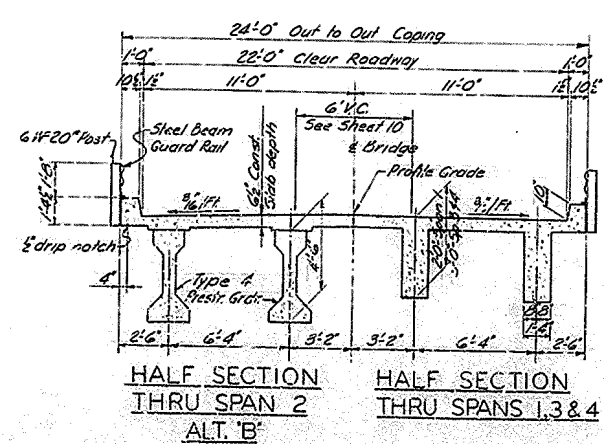
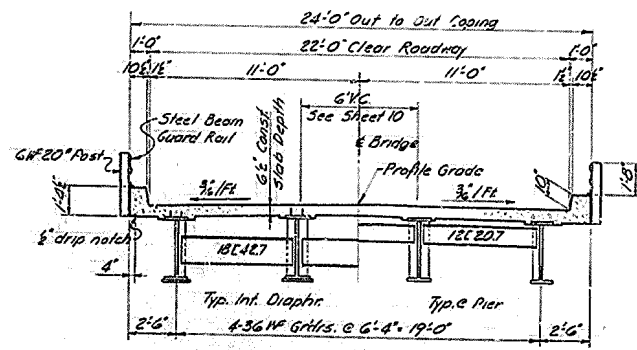
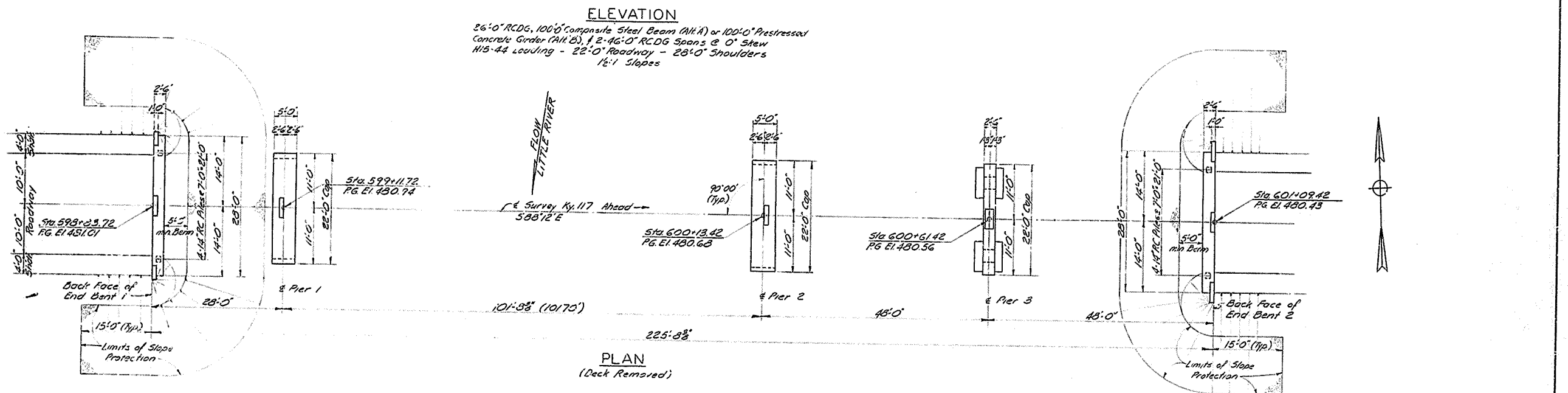
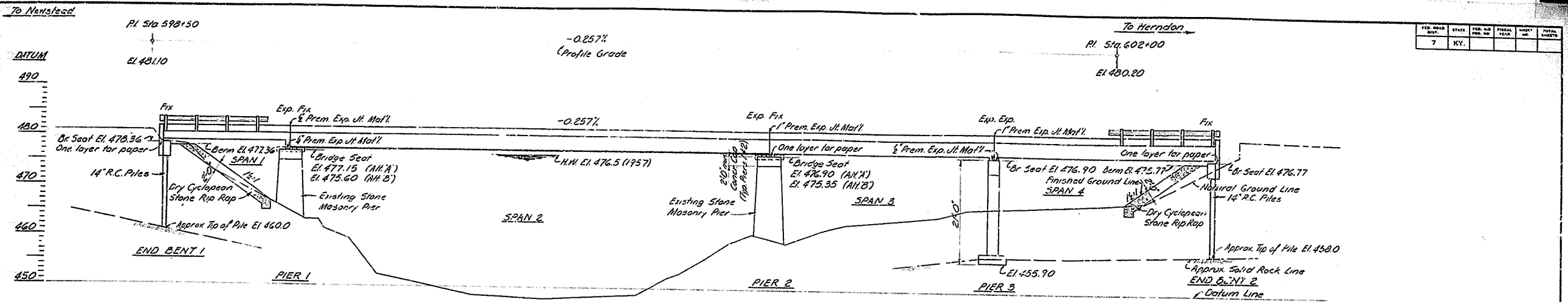




LAYOUT

LITTLE RIVER SHEET 1 OF 12

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF

CHRISTIAN
 OAK GROVE - HERNDON - GRACEY
 ROAD

STATION 599+96.57 PROJECT NO. SP24-165-21

BRIDGE NUMBER JUL 18 1963 15422

PLANS BY ODELL WRIGHT, MORGAN & BROWN

DESIGNED BY	DATE	7-6-63
CHECKED BY	DATE	
REVIEWED BY	DATE	
APPROVED BY	DATE	

GENERAL NOTES

SPECIFICATIONS - Kentucky Department of Highways, 1956 Standard with Amendments.
ALTERNATE PLANS - This set of plans contains two alternates for Span 2 only for bids by contractors. Alternate "A" consists of a concrete deck with steel composite I-beams on piers. Alternate "B" consists of a concrete deck with precast, prestressed concrete I-beams on piers. Complete detailed plans are shown for each alternate. All other spans are simple R.C.D.G. spans as detailed herein.

DESIGN LOAD - Bridge designed for H15-44 loading as specified in 1961 AASHTO Specifications. Slabs are designed for 12 kip wheel load.

DESIGN STRESSES - For reinforced concrete:
 $f_s = 20,000$ psi, $f_c = 3,000$ psi, $f_c = 1,200$ psi, $f_c = 200$ psi for embedment $f_c = 300$ psi for $f_c = 10$.
 For structural steel $f_s = 20,000$ psi.

CONCRETE - Class "A" concrete is to be used throughout except in piles and in prestressed girders. Class "D" concrete is to be used in piles. For concrete to be used in prestressed girders see Prestressed Concrete Note.

REINFORCEMENT - Intermediate or hard grade reinforcement shall be used in accordance with ASTM A108 for mild steel or A601 for rail steel. Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.

BEVELED EDGES - Exposed edges of concrete shall be beveled $\frac{3}{8}$ " unless otherwise shown. Exposed edges of prestressed concrete to be beveled $\frac{3}{8}$ " or rounded to $\frac{3}{8}$ " radius.

EXPANSION JOINT MATERIAL, COPPER STRIP, TAR PAPER, JOINT SEALER - The cost of these items is to be included in the unit price bid for Class "A" concrete.

STRUCTURAL STEEL - Lump sum bid for structural steel shall be full payment for all structural steel (except rail posts and their connections), rivets, bolts, washers, steel pins, lead plates, molten lead, welding and welding materials, paint, floor drains, linen tracings of shop detail and erection drawings, and all labor and materials necessary to erect the steel in accordance with the plans and specifications.

FLOOR DRAINS - The cost of this item is to be included in the "Lump sum bid" for Class "A" concrete.

PLACING PILES - Embankment shall be placed in compacted layers to bottom of bent cap elevation before driving piles in any pile bent. Embankment shall be placed simultaneously in front and back of end bents in compacted layers and the 5 ft minimum berm provided as shown on the plans before placing shoring and forms for the end spans.

RYLING - Piling shall be driven to refusal or to sustain a minimum 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.

TYPE OF PILES - The contractor shall use the following type throughout:
 14" RC Precast Piles, Std. Dwg. P-2

SLOPE PROTECTION - Slope protection shall be Dry cyclopaean stone Rip Rap in accordance with Section 6-3.3, E of the Specifications.

PAINT - For Guard Rail see sheet B-6.

All structural steel shall be given one shop coat and one field coat of type 1, red lead paint and two field coats of aluminum paint.

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.

SHEAR CONNECTORS - Lump sum bid for shear connectors shall be full payment for all shear connectors, welding and welding materials, and all labor and materials necessary to weld the shear connectors in place in accordance with the plans and specifications.

ALTERNATE TYPES OF SHEAR CONNECTORS - The contractor shall use one of the following optional types throughout:
 Option "1" - $\frac{3}{8}$ " x 4" studs
 Option "2" - $\frac{3}{8}$ " x 4" studs
 Option "3" - 4" channel @ 5.4"

REMOVAL OF EXISTING STRUCTURE - Bailey Bridge to be removed by Kentucky Highway Dept. Remaining structure to be removed by Contractor for Lump Sum bid.

ELASTOMERIC BEARING PADS - To conform to Ky. Department of Highways Special Provision for Elastomeric Bearing Pads. The cost of this item is to be included in the unit price bid for Class "A" concrete.

ITEM	NO.	DESCRIPTION
PREM EXP. JT. MAT'L	1	14" x 10" x 21'-4" @ Pier 1
"	1	14" x 10" x 21'-4" @ Pier 3
"	1	14" x 10" x 21'-4" Between Spans 1&2
"	1	14" x 10" x 21'-4" " " 2&3
"	1	14" x 10" x 21'-4" " " 3&4
"	2	14" x 10" x 21'-4" Between Curb, Spans 1&2
"	4	14" x 10" x 21'-4" " " 2&3, 3&4
"	2	14" x 10" x 21'-4" Between Wings & Deck @ E. & I.
"	2	14" x 10" x 21'-4" " " @ E. & I.
COPPER STRIP	1	24" x 24" x 3/8" Between Spans 1&2
"	2	24" x 24" x 3/8" " " 2&3, 3&4
FLOOR DRAINS	10	See Detail Sheet 6
JOINT SEALER	1	14" x 1" x 32'-1" Between Spans 1&2
"	1	14" x 1" x 32'-1" " " 2&3
"	1	14" x 1" x 32'-1" " " 3&4

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 the plans and specs.

DRAWING CONCRETE PILES - For RC precast piles use cored holes thru the embankment if required for starting piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles.

TAR PAPER - Tar paper is to be commercial grade for paper or roofing felt approximately $\frac{1}{8}$ " thick.

TEMPORARY SUPPORTS - For composite beams temporary supports or shoring will not be permitted under the steel girders when pouring the concrete floor slab or taking top of steel elevations.

WELDED STUDS - Studs used for composite shear developers shall be welded with approved welding equipment.

MATERIALS - ASTM Specifications hereinafter designated shall govern the materials furnished.

MATERIAL	ASTM DESIGNATION
Structural Steel (Bracing & Anchor Bolts)	A7-GIT
Structural Steel (Main girders & cover Rs)	A36-GIT
Molten Lead	B29-55
Steel Machine Bolts & Nuts	A307-GIT
High strength Bolts, Nuts & Washers	A325-GIT
Structural rivet steel	A141-58

CONNECTIONS - Unless otherwise provided, field splices in beams shall be $\frac{3}{4}$ " diameter high strength bolts or rivets. Open holes shall be $\frac{3}{8}$ " diameter high strength bolts shall conform to Section 5.2.3, A-5 (1) of the Specifications.

Assembly and dimensions of high strength steel bolts, nuts, and washers shall conform to Specifications of Structural Joints using ASTM F325 Bolts, March, 1960, approved by the Research Council on Riveted and Bolted Structural Joints of Engineering Foundation. When the width of high strength bolt heads corresponds to that of heavy, semi-finished, hexagon bolts only, one washer per bolt is required.

All joints are designed as friction type connections. Installation shall be performed by using the turn of nut method.

FIELD WELDING - To be used as indicated on plans. Field welding shall be in accordance with the Specifications, and welding procedures for field welding shall be submitted by the erector to the Department of Highways for approval.

MILL TEST REPORTS - Notarized test reports in triplicate shall be furnished to the Kentucky Department of Highways showing that all materials furnished conform to the Specifications.

STEEL FINISH - Steel bearing surfaces in contact shall be finished in accordance with Section 5.2.3 of the Specifications.

DIMENSIONS - Dimensions are for a normal temperature of 68° Fahrenheit.

SHOP PLANS - The contractor shall submit shop detail plans.

SHOP ASSEMBLY AND REAMING - Field connections shall be drilled or reamed in the shop with connecting parts assembled or shall be drilled or reamed to a metal template without assembly.

CHANGES IN STRUCTURAL STEEL QUANTITIES - In the event that changes in structural steel quantities are required due to changes in the plans by the Engineer, additional payments thereof shall be made at a unit price which shall be equal to the contract lump sum price divided by the estimated total weight.

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

JOINT SEALER - Joint sealer shall be furnished and placed in accordance with the special provisions.

WELDING SPECIFICATIONS - All welding materials, welding technique, and welding procedure shall comply with American Welding Society Standard Specifications for Welded Highway and Railway Bridges, 1956 Edition.

PAILING - Standard Beam Type Guard Rail is to be used. See Std. Dwg. B-6 & sheet 6 this Dwg. The price bid per linear foot of guard rail shall include all special and regular rail sections, posts, angle connections, bolts, nuts & washers. Pay lengths shall be center to center of end posts as shown on the plans. Payment for guard rail end sections shall be at the unit price bid per section.

REFERENCE AND ESTIMATE OF QUANTITIES												
ITEM	SHEET NO.	CLASS "A" CONCRETE Cu.Yd.	REINFORCING STEEL Lb.	STRUCTURAL STEEL Lb.	STRUCTURE EXCAVATION Cu.Yd.	STANDARD BEAM TYPE GUARD RAIL Lb.	END WING SECTION Lump Sum	CYCLOPEAN STONE SLOPE PROTECTION Sq.Yd.	14" RC PRECAST PILES Lin.Ft.	REMOVE EXISTING STRUCTURE Lump Sum	SHEAR CONNECTORS @ Lump Sum	
GENERAL PLAN	1											
SOUNDINGS	3											
PILE RECORD	2											
END BENT NO. 1	4	8.6	759	20				120	64	64		
END BENT NO. 2	4	8.8	779	10				100	64	64		
PIER NO. 1	4	8.4	539									
PIER NO. 2	4	8.4	552									
PIER NO. 3	5	17.4	1,977	44,759	50	5						
SUPERSTRUCTURE AREA	6.7.8	189.7	36,753	1		445.4	4					
SUPERSTRUCTURE AREA ELEVATIONS	6.7.9, 10	196.6	37,222	45,223	4	445.4	4					
TOTALS-ALT. "A"		241.3	49,385	1	80	5	445.4	220	128	128	1	1
TOTALS-ALT. "B"		248.2	50,229	49,854	80	5	445.4	220	128	128	1	1

Approximate weight of structural steel is 72,700 Lbs. for Alt. "A" without splices, 97,600 Lbs. for Alt. "A" with splices.

PRESTRESSED GIRDER NOTES

See Sheet No. 11 for Prestressed Girder Notes.

Approximate weight of Shear Connectors (Alternate "A" only)
 Option "1" - 758 Lbs.
 Option "2" - 629 Lbs.
 Option "3" - 1048 Lbs.

STD. DWG.

G-351
 P-2
 BK-6

Special Provisions for Joint Sealing Compound, Special Provisions for Elastomeric Bearing Pads.

LITTLE RIVER

SHEET 2

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

CHRISTIAN

OAK GROVE-HERNDON-GRACEY

ROAD

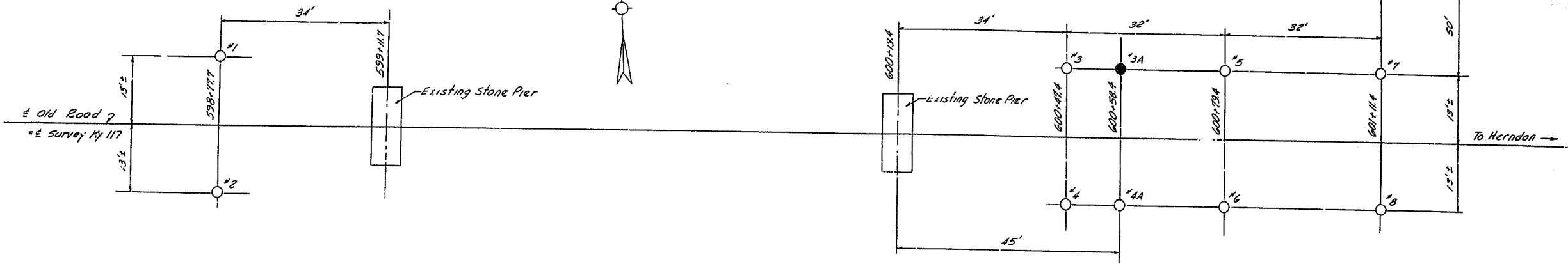
STATION 599+86.57

PROJECT NO. SP24-165-L1

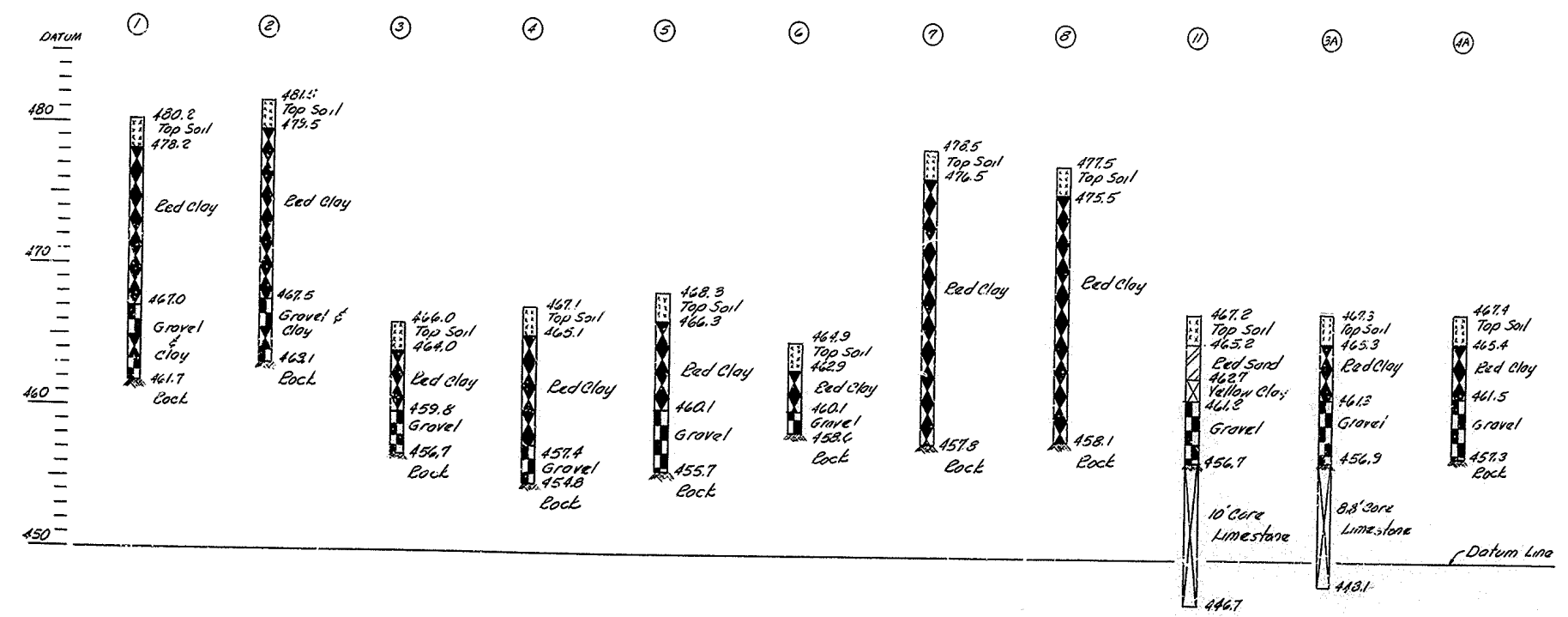
BRIDGE NUMBER

DRAWING NO. 15422

DATE



PLAN



ELEVATION

SOUNDINGS

LITTLE RIVER SHEET 3

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF

CHRISTIAN
 OAK GROVE - HERNDON - GRACEY

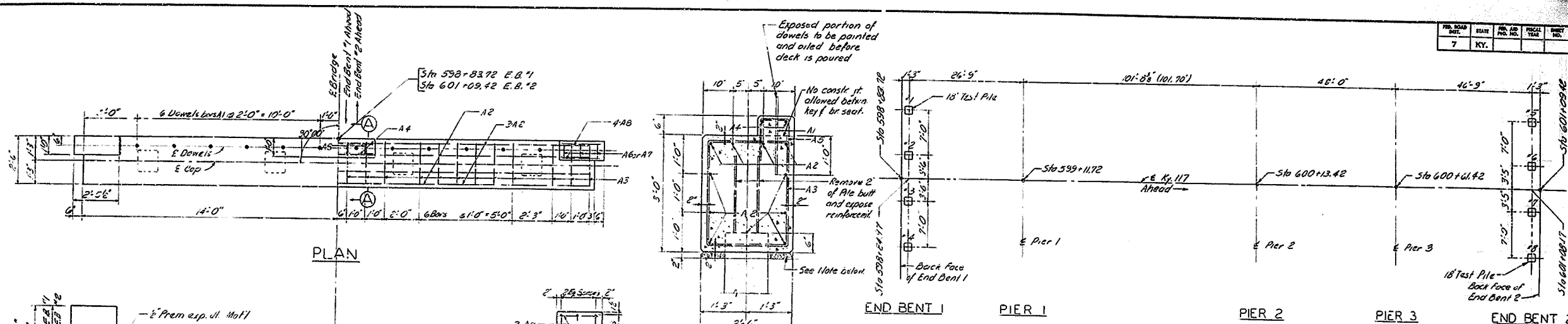
ROAD

STATION 599+96.57 PROJECT NO. S.P. 24-165-LI

BRIDGE NUMBER 15422

DESIGNED BY: BLM CHECKED BY: BLM DATE: 11/11/11
 SURVEYED BY: BLM CHECKED BY: BLM DATE: 11/11/11
 DRAWING NO. 15422

PRO. ROAD DIST.	STATE	PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



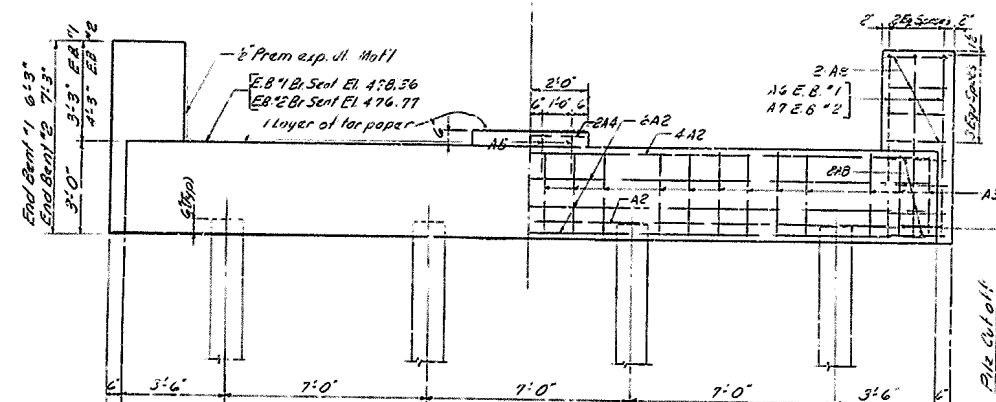
SECTION A-A

NOTE:
Dress subgrade to E' below plan elevation for bottom of cap. Add a 2" layer of 1/2 crushed stone or gravel and tamp this layer into the subgrade. Place 1:2 cement mortar up to the bottom of cap elevation. Side forms for cap may be placed as soon as mortar has set a sufficient time to support men and forms without being disturbed. This method is to be used instead of bottom of cap forms and the cost of this work shall be incidental to and shall be included in the unit price bid for Class 'A' Concrete.

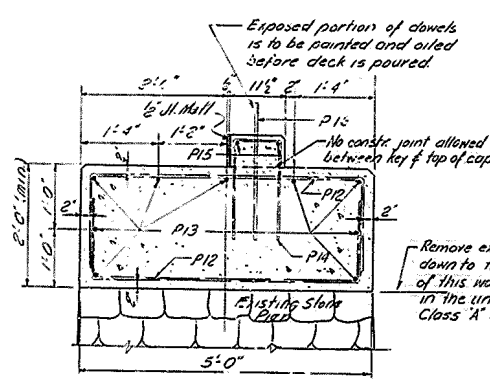
PILE RECORD					
Location	Pile No.	Cut off Elevation as shown	Tip of Pile Elevation as driven	Pile length in place (L in ft.)	Calculated Bearing Capacity (Tons)
END BENT 1	1	475.86			
	2				
	3				
	4				
END BENT 2	5	474.29			
	6				
	7				
	8				

NOTE

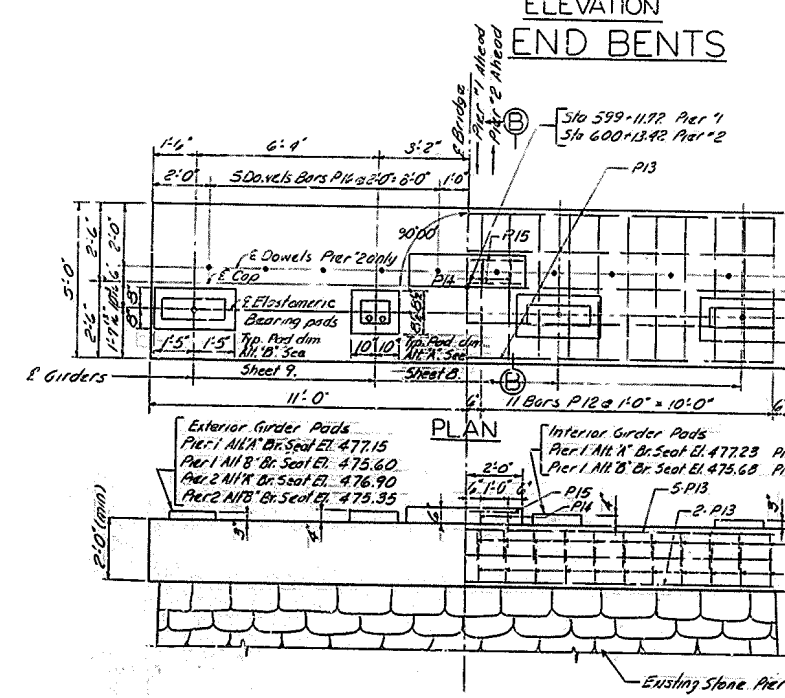
This pile record does not replace the other records of piles required to be kept and submitted by the Resident Engineer.
After all piles have been driven the Resident Engineer shall record the tip of pile elevation as driven, length of piles in place and calculate the bearing capacity of each pile and return one blue print copy of this sheet with this data to the Director of Bridges to be recorded in the original plans. Length of piles in place shown hereon are the actual length of piles in the finished structure below cut off elevation and are not necessarily the pay item.
All piles 14" Precast R.C. Piles. For details see Std. Drawg. P. 2.
Removing stone masonry included in unit price bid for class 'A' Concrete.



ELEVATION END BENTS



SECTION B-B



ELEVATION PIERS 1 & 2

ANCHOR BOLT NOTE

Holes of depths and dimension shown (see Sheet 8) shall be drilled for anchor bolts or dowels by the superstructure contractor who shall be responsible for keeping holes dry in freezing weather. After bearing pads are properly set and anchor bolts are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush to top of bearing pads. The cost of drilling anchor bolt holes, furnishing lead, and filling holes with molten lead shall be incidental to and included in the lump sum bid for structural steel.

ESTIMATE OF QUANTITIES

	PIER 1	PIER 2	E.B. 1	E.B. 2	Cu. Yds.
Concrete Class 'A'	84	84	84	88	
Reinforcement	539	552	759	759	lbs.

BILL OF REINFORCEMENT									
Mark	Type	EA	EA	Per	Per	Length	Location	0	0
		1	2	EA	EA	ft.		ft.	ft.
A 1	Str	12	12	—	4	2 0	Dowels		
A 2	"	11	11	—	6	27 8	Cap		
A 3	(1)	24	24	—	4	10 5	Cap stirrups	2	2
A 4	Str	2	2	—	5	3 8	Cap Key		
A 5	(2)	4	4	—	5	3 6	"	0	8
A 6	"	6	—	—	4	12 6	Hings	0	8
A 7	"	6	—	—	5	14 6	"	0	8
A 8	Str	32	32	—	4	2 2	"		
P 10	(2)	—	44	44	4	10 8	Cap	4	8
P 13	Str	—	9	9	5	21 8	"		
P 14	(2)	—	4	4	5	3 6	Cap Keys	0	8
P 15	Str	—	2	2	5	3 8	"		
P 16	"	—	10	4	2	0	Dowels		

LITTLE RIVER SHEET 4

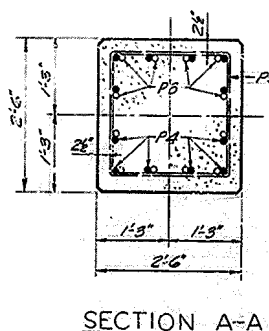
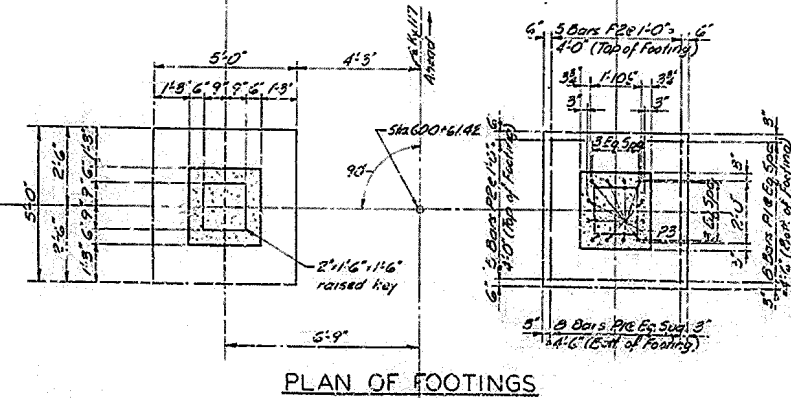
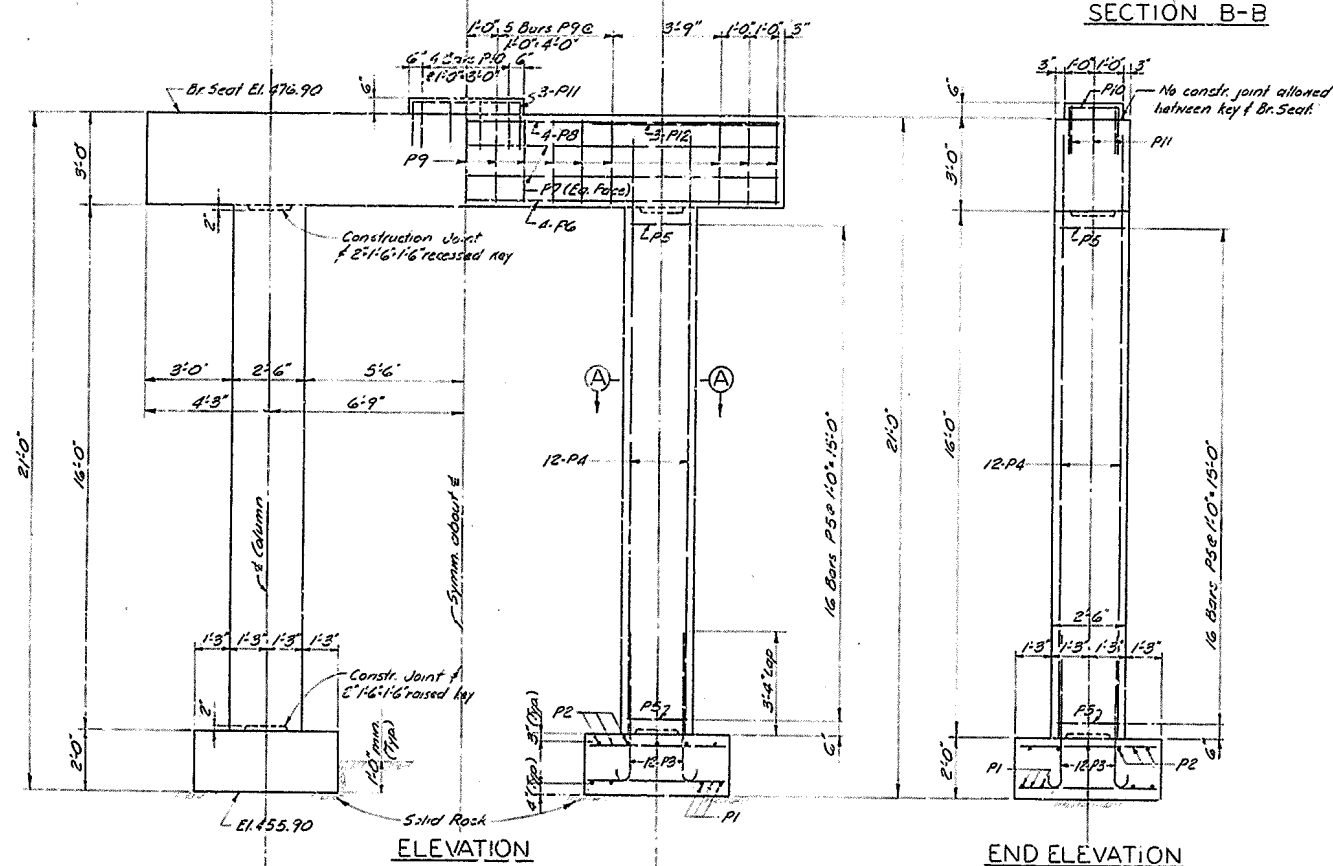
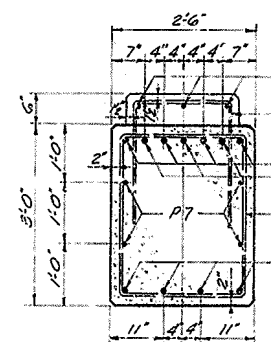
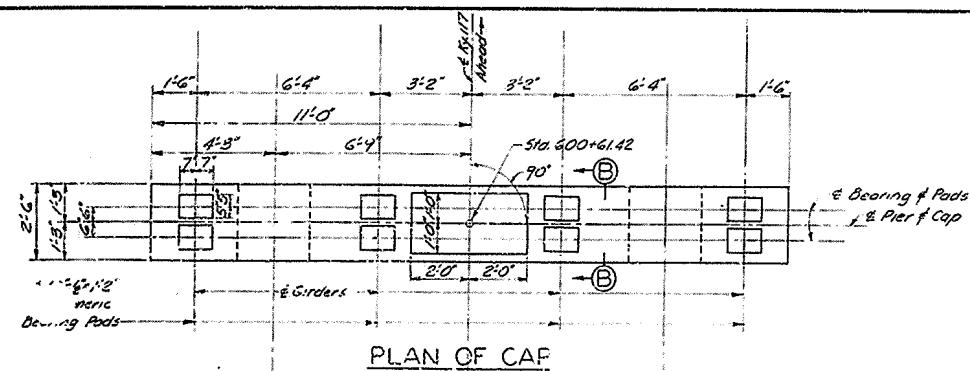
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CHRISTIAN
OAK GROVE - HERNDON - GRACEY
ROAD

STATION 599+56.57

BRIDGE NUMBER 15422

SP 24-165-L1

SUBSTRUCTURE AND PILE RECORD

[illegible]

ESTIMATE OF QUANTITIES

Concrete, Class "A"	174 Cu. Yds.
Reinforcement	1,977 Lbs.

LITTLE RIVER

SHEET 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
COUNTY OF

CHRISTIAN

OAK GROVE-HERNDON-GRACEY

ROAD

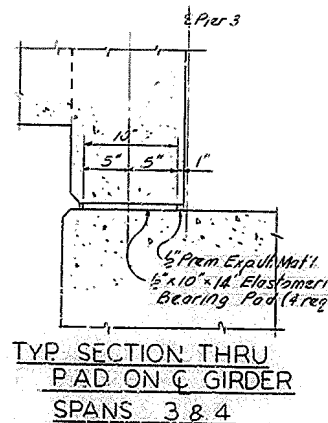
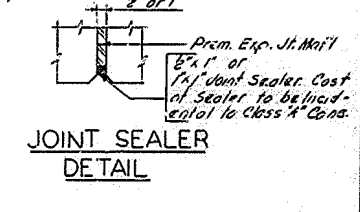
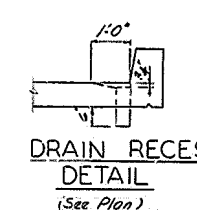
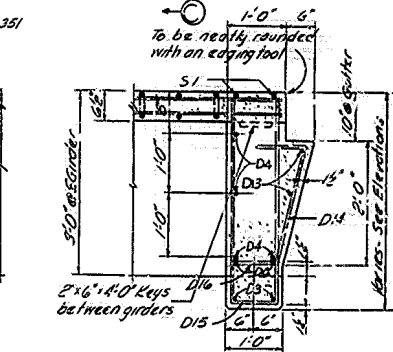
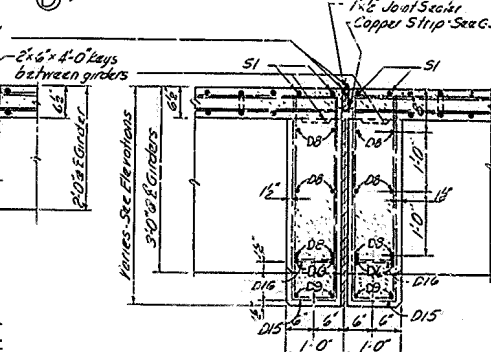
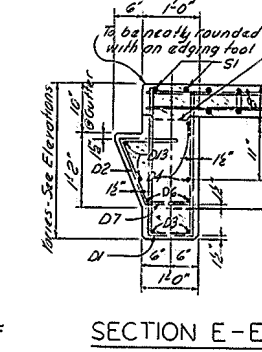
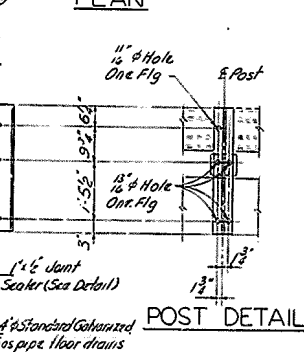
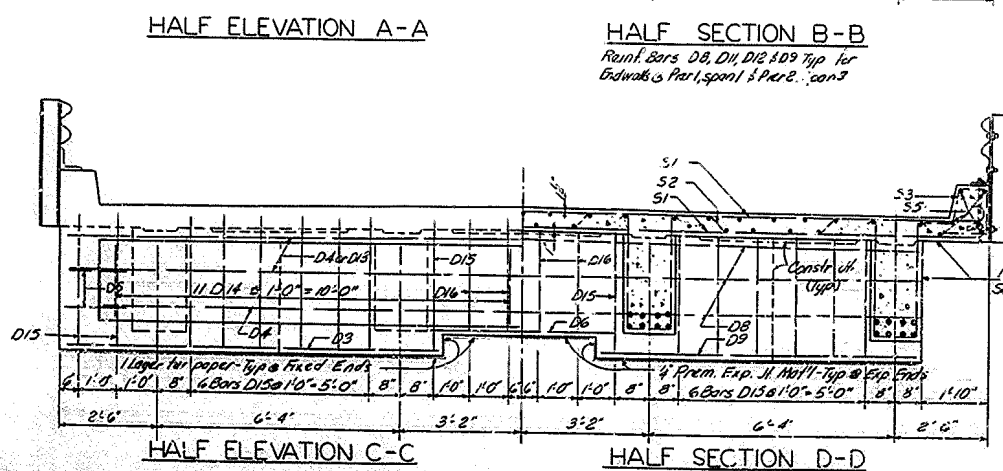
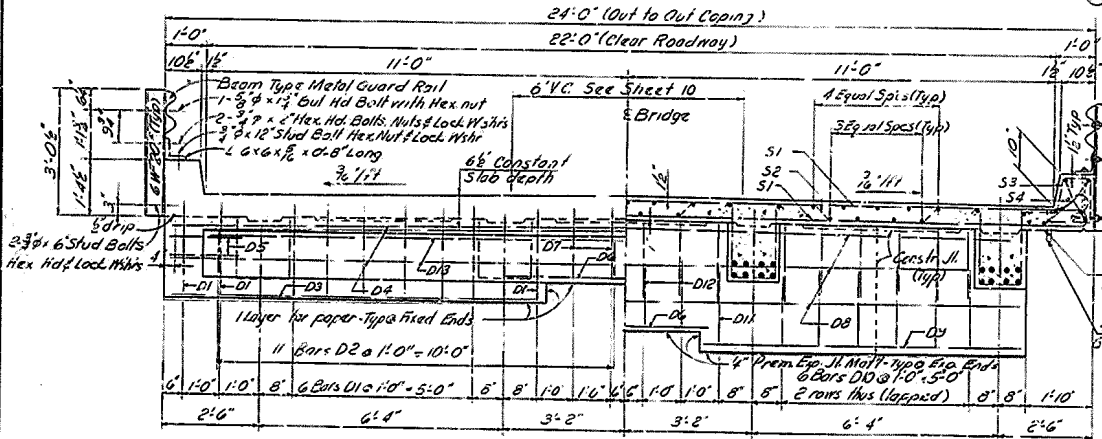
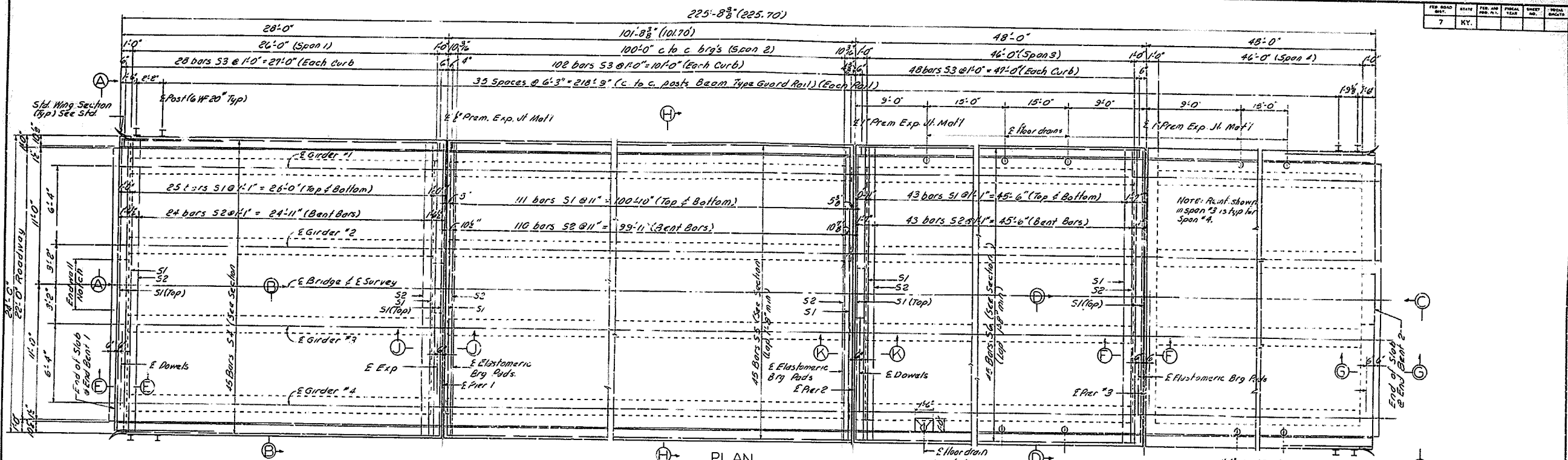
STATION 599+96.57

PROJECT NO. SP 24-163-L1

BRIDGE
NUMBER

DRAWING
15422

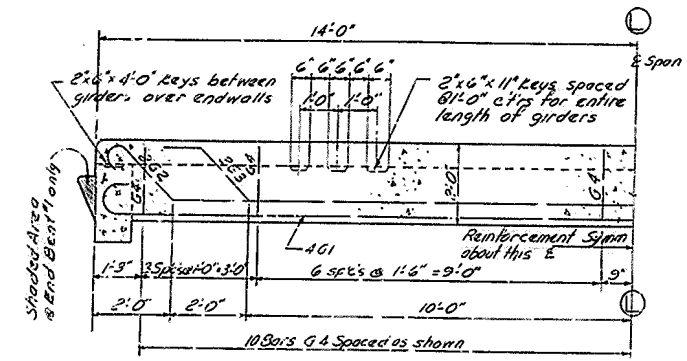
PIER 3



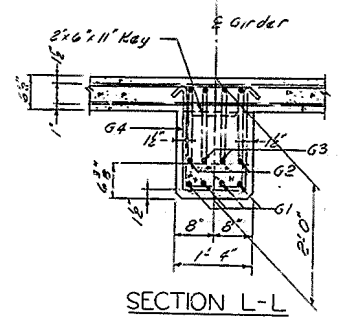
NOTE -
For Sections H-H, J-J, & K-K see
Sheets B & C

LITTLE RIVER		SHEET 6	
COMMONWEALTH OF KENTUCKY			
DEPARTMENT OF HIGHWAYS			
FRANKFORT			
COUNTY OF			
CHRISTIAN			
OAK GROVE - HERNDON - GRACEY			
ROAD			
STATION 599+96.57		PROJECT NO. SP 24-165-L1	
BRIDGE NUMBER		DRAWING 15422 NO.	DATE

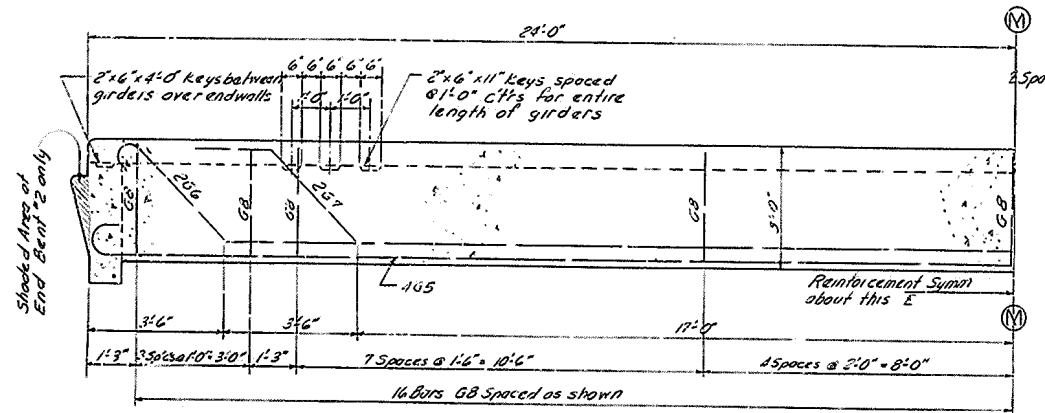
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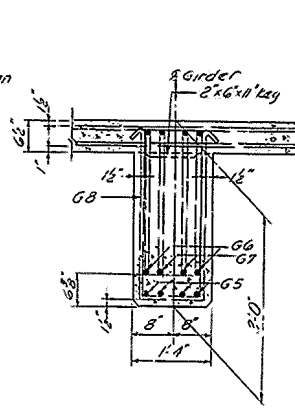
SECTION ON G GIRDER - SPAN 1



SECTION L-L



SECTION ON G GIRDER - SPANS 3 & 4

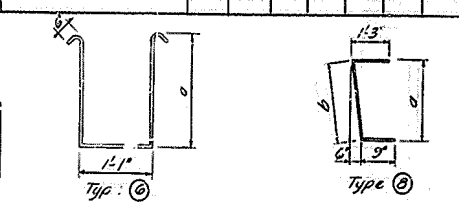
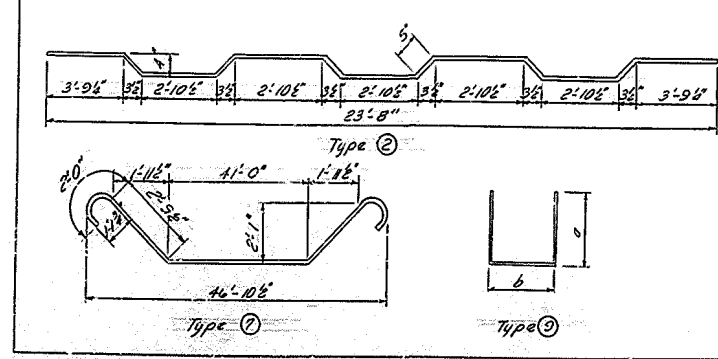
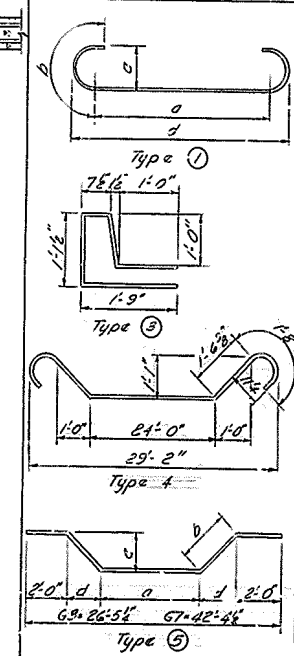


SECTION M-M

ESTIMATE OF QUANTITIES

Concrete Class 74	189.7	189.7
Reinforcement	44,759	44,759
100'-0" Type II Prestressed Girders	—	45,228

BILL OF REINFORCEMENT														
Mark	Type	Number	Length	Location	a	b	c	d	e	f	g	h	i	j
S1	①	54	222	90	90	4	24	8	Slab top & Bent	23	4	0	8	0
S2	②	24	110	110	43	43	5	24	Slab Bent Bars					
S3	③	56	204	204	96	96	4	5	Curbs					
S4	Slr	45	—	—	4	27	2		Slab Span 1					
S5	•	135	135	—	4	34	10		" Span 2					
S6	•	—	—	90	90	4	24	8	" Spans 3 & 4					
G1	⑦	16	—	—	9	30	1		Girders	26	9	1	8	0
G2	⑧	8	—	—	9	30	5							
G3	⑨	8	—	—	8	27	5							
G4	⑩	80	—	—	4	5	5			20	0	1	86	1
G5	⑪	—	—	16	16	11	50	6		16	6	2	0	1
G6	⑫	—	—	8	8	11	50	7						
G7	⑬	—	—	8	8	11	44	2		34	0	3	1	2
G8	⑭	—	—	124	124	4	7	5		2	9			
D1	⑮	16	—	—	4	5	1		Endwalls	2	3	0	9	
D2	⑯	22	—	—	5	2	11			0	11	1	0	
D3	Slr	4	—	—	4	5	9	8						
D4	•	2	—	—	4	5	23	8						
D5	•	4	—	—	4	5	3	0						
D6	•	4	—	—	4	5	6	6						
D7	⑰	4	—	—	4	4	1			1	9	0	9	
D8	Slr	6	—	—	12	6	5	23	8					
D9	•	4	—	—	4	4	5	7	10					
D10	⑱	24	—	—	24	4	6	11		3	2	0	9	
D11	•	4	—	—	4	4	7	1		3	3	0	9	
D12	•	8	—	—	8	4	6	7		3	0	0	9	
D13	Slr	2	—	—	2	5	21	8						
D14	⑲	—	—	—	22	4	4	1		2	2	2	3	
D15	⑳	—	—	—	14	32	4	7	1	3	3	0	9	
D16	•	—	—	—	4	8	4	6	1	2	9	0	9	
D17	•	Not Used												
D18	•	Not Used												
D19	㉑	—	—	—	4	8	9		Endwalls	4	1	0	9	
D20	Slr	—	—	—	5	4	5							
D21	•	—	—	—	5	18	1							
D22	•	—	—	—	8	1	6		Dovels					



LITTLE RIVER SHEET 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

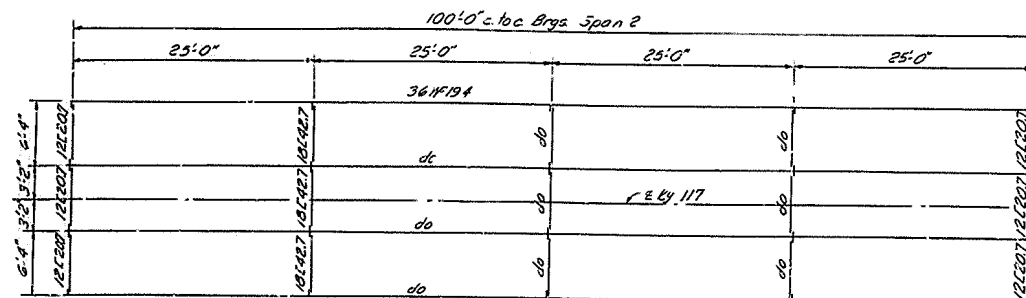
CHRISTIAN
OAK GROVE - HERNDON-GRACEY

ROAD

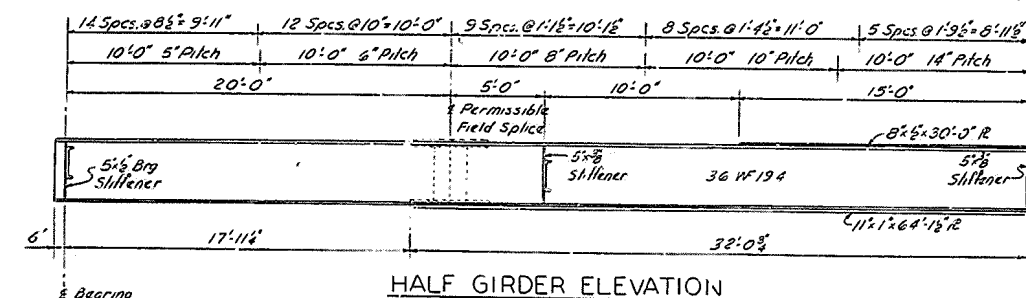
STATION 599+96.57 PROJECT NO. SP 24-165-L1

BRIDGE NUMBER 15422

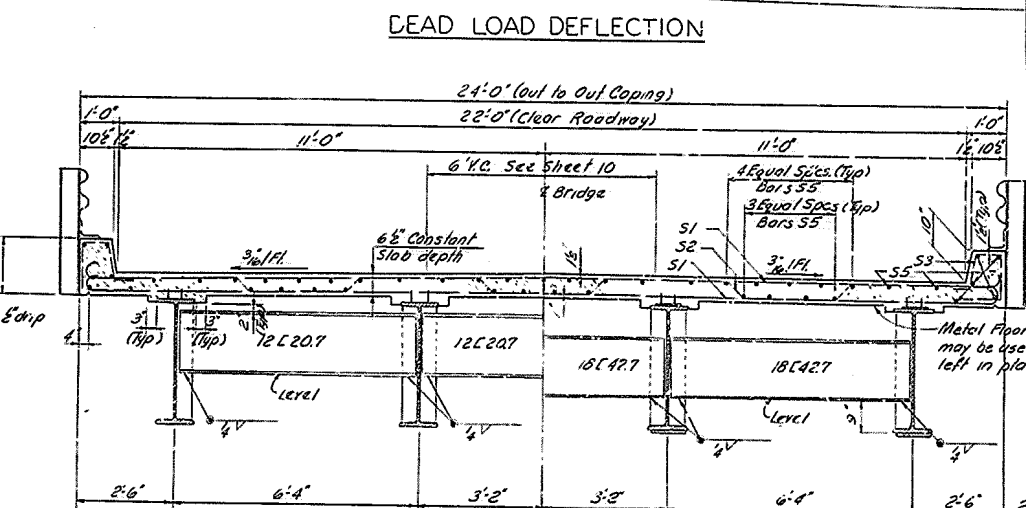
SUPERSTRUCTURE



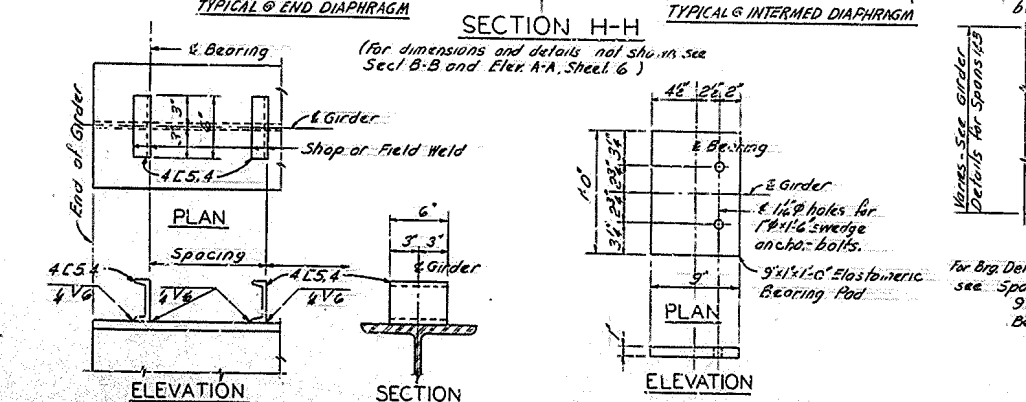
FRAMING PLAN



HALF GIRDER ELEVATION

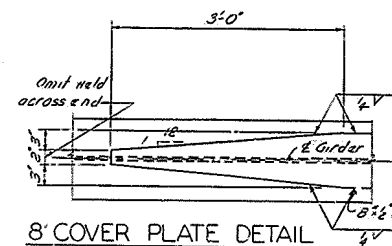


DEAD LOAD DEFLECTION

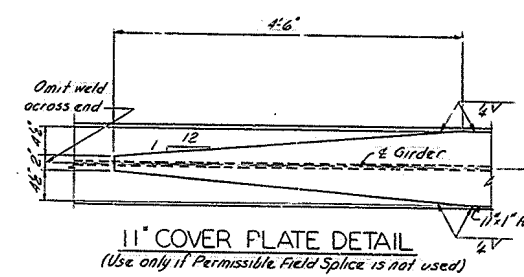


SECTION H-H

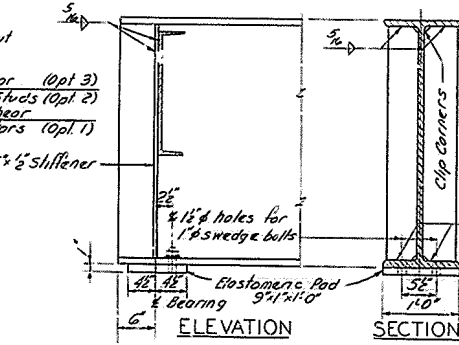
DETAILS-OPTION NO. 3



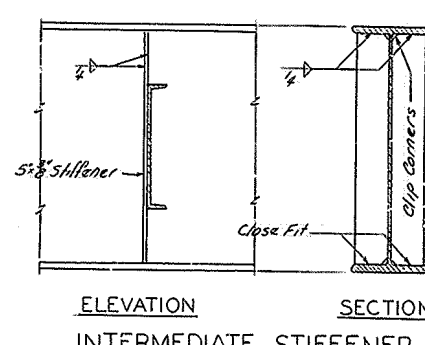
8" COVER PLATE DETAIL



11" COVER PLATE DETAIL
(Use only if Permissible Field Splice is not used)

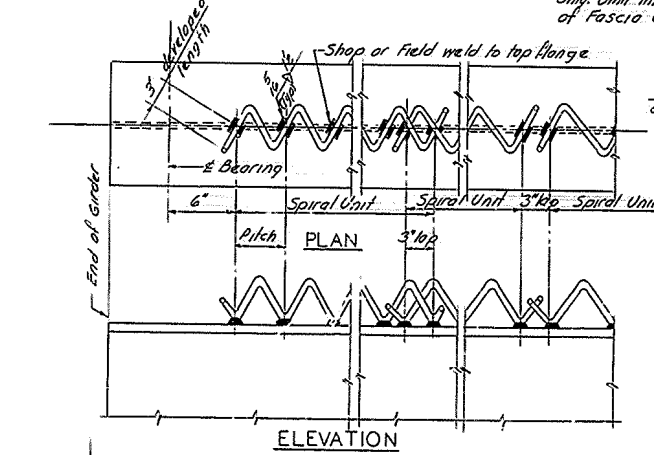


BEARING DETAILS

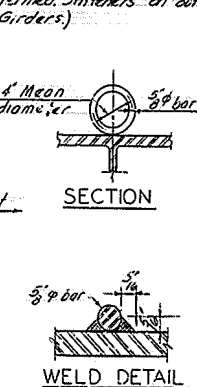


INTERMEDIATE STIFFENER
DETAILS

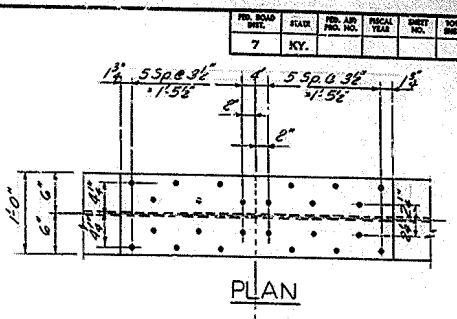
(These stiffeners occur at Intermed. Diaphragms only. Omit Intermed. Stiffeners on outside face of Pseudo Girders.)



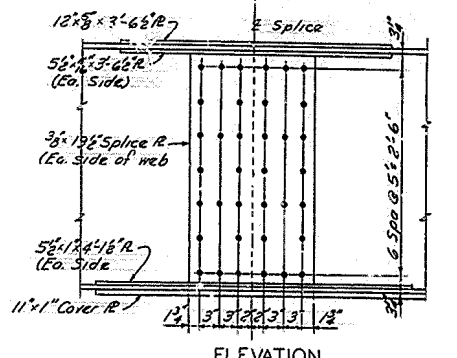
DETAILS-OPTION NO. 1



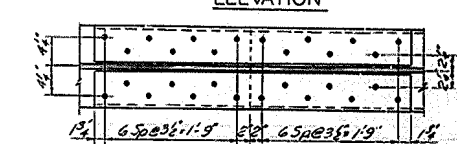
WELD DETAIL



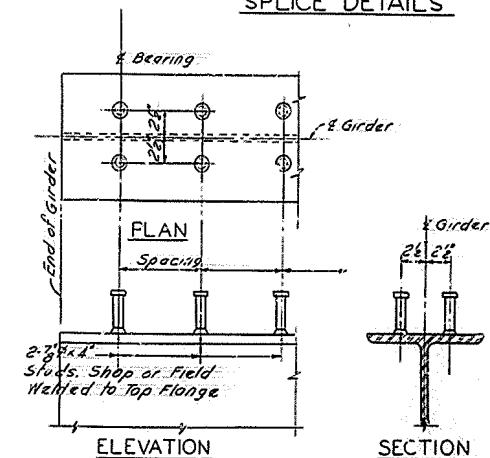
PLAN



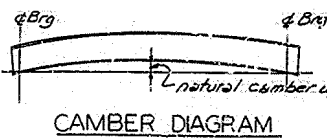
ELEVATION



SECTION
SPICE DETAILS



DETAILS-OPTION NO. 2



CAMBER DIAGRAM

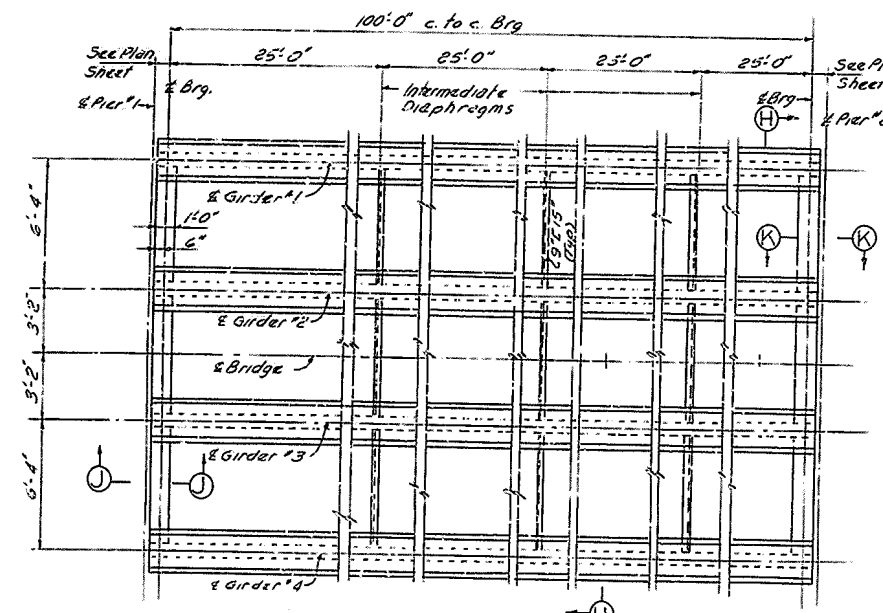
SUPERSTRUCTURE
SPAN 2-ALT. A'

LITTLE RIVER SHEET 8

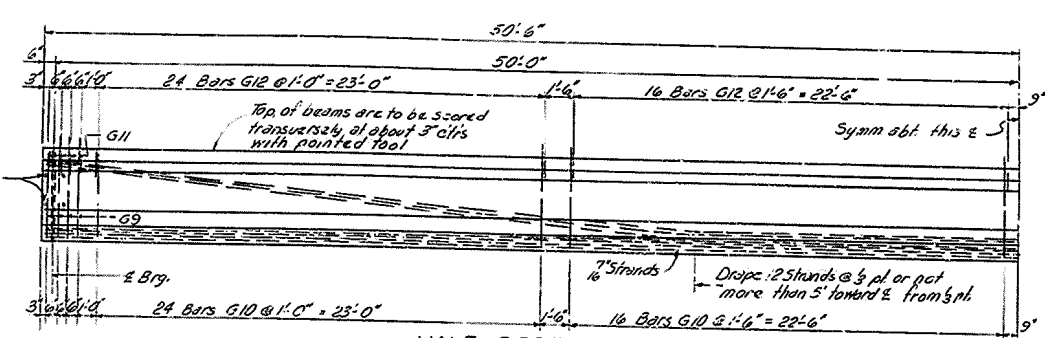
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CHRISTIAN
OAK GROVE-HERNDON-GRACEY
ROAD

STATION 599+96.57 PROJECT NO. SP 24-165-L1

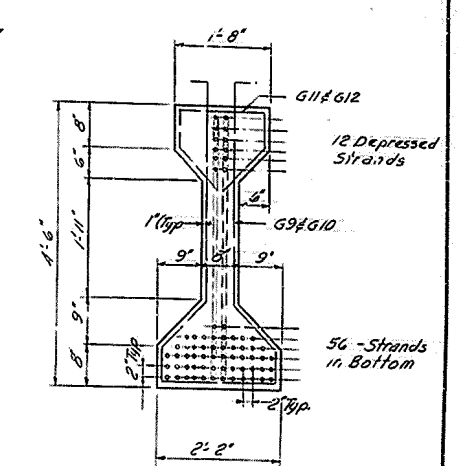
BRIDGE NUMBER 15422



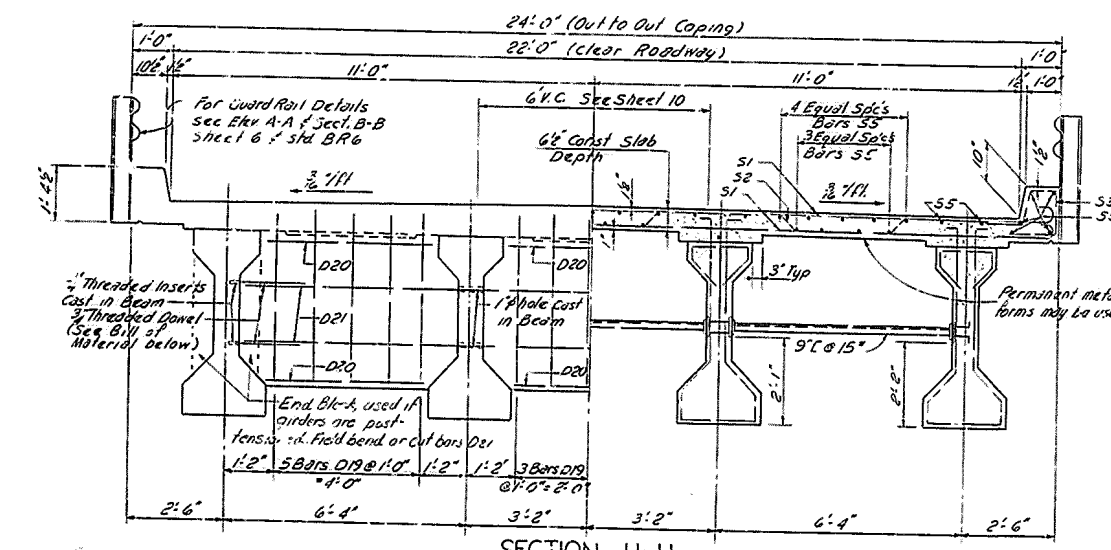
FRAMING PLAN-SPAN 2 - ALT. B
(For Job Plan, See Sheet 6)



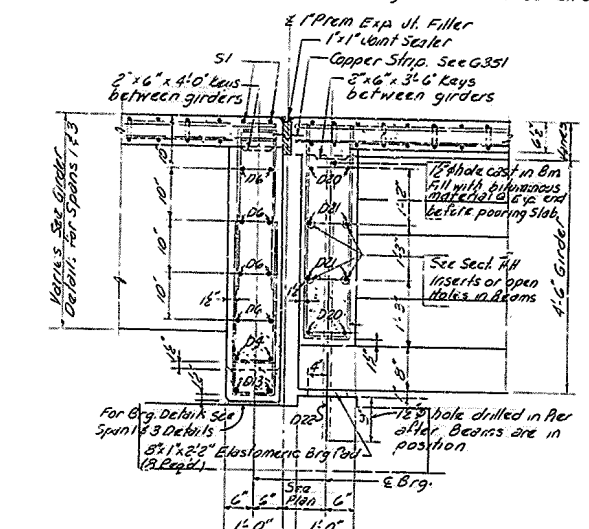
HALF GIRDER ELEVATION
(Showing Pre-Tensioned Girder)



SECTION THRU GIRDER



SECTION H-H

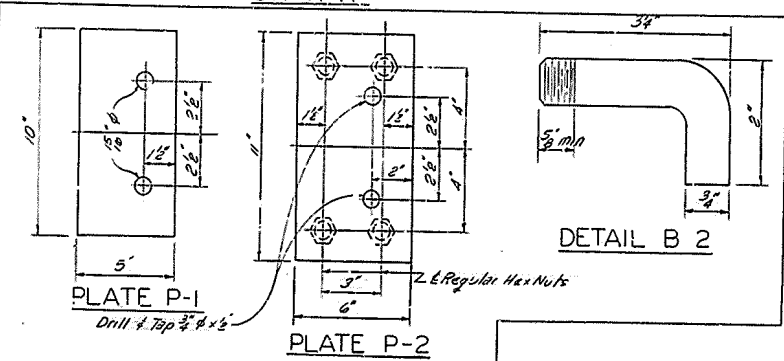


SECTION J-J
OR K-K

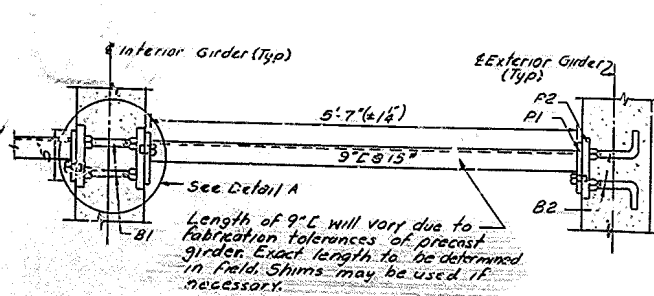
BILL OF REINFORCEMENT (FOR ONE GIRDER-PRE-TENSIONED)

Mark	Type	No.	Bar Size	Length Ft.	Length In.	Location
G9	①	8	5	13	1	Girder
G10	①	80	4	13	1	"
G11	②	8	5	4	4	"
G12	②	80	4	4	4	"

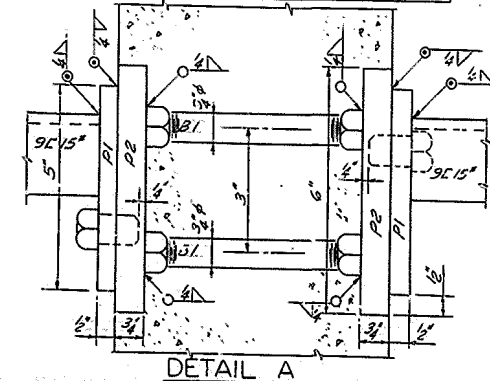
NOTE: Girder reinforcement in Bill of Reinforcement to be included in unit price bid per beam for prestressed beams. (See Above). Bars D19-D22 & Endwalls are shown on sheet 7 and included in Estimate of Quantities for Span 2, Alt. B (See Sect. H-H).



NOTE
If Contractor desires, girders may be cast at the site and post-tensioned. See Sh. #12 for details of post-tensioned girders.



INTERMEDIATE DIAPHRAGM
DETAILS



DETAIL A

BILL OF MATERIAL

Plate P1	18 Ppds
Plate P2	18 "
Hex. Nuts - Left Hand Thread 5/8"	24 "
Hex. Nuts - Right Hand Thread 5/8"	24 "
Dowels B1	24 "
Dowels B2	24 "
Hex. Hd. Bolts 3/4" x 1"	36 "
9" x 15" - 5'76" long	9 "
3/4" x 20" Threaded Channels & Inserts 10	
One end right hand thread; other end left hand	
See Section H-H	

NOTE - Bill of material shown above is included in unit price bid per girder for Prestressed Girders.

Approx. Wt. = 1,270

SUPERSTRUCTURE
SPAN 2-ALT 'B'

LITTLE RIVER SHEET 9

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

CHRISTIAN
OAK GROVE-HERNDON-GRACEY

ROAD

STATION 599+96.57 PROJECT NO. SP 24-165-L1

BRIDGE NUMBER DRAWING NO. 15422

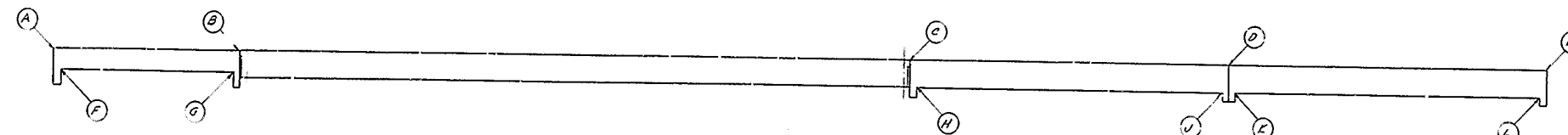
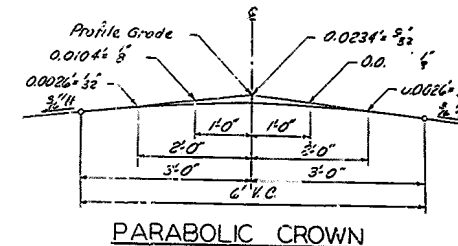
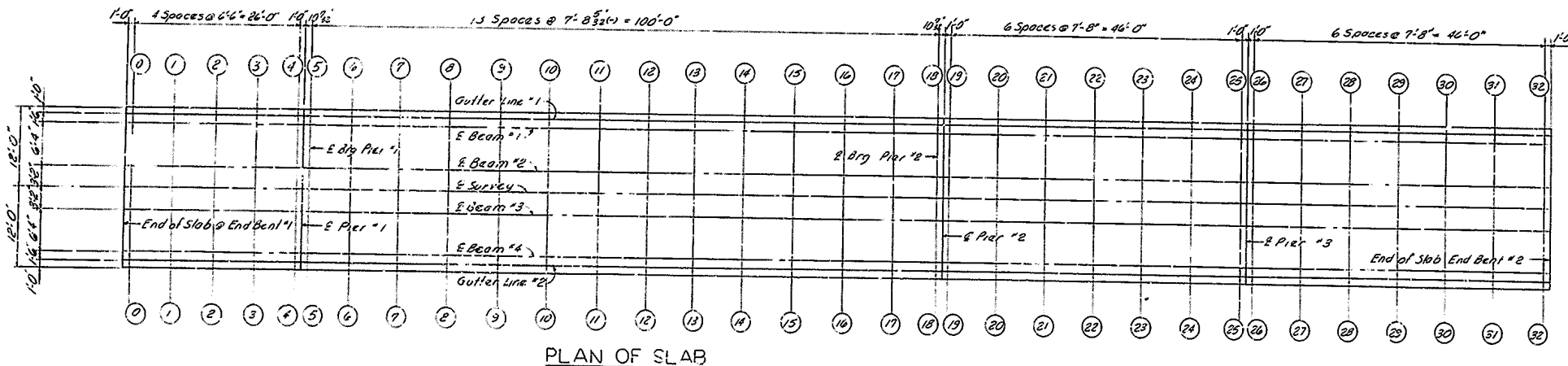


TABLE OF ELEVATIONS (SPANS 1, 3 & 4)

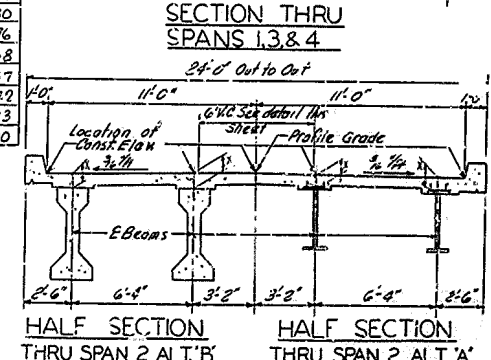
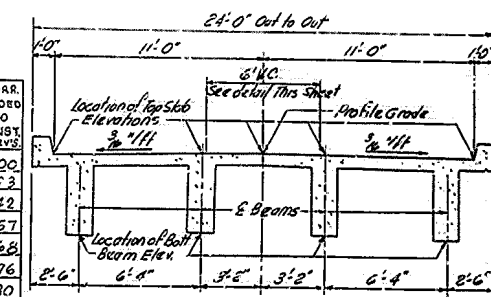
Section	GL of 2 Top of Slab	8' 1/4" 3' 0" 6' 0" 9' 0" 12' 0"	Beams 2 & 3	E Bridge	Section	GL of 2 Top of Slab	8' 1/4" 3' 0" 6' 0" 9' 0" 12' 0"	Beams 2 & 3	E Bridge
A	480.541		480.964	480.990	29-29	480.347	477.371	480.470	477.470
B	769		892	918	30-30	324	348	449	449
C	508		631	657	31-31	296	320	419	419
D	54		507	539	32-32	263		386	
E	26		384	410					
F		778.262		478.361					
G		796		895					
H		471.229		477.628					
J		4		510					
K		406		505					
L		247		386					
0-0	480.838		480.838	480.838					
1-1	480.892	477.856	478.955	480.981					
2-2	480.892	477.856	478.955	480.981					
3-3	480.892	477.856	478.955	480.981					
4-4	480.892	477.856	478.955	480.981					
19-19	480.499	477.523	477.622	480.646					
20-20	480.499	477.523	477.622	480.646					
21-21	480.499	477.523	477.622	480.646					
22-22	480.499	477.523	477.622	480.646					
23-23	480.499	477.523	477.622	480.646					
24-24	480.499	477.523	477.622	480.646					
25-25	480.499	477.523	477.622	480.646					
26-26	480.499	477.523	477.622	480.646					
27-27	480.499	477.523	477.622	480.646					
28-28	480.499	477.523	477.622	480.646					

ELEVATIONS ALTERNATE 'A' (SPAN 2)

Section	Top of Slab	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X
5-5	480.767	480.791	480.236	.555	480.890	480.333	.557	480.890	480.325	.565	480.791	480.255	.536	480.890	480.333	.557
6-6	837	884	860	.221	837	884	860	.221	837	884	860	.221	837	884	860	.221
7-7	893	959	970	.181	893	959	970	.181	893	959	970	.181	893	959	970	.181
8-8	933	1010	1050	.157	933	1010	1050	.157	933	1010	1050	.157	933	1010	1050	.157
9-9	956	1051	1083	.139	956	1051	1083	.139	956	1051	1083	.139	956	1051	1083	.139
10-10	969	1069	1093	.166	969	1069	1093	.166	969	1069	1093	.166	969	1069	1093	.166
11-11	964	1068	1088	.135	964	1068	1088	.135	964	1068	1088	.135	964	1068	1088	.135
12-12	944	1043	1063	.128	944	1043	1063	.128	944	1043	1063	.128	944	1043	1063	.128
13-13	910	1010	1030	.106	910	1010	1030	.106	910	1010	1030	.106	910	1010	1030	.106
14-14	860	960	980	.057	860	960	980	.057	860	960	980	.057	860	960	980	.057
15-15	795	874	893	.039	795	874	893	.039	795	874	893	.039	795	874	893	.039
16-16	715	781	793	.031	715	781	793	.031	715	781	793	.031	715	781	793	.031
17-17	620	667	674	.029	620	667	674	.029	620	667	674	.029	620	667	674	.029
18-18	510	534	534	.019	510	534	534	.019	510	534	534	.019	510	534	534	.019

ELEVATIONS ALTERNATE 'B' (SPAN 2)

Section	Top of Slab	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X	Const. El.	Top of Beam	Ordinate X
5-5	480.767	480.791	480.236	.555	480.890	480.333	.557	480.890	480.325	.565	480.791	480.255	.536	480.890	480.333	.557
6-6	771	771	756	.755	771	771	756	.755	771	771	756	.755	771	771	756	.755
7-7	772	772	756	.756	772	772	756	.756	772	772	756	.756	772	772	756	.756
8-8	768	768	752	.752	768	768	752	.752	768	768	752	.752	768	768	752	.752
9-9	761	761	745	.745	761	761	745	.745	761	761	745	.745	761	761	745	.745
10-10	749	749	733	.733	749	749	733	.733	749	749	733	.733	749	749	733	.733
11-11	733	733	717	.717	733	733	717	.717	733	733	717	.717	733	733	717	.717
12-12	713	713	697	.697	713	713	697	.697	713	713	697	.697	713	713	697	.697
13-13	690	690	674	.674	690	690	674	.674	690	690	674	.674	690	690	674	.674
14-14	648	648	632	.632	648	648	632	.632	648	648	632	.632	648	648	632	.632
15-15	630	630	614	.614	630	630	614	.614	630	630	614	.614	630	630	614	.614
16-16	594	594	578	.578	594	594	578	.578	594	594	578	.578	594	594	578	.578
17-17	554	554	538	.538	554	554	538	.538	554	554	538	.538	554	554	538	.538
18-18	510	510	494	.494	510	510	494	.494	510	510	494	.494	510	510	494	.494



CONSTRUCTION NOTE - SPANS 1, 3 & 4
Elevations include construction number and are to be maintained with falsework in place

CONSTRUCTION NOTES - SPAN 2
1. Take elevations on top of beams at points indicated after all diaphragms are in place, but before forms or pouring slab are in place. Read elevations to three decimals using target rod and enter readings in table under Top of Beam Elevations.
2. Compute Ordinates X as follows: Construction Elevations minus top of beam elevations equals Ordinates X. Construction Elevations include number due to weight of slab.
3. For setting templates measure Ordinate X above top of beam. Do not set template by elevations.

ELEVATIONS

PRESTRESSED GIRDER NOTES

REVISION	DATE	BY	CHKD	DESCRIPTION
1	10/1/54	W. J. B.	W. J. B.	Initial
2	10/1/54	W. J. B.	W. J. B.	Initial
3	10/1/54	W. J. B.	W. J. B.	Initial
4	10/1/54	W. J. B.	W. J. B.	Initial
5	10/1/54	W. J. B.	W. J. B.	Initial
6	10/1/54	W. J. B.	W. J. B.	Initial
7	10/1/54	W. J. B.	W. J. B.	Initial
8	10/1/54	W. J. B.	W. J. B.	Initial
9	10/1/54	W. J. B.	W. J. B.	Initial
10	10/1/54	W. J. B.	W. J. B.	Initial

This work shall consist of furnishing and placing precast prestressed concrete girders in accordance with the details shown on the plans and as specified in these notes. This work shall include the manufacture, transportation, and storage of girders of prestressed concrete and shall also include the erection or placing of all precast prestressed girders.

The girders shall be complete, including all concrete, prestressing steel, bar reinforcement steel and incidental materials in connection therewith. Cast-in-place, post-tensioned concrete girders in accordance with the plans and as specified in these notes are permitted.

MATERIALS:

A. Concrete. Concrete shall conform to the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon. The concrete shall be placed in the girders by the contractor, using a concrete pump or other suitable method. The concrete shall be placed in the girders by the contractor, using a concrete pump or other suitable method. The concrete shall be placed in the girders by the contractor, using a concrete pump or other suitable method.

B. Reinforcing Steel. Reinforcing steel shall conform to the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon. The reinforcing steel shall be placed in the girders by the contractor, using a concrete pump or other suitable method. The reinforcing steel shall be placed in the girders by the contractor, using a concrete pump or other suitable method.

Minimum Tensile Strength P. S. I.

0.196
0.196
0.196

The above tensile strength for all sizes, except for the 1/2" per cent extension under load method, shall not be less than 80 percent of the tensile strength specified in the load method. The diameter of the wire shall not vary from the nominal diameter specified by more than plus or minus 0.002 inch, nor be out of round by more than 0.002 inch.

C. Tensile Prestressing Reinforcement and Anchorage. All wire of steel to be shipped to the site shall be assigned a lot number and tagged for identification purposes. Anchorage assemblies shall be shipped ready to be installed.

All samples submitted shall be representative of the lot to be furnished and, in the case of all materials specified for testing shall be furnished free of cost and shall be delivered in time for tests to be made well in advance of anticipated time of use. The Contractor or manufacturer shall furnish for testing the following samples selected from the material to be furnished: (a) One sample of the material to be furnished, (b) One sample of the material to be furnished, (c) One sample of the material to be furnished.

D. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

E. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

F. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

CONSTRUCTION METHODS:

A. Placement and Curing of Concrete. Concrete shall not be deposited in the forms until the reinforcing steel has been placed and secured. The concrete shall be placed in the girders by the contractor, using a concrete pump or other suitable method. The concrete shall be placed in the girders by the contractor, using a concrete pump or other suitable method.

B. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

C. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

D. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

E. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

F. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

G. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

H. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

I. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

J. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

K. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

L. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

M. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

N. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

O. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

P. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

Q. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

R. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

S. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

T. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

U. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

V. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

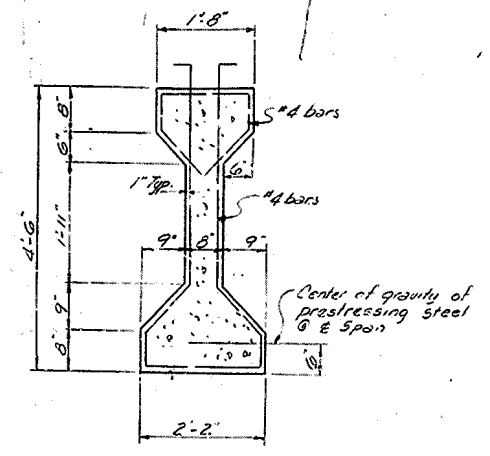
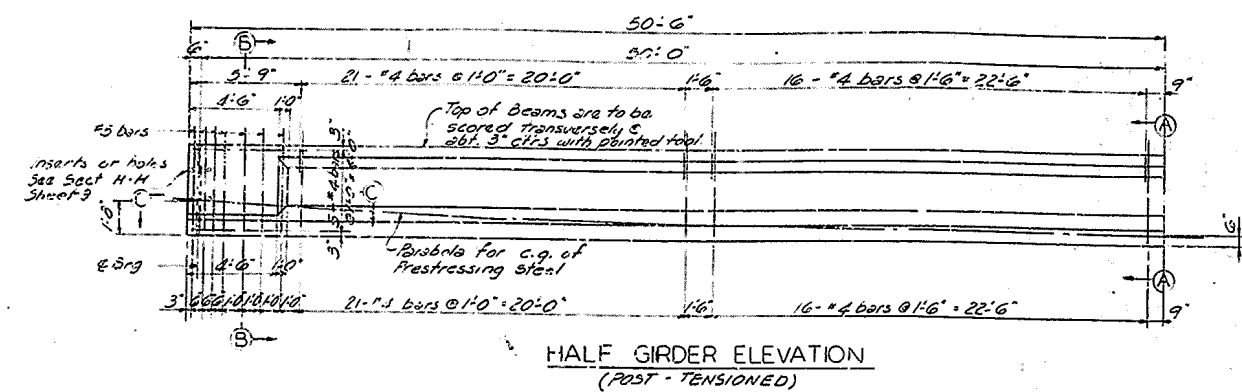
W. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

X. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

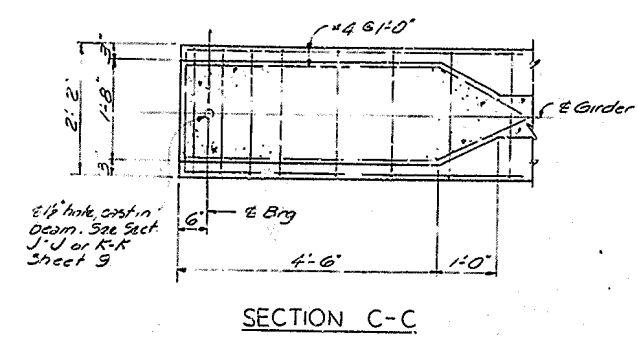
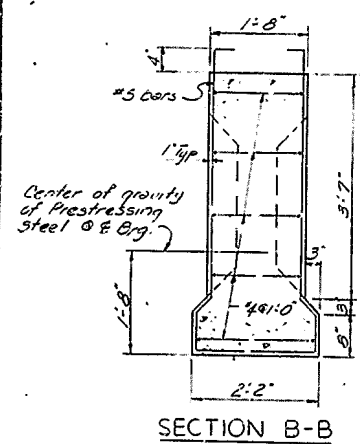
Y. Anchorage and Distribution. All post-tensioned prestressing steel shall be secured at the ends of the girders by the Contractor, using a concrete pump or other suitable method. The anchorage and distribution shall be in accordance with the provisions of Article 5.1.0, and 6.2.0, unless otherwise specified hereon.

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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CHRISTIAN
OAK GROVE - HERNDON - GRACEY
ROAD
STATION
BRIDGE
NUMBER
PROJECT NO.
15422
DRAWN
NO.



SECTION A-A



NOTE - Total Prestressing force required @ span after relaxation = 846,700 lbs
 Framing Plan, Diaphragm Details, and Note concerning End Diaphragm Reinforcing bars are on sheet 9.
 #4 & #5 Reinforcing bars shown on this sheet in girders to be included in unit price bid per beam if post-tensioned girders are used.
 Bill of Material shown on sheet 9 to be included in unit price bid per beam

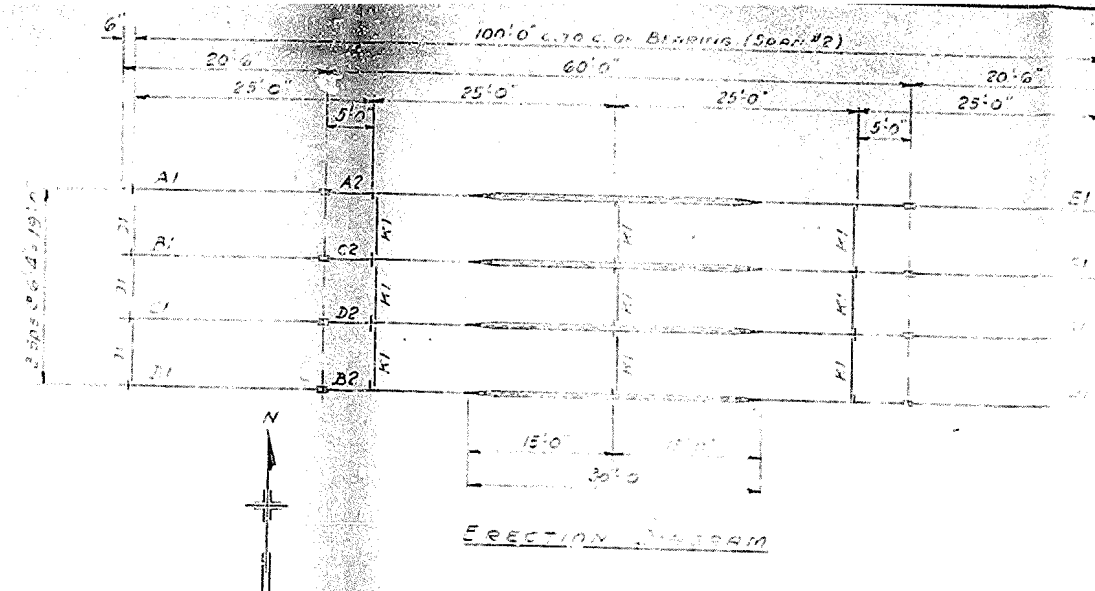
DESIGNED BY: JBD
 CHECKED BY: JBD
 DATE: 10/1/82
 DRAWN BY: JBD
 DATE: 10/1/82
 SCALE: 1/4" = 1'-0"

SUPERSTRUCTURE
 SPAN 2 ALT. B
 POST-TENSIONED

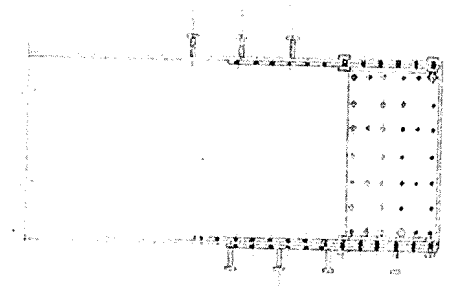
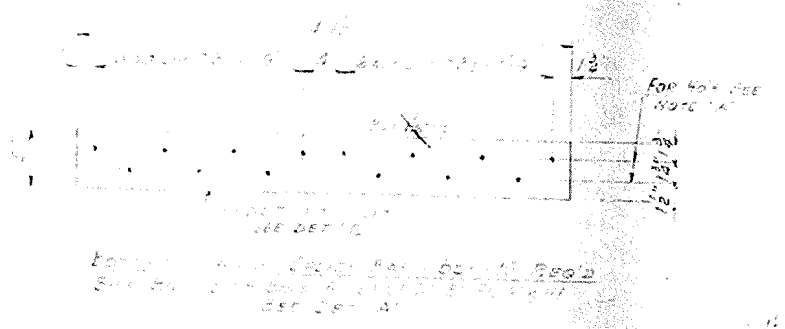
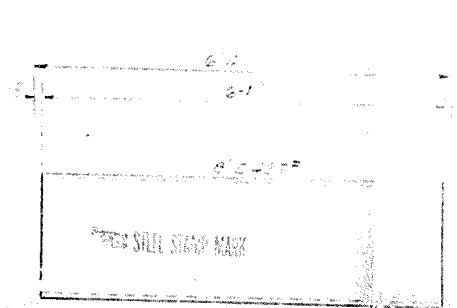
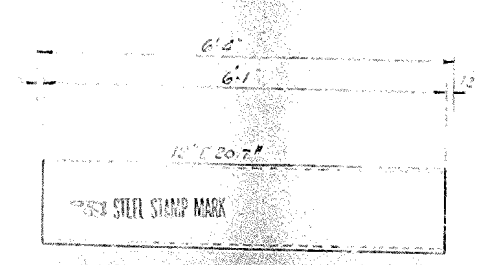
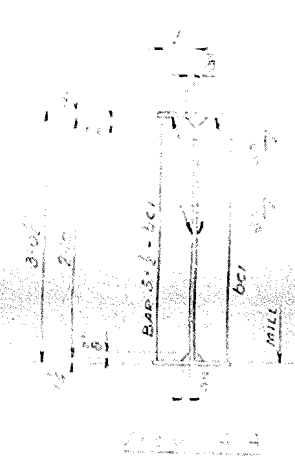
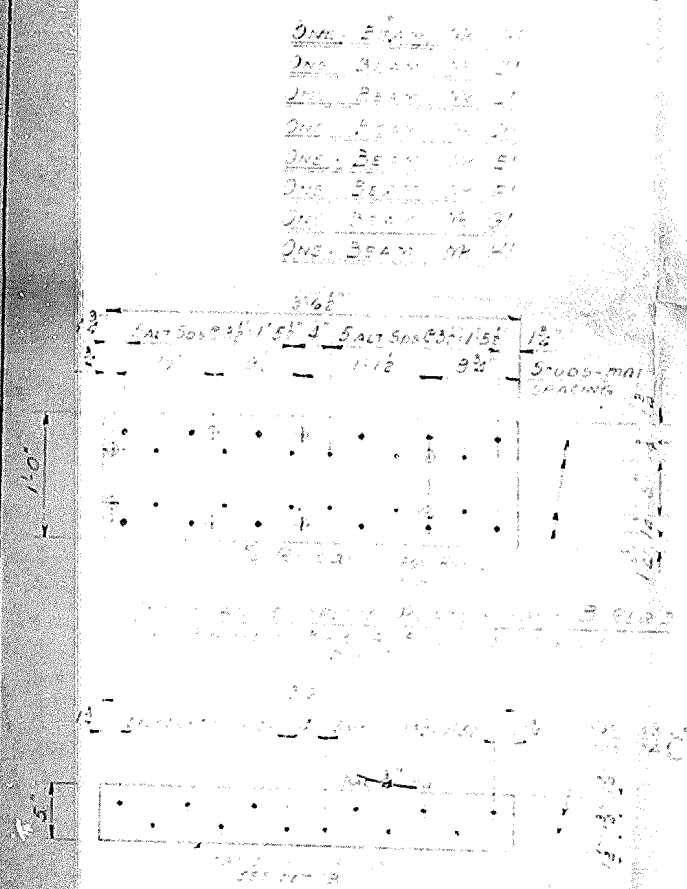
SHEET 12

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 CHRISTIAN
 OAK GROVE - HERNDON - GRACEY
 ROAD

STATION	PROJECT NO.
BRIDGE NUMBER	15422

[illegible]

NOTE "A" ALL BEAMS SHALL BE SHOWN ASSEMBLED
IN THEIR PROPER GRADE AND ALIGNMENT.
THE SPICES SHALL BE SQA-PUNCHED, FEATHERED
AND MATCHWELDED.
NOTE "B" SECTION 100 SHALL BE USED FOR
PUSH-PULL 160 KIPS, RES. 100 KIPS.
PAINTING NOTE - HRA. 4 HERAGON STRUCTURAL
FURN. PROTECT. SOL. WILL BE USED - DIO
1/4" DIA. POINT AREA DIT. 1/4" 2" RADIUS
AROUND ALL OPEN HOLES



OFFICE COPY

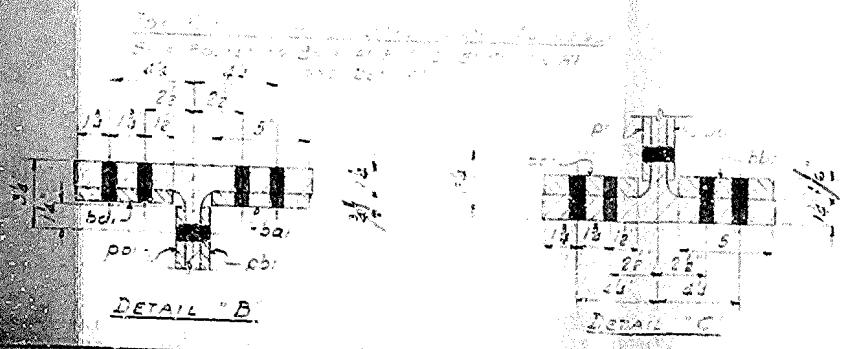
Drug # 15422
C.C.C.
11/28/62

CLEANING AND PAINTING

PRINT RECORD			REVISIONS
DATE	NO.	TO	
1960	7	Ampl-C	☒
	1	ADD	☒
	1	PRICE	☒
	2	X-CT	☒
	2	CASE	☒
	1	BAG	☒
	1	PICK	☒

BENNETT INDUSTRIES INC.
PEOTONE, ILLINOIS

PROJECT SP 20 165, STA 599+96.57
LOCATION CHRISTIAN CO KY
CUSTOMER S J BOONE CO
MADE BY LT CHECKED BY TWP
RIVETS _____ HOLES AS NOTED WELD AW3
CONTRACT NO. 5593-A SHEET NO. 1 OF 1



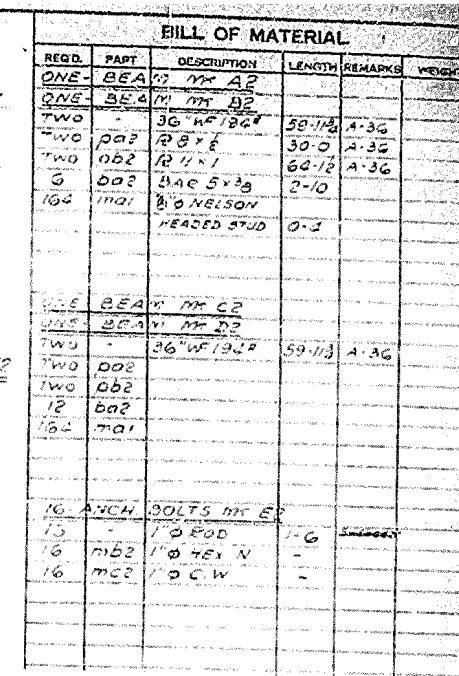
15422
1 OF 2

APPROVED FOR
DESIGN ONLY
NOV 29 1962
E. D. Smith
BRIDGE ENGINEER

REFERENCE: 5, 29

WES. SPLICE PLATE - DBI - 16 REQ'D
SHIP BOLTED TO Bm's A1, B1, C1, D1, E1, F1, G1 & H1
SEE DET. "A"

BRIDGE

[illegible]

NOTE - PLACE ONE CARBONED KASHER UNDER
WINDMILL'S ELEMENT IS TURNED IN
TIGHTENING.

OFFICE COPY

O.K.
✓
C.G.C.
11/28/62

MATERIAL: STR. STL. A.S.T.M. - A-7 - U.N.
CLEANING AND PAINTING: SEE SPEC. #1

PRINT RECORD				REVISIONS
DATE	NO	TO	✓	
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10/1/78	2	10/1/78	✓	
10/1/78	3	10/1/78	✓	
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10/1/78	100	10/1/78	✓	

BENNETT INDUSTRIES INC.
PEOTONE, ILLINOIS

PROJECT *SP 24-165 STA 599+96.57*
LOCATION *CHRISTIAN CO KY*
CUSTOMER *S J BOONE CO*
MADE BY *LJ* CHECKED BY *300*
RIVETS *-* HOLES *AS NOTED* WELD *AKS*
CONTRACT NO. *5593-4* SHEET NO. *2* OF *2*

APPROVED FOR
DESIGN ONLY
NOV 29 1962
E. J. Smith
BRIDGE ENGINEER

REFERENCE. 54 266

BRIDGE