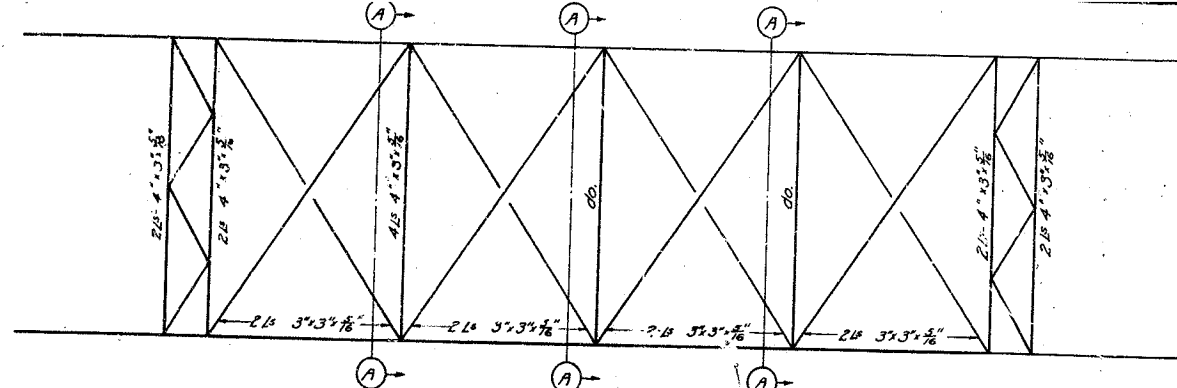
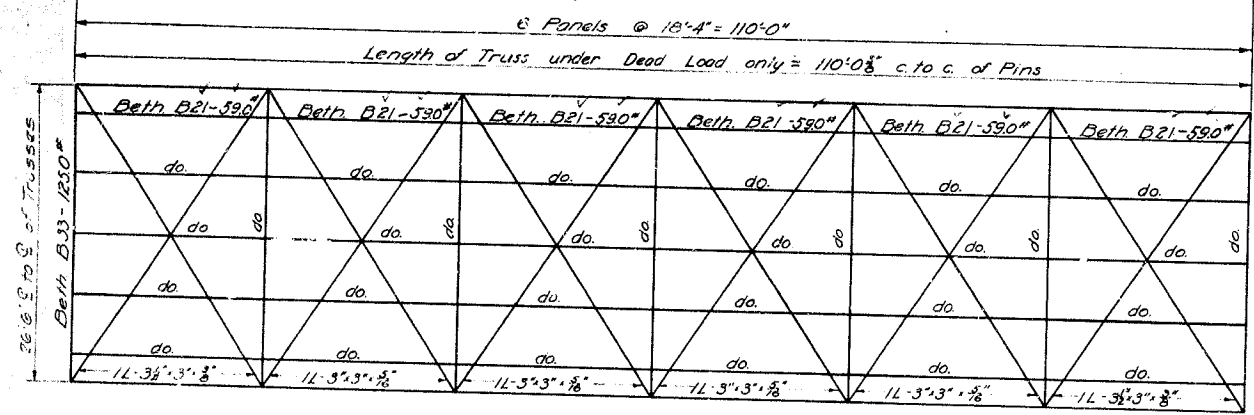
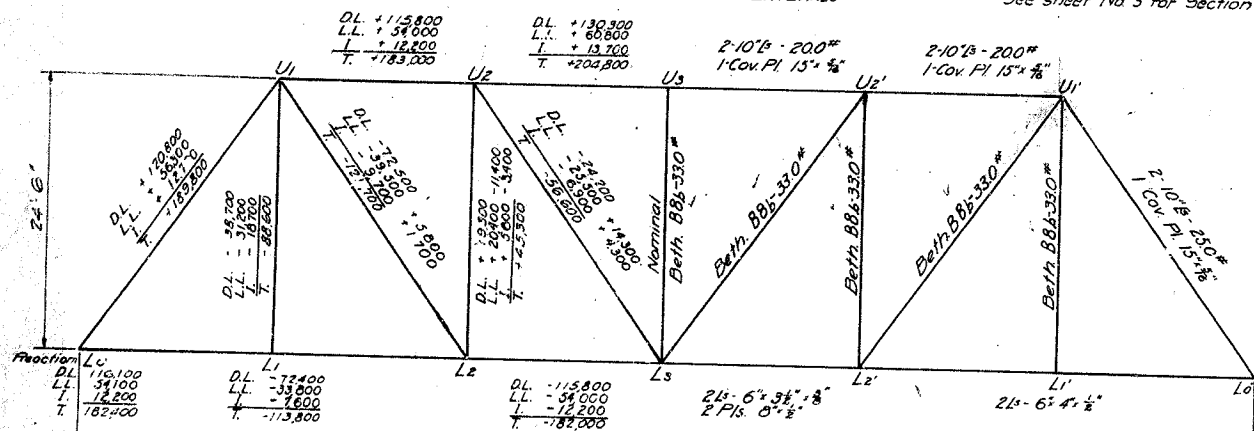




PORTALS AND TOP LATERALS

NOTE: See sheet No 3 for Section A-A



BOTTOM LATERALS AND FLOOR SYSTEM

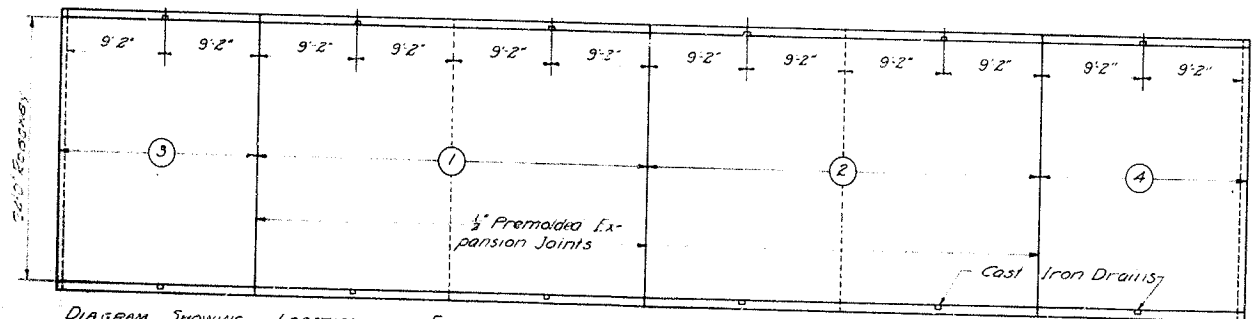
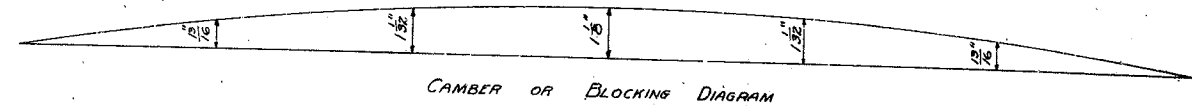
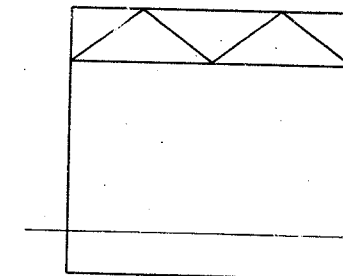


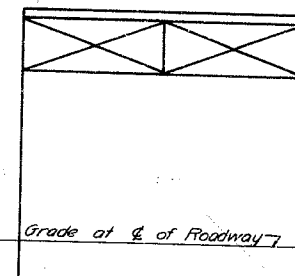
DIAGRAM SHOWING LOCATION OF EXPANSION JOINTS AND CAST IRON DRAINS IN CONCRETE FLOOR. Sections of concrete floor to be placed in the order shown working from the center toward the ends of the span. Section 2 may be placed before Section 1, and Section 4 may be placed before Section 3.



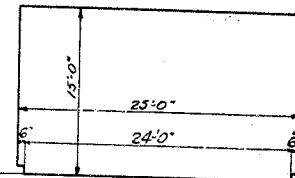
CAMBER OR BLOCKING DIAGRAM



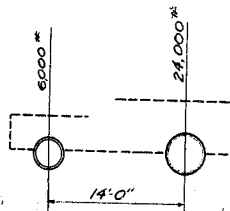
PORTAL



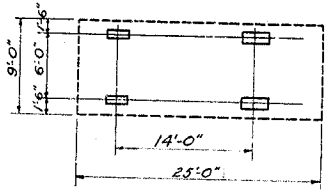
TOP STRUT & SWAY BRACING
U₂U₂ - U₃U₃ - U₂U₂



CLEARANCE DIAGRAM



TYPICAL 15 TON TRUCK



ASSUMED LOADING
DEAD LOAD: 4220 lbs. per lin. ft. of span including an allowance of 15 lbs. per sq. ft. of roadway for future surfacing.
LIVE LOAD: 1960 lbs. per lin. ft. of span or 82 lbs. per sq. ft. of roadway for span fully loaded.
IMPACT: 10% of live load, where L is loaded length; except as provided in specifications.

GENERAL NOTE

SPECIFICATIONS: State Highway Department of Kentucky, 1932, with amendments.
LOADING: H-13, 15-Ton Trucks, Two lanes of traffic.
CONCRETE: Class "A" in floor slab and curbs.
WEARING SURFACE: Top of concrete slab to be finished in accordance with specifications for "Monolithic Wearing Surface."
RIVETS: 3" except as noted - to be countersunk, flattened, or chipped as may be required for clearance.
EXPANSION ANGLES: Contractor shall immediately prepare detailed shop drawings of expansion angles for substructure or approaches and submit same to Commission for approval.
ALTERNATE SECTIONS: Alternate sections shown on Sheet No. 2 may be used but no allowance will be made for weights in excess of those shown for individual members on Sheet No. 1. Alternate sections if used must be shown on approved detailed shop drawings.
PAINTING: Materials and workmanship for one shop and two field coats to be in accordance with specifications.

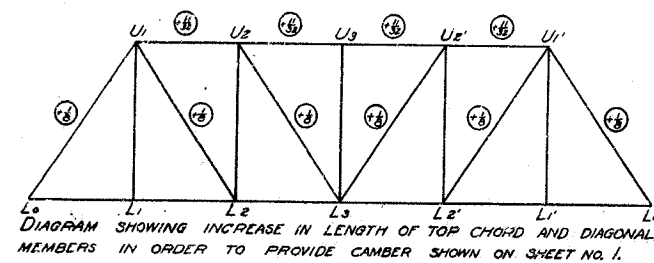
ESTIMATE OF QUANTITIES [For One Span Only]

STRUCTURAL STEEL	144900	LBS.
CAST STEEL	2300	LBS.
FORGED STEEL	300	LBS.
CAST IRON DRAINS	700	LBS.
TOTAL WEIGHT	148200	LBS.
CONCRETE, CLASS "A"	71.9	Cu. Yds.
STEEL REINFORCEMENT	16,560	Lbs.

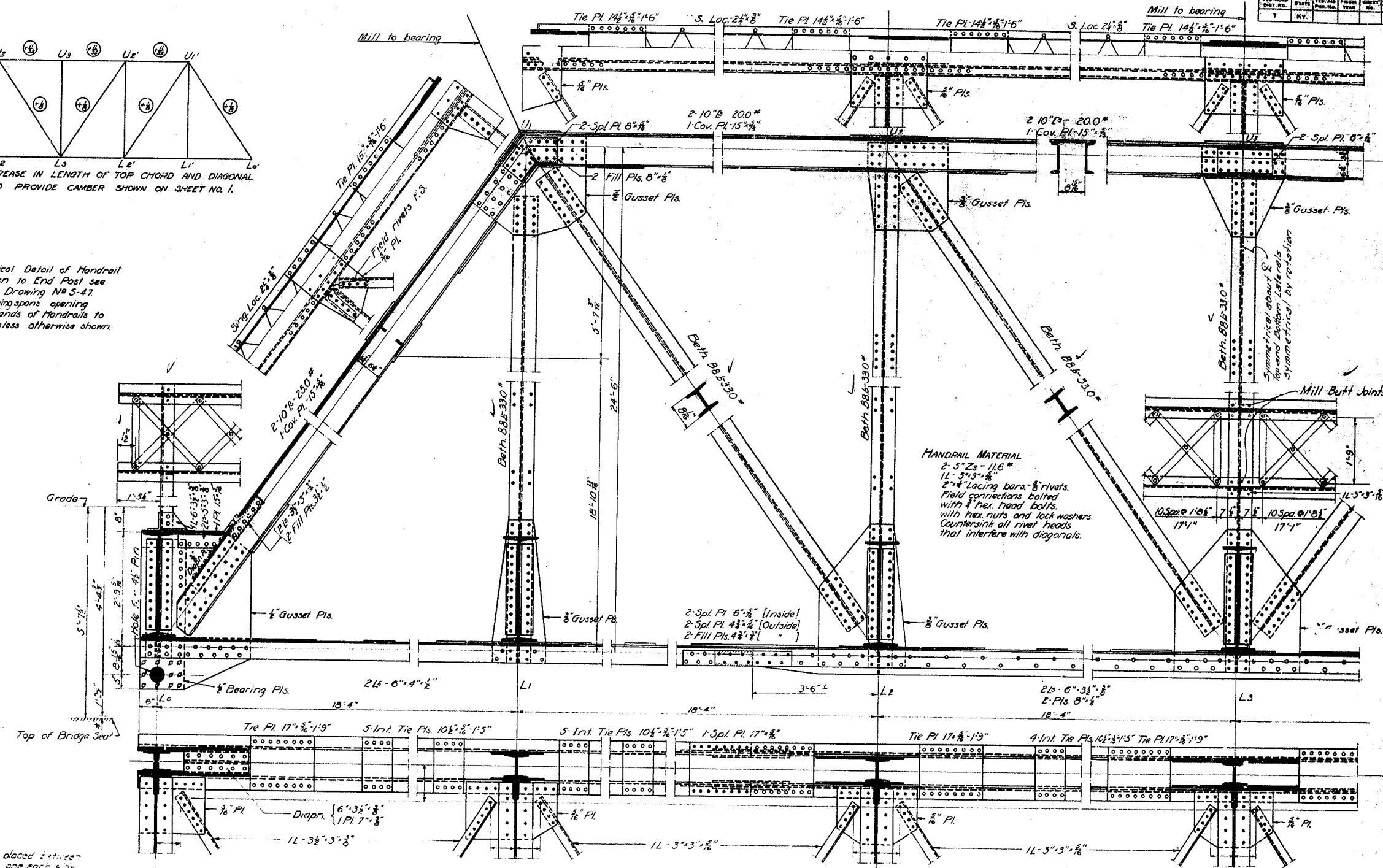
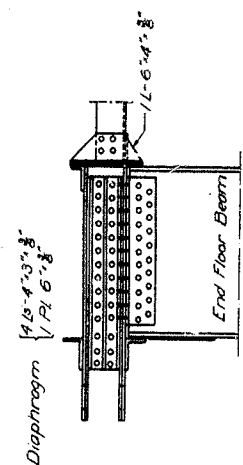
COMMONWEALTH OF KENTUCKY
STATE HIGHWAY DEPARTMENT
FRANKFORT
STANDARD STEEL SPAN
110'-0" SPAN — 24'-0" ROADWAY
THRU TRUSS
SHEET NO. 1 OF 4

SUBMITTED BY: [Signature]
APPROVED BY: [Signature]
STATE HIGHWAY ENGINEER

BRIDGE



NOTE:-
For Typical Detail of Handrail
Connection to End Post see
Standard Drawing N° S-47.
On adjoining spans opening
between ends of Handrails to
be 4" unless otherwise shown.



NOTE -
Packing Rings on Pins to be placed between
Truss and Shore Standards, one each side.

Note: Rivets in top and bottom chord splices may be changed from field to shop rivets or vice versa if more convenient for erection.

ALTERNATE SECTIONS	
STRINGERS	CARNEGIE CB 21 $\frac{1}{2}$ -59.0" FOR BETH B21-59.0"
POSTS & DIAGONALS	CARNEGIE CB 93-330" FOR BETH B93-330"
FLOOR BEAMS	CARNEGIE CB 331N-125.0" FOR BETH B331-125.0"

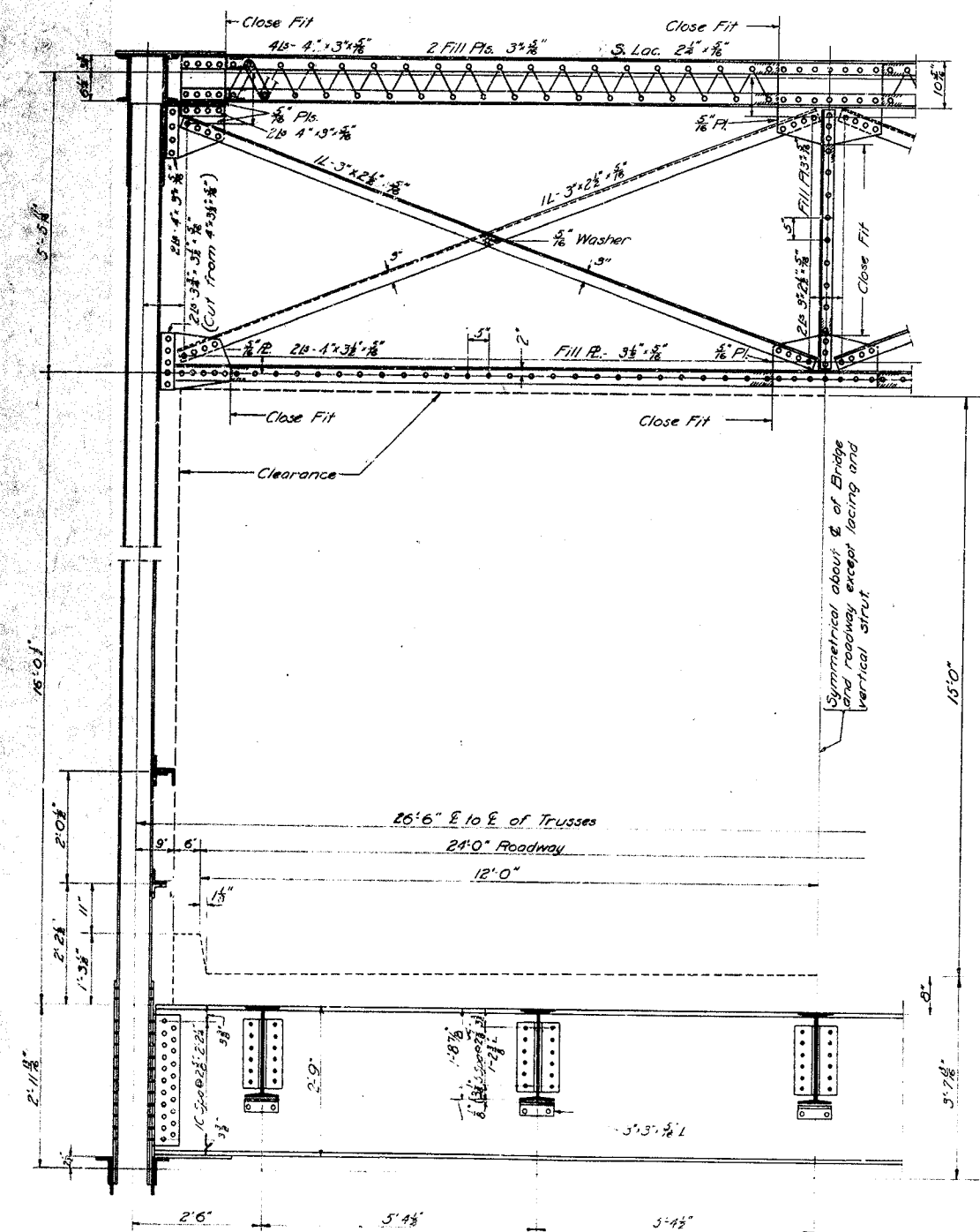
Note: The above alternate sections will be allowed for all of the stringers or for all of the posts and diagonals or for all of the floor beams or for all of these items.

COMMONWEALTH OF KENTUCKY
STATE HIGHWAY DEPARTMENT
FRANKFORT

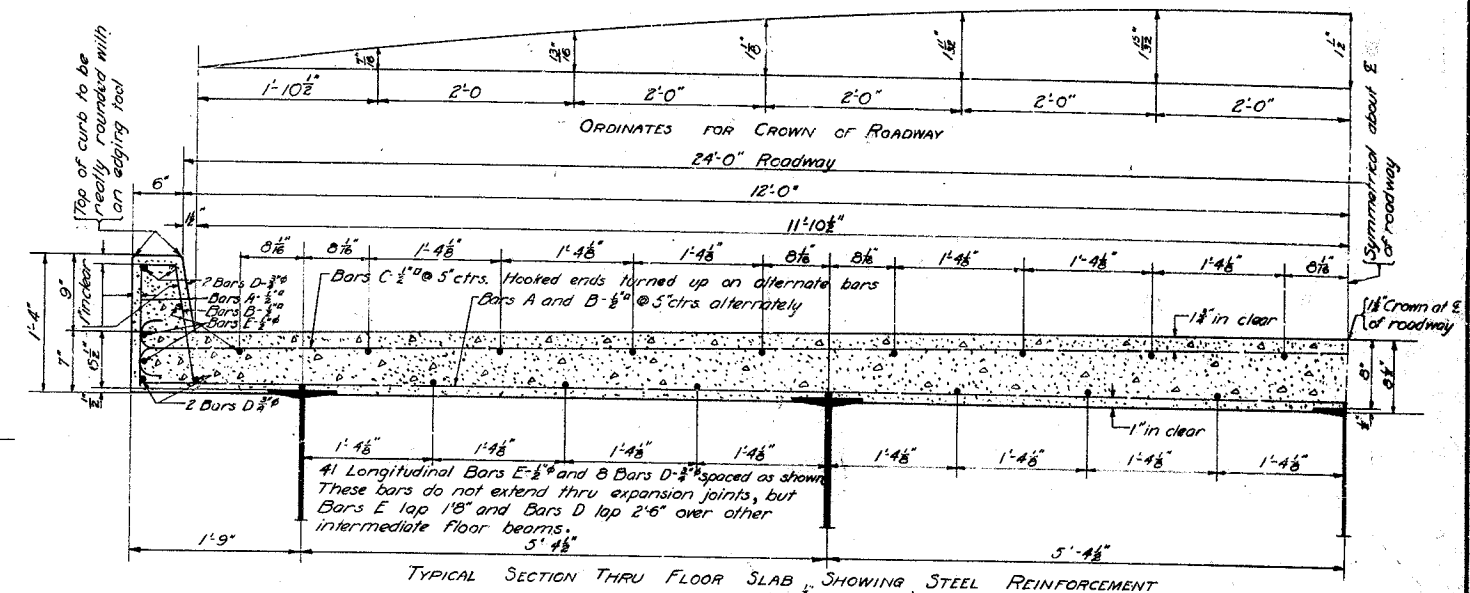
STANDARD STEEL SPAN
110'-0" SPAN ——— 24'-0" ROADWAY
THRU TRUSS
SHEET NO. 2 of 4

SUBMITTED BY	DESIGNED BY	PROJECT NO.	DATE
APPROVED BY	STATE HIGHWAY ENGINEER	S-76	S-2

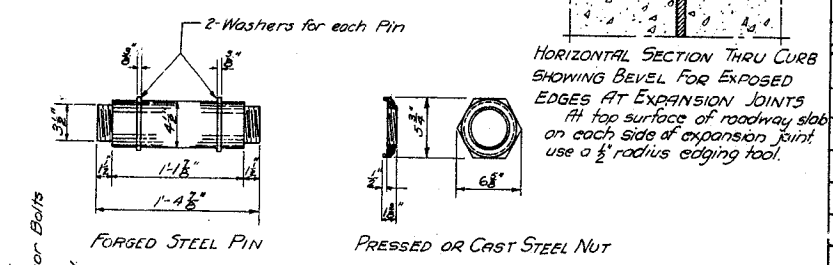
APPROVED BY	DATE 11-29	EXTENDED BY	DATE 11-29
REMOVED BY	DATE 3-30	REMOVED BY	DATE 6-30
REMOVED BY	DATE 4-30	REMOVED BY	DATE 6-30



HALF SECTION A-A (See Sheet No. 1)
SHOWING DETAILS OF TOP STRUT, SWAY BRACING, AND FLOOR SYSTEM
ALL FLOOR BEAMS - Belf. - B33 12SC" END CONN. 2" x 4" x 1/2" - 2' 4 3/8"
ALL STRINGERS - Belf. - B21 1" x 330# END CONN. 2" x 4" x 1/2" - 2' 4 3/8"



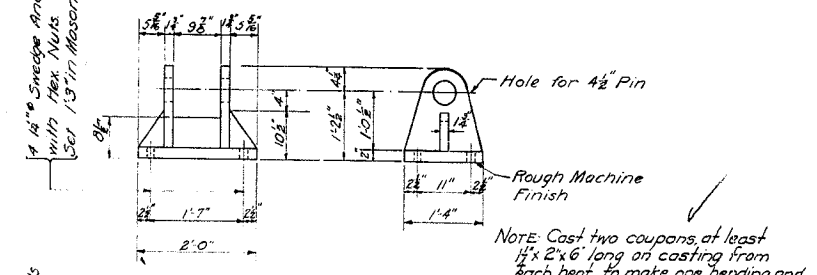
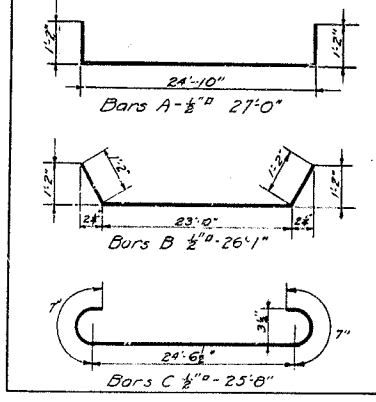
TYPICAL SECTION THRU FLOOR SLAB, SHOWING STEEL REINFORCEMENT



HORIZONTAL SECTION THRU CURB
SHOWING BEVEL FOR EXPOSED
EDGES AT EXPANSION JOINTS
At top surface of roadway slab
on each side of expansion joint,
use a $\frac{1}{2}$ " radius edging tool.

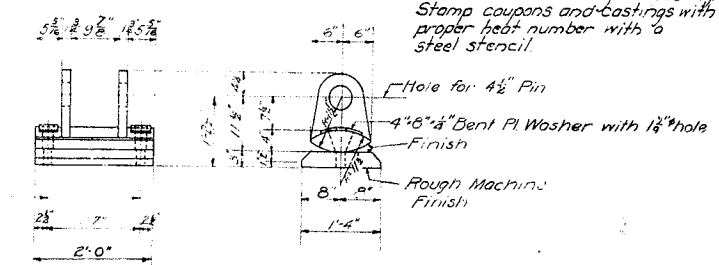
BILL OF STEEL REINFORCEMENT IN FLOOR SLAB AND CURBS					
MARK	NO.	SIZE	LENGTH FT. IN.	TYPE	LOCATION
A	135	$\frac{1}{2}''$	27 0	Bent	Bottom of Slab
B	135	"	26 1	"	" " "
C	270	"	25 8	"	Top of Slab
D	32	$\frac{3}{8}''$	19 8	Str.	Curb- Sect. 2
D	16	"	19 7	"	" " 3-4
E	164	$\frac{1}{2}''$	19 1	"	Slab- Sect. 2
E	82	"	19 7	"	" " 3-4

This bill of steel reinforcement is for a single span bridge. At junction of spans on multiple span bridges make corrections due to "change" in length of and sections of concrete slab.



CAST STEEL FIXED SHOE

NOTE: Cast two coupons, at least 1 1/2 x 2 x 6" long on casting from each hear to make one bending and one tensile test. Coupons to be removed by the Commission's shop inspector and forwarded to Commission's laboratory for testing. Stamp coupons and castings with proper heat number with a steel stencil.



CAST STEEL EXPANSION ROCKER

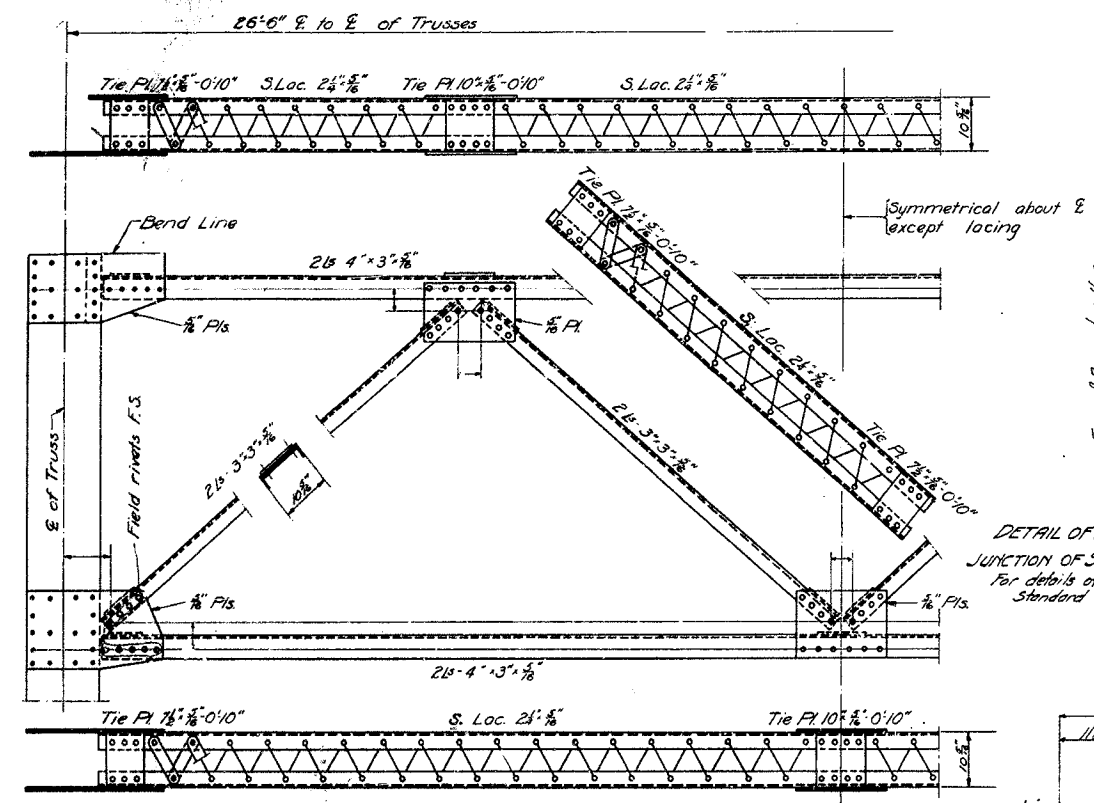
COMMONWEALTH OF KENTUCKY
STATE HIGHWAY DEPARTMENT
FRANKFORT

STANDARD STEEL SPAN
110'-0" SPAN ——— 24'-0" ROADWAY
THRU TRUSS

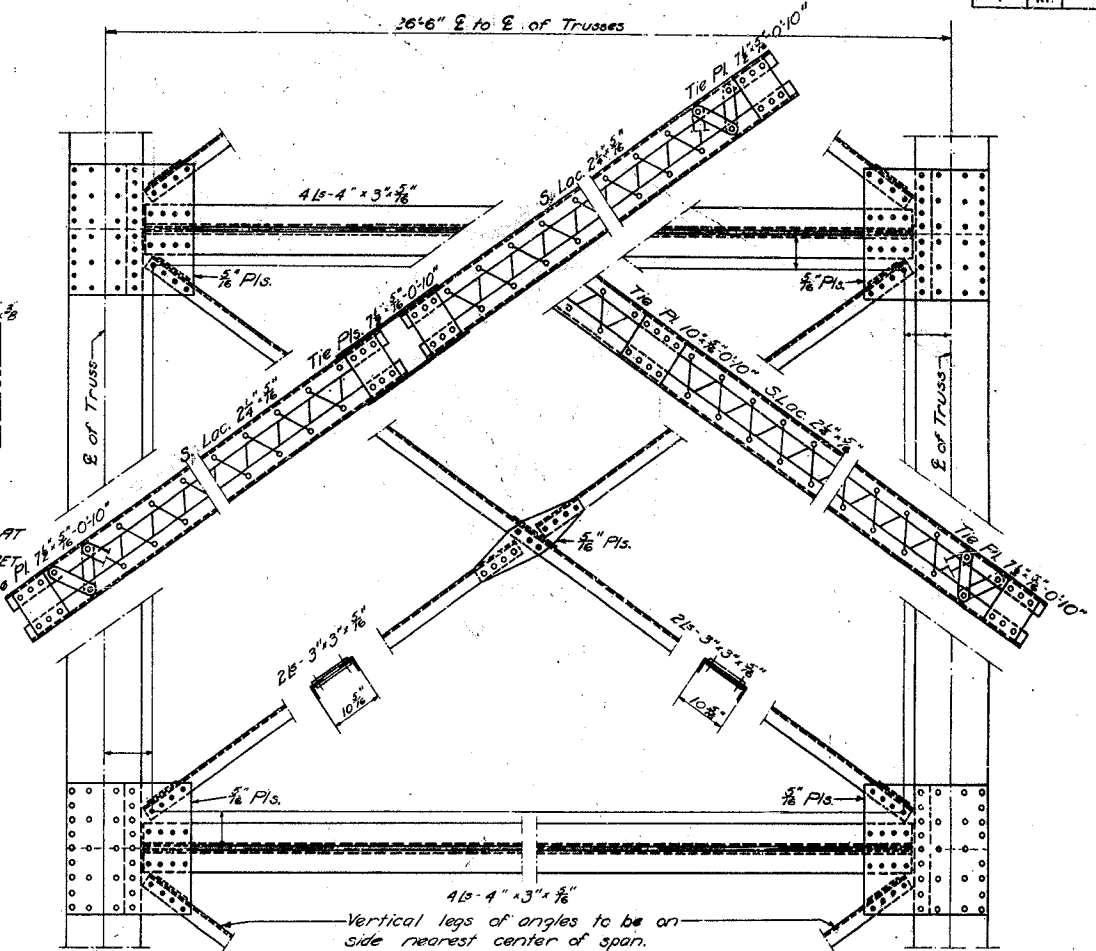
SHEET NO. 3 of 4

SUBMITTED BY _____	BRIDGE ENG. _____	DRAWING NO. S-76
APPROVED BY _____	STATE HIGHWAY ENGR. _____	

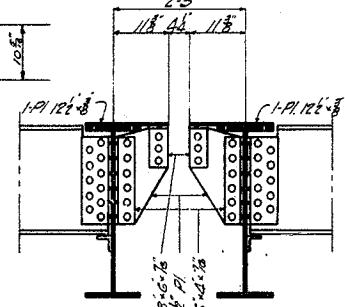
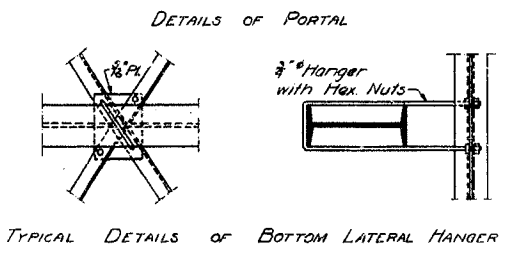
DESIGN NO.	STATE	PER. AND FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.			



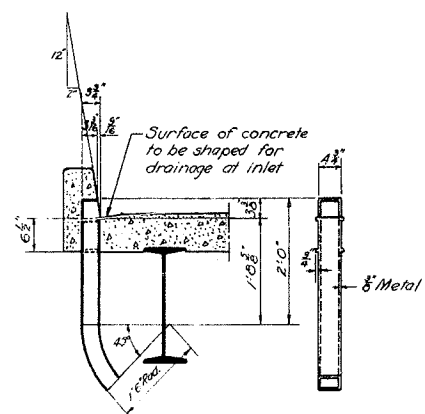
DETAIL OF EXPANSION BRACKET AT JUNCTION OF STEEL SPAN AND PARAPET. For details of Expansion Device, see Standard Drawing No. S-86.



DETAILS OF TOP LATERALS



FOUNDRY NOTE:—Furnish two test specimens at least 12 diameter by 21" long in the rough for testing.



DETAILS OF CAST IRON DRAIN

COMMONWEALTH OF KENTUCKY
STATE HIGHWAY DEPARTMENT
FRANKFORT

STANDARD STEEL SPAN
110'-0" SPAN — 24'-0" ROADWAY
THRU TRUSS

SHEET NO. 4 OF 4

SUBMITTED BY: _____ DATE: _____
APPROVED BY: _____ DATE: _____

STATE HIGHWAY DEPT. S-76 S-2

DESIGNED BY: P.D. GILBERT, DATE: 11/23, SUPERVISOR: S.A. MARY, DATE: 1/23/28
CHECKED BY: T.L. DRYDEN, DATE: 3/30, REVIEWED: S.A. MARY, DATE: 5/23/28
DRAWN BY: MARY, DATE: 5/30, REVISIONS: 1/23/28, 5/23/28

BRIDGE