

UPDATE DATE
LETTING DATE 10-19-79

DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MCCRACKEN COUNTY
PADUCAH-SMITHLAND AND U.S. 60
U.S. 60 OVER CLARK'S RIVER

PLANS BY: WRIGHT MORGAN & BROWN INC.

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 10/18/79

ITEM	SHEET NO.	CONCRETE CU. YDS.		REINF. STEEL LBS.	EPOXY COATED STEEL REINF. LBS.	END BENT BACKFILL LUMP SUM ②	CYCLOPEAN STONE SLOPE PROT. TONS	NEOPRENE EXPANSION DAMS LIN. FT.	STRUCTURAL STEEL LUMP SUM ①	14" CONC. TEST PILES LIN. FT.	14" CONC. PILES LIN. FT.	REMOVAL EXIST. CONC. MASONRY CU. YDS.	REMOVE EXIST. STRUCTURE L. S.
		CL "A"	CL "AA"										
QUANTITIES	1												
NOTES	2												
LAYOUT	3												
SOUNDINGS	4-4A												
PILE RECORD	5												
END BENT 1E	6-7, 13	59.2	42.0	10,227		②	650			42	534		
PIER 1E	10, 13	45.2		10,136								26.0	
PIER 2E	10, 13	44.9		10,143								29.0	
PIER 3E	10, 13	44.9		10,143								18.0	
END BENT 2E	8-9, 13	78.6	39.6	12,921		②	650			42	1,253		
SUPERSTRUCTURE	11-18			702.9	403,548	84,344			①				
ELEVATIONS	19-21							43					③
NEOPRENE EXP. DAM	22												
SUPERSTRUCTURE TOTALS				702.9	403,548	84,344							
SUBSTRUCTURE TOTALS				273.0	216	89,474			①				3
TOTALS				975.9	619,604	173,818		43	①	84	1,787	65.0	1

- ① Approximate weight of Structural Steel 790,413 Lbs.
- ② Approximate amount of End Bent Backfill Mat'l is 333 Cu. Yds. (Total). Approximate amount of Structure Excavation, Common, is 110 Cu. Yds. at End Bent 1 and 125 Cu. Yds. at End Bent 2.
- ③ The existing East Bound Superstructure and abutments are to be removed. See General Notes - sheet No. 2. (Exist. bridge demolished as follows: 1. 10' x 14' x 46' 0" at End Bent 1 & 2. 2. 10' x 14' x 46' 0" at End Bent 1 & 2. 3. 10' x 14' x 46' 0" at End Bent 1 & 2. 4. 10' x 14' x 46' 0" at End Bent 1 & 2.)

ITEM	NO.	SIZE AND LOCATION
Plastic Pipe	16	1" I.D. x 11' Long at End Bent Wings
Preformed Joint Spacer	2	1 1/2" x 1 1/4" x 46' 0" at End Bent 1 & 2
Prem. Cork Exp. Joint Material	2	4 1/2" x 1 3/8" x 40' 0" at End Bent 1 & 2
Prem. Cork Exp. Joint Material	2	1 1/2" x 1 3/8" x 1-9 1/2" at End Bent 1 & 2

REFERENCES
Standard Drawings listed below are the Current Edition and are to be used with these plans.

- STANDARD DRAWINGS
- BJE-001-03
 - BJE-002-03
 - BJJ-003-03
 - BJI-004-03
 - BGE-001-05
 - BGB-002-05
 - BGB-003-05
 - BGC-001-03
 - BPC-002-02
 - BPC-005-02
 - BPC-006-02
 - BPC-010-01

SPECIAL PROVISIONS
A.C. (79) Welding Steel Bridges

SPECIAL NOTES
Neoprene Exp. Joints

Paul C. Wright
March 26, 1979

FSP 513-000 018-019-01D (Total 23 sheets)
US. 60 OVER CLARK'S RIVER (E.B.) SHEET 1 OF 22

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
MCCRACKEN
PADUCAH-SMITHLAND (US. 60)
ROAD BR 601 (5)
P. E. PROJECT NO. SP-73-32-13L
STATION 1384+54.55
CONSTRUCTION PROJECT NO. BR 60-107
MAINTENANCE PROJECT NO.
DRAWING NO. 19909

DIETZEN 11-76

DESIGNED BY	CHKD BY	DATE	REVISED
BY	BY	BY	BY
CHKD BY	CHKD BY	DATE	REVISED
BY	BY	BY	BY

UPDATE DATE
LETTING DATE

GENERAL NOTES

SPECIFICATIONS: THE KENTUCKY BUREAU OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITIONS, SHALL APPLY TO THIS PROJECT.

DESIGN LOAD: THIS BRIDGE IS DESIGNED FOR LR 20-44A LIVE LOAD AS SPECIFIED IN 1973 AASHTO SPECIFICATIONS AND FOR WIND LOADS AS SPECIFIED IN 1973 AASHTO SPECIFICATIONS. THIS BRIDGE IS DESIGNED FOR A WIND LOAD BASED ON A WIND VELOCITY OF 84 M.P.H.

DESIGN METHODS: ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS FOR REINFORCED CONCRETE LOAD FACTOR DESIGN:

CLASS "A"
 $f'_c = 4,000$ PSI
 $f_y = 60,000$ PSI
 FOR STRUCTURAL STEEL
 $f_y = 50,000$ PSI FOR A36 STEEL

FORMWORK: FORMS: PILES ARE DESIGNED FOR A MAXIMUM AVERAGE LOAD OF 31 TONS PER PILE AND A MAXIMUM UNIFORM LOAD OF 1 TON PER PILE FOR GROUP 1 LOADS.

CONCRETE: CLASS "A" CONCRETE IS TO BE 5% THROUGHOUT THE SUPERSTRUCTURE, AND IS TO BE PLACED IN THE MANNER OF THE SUPERSTRUCTURE ABOVE THE TOP OF THE CAPS EXCEPT IN THE PILES. CLASS "B" CONCRETE IS TO BE USED IN THE PILES AND IN THE SUBSTRUCTURE BELOW THE TOP OF THE CAPS. CLASS "C" CONCRETE IS TO BE USED IN THE CONCRETE PILES.

REINFORCEMENT: REINFORCEMENT SHALL BE PLACED IN THE MANNER OF THE SUPERSTRUCTURE UNLESS OTHERWISE SHOWN. SPACING OF BARS IN PILES SHALL BE AS SHOWN IN THE DRAWINGS.

BEVELLED EDGES: ALL CORNERS SHALL BE BEVELLED 7/8" UNLESS OTHERWISE SHOWN.

BILL OF MATERIALS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE COST OF THESE ITEMS IS TO BE ESTIMATED BY THE CONTRACTOR FOR CLASS "A" CONCRETE.

PAVEMENT FOR STRUCTURAL STEEL: THE TOP SURFACE OF STRUCTURAL STEEL SHALL BE FULL PAYMENT FOR ALL STRUCTURAL STEEL. BARS, WELDS, LEAD PLATES, WELDED LEAD, WELDING AND ANCHORS SHALL BE FULL PAYMENT FOR ALL STRUCTURAL STEEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE COST OF THESE ITEMS IS TO BE ESTIMATED BY THE CONTRACTOR FOR CLASS "A" CONCRETE.

PAVING: PAVING SHALL BE DONE TO SUSTAIN A MAXIMUM LOAD OF 50 TONS PER PILE. TEST PILES SHALL BE PAVED WHERE DESIGNATED ON THE PLANS TO DETERMINE THE LOAD CAPACITY OF THE STRUCTURE.

OPTIONAL TYPES OF PILES: IF CONTRACTOR SHALL USE ONE OF THE FOLLOWING OPTIONS THROUGHOUT THE STRUCTURE:

- OPTION 1 - STANDARD 14" REINFORCED CONCRETE PILE. SEE STANDARD DRAWING, BHC-002, CURRENT EDITION.
- OPTION 2 - CAST-IN-PLACE CONCRETE PILE, SHAPLESS STEEL OR REBAR PIPE SHALL, SEE STANDARD DRAWING, BHC-003, CURRENT EDITION.
- OPTION 3 - STANDARD PRECAST PILE, SEE STANDARD DRAWING, BHC-004, CURRENT EDITION.
- OPTION 4 - STANDARD PRECAST PRESTRESSED 14" CONCRETE PILE, SEE STANDARD DRAWING, BHC-005, CURRENT EDITION.

CONSTRUCTION DETAILS: THE NAMES OF THE TRADE CONTRACTOR AND THE SUB-CONTRACTOR SHALL BE INDENTED IN THE CONCRETE WITH ONE INCH LETTERS AT A LOCATION DESIGNATED BY THE CONTRACTOR. THE CONTRACTOR SHALL FURNISH ALL PLANS, EQUIPMENT AND LABOR NECESSARY TO COMPLETE THE WORK FOR WHICH CONTRACT SHALL BE MADE.

PAVING: SURFACING: THE FINISH SURFACE OF THE PAVEMENT SHALL BE GRANULAR WITH THE FINISH APPROVAL OF THE ENGINEER.

ANCHOR BOLT HOLES: HOLES OF DEPTH AND DIMENSIONS SHOWN SHALL BE DRILLED FOR ANCHOR BOLTS OR WELDS. AFTER BARS ARE PROPERLY SET, BY THE SUPERSTRUCTURE CONTRACTOR WHO SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK.

CLEANING AND PAINTING: SECTION 607.25 OF THE KENTUCKY BUREAU OF HIGHWAYS SPECIFICATIONS SHALL APPLY TO THIS PROJECT. ALL STEEL MEMBERS TO BE PAINTED SHALL BE CLEANED TO A NEARLY WHITE CONDITION IN ACCORDANCE WITH SSPC-SP10 IMMEDIATELY PRIOR TO BEING PAINTED WITH THE FIRST COAT OF PAINT. REGARDLESS OF WHETHER THE FIRST COAT IS APPLIED IN THE SHOP OR IN THE FIELD.

TEMPORARY SUPPORTS: TEMPORARY SUPPORTS OR SHORING WILL NOT BE PERMITTED UNDER THE CURBS UNLESS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL DIMENSIONS IN THE FIELD.

MATERIALS: ASTM SPECIFICATIONS, CURRENT EDITION, AS DESIGNATED BELOW, SHALL GOVERN THE MATERIALS FURNISHED.

MATERIALS	RESISTANCE
STRUCTURAL STEEL, 36,000 PSI MIN. YIELD	A36-73
HIGH STRENGTH BOLTS FOR STRUCTURAL STEEL JOINTS	A325-76
WELDS	A572-73
SHEET LEAD AND PILE LEAD	A572-73 (1971)
RADIOGRAPHIC INSPECTION OF WELDS	ASME-1973
WELDED LEAD	19-76 (1973)
STRUCTURAL STEEL	A36-73 (1973)
PREPARED ORK FILLER, TYPE II	A36-73 (1973)
EXTRUDING LEAD CEMENT: STRUCTURAL STEEL WELDS	A36-73 (1973)
EXTRUDING LEAD AND FLAME SPALL PLATES, IN EACH SECTION PLATE CURVES) SHALL MEET THE LONGITUDINAL SHARP V-SHAPE TOLERANCE TEST, APPLICABLE TO GROUP 2 MIXTURE SERVICE TEMPERATURE FROM -10 TO +200 F, IN ACCORDANCE WITH THE FOLLOWING LISTING:	
FOR A36 STEEL (PT TO 7" MAXIMUM) - 15 FT. DIA. - 4" DIA. - 4" DIA.	

STANDARD FOR TESTING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TESTING OF ALL MATERIALS AND METHODS UTILIZING AN INSTRUMENTED TEST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TESTING OF ALL MATERIALS AND METHODS UTILIZING AN INSTRUMENTED TEST.

CONNECTIONS: UNLESS OTHERWISE PROVIDED ON THE PLANS, ALL FIELD CONNECTIONS SHALL BE 7/8" DIA. THROUGH THE THICKNESS OF THE PLATES. ALL JOINTS ARE TO BE MADE IN THE MIDDLE OF THE SPAN. ALL JOINTS ARE TO BE MADE IN THE MIDDLE OF THE SPAN. ALL JOINTS ARE TO BE MADE IN THE MIDDLE OF THE SPAN.

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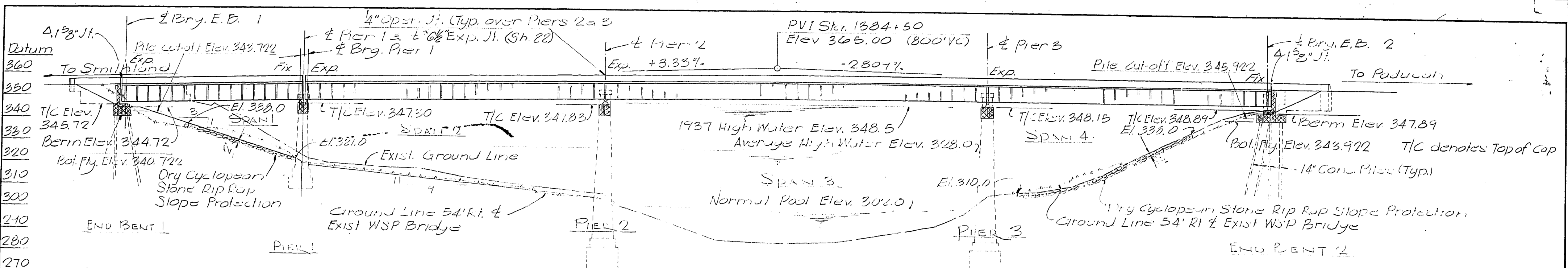
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NOTES

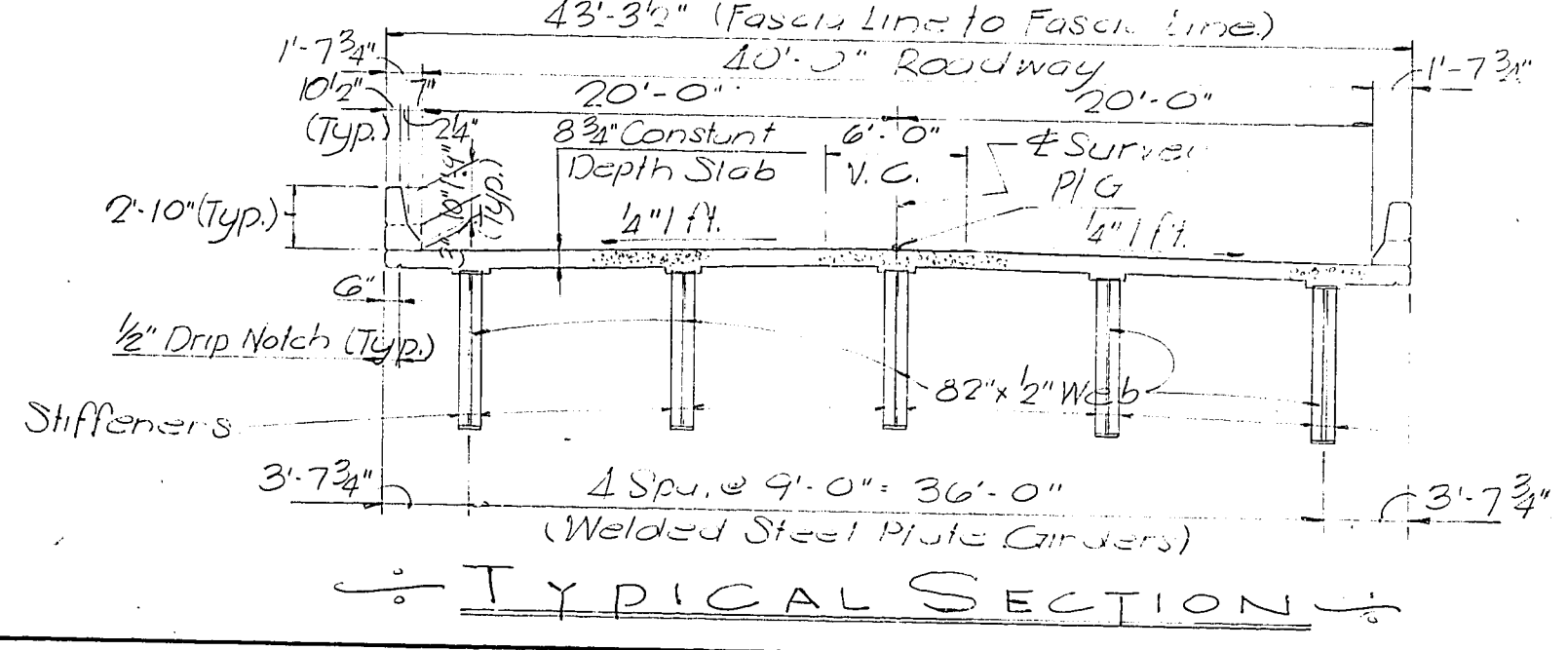
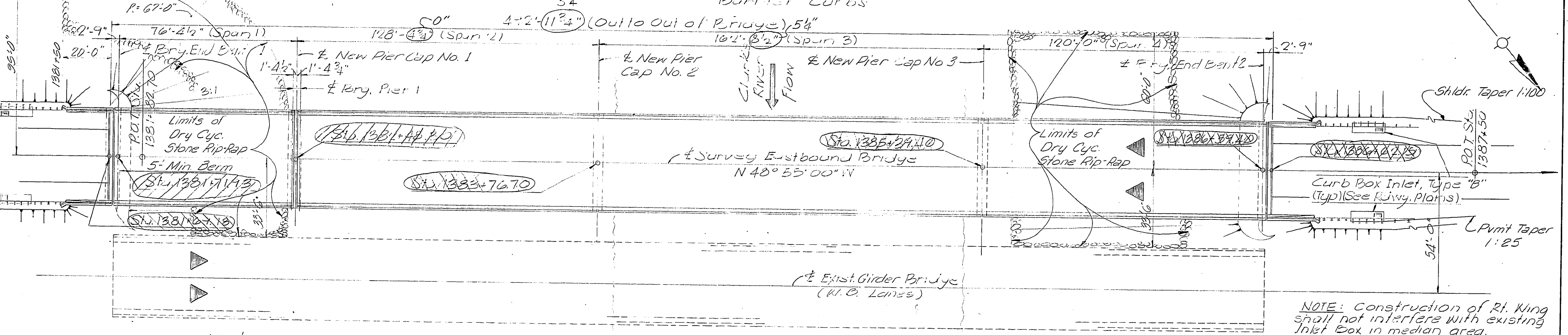
US 60 OVER CLARKS RIVER (E.B.)		SHEET 2
COMMONWEALTH OF KENTUCKY		
BUREAU OF HIGHWAYS		
FRANKFORT COUNTY OF		
MC CRACKEN		
PADUCAH-SMITHLAND (U.S. 60) ROAD		
STATION 1384+5455	P.E. PROJECT NO.	DRAWING NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	19909

UPDATE DATE
LETTING DATE



ELEVATIONS
 75'-0" Simple Welded Steel Plate Girder Spans; 127'-0", 102'-8 1/2", 120'-0"
 Continuous Welded Steel Plate Girder Spans; 0° Skew
 HS 20-44 Loading; 40'-0" Roadway; 105'-3" Structures & Bridge; 2:1 Slopes
 Buried Curbs

NOTE: For traffic maintenance see Roadway Plans



PLAN

NOTE: Do not layout End Bents by Stations. Layout by dimensions. Layout all dimension from Pier #2.

LAYOUT

US60 (EB) over Clark's River Sht. 3

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MCCRACKEN
 PADUCAH-SMITHLAND (US60)

ROAD
P. E. PROJECT NO.

STATION 1384+54.55
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

DESIGNED BY: [Signature] CHECKED BY: [Signature]
 DRAWN BY: [Signature] DATE: 11-76
 REVISIONS:
 1. DATE: 11-76 BY: [Signature] REASON: [Signature]
 2. DATE: 11-76 BY: [Signature] REASON: [Signature]

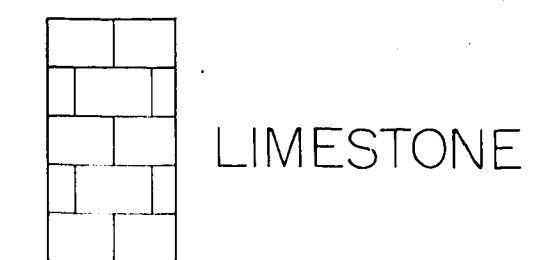
Description of Soil Compactness or Consistency

SOIL TYPE	COMPACTNESS OR CONSISTENCY	RANGE OF PENETRATION RESISTANCE	RANGE OF UNCONFINED COMPRESSIVE STRENGTH
Coarse grained soils (More than half of material is larger than No. 200 sieve size.)	Very loose Loose Medium compact Compact Very compact	Less than 4 blows per foot 4 to 10 10 to 30 30 to 50 Greater than 50	Not applicable
Fine grained soils (More than half of material is smaller than No. 200 sieve size.)	Very soft Soft Medium stiff Stiff Very stiff Hard	Not applicable	Less than 0.25 0.25 to 0.5 0.5 to 1 1 to 2 2 to 4 Greater than 4

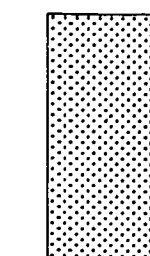
Unified Soil Classifications

MAJOR DIVISIONS	SYMBOL	NAME		
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	GW Well-graded gravel or gravel-sand mixtures, little or no fines		
		GP Poorly graded gravel or gravel-sand mixtures, little or no fines		
		GM Silty gravels, gravel-sand-silt mixtures		
		GC Clayey gravels, gravel-sand-clay mixtures		
	SAND AND SANDY SOILS	SW Well-graded sands or gravelly sands, little or no fines		
		SP Poorly graded sands or gravelly sands, little or no fines		
		SM Silty sands, sand-silt mixture		
		SC Clayey sands, sand-clay mixtures		
		FINE GRAINED SOILS	SILTS AND CLAYS WITH LESS THAN 50% FINE MATERIAL	ML Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
				CL Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
SILTS AND CLAYS WITH MORE THAN 50% FINE MATERIAL	MH Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts			
	CH Inorganic clays of high plasticity, fat clays			
UNCLASSIFIED MATERIAL	NONE	Non-classified material (i.e. overburden, pavement, coal mine waste, slag, rubble, talus, etc.) Include visual description.		

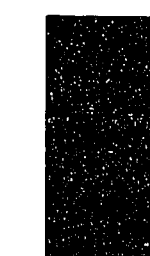
- AI Activity Index
- LI Liquidity Index
- N Penetration Resistance
- S+C(%) Material finer than No. 200 sieve
- Rockline Sounding
- ⊕ Disturbed Sample Boring
- ⊙ Undisturbed Sample Boring
- ⊙ Undisturbed Sample Boring and Rock Core
- Rock Core
- ⊕ Slope inclinometer Installation
- typical applications: ○ ⊕ ⊙ ●
- ▲ Approximate Footing Elevation
- ▽ Water Elevation
- Thin-walled Tube Sample
- < Standard Penetration Test Sample
- Q_u Unconfined Compressive Strength
- w(%) Moisture Content
- RQD(%) Rock Quality Designation
- SDI(%) Slake Durability Index
- Rec.(%) Core Recovery
- φ Angle of Internal Friction
- φ Effective Angle of Internal Friction
- c Cohesion
- c̄ Effective Cohesion
- γ Total Unit Weight
- RDZ Rock Disintegration Zone
- OB Overburden Bench
- IB Intermediate Bench
- R Refusal
- NR Refusal Not Encountered



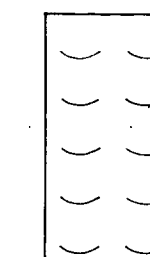
LIMESTONE



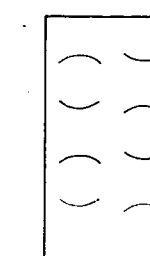
SANDSTONE



COAL



SHALE, SOIL-LIKE (SDI ≤ 50)



SHALE, INTERMEDIATE (50 < SDI < 95)



SHALE, ROCK-LIKE (SDI ≥ 95)

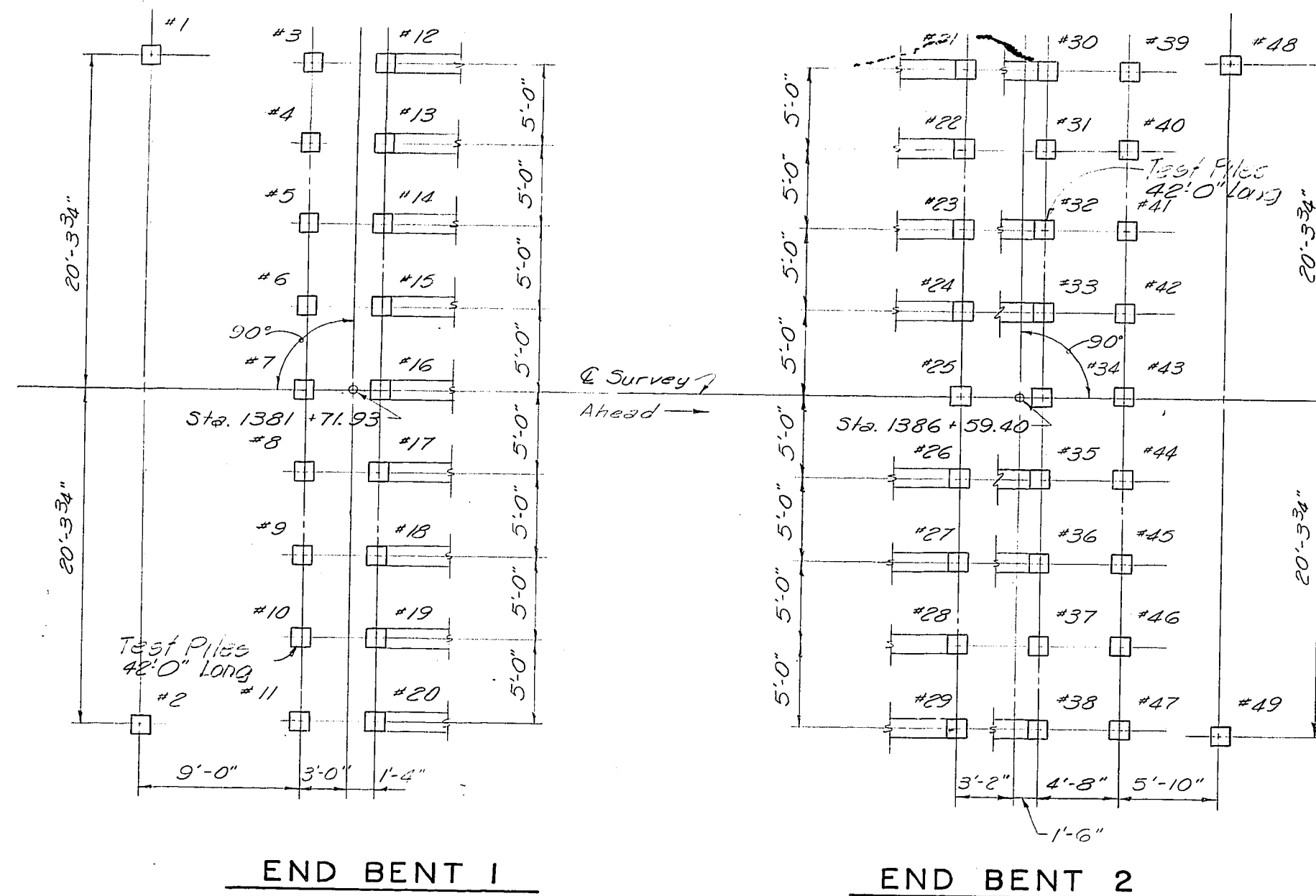
Relation of RQD and in situ Rock Quality

RQD (%)	Rock Quality
90-100	Excellent
75-90	Good
50-75	Fair
25-50	Poor
0-25	Very Poor

US 60 (EB) over Clark's River Sht. 4A

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
McCRACKEN
 Paducah - Smithland Road U.S. 60
 ROAD
 STATION/384+15.5 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 19909

UPDATE DATE
LETTING DATE



NOTE

After all piles have been driven, the Resident Engineer shall record for each pile, the tip-of-pile elevation as driven, the length of pile in place and the calculated bearing capacity and shall return one blue print copy of this sheet with this data to the Director of the Division of Bridges so that the data may be recorded on the original plans. Lengths of piles in place shown hereon are the actual lengths of piles in the finished structure below cutoff elevation and are not necessarily pay items. This pile record does not replace other records of piles required to be kept and submitted by the Resident Engineer. For Pile notes and details, see Std. Dwg. BPC-002 (Current Edition).

RESIGNED BY: [Signature] DATE: [Blank]
 CHECKED BY: [Signature] DATE: [Blank]
 REVISIONS: [Table with columns for No., Description, Date, and Initials]

PILE RECORD

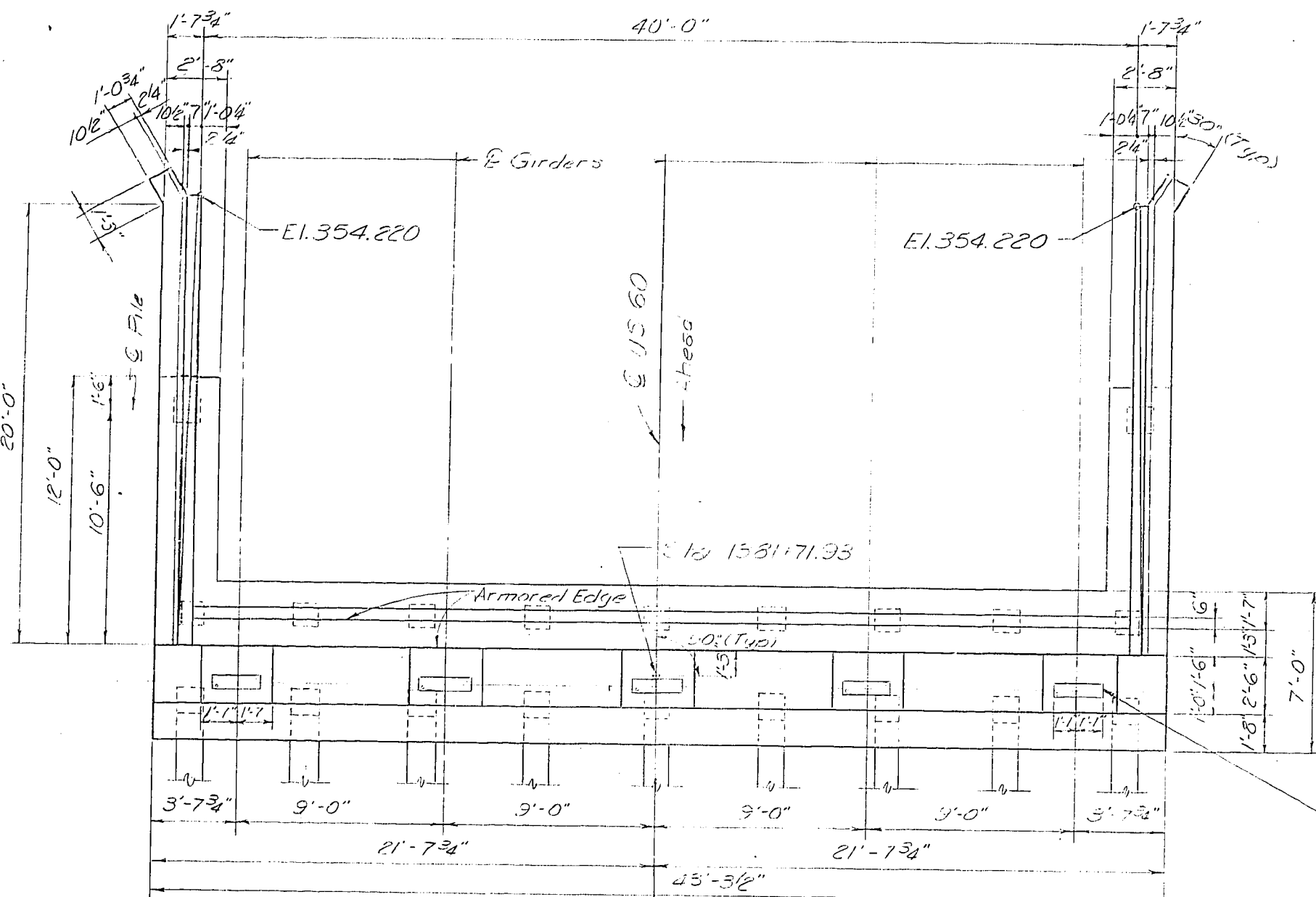
Location	Pile No.	Cutoff Elev.	Tip of pile elev. as driven	Pile length in place Lin. Ft.	Calculated Bearing Capacity (Tons)	Location	Pile No.	Cutoff Elev.	Tip of pile elev. as driven	Pile length in place Lin. Ft.	Calculated Bearing Capacity (Tons)
E.B.1	1	343.722				E.B.2	26	345.922			
	2						27				
	3						28				
	4						29				
	5						30				
	6						31				
	7						32				
	8						33				
	9						34				
	10						35				
	11						36				
	12						37				
	13						38				
	14						39				
	15						40				
	16						41				
	17						42				
	18						43				
	19						44				
E.B.1	20	343.722					45				
E.B.2	21	345.922					46				
	22						47				
	23						48				
	24						49	345.922			
E.B.2	25	345.922									

PILE RECORD

U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 5

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MCCRACKEN
 PADUCAH-SMITHLAND (U.S. 60)
 ROAD
 STATION 1384+54.55 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

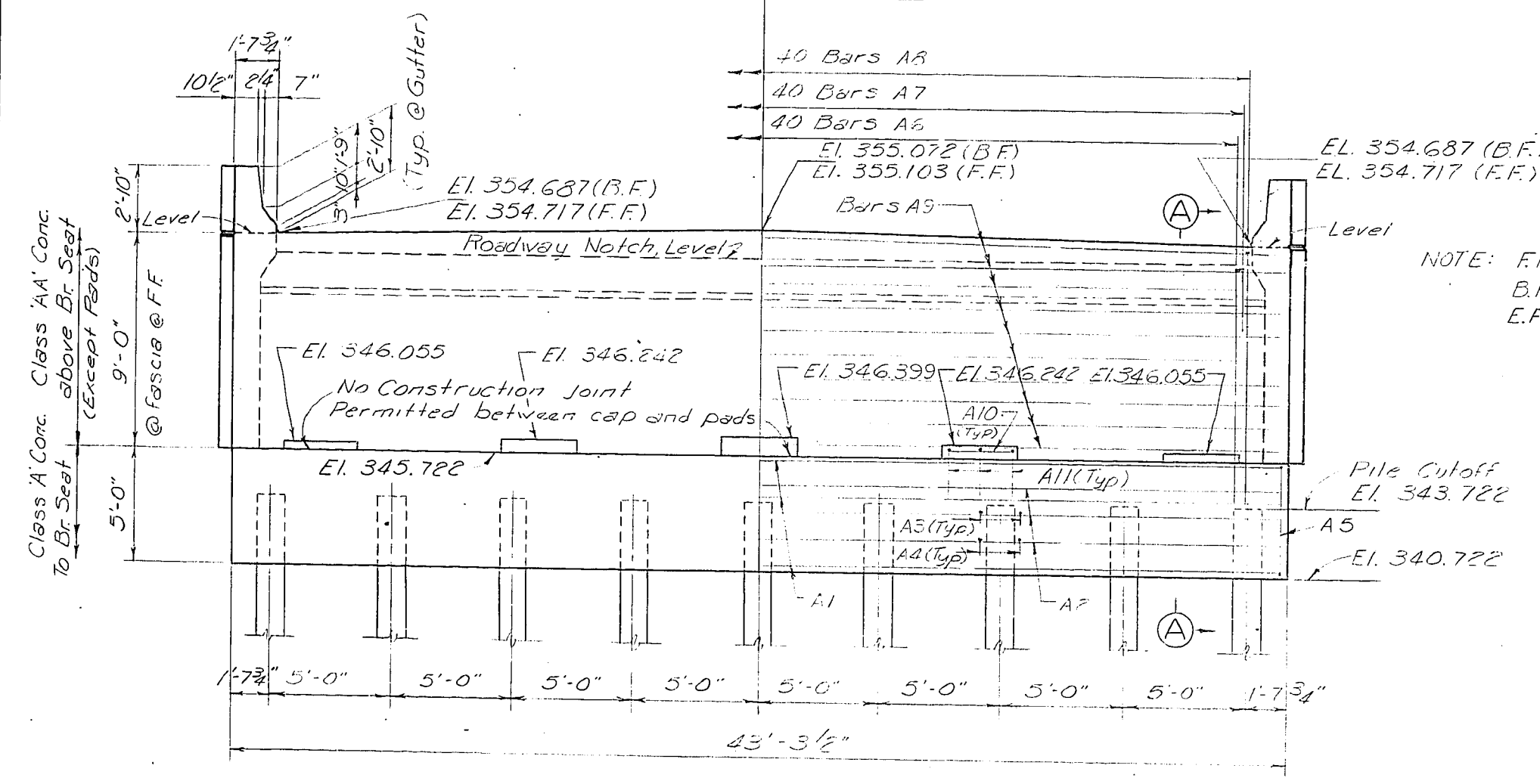
UPDATE DATE
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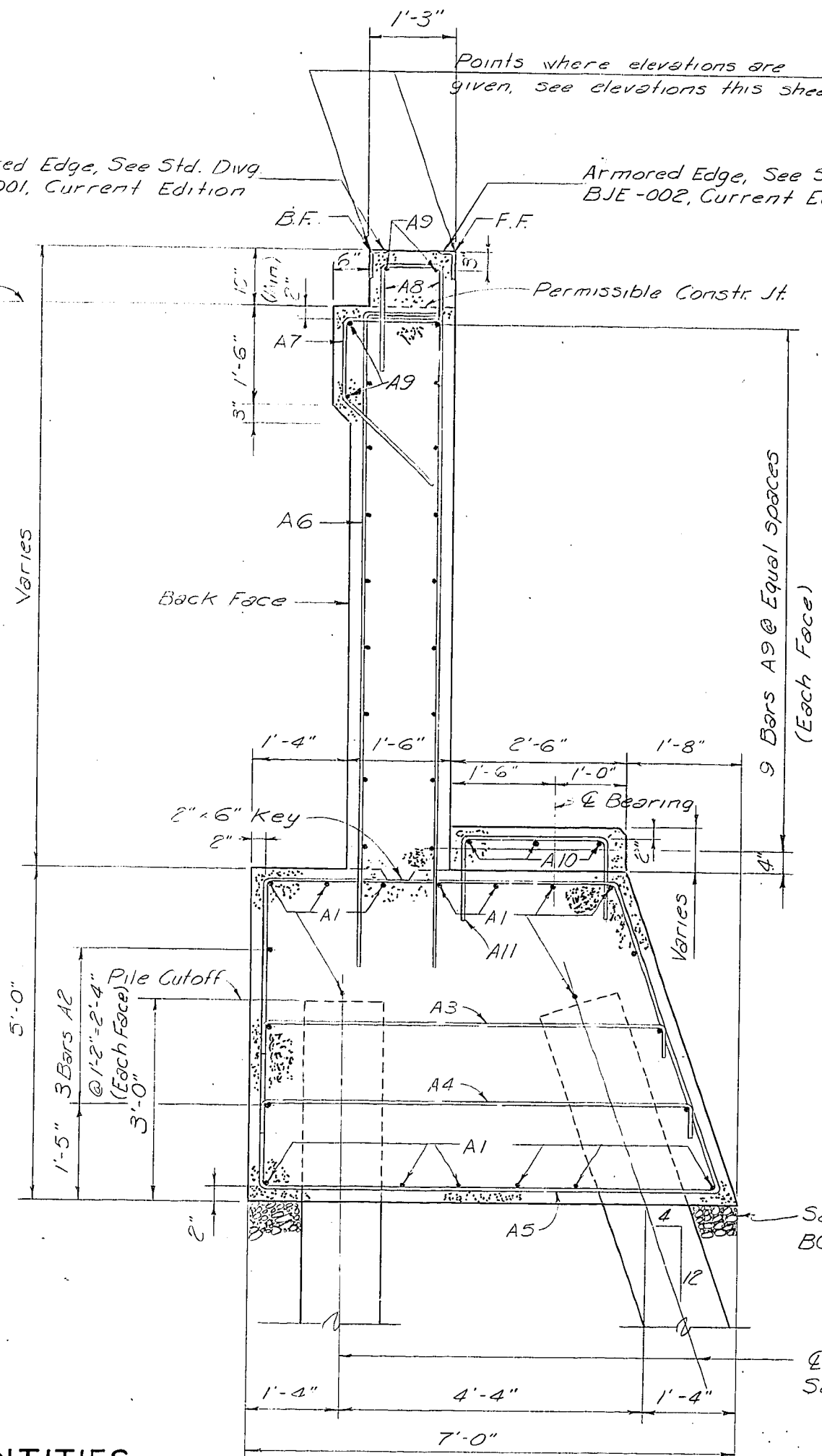
PLAN OF CAP

Note: Do not fill above this elevation until super-structure is in place.

2" x 1'-3" deep Anchor Bolt Holes
NOTE - Bars in the Cap must be accurately located in accordance with the plans so they will not interfere with the Anchor Bolt Holes.



ELEVATION



SECTION A-A

ESTIMATE OF QUANTITIES

Concrete Class 'A'	32.8	Cu Yds.
Concrete Class 'AA'	28.0	Cu Yds.
Reinforcement	10,327	Lbs.

END BENT 1

U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 6

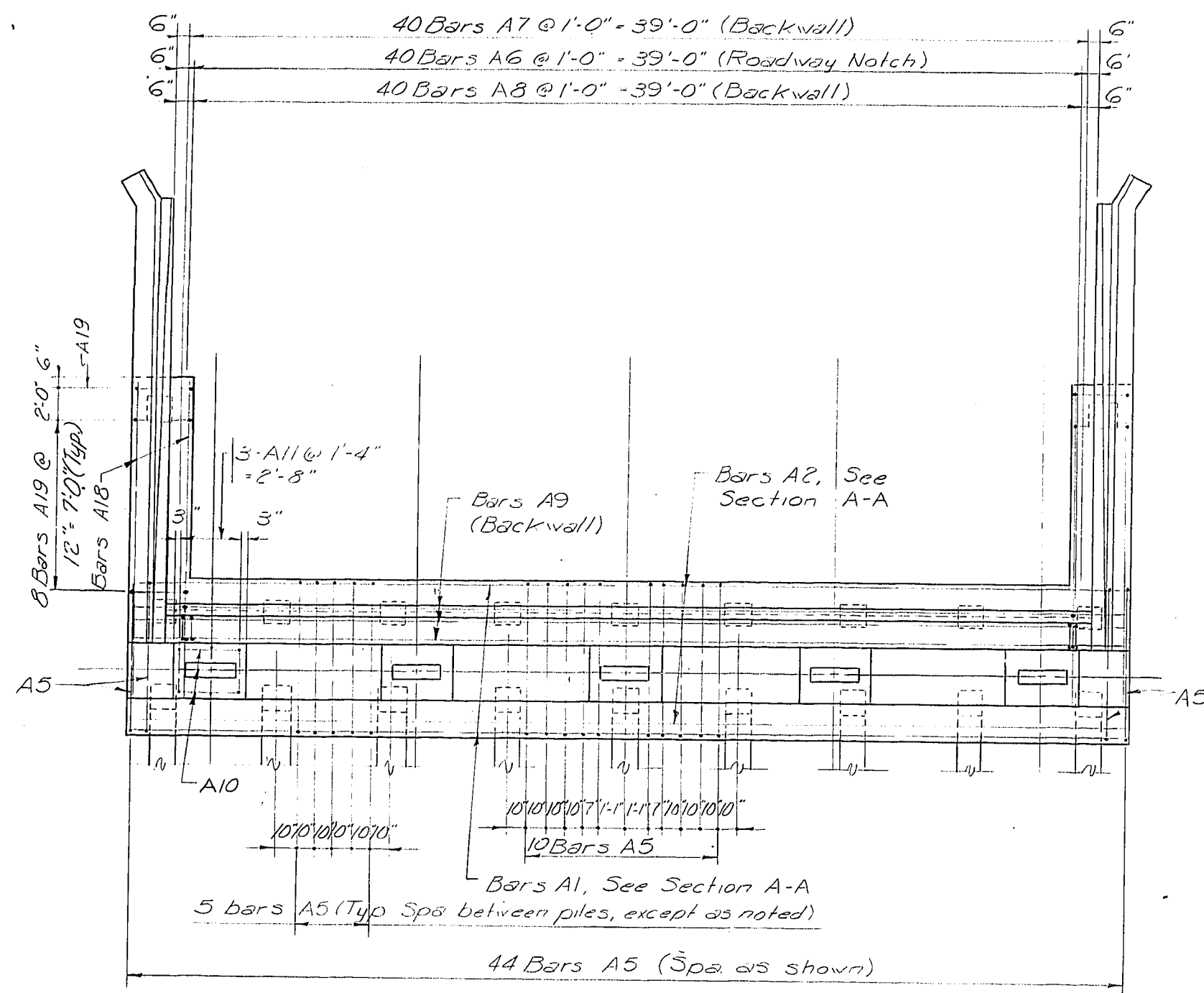
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF

MCCRACKEN
PADUCAH-SMITHLAND (U.S. 60)

ROAD
STATION 1394 + 54.55 P.E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

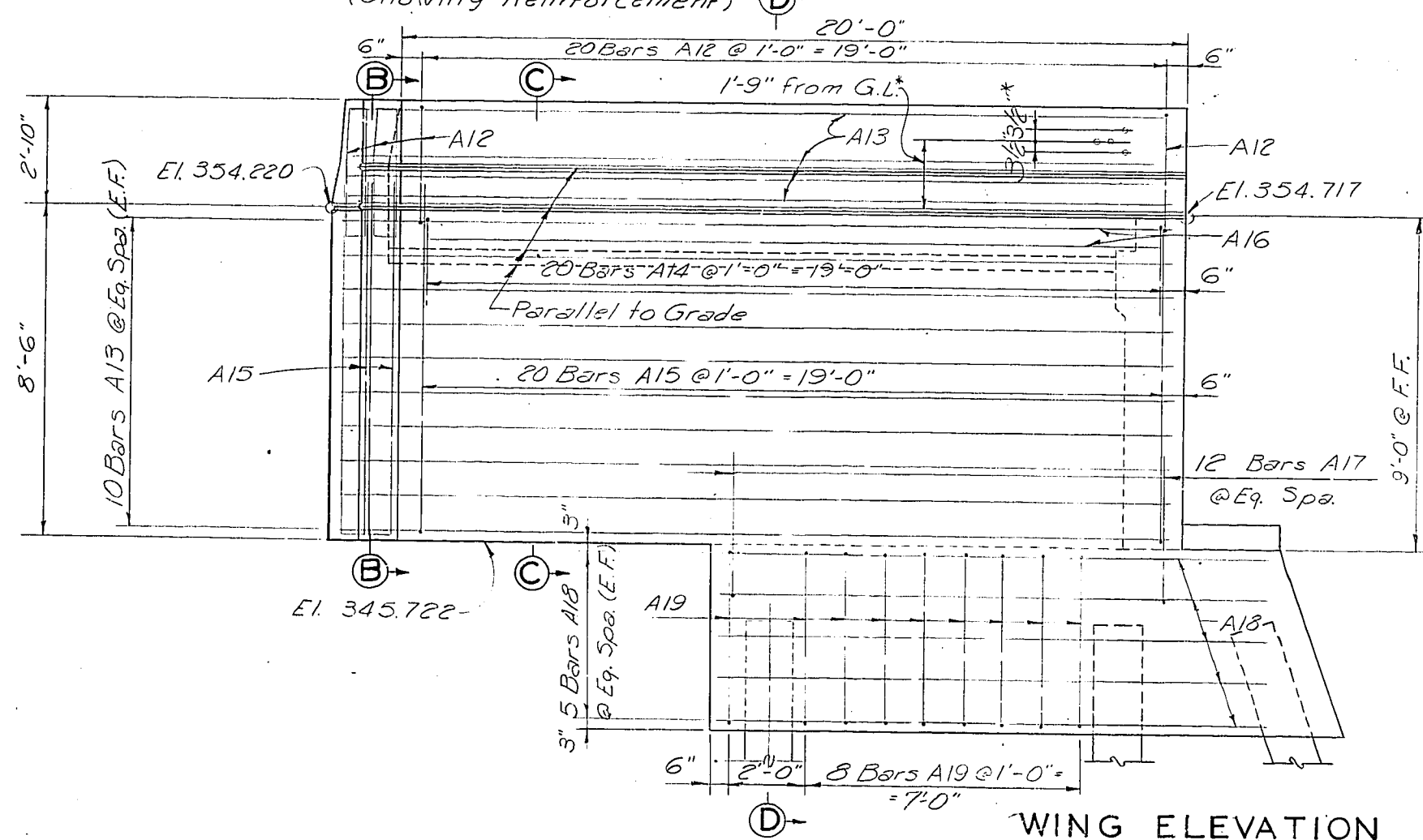
DESIGNED BY
CHECKED BY
DATE
REVISED BY
DATE
REVISED BY
DATE
REVISED BY
DATE

UPDATE DATE
LETTING DATE

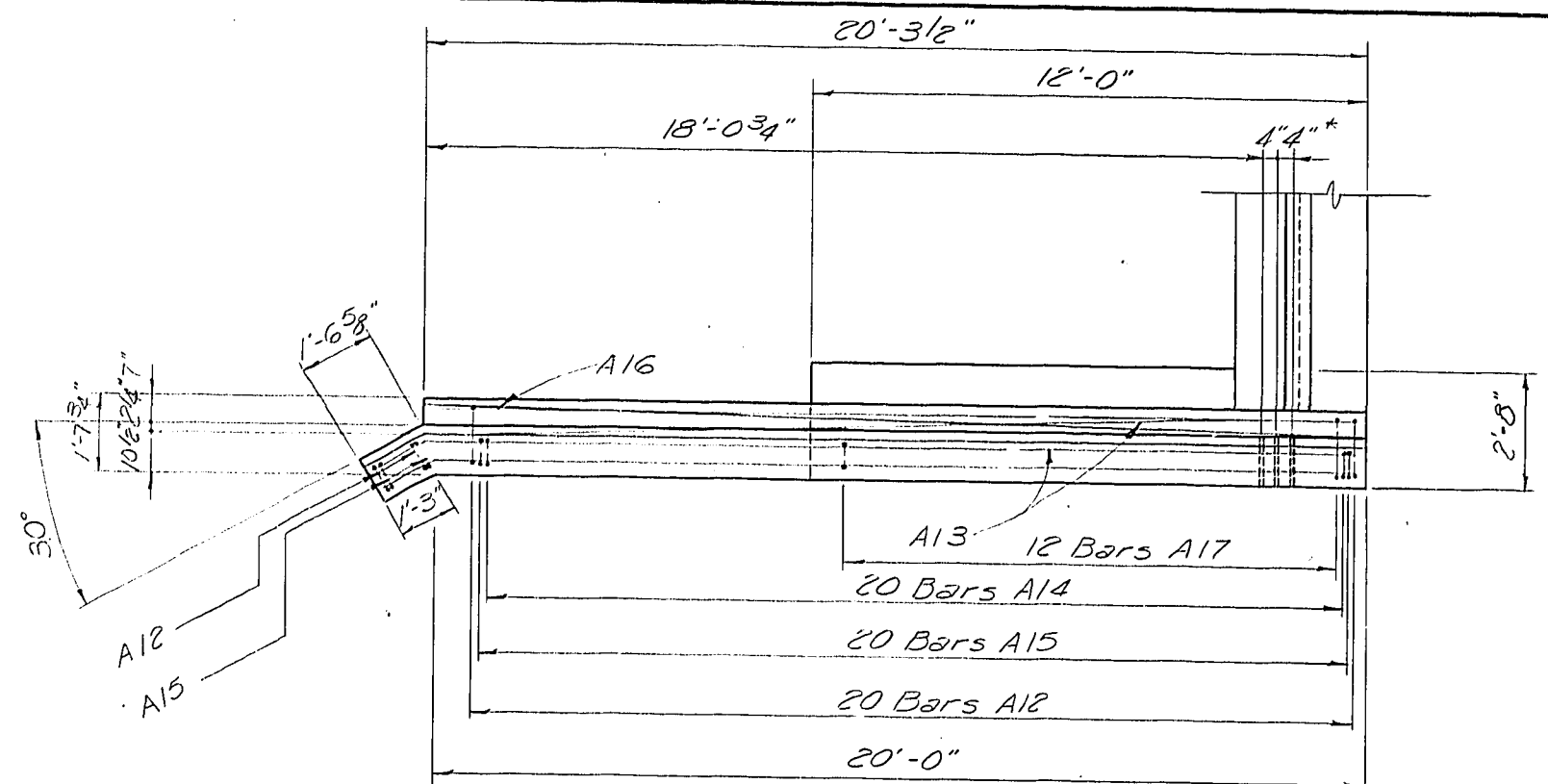


PLAN OF CAP

(Showing Reinforcement)

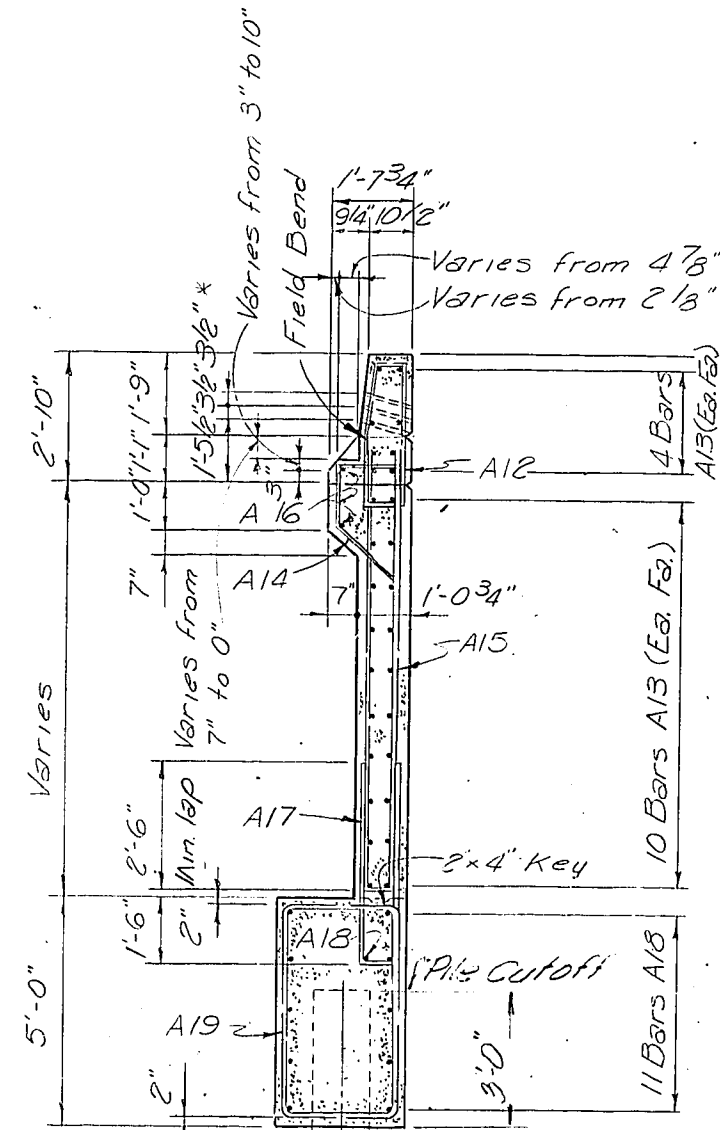


WING ELEVATION

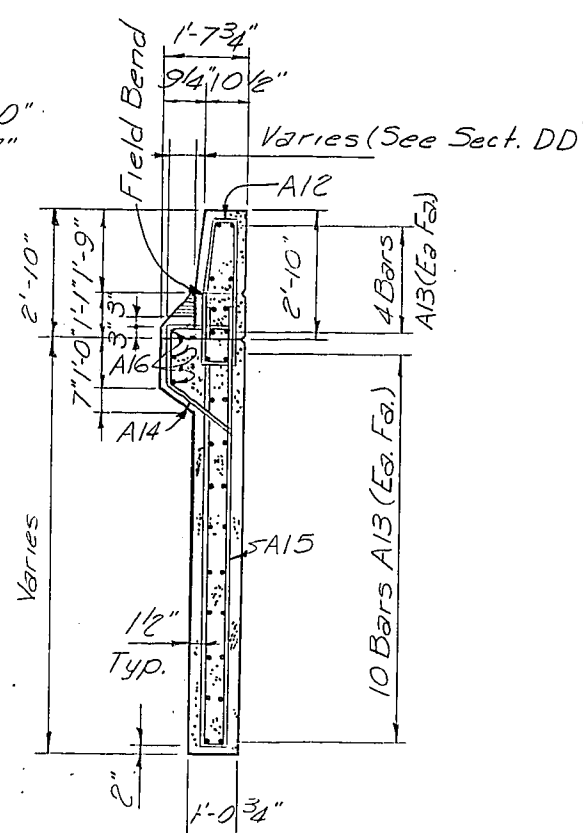


WING PLAN

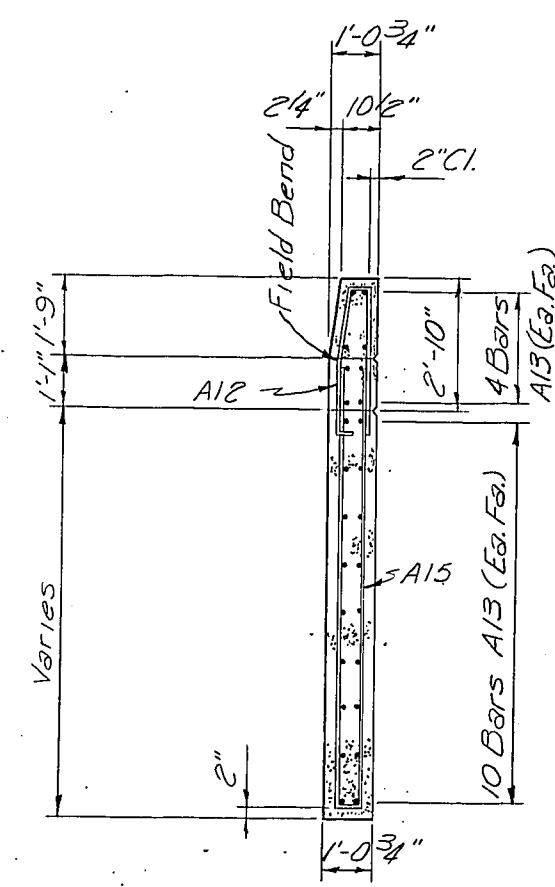
NOTE - Form 1" holes thru bridge wings perpendicular to traffic side of wing with 1" I.D. Plastic Pipe which shall remain in place after fabrication. For details and Specifications, See Road Plans and Std. Dwg. RBC-001, Current Edition.



SECTION D-D



SECTION C-C



SECTION B-B

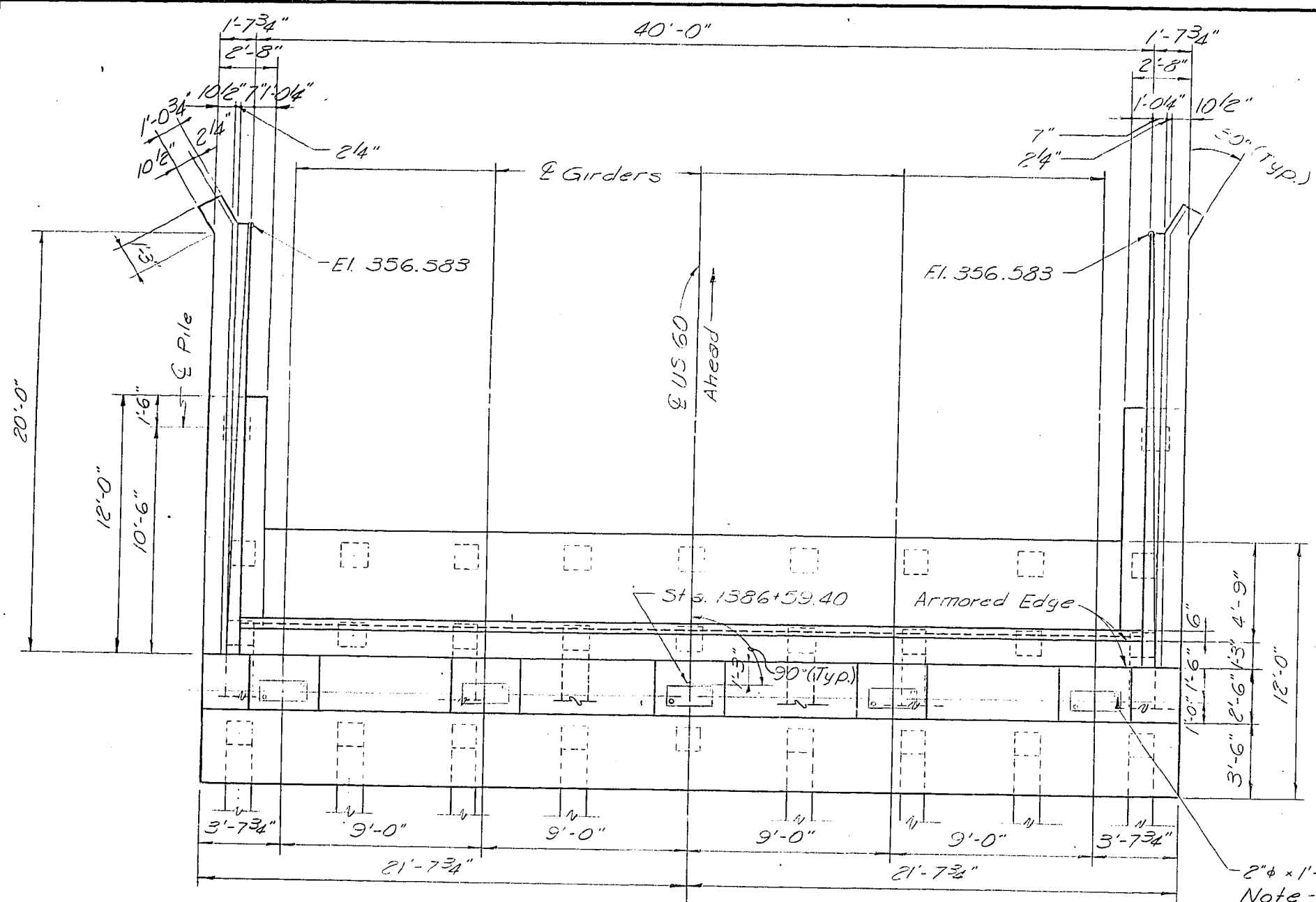
US 60 OVER CLARK'S RIVER (E.B.) SHEET 7

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MC CRACKEN
 PADUCAH-SMITHLAND (U.S. 60)
 ROAD
 STATION 1384+54.55 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.
 DRAWING NO. 19909

DESIGNED BY	DATE	CHECKED BY	DATE
REVISED BY	DATE	REVISED BY	DATE
TRACED BY	DATE	TRACED BY	DATE

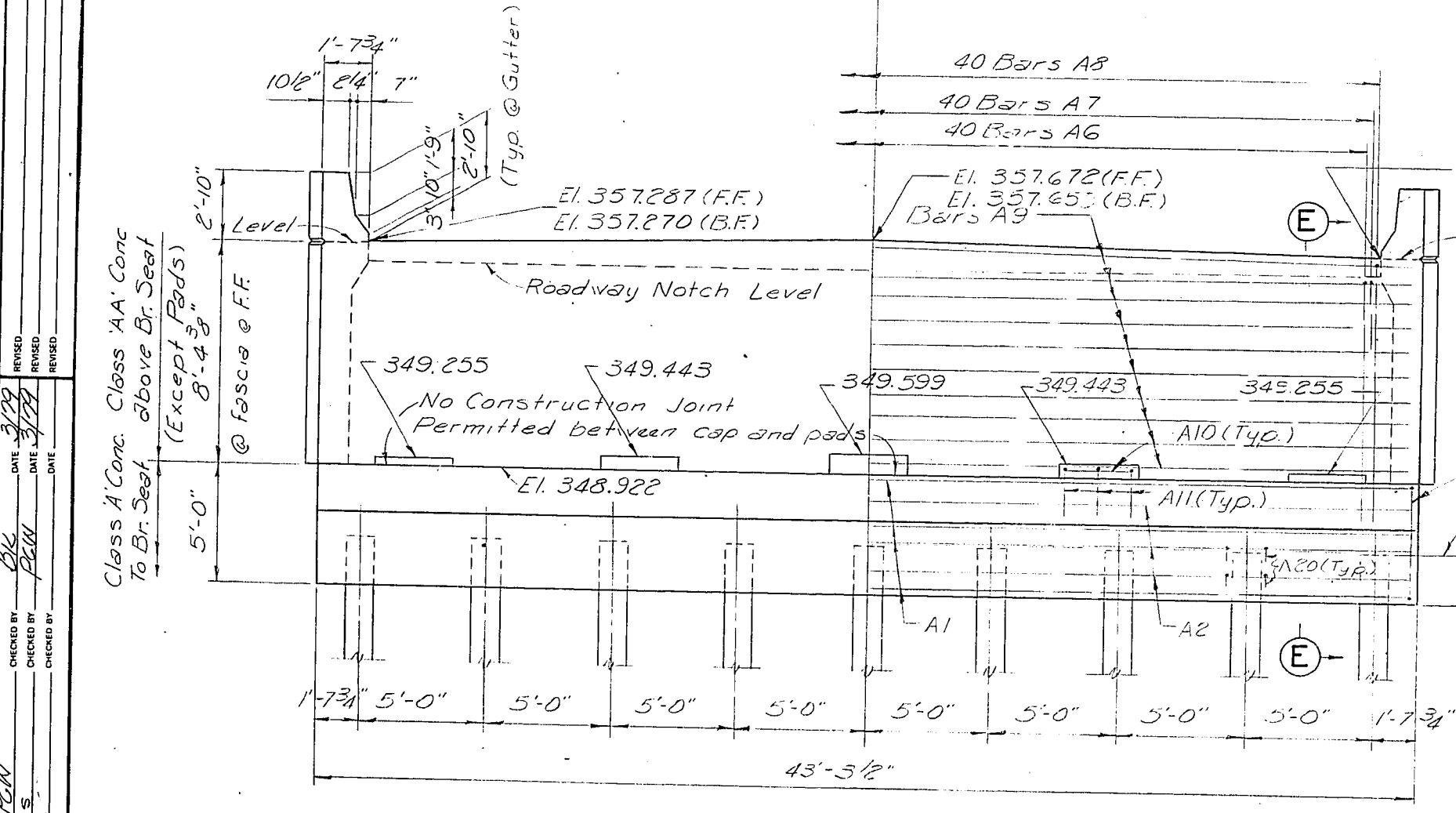
DIETZEN 11-76

UPDATE DATE
LETTING DATE

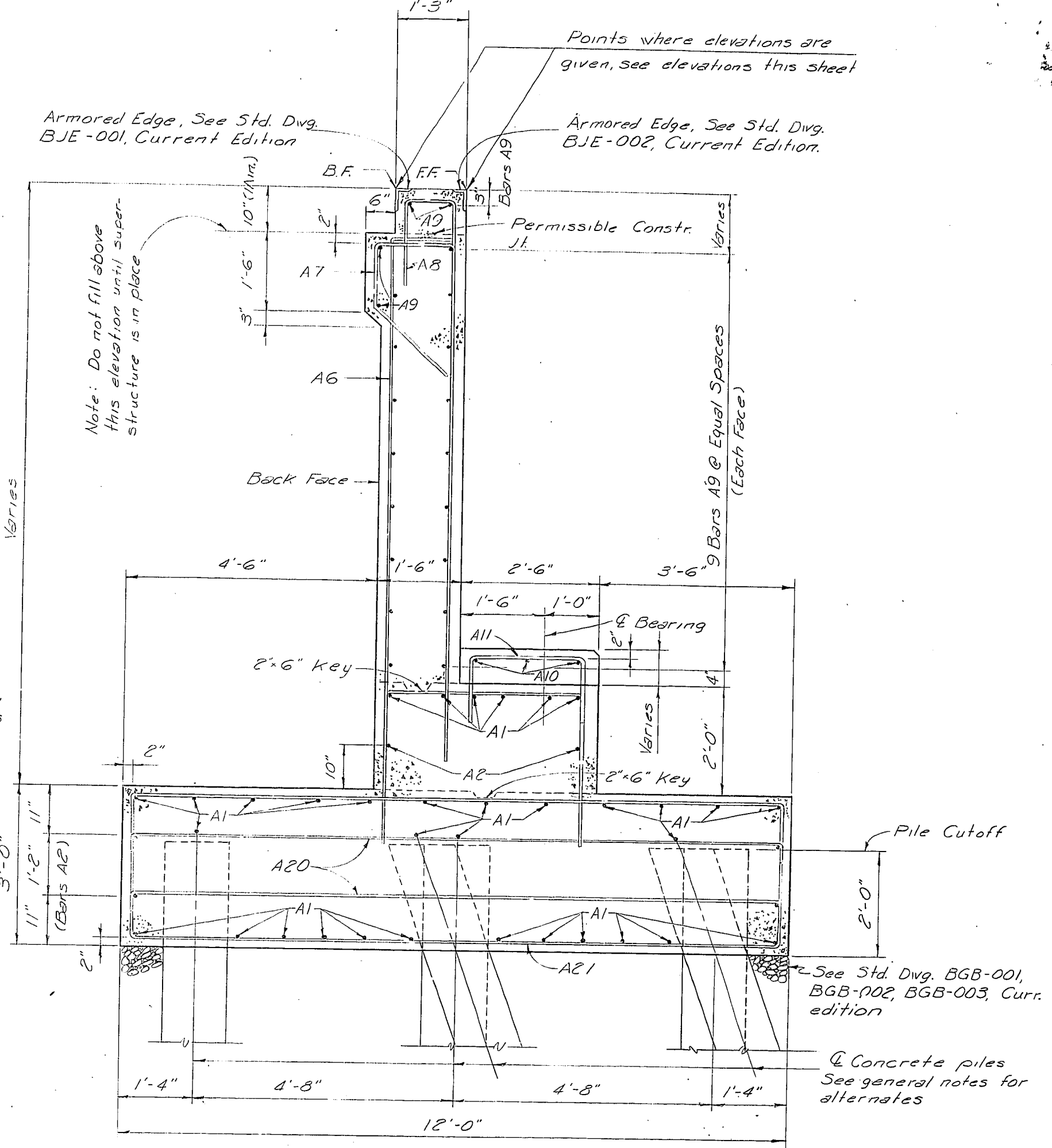


PLAN OF CAP

2" x 1'-3" deep Anchor Bolt Holes
Note - Bars in the Cap must be accurately located in accordance with the plans so they will not interfere with the Anchor Bolt Holes.



ELEVATION



SECTION E-E

ESTIMATE OF QUANTITIES

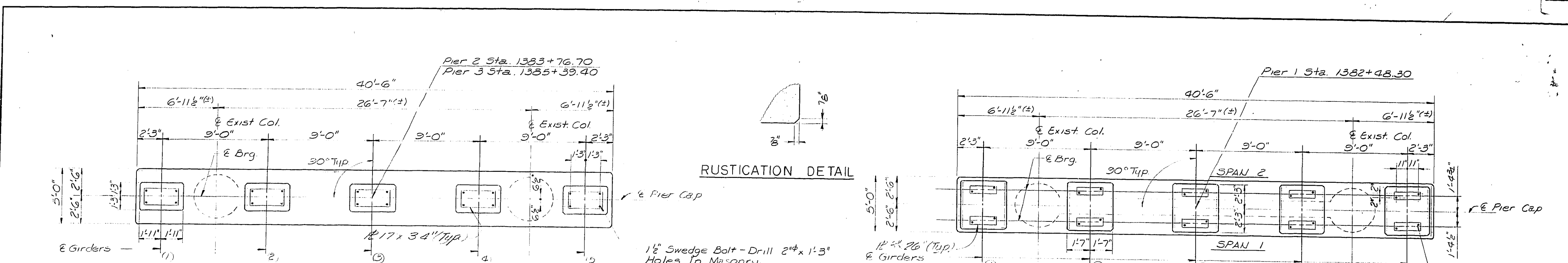
Concrete Class 'A'	78.0	Cu. Yds.
Concrete Class 'AA'	39.6	Cu. Yds.
Reinforcement	13,921	Lbs.

END BENT 2

U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 8
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
McCRACKEN
PADUCAH-SMITHLAND (U.S. 60)
 ROAD
 STATION 1384+54.55 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

CHECKED BY: [Signature] DATE: 11/26/76
 DESIGNED BY: [Signature] DATE: 11/26/76
 DRAWN BY: [Signature] DATE: 11/26/76
 IN CHARGE: [Signature] DATE: 11/26/76
 PROJECT NO. 1384+54.55

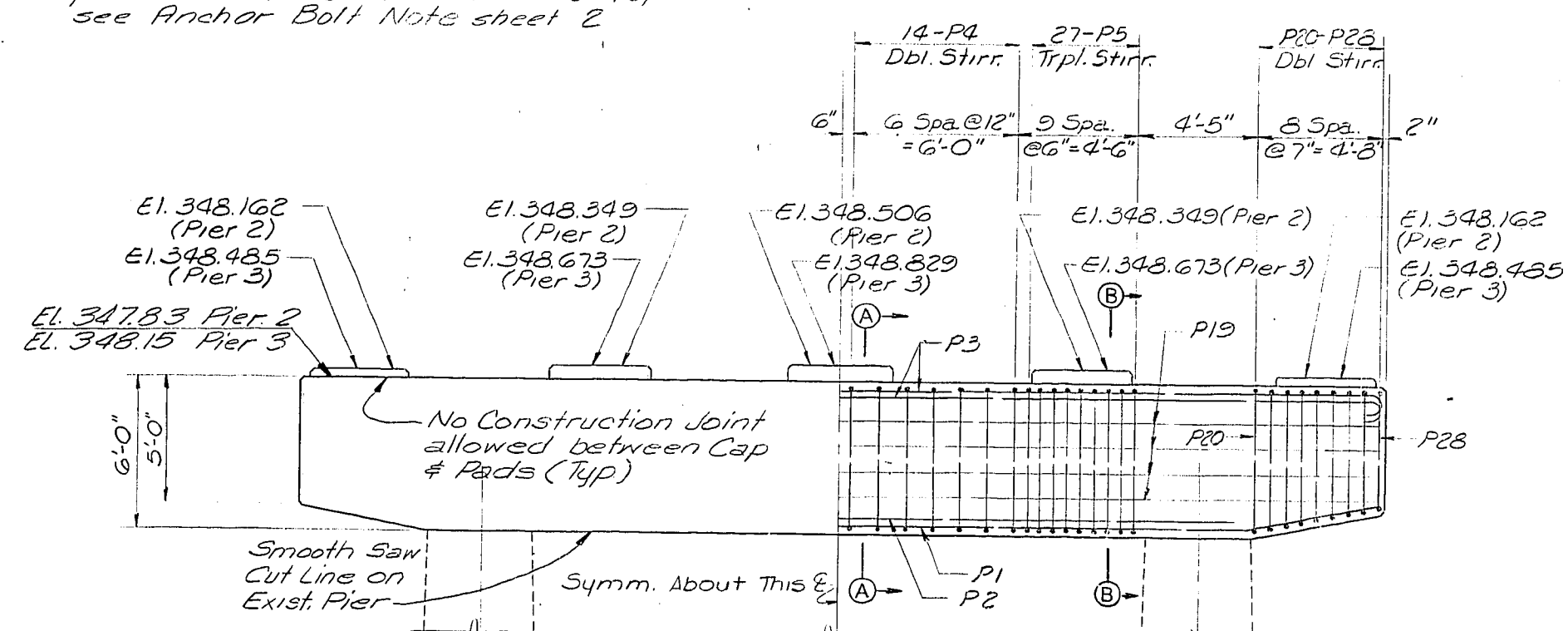
UPDATE DATE
LETTING DATE



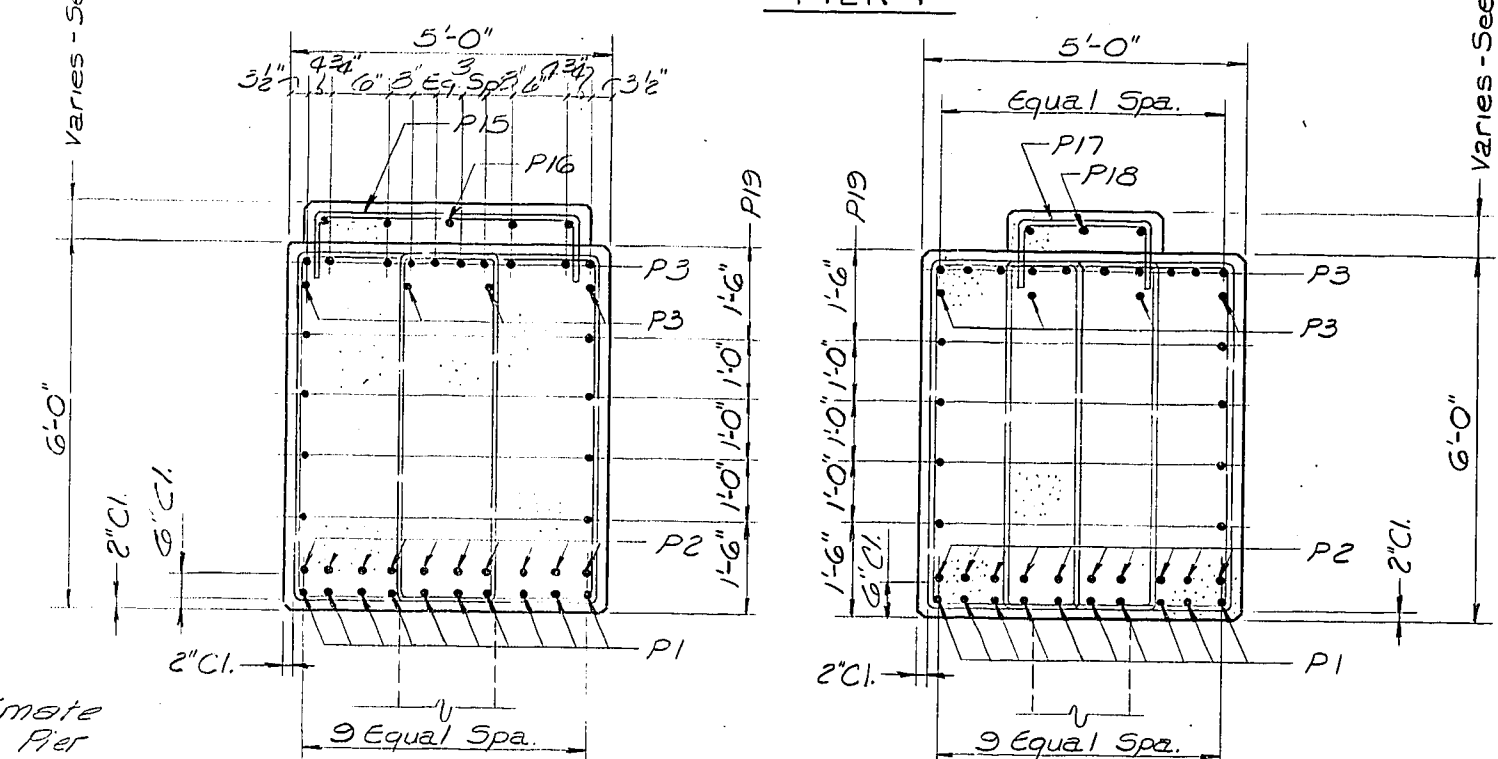
Notes: Care is to be used in placing bars in top of Cap & Pads to provide clearance for Anchor Bolts, see Anchor Bolt Note sheet 2

PLAN OF CAP
PIER 2 & 3

PLAN OF CAP
PIER 1

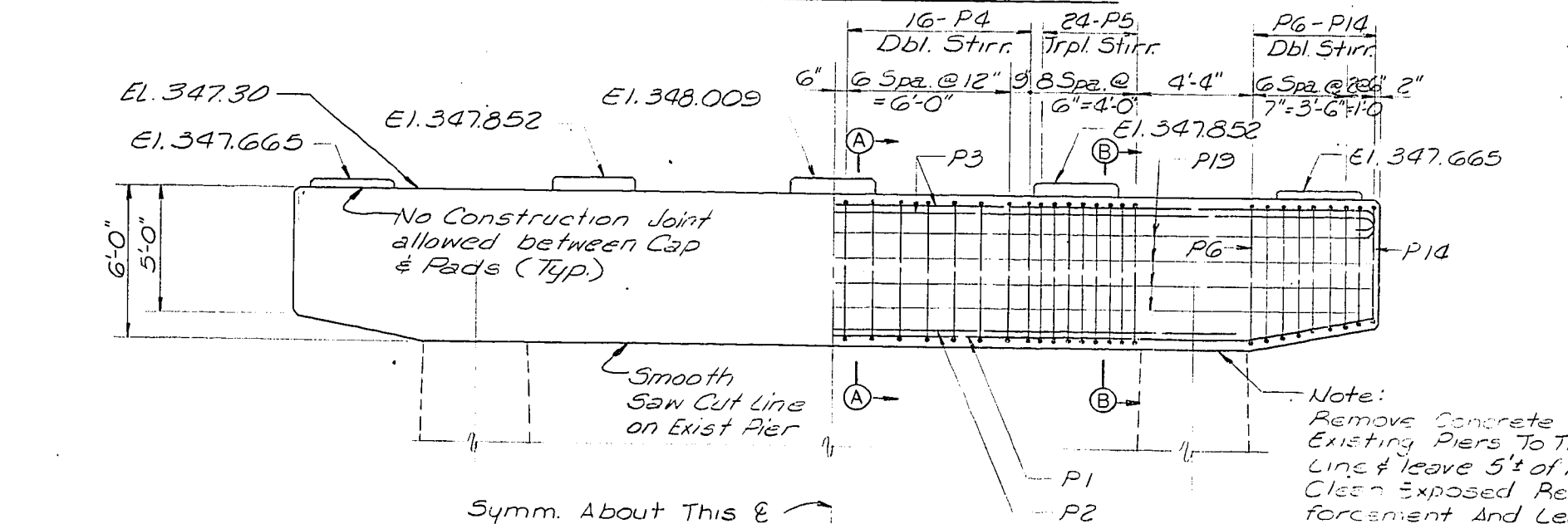


ELEVATION OF CAP-PIER 2 & 3



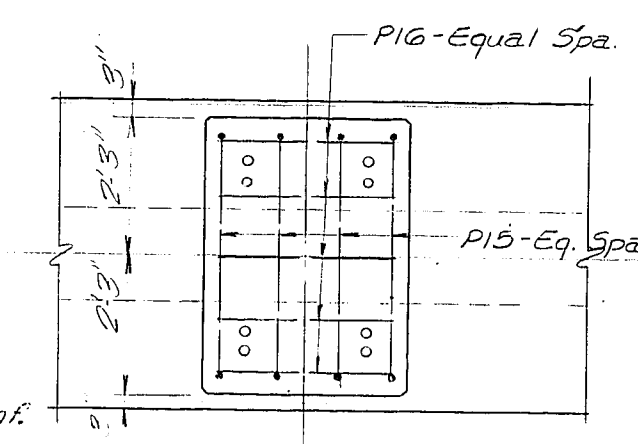
TYPICAL SECTION A-A

TYPICAL SECTION B-B

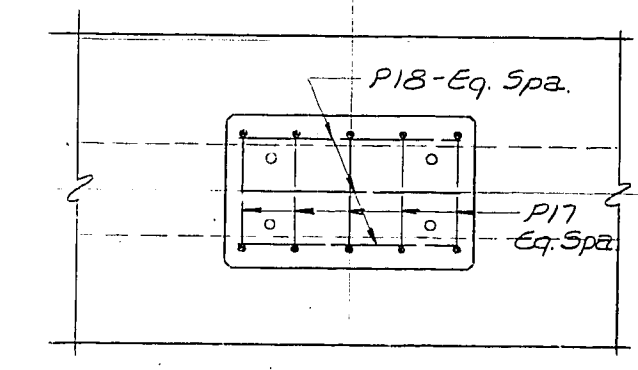


ELEVATION OF CAP-PIER 1

END ELEVATION



BEARING PAD - PIER 1



BEARING PAD - PIER 2 & 3

ESTIMATE OF QUANTITIES

	Pier 1	Pier 2	Pier 3	
Concrete, Class A	15.2	41.9	44.9	Cu. Yds.
Reinforcement	10436	10445	10445	Lbs.
Remove Conc. Masonry	25.5	25.0	14.0	Cu. Yds.

US 60 OVER CLARK'S RIVER (E.B.) SHEET 10

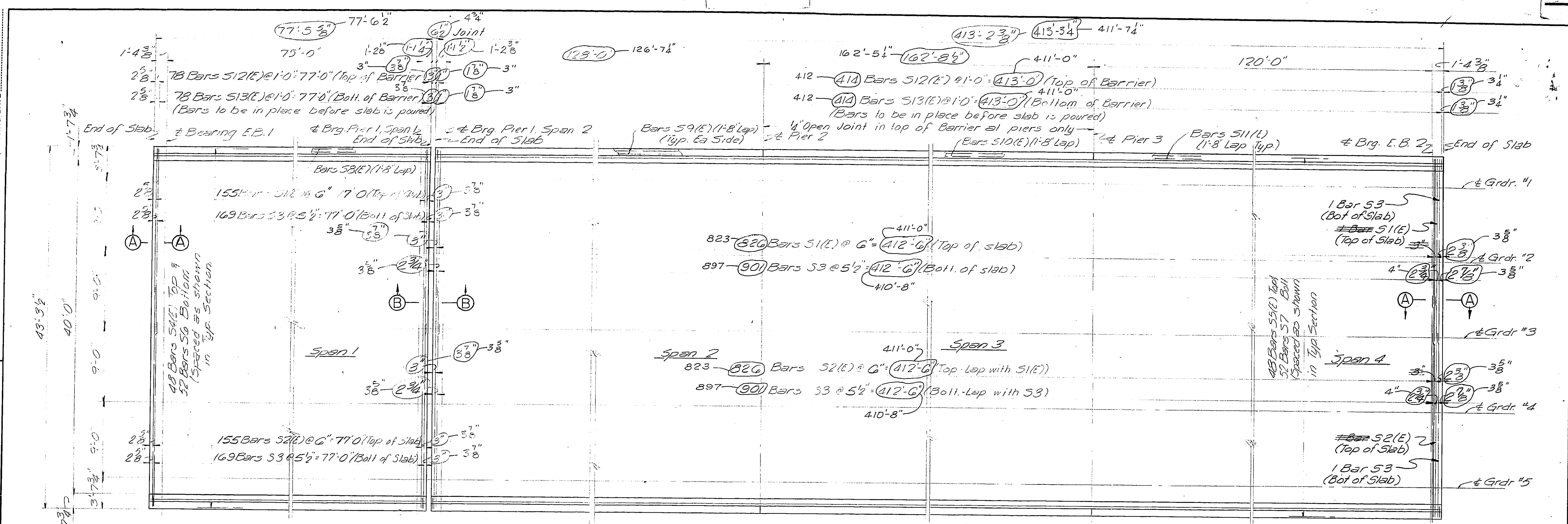
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
MCCRACKEN
PADUCAH-SMITHLAND (US. 60)
ROAD
STATION 1384+54.55 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
19909

PIER 1, 2 & 3

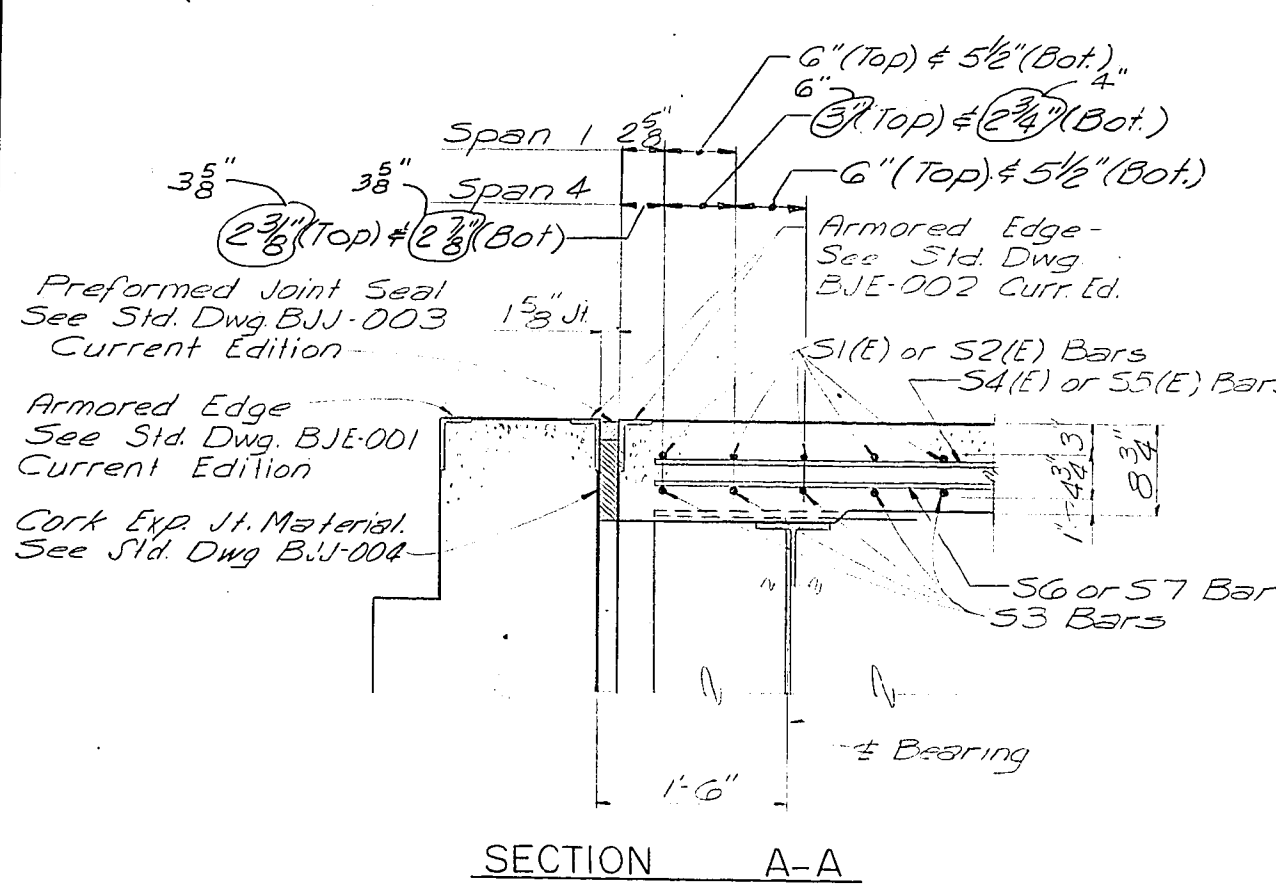
DESIGNED BY: BUC DATE: 3/77
 CHECKED BY: DHW DATE: 3/77
 DRAWN BY: DHW DATE: 3/77
 CHECKED BY: PEN DATE: 3/77
 TRACED BY: DATE:

UPDATE DATE
LETTING DATE

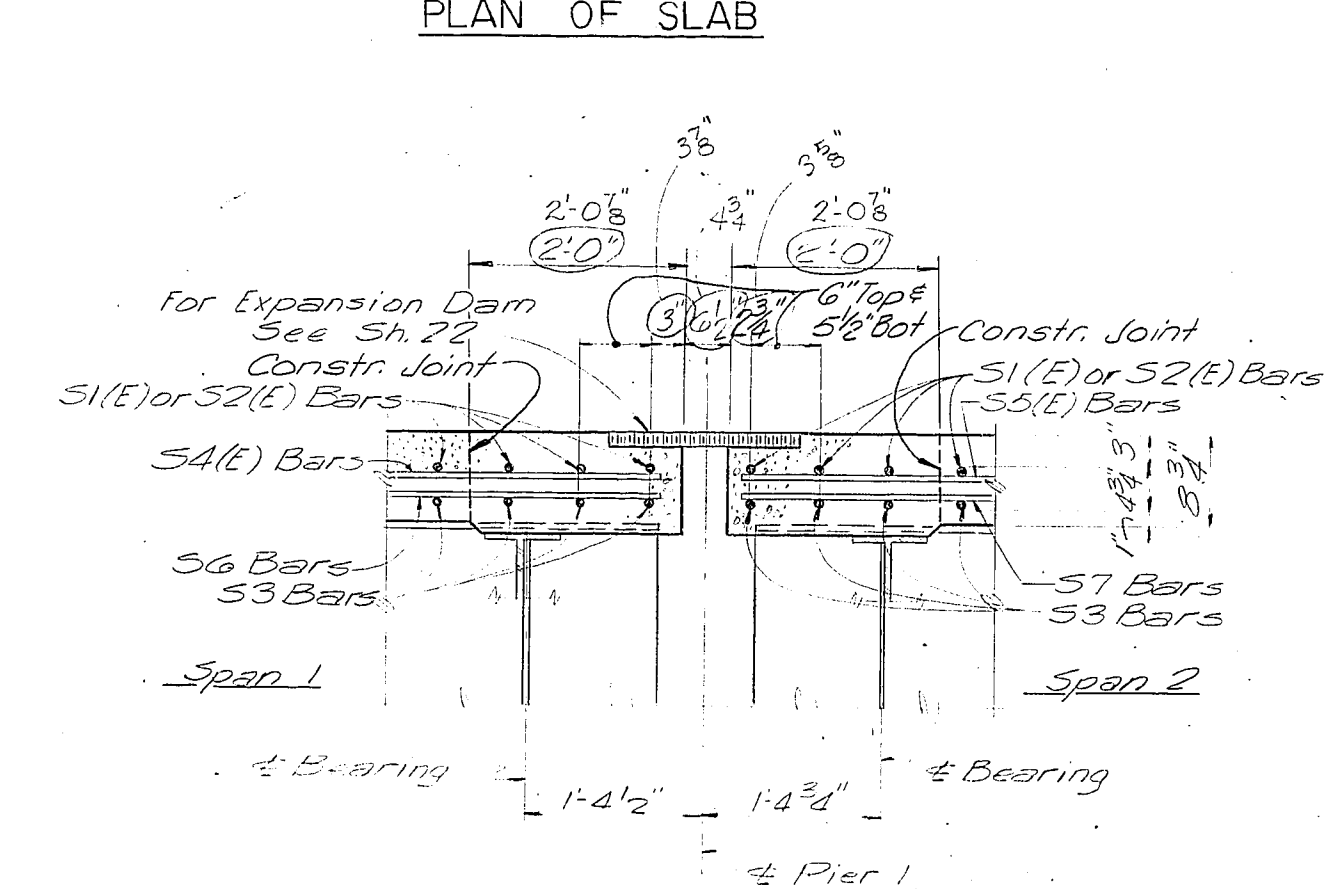
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 11/76
PROJECT NO. 1384+54.55
DRAWING NO. 19909



PLAN OF SLAB



SECTION A-A



SECTION B-B

ESTIMATE OF QUANTITIES

Concrete, Class "A"	702.9	Cu. Yds.
Steel Reinforcement	63,660	Lbs.
Epoxy Coated Steel Reinforcement	84,405	Lbs.
	84,344	63,548

NOTE: See Sheet 12 for Pouring Diagram.

SUPERSTRUCTURE

US. 60 OVER CLARK'S RIVER (E.B.) SHEET 11

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF

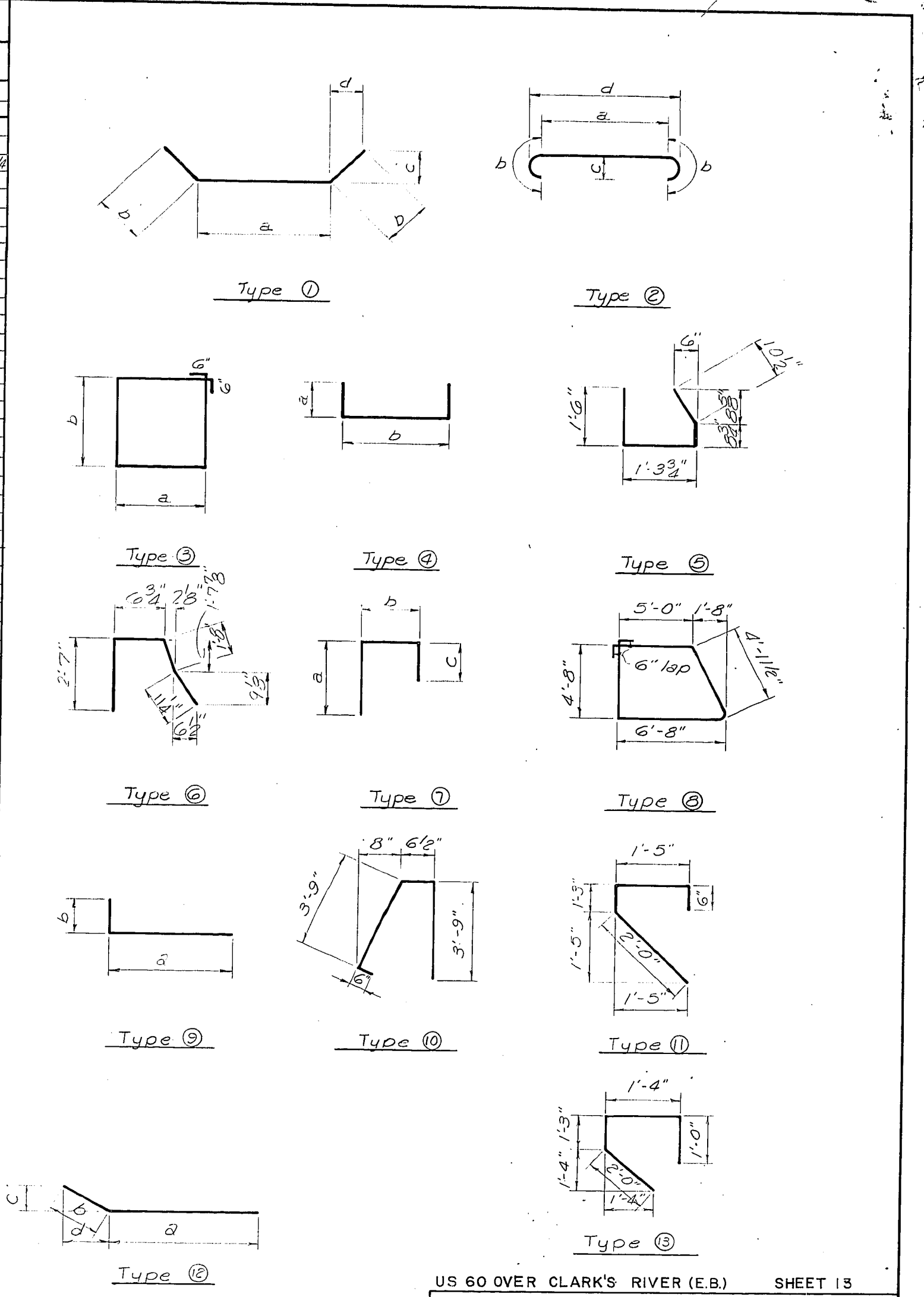
MCCRACKEN
PADUCAH-SMITHLAND (US. 60)

ROAD
P.E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
19909

BILL OF REINFORCEMENT

END BENTS										PIER CAPS																							
MARK	TYPE	NUMBER		SIZE	LENGTH		LOCATION	a		b		c		d		MARK	TYPE	NUMBER			SIZE	LENGTH		LOCATION	a		b		c		d		
		E.B. 1	E.B. 2		FT	IN		FT	IN	FT	IN	FT	IN	FT	IN			FT	IN	FT		IN	FT		IN	FT	IN	FT	IN	FT	IN	FT	IN
A1	Str	15	34	10	43	0	Cap									P1	①	10	10	10	11	40	4	Cap	30	5	4	11	1	0	4	10	
A2	"	6	6	6	43	0	"									P2	Str	10	10	10	11	28	11	Cap									
A3	④	18		6	6	8	"	0	6	5	9					P3	②	14	14	14	11	43	4	Cap									
A4	④	18		6	7	0	"	0	6	6	1					P4	③	32	28	28	16	18	5	Cap	39	0	2	2	1	2 1/2	40	2 1/2	
A5	③	44		5	22	1	"									P5	③	48	54	54	16	16	9	Cap Stirrups	3	2	5	8					
A6	③	40	40	5	10	8	BackWall	1	2	9	7					P6	③	4			6	18	4	"	3	2	5	7 1/2					
A7	⑦	40	40	4	5	2	"									P7	③	4			6	18	7	"	3	2	5	4 1/2					
A8	⑦	40	40	6	13	2	"	10	9	0	11	1	7			P8	③	4			6	17	10	"	3	2	5	4 1/2					
A9	Str	21	21	5	43	0	"									P9	③	4			6	17	7	"	3	2	5	3					
A10	"	15	15	5	2	10	Pads									P10	③	4			6	17	4	"	3	2	5	1 1/2					
A11	④	15	15	4	5	7	"	1	0	2	2					P11	③	4			6	17	1	"	3	2	5	0					
A12	④	44	44	5	8	6	"									P12	③	4			6	16	11	"	3	2	4	11					
A13	③	56	56	5	21	1	Wings	19	11	1	2	0	7	1	0	P13	③	4			6	16	8	"	3	2	4	11					
A14	③	40	40	5	5	0	"									P14	③	4			6	16	5	Cap Stirr.	3	2	4	8 1/2					
A15	③	44	44	5	20	0	"	9	8	0	9					P15	③	20			6	7	11	Bearing Pad	3	2	4	8					
A16	Str	6	6	6	20	0	"	4	0	0	9					P16	Str	25			2	8		"	3	2	4	8					
A17	④	24	24	6	8	8	"									P17	④	25	25	25	2	8		"	2	0	2	0	2	0			
A18	Str	22		6	14	2	"									P18	④	15	15	15	3	4		Bearing Pad	3	2	5	7					
A19	③	18	18	5	14	9	"	2	4	4	8					P19	Str	8	8	8	4	40	2	Cap									
A20	③	36	6	6	12	7	"	0	6	11	8					P20	③	4	4	4	6	18	3	Cap Stirr.	3	2	5	7					
A21	⑤	44	5	5	29	5	"	11	8	2	8					P21	③	4	4	4	6	18	0	"	3	2	5	7					
																P22	③	4	4	4	6	17	9	"	3	2	5	5 1/2					
																P23	③	4	4	4	6	17	6	"	3	2	5	4					
																P24	③	4	4	4	6	17	4	"	3	2	5	2 1/2					
																P25	③	4	4	4	6	17	1	"	3	2	5	1 1/2					
																P26	③	4	4	4	6	16	10	"	3	2	5	0					
																P27	③	4	4	4	6	16	7	"	3	2	4	10 1/2					
																P28	③	4	4	4	6	12	5	Cap Stirr.	3	2	4	8					

SUPERSTRUCTURE															
MARK	TYPE	NUMBER		SIZE	LENGTH		LOCATION	a		b		c		d	
		FT	IN		FT	IN		FT	IN	FT	IN	FT	IN		
979	S1E	Str	(982)	5	17	10	Slab								
979	S1E	"	(982)	5	26	10	"								
2132	S3	"	(2140)	4	22	1	"								
	S4E	"	96	5	39	8	"								
	S3E	"	528	5	39	5	"								
	S4	"	120	5	39	8	"								
	S7	"	660	5	39	5	"								
	S8E	"	16	4	39	5	Barrier								
	S9E	"	37	4	33	5	"								
	S10E	"	40	4	33	10	"								
	S11E	"	32	4	31	7	"								
	S12E	②	(924)	5	5	8	"								
	S13E	③	(937)	3	4	4	"								
			(982)	982											



END BENTS
PIERS
SUPERSTRUCTURE

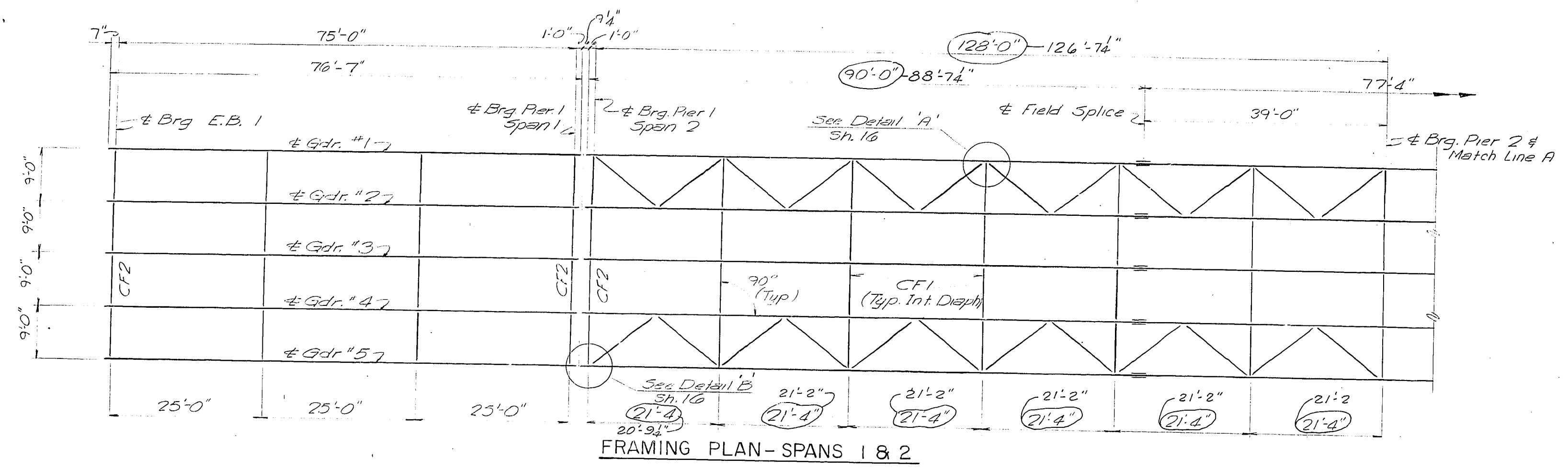
US 60 OVER CLARK'S RIVER (E.B.) SHEET 13
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MCCRACKEN
PADUCAH-SMITHLAND (U.S. 60)
 ROAD
 STATION 1364+ 54.55 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 19909

UPDATE DATE: _____ LETTING DATE: _____
 DESIGNED BY: DK CHECKED BY: PCW
 DRAWN BY: DS REVISION: _____
 SUPERSTRUCTURE REINFORCEMENT
 DATE: 3/77 DATE: 3/77
 DATE: _____ DATE: _____
 DATE: _____ DATE: _____

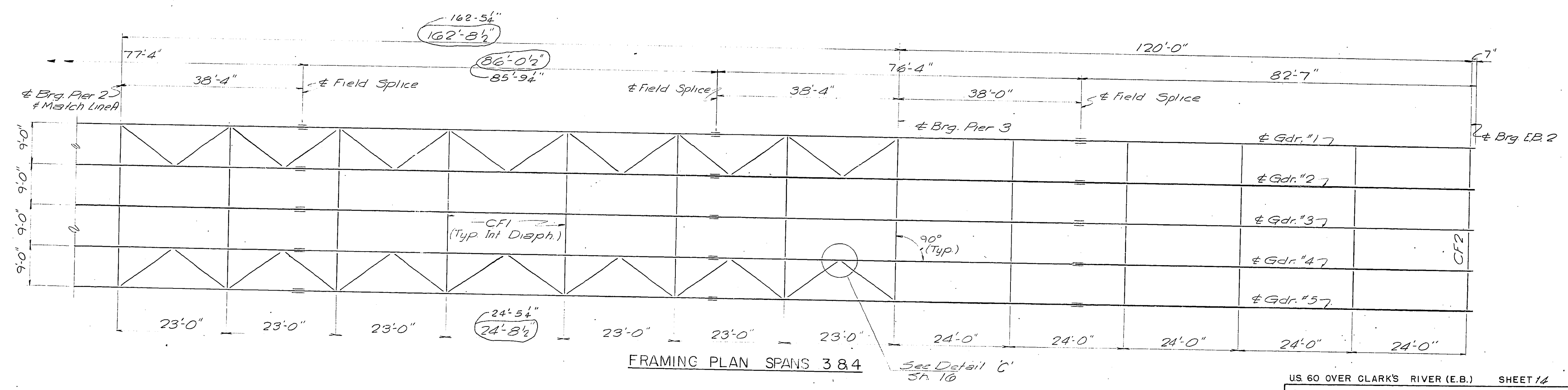
UPDATE DATE
LETTING DATE

REVISED BY
DATE

DESIGNED BY
CHECKED BY
DATE
REVISIONS
NO. DATE BY



FRAMING PLAN - SPANS 1 & 2



FRAMING PLAN SPANS 3 & 4

SUPERSTRUCTURE

US. 60 OVER CLARK'S RIVER (E.B.) SHEET 1A

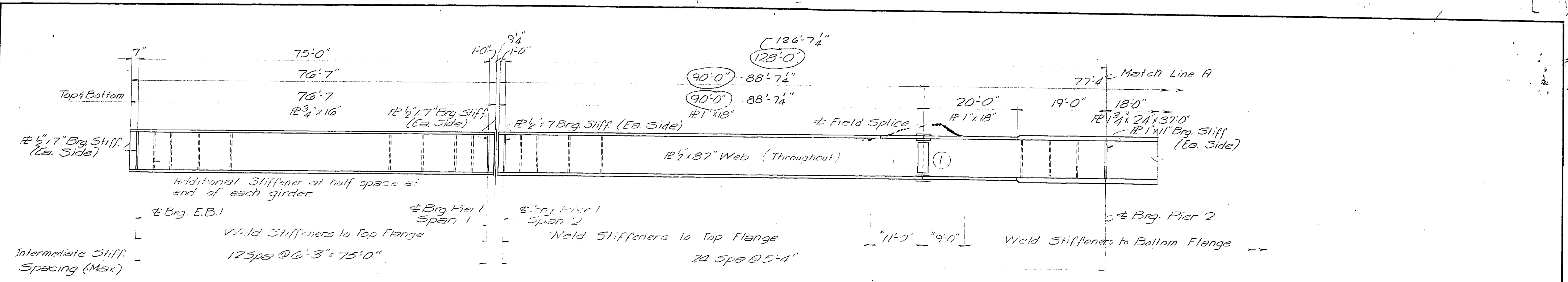
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF

MCCRACKEN
PADUCAH-SMITHLAND (US. 60)

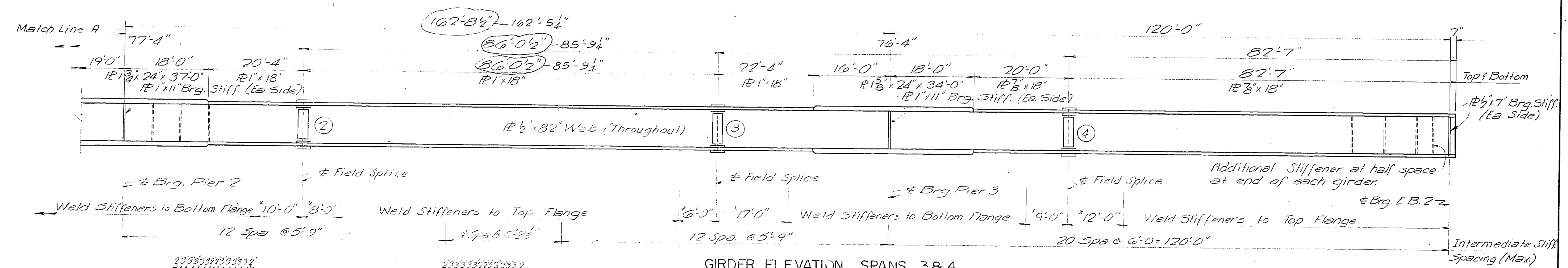
ROAD
 STATION 1384+54.55
 P.E. PROJECT NO.

CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 19909

UPDATE DATE
LETTING DATE

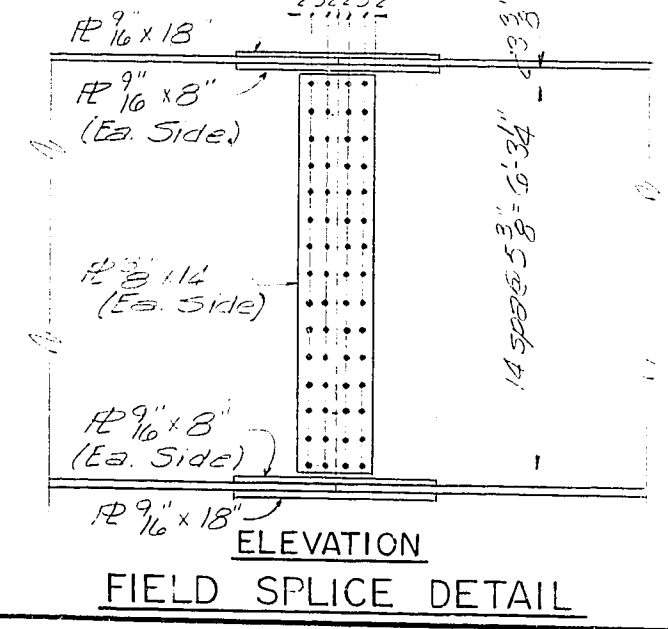
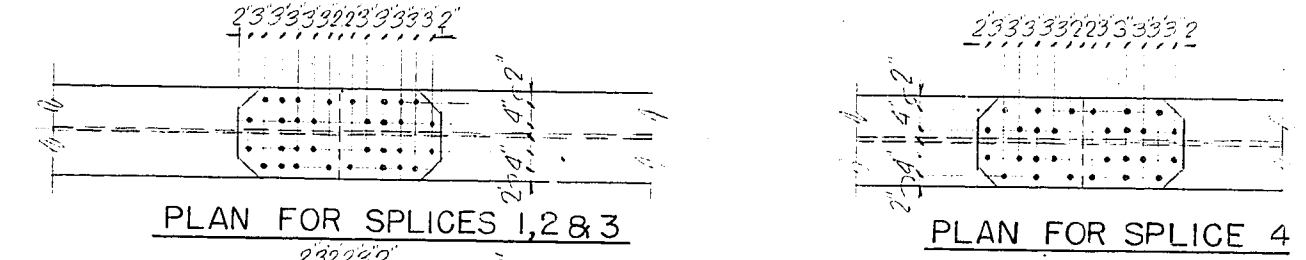


GIRDER ELEVATION SPANS 1 & 2



GIRDER ELEVATION SPANS 3 & 4

NOTE: All Bearing Stiffeners and ends of Girders shall be vertical and all Intermediate Stiffeners shall be normal to the Flange.



* This dimension shows area where intermediate stiffeners shall not be welded to either flange. Use stiffeners on both sides of the web at Cross Frame Connections. In all other areas stiffeners shall be placed alternately on each side of the web.

US. 60 OVER CLARK'S RIVER (E.B.) SHEET 15

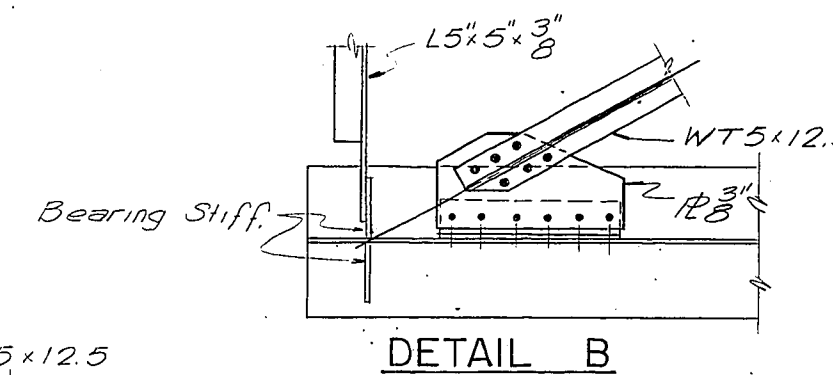
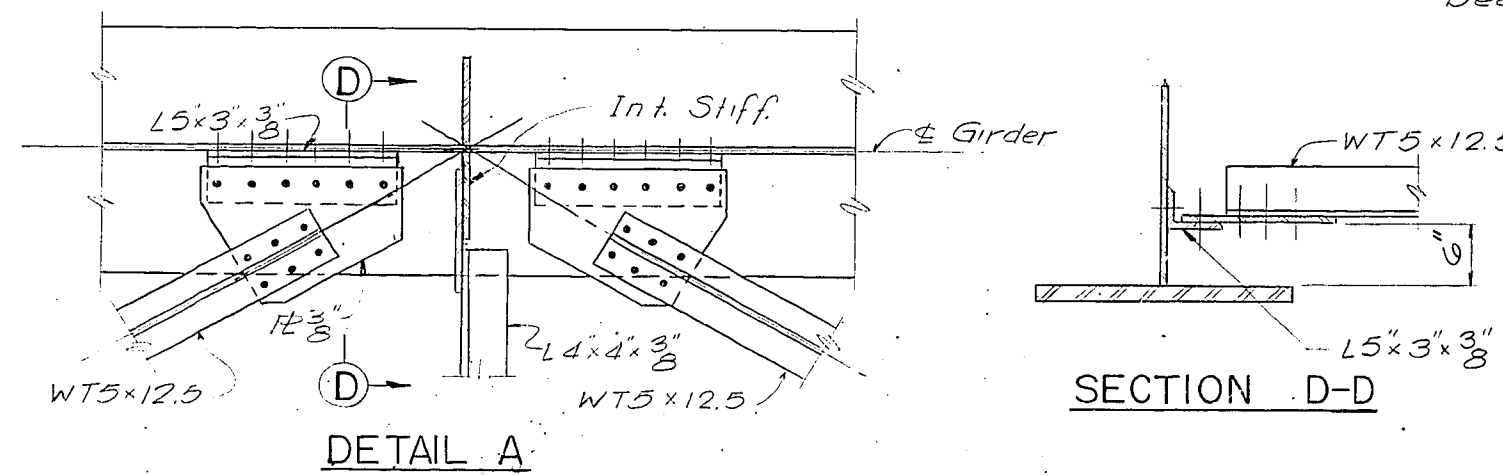
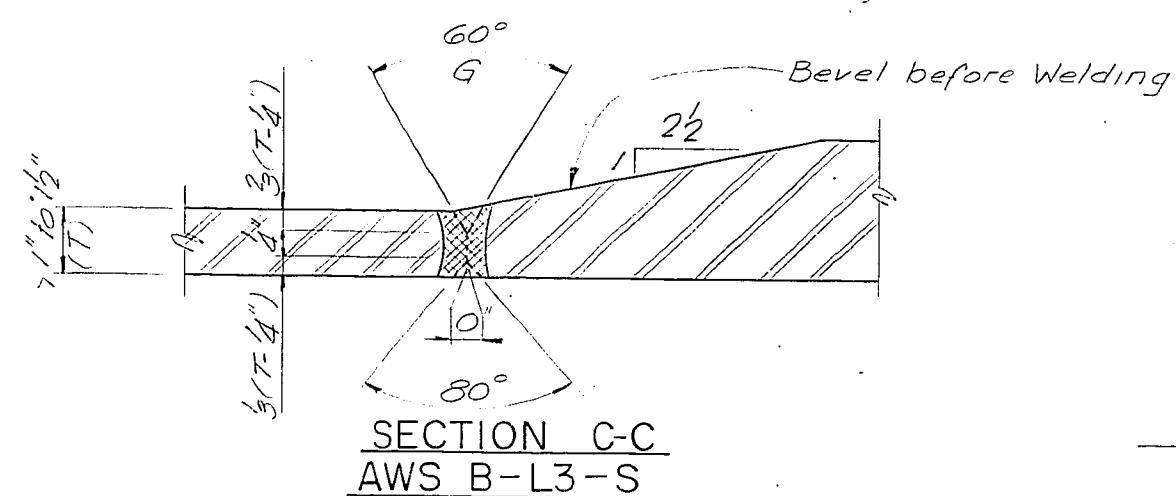
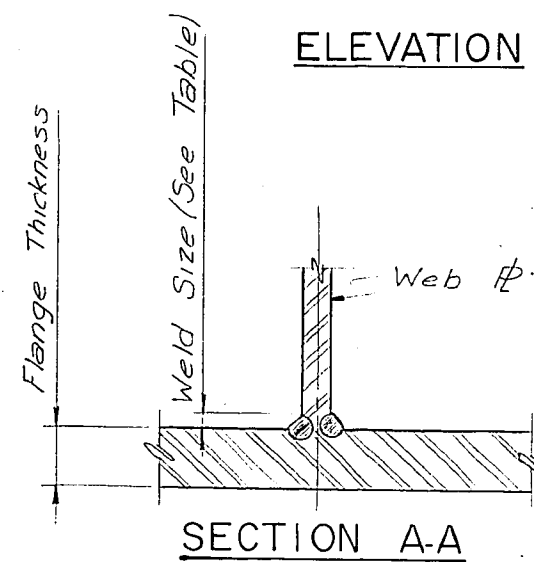
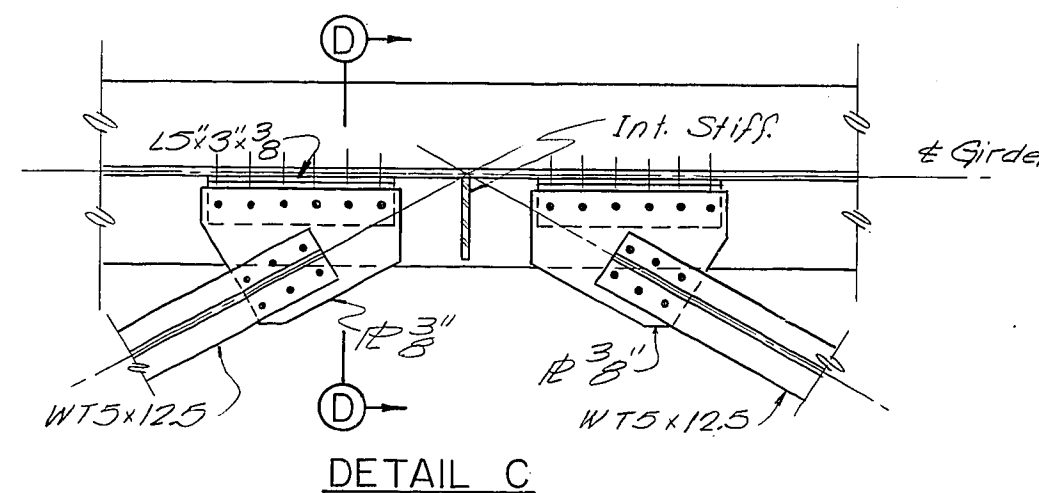
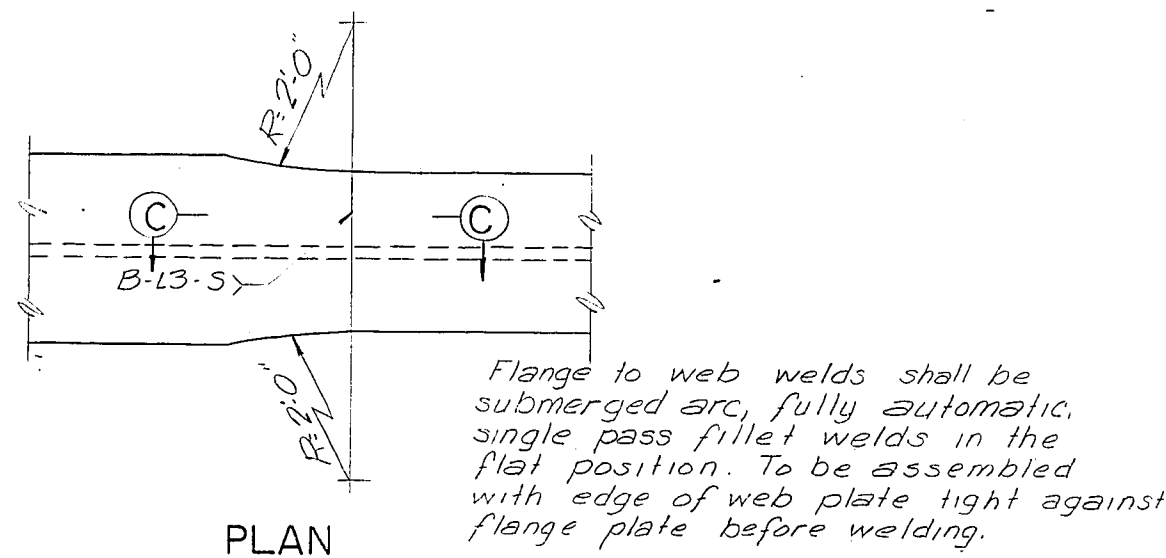
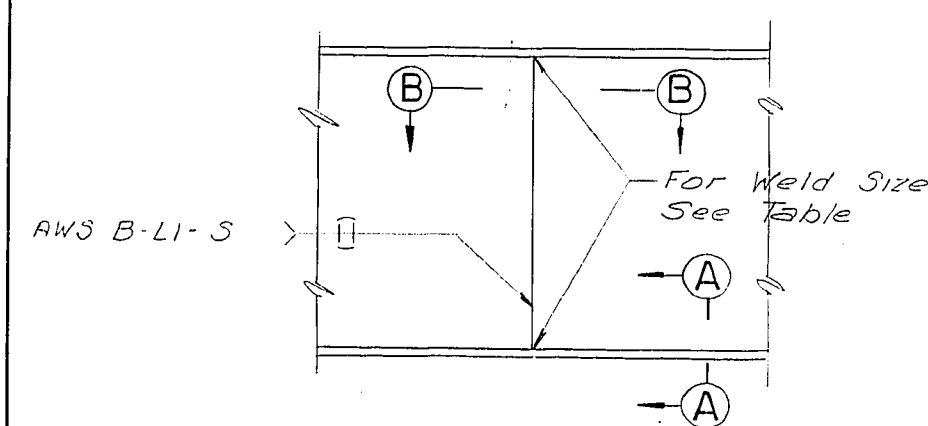
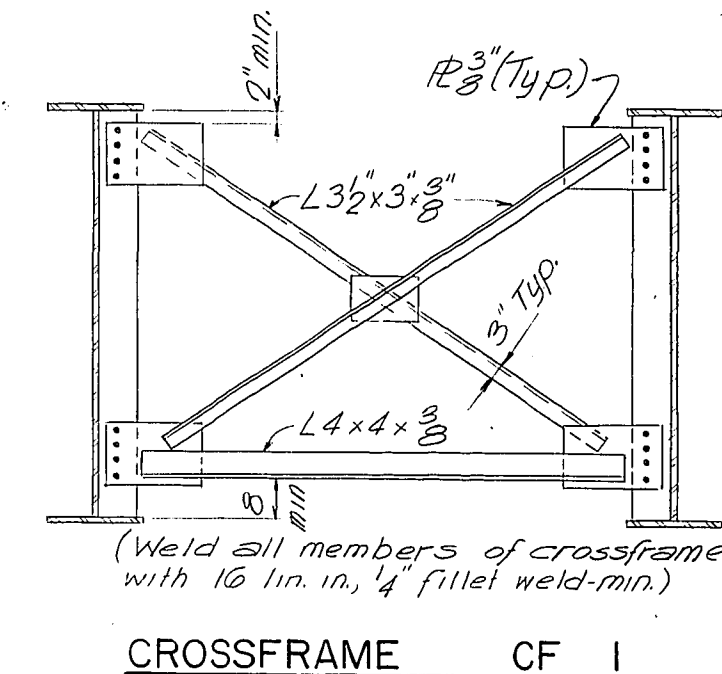
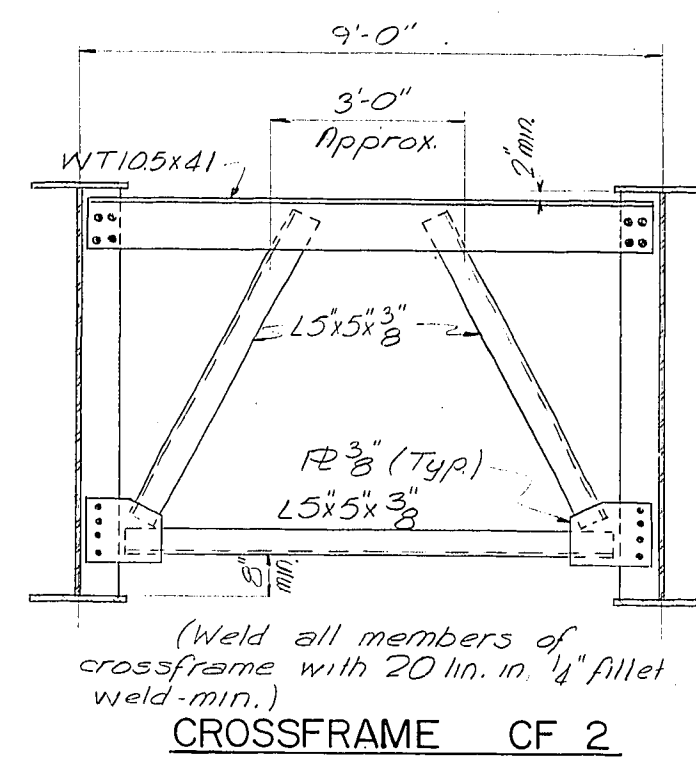
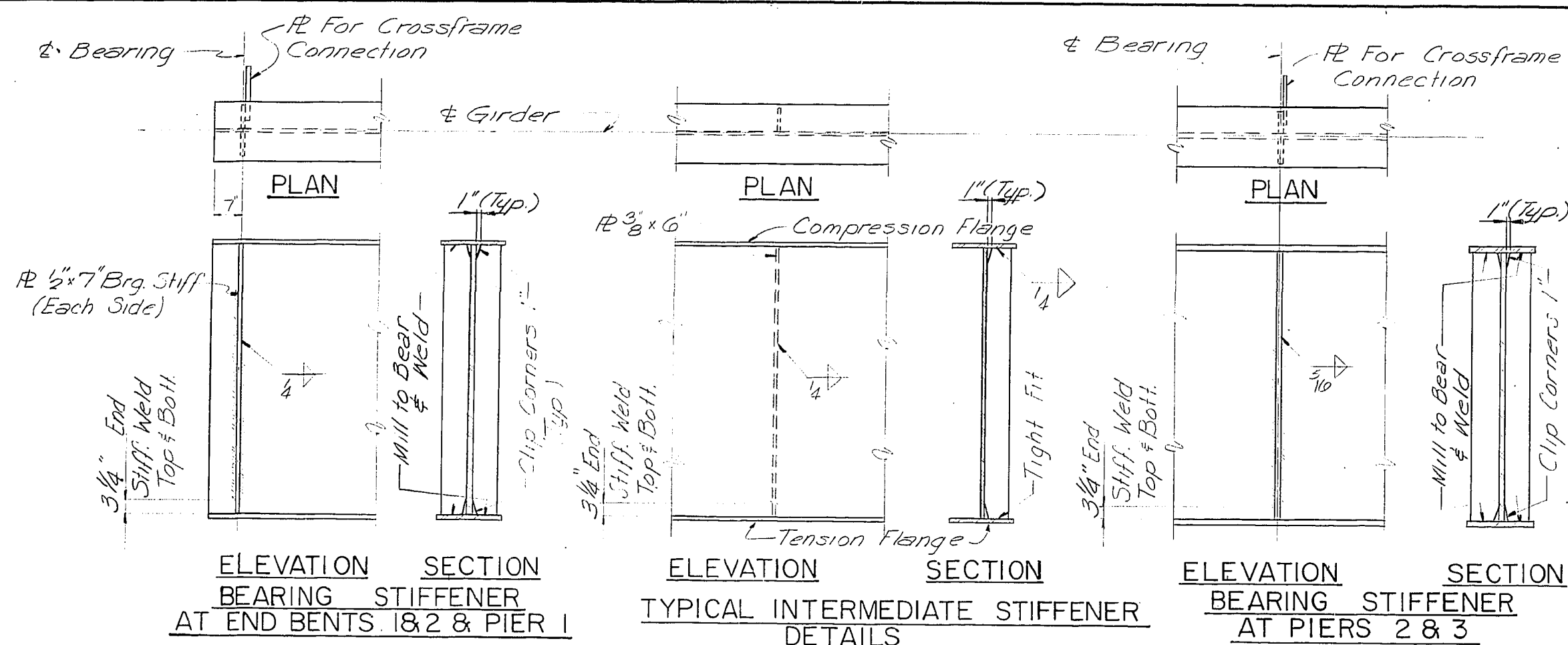
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MCCRACKEN
 PADUCAH-SMITHLAND (U.S. 60)

ROAD
 STATION 1384+54.55
 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

SUPERSTRUCTURE

DESIGNED BY: BK
 CHECKED BY: SKP
 DATE: 3/27
 DRAWN BY: SKP
 DATE: 3/27
 CHECKED BY: SKP
 DATE: 3/27
 SUPERVISOR: RUSSELL
 DATE: 3/27
 PROJECT: US. 60 OVER CLARK'S RIVER (E.B.)
 SHEET: 15
 DRAWING NO.: 19909

UPDATE DATE
LETTING DATE



WELD SIZES	
Flange Thickness	Weld Size
3/4" & under	1/4"
Over 3/4" to 1 1/2"	5/16"
Over 1 1/2" to 2 1/4"	3/8"
Over 2 1/4"	1/2"

US. 60 OVER CLARK'S RIVER (E.B.) SHEET 16

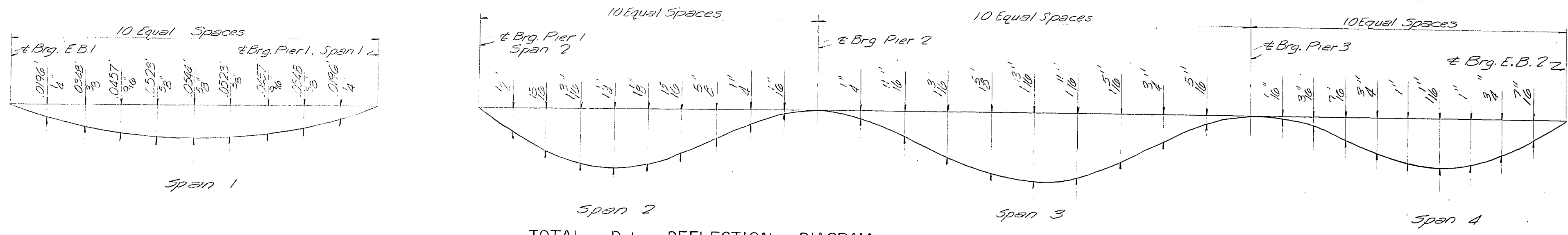
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
MCCRACKEN
PADUCAH-SMITHLAND (US. 60)
ROAD
STATION 1384+54.55 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

DESIGNED BY: BJK
CHECKED BY: BJK
DATE: 5/79
REVISED BY: BJK
DATE: 8/22
REVISED BY: BJK
DATE: 8/22
MADE BY: BJK
DATE: 8/22

DIETZEN 11-76

SUPERSTRUCTURE

UPDATE DATE
 LETTING DATE



TOTAL D.L. DEFLECTION DIAGRAM
 Steel Defl is approx. 21% of Total D.L. Deflection.

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

SUPERSTRUCTURE

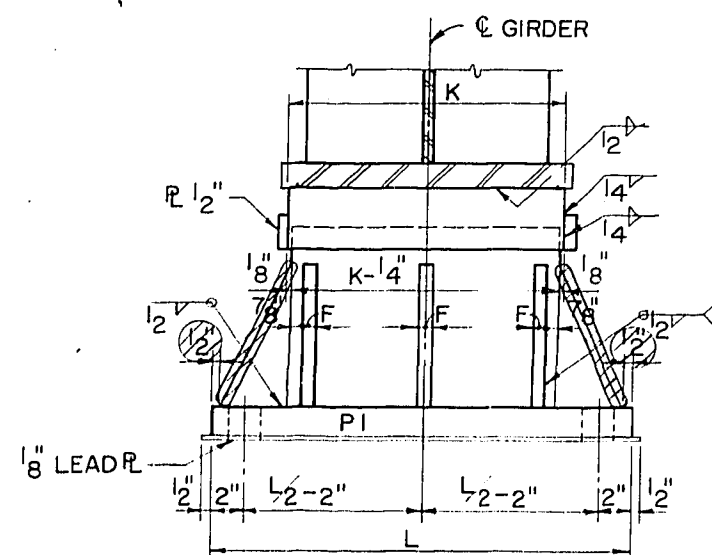
US. 60 OVER CLARK'S RIVER (E.B.) SHEET 17

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF

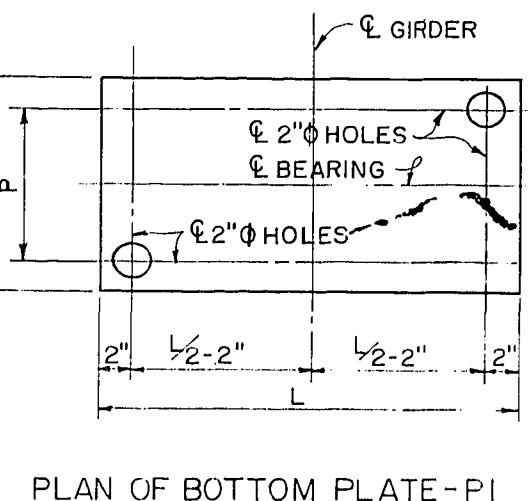
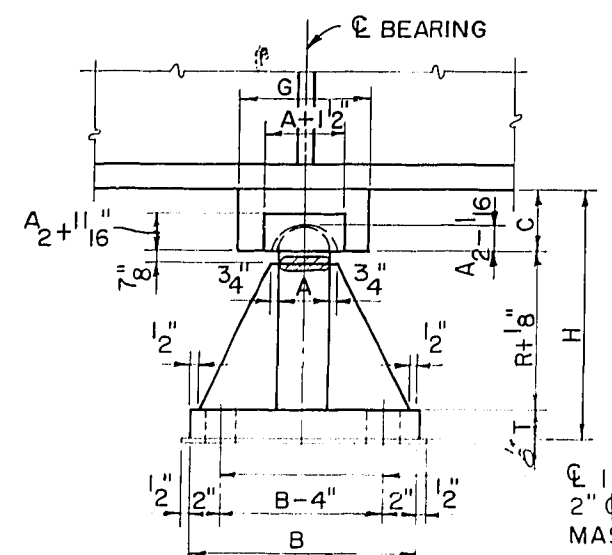
MCCRACKEN
 PADUCAH-SMITHLAND (US. 60)
 ROAD

STATION 1384 + 54.55 P.E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909

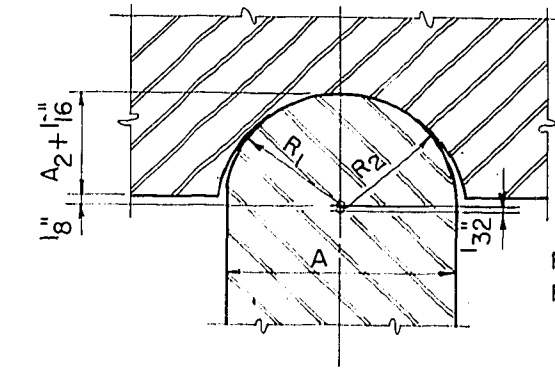
UPDATE DATE
LETTING DATE



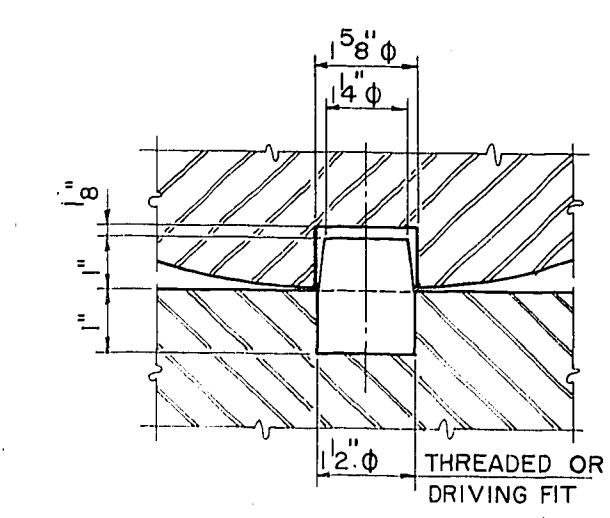
DETAIL OF FIXED SHOE AT PIER 1
CAPACITY 150 KIPS
3 Required for Span No. 1



PLAN OF BOTTOM PLATE - P1

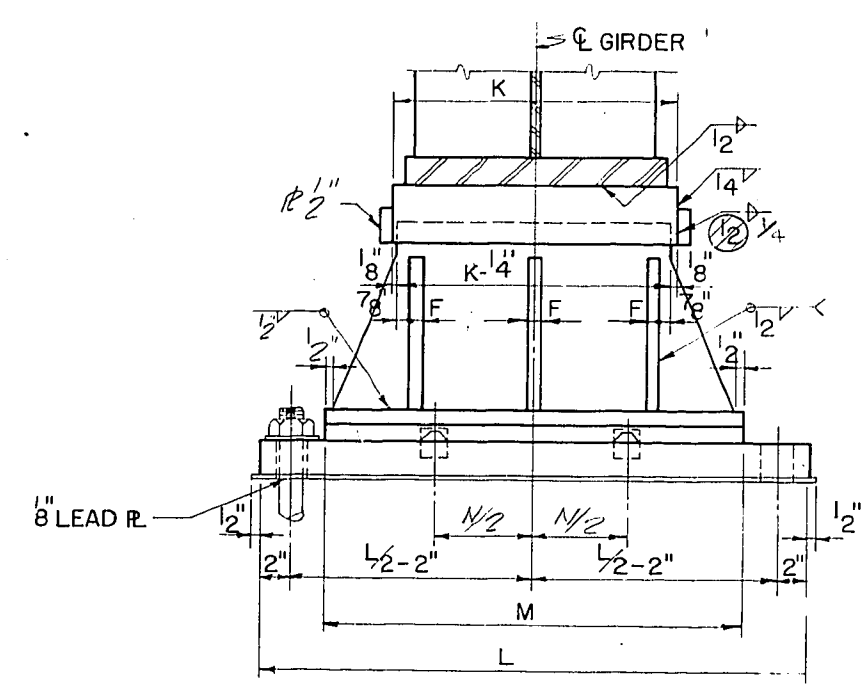


TOP BEARING DETAIL

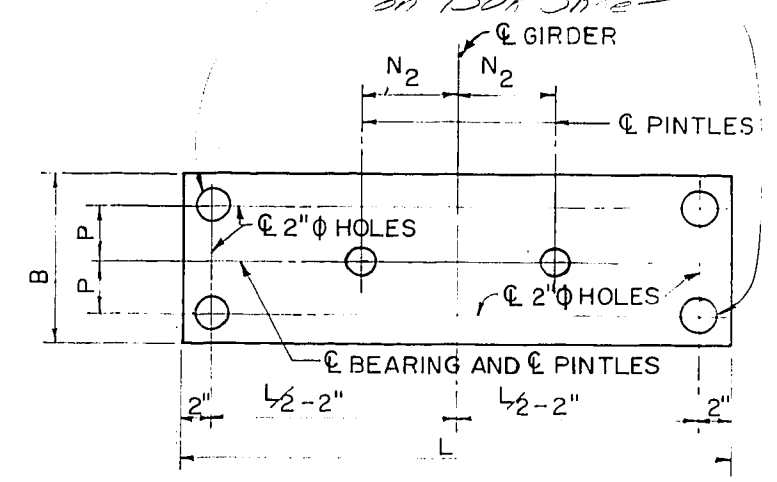
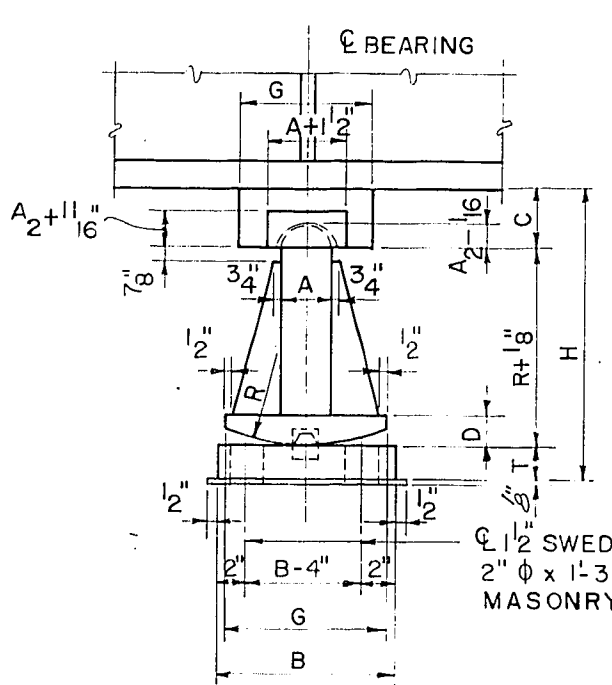


PINTLE DETAIL

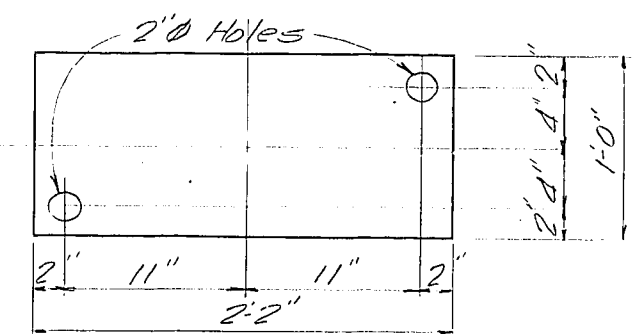
R_1 (WEB) = $A_2 + 1/16$ "
 R_2 (TOP FL.) = $A_2 + 3/32$ "



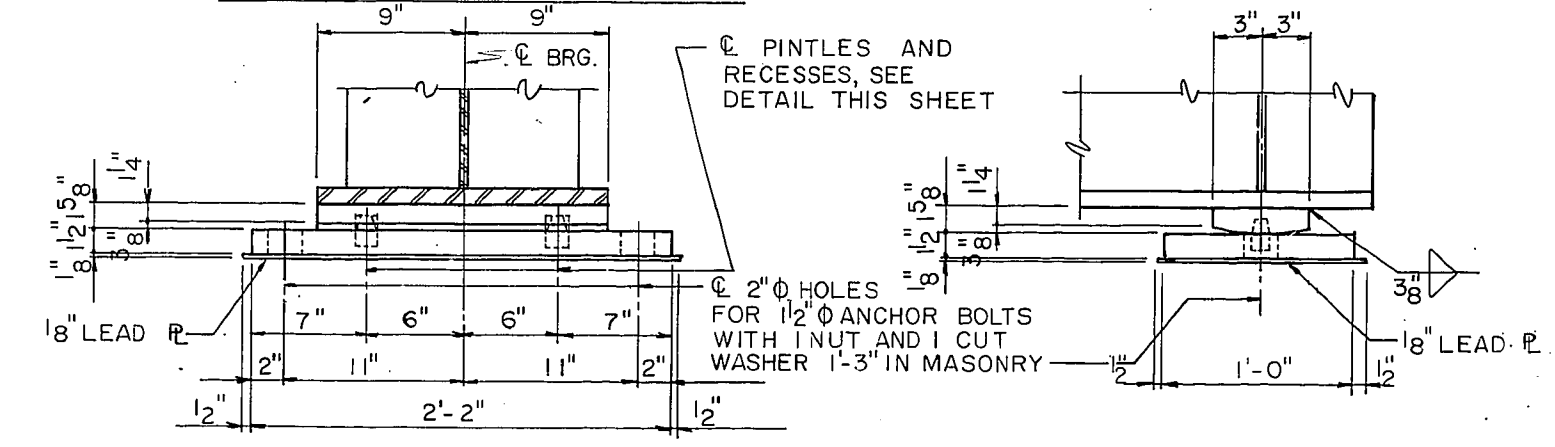
DETAIL OF EXPANSION SHOE AT PIER 2
10 REQUIRED CAPACITY 450 KIPS (@ Pier 2, Pier 3)
10 REQUIRED CAPACITY 100 KIPS (@ Pier 1 & E.B. 1)



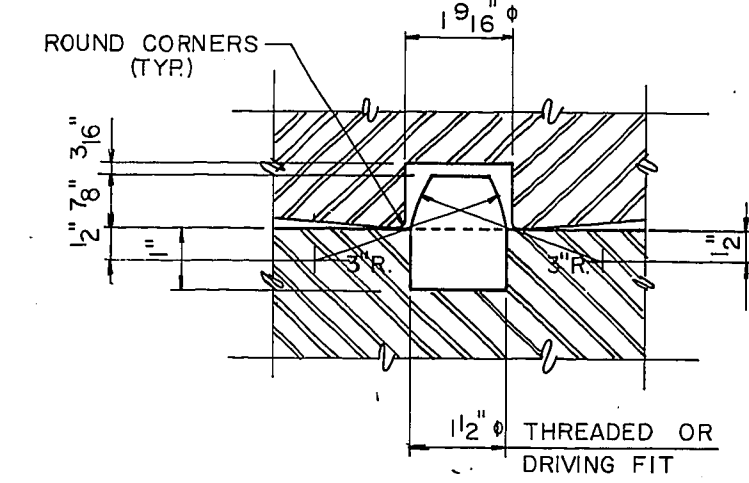
PLAN OF BOTTOM PLATE P2



PLAN OF BOTTOM PLATE P3



FIXED SHOE AT END BENT 2
3 Required for Span 4



PINTLE DETAIL

SURFACE FINISH OF STEEL SPECIFICATIONS

STEEL SLABS
HEAVY PLATE IN CONTACT IN SHOES
MILLED ENDS OF COMPRESSION MEMBERS STIFFENERS AND FILLERS
BRIDGE ROCKERS AND ROLLERS
PINS, PIN HOLES AND TOP BEARING

A.N.S.I. 2000
A.N.S.I. 1000
A.N.S.I. 500
A.N.S.I. 250
A.N.S.I. 125

NOTE:
PAINT: ALL STRUCTURAL STEEL SHOWN ON THIS SHEET EXCEPT PINS AND PIN BEARING SURFACES AND FINISHED SURFACES FORMED BY RADII R_1 AND R_2 SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR BLAST CLEANING AND PAINTING STRUCTURAL STEEL. THE FINISHED SURFACES OF STRUCTURAL STEEL FORMED BY RADII R_1 AND R_2 AND PINS AND PIN BEARING SURFACES, SHALL NOT BE PAINTED.
WHITE LEAD AND TALLOW: FINISHED SURFACES OF STRUCTURAL STEEL, FORMED BY R_1 AND R_2 AND PINS AND PIN BEARING SURFACES, SHALL BE COATED WITH WHITE LEAD AND TALLOW IN ACCORDANCE WITH CURRENT SPECIFICATIONS WITH REVISIONS.
PLATES: MUST BE TRUE AND FREE OF WARP.
STRUCTURAL STEEL: A36 CURRENT SPECIFICATIONS.

EXPANSION SHOE		FIXED SHOE		DIMENSION (INCHES)													ANCHOR BOLT LGTH.	MAXIMUM LOAD (LBS.)	
MARK	WT.(LBS)	MARK	WT.(LBS)	A	B	C	D	F	G	H	K	L	M	N	P	R	T		
E-100	221	F-100	193	2	6	2	1 3/4	1/2	6	9 5/8	16	26	18	11	0	6	1/2	1'-6"	100,000
E-125	238	F-125	210	2	7	2	1 3/4	1/2	6	10	16	26	18	11	0	6 3/8	1/2	1'-6"	125,000
E-150	283	F-150	243	2	8	2	2	1/2	7	11	16	26	18	11	2	7 3/8	1/2	1'-6"	150,000
E-175	341	F-175	295	2	9	2	2	1/2	8	12 1/2	16	26	18	11	2 1/2	8 5/8	1/2	1'-7"	175,000
E-200	409	F-200	360	2	10	2	2	3/4	9	14	16	26	18	11	3	9 7/8	2	1'-7"	200,000
E-225	485	F-225	414	2	10	2	2 1/4	3/4	9	13	20	30	22	14	3	8 7/8	2	1'-7"	225,000
E-250	562	F-250	472	2	11	2 1/4	2 1/2	3/4	10	14	20	30	22	14	3 1/2	9 5/8	2	1'-7"	250,000
E-275	695	F-275	590	2 1/2	12	2 1/2	2 3/4	3/4	11	15 1/2	20	30	22	14	4	10 5/8	2 1/4	1'-7"	275,000
E-300	802	F-300	673	2 1/2	13	2 1/2	3	3/4	12	16 3/4	20	30	22	14	4 1/2	11 5/8	2 1/2	1'-7"	300,000
E-325	950	F-325	835	3	14	3 1/4	3	1	12	18 1/2	20	30	22	14	5	12 5/8	2 1/2	1'-7"	325,000
E-350	1033	F-350	915	3	14	3 1/2	3	1	12	21	20	30	22	14	5	14 3/8	2 3/4	1'-8"	350,000
E-375	1100	F-375	977	3	15	3 1/2	3	1	12	21 3/4	20	31	23	14	5 1/2	15 3/8	2 3/4	1'-8"	375,000
E-400	1260	F-400	1143	3 1/2	16	4	3	1 1/8	12	22 3/4	20	32	24	15	6	15 5/8	3	1'-8"	400,000
E-425	1364	F-425	1244	3 1/2	17	4 1/2	3	1	12	23 3/4	20	33	25	16	6 1/2	16 5/8	3	1'-8"	425,000
E-450	1403	F-450	1274	3 1/2	17	4 1/2	3	1	12	24 1/4	20	34	26	17	6 1/2	16 5/8	3	1'-8"	450,000

WEIGHTS SHOWN IN TABLE INCLUDE ALL COMPONENT PARTS

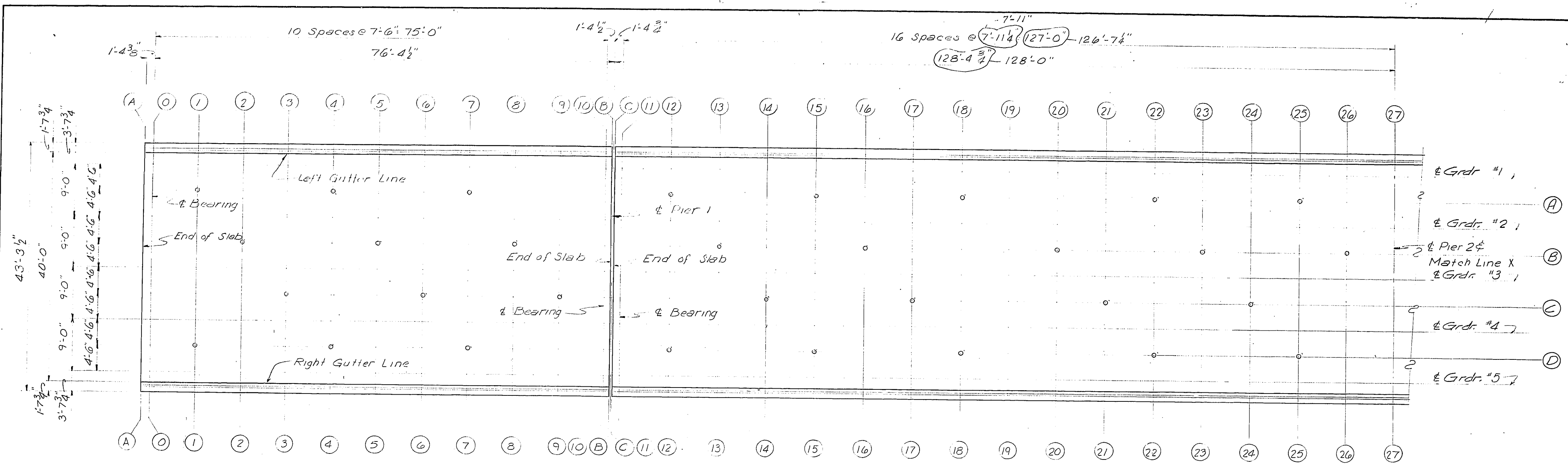
SUPERSTRUCTURE

US 60 OVER CLARK'S RIVER (E.B.) SHEET 18
COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
MCCracken
PADUCAH-SMITHLAND (US 60)
ROAD
P. E. PROJECT NO.
STATION 1384+54.55
CONSTRUCTION PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO.
19909

REVISIONS: 3/99 3/99 3/99
 BY: [Signature] [Signature] [Signature]
 CHECKED BY: [Signature]
 DATE: [Date]
 DRAWN BY: [Signature]
 DATE: [Date]

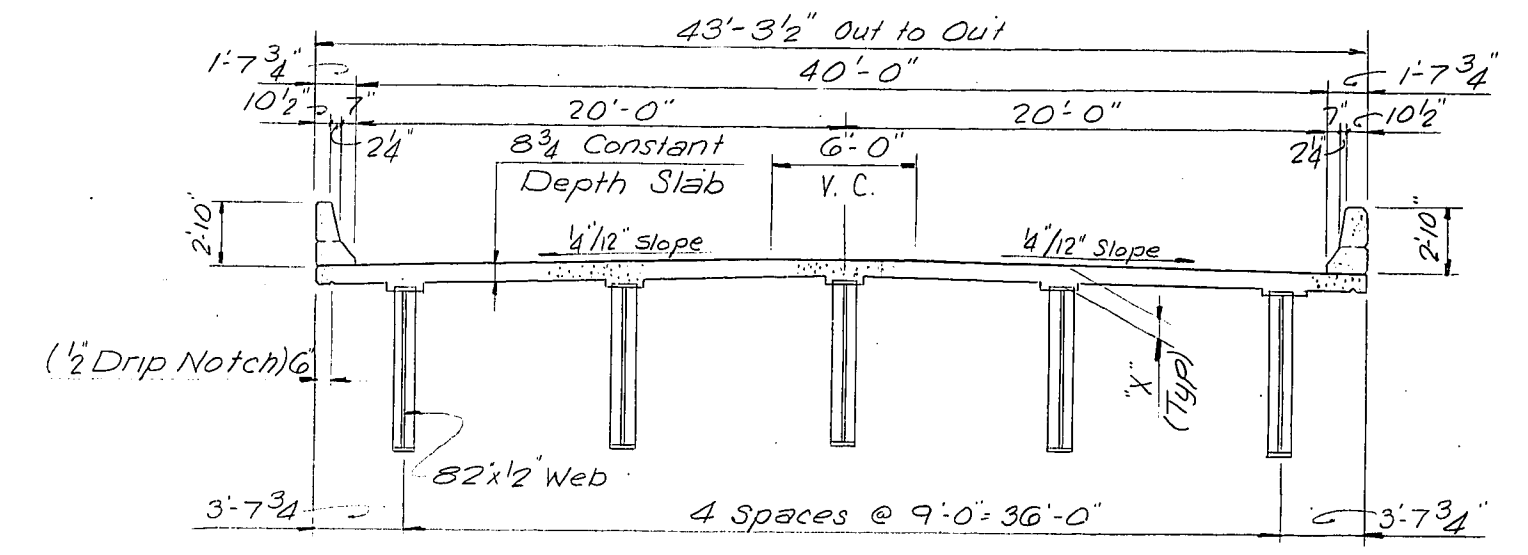
UPDATE DATE
LETTING DATE

DESIGNED BY: J.W. 4-4-65
 CHECKED BY: J.W. 4-4-65
 DRAWN BY: J.W. 4-4-65
 DATE: 4/13/65
 REVISION: 4-4-65

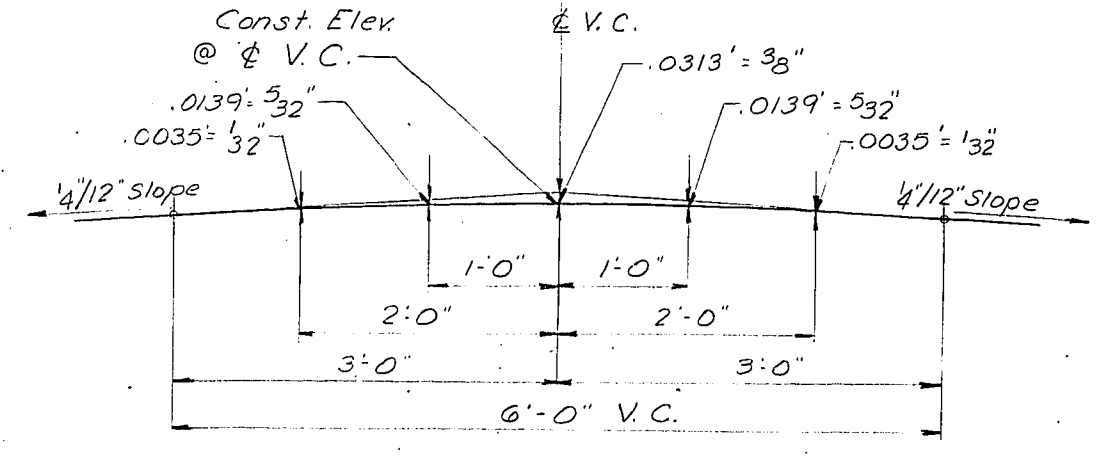


PART PLAN

LINE	Left Gutter Line	GIRDER NO. 1			GIRDER NO. 2			GIRDER NO. 3			GIRDER NO. 4			GIRDER NO. 5			Right Gutter Line
		Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	
A-A	354.720	354.762		354.950			355.106			354.950			354.762			354.720	
B-B	356.355	356.397		356.584			356.740			356.584			356.397			356.355	
C-C	356.361	356.403		356.590			356.746			356.590			356.403			356.361	
O-O	354.753	354.795		354.982			355.139			354.982			354.795			354.753	
1-1	354.964	355.006		355.193			355.350			355.193			354.964			354.964	
2-2	355.165	355.207		355.394			355.550			355.394			355.207			355.165	
3-3	355.351	355.393		355.581			355.737			355.581			355.393			355.351	
4-4	355.521	355.563		355.750			355.907			355.750			355.563			355.521	
5-5	355.675	355.716		355.904			356.060			355.904			355.716			355.675	
6-6	355.814	355.856		356.043			356.199			356.043			355.856			355.814	
7-7	355.943	355.985		356.172			356.329			356.172			355.985			355.943	
8-8	356.069	356.110		356.298			356.454			356.298			356.110			356.069	
9-9	356.198	356.240		356.427			356.584			356.427			356.240			356.198	
10-10	356.333	356.375		356.562			356.718			356.562			356.375			356.333	
11-11	356.383	356.425		356.612			356.769			356.612			356.425			356.383	
12-12	356.547	356.589		356.776			356.933			356.776			356.589			356.547	
13-13	356.702	356.744		356.932			357.089			356.932			356.744			356.702	
14-14	356.849	356.891		357.079			357.235			357.079			356.891			356.849	
15-15	356.989	357.030		357.218			357.374			357.218			357.030			356.989	
16-16	357.119	357.161		357.348			357.505			357.348			357.161			357.119	
17-17	357.237	357.279		357.466			357.623			357.466			357.279			357.237	
18-18	357.346	357.388		357.576			357.732			357.576			357.388			357.346	
19-19	357.448	357.490		357.677			357.833			357.677			357.490			357.448	
20-20	357.541	357.583		357.770			357.926			357.770			357.583			357.541	
21-21	357.624	357.666		357.854			358.010			357.854			357.666			357.624	
22-22	357.703	357.745		357.932			358.088			357.932			357.745			357.703	
23-23	357.775	357.817		358.004			358.160			358.004			357.817			357.775	
24-24	357.846	357.889		358.075			358.231			358.075			357.889			357.846	
25-25	357.915	357.956		358.144			358.300			358.144			357.956			357.915	
26-26	357.983	358.024		358.212			358.368			358.212			358.024			357.983	
27-27	358.047	358.089		358.276			358.433			358.276			358.089			358.047	



TYPICAL SECTION



PARABOLIC CROWN
ELEVATIONS

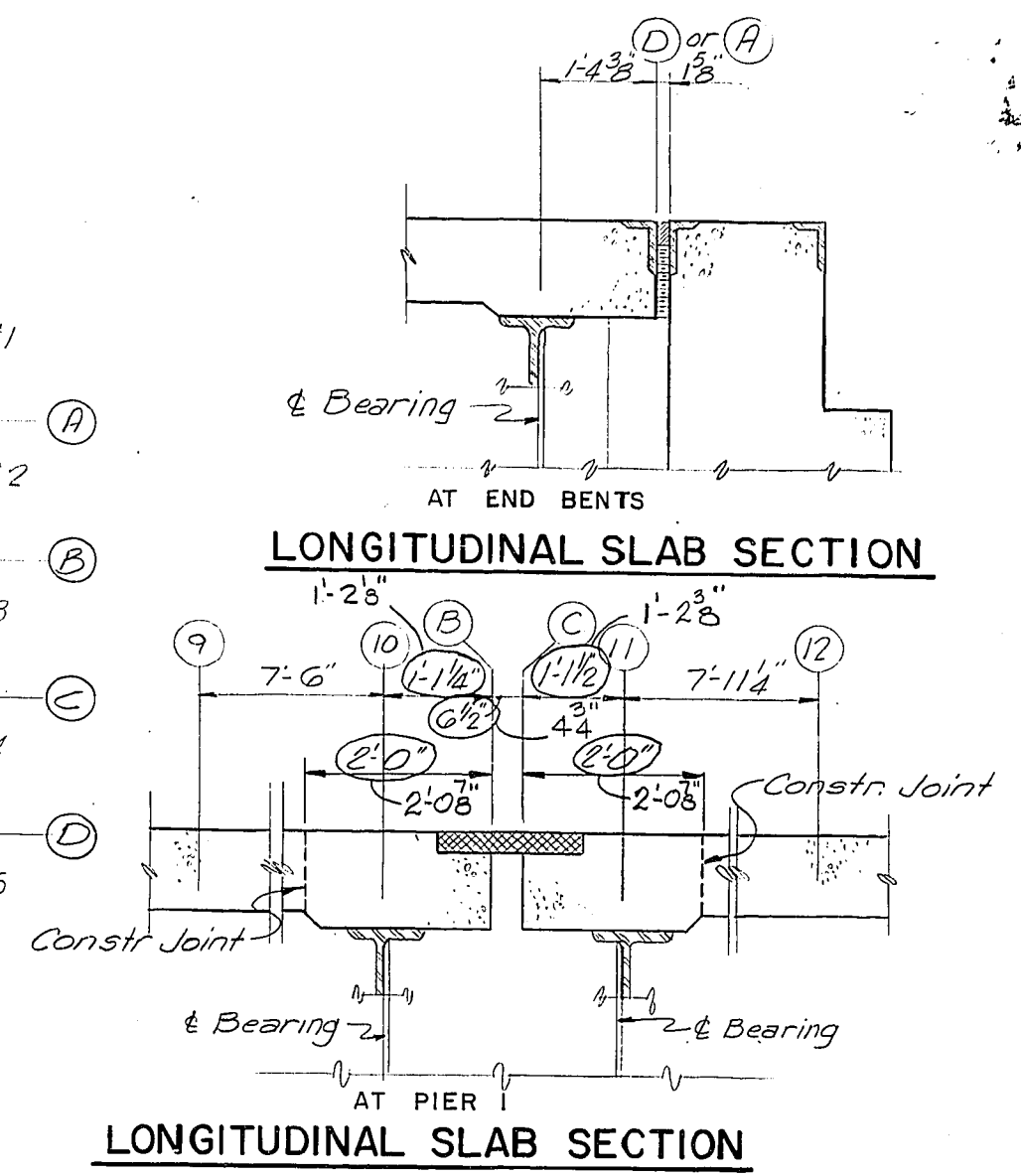
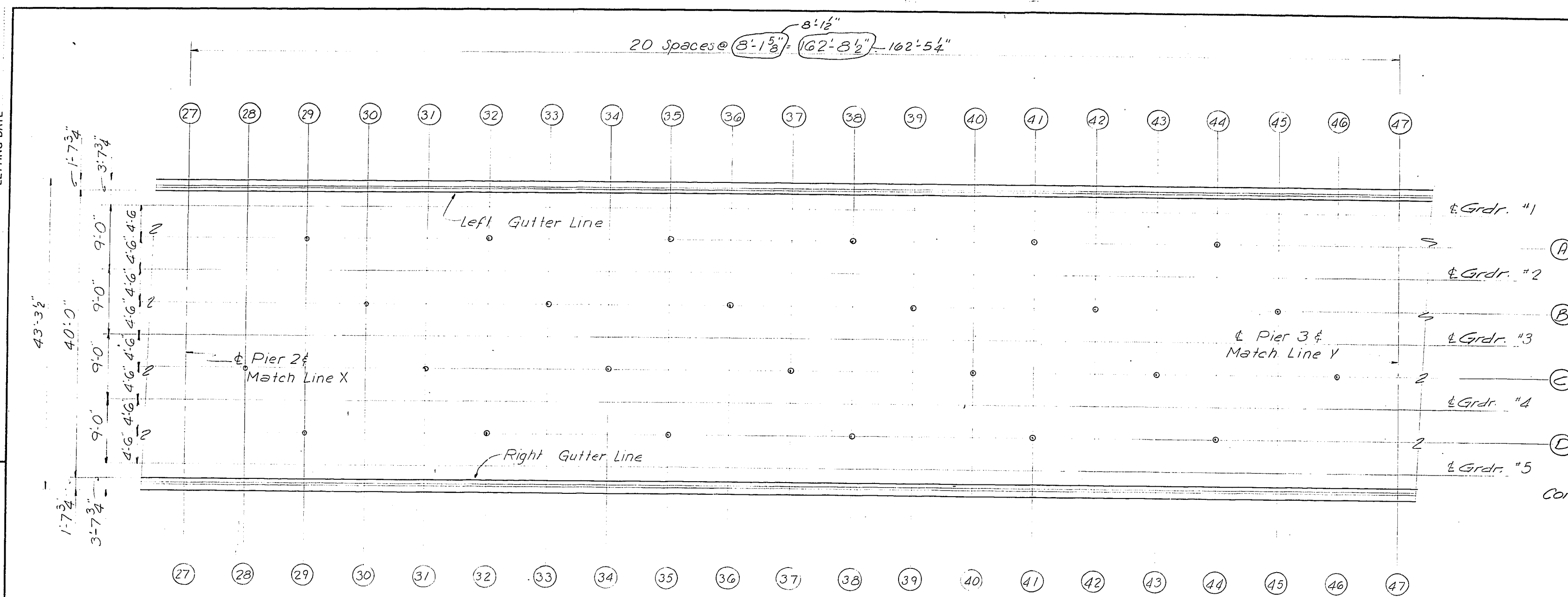
U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 19

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS

FRANKFORT
COUNTY OF

MCCRACKEN
PADUCAH-SMITHLAND (U.S. 60)
ROAD

STATION 1384+ 54.55 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909



PART PLAN

TABLE OF ELEVATIONS

LINE	Left Gutter Line	GIRDER NO. 1			GIRDER NO. 2			GIRDER NO. 3			GIRDER NO. 4			GIRDER NO. 5			Right Gutter Line
		Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	Const. Elev.	Top of Girder	Dim. X	
28-28	358.120	358.162			358.349			358.306			358.349			358.162			358.120
29-29	.187	.228			.416			.416			.228			.187			.187
30-30	.257	.298			.486			.486			.298			.257			.257
31-31	.319	.361			.549			.549			.361			.319			.319
32-32	.382	.423			.611			.611			.423			.382			.382
33-33	.437	.479			.666			.666			.479			.437			.437
34-34	.486	.528			.715			.715			.528			.486			.486
35-35	.528	.569			.757			.757			.569			.528			.528
36-36	.559	.600			.788			.788			.600			.559			.559
37-37	.582	.624			.811			.811			.624			.582			.582
38-38	.593	.634			.822			.822			.634			.593			.593
39-39	.596	.637			.825			.825			.637			.596			.596
40-40	.586	.628			.816			.816			.628			.586			.586
41-41	.572	.614			.801			.801			.614			.572			.572
42-42	.548	.590			.777			.777			.590			.548			.548
43-43	.519	.561			.748			.748			.561			.519			.519
44-44	.486	.528			.715			.715			.528			.486			.486
45-45	.449	.491			.679			.679			.491			.449			.449
46-46	.412	.454			.641			.641			.454			.412			.412
47-47	.371	.412			.600			.600			.412			.371			.371

Note: Elevations shown in Table are taken at top of Class "AA" Concrete.

Note: Elevations for Structural Steel. Take elevations on top of girder at points indicated after the cross frames are in place, and after all falsework has been removed, but before forms for concrete slabs have been put in place. Read elevations to three decimals using a target rod and enter readings in Tables under Top of Girder Elevations.

Compute Dimension X as follows - Construction Elevation minus Top of Girder Elevation equals Dimension X. Construction Elevation includes camber due to weight of concrete slab, curb, barrier, and future surfacing. Measuring of Dimension X gives the final check on girder tolerances for camber, girder damage, and errors in erection that produce reverse cambers, sags, and unsightly fascia girders.

For setting templates measure Dimension X above top of girders for top of template. Do not set templates by elevations.

Construct Barrier to finished grade. Do not add camber to barrier.

Slab Thickness Control - 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. If the slab thickness varies more than 1/4" from the plan thickness, allowing 1/300 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.

Note: Elevations at Line B-B or C-C are given on top of Expansion Dam. The thickness of the Expansion Dam used will be deducted to get the top of Class "AA" Concrete.

Elevations of Line A-A or D-D are on top of Armored Edge.

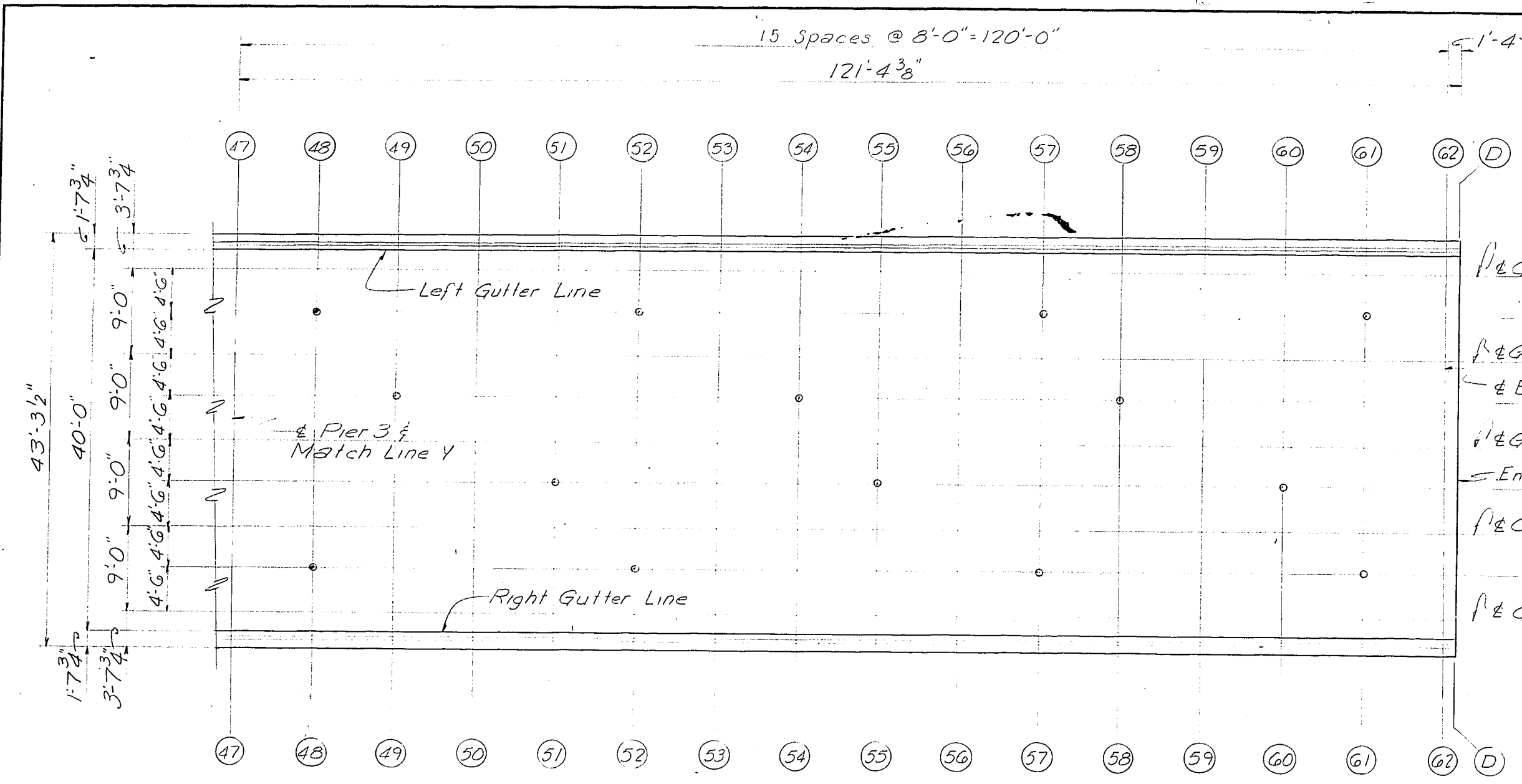
ELEVATIONS

US.60 OVER CLARK'S RIVER (E.B.) SHEET 20

COMMONWEALTH OF KENTUCKY
 BUREAU OF HIGHWAYS
 FRANKFORT
 COUNTY OF
MCCRACKEN
 PADUCAH-SMITHLAND (U.S.60)
 ROAD
 STATION 1384 + 54.55 P. E. PROJECT NO.
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
 19909

UPDATE DATE: LETTING DATE:
 DESIGNED BY: B.V. DATE: 3/77
 CHECKED BY: B.V. DATE: 3/77
 TRACED BY: B.V. DATE: 3/77
 DITZEN 11-76

UPDATE DATE
LETTING DATE



PART PLAN

TABLE OF ELEVATIONS

LINE	Left Gutter Line	GIRDER NO. 1			GIRDER NO. 2			GIRDER NO. 3			GIRDER NO. 4			GIRDER NO. 5			Right Gutter Line			
		Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'				
D-D	357.289	357.331			357.518				357.674				357.518				357.331			357.289
48-48	358.336	358.377			358.563				358.721				358.565				358.377			358.336
49-49	.297	.339			.527				.683				.527				.339			.297
50-50	.257	.299			.487				.643				.487				.299			.257
51-51	.217	.259			.446				.603				.446				.259			.217
52-52	.173	.215			.402				.558				.402				.215			.173
53-53	.128	.169			.357				.513				.357				.169			.128
54-54	.072	.114			.301				.457				.301				.114			.072
55-55	.009	.051			.238				.394				.238				.051			.009
56-56	357.936	357.977			.163				.321				.163				357.977			357.936
57-57	.854	.896			.083				.239				.083				.896			.854
58-58	.761	.803			357.991				.147				357.991				.803			.761
59-59	.662	.704			.891				.048				.891				.704			.662
60-60	.552	.594			.782				357.938				.782				.594			.552
61-61	.438	.478			.666				.822				.666				.478			.438
62-62	.307	.349			.537				.693				.537				.349			.307

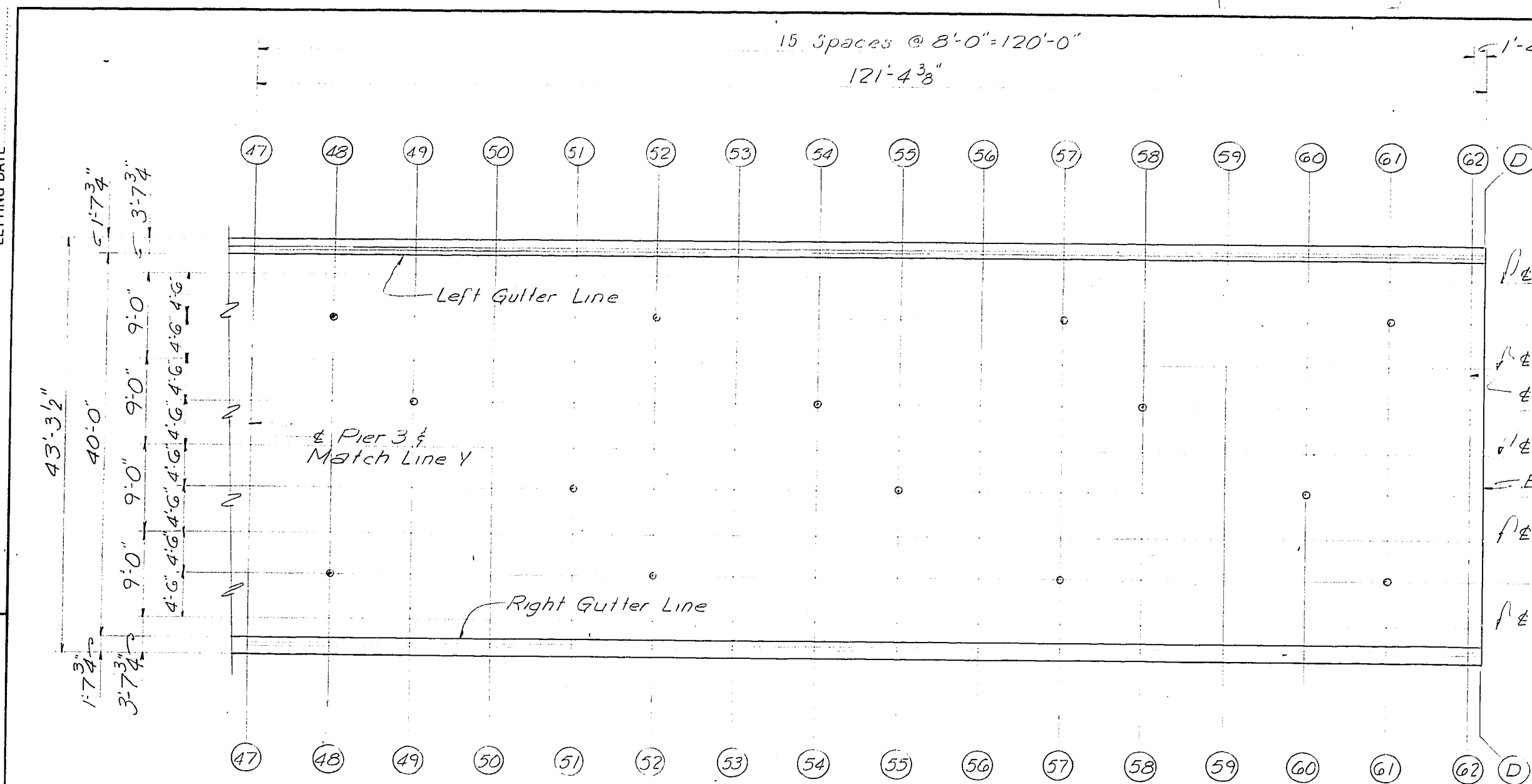
TABLE OF ELEVATION FOR CONTROL OF SLAB THICKNESS

Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness	Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness	Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness
1A	353.100			57A	352.990						
1D	.100			57D	.990						
2B	.488			58B	353.085						
3C	.673			60C	357.876						
4A	.637			61A	.572						
4D	.637			61D	.572						
5B	.998										
6C	356.137										
7A	.079										
7D	.079										
8B	.392										
9C	.521										
12A	.683										
12D	.683										
13B	357.026										
14C	.173										
15A	.124										
15D	.124										
16B	.142										
17C	.560										
18A	.482										
18D	.482										
20B	.864										
21C	.945										
22A	.839										
22D	.839										
23B	358.098										
24C	.169										
25A	.050										
25D	.050										
26B	.306										
28C	.443										
29A	.372										
29D	.372										
30B	.580										
31C	.643										
32A	.517										
32D	.517										
33B	.760										
34C	.809										
35A	.663										
35D	.663										
36B	.882										
37C	.905										
38A	.728										
38D	.728										
39B	.919										
40C	.910										
41A	.708										
41D	.708										
42B	.871										
43C	.842										
44A	.622										
44D	.622										
45B	.773										
46C	.735										
48A	.471										
48D	.471										
49B	.621										
51C	.540										
52A	.309										
52D	.309										
54B	.395										
55C	.338										

ELEVATIONS

U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 21

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF
MCCRACKEN
PADUCAH-SMITHLAND (U.S. 60)
ROAD
STATION 1384+54.55 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 19909



PART PLAN

TABLE OF ELEVATIONS

LINE	Left Gutter Line	GIRDER NO. 1			GIRDER NO. 2			GIRDER NO. 3			GIRDER NO. 4			GIRDER NO. 5			Right Gutter Line
		Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	Constr. Elev.	Top of Girder	Dim. X'	
D-D	357.289	357.331			357.518			357.674			357.518			357.331			357.289
48-48	338.336	338.377			358.563			358.721			358.563			358.377			358.336
49-49	.297	.399			.527			.683			.527			.399			.297
50-50	.257	.299			.457			.643			.457			.299			.257
51-51	.217	.259			.446			.603			.446			.259			.217
52-52	.173	.215			.402			.558			.402			.215			.173
53-53	.128	.169			.357			.513			.357			.169			.128
54-54	.072	.114			.301			.457			.301			.114			.072
55-55	.009	.051			.238			.394			.238			.051			.009
56-56	357.936	357.977			.163			.321			.163			357.977			357.936
57-57	.854	.896			.083			.239			.083			.896			.854
58-58	.761	.803			357.991			.147			357.991			.803			.761
59-59	.662	.704			.048			.891			.048			.704			.662
60-60	.552	.594			.782			357.938			.782			.594			.552
61-61	.436	.478			.666			.822			.666			.478			.436
62-62	.307	.349			.537			.693			.537			.349			.307

TABLE OF ELEVATION FOR CONTROL OF SLAB THICKNESS

Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness	Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness	Slab Check Point	Top of Slab Elev.	Bottom of Slab Elev.	Comp. Slab Thickness
1A	358.100			57A	357.992						
1D	.100			57D	.990						
2B	.488			58B	358.085						
3C	.675			60C	357.876						
4A	.657			61A	.572						
4D	.657			61D	.572						
5B	.998										
6C	356.187										
7A	.079										
7D	.079										
8B	.392										
9C	.327										
12A	.683										
12D	.683										
13B	357.026										
14C	.173										
15A	.124										
15D	.124										
16B	.442										
17C	.560										
18A	.482										
18D	.482										
20B	.864										
21C	.948										
22A	.839										
22D	.839										
23B	358.048										
24C	.169										
25A	.060										
25D	.050										
26B	.306										
28C	.413										
29A	.372										
29D	.372										
30B	.580										
31C	.643										
32A	.517										
32D	.517										
33B	.760										
34C	.809										
35A	.663										
35D	.663										
36B	.882										
37C	.905										
38A	.728										
38D	.728										
39B	.919										
40C	.910										
41A	.708										
41D	.708										
42B	.871										
43C	.842										
44A	.622										
44D	.622										
45B	.773										
46C	.735										
48A	.471										
48D	.471										
49B	.621										
51C	.540										
52A	.309										
62D	.309										
54B	.395										
55C	.332										

ELEVATIONS

U.S. 60 OVER CLARK'S RIVER (E.B.) SHEET 21

COMMONWEALTH OF KENTUCKY
BUREAU OF HIGHWAYS
FRANKFORT
COUNTY OF

MCCRACKEN
PADUCAH-SMITHLAND
ROAD (U.S. 60)

STATION 1384+54.55 P. E. PROJECT NO.
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.

19909

UPDATE DATE
LETTING DATE

DESIGNED BY: *BEU*
CHECKED BY: *BEU*
DATE: *2/27*
DRAWN BY: *BEU*
CHECKED BY: *BEU*
DATE: *2/27*
REVISIONS:
NO. DATE BY

DIETZGEN 11-76

