

# KENTUCKY DEPARTMENT OF HIGHWAYS

## WOODFORD COUNTY

### CENTRAL KENTUCKY PARKWAY

### C.K.P. OVER KENTUCKY RIVER

#### SUBSTRUCTURE BENTS 2-N & 2-S

REFERENCE AND ESTIMATE OF QUANTITIES						
ITEM	QTY	CONCRETE CLASS 'A'	REINFORCEMENT STEEL	12" PILES TUBES	DRIVING UNIT	
CONCRETE						
REINFORCEMENT						
12" PILES						
DRIVING UNIT						
TOTAL						

#### GENERAL NOTES

**SPECIFICATIONS:** Kentucky Department of Highways, current Standard with Amendments.

**DESIGN LOAD:** Bridge designed for H20-S16A loading as specified in 1961 AASHTO Specifications.

**DESIGN STRESSES:** For reinforced concrete:  
 f<sub>c</sub> --- 20,000 psi.    f<sub>t</sub> --- 3,000 psi.    s --- 200 psi. for embedment  
 f<sub>c</sub> --- 1,200 psi.    s --- 10    s --- 300 psi. for S<sub>o</sub>

**FOUNDATION PRESSURE:** Piles are designed for a maximum load of 40 tons per pile. This maximum is for Group 1 loads with increases allowed for other loading groups.

**CONCRETE:** Class "A" concrete is to be used throughout.

**REINFORCEMENT:** Intermediate or hard grade reinforcement shall be used in accordance with ASTM A15-58T for mild steel or A16-58T for rail steel, conforming to bending requirements of AASHTO 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 7/8" unless otherwise shown.

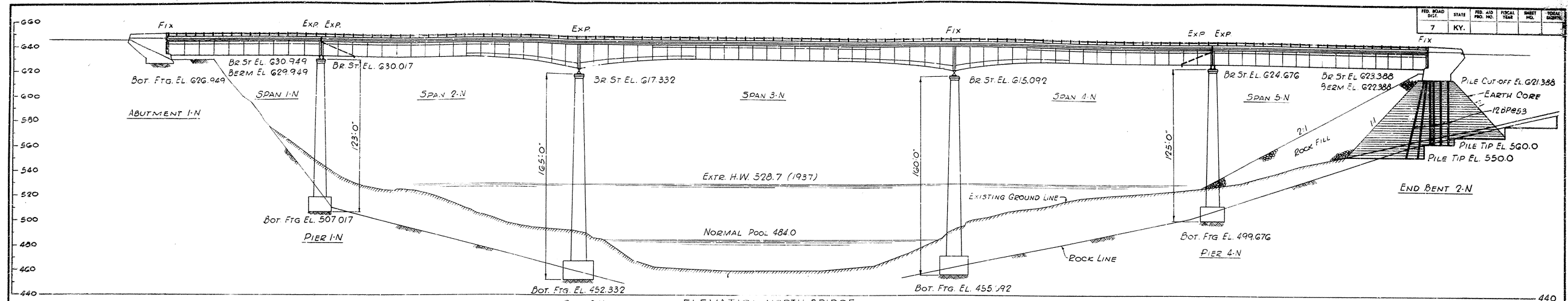
**CASTING PILES:** The cost of this item is to be included in the unit price bid for Class "A" concrete.

**PLACING PILES:** Reinforcement shall be placed in connected layers to bottom of bent and elevation before driving pile in any pile bent. Embankment shall be placed simultaneously in front and back of end bents and abutments in connected layers and the 5 ft. minimum zone provided as shown on the plans.

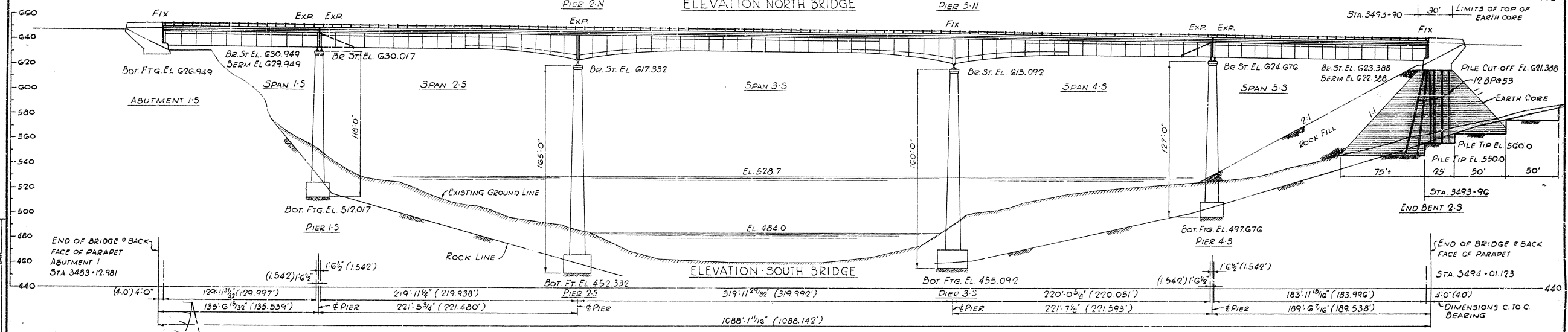
**PILING:** Piling shall be driven to refusal or to solid rock. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.

**COOPERATION WITH ADJACENT CONTRACTOR:** The contractor shall arrange his work and shall place and dispose of the material so as not to interfere with the operation of the contractor on Project 5-2 for the bridge pier, 0.40 to Station 4492+00 in accordance with the specifications.

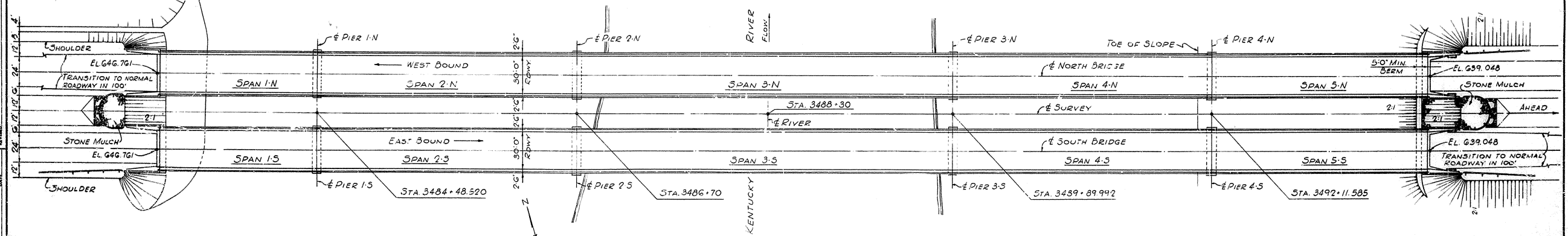
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ELEVATION NORTH BRIDGE

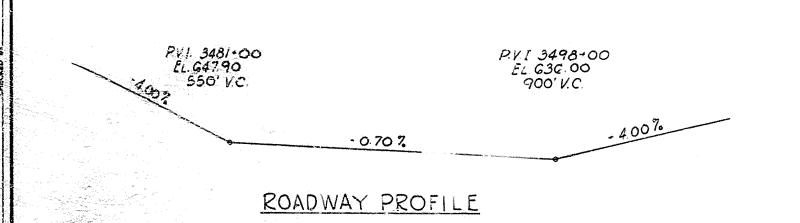


ELEVATION SOUTH BRIDGE



PLAN

TWIN, 180' SIMPLE, 220'-320'-220' CONTINUOUS, 184' SIMPLE  
 WELDED R GIRDER SPANS  
 30' ROADWAY 2:1 FILL SLOPES 108' SHOULDERS  
 H20-SIG-44 OR ALTERNATE LOADING



ROADWAY PROFILE

LAYOUT

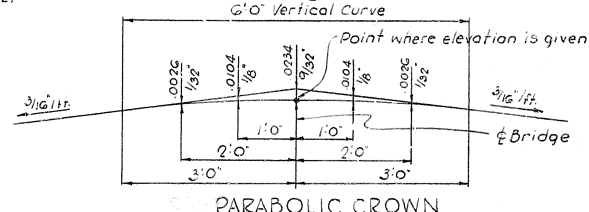
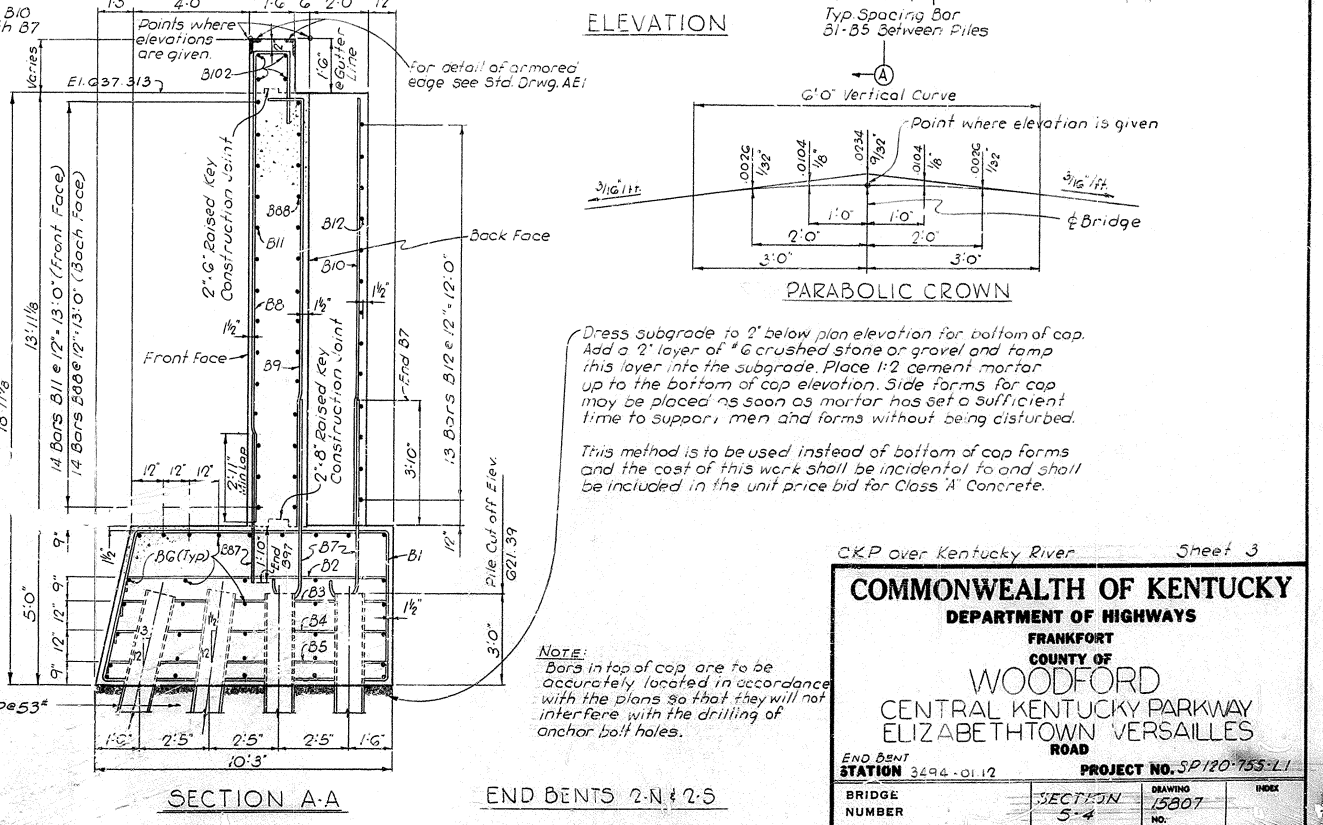
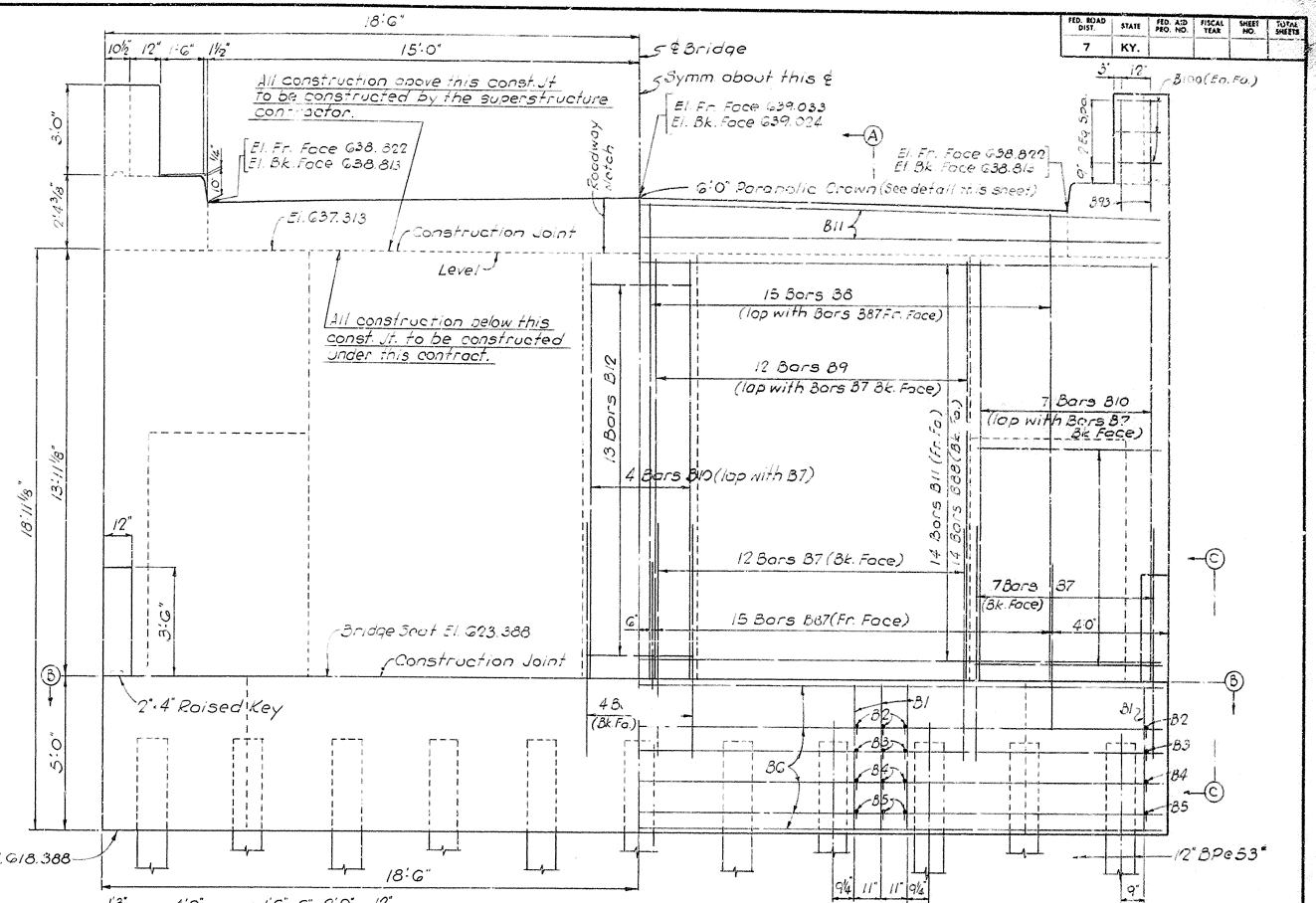
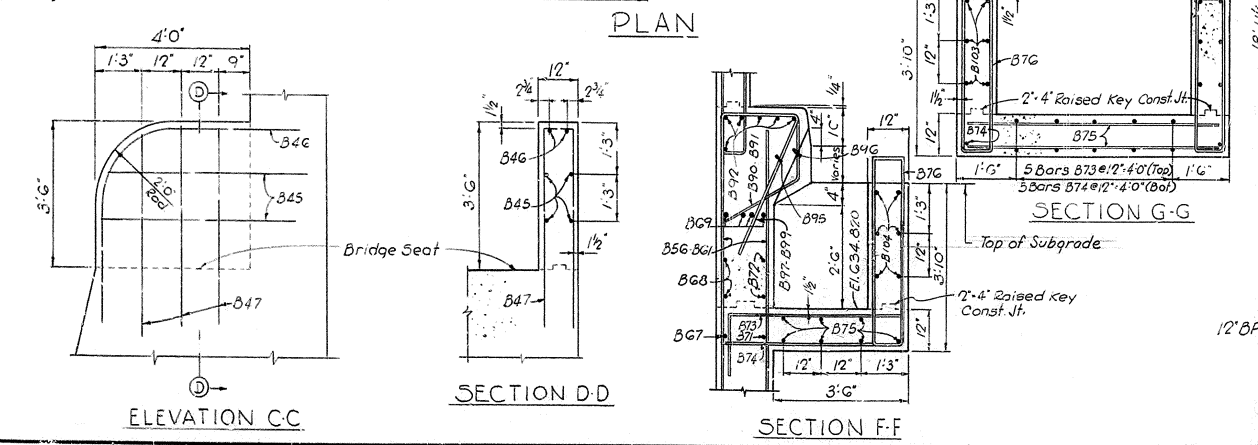
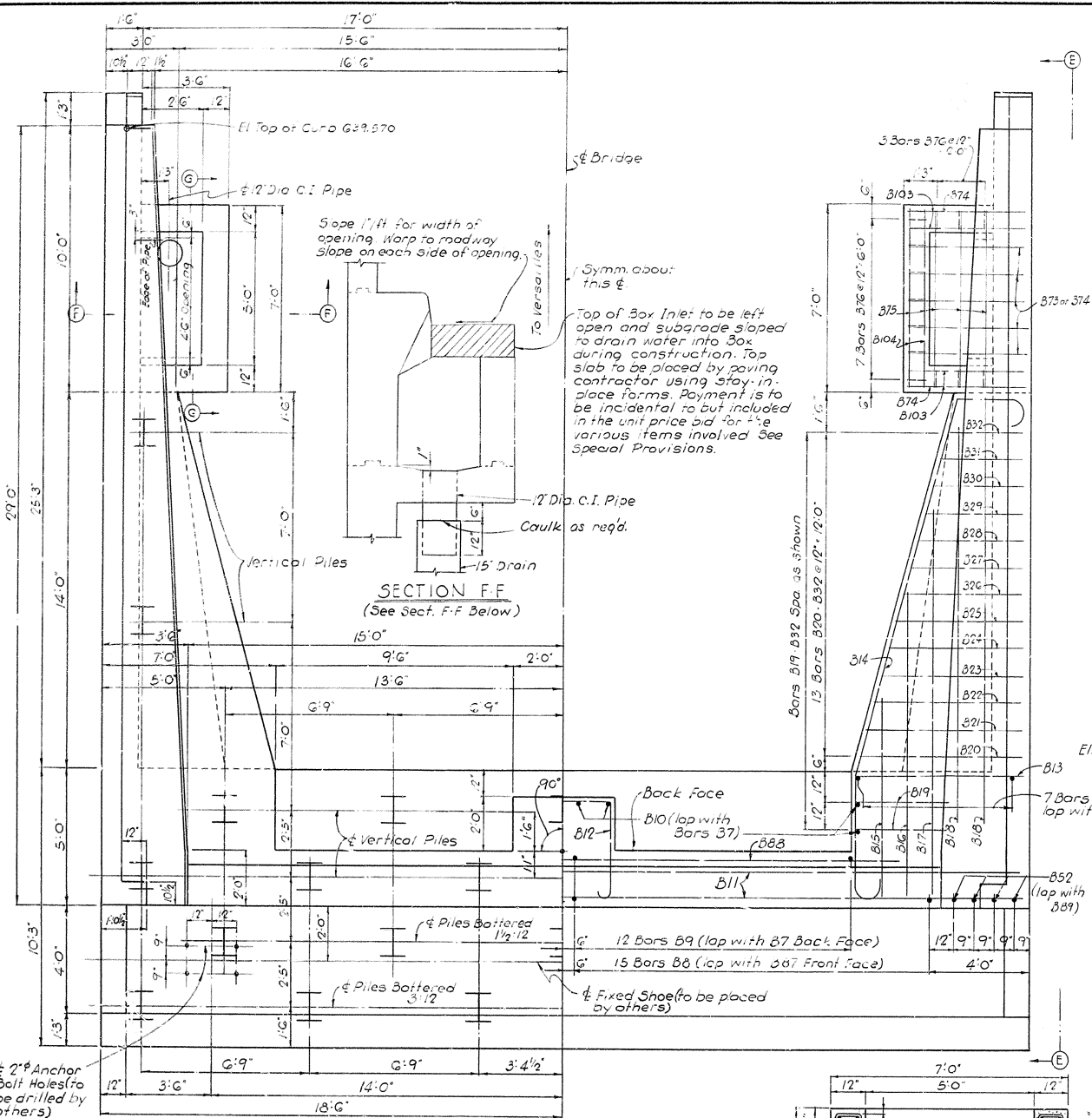
Central Kentucky Parkway over Kentucky River Sheet 2

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 WOODFORD  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

END BENT STATION 3494+01.12	PROJECT NO. SP 120-755-11
BRIDGE NUMBER	SECTION 5-4
	NO. 15807



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



Dress subgrade to 2" below plan elevation for bottom of cap. Add a 2" layer of #6 crushed stone or gravel and tamp this layer into the subgrade. Place 1:2 cement mortar up to the bottom of cap elevation. Side forms for cap may be placed as soon as mortar has set a sufficient time to support men and forms without being disturbed. This method is to be used instead of bottom of cap forms and the cost of this work shall be incidental to and shall be included in the unit price bid for Class 'A' Concrete.

NOTE: Bars in top of cap are to be accurately located in accordance with the plans so that they will not interfere with the drilling of anchor bolt holes.

C&P over Kentucky River Sheet 3

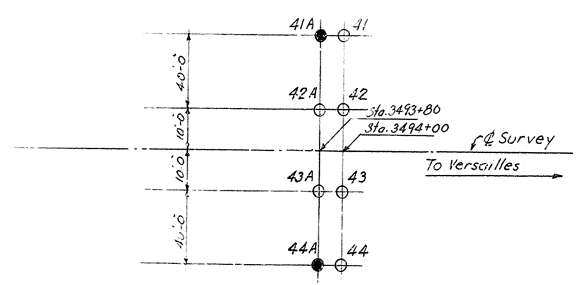
**COMMONWEALTH OF KENTUCKY**  
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 ROAD

END BENT STATION 3494+01.12 PROJECT NO. SP120-753-L1

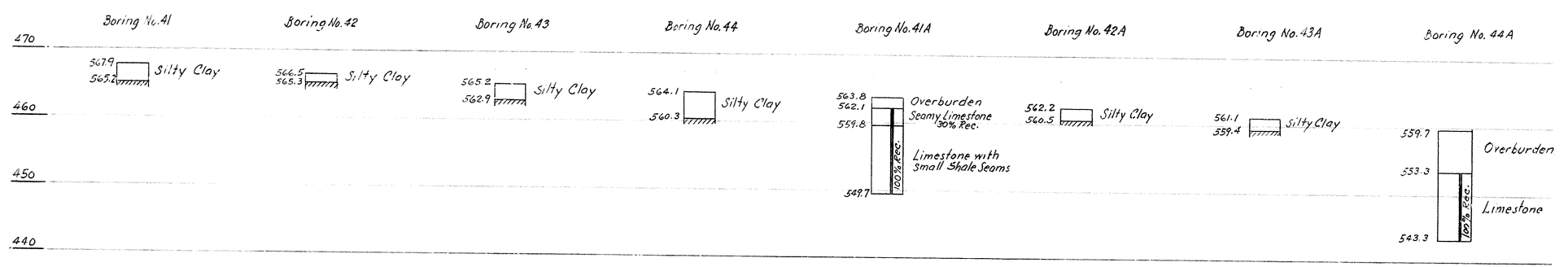
BRIDGE NUMBER 5-4 DRAWING NO. 15807 INDEX

DESIGNED BY: C. P. KROBOTH, ASSISTED BY: J. E. HUMPHREY, DATE: 2/24/64  
 CHECKED BY: J. E. HUMPHREY, DATE: 2/24/64  
 TRACED BY: J. E. HUMPHREY, DATE: 2/24/64

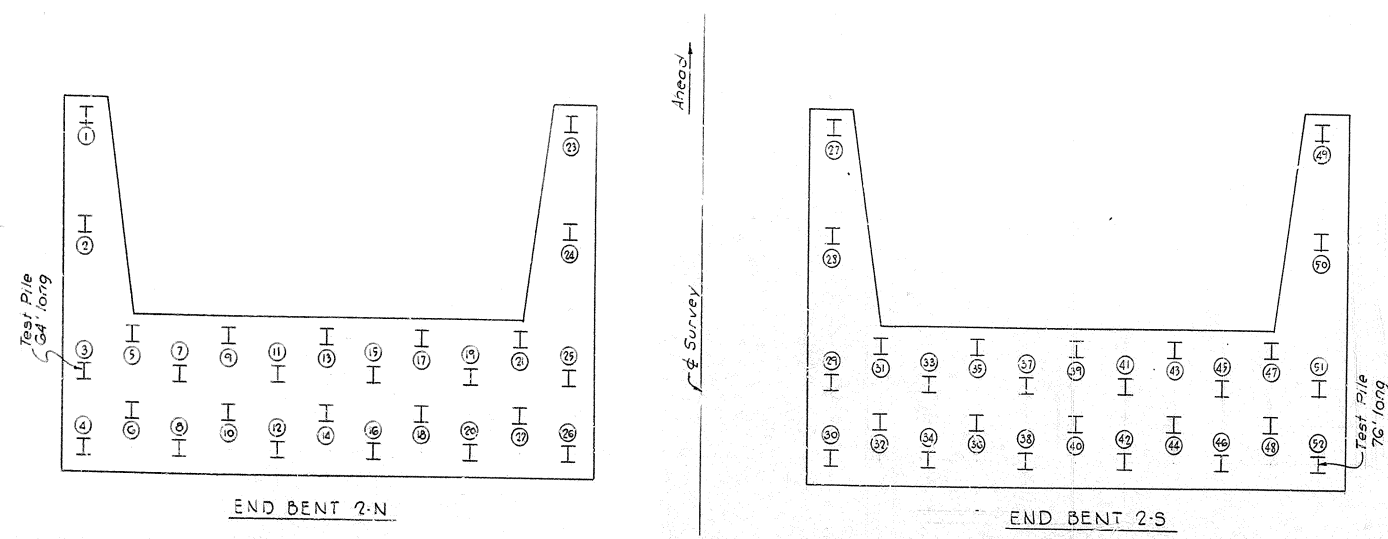




○ Auger to Rock  
● Core 10' into Solid Rock



SOUNDINGS



PILE RECORD									
END BENT 2-N					END BENT 2-S				
Pile No.	Cutoff El. as Shown	Tip of Pile El.	Length of Pile in Place (lin. ft.)	Calculated Bearing Capacity (tons)	Cutoff El. as Shown	Tip of Pile El.	Length of Pile in Place (lin. ft.)	Calculated Bearing Capacity (tons)	
1	621.39			27	621.39				
2				28					
3				29					
4				30					
5				31					
6				32					
7				33					
8				34					
9				35					
10				36					
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21				47					
22				48					
23				49					
24				50					
25				51					
26				52					

PILE RECORD

*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, 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 here are the actual lengths of piles in the finished structure below cutoff elevation and are not necessarily pay items.

O.K.P. over Kentucky River Sheet 5

**COMMONWEALTH OF KENTUCKY**  
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ROAD

END BENT STATION 3494-01.12 PROJECT NO. SP120-755-L1

BRIDGE NUMBER	SECTION 5-4	DRAWING NO. 15807	INDEX
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DESIGNED BY: C.P.C. CHECKED BY: J.E.H. DATE: 11-1-54  
 DRAWN BY: C.P.C. CHECKED BY: J.E.H. DATE: 11-1-54  
 REVISIONS: