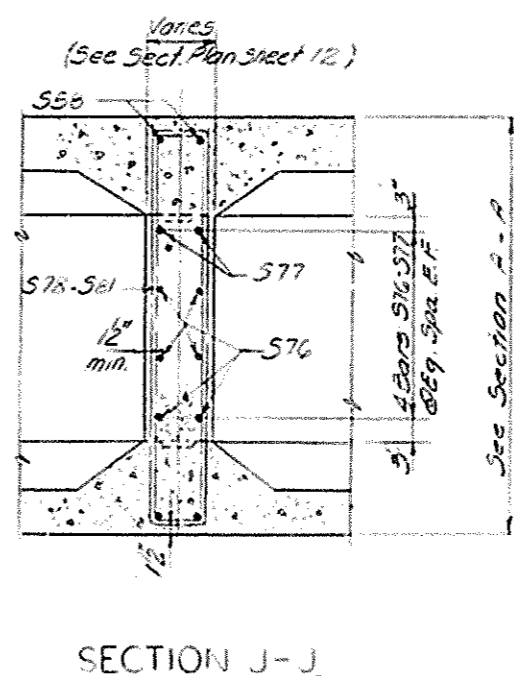
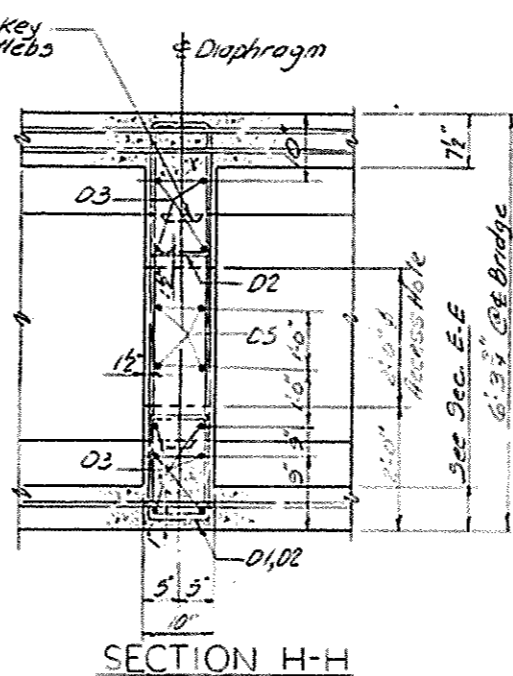
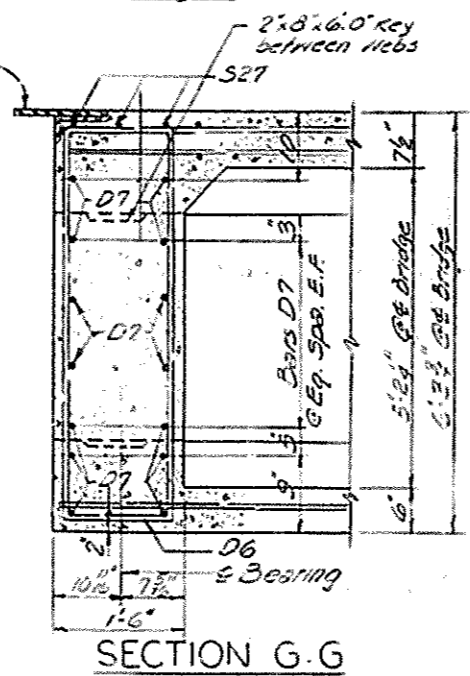
NOTE - In order to clarify the Specifications, the underside of the box girder shall receive a rubbed surface finish along with the other rubbed surface finishes required.



(Typical Intermediate Diaphragm) (Typical End Diaphragm)



TYP. BAR WELD
Indicates Bar Shop Weld
The welding and welding material shall conform to the "Recommended Practices for Welding Reinforcing Steel," American Welding Society, Specification AWS D1.1.41. No direct payment shall be made for welding or weld material but the cost of these items shall be included in the unit price bid per pound for reinforcement.

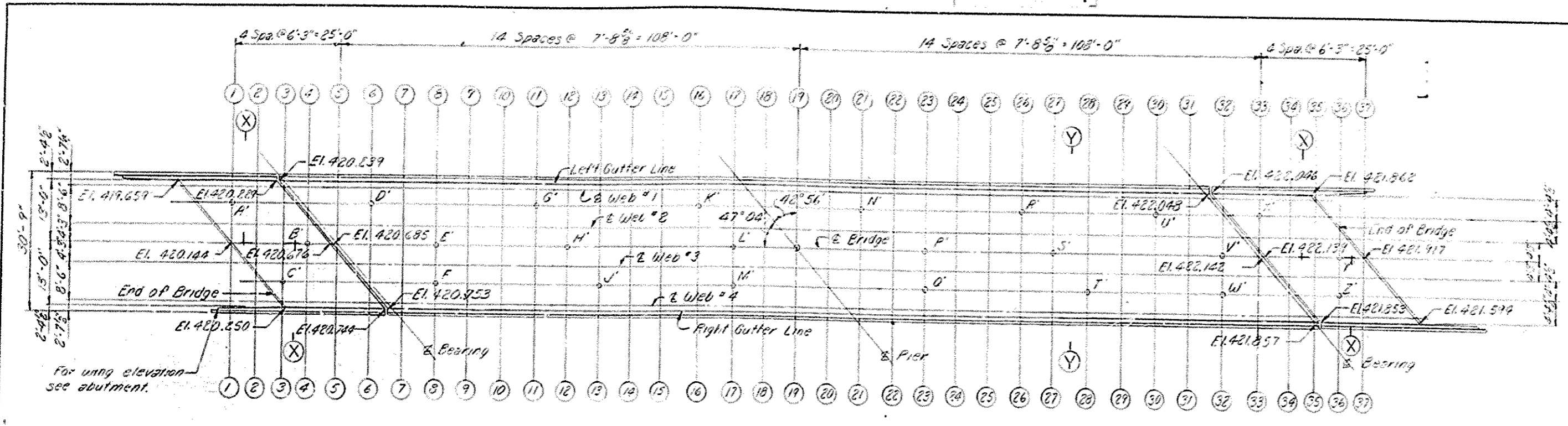


KY 1283 OVER JPP SHEET 13

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
HICKMAN
JACKSON PURCHASE PARKWAY
ROAD
STATION 443+41.45 JPP PROJECT NO.
BRIDGE NUMBER 50+00.00 KY 1283 DRAWING NO. 16656 INDEX

BRIDGE

FED. ROAD DIST.	STATE	F.D. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN

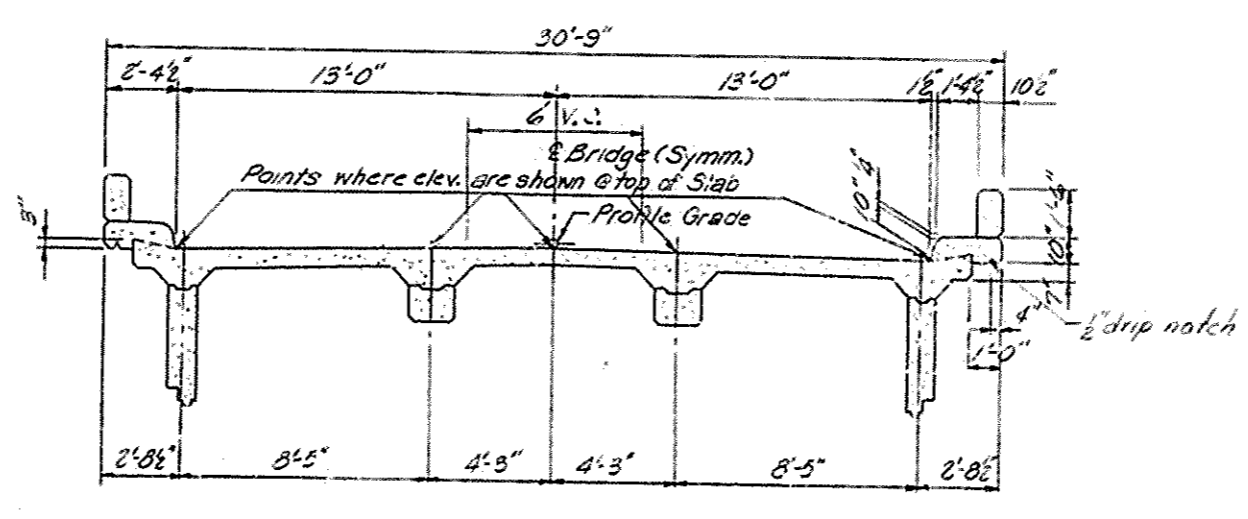
Elevations Shown are Top of Slab

TABLE OF ELEVATIONS FOR CONTROL OF TOP SLAB THICKNESS *

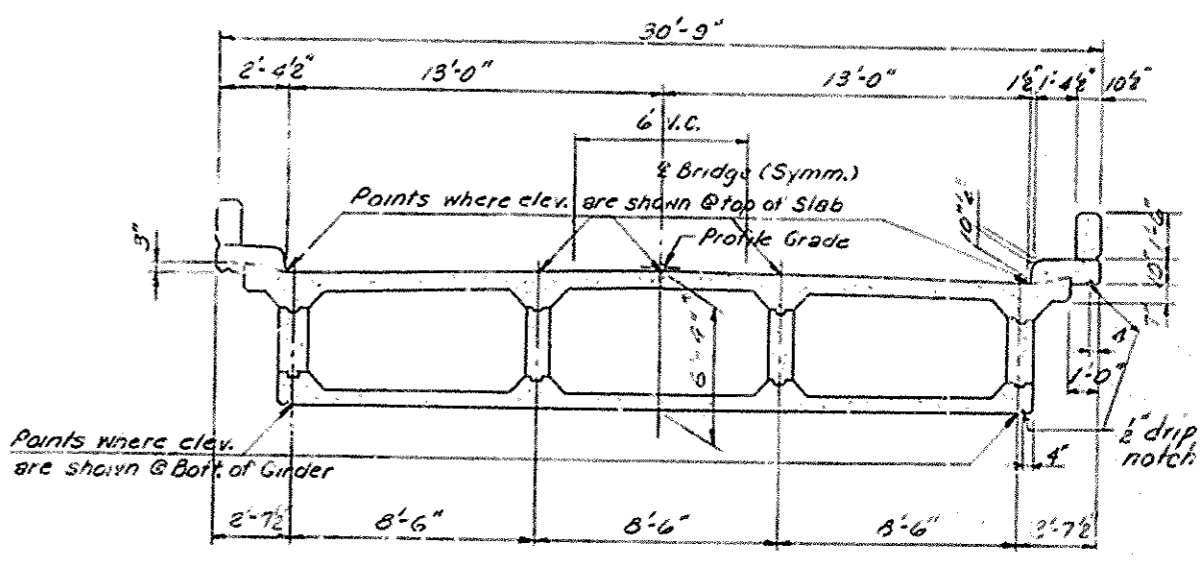
Slab Check Point	Top of Slab Elevation	Bottom of Slab Elevation	Computed Slab Thickness
A	420.002	419.710	.622
B	.588	419.960	.622
C	.354	419.710	.622
D	.867	420.720	.622
E	421.301	420.670	.622
F	.155	420.520	.622
G	.683	421.000	.622
H	.848	421.220	.622
J	.858	421.210	.622
K	.949	421.320	.622
L	422.131	421.510	.622
V	.054	421.410	.622
N	.260	421.635	.622
P	.460	421.840	.622
O	.313	421.670	.622
R	.462	421.740	.622
S	.566	421.940	.622
T	.437	421.810	.622
U	.287	421.660	.622
V	.278	421.650	.622
W	.204	421.580	.622
X	.050	421.430	.622
Y	421.994	421.370	.622
Z	.889	421.260	.622

TABLE OF ELEVATIONS

Section	Top of Slab Left Gutter Line	Bottom of Girder & Web #1	Top of Slab & Web #2	Top of Slab & Bridge	Top of Slab & Web #3	Bottom of Girder & Web #4	Top of Slab Right Gutter Line
1-1	419.977		420.107	420.144			
2-2	420.125		.263	.304	420.257		
3-3	.257		.408	.452	.408		420.260
4-4	.461	414.331	.541	420.588	.547		.408
5-5	.824	.494	.716	.712	.675		.545
6-6	.816	.686	.918	.941	.853		.699
7-7	421.002	.872	421.102	421.117	421.060	414.733	.863
8-8	.174	415.044	.218	.301	.251	.929	421.059
9-9	.319	.187	.492	.375	.418	415.109	.239
10-10	.442	.312	.582	.622	.572	.272	.402
11-11	.547	.417	.699	.744	.702	.421	.551
12-12	.632	.502	.797	.848	.808	.545	.675
13-13	.702	.572	.880	.933	.887	.647	.777
14-14	.760	.630	.939	.997	.972	.731	.867
15-15	.813	.683	.990	422.049	422.022	.794	.924
16-16	.862	.732	422.035	.092	.066	.841	.971
17-17	.915	.785	.074	.131	.101	.376	422.006
18-18	.981	.851	.118	.167	.133	.904	.032
19-19	422.057	.927	.171	.210	.171	.927	.057
20-20	.136	416.006	.235	.269	.220	.953	.083
21-21	.212	.082	.307	.337	.280	.991	.121
22-22	.279	.149	.374	.400	.343	416.040	.170
23-23	.335	.205	.433	.460	.401	.094	.224
24-24	.372	.242	.486	.511	.453	.144	.274
25-25	.394	.264	.504	.550	.497	.189	.319
26-26	.395	.265	.528	.568	.517	.222	.352
27-27	.373	.243	.524	.566	.521	.239	.369
28-28	.327	.197	.497	.547	.507	.237	.367
29-29	.267	.137	.446	.493	.470	.217	.347
30-30	.191	.061	.383	.433	.410	.176	.306
31-31	.098	415.968	.275	.352	.337	.107	.237
32-32	.036		.145	.278	.255	.023	.153
33-33	421.985		.115	.152	.129	415.934	.064
34-34	.931		.070	.111	.064	.854	421.984
35-35	.566		.014	.058	.014		.065
36-36			421.747	421.944	421.953		.815
37-37				.917	.380		.750

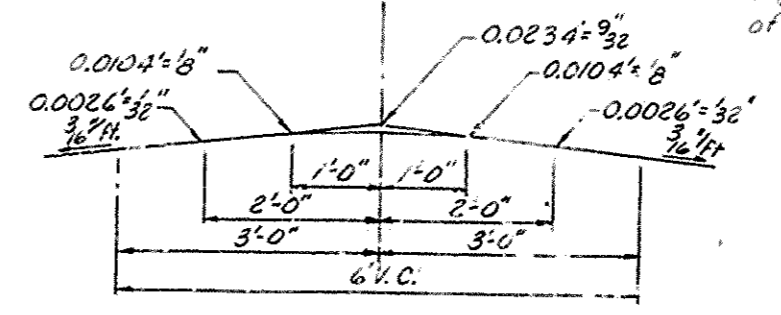


SECTION X-X



SECTION Y-Y

* 6'-4" Dimension is from profile grade to bottom of box girder.



PARABOLIC CROWN

ELEVATIONS

Note: Elevations on this sheet include construction camber and must be maintained with false work 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 slab thickness varies more than 1/4" from the plan thickness, allowing 1/60 of the slab span for deflection of the form work, the form shall be adjusted until the computed slab thickness is within the tolerance allowed.

KY. 1283 OVER J.P.P. 1-2 SHEET 15

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 HICKMAN
 JACKSON PURCHASE PARKWAY

442+41.45 J.P.P. ROAD
 STATION 50+00.00 KY. 1283 PROJECT NO.
 BRIDGE NUMBER 16656

BRIDGE