ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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

KENTUCKY DEPARTMENT OF HIGHWAYS
LOUISVILLE-COVINGTON ROAD
I-71 OVER KY. 1384 & WHITE'S RUN CREEK
CARROLL COUNTY

REFERENCE AND ESTIMATE OF QUANTITIES — NORTHBOUND STRUCTURE

ITEM / LOCATION	SHEET NO.	CLASS 'A' CONCRETE CU. YD.	REINF. STEEL LB.	STRUCTURE EXCAVATION CU. YD. COMMON	STRUCTURE EXCAVATION CU. YD. S. ROCK	HIGH STRENGTH HANDRAIL LIN. FT.	DRY CYCLOPEAN STONE RIP RAP SQ. YD.	STRUCTURAL STEEL LUMP SUM BID (1)	12 BP53 STEEL PILES ALTERNATE 'A' LIN. FT. FURNISH	12 BP53 STEEL PILES ALTERNATE 'A' LIN. FT. DRIVE	14 RC PRECAST PILES ALT. 'B' LIN. FT. FURNISH	14 RC PRECAST PILES ALT. 'B' LIN. FT. DRIVE	LINSEED OIL PROT. COATING SQ. YD.	ENDBENT BACKFILL CU. YD.
NOTES AND QUANTITIES	1													
LAYOUT	2&3													
SOUNDINGS	4													
PILE RECORD	5													
END BENT 1 N	6,7&11	76.7	11,076	145					468	468	468	468		75
ABUTMENT 2 N	8,9&11	107.1	16,377	120	100									
PIER 1 N	10&11	92.7	12,716	90	60		240							
PIER 2 N	10&11	92.6	10,157	130	40		360							
PIER 3 N	10&11	84.7	11,834	130	40									
SUPERSTRUCTURE	12-15	837.0	209,756			669.0		1					1503	
ELEVATIONS	16													
SUPERSTRUCTURE TOTALS		837.0	209,756			669.0		1					1503	
SUBSTRUCTURE TOTALS		468.5	65193	605	240		580		468	468	468	468		75
TOTALS		1305	274948	605	240	669.0	580	1	468	468	468	468	1503	75

(1) Approximate weight of Structural Steel is 25,910 Lb.

REFERENCE AND ESTIMATE OF QUANTITIES — SOUTHBOUND STRUCTURE

ITEM / LOCATION	SHEET NO.	CLASS 'A' CONCRETE CU. YD.	REINF. STEEL LB.	STRUCTURE EXCAVATION CU. YD. COMMON	STRUCTURE EXCAVATION CU. YD. S. ROCK	HIGH STRENGTH HANDRAIL LIN. FT.	DRY CYCLOPEAN STONE RIP RAP SQ. YD.	STRUCTURAL STEEL LUMP SUM BID (1)	12 BP53 STEEL PILES ALTERNATE 'A' LIN. FT. FURNISH	12 BP53 STEEL PILES ALTERNATE 'A' LIN. FT. DRIVE	14"RC PRECAST PILES ALT. 'B' LIN. FT. FURNISH	14"RC PRECAST PILES ALT. 'B' LIN. FT. DRIVE	LINSEED OIL PROT. COATING SQ. YD.	ENDBENT BACKFILL CU. YD.
NOTES AND QUANTITIES	1													
LAYOUT	2&3													
SOUNDINGS	4													
PILE RECORD	5													
END BENT 1 S	6,7&11	76.7	11076	145			200		468	468	468	468		75
END BENT 2 S	8,9&11	80.2	12,071	145			280		491	491	491	491		75
PIER 1 S	10&11	86.5	12,719	125	40									
PIER 2 S	10&11	95.2	16,619	115	40									
PIER 3 S	10&11	95.5	13,014	115	45									
SUPERSTRUCTURE	12-15	837.0	(209756)			669.0		1					1503	
ELEVATIONS	17		(201430)											
SUPERSTRUCTURE TOTAL		837.0	(209756)			669.0		1					1503	
SUBSTRUCTURE TOTALS		440.5	65499	615	125		480		949	949	949	949		150
TOTALS		1277.5	(275255) 274,824	615	125	669.0	480	1	949	949	949	949	1503	150

(2) Approximate weight of Structural Steel is 25910 Lb.

STANDARD DRAWINGS

H-115E AE1
H-150B SE2A
SS2 FC
SD2B P17

Special Provisions for High Strength Cast Aluminum Bridge Railing Post, dated 10/2/64
Special Provisions for linseed oil protective coating, dated 2/14/64.
Special provisions for Joint Sealing Compound, dated 6/24/65.

GENERAL NOTES

SPECIFICATIONS. KENTUCKY DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS, CURRENT EDITION WITH SUPPLEMENTS.
DESIGN LOAD. BRIDGE DESIGNED FOR H20-S16-44 LOADING AS SPECIFIED IN 1941 AASHO SPECIFICATIONS.
DESIGN STRESSES. FOR REINFORCED CONCRETE, f'_c = 3,000 PSI, f_c = 1,200 PSI, f_s = 20,000 PSI, n = 10, f_v = 200 PSI FOR ENDEMENT, f_v = 300 PSI FOR E_e.
CONCRETE. CLASS "A" CONCRETE IS TO BE USED THROUGHOUT, EXCEPT IN PILES & HANDRAIL. CLASS "D" CONCRETE IS TO BE USED IN PILES & HANDRAIL.
REINFORCEMENT. INTERMEDIATE OR HARD GRADE REINFORCEMENT SHALL BE USED IN ACCORDANCE WITH ASTM A15-64 FOR BILLET STEEL, OR A16-64 FOR RAIL STEEL, CONFORMING TO BENDING REQUIREMENTS OF AASHO SPEC. M42. DIMENSIONS SHOWN FROM FACE OF CONCRETE TO BARS ARE CLEAR DISTANCES. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.
BEVELED EDGES. ALL EXPOSED EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.
EXP. JT. MAT'L. JT. 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, RIVETS, BOLTS, WASHERS, STEEL PINS, CAST IRON, LEAD PLATES, MOLTEN LEAD, WELDING AND WELDING MATERIALS, FLOOR DRAINS, PAINT AND ALL LABOR AND MATERIALS NECESSARY TO ERECT THE STEEL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
PAINT. ALL STRUCTURAL STEEL EXCEPT FINISHED BEARING SURFACES IN CONTACT SUBJECT TO MOVEMENT SHALL BE GIVEN ONE SHOP COAT OF TYPE 1 RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT. EXPOSED SURFACES OF EXPANSION DAMS NOT ACCESSIBLE AFTER ERECTION SHALL BE GIVEN TWO FIELD COATS OF ALUMINUM PAINT BEFORE ERECTION. FINISHED BEARING SURFACES IN CONTACT SUBJECT TO MOVEMENT SHALL BE COATED IN THE SHOP WITH A HOT MIXTURE OF WHITE LEAD AND TALLOW IN ACCORDANCE WITH THE SPECIFICATIONS. SHOP PAINT SHALL NOT BE APPLIED WITHIN 1" OF OPEN HOLES WHERE HIGH STRENGTH BOLTS ARE TO BE USED FOR FIELD CONNECTIONS AND SHALL NOT BE APPLIED TO STEEL SURFACES IN CONTACT WITH CONCRETE.
CONSTRUCTION JOINTS. ALL CONSTRUCTION JOINTS SHALL BE CAREFULLY FORMED. THE CONTRACTOR SHALL FURNISH SUFFICIENT MIXER CAPACITY TO PLACE THE CONCRETE BETWEEN CONSTRUCTION JOINTS AS NOTED ON THE PLANS IN A PERIOD NOT EXCEEDING TEN HOURS CONTINUOUS RUN. AFTER ONE SECTION OF THE CONCRETE HAS BEEN POURED, THE CONSTRUCTION JOINT SHALL BE THOROUGHLY CLEANED OF ALL LAITANCE, LOOSE AND FOREIGN MATERIAL JUST BEFORE THE CONCRETE TAKES ITS FINAL SET, WHICH IS ABOUT SIX HOURS, THE JOINTS SHALL THEN BE COVERED WITH BURLAP AND LEFT COMPLETELY SATURATED WITH WATER. FLUSH THE JOINTS WITH 1:2 PORTLAND CEMENT MORTAR JUST BEFORE PLACING THE ADJOINING SECTION.
FALSEWORK. THE FALSEWORK SUPPORTING THE GIRDERS IN ANY SPAN OF A CONTINUOUS REINFORCED CONCRETE UNIT SHALL NOT BE REMOVED UNTIL ALL GIRDERS AND SLABS IN ALL SPANS OF THE CONTINUOUS UNIT HAVE BEEN POURED FOR AT LEAST TWENTY-ONE DAYS.
WIND LOADS. THIS STRUCTURE IS DESIGNED USING WIND LOADS BASED ON A WIND VELOCITY OF 94 M.P.H.
FOUNDATION PRESSURE. FOOTINGS ARE DESIGNED FOR A MAXIMUM PRESSURE OF 14,000 PSF AND PILES ARE DESIGNED FOR A MAXIMUM LOAD OF 40 TONS PER PILE. THESE MAXIMUMS ARE FOR GROUP 1 LOADS WITH INCREASES ALLOWED FOR OTHER LOADING GROUPS.
PLACING FILLS. EMBANKMENT SHALL BE PLACED SIMULTANEOUSLY IN FRONT AND BACK OF ABUTMENT. 2% IN COMPACTED LAYERS AND THE 5 FEET IN BERT PROVIDED AS SHOWN ON THE PLANS BEFORE PLACING GIRDERS. FOR CONSTRUCTION METHODS AT PILE END BENTS SEE STD. DWG. SE2A.
PILING. PILING SHALL BE DRIVEN TO REFUSAL OR TO SOLID ROCK. 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. ALTERNATE TYPES OF PILES. THE CONTRACTOR SHALL USE ONE OF THE FOLLOWING TYPES THROUGHOUT
ALTERNATE "A" - 12BP53 STEEL PILES, STD. DWG. P17
ALTERNATE "B" - 14" RC PRECAST PILES, STD. DWG. P2
DRIVING CONCRETE PILES. FOR RC PRECAST PILES CORED PILOT HOLES THROUGH THE EMBANKMENT WILL BE REQUIRED FOR STARTING PILES. THE COST OF THIS WORK IS TO BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR DRIVING PILES.
SLOPE PROTECTION. SLOPE PROTECTION SHALL BE DRY CYCLOPEAN STONE RIPRAP IN ACCORDANCE WITH SECTION 501.3.5 OF THE SPECIFICATIONS.
PLAN ELEVATION FOR FOOTINGS. WHEN SUITABLE ROCK IS ENCOUNTERED AT DATUM ELEVATION HIGHER THAN THE PLAN ELEVATION THE HIGHER ELEVATION MAY BE UTILIZED FOR BEARING AS OUTLINED IN THE SPECIFICATIONS.
OPTIONAL TYPES OF HIGH STRENGTH HANDRAIL. THE CONTRACTOR SHALL PROVIDE THROUGHOUT THE PROJECT AT HIS OPTION EITHER HIGH STRENGTH ALUMINUM HANDRAIL IN ACCORDANCE WITH STANDARD DRAWING H115B OR HIGH STRENGTH CONCRETE HANDRAIL IN ACCORDANCE WITH STANDARD DRAWING H150B.
LINSEED OIL PROTECTIVE COATING. PROTECTIVE COATING IS TO BE FURNISHED AND APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

* BILL OF INCIDENTAL MATERIAL

ITEM	NO.	SIZE & LOCATION
Floor Drains	12	Spans 2N & 2S (See Sheet 14.)
Drain, Cork Exp. Joint	4	4" x 7'-10" x 8'-11" over keys SE, B & Abut.
Joint Sealing Compound	4	1"x3"x43'-6" long @ Exp. Dams

QUANTITIES SHOWN IN BILL OF INCIDENTAL MATERIAL ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK ACCORDING TO PLANS & SPECS.
*QUANTITIES IN BILL OF INCIDENTAL MATERIAL ARE FOR BOTH BRIDGES.

I-71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 1 OF 17

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD I 71 - 2(13)35
STATION 2248 + 30.00 PROJECT NO. SP 21 - 692

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

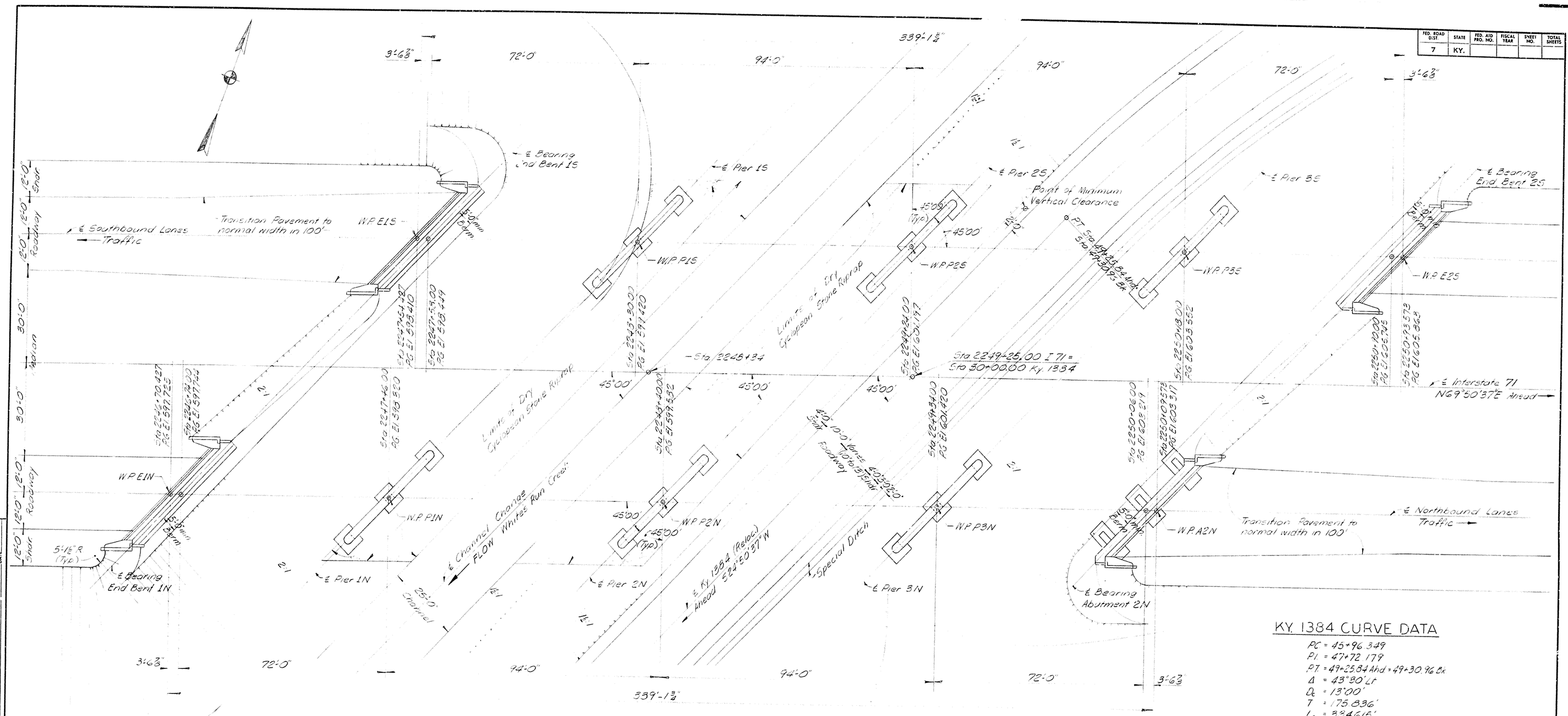
ODELL-HAWORTH & ASSOCIATES

	DATE	REVISED
DESIGNED BY		
DETAILED BY		
CHECKED BY		
TRACED BY		

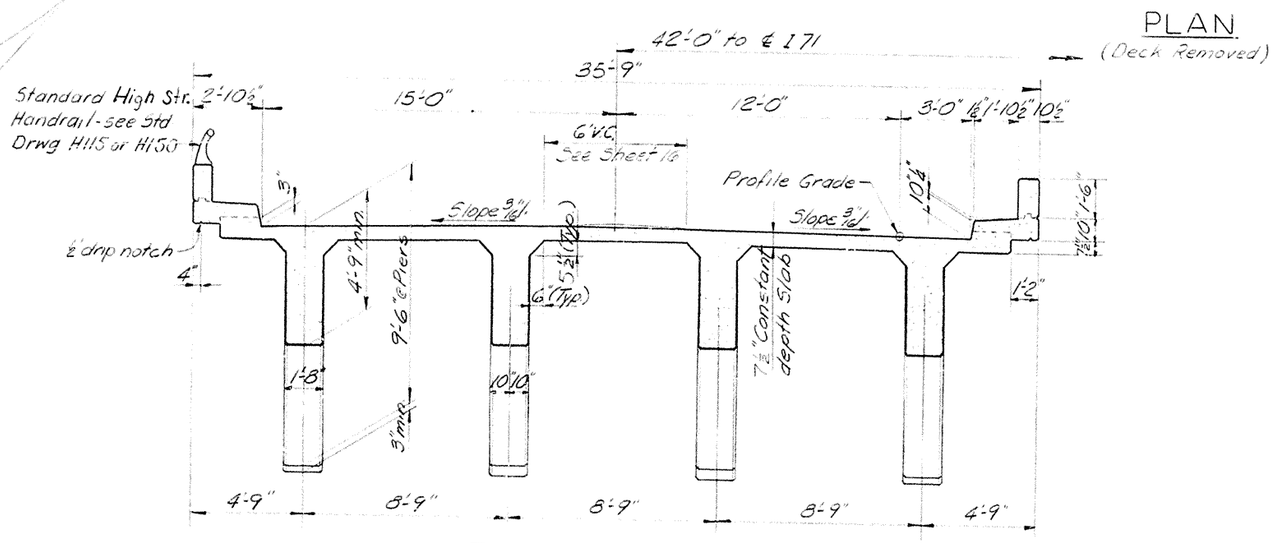
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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



PLAN
(Deck Removed)



TYPICAL SECTION

KY. 1384 CURVE DATA

PC = 45+96.349
PI = 47+72.179
PT = 49+25.84 Ahd = 49+30.96 Bk
Δ = 43°30' Lt
D_c = 13°00'
T = 175.836'
L_c = 334.615'
R = 440.737'
E = 33.731'
Se = 0.079%
R_o = 200'
N = 3.0'

LAYOUT

I 71 OVER KY 1384 & WHITE'S RUN CREEK SHEET 2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD

STATION 2248+6.00 **PROJECT NO.**

BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

DESIGNED BY: JWH DATE
DETAILED BY: DATE
TRACED BY: DATE
CHECKED BY: RO DATE
CHECKED BY: DATE
CHECKED BY: DATE
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

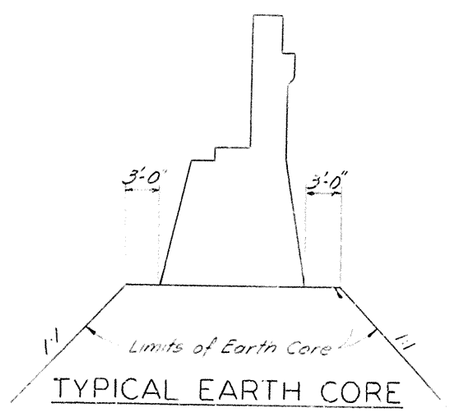
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

To Louisville

-4.00% PVI Sta 2245+87.5 El 585.25 +4.00%

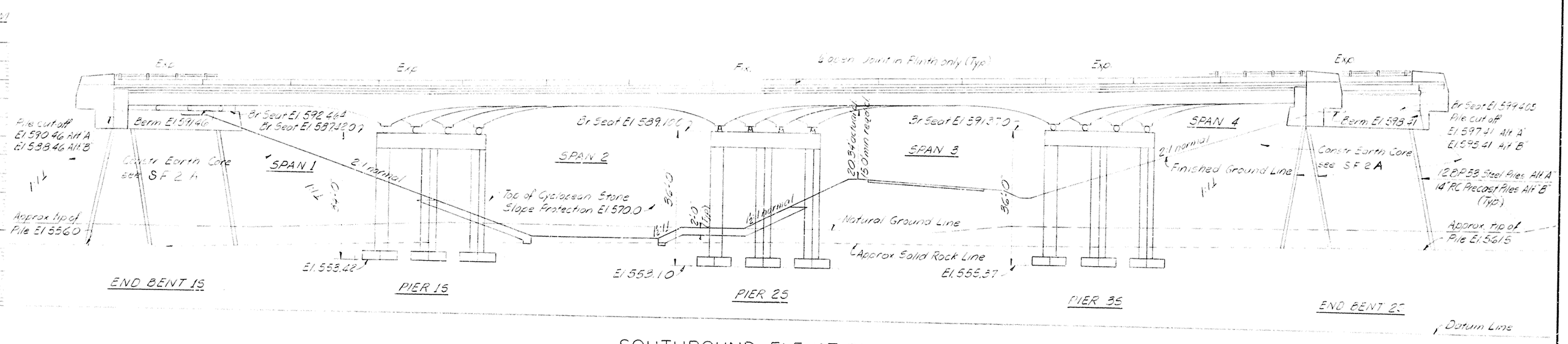
1225' VC

To Covington



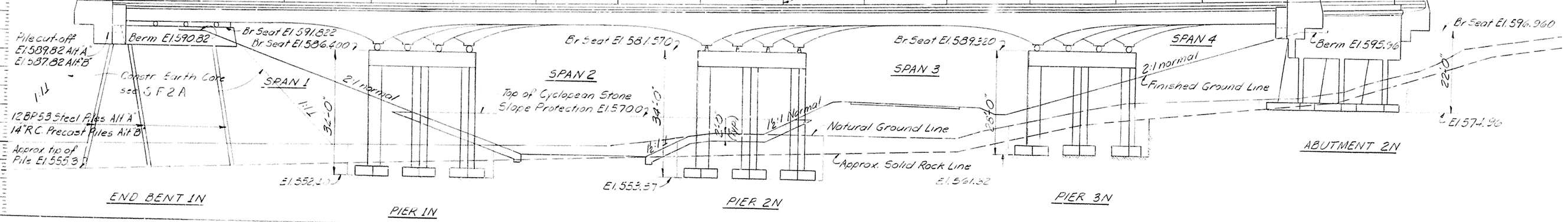
TYPICAL EARTH CORE

NOTE - See SF 2A



SOUTHBOUND ELEVATION

72'-0" 93'-0", 94'-0" 72'-0" CONTINUOUS R.C.O.G. SPANS - 45.00° RT. SKEW
H20-S16-A LOADING - 30'-0" ROADWAY - 2-1'-10½" SAFETY CURBS
132'-0" SHOULDERS (DUAL) 2:1 FILL SLOPES



NORTHBOUND ELEVATION

72'-0", 94'-0" 94'-0", 72'-0" CONTINUOUS R.C.O.G. SPANS - 45.00° RT. SKEW
H20-S16-A LOADING - 30'-0" ROADWAY - 2-1'-10½" SAFETY CURBS
132'-0" SHOULDERS (DUAL) 2:1 FILL SLOPES

NOTE :

When suitable rock is encountered at datum elevation higher than the plan elevation, the higher elevation may be utilized for bearing as outlined in the specifications.

Piling is to be placed in Span 2 only. See Plan of Slab, Sheet 11A.

LAYOUT

I 71 OVER KY 1384 & WHITES RUN CREEK SHEET 3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD
STATION 2248+80.00 PROJECT NO.

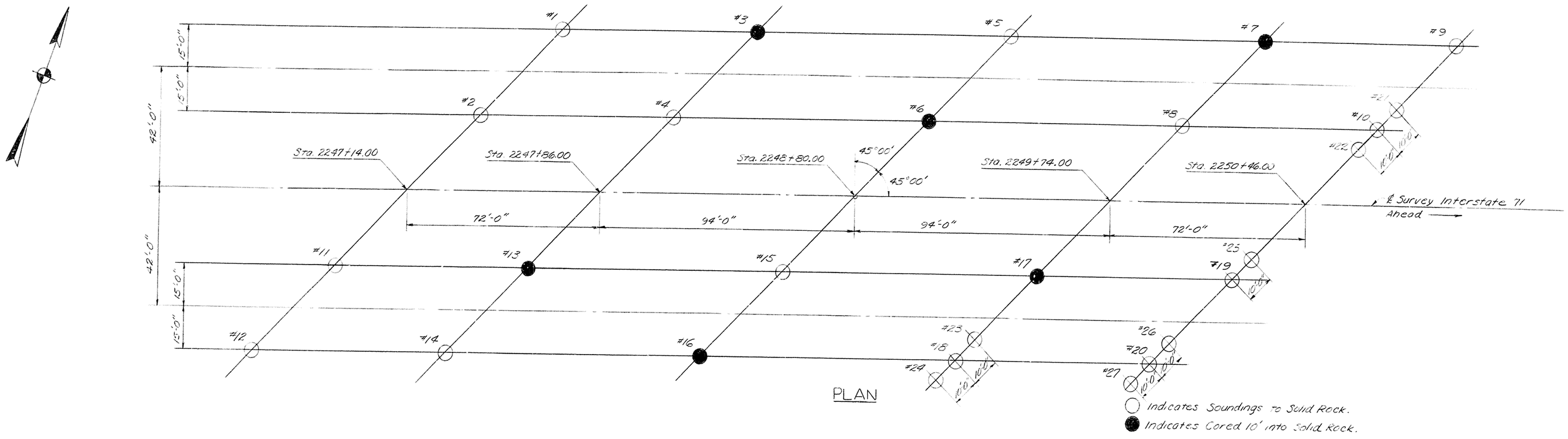
BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY ... DATE ... CHECKED BY ...
DETAILED BY MWL DATE 1-82 CHECKED BY RCD
TRACED BY ... DATE ... CHECKED BY ...
REVISED DATE REVISED DATE REVISED DATE

BRIDGE

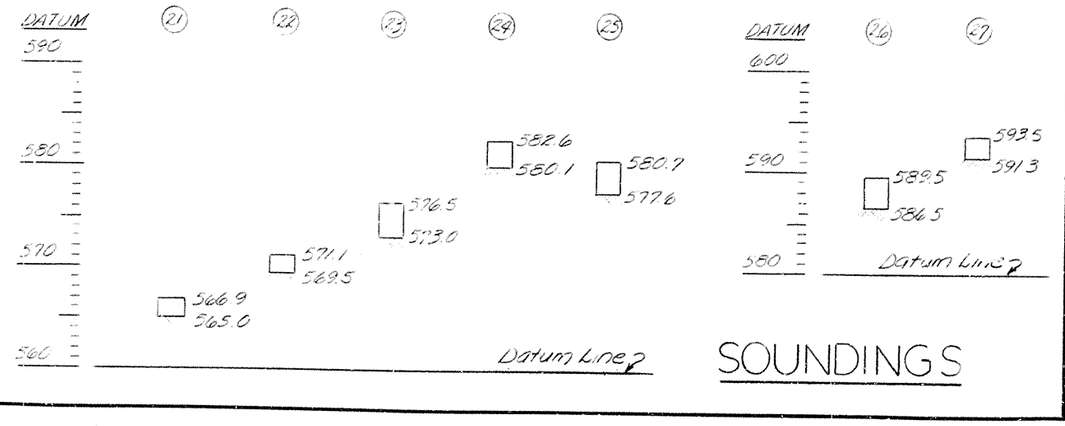
ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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



LEGEND

A Sandy Clay, broken rock & gravel, brown to dk brown, moist, loose.
B Sandy Clay, brown to dk. brown, small gravel, damp, soft.
C Clay, greenish-gray, moist, medium to stiff.
D Shale, blue-gray, soft.
E Silty Clay, brown to dk brown, small rock fragments, moist, medium to soft.
F Shale with interbedded Limestone; Shale is gray, soft to medium; Limestone is gray, medium grained, crystalline, fossiliferous, medium to hard.
G Limestone, gray, medium-grained, crystalline, fossiliferous, hard.
H Clay, yellowish-brown, moist, medium to stiff.
J Clay with interbedded Limestone; Clay is brown, soft; Limestone is gray med.-grained, fossiliferous, hard, crystalline, water-stained.
K Shale, gray, soft to medium.
L Clay, brown to dk. brown, damp, soft to medium
M Sandy Clay, brown, damp, soft.
N Sandy Clay, brown, moist, medium.
P Clay, light yellowish-brown, moist, medium to stiff.
R Gravel & Crushed Rock (Road Bed), dense.
S Clay, light yellowish-brown, small rock fragments, moist, medium to stiff.
T Clay, blue-gray, moist, medium.
U Clay, brown and gray, moist, medium



SOUNDINGS

I-71 OVER KY. 1284 & WHITES RUN CREEK SHEET 4

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE — COVINGTON
ROAD

STATION 2248+80.00 I 71 **PROJECT NO.**

BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

DESIGNED BY C.F.B. CHECKED BY JMM DATE 4-64
DETAILED BY CHECKED BY DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

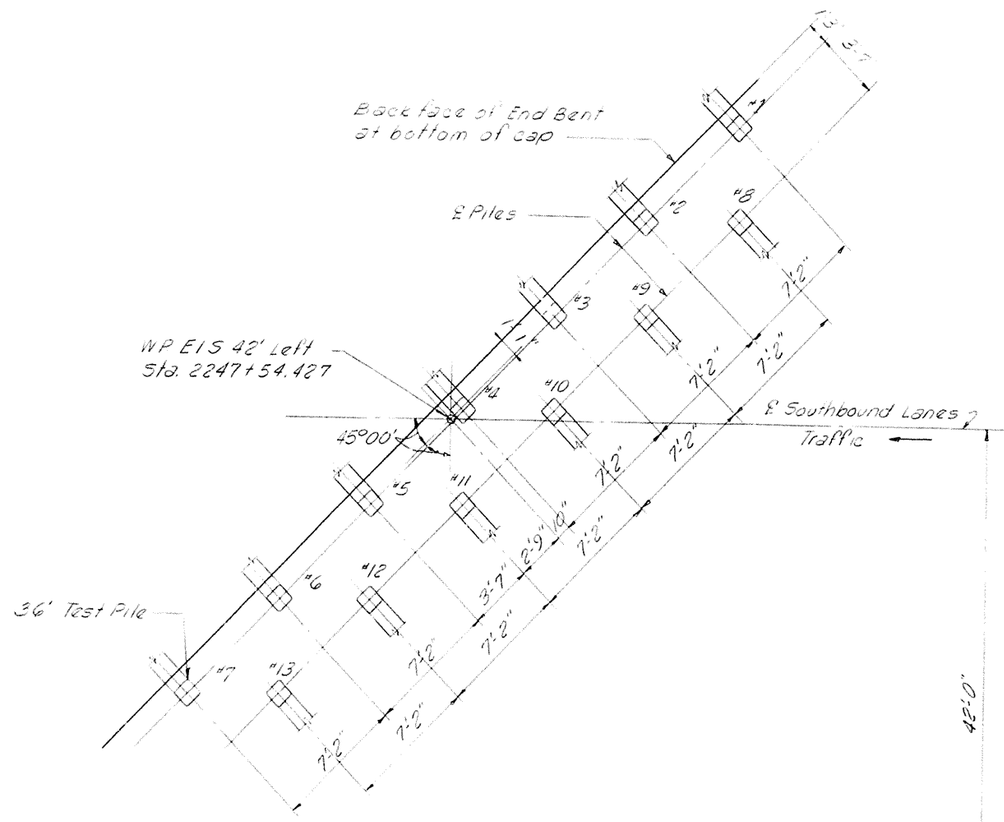
ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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

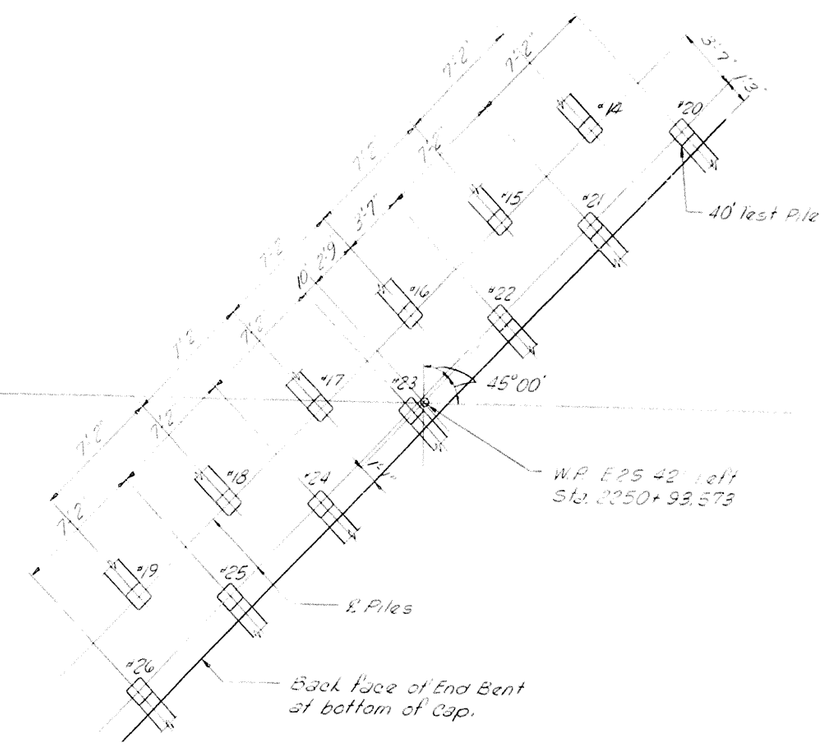
NOTE

This pile record does not replace 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, the length of pile in place, the calculated bearing capacity of each pile, and shall return one blue print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Lengths of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

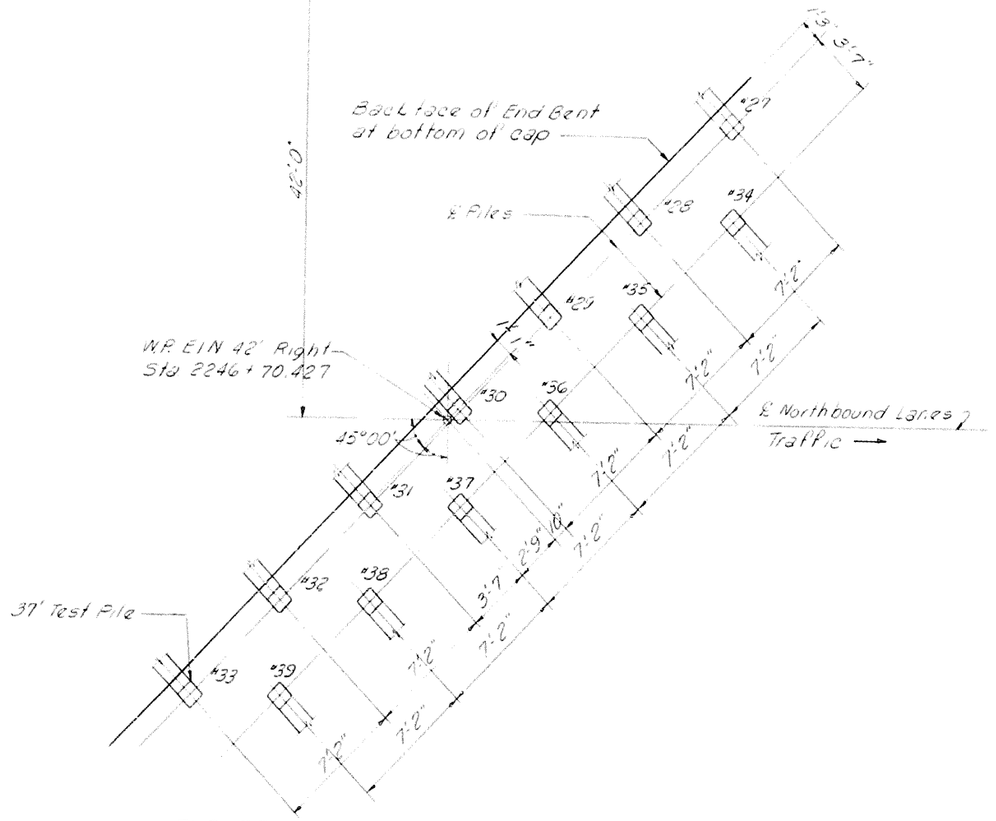
Alternate A 12" BP 53# For notes and details see Std Drwg P17
Alternate B 14 R.C. Precast Piles - For notes and details See Std Drwg P2
See End Bent details, sheet 6 & 7 for batter on piles.



END BENT 1 SBD



END BENT 2 SBD



END BENT 1 NBD

PILE RECORD

Location	Pile No.	Cut off El. Shown Alt. 'A'	Cut off El. Shown Alt. 'B'	Tip of Pile Elevation as Driven	Pile Length in place (Lin. Ft.)	Calculated Bearing Capacity (tons)
End Bent 1S	1	590.46	588.46			
"	2	"	"			
"	3	"	"			
"	4	"	"			
"	5	"	"			
"	6	"	"			
"	7	"	"			
"	8	"	"			
"	9	"	"			
"	10	"	"			
"	11	"	"			
"	12	"	"			
"	13	"	"			
End Bent 2S	14	597.41	595.41			
"	15	"	"			
"	16	"	"			
"	17	"	"			
"	18	"	"			
"	19	"	"			
"	20	"	"			

Location	Pile No.	Cut off El. Shown Alt. 'A'	Cut off El. Shown Alt. 'B'	Tip of Pile Elevation as Driven	Pile Length in place (Lin. Ft.)	Calculated Bearing Capacity (Tons)
End Bent 2S	21	597.41	595.41			
	22	"	"			
	23	"	"			
	24	"	"			
	25	"	"			
	26	"	"			
End Bent 1N	27	589.82	537.82			
	28	"	"			
	29	"	"			
	30	"	"			
	31	"	"			
	32	"	"			
	33	"	"			
	34	"	"			
	35	"	"			
	36	"	"			
	37	"	"			
	38	"	"			
	39	"	"			

PILE RECORD

I-71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

CARROLL
LOUISVILLE - COVINGTON
ROAD

STATION 2248+80.00 **PROJECT NO.**

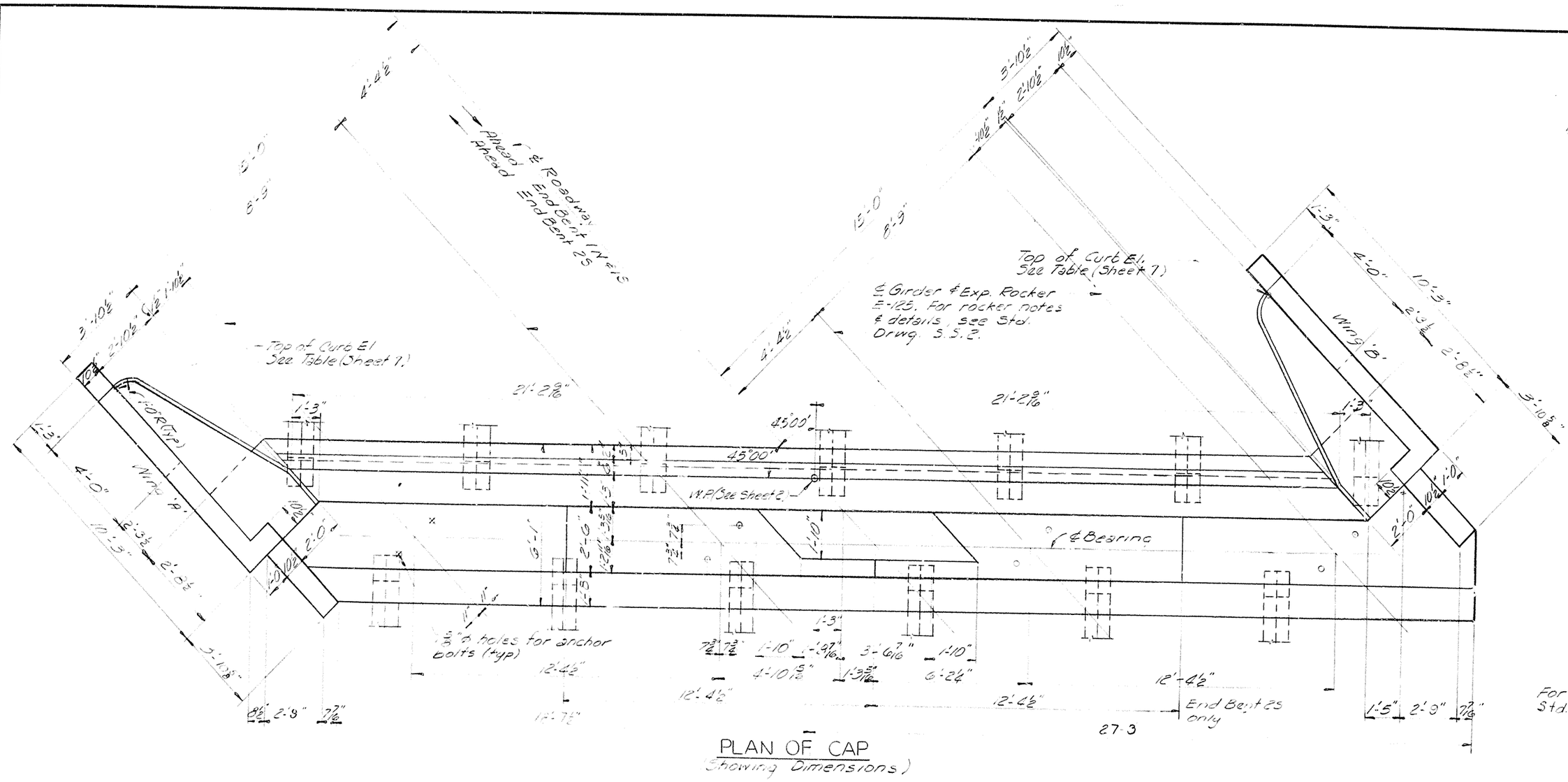
BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY ___ CHECKED BY ___ DATE ___ REVISED ___ DATE ___
DETAILED BY B.J.W. CHECKED BY P.W. DATE 6-1-64 REVISED ___ DATE ___
TRACED BY ___ CHECKED BY ___ DATE ___ REVISED ___ DATE ___

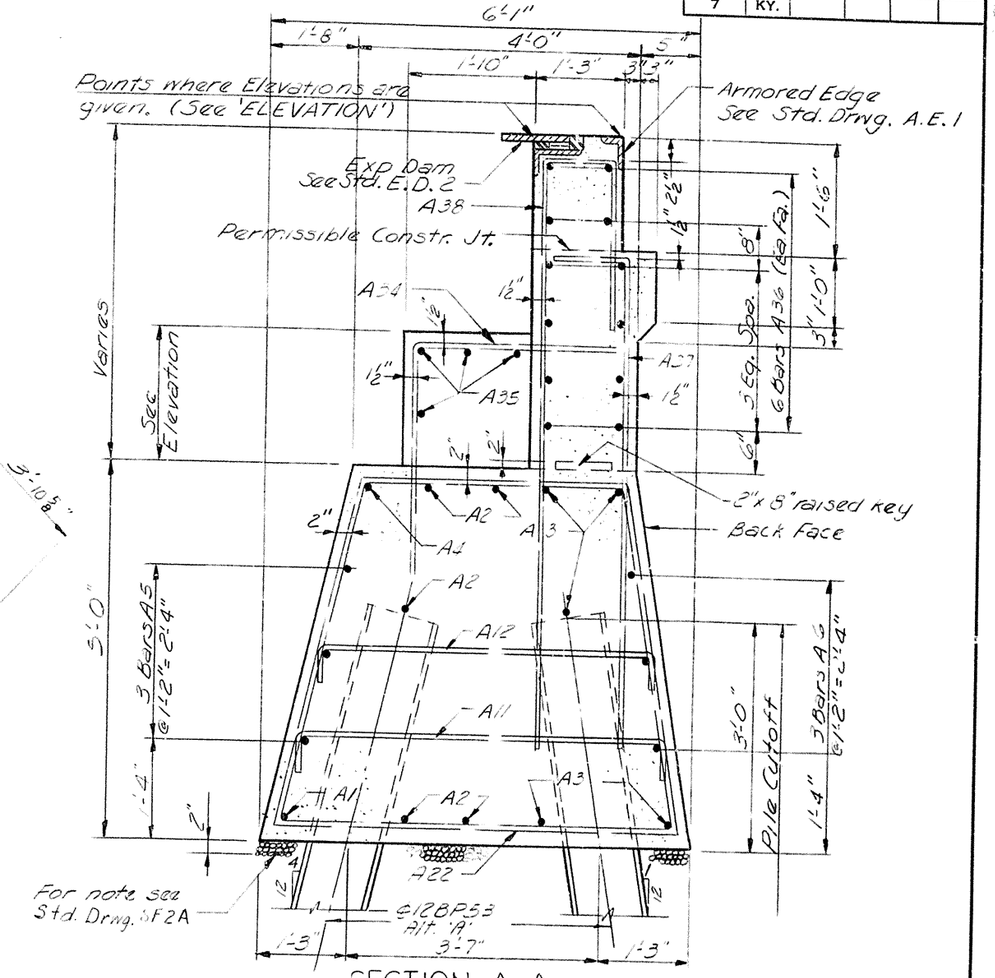
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

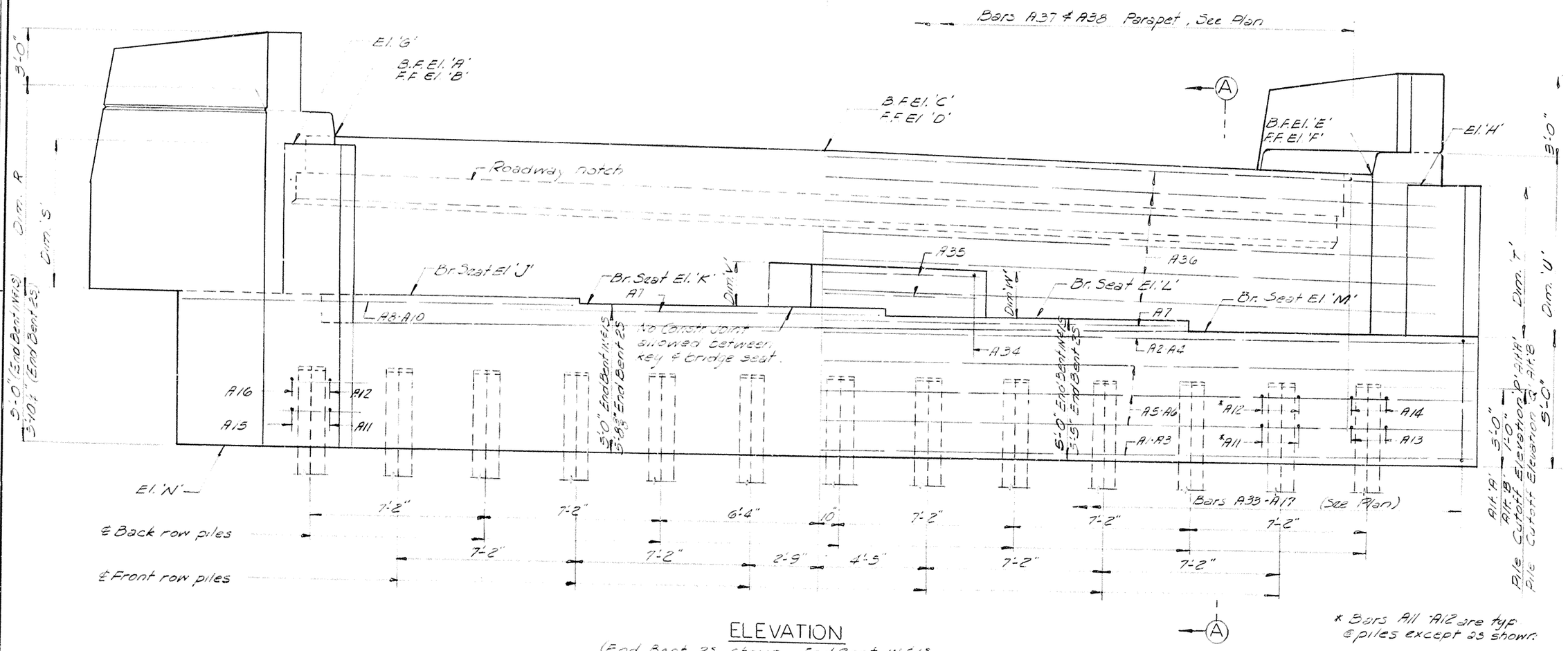
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF CAP
(Showing Dimensions)



SECTION A-A
(Showing 12 BP53. For notes & details see Std. Drwg. P-17)



ELEVATION
(End Bent 2S shown - End Bent 1N & 1S Similar except caps are not stepped).

* Bars A11 A12 are typ. ℄ piles except as shown.

END BENTS 1N, 1S, & 2S

TABLE OF DIMENSIONS AND ELEVATIONS

	End Bent 1N	End Bent 1S	End Bent 2S		End Bent 1N	End Bent 1S	End Bent 2S
Elev. 'A'	597.604	598.207	606.319	Dim. 'R'	6'-7¾"	6'-7⅜"	6'-10 3/16"
Elev. 'B'	597.612	598.224	606.259	Dim. 'S'	5'-5¾"	5'-5⅜"	5'-8 3/16"
Elev. 'C'	597.889	598.574	606.027	Dim. 'T'	5'-7¾"	5'-9 5/16"	5'-6⅝"
Elev. 'D'	597.898	598.593	605.968	Dim. 'U'	6'-9¾"	6'-11 5/16"	6'-8⅝"
Elev. 'E'	597.766	598.534	605.327	Dim. 'V'	1'-9"	1'-11"	1'-7"
Elev. 'F'	597.778	598.555	605.271	Dim. 'W'	1'-9"	1'-11"	1'-7"
Elev. 'G'	597.30	597.91	605.95				
Elev. 'H'	597.47	598.24	604.96				
Elev. 'J'	591.822	592.464	600.263				
Elev. 'K'	591.822	592.464	600.109				
Elev. 'L'	591.822	592.464	599.823				
Elev. 'M'	591.822	592.464	599.405				
Elev. 'N'	586.82	587.46	594.41				
Elev. 'P'	589.82	590.46	597.41				
Elev. 'Q'	587.82	588.46	595.41				

NOTE —
For Part Section A-A showing Alt. 'B' piling, see Sheet 7.

1-71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 6

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD
STATION 2248 + 80.00 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY PW CHECKED BY JRO DATE 6-64 REVISED
DETAILED BY CEB CHECKED BY PW DATE 6-64 REVISED
TRACED BY CHECKED BY DATE REVISED

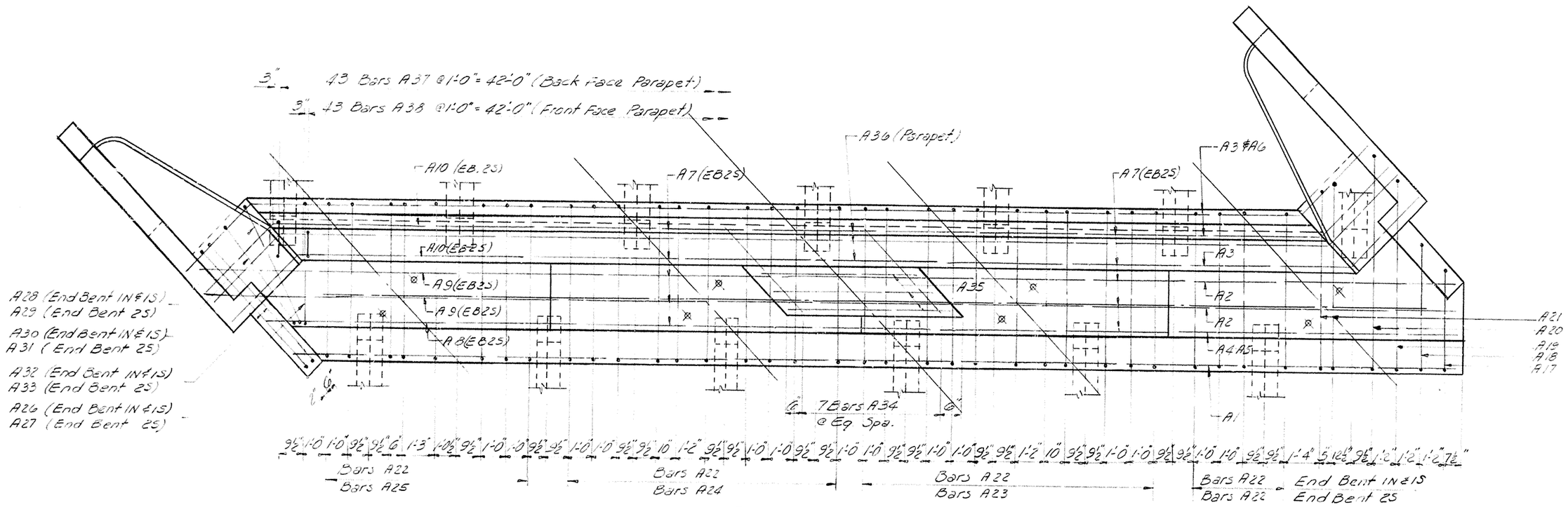
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

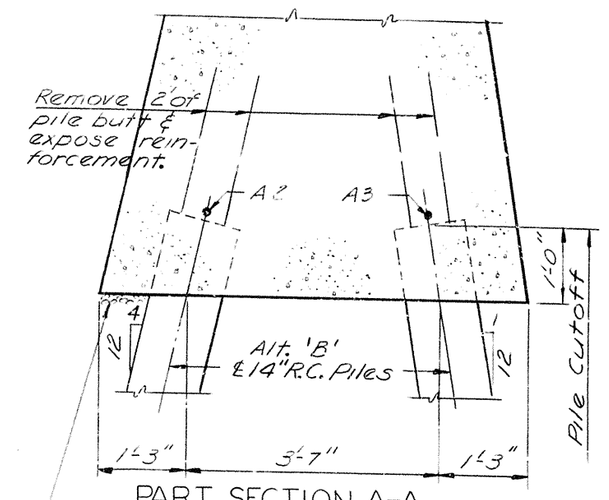
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF DIMENSIONS AND ELEVATIONS								
	End Bent 1N		End Bent 1S		Abut. 2N		End Bent 2S	
	Wing 'A'	Wing 'B'	Wing 'A'	Wing 'B'	Wing 'A'	Wing 'B'	Wing 'A'	Wing 'B'
Dim. 'X'	3'-9 3/8"	3'-11 1/8"	3'-8 7/16"	4'-0"	4'-2 1/16"	4'-1 3/8"	4'-3 3/8"	4'-2 3/16"
Elev 'Y'	598.43	598.58	598.99	599.30	604.75	603.91	607.42	606.42

NOTE: Top of cap bars to be accurately located in accordance with plans so they will not interfere with drilling anchor bolt holes.
See Anchor Bolt Note, Sheet 10.

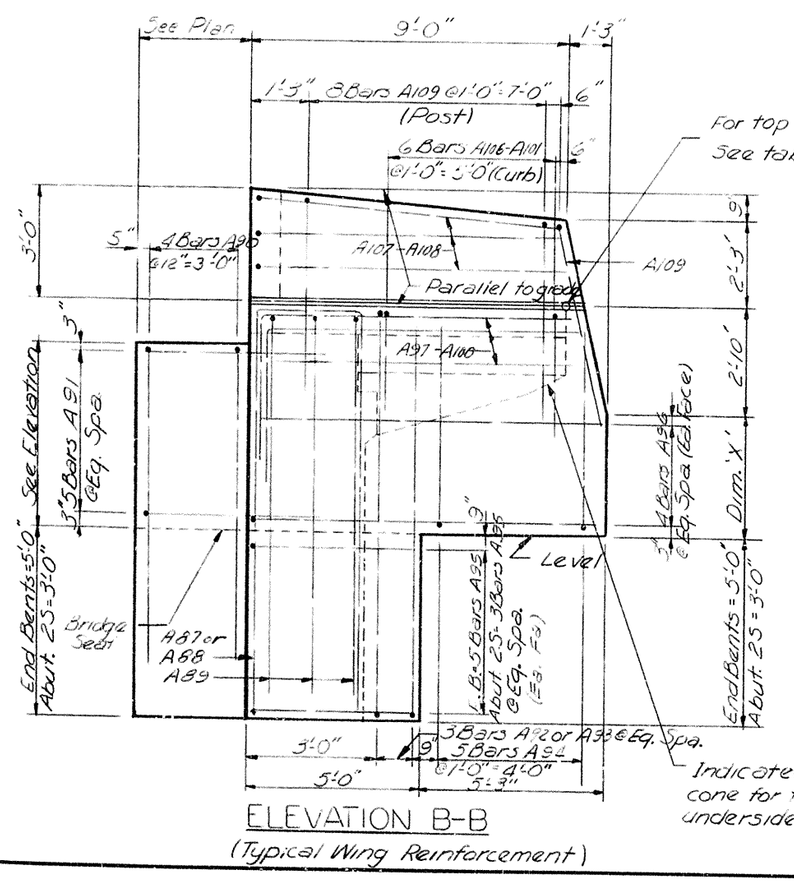


PLAN OF CAP
END BENTS
(Showing reinforcement)

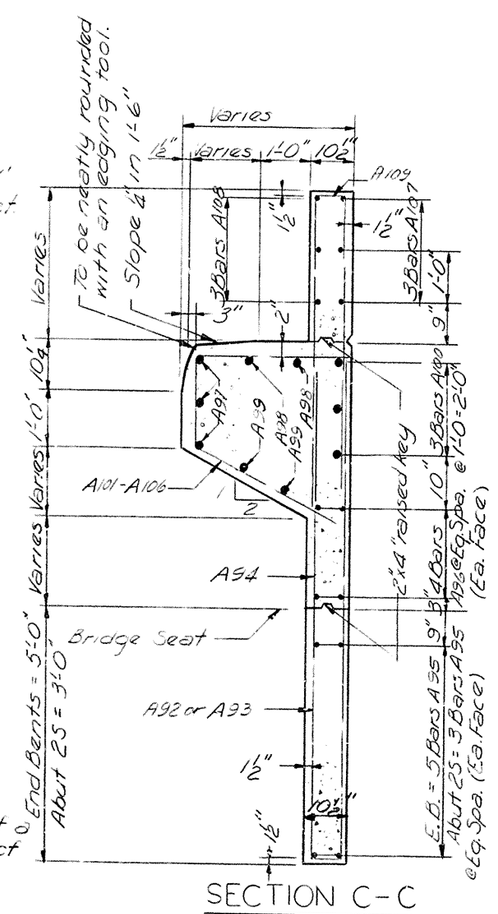


PART SECTION A-A
(Showing 14" R.C. Piles. For notes & details see Std. Drwg. PC. For dimensions & reinforcement not shown, see Section A-A.)

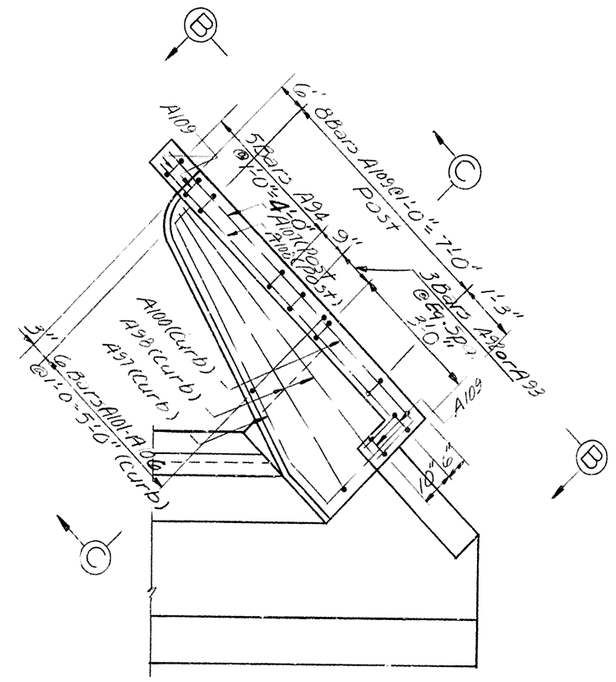
NOTE-
For construction methods refer to Std. Dwg. SF 2



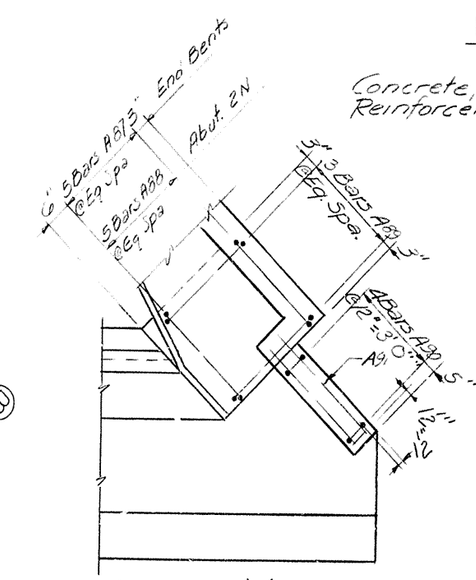
ELEVATION B-B
(Typical Wing Reinforcement)



SECTION C-C



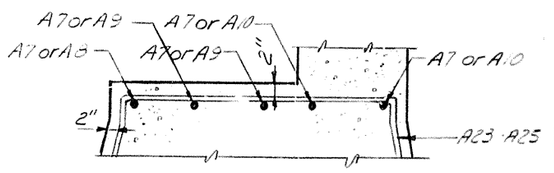
PLAN-WING 'B'
(Typical Wing Reinforcement)



DETAIL 'A'
(Showing reinforcement in stub-wall & parapet into cap)

ESTIMATE OF QUANTITIES

	End Bent 1S	End Bent 2S	End Bent 1N	
Concrete, cl. 'A'	76.7	A0.4	76.7	cu.yd.
Reinforcement	1,076	12,071	1,076	LB.



PART SECTION F-F
(Showing Bars in top of cap. See plan showing reinforcement. Reinforcement not shown same as Section A-A Sheet 6).

END BENTS 1N, 1S, & 2S
ABUTMENT 2N

I-71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD

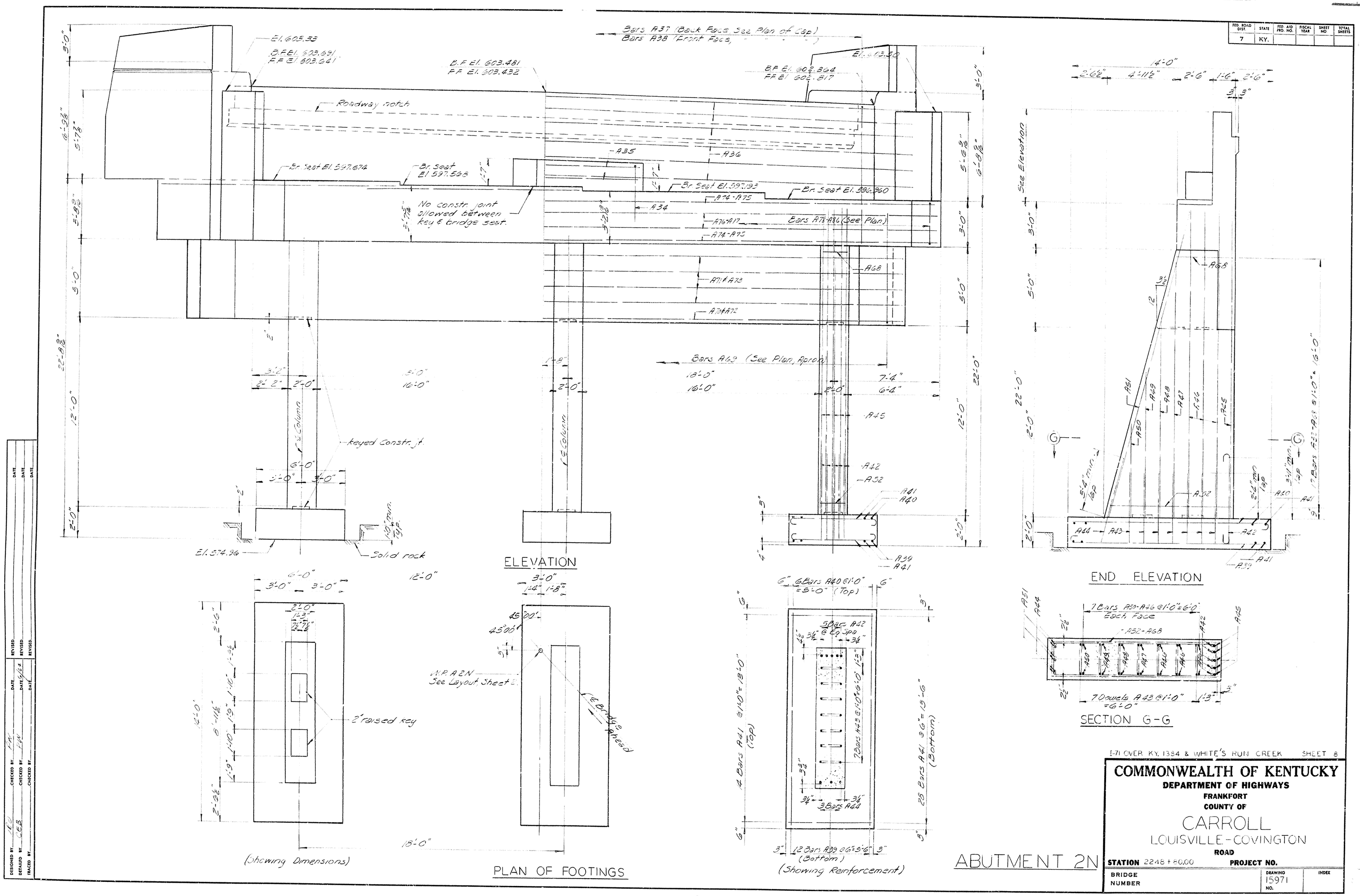
STATION 2248 + 80.00 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY FJK DATE 7-20
DETAILED BY FJK DATE 8-64
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY



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

I-71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD

STATION 2248 + 80.00 **PROJECT NO.**

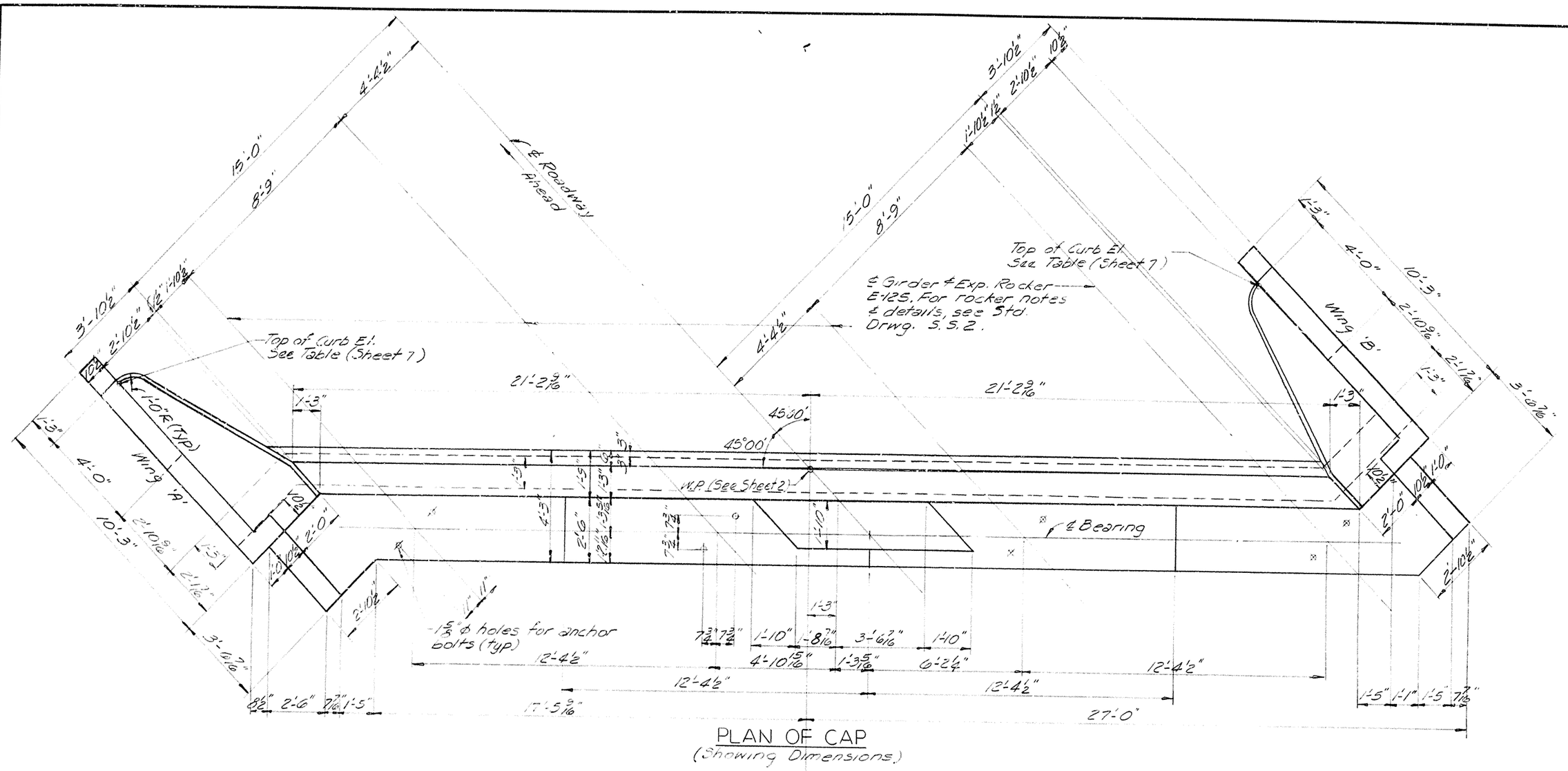
BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY ... CHECKED BY ... DATE ... REVISED ... DATE ...
DETAILED BY ... CHECKED BY ... DATE ... REVISED ... DATE ...
TRACED BY ... CHECKED BY ... DATE ... REVISED ... DATE ...

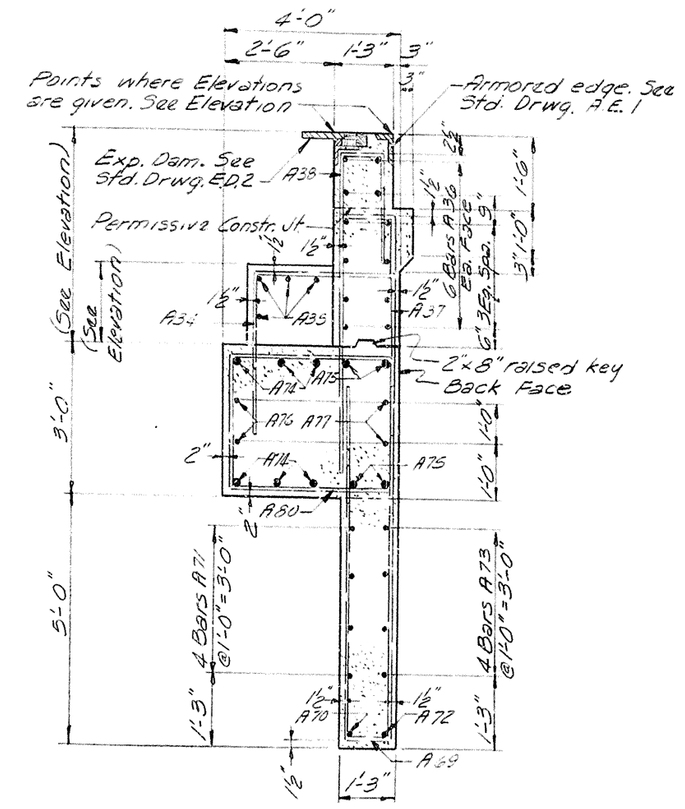
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

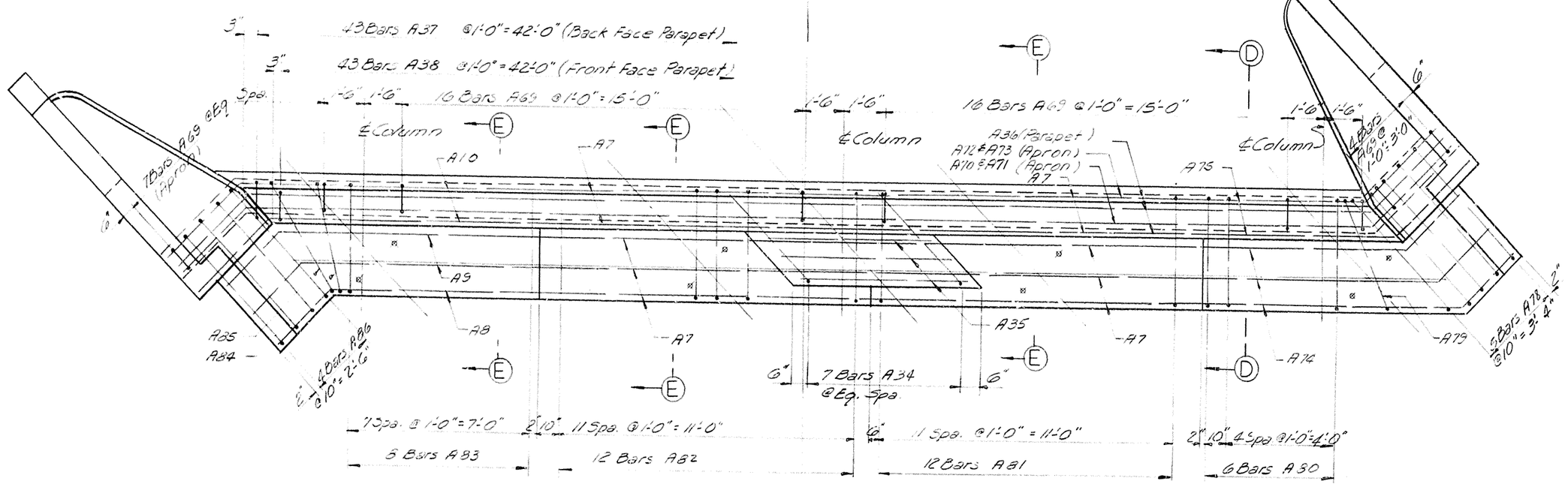
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF CAP
(Showing Dimensions)

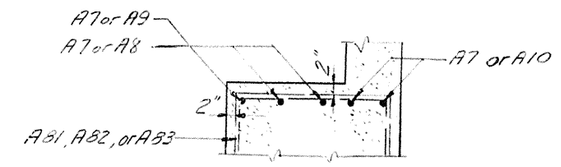


SECTION D-D



PLAN OF CAP
(Showing Reinforcement)

NOTE:
Top of cap bars to be accurately located in accordance with plans so they will not interfere with drilling anchor bolt holes.
See Anchor Bolt note Sheet 9.



PART SECTION E-E
(Showing Bars in top of cap. See Plan showing reinforcement. Reinforcement not shown same as Section D-D).

ESTIMATE OF QUANTITIES

Concrete, Class 'A'	107.1	Cu. Yd.
Reinforcement	16 377	Lb.

ABUTMENT 2N

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

I-71 OVER KY. 1584 & WHITE'S RUN CREEK SHEET 9

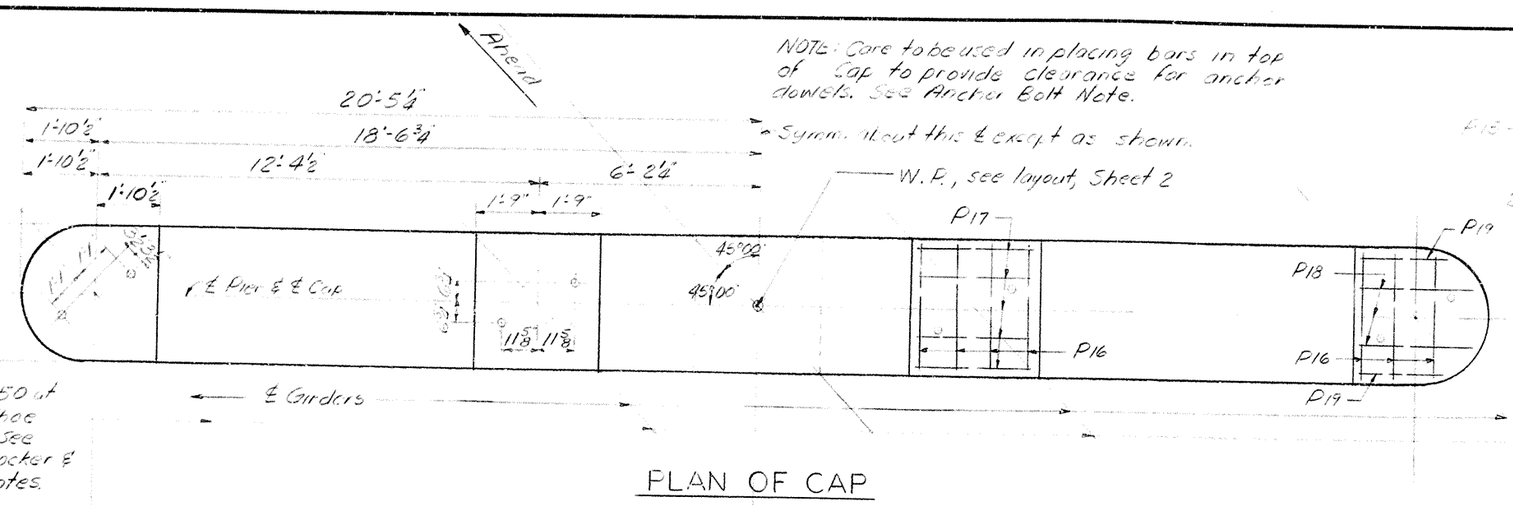
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD
STATION 2245+80.00 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

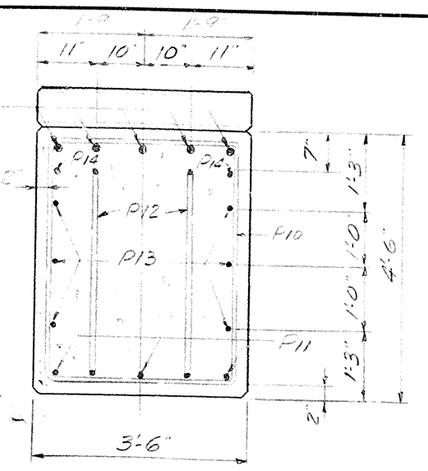
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

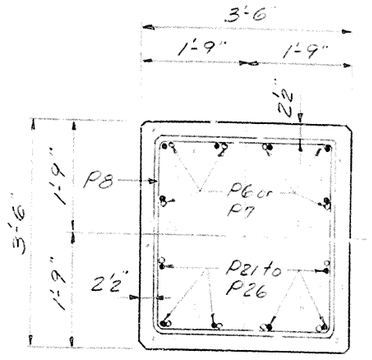
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



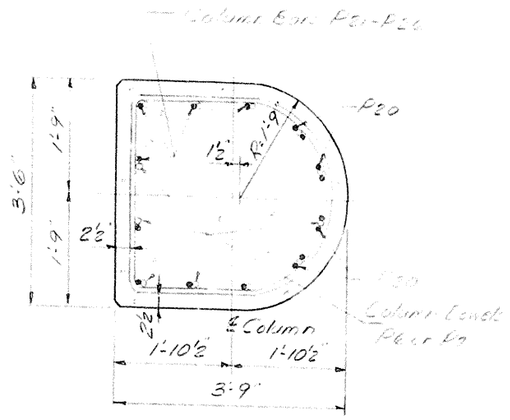
PLAN OF CAP



SECTION A-A



SECTION B-B



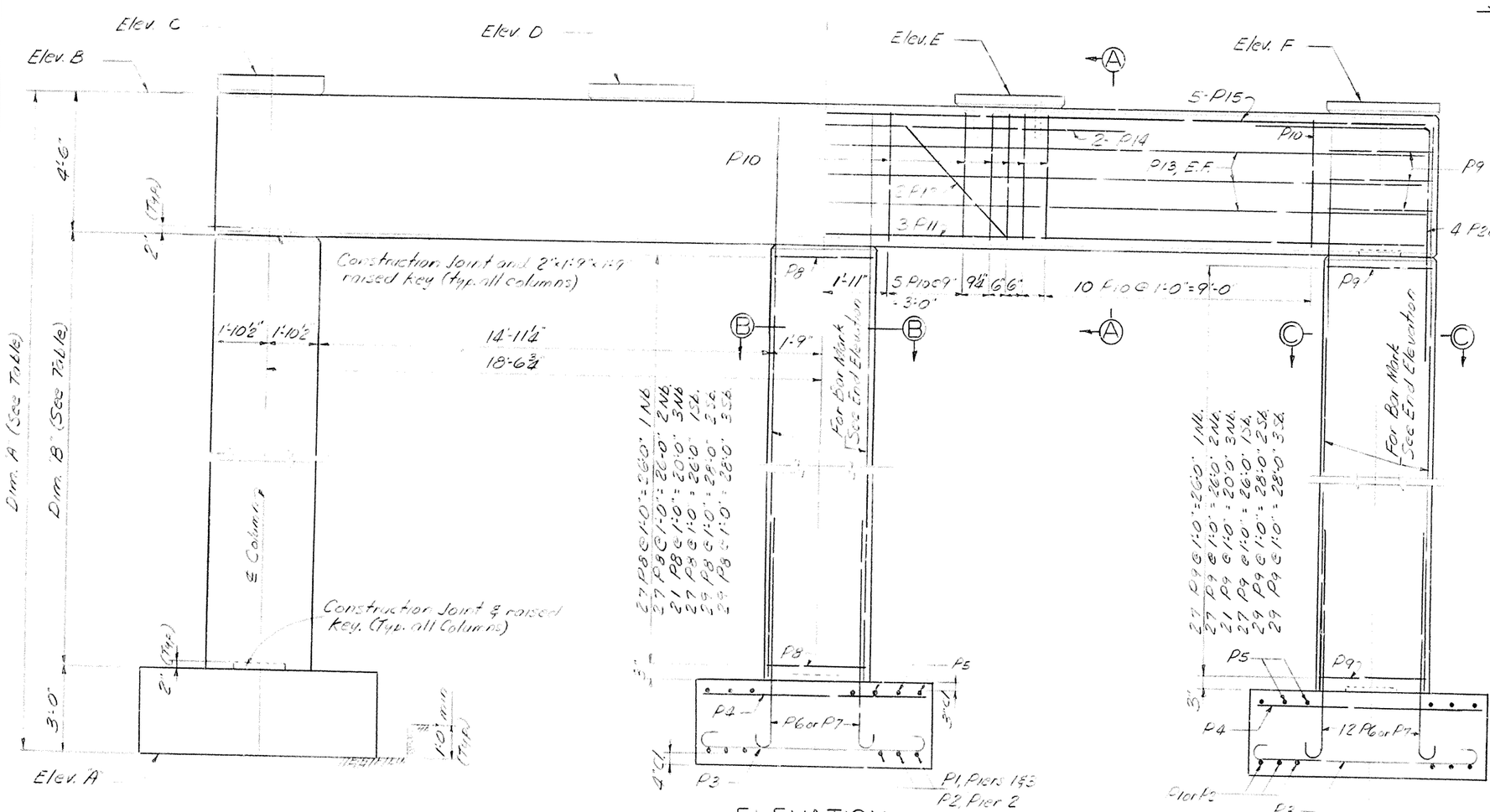
SECTION C-C

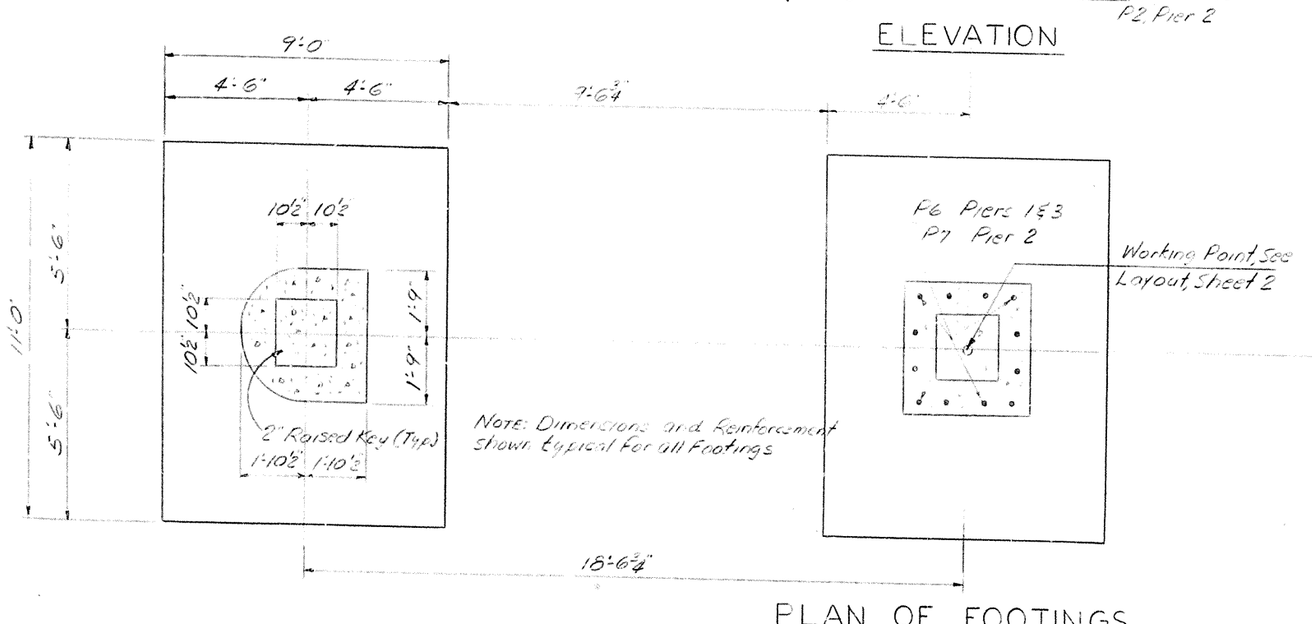
ELEVATIONS AND DIMENSIONS

PIER	DIM. A	DIM. B	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F
1 NB	34'-0"	26'-6"	552.40	586.40	586.917	586.719	586.870	586.648
2 NB	34'-0"	26'-6"	553.57	587.57	588.250	588.052	588.094	587.820
3 NB	28'-0"	20'-6"	561.32	589.32	590.160	590.075	589.897	589.566
1 SB	34'-0"	26'-6"	553.42	587.42	588.081	588.075	587.937	587.668
2 SB	36'-0"	28'-6"	552.10	588.10	589.129	589.070	589.078	589.355
3 SB	36'-0"	28'-6"	556.37	591.37	592.355	592.241	591.996	591.674

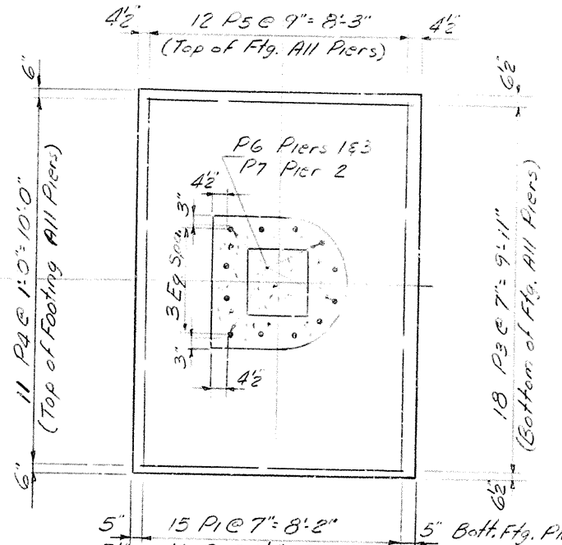
ANCHOR BOLT NOTE

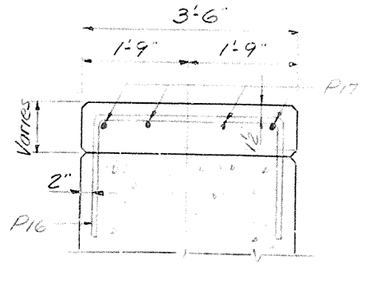
Holes of depth and dimensions shown shall be drilled for anchor bolts or dowels by the Superstructure Contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and anchor bolts are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush to top of base plates. 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.



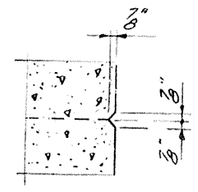


PLAN OF FOOTINGS





PART SECTION A-A
Showing Reinforcement in Pads
(See Plan of Cap)



RUSTICATION DETAIL

ESTIMATE OF QUANTITIES

ITEM	PIER 1N	PIER 2N	PIER 3N	PIER 1S	PIER 2S	PIER 3S	
Concrete, C.Y.	9.4	12.6	9.47	12.6	12.4	9.55	C.Y.
Reinforcement	12,719	16,187	13,834	12,719	16,674	13,014	Lbs.

I 71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 10

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD
STATION 2248+80.00 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

PIERS

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

BRIDGE

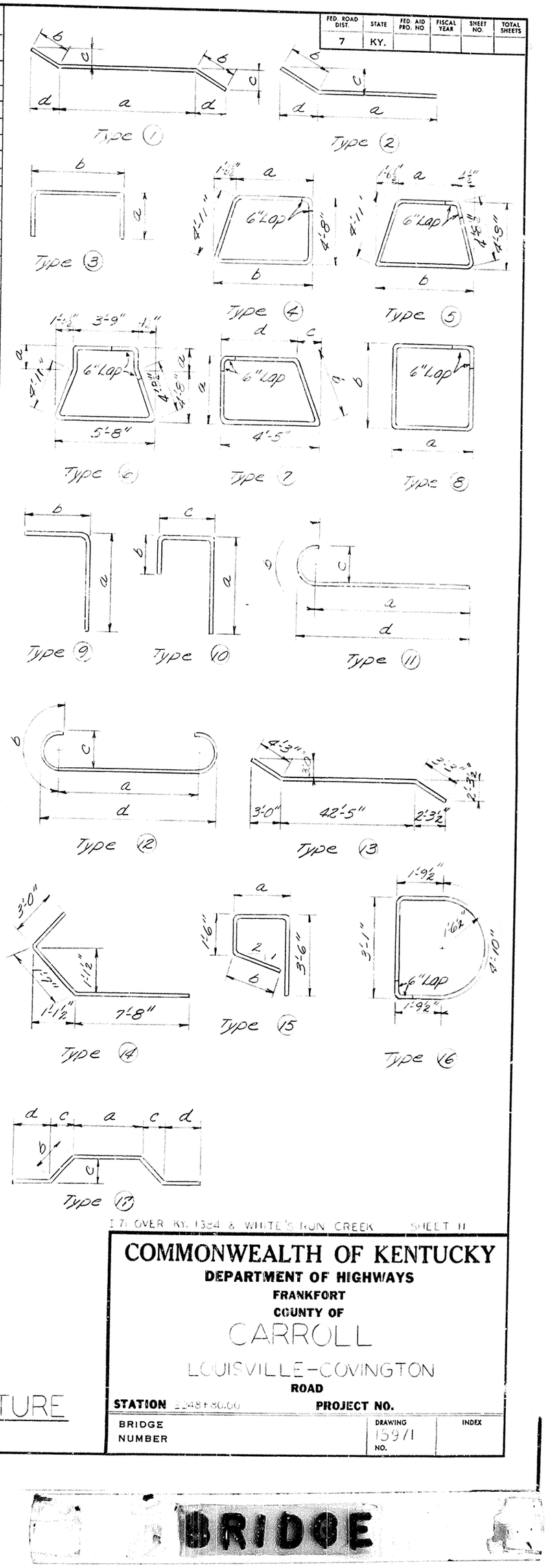
ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

BILL OF REINFORCEMENT

Mark	Type	Number EB IN	EB IS	Addt 2N	EB 2S	Bar Size	Length Ft	In.	Location	a Ft	a In.	b Ft	b In.	c Ft	c In.	d Ft	d In.
A 1	Str.	1	1	—	1	11	46	9	Cap								
A 2	"	5	5	—	5	11	50	5	"								
A 3	①	5	5	—	5	11	49	11	"	42	5	3	9	2	8	2	8
A 4	Str.	1	1	—	1	11	45	0	"								
A 5	"	3	3	—	3	6	47	0	"								
A 6	①	3	3	—	3	6	49	11	"	42	5	3	9	2	8	2	8
A 7	Str.	—	—	10	10	10	14	11	"								
A 8	"	—	—	1	1	10	11	6	"								
A 9	"	—	—	2	2	10	13	10	"								
A 10	②	—	—	2	2	10	15	9	"	12	0	3	9	2	8	2	8
A 11	③	23	25	—	23	6	5	11	"	0	6	5	2½				
A 12	"	23	23	—	23	6	5	5	"	0	6	4	8½				
A 13	"	2	2	—	2	6	7	1	"	0	6	6	4½				
A 14	"	2	2	—	2	6	6	7	"	0	6	5	10½				
A 15	"	1	1	—	1	6	4	5	"	0	6	3	8½				
A 16	"	1	1	—	1	6	4	2	"	0	6	3	5½				
A 17	4	1	1	—	1	6	15	10	Cap Stirrups	2	0½	3	7				
A 18	"	1	1	—	1	6	12	2	"	3	2½	4	9				
A 19	"	1	1	—	1	6	10	4	"	5	9½	7	4				
A 20	"	1	1	—	1	6	8	7	"	6	7½	5	2				
A 21	"	—	—	—	2	6	2	6	"	4	4½	3	11				
A 22	5	33	33	—	4	5	19	9	"	3	9	5	8				
A 23	6	—	—	—	11	5	20	7	"	0	5						
A 24	"	—	—	—	10	5	21	1	"	0	8						
A 25	"	—	—	—	8	5	21	5	"	0	10						
A 26	7	1	1	—	—	5	18	3	"	4	8	4	9	0	9	3	8
A 27	"	—	—	—	1	5	19	10	"	5	6	5	7	0	10½	3	7
A 28	8	1	1	—	—	6	19	9	"	4	10	4	8				
A 29	"	—	—	—	1	6	21	5	"	4	10	5	6				
A 30	"	1	1	—	—	6	19	3	"	4	7	4	8				
A 31	"	—	—	—	1	6	20	11	"	4	7	5	6				
A 32	"	2	2	—	—	6	22	7	"	6	3	4	8				
A 33	"	—	—	—	2	6	24	3	"	6	3	5	6				
A 34	9	7	7	7	7	5	7	2	Keys	3	3	4	0				
A 35	Str.	4	4	4	4	5	6	10	"								
A 36	1	12	12	12	12	5	49	11	Parapets	42	5	3	9	2	8	2	8
A 37	9	43	43	43	43	7	8	2	"	7	1	1	3				
A 38	10	43	43	43	43	6	10	11	"	8	2	2	0	1	0		
A 39	11	—	—	36	—	6	14	5	Footings	12	5	1	0	0	6	13	8
A 40	"	—	—	18	—	5	14	4	"	13	6	0	10	0	5	13	8½
A 41	12	—	—	126	—	5	6	11	"	5	3	0	10	0	5	5	8
A 42	"	—	—	15	—	7	7	7	Column Dowels	5	3	1	2	0	7	5	10
A 43	13	—	—	21	—	5	9	4	" "	4	0	1	5½				
A 44	Str.	—	—	9	—	6	5	1	" "								
A 45	"	—	—	15	—	6	19	6	Columns								
A 46	"	—	—	18	—	5	19	6	"								
A 47	"	—	—	6	—	5	15	7	"								
A 48	"	—	—	6	—	5	12	1	"								
A 49	"	—	—	6	—	5	8	9	"								
A 50	"	—	—	6	—	5	5	4	"								
A 51	"	—	—	9	—	5	16	10	"								
A 52	8	—	—	3	—	5	20	4	Column Hoops	8	2½	1	7				
A 53	"	—	—	3	—	5	19	9	" "	7	11	1	7				
A 54	"	—	—	3	—	5	19	2	" "	7	7½	1	7				
A 55	"	—	—	3	—	5	18	7	" "	7	4	1	7				
A 56	"	—	—	3	—	5	18	0	" "	7	0½	1	7				
A 57	"	—	—	3	—	5	17	5	" "	6	9	1	7				
A 58	"	—	—	3	—	5	16	10	" "	6	5½	1	7				
A 59	"	—	—	3	—	5	16	3	" "	6	2	1	7				
A 60	"	—	—	3	—	5	15	8	" "	5	10½	1	7				
A 61	"	—	—	3	—	5	15	1	" "	5	7	1	7				
A 62	"	—	—	3	—	5	14	6	" "	5	3½	1	7				
A 63	"	—	—	3	—	5	13	11	" "	5	0	1	7				
A 64	"	—	—	3	—	5	13	4	" "	4	8½	1	7				
A 65	"	—	—	3	—	5	12	9	" "	4	5	1	7				
A 66	"	—	—	3	—	5	12	2	" "	4	1½	1	7				
A 67	"	—	—	3	—	5	11	7	" "	3	10	1	7				
A 68	"	—	—	3	—	5	11	0	" "	3	6½	1	7				
A 69	3	—	—	43	—	5	14	6	Apron	6	10	1	0				
A 70	13	—	—	1	—	8	49	11	"								
A 71	"	—	—	4	—	5	49	11	"								
A 72	1	—	—	1	—	8	49	11	"	42	5	3	9	2	8	2	8
A 73	"	—	—	4	—	5	49	11	"	42	5	3	9	2	8	2	8
A 74	"	—	—	6	—	11	47	11	Cap	42	5	2	9	1	11½	1	11½
A 75	"	—	—	4	—	11	49	11	"	42	5	3	9	2	8	2	8
A 76	"	—	—	2	—	6	47	11	"	42	5	2	9	1	11½	1	11½
A 77	"	—	—	2	—	6	49	11	"	42	5	3	9	2	8	2	8
A 78	3	—	—	5	—	6	16	9	Cap Stirrups	5	4	2	8				
A 79	"	—	—	1	—	6	14	5	" "	4	2	2	8				

Mark	Type	Number Pier 1N	Pier 2N	Pier 3N	Pier 1S	Pier 2S	Pier 3S	Bar Size	Length Ft	In.	Location	a Ft	a In.	b Ft	b In.	c Ft	c In.	d Ft	d In.
P 1	14	45	—	45	45	—	45	7	12	5	Footings	10	1	1	2	0	7	10	8
P 2	"	—	48	—	—	48	—	8	12	10	"	9	10	1	6	0	10	10	8
P 3	"	54	54	54	54	54	54	6	10	2	"	8	2	1	0	0	6	8	8
P 4	Str	33	33	33	33	33	33	5	8	8	"								
P 5	"	36	36	36	36	36	36	5	10	8	"								
P 6	11	36	—	36	36	—	36	9	9	1	Column Dowels	7	3	1	10	0	11¼	7	8⅝
P 7	"	—	36	—	—	36	—	11	10	4	" "	8	4	2	0	1	2	8	11
P 8	15	27	27	21	27	29	29	4	13	1	Column Hoops	3	1	3	1				
P 9	16	60	60	48	60	64	64	4	12	3	" "								
P 10	18	36	36	36	36	36	36	7	15	5	Cap Hoops	3	2	4	2				
P 11	Str.	3	3	3	3	3	3	11	38	7	Cap								
P 12	17	2	2	2	2	2	2	11	42	5	"	5	0	5	2	3	8	13	7
P 13	Str.	6	6	6	6	6	6	6	38	10	"								
P 14	"	2	2	2	2	2	2	11	18	0	"								
P 15	"	5	5	5	5	5	5	11	38	10	"								
P 16	13	14	14	14	14	14	14	5	7	7	Pads	2	4	3	2				
P 17	Str.	10	10	10	10	10	10	5	3	2	"								
P 18	"	6	6	6	6	6	6	5	3	4	"								
P 19	"	4	4	4	4	4	4	5	2	2	"								
P 20	19	8	8	8	8	8	8	11	12	7	Column to Cap	7	3	5	6				
P 21	Str.	36	—	—	—	—	—	9	30	6	Columns								
P 22	"	—	36	—	—	—	—	11	30	6	"								
P 23	"	—	—	36	—	—	—	9	24	6	"								
P 24	"	—	—	—	36	—	—	9	30	6									
P 25	"	—	—	—	—	36	—	11	32	6									
P 26	"	—	—	—	—	—	36	9	32	6									

Mark	Type	EB IN	EB IS	Addt 2N	EB 2S	Bar Size	Length Ft	In.	Location	a Ft	a In.	b Ft	b In.	c Ft	c In.	d Ft	d In.
A 80	8	—	—	6	—	5	13	5	Cap Stirrups	3	8	2	8				
A 81	"	—	—	12	—	5	13	10	" "	3	8	2	10½				
A 82	"	—	—	12	—	5	14	7	" "	3	6	3	3				
A 83	"	—	—	8	—	5	14	10	" "	3	8	3	4½				
A 84	"	—	—	1	—	6	15	4	" "	3	11	3	4½				
A 85	"	—	—	1	—	6	16	2	" "	11	4	3	4½				
A 86	"	—	—	4	—	6	18	2	" "	5	4	3	4½				
A 87	"	10	10	—	10	9	27	8	Parapet & Wings	2	4½	11	1				
A 88	"	—	—	10	—	9	22	5	" " "	1	9½	9	1				
A 89	3	6	6	6	6	7	21	8	" " "	9	4	3	3				
A 90	"	8	8	8	8	5	15	6	Stubwalls	7	7	0	7½				
A 91	"	10	10	10	10	5	11	0	"	5	4	0	6				
A 92	"	6	6	—	6	6	22	10	Wings-Stems	11	2	0	7½				
A 93	"	—	—	6	—	6	18	10	" "	9	2	0	7½				
A 94	"	10	10	10	10	6	12	5	" "	6	0	0	7½				
A 95	9	20	20	12	20	6	6	6	" "	4	8	2	0				
A 96	"	16	16	16	16	6	11	9	" "	9	11	2	0				
A 97	14	6	6	6	6	10	12	1	Wings-Curbs								
A 98	9	4	4	4	4	10	11	5	" "	3	0	8	7				
A 99	Str.	4	4	4	4	10	8	0	" "								
A 100	9	6	6	6	6	10	12	0	" "	3	0	9	3				
A 101	15	2	2	2	2	5	7	10	" "	1	6	1	8				
A 102	"	2	2	2	2	5	8	9	" "	1	10	2	1				
A 103	"	2	2	2	2	5	9	5	" "	2	2	2	5				
A 104	"	2	2	2	2	5	10	1	" "	2	6	2	9				
A 105	"	2	2	2	2	5	10	9	" "	2	10	3	1				
A 106	"	2	2	2	2	5	11	5	" "	3	"	3	5				
A 107	9	6	6	6	6	5	10	4	Posts	8	10	1	7				
A 108	"	6	6	6	6	5	9	2	"	8	3	1	0				
A 109	3	22	22	22	22	6	11	1	"	5	4	0	7½				



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

I-71 OVER KY. 1324 & WILTE'S RUN CREEK SHEET 11

SUBSTRUCTURE

DESIGNED BY CFB DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED
REVISED
REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD

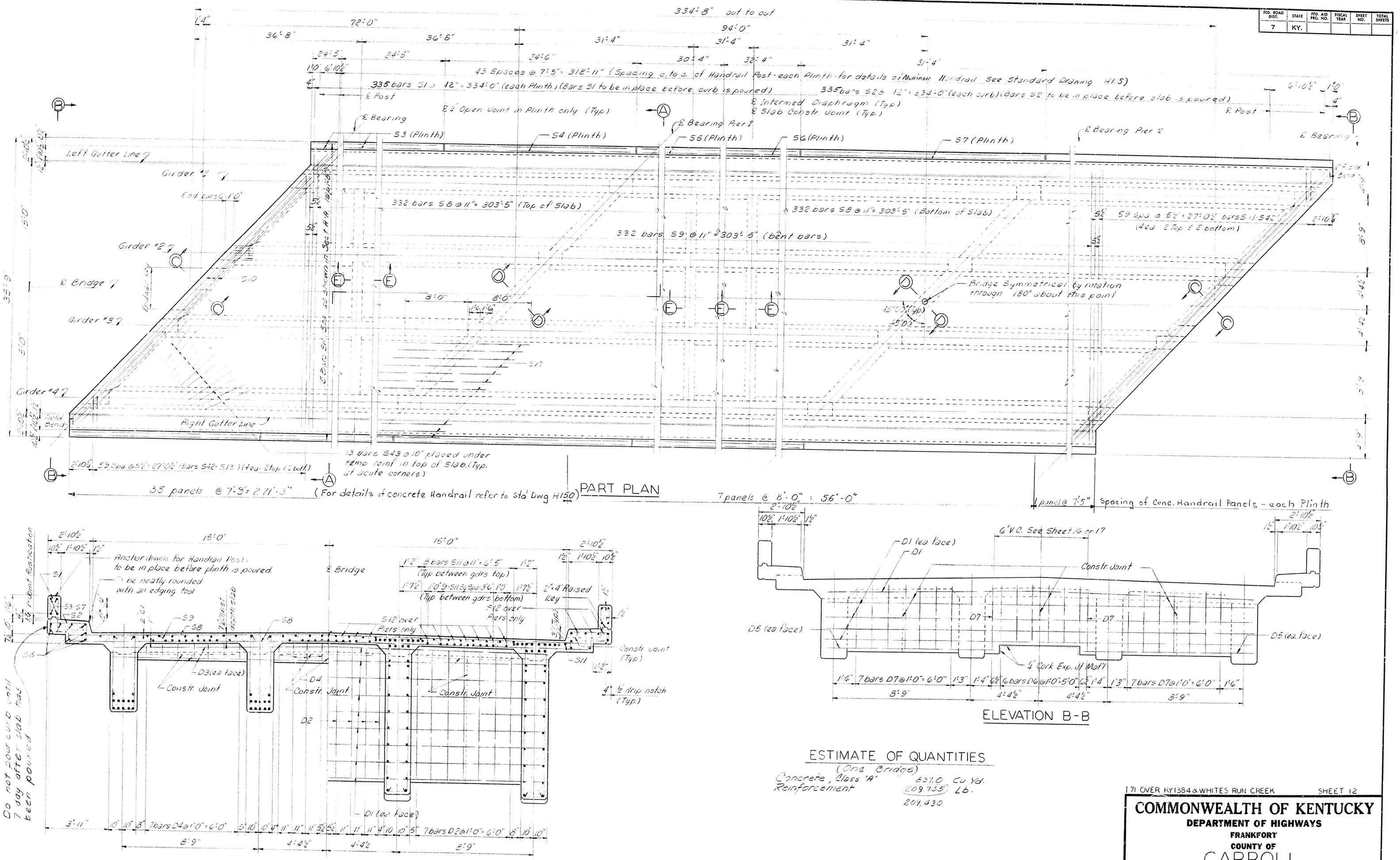
STATION 2481+56.00 **PROJECT NO.**

BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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



ESTIMATE OF QUANTITIES
(One Bridge)

Concrete, Class 'A'	837.0	Cu. Yd.
Reinforcement	209,755	Lb.
	209,430	

SUPERSTRUCTURE

I 71 OVER KY 1384 & WHITES RUN CREEK — SHEET 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD
STATION 2248+80.00 **PROJECT NO.**

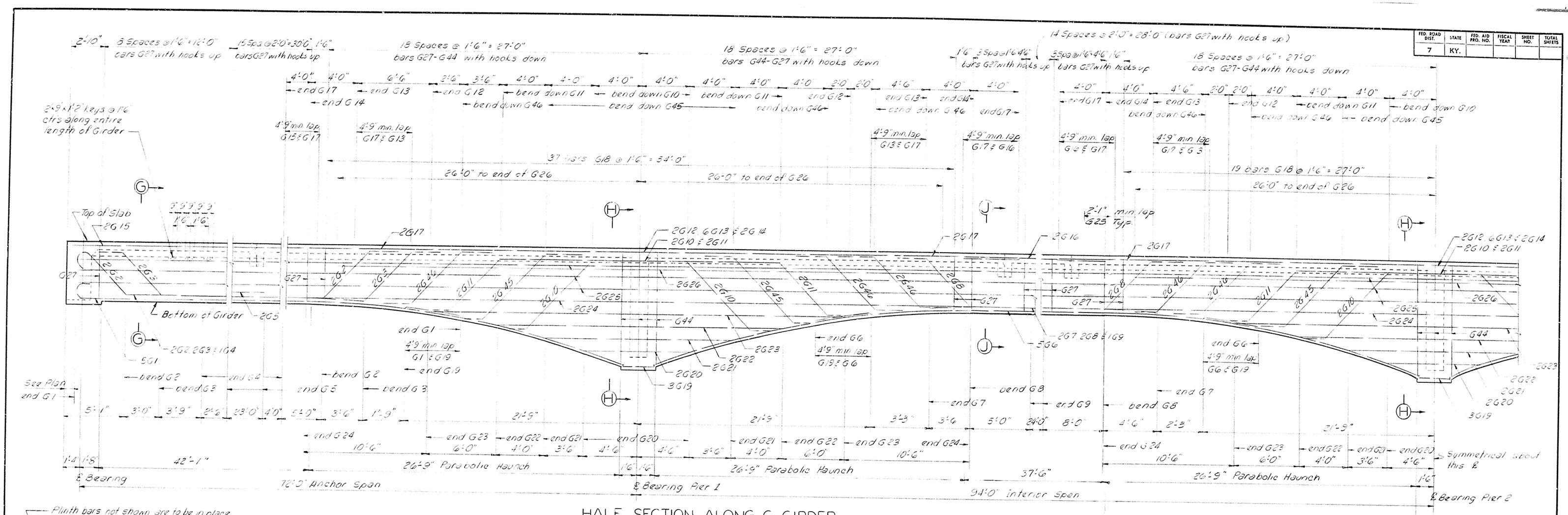
BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

DESIGNED BY J.R.O. CHECKED BY R.C.W. DATE 6-63 REVISED Reinforcement Quantity Ch.
DETAILED BY B.J.N. CHECKED BY J.R.O. DATE 6-63 REVISED
TRACED BY CHECKED BY DATE REVISED

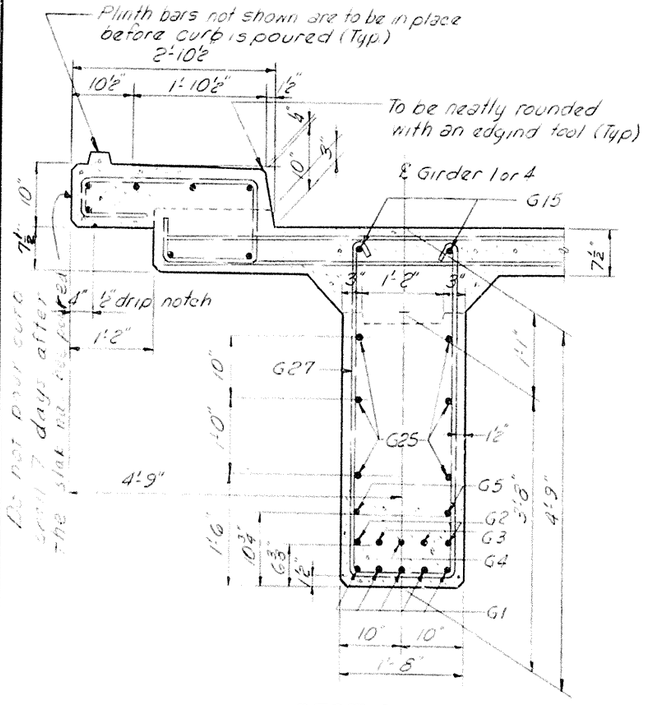
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

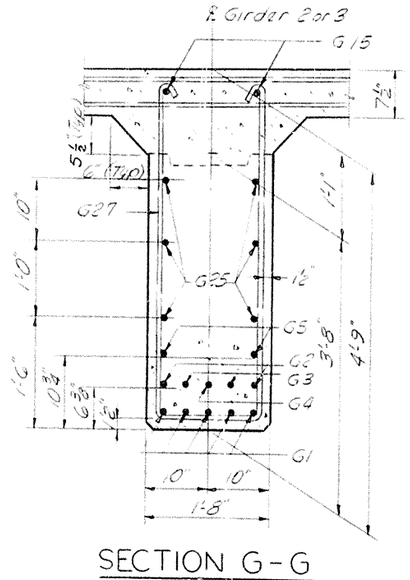
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



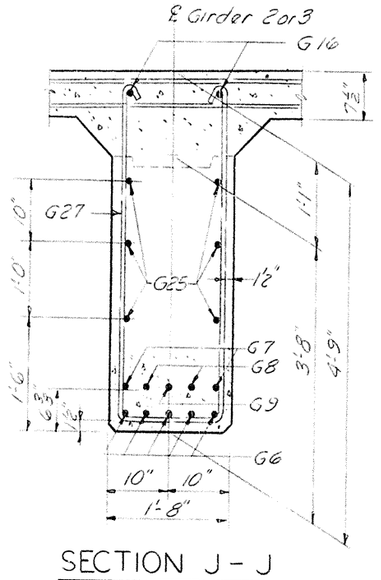
HALF SECTION ALONG ℄ GIRDER



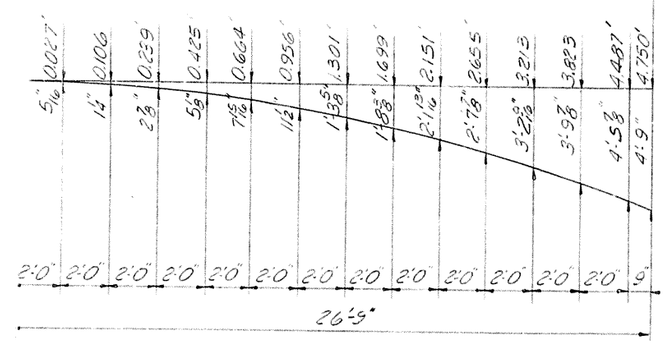
SECTION G-G
(Showing fascia girder)



SECTION G-G
(Showing interior girder)

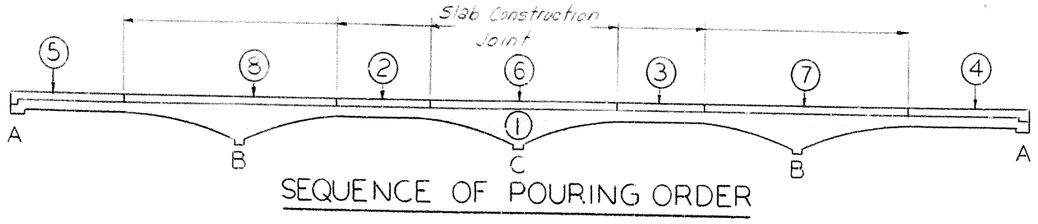


SECTION J - J
(Showing interior girder Reinforcement same for fascia girder except for curb)



ORDINATES FOR PARABOLIC HAUNCH

Note: For Sections H-H see Sheet 14.
For schematic plan of negative reinforcement see Sheet 14.



SEQUENCE OF POURING ORDER

Pour Section ① in one continuous operation in horizontal layers for each girder see Plan Sheet 12 for construction joints.
The pouring sequence may be changed with the approval of the engineer.

SCHEDULE OF REACTIONS - KIPS

	GIRDER 1 OR 4			GIRDER 2 OR 3		
	A	B	C	A	B	C
DEAD LOAD	53.1	240.5	235.0	53.2	241.1	235.7
LIVE LOAD	38.3	61.0	62.2	43.5	69.2	70.6
IMPACT	9.7	14.6	14.2	11.0	16.6	16.1
TOTAL	101.1	316.1	311.4	107.7	326.9	322.4

See Pouring Order for location of A, B & C.

DESIGNED BY WEO DATE 5-74
DETAILED BY EWK DATE 5-74
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

SUPERSTRUCTURE

I 71 OVER KY 1384 & WHITES RUN CREEK SHEET 13

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD

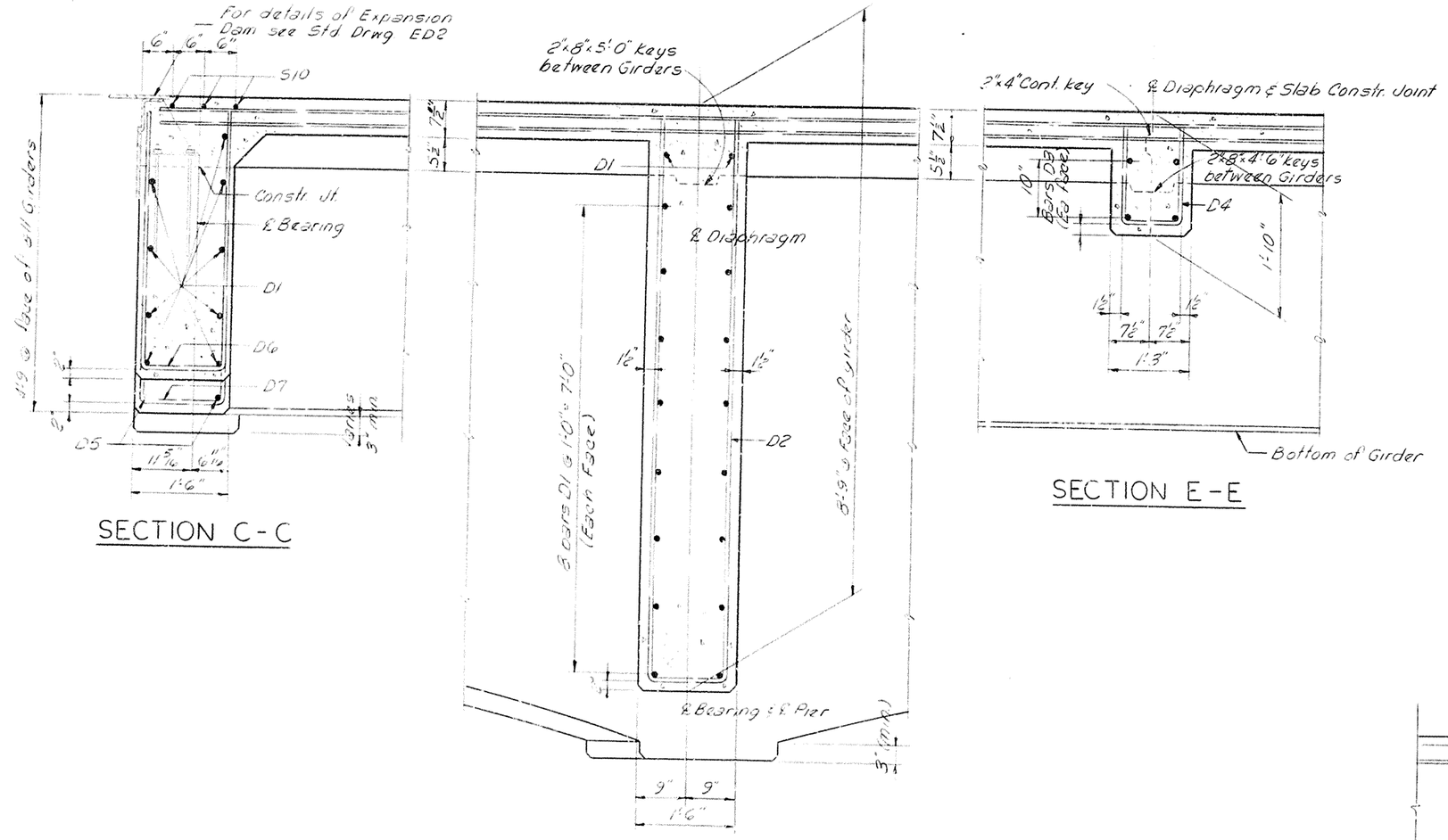
STATION 2248+80.00 **PROJECT NO.**

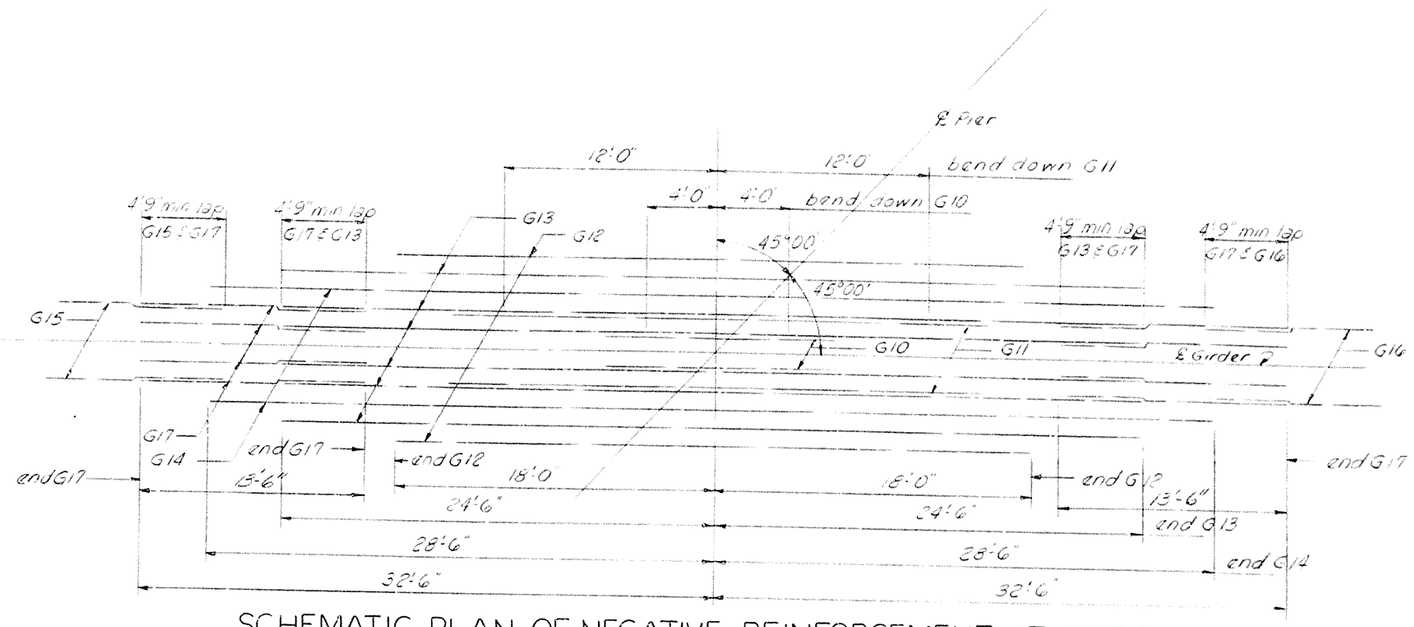
BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

BRIDGE

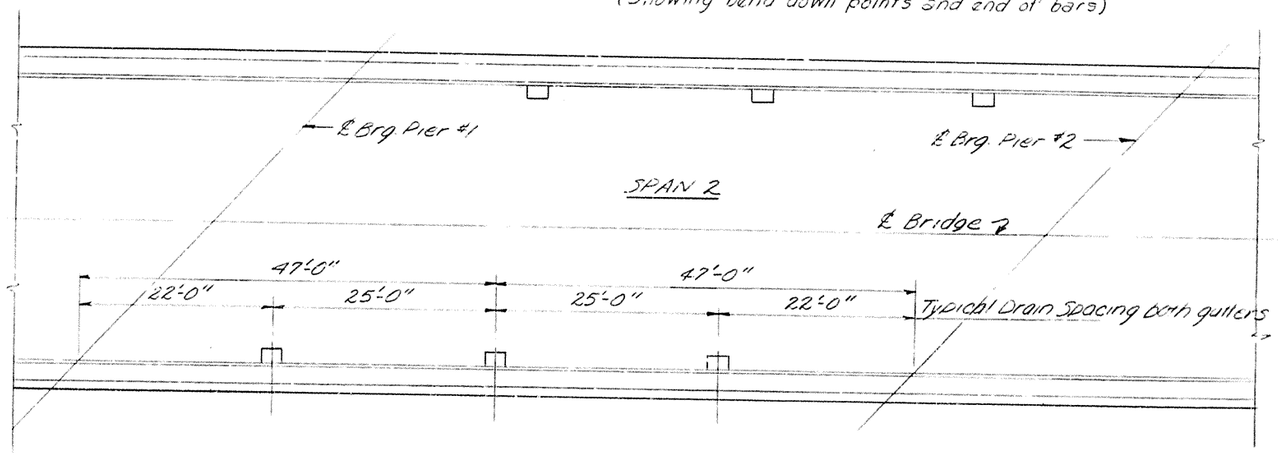
ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

FED. ROAD DIST.	STATE	FED. A'D PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



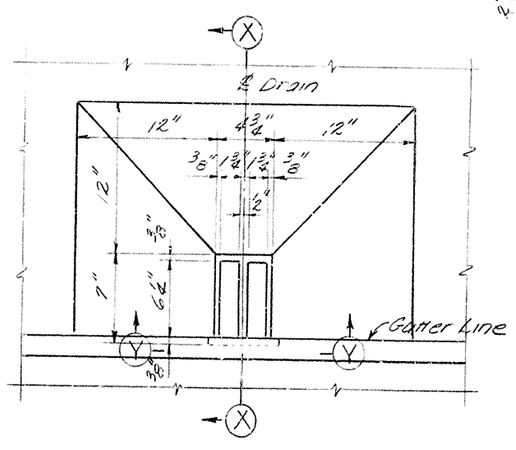


SCHEMATIC PLAN OF NEGATIVE REINFORCEMENT AT PIERS
(Showing bend down points and end of bars)



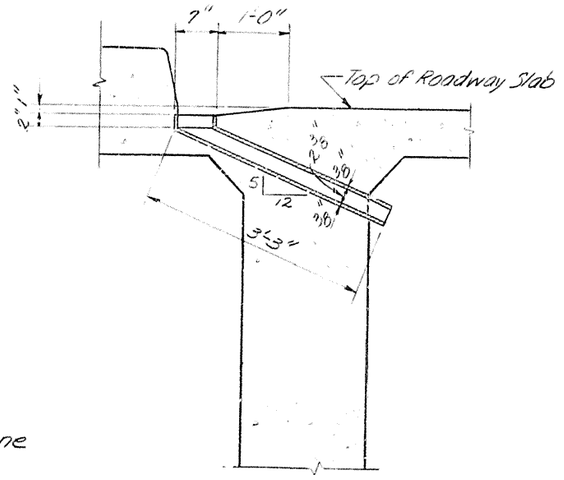
PART PLAN OF SLAB
(Showing Location of Floor Drains)

NOTE: Floor drains placed in Span 2 only of both structures.



PART PLAN

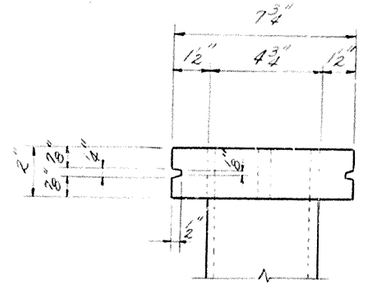
FOUNDRY NOTE -
All drains to be gray iron castings ASTM A-48 except that tensile tests are not required. Current Form, Report of Field Inspection of Castings, is to be submitted to the laboratory.



PART SECTION X-X

DETAILS OF FLOOR DRAINS
(12 Cast Iron Drains Required)
NOTE: For drain spacing see above.
Estimated Weight 59 Lb. each.

SUPERSTRUCTURE



PART SECTION Y-Y
(Showing details of lug on floor drains)

171 OVER KY 1384 & WHITES RUN CREEK SHEET 14

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE - COVINGTON
ROAD

STATION 2248+8000 **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	15971	

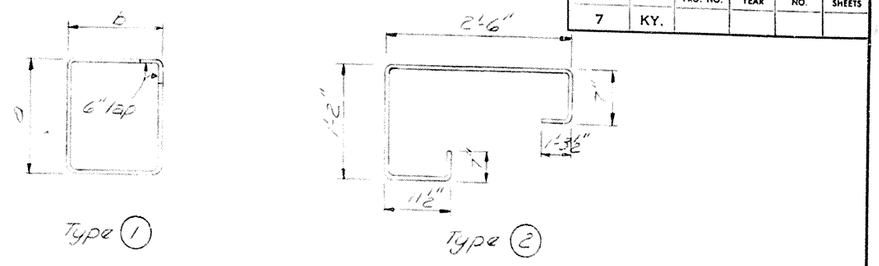
DESIGNED BY ... DATE ... CHECKED BY ... DATE ... REVISED ... DATE ...
DETAILED BY ... DATE ... CHECKED BY ... DATE ... REVISED ... DATE ...
TRACED BY ... DATE ... CHECKED BY ... DATE ... REVISED ... DATE ...

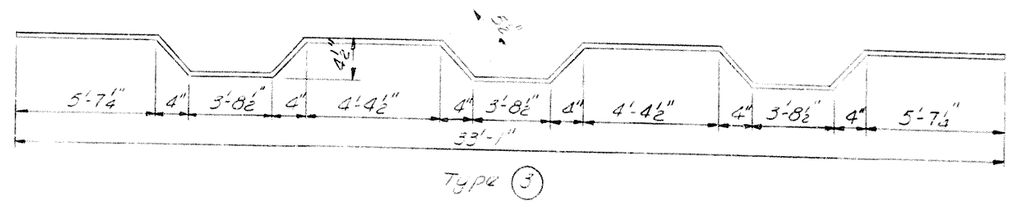
BRIDGE

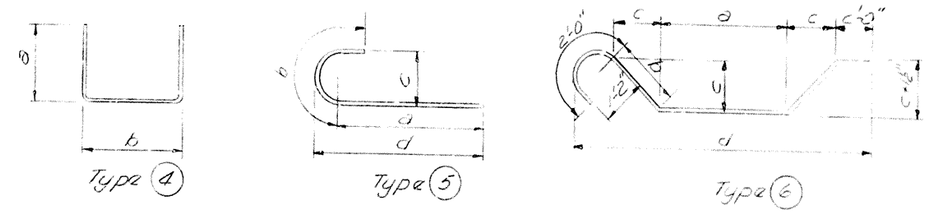
ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

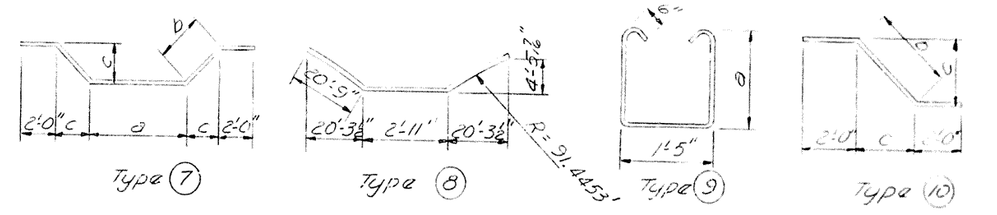
BILL OF REINFORCEMENT (ONE BRIDGE)

Mark	Type	No.	Bar Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
S 1	(1)	670	5	6	2	Plinth	2	1	0	7½				
S 2	(2)	670	5	6	10	Curb								
S 3	Str.	32	4	24	1	Plinth								
S 4	"	16	4	24	2	"								
S 5	"	16	4	30	0	"								
S 6	"	16	4	32	0	"								
S 7	"	16	4	31	0	"								
S 8	"	664	5	33	1	Slab Top & Bottom								
S 9	(3)	332	5	33	10	Slab Bent								
S 10	Str.	16	5	46	9	Slab								
S 11	"	675	4	30	8	"								
S 12	"	81	5	16	0	Slab Over Piers								
S 13	"	8	5	30	9	Slab ends								
S 14	"	8	5	29	10	" "								
S 15	"	8	5	28	11	" "								
S 16	"	8	5	28	0	" "								
S 17	"	8	5	27	1	" "								
S 18	"	8	5	26	2	" "								
S 19	"	8	5	25	3	" "								
S 20	"	8	5	24	4	" "								
S 21	"	8	5	23	5	" "								
S 22	"	8	5	22	6	" "								
S 23	"	8	5	21	7	" "								
S 24	"	8	5	20	8	" "								
S 25	"	8	5	19	9	" "								
S 26	"	8	5	18	10	" "								
S 27	"	8	5	17	11	" "								
S 28	"	8	5	17	0	" "								
S 29	"	8	5	16	1	" "								
S 30	"	8	5	15	2	" "								
S 31	"	8	5	14	3	" "								
S 32	"	8	5	13	4	" "								
S 33	"	8	5	12	5	" "								
S 34	"	8	5	11	6	" "								
S 35	"	8	5	10	7	" "								
S 36	"	8	5	9	8	" "								
S 37	"	8	5	8	9	" "								
S 38	"	8	5	7	10	" "								
S 39	"	8	5	6	11	" "								
S 40	"	8	5	6	0	" "								
S 41	"	8	5	5	1	" "								
S 42	"	8	5	4	2	" "								
S 43	"	26	6	7	0	Slab Acute Corners								
				39	0									
D 1	Str.	72	5	(43)	(2)	Pier & End Diaphragms								
D 2	(4)	66	4	11	1	Pier Diaphragms	4	3	1	3				
D 3	Str.	24	5	27	7	Intermediate Diaphragms								
D 4	(1)	132	4	3	10	" "	1	6	1	0				
D 5	Str.	8	5	15	8	End Diaphragms								
D 6	(2)	12	4	3	7	" "	2	3	1	3				
D 7	(4)	32	4	9	11	" "	2	5	1	3				
G 1	(5)	40	11	36	3	Girder	39	9	2	0	1	2	35	4
G 2	(6)	16	11	55	2	"	41	3	4	11½	3	6	51	3
G 3	(7)	16	11	55	8	"	41	9	4	11½	3	6		
G 4	Str.	8	11	29	6	"								
G 5	Str.	16	11	23	0	"								
G 6	"	40	11	60	0	"								
G 7	"	16	11	45	0	"								
G 8	(7)	16	11	50	11	"	37	3	4	11½	3	6		
G 9	Str.	8	11	24	0	"								
G10	(7)	24	11	47	6	"	8	0	7	9	5	6		
G11	"	24	11	40	0	"	24	0	4	0	4	3		
G12	Str.	24	11	36	0	"								
G13	"	72	11	49	0	"								
G14	"	24	11	37	0	"								
G15	"	16	11	45	7	"								
G16	"	16	11	38	6	"								
G17	"	46	11	13	6	"								
G18	(4)	444	5	5	5	"	2	1	1	5				
G19	(8)	36	11	44	5	"								
G20	Str	24	5	9	0	"								
G21	"	24	5	16	0	"								
G22	"	24	5	24	0	"								
G23	"	24	5	36	0	"								
G24	"	24	5	57	0	"								
G25	"	216	5	39	0	"								
G26	"	24	9	52	0	"								
G27	(3)	332	4	11	1	Girder	4	7½						
G28	"	24	4	11	2	"	4	6						
G29	"	24	4	11	4	"	4	7						
G30	"	24	4	11	6	"	4	5						
G31	"	24	4	11	9	"	4	7½						
G32	"	24	4	12	1	"	4	11½						
G33	"	24	4	12	6	"	5	2						
G34	"	24	4	12	11	"	5	6½						
G35	"	24	4	13	5	"	5	7½						
G36	"	24	4	14	0	"	5	11						
G37	"	24	4	14	7	"	6	2½						
G38	"	24	4	15	3	"	6	6½						
G39	"	24	4	16	0	"	6	11						
G40	"	24	4	16	10	"	7	4						
G41	"	24	4	17	8	"	7	9						
G42	"	24	4	18	7	"	8	2½						
G43	"	24	4	19	7	"	8	8½						
G44	"	36	4	20	7	"	9	2½						
G45	(9)	48	9	11	6	"					7	6	5	3½
G46	"	80	9	(8) 10	0	"					6	0	4	3









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

DESIGNED BY EJV DATE 5-61
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TRACED BY [illegible] DATE [illegible]
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

I-71 OVER KY. 1394 & WHITE'S RUN CREEK SHEET 15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE-COVINGTON
ROAD
STATION 2248+80.00 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

SUPERSTRUCTURE

BRIDGE

ORIGINAL DRAWING
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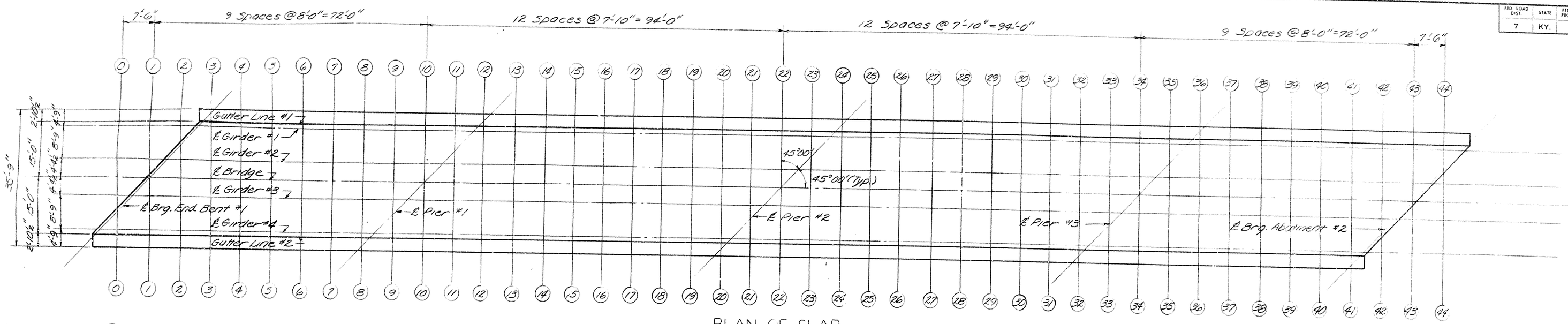
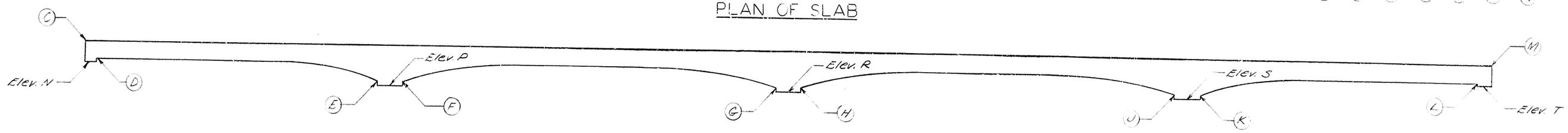
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF SLAB

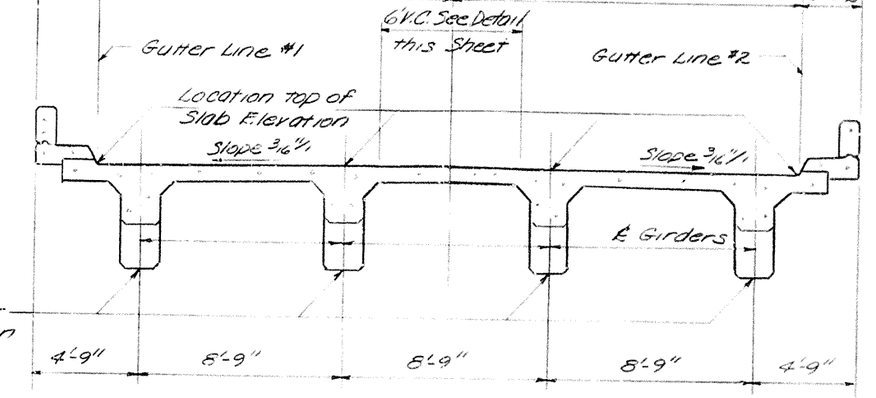


SECTION ON ℄ GIRDER
(Showing Location of Typical Elevation Points)

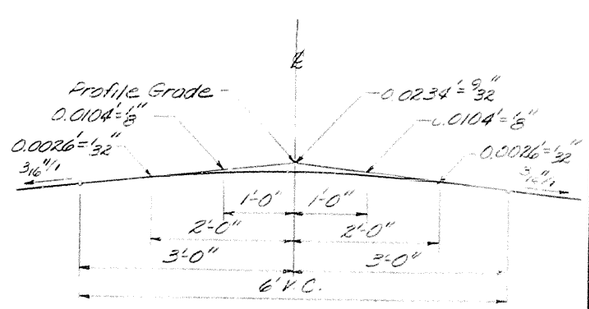
TABLE OF ELEVATIONS—NORTHBOUND BRIDGE

Section	Gutter #1 Top of Slab	Girder #1 Bott. of Girder	Girder #2 Top of Slab	Girder #2 Bott. Girder	℄ Bridge Top of Slab	Girder #3 Top of Slab	Girder #3 Bott. Girder	Girder #4 Bott. of Girder	Gutter #2 Top of Slab
C	597.781	———	———	———	597.902	———	———	———	597.614
D	———	593.067	———	593.149	———	———	593.098	592.916	———
E	———	588.927	———	588.969	———	———	588.880	588.658	———
F	———	.961	———	589.001	———	———	.910	.686	———
G	———	590.260	———	590.272	———	———	590.105	589.830	———
H	———	.312	———	.299	———	———	.154	.877	———
J	———	592.170	———	592.105	———	———	591.907	591.578	———
K	———	.240	———	.173	———	———	.974	.644	———
L	———	598.168	———	598.662	———	———	598.287	598.054	———
M	603.647	———	———	———	603.920	———	———	———	602.902
0 – 0	———	———	———	———	———	———	———	592.957	597.681
1 – 1	———	———	———	———	597.908	597.878	593.128	593.018	.741
2 – 2	———	———	597.924	593.174	.983	.950	.200	.080	.801
3 – 3	597.798	593.083	.998	.248	598.053	598.015	.265	.131	.852
4 – 4	.882	.165	598.070	.320	.120	.075	.325	.179	.899
5 – 5	.960	.242	.135	.385	.178	.130	.380	.211	.943
6 – 6	598.033	.312	.195	.445	.233	.179	.426	592.689	.991
7 – 7	.079	.377	.249	.499	.284	.230	592.486	591.325	598.048
8 – 8	.160	.436	.304	.142	.340	.289	591.704	589.121	.116
9 – 9	.220	.159	.367	591.944	.408	.360	589.585	.922	.195
10 – 10	.285	592.042	.440	589.906	.484	.440	.906	592.040	.281
11 – 11	.359	590.138	.522	.692	.569	.527	592.069	593.301	.378
12 – 12	.446	589.336	.615	591.956	.665	.627	593.430	.760	.482
13 – 13	.538	591.697	.715	593.412	.769	.738	.983	.864	.586
14 – 14	.641	593.253	.817	594.056	.893	.843	594.093	593.965	.686
15 – 15	.754	594.004	.941	.191	.992	.950	.200	594.061	.781
16 – 16	.873	.155	599.053	.303	599.099	599.052	.302	.154	.873
17 – 17	.991	.271	.159	.409	.202	.151	.401	.216	.965
18 – 18	599.106	.385	.263	.513	.301	.248	.487	593.674	599.062
19 – 19	.215	.493	.365	.614	.400	.347	.044	592.327	.168
20 – 20	.323	.600	.469	.272	.506	.051	592.392	590.177	.285

Section	Gutter #1 Top of Slab	Girder #1 Bott. of Girder	Girder #2 Top of Slab	Girder #2 Bott. Girder	℄ Bridge Top of Slab	Girder #3 Top of Slab	Girder #3 Bott. Girder	Girder #4 Bott. of Girder	Gutter #2 Top of Slab
.21 – 21	599.431	594.354	599.597	598.119	599.621	599.574	590.744	591.189	599.410
22 – 22	.544	593.302	.702	591.168	.766	.702	591.168	593.302	.544
23 – 23	.668	591.447	.832	.002	.879	.838	593.390	594.612	.689
24 – 24	.801	590.693	.972	593.313	600.002	.985	594.788	595.116	.829
25 – 25	.943	593.102	600.122	594.819	.175	600.140	595.389	.268	.990
26 – 26	600.095	594.708	.284	595.523	.335	.297	.547	.419	600.140
27 – 27	.257	595.508	.452	.702	.495	.451	.701	.563	.283
28 – 28	.423	595.704	.602	.852	.649	.603	.853	.705	.423
29 – 29	.589	.869	.758	596.008	.800	.749	.999	.812	.562
30 – 30	.755	596.032	.910	.160	.948	.884	596.123	.310	.708
31 – 31	.911	.189	601.059	.308	601.094	601.040	595.737	594.022	.863
32 – 32	601.065	.343	.210	.013	.245	.198	594.539	591.919	601.027
33 – 33	.220	.143	.369	594.911	.411	.364	592.534	592.980	.201
34 – 34	.381	595.140	.540	593.006	.584	.540	593.006	595.142	.385
35 – 35	.559	593.286	.724	592.949	.772	.731	595.308	596.523	.584
36 – 36	.744	592.749	.917	595.332	.968	.932	596.770	597.064	.783
37 – 37	.939	595.216	602.121	596.877	602.175	602.140	597.390	.268	.990
38 – 38	602.146	596.844	.334	597.581	.388	.350	.600	.467	602.138
39 – 39	.362	597.630	.549	.799	.597	.554	.804	.661	.379
40 – 40	.582	.862	.758	598.008	.803	.753	598.003	.848	.585
41 – 41	.799	598.078	.962	.212	603.000	.945	.195	598.030	.785
42 – 42	603.011	.290	603.160	.410	.193	603.134	.384	———	———
43 – 43	.216	.493	.353	.603	.383	———	———	———	———
44 – 44	.403	.679	———	———	———	———	———	———	———
N		592.666		592.666			592.666	592.666	
P		588.719		588.719			588.630	588.908	
R		590.010		590.122			589.855	589.580	
S		591.920		591.835			591.657	591.328	
T		598.518		598.412			598.037	597.804	



TYPICAL SECTION THRU DECK



PARABOLIC CROWN

NORTHBOUND ELEVATIONS

I 71 OVER KY. 1384 & WHITES RUN CREEK SHEET 16

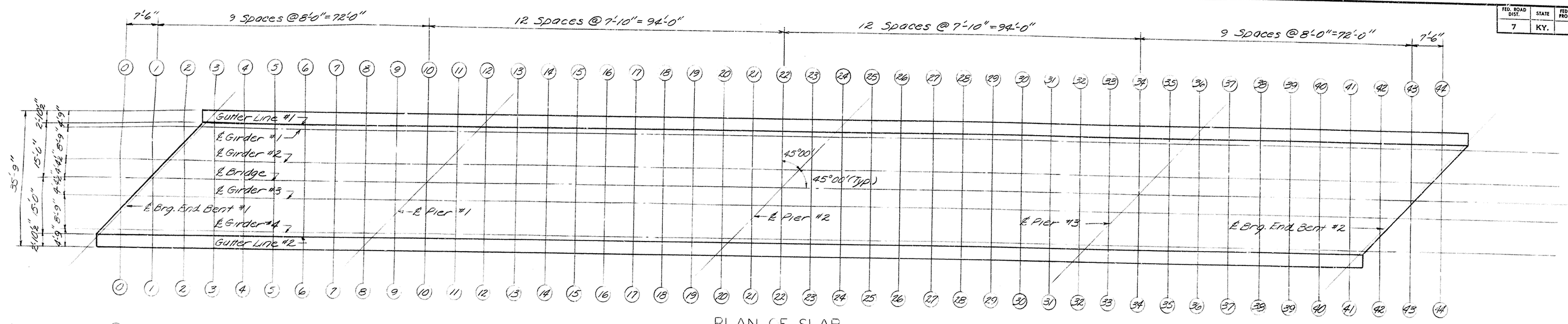
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE—COVINGTON
ROAD
STATION — PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15971
INDEX

DESIGNED BY JRD DATE 5-71
DETAILED BY JRD DATE 6-71
CHECKED BY CFB DATE
TRACED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

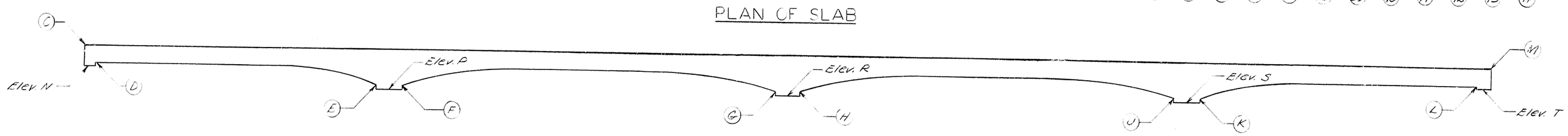
BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY

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



PLAN OF SLAB

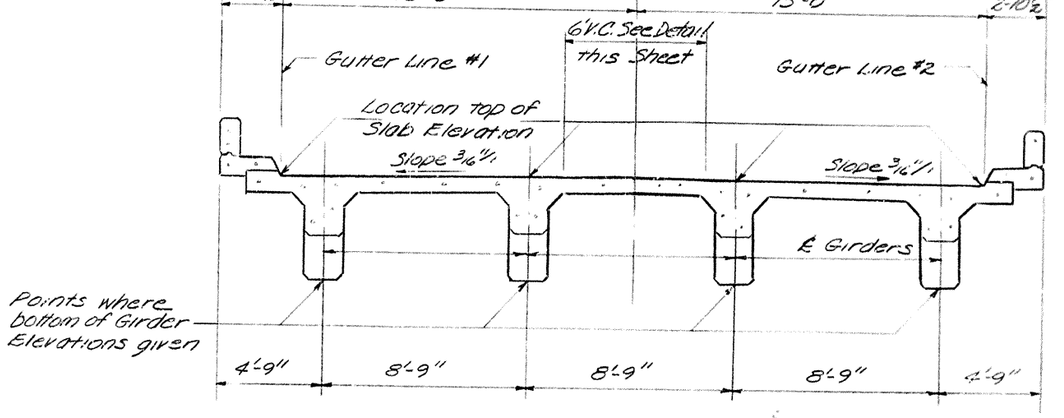


SECTION ON ℄ GIRDER
(Showing Location of Typical Elevation Points)

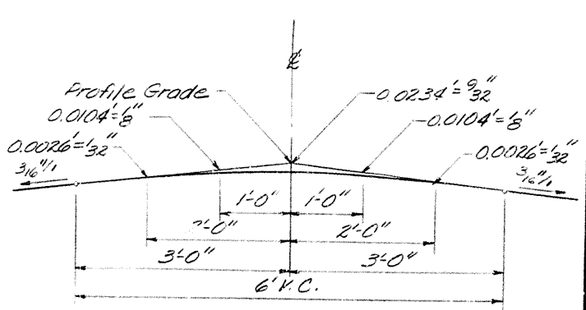
TABLE OF ELEVATIONS—SOUTHBOUND BRIDGE

Section	Gutter #1 Top of Slab	Girder #1 Bott. of Girder	Girder #2 Top of Slab	Girder #2 Bott. Girder	℄ Bridge Top of Slab	Girder #3 Top of Slab	Girder #3 Bott. Girder	Girder #4 Bott. of Girder	Gutter #2 Top of Slab
C	598.561				598.398				595.229
D		593.853		593.887			593.788	593.558	
E		590.091		590.085			589.947	589.678	
F		.141		.132			.994	.722	
G		591.989		591.880			591.688	591.365	
H		592.008		.946			.753	.428	
J		594.365		594.251			594.006	593.629	
K		.452		.337			.090	.711	
L		601.357		601.203			600.917	600.499	
M	606.203				605.953				605.256
0–0								593.621	598.345
1–1					598.613	598.583	598.833	.123	.446
2–2			598.672	598.922	.731	.698	.948	.828	.549
3–3	598.591	598.876	.791	599.041	.846	.808	599.058	.924	.645
4–4	.716	599.001	.806	.156	.956	.911	.161	599.015	.735
5–5	.840	.122	599.015	.265	599.058	599.010	.260	.091	.823
6–6	.957	.236	.119	.369	.157	.103	.350	598.613	.915
7–7	599.067	.345	.217	.467	.252	.198	599.954	599.293	599.016
8–8	.172	.448	.316	.564	.352	.301	599.716	599.133	.128
9–9	.276	.215	.423	599.000	.464	.416	599.641	.978	.251
10–10	.385	599.142	.540	599.006	.584	.540	599.006	598.140	.381
11–11	.502	599.281	.665	599.835	.712	.670	598.212	599.444	.521
12–12	.629	599.521	.800	598.141	.850	.812	599.615	.945	.667
13–13	.736	599.925	.943	599.640	.997	.962	599.211	599.092	.814
14–14	.912	599.524	600.088	599.327	600.152	600.114	.364	.236	.957
15–15	600.069	599.319	.256	.506	.307	.265	.515	.376	600.096
16–16	.231	.513	.411	.661	.457	.410	.660	.518	.231
17–17	.392	.672	.560	.810	.603	.552	.802	.617	.366
18–18	.550	.829	.707	.957	.745	.692	.931	.118	.505
19–19	.702	.980	.852	596.101	.887	.834	.531	599.814	.655
20–20	.852	596.129	.998	.801	601.035	.985	599.326	599.706	.814

Section	Gutter #1 Top of Slab	Girder #1 Bott. of Girder	Girder #2 Top of Slab	Girder #2 Bott. Girder	℄ Bridge Top of Slab	Girder #3 Top of Slab	Girder #3 Bott. Girder	Girder #4 Bott. of Girder	Gutter #2 Top of Slab
21–21	601.003	595.926	601.152	594.694	601.193	601.146	592.316	592.761	600.982
22–22	.159	594.917	.317	592.183	.361	.317	.183	594.917	601.159
23–23	.326	593.105	.490	.660	.537	.496	595.038	596.270	.367
24–24	.503	592.395	.674	595.015	.724	.687	596.490	.818	.541
25–25	.688	594.347	.867	596.564	.920	.885	597.136	597.013	.735
26–26	.882	596.695	602.069	597.308	602.122	602.084	.334	.206	.927
27–27	602.089	597.328	.273	.523	.324	.281	.531	.393	602.113
28–28	.296	.577	.475	.725	.522	.476	.726	.578	.296
29–29	.505	.785	.674	.924	.716	.665	.915	.728	.478
30–30	.712	.991	.869	598.119	.907	.843	598.082	.279	.667
31–31	.913	598.191	603.061	.310	603.096	603.042	597.739	596.024	.865
32–32	603.110	.388	.255	.255	.293	.243	596.581	593.962	603.072
33–33	.309	.232	.458	597.000	.500	.444	594.614	595.069	.290
34–34	.513	597.272	.672	595.138	.716	.672	595.138	597.274	.517
35–35	.734	595.461	.899	.124	.947	.906	597.483	598.698	.759
36–36	.963	594.968	604.136	597.551	604.187	604.151	598.989	599.283	604.027
37–37	604.202	597.479	.384	599.140	.438	.403	599.653	.531	.253
38–38	.453	599.151	.641	.888	.695	.657	.907	.774	.495
39–39	.712	.980	.894	600.149	.947	.904	600.154	600.011	.729
40–40	.976	600.256	605.152	.402	605.197	605.147	.397	.242	.959
41–41	605.237	.516	.445	.695	.438	.383	.633	.468	605.193
42–42	.494	.773	.683	.893	.676	.617	.867		
43–43	.742	601.019	.873	601.129	.909				
44–44	.970	.246							
N		593.308		593.308			593.308	593.308	
P		589.841		589.835			589.697	589.428	
R		591.689		591.630			591.438	591.115	
S		594.115		594.001			593.756	593.379	
T		601.107		600.953			600.647	600.249	



TYPICAL SECTION THRU DECK



PARABOLIC CROWN

SOUTHBOUND ELEVATIONS

DESIGNED BY LG DATE
DETAILED BY CFB CHECKED BY LEO DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

I 71 OVER KY. 1384 & WHITE'S RUN CREEK SHEET 17

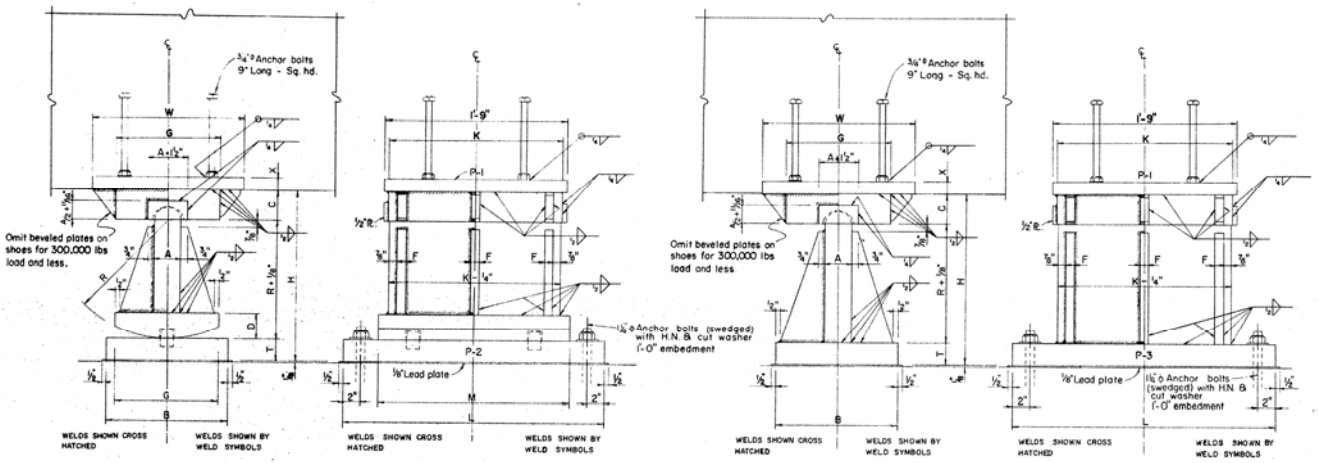
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARROLL
LOUISVILLE–COVINGTON
ROAD

STATION 2248+80.00 **PROJECT NO.**

BRIDGE NUMBER | DRAWING NO. 15971 | INDEX

BRIDGE

ORIGINAL DRAWING
FOR INFORMATIONAL PURPOSES ONLY



EXPANSION SHOE MARK	WT (LBS)	FIXED SHOE MARK	WT (LBS)	DIMENSIONS (INCHES) A	B	C	D	F	G	H	K	L	M	N	P	R	T	W	X	Y	1¼"ϕ ANCHOR BOLT LENGTH	MAXIMUM LOAD (LBS)
E-100	271	F-100	243	2	6	2	1¾	½	6	9⅝	16	26	18	11	0	6	1½	6	1	3	1'-3"	100,000
E-125	294	F-125	266	2	7	2	1¾	½	6	10	16	26	18	11	0	6⅜	1½	7	1	3	1'-3"	125,000
E-150	351	F-150	311	2	8	2	2	½	7	11	16	26	18	11	1	7⅜	1½	9	1	3	1'-3"	150,000
E-175	416	F-175	370	2	9	2	2	½	8	12½	16	26	18	11	2	8⅜	1¾	10	1	4	1'-4"	175,000
E-200	490	F-200	441	2	10	2	2	½	9	14	16	26	18	11	3	9⅜	2	11	1	5	1'-4"	200,000
E-225	586	F-225	515	2	10	2	2¼	½	9	13	20	30	22	14	3	8⅛	2	11½	1¼	6	1'-4"	225,000
E-250	670	F-250	580	2	11	2¼	2½	½	10	14	20	30	22	14	4	9⅝	2	12½	1¼	7	1'-4"	250,000
E-275	855	F-275	730	2½	12	2½	2⅞	½	11	15½	20	30	22	14	5	10⅝	2¼	14	1½	8	1'-4"	275,000
E-300	951	F-300	822	2½	13	2½	3	½	12	16¾	20	30	22	14	6	11⅝	2½	15	1½	9	1'-4"	300,000
E-325	1100	F-325	985	3	14	3½	3	1	12	18½	20	30	22	14	7	12⅝	2½	16½	1½	10	1'-4"	325,000
E-350	1205	F-350	1087	3	14	3½	3	1	12	21	20	30	22	14	7	14⅝	2¾	17½	1½	11	1'-5"	350,000
E-375	1284	F-375	1162	3	15	3½	3	1	12	21¾	20	31	23	14	8	15⅜	2¾	19	1½	12	1'-5"	375,000
E-400	1454	F-400	1337	3½	16	4	3	1	12	22¾	20	32	24	15	9	15⅝	3	20	1½	12	1'-5"	400,000
E-425	1572	F-425	1452	3½	17	4½	3	1	12	23¾	20	33	25	16	10	16⅞	3	21½	1½	12	1'-5"	425,000
E-450	1620	F-450	1491	3½	17	4½	3	1	12	24¼	20	34	26	17	10	16⅝	3	22½	1½	12	1'-5"	450,000

WEIGHTS SHOWN IN TABLE INCLUDE ALL COMPONENT PARTS.

NOTES

SPECIFICATIONS: KENTUCKY DEPARTMENT OF HIGHWAYS CURRENT SPECIFICATIONS WITH REVISIONS.

PLATES: PLATES MUST BE TRUE AND FREE OF WARP.

MILL TEST REPORTS: NOTARIZED STATEMENTS IN TRIPLICATE SHALL BE FURNISHED THE DEPARTMENT OF HIGHWAYS SHOWING THAT ALL STRUCTURAL STEEL FURNISHED MEETS SPECIFICATIONS.

WELDING MATERIAL: WELDING MATERIAL SHALL CONFORM TO THE AMERICAN SOCIETY FOR WELDING HIGHWAY AND RAILROAD BRIDGES, CURRENT SPECIFICATIONS AND SUBSEQUENT ADOPTED AMENDMENTS.

WELDING: THE COST OF WELDING MATERIAL AND LABOR TO BE INCLUDED IN THE LUMP SUM BID FOR STRUCTURAL STEEL. NO DIRECT PAYMENT WILL BE MADE FOR WELDING AND WELDING MATERIAL.

PAINT: ALL STRUCTURAL STEEL SHOWN ON THIS SHEET EXCEPT FINISHED SURFACES FORMED BY RADII R1 & R2 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 R1 & R2 SHALL NOT BE PAINTED.

WHITE LEAD & TALLOW: FINISHED SURFACES OF STRUCTURAL STEEL, FORMED BY RADII R1 & R2, SHALL BE COATED WITH WHITE LEAD AND TALLOW IN ACCORDANCE WITH CURRENT SPECIFICATIONS WITH REVISIONS.

ANCHOR BOLTS: THE COST OF LEAD REQUIRED TO SET ANCHOR BOLTS AND THE COST OF DRILLING ANCHOR BOLT HOLES SHALL BE INCLUDED IN THE LUMP SUM BID FOR STRUCTURAL STEEL. THE CONTRACTORS SHALL BE RESPONSIBLE FOR KEEPING HOLES DRY IN WET AND FREEZING WEATHER. AT THE TIME OF SETTING, ANCHOR BOLTS ARE TO BE HEATED TO A BLUE HEAT TO ASSURE FREE FLOW OF LEAD TO BOTTOM OF HOLE.

SHOP PLANS: THE CONTRACTOR SHALL FURNISH THE DEPARTMENT OF HIGHWAYS WITH COMPLETE SHOP DETAIL PLANS FOR APPROVAL.

A.S.T.M. SPECIFICATIONS

STRUCTURAL STEEL	A36 CURRENT SPECIFICATIONS
PINTLES	A36 OR A108 CURRENT SPECIFICATIONS (GRADE 1016 TO 1030 INCLUDED)
SHEET LEAD & LEAD FOR ANCHOR BOLTS	B 29 CURRENT SPECIFICATIONS

SURFACE FINISH OF STEEL - SPECIFICATIONS

STEEL SLABS	U.S.A.S. 2000
HEAVY PLATES IN CONTACT IN SHOES TO BE WELDED	U.S.A.S. 1000
MILLED ENDS OF COMPRESSION MEMBERS, STIFFENERS & FILLERS	U.S.A.S. 500
BRIDGE ROLLERS AND ROCKERS	U.S.A.S 250

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

STANDARD STEEL BEARING SHOES FOR CONCRETE SPANS

APPROVED _____ STATE HIGHWAY ENGINEER

DRAWING NO. SS28

DATE 5-27-49